

# Venice Mobility Study Ideas

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# Venice Mobility Study Ideas

Venice has been designated a Bicycle Friendly Community. The mobility study and subsequent implementation provide the opportunity to promote existing bicycle friendly attributes and incorporate additional bicycle friendly concepts as part of the transportation infrastructure. These include:

- Promote existing bicycle trails and bike loops.
- Create additional bicycle loops.
- Create a series of walking loops from downtown to various locations.
- Increase motorist's awareness of bicyclists and pedestrians.
- Inform and educate bicyclists and pedestrians of their rights and responsibilities.
- Incorporate "Bike Boxes" as part of the bicycle transportation network
- Use sharrows where appropriate.
- Look into the feasibility of a Bike Borrow program.
- Trail usage statistics.

The Mobility Study also provides an opportunity to consider other transportation alternatives such as:

- Water Transit and Ferries.
- Pedestrian Mall and one way streets.
- Additional use of street legal golf carts.

The bicycle is a vehicle, legally recognized as such by Florida and all 50 states. Similarly, walking is transportation. Certainly, these modes, like driving, can be used for recreation and non-transportation purposes but, for purposes of planning and use in the public realm, these modes need to be considered as transportation and receive serious planning and consideration. By planning for these modes as some sort of recreational choice, the needs of these modes as transportation will not be met. However, by planning for these modes as transportation, the recreational needs will be met.

# Island Bike Loop and Others

The City of Venice Bike Map designates an 11 mile “Island Loop.” This loop should be marked with signs highlighted with symbols on the streets to make it easy for riders to follow. Additional consensus loops should be designated. They could be marked with various colored arrows.



A “Downtown Venice” sponsored Kiosk should be erected at the Trail Depot to promote bicyclists and pedestrians to cross-over the waterway and visit Downtown Venice. This should also be used to promote the Island Bicycle Loop and others.



# Promote Venice's Walkability

Create a series mile-long walking loops that connect downtown with the beach, the depot, the library, the arboretum and other locations. Use signs to designate the loops and provide maps showing the routes.

The routes and maps will serve to promote the fact that downtown Venice is compact enough that walking to destinations is a viable alternative.



The American Volkspport Association has created a walking loop for Venice as one of their “Year Round Events.”

<b>City / State:</b>	Venice, FL
<b>Event Name:</b>	
<b>Event Type:</b>	Year Round Walk
<b>Event ID:</b>	94030 2013/Y0206
<b>Distance - Trail Ratings:</b>	10km and 6K - 1A
<b>Description:</b>	Open 24 hours, daily and most holidays. The trail is rated 1, but the beach can be avoided by baby strollers, wheelchairs and pets on leashes. This is a city walk through "old" Venice, along Venice Beach known for its many sharks teeth, and a delightful stroll on Venice Ave with its chic shops and sidewalk cafes. An alternative to the beach is in the Walk Directions.
<b>Amenities:</b>	<b>Strollers:</b> Medium   <b>Wheelchairs:</b> Medium   <b>Pets:</b> Yes   <b>Restrooms:</b> Yes
<b>Special Programs:</b>	This event doesn't have any special Programs assigned.
<b>Start Times:</b>	
<b>Location:</b>	CVS Pharmacy
<b>Start Point / Driving Directions:</b>	Venice Ave at US 41. From either north or south on I-75 take Exit 193, Venice/Jacaranda Blvd. Turn left from the south, turn right from the north. In about 0.75 mile turn right on Venice Ave. Go three miles (just before US 41) and the store is on the right. Ask for the volkssport box at the counter just to the right of the entrance.
<b>Awards &amp; Fees:</b>	IVV Credit Only
<b>Comments:</b>	
<b>Host Club:</b>	Meandering Manatees
<b>Contact:</b>	Beverley Mac Neill (239) 368-1673
<b>Website:</b>	No Website Listed
<b>E-Mail Contact:</b>	<a href="mailto:bevmneill@aol.com">bevmneill@aol.com</a>

# Bicycle and Pedestrian Awareness Campaign

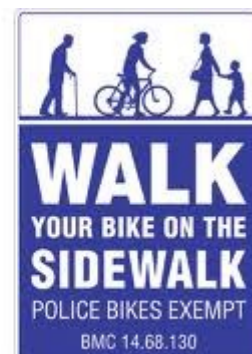
Take some steps to make motorists more aware of the fact that there are a significant number of bicyclists using the roads on the Island of Venice. Post more “Share the Road” signs. Place some “3 Feet Please” signs on roads leading to the island.

## Pedestrian & Bicycle Safety

Livable communities are a high priority of the U.S. Department of Transportation and the Obama Administration. A livable community is one that provides safe and convenient transportation choices to all citizens, whether it's by walking, bicycling, transit, or driving. Each year, unfortunately, pedestrian fatalities comprise about 12 percent of all traffic fatalities and there are approximately 4,000 pedestrian deaths. Another 59,000 pedestrians are injured in roadway crashes annually. The numbers are improving, but we still have a ways to go. Pedestrian safety improvements depend on an integrated approach that involves the 4 E's: Engineering, Enforcement, Education, and Emergency Services. The FHWA's Office of Safety develops projects, programs and materials for use in reducing pedestrian and bicyclist fatalities.



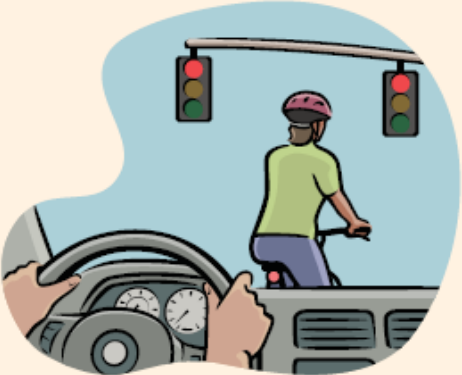
Bicycle riding can be a danger to pedestrians in a busy sidewalk situation. Post signs in the Downtown area stating “No Bicycle Riding on Sidewalk.”



# Bike Box

Consider the use of the “Bike Box” in locations where a high number of bicyclists are using the roads.

A bike box is used at intersections to designate a space for cyclists to wait in front of cars at a red light, and to proceed first when the light turns green.



**CYCLISTS STOP IN BIKE BOX TO BE MORE VISIBLE. MOTORISTS WAIT BEHIND STOP LINE.**

**WHAT MOTORISTS SHOULD KNOW**

When the traffic signal is yellow or red, motorists must stop behind the white stop line behind the green bike box. Don't stop on top of the bike box. Keep it clear for cyclists to use. No right turns on red at these intersections!

When the light turns green, motorists and cyclists may move through the intersection as usual, with cyclists going first. Motorists turning right on green should signal and watch for cyclists to the right, especially in the green bike lane in the intersection.

**WHAT BICYCLISTS SHOULD KNOW**

When a traffic signal is yellow or red, enter the bike box from the approaching green bike lane. Stop before the crosswalk.

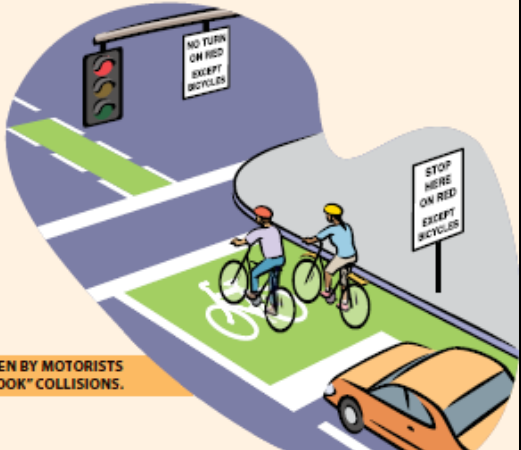
When the light is green, proceed as normal. Be aware of right-turning motorists, especially while in the green lane in the intersection.

**WHY ARE BIKE BOXES BEING INSTALLED?**

The main goal is to prevent collisions between motorists turning right and cyclists going straight. It's all about visibility and awareness. At a red light, cyclists are more visible to motorists by being in front of them. At a green light, the green bike lane through the intersection reminds motorists and cyclists to watch for each other.

**BIKE BOXES**

- Increase safety when drivers are making right turns by allowing cyclists to move in front.
- Increase safety by coloring the bike lane through the intersection.
- Increase safety by reminding motorists to be alert for cyclists.



**CYCLISTS ARE EASILY SEEN BY MOTORISTS REDUCING THE RISK OF "RIGHT-HOOK" COLLISIONS.**

# Sharrows

Sharrows are designed for use in areas too narrow for a separate bike lane and have several applications for improving interactions between cyclists and motorists:

- Sharrows tend to keep bicyclists from riding too close to parked vehicles, which puts them at risk for unexpected opening car doors.
- With sharrows on the road, motorists tend to give more space to bicyclists that they pass.
- Sharrows help reduce wrong-way riding by bicyclists.
- They help decrease aggressive bicycle-car interactions.
- They can help reduce the level of pedestrian-to-bicycle conflicts on sidewalks.

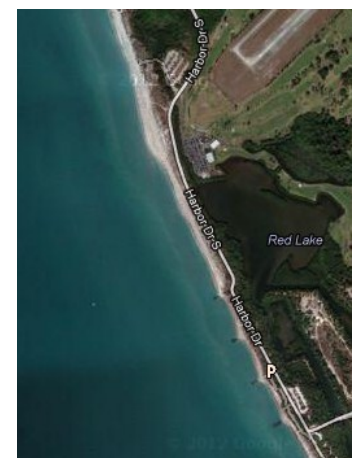
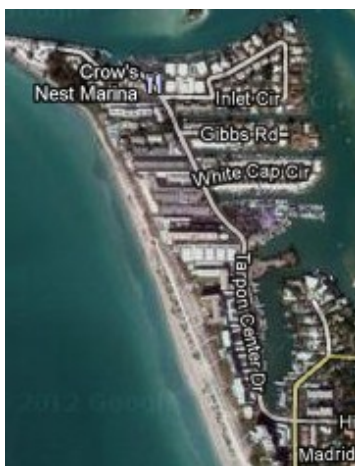


The rider is using the sharrow as a guide for lane position, staying out of the door zone.



There are many places on the Island of Venice where Sharrows would be helpful. Three of these could be:

- Tarpon Center Drive from The Esplanade to the Jetty.
- North Harbor Drive to Bayshore Drive to Laguna Drive.
- Harbor Drive South from the entrance of South Brohard Beach to Caspersen Beach.



# Create a Bicycle Borrow Program



Visited your local library lately? You borrow a book free and return it when you're done – what a concept! But what about exploring Fort Collins on a free bicycle?

Business has been brisk lately at the [Fort Collins Bike Library](#). It is a local non-profit organization where citizens and visitors can borrow a bicycle for up to one week. There is no fee to borrow a bike, however, a credit card deposit is required. The safety and security of the bike is the borrower's responsibility.

Most of the bikes are single speed cruisers, but there are also three-speed and seven-speed styles, youth bikes and toddler trailers. The free service is made possible by [Bike Fort Collins](#) and the [City of Fort Collins](#)

Bicycle Borrow locations could be located at "satellite parking areas" to encourage more park and ride participation.



# Legacy Trail/Venetian Waterway User Count

Trail user counts are reported on a monthly basis. Below is a summary of the January 2013 report. More details are available at <http://ht5000.jimdo.com>. This serves to show the number of bicyclists and pedestrians using the existing trails.

**The consensus trail usage number for January 2013 was 16,700 as compared to 12,400 in December 2012. The comparable number from January 2012 was 19,300. In January 2013, the number recorded at the Central Sarasota Parkway counter was an all time high of 13,542. January 2013 numbers at the other counters were about 2000 fewer than in January 2012 with the exception of the Circuit Bridge that was 4000 fewer.**

**The consensus number is based on the 33% scenario as described in the analysis below.**

**The Counter Data and the "Counter Data to User Number" Conversion Algorithm that are used to interpret the data are described below.**

**Steve Christian 2/02/13**

The table below is the traffic count summary for the Legacy/VWP Trail. This is the raw data. These are the actual number of counter hits from infrared counters at 5 locations along the trail. Note that these are not the actual number of users. An estimate of the actual number of users or "trail trips" is calculated in the "Counter to User Conversion Table" below.

Year	Site	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total			
2012	LT CSP	12,643	10,146	10,644	9,157	4,286	1,551	1,919	1,816	1,979	4,359	10,275	9,243	77,906	2013	LT CSP	13,542
	LT H CRK	17,685	16,905	19,542	13,390	7,127	4,361	4,635	3,417	4,948	6,501	8,979	12,833	113,679		LT H CRK	15,074
	LT OSSP	17,268	14,612	15,559	12,177	6,684	3,308	4,505	3,137	5,334	6,049	10,158	9,448	108,425		LT OSSP	15,420
	VWP CCE	8,397	8,678	9,185	6,642	3,111	1,587	1,281	1,537	1,393	2,275	4,166	4,264	52,404		VWP CCE	6,549
	VWP E CB	13,601	12,428	15,413	12,377	8,586	4,839	6,316	4,698	5,551	4,748	6,020	7,375	101,716		VWP E CB	9,892

**Counter Locations**

- LT CSP (LT just north of Central Sarasota Parkway)
- LT H CRK (Hatchett Creek Bridge just north of the Depot)
- LT OSSP (Under the 681 over pass just south of OSSP)
- VWP CCE (VWP Country Club Estates near Volunteer Park)
- VWP E CB (South of Circus Bridge on the east-side of the Waterway.)

# Water Based Transportation Alternatives.

Consider a system of Water Taxi's like they have in Ft. Lauderdale, Miami and other locations. The Venice Water Taxi could locations up and down the waterway all the way to Sarasota.



Consider localized Bike/Ped ferries. They could connect the North and South Jetties and provide a means for bicyclists and pedestrians to get back and forth from Casey Key and beyond. A ferry could also transport riders and pedestrians from the Train Depot to the Island.

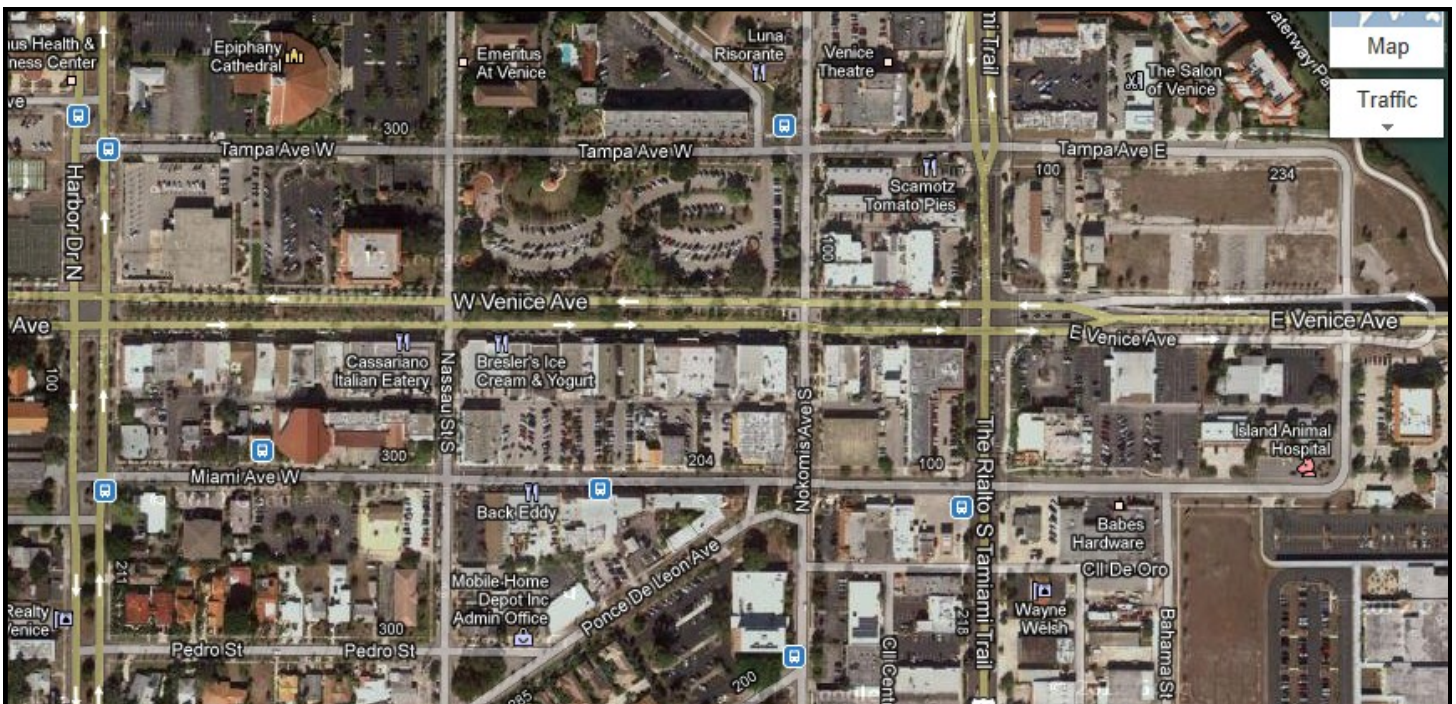
# Downtown Pedestrian Mall on Venice Avenue

Consider turning the current eastbound lane of Venice Ave into a pedestrian mall. Change the current westbound lane into a one way street.

Consider changing some of the other downtown streets into one way.

Consider changing the Venice Ave Bridge into a one way street.

Create additional parking in the empty lot between E Venice Ave and Tampa Ave E.



# Road Diets

Consider a road diet for Venice Avenue and Tarpon Center Drive. Both are 2 lanes each way and with a “road diet” a bicycle lane could be added.

The classic roadway reconfiguration, commonly referred to as a “road diet,” involves converting an undivided four lane roadway into three lanes made up of two through lanes and a center two-way left turn lane. The reduction of lanes allows the roadway to be reallocated for other uses such as bike lanes, pedestrian crossing islands, and/or parking. Road diets have multiple safety and operational benefits for vehicles as well as pedestrians, such as:

- Decreasing vehicle travel lanes for pedestrians to cross, therefore reducing the multiple-threat crash (when one vehicle stops for a pedestrian in a travel lane on a multi-lane road, but the motorist in the next lane does not, resulting in a crash) for pedestrians,
- Providing room for a pedestrian crossing island,
- Improving safety for bicyclists when bike lanes are added (such lanes also create a buffer space between pedestrians and vehicles),
- Providing the opportunity for on-street parking (also a buffer between pedestrians and vehicles),
- Reducing rear-end and side-swipe crashes, and
- Improving speed limit compliance and decreasing crash severity when crashes do occur.



# Street Legal Golf Cart Use

Promote additional street legal golf cart use by providing specific golf cart parking.

Allow better access to the Island by reducing the speed limit on the Circus Bridge and the Business 41 section between the Circus Bridge and the Venice Regional Medical Center. The speed limit on this section of road is now 45 mph which precludes the use of street legal golf carts. A lowering of the speed limit would allow street legal golf cart access to the Island from the South Venice community and from neighborhoods that are accessible to Center Road.

