

SAFETY HARBOR

Main Street Design Study

Final Report November 2023

SAFETY HARBOR | **FL**

 **Stantec**



Executive Summary

Known for its family-friendly atmosphere, art, music and event focused gathering spaces, local unique restaurants, shops and services, Safety Harbor has developed from its roots as Worth's Harbor, home of the Holy Spirit Spring Water spa and a safe harbor from pirates and storms, to today's popular destination. With a Main Street corridor stroll, Safety Harbor provides a variety of diverse natural and planned gathering places for all.

The City has a Downtown Master Plan and Community Redevelopment District (CRA) which encompasses much of the downtown area, and is comprised of restaurants, shops, bars, specialty stores, the Safety Harbor Resort and Spa, multi-family structures and private homes. The downtown also includes the local City Hall, a fire station, a library, a community water front park, a historical museum, a fishing pier and marina.

The City of Safety Harbor, solicited proposals from qualified engineering and design firms with experience in downtown planning, engineering design and community engagement to prepare the Safety Harbor Main Street Design Study. The purpose of the study was to explore and prioritize design alternatives including parking modifications, pedestrian facility design, signage, landscaping and redevelopment opportunities to share with the community through engagement and feedback.

After review of the proposals, Stantec was selected to prepare the study which includes draft roadway design graphics, speed counts, virtual meetings, presentations to the City Commission, community engagement and an online survey.

The first step was to review the existing studies and reports previously prepared by the City and their consultants which would help support and inform the team. Those items included a mobility study, Downtown Masterplan (which was updated during this project) CRA reports, Capital Improvement Programs, Parking maps (which were updated during this project), landscaping project, wayfinding sign survey, special events guidelines and regulations related to parking, signage, and café tables.

A scheduled site visit with the Stantec team and City staff to tour the downtown study area and review the elements of the project study. The City team and Stantec staff toured the corridor from 10th Avenue east to Philippe Parkway including the review of Second Street South brick public parking and the newly purchased City lot at 2nd Street South and 6th Avenue South.

After the City's review of the recommendations, in August 2023, two workshops were held at the Safety Harbor Library, one for business owners and one for the general public. Feedback was recorded at the workshops, and an online survey was also made available for interested parties not able to attend the workshops.

A summary of the analysis, recommendations and results of the public engagement are contained in this document. The last section includes a map of the recommendations and a table showing recommended improvements and associated costs. Improvements are divided into 6 categories: Gateway Monuments, Parking, Landscaping and Site Furnishings, Signage, Redevelopment, and ADA compliant crossings.

After a summary of the findings and design alternative were presented to the City Commission for review, this final study has been drafted for review and acceptance by the City Commission. The final report also includes the final online survey results, community engagement summary and speed study in the appendix.

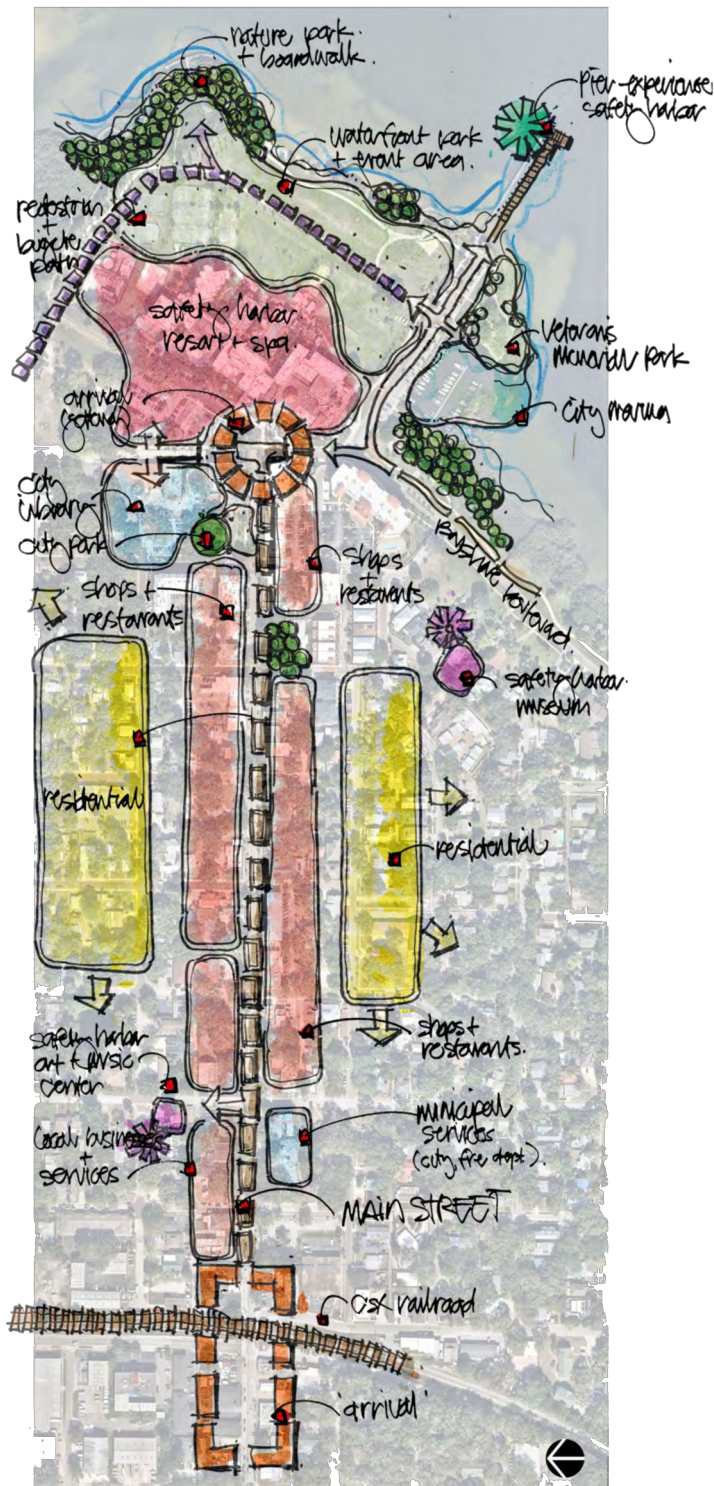
Table of Contents

Executive Summary.....	Page 2
Table of Contents.....	Page 3
Schedule.....	Page 4
Section 1: Introduction.....	Page 5
Section 2: Site Visit.....	Page 7
Section 3: Analysis.....	Page 9
Section 4: Public Engagement.....	Page 19
Section 5: Other Public Input Result.....	Page 36
Section 6: Recommendation Location and Cost Summary.....	Page 39
Appendix: Interactive Meeting Notes, Online Survey Summary and Speed Study...	Page 42

Schedule

	2023							
WORK DESCRIPTION	JAN	FEB	MAR	AUG	SEPT	OCT	NOV	DEC
Stakeholder Engagement and Conceptual Design								
City adopted plans to consultants for review	█							
Kickoff Meeting with City	█							
Site Visit		█						
Preparation of 2 roadway designs/ parking alternatives			█					
Speed Study			█					
Alternative design review meeting and community outreach plan			█					
Revision and presentation for Community Outreach			█					
Public Outreach								
Online survey				█				
Community Meeting				█				
Draft Study Preparation								
Draft Alternative Design Study					█			
Virtual meeting w/City to review Draft Study					█			
City Commission Workshop						█		
City Commission								
Prep for City Commission Meeting						█	█	
City Commission Meeting							█	
Final Design Study								█
Subconsultants								
Quest - Public Outreach	█	█	█	█	█	█	█	█
Adams Traffic - Speed Study	█							

Section 1: Introduction



Main Street Design Study

Explore and prioritize ROW improvements and design alternatives:

- Parking Modifications
- Pedestrian facility design
- Signage
- Landscaping
- Alternatives shown by block



August 2023 Community engagement/feedback

Main Street Design Study

Locations for improvements have been identified within adjacent private parcels, requiring public/private partnerships, as well as within the public right of way.

Updated survey and utility locations should be prepared prior to final construction documents and implementation.

Will require an update to an existing or an entirely new private/public pedestrian right of way use agreement.

Information Gathering to Inform

Historical documents:

- Updated masterplan
- Mobility Study
- CRA Annual Reports
- Wayfinding Signage Survey
- Landscaping and Irrigation Projects
- Wayfinding Sign application

Land Development Code:

- LDC A-frame sign code
- LDC Parking requirements
- Special events code
- LDC zoning design requirements for Main Street Marketplace (MSM) and Service Corridor-1 (SC-1)

Safety Harbor Main Street Design Study Elements

Typical Section Study Elements

- Parking
- Sidewalks
- Signage
- Trees
- Café tables
- ADA compliance
- Public private parking partnerships
- Gathered existing intersection surveys
- Field review to verify issues/possibilities

Safety Harbor Main Street Design Plan Objectives

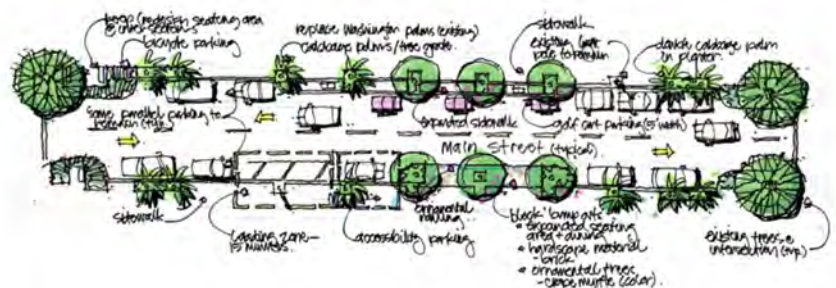
Addressed Objectives

- Improve parking and mobility
- Improve the physical appearance/ambiance of the public realm
- Increase opportunities for shade
- Update signage
- Study speeds along Main Street
- Seek opportunities to widen sidewalks
- Review pedestrian facilities for ADA

Safety Harbor Main Street Design Study Goals and Valued Treasures

Updated Master Plan Valued Treasures and Objectives

- Excellent leisure activities, parks, arts & culture, and public library
- Small town character
- Landscaping, trees, and natural green spaces
- Local shops, restaurants and small businesses
- Bicycle, walking and low-speed vehicle friendly
- Laid back atmosphere



Section 2: Site Visit

Site Visit

One of the first tasks to help the team better understand the project scope was a site visit, conducted on March 2, 2023. The Stantec and Quest staff along with the City team, walked the Main Street corridor from the banner at the west end near 10th street to the Library on the east end. Participants from the City of Safety Harbor included staff from Community Development, Engineering, City Manager's office, Fire Department, Leisure Services, and Public Works.

Major topics included the design alternative roadway alignment and sections, parking, trees, outdoor dining, signage, branding and speed study locations.

Other topics discussed included the Special Events calendar, existing transit service, how vacant areas might redevelop in future, and a discussion about existing and projected use of low speed vehicles. Special consideration was given to sidewalks and existing configuration of crosswalks and brick pavers, and how improvements are needed to comply with ADA requirements.

The speed study locations were also discussed, and general "east", "central" and "west" locations were chosen and verified for placement. The intersections included 12th Avenue to 11th Avenue, 9th Avenue to 8th Avenue, and 4th Avenue to 3rd Avenue. Current roadway configurations and typical sections were included in a handout, survey sheets identified existing parallel parking, ADA compliance and extra details about locations of existing parking between 2nd Avenue South and Bayshore Blvd/Phillipe Pkwy.

10th Avenue Gateway



Redevelopment Opportunity



Sidewalk Widths



Existing parking was further reviewed on site as well as current parallel parking requirements as they exist in the City code. There are approximately 2,000 spaces in the current parking inventory within a few blocks of Main Street, and they have a high utilization, especially during events. Minimum width for parallel parking spaces is 9 ft, some compact spaces are allowed (up to 10%) along with several other requirements. Bicycle parking requirements were also reviewed, including allowed types of bicycle racks and how many are equivalent to a car parking space. The parking maps and additional public parking location recommendations and opinions were also reviewed with site walk participants.

Along the corridor, the many existing café tables were observed for function and aesthetics. Currently café tables on the existing sidewalk are allowed within the right of way with an approved right of way permit, subject to certain requirements on size, quantity and placement.

The existing Washingtonian palm tree locations were also reviewed, and the results of the draft Palm Removal and Replacement Plan were shared with the group. Many of these palms are at the end of life, extremely tall, provide little shade and drop fronds on the public below on the street. Some of the locations recommended for removal included restoration of the existing sidewalk rather than replacement with another tree/palm. Other suggestions included cabbage palms or ornamental flowering trees whose mature height is much shorter.

At the end of the corridor visit, the group toured the meeting rooms at the Safety Harbor Library, a place identified for future use as a public meeting location for the study.

Site Furnishings



Café Tables



Palm Removal and Replacement



- ◆ EXISTING LIVE OAK TREE (*QUERCUS VIRGINIANA*)
- EXISTING YELLOW TRUMPET TREE (*TABEBUIA CHRYSOTRICHIA*)
- REMOVE PALM AND REPLACE WITH SABAL PALM (*SABAL PALMETTO*)
- ✗ WASHINGTONIAN PALM TO BE REMOVED – REPLACEMENT NOT RECOMMENDED
- ★ EXISTING SABAL PALM (*SABAL PALMETTO*)

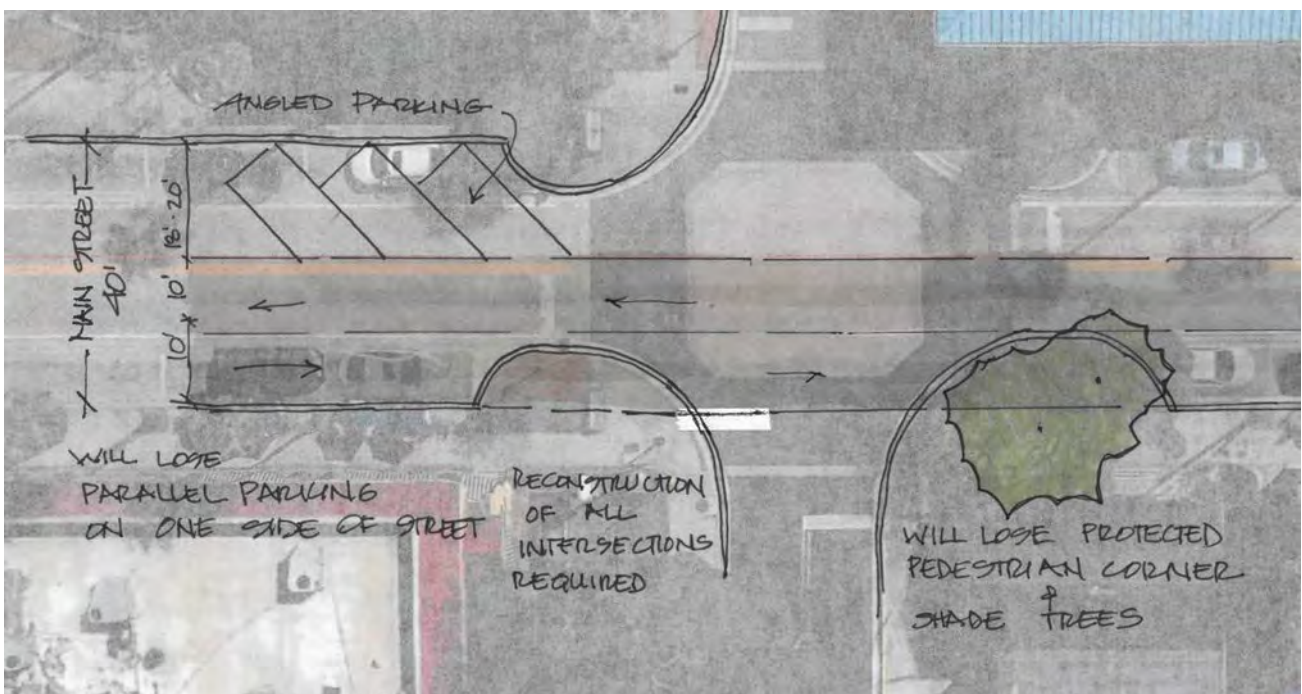
Section 3: Analysis

Review Alternatives – Angled Parking vs. Parallel

Main Street corridor is +/- **40' wide curb face to curb face**

One of the first alternative street designs that was reviewed by the team was the potential of reconfiguring one side of Main Street from parallel parking to angled parking. Given the narrow Right of Way of the existing street, this scenario could only be accommodated by the elimination of parking on one side of the street, thus no parallel parking on one side of the street to accommodate the required driving lane widths and the proposed angled parking spaces depths on the north side as depicted below. This option was immediately dismissed, as it provided fewer parking spaces along the Main Street corridor than the existing scenario and also required reconstruction of each intersection due to the configuration of the existing driving lanes.

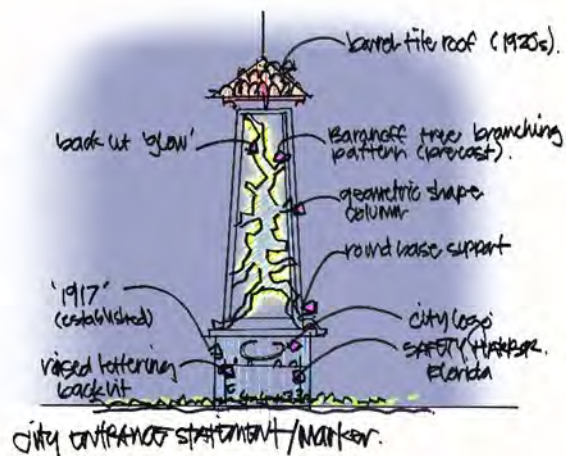
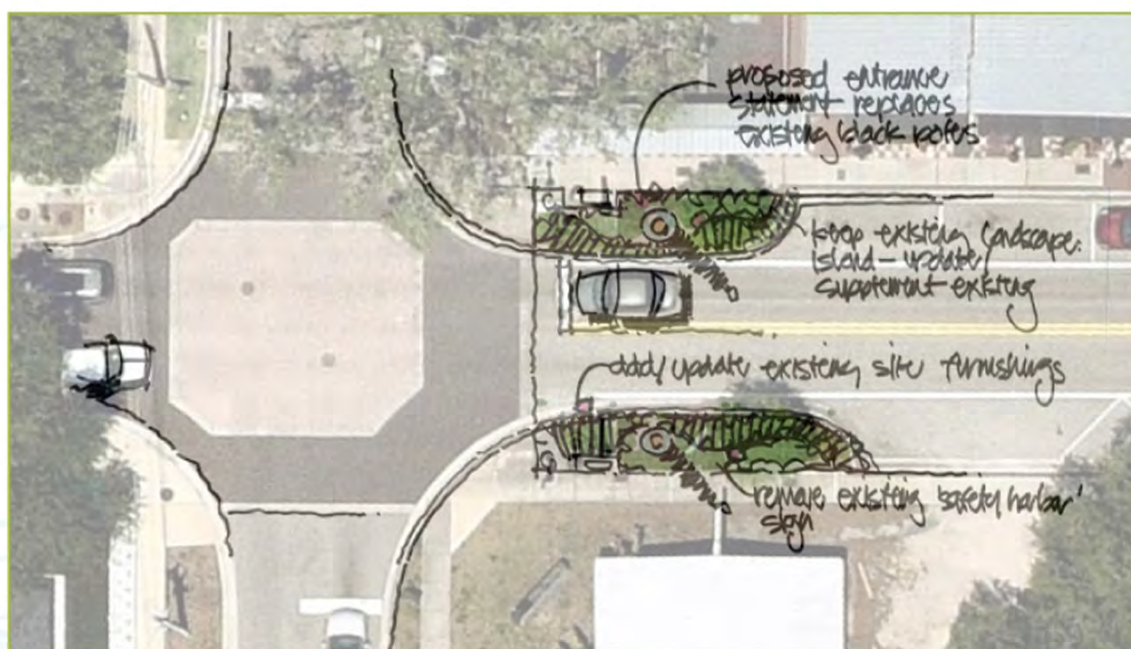
- Would require removing parallel from one side and converting to angled parking
- Stall length of angled parking plus 2 - 10' lanes of roadway would not allow for any parallel parking on the opposite side of the street
- Requires reconstruction of intersections along one side of the street for through lanes losing protected pedestrian corners and shade trees
- Construction time and cost and loss of parallel parking along one side of the street would not be worth the modification to gain some angled parking



Average Street width 40'

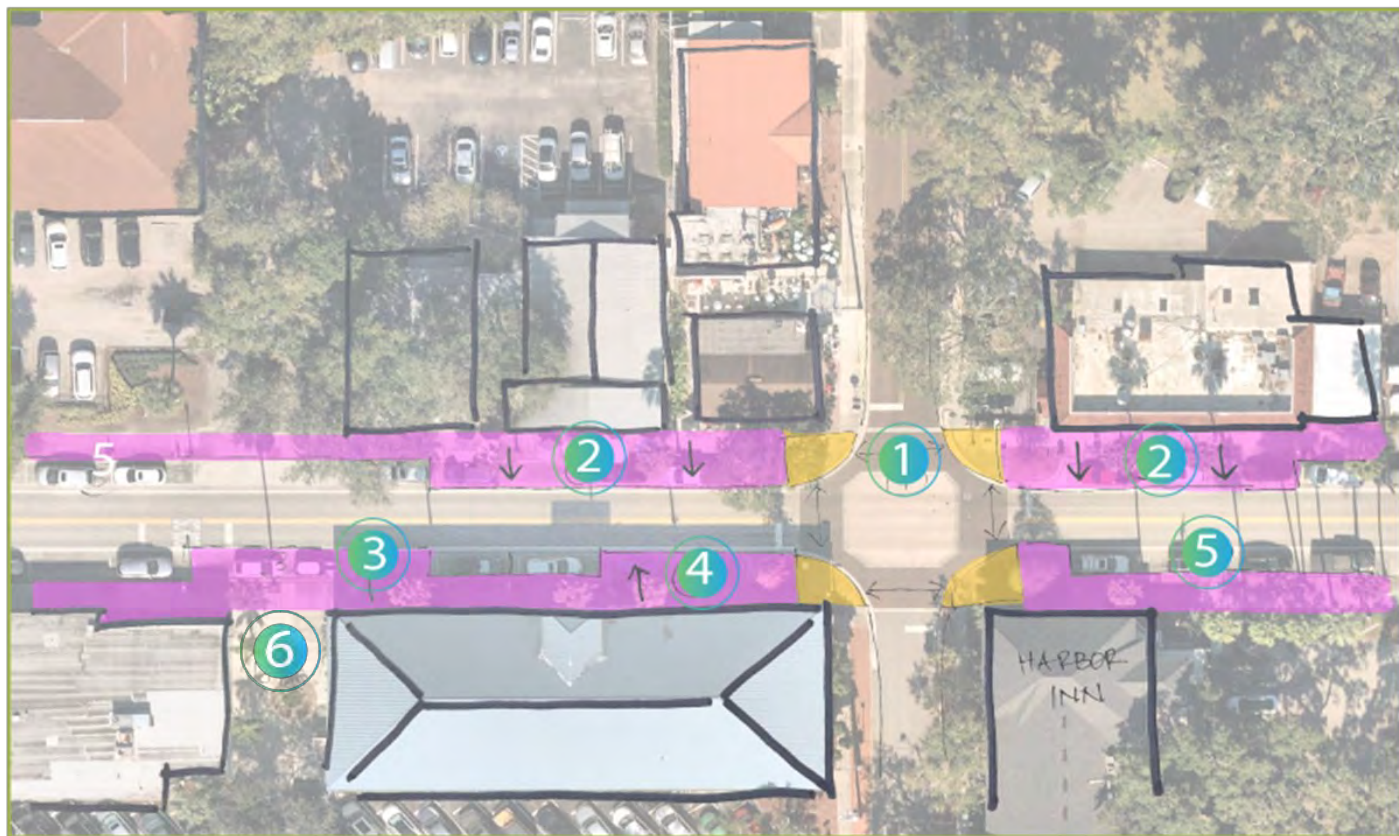
10th Avenue Gateway

Safety Harbor Main Street is an important destination as it directs visitors from McMullen Booth Road and visitors from Courtney Campbell Causeway/SR 60, along Bayshore Drive to the intersection of Main Street. The Main Street developments and activities are influenced by its unique character and should set the highest standards for a quality urban design environment. Main Street and 10th Avenue is the Gateway to the Safety Harbor downtown. A gateway marker at this location would be an enhancement to this entry focal point and create a sense of arrival for visitors.



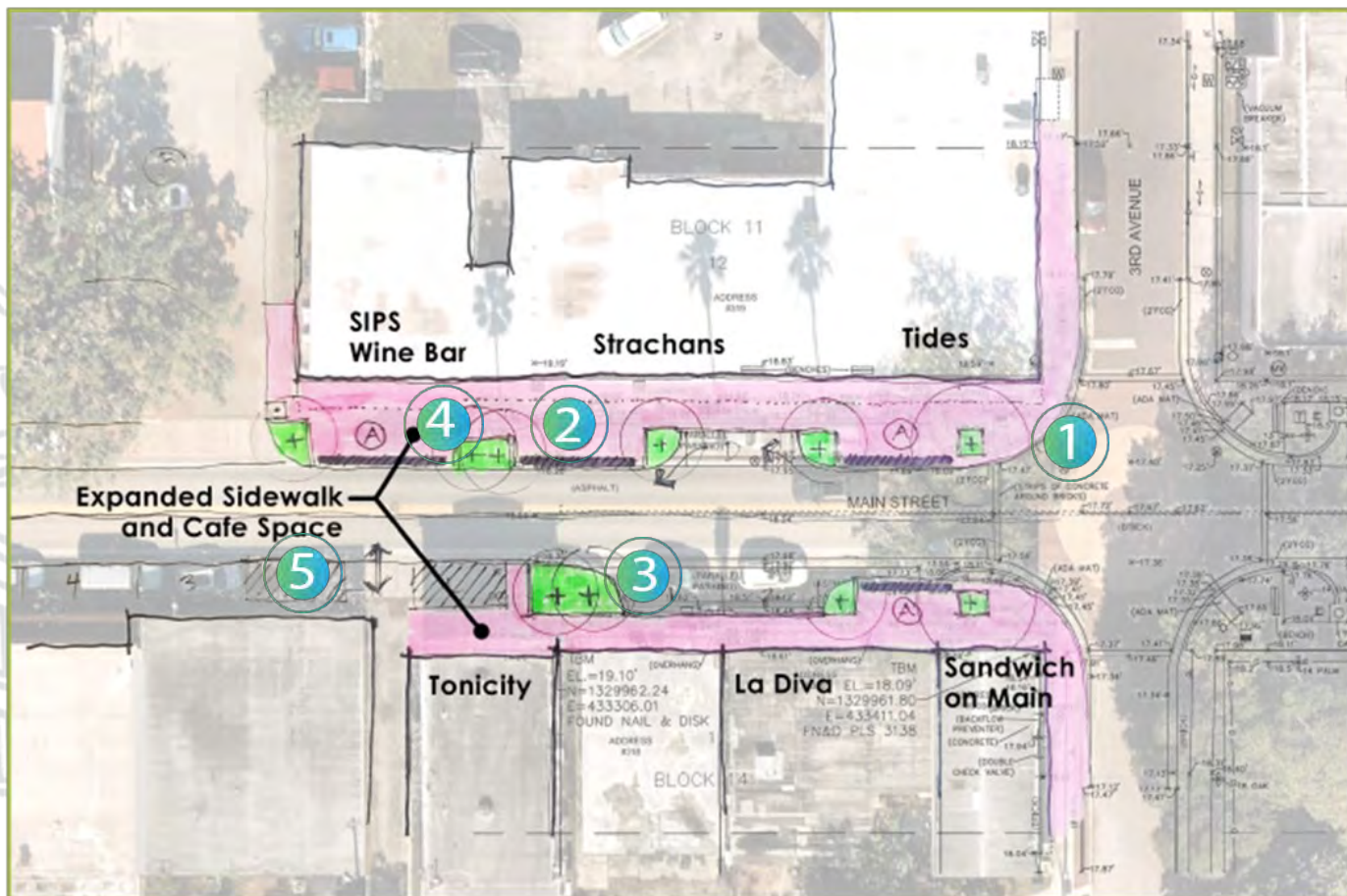
5th Avenue Improvements

The next alignment included reviewing each intersection along the corridor as unique blocks. (With the overall corridor needing ADA updates at almost all of the intersections, other alignment modifications which could be implemented concurrent with the ADA updates included eliminating a parallel parking space on either side of the intersection on all 4 corners and repurposing with space that would best suit the businesses in that individual block such as: wider pedestrian path, additional café seating, additional landscape area, low speed vehicle parking or ride share drop off options.) Each block was reviewed for their current unique businesses with the understanding that business could change hands and that fewer permanent prescriptions might be preferred. For example, LSV parking can easily be converted back to parallel parking or additional café seating or landscape areas. The proposed modifications on the following pages show the possibility of solutions which could be modified during ADA updates and provide a better user experience.



- ① Square up curb slopes for pedestrians.
- ② Expand cafe area in exchange for 3 parallel parking spaces, north side, east and west sides.
- ③ Expand pedestrian area in exchange for 3 parking spaces, south side, keep 2 spaces in front of businesses.
- ④ Enhance landscaping and add seating & panels.
- ⑤ Keep parking spaces directly in front of businesses.
- ⑥ Public-private-partnership for park space enhancement.

3rd Avenue Improvements



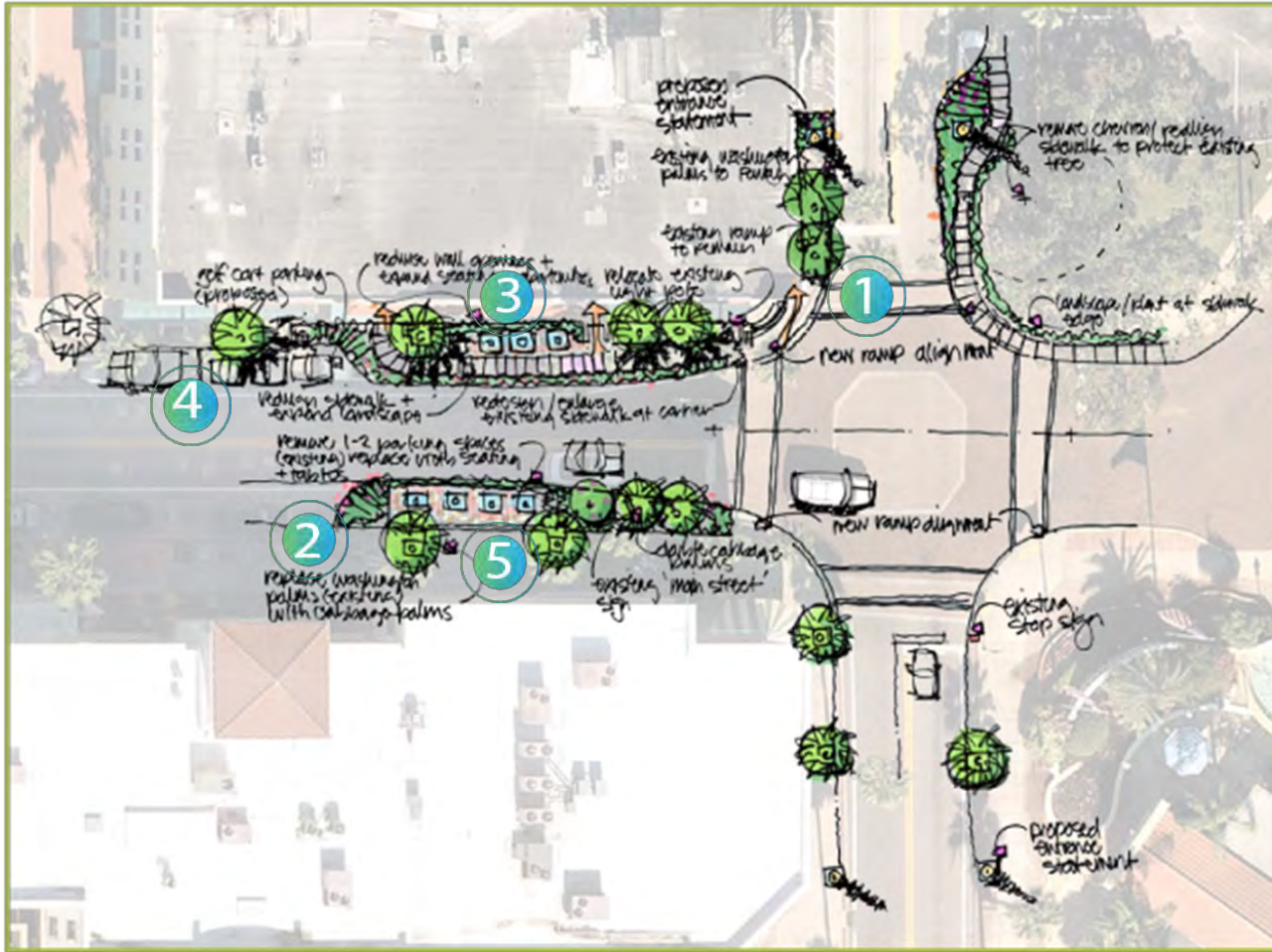
- ① Square up curb slopes for pedestrians
- ② Expand cafe seating area in exchange for 3 parallel parking spaces, north side, west of 3rd Avenue
- ③ Expand pedestrian area in exchange for 2 parking spaces, south side, keep 2 spaces in front of businesses
- ④ Enhance landscaping and add seating & panels
- ⑤ Keep parking spaces directly in front of businesses

2nd Avenue Improvements



- ① Square up curb slopes for pedestrians.
- ② Expand cafe seating area in exchange for 3 parallel parking spaces, north side.
- ③ Expand pedestrian area in exchange for 3 parking spaces, south side, keep 2 spaces in front of businesses.
- ④ Enhance landscaping and add seating & panels.
- ⑤ Keep parking spaces directly in front of businesses, away from cafe seating areas.

Main Street and Philippe Parkway



- ① New ADA ramp alignment
- ② Replace Washingtonian palms with double cabbage palms
- ③ Expand seating opportunities
- ④ Repurpose parallel parking spot to 2 low speed vehicle parking spots
- ⑤ Repurpose parallel parking spot to expand seating area

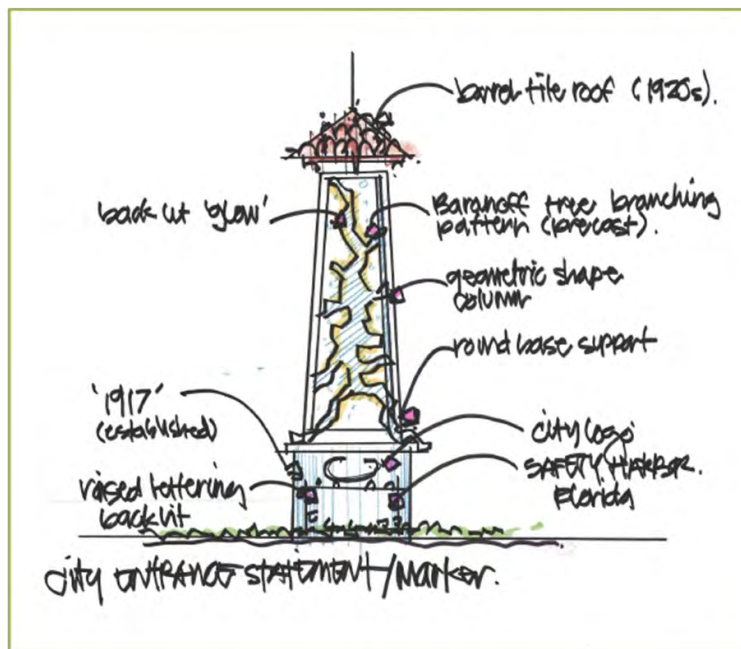
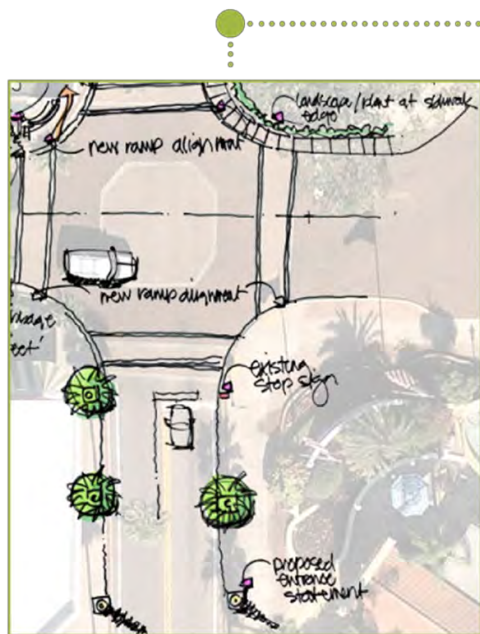
Tree of Knowledge Crossing

North Crossing at Main Street and Philippe Parkway



- ① Wider turn radius to move traffic away from the Tree of Knowledge
- ② Wider radius also safely moves the sidewalk further from the Tree of Knowledge and allows for additional green space
- ③ One parallel parking space and a currently designated no parking zone would be removed.
- ④ Overall creates ADA compliance for a safer pedestrian environment and maintains tree root system
- ⑤ Grading and drainage of all corners/intersections of Main Street included in this improvement

Gateway at Philippe and Main



In addition to the Gateway proposed at 10th Avenue, Safety Harbor Main Street is also entered from the Courtney Campbell Causeway/SR 60, along Bayshore Drive and from Philippe Parkway from the north to the intersection of Main Street. To balance the gateway marker at the 10th Avenue location, the proposed Gateway at Bayshore and Main would enhance the sense of arrival from both ends of town while creating a consistent theme for the Corridor.

Recommended Trees and Palms

Stantec's team reviewed the City's Washingtonian draft replacement program that was provided to us. We concurred with the program and proposed as part of the proposed work to implement the palm replacement program.

- To anchor the diverse development of architectural styles and parcels adjacent to Main Street, the trees and palms are recommended below
- In any plant composition there should be a predominance of material, color, or texture to provide unity.
- Accent material should be introduced to play against the pedestrian environment



Signage

Part of this study included reviewing the previous wayfinding sign survey gathered by the City, reviewing the responses and providing options for discussion at the business and community in person meetings as well as for the online surveys.

- Coordinated, aesthetic investment in a new signage program for Downtown Safety Harbor contributes to the overall design unity of the project.
- Suggested system a balance between conveying information and reduction of visual clutter
- Smaller A-frame signage to have a coordinated look
- Revise code to be shorter, consistency in size of signage, how many businesses on one sign, and should all a-frames signs require permits not just those in the R.O.W. as placement for safety of pedestrian traffic is important.



Section 4: Public Engagement

Once the City reviewed the draft proposed study and proposed alignments along the corridor, exhibits, presentations, and online survey questions were prepared to move into the community engagement phase. Both in person meetings for businesses and the community as well as the online surveys considered the following elements for discussion:

- Gateways
- Parking
- Landscaping and site furnishings
- Signage
- Future development opportunities
- ADA and crossings

The interactive round table format allowed for robust discussion of these elements at each table, an opportunity for each table to be heard and a voting process on priorities after the discussion concluded.

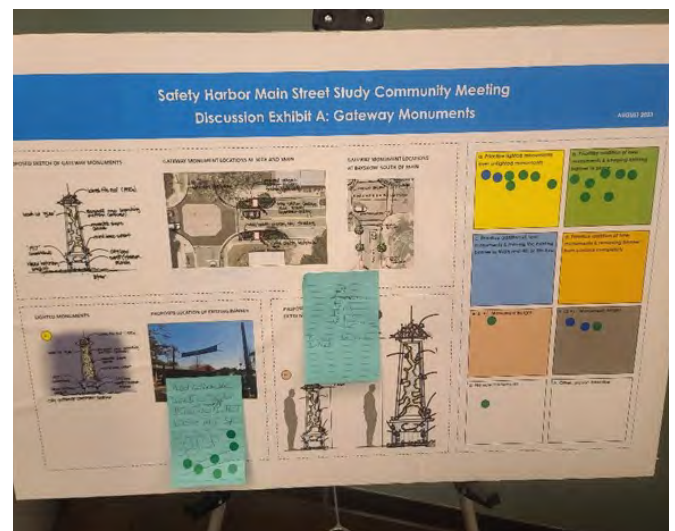
Community Members In-Person Meeting (26 attendees)



Agenda Items:

- Introductions
- Project Overview
- Power Point review
- Subject A Gateway
- Subject B Parking
- Subject C Landscape and Site Furnishing
- Subject D Signage
- Subject E Future Development Guidelines
- Table Discussion Points
- Group to boards for priority dot placement

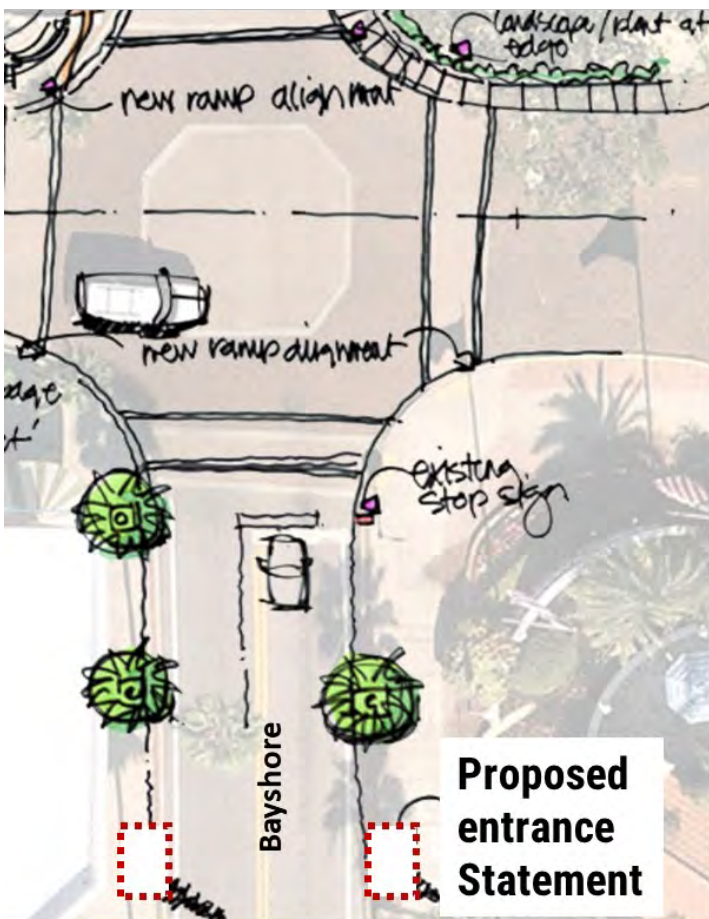
Business Owners In-Person Meeting (16 attendees)



Community Meetings Discussion
Exhibit A: Gateway Monuments

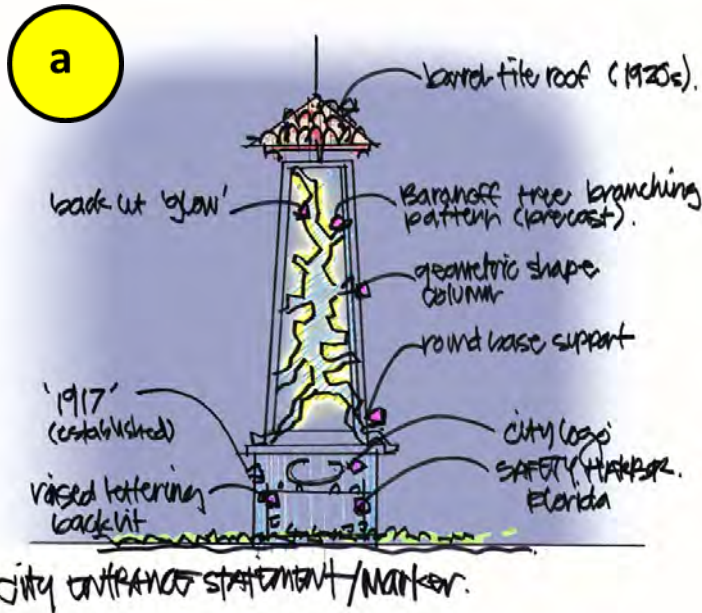


10th Ave/Main Entryway

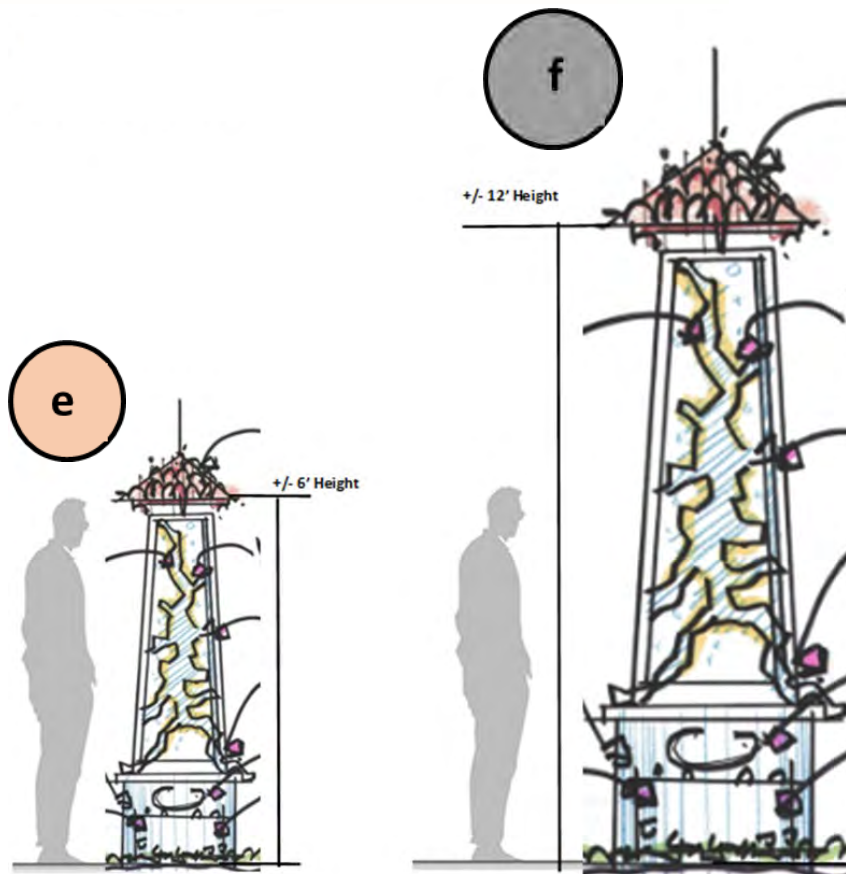


Bayshore/Philippe and Main Entryway

Community Meetings Discussion
Exhibit A: Gateway Monuments



PROPOSED CITY ENTRANCE
STATEMENT MARKER



PROPOSED SIZE OF ENTRY
MONUMENTS

Community Meetings Discussion
Exhibit A: Gateway Monuments



A. Prioritize lighted monuments over unlighted monuments

B. Prioritize addition of new monuments & keeping existing banner in place

C. Prioritize new monuments & moving existing banner to Main and 4th or 5th Ave

D. Prioritize new monuments & removing banner from corridor

E. 6' +/- Monument Height

F. 12' +/- Monument Height

G. No New Monuments

Community Meetings Discussion Exhibit A: Gateway Monuments

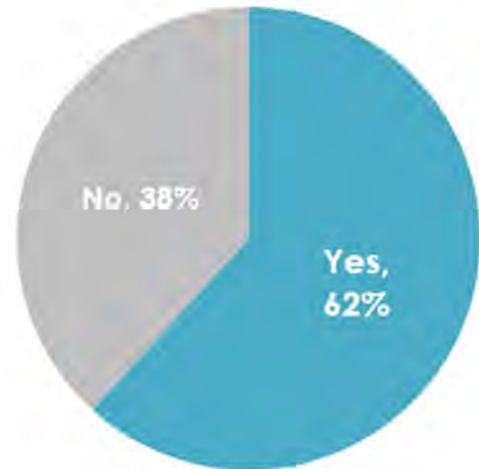
The following recommendations may require utility relocations for implementation, which includes drainage structures, water, sewer, and stormwater that may be impacted by any work along Main Street.

Gateway Recommendations:

Per the majority of survey respondents and community meeting attendees, the city could reach out via a call to artists for a design competition for the Gateway Icon/Sign/Monument which would include landscaping and lighting and would also provide for the poles and banners to stay in the current 10th Avenue position.

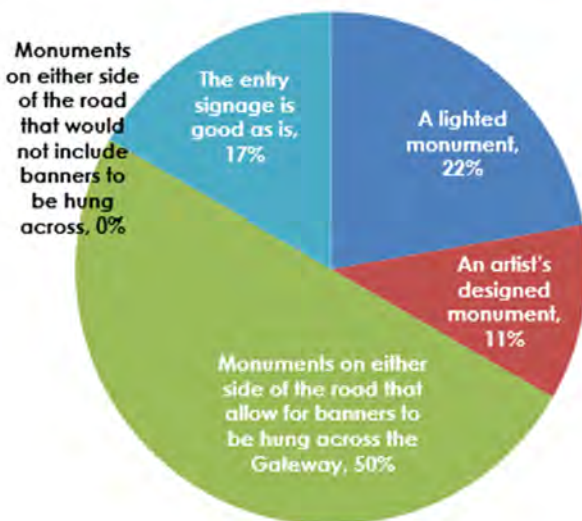
The cost of the project would include the design, community engagement, fabrication of the chosen monument and implementation of a monument at 10th and Main and Bayshore and Main. The range of cost for the design, fabrication and installation of the monuments is \$25,000 - \$37,000 per monument.

Do you support the design of new gateways on Main Street and Philippe Parkway?



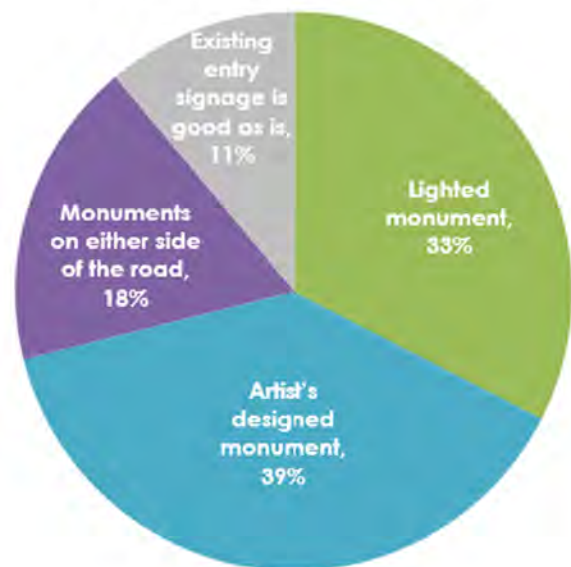
Community online survey results

Would you prefer that Gateway icon to be:



Community online survey results

Would you prefer that Gateway icon to be:



Business online survey results

Community Meetings Discussion
Exhibit B: Parking



Existing Conditions



A. Replace some parallel parking with wider sidewalks



B. Replace some parallel parking with landscape areas

Community Meetings Discussion
Exhibit B: Parking



C. Replace some parallel parking with public seating or dining areas associated with businesses



D. Replace some parallel parking with Low-Speed Vehicle Parking



E. Replace some parallel parking with Ride Share Dropoff zones

F. Keep all current parallel parking spaces

Community Meetings Discussion Exhibit B: Parking

The following recommendations may require utility relocations for implementation, which includes drainage structures, water, sewer, and stormwater that may be impacted by any work along Main Street.

Parking Recommendations:

Additional Signage plan and implementation for 2nd Street South brick parking – Cost range \$5,000 - \$10,000

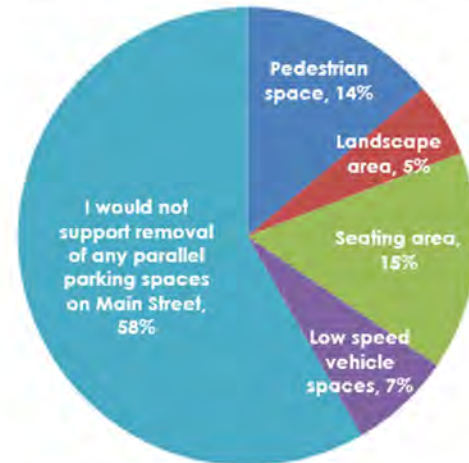
Repurposing 1 parallel space at each corner of the intersections of 3rd Ave/Main Street and 5th Ave/Main for outdoor dining/landscaping. During this project we recommend that the ADA crossings at these intersections also be reconfigured to be compliant (see cost for this below in ADA Section) – Cost range \$35,000 - \$50,000 per intersection depending on elevations and drainage requirements.

Repurposing 1 parallel space on both north and south side of Main Street between 6th Ave and 7th Ave. for two (total of 4) LSV spaces by using signage and striping for a test demonstration to see how often the LSV spaces are used – Cost range \$1,500 - \$2,750.

Draw up a draft shared parking agreement with the Church and possibly other businesses who own parking spaces that are not used during peak downtown parking hours – Cost range \$5,000 attorney fees.

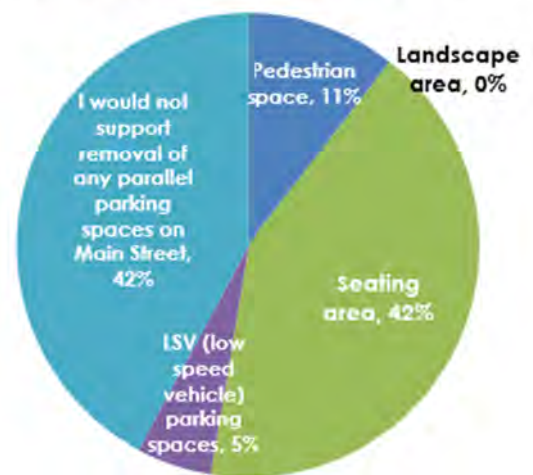
The total proposed amount of parallel spaces to be removed is 10. We recommend making up the difference with shared parking agreements with suitable businesses such as the church or dentists office as well as potential additional spaces to be added during future redevelopment with the removal of driveways along Main Street or potential parking in parcels purchased by the City.

I would support repurposing of some parallel parking spaces along Downtown Main Street to provide for more:



Community online survey results

As a business owner, I would support repurposing of some parallel parking spaces along Downtown Main Street to provide for more:



Business online survey results

Community Meetings Discussion
Exhibit C: Landscape and Site Furnishings



A. Seating with panels to buffer from traffic



B. Seating with planter boxes to buffer from traffic



C. Seating against businesses, away from curb

Community Meetings Discussion
Exhibit C: Landscape and Site Furnishings



A. Replace existing palms with other palm (prioritize aesthetics)

B. Replace existing palms with shade trees (prioritize shade)



C. Replace existing palms with planters/low height seasonal plantings (prioritize landscape variety)

D. Keep all existing palms

Community Meetings Discussion

Exhibit C: Landscape and Site Furnishings

The following recommendations may require utility relocations for implementation, which includes drainage structures, water, sewer, and stormwater that may be impacted by any work along Main Street.

Landscape and Site Furnishing

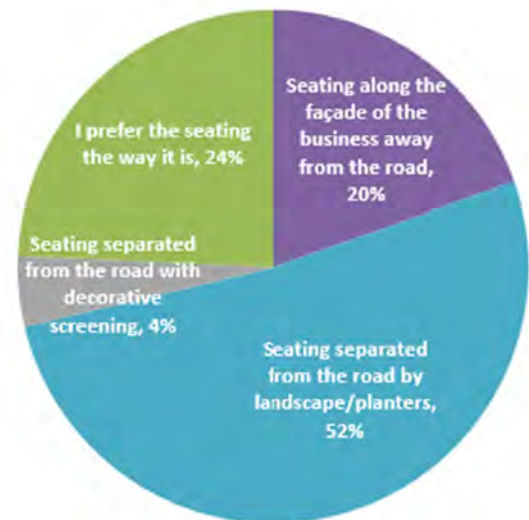
Recommendations:

City to implement planting/maintenance standards for businesses along the Main Street Corridor – Rough Cost \$5,000

Although there were many respondents who wanted to keep the Washingtonian palms along Main Street, due to maintenance concerns we recommend to remove the palms per the current plan and replace (approximately 25) with both shade trees and palms per the proposed City planting standards – Rough Cost \$150,000

As part of the planting standards implement a planter/seating buffer detail at the repurposed parallel parking project at the 3rd Ave and 5th Ave intersections for a test/demonstration project.

What type of seating would be your preference:



Community online survey results

Online Business Survey Comments:

- Like the idea of planters
- Oak trees will damage the sidewalks, and City will have to deal with that 'soon enough'
- Planter boxes (broken up to allow access) aesthetically pleasing; Water St. Tampa; Shade trees, consistent water misters
- Blocking views, they like current palms
- Wider sidewalk needed
- No flowering planters
- Planters take up too much space, and existing ones need to be replaced
- Remove existing trees
- Wheelchair concerns

Community Meetings Discussion Exhibit D: Signage

Consistency Discussion

The City is looking at implementing a family of signs which would include:

- Directory Sign
- Destination Signs
- Wayfinding Signs
- Individual business A-Frame signs

These signs would all be the same -

- style and
- color with the
- consistent lettering and
- graphics and would be
- similar to the signs the City has now along Main Street, so that the phased sign replacement program

The other alternative would be to introduce a totally new look.



Community Meetings Discussion
Exhibit D: Signage

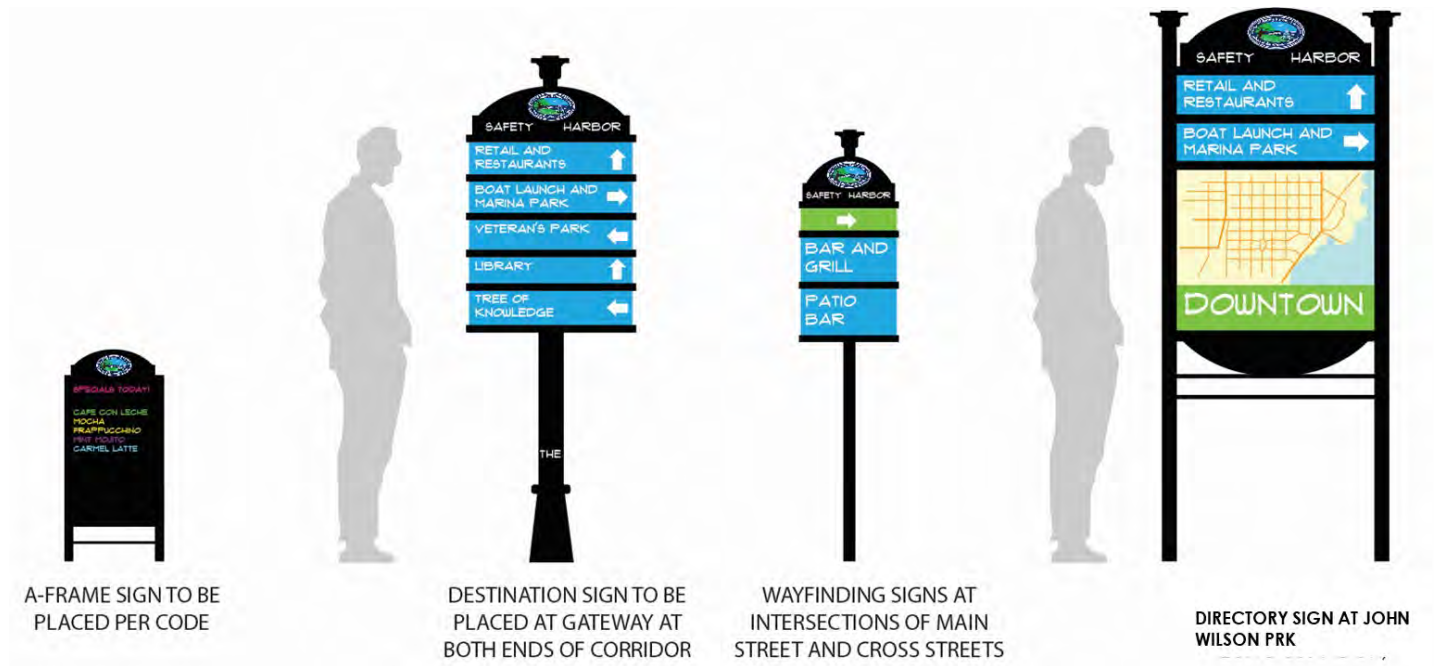
A. Important to prioritize a consistent look with all wayfinding signs (all the same lettering/font and color/style)

B. Put business names on wayfinding signs (instead of just points of interest)

C. Prioritize Directory signs somewhere along Main Street Corridor

D. Existing signs are good just how they are now

E. None of these signs (existing or as shown this sheet), totally new look TBD

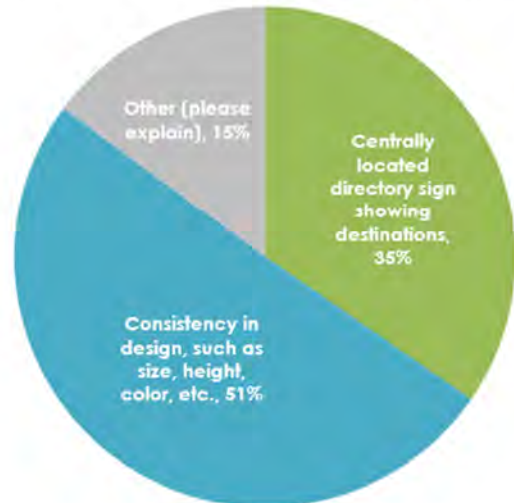


The following recommendations may require utility relocations for implementation, which includes drainage structures, water, sewer, and stormwater that may be impacted by any work along Main Street.

Signage Recommendations:

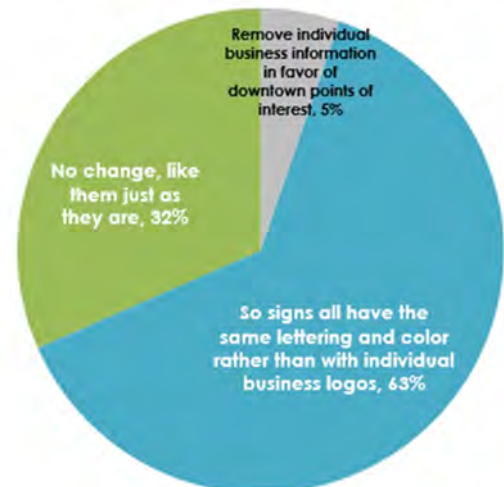
- Provide Community/Businesses with three choices of new Wayfinding signs to include:
Cost Range \$25,000 - \$35,000
 - ⇒ rustic natural look of Dunedin
 - ⇒ two choices of a simpler more consistent color/font/no logos
 - ⇒ use grant/incentive money for signage design and implementation
- Design new directory sign for installation at John Wilson Park to fit the choices of the Wayfinding signs above and include parking space graphic – Cost Range \$ 25,000—30,000

What, if any, improvement to signage in Safety Harbor would you recommend?



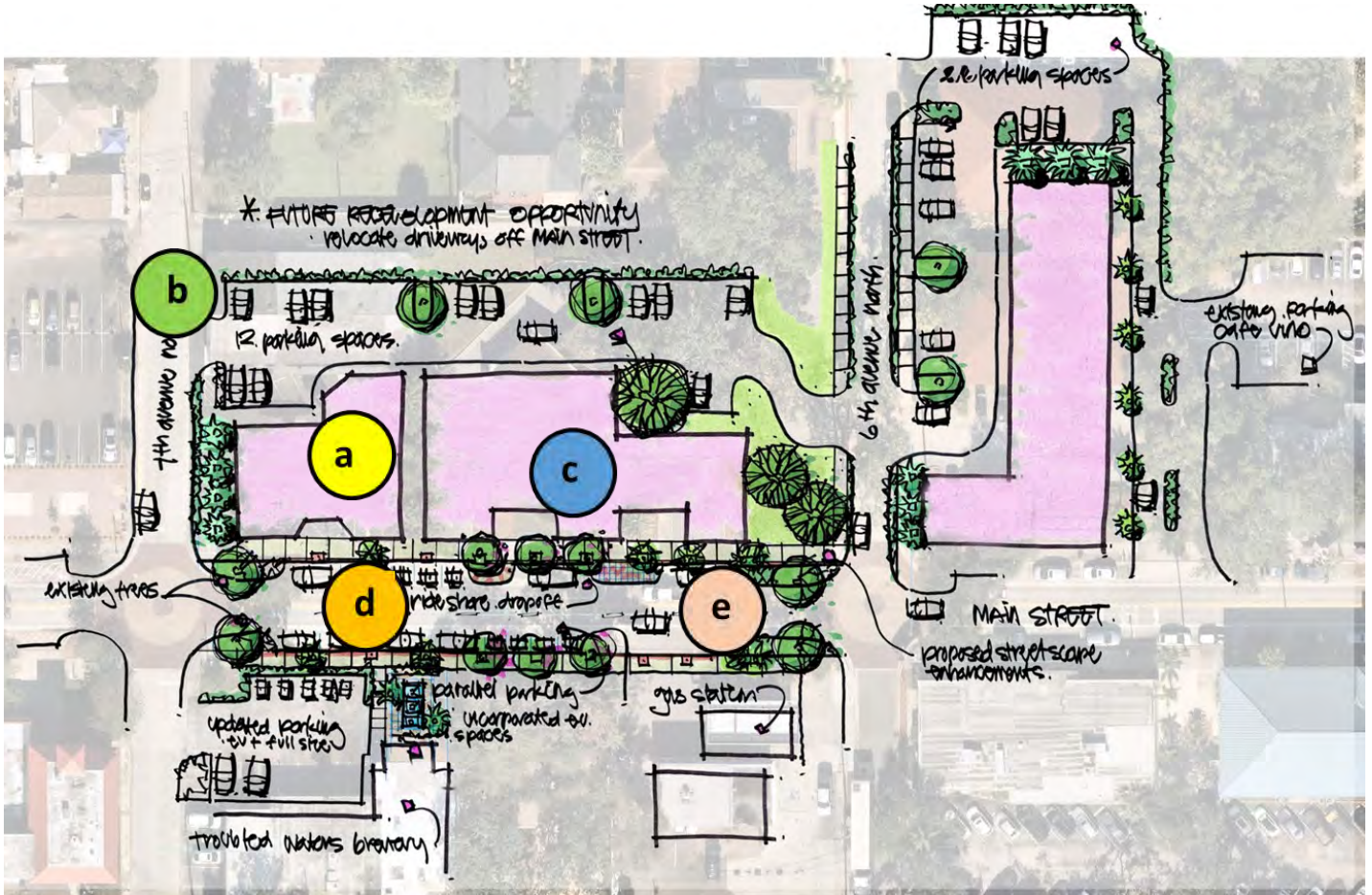
Community online survey results

As a business owner, I would support modifying the current wayfinding signs...



Business online survey results

Community Meetings Discussion
Exhibit E: Future Development Guidelines



A. Prioritize building placement closer to the street with parking behind

B. Prioritize fewer driveways along Main Street

C. Prioritize wider pedestrian circulation and landscaping

D. Prioritize designation low speed vehicle parking spaces

E. Prioritize outdoor seating for businesses

Community Meetings Discussion Exhibit E: Future Development Guidelines

The following recommendations may require utility relocations for implementation, which includes drainage structures, water, sewer, and stormwater that may be impacted by any work along Main Street.

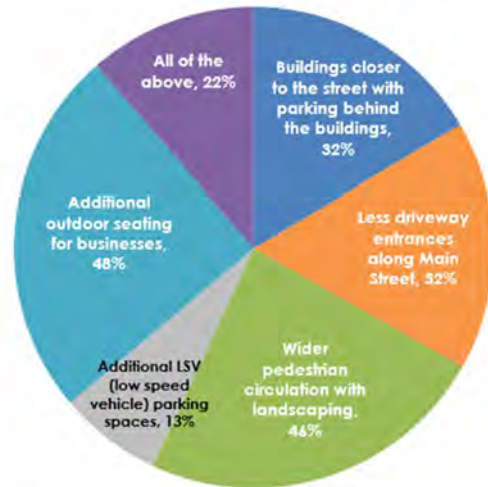
Future Development Recommendations:

Look at implementing code changes which would support removal of driveways along Main Street in favor of access from the Avenues.

Look at implementing code changes which would set standards for outdoor seating/landscaping and pedestrian ways when redevelopment occurs.

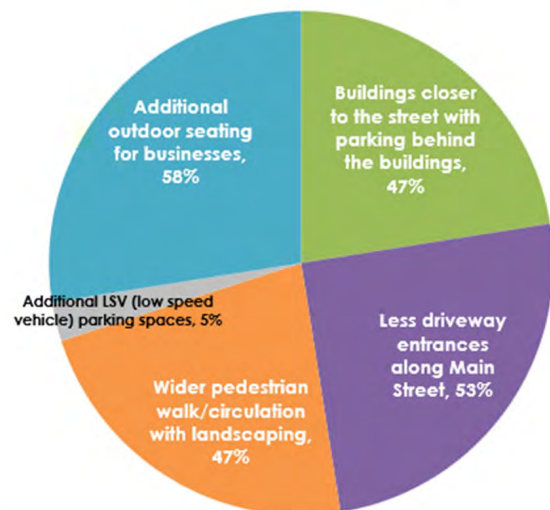
Chose a site such as the plaza on the south side of Main Street between 6th Ave and 7th Ave to create a test draft public/private partnership for a public gathering space, find grant money to support this community effort to include upgrades to seating, shade, lighting and landscaping – Cost Range \$25,000 - \$35,000

If blocks or buildings along Main Street become vacant over time and redevelopment could occur, the conceptual redevelopment should include: (choose all that apply)



Community online survey results

If blocks or buildings along Main Street become vacant over time and redevelopment could occur, the redevelopment should include: (choose all that apply)



Business online survey results

ADA Crossings

Aesthetic improvements to the ground plane add dimension and interest to the streetscape corridor for the wide range of users: Pedestrians, Physically challenged/ Disability access, Bicycles, Automobiles, Security, Emergency or Service Vehicles

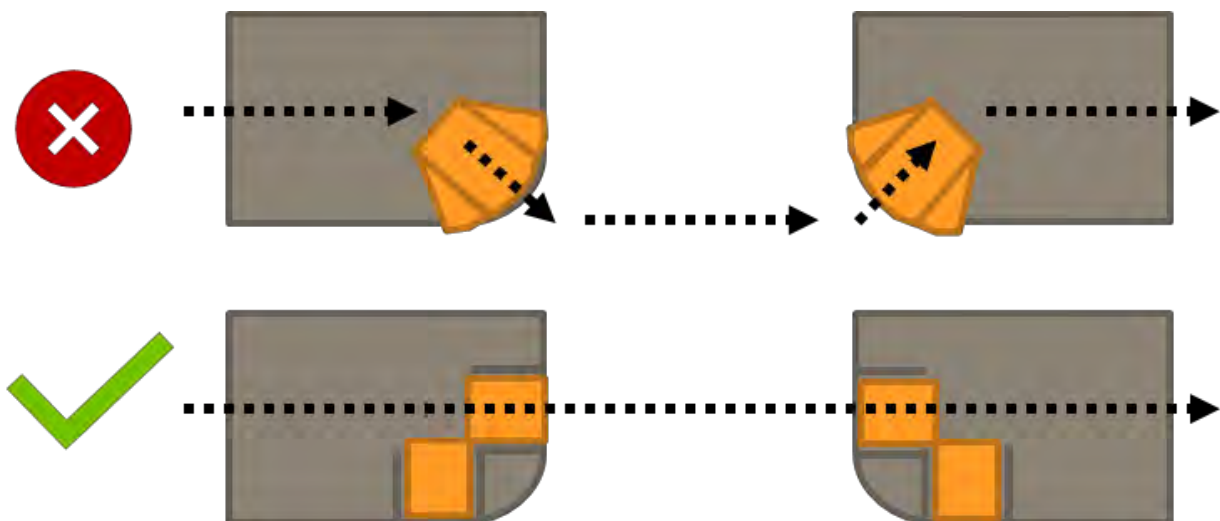
Sidewalks to be functionally barrier free (for a minimum width of 36")

Slip resistant surface materials

Ramps aesthetically integrated and not added as an accessory feature

Drop curbs provided where sidewalks intersect curbed roadways, and sides of ramps should be tapered to provide minimum obstruction for sidewalk traffic

ADA ramps that direct users toward the center of an intersection are discouraged; ramps should be aligned parallel with the crosswalk. Otherwise provide a minimum of four (4) feet between the bottom of the ramp and the intersection crosswalk.



Existing Crosswalks



Proposed phase of ADA/
crosswalk Improvements:
Phase 1- 3rd and 5th Avenues all
4 corners
Phase 2- 4th, 6th, 7th Avenues all
4 corners and 2nd Avenue south corners
Phase 3 - 10th Avenue NW and NE cor-
ners, 9th Avenue SW corner and 8th Ave-
nue all 4 corners
Phase 4 - Bayshore and Main intersection
all 4 corners



ADA Crossings

The following recommendations may require utility relocations for implementation, which includes drainage structures, water, sewer, and stormwater that may be impacted by any work along Main Street.

Recommendations:

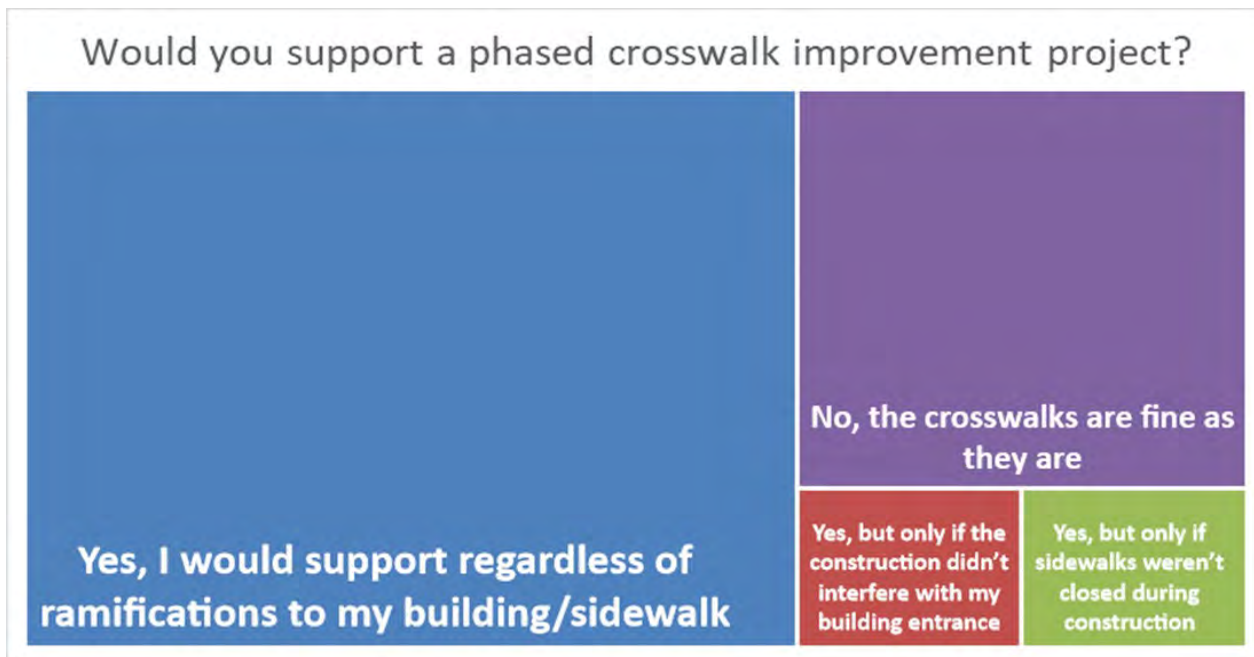
- Prepare a phased crosswalk improvement plan to include all intersections not yet in compliance along the Main Street Corridor from Bayshore to 10th Ave – Cost Range \$5,000 - \$7,500
- Look for grant or federal transportation money to support this project
- Implement Phase 1 of the crosswalk improvement projects which would include all 4 corners at 3rd Ave and 5th Avenue – Cost Range \$140,000 – 160,000 (survey, design and construction depending on quantity of drainage structures) for each intersection.
- Implement remaining phases of the crosswalk plan when funding is available
- Prepare final construction plans and implement the Tree of Knowledge Crossing updates – cost range \$80,000 - \$120,000 (survey, design and construction)

Community Online Survey Summary:

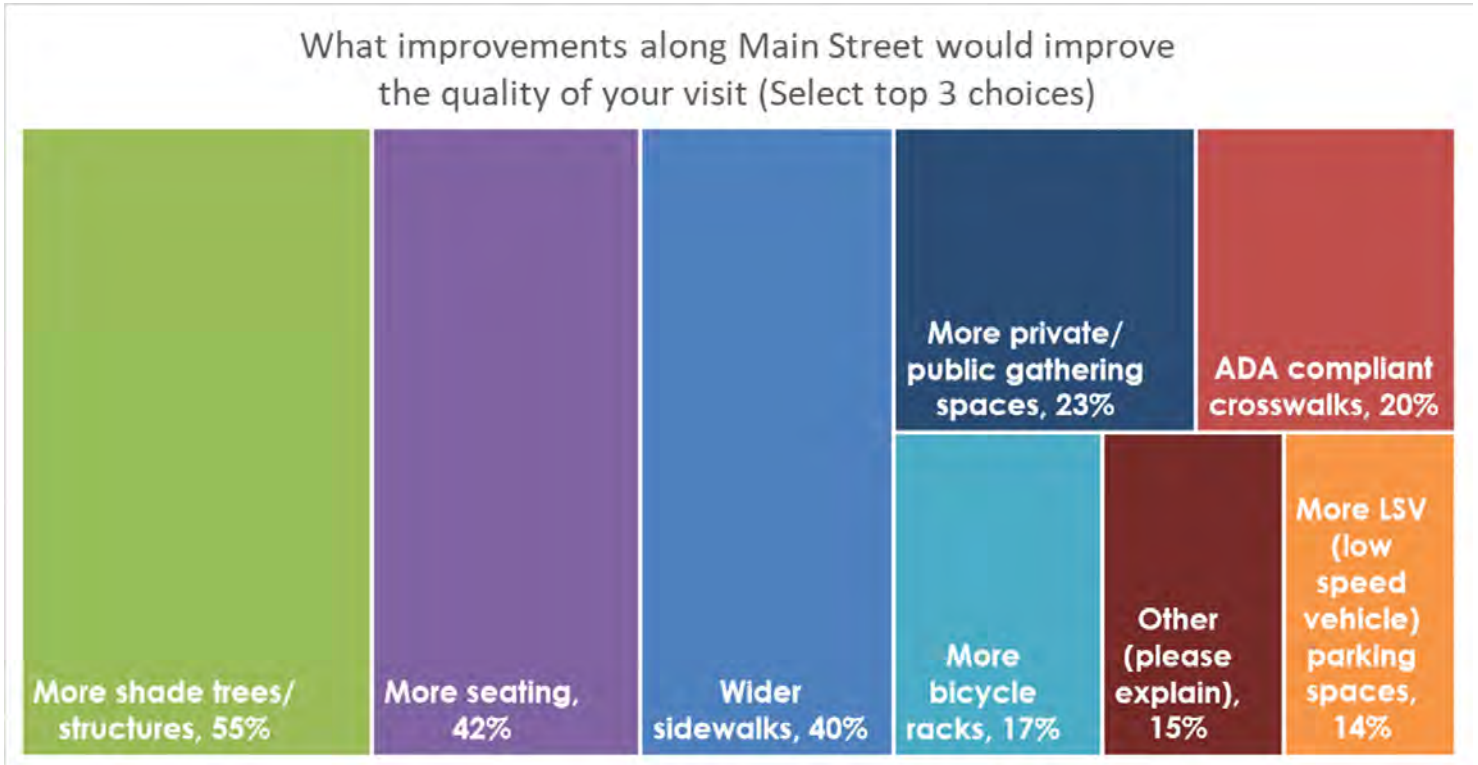
Re-do crosswalks, it is a safety hazard.

Business Survey Summary

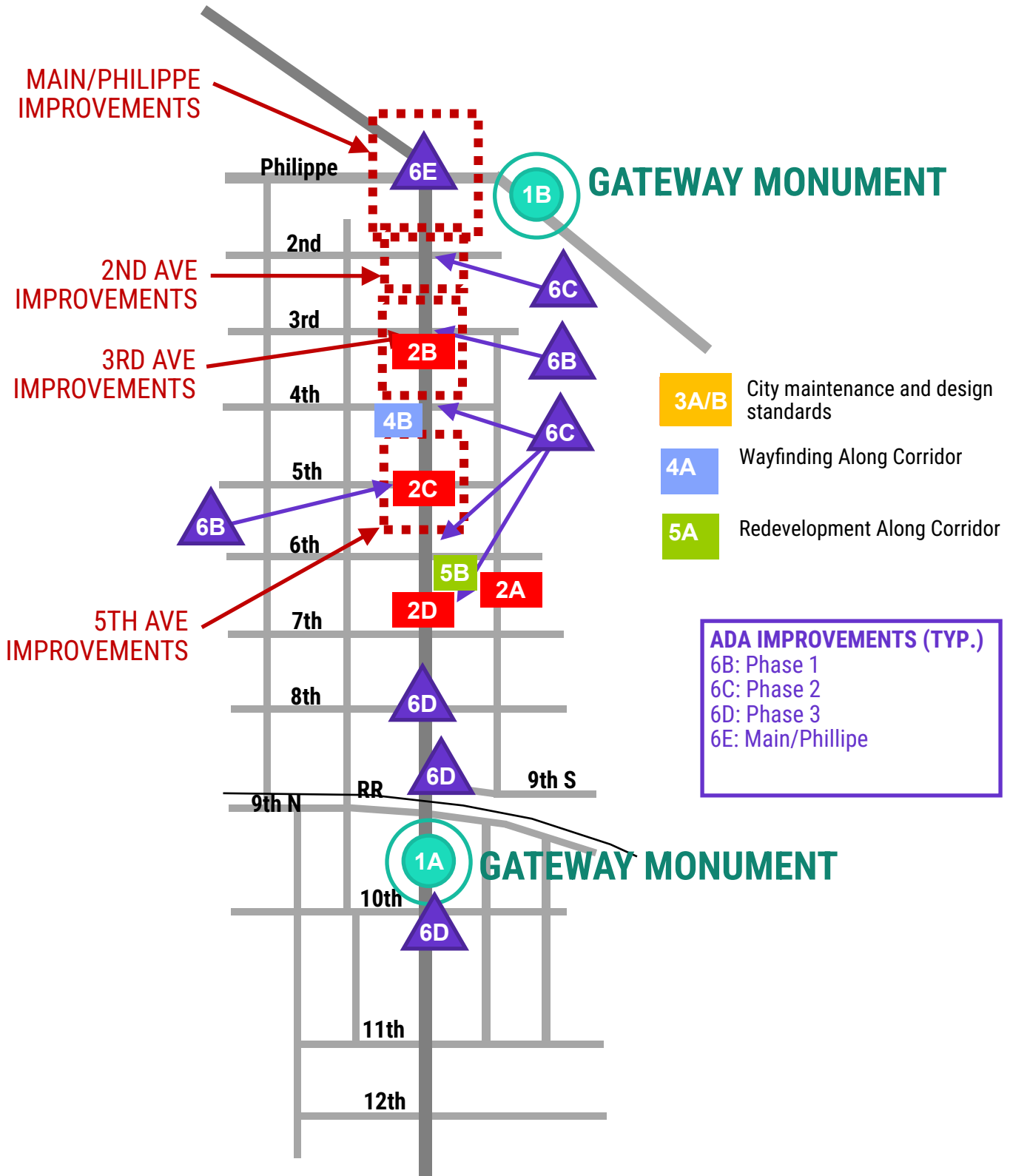
63% of the respondents would support a phased crosswalk improvement project.



Other Improvements Along Main Street



Section 6: Recommendation Locations and Cost Summary



Rough Project Cost Summary

Map Number	DESCRIPTION OF WORK	Location of Recommendation	Rough cost range	
			low	high
	Gateway Monuments			
1 A	Artistic design, community engagement, fabrication and implementation	10th Avenue and Main Street	\$25,000	\$37,000
1 B	Artistic design, community engagement, fabrication and implementation	Bayshore and Main Street	\$25,000	\$37,000
	Parking			
2 A	Signage plan and implementation of signs for 2nd Street South Brick Parking	2nd Street South Brick Parking	\$5,000	\$10,000
2 B	Design and implementation of repurposing 1 parallel space at each corner including outdoor dining/landscaping improvement (not including ADA crosswalks. See 6 B for ADA improvement costs)	3rd Avenue and Main Street	\$35,000	\$50,000
2 C	Repurpose 1 parallel space at each corner for outdoor dining/landscaping improvement	5th Avenue and Main Street	\$35,000	\$50,000
2 D	Repurpose 1 parallel space on both north and south side of Main street to be stripped to allocate a total of 4 Low speed vehicle spaces	Between 6th and 7th Avenue	\$1,500	\$2,750
2 E	Engage w attorney to draw up shared parking agreement with businesses who own parking spaces not used during peak downtown parking hours	Possible Church	\$4,500	\$5,000
	Landscaping and Site Furnishings			
3 A	City implemented planting/maintenance standards for business along the Main Street Corridor including planter/seating buffer detail for use on 3rd and 5th Avenue parking repurposing per the above parking section		\$4,000	\$6,000
3 B	Palm replacement project per City's Washingtonian Palm project recommendaion dated 9/20/2021. Cost includes removal of 40 Washingtonian Palms and 17 replacement trees per the proposed plan. Areas where palms are removed and no trees proposed for replacement shall be repaired to match existing sidewalk.	Per the City's palm replacement recommendations dated 9/20/2021	\$137,000	\$163,000
	Signage			
4 A	Wayfinding signage - three choices out to the business owners to decide includes design, fabrication and installation	At the interesections of Main and the Avenues	\$25,000	\$35,000
4 B	New Directory sign at John Wilson Park consistent with the Wayfinding signage, including parking map graphic. Includes design, fabrication and installation.	John Wilson Park	\$25,000	\$30,000

Rough Project Cost Summary

Map Number	DESCRIPTION OF WORK	Location of Recommendation	Rough cost range	
5 A	Review potential code modification to support removal of driveways along Main Street for Avenue Circulation and code modifications which would set standards for outdoor seating/landscaping and pedestrian way provisions when redevelopment does occur.	All along the corridor	\$4,000	\$5,000
5 B	Private/Public gathering space improvements, such as landscaping, shade, seating and lighting	Potential site at South Main between 6th and 7th Avenue	\$25,000	\$35,000
ADA Crossings				
6 A	Prepare a phased cross walk plan	To include all non compliant intersections along Main Street Corridor	\$5,000	\$7,500
6 B	Implementation of Phase 1 of the cross walk plan including design, survey and construction costs.	Recommending all 4 corners of 3rd Avenue and 5th Avenue	\$140,000	\$160,000
6 C	Implement Phase 2 of the cross walk plan including design, survey and construction costs.	Depending on proposed plan (we recommend all 4 corners of 4th Avenue, 6th Avenue and 7th Avenue and the remaining corners of 2nd Avenue.	\$240,000	\$260,000
6 D	Implement Phase 3 of the cross walk plan	10th Avenue NW and NE corners, 9th Avenue SW corner, 8th Avenue all 4 corners	\$150,000	\$160,000
6 E	Prepare final construction plans and implement Tree of Knowledge Crossing updates along with the all corners of Main and Philippe/Bayshore	Philippe/Bayshore and Main Street all 4 corners	\$80,000	\$120,000
Total recommended project costs			\$966,000	\$1,173,250

The recommendations may require utility relocations for implementation, which includes drainage structures, water, sewer, and stormwater that may be impacted by any work along Main Street.

Appendix:

- Interactive Meeting Notes
- Online Survey Summary
- Speed Study

Safety Harbor Main Street Design Study – Safety Harbor Chamber and Downtown Business Engagement / Roundtable Discussions

Business Meeting

August 15, 2023

Summary Notes

Attendance: approx. 13-15 (a couple of folks had to leave before meeting ended)

EXHIBIT A: Gateway Monuments

- Locate one just before the railroad crossing to leverage that people already slow down for the RRX
- Doesn't want to give up the banners to promote awareness/events
- Likes tall monuments, but still want the option to hang banners
- South of Main Street on Bayshore
- Keep Current Banner
- Move one block east by Legion monument first, then banner 6' too small
- Lights good -uplighting. Dynamic messaging too much not so much lighting to be like Las Vegas
- Light triangles for signs
- Standard sign correlate theme of Safety Harbor
- Giant Heron different bird 12'
- Don't get rid of banner Barrel tile "Not Safety Harbor"
- Boring banner
- 3rd Friday banner okay
- Banners on poles good
- Who pays for it?
- Periodic banners
- Rod iron Arch
- Monument maybe @ alligator park

EXHIBIT B: Parking

- LIKES the idea of a centralized Rideshare drop off and pick up location
- Turn some of the side streets from MLK into one way to free up parking space; when there is a delivery truck blocking the road it becomes blocked
- Add signage for existing parking
- Rigsby parking, combo of several options
- Diagonal parking in a few locations may gain additional parking spots
 - o Parallel parking vs diagonal parking
- Potential for shared parking in evening with businesses that close at night
- Business owner & employee parking
- Not many park on 2nd
- Some not aware that parking is allowed in any bricked locations.
- LSV are gaining popularity

- What about a one-way Main Street? And to minimize driving through by 'big trucks
- Close Main Street off to all but LSV?
- Corner of 8th and 8th: people are illegally parking. Where are the police to monitor?
- Deliveries by food, service vehicles – could these be wrapped along 2nd to be more manageable
- Discussed concern with taking away parking to accommodate restaurants (only)
- IDENTIFY additional parking before taking away parallel parking spots
- KEEP the Palm Trees because other types of trees do damage to sidewalks (roots, etc.)
- Sidewalk width is inadequate tolerance for walking 2nd/3rd
- Parallel parking benefits a lucky few many pinch points just for walking the streets esp, during events
- Uber every 3 blocks
- Golf cart every block
- Dining outside nice but Pets go to bathroom in front of patrons dining
- No to landscape (grass) more trees ok if can prevent pets from using it as restroom
- Need extra parking
- Keep parallel parking
- Expand sidewalk
- Invest in more parking (garage) instead of monument
- Parking remains add plants
- Plenty of spaces but cannot access
- Concern with trees

EXHIBIT C: Landscape and Site Furnishings

- Use of landscaping to create separation between sidewalks and outdoor seating from parallel parking and street traffic
- Comment: this would impact people getting out of their cars on the passenger side of the car
- Tall Washingtonian Palms discussion:
 - o Replacement program? With other types of palms? Or another type of shade tree?
 - o Incorporate seasonal plantings
- Comments: concerned about falling palm fronds and palm fronds laying on walking paths.
 - o People slip. Concerned about being liable
 - o Trash receptacles
 - o Who pays for it? City pay? Would businesses have to pay to maintain?
- What is creating the moths? Soil or the trees?
- Discussed need for urinals for Dogs; areas currently smelling like urine.
 - o Prefer having some dirt/soil, as opposed to dogs urinating on concrete.
- Comment: like the idea of planters
- Comment: Oak trees will damage the sidewalks, and City will have to deal with that 'soon enough'
- Planter boxes (broken up to allow access) aesthetically pleasing; Water St. Tampa; Shade trees, consistent water misters
- Blocking views, they like current palms

- Wider sidewalk needed
- No flowering planters
- Planters take up too much space, and existing ones need to be replaced
- Remove existing trees
- Wheelchair concerns

EXHIBIT D: Signage Consistency

- Wayfinding signs:
 - o "Great idea." The style with arrows work
- Destination signs with points of interest?
- Directory? Not sure where is it located
- Directory with all businesses
- Directory sign in Gazebo area
- Wayfinding off street needs fixing
- Wayfinding signs vs A-frames – all the same color and the same size – along Main Street
- Or is it preferred that businesses have unique signs?
- Yes, to uniformed signs but to ensure they are on every intersection
- Chamber rep. showed a photo of Wayfinding sign pole
- If all are to be uniform, then the city should have to provide them
- If all uniform but allow businesses to customize the colors used
- Discussed Dunedin's outside sign/wayfinding sign protocol as quaint and allowing for use of chalk/colors that are weather-sealed
- Liked the Wayfinding sign idea. Do not like the mandatory uniformity for the A-frame signs.
- Individual businesses may "Never make up the cost." For freestanding signage investment.
- Existing (non-uniform) wayfinding signs – tear them down and replace them
- Extra space for outdoor seating at restaurants is fine, but other businesses not in favor of giving up out-front parking
- Gateway signage – wants to see something Digital to allow for promotion/key messaging – modernize the signage with digital
- Consider incentives for modernizing store/building signs – offer small grants
- Allow businesses to customize their own A-frames signs; City should not interfere. Creative signage use creates a creative environment
- Adequate exposure for businesses
- Solar power lighting for signs?
- QR code? Requires app
- Add banners /flags
- 2nd to 2nd side street part of "Downtown" more inclusive, side street businesses are shortchanged no sandwich signs allowed on side streets
- Main street not meeting sign ordinance have 2+ sandwich signs ETC
- Prioritize city areas (City Hall, Parks Etc.)
- Having these signs up help bring in money to pay for it
- Light pole in middle of street where ADA parking is supposed to be

EXHIBIT E: Future Development Guidelines

- Likes the idea of 'mixed use' spaces
- Not sure of the codes for height on Main Street
 - o 3 stories? From 8th Avenue N. to east
- Add the heights of the buildings (measurements – more detail than '3 stories')
- Discussion about facades
- Promote independent stores, limit store front for shops, setbacks for tall buildings, quaint
- Drip Tide mentioned he has enough land for City to relocate/rebuild a library
 - o Library property is too valuable for current use; Library does not need to be on Main Street
 - o Property is approx. 1.6 acres ('Tucker' mansion / Tucker property)
- Making Main Street one way; would be safer than two-way traffic and would free up space for more parking; also, want to minimize larger truck traffic on Main Street
 - o Could control flow; pick more parking; one lane for traffic with the addition of diagonal parking
- Shade trees for parking off Main Street behind buildings
- Balconies over sidewalk
- Arcade, overhang
- ADA accessibility for crosswalks 2nd street & Main Street ADA parking not sufficient
- Encourage rooftop bar
- Reduced driveway cuts for improved pedestrian space
- Entrance in Front and back
- With so many driveways not a lot to look at
- Designated drop off @the side alley areas
- Eclectic/ Unique architecture, some autonomy
- No one way

Safety Harbor Main Street Design Study – Community Engagement / Roundtable Discussions

Community Meeting 5pm

August 15, 2023

Summary Notes

Attendance: Community: 27

Staff: 10

EXHIBIT A: Gateway Monuments

- Where would the monument exist because sidewalks are small, and Nona's pizza is always packed
- Banner could be updated; the poles could be dressed up
- Would like a sign at Bayshore something more substantial like 'Welcome to Safety Harbor
- Would like a post on both sides like a triangle shaped on Main/10th Wants it to say "Welcome to" on one post and "Safety Harbor" on the other. Similar to the design in Dunedin. See drawn picture on post-it notes (shaped like a lighthouse)
- Would like an archway like an oak tree branch design like South Tampa; Kenwood in St. Pete; Ybor City arch
- Doesn't believe you can have an arch since it's a state route
- Lighted sign great coordinate with tree lighting
- Move banner to 9th near railroad for improved visibility (maybe 1 block east) Likes having a banner to promote event; but need to keep in fresh and in good shape
- 10th Avenue is the best placement for it. Also, across from the park
- Incorporate with the crosswalks
- More shade trees to create a canopy
- Likes the idea of a designer approach (artistic)
- Poles with banners could incorporate wayfinding signs
- Like the larger monument could put banner on top
- Near marina, for monument and/or banner entrance way
- A giant Heron and or Egret, and Owl – something that nods to the nature of the area
- A MUST – design should be done by a professional designer! Not elected officials, for example

EXHIBIT B: Parking

- Likes the idea of the green space on the sidewalk
- Parking is already a problem, don't remove any spots
- Could combine golf cart space and green space because just pavement is ugly
- Only issue with parking is when there are events. Could have parking areas for those events
- In favor of wider sidewalks to enjoy sitting outside
- In favor of wider sidewalks in front of some of the businesses and losing some parking in front of some. Ok with losing some parking but not all
- Keep tables outside and circular and all the same size for cohesion
- Likes the drive/ride share idea. Designated spot
- Another said she uses Uber and never had an issue with being dropped off or picked up. She gets dropped off on side streets
- Golf carts are expanding, and we need more space

- In favor of expanding sidewalks. Not loving dedicated drop off spaces. Likes green space and likes golf carts
- The idea of golf carts is to conserve gas and doesn't Likes the idea of designated LSV parking; mixed parking is acceptable for LSVs with traditional car parking
 - Put two LSVs in one parking spot; two fit well
 - Mark the lines to a golf cart must park in a way that allows a second golf cart to park in the space (two per parking space)
- Think huge golf carts that take up large spaces is a good idea. Would prefer green spaces
- Would be nice if the landscape would allow for tables to provide a buffer for parking
- Need to accommodate the public that wants to enjoy downtown and losing a parking spot is ok
- One way on Main Street east bound to MLK Rd
- Avenues one way add parking there
- Business owners not on Main share exposure
- Coastal Cantina lot
- Lease parking?
- Do not give up parking
- Likes the idea of Bump out outdoor dining seating
- Relocating café seating along the sidewalk currently crowds the sidewalk
- Near Regions Bank, add back parking reallocated from Main Street - addition of extra space
- Dislike how close the cars come when parking along the outdoor dining tables
- Designated rideshare spot? Drop off / pick up –
 - Locate it on one of the side streets
 - Should not interfere with Handicapped parking spots
 - Along the alley near Tiki
 - Consider designated drop off/pick up at each end of Main Street – not just one location
 - OR in the middle of Main Street
- Discussed concern with how to determine which spots get removed; all cafes may not remain, and the building location becomes a business that would benefit from store-front parking
- Consider codes that allow businesses to determine what spots get removed, rather than the City designated. Allow the business to determine the option
- Discussion about eliminating the strict parking minimums in the City code; such as building across from Nona's on Main Street – huge building but not enough parking to be feasible for redevelopment
- Singled, angled parking could still allow for meeting width requirements
- Discussed sidewalk width is inadequate; moving parking to side streets is amenable
- Consider a trolley or shuttle vehicle to connect people from outlying parking into Main Street or event location(s)
- Discussed use of private parking lots

EXHIBIT C: Landscape and Site Furnishings

- Likes the barrier with the planters
- Only problem with planters is somebody must water them. Will the city water them?
- In favor of what's in front of Tides. Doesn't think there is enough room for all of these landscaping ideas
- Depends on what is in front of each business. Would prefer shaded trees. Ok with just replacing them
- Likes the idea of using some of the things we already have and merge them into something new to save money
- Palm trees are better because their root system won't be damaging to the sidewalks
- Should be a separation between dining and the street. Would prefer skinny planters
- Likes the seating at Tides
- Look at the landscaping at Riverwalk, would prefer something like that
- Cost sharing for businesses that benefit from improvements directly
- Where is edge of property for alcoholic beverages consumption? (3rd Friday)
- Wet Zone marina unenforceable
- Palms should go-replace with shade trees or shorter palms
- Seeds cause people to slip
- We see problems with maintenance and up keep of new plants, should consider low maintenance & proper plants for shade/low shade/ etc
- Trees are urinals for dogs, maybe provide an alternate spot for dogs
- Shade is important
- Which business gets the extra patio? Main Street should look as beautiful as the Spa; put in automated water and must maintain the landscaping
 - Placement of tables along the building exterior rather than along the curb
 - Does not like the placement of metal as a barrier
 - Must consider the safety aspect; reinforced planters to protect from cars
 - Use landscaping to slow down driving speeds
- Washingtonian Palms – Need to go. Would love to see more Shade trees, but recommends they be consistent to create a canopy
 - City must select true shade trees, not trees that lose their leaves during certain seasons.
 - Discussed challenges with tree roots impacting sidewalks
- Café planters could be the responsibility of the businesses; set and enforce standards. Identify ways to encourage businesses to maintain
- Give businesses to choose between planters and bump out for dining tables

EXHIBIT D: Signage Consistency

- Directory sign should be at the Gazebo at John Wilson Park because residents already know where everything is, it would just look better
- Would prefer consistent signs throughout the city. All map signs and business signs should be the same that way it's easier to read when driving by
- Wants the sign natural and simple looking. Likes wood style signs or rustic like what is at Busch Gardens
- Doesn't like the metal. Would prefer recycled products to be used
- Should standardized city signs so you can differentiate the city signs from other signs
- Wayfinding/A-Frame unique is a good thing

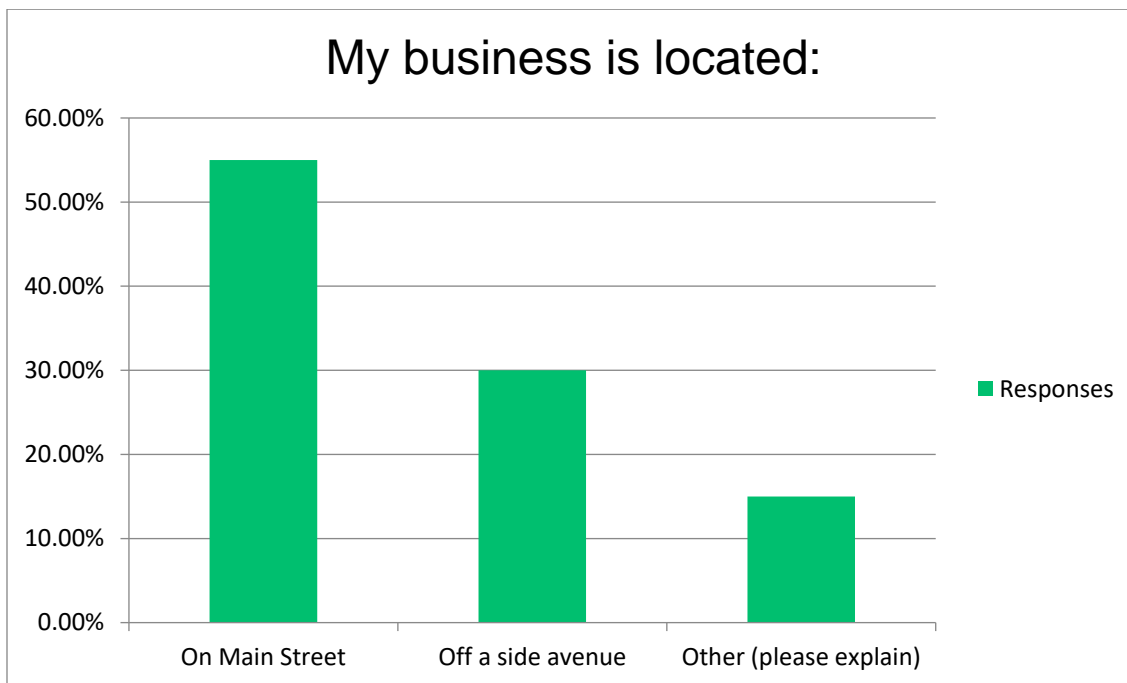
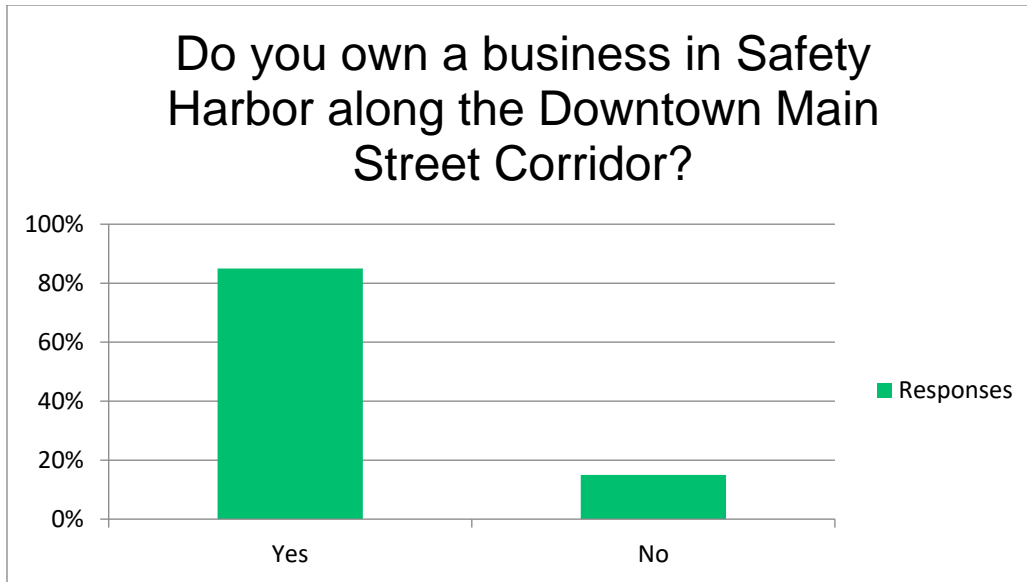
- Incentives for updating signs. (grants)
- Directory signs are not currently very conspicuous. Marina, Gazebo, public parking @ 8th
- Directory signs should stand out, colorful
- Solar powered signs
- Let business owners vote on sign
- Who pays for uniform sign?
- A-frames if they are uniform city need to provide
- Yes to designation not to messing with A-frames
- Uniqueness & color good for A-frames
- Directory signs to be bigger/more prominent and at more conspicuous locations and have “You are Here” like a mall along with parking options identified
- Use a QR code with an app for wayfinding with phones
- If all are to be uniform, then the City should have to provide them
- If all uniform but allow businesses to customize the colors used
- Discussed Dunedin’s outside sign/wayfinding sign protocol as quaint and allowing for use of chalk/colors that are weather-sealed
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- Solar power lighting for signs?

EXHIBIT E: Future Development Guidelines

- If there is a building down in Safety Harbor that is older, that should represent our heritage. The St James hotel across from Barfly. It is Mediterranean Revival. Would prefer that style
- Prefers the buildings closer to the street, with parking at the rear. It’s more urban. Likes arts and crafts style
- Lessons from Café Vino Tinto. They got creative with seating and likes the style
- Likes the idea of rooftop bars. The whole table agreed to this
- If they could put rooftop dining on top of St. James hotel. Great view to the water. It would solve a lot of sidewalk dining issues
- Relaxed parking requirements
- Affordability for new business leases
- 2nd story-some resistance (perceived)
- Mostly cooperative businesses
- 35’-3 stories
- Less driveways on Main St.
- Sunshades
- Crosswalks – redo them for Handicapped
- Fix dip in road by Starbucks
- Likes the idea of ‘mixed use’ spaces

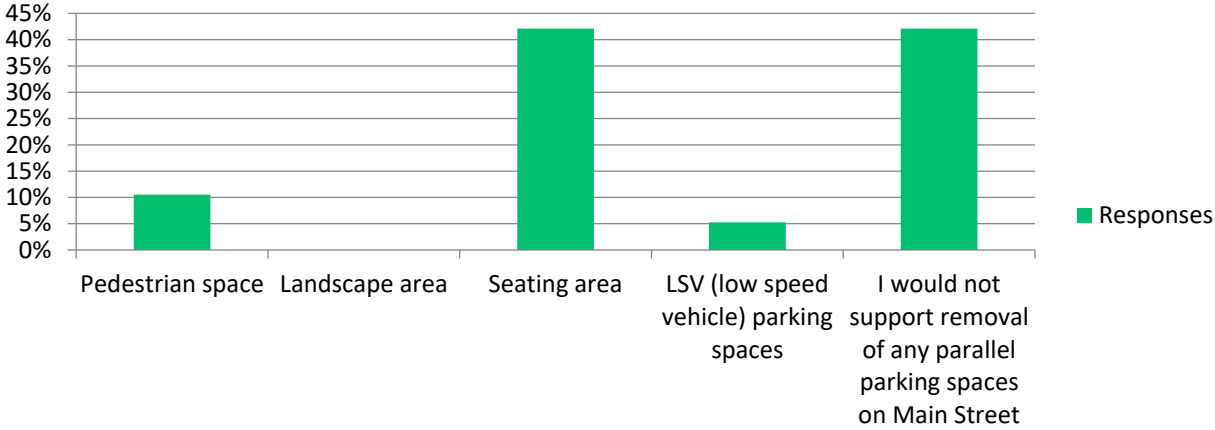
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SAFETY HARBOR MAIN STREET STUDY – Safety Harbor Chamber and Downtown Business Online Survey

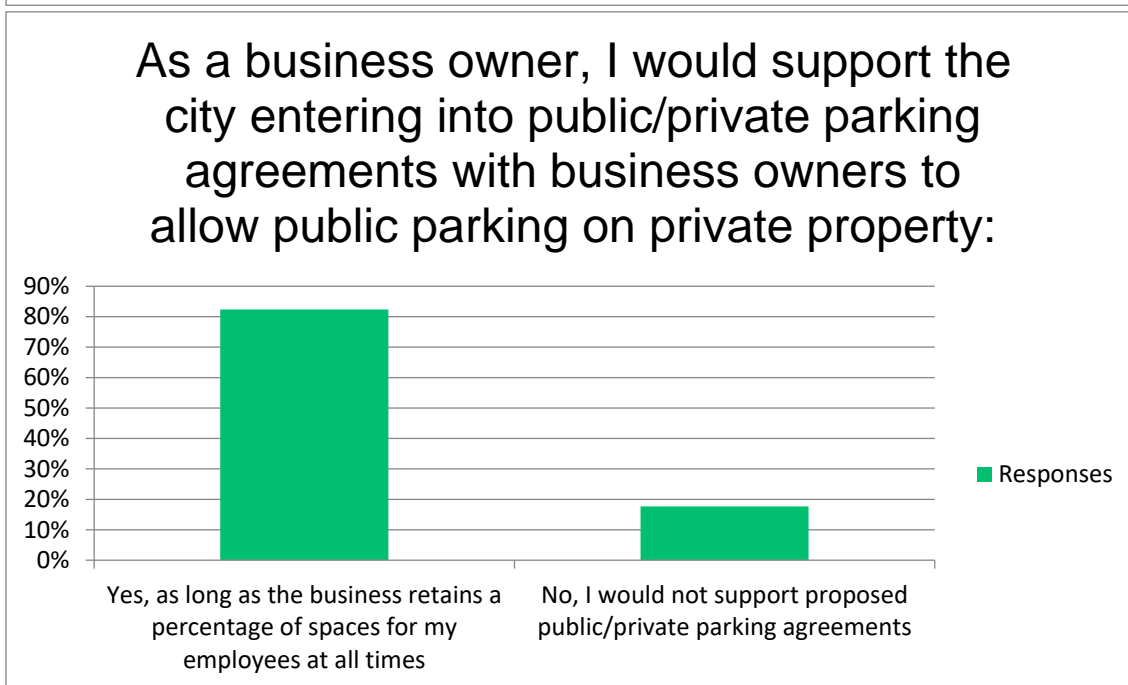


SAFETY HARBOR MAIN STREET STUDY – Safety Harbor Chamber and Downtown Business Online Survey

As a business owner, I would support repurposing of some parallel parking spaces along Downtown Main Street to provide for more:

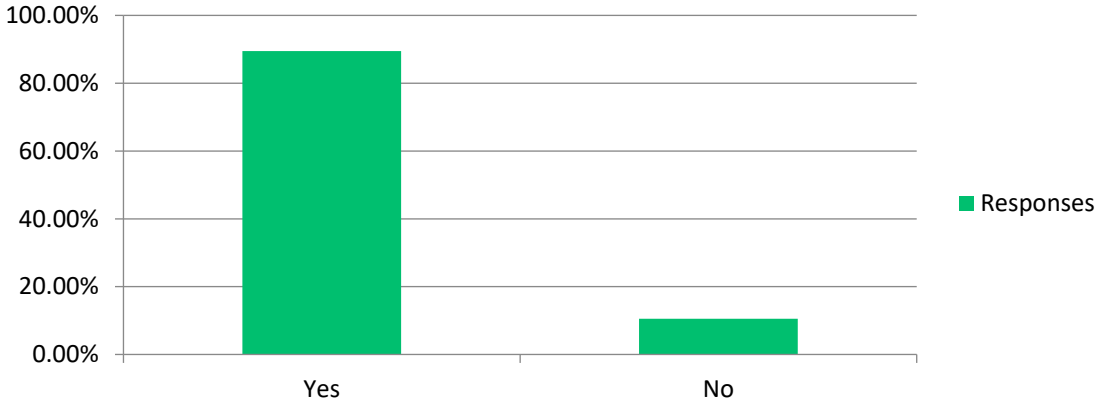


SAFETY HARBOR MAIN STREET STUDY – Safety Harbor Chamber and Downtown Business Online Survey

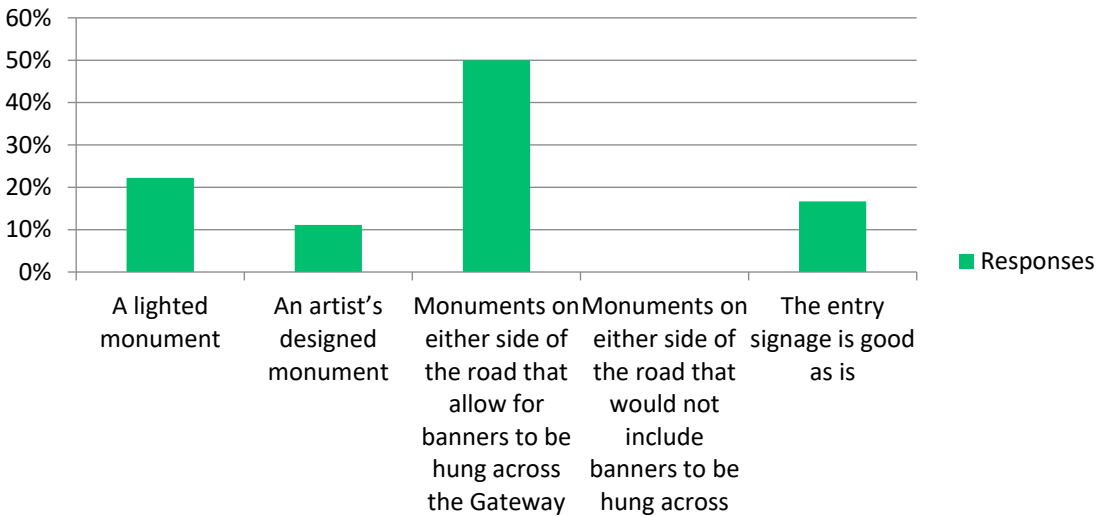


SAFETY HARBOR MAIN STREET STUDY – Safety Harbor Chamber and Downtown Business Online Survey

Would you support design of new Gateway monuments at the entrance to downtown Main Street at 10th Avenue and Philippe Parkway?

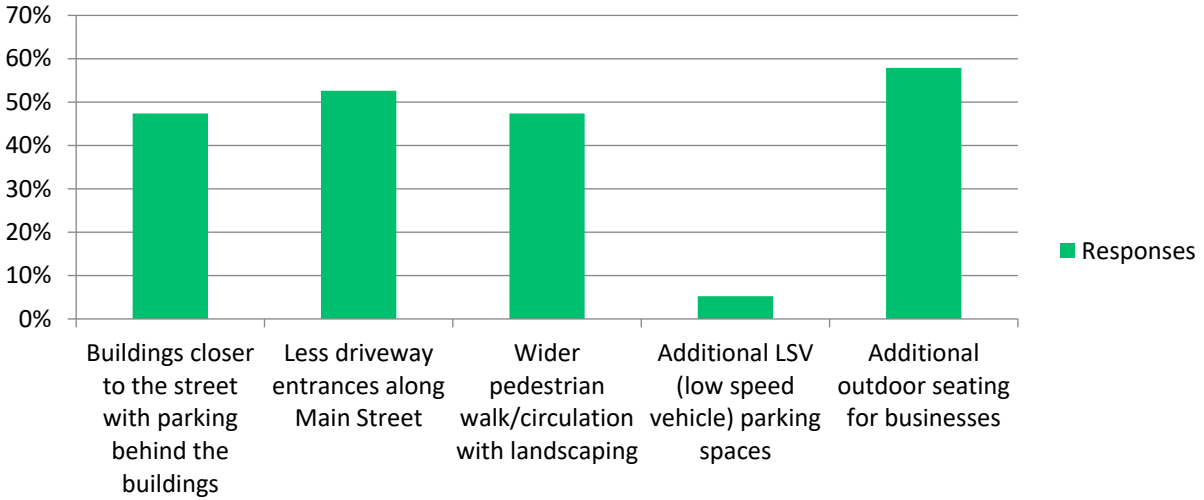


Would you prefer that Gateway icon to be:

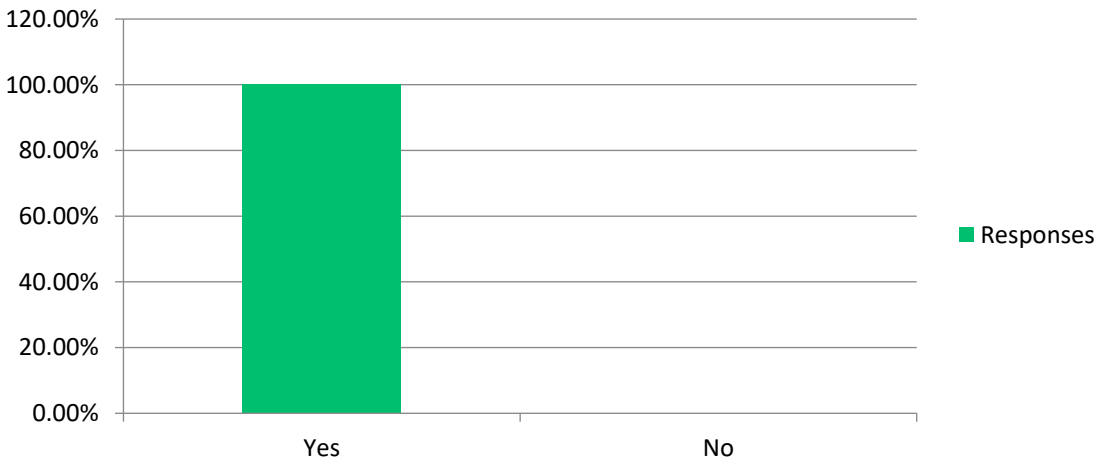


SAFETY HARBOR MAIN STREET STUDY – Safety Harbor Chamber and Downtown Business Online Survey

If blocks or buildings along Main Street become vacant over time and redevelopment could occur, the redevelopment should include: (choose all that apply)

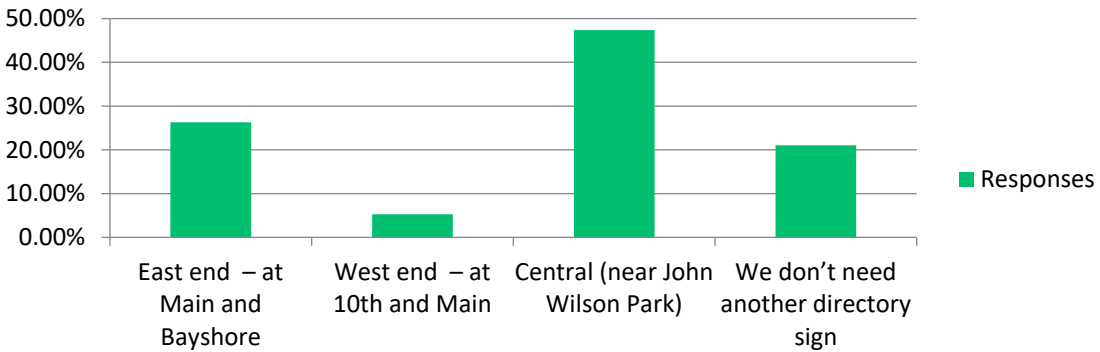


Would you support public/private partnerships to create outdoor gathering spaces where available?

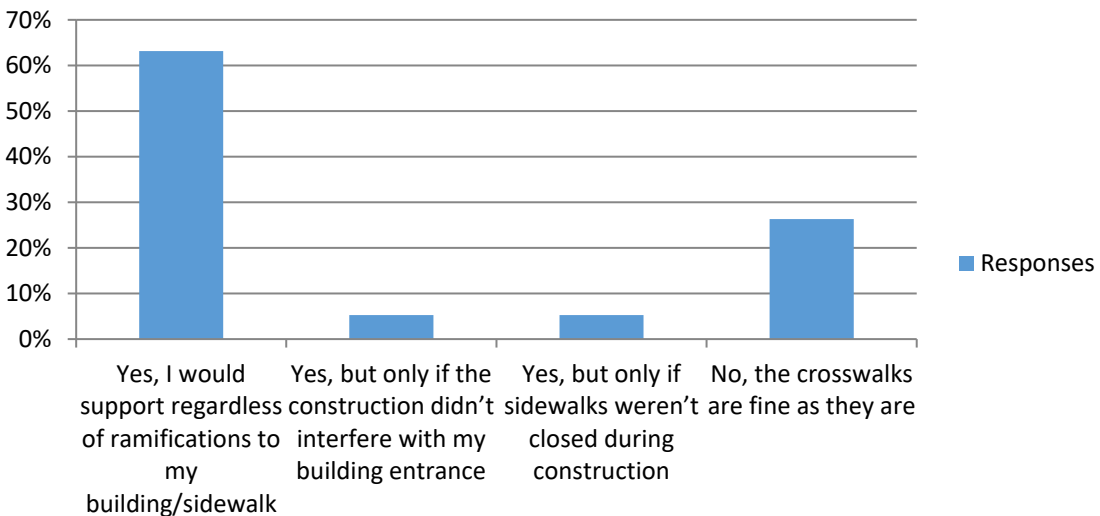


SAFETY HARBOR MAIN STREET STUDY – Safety Harbor Chamber and Downtown Business Online Survey

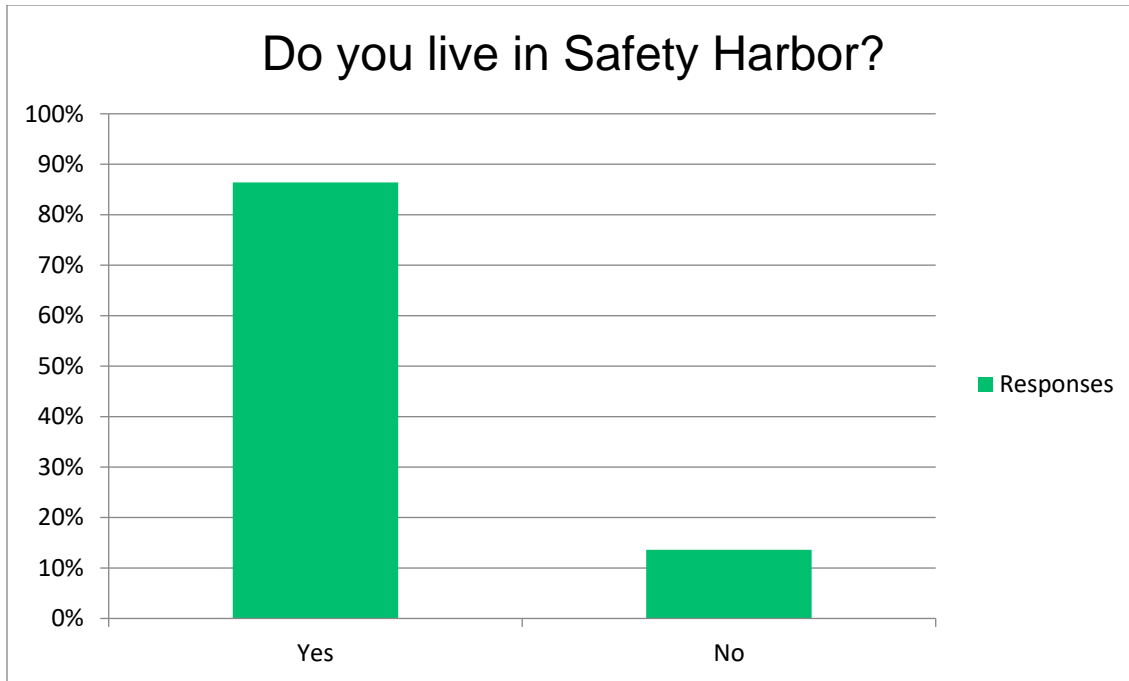
If the City were to add a graphic map/directory sign to be placed in downtown with directional graphics to businesses and destinations, would you prefer it to be located:



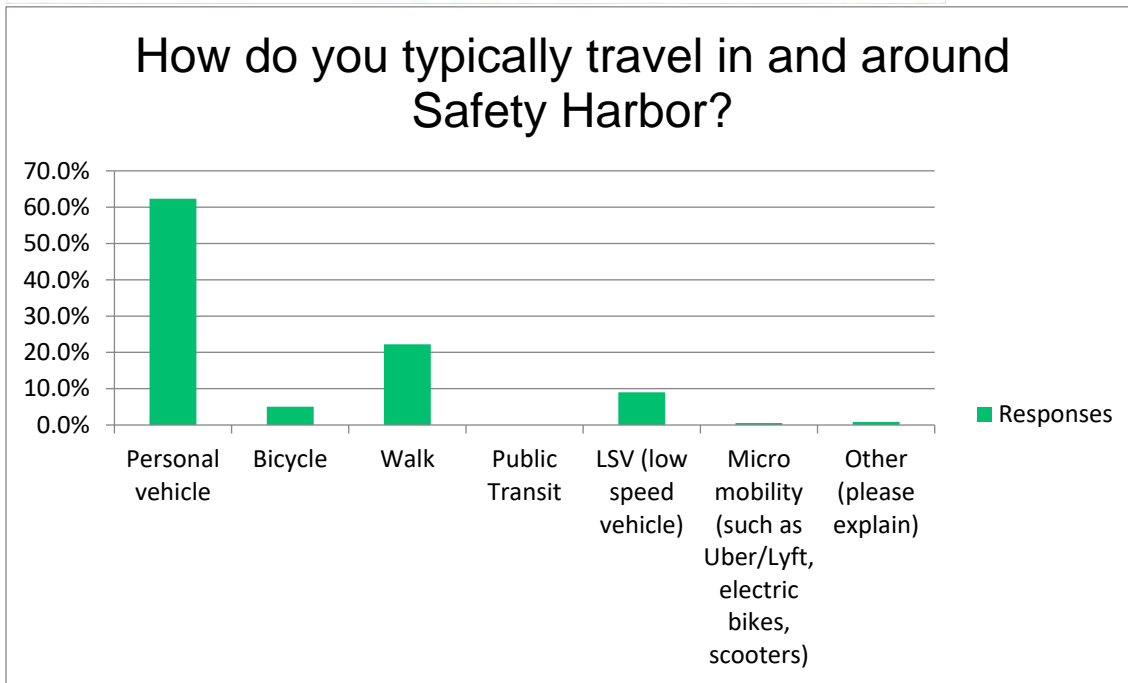
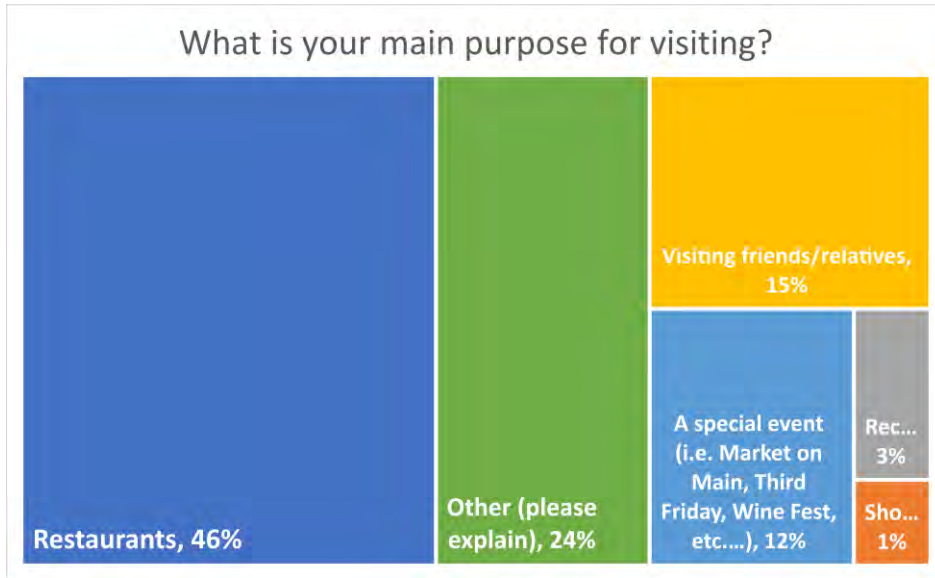
Would you support a phased crosswalk improvement project?



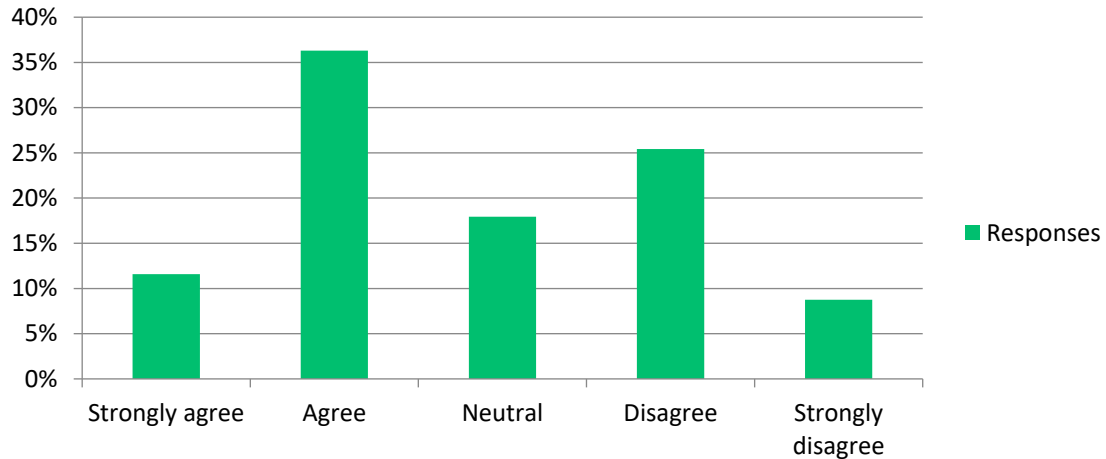
SAFETY HARBOR MAIN STREET STUDY – Community Online Survey



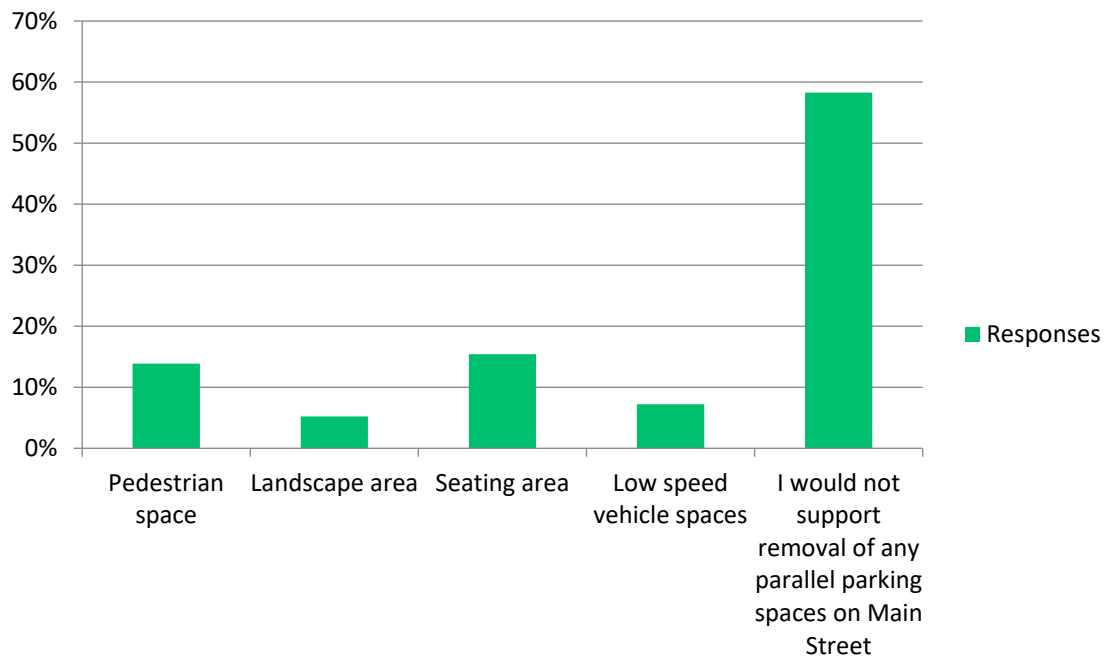
SAFETY HARBOR MAIN STREET STUDY – Community Online Survey



When visiting Safety Harbor, I typically do not have any trouble finding a parking space for my vehicle of choice:

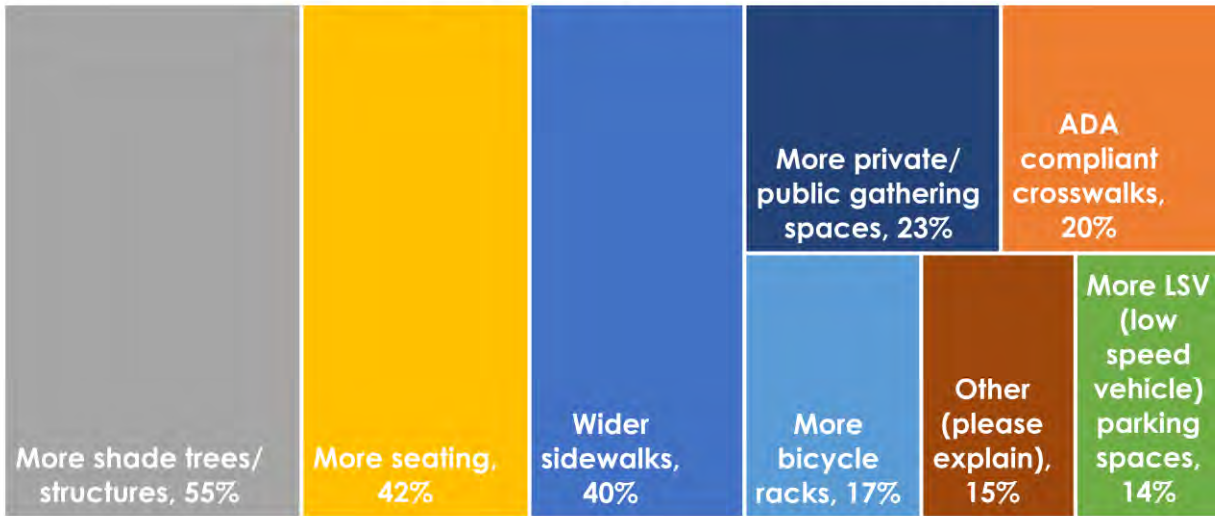


I would support repurposing of some parallel parking spaces along Downtown Main Street to provide for more:

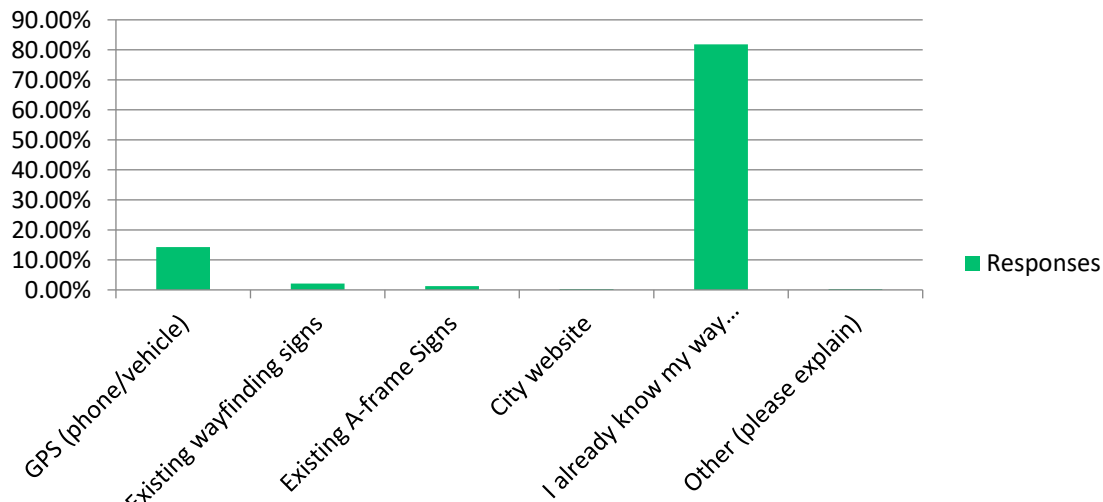


SAFETY HARBOR MAIN STREET STUDY – Community Online Survey

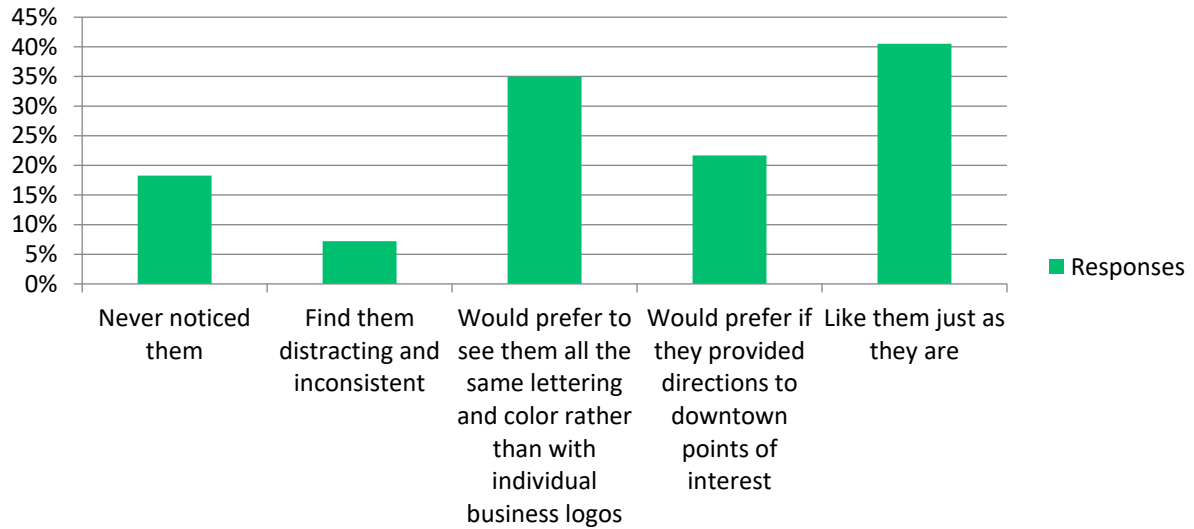
What improvements along Main Street would improve the quality of your visit (Select top 3 choices)



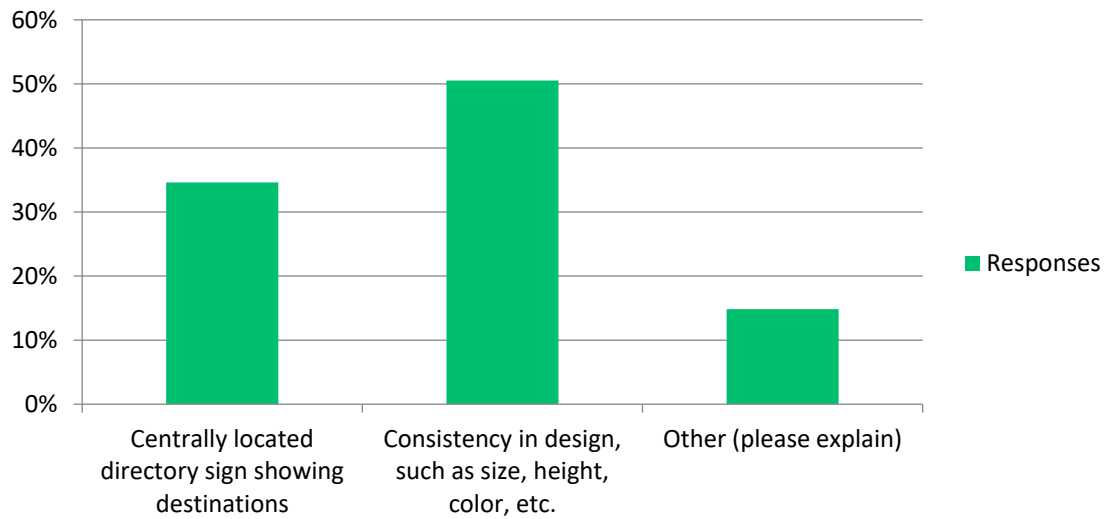
When visiting Safety Harbor, I typically find where I need to go by use of:



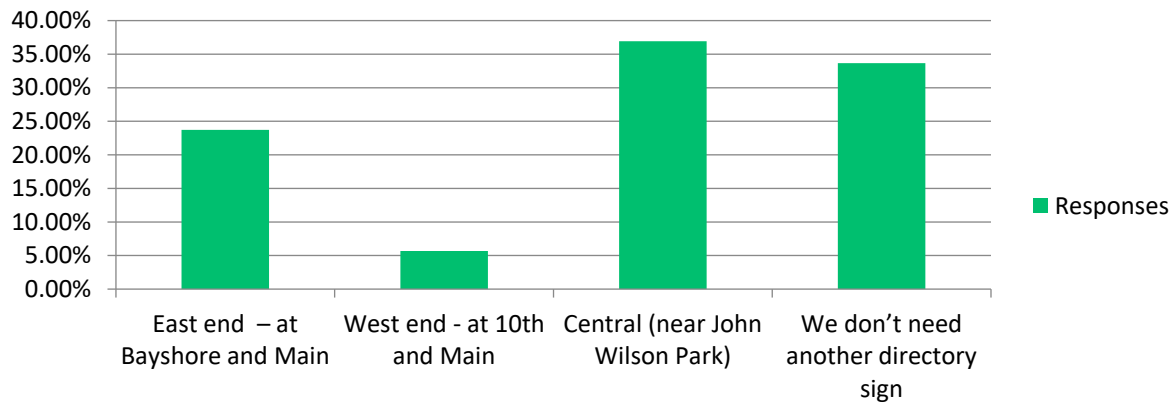
Regarding the existing wayfinding signage in Safety Harbor, I (check all that apply): Wayfinding Sign



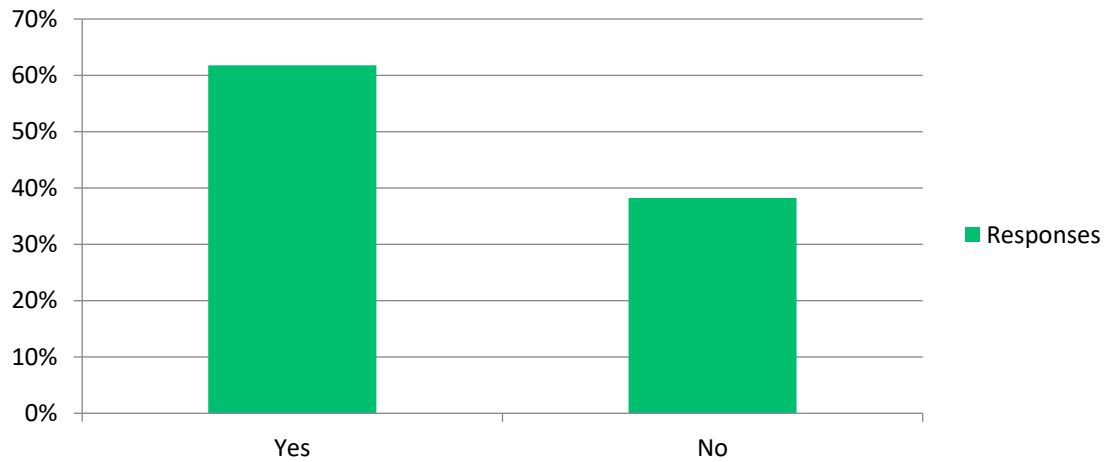
What, if any, improvement to signage in Safety Harbor would you recommend?

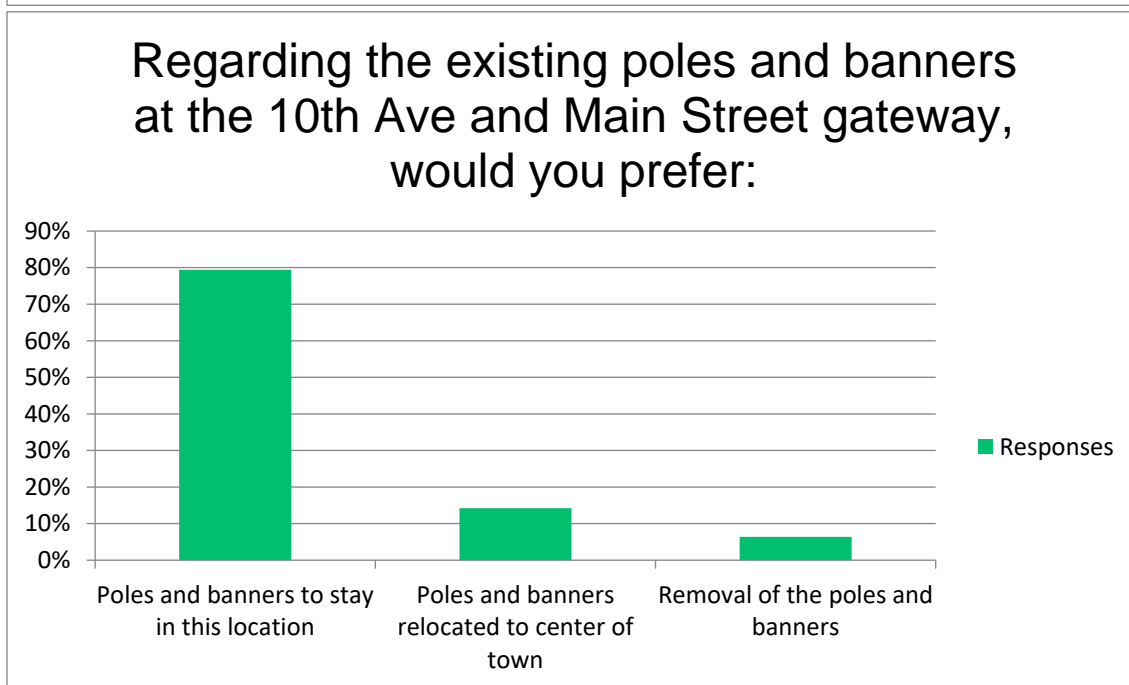
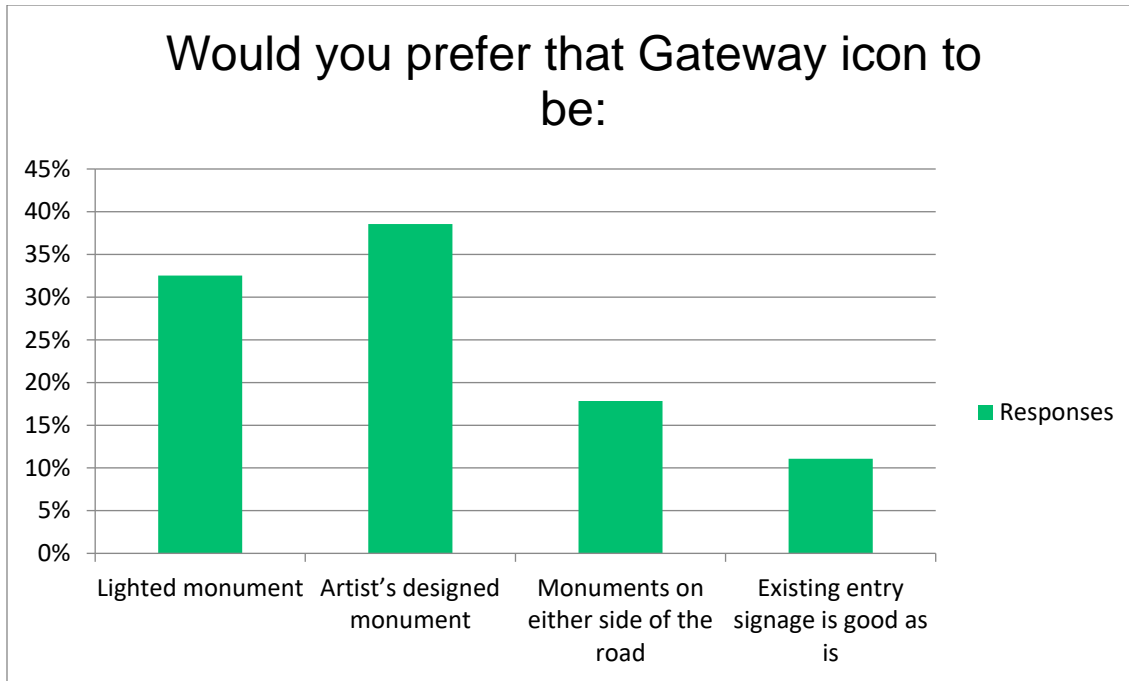


If the City were to add a graphic map/directory sign to be placed downtown with directional graphics to businesses and destinations, would you prefer it to be located:

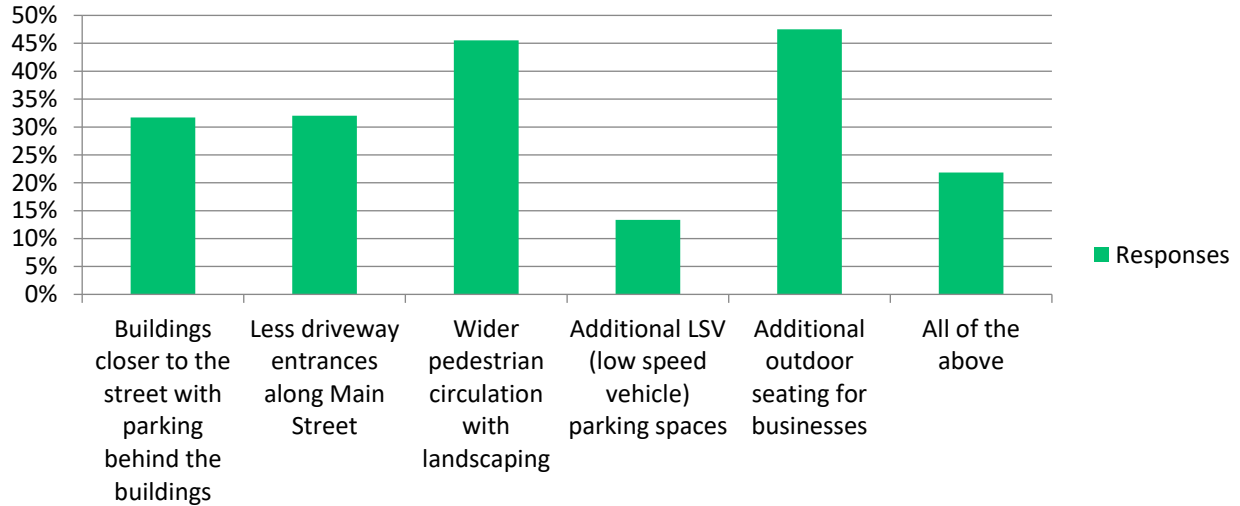


Would you support the design of new gateways at the entrances to downtown on Main Street and Philippe Parkway?

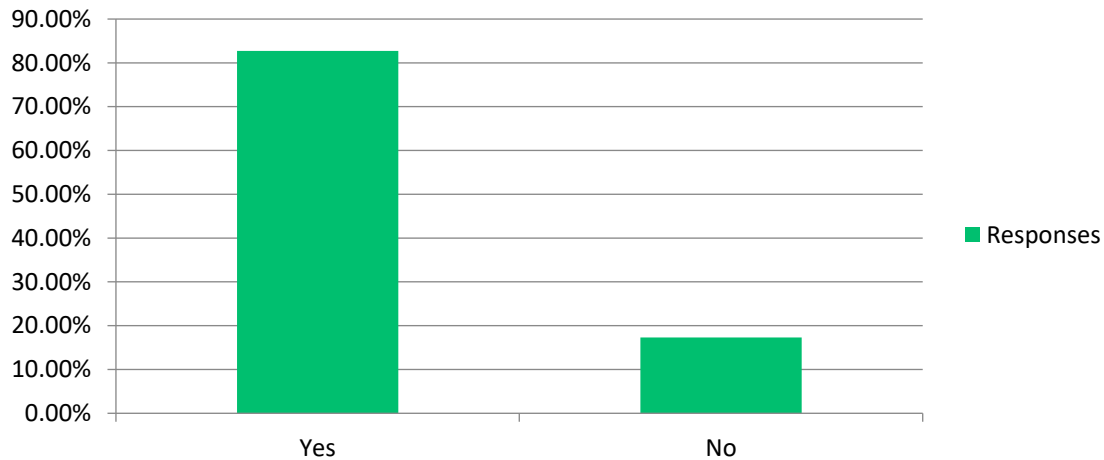


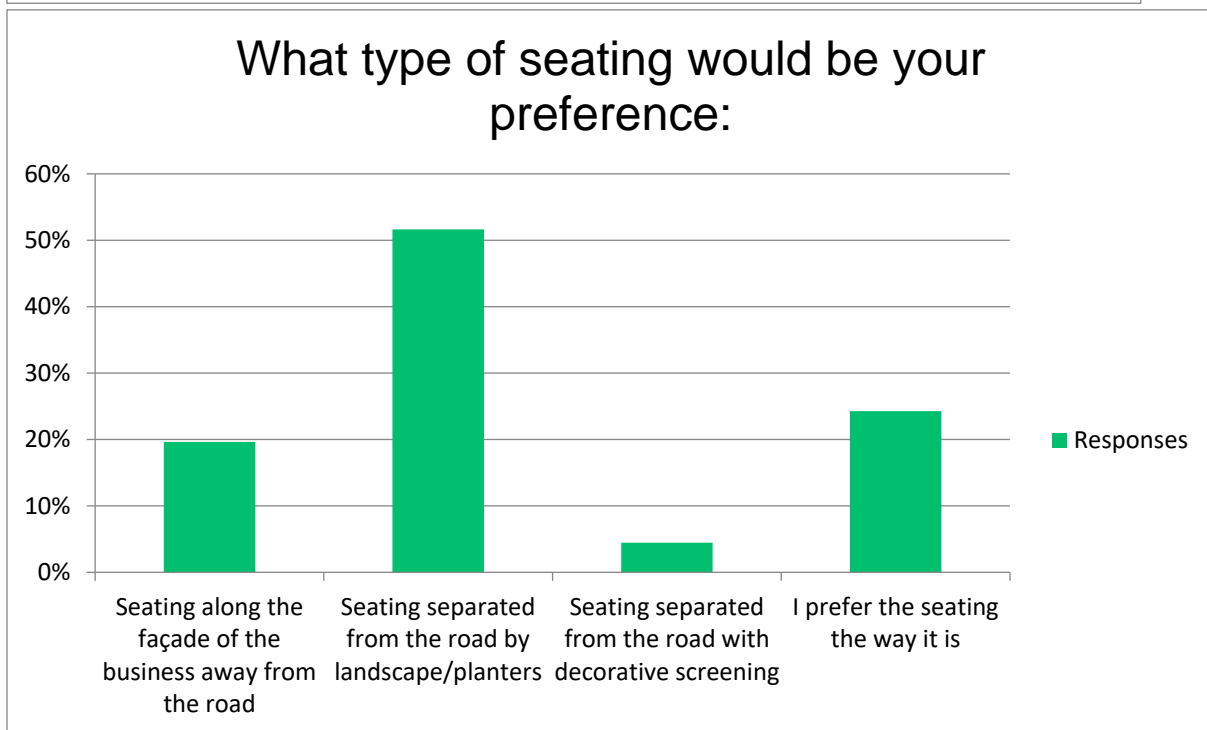
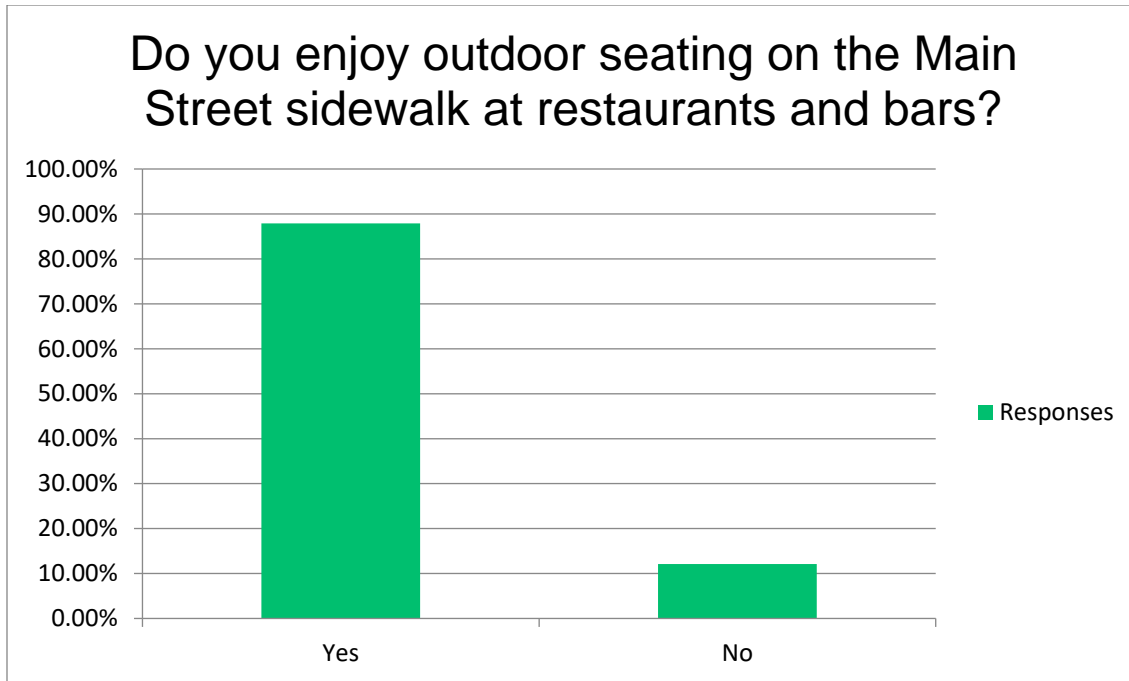


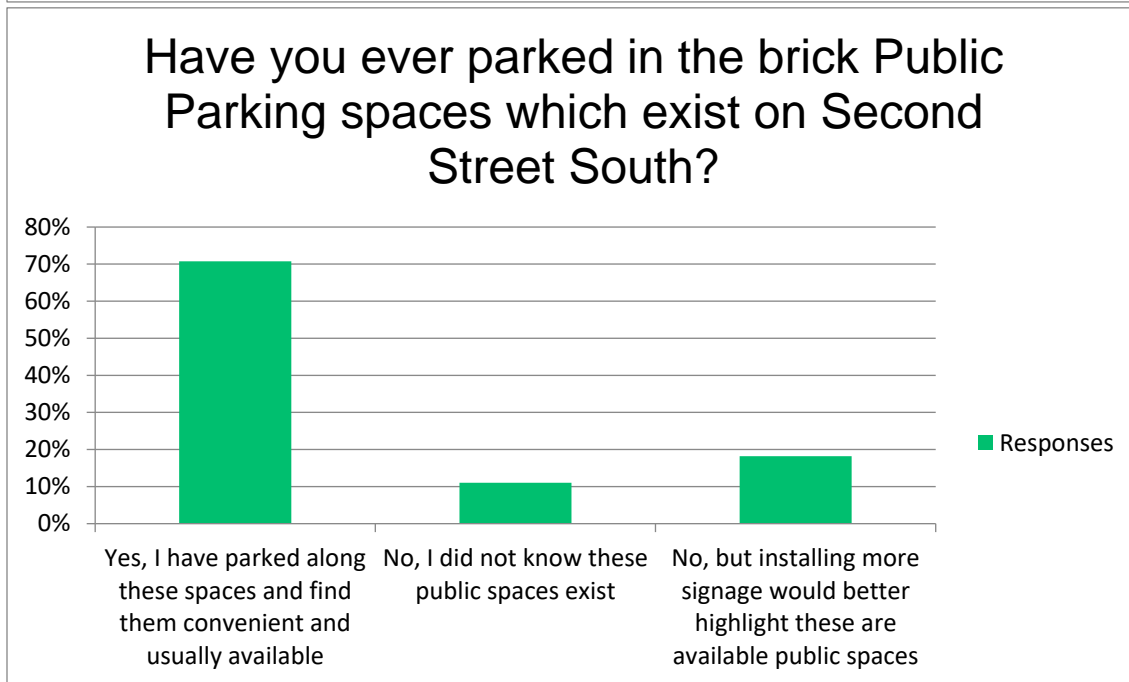
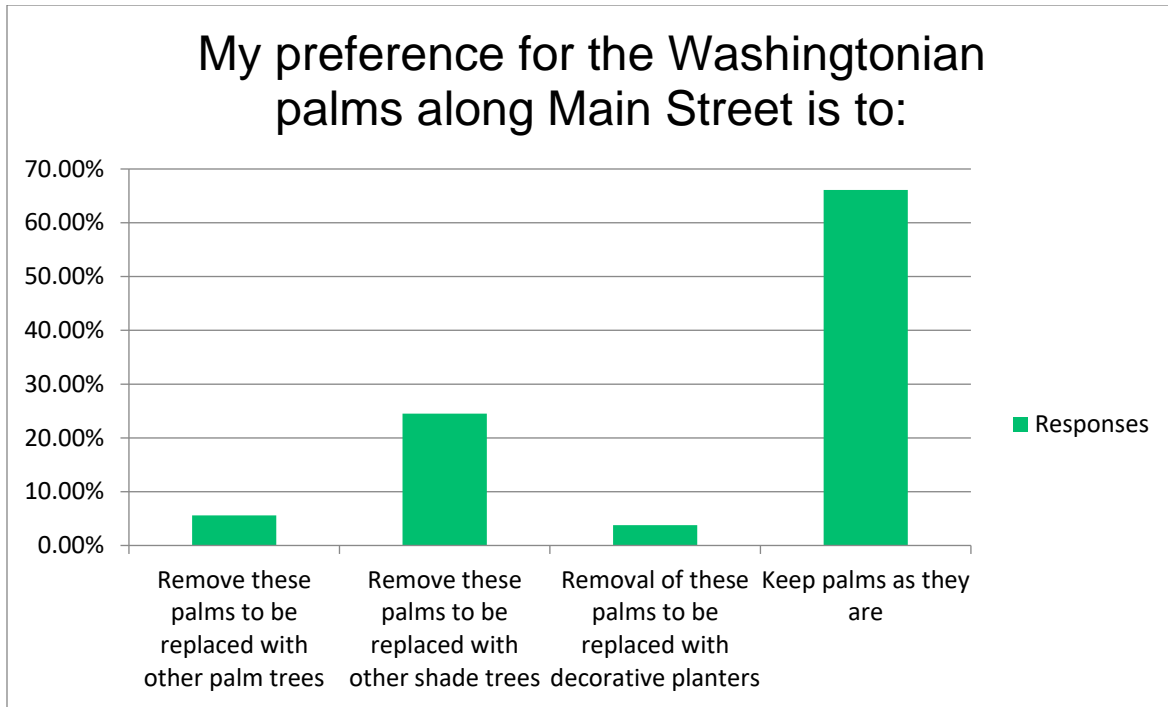
If blocks or buildings along Main Street become vacant over time and redevelopment could occur, the conceptual redevelopment should include: (choose all that apply)



Would you support public/private partnerships to create outdoor gathering spaces where available.







Question 21 – Other comments:

I can't believe the space where Brady's BBQ used to be is sat vacant for nearly two years. I wish someone would re-open a new restaurant there.

The proposed gateway sketch is inconsistent with the character of Safety Harbor. Perhaps creating an archway with sculptural water birds we are known for would be a nice addition. Sandwich boards for

SAFETY HARBOR MAIN STREET STUDY – Community Online Survey

businesses ON Main Street seem unnecessary. Businesses OFF of Main should be allowed to have a sandwich board on Main while open for business.

Please consider encouragement of better landscape maintenance BEFORE pursuit of new signage/monuments at city entrances. The fountain area and the planting areas along Bayshore should match those of the spa. It is our front yard. Please consider design consultants to ensure quality design. Parking is absolutely not a problem in town. The issue has become a political football but the facts do not support it.

Do not allow dog walking on Main Street.

I feel that only Main Street is addressed. Our downtown is 2nd to 2nd and they're a wonderful business that struggle to be found. There are many opportunities for signage for business facing Main. None of them need to clutter their frontage with a frame signs. Side street business need to be able to bring theirs out to Main for the attention. There should be a nice smaller consistent sign that could be used and brought in at closing.

Safety Harbor is unique as it still feels like a small town. I'm okay with development, but changes need to preserve this. More public spaces and more ways to enjoy the growing options for dining along Main Street.

There is too much development already. You are destroying our small town.

need more parking, less signs, less golf carts

Parking garage?

Antique light poles on sidewalks block pedestrian/handicap flow.

I would love to see us close Main Street to traffic from 6th to 1st for better outdoor dinners.

I love the brick parking spaces. Also enhancing and encouraging the use of carrying using flags when crossing road, like we do in our town of Ketchum, ID a ski town w heavy pedestrian traffic

I love the library

Safety Harbor is charming and beautiful. Would like more seating around the pier

I think SH is great the way it is except for vacant restaurant on Main that is all covered up. Unsightly.

No more bars, No more buildings higher than two stories. We will never be another downtown Dunedin, please stop trying

Make Safety Harbor the way it used to be. The town has gone to crap!

"More no parking on one side of the brick streets nearest Main should be expanded. Far too narrow for parking both sides and DANGEROUS for kids during events. Also consider speed bump installation mid-block to prevent stop to stop drag races.

3rd St N is a prime example from

Phillipe to 9th. People attending events can walk further with increased safety"

SAFETY HARBOR MAIN STREET STUDY – Community Online Survey

I'd like to see use of way finding signs just before entering the Safety Harbor (further out Philippe Parkway and also Bayshore. Thank you

I think the City Public parking west lot should be covered and the cover should have solar panels to generate power.

1830	0	0	5	12	48	11	0	0	0	0	0	0	0	0	0	76
1845	0	0	0	15	30	17	1	1	0	0	0	0	0	0	0	64
1900	0	0	0	11	23	11	1	0	0	0	0	0	0	0	0	46
Hourly Total	0	0	5	47	138	54	5	1	0	0	0	0	0	0	0	250
1915	0	0	3	12	22	15	2	0	0	0	0	0	0	0	0	54
1930	0	0	1	4	28	8	1	0	0	0	0	0	0	0	0	42
1945	0	0	0	12	22	8	2	0	0	0	0	0	0	0	0	44
2000	0	0	1	8	23	4	1	0	0	0	0	0	0	0	0	37
Hourly Total	0	0	5	36	95	35	6	0	0	0	0	0	0	0	0	177
2015	0	0	2	6	17	11	1	0	0	0	0	0	0	0	0	37
2030	0	0	1	4	22	1	0	0	0	0	0	0	0	0	0	28
2045	0	0	0	6	13	4	2	0	0	0	0	0	0	0	0	25
2100	0	0	0	7	10	7	1	0	0	0	0	0	0	0	0	25
Hourly Total	0	0	3	23	62	23	4	0	0	0	0	0	0	0	0	115
2115	0	1	3	6	10	10	1	0	0	0	0	0	0	0	0	31
2130	0	0	0	3	9	4	2	1	0	0	0	0	0	0	0	19
2145	0	0	0	4	6	7	0	0	0	0	0	0	0	0	0	17
2200	0	0	0	0	10	3	1	0	0	0	0	0	0	0	0	14
Hourly Total	0	1	3	13	35	24	4	1	0	0	0	0	0	0	0	81
2215	0	0	0	3	8	7	0	0	0	0	0	0	0	0	0	18
2230	0	0	0	1	5	3	1	0	0	0	0	0	0	0	0	10
2245	0	0	0	2	6	0	1	0	0	0	0	0	0	0	0	9
2300	0	0	0	2	3	4	1	0	0	0	0	0	0	0	0	10
Hourly Total	0	0	0	8	22	14	3	0	0	0	0	0	0	0	0	47
2315	0	0	0	0	3	1	4	1	0	0	0	0	0	0	0	9
2330	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4
2345	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	6
2400	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	6
Hourly Total	0	0	0	2	8	6	8	1	0	0	0	0	0	0	0	25
DAILY TOTAL	1	18	124	838	1670	670	91	10	1	0	0	0	0	0	0	3423
Percentages	0.0%	0.5%	3.6%	24.5%	48.8%	19.6%	2.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Statistical Information:

15th Percentile Speed	22.2 mph	Vehicles > 25mph	2,442
50th Percentile Speed	27.2 mph	% Vehicles > 25mph	71.3%
85th Percentile Speed	31.9 mph	10mph Pace Speed	21-30 mph
Average Speed	27.1 mph	Vehicles in Pace	2,508
		% Vehicles in Pace	73.3%

1830	0	0	8	13	23	16	3	0	0	0	0	0	0	0	0	63
1845	0	0	4	24	30	23	4	0	0	0	0	0	0	0	0	85
1900	0	1	4	24	28	10	1	0	0	0	0	0	0	0	0	68
Hourly Total	0	1	19	69	111	66	10	0	0	0	0	0	0	0	0	276
1915	0	0	4	22	32	11	2	0	0	0	0	0	0	0	0	71
1930	0	0	4	11	13	7	2	1	0	0	0	0	0	0	0	38
1945	0	0	1	16	16	8	1	0	0	0	0	0	0	0	0	42
2000	0	0	3	24	36	8	1	0	0	0	0	0	0	0	0	72
Hourly Total	0	0	12	73	97	34	6	1	0	0	0	0	0	0	0	223
2015	0	0	4	19	42	6	1	0	0	0	0	0	0	0	0	72
2030	0	0	7	16	19	7	0	0	0	0	0	0	0	0	0	49
2045	0	2	8	30	27	7	0	0	0	0	0	0	0	0	0	74
2100	0	0	4	23	18	7	1	0	0	0	0	0	0	0	0	53
Hourly Total	0	2	23	88	106	27	2	0	0	0	0	0	0	0	0	248
2115	0	0	8	21	25	8	0	0	0	0	0	0	0	0	0	62
2130	0	0	0	18	18	8	0	0	0	0	0	0	0	0	0	44
2145	0	1	3	11	15	2	0	0	0	0	0	0	0	0	0	32
2200	0	0	0	10	14	6	0	0	0	0	0	0	0	0	0	30
Hourly Total	0	1	11	60	72	24	0	0	0	0	0	0	0	0	0	168
2215	0	0	0	7	8	8	0	1	0	0	0	0	0	0	0	24
2230	0	0	2	8	11	8	0	0	0	0	0	0	0	0	0	29
2245	0	0	0	8	15	2	0	0	0	0	0	0	0	0	0	25
2300	0	0	1	10	2	1	1	0	1	1	0	0	0	0	0	17
Hourly Total	0	0	3	33	36	19	1	1	1	1	0	0	0	0	0	95
2315	0	0	1	2	5	2	1	0	0	0	0	0	0	0	0	11
2330	0	0	0	3	6	3	2	0	0	0	0	0	0	0	0	14
2345	0	0	0	2	5	1	0	0	0	0	0	0	0	0	0	8
2400	0	0	1	3	4	2	0	0	0	0	0	0	0	0	0	10
Hourly Total	0	0	2	10	20	8	3	0	0	0	0	0	0	0	0	43
DAILY TOTAL	1	24	226	1119	1970	746	84	5	1	1	0	0	0	0	0	4177
Percentages	0.0%	0.6%	5.4%	26.8%	47.2%	17.9%	2.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Statistical Information:

15th Percentile Speed	21.7 mph	Vehicles > 25mph	2,807
50th Percentile Speed	26.8 mph	% Vehicles > 25mph	67.2%
85th Percentile Speed	31.4 mph	10mph Pace Speed	21-30 mph
Average Speed	26.7 mph	Vehicles in Pace	3,089
		% Vehicles in Pace	74.0%

1830	0	0	13	25	71	27	3	0	0	0	0	0	0	0	0	139
1845	0	0	4	39	60	40	5	1	0	0	0	0	0	0	0	149
1900	0	1	4	35	51	21	2	0	0	0	0	0	0	0	0	114
Hourly Total	0	1	24	116	249	120	15	1	0	0	0	0	0	0	0	526
1915	0	0	7	34	54	26	4	0	0	0	0	0	0	0	0	125
1930	0	0	5	15	41	15	3	1	0	0	0	0	0	0	0	80
1945	0	0	1	28	38	16	3	0	0	0	0	0	0	0	0	86
2000	0	0	4	32	59	12	2	0	0	0	0	0	0	0	0	109
Hourly Total	0	0	17	109	192	69	12	1	0	0	0	0	0	0	0	400
2015	0	0	6	25	59	17	2	0	0	0	0	0	0	0	0	109
2030	0	0	8	20	41	8	0	0	0	0	0	0	0	0	0	77
2045	0	2	8	36	40	11	2	0	0	0	0	0	0	0	0	99
2100	0	0	4	30	28	14	2	0	0	0	0	0	0	0	0	78
Hourly Total	0	2	26	111	168	50	6	0	0	0	0	0	0	0	0	363
2115	0	1	11	27	35	18	1	0	0	0	0	0	0	0	0	93
2130	0	0	0	21	27	12	2	1	0	0	0	0	0	0	0	63
2145	0	1	3	15	21	9	0	0	0	0	0	0	0	0	0	49
2200	0	0	0	10	24	9	1	0	0	0	0	0	0	0	0	44
Hourly Total	0	2	14	73	107	48	4	1	0	0	0	0	0	0	0	249
2215	0	0	0	10	16	15	0	1	0	0	0	0	0	0	0	42
2230	0	0	2	9	16	11	1	0	0	0	0	0	0	0	0	39
2245	0	0	0	10	21	2	1	0	0	0	0	0	0	0	0	34
2300	0	0	1	12	5	5	2	0	1	1	0	0	0	0	0	27
Hourly Total	0	0	3	41	58	33	4	1	1	1	0	0	0	0	0	142
2315	0	0	1	2	8	3	5	1	0	0	0	0	0	0	0	20
2330	0	0	0	4	9	3	2	0	0	0	0	0	0	0	0	18
2345	0	0	0	2	6	4	2	0	0	0	0	0	0	0	0	14
2400	0	0	1	4	5	4	2	0	0	0	0	0	0	0	0	16
Hourly Total	0	0	2	12	28	14	11	1	0	0	0	0	0	0	0	68
DAILY TOTAL	2	42	350	1957	3640	1416	175	15	2	1	0	0	0	0	0	7600
Percentages	0.0%	0.6%	4.6%	25.8%	47.9%	18.6%	2.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Statistical Information:

15th Percentile Speed	21.9 mph	Vehicles > 25mph	5,249
50th Percentile Speed	27.0 mph	% Vehicles > 25mph	69.1%
85th Percentile Speed	31.7 mph	10mph Pace Speed	21-30 mph
Average Speed	26.9 mph	Vehicles in Pace	5,597
		% Vehicles in Pace	73.6%

1830	1	11	44	18	2	0	0	0	0	0	0	0	0	0	0	76
1845	1	29	32	11	1	0	0	0	0	0	0	0	0	0	0	74
1900	1	8	30	21	0	0	0	0	0	0	0	0	0	0	0	60
Hourly Total	5	57	152	59	6	0	0	0	0	0	0	0	0	0	0	279
1915	0	15	27	7	1	0	0	0	0	0	0	0	0	0	0	50
1930	0	11	30	5	2	0	0	0	0	0	0	0	0	0	0	48
1945	1	6	22	5	0	0	0	0	0	0	0	0	0	0	0	34
2000	0	6	29	4	1	0	0	0	0	0	0	0	0	0	0	40
Hourly Total	1	38	108	21	4	0	0	0	0	0	0	0	0	0	0	172
2015	2	16	19	9	0	0	0	0	0	0	0	0	0	0	0	46
2030	1	10	18	9	1	0	0	0	0	0	0	0	0	0	0	39
2045	2	7	18	7	0	0	0	0	0	0	0	0	0	0	0	34
2100	0	5	19	3	1	0	0	0	0	0	0	0	0	0	0	28
Hourly Total	5	38	74	28	2	0	0	0	0	0	0	0	0	0	0	147
2115	0	3	23	9	1	0	0	0	0	0	0	0	0	0	0	36
2130	0	4	6	9	2	0	0	0	0	0	0	0	0	0	0	21
2145	0	0	8	12	0	0	0	0	0	0	0	0	0	0	0	20
2200	0	1	7	6	2	0	0	0	0	0	0	0	0	0	0	16
Hourly Total	0	8	44	36	5	0	0	0	0	0	0	0	0	0	0	93
2215	0	1	8	8	2	0	0	0	0	0	0	0	0	0	0	19
2230	0	3	1	8	2	1	0	0	0	0	0	0	0	0	0	15
2245	1	1	4	8	0	0	0	0	0	0	0	0	0	0	0	14
2300	0	0	2	6	2	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	1	5	15	30	6	1	0	0	0	0	0	0	0	0	0	58
2315	1	1	1	5	3	0	0	0	0	0	0	0	0	0	0	11
2330	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
2345	0	0	2	6	1	0	0	0	0	0	0	0	0	0	0	9
2400	0	0	1	3	0	1	0	0	0	0	0	0	0	0	0	5
Hourly Total	1	1	9	14	4	1	0	0	0	0	0	0	0	0	0	30
DAILY TOTAL	43	409	1541	1050	140	10	1	1	2	0	0	0	0	0	0	3197
Percentages	1.3%	12.8%	48.2%	32.8%	4.4%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Statistical Information:

15th Percentile Speed	15.1 mph	Vehicles > 25mph	154
50th Percentile Speed	18.7 mph	% Vehicles > 25mph	4.8%
85th Percentile Speed	23.4 mph	10mph Pace Speed	16-25 mph
Average Speed	18.9 mph	Vehicles in Pace	2,591
		% Vehicles in Pace	81.0%

1830	0	11	34	27	2	0	0	0	0	0	0	0	0	0	0	74
1845	6	13	53	11	0	0	0	0	0	0	0	0	0	0	0	83
1900	0	15	30	18	2	0	0	0	0	0	0	0	0	0	0	65
Hourly Total	6	56	148	71	4	0	0	0	0	0	0	0	0	0	0	285
1915	1	12	41	12	2	0	0	1	0	0	0	0	0	0	0	69
1930	1	13	29	7	2	1	0	0	0	0	0	0	0	0	0	53
1945	0	14	27	16	0	1	0	0	0	0	0	0	0	0	0	58
2000	1	17	46	7	2	0	0	0	0	0	0	0	0	0	0	73
Hourly Total	3	56	143	42	6	2	0	1	0	0	0	0	0	0	0	253
2015	0	25	36	12	2	0	0	0	0	0	0	0	0	0	0	75
2030	0	11	25	10	1	0	0	0	0	0	0	0	0	0	0	47
2045	0	14	38	16	0	0	0	0	0	0	0	0	0	0	0	68
2100	0	9	15	17	2	0	0	0	0	0	0	0	0	0	0	43
Hourly Total	0	59	114	55	5	0	0	0	0	0	0	0	0	0	0	233
2115	0	3	27	17	4	0	0	0	0	0	0	0	0	0	0	51
2130	0	4	11	18	5	1	0	0	0	0	0	0	0	0	0	39
2145	0	5	4	16	4	0	0	0	0	0	0	0	0	0	0	29
2200	0	0	10	11	3	0	1	0	0	0	0	0	0	0	0	25
Hourly Total	0	12	52	62	16	1	1	0	0	0	0	0	0	0	0	144
2215	0	1	5	20	6	0	0	0	0	0	0	0	0	0	0	32
2230	0	0	4	9	5	1	0	0	0	0	0	0	0	0	0	19
2245	0	1	9	10	2	0	0	0	0	0	0	0	0	0	0	22
2300	0	0	9	6	4	0	0	0	0	0	0	0	0	0	0	19
Hourly Total	0	2	27	45	17	1	0	0	0	0	0	0	0	0	0	92
2315	0	0	2	6	2	0	0	0	0	0	0	0	0	0	0	10
2330	0	2	3	4	4	1	0	0	0	0	0	0	0	0	0	14
2345	0	2	3	3	1	1	0	0	0	0	0	0	0	0	0	10
2400	0	1	2	8	2	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	0	5	10	21	9	2	0	0	0	0	0	0	0	0	0	47
DAILY TOTAL	41	511	2007	1367	232	23	1	1	1	0	0	0	0	0	0	4184
Percentages	1.0%	12.2%	48.0%	32.7%	5.5%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Statistical Information:

15th Percentile Speed	15.2 mph	Vehicles > 25mph	258
50th Percentile Speed	18.8 mph	% Vehicles > 25mph	6.2%
85th Percentile Speed	23.6 mph	10mph Pace Speed	16-25 mph
Average Speed	19.1 mph	Vehicles in Pace	3,374
		% Vehicles in Pace	80.6%

1830	1	22	78	45	4	0	0	0	0	0	0	0	0	0	0	150
1845	7	42	85	22	1	0	0	0	0	0	0	0	0	0	0	157
1900	1	23	60	39	2	0	0	0	0	0	0	0	0	0	0	125
Hourly Total	11	113	300	130	10	0	0	0	0	0	0	0	0	0	0	564
1915	1	27	68	19	3	0	0	1	0	0	0	0	0	0	0	119
1930	1	24	59	12	4	1	0	0	0	0	0	0	0	0	0	101
1945	1	20	49	21	0	1	0	0	0	0	0	0	0	0	0	92
2000	1	23	75	11	3	0	0	0	0	0	0	0	0	0	0	113
Hourly Total	4	94	251	63	10	2	0	1	0	0	0	0	0	0	0	425
2015	2	41	55	21	2	0	0	0	0	0	0	0	0	0	0	121
2030	1	21	43	19	2	0	0	0	0	0	0	0	0	0	0	86
2045	2	21	56	23	0	0	0	0	0	0	0	0	0	0	0	102
2100	0	14	34	20	3	0	0	0	0	0	0	0	0	0	0	71
Hourly Total	5	97	188	83	7	0	0	0	0	0	0	0	0	0	0	380
2115	0	6	50	26	5	0	0	0	0	0	0	0	0	0	0	87
2130	0	8	17	27	7	1	0	0	0	0	0	0	0	0	0	60
2145	0	5	12	28	4	0	0	0	0	0	0	0	0	0	0	49
2200	0	1	17	17	5	0	1	0	0	0	0	0	0	0	0	41
Hourly Total	0	20	96	98	21	1	1	0	0	0	0	0	0	0	0	237
2215	0	2	13	28	8	0	0	0	0	0	0	0	0	0	0	51
2230	0	3	5	17	7	2	0	0	0	0	0	0	0	0	0	34
2245	1	2	13	18	2	0	0	0	0	0	0	0	0	0	0	36
2300	0	0	11	12	6	0	0	0	0	0	0	0	0	0	0	29
Hourly Total	1	7	42	75	23	2	0	0	0	0	0	0	0	0	0	150
2315	1	1	3	11	5	0	0	0	0	0	0	0	0	0	0	21
2330	0	2	8	4	4	1	0	0	0	0	0	0	0	0	0	19
2345	0	2	5	9	2	1	0	0	0	0	0	0	0	0	0	19
2400	0	1	3	11	2	1	0	0	0	0	0	0	0	0	0	18
Hourly Total	1	6	19	35	13	3	0	0	0	0	0	0	0	0	0	77
DAILY TOTAL	84	920	3548	2417	372	33	2	2	3	0	0	0	0	0	0	7381
Percentages	1.1%	12.5%	48.1%	32.7%	5.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Statistical Information:

15th Percentile Speed	15.1 mph	Vehicles > 25mph	412
50th Percentile Speed	18.8 mph	% Vehicles > 25mph	5.6%
85th Percentile Speed	23.6 mph	10mph Pace Speed	16-25 mph
Average Speed	19.0 mph	Vehicles in Pace	5,965
		% Vehicles in Pace	80.8%

1830	0	14	26	7	0	0	0	0	0	0	0	0	0	0	0	47
1845	1	29	21	2	0	0	0	0	0	0	0	0	0	0	0	53
1900	0	11	27	4	0	0	0	0	0	0	0	0	0	0	0	42
Hourly Total	1	69	95	21	0	0	0	0	0	0	0	0	0	0	0	186
1915	1	17	20	4	0	0	0	0	0	0	0	0	0	0	0	42
1930	2	15	20	2	0	0	0	0	0	0	0	0	0	0	0	39
1945	8	5	21	1	0	0	0	0	0	0	0	0	0	0	0	35
2000	1	10	22	0	1	0	0	0	0	0	0	0	0	0	0	34
Hourly Total	12	47	83	7	1	0	0	0	0	0	0	0	0	0	0	150
2015	4	14	22	3	0	0	0	0	0	0	0	0	0	0	0	43
2030	1	13	17	6	0	0	0	0	0	0	0	0	0	0	0	37
2045	0	11	13	6	0	0	0	0	0	0	0	0	0	0	0	30
2100	0	7	17	2	0	0	0	0	0	0	0	0	0	0	0	26
Hourly Total	5	45	69	17	0	0	0	0	0	0	0	0	0	0	0	136
2115	5	8	10	12	1	0	0	0	0	0	0	0	0	0	0	36
2130	0	3	11	5	1	0	0	0	0	0	0	0	0	0	0	20
2145	0	3	12	4	0	0	0	0	0	0	0	0	0	0	0	19
2200	0	0	9	6	1	0	0	0	0	0	0	0	0	0	0	16
Hourly Total	5	14	42	27	3	0	0	0	0	0	0	0	0	0	0	91
2215	0	1	6	7	2	1	0	0	0	0	0	0	0	0	0	17
2230	0	0	8	10	2	0	1	0	0	0	0	0	0	0	0	21
2245	0	2	6	5	0	0	0	0	0	0	0	0	0	0	0	13
2300	0	1	4	3	1	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	0	4	24	25	5	1	1	0	0	0	0	0	0	0	0	60
2315	1	0	3	5	2	0	0	0	0	0	0	0	0	0	0	11
2330	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
2345	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	7
2400	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	1	1	9	10	3	0	0	0	0	0	0	0	0	0	0	24
DAILY TOTAL	85	662	1402	529	54	3	1	0	0	0	0	0	0	0	0	2736
Percentages	3.1%	24.2%	51.2%	19.3%	2.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Statistical Information:

15th Percentile Speed	12.5 mph	Vehicles > 25mph	58
50th Percentile Speed	17.2 mph	% Vehicles > 25mph	2.1%
85th Percentile Speed	21.7 mph	10mph Pace Speed	11-20 mph
Average Speed	17.2 mph	Vehicles in Pace	2,064
		% Vehicles in Pace	75.4%

1830	5	13	31	4	0	0	0	0	0	0	0	0	0	0	0	53
1845	3	21	22	10	1	0	0	0	0	0	0	0	0	0	0	57
1900	2	23	25	3	0	0	0	0	0	0	0	0	0	0	0	53
Hourly Total	11	87	98	22	2	0	0	0	0	0	0	0	0	0	0	220
1915	3	16	23	2	0	0	0	0	0	0	0	0	0	0	0	44
1930	0	14	17	5	0	0	0	0	0	0	0	0	0	0	0	36
1945	1	24	15	1	1	0	0	0	0	0	0	0	0	0	0	42
2000	3	15	22	1	0	0	0	0	0	0	0	0	0	0	0	41
Hourly Total	7	69	77	9	1	0	0	0	0	0	0	0	0	0	0	163
2015	6	24	20	2	0	0	0	0	0	0	0	0	0	0	0	52
2030	4	9	9	5	0	0	0	0	0	0	0	0	0	0	0	27
2045	3	12	20	6	0	0	0	0	0	0	0	0	0	0	0	41
2100	3	16	15	2	1	0	0	0	0	0	0	0	0	0	0	37
Hourly Total	16	61	64	15	1	0	0	0	0	0	0	0	0	0	0	157
2115	3	9	16	7	0	0	0	0	0	0	0	0	0	0	0	35
2130	1	8	12	7	2	0	0	0	0	0	0	0	0	0	0	30
2145	1	1	10	10	0	0	0	0	0	0	0	0	0	0	0	22
2200	0	2	10	8	0	0	0	0	0	0	0	0	0	0	0	20
Hourly Total	5	20	48	32	2	0	0	0	0	0	0	0	0	0	0	107
2215	0	0	6	11	8	1	0	0	0	0	0	0	0	0	0	26
2230	0	0	9	6	0	0	0	0	0	0	0	0	0	0	0	15
2245	0	2	5	3	1	0	0	1	0	0	0	0	0	0	0	12
2300	0	2	7	6	2	0	0	0	0	0	0	0	0	0	0	17
Hourly Total	0	4	27	26	11	1	0	1	0	0	0	0	0	0	0	70
2315	0	0	4	6	0	0	0	0	0	0	0	0	0	0	0	10
2330	0	1	2	5	0	0	0	0	0	0	0	0	0	0	0	8
2345	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	5
2400	0	1	3	7	0	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	0	2	12	19	1	0	0	0	0	0	0	0	0	0	0	34
DAILY TOTAL	146	872	1311	501	71	3	0	2	0	0	0	0	0	0	0	2906
Percentages	5.0%	30.0%	45.1%	17.2%	2.4%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Statistical Information:

15th Percentile Speed	11.7 mph	Vehicles > 25mph	76
50th Percentile Speed	16.7 mph	% Vehicles > 25mph	2.6%
85th Percentile Speed	21.4 mph	10mph Pace Speed	11-20 mph
Average Speed	16.6 mph	Vehicles in Pace	2,183
		% Vehicles in Pace	75.1%

1830	5	27	57	11	0	0	0	0	0	0	0	0	0	0	0	100
1845	4	50	43	12	1	0	0	0	0	0	0	0	0	0	0	110
1900	2	34	52	7	0	0	0	0	0	0	0	0	0	0	0	95
Hourly Total	12	156	193	43	2	0	0	0	0	0	0	0	0	0	0	406
1915	4	33	43	6	0	0	0	0	0	0	0	0	0	0	0	86
1930	2	29	37	7	0	0	0	0	0	0	0	0	0	0	0	75
1945	9	29	36	2	1	0	0	0	0	0	0	0	0	0	0	77
2000	4	25	44	1	1	0	0	0	0	0	0	0	0	0	0	75
Hourly Total	19	116	160	16	2	0	0	0	0	0	0	0	0	0	0	313
2015	10	38	42	5	0	0	0	0	0	0	0	0	0	0	0	95
2030	5	22	26	11	0	0	0	0	0	0	0	0	0	0	0	64
2045	3	23	33	12	0	0	0	0	0	0	0	0	0	0	0	71
2100	3	23	32	4	1	0	0	0	0	0	0	0	0	0	0	63
Hourly Total	21	106	133	32	1	0	0	0	0	0	0	0	0	0	0	293
2115	8	17	26	19	1	0	0	0	0	0	0	0	0	0	0	71
2130	1	11	23	12	3	0	0	0	0	0	0	0	0	0	0	50
2145	1	4	22	14	0	0	0	0	0	0	0	0	0	0	0	41
2200	0	2	19	14	1	0	0	0	0	0	0	0	0	0	0	36
Hourly Total	10	34	90	59	5	0	0	0	0	0	0	0	0	0	0	198
2215	0	1	12	18	10	2	0	0	0	0	0	0	0	0	0	43
2230	0	0	17	16	2	0	1	0	0	0	0	0	0	0	0	36
2245	0	4	11	8	1	0	0	1	0	0	0	0	0	0	0	25
2300	0	3	11	9	3	0	0	0	0	0	0	0	0	0	0	26
Hourly Total	0	8	51	51	16	2	1	1	0	0	0	0	0	0	0	130
2315	1	0	7	11	2	0	0	0	0	0	0	0	0	0	0	21
2330	0	2	5	5	0	0	0	0	0	0	0	0	0	0	0	12
2345	0	0	5	5	2	0	0	0	0	0	0	0	0	0	0	12
2400	0	1	4	8	0	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	1	3	21	29	4	0	0	0	0	0	0	0	0	0	0	58
DAILY TOTAL	231	1534	2713	1030	125	6	1	2	0	0	0	0	0	0	0	5642
Percentages	4.1%	27.2%	48.1%	18.3%	2.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Statistical Information:

15th Percentile Speed	12.0 mph	Vehicles > 25mph	134
50th Percentile Speed	16.9 mph	% Vehicles > 25mph	2.4%
85th Percentile Speed	21.5 mph	10mph Pace Speed	11-20 mph
Average Speed	16.9 mph	Vehicles in Pace	4,247
		% Vehicles in Pace	75.3%