

Beyond the Trolley: A Comprehensive Approach to Managing Traffic, Growth, Density, and Parking Concerns

Councilman Rich Blonna 3/18/24

Introduction

As a City Council we must learn from our past while dealing with the present and planning for the future. We cannot stay fixated on any single time frame and ignore the others. In the recently-completed Citizen Survey, the three most important issues to citizens were:

1. providing additional public parking (80%).
2. managing growth and density (60%).
3. minimizing traffic congestion (59%) (On Point Insights, 2023).

In addition to these three issues, there are several spin-offs from them that are worth mentioning:

- Marco Island *already* has seasonal and annual traffic and parking problems.
- Traffic, especially during season *already detracts* from our quality of life.
- Marco Island is *approaching build out* and that means even more cars on the roads.
- Marco Island is *already experiencing* increased visitation from off-island residents.
- The absence of adequate parking facilities *already exacerbates* traffic congestion.

The City Council could help residents manage their top three concerns (managing the growth and density of the city, minimizing traffic congestion, and providing additional public parking) by developing a comprehensive plan that addresses all three individually while emphasizing their interrelationships. This concept is in consort with standards developed by established community planning organizations (Blue Zones, 2024). In this White Paper the author will lay out a blueprint for such a plan.

Managing Growth and Density

A good way to start developing such a comprehensive plan is with taking a closer look at the issues of density and growth. Density has changed slightly over the years since our incorporation due to the annexation of adjoining lands and subsequent recalculation of buildable acreage.

When the Marco Island Master Plan (MIMP) was developed, the total buildable acreage of the island was 5,918 acres. Future land use categories (Residential Single Family, Commercial etc.) were assigned as part of master plan development process. When the plan was finished, the total maximum density for Marco Island was 23,672 maximum dwelling units divided by 5,918 acres to yield a density of 4 dwelling units per acre. A carve out of the number of 23,672 units was made to create 169 “bonus density” units that were spread out amongst various future land use

designations as Affordable Housing Density Bonus Program (AHDP) (City of Marco Island 2022).

When the original Marco Island Comprehensive Plan was approved, the Future Land Use categories, based on those contained in the MIMP, were refined slightly, resulting in a surplus of 169 units of density, or 169 units below the allowable maximum density of 23,672 units (City of Marco Island 2022).

In August of 2004, the City of Marco Island annexed 965 acres of land from unincorporated Collier County increasing the total buildable acreage from 5,918 acres to 6,883 acres. Approximately 142 acres of the 965 were approved for the Key Marco Planned Unit Development (PUD). The new acreage required changes to the Comprehensive Plan and Future Land Use Categories which had previously just been amended in March of 2004. With the annexation the number of dwelling units rose from 23,672 dwelling units to 23,962. Dividing the 23,962 maximum dwelling units by 6,883 acres resulted in a density of 3.48 units per acre (City of Marco Island 2022).

In 2005, in response to the City's first Evaluation and Appraisal (EAR) Report, the City Council voted to reduce the overall density by 4% by 2013. This resulted in a reduction of 947 units bringing the total to 23,200. Thirty-six more density credits were reduced by City Council in 2018 resulting in a total of 23,164 units (City of Marco Island 2022).

The last reduction in density came from the current City Council in 2021, with the adoption of the updated 2040 Comprehensive Plan that eliminated bonus and incentive densities from all applicable future land use categories. This final reduction, 389 units, brought the total allowable residential dwelling units down to their current level of 22,775 dwelling units. Dividing 22,775 dwelling units by the total acreage of 6883 gives us the current total density of 3.37 units/square mile (City of Marco Island, 2022).

When you examine the history of City Council actions, you can see an ongoing effort to manage density in responsible ways. As property owners continue developing their residential and commercial lots and we approach build out, the island's allowable density will fill in and there will be fewer opportunities for future City Councils to add further reductions.

One area where the City Council could improve managing density is ensuring that there is an accurate tally of density in each of the Future Land Use Categories. This is a relatively easy task when tracking residential density where it is easy to count numbers of dwelling units. It becomes more complicated when tracking changes in commercial mixed use, hotel, motel, and timeshare projects.

Having an accurate tally of available density can help the Planning Board and Growth Management Departments ensure that each of the Future Land Use Categories are developed according to density limitations established in the Comprehensive Plan.

Managing growth is often equated with cutting density but in actuality they are two different things. People assume that growth implies *adding* density when in fact it does not. What seems like growing is more like *filling in* the existing unbuilt (but accounted for) spaces. Property owners cannot develop their properties beyond the limits set forth in the Comprehensive Plan. In other words, we cannot *grow* beyond those limits. As a City, we can only grow to 22,775 dwelling units.

Managing growth is really about ensuring that the homes and commercial spaces that are built meet the highest aesthetic and safety standards. Marco Island builders build beautiful, strong, and resilient homes and commercial spaces. They adhere to the most current building codes and hurricane standards.

Redevelopment of residential and commercial spaces has increased dramatically as buyers, builders, and developers tear down or retrofit older homes and commercial spaces. This has been especially noticeable along our canals and main streets. These prime locations have drawn record sales prices and will continue to be redeveloped as long as the market makes it attractive to do so. Once again, these redevelopments and retrofit projects do not create *additional* density. They merely *fill in* allowable density units within the overall restriction of 22,775 residential dwelling units.

In closing, there is a certain level of subjectivity when it comes to assessing growth and density. Long-term residents who previously lived on streets and cul-de-sac courts with many undeveloped lots now see those lots (and the sightlines that go along with them) being replaced by larger and taller homes. They perceive this as growth and increased density when in actuality it is just filling in the existing density. Many water views from our roads have disappeared as vacant lots that provided peeks at our beautiful canals have become built upon. This change was inevitable and it has come fast and furious in the past few years. It is a reality we have to accept for there is no going back.

As a City Council we cannot look back and wish this development away. Our job is to welcome our new residents and ensure that their quality of life is the best it can be. This brings us to the next resident concern, “Providing Additional Public Parking.”

Providing Additional Public Parking

Previous City Councils have recognized the importance of exploring ways to provide additional public parking. In 2017, the previous City Council established the Ad Hoc Parking Solutions Committee. The committee was given three charges:

- Review Island-wide parking issues.
- Identify solutions to address future capacity and remedy deficiencies.
- Develop multi-phased plan for next 3-5 years to facilitate budgeting for solutions (Parking Solutions Committee (2017)).

Working with staff, the committee divided the island into seven zones and each member was assigned a zone to study. The committee came up with three lists of solutions.

- No Cost.
- Low Cost.
- High Cost.

The no cost solutions dealt primarily with increasing flexibility with residential and commercial swale parking. The committee's four recommendations were:

1. Moratorium for Holiday parking from 11/15 – 1/15 on residential owner swales from 2am-6am and across residential owners sidewalks from 8pm-6am.
2. Change Resolution 17-14 allowing residential owners to park across sidewalks from 10pm-6am to 8pm-6am.
3. Issue 2 permits for up to 7 days each/year at no charge for residents. Owner of record needs to apply in person for permits.
4. Moratorium for Resolutions 17-15 and 17-16 allowing commercial parking in alleyways and swales adjacent to commercial districts to be continued from 11/1/17 –9/30, /19.

Recommendations # 1 and 3 were passed (Marco Island City Council, 2017).

The low-cost solutions included the following ideas:

1. Recommend a Seasonal Trolley (routes to key destinations, Tiger tail to South Beach).
2. Publicize Free Taxi Service with several Restaurants.
3. Additional Bicycle racks South Beach.
4. Shared Parking Easement Agreements.
5. Create Resident Stickers.
6. Direct Staff to Clean-up Alleyways that Impede Safety and Traffic Flow.

Recommendation # 1 was based on exploratory meetings with Collier Area Transit (CAT) regarding initiating seasonal beach trolley service. The committee recommended continued discussions with CAT to explore this idea. Recommendations # 2 and 4 were not acted upon by City Council. Items # 3 and 6 were approved and eventually completed. Item # 5 was not acted upon because it was based on using metered parking to offset the cost of adding additional street and alley paved parking spots. The additional alley parking spots were created using funds from the "One Cent Sales Tax" revenues.

Discussions between the Collier Area Transit and the City of Marco Island continued. CAT made a formal proposal to the City Council on 10/18/21 but the measure resulted in a failed vote by City Council that killed the idea for one year.

Two High-Cost Solutions were proposed. Both involved clearing, repaving, and adding additional paved free parking spots in existing alleyways as well as Bald Eagle Drive in Old

Marco. The alleys included Herb Savage Way, Dumford Way, Muspa Way, and Wells Sawyer Way. Both proposals also recommended adding swale parking along Bayside Court.

The first proposal would have added 211 spots in the alleyways, Bayside Court, and a long stretch of Bald Eagle Drive in Old Marco at an estimated cost of \$2,400,000 dollars. The second proposal contained the stretch of stretch Bald Eagle Drive in Old Marco plus 60 additional spots in Herb Savage Way and Bayside Court for an estimated cost of \$618,800.

Neither proposal was approved by City Council. Ultimately funding from the One Cent Sales Tax revenue was used to pave and add parking to Wells Sawyer, Dumford and Muspa Way.

More Recent Parking Proposals

In 2022, Councilman Rich Blonna and Hayden DuBlois of the Planning Board presented a White Paper entitled, 10 Point Plan Regarding Old Marco Parking and Traffic Flow. The jointly-written proposal outlined a plan to improve traffic flow and provide much-needed parking in the area (Blonna, R. DuBlois, H., 2022).

Their plan incorporated some of the elements of the Bald Eagle Drive improvements outlined in the Ad Hoc Parking Solutions Committee Report but went much further. It proposed that the City of Marco Island purchase the Motor Home Court next to the Snook Inn and add 185 metered parking spaces, a waterfront promenade, and a through alley to Tampa Court. The estimated cost of the land was \$13,000,000. Estimates from former Public Works Director Tim Pinter projected that the revenue generated from parking meters would have paid off the cost within 10 years. The proposal did not receive the necessary votes from City Council to move forward.

A privately-funded parking venue (Turtle Lot) has operated successfully on Collier Blvd. during the same period. The city has recently approved a private multi-use project on Collier Blvd, which will add between 50-100 publicly-available parking spots for residents and visitors.

This is a great start but the City Council needs to go further to promote the development of additional a multi-faceted, planned approach to provide parking relief and improved traffic flow. It is time to consider making the necessary changes to our C1-C5 land use categories to allow commercial parking as an allowable use by right.

This change makes sense in 2024 and will facilitate the development of additional parking that is desperately needed for our residents and visitors. Our commercial zones are the best places to locate new parking facilities and it makes sense to build up rather than out. In addition, building vertical, hurricane-resistant covered parking structures will provide places for residents to park to avoid having their cars totaled during floods.

These new parking structures will spawn entrepreneurs who will develop innovative ride-share businesses in consort with bars and restaurants who wish to ensure safe passage of customers to and from their places of business.

Another way to reduce the overall number of parking spaces is to encourage more Low Speed Vehicle use. In addition to taking up less space on the road, they take up less space in parking lots and garages. Giving developers credits for LSV parking spots would be one way to encourage their use.

Connecting new transit options to these parking structures will enable residents and visitors to easily park, and jump on and off of buses, trollies, and water taxis to get around our island paradise. This also means fewer cars in our residential neighborhoods searching for parking spots close to shopping centers.

Minimizing Traffic Congestion

Minimizing traffic congestion is an ongoing effort that involves the Department of Public Works, The Marco Island Police Department, Collier County Transportation Management Services, The State Department of Transportation, the Marco Island City Council, Marco Island residents and visitors. As one can see by all of the stakeholders involved, minimizing traffic congestion is a complex, joint effort involving residents and visitors as well as traffic professionals and elected officials. It is not something that is completely under our control and it does not end on the other side of our bridges.

A fact of life in 2024 is that much of the traffic problem we face revolves around *resident traffic* and has less to do with visitors coming over the bridge and more to do with us approaching build out. In the 12 years that the author has lived on Marco Island over 1,200 new homes have been built. It is projected that the remaining 300-500 lots will be built out within a couple of years. If each of these 1500-1800 new homes contributes just 1.5 vehicles, we will have over 2000 additional new cars on the road in the past decade.

Increased traffic, roadway congestion, and lack of parking detract from the quality of our lives. While we live in paradise, getting around the island and enjoying its many benefits has become more difficult. It takes longer to drive somewhere, requires more attention and care, and more patience to wait at lights and for parking spots to open up. This often results in frayed nerves and less than Marco Island-like behavior.

Residents who have lived here for at least a decade can see and feel the difference in traffic congestion and difficulty finding parking spots. Driving around the island, especially during breakfast, lunch, and dinner time is very different from what it was even 10 years ago. Simply put, more cars are on the road, and backed-up at major intersections, dining venues, and parking areas.

Traffic is particularly heavy during the morning (7:00-9:00) and evening (3:00-5:00pm) commuting periods. According to a recent traffic study conducted by the City of Marco Island to assess synchronization of traffic lights along Collier Blvd, traffic on Marco Island is a combination of resident, commercial (construction, landscaping, pool service, delivery services, etc.), municipal, and visitor vehicles.

The study showed that on the 2.17 mile stretch of N. Collier Boulevard from Barfield Drive to San Marco Road alone, an average of 190,500 vehicles per week use that section of roadway (Martin, J. 2024). This looks at a small piece of our roadways gives us a snapshot of the incredible amount of traffic we experience on our island.

One of the best ways to minimize traffic congestion and manage growth and density on Marco Island is to take more private motor vehicles off our roads, especially during peak traffic hours. An individual bus, trolley, or water taxi would take anywhere from 10-30 private motor vehicles off of the road with each trip. Having multiple routes utilizing all three alternative mass transit options would remove hundreds of cars off of our roads during peak traffic hours.

Bus Service on Marco Island

Marco Island already has a well-established history of trolley, transit, and parking solutions. Collier Area Transit (CAT) has provided bus service to and around the island for years utilizing two routes:

- Route 21 -Marco Island Circulator service between Walmart and Marco Island
- Route 121 –Morning & afternoon express route providing service between Immokalee & Marco Island

Route 21 operates seven days a week from 7:40am -10:50 am and then again from 2:50pm to 4:50pm. It starts at the Walmart on Route 951 with several stops on Marco Island along Collier Blvd., San Marco Road, Bald Eagle, and Barfield Rd before returning to its starting point. Unfortunately, this route does not continually circulate around Marco Island once it makes its loop heading back to Walmart.

Route 121 is an express route designed to get workers back and forth from their Immokalee homes to their on-island worksites. It operates seven days a week making two trips at 5:30 am and 4:50pm (Collier County Transportation, 2020).

It is time to re-evaluate the routes and schedules of these buses as they were not designed to circulate around the island continually.

Route 21 currently hits some of the desired beach, shopping, government, historical, and arts stops. Bus stops are already in place and CAT drivers are familiar with the route. One possible restructuring idea would be to have the buses servicing Route 21 hit all of the key stops and *stay on Marco Island*, recirculating along the existing route around the island instead of returning to Walmart with every loop.

This would increase the comfort level of residents who would know that they were sharing busses with fellow residents primarily as they went about their daily business and pleasure.

Adding bicycle racks to all buses would facilitate increased bicycle use as riders could use buses to complete longer journeys or take them to more favorable bicycle starting points.

Trolley and other Ride-Share Services

Trolley Service

As previously mentioned, one of the recommendations of the 2017 Ad Hoc Parking Committee report was investigating the feasibility of starting a Trolley service provided by Collier Area Transit (CAT). They discussed the idea with CAT and requested that the organization contact the City Council to explore the possibility of providing public Trolley service on Marco Island.

In 2020, the Marco Island City Council invited representatives from CAT to discuss their Collier County Transit Development Plan that included Trolley service for Marco Island. The 2020 proposed trolley would have run from Town Center Mall to South Beach and serve primarily as a way to move folks to and from the beach without having to use their cars or search for parking. The City Council thanked CAT for the presentation and promised to get back to them (Collier County Transportation, 2020).

The current City Council invited CAT to expand on their idea for trolley service and come back and present to the City Council. Representatives from CAT presented the plan to the Marco Island City Council on October 18, 2021. They proposed a pilot two-day trial on the weekend of 12/4/21 and 12/5/21 to coincide with the annual tree lighting ceremony. The pilot was to be co-sponsored by the Marco Island Chamber of Commerce and the Collier County Blue Zones project. It would be free, with some of the costs offset by a small grant from Blue Zones (Collier County Transportation, 2021).

A number of residents attended CAT's presentation on 10/18/21 to express their opinions regarding the proposed pilot program. The majority of the residents who spoke were opposed to the pilot program. The City Council voted 4-3 against the proposal and the Trolley pilot program died.

The City Council election of 2020 added a new member to the Council who expressed an interest in exploring the feasibility of a new Trolley pilot program. Given the results of the Citizen Satisfaction Survey of 2022 described in the Introduction to this White Paper, it seemed that it was time to take a closer look at a new trolley proposal.

Would a Trolley Work on Marco Island?

The best answer to that question would be to use the public Trolley service on Anna Maria Island in Manatee County for comparison.

Anna Maria Island is similar to Marco Island in that it is a boating community with established full-time and seasonal residential populations, beautiful beaches with hotels and condos lining it, scattered commercial districts with dining and entertainment. It has several different private

marinas on the bay side. It is compact yet at the same time spread out enough to necessitate some form of transportation other than walking to get around efficiently.

Manatee County Transit Authority (MCAT) runs a free trolley on Anna Maria island from 6 AM to 10:30 PM, 7 days a week with service every 20 minutes. Riders include residents, workers, and visitors who use it to get to work, shop, dine, go fishing, or relax at the beach. They leave their cars at home and jump on and off the trolley (MCAT, 2024). Annual ridership varies from 350,000-500,000 riders per year. The trolley is funded through a combination of an FDOT State Congested Corridors grant, Federal Transportation Funds based on the number of miles and hours used, and the Island Chamber Ad program (C4RD, 2017).

The author spent four days there with his wife studying the trolley system and never moved his car once choosing to use the trolley system instead. During the writer's stay, wait times were closer to between 10-15 minutes. This was in November 2020.

Paying for the Trolley

The Anna Maria Island trolley service is free. It was introduced with a pilot program similar to the one CAT had proposed for Marco Island. Residents were initially concerned about having the pilot project convert to a pay service. After the free pilot program was over, residents turned to the Anna Maria Chamber of Commerce for a solution. They offered to sell advertising on the Trolleys that serviced the island as a way to offset the costs.

The residents agreed and not only did the advertising sales pay for all of the expenses associated with the trolleys, it generated enough excess revenue to set up an Annual Trolley Grants Awards Program. The program returns the profits generated from the Trolley advertising back to community non-profit organizations (Anna Maria Island Chamber, 2024).

In a January 2023 ceremony, the Chamber gave back a total of \$29,341 to 15 local 501(c)(3) non-profit organizations. That brought the total grants awarded since the program's inception to more than \$447,000. Some of the 2023 recipients were:

- Anna Maria Elementary School: STEAM Program (science, technology, engineering, arts and math)
- Friends of the Island Library: Sprout Early Learning Backpacks for children
- The Center of Anna Maria Island: Beyond Classroom offerings
- Wildlife Inc.: Care and feeding of animals (Schaffer, 2023)

According to Brian Wells, Director of Collier Area Transit, the Marco Island Trolley would cost about \$112.99/hour to operate. This cost could be met through a combination of advertising revenue, transportation grants, and modest daily ridership fees (suggested \$2.00 all-day fare) if advertising revenues were insufficient.

Ride Share Services

There are two Marco-Island based private ride-sharing services, The Wave (The Wave, 2024) and CrabbieCabbie (2024). Both are examples of private companies that have found niches in the alternate transportation market and are responding in innovative ways to serve riders. Both companies are owned by young entrepreneurs who are full-time island residents. These services, while not continually circulating, provide rides to small groups of riders.

The Wave provide rides on demand for no fee. In lieu of a fee they request a tip (The Wave, 2024). Crabbie Cabbie is a fee -for-service operation (CrabbieCabbie, 2024). Neither of these companies receives any public funding but is providing a valuable transportation service that is taking cars off of the road and reducing the need for parking. A third company, Slidr (Slidr, 2024) has expressed interest in operating on Marco Island but requested public funding to help defray the cost of their operations. The City Council voted against the proposal (City Council, 2024).

In addition to these two local companies, national ride-sharing services such as Uber (Uber, 2024) and Lyft (Lyft, 2024) operate on Marco Island.

Why Not Water Taxis?

Water taxis/shuttles are a well-established transportation option in many parts of the United States. They are commonly used in island locations where travel by water can offset vehicular traffic on roads while providing a fun recreational activity. They have the added advantage of being a stress-free way to sight see on your way to work, shopping, or dinner.

Currently, there are no water taxis on Marco Island that make multiple stops and offer hop on, hop off service. There is a one-way water taxi to Keewaydin Island, the Hemingway Water Shuttle. It operates out of Rose Marina and provided round trip service to Keewaydin Island (Hemingway, 2024).

Naples has a private water taxi service, the Naples Bay Water Shuttle that operates on a fee-for-service basis for the entire day. Customers can hop on and off at over -hop off service all day with drop offs at seven locations centered around Naples Bay. The service has cooperating relationships with local restaurants, hotels, and city docks that provide access to many of the City of Naples attractions (Naples bay Water Shuttle, 2024).

Operators could offer similar service hitting multiple river-based ports of call from Marco Island and the Isle of Capri to Goodland, dropping off and picking up passengers along the way. Ports of call could include the Snook Inn, Dolphin Cove Marina, Marina at Factory Bay, Rose Marina, Marco Island Yacht Club Marina, Stans, Walker's Coon Key Marina and Safe Harbor Marina. Each of these commercial venues could provide limited parking.

Water taxi service could also penetrate deep into the island's interior with stops at such existing places as Dolphin Cove Marina, Rose Marina, Port 32 Marina, The Esplanade, and the dock at Win Dixie. From these interior locations it is a short walk to most of the island's shopping,

dining, and water-based attractions. All of these commercial venues provide limited parking. Water taxis could provide a fun alternative source of transit for both residents and visitors.

How Buses, Ride Share Services, Trolleys and Water Taxis can Help Minimize Traffic Congestion

Alternatives to personal motor vehicles can help minimize traffic congestion in the following ways

1. They would provide an option for residents who don't want to drive or struggle to find a parking spot when shopping, dining, or going to the beach.
2. Day visitors could drive to a single parking location and then switch to mass transit to go to the beach, shopping, and dining.
3. Hotel guests could fly to local airport, take cabs to the island, and use alternative transportation options instead of renting cars and adding to traffic.
4. Seasonal residents and visitors could use public transit options to get to the public beach access points without having to struggle to try to find parking spots.
5. Workers living in workforce housing on the island could use mass transit, instead of their personal cars to get to and from their workplaces.
6. Older residents, or those with disabilities who can no longer drive safely, would have the freedom to travel independently without having to rely on others.
7. For environmentally-conscious residents it gives them a way to get around while leaving a smaller carbon footprint.

Summary

As mentioned in the Introduction of this paper, the recently-completed Citizen Survey identified the three most important issues to citizens:

- providing additional public parking (80%).
- managing growth and density (60%).
- minimizing traffic congestion (59%) (City of Marco Island, 2022).

These concerns are not the result of mismanaging growth and density. They are the result of a maturing island. Our once vacant commercial and residential lots are filling in. This should not be perceived as a problem but rather as a challenge that this and future City Councils must meet. The challenge is real. As mentioned previously:

- Marco Island *already* has seasonal and annual traffic and parking problems.
- Traffic, especially during season, *already detracts* from our quality of life.
- Marco Island is *approaching build out*, and that means even *more cars on the roads*.
- Marco Island is *already experiencing* increased visitation from off-island residents.
- The absence of adequate parking facilities and alternative transit modalities *already exacerbates* traffic congestion.

We cannot ignore these issues; they will only get worse and reduce the quality of life on our island paradise. Now is the time to address them.

Desired Action on Individual Motions

Managing Growth and Density:

1. Motion to have staff develop a density-tracking system to provide an ongoing tally of allowable dwelling units that remain in each of the Future Land Use Categories.

Minimizing Traffic Congestion (Buses & Trolleys):

1. Motion to work with CAT to restructure Bus Route 21 to make it circulate continuously around Marco Island rather than leave and continue to Walmart.

2. Motion to have CAT develop a pilot program for a 2025 (January 1st-April 1st) season beach trolley that will run from Tigertail Park to South Beach making stops at all public beach access points.

Minimizing Traffic Congestion (ride-sharing/water taxis)

1. Motion to have staff develop an alternative transit options link on the Home Page of the City of Marco Island website to private ride-share, beach shuttle, and water taxi services.

2. Motion to work with the Marco Island Chamber of Commerce to promote alternative transit options including but not limited to private ride-share, beach shuttle, and water taxi services.

Providing Additional Parking:

1. Motion to change the LDC to make commercial parking an allowable use by right in all commercial zones.

2. Motion to require developers of commercial parking structures to offer discounted parking stickers to residents.

3. Motion to create fee-based incentives to builders of *covered, commercial parking structures* who provide short-term sheltered hurricane parking for residents.

4. Motion to create fee-based incentives to developers of *mixed-use projects* who provide short-term sheltered hurricane parking for residents.

5. Motion to give extra parking credits for Low-Speed Vehicles.

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