

Laurel Road Public Meeting

November 15, 2022 5:30 PM

Thank you for your interest in this important project. We have attempted to list the questions below in the order they were received (although our staff also tried to group like questions – when appropriate to eliminate answering same questions). For this reason, you may recognize that your questions may not be in the order that they were emailed.

We provided answers to some of your questions during the presentation – those answers are provided below in *green italics*. If clarification was needed to an answer provided during the meeting or we weren't able to answer the question(s) during the meeting, the answer is in *blue italics*.

The following is an answer that you will see throughout the responses: *“The proposed improvements will be designed according to Sarasota County and FDOT design standards”*. The Florida Department of Transportation (FDOT) has design standards for ALL elements of roadway design. As engineers, we have license to create, we are also cognizant of strict standards that we must meet. Roadways are all designed to the same standards to ensure public safety (i.e. lane width, slope of lane, width of sidewalk, location of cross walks, height, size, color of signage, etc.)

1. What is the diameter of the water main that runs along Laurel Road?

The Peace River Water Main is a 48-inch. As well as a 42-inch County line and 24-inch City line as well. We have survey available, and we can provide that upon request.

2. What areas does this water main serve, and what is the population size served?

The Peace River Water Main, in tandem with the County Water Main, provides water for most of the Southern Sarasota County service area.

3. Will the water main that runs along Laurel Road have pavement over it from the roadway if it is widened, or will it be relocated?

The water mains will remain in place and will not be relocated. We're going to design the road, and specifically the median to ensure that the water mains are not impacted.

4. What risks does the road widening pose to the areas served by the water main that runs along Laurel Road?

As long as we ensure that the water mains remain buried and they remain accessible through the medians (for access), the risk of the road widening project doesn't pose risks in addition to what exists today. The watermains will require protection during construction – typical during roadway widening projects.

5. What has been the involvement of Pat Neal in the project to date?

Pat Neal has a long history working on public-private partnerships which have resulted in projects being built quicker and 30%-40% less than public projects. The roadway widening design is also being

performed in accordance with an interlocal agreement between the City of Venice and the Laurel Road Community Development District.

6. What has been the involvement of the Venetian Golf and River Club POA and the Community Association in the project to date?

Provided email supporting the ranking of the improvements and roadway widening.

7. Who is paying Stantec's fees for its services on the project to date?

Interlocal agreement between the City of Venice and the Laurel Road Community Development District.

8. What groups are promoting the widening of Laurel Road and what is the rationale?

The rationale for widening Laurel Rd is quite simple. There's development along the corridor. The County has projected this corridor as a major arterial. And as planned in the county's comprehensive plan, this roadway should be a four-lane divided roadway to accommodate existing and future growth.

9. Please cite the professional studies that conclude that Laurel Road needs to be widened and the recommended time frames for doing so. Who paid for these studies?

We can provide the traffic studies that have been provided to Sarasota County and the City that provides for the traffic counts, the projected traffic and the need for the roadway widening. The City of Venice commissioned a traffic study in 2017 by Kimley Horn and Associates - Northeast Venice Transportation Study.

10. Who will pay for the widening of Laurel Road?

Ultimately, this is a shared expense between Sarasota County and the City of Venice. It's a capital improvement program project consistent with the County and the City' Capital Improvement Plan. Road Impact fees collected from new development. Other sources of funds are being pursued including an appropriation request from the State Legislature in the next session.

11. Are these studies based on the premise that there will be a regional shopping center at the corner of Jacaranda & Laurel?

The traffic study considered approved land use projections at the time of the study in 2017, well before the proposed commercial center was submitted at the corner of Jacaranda Blvd. & Laurel Road.

12. Rather than widen Laurel Road, has the county & city considered implementing traffic speed & traffic volume mitigation measures similar to those to be adopted for Pinebrook Avenue? See attached article in the Gondolier from September 22, 2022 "Widening not in Pinebrook Road's future"

No; not to our knowledge. The appropriate improvements, for the projected traffic along Laurel, is roadway widening.

13. At the meeting today, please describe the plans for noise and light abatement for the homes which are located immediately north of Laurel Road at the intersection with Jacaranda Blvd.

The technology and the LED heads that are now available are considered as an abatement measure in roadway lighting allowing for lights along these corridors to be hung much lower than previous designs. In this section of the road, we're proposing the lights at approximately 30 feet. The light poles at approximately 35-30 feet with a 12-foot head. This design element allows for the light to be directed specifically to the corridor and not outside of the corridor. As for noise abatement, the size of the roadway and the roadway classification did not garner a noise study. There's sufficient distance between the road and the existing and proposed residences.

14. Why is it necessary for Laurel Road to be a 4-lane road?

To accommodate existing and future growth to alleviate traffic.

15. What are the plans and designs for wildlife corridors?

What we do as part of the FEP and Water Management District permitting process is to ensure that we've considered wildlife crossings if it is warranted. Also, to ensure that there are areas of open space along the corridor that remain.

16. I am emailing in hopes that you can provide an update on the Laurel Road Widening from Knights Trail Road to Jacaranda Boulevard. May I ask what is currently underway and what the schedule looks like moving forward in regard to design, right of way, and construction?

Schedule

- *Permit Submittal – Southwest Florida Water Management District Nov. 22*
- *City/ County/ FDOT – Dec. 22*
- *Construction Workshop – May 2023*
- *Final Construction Plans – June 2023*

17. What is the current v/c rating for this section of road and what study did that data come from?

In 2017, the city of Venice commissioned the Northeast Venice Transportation Study performed by Kimley Horn. The 2017 Northeast Venice Transportation Study indicated that the v/c ratio for Laurel Road from Knights Trail Road to Jacaranda Boulevard was 0.38. The 2030 project v/c ratio is 1.29 which is over capacity. The v/c ratio is projected to be 0.96.

18. Do any of the proposed intersections on the redesigned Laurel Road fail level of service criteria? Where are the level of service criteria spelled out?

Intersection control is warranted at the Jacaranda / Laurel intersection.

19. Does the redesign of Laurel Road take into account safety aspects?

The intersections along Laurel Rd. are within the level of service criteria that is defined both in the Unified Development Code and in the Comprehensive Plan for the County. The intersection at Laurel and Jacaranda shows the need for a signal at the intersection. Without the signalization of Laurel and Jacaranda, the intersection would fail in the future.

20. Who owns those properties and what will they be – single family – apartments etc???

It is not clear what property(s) are being referenced here; the property ownership can be found at <https://ags3.scgov.net/scpa/>

21. Why has the county denied a light at entrance of Venetian and Laurel Rd and how likely would the county reverse its decision if a traffic consultant does a study and shows the that a traffic light is the best solution for public safety.

The County's Unified Development Code requires minimum spacing between signalized intersections per Article 13, Section 124-253, d.4.a.1. A variance request has been submitted for this signalization.

22. How old is their information provided in this zoom meeting and who hired them?

The roadway project was identified in 2017 by the Northeast Venice Transportation Study. The city of Venice hired Kimley Horn to conduct the study.

23. I am very, very concerned, as are most other Venetian residents, about our safety, and the safety of our guests, if the Veneto/Laurel intersection is not controlled by a traffic signal. There will be accidents, possibly fatalities, and the powers-to-be will be held responsible.

The proposed improvements will be designed according to Sarasota County and FDOT design standards.

24. What about Vento and Laurel – this is the main entrance for the Venetian Golf and River Club are you going to provide a median with turning ability in both directions?

Yes, the proposed improvements will be designed according to Sarasota County and FDOT design standards.

25. I live in the Venetian Golf & River Club. We are at the junction of Laurel Road and Veneto Blvd. It currently is difficult to make a left turn onto Laurel Road from Veneto Blvd. Expansion to four lanes with the construction of a median will add even more complexity to left turn feasibility. Do your plans for expansion include a traffic signal at the junction of Veneto Blvd and Laurel Road? I might add the Venetian Golf & River Club is unique along Laurel Road. It experiences heavier traffic than other existing or planned communities along the Laurel Road corridor because the community includes two restaurants heavily utilized for outside events, such as weddings, and an active golf course with outside members.

We designed the intersection at Veneto with an open median and a wide median to ensure that there is a safe movement from Veneto onto Laurel specifically that southbound to eastbound movement to get to Jacaranda. But the installation of the traffic signal at Laurel and Jacaranda will provide for a safer movement from Veneto based on the proximity of Veneto to that proposed traffic signal. So, the widening with a median and a signal at Laurel will provide a safer corridor for traffic movement from the Venetian. The roadway plans currently do not show a traffic signal at Veneto.

26. Are you giving us the ability to turn in both directions due to the Neil Commercial Project proposed?

I'm assuming this is coming from a Veneto resident. Open median at Veneto was provided by a variance through the county almost probably 9 months ago.

27. What else can be done to better improve access and safety of turns in front of the Venetian?

Well, certainly the width of the median that we're proposing and the signal at Jacaranda will provide for improved safety.

28. Should Willow Chase expect to lose any property?

No, Willow Chase should not expect to lose any property as part of Laurel Road improvements. During the presentation it was shown that the majority of the road would be designed to the south. The typical section is also shown in the presentation. Imagine looking east bound. The existing roadway and all of the improvements will be designed to the south so that even the existing light poles and sidewalks that exist on the north side of the road will not move any further to the north.

29. We now have wood poles, concrete and metal used to hold streetlights. Will we have one common pole with LED lights?

The County is in the process of an agreement with FPL to own and operate the roadway street lights. There will be portions of the road that will continue to have either wooden or concrete poles. No, 2/3 of the project -- on the eastern portion will be concrete poles and aluminum arms and aluminum heads.

30. Street Lighting: There are several light fixtures on Laurel Road in front of VGRC that have Cobra Cutoff fixtures. These fixtures allow for down lighting and lower light pollution into homes. Could this solution become part of the project?

We will absolutely ensure that the street lighting is designed to the FDOT standard, which is to ensure that we're maximizing the lighting of the corridor, providing a safe sidewalk pedestrian experience without filtering light or allowing light to expand away from the corridor. The lighting design is currently underway, and we can provide those lighting calculations and the lighting design that show where the highs and lows of those fixtures and the LED lights are.

31. Please explain how you will ensure safe all traffic movements from west of Veneto Blvd to Jacaranda Blvd.

We cannot ensure that all traffic movements will be conducted safely, however we can ensure that we are cognizant of design standards and that the proposed improvements will be designed according to Sarasota County and FDOT design standards.

32. Did you consider the widening of Jacaranda to 4 lanes in your analysis and how it alters your analysis?

The requirement for the 4-laning is from Knights Trail to Jacaranda. There are no improvements proposed along the Jacaranda corridor.

33. What safety studies have been conducted for the Laurel Road widening, and what were their findings?

The studies include the traffic studies that are prepared considering both existing and future vehicular traffic from proposed development along the corridor. The traffic studies that have been completed are in the public domain and we can provide those traffic studies as well. Frank Domingo - Improvements. Divided roadways are generally safer.

34. Will there be a dedicated "Right Turn Lane" on Westbound Laurel Road, between Jacaranda Blvd. and Veneto Blvd?

We are not proposing a dedicated right turn lane westbound to northbound into the Venetian Golf and River Club. The traffic study did not warrant a dedicated right at that location.

35. How can we view the curb cuts on our property? To ensure the plans do not cut off ingresses to current owners on the road.

The plans are at 60%, but now is the time to e-mail us if you have questions regarding your specific property and curb cuts on your property and want to know what is being proposed. Please use either the laurelroadpublicmeeting@stantec.com or e-mail me directly at ben.quartermaine@stantec.com and I can review with you what we're proposed on your specific property, but also what is needed for you and from you on your specific property so that we designed this with your considerations in mind.

36. Was a noise level study done? How was it determined that "existing dwellings along Laurel Rd are sufficiently remote" for moving from 2 to 4 lanes and an increased level of traffic? Where is the study?

We do not typically provide noise studies as part of County roadway Capital improvement projects. The noise from the current roadway corridor compared with the noise from a proposed 4-laning of a corridor is just not sufficient enough to warrant any type of noise suppression.

37. Based on the time frame you just outlined, this is all a done deal and this "public meeting" is just to satisfy legal requirements?

Based on a timeline that we provided and the Sarasota County's comprehensive plan that has been in the public domain for the last decade, this corridor has been planned for years. The development along this corridor has been planned for years by both the County and the City. The widening of this road is to accommodate both existing and future traffic along this corridor regardless of what development is occurring outside of this corridor. This has been identified by the county, it's in the comprehensive plan and this public meeting is to ensure that you are informed regarding the proposed improvements and the proposed schedule.

38. Will the speed limit change or remain the same?

Currently we have it designed at 45. It's posted currently at 45, so it won't change.

39. Why would a traffic light at Jacaranda and Laurel be any more efficient or provide more safety for firehouse operations than a roundabout?

There were several issues that we had to consider when we looked at a roundabout versus a signal. One was the actual footprint of a roundabout. The footprint of the roundabout would have impeded on the current access of the fire station. A roundabout takes up much more space than a traffic

signal. The fire chief was concerned about the access into the firehouse as well as impacting several lift stations, a sewer lift station, and additional utility infrastructure. Additionally, it was determined that regardless of whether or not the control at Jacaranda would be a signal a roundabout, the fire station would still require a signal to leave their station. So, ultimately, it was determined that a signal was the safer option and more efficient option considering all of the uses at the intersection.

40. Did the traffic for the four lane Laurel expansion account for all future potential land uses?

Yes.

41. Would seem smarter and cheaper to build into the current design a full potential for signal lights and turning movements at Veneto /Laurel intersection in the future.

A signal at Veneto is not planned as part of these roadway improvements.

42. Will there be a dedicated "Right Turn Lane" on Westbound Laurel Road, between Jacaranda Blvd. and Veneto Blvd?

We are not proposing a dedicated right turn lane westbound to northbound into the Venetian Golf and River Club. The traffic study did not warrant a dedicated right at that location.

43. Please provide the details of the Variance Request from the Venetian Homeowners you mentioned. Please also identify who made that request for the Venetian residents?

We can provide a copy of the variance as part of the approved variance response.

44. Will the power lines currently above ground be relocated underground to accommodate the road expansion and multi-use path/ walking paths?

No. We are currently working with FPL to move some of the power lines along the South portion of the corridor. The power lines on the north side of the corridor will remain in place.

45. Has this plan taken into consideration the ability to exit the Venetian if the Neal commercial development across from Veneto is approved?

We have taken that into account by providing for safe intersection control at Jacaranda and Laurel.

46. The original design was of the intersection at Veneto and Laurel Road, was for a roundabout, that was changed to a right turn out, U-turn, and left turn in, Then Pat Neal requested a full open intersection and a variance to this was approved by Spenser Andersen, not VGRC. Could this solution become part of the project?

I don't recall there ever being a roundabout proposed at Veneto. There certainly was not a roundabout ever designed preliminarily as part of this design effort. I'm not sure if at some point a roundabout was mentioned at Veneto. But during the last 12-18 months we've been involved in the preliminary design, 30% design, and to date the only intersection controls that Veneto were the dedicated left turn movement that then morphed into a variance for full median opening.

47. Will all the wiring be underground?

FPL will remain above ground.

48. When will the widening project be completed?

We're working through the construction plans now. Portions of the project includes some right of way acquisition. In addition, the County and the City have both committed to funding portions of the improvements. Funding for design will be made within the City's road impact fees. Additional funding for construction may come through the state. An appropriation request will be made in the upcoming legislative session.

49. If there are no plans to widen Jacaranda will Laurel narrow to one lane at some point?

Yes. West of the intersection at Jacaranda, Laurel Rd. will transition back from a four-lane divided to a two-lane undivided roadway. There will be some turn lanes along Laurel Rd, east of Jacaranda. It becomes a 2-lane undivided generally east of the fire station.

50. The total right of way appears to be very wide. What is the total width of the right of way for the project in front of the Venetian? Is any new right of way being sought from the Venetian property?

I'm going to look at the plan specifically to give you an idea, but you're right that the right of way is wider than a typical roadway and that is due to the accommodation of the utilities and the median. It's important to note that the properties along the South side of the corridor have been provided for in planned for these improvements considering the utilities that are in the corridor.

51. Regarding intersection of Veneto and Laurel -- does this plan consider that there may be an egress from a commercial development directly across from Veneto (thus perhaps making a left from Veneto toward Jacaranda difficult despite the wide median)?

The traffic study considered approved land use projections at the time of the study in 2017.

52. In the CIP the widening of Jacaranda to 4 lanes is item #4, it is in the plan

Not sure if that's just a statement or a question. The requirement for the 4-laning is from Knights Trail to Jacaranda. There are no improvements proposed along the Jacaranda corridor at this time.

53. Sorry if I missed it, but how long will it take to complete the entire project and when will that approximate end date be?

The acquisition of right-of-way tends to define projects of this nature – it is difficult to project acquisition period. And ensuring that we can get permits and construction plans by mid-next year with the estimated construction occurring in fiscal year 2024-2025. The estimated length of construction would be based on the construction industry at the time, but conservatively, we're talking about 24 to 30 months construction. It's important to note that what these improvements are providing for is a safer corridor that takes into account the expected development planned along the corridor. As this area develops and continues to develop, there will be a functioning roadway along the corridor.

54. At what point in the project will the signal be functional at Jacaranda?

That's difficult to estimate. What we want to do is ensure that the roadway and the turn lanes are in place prior to the signal being activated. So realistically, the signal is the last portion of the roadway to be activated.

55. Did your traffic studies include a turning analysis at the Veneto intersection?

Yes. Again, we can provide the traffic study and the variance as part of the public information and the current set of plans as well. If you are interested in receiving this information, please email us with a request. We can send a link to a site that will contain the recorded presentation, the plans, and any applicable information concerning the road widening project. And moving forward most likely in the application for permits associated with the project.

56. I noticed it in two places – what type of housing is this???

I'm not sure if this question was cut off. I'm not sure what they're asking. It's related to housing along the corridor. I'm not sure what development they were specifically talking about. A corridor includes this Cielo project residential single family, the Fiori townhome project that is residential multifamily units. There are these developments that are privately held. This is the city park parcel. These are privately held residential parcels. There are some residents along the corridor that I believe have inquired both to the City and County about additional development, but we I don't have information regarding private development that's going on along the corridor other than what I've mentioned.

57. When will Construction begin and how long will it take?

I answered a question regarding schedule and construction.

58. When did the Laurel widening project begin?

Generally, 2016. Frank Domingo speaking - City of Venice commissioned a study for the Northeast neighborhoods back in 2017 is when the study was completed. That's where the need for widening Laurel Rd was originally identified. The findings of that study show that the two-lane capacity was going to fail around the year 2030. What this widening is, we're basically just not waiting for the roadway to fail before we actually go and widen it.

59. Was anyone involved in the project informed of the proposed new regional shopping center prior to January of 2022? Anyone involved in the project informed of the proposed regional shopping center prior to January of 2022?

This is a public workshop dedicated to the Laurel Road widening project, not the proposal for commercial development.

60. But if the question to number 2 is yes, please identify the name and position of each person and the date each person was informed.

This is a public workshop dedicated to the Laurel Road widening project, not the proposal for commercial development.

61. If Laurel Road is widened to 4 lanes, how will the 4 lanes be merged into the 2 lanes on Jacaranda Blvd. which is only approximately 500' from the Venetian's Veneto Drive entrance.

Several people are asking this. I'll go to a graphic quick and show you; there's a question regarding how we're going to tie into Laurel Rd, east of Jacaranda. What you can see is. We've got a four-lane divided project at Veneto, and as we move east of Veneto, the corridor is still a four-lane divided and then approximately, 500 feet before the intersection, we transitioned to a four-lane divided section with a through lane eastbound through Jacaranda Blvd. We're going to transition the outside through lane eastbound Laurel to an eastbound southbound dedicated right turn. There will be one lane that travels through the intersection. And then eastbound, if you're heading on Laurel eastbound through the Jacaranda intersection, you're going to have a turn and a through movement a left turn movement on the inside lane and the outside lane will be a through lane.

62. Are there any plans for a traffic light at Laurel and Ancora Blvd?

Not currently. However, as I mentioned there is a full median opening at Ancora Blvd. for the Willow Chase development. While it's not a proposed signal, there will be an ability for the Willow Chase residents as well as Vistera Development to make both eastbound and westbound movements.

63. Is the widening of Laurel Road necessitated by commercial development rather than by residential development?

No. The answer is what Frank said just a minute ago. This project has demonstrated the need based on the proposed, the existing and the proposed land use along this corridor for many years. And the majority of that land use is residential. Along both Laurel and Jacaranda.

64. At the end of Laurel Road merging with Jacaranda — that will be two lanes from Laurel going to one lane on Jacaranda — how will that work? Traffic will most assuredly back up on Laurel turning onto Jacaranda.

I think I've described that relatively well, but if you've got questions, you're welcome to e-mail me.

65. Will the bike lanes on Laurel Road be protected? How will bike traffic be handled at intersections?

We're providing 7-foot-wide bike lanes, which are as wide as you'll find in Sarasota County. We're also providing a multi-use recreational trail. If you're not comfortable riding your bike in a 7-foot bike lane. You will be able to utilize the multi-use recreational trail instead.

66. Veneto/Laurel Road: A roundabout was in the 30% initial plan as stated by Paula Wiggins. This was rejected and replaced by the right turn out, U-turn, and left turn in only until the variance was approved by Spenser.

I'm not sure where the roundabout at Veneto and Laurel. Initially there was a roundabout discussed at Laurel and Jacaranda. I honestly don't recall ever seeing a roundabout proposed at the Veneto and Laurel intersection.

67. Would you have designed this any differently if there was a huge commercial development, in existence, with its entrance directly across from Veneto?

Our roadway improvements are specific to the corridor. Well, we consider development adjacent to the corridor, we obviously would consider any type of development as existing, but it's hard to go into what if scenarios we're designing it based on the existing conditions.

68. Is it possible to reconsider doing something to lower the road noise for the residents of Willow Chase?

Willow Chase is on the north side of the corridor. All the development, all the proposed improvements will be South of the existing improvements but there isn't specific noise abatement proposed other than open space and the walls that already exist in that area.

69. A traffic flow study is not the same as a vehicular safety study, all intersection options have safety factors that go into a Traffic Flow study. Specifically, is what you proposed the absolute safest intersection option for the Veneto Intersection?

I don't want to get into the details of the specifics about the traffic study other than to say that we'll provide the traffic study and it meets or exceeds the both the counties and state standards.

70. The presenter stated multiple times that the median, in conjunction with the traffic signal at Laurel and Jacaranda roads, will facilitate Venetian residents in turning left onto Laurel Road. Please explain how!! All I see that signal doing is backing up traffic down to and past Veneto Blvd. And at best, the median gap will hold only two vehicles at a time. A traffic signal at Laurel and Veneto is the only safe and viable solution. Please give this serious consideration for the safety of all Venetian residents and guests, and to avoid accidents and possible fatalities.

The proposed improvements will be designed according to Sarasota County and FDOT design standards

71. Please explain how the new traffic management in the area of Veneto and Jacaranda will accommodate the helicopters that use that area for frequent emergencies that occur in this area. It seems that increasing the traffic with the commercial use is increasing the danger.

The new hospital at Laurel Road/ Pinebrook provides safe emergency helicopter access.

72. Would you please review the ingress and egress plan for Willow Chase? Thank you.

A full median opening is proposed at Willow Chase.

73. What will happen to the power lines on the south side of Laurel Road?

Portions of the power lines on the south side will need to be relocated (most likely to the southern limits of the proposed right of way); portions of the power lines will remain in their current location.

74. Is the design plan for the Veneto intersection you submitted the safest of all intersection options. Meaning can guarantee that your proposed design is safer than a signaled intersection specifically at the Veneto intersection or any other intersection.

The proposed improvements will be designed according to Sarasota County and FDOT design standards.

75. Is the developer, Pat Neal, providing any funding for this project?

Impact/Mobility Fees from the adjacent developments will likely fund the improvements.

76. Just to clarify: The question asks if anyone with Stantec or the County or the City were informed of the proposed regional shopping center across from the Venetian before January of 2022 when the homeowners were informed for the first time.

This widening project has demonstrated the need based on the proposed, the existing and the proposed land use along this corridor for many years.

77. Was this project instigated to accommodate Pat Neal's proposed regional shopping center.

No, the roadway deficiencies were identified in the 2017 study and presented by City Staff to the City Council.

78. Can there be an additional cut-out in the Veneto median/intersection to allow a buffer for left hand turns out of Veneto to allow for a safer transition onto Laurel eastbound

The proposed improvements will be designed according to Sarasota County and FDOT design standards. The design incorporates a larger refuge area in the median.

79. How can a west/left turn from any proposed shopping center across from the Venetian be made safely considering the expected volume of new construction on the south side of Laurel Road and people returning home after accessing this. Has this been taken into consideration in your design? Are there other access points from neighborhoods being considered into this proposed commercial area? Is turning into a transitional median really considered a safe way to make this turn ?

The proposed improvements will be designed according to Sarasota County and FDOT design standards.

80. Can there be additional cut-outs on either side of the median opening (opposite to Veneto intersection) to allow a buffer lane exiting left from Veneto to make a safer entry onto Laurel westbound. Can the same be applied from the proposed commercial property to allow a buffer lane for entry on Laurel road eastbound.

The proposed improvements will be designed according to Sarasota County and FDOT design standards; buffer lanes are not currently a design standard.

81. I would like to request a copy of last night's presentation and all traffic studies pertaining to Laurel Road.

The presentation and traffic studies are provided through the City's website.

82. I understand from Venice City Engineer Katheen Weeden that Tuesday's meeting on Laurel Road was recorded. Would you please provide a link to or electronic file of it?

The recorded presentation, meeting dictation and answers will be posted to the City's website.

83. How will the safety of exiting and entering the Venetian Golf & River Club be assured? It is likely to be very difficult to make a left turn out of the Venetian heading to Jacaranda. What is the plan/options?

The proposed improvements will be designed according to Sarasota County and FDOT design standards

84. Thanks for your presentation earlier this evening. It was very informative. One follow up question I have is:

What role does Pat Neal or any of his associate's business entities play in the project and is he providing any funding? Rumor has it that he or his various entities will serve as General Contractor or Project Manager.

Impact/Mobility Fees from the adjacent developments will likely fund the improvements.

85. On the page entitled Project Limits what is the yellow rectangle on the SW corner of Jacaranda and Laurel?

Generally, the yellow line work on the Project Limits page represents limits of ownership/ platted areas

86. Will a right of way need to be obtained from the Venetian Golf and River Club?

No right of way is required from Venetian Golf and River Club.

87. Can you provide the participants all of the questions that were submitted, including the ones not answered?

Yes; this page includes all questions submitted.

88. Please send to this email the traffic studies you referenced that give traffic counts and form the basis for the need to widen.

The traffic study is included with the presentation on the City's website.

89. It is an attractive design but because Neal has and will be involved, my concern is that the widening of Laurel will be used somehow as leverage to get Neal's shopping center petitions approved. Can you make any assurances that that won't happen. I don't have strong objections to the widening of Laurel, I'm very much opposed to the shopping center project.

The roadway widening has been planned by the City for a number of years based on projected traffic volumes.

90. I was on the Zoom call yesterday and I live in the Venetian Golf & River Club. My only two comments are that contrary to what other residents say and do, I never make a left-hand turn going out Veneto Blvd. To get to Jacaranda Blvd I leave the Venetian going out Ciltadella Rd. Turn right on Laurel Rd, then left on Jacaranda. In fact, the Venetian CDD board has stated that they will be making Ciltadella Rd an entrance and exit to the Venetian Golf & River Club.

Noted; thank you for letting us know.

91. I am a big fan of roundabouts. When there is a three way stop, roundabouts make a lot of sense. There are roundabouts all over Sarasota County and fire trucks use them every day. The only person

against the roundabout at Jacaranda and Laurel Rd is the fire marshal. Acquiring the land needed should be no problem.

There are several design constraints that led us to propose the signal over the roundabout at Jacaranda Blvd. The fire station issues more less confirmed our signal design rather than drove the design.

92. Thank you for the presentation regarding the Laurel Road widening. In your design review I'm hoping that you can look at the possibility of expanding the multi-use path (MUP) width to provide greater spacing for bicycles and pedestrians. The proposed seven-foot width does not seem wide enough for a variety of users travelling in both directions including accessible mobility devices.

I travel along Laurel Road each day on a bicycle and in its two-lane current design it can be a scary ride due to the high speed of traffic. The current speed limit is 45 mph which in my opinion doesn't mix well with an adjacent roadway bike lane. Worse when most cars travel even faster than the posted 45 mph and many of those from the Venetian residential area.

I would suggest that the Laurel Road on road bike lane width planned within the 4-lane cross section be moved or added into the multi-use path section to achieve, say a 10' wide multi use path. You could even line the wider multi use path for a specific bike lane or bike section.

The proposed section between Knights Trail and Jacaranda will have a 10' wide multi-use path (most likely asphalt) that is set back from the travel lanes (~6-10') – the multi-use path is along the south side of the corridor from Jacaranda to the Border River it's proposed as 8 ft wide. Additionally, we're proposing 7' wide bike lanes adjacent to the travel lanes on both sides of the road. The presentation shows the typical section.

93. I am against widening the Road. As a resident, unless you can provide evidence, I find it would be dangerous for drivers, bicyclists, walkers, and the forgotten wildlife. I have witnessed several wildlife killed because no thought or effort was extended to protect or consider wildlife corridors. If that is too much of an effort, leave the Road as it is, and put in speed mitigation controls. Why not consider 4-way stop signs with crosswalks in front of PUD entrances, reduce the speed to 30 or 35 miles per hour and post wildlife crossing signage?

The volume of traffic projected for this stretch of roadway requires significant improvement to ensure safe vehicular and non-vehicular movement.

94. Given the current volume of traffic, economic turmoil, has the initial decision criteria been reviewed to determine if widening Laurel Road is an efficient or wise expenditure at this time?

The roadway widening is a proactive measure, due to projected traffic.

95. Will a traffic light be approved and if not, why not.

A variance request for a traffic signal was submitted to Sarasota County; we have not received the results of the request. The County's Access Management Standards, adopted in the Unified Development Code (UDC) Article 13, Section 124-253, d.4.a.1, sets the minimum distance required between signalized intersections at 1,320 ft for an Access Classification 5 with a design speed of 45 mph or less. This segment of Laurel Road is Access Class 5. If the County does not approve the variance request, it would likely be due to the proximity of Veneto with Laurel Road.

96. What part of what traffic study or studies are you relying upon for the decision that Laurel Road needs to be widened at this time?

The City of Venice commissioned a traffic study in 2017 by Kimley Horn and Associates - Northeast Venice Transportation Study

97. What do the studies show as far as the current volume of traffic on Laurel as compared to its capacity?

The roadway would operate at a level of service of F in 2030 given its current configuration

98. Are you aware of the Laurel Road Study performed by the Sarasota County Transportation Planning Department in September 2019, that concluded that the segment of Laurel Road from Knights Trail to Jacaranda will need to be expanded from two to four lanes sometime between 2039 and 2040?

The Sarasota Comprehensive Plan – 2040 Thoroughfare Plan proposes this segment of Laurel Road as a 4-lane Major Arterial. I am not familiar with the study referencing a failure in 2039.