

No.	Type of Comment	Question/Comment	Response	VPM	Email
Roadway					
1		Based on future context for Sarasota Crossing - is there any concern of having a C3C for a short section between two C4 sections?	There isn't a concern about having a C3C between two C4 sections. However, we will be exploring if this is the context that is desired for this short section in the future. If not, we can outline strategies that can be undertaken over time to shift a context from C3C to C4.	x	
2		Has there been any thoughts given to limiting large commercial vehicles such as dump trucks to restricting specific lanes? For example, that they can only use the right lane. Seems like this would limit some of the speed and frustrations on Fruitville.	On roads like SR 780 trucks may need to make left turns. It is only in certain areas on the interstate, is there is the option to restrict trucks to only the right lanes. While we cannot restrict trucks to certain lanes on non-interstate roads, there are measures that can be taken to encourage them to take certain lanes.	x	
3		Very good to look at full context of the roadway and land uses, enhance safety and accommodate/improve all modes, but just want to make sure the project/plan does not minimize role of cars and vehicles. For example, the beaker image can give the impression that cars and bike/peds volumes are equal in numbers (volumes) on an arterial roadway and evacuation route rather than simply an image illustrating all inputs into the roadway context. As noted, making sure workers, shoppers, pass-through, etc. are still considered and adequately accommodated. Complete Streets approach is good as long as not minimize nor compromise the role of the automobile and simultaneously continue working to improve safety for all modes and users, including cars, and ensuring continued economic prosperity.		x	
4		The westbound turn into Cardinal Mooney is inadequate as traffic backs up in the morning and afternoon, causing traffic to stop in two lanes.	Thank you for letting us know. We noticed in the survey several people mentioned this as well.	x	
5		The vast majority of people using the corridor are in cars. Not bikes, buses or pedestrians. Don't let these incidental uses cloud the main need: smooth flow of traffic.		x	
<i>Signals</i>					
6		Traffic light timing is really bad. Better coordination of stop lights should be able to improve the traffic throughput.		x	
7		Signal timing is a great question, because it's very apparent to many newcomers that our system is not sophisticated (or underfunded).		x	
8		Any interest in better automation of traffic lights to reduce wait times and help gas millage by having the smallest number of vehicles waiting at any point in time?	Signal timing would be an item we would consider for our strategy development for this Plan.	x	
<i>Speed</i>					
9		Can you discuss traffic calming options for the corridor?	Part of our strategy development would include safety measures that may include traffic calming solutions.	x	
10		I see safety and speed as the same. If people are speeding, people don't feel safe. I serve on Sarasota Traffic Advisory Council. Time and time again people come before us about speeding in their community. My community tried landscaping to use as traffic calming. The problem is there is NO enforcement of speed limits. Until there is enforcement of speed limits there will continue to be unsafe areas along Fruitville Road. I have been driving this road for 42 years.		x	
11		I think that the determination of the appropriate speed limit should not be based on what the 85 percentile feels comfortable driving speed.		x	
Roadway network					
12		University and Bee Ridge should be the major thoroughfares.		x	
13		Have you considered making Fruitville a 2-lane road and tying traffic into 301 to go South on Tamiami trail?	The FDOT operation and ownership of Fruitville Road is from US 301 to just east of I-75. The City of Sarasota owns and operates the portion west of US 301.	x	
14		Discussion is missing the impacts on Fruitville Rd from increased development and densities east of I-75 - Lakewood Ranch, Hi Hat Village, etc. What can be done about the future greatly increased demand for capacity on Fruitville Rd?	This particular project does not include points east of Coburn Road because that portion of Fruitville Road is owned and operated by Sarasota County.	x	
15		All this traffic affects Fruitville Road - Hi Hat Ranch 12,000 homes, 10,000 acres LT Ranch 9,344 homes, 4,672 acres Waterside 5,144 homes, 5,500 acres Lindvest - 900 units, 450 acres Grand Lakes, 1,100 homes, 533 acres Artistry 500 homes, 412 acres Palmer Place - 100 units Worthington 156 homes, 78 acres Sylvan Lea - 56 + existing 54 = 110 - 15.5 acres Rivo Lakes - 107 homes (near Ibis) Hidden Creek - 170 homes, 90 acres Conservation Subdivision, Rim Road 47 lots on 23.54 acres DR Horton Garden Village - Cattlemen - 170 homesites Live Oaks Apartments - Cattlemen at Colonial Oaks 300 apts. Artistry Phase III - 175 homes, 165 acres Fruitville Initiative 2,064 housing units, 410 hotel rooms Boleyn Rd. 70 homes on 49 acres.	This particular project does not include points east of Coburn Road because that portion of Fruitville Road is owned and operated by Sarasota County.	x	
16		It takes forever to get to I from downtown Sarasota. This plan will make that even longer due to the reduced speed limits. Do you have any plan to make this drive shorter? Or any other path to get on the freeway?	Thank you for your question. We will review the concerns about access to I-75 as we develop our strategies. Our goal is for the corridor to provide a safe corridor, with consistent and reliable travel times for all users.	x	
17		Question did not include concern about residential growth related to traffic on Fruitville Road		x	
18		I would think that one goal would be to divert traffic from Fruitville Road east of Coburn from the 12,000 new homes along Lorraine. Debrecen will soon be "F" level of traffic and people struggle to reach Fruitville Road from new developments south. One helpful solution would be to complete Lorraine Road from Palmer to Fruitville. This needs FDOT funding.		x	
Bike Lanes					
19		Separated bike lanes only help if bicyclists are required to use them instead of auto travel ways.		x	
Trail					

20		And the Trail is "not necessarily on Fruitville Road." No idea on that? Seems it would be very expensive if you need to take more property for it, including moving walls. And if it is in the road, that is crazy, to remove automotive laneage for buses almost no one rides -- not way you can run buses often enough to make up for the lost vehicular capacity. And bikes are fine but cannot replace cars for very many trips by very many people to very many places. This is the most significant change in this plan. How can you not have the person who knows about this participating? Is this deliberate, to hide what would also be the most controversial part of this scheme? Some advice: drop the "Sun Trail" now.	At this point, only the desire for a SUN Trail facility within the greater area of SR 780 has been identified. This allows for future work, such as a feasibility study to anlyze the proposed alignment of the SUN Trail Corridor, to be eligible for SUN Trail funding.	x	
21		Please explain the SUNTRAIL system a little more. What does it look like along Fruitville? When is it due?	The Shared-Use Nonmotorized (SUN) Trail program provides funding for the devlopment of a statewide systems of paved multi-use trails for bicyclist and pedestrains, physically separeated from the road. The SUN trail network is a refined version of the Florida Greenways and Trails System (FGTS) Plan's Land Trail Priority network. SUN Trail funded projects will improve the intermodal connectors by closing gaps in the statewide paved trail system to increase the reliability of Florida's transportaion system. At this point, only the desire for a SUN Trail facility within the area of SR 780 has been identified. This allows for future work such as studies to be eligible for SUN Trail funding. As the proposal is further studied, the actual alignment will be refined and it is possible it could be on a road north or south of SR 780. There is no programmed work in FDOT's Work Program for this SUN Trail proposal at this time and not set due date.	x	
22		Tell us more about the Future Sun Trail. Would it exclude automobiles for transit, bikes or walkers? That would be a terrible move, as 68% just said prioritize vehicles and only 4% transit.	The SUN Trail program provides funding for the development of a statewide system of paved multi-use trails (SUN Trail network) for bicyclists and pedestrians, physically separated from the road.	x	
23		The SUNTrail route isn't necessarily right along Fruitville--it could be within a wide swath either north or south...		x	
24		Put the bike and pedestrian trails on side roads...not Fruitville.		x	
25		So the "Sun Trail" is for bikes and scooters only? And ROBOTS? What? And not buses? Or if bikes and buses how does that work, when a bus gets caught behind a bike?	The SUN Trail is for Shared-Use Nonmotorized (SUN) use (bicycles and pedestrians).	x	
26		Why is my question above about the "Sun Trail" grayed out and, unlike all the other questions (shown in green) not answered?	With this meeting format, attendee questions remain grayed out until answered by a panelist. Once answered, the question and answer appear to the meeting attendees. Not all questions were able to be answered during the live webinar but are included in this document.	x	
27		Beneva + Fruitville area - eventually Legacy Trail will cross over Fruitville and go to Benderson Park. Lots of bikes and runners/walkers. What's the plan incorporating that proactively?	Connection to Benderson Park has been contemplated and is identified in Sarasota County's Master Trail Plan.	x	
Transit					
28		Bus shelters are built of metal in a lightening capital of Florida. We need bus shelters that are safe.		x	
29		The buses need to be more frequent. As a worker, I can't wait 45 -60 minutes or even 30 minutes for another bus. Bus pull offs and smaller buses would work better.		x	
30		A Park and Ride at I-75 might make sense for beach traffic--most locals won't need it as it will be easier to drive to a final destination.		x	
31		Nobody uses SCAT. It is a rarity to see more than two passengers on a bus.		x	
Landscaping					
32		Will there be shade along the sidewalks. today the heat index was over 100%. People are not going to be outside.	Tree canopy and opportunities to create shade would be considered.	x	
33		Please landscape Fruitville as Collier County as has been done in Naples along their feeder corridors.		x	
Process					
34		The goofy City Commissiones voted the roundabout down at Cocanut. The Engineers and people doing the study highly recommended the roundabouts . Business and residents also wanted the roundabouts. Can the FDOT override our Commissioners?	The portion of Fruitville Road you are referencing is not in FDOT's ownership and/or operation.	x	
Sidewalks					
35		What is the construction material for the proposed sidewalks?	Details such as this would be determined during the design phase.	x	
36		Sidewalk incredibly dangerous along Fruitville Road. Kids need it to get to school. I would never let my kids walk along it.	We've heard a lot of concerns about the sidewalk conditions and the needs for the schools. We will consider these concerns as we develop our strategies going forward.	x	
37		The school parking lot is a good example of needed connectivity.		x	

38		Who is going to oversee ADA compliance on the rest of this project that is not part of downtown?	The FDOT District One ADA Coordinator will be working with the City and the County to coordinate the local jurisdictions' ADA plans, as well as identify gaps and opportunities to improve the amenities for the ADA users.	x	
Crosswalks					
39		I very much support increased mid-block pedestrian crossings.		x	
40		Getting bicyclists and pedestrians across Fruitville Road is an issue for much of its length. The City of Sarasota has considered complete street changes within the US 301 to US 41 segment.		x	
41		What is going on with the Fruitville Road area beginning at 301. at one point there were crosswalks planned. is this still the case? hope so!	This project includes the limits of Fruitville Road from US 301 to just east of I-75. Crosswalk connections are being reviewed throughout that portion of Fruitville Road. The section west of US 301 is owned and operated by the City of Sarasota.	x	
42		Can you elevate the pedestrian crosswalks?	We will review this idea to include for consideration.	x	
43		There are no safe landing zones for wheelchairs and pedestrians to use a crosswalk at the same time along the entire road.	This is very helpful insight. We have notified the FDOT District One ADA Coordinator of this issue. We are working with this person to see what can be done.	x	
Outside of project					
44		Maybe FDOT could add the segment from US 301 to US 41 back into the State Highway System...		x	
45		Would like to see roundabouts between 301 and Tamiami to slow down traffic, improve walk ability and enhance the road so it's pretty and welcoming to pedestrians.	Answer from Colleen McGue with City of Sarasota: Thank you very much for your comments about this segment of Fruitville Road.	x	
46		Will the roundabout at Cocoanut and Fruitville be revisited? Will the sidewalks be widened between 301 and Tamiami Trail to make the stretch walkable?	Answer from Colleen McGue with City of Sarasota: The City of Sarasota has included sidewalk widening for ADA accessibility in the draft transportation master plan, Sarasota in Motion. The roundabout at Fruitville and Cocoanut is not being recommended as a part of that project at this time.	x	
47		I like the I-75 at University Diverging Diamond Interchange.		x	
48		We have had many accidents at this corner of Fruitville and Cocoanut.	We will share this information with the City. Thank you.	x	
49		We live at the corner of Cocoanut and Fruitville. The speed at which the trucks, cars and motorcycles is excessive. 2 nights ago at 2 a.m. we had a motorcycle gun it which rattled our windows. They come onto Fruitville off 41 and try to make the light which means they floor it. thank you.	Thank you for your comment. Our project doesn't include the portion you are referencing.	x	
I-75/Fruitville					
50		Will the diamond interchange at I-75 and Fruitville be "safe" ; hopefully with well marked bike lanes to provide bikers from East of 75 to use this corridor for travel to Downtown?	The Diverging Diamond Interchange at I-75 and Fruitville will provide a safety benefit because it reduces the number of potential conflict points. The unique design eliminates potential crossing conflicts between vehicles turning left onto the freeway and opposing traffic. Bicyclists, with well-marked lanes, and pedestrians will be accommodated through the new interchange and should see some of the same safety benefit through reduced potential conflict points.	x	
51		What can you do to fix the short exit ramp from 75 onto Fruitville going east?	The interchange project at I-75 and Fruitville Rd will not be significantly modifying the length of the off ramps, but due to the operational improvements of the Diverging Diamond configuration, the interchange should operate much more efficiently. This means the interchange should be able to allow more traffic to get through while reducing the delay and traffic back-up of both the interstate and Fruitville Rd.	x	
52		Really hope that the I-75 intersection plan is (like the University intersection - it is horrible. The question was more concerned with timing of the signals - not additional signals. Nonresponsive "answer"	The interchange at I-75 and Fruitville Rd will be reconstructed as a Diverging Diamond Interchange, similar to the interchange constructed at I-75 and University. The interchange at Fruitville will be smaller than the University interchange, but will provide much of the same operation and safety benefits. The project at I-75 and Fruitville Rd will also widen approximately 2 miles of I-75, replace the bridges over Fruitville Rd and widen approximately 1.6 miles of Fruitville Rd.	x	

53		so you have no information about what is planned at I-75?	The interchange at I-75 and Fruitville Rd will be reconstructed as a Diverging Diamond Interchange, similar to the interchange constructed at I-75 and University. The interchange at Fruitville will be smaller than the University interchange, but will provide much of the same operation and safety benefits. The project at I-75 and Fruitville Rd will also widen approximately 2 miles of I-75, replace the bridges over Fruitville Rd and widen approximately 1.6 miles of Fruitville Rd.	x	
54		what is the future FDOT I-75 Interchange Project and when will a project webpage be put on swfloridroads.com?	The interchange project at I-75 and Fruitville Rd is a project that will rebuild the existing interchange into a Diverging Diamond Interchange to improve highway operation, safety and regional mobility. This project will also widen approximately 2 miles of I-75, replace the bridges over Fruitville Rd and widen approximately 1.6 miles of Fruitville Rd. The I-75 and Fruitville Interchange project is already on SWFLRoads and can be found at http://swflroads.com/i75/fruitvilleroad/ .	x	
55		What is the FDOT plan for the I-75 interchange at Fruitville? I hope the plan is NOT something similar to the I-75 & University intersections.	The interchange project at I-75 and Fruitville Rd is a project that will rebuild the existing interchange into a Diverging Diamond Interchange to improve highway operation, safety and regional mobility. This project will also widen approximately 2 miles of I-75, replace the bridges over Fruitville Rd and widen approximately 1.6 miles of Fruitville Rd. The Diverging Diamond Interchange is the same type of interchange constructed at University, though Fruitville will be a smaller in size.	x	
General					
56		You can't see what I wrote because my questions are grayed out, rather than stated in green like all the others? I would like to know why that is. Do you have a censor screening out unresponsive questions?	With this meeting format, attendee questions remain grayed out until answered by a panelist. Once answered, the question and answer appear to the meeting attendees. Not all questions were able to be answered during the live webinar but are included in this document.	x	
57		please allow for convo next time - as a normal public meeting	Thank you for your comment. We appreciate your patience as we chose to keep this project moving forward and due to COVID-19 had to utilize a virtual platform, which limits personal interaction.	x	
58		Information was too vague and not helpful.	Thank you for your comment.	x	
59		Some of my questions are greyed out too. Was there a limit to how many questions I could ask?	With this meeting format, attendee questions remain grayed out until answered by a panelist. Once answered, the question and answer appear to the meeting attendees. Not all questions were able to be answered during the live webinar but are included in this document.	x	
60		That was unintelligible? It will be a swap of ? for ? -- that was spoken in so soft a voice that I could not hear it.	If you still have questions about the meeting, the recording is posted on the project website at: http://www.swflroads.com/sr780/fruitvillevision/	x	
61		And again ...		x	
62		Is it possible to have you, the city and county on together?	The City and County are available during the meeting.	x	
63		error above - i mean beginning at Trail		x	
64		Great overview and presentation.		x	
65		This is a comment.		x	
66		Can you say how many people are participating? Are the poll answer representative?	We had 75 register and 56 participate in the virtual public meeting	x	
67		Bad choices on question 9. Don't know if speed is too slow or too fast.	We apologize for any confusion in the question.	x	
68		You are missing other good options on your list.	Please feel free to email your suggestions to us.	x	
69		Won't let you select 3.	We apologize for the error.	x	
70		Thank you for the invitation		x	
71		Echo from Jennifer Marshall		x	
72		Yes		x	
73		Yes, i would, but they need to be large circles so large trucks have space. (5:20 p.m.)		x	

74		<p>The long term future of Fruitville Rd. from I 75 to U S 41(Tamiami Trail) through Sarasota is a disaster and death in the making. I served as both chairman of the Chamber of Commerce and head of the Downtown Association in the 80's and 90's. The Ruhdat study we created spoke to the future (now present) problems of Fruitville and it's future. Basically as it exists and is proposed for 2 laning west of 301 just looking at the I 75 problems evacuating north during our last hurricane promises delays, and backups, which even one accident or breakdown will accelerate.</p> <p>What needs to be done part of which the City of Sarasota once proposed, is State Road 60 (Fruitville Road) from the railroad tracks just past Lime Avenue needs be routed north up the abandoned tracks. and curved along it to the intersection of Orange Avenue and 10th street where it is then continued west on the already four laned 10th Street to 41. At the same time, provisions need be made for The Legacy Trail from Payne Park terminus north on the tracks to Fruitville where a over pass bridge is needed and then along beside the re routed Fruitville Road to a point and as agreed upon between you and the Legacy Trail people.</p> <p>This then allows for the two laning of Fruitville west of 301 into a safer more pedestrian friendly road.</p> <p>This will make a better, wider evacuation route from Longboat and St Armand's to 41, up to 10th Street, then out to I 75.</p>	<p>Thank you for providing input on the SR 780 Corridor Vision Plan and sharing with us information about the Ruhdatstudy. Your input will help to inform the upcoming survey for the project next month and eventually the corridor vision and strategies this plan will outline.</p> <p>Sincerely, Bessie Reina Planning Manager, CNU-AFDOT, District One</p>		x
75		<p>Please send info regarding future plans for Fruitville Road corridor. Was unable to attend virtual meeting.</p>	<p>Thank you for providing input on the SR 780 Corridor Vision Plan and sharing with us information about the Ruhdatstudy. Your input will help to inform the upcoming survey for the project next month and eventually the corridor vision and strategies this plan will outline.</p> <p>Sincerely, Bessie Reina Planning Manager, CNU-AFDOT, District One</p>		x
76		<p>It was heartening to see an article that appeared in the Sarasota Herald Tribune on July 3, 2020 about the proposed Park and Ride lot and various other changes to Fruitville Road, I would like to add a voice from the Sarasota biking community.I am an everyday rider and although I speak for myself, the following may be appropriate for the growing numbers of those that use bicycles to commute, shop, transport and recreate around the county. Any changes the Florida Departmentof Transportation makes to Fruitville Road should take into consideration those who bike, use public transportation and walk the roadways of Sarasota county. The changes you make should not just be for the present, but for far into the future. It is realized that budget ultimately constricts most plans of change and not every desire will become reality.</p> <p>Therefore I ask as you move forward with your changes to Fruitville Road that you Humanized your approach. The changes should not just relieve automobile congestion but for human relief by making journeys through this corridor more pleasant. This may sound strange and too "out-there" but it is what's needed in a county whose growth has been often dictated by developers for profit and not for the health of the county. The amount of cars and speed of cars and the congestion they create puts us at the point we are at now.</p> <p>Please consider the following that are bike and pedestrian specific-</p> <ul style="list-style-type: none"> -Bring current bike passages up to visible and useful condition. Repair/repaint existing bike lanes and stencils.This is the most cost effective thing you can do. And educate the public. -Safe bike paths do not need to run directly along a major roadway with high speed cars. Initially, create more passages through neighborhoods allowing for a journey with less traffic and more pleasant surroundings indicated by Way-finding stencil signage. Where funds are short for production of and media buys for PSA's,stencil signage will double as visual reminders to motorists that bicycles/pedestrians are present in Sarasota County.Develop a website clearinghouse of passages that can be accessed by the bicyclist/pedestrian. Keeping bicyclists off main roadways is as important as installing bike lanes. Keeping bike routes away from high traffic, high speedroadways seems to be something that would help all travelers concerned. Reduce speeds on the 6 East/ WestRoad roads–Clark, Proctor, Bee Ridge, Webber, Fruitville, 17thSt. And from Beneva/North Beneva west to US 41. narrow the roads where possible to slow vehicle speeds and allow for dedicated bike lanes leaving sidewalks available for pedestrian traffic only. - The biggest hurdle-keeping bikes off of sidewalks but also giving bikes somewhere to safely travel. I see ithappen often and have ridden the sidewalks myself out of necessity and 	<p>Thank you for taking an interest in the Corridor Vision Plan and for sharing your insights on Fruitville Rd. Your input will help to inform the upcoming survey for the project next month and eventually the corridor vision and strategies this plan will outline.</p> <p>Sincerely, June Farrell, AICP Consultant Project Manager</p>		

	<p>safety. It is a conundrum that has to be faced. If bicyclists are not allowed on sidewalks in Sarasota County, are bicyclists to be cited and fined when on a sidewalk or traveling against the traffic in a roadway? This shows the need for more public information and dedicated bike lanes. Consider expanding the county sidewalk size to 10 feet if necessary to allow both a pedestrian lane and a bike lane.</p> <ul style="list-style-type: none"> - Bike lanes often end abruptly and disappear on many roadways in this county. This creates a dangerous and confusing situation both for the bicyclist and motor vehicles. Continue them to a safe place for passage. - Crossing major intersections and roadways is tenuous at best in Sarasota County. It suggests installing more on demand crosswalks. Currently, many of the existing may not be used because they are spread too far apart to be convenient for bicyclists/pedestrians, especially when getting off a bus. These include the 6 East/West Roads mentioned above. People are actually crossing US 41 without any safety after getting off a bus when needing to go to the other side of this major highway. Understanding that US 41 is a state road, it seems the same unsafe situation exist on the many high volume roads in the county. - Crosswalks should not allow a Right Turn by motor vehicles while in use. A blinking sign may be installed when the crosswalk is in use by bicyclists/pedestrians cautioning drivers not to turn. - More on-demand crosswalks per mile with additional vertical LED red lights placed vertically when in use. - Majority of bike lanes can be separated with a continuous 6 inch berm (not rumble strip) that separates the lane from the major roadway. - Where possible a protected bike lane with at the very least flexible/reflective pylons is preferred. - The 2 bike maximum on SCAT may ought be reconsidered with an improved design allowing 4 bikes to be transported. - More useful and secure bike racks which can be lit at night are needed throughout the county placed at appropriate areas. A feeling of safety and security might give bicyclists more confidence in using their bikes. - Bike paths to and from commercial/retail areas should be a priority as a safe and secure ride to a store to run an errand would lessen motor traffic and provide the users a healthier way to pick up their bread and milk. - Public transportation should be uniform in their visual appearance and provide a shelter for sun, heat, rain and be brightly lit in evening light hours. Solar panels can provide air movement fans and light. <p>The use of alternative transport-bikes, public transport and walking to safely allow people to move about to do their shopping, meet friend, go to dinner, get to a show downtown, make it to the beach, go to an appointment, without continuing to depend on cars (which only add to the woes we experience today) to accomplish these tasks is more needed today than ever. We need to consider the reduction in car usage and not increase it. There is very little space left to accommodate them.</p> <p>And most often, Speed, Speed, Speed is the over-arching villain. Slow down Fruitville Road. Again, thank you all for your efforts and look forward to seeing this plan evolve and come to fruition.</p> <p>Regards</p>		x	
77	<p>This is a public records request for records (preferably provided as email attachments) that show and describe the present proposed or potential location of the "Sun Trail" being considered on or next to Fruitville Road as part of the SR780/Fruitville Road Corridor Vision Plan. Any comment you or another FDOT representative might provide on that subject would also be appreciated.</p> <p>In particular I am seeking to determine if the plan may involve converting any present vehicular laneage of Fruitville Road into uses for mass transit, bicycles or pedestrians (and if so, which of those uses) and exclude use by private automobiles. The Powerpoint presentation and comments in the June 25 webinar were not clear to me in that regard. Thank you for your considerations.</p>	This public records request has been forwarded to General Counsel.	x	

78	<p>Can you help me please. I've just watched the Fruitville Webinar. I don't know if you are involved in US 41 related projects,if not would you please introduce me to the appropriate person at FDOT after reading this email.</p> <p>Specifically, I have been providing public comments to the city staff and the Development Review Committee. My comments are on ROW landscaping plans for the proposed new 150-unit "Bayso" condo project at near the corner of 41/Fruitville. Images of the site area and a rendering of a portion of the parcel follows. The address is 333 N. Tamiami Trail. The developer of the project, The Kolter Group, submitted an initial site plan to the City on 6/17/20. The City maybe reviewing a revised site plan as soon as 6/29.</p> <p>The City of Sarasota Green Space Policies specifies canopy trees are preferred in city right-of-ways. I realize FDOT has policies and practices related to ROW locations adjacent to FDOT roads.</p> <p>What I am trying to understand is the location of the ROW along US 41, and FDOTs interests and requirements related to the ROW area. I'm hopeful that if there is appropriate space in the ROW is available and there were no utility, sewer,water line and line issues, FDOT might be open to discuss canopy trees vs. palm trees?. Right now I'm after big picture comments of FDOT or someone knowledgable about ROW matters related to FDOT roads. I'm lookingfor as many facts as I can gather to become more knowledgable about ROWs adjacent to FDOT roads.</p> <p>The context for me reaching out on this is in part due to the new vision for US 41...this being a more pleasant, calmer and more attractive road. Adjacent to the Bayso project will be a new roundabout with a sculpture....dare I say, also across the street is the Embassy Suites Hotel which a fairly imposing backdrop at this intersection. I'm hoping parties could agree at least some canopy trees could be an attractive addition to the Bayso ROW area.</p> <p>I'd appreciate your help. Thank you, City of Sarasota resident See PDF of Public Comments for photographs attached in email.</p>	<p>Thanks for attending the Fruitville Road meeting.</p> <p>My scope of work is limited to the SR 780 Corridor Vision Plan, so I am not involved in the work on US 41, but am an advocate for shade trees where we can add them.I have copied Darryl Richard into the conversation.Darryl is the FDOT District 1 Landscape Architect, and may be able to provide some insights into this issue.</p> <p>Thanks, Jay Hood Director of Landscape Architecture, Orlando</p>		x
79	<p>Thank you Jennifer and team! A nice effort on the interactive webinar.</p> <p>Rosemary District residents and I appreciate your Fruitville work.....One request, please keep canopy trees in mind as streetscape elements are developed...a real opportunity!</p> <p>Thank you, City of Sarasota Resident</p>	<p>Thank you for the kudos!It is definitely a different way to have a public meeting for all of us, but we are doing our best to continue engagement opportunities and encourage input!</p> <p>Thank you for the comment about the canopy trees.We will include it as a part of the meeting input.</p> <p>Have a great weekend, and thanks again, Jennifer</p>		x
80	<p>An area of concern is a proposed crosswalk at Cardinal Mooney across Fruitville Road.This would be elementary students crossing Fruitville Road.I would propose an elevated bridge crosswalk that would be much safer for children.Has this been considered?</p> <p>Thank you</p>	<p>An elevated bridge crosswalk was suggested during the stakeholder input earlier this year as well. Thank you for taking interest in the study and sharing your suggestion. Your input will help to inform the upcoming survey for the project next month and eventually the corridor vision and strategies this plan will outline.</p> <p>Bessie Reina Planning Manager, CNU-AFDOT, District One</p>		x
81	<p>I have the following comments I hope that you will consider:</p> <p>1) A Park and Ride at I75 and Fruitville for people visiting St. Armands and the Barrier Islands is not like;y to be used.Anyone traveling on I75 is already a combined group, or unlikely to combine with anyone at that point.If they aremeeting "locals", they will meet and combine at the local home.if</p>	<p>Thank you for taking interest in the study and sharing your observations and recommendations for Fruitville Road. Your input will help to inform the upcoming survey for the project next month and eventually the</p>		

		<p>anything, a lot is needed somewhere closer to Rt 41 where people can park and then take a FREE SHUTTLE to St. Armand or Lido Beach. However, they will all have Beach Gear to haul making use unlikely. Carpooling to the beach is not done by meeting up at the interstate. 2) Fruitville MAY be a route used from I75 toward the barrier island, but—it's predominant use, from my observation, is a collector distributor from Rt 301 into and out of the City of Sarasota. Restricting that flow in any way will effect travel into and out of downtown moving congestion elsewhere. Want it safer for pedestrians? Then, widen the sidewalks by increasing building setbacks; coordinate signals for a reasonable speed and factor in the pedestrian signals so crossing is reliable and safe. People are more inclined to use pedestrian crossings properly if enforced; there is feedback; they are reliable and consistent; and the Pavement Markings are kept clean, bright and fresh. 3) Mid Block Crossings do not work well. People do not push buttons or wait; they start crossing early and cross diagonally outside the markings. Drivers are confused by the signals. If desired, add a real signal; make sure the buttons are responsive and provide feedback; and coordinate the corridor for a smooth flow at a reasonable speed so vehicles are not constantly stopping for long waits with no purpose. 4) At Cardinal Mooney you are passing up a good teaching opportunity: that there are rules, laws and procedures and that the world does not revolve around any individual. Teach the students about traffic and proper crossing procedures and have the SCHOOL provide a designated path and enforce its use. 5) There are NUMEROUS north-south routes through Sarasota: 41; 301; Tuttle Ave; Beneva; Honore and Cattleman. They could be utilized by local drivers and relieve a lot of the load on I75. Those alternates are often FASTER than I-75 because they are not effected by slow downs at every interchange where upgrades and inadequate deceleration lanes cause vehicles in the right two lanes to loose speed. Those alternates also do not subject travelers to being TRAPPED between exits because of the frequent accidents (many preventable) that occur on I75. OPEN THOSE ALTERNATE ROUTES BY:> reviewing striping and alignments > setting reasonable speeds that do not vary block to block> Coordinating signals to encourage following the desired speed.> perhaps perform upgrades where required. Start using some Nationally Known methods to improve traffic across the artificial boundaries of State/County/local and improve life for all Floridians.</p>	<p>corridor vision and strategies this plan will outline. Sincerely, Bessie Reina Planning Manager, CNU-A</p>		<p>x</p>
82		<p>Hello Ms Reina, I recently read the FDOT website that states there is a vision plan starting for Fruitville Rd. I work in the real estate and ROW industry, so I often drive down this road and imagine which parcels would be best suited for acquisition to establish an express route from I-75 to downtown. I can't agree more that this corridor is in need of future improvements. I envision SR 780 can be an express highway to lead to US 301 similar to what I-175 and I-375 are to Saint Petersburg. Sarasota and Saint Petersburg have many similarities and the need for an east-west expressway here is immense. It would free up local traffic and improve access and the economy of the downtown area and beaches. Please consider my input when implementing this study. Much appreciated!!</p>	<p>Thank you for input on the SR 780 Corridor Vision Plan Sincerely, Bessie Reina Planning Manager, CNU-AFDOT, District One</p>		<p>x</p>
83		<p>Dear Secretary Nandam, Ms. Reina, and Ms. Farrell, I am writing to you today as a representative of Bicycle/Pedestrian Advocates, Sarasota's advocacy group for biking and walking.....and as a representative of Florida Walks and Bikes, the statewide group which secured the last major bicycle legislation in Florida, and which works on the state level for biking and walking. Personally, I have worked on bicycle/pedestrian safety issues in SW Florida and the State of Florida since 1978. Although I was not invited to the June 25 meeting about the Fruitville Road Corridor Vision Plan, I read about it in the Sarasota Herald-Tribune, the Sarasota Observer, and your website. Your website asks the public to respond by July 10. As today is July 10, I wish to add my comments to your official feedback. First, we would like to thank you for placing an emphasis on all modes of transportation, including walking and biking. FDOT has traditionally been a leader in these emphases, and we appreciate your on going leadership. As someone who worked with Dan Burden in the 1980's, on Florida Legislative efforts, I know how FDOT has been innovative and taken risks to advance these modes of transportation.</p>	<p>Thank you for providing your feedback on the study to date as well as sharing references on the benefits of painted bikelanes vs. the negative effects of protected bike lanes. I will share the references provided and discuss this with the study's team. We are midway through the public engagement phase of the study and plan on having a survey for additional public input in August. Mr. Lasche I am so glad you and your organization are interested in the study and providing comments. We will add you to the project's notification list. Sincerely, Bessie Reina</p>		<p>x</p>
		<p>We look forward to your research and planning about actual bicycle and pedestrian movement and demand.</p>			

84		<p>Greetings! I live off McIntosh between Fruitville Rd and Bahia Vista St. I've lived here since 1961. I read, with great interest, the article in the Sarasota Herald Tribune about the proposed plans for Fruitville Rd. All are great ideas and I wish you luck as you go through the process. I have one suggestion that shouldn't be a big deal, financially or physically. Almost daily, I see near accidents and confusion at the intersections of Cattlemen Rd, Honore Rd, McIntosh Rd & Beneva Rd, along Fruitville Rd. People want to make U-turns on Fruitville to reverse their direction, while people want to make a right turn on a red signal off the side street onto Fruitville Rd. My suggestion is to make those intersections a "No U Turn" OR "No right turn on red" OR both situation. The safety of bicyclist and pedestrians can be improved too I'm not sure which would make the most sense, but perhaps you or your department can study it. Thanks for the hard work you do for us and, again, good luck.</p>	<p>Thank you for taking interest in the study and for sharing your insights on Fruitville Rd. Your input will help to inform the upcoming survey for the project next month and eventually the corridor vision and strategies this plan will outline. Sincerely, Bessie Reina Planning Manager, CNU-A</p>		x
85		<p>Dear Bessie. First fruitville rd was a hurricane evacuation route. Then roundabouts were put in to move traffic better. Then it was decided to make fruitville pedestrian and bike friendly. Roundabouts and pedestrians just do not go together well nor do bikes and roundabouts. A park-and-ride lot will be a complete failure. People will not use a shuttle to the beaches or for downtown business calls. This idea is out of the question. Drivers WANT their own cars. Now I hear the commissioners want to make Fruitville even more pedestrian and Bike friendly. I never see any pedestrians or bikers on this road and I don't blame them. Why in hell the commissioners want to do this is beyond me. What do they want.?? You cannot have both a highway and a bike path as one.</p>	<p>Thank you for taking interest in the study, sharing your observations about Fruitville Road, and input on the park-n-ride idea. Your input will help to inform the upcoming survey for the project next month and eventually the corridor vision and strategies this plan will outline. Sincerely, Bessie Reina Planning Manager, CNU-A</p>		x
86		<p>I found it very informative, and learned a lot. One of the engineers at the workshop talked about not using pavers in crosswalks in the future. Would you give me his name and phone number? Our condo complex is looking at possibly installing them and I would like to get his feelings about the subject. Thank you</p>	<p>Provided info for Jay Hood, S&ME.</p>		x
87		<p>Are you planning on holding another Virtual Public Meeting regarding the SR 780/Fruitville Road Corridor?</p>	<p>Thank you for reaching out regarding the SR 780/Fruitville Road Corridor Vision Plan. We will have a second survey to follow up from the virtual public meeting. The survey will be launched in August. Details will be provided on the website. Sincerely, June Farrell, AICP</p>		x