

Questions from the Audience

11.14.19 Rosemary District Association Meeting

TO: Colleen McGue
11.18.19

Sarasota in Motion

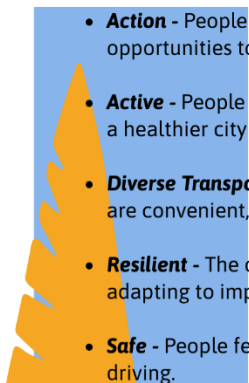
1. One of the things Colleen mentioned at the Sarasota in Motion Workshop last month was the Vision phase was the something like the “easier and more fun” part of the planbut moving into the next phase will include of the establishment of priorities...where things get harder...

Q: What is the process you are going to be using for the establishment of priorities?

A: Sarasota in motion will be using performance measures to evaluate projects and establish priorities. The performance measures are the values that we shared at the community meeting. Active, Safe, Diverse Transportation Choices, Action and Resilient. There will be a list of transportation projects identified, and the community will have the opportunity to weigh in on these priorities at community meetings in the Spring of 2020.

Community Values

These values will be used as our performance measures when evaluating projects.

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- **Action** - People will see positive changes to streets in their neighborhoods and opportunities to change how they travel Citywide.
 - **Active** - People are physically active as they go about their daily routine, resulting in a healthier city
 - **Diverse Transportation Choices** - People have mobility options beyond driving that are convenient, safe, attractive, and reliable.
 - **Resilient** - The community has reduced its contribution to climate change and is adapting to impacts of rising temperatures and sea level rise.
 - **Safe** - People feel safe and are safe walking, riding a bike/scooter, riding transit, and driving.

Q: I know the Parks and Recreation Department used a point system to help them.

A: We will be using a point system to rank and score projects as well.

2. In the Sarasota in Motion Plan approved by the city Blvd of the Arts is now designated as a “Complete Street”

Q: What is a Complete Street?

A: A complete street is one that works for all users, so for example if the street is part of a bus route that has homes and businesses on it the street would need to work for transit, freight deliveries, personal vehicles, pedestrians, cyclists, etc. Infrastructure for all the possible users needs to be present to make a street complete.

Q: And, what is the significance of this designation from the standpoint of being able to get early design work done, unlocking funding source and the like?

A: The designation in an adopted plan helps in securing our local funding for these projects, allowing the City to be more competitive for state and federal grants, and requiring developers to connect to these planned infrastructure improvements.

3. Another big need Rosemary residents see is for canopy trees. These to enhance the walking experience. It is going to be hard to get people out of their cars to walk along block after block in full sunshine.

Q: How might your transportation plan include canopy trees as part of not just a *want* but a *need* for the plan to be a success?

A: Sarasota in Motion may establish policies that require canopy trees for certain projects such as sidewalks or multi-use trails. Additionally, the priority projects as identified in the plan may include projects that incorporate canopy trees.

4. **Q: What is the timeline for the SIM?**

A: The entire plan timeline is 18 months. Sarasota in Motion is scheduled to be completed in Spring 2020.

5. **Q: How will this be paid for?**

A: Sarasota in Motion was paid for by funds the City received from the BP Oil spill. Projects that are proposed through Sarasota in Motion will be funded through a variety of funding sources: some local (multimodal impact fees), state grant programs like the SUN Trail, and Federal programs such as Transportation Alternatives. In addition to these, our consulting team has been tasked to come up with innovative funding opportunities at the local level. This will not be a plan that sits on a shelf: it will be implemented through funding sources that will be identified during the final phase of this planning effort.

6. **Q: Bus idea: There are presently about 700 households clustered around the intersection of Coconut and May Lane. A bus stop at this intersection for the #2 bus in and outbound, and the #99 bus inbound is needed. Both buses have stops at the airport and allow for transfers. The fares are very reasonable.**

A: Sounds like a great idea, we will share this with SCAT at our upcoming coordination meeting. If residents would like to make suggestions directly to SCAT they can be reached at ScatCustomerService@scgov.net or give us a call (941) 861-5000.

7. Q: Do you envision significant changes/reductions in the speed on 41 due to roundabouts? Please clarify.

A: Yes, the speeds on US 41 between the roundabouts will be reduced from 40 mph to 35 mph. In addition, the design of the roundabouts requires vehicles to reduce their speed to 10-15 mph in order to safely travel through the roundabout. This will create a safer environment for drivers and other road users.

Check out the City's [website](#) for links to additional information on roundabouts.

8. Q: Re: Sarasota in Motion- are you monitoring comments as you go along? If critical, emergency identified, will you address it now? Or wait until the final report?

A: We are monitoring all the comments we receive throughout this planning process, although the city's response depends on the comment/emergency identified. Sarasota in Motion is one of several tasks that Transportation Planning is working on presently, and we are continuously working on projects and addressing concerns to improve transportation throughout the City.

9. Q: Has there been consideration for bike or scooter share? Rental through Uber, Lyft?

A: The City is actively pursuing options for bike share in the City.

Regarding scooters, in order to allow scooters in the City an ordinance would need to be passed to allow them on the City's sidewalks and sidewalk areas. At this point in time this has not been identified as a community priority, however, this may change as we work with the community to develop Sarasota in Motion. It is possible that Sarasota in Motion will have policies in place that allow the City to be ready and able to adapt to transportation disrupters such as electric scooters and autonomous vehicles.

10. Rt 41 And BOTA there is pretty wide support for a pedestrian bridge at Blvd of the Arts and Route 41. In addition to the Sasaki and Bay Group just last week the Longboat Key City Commission and just today a letter from the owner of Sarasota Modern Hotel. All are supporters of a pedestrian bridge as an addition to improve "Connectivity" to the Bay Park.

Q: Does your vision portion of the Sarasota in Motion Plan support a pedestrian bridge?

A: The way that US 41 functions and feels today is different than how it will function in the future, even just a year from now when the roundabouts at 10th and 14th are complete. The City believes that it is most prudent to evaluate how the 10th and 14th Street roundabouts and Pedestrian Hybrid Beacon Signals (HAWK signals) function

prior to investing in design and construction of a pedestrian bridge. Pedestrian bridges are a significant investment (in the million-dollar range), and planning efforts to date have been focused on improving US 41 “at grade” (at the street level) to improve connectivity for bicyclists and pedestrians. Since the roundabout project at US 41 and BOTA does not currently have any funding allocated to it, we have plenty of time to evaluate if a pedestrian bridge is appropriate for that location.

11. Q: There was a recent letter to the editor exchange about building an overpass over Rt 41. Is this under consideration? Who do I contact?

A: I believe this question refers to the same letter referenced in #10 regarding pedestrian bridge. Currently there are no plans with funding to build a pedestrian overpass over US 41 in the City of Sarasota.

12. Q: We see BOTA and 10th as conduits to The Bay. WE need to widen the sidewalks and add trees to make the roads more attractive and encourage walking.

A: Thank you for this comment. Infrastructure that provides a safe and comfortable environment for pedestrians is certainly in alignment with the vision of Sarasota in Motion.

13. Q: For street canopy trees, please look at the work done at Lincoln Center in NY

A: Thank you for sharing, we will certainly look at Lincoln Center, NY to see what we can learn.

Multimodal

14. The RDA has looked into the money side of things by doing estimates of Multimodal and Park Impact fees. We’ve discovered that millions of dollars have been contributed in these impact fees for developments in the Rosemary District...yet, our community feels next to none of this money has been spent in our District.

Q: Can you speak to how we can get some of this money spent in the Rosemary...now a community of over 3,000?

A: The roundabouts along US 41 are designed to aid the Rosemary District in accessing US 41 and west of US 41 so that residents can more easily drive, walk and bike to Van Wezel, the Bay, the Quay, and the US 41 corridor. These projects are funded in part with multimodal impact fee funding.

Some of the funding we will be using to implement the projects from Sarasota in Motion will come out of this multimodal impact fee fund. This fund is available for multimodal transportation capacity projects citywide, and social equity will be an important consideration as we implement projects from Sarasota in Motion.

Road Closures and RDA issues due to 41 and Fruitville Roundabout

15. Traffic is the elephant in the room tonight...its why many in the audience have come...it is bad and getting worse. This exacerbated by construction and cut-through traffic... There is a fear of near gridlock conditions over the next year. Safety of pedestrians (including kids at our school) and drivers alike is a huge concern.

Q: What specifics can you share tonight regarding plans to be implemented now? This before Fruitville is closed westbound at Cocoanut?

A: In the short-term staff is working with the RDA Board to implement temporary speed tables on Cocoanut. Additionally, detour and alternative route signage will focus on directing vehicles to arterial roads that are designed to handle higher traffic volumes.

16. Q: When will traffic calming and signage appear?

A: Short term: As mentioned at the meeting temporary speed tables can be placed on Cocoanut Ave with the support of the adjacent property owners. The City needs support from 60% of the adjacent residents in order to implement the temporary speed tables. The goal would be to have this in place prior to the closure of Fruitville Rd west of Cocoanut Ave.

Long term: The RDA is working through the City's Neighborhood traffic calming process which is outlined below:

- a) The first step is for the neighborhood to distribute and gather *Neighborhood Pace Car Program* pledge forms.
- b) Once we receive the signed pledge forms, staff will verify all the property owners based on those listed on the Sarasota County Property Appraiser website.
- c) The City will then retain our contractor to conduct traffic counts on the street(s). This is done by placing pneumatic tubes on the street which count volume and speed of vehicles over a three day period.
- d) Upon receiving traffic count data from our contractor, staff will review each street to determine if traffic calming measures are warranted. Staff will also collect historical crash data from the Sarasota Police Department.
- e) If warrants are met, the city will meet with the neighborhood to discuss the various traffic calming measures available for a particular street.

17. Q: What is the status of tangible plans for traffic calming along Cocoanut, short and long term?

A: Please see response above to question 16.

18. Crossing lights:

Q: The button to cross 41 and BOTA on the SW corner of BOTA does not work

A: Thank you for the information we have asked Public Works staff to investigate this.

Q: The wait to cross 41 at BOTA is painfully long

A: Staff will evaluate and determine if the timing can be changed. This is subject to Florida Department of Transportation approval as US 41 is a state road.

19. **Q: Nighttime driving on Central from Fruitville north to 10th is very dark-concerned about hitting a pedestrian.**

A: Thank you for the comment, staff will evaluate this.

20. **Q: 10th Street between 41 and Lemon on the north side is dark at night. Many transient people crossing mid block, transient people riding bikes against traffic. Concerns there will be injuries**

A: Thank you for the comment, staff will evaluate this.

21. **Q: I have been a firefighter for 19 years in the neighborhood. Lemon is not properly lit, no crosswalks for students going to SMA, and the homeless use it as a wayfair to travel. If it is to be used for construction trucks, what will be done FIRST to improve pedestrian safety?**

A: Thank you for the suggestion. Staff will evaluate the lighting on Lemon Ave. There are no plans to add to the sidewalks and crosswalks on Lemon Ave between Fruitville and 10th Street as part of the US 41 and Frutiville Road roundabout construction. The road currently has sidewalks on both the east and west sides of the street and crosswalks are provided for east/west travel at Fruitville, 4th St, BOTA and 10th Street. The longest distance between crosswalks from BOTA to 10th Street is approximately ¼ mile. We regularly monitor the number and types of crashes and safety on all city roadways—we will be continuing to do so throughout and after the roadway construction on US 41 to ensure safety.

22. **Q: More education is needed over red arrows- left and right turns.**

A: City staff will work with our partners to identify opportunities to educate the community and will also look into design modifications that can be made to improve safety.

23. **Q: Will Coconut get traffic calming during construction? Traffic signage, crosswalk signage? More police patrols?**

A: Please see response to question #16. Temporary traffic calming on Cocoanut may include a temporary speed table and corresponding signage. There are no plans for additional crosswalks during construction.
Staff will share the request with SPD for police patrols on Cocoanut.

24. Q: Please seek greater police presence for cars yielding to pedestrians in cross walks and crossing with lights

A: We will share this request with SPD and will also evaluate design modifications that can be made to improve pedestrian crossings (see #22).

25. Q: Please explain further what a speed table is?

A: A speed table a traffic calming measure used to slow down the speed of vehicles. It is typically made of asphalt and elevated four inches above the surface of the road. In appearance it looks like a flat-topped speed bump. The pros of speed tables are reducing vehicle speeds, and it may lower the number of vehicles on the road, however, they may also lead to a loss of on street parking and can emit noise as vehicles travel over them.

26. Q: What is the plan for managing the 80+ cars picking up kids at SSAS on BOTA during detours for 41?

A: It is important to note that an increase in vehicle volumes during school drop-off and pick-up times is something that every school experiences. Fortunately, this congestion is short lived and occurs at predictable times and during off-peak hours so that drivers wishing to avoid the congestion can plan accordingly. SSAS has an established route for parent pick-up to provide a predictable traffic pattern which can be found on their website. The City will continue to work with the school to evaluate and identify any potential improvements that could be made.