



**OFFICE OF THE MAYOR**

October 26, 2021

MPO Board Members  
Dave Hutchinson, MPO Executive Director  
Sarasota/Manatee County Metropolitan Planning Organization  
8100 15th Street East  
Sarasota, FL 34243

Dear MPO Board Members and Executive Director:

The purpose of this correspondence is to inform the Sarasota/Manatee MPO Board members and Executive Director about the Venice City Council's recent update and adoption of the Capital Improvement Schedule (CIS). We sent you our adopted priority list in May of this year. However, this list has been updated upon adoption of the City's budget for fiscal year 2022. Specifically, I would like to inform the Board and Director of the City's list of prioritized transportation/road projects that were included in this overall CIS adoption (see attached CIS Table). As you may know, the CIS is part of the City's Comprehensive Plan and strives to identify needed improvements to maintain adopted Level of Service for public facilities including roads within the City of Venice. Further, as you will note, County and State, owned and maintained facilities are included in this listing. The City Council has adopted this list of transportation/road projects as part of the overall CIS with the intent to identify and provide clarity as to the City's desired priorities of these projects as you identify projects and funding sources for those projects within the City of Venice.

On behalf of the Venice City Council, I would like to thank the MPO Board and their staff for your continued collaboration and support of our community and the residents we serve.

Respectfully,

Ron Feinsod, Mayor  
City of Venice, Florida

cc: Ed Lavallee, Venice City Manager

**COMPREHENSIVE PLAN: CAPITAL IMPROVEMENT SCHEDULE FISCAL YEARS 2022 - 2026**

**Table 7A : Transportation - Roadway Improvements**

| Project Ranking | Project Name                                                                       | Project Description                                                                                                                                                                                                                                       | Funding Source                              | Fiscal Year 2022 | Fiscal year 2023 | Fiscal Year 2024 | Fiscal Year 2025 | Fiscal Year 2026 | Five Year Total |
|-----------------|------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|------------------|------------------|------------------|------------------|------------------|-----------------|
| 1               | Pinebrook Road and E.Venice Ave. (V/C 1.16)                                        | Intersection Improvements at Venice Ave. and Ridgewood Intersections and optimize signal timing.                                                                                                                                                          |                                             |                  |                  |                  | \$1,000,000      |                  | \$1,000,000     |
| 2               | Laurel Rd. from Knights Trail Rd. to Jacaranda (V/C .48 and 1.02 to GCCF Entrance) | Widen to 4 lanes                                                                                                                                                                                                                                          | FY21 - \$400,000                            |                  | \$4,612,317      |                  |                  |                  | \$4,612,317     |
| 3               | Pinebrook from Edmondson to E.Venice (V/C .94)                                     | Widen to 4 lanes                                                                                                                                                                                                                                          |                                             |                  |                  |                  |                  |                  | \$0             |
| 4               | I-75 SB Ramps and Laurel Road intersection (V/C 2.86)                              | 1)Add 2nd SB LT lane and a shared THRU/RT lane 2) Add 2nd WB LT lane and additional receiving SB laneage 3) Increase cycle from 110 to 160 seconds                                                                                                        |                                             |                  |                  |                  |                  |                  | \$0             |
| 5               | Main Sarasota Memorial Hospital Driveway at Pinebrook Rd. (V/C 2.20)               | Signalize Intersection                                                                                                                                                                                                                                    |                                             |                  |                  |                  |                  |                  |                 |
| 6               | Knights Trail Road and Laurel Road (V/C 1.55)                                      | 1) Add a 3rd EB LT lane and add receiving NB laneage 2) Convert existing EB RT lane to a thru/RT lane and remove cross striping on receiving laneage 3) Add 2nd SB LT lane 4) Increase cycle length from 110 to 160 seconds 5) Extend EB LT lanes to 135' | Developer paid proportionate share \$51,225 |                  |                  |                  |                  |                  | \$0             |
| 7               | Jacaranda Boulevard and Border Road (V/C 1.54)                                     | 1)Install traffic signal 2) Restripe SB approach from shared LT/THRU lane and exclusive RT lane. To exclusive LT and shared RT/THRU lane                                                                                                                  |                                             |                  |                  |                  |                  |                  | \$0             |
| 8               | Laurel Road and Jacaranda Boulevard (V/C 1.53)                                     | 1) Add EB RT lane 2) Signalize                                                                                                                                                                                                                            |                                             |                  |                  |                  |                  |                  | \$0             |
| 9               | Laurel Rd. from I-75 to Knights Trail Rd. (V/C 1.42)                               | Widen to 6 lanes                                                                                                                                                                                                                                          |                                             |                  |                  |                  |                  |                  | \$0             |
| 10              | Pinebrook Road/Honore Ave. and Laurel Road intersection (V/C 1.40)                 | 1) Modify WB approach to dual LT lanes, a THRU lane, and a shared THRU/RT lane 2) Add 5 section head to allow RT overlap phase 3) Convert EB THRU/RT lane to THRU only and add EB RT lane 4)Add 2nd NB LT lane 5) Optimize zone signal timing             |                                             |                  |                  |                  |                  |                  | \$0             |
| 11              | I-75 NB Ramps and Laurel Road (V/C 1.23)                                           | Increase Cycle length from 110 to 160 seconds.                                                                                                                                                                                                            |                                             |                  |                  |                  |                  |                  | \$0             |
| 12              | Knights Trail from Laurel to Rustic (V/C 1.08)                                     | Widen to 4 lanes                                                                                                                                                                                                                                          |                                             |                  |                  |                  |                  |                  | \$0             |
| 13              | Pinebrook Road and Edmondson Road (V/C .99)                                        | Optimize signal timing                                                                                                                                                                                                                                    |                                             |                  |                  |                  |                  |                  | \$0             |
| 14              | Auburn Road and E. Venice Avenue (V/C .78)                                         | Remove split phase for the NB/SB approaches.                                                                                                                                                                                                              |                                             |                  |                  |                  |                  |                  | \$0             |

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|--------------------------------------------------------|-------------------------------------------------|---------------------------------------------------------------------------------------|----------------|------------------|------------------|------------------|------------------|------------------|-----------------|
| 15                                                     | Edmondson Road and Auburn Road Intersection     | Safety Study for alignment and capacity analysis for intersection turning movements   |                |                  |                  |                  |                  |                  | \$0             |
| 16                                                     | Knights Trail and Technology                    | Signalize                                                                             |                |                  |                  |                  |                  |                  | \$0             |
| 17                                                     | Knights Trail Rd and Discovery                  | Signalize                                                                             |                |                  |                  |                  |                  |                  | \$0             |
| 18                                                     | US 41 Adaptive Traffic Signals- Upgrade signals | Increase capacity and reduce congestion of the intersection on Business and Bypass 41 |                |                  |                  |                  |                  |                  | \$0             |
| 19                                                     | Pinebrook from E. Venice to Center              | Widen to 4 lanes                                                                      |                |                  |                  |                  |                  |                  | \$0             |
| Transportation - Roadway Improvements Table 7A Totals: |                                                 |                                                                                       |                | \$0              | \$0              | \$0              | \$0              | \$0              | \$0             |