

LAST	FIRST	ADDRESS	STREET	EMAIL	DATE	COMMENT
Anonymous					11/19/2016	From what is said if the eventual finality is for 6 lanes, why not buy out houses now rather than later.
Anonymous					11/30/2016	Buy us all out & do this project right.
Archibald	Betsy			barchiba@rochester.rr.com	email	Please consider a bike lane when widening Price Blvd. The sidewalks that are along the road are not good for road bicycles – the cracks between the cement squares are very uncomfortable. A bike lane would encourage people to bicycle as well as be a safe alternative to bicycles in the road with the cars. Thank you for your consideration.
						Thank you for your time. There is no doubt that changes to Price Blvd are necessary, but care must be taken in how this is done. Price is not just another city street. Just like Toledo Blade and Sumter Blvds, Price is a main thoroughfare and should be treated the same with respect to traffic flow and beautification. If right of way is limited, options such as shared sidewalks for pedestrian and cycling use, or as is currently the case, one multiuse sidewalk could be considered; leaving the roadway for autos and landscaped median. One this should be non negotiable - a beautiful landscaped greenway for Price residents and the rest of us who travel on Price to enjoy. Citywide greenways help maintain property values and are a source of pride to all North Port residents.
Baidenbocker	Susan & Edward	3190 Upland Street		<a href="mailto:patchrbr@gmail.com">patchrbr@gmail.com</a>	11/19/2016	
						I was shocked at the outrage of some residents condemning this project altogether and to continue to vilify those making the decisions serve no purpose. Perhaps changes to the plan could be considered. For example: only (1)-8 ft multi-use sidewalk (pedestrian/bikes), as is the case currently, eliminating bike lanes 4 ftx2 & 2nd sidewalk 5 ftx1 resulting in 10 ft of un-needed right-of-way. Another might be to install round-about at now lighted intersections eliminating long lines at stop lights. This concept works very well in Sarasota, even downtown Main St. One at Chamberlain would effect (1) residence and at Cranberry - effecting (1) business. In addition, perhaps broad "speed humps" could be installed to slow the traffic in conjunction with the proposed 35 mph speed limit. And finally, restricting or "banning" further commercial development along this corridor ( in particular at intersections) as businesses will only attract more traffic, residents and non-residents alike.
Baidenbocker	Edward	3190 Upland Street		<a href="mailto:patchrbr@gmail.com">patchrbr@gmail.com</a>	11/19/2016	

Blanchette	Donald	3395 W. Price Blvd	<a href="mailto:Helzr2@gmail.com">Helzr2@gmail.com</a>	11/30/2016	Never told when purchasing house that const. was imminent; not my retirement plan to deal w/const. for 2+ years; home values will plummet; lose half of driveway - no room for company to park; road not wide enough to do job correctly; noise pollution will double; air pollution will double; not putting in sewer line when road is torn up? never would have spent my retirement money on a house we no longer want to live in. Alternatives: combine walkway + bike lane; put walkway and bike lane on one side only; buy out houses on one side of road and put in 6 lanes; put in new 6 lane road with no houses near Rte 75 and leave West Price alone!
Bliss	Robin	1480 Saracen Lane	<a href="mailto:robnbliss@aol.com">robnbliss@aol.com</a>	11/30/2016	Unsafe flow in & out of driveways; no place to park vehicles in driveways; unsafe services because no parking, ex: police, garbage pickup, UPS, etc, fire trucks; unreasonable cost for only 2.75 miles; property decreases/devalues; not community supported; will not decrease traffic conjection w/only 2.75 miles being 4 lanes; voted by old Comission which has been voted out; more traffic conjection with property owners having to make u-turns from their driveways; leave Price residential & reduce speed to 30 mph in conjected area. This will move traffic easier. Police & ticket speeders = City revenue.
Boger	Patti	3325 W. Price Blvd	<a href="mailto:alco081@comcast.net">alco081@comcast.net</a>	11/19/2016	Lack of driveway parking for guests - would you deny family members the ability to visit home during holidays, etc?
Brady	Jim	2772 W. Price Blvd	<a href="mailto:jbrady51@comcast.net">jbrady51@comcast.net</a>	11/30/2016	Let's do this correct the first time. Install right turn lanes and time the traffic signals properly. Take all the property on one side of the street so as the other side can have an access road to safely enter and exit Price. If this is done we will have pleany of room to do this safely.

Brady	Cindy	2772 W. Price Blvd	<a href="mailto:CindyBrady21@lcloud.com">CindyBrady21@lcloud.com</a>	11/30/2016	<p>Please consider buying homes on one side of Price Blvd, building an access road for remaining homes for a safe enter/exit of driveways. (Like on Sumter Blvd.) Consider making right hand lane turns from Price to Salford &amp; Cranberry. Better time lights with longer passing time on Price. Add outlets from sm. neighborhoods to lessen traffic onto Price. Roadwork should not be done on Price, Rt 41 &amp; Rt 75 at same tiem. Evacutation would be deadly. No need for bicycle lane. None on Sumter or Toledo. Why on Price? Huge potential for car vs house accidents w/roadway so close to homes. No room in driveway for company or service cars ie: pool co, landscapers, etc. Price homes values will decrease w/this widening project. Emergenc vehicle response time will increase due to none direct access to homes - must use turn arounds. Stop shutting down Rt 75 forcing traffic to use City roads as a detour. The widening of Price from 2 to 4 lanes is only a bandaid when future widening will still be needed and also more costly when considering having to redo construction. Again, think about buying homes on one side of it for ample room to widen, shoose side which is less populated for buy out.</p>
Branciforti	J	4390 W. Price Blvd		11/16/2016	<p>Speed limit on Price should be lowered now. Noise abatement windows should be provided for the windows facing Price. Controlling traffic lights going E-W, W-E or high traffic periods should help flow. Consider purchasing homes on 1 side of Price so can have wider roadway without affecting quality of life for us.</p>
Branciforti	John	4390 W. Price Blvd		11/19/2016	<p>The City should consider alternative East/West roads to alleviate traffic problems on Price or buy property on one side of Price to do correctly.</p>
Branciforti	John	4390 W. Price Blvd		11/30/2016	<p>Why not put sidewalk on one side and bike path on the other. Keep lanes 12 ft wide if do this. When property values ↓ as we know they will - will the people on Price be compensated by City? Sound proof windows for residents on Price.</p>
Braun	Rick	175 Prineville St	<a href="mailto:wakejunky@centurylink.net">wakejunky@centurylink.net</a>	11/16/2016	<p>Please use bicycle friendly grates for storm drains, etc.</p>

Clinch	George	4242 Ulster Ave	<a href="mailto:ghesport@yahoo.com">ghesport@yahoo.com</a>	11/30/2016	After attending the Price Blvd Project meeting, I way very disappointed with your planning & development project, I felt very sorry for the Price Blvd. residents, and am led to believe they are not being heard, or are being ignored, but my personal main concen is bicycle lanes with traffic lanes, you are asking for trouble, serious accident injuries, or even deathers, please-please have bikes go eith pedestrians on wide sidewalks like Sumter Blvd, it work there, my wife & I have retired here from the North and enjoy bicycling & walking, and please listen to the Price Blvd residents.
Dalton	Matthew	1139 Petroniz St	<a href="mailto:dalton654@comcast.net">dalton654@comcast.net</a>	11/19/2016	When it comes to some of the roads off Price near the lights (Petroniz, Savia, Wepello, Waconia), these roads are being used as cut throughs with people flying down them especially in the morning and afternoon. I think we should look into doing to these roads what we did to Hansard when Sumter was done. Please feel free to contact me.
Desrosiers	Zack	3168 Emerald Ln.	<a href="mailto:Desrosiers321@hotmail.com">Desrosiers321@hotmail.com</a>	11/16/2016	Make the median smaller for larger bike lanes, sidewalks and roads. Add a right-hand turn lane or do roundabouts which prove to be safer and more effective than stop lights. Find the average speed of people driving currently then base the speed limit off of that. 35 mph is too slow.
Duhamel	Dave & Irene	3805 W. Price Blvd	<a href="mailto:dave.irene44@gmail.com">dave.irene44@gmail.com</a>	11/19/2016	Please consider reduction of speed limit now in preparation of change and for safety. Too many near misses and screeching brakes. Concern for pedestrians, school buses, and people trying to exit or enter driveways right now. Consider sidewalk on one side if it provides less intrusion on homeowner property. (pros and cons to this). Consider buying homeowner property now before beginning project. Please keep us informed of Commissioner meetings and other meetings impacting Price Blvd. We have attended Saturday meeting. We would like to make a strong suggestion to address owner comments made at that meeting. The issue is lost of personal and visitor parking. Some vacant lots are now on the market. The city should buy up all vacant lots now. Turn some of the lots into extra parking for use by nearby residents. Not parking lots but parking parks with landscaping particularly on entry way. Allow small boat and trailer parking, maybe at a fee. We believe this would address the anger we heard.
Duhamel	Dave & Irene	3805 W. Price Blvd	<a href="mailto:dave.irene44@gmail.com">dave.irene44@gmail.com</a>	email	

Duval	David	1270 Oregon Lane	<a href="mailto:ictek@aol.com">ictek@aol.com</a>	11/16/2016	I suggest that the post office be contacted about removing all the mailboxes from the affected parts of W. Price. They can be relocated to boxes or group boxes on side streets nearest the homes. A widening plan that includes stoplights at Salford, Cranberry and Chamberlain will not alleviate the problem of backup traffic. Sumter is so close to Salford that only a roundabout will keep the flow. Roundabouts would be safer than U-turns at intersections. U-turns will carry over into bike lanes. Narrow the planned median to get more usable roadway. Consider using 120' R.O.W. instead of 100' R.O.W. To help alleviate backup traffic, install a lane for right turns. Consider LED lighting to save on maintenance costs.
Elligott	Linda	4774 Flamlau Ave		11/30/2016	I expect this project to address all of the state and federal regulatory requirements for: construction conducted in/over wetlands & surface waters & that habitat & species considerations include comprehensive evaluations of endangered & protected species issues.
Gallick	Jane	1171 Creek Nine	<a href="mailto:jgallick@creeknine.com">jgallick@creeknine.com</a>	11/16/2016	From what I heard today on the project plans, all the focus should be made on the safety of roadway design & forget the median design.
					As a past Chairman of the Bike-Ped-Trail Advisory Committee, reducing the roadway width and adding a reduced bike lane is a recipe for fatalities! It's a scary idea to reduce the road size and add bikes to the equation. I would suggest not having a bike lane and only having a multi-use/multi-modal pathway that is 10 foot wide. The city added a 5 foot sidewalk on Hillsborough and cyclists going in opposite directions have to stop because it's too narrow. Make the sidewalks consistent like Toledo Blade Blvd, Sumter Blvd & allow the citizens to use it properly. Safety and utility are the most important thoughts for our walkers, cyclists, rollerbladers, wheelchairs users. I would also ask that we look at a softer curb in the center lane when traffic is backed up and emergency vehicles need to get through. I realize that we have restrictions for the overall width, don't we need to allow our citizens to commute on reasonable sized sidewalks. I think we're known as a "playful city"! Let's make sure they have room to plan. Thank you!
Henry	Bruce	5756 Medinah Ct	<a href="mailto:brucerealty@gmail.com">brucerealty@gmail.com</a>	11/30/2016	
Hovey	Germaine & Jim	1057 N. Wapello St	<a href="mailto:germaine@fullspectrumpp.com">germaine@fullspectrumpp.com</a>	11/30/2016	Why do we have to have a median and a bike lane? Can we eliminate these to reduce the size of the road right away? Can we compromise on the speed to 40 mph? Can we look at building bridges to move traffic off Price to connect some neighborhoods to help w/the traffic? Can we eliminate one sidewalk?

Karapontso Lasche	Robert Mike	1051 Ohana Way	rk1051@comcast.net mike@floridawalksandbikes.org	email email	As an avid local bicyclist and long-time member of the Coastal Cruisers Bicycle Club, I wonder if plans for the project include a dedicated bike lane on both sides of Price Blvd. Area serious bicyclists often ride from 20-50 miles in a typical day and bike lanes would be welcome from a safety standpoint.
Lewicke Liuzzo	Janet Leslie	1058 N. Salford	<a href="mailto:JanetLewicke@aol.com">JanetLewicke@aol.com</a> <a href="mailto:leslieliuzzo@gmail.com">leslieliuzzo@gmail.com</a>	11/30/2016 email	Our club's Thursday ride in North Port often attracts up to 100 riders, during season, that are looking for safe roadways to ride on. It was disappointing to many of us when the re-construction of Sumter Blvd. was completed, that it did not include bicycle lanes. Although, bike and pedestrian paths are welcome, they are generally used by more casual riders. Our members ride anywhere from 14-20+ mph for long distances.  As you make your plans for Price Boulevard's future, would you kindly consider adding bike lanes to its construction.
McLaughlin	Judy & Curry	1258 Gaucho Ter	<a href="mailto:jcpoolside@verizon.net">jcpoolside@verizon.net</a>	11/16/2016	<p data-bbox="1192 716 2001 742">See attached</p> <p data-bbox="1192 751 2001 839">Eliminate bike lanes in roadway &amp; make wider multiuse sidewalks. As a senior, I am afraid to ride on the street and I certainly don't want to see young children on the street.</p> <p data-bbox="1192 849 2001 875">Good morning. I reside off of N Cranberry and I am an avid cyclist. Unfortunately</p> <p data-bbox="1192 917 2001 1273">Thank you so much for having the Price Blvd. Widening meetings. We attended on Wednesday, 11/16/16. It always helps citizens to feel important when they are included. It was very good to hear what is important to your neighbors. My husband and I have a few items for consideration that are important to us: How many people from North Port will be employed working on this project? We are hopeful some of our citizens would realize 5 years of work through it. A very vocal comment was made during the meeting to drop the beauty, landscaping, etc. and focus on the functionality of the roadway only. We are very proud of the efforts of the city to enforce beautification in all improvement areas. This is what makes North Port such an attractive, desirable community. This is a must.</p>

Miller	Ryan	3324 W. Price Blvd	<a href="mailto:kystra20@yahoo.com">kystra20@yahoo.com</a>	11/30/2016	<p>Look into alternative routes, such as bridges, connecting streets north &amp; south of Price Blvd. This may alleviate some of those passenger traveling on Price when they don't actually need to. Price Blvd. need to be fixed some way - lower speed limit, no trucks, center turn lane, anything: but to build to 4 lanes, when traffic may not be alleviated, is too risky. Timing on lights, especially at Salford, is too short - synchronozation of the lights would be excellent, with Price Blvd. being much longer. (I count it to be about 10 seconds, after turn signals go.)</p>
Morris/Del Gigli	Catherine	3550 W. Price Blvd		11/30/2016	<p>Can medium be reduced in size to save space and cost? Can you eliminate medium completly to save space and cost or use some other means to divide road. Can you eliminate large trucks by making them go up or down Toledo Blade or Sumpter Blvd. Why have them come through a residential area? Price Blvd is a dead end going west as is. Can you regulate spped lijmit to 30 or 35 mps because it is a residential area which will give us enough time to get in and out of our driveway?</p>
Prater	Randal	2384 W. Price Blvd		11/30/2016	<p>No four lane thru residential areas. North Port should have a vision for traffic flow that will serve the future. Price Blvd should have right turn lanes not four lanes, lower spped limit to 30 mph per Florida Dept of Transportation Residential speed limit. A new East/West thru fare should be considered along I-75. This would be a vision for the future of North Port! No varieneces should be granted for City Codes to construct four lanes on Price Blvd. Home values will decrease minimum of %50,000.00 after completion.</p>
Renner	Thomas	1770 New Street	<a href="mailto:thomasj1949@gmail.com">thomasj1949@gmail.com</a>	11/19/2016	<p>6 pages of comments - see attached.</p> <p>Good job of informing. Very good idea re. widening sidewalks (for pedestrian &amp; bike traffic) &amp; eliminating bike lanes in the roadway. Also re. future development no more catering to the developers. Set the rules &amp; make them accept them or move on.</p>
Robinson	Bonnie	2714 Beeville	<a href="mailto:Bongarmaine@aol.com">Bongarmaine@aol.com</a>	11/16/2016	

We don't need 4 lanes on Price. Think you should reconsider the plan completely. No need for a 19" radius with threes to look pretty. Need a multiuse center lane. We need not bike path at all. They don't have one on Sumter. Why should we. This plan sucks! Need to consider a plan better than this one. We are not evcen voina be able to back out of driveway, never have company because they have no where to park. We are also gonna be on a step incline into our drive without hitting bottom of car. The only way possible to do this is to buy up one side of street, which should of happened years ok. Should have tolded every one who built on Price about this. The city should have bought property before. 4 lanes is not gonna improve traffic at all, it is gonna make it worst. Last meeting tey said they were not thinking about more roads between Toledo Blade & Sumpter because they always have been on Price Blvd. Does the city plan on paying us for use of our property, what we paid for, if they have to use it. Most property on Price an also on Sumpter tank. Can't do what you plan. They city doesn't take into consideration of the people who do live on Price. The trees in the center lane is not neded at all. What about mail boses, where do we put them. 4 lanes are ok if they is no bike path a 19 1/2 ft middle. If you decide to go ahead with this plan, it is not gonna work. Need to start from scratch on this plan completely. Think they should consider buying up one side of Price for the plan.

Rolli Judy [jroll3@comcast.net](mailto:jroll3@comcast.net)

11/30/2016

The sound barrier is not feasible, but that does not change the fact that the decibels are going to be above safe ratings, and we have to deal with it. The idea of having such a wide medium does not seem to be a practical or necessary solution. Change the code and make it narrower. What is the reason for that width? Sensor controlled as opposed to timed traffic lights are much more effective. We have them in California and it makes a huge difference in traffic flow. I really don't see how any of this is going to improve traffic, but I see a lot of inconvenience.

Trommer Robert & Claudia 4240 W. Price Blvd [Roberttrommer@comcast.net](mailto:Roberttrommer@comcast.net)

11/16/2016

Weiskopf Jeff 4272 Renova Ave

11/16/2016

Why not a 5 lane road with middle lane for left turns. That way no maintenance needed for grass cutting & tree trimming.

**Price Boulevard Widening**  
From East of Sumter Boulevard to West of Toledo Blade Boulevard  
City of North Port

## Public Comment Form

We encourage your comments regarding this project

Wednesday, November 16, 2016

Good job of informing  
Very good idea re. widening  
sidewalks (for pedestrian + bike  
traffic) + eliminating bike lanes  
in the roadway.  
Also re. future development  
no more catering to the developers.  
Set the rules + make them accept  
them or move on.

NAME:

Bonnie Robinson

ADDRESS:

2714 Beeville

EMAIL:

Bongarmai ne @ aol. com

NOTE: Please complete and place in the "Comments" box or mail to Michael Fear, at the address on the back of this comment form. All comments are part of the public record and are available for viewing by the public and the media.

**Price Boulevard Widening**  
From East of Sumter Boulevard to West of Toledo Blade Boulevard  
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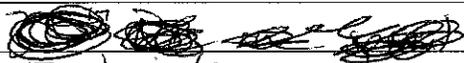
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Wednesday, November 16, 2016

Make the median smaller for larger bike lanes,  
side walks, and roads

Add a right-hand turn lane or do roundabouts  
which prove to be safer and more effective than  
stop lights



Find the average speed of people driving  
currently then base the speed limit off of  
that. 35<sup>mph</sup> is too slow

NAME: Zach Desrosiers

ADDRESS: 3168 Emerald Ln.

EMAIL: Desrosiers321@hotmail.com

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• The sound barrier is not feasible, but that does not change the fact that the decibels are going to be above safe ratings, and we have to deal with it.

• The idea of having such a wide median does NOT seem to be a practical or necessary solution. Change the code and make it narrower. What is the reason for that width?

• Sensor controlled as opposed to timed traffic lights are MUCH MORE effective. We have them in California and it makes a huge difference in traffic flow.

• I really don't see how any of this is going to improve traffic, but I see a lot of inconvenience.

NAME:

Robert & Claudia Trommer

ADDRESS:

4240 W. Price Blvd.

EMAIL:

CTROMMER@COMCAST.NET  
Roberttrommer@COMCAST.NET

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Wednesday, November 16, 2016

From what I heard today  
on the project plans, all  
the factors should be  
made on the safety  
of roadway design &  
forget the medium  
design.

NAME: Jane Gallick  
ADDRESS: 1171 Creek Nine  
N.P.  
EMAIL: j.gallick@creeknine.com

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**Price Boulevard Widening**  
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- 1) speed limit on Price should be lowered now
- 2) noise abatement windows should be provided for those windows facing Price
- 3) Controlling traffic lights going E-W, W-E at high traffic periods would help / flow
- 4) Consider purchasing homes on 1 side of Price so can have wider roadway without affecting quality of life for us

NAME:

J BRANCFORTI

ADDRESS:

4390 W. Price Blvd.

EMAIL:

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WHY NOT A 5 LANE ROAD WITH MIDDLE  
LANE FOR LEFT TURNS.  
THAT WAY NO MAINTANANCE NEEDED FOR  
GRASS CUTTING & TREE TRIMMING.

NAME: JEFF WEISKOPF

ADDRESS: 4272 RENOVA AVE

EMAIL: JEFETH@COMCAST.NET

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**Price Boulevard Widening**  
*From East of Sumter Boulevard to West of Toledo Blade Boulevard*  
City of North Port

**Public Comment Form**

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Wednesday, November 16, 2016

Please use bicycle friendly Grates for  
Storm Drains etc.

NAME:

Rick Braun

ADDRESS:

175 Pineville St.

Port Charlotte FL 33954

EMAIL:

wakejunkie@centurylink.net

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Wednesday, November 16, 2016

1. I SUGGEST THAT THE POST OFFICE BE CONTACTED, ABOUT REMOVING ALL THE MAIL BOXES, FROM THE AFFECTED PARTS OF W. PRICE. THEY CAN BE RELOCATED TO BOXES OR GROUP BOXES ON SIDE STREETS NEAREST THE HOMES.
2. A WIDENING PLAN THAT INCLUDES STOPLIGHTS AT SALFORD, CRANBERRY AND CHAMBERLAIN WILL NOT ALLEVIATE THE PROBLEM OF BACKUP TRAFFIC. SUMTER IS SO CLOSE TO SOLFORD THAT ONLY A ROUNDABOUT WILL KEEP THE FLOW.
3. ROUNDABOUTS WOULD BE SAFER THAN U-TURNS AT INTERSECTIONS. U-TURNS WILL CARRY OVER INTO BIKE LANES.
4. NARROW THE PLANNED MEDIAN TO GET MORE USABLE ROADWAY.
5. CONSIDER USING 120' R.O.W. INSTEAD OF 100' R.O.W.

SEE PAGE 2

NAME:

DAVID DUVAL

ADDRESS:

1270 OREGON LANE

NORTH PORT, FLORIDA 34286

EMAIL:

ICTEK@AOL.COM

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PAGE 1

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**Public Comment Form**

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Wednesday, November 16, 2016

PAGE 2

6. TO HELP ALLEVIATE BACKUP TRAFFIC, INSTALL  
A LANE FOR RIGHT TURNS.

7. CONSIDER LED LIGHTING TO SAVE ON MAINTENANCE  
COSTS.

NAME:

DAVID PUNAL

ADDRESS:

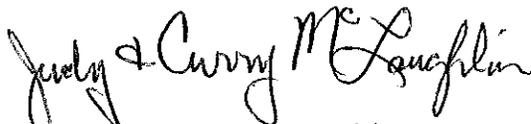
EMAIL:

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My husband and I have a few items for consideration that are important to us:

1. How many people from North Port will be employed working on this project? We are hopeful some of our citizens would realize 5 years of work through it.
2. A very vocal comment was made during the meeting to drop the beauty, landscaping, etc. and focus on the functionality of the roadway only. We are very proud of the efforts of the city to enforce beautification in all improvement areas. This is what makes North Port such an attractive, desirable community. This is a must.



Judy & Curry McLaughlin

1258 Gaucho Ter.

North Port, FL 34286

[jcpoolside@verizon.net](mailto:jcpoolside@verizon.net)

Good Morning,

Thank you for your time.

There is no doubt that changes to Price Blvd are necessary, but care must be taken in how this is done. Price is not just another city street. Just like Toledo Blade and Sumter Blvds, Price is a main thoroughfare and should be treated the same with respect to traffic flow and beautification.

If right of way is limited, options such as shared sidewalks for pedestrian and cycling use, or as is currently the case – one multiuse sidewalk could be considered; leaving the roadway for autos and landscaped median. One thing should be non negotiable – a beautiful landscaped greenway for Price residents and the rest of us who travel on Price to enjoy. Citywide greenways help maintain property values and are a source of pride to all North Port residents.

Thank You

SUSAN : Edward Bardenbecker  
3190 Upland Street  
North Port FL.

patchrb@gmail.com

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## Public Comment Form

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Saturday, November 19, 2016

The city should consider alternate EAST/WEST roads to alternate traffic problems on Price or buy property on one side of Price to do correctly.

NAME:

John Brancifort

ADDRESS:

4390 W. Price

EMAIL:

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**Price Boulevard Widening**  
From East of Sumter Boulevard to West of Toledo Blade Boulevard  
City of North Port

## Public Comment Form

We encourage your comments regarding this project

Saturday, November 19, 2016

When it comes to some of the roads off price near the lights (petronia, swiz, wipello, waconia). These roads are being used as cut throughs with people flying down them especially in the morning and afternoon. I think we should look into doing to these roads what we did to Hanserd when Sumter was done. Please feel free to contact me 941-586-8728

NAME:

MATHEW DALTON

ADDRESS:

~~1139~~ 1139 Petronia ST

EMAIL:

dalton654@comcast.net

NOTE: Please complete and place in the "Comments" box or mail to Michael Fear, at the address on the back of this comment form. All comments are part of the public record and are available for viewing by the public and the media.

**Price Boulevard Widening**  
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- Please consider reduction of SPEED LIMIT Now in preparation of change and for safety. Too many near misses and screeching brakes. Concern for pedestrians, school buses, and people trying to exit or enter driveways right now.
- Consider sidewalk on one side if it provides less intrusion on <sup>homeowner's</sup> ~~owner's~~ property. (Pros and cons to this)
- Consider buying homeowner property now before beginning project.
- Please keep us informed of commissioner meetings and other meetings impacting Price Blvd.

NAME: Dave and IRENE DUHAMEL

ADDRESS: 3805 W. PRICE BLVD

EMAIL: dave.irene44@gmail.com

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**Price Boulevard Widening**  
*From East of Sumter Boulevard to West of Toledo Blade Boulevard*  
City of North Port

**Public Comment Form**

*We encourage your comments regarding this project*

Saturday, November 19, 2016

FROM WHAT IS SAID IF THE EVENTUAL FINALLY  
IS FOR 6 LANES. WHY NOT BUY OUT HOUSES  
NOW RATHER THAN LATER.

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

EMAIL: \_\_\_\_\_

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Saturday, November 19, 2016

hook of driveway parking for guests -  
Would you deny family members  
the ability to visit home during  
holidays etc. ???

NAME:

Wade Bogen

ADDRESS:

3325 W. Price Blvd  
NP

EMAIL:

alcoo81@comcast.net

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**Price Boulevard Widening**  
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Wednesday, November 16, 2016

THE INTENT OF THIS, OPINION/PROPOSAL,  
 IS NOT TO ALIENATE, ANY CITY OFFICAL OR  
 MEMBER OF THE DESIGN & ENGINEERING TEAM,  
 MY INTENT, IS TO BRING ATTENTION  
 TO THE "REAL" CONCERNS OF NORTH PORT  
 RESIDENTS, ON THIS MUCH NEEDED PROJECT.  
 ESPECIALLY THOSE THAT LIVE ON PRICE,  
 THE CONSTRUCTION PROCESS, IS GOING TO BE  
 VERY TRAUMATIC, TO SAY THE LEAST!

I WOULD THROUGHLY ENJOY THE OPPORTUNITY  
 TO DISCUSS THIS PROPOSAL WITH ANY MEMBER(S)  
 OF THIS DESIGN/ENGINEERING TEAM. I AM RETIRED  
 & MY SCHEDULE IS VERY FLEXIBLE.

ALSO, INPUT FROM OUR; FIRE & POLICE  
 CHIEFS, ON THIS DESIGN PROPOSAL WOULD BE  
 GREATLY APPRECIATED.

THANK-YOU IN ADVANCE FOR ANY CONSIDERATION.

NAME:

THOMAS J. RENNER / *Thomas J. Renner*

ADDRESS:

1770 - NEW ST., NORTH PORT

EMAIL:

→ THOMASJ1949@GMAIL.COM ← MY S.O. MONITERS  
 THIS - I DON'T

CELL → 734-904-3792 - NO VOICE MAIL, BUT  
 I MONITER IN CALLS, REGULARLY

NOTE: Please complete and place in the "Comments" box or mail to Michael Fear, at the address on the back of this comment form. All comments are part of the public record and are available for viewing by the public and the media.

THE CURRENT PLAN FOR A BOULEVARD,  
WITH A 19.5' MEDIAN, SHOULD BE:

"SCRAPPED"

THE, CITIZENS/TAXPAYERS OF NORTH PORT,  
DON'T NEED ANOTHER; COSTLY/FANCY BLVD!

WE NEED AND DESERVE, A MORE FUNCTIONAL  
ROADWAY, TO TRAVERSE A VERY VITAL  
PORTION OF OUR CITY. "SAFELY"

IT WAS STATED BY A CITY OFFICIAL, THAT  
(AT THE 11-16-16 MEETING)  
A DESIGNATED LEFT TURN LANE, IS 'DANGEROUS'.

WELL! YOUR PLAN, DOES NOTHING TO SAFELY  
ACCOMMODATE THE FOLLOWING:

- (1) EMERGENCY VEHICLES; - POLICE, FIRE,  
AND AMBULANCE; A SAFE MEANS  
TO NAVIGATE, THRU OR AROUND, NORMAL  
TRAFFIC CONGESTION, IN AN EMERGENCY,  
SECONDS ARE "CRITICAL"!
- (2) RESIDENTS SAFELY ENTERING + LEAVING  
THEIR DRIVEWAYS.
- (3) ESSENTIAL SERVICE VEHICLES; U.S.P.S.,  
FP&L, PUBLIC WORKS - TRASH, RECYCLE, YARD  
WASTE, WATER DEPT. - FEDX, UPS, DHL -  
LAWN + POOL, APPLIANCE, HOME REPAIR, ETC.  
THIS LIST GOES ON & ON!

(CONT.P)

(4) PROPER DECELERATION RIGHT TURN LANES AT THE 3 TRAFFIC SIGNAL CONTROLLED INTER-SECTIONS; CHAMBERLIN, CRANBERRY, AND SALFORD

A 19.5 FT MEDIAN, "DOES NOT" ACCOMPLISH ANY OF THE (4) ABOVE CONCERNS!

THIS DESIGN/PROPOSAL, FACILITATES "ALL" OF THE ABOVE! AND THEN SOME!

- 12' RIGHT TURN/SERVICE LANES.
- 12' THRU TRAFFIC LANES
- 5' BICYCLE LANES
- 5' OPEN GRASS AREA TO BETTER ACCOMMODATE UNDERGROUND UTILITES, MAIL BOXES, TRASH + RECYCLE CONTAINERS, FIRE HYDRANTS, STREET LIGHTING, ETC.
- 8' PEDESTRIAN WALKWAYS

(SEE TWO ATTACHED DRAWINGS)

ALL OF THIS POSSIBLE IN YOUR PROPOSE 120' RIGHT OF WAY!

A TRULY FUNCTIONAL ROADWAY CAN LOOK "GOOD"! IT DOESN'T HAVE TO BE FANCY. BUT, IT DOES HAVE TO "WORK"!

OTHER AREAS OF CONCERN, NOT SEEN AT THE 11-16-2016 MEETING!

TRAFFIC SIGNAL SCHEME, FOR (3) CROSSINGS AT: CHAMBERLIN, CRANBERRY, & SALFORD.

DOES YOUR PLAN INCLUDE:

PEDESTRIAN, PUSH BUTTON ACTIVATE, TIME DISPLAY, SIGNALS ALL FOUR (4) WAYS?

(CONT. D)

PAYEMENT INSTALLED ACTIVATION LOOPS  
TO TRIGGER APPLICABLE, LEFT & RIGHT  
TURN GREEN ARROW SIGNALS?

SYNCHRONIZATION OF TRAFFIC SIGNALS,  
FROM SUMPTER TO TOLEDO BLADE?

ALSO: SIGNAL APPS ARE AVAILABE, THAT  
WOULD ALLOW A GREEN LIGHT FOR THE  
DIRECTION OF "EMERGENCY VEHICLE"  
TRAVEL, WHILE POSTING RED (STOP)  
FOR THE OTHER 3 DIRECTIONS OF  
APPROACH. THIS ALSO ALLOWS ANY  
CLOGGING TRAFFIC TO CLEAR THE  
ROADWAY FOR THESE VEHICLES TO  
PASS THRU OR TURN RIGHT OR LEFT  
WITH A GREATER DEGREE OF  
"SAFETY."

ROADWAY AND SIDEWALK LUMINATION:

MERCURY VAPOR, METAL HALIDE, HALOGEN, & LED, PRODUCE  
A HARSH WHITE GLARING LIGHT, ESPECIALLY ON WET  
ROADWAY.

HIGH PRESSURE SODIUM, PROVIDES MORE LUMINS PER  
WATT, THEN ALL BUT LED. A STANDARD COBRA HEAD  
STYLE LUMINEER WITH A FLAT LENS (WHICH MINIMIZES  
INTRUSIVE LIGHT IN WINDOWS OF HOUSES FACING TRKE)  
250 OR 400 WATT PRODUCES MINIMUM GLARE AT A  
MORE AFFORDABLE OPERATING COST.

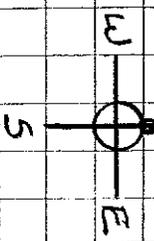
STAMPED, COLORED PAVEMENT, LETS NOT EVEN GO THERE!  
"SLIPPERY WHEN WET"

- LASTLY -

I SAW NO REPRESENTATION FROM OUR, POLICE  
OR FIRE DEPT.?. WHATS UP WITH THAT?

THEY DON'T LIKE YOUR DESIGN?

ALTERNATIVE PROPOSAL FOR  
THE WIDENING OF  
"PRICE C S H" (Common SENSE HWY)



8' SIDE WALK

5' GRASS

W-B BICYCLE LANE

12' W-B RIGHT TURN ONLY LANE - RESIDENT DRIVEWAY EGRESS

12' "ALSO"! TRASH PICK-UP + PARKING FOR ESSENTIAL SERVICE VEHICLES

WEST BOUND THRU LANE

12' WEST BOUND THRU LANE

12' DEDICATED LEFT TURN LANE

12' "ALSO"! A THRU LANE FOR EMERGENCY VEHICLES

12' EAST BOUND THRU LANE

12' EAST BOUND THRU LANE

12' E-B RIGHT TURN ONLY LANE -> RESIDENT DRIVEWAY EGRESS

12' "ALSO"! TRASH PICK-UP + PARKING FOR ESSENTIAL SERVICE VEHICLES

5' E-B BICYCLE LANE

5' GRASS

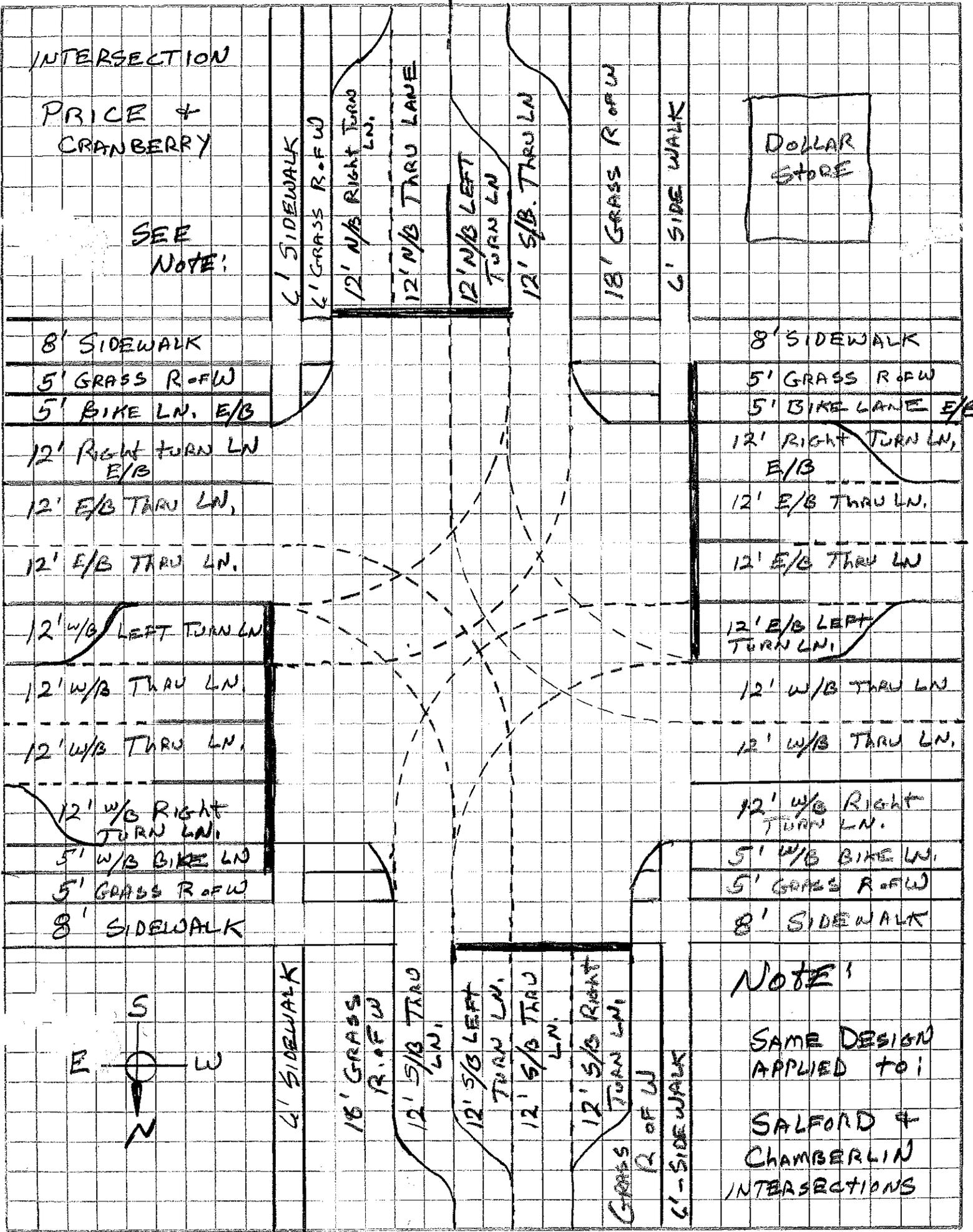
8' SIDE WALK

120' 12' DRIVEWAY APPROACH

ALL EXISTING ROADWAY DRIVEWAYS, FOR EASE OF ENTRY + EXIT OF PROPERTY

INTERSECTION  
PRICE +  
CRANBERRY

SEE  
NOTE:



6' SIDEWALK

6' GRASS R.O.F.W.

12' N/B RIGHT TURN LN.

12' N/B THRU LANE

12' N/B LEFT TURN LN.

12' S/B THRU LN.

18' GRASS R.O.F.W.

6' SIDE WALK

8' SIDEWALK

5' GRASS R.O.F.W.

5' BIKE LN. E/B

12' RIGHT TURN LN. E/B

12' E/B THRU LN.

12' E/B THRU LN.

12' W/B LEFT TURN LN.

12' W/B THRU LN.

12' W/B THRU LN.

12' W/B RIGHT TURN LN.

5' W/B BIKE LN.

5' GRASS R.O.F.W.

8' SIDEWALK

6' SIDEWALK

18' GRASS R.O.F.W.

12' S/B THRU LN.

12' S/B LEFT TURN LN.

12' S/B THRU LN.

12' S/B RIGHT TURN LN.

GRASS R.O.F.W.

6' SIDE WALK

8' SIDEWALK

5' GRASS R.O.F.W.

5' BIKE LANE E/E

12' RIGHT TURN LN. E/B

12' E/B THRU LN.

12' E/B THRU LN.

12' E/B LEFT TURN LN.

12' W/B THRU LN.

12' W/B THRU LN.

12' W/B RIGHT TURN LN.

5' W/B BIKE LN.

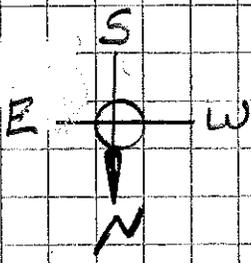
5' GRASS R.O.F.W.

8' SIDEWALK

NOTE:

SAME DESIGN APPLIED TO:

SALFORD +  
CHAMBERLIN  
INTERSECTIONS



**Price Boulevard Widening**  
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City of North Port

**Public Comment Form**

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Saturday, November 19, 2016

I was shocked at the outrage of some residents condemning this project altogether and to continue to vilify those making the decisions serves no purpose. Perhaps changes to the plan could be considered. For example: only (1) - 8<sup>FT</sup> multi-use sidewalk (pedestrian/bike), as is the case currently, eliminating bike lanes 4<sup>FT</sup> x 2 & 2<sup>ND</sup> sidewalk 5<sup>FT</sup> x 1 resulting in 10<sup>FT</sup> of un-needed right-of-way. Another might be to install roundabouts at non-lighted intersections eliminating long lines at stop lights. This concept works very well in Sarasota, even downtown Main St. One at Chamberlain would effect (1) residence, and at Cranberry - effecting (1) business. In addition, perhaps broad "speed humps" could be installed to slow the traffic in conjunction with the proposed 35 MPH speed limit. And finally, restricting or "banning" further commercial development along this corridor. (in particular at intersections) as businesses will only attract more traffic residents and non-residents alike.

NAME:

EDWARD BRIDENBEKER

ADDRESS:

3190 Upland St.

North Port FLA 34286

EMAIL:

patch26r@gmail.com

NOTE: Please complete and place in the "Comments" box or mail to Michael Fear, at the address on the back of this comment form. All comments are part of the public record and are available for viewing by the public and the media.

*Fold*

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Place  
Stamp  
Here

**Michael Fear  
Public Works Customer Service Outreach Coordinator  
City of North Port  
1100 North Chamberlain Boulevard  
North Port, FL 34286**

---

*Fold*

**Price Boulevard Widening**  
From East of Sumter Boulevard to West of Toledo Blade Boulevard  
City of North Port

**Public Comment Form**

We encourage your comments regarding this project

Wednesday, November 30, 2016

- unsafe flow in & out of driveways
- no place to park vehicles in driveway
- unsafe services cause no parking: ex:  
police  
UPS etc  
garbage pickup  
fire trucks
- unreasonable cost for 2.75 miles
- property decreases/devalues
- not community supported
- will not decrease traffic congestion w/ only  
2.75 miles being 4 lanes
- voted by old Commission which has been  
voted out.
- more traffic congestion w/ property owners having  
to make U-turns from their driveways
- leave Price Residential & reduce speed to 30MPH  
in congested area. This will move traffic easier.  
Police & ticket speeders = city revenue.

NAME:

Robin Bliss

ADDRESS:

1480 Saracen Ln

EMAIL:

robnbliss@aol.com

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- 1) Never told when purchasing house that const. was imminent
- 2) Not my retirement plan to deal w/const. for 2+ years
- 3) Home values will plummet
- 4) Lose half of driveway - no room for company to park
- 5) Road not wide enough to do job correctly
- 6) Noise pollution will double
- 7) Air pollution will double
- 8) Not putting in sewer line when road is torn up?
- 9) Never would have spent my retirement money on a house we no longer want to live in.

**Alternatives**

Combine walkway + bike lane

Put walkway and bike lane on one side only

Buy out houses on one side of road and put in 6 lanes

Put in new 6 lane road with no houses near Rt 75

AND LEAVE WEST PRICE ALONE!

NAME:

Donald Blanchette

ADDRESS:

3395 West Price Blvd North Port

EMAIL:

Helzr2@gmail.com

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**Price Boulevard Widening**  
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City of North Port

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Wednesday, November 30, 2016

① LET'S DO THIS CORRECT THE FIRST TIME. INSTALL RIGHT TURN LANES AND TIME THE TRAFFIC SIGNALS PROPERLY.

② TAKE ALL THE PROPERTY ON ONE SIDE OF THE STREET SO AS THE OTHER SIDE CAN HAVE AN ACCESS ROAD TO SAFELY ENTER AND EXIT PRICE. IF THIS IS DONE WE WILL HAVE PLENTY OF ROOM TO DO THIS SAFELY.

NAME: JIM BRADY

ADDRESS: 2772 N. PRICE BLVD  
NORT PORT

EMAIL: JBRADY51@COMCAST.NET

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**Price Boulevard Widening**  
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I expect this project to address all  
of the state & federal  
Regulatory Requirements for:

Construction conducted in/over  
Wetlands &

① Surface Waters, & that habitat &  
Species considerations include

② Comprehensive evaluations of  
Endangered/Protected Species issues.

NAME:

Linda Elligott

ADDRESS:

4774 Flanau Ave N.P.F.

EMAIL:

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Judy Rulli

E-MAIL - Jroll3@COMCAST.NET.

We don't need 4 lanes on price. Think you should reconsider the plan completely. No need for a 19" median with trees to look pretty. Need a multi-use center lane. We need no bike path at all. They don't have one on sunter, why should we. This plan sucks! Need to consider a plan better than this one. We are not even gonna be able to back out of driveway, never have company because they have no where to park. We are also gonna be on a steep incline into our drive without hitting bottom of car. The only way possible to do this is to buy up one side of street, what should be happened years OK. Should have told every one who built on price about this. The city should have bought property before. ~~Noe traffic on price is not~~ Planes is not gonna improve traffic at all, it is gonna make it worse. Last meeting they said they were not thinking about new roads between Toledo Block + Sunter, because they always have been on price block. Does the city plan on paying us for a use of our property, what we paid for, if they have to use it. Most properties on price are also on simple tax, Can't do what you plan. The city doesn't take into consideration of the people who do live on price. The trees in the center lane is not

needed at each. What about nail boxes, where do we put them.  
4 boxes are OK if there is no bike path or 19 $\frac{1}{2}$  ft middle

If you decide to go ahead with this plan, it is not  
going to work. Need to start from scratch on this  
plan completely.

I think they should consider buying up the side  
of pine for this plan.

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Wednesday, November 30, 2016

NO Four lane thru Residential AREAS,  
North Port should have A vision for traffic  
Flow that will serve the Future!

Price Blvd should have Right turn lanes not  
Four lanes, lower speed limit to 30 MPH per  
Florida Dept of Transportation Residential  
speed limits

A new East/West thru fare should be  
considered along I-75. This would be  
A vision for the future of North Port!  
No variances should be granted for City  
Codes to construct four lanes on Price Blvd.

Home Values will decrease minimum of  
\$50,000.00 after completion.

NAME:

Randal Porter

ADDRESS:

2384 W. Price Blvd  
North Port

EMAIL:

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## Public Comment Form

*We encourage your comments regarding this project*

Wednesday, November 30, 2016

ELIMINATE BIKE LANES IN ROADWAY & MAKE WIDER  
MULTIUSE SIDEWALKS.

AS A SENIOR, I AM AFRAID TO RIDE ON THE STREET AND  
I CERTAINLY DON'T WANT TO SEE YOUNG CHILDREN ON  
THE STREET.

NAME:

JANET LEWICKE

ADDRESS:

1058 N. Salford

EMAIL:

JANET LEWICKE@AOL.COM

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\* Looking into alternative routes, such as bridges, connecting streets north + south of Price Blvd. This may alleviate some of those passengers traveling on Price when they don't actually need to.

\* Price Blvd. needs to be fixed some way - lower speed limit, no trucks, center turn lane, anything; but to build to 4 lanes, when traffic may not be alleviated, is too risky

\* Timing on lights, especially at Salford, is too short - synchronization of the lights would be excellent, with Price Blvd. being much longer. (I count it to be about 10 seconds, after turn signals go.)

NAME: Ryan Miller

ADDRESS: 3324 W. Price Blvd.

EMAIL: kufstra20@yahoo.com

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Wednesday, November 30, 2016

Buy us all out & do this  
project right.

NAME:

\_\_\_\_\_

ADDRESS:

\_\_\_\_\_

EMAIL:

\_\_\_\_\_

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Why do we have to have a Median and a bike lane?  
Can we eliminate these to reduce the size  
of the road right away?

Can we compromise on the speed to 40 mph?

Can we look at building bridges to move traffic  
off Price to connect some neighborhoods  
to help w/ the traffic?

Can we eliminate one sidewalk?

NAME:

Germaine + Jim Hovey

ADDRESS:

1057 N. Wapello St

N Port FL 34286

EMAIL:

germaine@fullspectrumpp.com

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why not put sidewalk on one side and  
Bike path on the other. Keep lanes  
12ft wide if do this

when property values ↓ as we know  
they will — will the people on  
Price be compensated by City?

sound proof windows for residents  
on Price.

NAME:

JOHN BRANFORD

ADDRESS:

4990 W. Price Blvd

EMAIL:

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- Please consider buying homes on one side of Price Blvd., creating an access road for remaining homes for a safe enter/exit of drive ways. (Like on Sumter Blvd.)
- Consider making right hand lane turns from Price to Salford + Cranberry. Better time lights with longer passing time on Price.
- Add outlets from sm. neighborhoods to lessen traffic onto Price
- Road work should not be done on Price, Rt 41 + Rt 75 at same time. Evacuation would be deadly.
- No need for bicycle lane. None on Sumter or Toledo - why on Price?
- Huge potential for car vs house accidents w/ roadway so close to homes
- No room in driveway for company or service cars i.e. pool co, landscapers etc
- Price homes values will decrease w/ this widening project 😞

NAME:

Cindy Brady

ADDRESS:

2772 W. Price Blvd

North Port FL 34286

EMAIL:

Cindybrady21@ICloud.com

NOTE: Please complete and place in the "Comments" box or mail to Michael Fear, at the address on the back of this comment form. All comments are part of the public record and are available for viewing by the public and the media.

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- Emergency vehicle response time will increase due to none direct access to homes - must use turn arounds
- Stop shutting down Rt 75 forcing traffic to use City roads as a detour
- The widening of Price from 2 to 4 lanes is only a bandaid when future widening will still be needed. and also more costly when considering having to redo construction. Again, think about buying homes on one side of st for ample room to widen. choose side which is less populated for buy out 😊

NAME:

Cindy Brady

ADDRESS:

2772 W Price Blvd

North Port FL 34286

EMAIL:

Cindy.Brady21@Icloud.com

NOTE: Please complete and place in the "Comments" box or mail to Michael Fear, at the address on the back of this comment form. All comments are part of the public record and are available for viewing by the public and the media.

From: Betsy Archibald [mailto:barchiba@rochester.rr.com]  
Sent: Wednesday, November 16, 2016 7:44 AM  
To: PublicWorks CustService <pwcustservice@cityofnorthport.com>  
Subject: Price Blvd. Widening

Please consider a bike lane when widening Price Blvd. The sidewalks that are along the road are not good for road bicycles – the cracks between the cement squares are very uncomfortable. A bike lane would encourage people to bicycle as well as be a safe alternative to bicycles in the road with the cars. Thank you for your consideration.  
Betsy Archibald (North Port part time resident)

---

From: Robert Karapontso [mailto:rk1051@comcast.net]  
Sent: Wednesday, November 16, 2016 12:41 PM  
To: PublicWorks CustService <pwcustservice@cityofnorthport.com>  
Subject: Price Blvd. Widening

Good afternoon:

As an avid local bicyclist and long-time member of the Coastal Cruisers Bicycle Club, I wonder if plans for the project include a dedicated bike lane on both sides of Price Blvd. Area serious bicyclists often ride from 20-50 miles in a typical day and bike lanes would be welcome from a safety standpoint.

Our club's Thursday ride in North Port often attracts up to 100 riders, during season, that are looking for safe roadways to ride on. It was disappointing to many of us when the re-construction of Sumter Blvd. was completed, that it did not include bicycle lanes. Although, bike and pedestrian paths are welcome, they are generally used by more casual riders. Our members ride anywhere from 14-20+ mph for long distances.

As you make your plans for Price Boulevard's future, would you kindly consider adding bike lanes to its construction.

Thank you.

Sincerely,  
Robert Karapontso  
1051 Ohana Way - Unit 207  
North Port, FL 34289

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From: Leslie Liuzzo [mailto:leslieliuzzo@gmail.com]  
Sent: Thursday, November 17, 2016 7:24 AM

To: PublicWorks CustService <pwcustservice@cityofnorthport.com>  
Subject: W. Price widening

Good morning. I reside off of N Cranberry and I am an avid cyclist. Unfortunately, West Price is the only main thoroughfare for me to reach the quieter areas of North Port. I would like to state my concerns on the widening. I would not feel comfortable using a bike lane on this new road. I agree that speed on the road is already scary. I actively use only the sidewalk for cycling . The wide area allows for safely passing other walkers and cyclists. I support doing away with the bike lanes that are proposed. And I hope there are plans for high curbs to discourage any wandering texters from swaying onto the sidewalk. Thank you for your continued hard work and trying to improve our beautiful city!

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From: Dave & Irene Duhamel [mailto:dave.irene44@gmail.com]  
Sent: Tuesday, November 22, 2016 1:47 PM  
To: PublicWorks CustService <pwcustservice@cityofnorthport.com>  
Subject: Anger with W PRICE WIDENING

We have attended Saturday meeting. We would like to make a strong suggestion to address owner comments made at that meeting.

The issue is lost of personal and visitor parking. Some vacant lots are now on the market. The city should buy up all vacant lots now. Turn some of the lots into extra parking for use by nearby residents. Not parking lots but parking parks with landscaping particularly on entry way. Allow small boat and trailer parking, maybe at a fee.

We believe this would address the anger we heard.

DUHAMELs @ 3805 W PRICE BLVD 703-209-6396

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From: Mike Lasche [mailto:mike@floridawalksandbikes.org]  
Sent: Monday, November 21, 2016 4:12 PM  
To: Michael Fear <MFear@cityofnorthport.com>; Benjamin E. Newman <bnewman@cityofnorthport.com>  
Subject: Price Boulevard

Dear Mr. Fear and Mr. Newman,

I was reading the online edition of the Sarasota Herald-Tribune which mentioned the discussion around the future design of Price Boulevard.

Let me begin by stating that Florida Walks and Bikes, a statewide bicycle/pedestrian advocacy organization, approves of the design that was mentioned in the newspaper article. We understand the limitations of 100' ROW, 4 lanes of motor vehicle traffic, a wide median for U-turns, and the need for bike lanes, sidewalks, and landscaping.

However, in the Herald-Tribune article I was shocked to read that someone who described himself as a cyclist and who had served on a bicycle advisory committee had argued for eliminating the bike lanes and combining them with the sidewalk.

Relegating all bicycle traffic to the sidewalk is an idea that has been rejected by bicycle/pedestrian science since the 1970's. Instead, AASHTO, USDOT, FHWA, FDOT, and all other credible standard-making bodies have called for on-road bicycle facilities, usually bike lanes, on all arterials and collectors. This is also the approach of The Congress for the New Urbanism and Institute of Transportation Engineers in their landmark 2010 work, "Designing Walkable Urban Thoroughfares: A Context-Sensitive Approach.

Obviously, not all cyclists belong on the roads. Most would agree that a six year old child cyclist should use a sidewalk. This is why all the groups mentioned above endorse the two part approach of bike lanes and sidewalks; on-road facilities for faster speed, competent cyclists and sidewalks for slow speed, novice cyclists. Nevertheless, on-road facilities are always recommended.

Placing all cyclists on sidewalks, or off-road paths of any type, has the following disadvantages, among many others:

- 1) It is dangerous, occasionally fatal, for pedestrians to be commingled with cyclists.
- 2) Cyclists face danger from all manner of non-motor vehicle collisions on side paths such as collisions with pedestrians, pets on leashes, and fixed objects.
- 3) Every driveway becomes an intersection, often a low-visibility one, especially in Florida with its lush vegetation.
- 4) At intersections with roads, cyclists emerge as a surprise to motorists from side paths to motorists who scan for traffic on the roadway.
- 5) Bike lanes encourage correct one-way riding but side paths encourage two-way cyclist traffic which exacerbates all the danger issues.
- 6) Research has consistently corroborated, since the 1970's, that cyclists face greater crash frequency and more severe injury from riding on side paths than on the road.

I could go on about why placing all bicycle traffic on side paths is a bad idea but I will direct you to the attached document which provides 15 reasons and supporting data.

I will conclude by mentioning that Florida law defines the bicycle as a vehicle, FS 316.2065, and it should be planned and engineered as such.

As a representative of Florida Walks and Bikes, and as a resident of Sarasota County, I urge you to keep the bike lanes in your design for Price Boulevard. If you have any questions or comments, I would be happy to hear from you.

Mike Lasche  
Executive Director, Florida Walks and Bikes

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# *Bicycle/Pedestrian Advocates*

POB 3746 Sarasota, FL 34230 941-544-7788

By Mike Lasché

May 5, 2015

## Specific Reasons why sidewalks, multi-use paths, sidewalk-style facilities, or other types of sidepaths are a poor policy solution for serving bicyclists.

1) Pedestrian Safety: The pedestrian is the most instantaneously and directionally unpredictable actor in traffic. They can turn instantly. They can throw out their arms instantly. Some pedestrians are children. The danger is increased when pedestrians are in groups. Nor is a walker expecting someone moving up behind him at bicycle speeds. This leads to collisions with sidewalk cyclists, sometimes with serious injuries or fatalities. Please note that many municipalities around the country, including the City of Sarasota, have banned cyclists from using some sidewalks for this reason. Indeed, Florida Statute (316.008 (h)) allows local ordinances to ban cyclists from sidewalks.

2) Bicyclist Safety, non-motor vehicle collisions: Collisions with pedestrians can injure or kill cyclists too. Sidewalks also feature signs, trash cans, benches, sidewalk vendors, children, dogs on leashes, doors opening, shoppers emerging from business entrances, glass windows, and other objects.

3) Every Driveway becomes an intersection, often a low-visibility one: For cyclists on sidewalks or multi-use paths, driveways present special danger for several reasons. First, the visibility at a driveway/sidewalk intersection is often much less than at a driveway/roadway intersection. Indeed, transportation literature includes the term “blind driveways” for driveways with visibility obstructed by built or natural objects such that a motorist cannot see the sidewalk until he/she is actually blocking it. Second, motorists taking a driveway across a sidewalk often expect sidewalk traffic to be moving at pedestrian speeds, not bicycle speeds. Third, sidewalk bicyclists, like all sidewalk users, have the legal right of way and do not expect motorists to suddenly block their way. But, often, motorists can't see the sidewalk facility until they actually are blocking it. For these reasons, neither motorist nor cyclist may have the reaction time to avoid a collision when a car crosses a sidewalk/multi-use path. The classic crash in this case is when a motorist emerges from a driveway to enter the roadway. Another type is the “right hook” which occurs when a vehicle comes from behind and turns right in front of the sidewalk cyclist. And, there is the “left hook” where a motor vehicle may come from the other direction and turn left in front of the sidewalk cyclist. Roadways don't present as much of this problem for cyclists because engineers take care to establish visibility/clear sightlines on the road and it is clear that road users have right-of-way over driveway traffic or turning traffic. But, sidewalks are not engineered for such visibility

nor is right of way so well understood on it. And, given all the things that motorists must see and consider, and especially given the “visual soup” that exists on roadways, it is not reasonable to expect motorists to see bicycle traffic on sidewalks.

4) At road intersections, cyclists emerging from sidewalks are a high speed surprise to motorists: When motorists go through an intersection, their attention is usually fixed on roadway traffic, not on sidewalk traffic. And, cyclists on sidewalks are less visible than cyclists on roadways. Thus, it is not reasonable to expect motorists to perceive cyclists moving at bicycle speeds, who may have the legal right of way, suddenly emerging from sidewalks into their path at intersections. Perceiving the sidewalk cyclist is difficult enough to do when a motorist is proceeding straight through an intersection but it becomes even more difficult when a motorist is turning right. This crash is the classic “right hook”, when a motorist makes a right turn and crashes into a cyclist going straight along the corridor. Roadway intersections are also the source of the classic “left hook”, where motorists make a left, only to be surprised by a cyclist suddenly emerging from the sidewalk into the intersection.

5) Sidewalks/multi-use paths/sidepaths encourage two-way bicycle traffic, which worsens all the safety issues: On the road, it is illegal for a bicycle to ride against the flow of traffic but, on the sidewalk, bicycles have the legal right to go either direction. This increases the danger for cyclist/pedestrian crashes, cyclist/cyclist crashes, and cyclist/motor vehicle crashes at driveways and intersections.

6) Research shows that sidewalks/multi-use paths/sidepaths are dangerous for bicyclists: Although many studies can be cited, a classic in the field is “Characteristics of the Regular Adult Bicycle User”, a Master’s Degree Thesis, University of Maryland, by Jerrold Kaplan, 1975. Kaplan states, “Surprisingly, bicycle facilities where no motor vehicles are allowed showed the highest accident rate of any variable examined. On-street facilities, such as bicycle lanes or routes, showed a very low accident rate. The rates for both major and minor streets fell in between.” And these results have been corroborated many times throughout the years. One recent example is a study from February 2015, based on researchers from 4 universities, available from <http://bmjopen.bmj.com/content/5/1/e006654.full.pdf>, which found that one of the prime contributing factors in severity of bicycle crash injuries was the use of a sidewalk or shared-use path. A summary, from <http://usa.streetsblog.org/2015/01/09/study-what-puts-cyclists-at-greatest-risk-its-not-what-you-wear/>, said:

“Researchers found that people who were injured while riding on sidewalks or shared-use paths tended to sustain worse injuries, even compared to cyclists riding on major roads with no bike infrastructure. These counterintuitive results suggest that riding in places with potential conflicts between cyclists and pedestrians can be more dangerous than people assume. An earlier study by the same research team found people riding on sidewalks and multi-use paths were also more likely overall to be involved in a collision or crash.”

7) Sidewalk facilities are not a practical option for cyclists going from point A to point B: On the road, cyclists can usually move at bicycle speeds and proceed smoothly through all intersections. But, on sidewalks/sidepaths/multi-use paths, due to the visibility/safety issues, cyclists have to move slower and stop or slow at each intersection. Thus, actual practicing cyclists, who like everyone else want to get from point A to point B as quickly as they can, and have to provide their own physical power to do so, often avoid sidewalks and use the roads. Assuming we wish to encourage bicycle use, we should not relegate cyclists to facilities which make them less visible, are unsafe, retard the cyclist's speed, and cause him/her to stop/slow at every intersection.

8) Sidepaths restrict cyclist's movements, causing them to make unusual or unsafe maneuvers. On the road, a cyclist has no problem making a mid-block left turn. He/she simply checks for traffic, signals, merges into the appropriate area for a left turn, and completes his turn.....the same as any other vehicle. On a sidewalk, making the same mid-block left turn would mean dismounting, leaving the sidewalk, walking the bicycle over the curb, then starting from zero to merge or cut perpendicularly across traffic. Similarly, if a cyclist wishes to make a left turn at an intersection, he/she simply checks for traffic, signals, merges into the left turn lane, and turns if the signal permits. On the sidewalk, a cyclist has to go the intersection, navigate two crosswalks after waiting for signalization at both, to make a left turn and end up moving with traffic.

9) Cost/Impracticality: In urbanized areas, purchasing right of way for bike paths or multi-use paths is usually prohibitively expensive. Narrow strips of land, 5-10", outside the existing roadway, are often very expensive commercial frontage, easily costing millions of dollars for distances of a few blocks. For example, buying extra right of way for the FDOT reconstruction on US 41, from 10<sup>th</sup> to 14<sup>th</sup>, was found to cost several million dollars. Since public budgets are limited and highly contested, it is very unlikely that the public will pay for this over the usual distances of corridors, miles and miles. But, this is exactly what bicyclists need, infrastructure that that serves them for miles and miles. So, off-road facilities for bicyclists, through developed areas, are usually too costly and therefore rare. In some cases, policy makers have tried it on short stretches of corridor where they were able to find extra right of way. But, then, over the length of the corridor, the public is left with an on-again, off-again sidewalk/multi-use path, interspersed with bike lanes/wide curb lanes/sidewalks, or even no facilities at all. On-again/off-again is not an acceptable transportation policy. It creates problems with motorists who have to deal with cyclists behaving one way on one part of the road and behaving differently on another.

10) In Florida, the bicycle is legally defined as a vehicle, with all the rights to the road of other vehicles. After all the bad experiences with sidewalk bike paths in the early 1970's, Florida recognized the bicycle as a vehicle in 1978 (F.S. 316.003(2) and 316.2065(1)). Indeed, every state in the nation now treats the bicycle as a vehicle. The Florida Legislature has also removed the ability of local governments to require cyclists to give up the road and use sidewalks/sidepaths/bike paths/multi-use paths. Local efforts to relegate bicycles to sidewalks conflict with the state's effort to treat them as vehicles.

11) In Florida, a cyclist loses right of way on the sidewalk. Florida Statute 316.2065 (9) and (10) specify that cyclists have the rights of pedestrians on sidewalks and crosswalks but cyclists must yield to actual pedestrians.

12) National/State Standards: For these reasons, among others, all of the credible standard-setting bodies do not recommend sidewalks or multi-use paths as the policy option for bicyclists. Let us begin with the pre-eminent standard making body in America, the American Association of State Highway Traffic Officials, AASHTO, which calls for bike lanes (or wide curb lanes) and sidewalks on arterials and collectors. The Federal Highway Administration makes the same recommendation. Then, there is FDOT, through its own Plans Preparation Manual and the Green Book, FDOT's guide for local agencies. FDOT has been placing sidewalks and bicycle lanes/wide curb lanes on arterials and collectors for decades. Then, there is the Institute of Transportation Engineers, the 17,000 member association of American transportation engineers, and the Congress for New Urbanism (CNU). In a landmark work of 2010, co-authored by the CNU and ITE, entitled "Designing Walkable Urban Thoroughfares: A Context Sensitive Approach" bike lanes and sidewalks are called for on all arterials and collectors, in all residential and commercial areas, in suburban, general urban, and urban center/core areas. This landmark document, one of the first by the transportation engineers to call for designing streets according to local needs rather than regional needs, is possibly the finest synthesis of concern for local context sensitivity and engineering practicality. It is downloadable at <http://library.ite.org/pub/e1cff43c-2354-d714-51d9-d82b39d4dbad>.

13) For over 3 decades, the American approach has been to integrate bicycles, not segregate them. For all of these reasons previously cited, the direction of bicycle transportation science since the 1970's has been to integrate the bicycle into the transportation network, not to segregate it. Segregation is unsafe, costly, and impractical. Integrating cyclists into the existing transportation network is safer, much less costly, and works for all users. Thus, the direction of agencies and standards has been to provide for all types of cyclists by providing "complete streets", streets which serve all populations of users including motorists, pedestrians, and both types of cyclists. Faster, more competent, and more confident cyclists are served by on-road accommodation, usually bike lanes. Slower cyclists, such as novice adults or children, willing to sacrifice utility for perceived safety, are served by sidewalks. This one-two punch has been found to increase safety and encourage bicycle use throughout the country.

14) Florida Experience with Bike Lanes: Sidepaths are sometimes suggested because some allege that bike lanes don't attract bicycle ridership or promote safety. But what does the data show? Using a recent prominent Florida example, Miami-Dade County reports (Henderson, Miami-Dade MPO,) that from 1990, around the time that it began to seriously integrate bicycles into the transportation system through on-road accommodation such as bike lanes, annual bicycle fatalities have decreased from 25 to 5 in 2012, an 80% reduction. In the same period, annual bicycle injuries have decreased

by approximately 25%. These impacts are particularly stunning when one considers that, from 1990 to 2012, the population of Miami-Dade grew by 649,000, a 33% gain.

More detailed statistics for Miami-Dade were reported for 2007 to 2012. During that time, bike lane mileage increased by 175%. This was accompanied by a close-to-perfect correlation of a 164% increase in biking, as measured by the US Census. During the same period, Miami-Dade's population grew by 5.67%. With the per capita increase in ridership and the population increase, this means a 173% increase in bicycle ridership. Though bicycle injuries grew by 67% during the same period, this growth doesn't remotely match the increase in cycling. Obviously, conditions are safer. And perhaps most importantly, despite a 173% increase in cycling, the raw numbers of annual bicycle fatalities actually dropped 58% from 2007 to 2012, from 12 to 5. (See [http://www.slideshare.net/PWPB\\_Slides/pwpb-2014-bikes-on-limited-access-facilities-hendersonrobertson-0910](http://www.slideshare.net/PWPB_Slides/pwpb-2014-bikes-on-limited-access-facilities-hendersonrobertson-0910) )

15) Local Experience: Sarasota should know better than to expect sidewalks or multi-use paths to be satisfactory. We have the recent experience with Ringling Bridge, which initially allowed cyclists onto the 10' wide sidewalk. And, this sidewalk had no driveways, no intersections, no businesses with doors, or any of the regular sidewalk obstructions. Yet, despite all of those mitigating factors, allowing cyclists on its sidewalk led to a civic uproar which led to City action and signage directing cyclists to walk their bikes. But, this experience is nothing new. Back in the 1970's, bike paths, in the form of wide sidewalks, were built on Siesta Key and Longboat Key. Immediately, complaints began to arise over safety. Motorists emerging from cross streets, which were often blind intersections due to shrubbery or other obstructions, conflicted with cyclists riding the path. Conflicts occurred between pedestrians and cyclists on the path, leading the City of Longboat Key to pass an ordinance requiring bells on bicycles. Motorists turning left, or right, were conflicting with cyclists suddenly emerging into the street from bike paths. Bicyclists avoided using the bike paths, leading to arrests and conflicts with motorists who were angry that cyclists weren't using the bike path. Sidewalks are called sidewalks for a reason.....they are a walkway by the side of the road, intended for pedestrian speed traffic. Sarasota has learned this lesson before and should avoid having to learn it again. Nor does simply widening them, and/or declaring them some other name, such as "bike path", or "multi-use path", change their essential character. If it walks like a duck, quacks like a duck, and acts like a duck, it's a duck.