



Stantec Consulting Services Inc.
6920 Professional Parkway
Sarasota FL 34240-8414

April 8, 2025

Project/File: Milano PUD Traffic- 215811383

Patrick K. Neal
Laurel Road Investments, LLC
5800 Lakewood Ranch Blvd
Sarasota, FL 34240

Dear Pat,

Reference: Milano Response to Gary Scott's Statement (22-40SP)

We have evaluated the April 4, 2025, Appellant Gary Scott's Statement to the City Council in the Matter of 22-40SP and offer the following responses:

- 1. Under LDR 86-23(m)(3) the city council should consider, "Ingress and egress to the development and proposed structures thereon, with particular reference to automotive and pedestrian safety...:**

The proposed ingress and egress at each proposed driveway were submitted to Sarasota County, who is the operating and maintaining agency for Laurel Road, in the form of administrative variances for full median openings on Laurel Road and on Jacaranda Boulevard (October 8, 2021) and for a traffic signal at the Laurel/Veneto intersection (October 4, 2022). The full median openings were approved February 11, 2022. While I issued my opinion in the Traffic Signal Administrative Variance, that the Laurel/Veneto intersection would be safer with a traffic signal, the Traffic Signal Administrative Variance was denied by Sarasota County on January 10, 2023.

It should be noted that Sarasota County has been reviewing the Laurel/Veneto intersection consistently from 2022 through present as part of the four-lane widening of Laurel Road between Knight's Trail Road and Jacaranda Boulevard. The design is being prepared by Stantec Consulting Services Inc. Sarasota County has consistently determined that the Laurel/Veneto intersection remain as a two-way stop control intersection treatment. As the maintaining/operating agency, they consider the intersection treatment appropriate and safe.

Stantec and Sarasota County received the Traffic Impact Study (TIS) and Intersection Control Evaluation (ICE) Analysis, August 2023, prepared by Michael Fury, PGA. Our review of the TIS & ICE has the following comments:

While the Design Year intersection analysis of the Laurel/Veneto intersection was summarized showing the northbound and southbound at Level of Service (LOS) F and LOS E respectively, this summarization is not the only measure of intersection performance. The TIS & ICE failed to note that the Volume/Capacity Ratio (V/C) for the northbound through-left movement remained under 1.0 at 0.852 (highlighted below) which is an additional test for demonstrating that the movements still have sufficient capacity. The report also failed to indicate that the 95th percentile northbound through-left movement queue length is 6 vehicles with an average delay per vehicle during the peak 15 minutes of the pm peak hour of 88.5 seconds per vehicle. The southbound through-left movement is projected to have a V/C Ratio of 0.347 demonstrating sufficient capacity. The 95th percentile queue length for

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the southbound through-left is only 2 vehicles with an average delay per vehicle during the peak 15 minutes of the pm peak hour of 37.8 seconds per vehicle. While inconvenient for northbound through-left vehicles, it would not warrant the expenditure of \$1million (average) for a traffic signal to address this delay that occurs for one hour in the day.

HCM 6th TWSC

3: Development Driveway/Veneto Boulevard & Laurel Road

08/07/2023

Intersection

Int Delay, s/veh 13.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑	↗	↖	↑↑	↗	↖	↑↑	↗	↖	↑↑	↗
Traffic Vol, veh/h	143	328	97	40	247	57	96	38	18	36	17	88
Future Vol, veh/h	143	328	97	40	247	57	96	38	18	36	17	88
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	250	250	-	-	-	-	100	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	155	357	105	43	268	62	104	41	20	39	18	98

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	330	0	0	462	0	0	896	1083	179	894	1157	165
Stage 1	-	-	-	-	-	-	667	667	-	385	385	-
Stage 2	-	-	-	-	-	-	229	416	-	509	772	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.82	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1226	-	-	1085	-	-	235	216	833	236	195	850
Stage 1	-	-	-	-	-	-	414	455	-	610	609	-
Stage 2	-	-	-	-	-	-	753	580	-	515	407	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1226	-	-	1085	-	-	168	181	833	167	164	850
Mov Cap-2 Maneuver	-	-	-	-	-	-	168	181	-	167	164	-
Stage 1	-	-	-	-	-	-	382	398	-	533	585	-
Stage 2	-	-	-	-	-	-	622	567	-	394	368	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.1	1	79.1	20.3
HCM LOS	F	F	F	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	171	833	1226	-	-	1095	-	-	166	850
HCM Lane V/C Ratio	0.852	0.023	0.127	-	-	0.04	-	-	0.347	0.113
HCM Control Delay (s)	88.5	9.4	8.4	-	-	8.4	-	-	37.8	9.8
HCM Lane LOS	F	A	A	-	-	A	-	-	E	A
HCM 95th %ile Q(veh)	6	0.1	0.4	-	-	0.1	-	-	1.4	0.4

6 car queue

2 car queue

Scenario 2 - Design Year 10:49 am 07/10/2023

Synchro 11 Report
Page 1

Reference: Milano Response to Gary Scott's Statement (22-40SP)

A review of the ICE portion of the study, finds that the analysis is incomplete and does not follow Florida Department of Transportation (FDOT) procedures and consider a roundabout for intersection control. Because PGA was under contract with the Venetian Golf and River Club, who controls the right-of-way on the north side, a roundabout should have been considered. Under standard FDOT procedures, the roundabout would likely have demonstrated a superior cost/benefit ratio and higher safety performance than a traffic signal.

Sincerely,

Stantec Consulting Services Inc.



Francisco B. Domingo PE
Senior Project Manager, Transportation
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Mobile: (94) 232-1534
frank.domingo@stantec.com

Cc: Jeffrey A. Boone, Esq., Boone Law Firm P.A.
Annette Boone, Esq., Boone Law Firm P.A.
James T. Collins, Planner, Boone Law Firm P.A.
Maryanne Grgic, Keypoint Communications

Attachment: ARC Letter



Stantec Consulting Services Inc.
6920 Professional Parkway
Sarasota FL 34240-8414

April 7, 2025

Project/File: Milano PUD Traffic- 215811383

Patrick K. Neal
Laurel Road Investments, LLC.
5800 Lakewood Ranch Blvd
Sarasota, FL 34240

Dear Pat,

Reference: Milano PUD TIA ARC Review

We have evaluated the August 14, 2024, Review Letter from Alex Roark Engineering (ARC) and offer the following responses:

It should be noted that the Traffic Impact Analysis (TIA) completed by Stantec was prepared after the methodology was approved by the City of Venice and their independent transportation review consultant. The TIA was then reviewed and approved by the City of Venice, their independent transportation review consultant, and Sarasota County. Additionally, the October 2023 study was not the latest study. The study was updated, with the final version produced in November 2023. Additionally, based on the comments, ARC appears to be unfamiliar with the TIA process followed by the City of Venice and Sarasota County. As for individual responses, see below.

1. The guidance in the ITE handbook states should, not shall. While the 70,000 sf is not within the 100,000 sf to 2 million sf range, the internal capture estimate between the different land uses follows similar patterns. Even within ITE's range, a 100,000-sf mixed use development likely has a different internal capture rate than a 2 million sf development, but ITE does not differentiate between the two. As stated on page 2, the detailed trip generation and internal capture calculations, which document the entering and exiting internal capture traffic, are provided in Appendix C.
2. The manual adjustments were reviewed and approved by both the City of Venice's consultant and Sarasota County as part of the methodology prior to conducting the traffic analysis. The proposed Publix on Laurel Road will serve the surrounding residential areas north and east of I-75; therefore, greater weight was put on the interaction with those TAZs. The travel demand model does not distinguish different types of retail trips and is unaware that there is a Publix on Laurel Road just west of I-75 and another one on Jacaranda Boulevard just south of I-75. Customers are not likely to pass one Publix to go to another Publix. A quick review of the surrounding areas using Google Earth illustrates this.
3. All northbound pass-by traffic on Jacaranda (25 trips) utilizes the full access on Jacaranda. The pass-by traffic turning left at the full access on Laurel Road (6 trips) are westbound pass-by traffic coming from east of Jacaranda. It is logical to assume that vehicles will utilize the access closest to their destination within the shopping center. The 50/50 split of southbound pass-by traffic between the two Jacaranda access points is reasonable given the location of development with regard to the

4. The service volumes used in the analysis match what is in Sarasota County's Generalized LOS tables as shown below.

[illegible]

LSH 1/2 (Jan 95)	Owner	Address	FDOT/MP	D	J	N	SA	Jan-21	85,308	85,308	8,351	L	U	10,060
131 1/2 (SR 98)	Sumter Blvd	Toledo Blade	FDOT/MP	6	3	70	302	Jan-21	62,500	62,500	5,180	B	D	10,060
132 1/2 (SR 98)	Toledo Blade	County Line	FDOT/MP	6	7.75	70	302	Jan-21	62,500	62,500	5,180	B	D	10,060
131	Jacaranda Boulevard	Laurel	Border	2	1.16	35	147	Jan-21	5,083	5,083	559	C	D	1,130
132	Jacaranda Boulevard	Border	1-75	2	0.8	45	47	Jan-21	7,326	7,326	799	C	D	1,600
134	Jacaranda Boulevard	1-75	Executive/Commercial	4	0.28	45	44	Jan-21	27,627	27,627	2,707	C	D	3,401
136 1/2	Jacaranda Boulevard	Executive/Commercial	Venice	4	0.43	45	44	Jan-21	31,943	31,943	3,018	C	D	3,401

- Stantec Consulting Services Inc.**

Digitally signed by Domingo, Frank
DN: CN="Domingo, Frank",
OU=internal, OU=users,
OU=stahtec, DC=corp, DC=ads
Reason: I am approving this
document
Date: 2025.04.07 12:48:47-04'00'

Attachment: ARC Letter

ALEX ROARK ENGINEERING



AUGUST 14, 2024

CONTACT

Mr. Gary Scott
North Venice Neighborhood Alliance
P.O. Box 104
Laurel, Florida 34272

☎ 850-567-2044

✉ drew@alexroarkeng.com

🌐 www.alexroarkeng.com

Dear Mr. Scott,

Alex Roark Engineering has reviewed the Transportation Impact Analysis for the proposed Milano PUD Commercial prepared by Stantec dated October 2023, and we offer the following comments.

1. Trip Generation and Internal Capture Reductions are Flawed.

In this analysis, internal capture reductions are taken using percentages from the Institute of Transportation Engineers (ITE) Trip Generation Handbook. Section 6.5.1 of the same handbook states, "The data that form the bases for the internal capture methodology are from mixed-use development sites that have between 100,000 and 2 million sq. ft. of building space and an overall acreage of up to roughly 300 acres. The mixed-use development should fall within those ranges." This site has 70,240 sq. ft which is outside of that range. Therefore, unless another source can be provided, these internal capture rates should not be utilized in this analysis. Also, internal capture rates are directional (applied



separately to entering and exiting traffic), however the rates shown in Table 1 are singular which is misleading.

2. The Manual Adjustments to the FSUTMS Model Output are Not Justified.

The analysis uses the FSUTMS model for distribution, however there are several manual adjustments to the results. The report text attempts to justify the adjustments by stating, "greater weight was given to the interaction between the commercial development and the Venetian Golf and River Club residential development on the north side of Laurel Road as well as other surrounding residential developments that the commercial development is intended to support." However, the model already weights this interaction and removes bias based on "intentions." The FSUTMS model attempts to replicate reality considering factors such as speed and congestion. Also, it appears that there is significant ongoing development to the south of this site which would imply more traffic using Jacaranda.

The analysis also indicates that it ran the Existing + Committed (E+C) model which means the existing roadways plus the financially committed improvements that are planned in the near future. The analysis also mentions in the Scheduled Improvements section that Laurel Road from Knights Trail Road to Jacaranda Boulevard is planned for widening. This would be a committed improvement; however, the model does not appear to be coded with this improvement. This can affect the projected traffic in the area and should be corrected.

3. Pass-By Reduction Assignment is Unreasonable.

The pass-by reductions appear to be assigned to the roadways and intersections manually and separately (from the rest of the trip generation estimate). There are several illogical assignments included. For example,



project traffic entering the site that are northbound (from the south on Jacaranda Boulevard) are shown to bypass the full access intersection on Jacaranda Boulevard, turn left at the Laurel Road at Jacaranda Boulevard intersection, and then turn left again at the full access intersection into the site on Laurel Road. Another example would be traffic entering the site heading southbound on Jacaranda Boulevard from Laurel Road. The analysis shows that half of the entering traffic would bypass the first right in/right out intersection to enter at the following intersection. In reality, most drivers will enter the site at their first opportunity unless it is a service entrance which these are not.

4. Service Volumes (Capacities) Are Incorrect.

The service capacities utilized are from the Sarasota County Generalized Level of Service Analysis Tables. However, some segments appear to have service volumes that differ from the Sarasota County Generalized Level of Service Analysis Tables. Border Road from Jacaranda Blvd. to Jackson Rd. shows a service volume of 1,120 in the analysis, but the County Generalized Level of Service Analysis Tables shows 1,057. Another example is on Jacaranda Blvd. from Border Rd. to I-75 is shown as 1,600, but the table show 1,510. This is significant as the Border Road segment would be included in the study area if it were coded properly.

5. Future Volumes Are Incorrect.

The report does not show the project traffic on any of the figures. The only location that it appears to show the project traffic assignment is in Table 5 under "Vested Traffic". The proposed project traffic is not vested traffic. Also, the traffic volumes listed in the table for Milano PUD appear to be incorrect.

Additionally, Figure 6 shows the 2028 PM Peak-Hour Total Traffic volumes. Figure 5 shows the 2028 PM Peak-Hour Background Traffic volumes.



Subtracting the volumes in Figure 5 from Figure 6 should equal the project traffic volumes. In many cases, this subtraction results in a negative number. For example, on Jacaranda Boulevard just south of Laurel Road the southbound volume in the 2028 background traffic goes from 810 to 791 after the project is added. It defies logic that adding this project would reduce traffic on the surrounding roadways.

6. The Assumption of Improvements to Mitigate Existing Deficiencies Would Always Result in No Impacts.

The process followed in this analysis cites F.S. 163.3180 which essentially exempts developers from contributing proportionate share monies to preexisting deficiencies. However, choosing the improvements that are required to correct the preexisting deficiencies – but then also create additional excess capacity which is subsequently used to accommodate the proposed project traffic - is flawed. Under this process any area that has a preexisting transportation capacity deficiency would never show an impact.

In summary, there are technical issues associated with the Traffic Impact Analysis. Based on this review, this Transportation Impact Analysis should be revised to accurately reflect an assessment of the transportation impacts associated with this proposed development. Additionally, the process followed assumes significant (millions of dollars) improvements that are not committed and may never materialize. Therefore, in reality, the traffic conditions in the future will not meet the level of service standards and the proposed development will make those failures worse. The net result is likely to be significant traffic congestion in this area. Please let us know if you have any questions.

Sincerely,



Drew Roark, PE, CTL
Vice President



Charles Andrew (Drew) Roark P.E. CTL



Mr. Roark has 28 years of experience in the transportation consulting industry with over 10 years of senior management experience in the transportation consulting industry. He has experience from traffic data collection to directing the Transportation Sector for the Southeast US for large engineering firms. As is shown below, although Mr. Roark's experience is broad in many different areas within the industry, his technical specialties are primarily in the area of traffic engineering and planning. Mr. Roark has been directly involved with multiple Project Development and Environment (PD&E) studies, managed specialty projects such as the Florida Department of Transportation Central Office Transportation Statistics Data Support project and the Florida Statewide Motor Carrier Compliance General Consultant contract. Mr. Roark is experienced in preparation and review of transportation impact studies for numerous Developments of Regional Impact (DRI) throughout the state of Florida. His experience has included preparation and supervision of data collection programs, coordination with local review agencies, preparation of traffic signal warrant reports, modeling of future traffic volumes using the FSUTMS model, calculations of projected impact fees including independent impact fee studies and preliminary roadway planning and design for maximizing safety and mobility.

RELEVANT PROJECT EXPERIENCE

- **Statewide Trip Generation Study, Florida Department of Transportation, Research Center – Project Manager.** A statewide study investigating trip generation rates associated with Fast Food with drive through and Coffee Shops with drive through land uses. Study will compare the trip generation rates of 40 sites around the State of Florida in multiple context classifications as well as the service times and queueing from the site. The site will determine if different brands of the same land use exhibit different operating characteristics. The project is focused on the prevention of queueing into the adjacent roadway system and improving safety.
- **Motor Carrier Compliance (OMCC) General Consultant, Florida Department of Transportation, Central Office–Project Manager.** A General Consultant contract providing architectural and engineering services, including planning, environmental, building design, geotechnical, landscaping, developing design criteria for design-build, permitting and other necessary services to assist in the planning, construction and management of various projects and facilities around the state of Florida managed by the OMCC.
- **City of Tallahassee Traffic Signal Management Plan (TSMP). Tallahassee, Florida. Traffic Engineer.** The TSMP is a process developed by FHWA to provide a framework for delivery of high-quality service to the public through an efficient and well-maintained traffic signal system. The City of Tallahassee's goals were to develop a Traffic Signal Strategic Business Plan which would provide a succinct description of all activities required for City staff to manage the traffic signal program, offer a basis for introducing new staff to the processes relevant to their roles, both inside and outside the program or City, illustrate to management and outside funding agencies the structured approach to traffic signal management, specify an approach to strategically shift design, maintenance and operations from reactionary to proactive and to effectively plan for needed capital improvements, as well as other goals.

Alex Roark Engineering, PLLC

Years of Experience: 28

Education:

- Bachelor of Science in Civil Engineering, University of South Florida, 1997

Professional Registration:

- Registered Professional Engineer: Florida (No. 56826), 2001
- Registered Professional Traffic Operations Engineer: (No. 1105), 2003 - 2009

Certifications:

- Certification in Transportation and Logistics (CTL), 2014 – Lifetime Member

Professional Membership:

- Board Member, Tampa Bay Chapter Institute of Transportation Engineers, 2005 - 2007
- Member, Institute of Transportation Engineers, Planning Council
- Member, Leadership Tallahassee Class 26
- Board Member, Tallahassee Economic Development Council, 2014
- Certification in Transportation and Logistics (CTL), 2014 – Lifetime Member
- Public Relations Committee Member, ACEC FL - Current
- Transportation Committee Member, ACEC FL – Current
- Small Business Subcommittee Member, ACEC FL – Current
- Florida Engineering Society – Big Bend Chapter – Current

Additional Activities:

- Adjunct Professor, FAMU-FSU College of Engineering – Transportation Engineering Course – Fall 2022 – Spring 2023



- **Transportation Statistics Data Support Contract, Florida Department of Transportation, Central Office (2012-2015) (multiple selections) - Project Manager/Officer.** Involves a General Consultant contract supporting Central Office Statistics. This contract includes assignments in traffic monitoring (primarily relating to data extraction from the permanent count stations, teaching the Project Traffic Forecasting classes and development of the new Project Traffic Forecasting database), data collection (freight, RCI, RITA, SLD, Video Log, route sequencing and Quality Control processes), data analysis (HPMS, city-county mileage web site and VMT) and GIS Basemap (FREAC, Remote sensing, ArcGIS and ArcSDE application development and testing) areas.
- **US 319 at Songbird Avenue Traffic Signal Design. Crawfordville, Florida. Engineer of Record.** Project includes a traffic signal design for an intersection on US 319, Crawfordville Highway. Mast arms were required and a unique design to avoid and minimize utility conflicts as well as voids found in the soil.
- **City of Fort Myers, Florida Traffic Signal Design. Signal Design Lead.** Project included the re-design of six traffic signals. Five of the intersections included mast arms, and one was strain pole. The intersections are located on First and Second Street, which were one-way pairs and were being converted back to two-way and taken over by the City of Fort Myers. Challenges included trying to re-use as much of the existing infrastructure as possible.
- **Transportation Impact Analyses.** Conducted transportation impact analysis for the following projects as well as over a dozen others in the Tallahassee Area:
 - Publix, Wakulla County, Florida
 - Florida Mall DRI, Orange County, Florida
 - Northbrook Development, Collier County, Florida
 - Sarasota Memorial Hospital, Sarasota County, Florida
 - Connerton DRI, Pasco County, Florida
 - Tampa Tech Park, Hillsborough County, Florida
- **Woodville Highway Safety Study. FDOT District 3, Tallahassee, Florida. Project Manager.** Project included evaluation of five years of crash records to determine patterns and appropriate crash mitigation and crash modification factors using the Highway Safety Manual. Recommendations including conceptual designs and benefit cost analyses were included.
- **Hillsborough County Signal Warrants – Hillsborough County Government, Hillsborough County, Florida – Project Manager.** As part of an on-call contract this project included providing traffic signal warrant analyses at intersections specified by Hillsborough County. Field and traffic volume count data were collected at each intersection. Scope included analyzing dozens of intersections that were suspected of the need for a signal or were citizen inquiries.
- **US 98 (SR 30) from CR 30F(Airport Road) to the Walton County Line, Florida Department of Transportation, District 3.** Project is the design of a capacity improvement from four to six lanes including major pedestrian facilities. Our portion of the project included traffic data collection, analysis and signal design, noise analysis, landscape architecture, and permitting.
- **Bannerman Road Corridor Study, Leon County, Florida--Project Manager.** Preparation of a corridor study to analyze a two-lane divided roadway and its applicability to be widened to four lanes. Project includes traffic analysis, development of alternatives, evaluation of the preferred alignment, potential environmental impacts, public participation and documenting the analysis completed.
- **Mobility Plan, City of Destin, Florida – 3TP, Traffic Engineer.** Establishing an up-to-date mobility fee including a carrying capacity study, a full update and documentation of the City's mobility plans, an assessment of the role of land use in generating transportation demand, and mobility fee calculations tied to planned improvements.
- **Destin Traffic Signals Update, Destin, Florida – 3TP.** This project included updating the phasing, timings, and geometries of all of the traffic signals within the City of Destin. As a sub to 3TP, all of the services and deliverables including the updated Synchro files and models were provided.

Traffic Signal

- Sarasota County operates & maintains Laurel Road
- Traffic Signal
 - An administrative variance was submitted to Sarasota County on October 4, 2022, for a traffic signal at Laure/Veneto; however, it did not meet warrants in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) or County spacing standards
 - The traffic signal variance was denied by Sarasota County on January 10, 2023.
 - A request was made to appeal the denial. County staff indicated that we could not appeal the decision.

Traffic Signal

- Sarasota County did not agree with the Administrative Variance
- Sarasota County received the PGA Traffic Impact Statement and ICE Analysis
 - The PGA Analysis demonstrated minor delay
- Sarasota County has not asked Stantec to add a traffic signal to the Laurel Road widening design