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

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

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	96

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	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1226	-	-	1095	-	-	235	216	833	236	195	850
Stage 1	-	-	-	-	-	-	414	455	-	610	609	-
Stage 2	-	-	-	-	-	-	753	590	-	515	407	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1226	-	-	1095	-	-	168	181	833	167	164	850
Mov Cap-2 Maneuver	-	-	-	-	-	-	168	181	-	167	164	-
Stage 1	-	-	-	-	-	-	362	398	-	533	585	-
Stage 2	-	-	-	-	-	-	622	567	-	394	356	-

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

V/C Ratio < 1;sufficient capacity

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 %tile 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
Phone: (941) 225-6182
Mobile: (94) 232-1534
frank.domingo@stantec.com

Cc: Jeffey 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