

FW: Manatee County - Sarasota Medieval Fair Comments

Inbox

Jack Duich

9:49 AM (17
minutes ago)

to Board@saddlebagcreek.org, Patti, Shawn, Communications@saddlebagcreek.org

The information Robert has attached and summary below for the independent review of the Fair is quite concerning. I also note there is only one LEO vehicle for traffic control.

You may note that he makes scant reference to our subdivision. I suspect this is due to our funding expiring with his firm. We will discuss at our BOD meeting a week from today.

Jack

From: Robert Lincoln <robert.lincoln@flalandlaw.com>

Sent: Monday, October 18, 2021 7:23 PM

To: cdougherty@smeinc.com

Cc: Robert Wenzel

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Subject: Manatee County - Sarasota Medieval Fair Comments

Dear Mr. Dougherty:

I understand you are an outside review for the Mallaranny / Sarasota Medieval Fair Special Permit Application. I represent Russell Ireland, who owns the property to the immediate west of the Mallaranny property.

I wanted to be sure you have some critical information about their trip generation.

Mallaranny's narrative estimates attendance at 2,000 to 3,000 people per day "based on previous years hosting the events at other locations." Using a 2.2 person per vehicle factor, they estimate an average of 1,136 cars per day, with a maximum of 1,363.

However, news reports (based on statements from Sarasota Medieval Fair spokespeople) belie that claim. In the attached article from the Sarasota Herald Tribune dated October 31, 2018, a Sarasota Medieval Fair spokesperson stated the 3 weekend (six day) event in 2017 drew **85,000** – close to 14,150 per day. A report from 2014 (also attached) also based on statements from a Fair spokesperson

indicated the 2013 turnout was 62,000 – again over 6 days, so over 10,000 people per day. A Wikipedia page dedicated to medieval fairs reported the **2011 turnout** to be 25,000.

https://en.wikipedia.org/wiki/List_of_Renaissance_and_Medieval_fairs

So either they were dramatically inflating the figures then or they are dramatically sandbagging them now.

Let's do the math. If the turnout is even 10,000 per day, and the ppv rate is 2.2, that's still 4,500 vehicles per day, or 9,000 driveway trips per day (including inbound and outbound – but not counting vendors and volunteers). SR 70 is a Class I, over 40 MPH, 2 lane undivided arterial, with no left or right turn lanes – and with little shoulder, guardrails and a ditch. Per the current version of the FDOT Highway Capacity Manual, the LOS D max AAD is 17,550 (23,400 less 25%); at LOS C it is 12,975 (17,300 less 25%). The last reported trip count for that part of SR 70 was about 8,900. So the Fair could cause the entire segment to operate at an unacceptable LOS.

Of course the real issue is driveway function. There's no left hand turn lane, no right hand deceleration lane, and no right hand acceleration lane at the driveway. They state the hours to be 9:30 to 5:30 (it's showing up as 10:30 to 5:30 in some places). At 4,500 inbound trips, even if they are more or less evenly spaced between 9 am and 2 pm, that's 900 inbound trips per hour. The vast majority of those will come from the west but even assuming a 66% directional split, that would be an average of (3,000 / 5) 600 cars per hour needing to make a left hand turn, for five hours straight – and competing for the driveway with 300 cars per hour making a right into the property.

And, of course, there will be 4,500 outbound trips as well. Assuming – generously – they leave evenly between noon and 6 and have the same 66% split, that would be (3,000/6) 500 cars per hour making an outbound right, and (1,500/6) 250 cars trying to make an outbound left. Under these assumptions, for 3 of those hours 250 cars per hour will be trying to make an outbound left while 600 cars are arriving and trying to make a contrary inbound left. You could take it down to a daily attendance of 5,000 per day, and the driveway will still fail.

I also would be concerned that there is only a long 21' wide drive into the site, with no real shoulders. If there should be an emergency in the early afternoon when there are a number of people leaving as well as arriving, both lanes could be full leaving no room for an emergency vehicle and a fair amount of time for the cars to clear the driveway.

My client's driveway – left off of their FDOT plan – is approximately 400' west of the Mallaranny driveway (see attached 2021 Aerial). It will only take a stack of 20

cars waiting to go left into the Fair to prevent my client from getting into his driveway or to be able to leave westbound. If 500 cars per hour (plus the regular traffic) are leaving the Mallaranny property to go west – one every 10-12 seconds – it won't be safe for my client to make a right-hand turn out. It is likely that he will want to leave, because there will be thousands of cars going up and down the driveway approximately 200' from my client's house.

The Sarasota Medieval Fair used to be held at the Sarasota Fair Grounds, which is just off Fruitville Road. Fruitvill Road is a six lane, divided state road with dedicated left hand turn lanes into the property. I've attached an annotated aerial that shows the event area, parking areas, and traffic impact area from past years. The Fair (marked out in the lower left hand corner of the image) used almost 18 acres of parking (marked in hashed areas on the image). In prior years (and this is from my personal experience and accounts from other people with personal knowledge) westbound traffic going into the event backed up almost a mile – past the nearest major intersection (Beneva Road) and to the light at Mimosa Drive/Cardinal Mooney High School. The aerial includes the road and shows where the two left hand turn points into the Fairgrounds were located and how far back the traffic backed up.

With respect to wetland/buffer impacts (and their ability to have significant off-site impacts) I've attache a 1994 Aerial of the property, a 2021 Aerial, and a map from SWFWMD with the 100 year flood plain and NWIM wetland maps. There are wetlands, the southern wetland was impacted – and then new culverts added to drain it because fill was added across its southern boundary. It's not clear that required buffers have been provided. The changes made to the grade and drainage system are having off-site impacts to my client's property and to the property to the north.

With respect to overall buffering and securty, there is a wire fence around the property and some vegetation, but little buffering for the residential uses to the east/northeast, north, and immediate west (my client's home).

I hope this information helps you in your assessment of traffic and other off-site impacts related to the Fair.

Best regards,
Robert Lincoln

Robert K Lincoln
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9 Attachments