

TRANSPORTATION CONCURRENCY REVIEW APPLICATION

Attachment A

Comprehensive Plan Amendment Application Traffic Impact Analysis Guidelines

The following are suggested guidelines to be followed when preparing a traffic impact analysis for a Large-Scale Comprehensive Plan Amendment (CPA) Application. This analysis is different from a concurrency analysis in that it analyzes the greatest allowable density under the proposed land use category and does not reserve any capacity on the roadway network, as it does not permit for any development to occur. Reservation of trips on the roadway network occurs upon the completion, submittal, and approval of an Application for Development Order. The CPA Application traffic impact analysis is a planning tool that allows for a better understanding of the future transportation needs in the area. Should you have any questions regarding this analysis, please feel free to contact the Planning and Community Development Department at (850) 926-3695.

1. A roadway link PM peak hour, peak direction level of service analysis is to be completed.
2. Trip generation rates and equations should be based on *Institute of Transportation Engineers' (ITE) Trip Generation* (latest available edition). The PM peak hour of adjacent street traffic trip generation equations (or rates), if available, should be used to calculate the PM peak hour trip generation for the proposed development.
3. Methods and equations contained in the *ITE Trip Generation Handbook* should be used to calculate pass-by and internal capture, where appropriate.
4. Net new external project traffic should be distributed onto the surrounding study area roadway network. The distribution of traffic should be based upon travel patterns reflected in existing traffic volume data, an approved Florida Standard Urban Transportation Model Structure (FSUTMS) model, knowledge of the local development, and/or knowledge of local travel patterns.
5. The study area is defined by significantly impacted roadway links plus one link beyond. Roadway links are significantly impacted if the net new external PM peak hour project trips in the peak direction are five percent (5%) or more of the service volume (PM peak hour, peak direction) at the adopted level of service (LOS) standard.

6. The study area roadway network should consider all collectors and arterials within the study area, and any adjacent roads that connect the development to collectors and arterials.
7. Roadways should be segmented based upon the Wakulla County Concurrency Management System or other appropriate source.
8. A significance test should be completed to determine the study area. Alternative calculations for roadway link service volumes are permitted if justified and completed in accordance with Florida Department of Transportation guidelines. A roadway link within the study area is considered to be significantly impacted if the net new external project traffic during the PM peak hour on a roadway link in the peak direction is estimated to be five percent (5%) or more of the service volume (PM peak hour, peak direction) at the adopted LOS standard.
9. An adversity test at a five-year and ten-year buildout horizon should be completed for all significantly impacted roadway links in the study area. For example, the applicant submitting in 2011 should complete a year 2016 and a year 2021 analysis. This analysis should compare the total PM peak hour, peak direction traffic (background traffic at the buildout year, plus project traffic) to the service volume at the adopted LOS standard. If a significantly impacted roadway link is estimated to have total traffic volumes that are greater than the service volume, the link is presumed to be adversely impacted.
10. Analysis year background traffic is typically estimated by applying an appropriate historical growth rate to existing, collected peak season traffic volumes. Growth rates from the Wakulla County Concurrency Management System should be used.
11. Should a roadway link be both significantly and adversely impacted, strategies for mitigation of the proposed development's impacts should be recommended.

The above suggested guidelines shall not be construed as a final methodology statement for all projects. The responsible professional transportation engineer/planner should make the final determination regarding technical analysis methodologies based upon the specific project being proposed.