

RESOLUTION NO. 98-169

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF SARASOTA COUNTY, FLORIDA PROVIDING FINDINGS OF FACT; ESTABLISHING A UNIFORM METHODOLOGY FOR TRAFFIC LEVEL OF SERVICE DETERMINATION; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Sarasota County Concurrency Management System (Ordinance No. 89-103) requires that "the approval of development orders shall be contingent upon a finding that adequate public facilities have been determined to be available, consistent with their adopted levels of service and concurrent with the impact of the proposed development;" and

WHEREAS, consistent with Ordinance No. 89-103, for every proposed development seeking the issuance of a development order, the Sarasota County Transportation Department evaluates the proposed development in terms of potential development created traffic impacts on those roadway serving said development and determines whether or not sufficient service volume exists to maintain the adopted traffic level of service; and

WHEREAS, it is sometimes necessary for developer or the developer's consultant to provide the Sarasota County Transportation Department with traffic studies to evaluate traffic impacts serving said development with respect to Concurrency Management System; and

WHEREAS, it is desirable for the Sarasota County Transportation to establish a methodology for developer prepared traffic studies.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Sarasota County, Florida, as follows:

Section I. Findings of Fact

- A. It is desirable to establish uniform criteria for requiring traffic impact analyses for the purpose of making transportation concurrency determinations; and
- B. It is desirable to establish a uniform methodology for conducting traffic impact analyses for the purpose of making transportation concurrency determinations; and
- C. It is desirable to identify the analysis techniques and procedures employed in the methodology; and

CLERK OF CIRCUIT COURT
SARASOTA COUNTY, FL
AREN E. RUSHING
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BOARD RECORDS
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- D. It is desirable to identify the acceptable sources of data and factors; and
- E. The Board of County Commissioners of Sarasota County, Florida, support the establishment of a uniform methodology for determining traffic level of service.

Section II. Adoption of the Traffic Impact Study Criteria and Methodology

Based on the testimony provided by the Transportation Department, the Board of County Commissioners adopts the Traffic Impact Study Criteria and Methodology attached as Exhibit A.

Section III. Construction and Interpretation

This Resolution in no way amends or modifies any term or condition of Ordinance No. 89-103 which remains in full force and effect. If conflict occurs between any portion of this Resolution and Ordinance No. 89-103, the provisions of Ordinance No. 89-103 shall supersede.

Section IV. Effective Date.

This Resolution shall be effective immediately upon adoption.

PASSED AND DULY ADOPTED BY THE BOARD OF COUNTY COMMISSIONERS OF SARASOTA COUNTY, FLORIDA, this 14 day of July, 1998.

BOARD OF COUNTY COMMISSIONERS


Chairman

ATTEST:

KAREN E. RUSHING, Clerk of the Circuit Court and Ex-officio Clerk of the Board of County Commissioners of Sarasota County, Florida

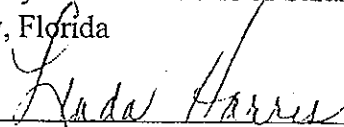
By: 
Deputy Clerk

EXHIBIT A

Traffic Impact Study Criteria and Methodology

Exhibit A

Traffic Impact Study Criteria and Methodology

Criteria for Conducting Analyses

Developments which have one or more of the following traffic characteristics shall be presumed to require a traffic impact analysis in order to make a transportation concurrency determination:

- The project is projected to have a total PM peak hour trip generation of 100 or more trip ends.
- The project has a connection to a collector or arterial roadway, either directly or via a network of local or private streets, that is operating below its adopted level of service (LOS) according to a generalized LOS analysis of "existing plus final development order" traffic conditions.
- The project has a connection to a constrained or backlogged facility, either directly or via a network of local or private streets.

Analysis Requirements- Sufficiency Review Process

The applicant shall prepare and submit for Transportation Department (Department) review a proposed formal methodology consistent with the General Methodology section below. The Department shall provide written sufficiency comments within seven (7) working days. When a detailed methodology acceptable to the Department has been established, the applicant may initiate the analysis.

The applicant shall collect and submit for Department review any traffic data and factors that are specific to the project and its impact area. These may include segment and intersection turning movement counts, growth and count factors, other development traffic, and project traffic distribution. Upon receipt of the specific traffic data, the Department shall provide written sufficiency comments within seven (7) working days. When a set of data has been established, and accepted by the Department, the applicant may initiate the detailed analysis.

During the analysis process, the applicant may submit an interim report for Department review, the Department shall provide written comments within seven (7) working days.

A report shall be required to document the traffic impact study. The format of the report shall follow the structure of the detailed methodology. The report shall be prepared by a qualified transportation professional and signed and sealed by a professional engineer registered in the State of Florida. The original report and two copies shall be submitted to the Department for review. The Department shall provide written sufficiency comments within seven (7) working days.

Analysis Requirements- Formal Review Process

Upon finding a report sufficient for formal review, the Department shall provide a concurrency determination within twenty (20) working days for rezone and special exception petitions.

For subsequent plan reviews in the land development review process, upon finding a report sufficient for formal review, the Department shall provide a concurrency determination consistent with the review times (15-20 working days) designated in the Land Development Regulations (Ordinance No. 81-12 as amended)

General Methodology

Trip Generation

Daily and pm peak hour trip generation and directional split for project traffic shall be estimated using the rates and equations contained in the latest edition of the Institute of Transportation Engineers' *Trip Generation*. Passby, internal, and/or diverted trip capture may be used when, based on a determination by the Department, development conditions exist that indicate trip capture. Specific capture rates and their application shall be established during development of the detailed methodology.

The findings of the 1994 Sarasota County Trip Characteristics Study may be used for determining trip generation for single-family (detached) and multi-family residential units. Other sources of trip generation data may be used as approved by the Department during development of the formal methodology.

Trip Distribution

Project traffic shall be assigned to the road network using the Florida Standard Urban Transportation Model Structure (FSUTMS) software in conjunction with the most current socio-economic and network data sets maintained by the Sarasota/Manatee Metropolitan Planning Organization. The network and socio-economic data may require modification prior to being found suitable for a specific project. Therefore, and pursuant to the Analysis Procedures section below, the applicant shall submit for Department review any proposed or required modifications to FSUTMS data. The applicant shall not proceed to portions of the analysis that rely on the trip distribution prior to receiving Department approval of the FSUTMS data and the project trip distribution.

Other methods of distributing project traffic may be used as approved by the Department during development of the formal methodology.

Study Area

The study area shall be established pursuant to the provisions of the Concurrency Management System (Ordinance No. 89-103, as may be amended). and shall also include collector and arterial roads to which the project has direct access or that the project accesses via a private or local road network.

Existing and Future Background Traffic

Existing traffic conditions shall be established by use of road segment counts and turning movement counts not more than one year old at the time the detailed methodology is established.

The Transportation Department shall provide a list of developments with final development orders (final subdivision plan approval or construction plan approval) and capacity reservation, their projected trip generation, and their trip distributions.

For specific projects, background traffic and future traffic conditions may require adjustment (growth factors). The need for growth factors and the appropriate factors are sensitive to geographical location and therefore shall be established during development of the detailed methodology.

Analysis Scenarios

The analysis shall be conducted for the 100th highest hour of traffic. This approximates the average pm peak hour during the peak season of traffic in Sarasota County. The following scenarios shall be analyzed for the development under consideration:

- 1) Existing plus reserved traffic conditions based on most current traffic counts with appropriate 100th highest hour peak seasonal factors, traffic from developments with final development orders, and traffic from developments with capacity reservation;
- 2) Existing plus reserved plus project traffic conditions; and
- 3) For an analysis for rezone petitions and special exceptions, an existing condition traffic analysis will be required.

The applicant may include "pending" projects in both analysis scenarios. "Pending" projects are non-reserved projects that are likely to receive final development orders prior to the development under consideration, i.e., projects that are not strictly required to be included in the current analysis but may be required in a future analysis. By including pending projects, the impact analysis results are more likely to be applicable for future findings of concurrency.

For an analysis for rezone petitions and special exceptions, traffic generated by "pending" projects may be required.

Analysis Procedures

A generalized LOS analysis of all roads in the impact area for each necessary analysis scenario shall be conducted consistent with the methodology procedures and assumptions utilized by Sarasota County and contained in APOXSEE.

For any segment found to be operating below its adopted level of service according to the generalized LOS analysis or for any backlogged or constrained facility, a detailed analysis shall be provided. The detailed analysis shall consist of:

- Highway Capacity Software intersection analysis for the intersections at each end of the road segment
- Highway Capacity Software arterial roadway analysis for the road segment

Guidelines for conducting Highway Capacity Software analyses are provided in Table A-1 (attached).

The Department shall determine road improvements required to allow the proposed development to comply with the provisions of the Concurrency Management System based on the approved applicant's analysis.

Report Requirements

The report shall include, but not limited to the following items:

Project location map

Trip generation data in tabular form

Project traffic distribution in map form

Project traffic distribution and identification of significantly impacted road segments in tabular form

Traffic "buildup" in tabular form (or corresponding table if an alternative method is used for determining total traffic).

Generalized LOS analysis results in tabular form

Detailed reports for all Highway Capacity Software analyses

List of references to the sources of all County counts, factors, and assumptions

Complete documentation for counts, factors and assumptions from other sources

Table A-1

Traffic Parameters for Level of Service Analysis using the Highway Capacity Software

GENERAL

Version of HCS: Latest available version (2.4f or above)
Use HCS defaults unless otherwise specified herein

TRAFFIC CHARACTERISTICS

PHF: As determined from the turning movement count
Heavy Vehicles: As determined from axle classification counts for all intersection approaches
Ideal Saturation Flow: 1,900 vphgpl

SIGNAL CHARACTERISTICS

Signal Type: Fully actuated if it is not within the closed loop system
Actuated with coordination if it is within a closed loop system

Arrival Type: Fully actuated:

- Arrival Type 3 must be used on each movement

Actuated with coordination:

- Arrival Type 3/4 as appropriate must be used on the coordinated lane groups. Arrival Type 3 must be used on the non-coordinated lane groups

Right-turn on Red: 0 (zero) if it is not permitted or counted from field if it is permitted

Cycle Length: Existing cycle length. Signals within a coordinated system shall use the system cycle length

Yellow /All Red: As determined by the current timing plan

Lost Time: 3 seconds per phase

Lane Utilization Factor: HCM default values may be changed to 1.0 if $v/c > 0.90$ and traffic is evenly distributed based on field observations. The Transportation Department may require values higher than the default when field observations dictate

ARTERIAL CLASSIFICATION

The arterial classification used in arterial analyses shall be consistent with the classification used by Sarasota County in the Generalized Level of Service Analysis.

LEVEL OF SERVICE

As adopted by the Sarasota County and the State of Florida but generally as bellow:

Link:

- Minimum LOS C for County roads (must be achieved for both directions)
- Minimum LOS D for State roads (must be achieved for both directions)
- If the segment length is shorter than 0.25 miles, aggregation may be allowed

Intersection:

Overall

- Minimum LOS C for a signalized intersection of County roads
- Minimum LOS D for a signalized intersection of County road and State road or intersection of State roads

Approach (not the link)

- LOS E is acceptable (link LOS standard shall be achieved)

Lane Group

- LOS E is acceptable
- Lane must have adequate length to accommodate projected queue