

TRAFFIC IMPACT STATEMENT GUIDELINES FOR DEVELOPMENT ORDERS

- 1) **SCOPE STUDY** – The Traffic Impact Statement as described in the Land Development Code (LDC) is an assessment of the traffic impacts of proposed developments. For proposed developments that will add 300 or more peak hour vehicle trips, the Traffic Impact Statement will provide a comprehensive assessment of the development's impact on the surrounding road system. For proposed developments that will add less than 300 peak hour vehicle trips, the Traffic Impact Statement shall provide information regarding the development's traffic generation and impacts at the development's access points onto the adjacent street system.

The Traffic Impact Statement will be used to determine the extent of site related traffic improvements and mitigation for offsite improvements. Traffic Impact Statements are also used by the Village of Estero to monitor traffic impacts from new developments and to plan road improvements. In the case of developments expected to add less than 300 peak hour vehicle trips to the adjacent road system, the developer shall be presumed to have mitigated the offsite impact on roads caused by the development if the developer pays road impact fees as required by the Village of Estero road impact fee ordinance. Nothing contained in these guidelines is to be construed to require proportionate share payments for offsite improvements that are not site related improvements for any size project. In all cases, the developer shall be responsible for the full cost of site related improvements as defined in the LDC.

These Guidelines are intended for use in the preparation of Traffic Impact Statements for Development Order Applications.

- 2) **DEFINITIONS**

INTERSECTION ANALYSIS – The analysis of the Level of Service (LOS) of the intersection as defined by the Highway Capacity Manual, (latest edition).

METHODOLOGY MEETING – A meeting with Village of Estero Staff members of the Department of Community Development to discuss the methodology which will be used to prepare the TIS. This meeting is strongly recommended for projects where the trip generation will be over 300 trips, and is also recommended for the projects where the trip generation is under 300.

SITE RELATED ROAD IMPROVEMENTS – These are road capital improvements and right-of-way dedications for direct access improvements to the development in question. Direct access improvements include, but are not limited to, the following: (1) site driveways and roads; (2) median cuts made necessary by those driveways or roads; (3) right and left turn and deceleration or acceleration lanes leading to or from those driveways or roads; (4) traffic control measures for those driveways or roads; (5) access

or frontage roads that are not shown as having been considered in impact fee calculations and so identified on Figure 2 in the March 1989 report entitled “Lee County Impact Fee Transportation Data Final Report”, which document has been placed on file with the Clerk of Courts and incorporated herein for reference; and (6) roads or intersection improvements whose primary purpose at the time of construction is to provide access to the development.

TRAFFIC SIGNAL WARRANT ANALYSIS – An analysis of the project’s site access(es) to verify whether a traffic signal will be required. This analysis shall include, at the minimum, an investigation of traffic signal warrants number 1, 2, 9 and 11 from the Manual of Uniform Traffic Control Devices (MUTCD), latest edition. This analysis may not be required if it can be shown that the traffic volumes are too low to warrant this analysis. Additional warrants may require analysis if the warrant is relevant to the site’s access points and the warrant(s) is mutually agreed upon in the methodology meeting.

TURN LANE – This means a width of pavement, required to protect the health, safety and welfare of the public and reduce adverse traffic impacts from turning movements generated by a development on to and off of a street. Turn lanes shall include and enhance turning, acceleration, deceleration and/or storage movements of vehicles as required by the LDC and/or the Turn Lane Policy (AC-11-4).

NOTE: For any definitions not expressly listed in this document see the LDC.

- 3) **TRIP GENERATION** – Trip Generation calculations are necessary to determine the number of peak hour trips to establish the scope of the study.

The trip ends generated by the development shall be calculated using:

- A. Institute of Transportation Engineers (ITE) Trip Generation Manual, current edition.
- B. Generation rates derived from observation of trips at similar developments as outlined in the Independent Fee Calculation Studies in the Road Impact Fee Administrative Code (AC-11-5) or as approved by Staff.

The proper method to generate trips ends may be discussed during a methodology meeting with staff, if desired.

NOTE: Average trip generation rates may be used only when a linear regression equation is not available.

Trip end calculations shall include Annual Daily Traffic (ADT) and Peak Hour(s) Traffic (PHT) for a typical weekday, and should include weekends if applicable. Morning peak hour volume is defined as the highest volume of traffic in a one (1) hour period between 7:00 a.m. and 9:00 a.m.; likewise, evening peak hour volume is defined as the highest volume of traffic in a one (1) hour period between 4:00 p.m. and 6:00 p.m.

Generally, peak hour volumes of the adjacent street traffic apply, but occasionally peak hour volumes of the generator need analysis.

4) INFORMATION REQUIREMENT FOR TIS WITH LESS THAN 300 TRIPS

- a) Number of units (i.e. dwelling units, square feet, etc.)
- b) Description of development and ITE category for trip generation.
- c) Trip end rates or equation used to generate the traffic and the source of this information. (Use of the Trip Generation Manual latest edition is required unless otherwise approved by the Department of Community Development.)
- d) Total trips generated for the Average Daily Traffic (ADT) and the a.m. and p.m. peak hours. (The peak hour of the adjacent street traffic is usually the most applicable peak hour to use.)
- e) An analysis to check if turn lanes, traffic signals or other site related improvements will be required at the project's access points and roads, see the DEFINITION section above.
- f) Concurrency Level of Service Analysis (non-regulatory). A Concurrency Level of Service (LOS) analysis must be submitted demonstrating the LOS of the nearest arterial or collector streets to which the proposed project will discharge its traffic based upon the LOS standards set forth in Comprehensive Plan Policy 37.1.1. The non-regulatory LOS will be determined by adding the peak hour, peak season, peak direction traffic from the proposed development to the "Existing" peak hour, peak season, peak direction traffic on the affected link(s) from the latest adopted Concurrency Report. [See also LDC Section 2.46(e)(6)]
- g) Any further analyses as may be required by the Director of Community Development based upon the specifics of the project.

5) INFORMATION REQUIREMENTS FOR TIS WITH 300 OR MORE TRIPS

- a) All of the information listed in Section 4 above.
- b) A Level of Service (LOS) analysis for the nearest arterial or collector roadway link, with the proposed development's traffic impacts at project buildout, as per the Lee County Generalized Peak Hour Service Volume Tables from the Lee Plan.
- c) A Level of Service (LOS) analysis, with the proposed development's traffic at buildout, of the nearest street intersection outside of the project access point unless it can be shown by trip attenuation or traffic counts that the traffic generated by the project is less than 25% of the intersection volume.
- d) A Level of Service (LOS) analysis, with the proposed development's traffic at buildout, of the nearest intersection of an arterial or collector road with a local street, arterial road, or collector road, unless it can be shown by trip attenuation or traffic counts that the traffic generated by the project is less than 25% of intersection volume. The foregoing analysis shall not be required if there is not an arterial road or collector road within on half (1/2) mile of the project access point.