

GUIDANCE FOR TRAFFIC STUDY METHODOLOGY REQUIREMENTS FOR ROADWAY OPERATIONS AND CONCURRENCY

EFFECTIVE DATE: August 1, 2019

HOW DO I KNOW IF I NEED A TRAFFIC OR CONCURRENCY STUDY?

- A Traffic Study is required if any of the following statements are true:
 - The p.m. peak hour trip generation for the project is 50 or more based on the latest ITE manual and the fitted curve for the land use if available.
 - The trip generation for the project is 5% or more of Level of Service (LOS) D for County roads and Level of Service (LOS) C for State roads Average Annual Daily Traffic (AADT) volumes based upon the most recent Generalized Level of Service Table from the Florida Department of Transportation.
 - The current traffic volumes on the impacted roadway is 90% or more of its existing Level of Service Standards based upon the most recent Generalized Level of Service Table from the Florida Department of Transportation.

(If all three of the statements listed above are **false**, no traffic or concurrency study is required.)

- Trip generation rates for the project shall be derived from the most recent Trip Generation Rate Manual issued by the Institute of Traffic Engineers (ITE).
- The use of fitted curve for the land use shall be used when available unless the applicant can provide documentation that the average trip generation is more accurate or if the applicant can provide an acceptable trip generation rate alternative.

I NEED TO PERFORM A TRAFFIC STUDY AND/OR APPLY FOR A CERTIFICATE OF CONCURRENCY, WHERE DO I START?

- The Traffic Study shall have a Methodology Statement prepared by a qualified professional.
- Methodology Statements are approved by the Hernando County Engineering Department and the Hernando County Planning Department **prior** to preparing any studies. Studies performed prior to approval of the Methodology Statement are performed at the petitioner's own risk.
- The methodology shall include proposed build-out year and traffic distribution; it shall address both operations, and level of service.
- The Traffic Analysis Study should be divided into at least two parts. The first part of the Study should address level of service (concurrency); the second part should address roadway operations.

A pre-application meeting with the Engineering Department and Planning Department is encouraged to expedite approval of the proposed methodology.

- After the methodology statement is approved, the Tier 1 Spreadsheet can be filled out and submitted with the Concurrency Application to the Planning Department.

STUDY AREA

- The study area shall be comprised of roadways and intersections where the distribution of traffic is 5% or greater than the p.m. peak hour volume (LOS D for County roads and LOS C for State roads) for the impacted roadway based upon the most recent Generalized Level of Service Table from the Florida Department of Transportation
- If the traffic generation is at 5% or greater of the LOS D for County roads and LOS C for State roads going at an intersection, the intersection must be analyzed. All approaches must be included in the analysis.
- Thoroughfare roadways impacted by the distribution of traffic where 5% of the Level of Service D p.m. peak hour traffic volumes (LOS D for County roads and LOS C for State roads), based upon the most recent Generalized Level of Service Table from the Florida Department of Transportation is exceeded, must be analyzed.

TRAFFIC ANALYSIS GUIDELINES

- Traffic data used for the Traffic Analysis shall be no more than twelve (12) months old.
- Traffic Analysis studies shall be signed and sealed by either a qualified Professional Engineer (PE) or an AICP Certified Transportation Planner (AICP CTP).
- Methodology and traffic analysis are approved by the Hernando County Engineering Department and the Hernando County Planning Department.
- Growth Rate of the area can be determined by using historical data, or by using the current population growth projections of Hernando County or the Hernando Citrus MPO. Traffic from vested projects with an approved and unexpired Certificate of Concurrency shall be included in the calculation.
- Passerby capture reductions are not to exceed 10%, unless approved by the County Engineer with supporting data and analysis.
- When doing a traffic study for a phased project or when traffic studies are building on each other, the evaluation shall include previous traffic study results to update the assumptions made in the previous study.
- If a roadway is in the Capital Improvement Plan and scheduled to begin within three (3) years of the application, it shall be considered a guaranteed improvement; if the roadway has not been included in the Capital Improvement Plan and the impact to operations is degraded or level of service is exceeded, mitigation strategies shall be included in the Traffic Study.
- All mitigation solutions shall be agreed upon by the County Engineer, and Planning Department (where applicable).
- The parties responsible for implementing mitigation activities shall be identified and included in the Traffic Study.
- If the ITE Trip Generation Rate tables are utilized, the County Engineer shall have the final determination regarding what equation should be used to calculate the trip generation rate.

The Engineering Department determines the adequacy of the traffic studies and the Planning Department determines Concurrency