



Concurrency Management System

City of Wildwood, Florida

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Introduction

The year 2005 Amendments to the state of Florida's Growth Management legislation directs local governments to enact concurrency management ordinances by December 1, 2006, that allow for "proportionate fair-share" contributions from developers toward concurrency requirements (§163.3180(16), F.S.). Concurrency is a technique designed to ensure that the required public facilities and services available are concurrent with the impacts of development and growth. The intent of the Proportionate Fair-Share option is to provide applicants for development an opportunity to move forward by contributing their share of the cost of improving the impacted transportation facility.¹ In order to establish transportation concurrency:

Jurisdictions define an adequate level of service (LOS) and determine whether the service needs of a new development are more than existing capacity and any scheduled improvements in the Capital Improvements Element (CIE) in the Comprehensive Plan allow. If sufficient capacity is not available, the local government cannot permit development (unless certain conditions apply).²

From the year 2000 to 2005, the City of Wildwood experienced a 4.9% population increase from 3,924 to 4,115. During that same time, Sumter County's population experienced a 38.8% population increase from 53,345 to 74,052.³ This study was conducted to create a basis for the establishment of a Concurrency Management System (CMS) that reflects current growth trends along regionally and locally significant corridors in Wildwood. The CMS compliments the previously adopted Proportionate Fair-Share Ordinance to support needed infrastructure within the City of Wildwood. Together, a CMS program and Proportionate Fair-Share Ordinance will enable Wildwood to plan for its own transportation needs, provide a mechanism for developers to pay towards necessary

¹ Florida Department of Transportation and the Center for Urban Transportation Research (CUTR), February 2006, *Model Ordinance for Proportionate Fair-Share Mitigation of Development Impacts On Transportation Corridors*.
<http://www.dot.state.fl.us/planning/gm/pfso/default.htm>.

² Florida Department of Transportation and the Center for Urban Transportation Research (CUTR), February 2006, *Model Ordinance for Proportionate Fair-Share Mitigation of Development Impacts On Transportation Corridors*.
<http://www.dot.state.fl.us/planning/gm/pfso/default.htm>.

³ University of Florida, Bureau of Economic and Business Research, Population Program, *Florida Estimates of Population, April 1, 2006*.
Census Data from U.S. Bureau of the Census.

improvements, and promote development where desired. The corridors that will be included in the CMS are shown in **Figure 1** and are listed below:

- US 301
- SR 44
- CR 44A
- CR 139
- CR 209
- CR 213
- CR 462
- CR 466
- CR 466A
- CR 468
- CR 470
- CR 472
- CR 501

Transportation Analysis: 2007 to 2017

Existing Conditions (2007)

Table 1 lists the roadways and their corresponding segments that have been identified as the significant corridors within the limits of the City of Wildwood. **Table 1** also presents the existing PM peak hour directional volume. In addition, **Table 1** shows the proposed Level of Service (LOS) standards and the maximum service volumes at the LOS standards. Based upon recent action taken by the City, the LOS standards for roadways within the City limits are set at LOS “D”. The corresponding maximum service volumes were obtained from the Florida Department of Transportation (FDOT) Quality/Level of Service Handbook with some adjustments for narrow pavement width.

The existing available capacity on each roadway segment in the PM peak hour peak direction is also provided in **Table 1**. Currently, the traffic volumes on nearly all of the study area roadway segments in the City of Wildwood are less than the maximum service volumes in the PM peak direction at the proposed LOS standards and therefore have available capacity. The one exception is US 301 from CR 462 (East) to CR 462 (West).

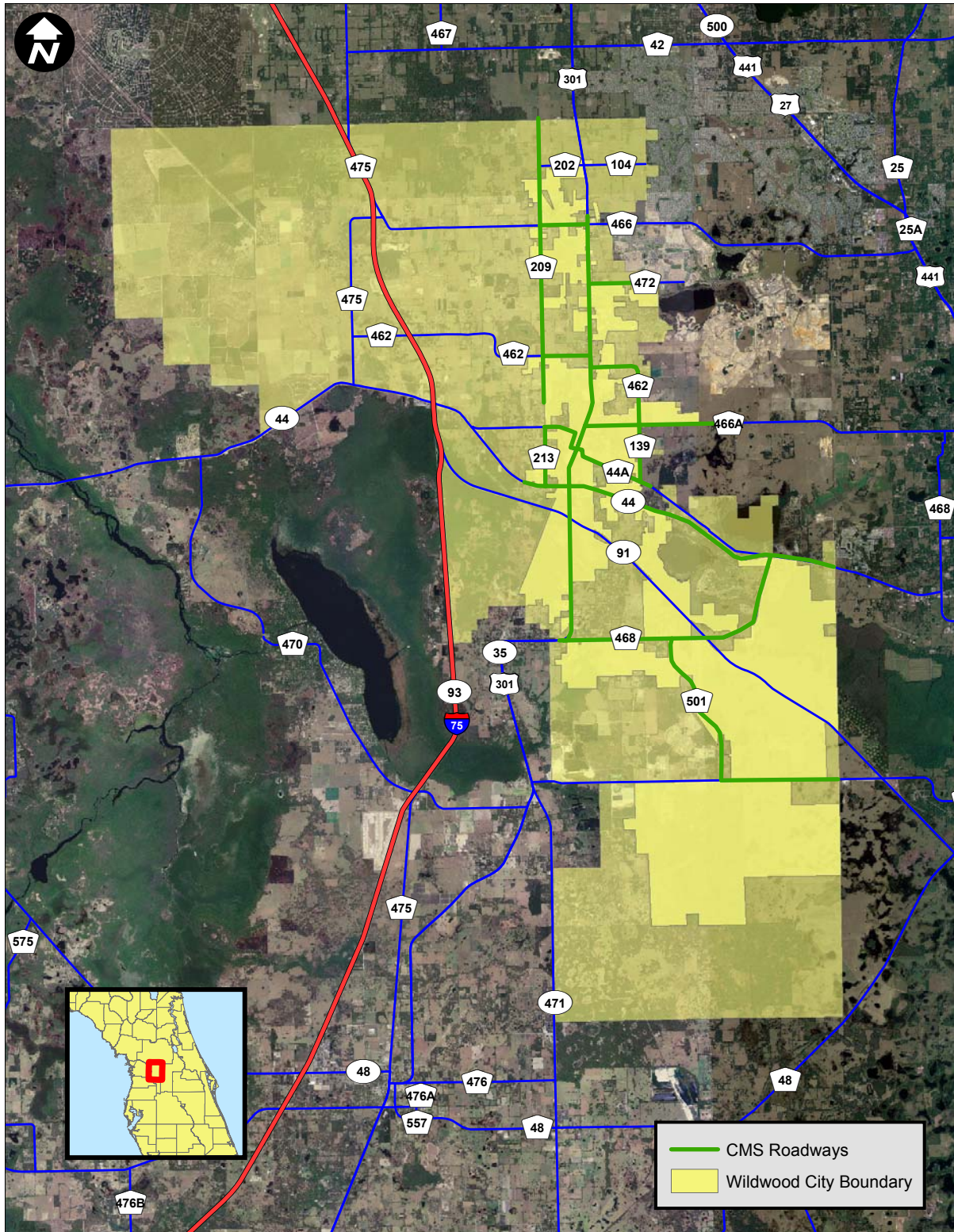


Figure 1: Wildwood CMS Corridors

Future Year Conditions

In order to determine future year conditions for each of these roadway segments, an annual growth rate was applied. This growth rate was determined by obtaining historical count data from FDOT Historical AADT Reports and Sumter County AADT Reports for select locations within the study area over a five (5) year time period. The analysis demonstrated that growth rates vary throughout the City and average around 6.7%. The average rate of change based upon the historical annual growth rate is to be applied annually to each roadway segment beginning with **Table 2** to determine the estimated PM peak hour traffic volume for a specified future year. Each roadway segment was analyzed to determine if traffic volumes in the PM peak hour would be greater than the maximum service volumes at the adopted LOS standards.

2017

It is estimated that in year 2017 (**see Table 2**), the traffic volumes on two of the study area roadway segments in the City of Wildwood will be greater than the maximum service volumes in the PM peak direction at the proposed LOS standards. The following segments are expected to experience traffic volumes greater than the service volume at the proposed level of service standard:

- US 301 between CR 462 (East) and CR 462 (West). As shown in **Table 2**, the PM peak hour traffic volumes on this segment are expected to exceed the available capacity by 1,266 trips.
- US 301 between CR 462 (West) and CR 466. As shown in **Table 2**, the PM peak hour traffic volumes on this segment are expected to exceed the available capacity by 752 trips.

A Project Development and Environment (PD&E) study has been completed on US 301 from US 27/441 to Florida's Turnpike. Part of the US 301 improvements have been designed and are either complete or currently under construction.

Table 1 Existing Conditions Concurrency Management System City of Wildwood																						
Link #	Road	From	To	PD	LOS Standard	Source of LOS Standard	Segment Length	Lane Width (ft)	No. of Lanes	Maximum Service Volume at Adopted LOS Standard ¹	1% Capacity	5% Capacity	110% Capacity	Existing Peak Hour Dir Volume	Existing PH PD Volume 2007	Existing Available Capacity 2007	Growth Rate	Growth 2007	Total PH PD Trips	Available Capacity	Max # Trips Added & Meet Concurrency	Committed Improvements
100	CR 209	CR 232	CR 462		D	Wildwood Comp Plan	1.0	9	2	540	5	27	594	30	32	508	4.9%	0	32	508	508	
101	CR 209	CR 462	CR 232	PD	D	Wildwood Comp Plan	1.0	9	2	540	5	27	594	32	32	508	4.9%	0	32	508	508	
120	CR 209	CR 462	CR 466		D	Wildwood Comp Plan	2.8	9	2	540	5	27	594	56	58	482	4.9%	0	58	482	482	
121	CR 209	CR 466	CR 462	PD	D	Wildwood Comp Plan	2.8	9	2	540	5	27	594	58	58	482	4.9%	0	58	482	482	
140	CR 209	CR 466	Sumter/Marion Co. Line		D	Wildwood Comp Plan	2.3	9.5	2	540	5	27	594	42	42	498	4.9%	0	42	498	498	
140	CR 209	Sumter/Marion Co. Line	CR 466	PD	D	Wildwood Comp Plan	2.3	9.5	2	540	5	27	594	38	42	498	4.9%	0	42	498	498	
200	CR 213	SR 44	CR 44A		D	Wildwood Comp Plan	1.3	9	2	540	5	27	594	52	52	488	4.9%	0	52	488	488	
201	CR 213	CR 44A	SR 44	PD	D	Wildwood Comp Plan	1.3	9	2	540	5	27	594	36	52	488	4.9%	0	52	488	488	
300	US 301	CR 468	Florida's Turnpike		D	Wildwood Comp Plan	2.6	12	2	1,120	11	56	1232	430	430	690	3.8%	0	430	690	690	
301	US 301	Florida's Turnpike	CR 468	PD	D	Wildwood Comp Plan	2.6	12	2	1,120	11	56	1232	420	430	690	3.8%	0	430	690	690	
320	US 301	Florida's Turnpike	SR 44		D	Wildwood Comp Plan	0.7	11.5	4	1,810	18	91	1991	613	623	1,187	4.0%	0	623	1,187	1,187	
321	US 301	SR 44	Florida's Turnpike	PD	D	Wildwood Comp Plan	0.7	11.5	4	1,810	18	91	1991	623	623	1,187	4.0%	0	623	1,187	1,187	
340	US 301	SR 44	CR 44A		D	Wildwood Comp Plan	0.8	11.5	5	1,810	18	91	1991	1,013	1013	797	6.0%	0	1013	797	797	
341	US 301	CR 44A	SR 44	PD	D	Wildwood Comp Plan	0.8	11.5	5	1,810	18	91	1991	903	1013	797	6.0%	0	1013	797	797	
360	US 301	CR 44A	CR 466A		D	Wildwood Comp Plan	0.6	11.5	5	1,810	18	91	1991	956	956	854	6.7%	0	956	854	854	
361	US 301	CR 466A	CR 44A	PD	D	Wildwood Comp Plan	0.6	11.5	5	1,810	18	91	1991	796	956	854	6.7%	0	956	854	854	
380	US 301	CR 466A	CR 462 (East)		D	Wildwood Comp Plan	1.3	11.5	2	1,120	11	56	1232	806	806	314	7.8%	0	806	314	314	
381	US 301	CR 462 (East)	CR 466A	PD	D	Wildwood Comp Plan	1.3	11.5	2	1,120	11	56	1232	579	806	314	7.8%	0	806	314	314	
400	US 301	CR 462 (East)	CR 462 (West)		D	Wildwood Comp Plan	0.3	11	3	1,120	11	56	1232	1,032	1032	88	10.7%	0	1032	88	88	
401	US 301	CR 462 (West)	CR 462 (East)	PD	D	Wildwood Comp Plan	0.3	11	3	1,120	11	56	1232	610	1032	88	10.7%	0	1032	88	88	
420	US 301	CR 462 (West)	CR 466		D	Wildwood Comp Plan	2.8	11.5	2	1,120	11	56	1232	690	690	430	13.5%	0	690	430	430	
421	US 301	CR 466	CR 462 (West)	PD	D	Wildwood Comp Plan	2.8	11.5	2	1,120	11	56	1232	549	690	430	13.5%	0	690	430	430	
440	US 301	CR 466	CR 201		D	Wildwood Comp Plan	0.3	12	4	1,810	18	91	1991	620	620	1,190	12.8%	0	620	1,190	1,190	
441	US 301	CR 201	CR 466	PD	D	Wildwood Comp Plan	0.3	12	4	1,810	18	91	1991	332	620	1,190	12.8%	0	620	1,190	1,190	
500	CR 139	CR 44A	CR 466A		D	Wildwood Comp Plan	1.2	9	2	540	5	27	594	113	113	427	4.9%	0	113	427	427	
501	CR 139	CR 466A	CR 44A	PD	D	Wildwood Comp Plan	1.2	9	2	540	5	27	594	102	113	427	4.9%	0	113	427	427	
600	CR 501	CR 470	CR 468		D	Wildwood Comp Plan	3.2	12	2	720	7	36	792	110	110	610	7.5%	0	110	610	610	
601	CR 501	CR 468	CR 470	PD	D	Wildwood Comp Plan	3.2	12	2	720	7	36	792	81	110	610	7.5%	0	110	610	610	
700	CR 466	CR 209	US 301		D	Wildwood Comp Plan	1.0	11.5	2	720	7	36	792	202	289	431	3.4%	0	289	431	431	
701	CR 466	US 301	CR 209	PD	D	Wildwood Comp Plan	1.0	11.5	2	720	7	36	792	289	289	431	3.4%	0	289	431	431	
800	CR 472	US 301	Wildwood City Limits		D	Wildwood Comp Plan	1.3	11.5	2	720	7	36	792	116	121	599	23.0%	0	121	599	599	
801	CR 472	Wildwood City Limits	US 301	PD	D	Wildwood Comp Plan	1.3	11.5	2	720	7	36	792	121	121	599	23.0%	0	121	599	599	
900	CR 462	CR 209	US 301		D	Wildwood Comp Plan	1.0	10	2	580	6	29	638	101	191	389	8.2%	0	191	389	389	
901	CR 462	US 301	CR 209	PD	D	Wildwood Comp Plan	1.0	10	2	580	6	29	638	191	191	389	8.2%	0	191	389	389	
920	CR 462	US 301	CR 466A		D	Wildwood Comp Plan	2.2	9	2	540	5	27	594	114	213	327	11.4%	0	213	327	327	
921	CR 462	CR 466A	US 301	PD	D	Wildwood Comp Plan	2.2	9	2	540	5	27	594	213	213	327	11.4%	0	213	327	327	
1000	CR 466A	US 301	CR 462		D	Wildwood Comp Plan	1.1	12	2	720	7	36	792	180	205	515	6.0%	0	205	515	515	
1001	CR 466A	CR 462	US 301	PD	D	Wildwood Comp Plan	1.1	12	2	720	7	36	792	205	205	515	6.0%	0	205	515	515	
1020	CR 466A	CR 462	Buena Vista Boulevard		D	Wildwood Comp Plan	1.3	11.5	2	720	7	36	792	161	218	502	6.0%	0	218	502	502	
1021	CR 466A	Buena Vista Boulevard	CR 462	PD	D	Wildwood Comp Plan	1.3	11.5	2	720	7	36	792	218	218	502	6.0%	0	218	502	502	
1100	CR 44A	CR 213	US 301		D	Wildwood Comp Plan	1.1	10.5	2	720	7	36	792	57	59	661	4.9%	0	59	661	661	
1101	CR 44A	US 301	CR 213	PD	D	Wildwood Comp Plan	1.1	10.5	2	720	7	36	792	59	59	661	4.9%	0	59	661	661	
1120	CR 44A	US 301	Buena Vista Boulevard		D	Wildwood Comp Plan	1.9	11.5	2	720	7	36	792	148	180	540	4.9%	0	180	540	540	
1121	CR 44A	Buena Vista Boulevard	US 301	PD	D	Wildwood Comp Plan	1.9	11.5	2	720	7	36	792	180	180	540	4.9%	0	180	540	540	
1200	SR 44	CR 219	US 301		D	Wildwood Comp Plan	1.0	12	4	1,810	18	91	1991	656	656	1,154	5.3%	0	656	1,154	1,154	
1201	SR 44	US 301	CR 219	PD	D	Wildwood Comp Plan	1.0	12	4	1,810	18	91	1991	646	656	1,154	5.3%	0	656	1,154	1,154	
1220	SR 44	US 301	Buena Vista Boulevard		D	Wildwood Comp Plan	1.9	12	4	1,810	18	91	1991	492	603	1,207	0.6%	0	603	1,207	1,207	
1221	SR 44	Buena Vista Boulevard	US 301	PD	D	Wildwood Comp Plan	1.9	12	4	1,810	18	91	1991	603	603	1,207	0.6%	0	603	1,207	1,207	
1240	SR 44	CR 468 (South)	Sumter/Lake Co. Line		D	Wildwood Comp Plan	1.3	12	4	2,980	30	149	3278	602	706	2,274	2.3%	0	706	2,274	2,274	
1241	SR 44	Sumter/Lake Co. Line	CR 468 (South)	PD	D	Wildwood Comp Plan	1.3	12	4	2,980	30	149	3278	706	706	2,274	2.3%	0	706	2,274	2,274	
1300	CR 468	US 301	CR 501		D	Wildwood Comp Plan	2.7	12	2	720	7	36	792	110	139	581	4.9%	0	139	581	581	
1301	CR 468	CR 501	US 301	PD	D	Wildwood Comp Plan	2.7	12	2	720	7	36	792	139	139	581	4.9%	0	139	581	581	
1320	CR 468	CR 501	SR 44		D	Wildwood Comp Plan	2.9	12	2	720	7	36	792	132	208	512	4.9%	0	208	512	512	
1321	CR 468	SR 44	CR 501	PD	D	Wildwood Comp Plan	2.9	12	2	720	7	36	792	208	208	512	4.9%	0	208	512	512	
1400	CR 470	Wildwood City Limits	CR 501		D	Wildwood Comp Plan	3.5	11.5	2	720	7	36	792	225	248	472	4.9%	0	248	472	472	
1401	CR 470	CR 501	Wildwood City Limits	PD	D	Wildwood Comp Plan	3.5	11.5	2	720	7	36	792	248	248	472	4.9%	0	248	472	472	
1420	CR 470	CR 501	Sumter/Lake Co. Line		D	Wildwood Comp Plan	2.5	11.5	2	720	7	36	792	189	222	498	4.9%	0	222	498	498	
1421	CR 470	Sumter/Lake Co. Line	CR 501	PD	D	Wildwood Comp Plan	2.5	11.5	2	720	7	36	792	222	222	498	4.9%	0	222	498	4	

Table 2 Future Conditions Concurrency Management System City of Wildwood																						
Link #	Road	From	To	PD	LOS Standard	Source of LOS Standard	Segment Length	Lane Width (ft)	No. of Lanes	Maximum Service Volume at Adopted LOS Standard ¹	1% Capacity	5% Capacity	110% Capacity	Existing Peak Hour Dir Volume	Existing PH PD Volume 2007	Existing Available Capacity 2007	Growth Rate	Growth 2017	Total PH PD Trips	Available Capacity	Max # Trips Added & Meet Concurrency	Committed Improvements
100	CR 209	CR 232	CR 462		D	Wildwood Comp Plan	1.0	9	2					30								
101	CR 209	CR 462	CR 232	PD	D	Wildwood Comp Plan	1.0	9	2	540	5	27	594	32	32	508	4.9%	16	48	492	492	
120	CR 209	CR 462	CR 466		D	Wildwood Comp Plan	2.8	9	2					56								
121	CR 209	CR 466	CR 462	PD	D	Wildwood Comp Plan	2.8	9	2	540	5	27	594	58	58	482	4.9%	28	86	454	454	
140	CR 209	CR 466	Sumter/Marion Co. Line		D	Wildwood Comp Plan	2.3	9.5	2					42								
140	CR 209	Sumter/Marion Co. Line	CR 466	PD	D	Wildwood Comp Plan	2.3	9.5	2	540	5	27	594	38	42	498	4.9%	21	63	477	477	
200	CR 213	SR 44	CR 44A		D	Wildwood Comp Plan	1.3	9	2					52								
201	CR 213	CR 44A	SR 44	PD	D	Wildwood Comp Plan	1.3	9	2	540	5	27	594	36	52	488	4.9%	25	77	463	463	
300	US 301	CR 468	Florida's Turnpike		D	Wildwood Comp Plan	2.6	12	2					430								
301	US 301	Florida's Turnpike	CR 468	PD	D	Wildwood Comp Plan	2.6	12	2	1,120	11	56	1232	420	430	690	3.8%	163	593	527	527	
320	US 301	Florida's Turnpike	SR 44		D	Wildwood Comp Plan	0.7	11.5	4					613								
321	US 301	SR 44	Florida's Turnpike	PD	D	Wildwood Comp Plan	0.7	11.5	4	1,810	18	91	1991	623	623	1,187	4.0%	249	872	938	938	
340	US 301	SR 44	CR 44A		D	Wildwood Comp Plan	0.8	11.5	5					1,013								
341	US 301	CR 44A	SR 44	PD	D	Wildwood Comp Plan	0.8	11.5	5	1,810	18	91	1991	903	1013	797	6.0%	608	1621	189	189	
360	US 301	CR 44A	CR 466A		D	Wildwood Comp Plan	0.6	11.5	5					956								
361	US 301	CR 466A	CR 44A	PD	D	Wildwood Comp Plan	0.6	11.5	5	1,810	18	91	1991	796	956	854	6.7%	641	1597	213	213	
380	US 301	CR 466A	CR 462 (East)		D	Wildwood Comp Plan	1.3	11.5	2					806								
381	US 301	CR 462 (East)	CR 466A	PD	D	Wildwood Comp Plan	1.3	11.5	2	1,120	11	56	1232	579	806	314	7.8%	629	1435	-315	0	
400	US 301	CR 462 (East)	CR 462 (West)		D	Wildwood Comp Plan	0.3	11	3					1,032								
401	US 301	CR 462 (West)	CR 462 (East)	PD	D	Wildwood Comp Plan	0.3	11	3	1,120	11	56	1232	610	1032	88	10.7%	1104	2136	-1,016	0	
420	US 301	CR 462 (West)	CR 466		D	Wildwood Comp Plan	2.8	11.5	2					690								
421	US 301	CR 466	CR 462 (West)	PD	D	Wildwood Comp Plan	2.8	11.5	2	1,120	11	56	1232	549	690	430	13.5%	932	1622	-502	0	
440	US 301	CR 466	CR 201		D	Wildwood Comp Plan	0.3	12	4					620								
441	US 301	CR 201	CR 466	PD	D	Wildwood Comp Plan	0.3	12	4	1,810	18	91	1991	332	620	1,190	12.8%	794	1414	396	396	
500	CR 139	CR 44A	CR 466A		D	Wildwood Comp Plan	1.2	9	2					113								
501	CR 139	CR 466A	CR 44A	PD	D	Wildwood Comp Plan	1.2	9	2	540	5	27	594	102	113	427	4.9%	55	168	372	372	
600	CR 501	CR 470	CR 468		D	Wildwood Comp Plan	3.2	12	2					110								
601	CR 501	CR 468	CR 470	PD	D	Wildwood Comp Plan	3.2	12	2	720	7	36	792	81	110	610	7.5%	83	193	527	527	
700	CR 466	CR 209	US 301		D	Wildwood Comp Plan	1.0	11.5	2					202								
701	CR 466	US 301	CR 209	PD	D	Wildwood Comp Plan	1.0	11.5	2	720	7	36	792	289	289	431	3.4%	98	387	333	333	
800	CR 472	US 301	Wildwood City Limits		D	Wildwood Comp Plan	1.3	11.5	2					116								
801	CR 472	Wildwood City Limits	US 301	PD	D	Wildwood Comp Plan	1.3	11.5	2	720	7	36	792	121	121	599	23.0%	278	399	321	321	
900	CR 462	CR 209	US 301		D	Wildwood Comp Plan	1.0	10	2					101								
901	CR 462	US 301	CR 209	PD	D	Wildwood Comp Plan	1.0	10	2	580	6	29	638	191	191	389	8.2%	157	348	232	232	
920	CR 462	US 301	CR 466A		D	Wildwood Comp Plan	2.2	9	2					114								
921	CR 462	CR 466A	US 301	PD	D	Wildwood Comp Plan	2.2	9	2	540	5	27	594	213	213	327	11.4%	243	456	84	84	
1000	CR 466A	US 301	CR 462		D	Wildwood Comp Plan	1.1	12	2					180								
1001	CR 466A	CR 462	US 301	PD	D	Wildwood Comp Plan	1.1	12	2	720	7	36	792	205	205	515	6.0%	123	328	392	392	
1020	CR 466A	CR 462	Buena Vista Boulevard		D	Wildwood Comp Plan	1.3	11.5	2					161								
1021	CR 466A	Buena Vista Boulevard	CR 462	PD	D	Wildwood Comp Plan	1.3	11.5	2	720	7	36	792	218	218	502	6.0%	131	349	371	371	
1100	CR 44A	CR 213	US 301		D	Wildwood Comp Plan	1.1	10.5	2					57								
1101	CR 44A	US 301	CR 213	PD	D	Wildwood Comp Plan	1.1	10.5	2	720	7	36	792	59	59	661	4.9%	29	88	632	632	
1120	CR 44A	US 301	Buena Vista Boulevard		D	Wildwood Comp Plan	1.9	11.5	2					148								
1121	CR 44A	Buena Vista Boulevard	US 301	PD	D	Wildwood Comp Plan	1.9	11.5	2	720	7	36	792	180	180	540	4.9%	88	268	452	452	
1200	SR 44	CR 219	US 301		D	Wildwood Comp Plan	1.0	12	4					656								
1201	SR 44	US 301	CR 219	PD	D	Wildwood Comp Plan	1.0	12	4	1,810	18	91	1991	646	656	1,154	5.3%	348	1004	806	806	
1220	SR 44	US 301	Buena Vista Boulevard		D	Wildwood Comp Plan	1.9	12	4					492								
1221	SR 44	Buena Vista Boulevard	US 301	PD	D	Wildwood Comp Plan	1.9	12	4	1,810	18	91	1991	603	603	1,207	0.6%	36	639	1,171	1,171	
1240	SR 44	CR 468 (South)	Sumter/Lake Co. Line		D	Wildwood Comp Plan	1.3	12	4					602								
1241	SR 44	Sumter/Lake Co. Line	CR 468 (South)	PD	D	Wildwood Comp Plan	1.3	12	4	2,980	30	149	3278	706	706	2,274	2.3%	162	868	2,112	2,112	
1300	CR 468	US 301	CR 501		D	Wildwood Comp Plan	2.7	12	2					110								
1301	CR 468	CR 501	US 301	PD	D	Wildwood Comp Plan	2.7	12	2	720	7	36	792	139	139	581	4.9%	68	207	513	513	
1320	CR 468	CR 501	SR 44		D	Wildwood Comp Plan	2.9	12	2					132								
1321	CR 468	SR 44	CR 501	PD	D	Wildwood Comp Plan	2.9	12	2	720	7	36	792	208	208	512	4.9%	102	310	410	410	
1400	CR 470	Wildwood City Limits	CR 501		D	Wildwood Comp Plan	3.5	11.5	2					225								
1401	CR 470	CR 501	Wildwood City Limits	PD	D	Wildwood Comp Plan	3.5	11.5	2	720	7	36	792	248	248	472	4.9%	122	370	350	350	
1420	CR 470	CR 501	Sumter/Lake Co. Line		D	Wildwood Comp Plan	2.5	11.5	2					189								
1421	CR 470	Sumter/Lake Co. Line	CR 501	PD	D	Wildwood Comp Plan	2.5	11.5	2	720	7	36	792	222	222	498	4.9%	109	331	389	389	

Note: 1- Service volume adjusted due to narrow lane width

Planned Transportation Capacity Improvements in Wildwood

In an effort to determine what transportation improvements would be required based on population growth and roadway deficiencies, the following transportation projects programmed for construction and planning efforts, summarized below, were examined.

Florida Department of Transportation Five-Year Work Program

An examination of the FDOT Five-Year Work Program for Sumter County revealed the following planned capacity improvements programmed for construction in the City of Wildwood for the period from year 2007 to year 2012:

- US 301 between Clark Avenue and Warm Springs Avenue (Item 410250-1). Intersection improvements are committed for this 0.12-mile segment.
- US 301 between CR 204 and Marion County Line (Item 411257-4). Lane additions and reconstruction are committed for this 1.50-mile segment.
- SR 48 between West of West Street to East of West Street (Item 416187-1). Left-turn lane additions are committed for this 1.52-mile segment.
- SR 471 between CR 48 and CR 476 (Item 416221-1). Left-turn lane additions are committed for this 0.28-mile segment.

City of Wildwood Comprehensive Plan

The City of Wildwood Comprehensive Plan, adopted in June of 2001, does not provide updated road construction information in its Traffic Circulation Element or Capital Improvements Element (CIE). The Evaluation and Appraisal (EAR) report of the Comprehensive Plan provides an opportunity for transportation needs to be reevaluated throughout the City and updated within the Comprehensive Plan.

Lake-Sumter Metropolitan Planning Organization

The Lake-Sumter Metropolitan Planning Organization (MPO) is responsible for providing local input for urban transportation planning and allocating federal transportation funds. The Lake-Sumter MPO Planning Boundary includes Lake County and only a small portion of Sumter County. The 20-member Board represents cities from Lake County only; therefore, the City of Wildwood, located in Sumter County, does not have an elected official with voting rights on the Board.

The cornerstone of the Lake-Sumter MPO's transportation planning effort is the 2025 Long Range Transportation Plan (LRTP). The LRTP provides a long-range analysis of the transportation needs of Lake and Sumter Counties through the identification of needed projects and cost feasible improvements. Completion of a LRTP update every five years is a federal and state requirement for the TPO to receive funding for transportation projects.

The Needs Assessment has listed the widening of CR 466 to a six-lane divided road from CR 101 to US 27/US 441 by 2025 as a needed improvement to satisfy travel demand. The LRTP includes estimated costs for this project. This improvement need is currently outside the boundaries of the city.

Recommendations

Due to anticipated continued growth and development within the City, it will likely be difficult for transportation funding to keep the pace with travel demand. It will be increasingly important for Wildwood to consider alternative strategies and funding mechanisms. The following recommendations provide options for short and long term transportation solutions for the City of Wildwood.

1. Establish and maintain a long term CMS which allows for the creation of a

Proportionate Fair-Share Ordinance: This report provides the basis for the creation of a CMS and corresponding Proportionate Fair-Share Ordinance. As previously stated, both of these items are required by the 2005 amendments to the state of Florida's Growth Management legislation to be in place in all Florida localities by December 1, 2006. The most desirable option that meets the requirements of the legislation and provides longer-term

transportation strategies for roadways over capacity would be the establishment of a ten year concurrency management system. This method provides the most financial flexibility because it allows deficient roadways to be identified, capacity adding projects to be selected, and provides a portion of the funding needed for these improvements to be collected. This process, when combined with other funding mechanisms, enables development to continue as outlined by the City. This CMS can function as both the short-term and long-term system.

2. Utilize this study to establish a long-term Capital Improvements Program (CIP) for transportation in the Capital Improvements Element (CIE) of the Comprehensive Plan:

As previously described, several road segments will be over capacity in the City of Wildwood by 2017. In order for a ten year long-term CMS program to be created, a corresponding ten year long-term CIP must be established. This will facilitate projects required for necessary capacity improvements as well as revenue the City expects to receive that could be used to finance those improvements to be identified within the CIE. Possible revenue options include Proportionate Fair-Share funding and financing from other recommendations described within this report. In addition, the schedule necessary for the completion of the CMS is advantageous for transportation improvements to be included in the Evaluation and Appraisal Report of the Comprehensive Plan.

3. Establish Impact Fees Specific to the City of Wildwood:

Impact fees in Florida vary widely across the state, from \$1,284 for residential units in Wakulla County compared to nearly \$18,000 for a similar home in Osceola County.⁴ The City of Wildwood should also consider establishing an impact fee district within Sumter County's system bound to the City limits to help offset the infrastructure costs created by new commercial and residential development.

4. Support mixed use, the clustering of residential and commercial uses, in-fill development, and sustainable land uses in areas where activity centers exist or could

⁴ Babiars, Liz, "Advancing Impact-Fee Bill Would Set New Guidelines for Cities, Counties to Follow." N.Y. Times Regional Media Group, www.gainesville.com.

- exist:** Population growth in the City of Wildwood and Sumter County will create demand for new retail and commercial land uses, such as banks, drug stores, and restaurants. Encouraging the clustering and mixing of these commercial land uses around existing or future residential areas will help reduce dependency on automobiles for shorter trips as people are provided opportunities for walking or bicycling. Encouraging in-fill development and the creation of a downtown destination corridor could also assist redevelopment efforts within the City and lead to a reduction of congestion on area roadways.
- 5. Establish a Transportation Concurrency Exception Area (TCEA) or Transportation Concurrency Management Area (TCMA):** This is a potential option for roadways in areas that have targeted and specific planning goals, such as a CRA. By coordinating the boundaries of the TCEA or TCMA with the CRA, there is an opportunity to concentrate development within a specific area and take advantage of the more generous traffic impact allowances afforded with the designation of a TCEA or TCMA.
 - 6. Expanded transit service and hours of operation within the City of Wildwood:** Transit options in Wildwood at this time are limited. Expanding this service to the rest of the City of Wildwood would provide more transportation options for residents while reducing congestion on local roads. Proportionate Fair-Share funding could also be utilized to fund additional transit service.
 - 7. Continue to coordinate transportation planning activities with Sumter County, Lake-Sumter County MPO, and FDOT:** It should be noted that funding received from Proportionate-Fair Share mitigation alone will not be sufficient to fund necessary transportation capacity improvements. Intergovernmental coordination will play a vital role in identifying possible solutions for capacity constraints as well as funding sources for road improvement projects.
 - 8. Establish alternative roadways:** The creation of parallel facilities for congested roadways, would provide needed additional roadway capacity for the City. Establishing alternative

parallel facilities could also serve to increase the area available for targeted redevelopment, while providing an opportunity for increased multimodal options through the provision of transit, pedestrian, and bicycle facilities. Proportionate fair-share mitigation funding can also be used for these types of improvements.

Conclusion:

The various elements needed for the establishment of a Transportation Concurrency Management System were designed to be available through this report. By creating a CMS program and securing Proportionate Fair-Share funding, Wildwood has the unique opportunity to charter its own development course by determining and financing needed transportation improvements within its borders. The additional recommendations within this report will maximize transportation funding and alternative transportation options available to the City.

In order to make certain that future transportation needs are addressed, it will be important to annually measure actual growth achieved and conduct traffic counts to monitor congestion on area roadways. This will confirm the basis of the study and will provide necessary updates for the CMS. Maintaining an accurate assessment of transportation conditions within the City will enable Wildwood to possess a more informed position when participating in intergovernmental coordination efforts with Sumter County and other jurisdictions. The particular items needed to create and maintain a CMS program are outlined in **Appendix A-C**. (Please note that the transportation conditions described within the Traffic Circulation Element of the Comprehensive Plan can be updated based on the results of this report.) Taken as a whole, these guidelines provide a standard and uniformed approach to analyze transportation impacts that can be used by all parties interested in new development in Wildwood.

- **Appendix A:** Concurrency Management System Instructions
- **Appendix B:** Comprehensive Plan Amendment Application Traffic Impact Analysis Guidelines
- **Appendix C:** Application for Development Order (Site Plan Submittal) Traffic Impact Analysis Guidelines

Appendix A:

Concurrency Management System Instructions City of Wildwood Concurrency Management System User's Manual

I) Introduction and Purpose

The purpose of this document is to provide the users and administrators of the Concurrency Management System (CMS) with guidance as to how the CMS is to be maintained and applied. The following will provide guidance on both short-term and long-term maintenance of the CMS data sets and tables and provides information on how best to apply the CMS for new applicants.

II) Existing Level of Service Standards

The existing level of service (LOS) standard on all roadways within the CMS is LOS D, as defined by the Comprehensive Plan.

III) Comprehensive Plan Amendment Application Analyses

Comprehensive plan amendment applications should follow the analysis guidelines provided by the City and all analyses, unless limited by an associated text amendment, should be for the maximum development intensity allowed under the proposed land use. The guidelines for trip generation, based upon the latest available ITE data, should be followed and the distribution of trips should be out to the five percent threshold, five percent of the service volume at the adopted level of service. A five-year and ten-year analysis should be completed for the proposed development, unless a more appropriate analysis horizon is identified. The results of the analysis should summarize any future anticipated deficiencies and opportunities for mitigation of impacts should be identified.

IV) Structure and Basis of the Concurrency Database

The CMS database was developed and is maintained as a Microsoft Excel workbook. The roadways included in the CMS are as follows:

- US 301
- SR 44
- CR 44A
- CR 139
- CR 209
- CR 213
- CR 462
- CR 466
- CR 466A
- CR 468
- CR 470
- CR 472
- CR 501

These roadways were segmented at logical termini such as the limits of the City, the terminus of the roadway, or at intersections with significant cross streets. The segmentation adopted as part of the CMS must be maintained in the analyses completed by applicants. The only deviation from the

segmentation included in the CMS that may be permitted would be for alternative capacity analyses. The applicant may choose to adjust the segmentation to complete a more accurate or appropriate alternative capacity analysis.

The CMS is based on PM peak hour peak direction information.

At implementation of the CMS the base year data was year 2007; this information was collected in the spring of the same year. Each year in February/March, updated base year data will be collected for each of the roadway segments and updated base year data will be published annually by April 30. The base year data will include any roadway characteristic modifications that have changed in the previous year and have not been accounted for in the CMS. Additionally, the City will collect 72-hour traffic volume data for each of the roadway segments in the CMS and will publish this data as part of the same annual update. The growth rates associated with traffic volume data will also be updated at this same time. The previous three to five years of traffic volume data will be reviewed to determine the appropriate growth rate that should be applied to best estimate the future traffic volume demand on the CMS roadway segments. FDOT traffic volume data will be used to fill those gaps in data for the first three to five years of the CMS, until the City has the historical volume data collected needed to independently calculate the growth rate for the CMS roadway segments.

V) Applicability and Uses of the Database

The CMS was established as a tool to assist with monitoring and planning for both short-term and mid-term needs and as a supplement to the Lake-Sumter Metropolitan Planning Organization's (MPO's) Long-Range Transportation Plan. The use of an annually updated growth rate to project volumes into the future will help better estimate the needs through the ten-year horizon of this CMS. These projections, to any future year, can be completed by simply inputting the desired future year into the cell at the top of the growth column that contains a highlighted year in the future year spreadsheet. By modifying the highlighted year, the user can determine, based upon the currently applied growth rates, what the projected future available capacity or areas of concern might be along the roadway segments contained within the CMS.

The CMS should also be used in completing traffic impact analyses for minimal, small, and large developments. "Minimal Developments" are defined as those developments that are projected to generate 15 or fewer PM peak hour trips at the site access(es) to the public roadway network. "Small Developments" are defined as all developments that are projected to generate 15 to 50 PM peak hour trips at the site driveway access(es) to the public roadway network. All developments that are not considered "Minimal Developments" or "Small Developments" are classified as "Large Developments".

VI) Pre-application Methodology Meeting

A pre-application methodology meeting shall be scheduled with City staff to discuss and review the proposed methodology for the concurrency analysis and the operational traffic impact analysis that is required by the City. The attendees at the meeting are to include the registered/certified professional individual that will be completing the traffic analyses on behalf of the applicant, as well as the City's

staff. At this meeting a review of the requirements associated with the analysis will be discussed. The applicant should prepare and bring a site plan to the meeting as well as any materials supporting alternative analyses, beyond those analyses required as part of the CMS and operational traffic analysis submittal.

The City will make available summaries of the transportation impact requirements for those submitting for Comprehensive Plan Amendment Applications as well as for those submitting Transportation Concurrency Applications.

VII) Trip Generation

Trip generation calculations should follow the currently published guidelines and methodologies provide by the Institute of Transportation Engineers for completing PM peak hour calculations, unless otherwise specified and agreed to by City staff. Alternative trip generation methodologies may be recommended and provided for City staff review and approval. It is recommended that these alternative methodologies or supporting data sets be provided to the City prior to the pre-application methodology meeting in order to expedite the review and approval process of the overall analysis.

A phased trip generation, concurrency analysis, and operational analysis are to be completed for those developments that are anticipated to have a buildout period of more than three (3) years from the date of the certificate of concurrency. The phasing should be consistent with the following schedule.

Phase I – up to three (3) years from the date of certificate of concurrency

Phase II – up to, but not beyond, six (6) years from the date of certificate of concurrency

Any phase anticipated to be built out beyond six (6) years from the anticipated date of the current application for certificate of concurrency will be required to complete a cumulative concurrency analysis, for all previous phases of development built or planned for in the schedule of development, before a certificate of concurrency will be provided for the additional phases. The cumulative concurrency analysis will be subject to the requirements and regulations in place at the time of submittal of the application for certificate of concurrency for the future phases of development.

Developers may apply for extensions to the certificate of concurrency for those phases of development previously approved, but not yet completed. An extension up to, but not to exceed, twelve months for each phase of development may be permitted at the discretion of City staff.

VIII) Study Area

As mentioned prior to this in the section of this document *Applicability and Uses of the Database*, projects will be defined as either “Minimal Developments”, “Small Developments”, or “Large Developments”. All analyses are ultimately bounded by the city limits of the City of Wildwood. No applicant, unless expressly required by the City, is expected to complete analyses at intersection or on segments outside of the bounds of the city limits.

Minimal Developments

Applicants for developments classified as “Minimal” shall only be required to complete the concurrency application form provided by the City and any applicable application fee associated with the submittal for a concurrency review.

Small Developments

Applicants for “Small Developments” shall only be required to distribute traffic and analyze those CMS links nearest to the site access(es), unless the roadway that the driveway(s) connect to is defined as a “Segment of Concern”, meaning that the existing volume on that segment is greater than 85 percent of the service volume for that segment. If a “Small Development” is accessed via a “Segment of Concern” then the analyses should follow the same procedures as a “Large Development”.

Large Developments

Applicants for “Large Developments” shall distribute traffic on those roadway segments that the development accesses via site driveway access points and connect the development to the CMS roadway network. Additionally, those roadway segments, and one segments beyond, that are within the CMS and that are expected to experience traffic volumes in the peak direction that are great than or equal to five (5) percent of the adopted LOS service volume in the peak direction and one link beyond.

The distribution of traffic for the “Small Developments” and “Large Developments” on the CMS roadway segments should be compared to the existing available capacity to determine whether adequate capacity is available.

Each type of analysis will be subject to a detailed review by the City or a qualified representative of the City.

IX) Project Traffic Distribution and Assignment

Project traffic should be distributed on the studied roadway segments as previously defined. Distribution should either be completed using the latest FDOT District Five Central Florida Regional Planning Model or should be completed by hand using the gravity method and existing available traffic volume data and knowledge of the area.

Should CFRPM be used, a linear interpolation between the base year and future year of the model data to the analysis year should be completed and a select zone for the development should be run with appropriate zone connection(s) for the proposed development.

Should the hand distribution gravity model (based upon knowledge of the area and existing traffic volume data) be used, then the applicant’s best professional judgment should be documented and supported.

The City will require all information supporting the distribution be submitted as part of the analysis as to allow for a thorough review of the assumptions and methods used to complete the distribution and assignment of project traffic.

X) Roadway Segment Capacity Analyses

As noted previously the roadways included in the CMS were segmented at what were determined to be logical termini (city limits, cross streets, and roadway termini). The service volumes for these roadway segments were based upon year 2007, existing roadway characteristics and the corresponding service volumes in the *FDOT 2002 Quality/Level-of-Service Handbook* with some adjustments for roadway width. As capacity improvements are funded and programmed the impacts of the projects on capacity should be included and represented in the CMS tables for the appropriate segments.

Alternative capacity analyses may be completed to more accurately reflect the service volumes for a particular portion of roadway. The methodology used to determine the alternative capacity must be approved by the City of Wildwood at the pre-application meeting (approved methodologies include FDOT's guidance for using the ARTPLAN and HIGHPLAN software packages). The City of Wildwood will review and hold the right to approve or comment upon any adjustments to the service volumes on the roadway segments included in the City of Wildwood's CMS. Those service volumes that are adjusted by alternative capacity analyses will be adopted and applied for a period of one year. The first applicant whose traffic impacts a roadway segment with an adjusted and expired service volume will be required to complete a new alternative capacity analysis using a methodology provided to the City and approved for use. This new alternative capacity analysis will be reviewed and either commented upon or approved. Once approved the results of the analysis will be used to either renew or adjust the expired service volume for a period of one year.

XI) Intersection LOS Analyses

Intersection LOS analyses are to be completed for the PM peak hour background and buildout conditions for the buildout year of each phase of development. The intersections to be analyzed are defined as those signalized intersections at the termini of or along study area roadway segments and the intersection of site driveway accesses. The City, at staff's discretion, may require that additional signalized and/or unsignalized intersections, beyond those defined by the study area, be analyzed as part of the operational portion of the CMS Application and Traffic Impact Analysis. For those intersections that are included in the study and deemed to be deficient, recommendations for mitigation that will return the intersections to an acceptable LOS are to be included.

XII) Turn Lane Analyses

Right-turn and left-turn lane analyses at the site driveway accesses are to be completed as part of the traffic impact analysis. Analyses should be completed in accordance with the requirements provided in NCHRP Report 457 "Evaluating Intersection Improvements: An Engineering Study Guide". Should turn lanes be warranted as a result of these analyses the appropriate dimensions of taper, deceleration, and storage are to be calculated and included in accordance with the FDOT guidelines provided in Index 301.

XIII) Proportionate Fair-Share Program

Proportionate fair-share calculations using the following formula should be used to calculate the payment that is to be made for deficient roadway segments in the Wildwood CMS that are impacted by traffic from a proposed development. The cost of improvements should be calculated and documented using the latest available cost estimates provided by FDOT District 5.

Proportionate Fair-Share = [(Development Trips_i-Available Capacity_i)/Service Volume Increase_i] x Cost of Roadway Segment Improvement_i

Where:

Development Trips = Those cumulative trips from the stage or phase of development under review that are assigned to roadway segment “i”

Available Capacity = Number of trips available on roadway segment “i” before a deficiency per the long-term Concurrency Management System is triggered. If the roadway is already deficient, there is no available capacity.

Service Volume Increase_i = Service volumes provided by the eligible improvement to roadway segment “i” per Item (d) of these regulations;

Cost_i = Adjusted cost of the improvement to segment “i”. Cost shall include all improvements and associated costs, such as design, right-of-way acquisition, planning, engineering, inspection, and physical development costs directly associated with construction at the anticipated cost in the year it will be incurred.

XIII) Aggregation of Development

Analyses of the cumulative impacts of those developments that are deemed by City staff to be physically adjacent or near to one another and are deemed to be part of a single, or unified, plan of development shall be completed.

Developments are presumed to be physically adjacent to one another or near one another when boundaries are within 750 feet of one another or when separated by properties that are assumed to be part of a single or unified plan of development that is congruent with the plans for development of those properties being sought for aggregation.

A single or unified plan of development is presumed when two or more of the following criteria are met:

- The same individual or entity has a significant interest in the property from a legal or equitable perspective, meaning the individual or entity has an interest or option for an interest greater than or equal to 20 percent in each development.

- The same individual or entity has retained or shared control of the developments.
- There is common management of the developments controlling the form of physical development or disposition of parcels of development.
- There is a voluntary sharing of transportation infrastructure that is indicative of a common development plan between the properties sought to be aggregated, or is designed specifically to accommodate the development to be aggregated, except that which is implemented at the request of a permitting or maintaining governmental or jurisdictional entity.
- There is a common advertising scheme or promotional plan in place for the developments sought for aggregation.
- There is a master plan or series of plans or drawings indicative of a single or unified plan of development that has been prepared and submitted to a governmental agency.

An applicant may discount the presumptions requiring aggregation by providing the City of Wildwood with clear and convincing documentation that supports the suggestion that a single or unified plan of development does not exist. Additionally, for those instances when the aggregation status of a parcel or series of parcels is debatable or unclear, the applicant, land owner and/or developer may be required to provide a notarized affidavit attesting to the validity of the evidence and documentation presented.

Regardless of the presumptions based upon the preceding, those projects that have been completed to the point of 85 percent or more for a period of 10 years or more shall not be subject to aggregation.

To encourage the design and construction of interconnectivity of development and the sharing of transportation infrastructure, the City of Wildwood reserves the right to make special provisions to these rules and regulations that pertain to the aggregation of development for transportation impact analyses and the determination of concurrency.

XIV) Annual LOS Report

Annually, a report detailing the LOS on the CMS roadways will be completed. This report will be completed by August 1st of each year and will summarize the current existing LOS of service for each roadway segment included in the CMS base upon the latest update completed for the CMS on July 1st of that same year. This report will be made available for public review.



Appendix B:
Comprehensive Plan Amendment Application Traffic Impact Analysis Guidelines

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 Robert Smith, Development Services Director, City of Wildwood at (352) 330-1330.

- 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' 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 City of Wildwood 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 2007 should complete a year 2012 and a year 2017 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 City of Wildwood 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.



Appendix C:

Application for Development Order (Site Plan Submittal) Traffic Impact Analysis Guidelines

Application for Development Order (Site Plan Submittal) Traffic Impact Analysis Guidelines

The following are suggested guidelines to be followed when preparing a traffic impact analysis for an Application for Development Order. Upon approval of the Development Order, this concurrency analysis reserves capacity on the roadway network for the net new external project trips. The purpose of this traffic impact analysis is to identify the potential transportation deficiencies at the buildout year of the project. Should you have any questions regarding this analysis, please feel free to contact Robert Smith, Development Services Director, City of Wildwood at (352) 330-1330

- 1) A roadway link PM peak hour, peak direction level of service analysis as well as intersection analyses in the AM and PM peak hours should be completed.
- 2) Trip generation rates and equations should be based on *Institute of Transportation Engineers' Trip Generation* (latest available edition). The AM/PM peak hour of adjacent street traffic trip generation equations (or rates), if available, should be used to calculate 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 City of Wildwood Concurrency Management System or other appropriate sources.
- 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 (FDOT) 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) For roadway links that are determined to be significantly impacted by project traffic, an analysis of the major intersections along the links (including the intersections at the end of the study area) should be completed. Major intersections are defined as the crossings of Federal, State, or major County/City/Local roadways. Intersections at project entrances should be analyzed as well.
- 10) The intersections should be analyzed for both the background (estimated background traffic volume at year of project buildout) and total (background traffic plus project trips) traffic conditions.
- 11) Buildout year background traffic is typically estimated by applying an appropriate historical growth rate to existing, collected peak season traffic volumes. Growth rates from the City of Wildwood Concurrency Management System shall be used.
- 12) Intersection analyses should be performed by using either Highway Capacity Software (HCS) or Synchro.
- 13) For intersections projected to operate below the adopted level of service standard at project buildout, recommendations for improvements should be made. These improvements should return the intersection to a satisfactory level of service with total traffic volumes.
- 14) Turn lanes (left and right) warrants should be evaluated at all site entrances. Turn lane warrant analyses should be conducted in accordance with National Research Council and Transportation Research Board guidelines, and as consistent with FDOT proceedings.
- 15) The traffic analysis prepared for the Application for Development Order is to be signed and sealed by a qualified professional engineer whose primary area of expertise is transportation engineering/planning.

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