

## Planning and Zoning Workshop – TIA Overview Presentation

November 6, 2023

[Video](#) of Workshop

**Present:** Stephen Yates, Brooks Weiss, Curtis Hodges, Larry Wheatcraft, Kip Hulvershorn. **Absent:** John Frankhouser and Thomas Bein.

### Workshop:

Mr. Joseph Roviato from Luke Transportation Engineering Consultants gave an overview on [Traffic Impact Analysis \(TIA\) and its methodology](#). TIA's are required from all developers who propose new projects or those who want to change our Comprehensive plan. After a TIA is submitted, the consultants review and evaluate the effect of the proposed development's traffic demand on our existing transportation networks' capacity and their traffic flow, following their own TIA study. They then comment and address any issue they see that the developer will have to correct, especially looking at their impact on access points and on the roadway as it connects as well as roadway segments. All transportation impact studies should consist of these four major components:

- Methodology Development – This has several criteria and guidelines that are set by the county and are continually being updated, so the developer needs to make sure the newest one is being followed. The criteria for this are the following:
  - Following the updated Volusia County Transportation Analysis Guidelines
  - Provides project location, land use type and proposed project density.
  - Provides project build-out year.
  - Documents adopted Level of Service Standard (LOS) to be followed.
  - Establishes roadway and intersection thresholds.
  - Documents average daily volume and peak hour volume
  - Looking at the study area which includes a three-mile radius of the project where signals (and their timing), roundabouts, and number of intersections are all taken into consideration.
- Existing Conditions Analysis – This assesses current conditions as a basis for comparison to future conditions. Items used for this are the following:
  - Data collection at different times
  - Looking at roadway segments and study intersection analysis results
  - Identifying any programmed (funded) roadway network improvements (within next 3-years).
- Future Conditions Analysis - This analysis is where the future impacts of the proposed development are assessed. These analyses are comprised of multiple steps:
  - Future background traffic
  - Project trip generation and distribution
  - Assignment of background and project traffic to the study roadways/ intersections network
  - Evaluation of future roadways and intersections' operational conditions (FDOT looks at 5-10 years of projected growth) as well as pedestrian walkways and access points.
- Mitigation Analysis - When the TIA identifies an undesirable Level of Service (LOS) as compared to the adopted LOS standard, mitigation measures to reduce or mitigate the transportation

impacts should be undertaken which can be in the form of enhancing operational efficiency, increasing system capacity, or payment of a proportionate share of the identified need. This component can also reduce the level of development density or phase the development impacts with capital improvements.

Each component was discussed more in detail with Mr. Rovario giving examples of each. He noted that for any proposed development, project size, location and category will influence the type and level of detail required for each component of the overall transportation impact study.

#### **Board Comments/Questions:**

- Board Member Hodges had two questions. The first one was how it's decided if a flyover/high level overpass should be used for a dangerous intersection to which Mr. Rovario stated that the DOT has its own criteria for this and would implement another solution before doing that route, like eliminate lefthand turns; and second, there would have to be land available to build one. Mr. Hodges then asked about increased traffic due to a Chic-fil -a and was told that for the most part, all fast-food restaurants have the same Trip Generation stats, so the average is what is being looked at, but density does make a difference as well as what they are proposing, for FF restaurants are getting smaller as more people are picking up food rather than going in which will make the traffic heavier.
- Planning Manager Ms. Stephanie Doster interjected, asking Mr. Rovario who he represents, the city or the developers to which he replied both as he is the city's consultant but wants the developers to do what they need to do per the Volusia guidelines, so there really is no conflict of interest.
- Board Member Frankhouser asked what happens when he gets an analysis to review. Mr. Rovario replied that he first looks at the Methodology and then looks at all the components which usually takes 2-3 weeks. He then sends the developer a letter saying what he agrees with and what needs to be changed, often due to math errors, missing data or not using the updated guidelines. A follow-up study is done after the project is officially submitted.
- Board Member Hulvershorn stated he was disappointed that only automobiles are being used for these studies and it's not multi-modal as bicycles are becoming more popular as an alternative mode of transportation. Mr. Rovario stated that was a good point and, in the future, the County will be adding this in the Methodology as there are more bike lanes being incorporated on streets and major highways, along with if sidewalks are available for pedestrian traffic. Mr. Hulvershorn also felt that these studies don't really address our unique problems being a tourist area beach town to which Mr. Rovario responded that he asks specifically for weekend count analysis due to this.
- Board Member Wheatcraft asked about the TIA for the proposed 3<sup>rd</sup> Ave./Atlantic Ave. parking lot and the increase in pedestrians (and bicycles) but there really wasn't an in-depth analysis of this potential problem since the Trip Threshold wasn't accurate, so what can be done to fix this? It was noted that as a city, we can revise our LDR code due to our unique nature of certain beachside areas that will address this issue more accurately in the future.