

Tides End

TRAFFIC IMPACT STATEMENT

Submitted March 31, 2016

DTS Application Number: 20160173/Project Number: PDR-16-06(Z)(P)

Narrative

This project is located at 9523 17th Avenue NW just west of 75th Street in Bradenton, Florida. The property has historically been vacant. The proposed project includes a 38 unit single family residential subdivision. The purpose of this TIS is to support the rezoning of the property to PDR with a Preliminary Site Plan (PSP).

Trip Generation

Table 1 below indicates the estimated trips using ITE Trip Generation 9th Edition.

TABLE 1. Trip Generation

ITE Code	Land Use Type	Size	PM Peak-Hour Trips In	PM Peak-Hour Trip Out	PM Peak-Hour Total Trips
210	Single Family Detached Housing	38	27	16	44
	Total	38	27	16	44

Impact Area

The significant impact area includes first-impacted thoroughfares and thoroughfares carrying project traffic equal to or greater than five percent of the pm peak hour service volume ("capacity") at adopted level of service (LOS). 17th Avenue NW is the first-impacted thoroughfare and is included in the analysis. Table 2 below indicates the impacted roadway links and the project traffic impacts on the impacted links and the capacity of those facilities.

Table 2. Impact Area

Link No	Road	From	To	Lanes	Adopted LOS	PM Peak Service Volume	Peak Hour Project Traffic	Project Traffic as % of Svc Vol
1240	17th Avenue NW	75th Street W	99th Street NW	2	D	950	44	0.46

As shown in Table 2, the development's traffic does not meet the five percent threshold on the first-impacted road segment. This segment is expected to carry the most project traffic, and because the five percent test is not met for it, it is assumed not to be met for any other road segments.

Level of Service Analysis

Table 3 summarizes the generalized level of service analysis on impacted roadways. Based on the analysis, the impacted segment of 17th Avenue NW is expected to operate at or above the adopted LOS D standard.

Table 3. Level of Service Analysis

Road	From	To	PM Peak Hour Volume	Peak Hour Reserved	Estimated Project Traffic	Peak Hour Total Traffic	LOS
17th Avenue NW	75th Street NW	99th Street NW	305	13	44	362	D

Access

The project has proposed access via a driveway on 17th Avenue NW.

Please contact Paul Villaluz with Manatee County at 941.749.3502 x7859 regarding access concerns.

Right of Way

Based upon the Comprehensive Plan's Future Traffic Circulation Map, the segment of 17th Avenue NW from 75th Street NW to 99th Street NW has a future right of way need of 84 feet (42 foot half width). The applicant will work with the Manatee County Transportation Planning Division to ensure sufficient area to accommodate a future right of way setback for 17th Avenue NW.

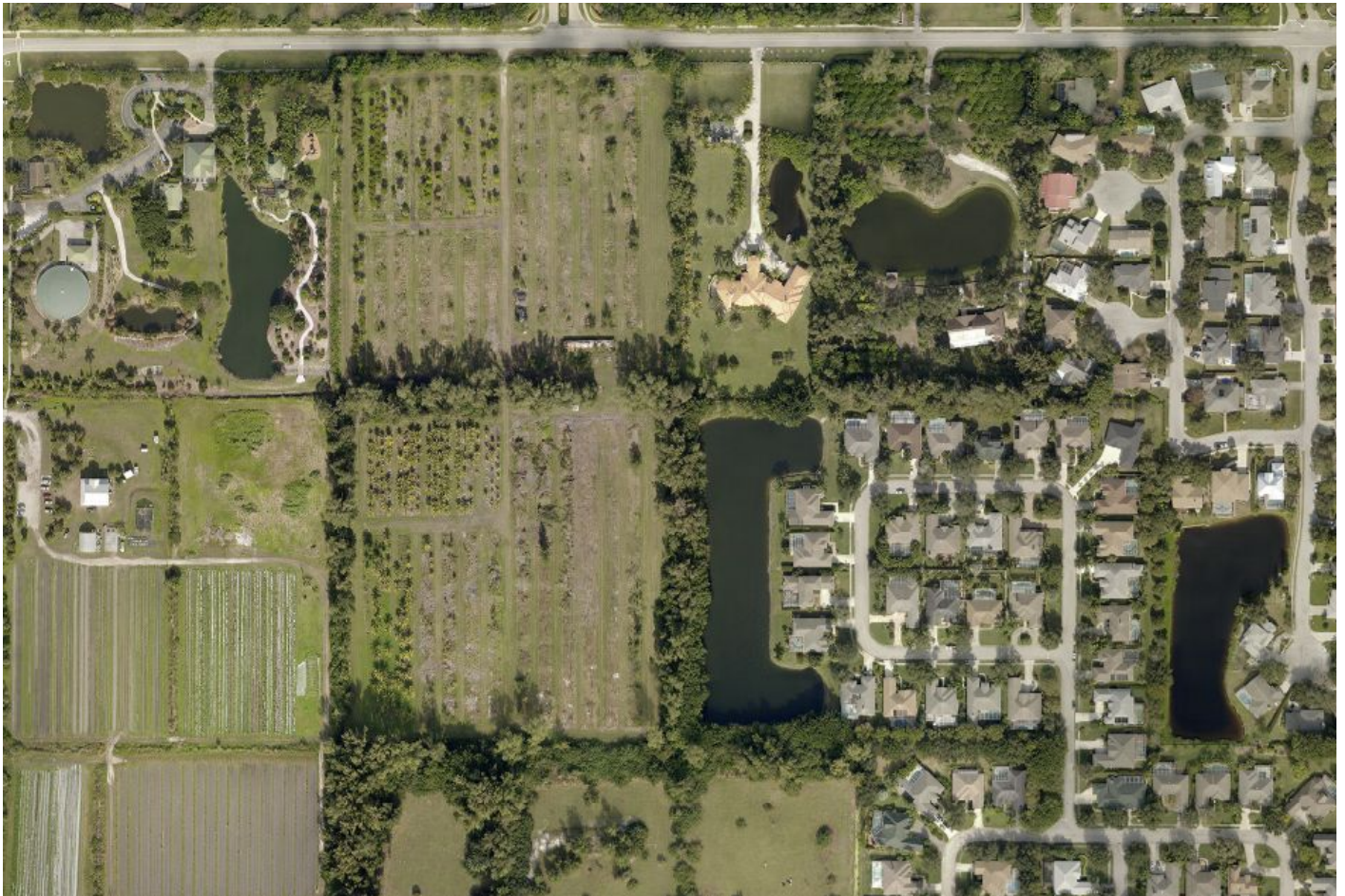
Multi-Modal Transportation

The project will encourage the use of bicyclists by the installation of bicycle racks. A bike lane does not exist on the transportation link adjacent to the project site. The project will consider pedestrian mobility when preparing the Final Site Plan. Pedestrians using the site will be connected to existing sidewalks improving walking-connectivity via striping at the driveways and in the parking lot areas. A bus stop (Beachway Plaza - Route 3W) is 2.5 miles away from the project site. Transit riders will be encouraged to access the site via the bicycle and pedestrian connectivity which may be enhanced by site pavement striping, installation of bicycle racks and/or improvement/enhancement of sidewalks.

Conclusion

This development is not projected to create adverse transportation impacts on significantly impacted thoroughfare roadways.

Site Location



A handwritten signature in black ink, appearing to read 'N. Kragt'.

Nathan Kragt
ZNS Engineering, LC

Support Documentation

The following is a list of support documentation that may be required as a part of the Traffic Impact Statement submittal. This will be determined at the time of the methodology.

1. Appropriate Page of Manatee County Link sheet
2. Appropriate ITE Land Use Code Pages

Manatee County Planning Department Concurrency Transportation Link Sheet

Report run on: May 24, 2016 3:45 PM

Link No	Road Name	From Street	To Street	Jrs Dtn	Fnc Cls	U T R	(#1) Crs Sec	Sig/ Mile	Nu m Sig	Cl ass Gr p	Le ft Tu rns	5% Peak Hour Vol	Los Std	Exist Los	Proje cted LOS	Art Plan LOS	Trf Cnt Yr	Exist AADT	K100	O C S	Peak Hour Base	Peak Hour Res	Peak Hour Total	(#2) Peak Hr LOS Vol	Avail Peak Hour Cap	3 Yr Growth Rate	Cn Yr	Con Typ	De Im Rs	Stn Num
1200	9 ST W	26 AV W	301 BLVD	MC	UC	U	2D	2.27	1	Y		62.5	D	D	D	14	9488	0.090	O	854	4	858	1,250	392	0.000			0	05-01	
1210	9 ST W	301 BLVD	CORTEZ RD W	MC	UC	U	4U	1.59	1	Y		124.5	D	C	C	14	3295	0.090	O	297	0	297	2,490	2,193	0.000			0	05-03	
1220	15 ST E/SR 70A	13 AVE E	US 301	ST	MA	U	2U	2.11	3	I	Y	88	D	C	C	12	11200	0.090	O	1,008	61	1,069	1,760	691	0.000			0	5032	
1230	15 ST E/SR 70A	US 301	301 BLVD	ST	MA	U	2U	1.25	2	I	Y	80	D	C	C	12	11200	0.090	O	1,008	55	1,063	1,600	537	0.000			0	5080	
1240	17 AV NW	75 ST NW	99 ST NW	MC	UC	U	2U	0.00	0	US	N	47.5	D	C	C	14	3393	0.090	O	305	13	318	950	632	0.000			0	01-02	
1260	17 AV W	51 ST W	59 ST W	MC	UC	U	2D	2.00	1	Y		62.5	D	C	C	14	3360	0.090	O	302	36	338	1,250	912	0.000			0	01-41	
1270	18 AV W	43 ST W	51 ST W	MC	UC	U	2U	0.00	0	US	N	47.5	D	C	C	14	1438	0.090	S	129	36	165	950	785	0.000			0	02-43	
1280	20 ST W	CORTEZ RD	53 AV W	MC	UC	U	2U	1.00	1	N		59.5	D	C	C	14	3953	0.090	O	356	33	389	1,190	801	0.000			0	04-10	
1290	21 AV W	43 ST W	51 ST W	MC	UC	U	2U	0.00	0	US		47.5	D	C	C	14	5195	0.090	O	468	0	468	950	482	0.000			0	02-06	
1300	21 AV W	51 ST W	59 ST W	MC	UC	U	2U	2.00	1	N		47.5	D	D	D	14	7007	0.090	C	631	0	631	950	319	0.000			0	01-10	
1302	21 ST E/21 ST CT E	US 41	CANAL RD	MC	UC	U	2U	0.00		N		47.5		C	C	14	612	0.090		55	0	55	950	895	0.000				09-68	
1304	24 AVE E	US 301	MEMPHIS RD	MC	UC	U	2U	0.00		N		47.5		C	C	14	952	0.090		86	0	86	950	864	0.000				09-15	
1310	26 AV E	US 41	9 ST E	MC	UC	U	2U	4.00	2	Y		59.5	D	D	D	14	7247	0.090	O	652	24	676	1,190	514	0.000			0	05-16	
1320	26 AV E	9 ST E	15 ST E	MC	UC	U	2U	4.00	2	Y		59.5	D	D	D	14	7075	0.090	O	637	65	702	1,190	488	0.000			0	08-09	
1330	26 AV E	15 ST E	27 ST E	MC	UC	U	2U	2.00	2	Y		62.5	D	D	D	14	7321	0.090	O	659	3	662	1,250	588	0.000			0	08-10	
1340	26 AV E	27 ST E	45 ST E	MC	UC	U	2U	0.70	1	Y		72	D	C	C	14	3150	0.090	O	284	1	285	1,440	1,155	0.000			0	08-16	
1385	26 ST W	26 AV W	SR 684(CORTEZ RD)	MC	MA	U	4U	0.00	0	I	N	120.5	D	C	C	14	15527	0.090	O	1,397	29	1,426	2,410	984	0.000			0	02-09	
1400	26 ST W	CORTEZ RD	53 AV W	MC	MA	U	4U	1.00	1	I	N	153	D	C	C	14	16229	0.090	O	1,461	60	1,521	3,060	1,539	0.000			0	04-01	
1410	26 ST W	53 AV W	57 AV W	MC	MA	U	4U	1.82	1	I	N	153	D	C	C	14	21118	0.090	O	1,901	60	1,961	3,060	1,099	0.000			0	04-03	
1420	26 ST W	57 AV W	60 AV W	MC	MA	U	4U	2.94	1	I	N	153	D	C	C	14	13008	0.090	O	1,171	48	1,219	3,060	1,841	0.000			0	04-08	

Single-Family Detached Housing (210)

Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 321
 Avg. Number of Dwelling Units: 207
 Directional Distribution: 63% entering, 37% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
1.00	0.42 - 2.98	1.05

Data Plot and Equation

