

TRAFFIC IMPACT ANALYSIS POLICY GUIDELINES FOR NEW DEVELOPMENT

A traffic impact analysis is required when estimated vehicular traffic generated from a proposed development exceeds 20 vehicles per hour in either the AM (6:00 – 9:00) or PM (3:00 – 6:00) peak periods. A peak hour volume of 20 vehicles per hour would relate to daily volume of approximately 200 vehicles per day. Generally this includes residential plats of 20 lots or more and commercial sites that generate 20 vehicles per hour.

The developer shall select a registered professional engineer with adequate experience in transportation planning and traffic engineering. Upon request, the Public Works Department will offer potential candidates.

The analysis shall incorporate the following elements in the suggested format:

Introduction:

The introduction should, in a narrative fashion with graphics where appropriate to enhance the text, describe the proposed development (including proposed time frame), establish study area boundaries (study area should include all roadways and intersections that would experience a 5% increase in peak hour traffic volumes as a result of the proposed development), describe existing and proposed land uses within the study area, and describe the existing transportation system to include transit routes, roadway and intersection conditions and configuration as well as currently proposed improvements. Roadways and intersections to be analyzed will be determined through coordination with the Public Works Department and Community and Economic Development staff.

Site Generated Traffic Volumes:

The analysis should present a tabular summary of traffic generated from the proposed development listing each type of proposed land use, the units involved, trip generation rates used (to include total daily traffic, AM peak hour and PM peak hour) and resultant trip generation for the time periods listed.

Site Generated Traffic Distribution:

The distribution of site-generated traffic should be presented by direction as a percentage of the total site generated traffic in a graphic format. The basis for the distribution should be appropriately defined.

Site Generated Traffic Assignment:

A graphic presentation should be provided illustrating the allocation of site-generated traffic to the existing street network. The presentation should include Average Daily Traffic (ADT) and

AM-PM peak hour directional volumes as well as turning movements at all intersections, driveways, and roadways within the study area.

Existing and Projected Horizon Year Traffic Volumes With and Without the Proposed Development:

The report should include graphics, which illustrate existing traffic volumes as well as forecasted volumes for the horizon year of the proposed development. Forecasted volumes should include a projected growth rate and volumes anticipated by pending and approved developments adjacent to the proposed development. If the development is multi-phased, forecasted volumes should be projected for the horizon year of each phase. The site-generated traffic should then be added to the horizon year background traffic to provide a composite of horizon year traffic conditions.

Condition Analysis:

Based upon the horizon year traffic forecasts with the proposed development, a level of service (LOS) analysis should be conducted at all intersections (including driveways serving the site). Based upon this analysis, a determination should be made as to the ability of the existing and proposed facilities to handle the proposed development. The level of service (LOS) analysis technique may include any of the commonly accepted methods.

An analysis should be made of the proposed project in light of safety. Accident histories in close proximity to the site should be evaluated to determine the impact of proposed driveways and turning movements on existing problems.

Mitigating Measures:

Based upon the results of the previous analysis, if it is determined that specific roadway improvements are necessary, the analysis should determine what improvements are needed.

If the developer can reduce vehicular traffic by means of promoting transit and ridesharing usage, these methods are acceptable.

Any proposed traffic signals should be documented with an appropriate warrant analysis of conditions in the horizon year with the development. Traffic signals should not be contemplated unless they meet warrants as prescribed in the Federal Highways "Manual on Uniform Traffic Control Devices". Proposed traffic signals shall provide coordination programs to compliment the system.

Any modifications necessary to insure safe and efficient circulation around the proposed site should be noted.

Conclusions:

This section should serve as an executive summary for the report. It should specifically define the problems related directly to the proposed developments and the improvements necessary to accommodate the development in a safe and efficient manner.

A draft report shall be presented to the Development Services Division so that a review might be made of study dates, sources, methods, and findings. City Staff will then provide in writing all comments to the developer. The developer will then make all necessary changes prior to submitting the final report.