

CITY OF EVANS TRAFFIC IMPACT STUDY POLICY

Introduction

A Traffic Impact Study (TIS) is required for any new development or redevelopment in the City of Evans. The City, at its own discretion, may waive this requirement or request simple trip generation information, rather than a complete TIS, if the development is expected to generate less than 200 vehicles per day or 20 vehicles per hour during a peak hour. A trip generation analysis shall be prepared using the Institute of Transportation Engineers *Trip Generation Manual* to determine the number of trips that a development will generate.

If the land use is not listed in the *Trip Generation Manual*, an alternate method approved by the City will be acceptable. This trip generation analysis shall be prepared for all developments and will be used to document the number of trips if less than 200 per day or 20 per hour and submitted to the City. If the number of trips is greater than 200 vehicles per day or 20 vehicles in the peak hour, the trip generation analysis will be included in the TIS. The City reserves the right to require TIS to address specific areas even if the number of trips is less than 200 per day or 20 per peak hour.

The TIS will address the additional traffic that will be generated by the development and its impact upon the City's roadway system. A Colorado Licensed Professional Engineer with Traffic Engineering expertise shall prepare or supervise and certify the preparation and quality of the TIS. Final Reports must be stamped by a Colorado Licensed Professional Engineer with Traffic Engineering expertise.

Scoping Meeting

Before a TIS is prepared, a scoping meeting shall be held with the City Staff. This meeting can be done via phone call unless the City decides that the details of the proposed development need to be discussed in a meeting. The scoping meeting will be used to discuss the proposed development and any phasing of the development that may be involved.

At this meeting, the area to be studied by the TIS will be determined and study intersections identified.

Items to be addressed by TIS

1. Existing Conditions

The number of lanes shall be identified on existing roadways being studied. The roadway classification shall be identified (from the Transportation Master Plan or State Highway Access Code) and the posted speed limit on the roadways shall be noted. Existing daily volumes on adjacent roadways shall be shown. AM and PM turning movement volumes shall be shown at study intersections.

A Level of Service (LOS) analysis shall be conducted at the study intersections to document existing LOS. The LOS shall be identified for all directions and 95% queue lengths noted.

2. Short-term Background Condition

In order to determine future conditions, a growth rate for the existing traffic must be identified. This growth rate can come from City Traffic counts, CDOT projections or consultant knowledge. The growth rate needs to be approved by the City.

Short-term is defined as the time the development reaches full build out. This is normally 2 years, but it can be much longer for phased developments.

To estimate the short-term background condition, existing traffic volumes are increased using 2 years of the growth factor, or longer for phased developments. The short-term background condition indicates the condition of the studied intersections at the time the development is fully built out, without the development traffic.

A Level of Service (LOS) analysis shall be conducted at the study intersections to document the short-term background LOS at the intersections. The LOS shall be identified for all directions and 95% queue lengths noted.

3. Long-term Background Condition

The long-term condition represents the background condition in 20 years. The existing traffic volumes are increased by the 20-year growth factor to represent traffic in 20 years, without the development traffic.

A Level of Service (LOS) analysis shall be conducted at the study intersections to document the long-term background LOS at the intersections. The LOS shall be identified for all directions and 95% queue lengths noted.

4. Trip Generation and Distribution

The daily and peak hour trips generated by the development should be estimated using the Institute of Transportation Engineers *Trip Generation Manual*. If the land use is not listed in the manual, the trips should be estimated based upon the usage of the development.

Any trip reductions due to internal trips or pass-by traffic must be approved by the City.

The peak hour trips are then distributed to the roadways based upon a distribution analysis. The distribution assumptions should be described in the TIS.

For significant land development projects, the TIS should address traffic circulation within the development. This part of the TIS shall address whether on-site vehicular circulation is safe and effective.

5. Short-term Total Traffic

The short-term total traffic is the short-term background traffic plus the development traffic. This represents the traffic that will be at the studied intersections when the development has been built out.

A Level of Service (LOS) analysis shall be conducted at the study intersections to document the short-term total traffic LOS. The LOS shall be identified for all directions and 95% queue lengths noted.

6. Long-term Total Traffic

The long-term total traffic is the long-term background traffic plus the development traffic. This represents the traffic that will be at the studied intersections in 20 years when the development has been built out.

Appendix B



A Level of Service (LOS) analysis shall be conducted at the study intersections to document the long-term total traffic LOS. The LOS shall be identified for all directions and 95% queue lengths noted.

Conclusions and Recommendations

The TIS should identify any traffic impacts that the proposed development may cause. These impacts could be an increase in LOS caused by the development, or the need for an auxiliary lane.

The Adequate Public Facilities regulation (Chapter 18.07.050) defines the general LOS requirements that a development must meet. The TIS should address this LOS requirement.

The TIS should also recommend measures to mitigate the impacts identified by the development. The improvements should be identified and the timing of the improvements in relationship to the development construction should be stated. If a phased development is being studied, the improvements necessary for each phase should be listed.