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Subject Hermiston Transportation System Plan Update

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Transportation Impact Analysis Standards

Task 5.2 Draft Comprehensive Plan Policy and Development Code Amendments

Subconsultant shall prepare Draft Comprehensive Plan Policy and Development Code Amendments needed to implement recommendations of Draft Updated TSP. Consultant shall review relevant portions of the Comprehensive Plan, Subdivision and Zoning and Development Code to determine adequacy and recommended amendment concepts.

Subconsultant shall take the following steps to prepare the draft Comprehensive Plan Policy and Development Code Amendments, limited to the street standards in the Subdivision code and updating the City's Transportation Impact Analysis (TIA) requirements in the Zoning and Development Code.

Overview of proposed amendments

- Move criteria for when a TIA is required from Section 157.150(E) of the Zoning Ordinance to Section 5-1.1(D)(1) of the Public Works Standards.
- Change specific wording to be more clear and objective.
- Clarify instances in which a TIA will not be required, including for certain middle housing development applications in compliance with HB 2138 and for developments which have submitted a TIA within the previous five years.

ZO 157.150 TRANSPORTATION IMPROVEMENTS, STANDARDS, AND PROCEDURES

(E) *Traffic impact study.* The applicant for a zone change, or a development or subdivision subject to the Development Standards of 157.160 et seq., shall submit a traffic impact study when the proposal meets the criteria as detailed in Section 5-1.1(D) of Hermiston's Public Works Standards.~~affects a transportation facility if it:~~

~~(1) Changes the functional classification of an existing or planned transportation facility;~~

~~(2) Changes standards implementing a functional classification system;~~

~~(3) Allows types or levels of land use that would result in levels of traffic or access that are inconsistent with the functional classification of a transportation facility; or~~

~~(4) Would reduce the level of service of the facility below the minimum acceptable level identified in the Transportation System Plan.~~

PW 5-1.1 STREETS: GENERAL DESIGN REQUIREMENTS

D. Traffic Analysis

1. The City will require a Traffic Impact Analysis (TIA) as determined by the type of development and its potential impact to existing street systems. A TIA shall~~may~~ be required for a development when:

   a. it will generate 1,000 vehicle trips per weekday or more; or~~, or~~

   b. its location, proposed site plan, and traffic characteristics could affect traffic safety, access management, street capacity, or known traffic problems or deficiencies in a development's study area; or~~.~~

   c. it will change the functional classification of an existing or planned transportation facility; or

   d. it will change standards implementing a functional classification system; or

   e. it will allow types or levels of land use that would result in levels of traffic or access that are inconsistent with the functional classification of a transportation facility; or

   f. it will reduce the level of service of the facility below the minimum acceptable level identified in the Transportation System Plan.

2. A TIA shall not be required for a residential development if:

   a. The cumulative impact of the proposed development and development on abutting properties that received a certificate of occupancy or recorded a plat within the past five years will generate no more than 30 vehicle trips in any weekday a.m. or p.m. peak hour as determined by using the Institute of Transportation Engineers Trip Generation Manual (11th Edition); or

b. The proposed development completed a transportation impact study at the time of annexation within the past five years and that study assessed the impact of the same or more dwelling units than proposed under the new land use action; or

c. The application only proposes to convert an existing detached single family dwelling to a duplex; or

d. The application is for the development of duplexes, triplexes, or quadplexes; or

~~b.~~e. The application is for the development of twelve or fewer townhouse or cottage cluster units.

~~2.~~3. The TIA shall be prepared by a professional engineer licensed in the State of Oregon who specializes in traffic engineering. At a minimum, the TIA shall contain the following:

a. Purpose of TIA and Study Objectives

1) A discussion of key traffic issues to be addressed and the transportation system and development objectives related to a specific development.

2) General transportation system objectives are:

a) to maintain safe and efficient traffic flow on surrounding street system;

b) to provide safe and effective transfer of vehicular traffic between the site and the street system, providing a convenient, safe, and efficient on-site and off-site movement of private, service, and delivery vehicles, pedestrians, transit and bicycles; and

c) to effectively mitigate adverse site-generated traffic impacts on affected streets and intersections. Site-specific objectives may be established by the City for each study and report.

b. Executive Summary

A concise summary of the study purpose/objectives, site location and study area, development description, key assumptions, findings, conclusions, and recommendations.

c. Description of Site and Study Area Roadways

1) A description of the site, study area, existing traffic conditions in the study area, anticipated nearby development, and committed roadway improvements that would affect future traffic in the study area.

2) The study area will be defined as all roads, ramps, and intersections through which peak hour site traffic composes at least 5 percent of the existing capacity of an intersection approach, or roadway sections on which accident character or residential traffic character is expected to be significantly impacted.

d. On-site Traffic Evaluation

An evaluation of the proposed (and alternative) site access locations, the adequacy of access depth, number of lanes, queuing storage, safety, and efficiency of proposed vehicular circulation, parking layout, pedestrians, service vehicle routes/facilities, together with recommendations for on-site traffic markings and controls.

e. Technical Appendix

A technical appendix including worksheets, charts, traffic count, and drawings to support findings as described in the body of the report.

f. Recommendations for Public Improvements

1) Recommendations should be made for external roadway improvements, such as additional through and turn lanes, and TCD necessitated as a result

of the development. Recommended improvements to transit facilities, pedestrian, and bicycle circulation should also be reported.

2) The recommendations should specify the time period within which improvements should be made, particularly if improvements are associated with a phased development; the estimated cost of improvements; and any monitoring of operating conditions and improvements that may be needed. If needed street improvements, unrelated to the development, are identified during the analysis, such improvements shall be reported.

g. Access Management

1) On sites with arterial and collector street frontages, the report shall evaluate and recommend the use of access management plans or techniques:

2) To separate basic conflict areas: Reduce the number of approaches or increase spacing between approaches and intersections.

3) To remove turning vehicles or queues from the through lanes (reduce both the frequency and severity of conflicts by providing separate paths and storage areas for turning vehicles and queues): Techniques may include turn restrictions, striping, medians, frontage roads, channelizing of lanes or approaches, shared approaches, access between similar uses, access consolidation, lanes for left or right turns, and other transportation system management actions.

h. A review of alternative access points for site access to highways, city streets, and county roads.

i. The analysis of alternate access proposals should include:

1) Existing daily and p.m. peak hour counts, by traffic movements, at intersections affected by generated traffic from the development. (Use traffic flow diagrams).

2) Projected daily and p.m. peak hour volumes for the same intersections and proposed access points when the development is in full service. (Use traffic flow diagrams.)

3) A determination of the existing levels of service and projected levels of service at each intersection and access points studied.

4) A discussion of the need for traffic signals. This should include a traffic warrant computation based on the "Manual on Uniform Traffic Control Devices."

   a) The recommendations made in the TIA should be specific and should be based on a minimum level of service when the development is in full service. As an example, if a traffic signal is recommended, the recommendation should include the type of traffic signal control and what movements should be signalized. If a storage lane for right turn or left turn is needed, the recommendation should include the amount of storage needed. If several intersections are involved for signalization and an interconnect system is considered, specific analysis should be made concerning progression of traffic between intersections.

   b) The TIA should include a discussion of bicycle and pedestrian usage and the facilities provided along with the availability of mass transit to serve the development, if appropriate.