



## **TRAFFIC IMPACT ANALYSIS POLICY**

To ensure fair consideration of each proposed development a traffic impact analysis for the proposed site is required to be submitted unless otherwise waived by the Director of Public Works. The following outlines the impact analysis information required to be submitted.

### **A Traffic Impact Study is Required When:**

- Any development project requiring a rezoning, Conditional Use Permit, or subdivision that may exceed 100 vehicles during peak hour.
- Any project anticipated to generate more than 100 AM & PM peak generating time trips.
- Any project anticipated to generate 1000 or more **added** vehicle trips to or from the site during a 24-hour period
  - Trip generation rates must be obtained from the most recent edition of the Trip Generation Handbook by the Institute of Transportation Engineering. Only “new” vehicle trips will be counted thus no pass-by or internal trip captured will be used in calculated vehicle trips.
- Any project located in the vicinity of the intersection of two arterial, collector, or some combination streets, or if the project could adversely impact the intersection as determined by the City Engineer.
- Any project anticipated to impact an existing high-accident or congested location.
- Any project that is anticipated to generate controversy or opposition.
- When the city or state does not consider a proposed access to be safe and/or provide efficient movement of traffic.

Traffic Impact Studies must be accompanied by the seal of a Professional Engineer currently licensed to practice in the State of Missouri. These reports shall be submitted to the Community Development Department with the project application. A waiver for such studies may be granted by the Director of Public Works given the following:

1. When sufficient data exists (previous studies and traffic data on file).
2. When a similar existing development within close and appropriate proximity that has completed an impact study within the last two years and is approximately the same size and/or consists of the same characteristics of the proposed development.
3. Where no known site access or safety issue exists for the proposed site.
4. Where suggestions made by the City of Independence Public Works Department are incorporated into the plans, based upon sufficient information as provided by the owner/developer.

## **Traffic Impact Study Procedures:**

1. Identify the study area limits based on the magnitude of the development.
2. Identify the specific land use types and intensities and the arrangement of the buildings, parking, traffic signal locations, and access to public streets, within the area limits.
3. Identify the functional classification of the public street(s) to be accessed by the development.
4. Document current characteristics of the public street(s) substantially impacted by the development – number of types of lanes, speed limits or 85<sup>th</sup> percentile speeds, and geometrics of surrounding intersections and driveways including sight distances from proposed streets and driveways, horizontal spacing between access points, and any other pertinent site-specific information.
5. Compare the proposed access with established design criteria-spacing from other driveways or streets, width of driveway, minimum sight distance, etc.
6. Traffic analysis for future year(s) based on regional growth and multi-phase developments.
7. Consider planned transportation improvements such as street widening, bicycle lanes, and transit stops.
8. Estimate the number of vehicle trips that the development will generate, including ADT.
9. Document current weekday AM & PM peak generating time traffic volume at proposed access locations as well as turning movements. For intersections with high non-automotive traffic a separate count shall be conducted that includes pedestrians and bicycles.
  - a. Midday and “school release” peak generating time traffic volumes, if applicable.
  - b. Weekday and weekend peak generating for retail developments over 5 acres, if applicable.
  - c. Identify a circulation plan that will eliminate impact of internal traffic on City streets (internal queues, parking turnover, etc).
10. Trip distribution and assignment of the development traffic volumes through the site access and on the public street(s).
11. Conduct volume/capacity analyses for all public street intersections and all private property access points to streets adjacent to the proposed development to provide a projected level of service.
12. Compare existing plus development traffic conditions with established guidelines and policies for acceptable levels of service turn lanes and queue lengths.
13. Identify geometric and/or traffic controls, including signal timing, improvements to mitigate deficiencies or any reasonable safety concerns. If new traffic signals are recommended, a signal warrant analysis in accordance with the MUTCD must be provided. Identify dedicated turning lanes including queue length.
14. Prepare a report outlining the findings and conclusions of the study, including exhibits illustrating the site plan, traffic volumes, and existing street conditions.

### **Notes:**

- Traffic data shall not be collected on weeks that include a holiday and non-school session time periods, where appropriate.
- Traffic counts shall not be used if more than three (3) years old unless approved by the City.