

STANDARD LETTER
SCOPE OF TRAFFIC IMPACT STUDY (TIS)

TO: Terry Brown, P.E., PTOE
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MEETING DATE: June 23, 2015

ATTENDEES: Terry Brown, Jeanne Wolfenbarger and Shahab Biazar (COA), Ron and Donna Bohannon and Joel Hernandez (Tierra West)

PROJECT: **Montgomery/Wyoming Restaurant Project**

REQUESTED CITY ACTION: ☐ Zone Change ☒ Site Development Plan, EPC Submittal

☐ Subdivision ☐ Building Permit ☐ Sector Plan ☐ Sector Plan Amendment

☐ Curb Cut Permit ☐ Conditional Use ☐ Annexation ☐ Site Plan Amendment

ASSOCIATED APPLICATION: This includes 2 high turnover restaurants, 2 fast food restaurants with a drive-thru window, and a coffee/donut shop with a drive thru window.

The Traffic Impact Study should follow the standard report format, which is outlined in the DPM. The following supplemental information is provided for the preparation of this specific study. As each item identified in the scoping letter is completed, check the appropriate (box).

1. Trip Generation - Use Trip Generation Manual, 9th Edition (Incorporate 30% pass-by traffic. If ITE Manual supports higher pass-by traffic in this case, use higher pass-by trip rate due to location of site in highly developed area with access to two major arterial roads.)

2. Appropriate study area:

Signalized Intersections: **Montgomery / Wyoming, Montgomery / Pennsylvania, Wyoming / Osuna**

Unsignalized Intersections: **20-foot Public Alley north of site/Wyoming including analysis of providing wider access from public alleyway onto Wyoming due to combination of church traffic and proposed site traffic.**

Site Drives: **All site drives including existing site-owned established access to Montgomery and the second site access to Wyoming.**

3. Intersection turning movement counts (7-9 a.m. peak hour, 4-6 p.m. peak hour).

Intersections that need to be counted by developer: signalized and unsignalized listed above.

4. Type of intersection progression and factors to be used:
Type III arrival type (see "2010 Highway Capacity Manual" or equivalent as approved by staff). Unless otherwise justified, peak hour factors and % heavy commercial should be taken directly from the MRCOG turning movement data provided or as calculated from current count data by consultant.
5. Boundaries of area to be used for trip distribution.
City Wide - residential, office or industrial;
2-mile radius - commercial;
6. Basis for trip distribution.
Residential – Use inverse relationship based upon distance and employment. Use employment data from 2035 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.

Office/Industrial - Use inverse relationship based upon distance and population. Use population data from 2035 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.

Commercial - Use relationship based upon population. Use population data from 2035 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.
7. Traffic Assignment: Logical routing on the major street system.
8. Proposed developments which have been approved but not constructed that are to be included in the analyses: **None**.
9. Method of intersection capacity analysis - planning or operational (see "2010 Highway Capacity Manual" or equivalent [i.e. HCS, Synchro, Teapac, etc.] as approved by staff). Must use latest version of design software and/or current edition of design manual.
Implementation Year: 2017
10. Traffic conditions for analysis:
 - a. Project completion year without proposed development (yr. 2017);
 - b. Project completion year with proposed development (yr. 2017).
11. Background traffic growth.
Method: use 10-year historical growth based on standard data from the MRCOG Traffic Flow Maps. Minimum growth rate to be used is 1/2%.
12. Planned (programmed) traffic improvements.
List planned CIP improvements in study area and projected project implementation year: **None at this time**.
13. Items to be included in the study:
 - a. Intersection analysis.
 - b. Arterial LOS analysis;
 - c. Recommended street, intersection and signal improvements.
 - d. Site design features such as turning lanes, median cuts, queuing requirements and site circulation, including driveway signalization and visibility.

- e. Transportation system impacts.
- f. Other mitigating measures.
- g. Accident analyses ____yes X no.
Location(s):
- h. Weaving analyses ____yes X no.

14. Number of copies of report required: 2 hard copies plus electronic copy

The Traffic Impact Study for this development proposal, project name, shall be performed in accordance with the above criteria. If there are any questions regarding the above items, please contact me at 924-3924.

Jeanne Wolfenbarger, P.E.
Senior Engineer for
Transportation Development Section

Date

cc: TIS Task Force Attendees
file

