

ZONING

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Township of Patton

APPENDIX A TRAFFIC IMPACT STUDY REQUIREMENTS

Where required under the terms of this chapter, a Traffic Impact Study meeting or exceeding the following requirements shall be prepared and submitted to the municipality for review prior to the approval of development within the Interchange Overlay District.

I. Impact Study Contents and Scope

Prior to collection of any data and preparation of any analyses for the traffic impact study, a scoping meeting shall be convened with the municipality, the developer, the developer's transportation consultant/specialist, and PennDOT, where applicable, to identify the specific project area and discuss the study scope of work, including all assumptions to be used in the study, i.e., build-out year, phases of development, background traffic growth rate, etc. At a minimum, the study shall include the following items.

- A. A description of the proposed development in terms of land use type and size.
- B. An inventory and analysis of existing transportation and traffic conditions within the identified study area, including:
 - 1. Roadway network and traffic control;
 - 2. Existing traffic volumes during peak hours and average daily traffic volumes;
 - 3. Planned transportation improvements by other parties;
 - 4. Intersection levels of service;
 - 5. Roadway levels of service;
 - 6. Other measures of roadway adequacy, i.e., lane widths, traffic signal/ traffic control warrants, vehicle delay studies, length queues, etc; and
 - 7. Pedestrian/bicycle and public transit facilities
- C. An assessment of projected site-generated traffic volumes throughout the study area in terms of:
 - 1. Peak hours and average daily traffic;
 - 2. Approach/departure distribution, including method of determination; and
 - 3. Site traffic volumes on the interchange access road.

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- D. An analysis of future traffic conditions in the study area, with and without the proposed development, including:
 - 1. Future design year(s), including phases of development;
 - 2. Intersection levels of service;
 - 3. Roadway levels of service;
 - 4. A pavement analysis of roadways which are projected to experience significant increases in peak hour and/or average daily traffic volumes; and
 - 5. Other measures of roadway adequacy, i.e., lane widths, traffic signal/traffic control warrants, vehicle delay studies, and length of queues, etc.
- E. A description of projected levels of service and their compliance with standards for traffic capacity of roadways and intersections as outlined in Section II below
- F. A description of the proposed site plan, including an assessment of the:
 - 1. On-site circulation plan showing parking locations and dimensions, access to loading areas, and proposed interior circulation routes and traffic control; and
 - 2. Driveway access plans showing the location of all existing driveways and new access intersections including geometric conditions and proposed methods of traffic control.
- G. A qualitative analysis of transportation demand management measures to be implemented for the purpose of facilitating alternate modes of travel. Analysis shall address public transit, pedestrian and bicycle traffic, and other modes of transportation which are to be provided in the development as per the requirements in § 175-40.2D.

II. Standards for Traffic Capacity and Level of Service.

Roadways and intersections shall be designed for traffic capacity as specified below, unless approved otherwise by the municipality. All references to level of service shall be as defined by the most recent addition of the Highway Capacity Manual, Special Report 209, published by the Transportation Research Board.

- A. Level of service shall be determined for a future design year(s) which coincides with completion of the development and all applicable PennDOT requirements.
- B. New unsignalized intersections or driveways shall be designed for level of service "C" or better for each traffic movement.
- C. New signalized intersections shall be designed for level of service "C" or better.

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- D. Existing intersections impacted by development traffic shall maintain a minimum level of service "D."
- E. Roadway sections shall be designed for a minimum level of service "C."
- F. Sight distance at driveways and new intersections shall meet standards specified by PennDOT regulations.