CITY OF GRANITE FALLS

ORDINANCE NO. 652

AN ORDINANCE OF THE CITY OF GRANITE FALLS, WASHINGTON, ADOPTING THE TRAFFIC IMPACT ANALYSIS GUIDELINES.

The City Council of the City of Granite Falls, Washington, does hereby ordain as follows:

Section 1. Document Adopted.

The Traffic Impact Analysis Guidelines is hereby adopted by the City of Granite Falls.

Section 2. Effective Date.

This Ordinance shall be in force and take effect five days after publication as provided by law.

Passed and approved this 13 day of February, 2002.

Lloyd H. DeRasse
MAYOR

Attest:

Jenny James
City Clerk

Approved as to form:

Cheryl L. Beyer
City Attorney

DATE OF FIRST READING: January 23, 2002
DATE OF SECOND READING: February 13, 2002
DATE OF PUBLICATION February 14, 2002
EFFECTIVE DATE February 19, 2002

CITY OF GRANITE FALLS
TRAFFIC IMPACT ANALYSIS GUIDELINES

The following are general guidelines for use in the submittal of a traffic impact analysis to the City of Granite Falls. Specific locations to be included in the analysis, boundaries of the study area, etc., will be determined by the City of Granite Falls as part of the application process. The applicant shall meet with the City Public Works Superintendent or City Engineer to determine the need for a traffic study and items to be included. Modifications to the attached guidelines may be incorporated at such time.

Typically, the threshold for determining whether a traffic impact analysis is required will be 10 peak hour trips (inbound and outbound) and/or 100 daily trips. This would include those developments in the rough range of 10 or more single-family residences, 14 or more apartments, or 4,000 square feet of office space, for example. Additionally, a traffic analysis may be required by the City engineer for a development smaller than threshold above. Trip generation and traffic volumes will be measured in Passenger Car Equivalents (PCE). Vehicles with five (5) or more axles shall be assessed a PCE of four (4). For example twenty daily trips with a six-axle vehicle shall be assumed to contribute eighty daily trips for the purposes of assessing the traffic analysis threshold. Passenger Car Equivalents of other vehicles will be calculated in accordance with the ITE Trip Generation Manual and/or the Highway Capacity Manual and require approval of the City Engineer.

Trip generation shall be based on the current edition of the ITE Trip Generation Manual using the average trip rate. The regression equations will be used when average trip rates are not available. Trip generation for unusual land uses which are not found in the Trip Generation Manual shall be estimated from similar types of uses, field studies of similar uses, or based on number of employees, deliveries, expected clientele, etc., as appropriate. Discussion with the City of Granite Falls with respect to this issue can be included in the application screening process.

Level of service calculations shall be conducted using methodologies presented in the current edition of the Highway Capacity Manual. Level of service for signalized and unsignalized intersections should be expressed in terms of stopped delay per vehicle. Worksheets/computer print-outs of the capacity analyses should be included with the traffic impact analysis.

Level of service calculations will typically be required at the major intersections (signalized locations or major stop sign locations) which will be impacted by 25 or more total peak hour trips from the proposed development.

The City of Granite Falls considers level of service "D" to be acceptable. Appropriate mitigation should be proposed to maintain this level of service upon completion of the development. Exceptions to level of service "D" will be considered by the City at those locations where the potential mitigation (such as a traffic signal) is not reasonable or desirable. Typically, mitigation will be based on a fair-share or proportionate basis.

Exceptions to this will be along the frontage of the development and for any improvements at the development's access(es) (such as turn storage lanes, channelization, etc.) which will be entirely the responsibility of the development.

Peak hour turning movement counts shall be conducted as part of the analysis for those locations, which will be analyzed with respect to level of service. The Consultant may use counts conducted by or available from the City if less than 12 months old. Appropriate growth factors and/or inclusion of pipeline projects shall be used for projecting future volumes on roadways or at intersections for the project's horizon year. Special conditions such as project phasing or inclusion of adjacent projects may require additional analysis.

The traffic impact analysis shall be prepared under the direction of an active member of the Institute of Transportation Engineers (ITE).

TRAFFIC IMPACT ANALYSIS OUTLINE

The following describes a general outline for use in the preparation of traffic impact analyses for the City of Granite Falls. This outline is not intended to be all inclusive nor will all items be applicable for all types of development. The City of Granite Falls reserves the right to request additional information for unique or unusual developments.

I. INTRODUCTION/PROJECT DESCRIPTION

Elements to be included as part of narrative or as figure(s).

- Project name and proponent - Location of project
- Vicinity map
- Proposed uses, if known (e.g., names of stores)
- Project magnitude (square footage, number of units, etc.)
- Access locations
- Current and proposed zoning
- Description of current use of property
- Reduced copy of site plan (if available)
- Roadways/intersections to be impacted and reviewed in the analysis
- Horizon year of project (completion and occupancy); state phasing and time-frame if applicable
- Parking (if applicable)

II. INVENTORY OF EXISTING CONDITIONS

Elements to be included as part of narrative or as figure(s).

- Description of impacted streets in the area (number of lanes, width, pedestrian facilities, speed limit, lighting, etc.)
- Daily traffic volumes (if available), or estimated from peak hour counts
- Peak hour counts (as appropriate)
- Accident history (when required by the City)
- Capacity analyses at critical intersections
- Transit service

III. DEVELOPMENT IMPACTS

Elements to be included as part of narrative or as figure(s).

- Trip generation
- Trip distribution/assignment
- Capacity analyses (with and without the project) at critical locations for the horizon year
- Projected daily traffic volumes and peak hour volumes (with and without the project) for the horizon year
- Need for turn storage lanes at access(es) (if appropriate)
- Other concerns (if applicable, such as cut-through traffic in residential areas)

IV. CONCLUSIONS/RECOMMENDATIONS

- Brief summary of above analyses with recommendations

V. MITIGATION

- Appropriate mitigation shall be proposed for those locations, which fall below level of service "D" or a discussion of why mitigation would not be appropriate. Capacity analyses should typically be included for mitigated locations.

VI. OTHER

- Unusual developments may require analysis of off- peak hours, the AM peak hour, weekends, or ability to serve large trucks, for example, if deemed necessary by the City of Granite Falls. Studies performed as part of an EIS document may also require additional analysis.

Three copies of the traffic impact analysis shall be submitted to the City of Granite Falls.