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Policy on Responsibility for Transportation System Improvements Related to Proposed Development Projects

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A. Introduction

Evaluating the operational and safety impacts of a proposed development is important to managing and sustaining the City of Ankeny's (City) transportation system. The City may require a traffic impact study (TIS) for a proposed commercial, industrial, institutional, or residential development based on certain criteria. The approved TIS may recommend transportation system improvements based on the additional traffic generated by a proposed development. The City has required traffic impact studies and the corresponding transportation system improvements to be completed for proposed developments since July 2015.

B. Purpose

This policy has been established to define a developer's responsibility for transportation system improvements, to support their proposed development, based on the recommendations in the TIS. This policy is based on the City's desire to maintain adequate traffic safety and operations on streets and at intersections; and deliver on the expectations created with the City Council's adopted strategic plan goal to "Upgrade Essential Infrastructure" and the accompanying strategy to "Reduce traffic congestion and improve traffic safety" and the adopted strategic plan goal to "Exercise Financial Discipline" and the accompanying strategy to "Prioritize core services and align new services/program budgets to the City's mission".

C. Policy

1. General

If an approved TIS recommends improvements to the transportation system, the City will require some or all of the improvements to be completed and paid for by the person or entity responsible for the proposed development. Implementation of any transportation system improvements required by a proposed development cannot result in less safe or less functional streets and/or intersections. The City will make a final determination on which improvements the developer will be responsible for completing and financing; and the schedule for completing the improvements. For the purposes of this policy, "completing the improvements" shall be defined as all the planning, engineering, obtaining the necessary right-of-way and/or easements, facilitating public and/or private utility relocations, and construction associated with the improvements. All development agreements and construction plans related to the transportation system improvements shall be approved by the City before the proposed development's final plat and/or site plan are approved by the City.

2. Access

- a. If a proposed development will have a new full access(es) (public street or private street/driveway) to an arterial or collector street, the access(es) shall have two outbound lanes – one (1) left-turn only lane and one (1) combined through/right-turn lane or right-turn only lane. The developer shall be responsible for completing the access(es) and paying for all costs associated with said access(es).
- b. If the approved TIS shows the need for modifying an existing access to accommodate the proposed development's Opening Year or Future Year traffic, the developer shall be responsible for completing the access modifications and paying for all costs associated with said access modifications. Access modifications may include, but are not limited to, widening, narrowing, converting to right-in/right-out, adding or removing medians, and other access management strategies.

3. Turn Lanes

- a. If the approved TIS shows the need for adding one or more new left-turn and/or right-turn lanes and/or lengthening existing left-turn and/or right-turn lanes to accommodate the proposed development's Opening Year or Future Year traffic, the developer shall be responsible for completing the turn lane(s) and paying for all costs associated with said turn lane(s). If the proposed development's Future Year traffic requires more turn lane length than Opening Year traffic, the additional turn lane length shall be included with the original turn lane construction.
- b. If the widening for a left-turn and/or right-turn lane that is needed to accommodate a proposed development's traffic is extended at the City's request, in order to improve the safety and/or functionality of the transportation system (e.g. to provide a left-turn lane for an adjacent public street or private street/driveway), the developer shall be responsible for the additional work related to completing the extended pavement widening, and initially paying for all costs associated with said pavement widening. The City shall reimburse the developer for fifty percent (50%) of the additional pavement widening construction cost up to a maximum amount determined by the City based on current market conditions. See Note 1 below.

4. Traffic Control

- a. If the approved TIS shows the need for modifying an existing traffic control device(s) (e.g. traffic signals, flashing beacons, pavement markings, traffic signs) on the street(s) or at the intersection(s) impacted by the proposed development in order to accommodate the development's Opening Year or Future Year traffic, the developer shall be responsible for completing the traffic control device modifications and paying for all costs associated with modifying said traffic control device(s).
- b. If the approved TIS shows the need for adding a new traffic signal at an arterial or collector street intersection with a collector street, local street, or private street/driveway to accommodate the proposed development's Opening Year traffic and the traffic signal is included in the City's current 5-year Capital Improvement Program (CIP), the City shall be responsible for completing the traffic signal as part of the future City CIP project and initially paying for all costs associated with said traffic signal.

If the increase in traffic volume on the collector street, local street, or private street/driveway due to entering/exiting traffic to/from the proposed development is fifty percent (50%) or greater, the

developer shall reimburse the City for fifty percent (50%) of the traffic signal construction cost up to a maximum amount determined by the City based on current market conditions. If the increase in traffic volume on the collector street, local street, or private street/driveway due to entering/exiting traffic to/from the proposed development is less than fifty percent (50%), the developer shall reimburse the City for twenty-five percent (25%) of the traffic signal construction cost up to a maximum amount determined by the City based on current market conditions. See Notes 1, 2 and 3 below.

- c. If the approved TIS shows the need for adding a new traffic signal at an arterial or collector street intersection with a collector street, local street, or private street/driveway to accommodate the proposed development's Opening Year traffic and the traffic signal is not included in the City's current 5-year Capital Improvement Program (CIP), the developer shall be responsible for completing the traffic signal and initially paying for all costs associated with said traffic signal.

If the increase in traffic volume on the collector street, local street, or private street/driveway due to entering/exiting traffic to/from the proposed development is fifty percent (50%) or greater, the City shall reimburse the developer for fifty percent (50%) of the traffic signal construction cost up to a maximum amount determined by the City based on current market conditions. If the increase in traffic volume on the collector street, local street, or private street/driveway due to entering/exiting traffic to/from the proposed development is less than fifty percent (50%), the City shall reimburse the developer for seventy-five percent (75%) of the traffic signal construction cost up to a maximum amount determined by the City based on current market conditions. See Notes 1, 2, and 4 below.

- d. If the approved TIS shows the need for adding a roundabout (RAB), in lieu of a traffic signal, at an arterial street intersection with a collector street, local street, or private street/driveway to accommodate the proposed development's Opening Year traffic and the City approves of using a RAB at said intersection, the developer shall be responsible for completing the RAB and initially paying for all costs associated with said RAB. The City shall reimburse the developer for fifty percent (50%) of the RAB construction cost up to a maximum amount determined by the City based on current market conditions. See Note 1 below.
- e. If the approved TIS shows the need for adding a new traffic signal at an arterial or collector street intersection with a private street/driveway to accommodate the intersection's and proposed development's future traffic within 10 years of the development's Opening Year, the City shall be responsible for completing the traffic signal as part of a future City CIP project when the traffic signal is needed; and initially paying for all costs associated with said traffic signal.

The developer shall reimburse the City for twenty-five percent (25%), per quadrant of the intersection where the development is located, of the traffic signal construction cost up to a maximum amount determined by the City based on current market conditions, including an annual inflation amount. If the proposed development encompasses two quadrants of the intersection, the developer shall be responsible for fifty percent (50%) of the traffic signal construction cost. If the City does not complete the traffic signal within ten (10) years of the development's Opening Year, the developer shall not be responsible for any portion of the future traffic signal construction cost. See Notes 1 and 2 below.

5. Pavement

If City engineering analysis shows the need for improving the existing pavement (e.g. repairs, rehabilitation or replacement) on the public street(s) adjacent to the proposed development, the developer shall be responsible for completing the pavement improvements and initially paying for all costs associated with said improvements. The City shall reimburse the developer for one hundred (100%) of the pavement improvement construction cost up to a maximum amount determined by the City based on current market conditions. See Note 1 below.

6. Arterial – Arterial Street Intersections

If the approved TIS shows the need for adding new left-turn and/or right-turn lane(s), lengthening existing turn lane(s), and/or modifying or adding traffic control at an intersection of two existing arterial streets (i.e. all intersection legs are designated as arterials) to accommodate the proposed development's Opening Year or Future Year traffic, the City shall be responsible for completing the improvements as part of a future City CIP project and paying for all costs associated with said improvements. The approved preliminary plat, final plat, and/or neighborhood plan shall show a conceptual design of the turn lane and/or traffic control improvements at the intersection and identify the right-of-way and/or easements needed for the improvements. If the proposed development is adjacent to the intersection of the two existing arterial streets, the developer shall be responsible for providing any right-of-way and/or easements needed for the improvements at no cost to the City.

Notes

1. A development agreement contemplating this cost-sharing will be required between the developer and the City. The developer's engineer shall be responsible for providing the opinion of probable cost needed to determine the estimated cost-share amount stated in the development agreement.
2. The traffic signal construction cost includes all labor, equipment and materials necessary to provide a fully operational traffic signal per City standards, but excludes any costs associated with pedestrian ramp improvements, intersection and median modifications, pavement markings, and ground-mounted traffic signs.
3. This is an example of the cost-sharing for 4b. The traffic volume on an existing unsignalized minor street or private driveway at the major street intersection prior to ABC development is 300 vehicles per hour. ABC development will add 90 vehicles per hour to the minor street's or private driveway's traffic volume. Since the increase in traffic on the minor street or private driveway from ABC development is 30%, the developer would need to reimburse the City for 25% of the traffic signal construction cost.
4. This is an example of the cost-sharing for 4c. The traffic volume on an existing unsignalized minor street or private driveway at the major street intersection prior to XYZ development is 300 vehicles per hour. XYZ development will add 180 vehicles per hour to the minor street's or private driveway's traffic volume. Since the increase in traffic on the minor street or private driveway from XYZ development is 60%, the City would need to reimburse the developer for 50% of the traffic signal construction cost.