

## **Traffic Impact Study Scoping Information**

### 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 traffic analysis or a traffic impact study (TIS) for a proposed commercial, industrial, institutional or residential development in order to re-zone, and to obtain plat, site plan, or access permit approval.

### Need for Traffic Impact Study

The developer shall complete the Traffic Impact Study Application (Application) with the initial pre-application submittal for a proposed land development project identifying the proposed land uses, number of units, size of buildings, the expected operation of the site, and other pertinent information of the proposed development. The "full build-out" of a development needs to be considered in determining whether a TIS is required.

A concept plan representing full build-out of parcel(s) under common ownership and/ or sharing access(s), including the names of all surrounding street(s), the building location(s) types, quantity and land use(s), and the location of all site access(es) will be submitted with the Application.

The preferred reference for land use designations and trip generation is the latest edition of Trip Generation Manual, published by the Institute of Transportation Engineers (ITE). For the City's initial review, the preferred calculation is 'average rate' per the best available input variable (e.g. employees, square feet, dwelling units, etc.). The City may use other calculations or data for unique or specialized land uses (e.g. peak of generator or local data). No pass-by or internal capture will be considered with review of these criteria.

In general, a TIS shall be required if any of the following criteria are met:

- The proposed development is expected to generate 1,000 or more trips per day.
- The proposed development is expected to generate 100 or more trips per hour during one of the peak traffic periods.
- The proposed development will have 80 or more dwelling units.
- The developer is requesting a design exception to access spacing standards.

The City may require a turn lane warrant analysis when a proposed development is adjacent to an arterial street or located at an intersection of two (2) collector streets, regardless of the number of site-generated trips.

The Director of Public Works has the authority to excuse the TIS requirement, if in the best interest of the City.

### Scope of Traffic Impact Study

Upon review of the information provided in the Application, the City will contact the applicant regarding the scope of the required TIS, if any.

- In general, all proposed access locations/ new streets connecting to the existing public streets, and the next significant intersection in each direction will be included.
- Internal streets proposed as arterial or collector streets will be included.
- In general, Weekday AM and PM peak periods will be reviewed, but substitute or additional periods may be required (e.g. mid-day, school dismissal, weekend).
- Scenarios will include Opening Year of each proposed development phase, and the Design Year, typically 20 years in the future and includes full build-out of the development.