

CITY OF GRANITE FALLS

RESOLUTION NO. 93-10

A RESOLUTION OF THE CITY OF GRANITE FALLS ADOPTING
TRAFFIC IMPACT ANALYSIS GUIDELINES AND TRAFFIC
IMPACT ANALYSIS OUTLINE.

WHEREAS, the City Council of the City of Granite Falls has
determined that it would serve the best interests and general
welfare of the City to adopt Traffic Impact Analysis
Guidelines and Traffic Impact Analysis Outline;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE
CITY OF GRANITE FALLS AS FOLLOWS:

Section 1. The City Council does hereby adopt the Traffic
Impact Analysis Guidelines and Traffic Impact Analysis
Outline.

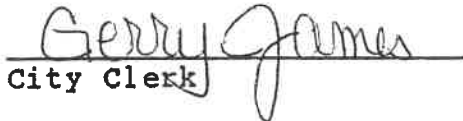
Section 2. The Traffic Impact Analysis Guidelines and
Traffic Impact Analysis Outline may be amended as necessary
when recommended by the City engineer.

PASSED by the City council this 26 day of May,
1993.

Signed by the Mayor this 26 day of May,
1993.


MAYOR

Attest:


City Clerk

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 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 25 peak hour trips (inbound and outbound) and/or 250 daily trips. This would include those developments in the rough range of 25 or more single-family residences, 35 or more apartments, or 10,000 square feet of office space, for example.

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 intersections should be expressed in terms of average delay per vehicle and as reserve capacity for unsignalized intersections. Level of service for all-way stop locations may be expressed in a volume to capacity ratio or estimated from the tables found in Chapter 10 of the Highway Capacity Manual. Other methodologies for the analysis of all-way stops may be acceptable with appropriate documentation/discussion. Worksheets/computer print-outs of the capacity analysis 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 hours 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 the responsibility of the developer who's project requires improvements to correct level of service problems.

Peak hour turning movement counts should 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 and if less than 12 months old. Appropriate growth factors 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
- Accident history (when required by the City)
- Capacity analyses at critical intersections
- Transit Service