

3.9 TRAFFIC STANDARDS. This sub-section sets forth the criteria for access control and Traffic Impact Studies.

3.9.1 ACCESS CONTROL. The general access control requirements for "major" and "minor" arterials and "major" collectors are provided below. All access points on these facilities shall be subject to approval by the City Engineer or his designated representative. Where deemed necessary, stricter requirements may be evoked.

3.9.1.1. GENERAL REQUIREMENTS. Direct access to a residential lot(s) shall not be allowed unless otherwise approved by the City Engineer. If allowed, additional requirements and restrictions may be imposed such as increased setbacks, circular drives, etc.

A. Driveway access shall not be allowed within one hundred fifty feet of the nearest right-of-way line of an intersecting street for major collectors and one hundred eight-five (185) feet for minor arterials (see section 3.2.4).

B. Unless otherwise approved by City Engineer, access shall be limited to one driveway for each tract of property separately owned. Properties contiguous to each other and owned by, or previously owned by, the same party are considered to be one tract.

C. Driveways giving direct access may be denied if alternate access is available.

D. When necessary for the safe and efficient movement of traffic, access points may be required to be designed for right turns in and out only and will include appropriate deceleration and turning lanes.

E. When approved, or directed by the City Engineer, a driveway access design may be a "street type intersection" with curb returns.

3.9.2 TRAFFIC IMPACT STUDIES. A Traffic Impact Study, (TIS) is a specialized study of the impacts that a certain type and size of development will have on the surrounding transportation system. It is specifically concerned with the generation, distribution, and assignment of traffic to and from the "new development". The term "new development" also includes properties that are being redeveloped.

A TIS shall be required for all new developments or additions to existing developments which generate 100 or more trips during the morning or afternoon peak hours or which will have a significant impact on the City's transportation system as determined by the City Engineer. Traffic Impact Studies are divided into three categories. The scale of development will determine which category of study will be required. Each category differs by specific analysis requirements for the study and the study's level of detail. Below is a description of each category.

CATEGORY I -- Developments which generate 100 or more new peak hour trips, but less than 500 trips during the morning or afternoon peak hours. Peak hour trips will be determined by ITE's Trip Generation Manual.

In addition to the above threshold requirements, a Category I TIS may also be required by the City Engineer for any specific traffic problems or concerns such as:

- proposed or existing offset intersections;
- situation with a high number of traffic accidents;
- driveway conflicts with adjacent developments;
- nearby intersections that have reached their capacity;
- proposed property rezones when there is a significant potential increase in traffic volumes;
- when the original TIS is more than two years old, or where the proposed traffic volumes in the original TIS increase by more than twenty percent (20%).

For a Category I TIS, the study horizon shall be limited to the opening year of the full build-out of the development.

The minimum study area shall include site access drives, affected signalized intersections and major unsignalized street intersections.

CATEGORY II -- Developments which generate from five hundred to one thousand new peak hour trips during the morning or afternoon peak hours.

The study horizon shall be for the year of completion for each phase of the development, the year of its completion and five years after the development's completion.

The minimum study area shall include the site access drives and all signalized intersections and major unsignalized street intersections within one-half mile of the development.

CATEGORY III -- Developments which generate above one thousand new peak hour trips during the morning or afternoon peak hours.

The study horizon shall be for the year of completion for each phase of the development, the year of its completion, five years after the development's completion, and ten years after the development's completion.

The minimum study area shall include the site access drives and all signalized intersections and major unsignalized street intersections within one-half mile of the development.

The City Engineer, or his designated representative, shall make the final

decision of requiring a TIS and determining whether the study falls within Category I, II, or III.

The TIS shall be conducted and prepared by the Traffic Engineer. The subject Engineer shall have special training and experience in traffic engineering and be a member of the Institute of Transportation Engineers (ITE).

Generally, the data necessary for such a study will require a description of the study area, the scope of development, turning movement traffic counts, accident analyses, roadway geometry, traffic control devices, and trips generated by the new development. The roadways and intersections within the study area shall be analyzed with and without the proposed development to identify and projected impacts with regard to level of service and safety.

Where the highway will operate a Level of Service 'C' or better without the development, the traffic impact of the development on the roadways, and intersections within the study area shall be mitigated to Level of Service 'C'. Mitigation to Level of Service 'D' may be acceptable with the concurrence of the City. A list of mitigation improvements will be provided in the study to achieve this Level of Service.

The guidelines and specific requirements for the preparation of a TIS are found in the "City of St. George Traffic Impact Study Guidelines". All studies prepared for submittal to the City shall follow these guidelines unless otherwise approved.