



CITY OF BEND

TO: COMMUNITY BUILDING COUNCIL SUBCOMMITTEE
FROM: RYAN OSTER AND CAROLYN EAGAN
DATE: AUGUST 22, 2019
RE: PROPOSED TEMP CHANGE TRAFFIC IMPACT ANALYSIS REQUIREMENTS

The City Council has a 2019-21 goal of approving 3,000 housing units by June 30, 2021. In order to achieve that goal, Councilors asked staff to consider development code changes that remove barriers to housing development. One of the chapters of the development code that could be modified to facilitate quicker housing approvals is the Traffic Impact Analysis, chapter 4.7.

The Traffic Impact Analysis rules in chapter 4.7 require any development proposal to show that their development will not negatively impact the adjacent transportation system. Using the ITE manual, consultants hired by a developer forecast the number of daily and peak hour trips that the proposed development will put on the transportation system. The impacts to nearby collector and arterial intersections at the peak are analyzed based on the total number of daily and peak hour trips calculated. Impacts to new intersections (access streets and driveways) related to sight distance and safety are also analyzed.

The rules create two levels of traffic analysis:

- 1) The Traffic Facility Report (TFR) for developments forecast to generate fewer than 100 daily trips; and,
- 2) The Traffic Impact Analysis (TIA) for developments forecast to generate more than 100 daily trips

The two most significant development barriers related to Traffic Impact Analysis requirements in the development code are:

- a) Analysis of intersections with known capacity problems
- b) Staff and developer time spent submitting and reviewing studies and then identifying appropriate mitigation for projects that show minor or minimal intersection operational impacts on the transportation system

Recommendation #1 – Add all intersections on the Capital Improvement Program (CIP) to the intersection operations analysis exempted list maintained by the City Manager.



This eliminates intersections typically required to be analyzed in a Traffic Impact Analysis that have already been identified and funded for capacity and/or safety improvements. It reduces time and cost to the developer for land use application and reduces city staff time for land use approval.

Recommendation #2 – Allow more development before requiring intersection operations analysis

Presently the City of Bend development code requires that any development that is forecast to generate 100 daily trips submit a Traffic Impact Analysis (TIA) report. This report must include intersection operations analysis for any collector/arterial intersection forecast to receive 15 peak hour trips per lane group.

For example, a 20 lot single family subdivision is forecast to generate 198 daily trips and 20 pm peak hour trips. This proposed development would be required to submit a Traffic Impact Analysis report. If this development were to put 15 of the forecast 20 pm peak hour trips going straight through an adjacent intersection that only has one lane, the report would be required to include intersection operations analysis for that intersection.

A proposed increase to **700 daily trips** as the threshold for requiring a Traffic Impact Analysis and an increase to **50 pm peak hour trips** to require intersection operations analysis would allow a 74 lot single family subdivision, a 128 unit apartment complex or a 18,500 square foot retail development to submit just the Traffic Facility Report (TFR) and no longer require the TIA with intersection operations analysis.

The increase in trip thresholds reduces the developer and consultant time required for land use application for smaller development projects. It also will reduce the staff time required for review of land use application. Reductions to application preparation and review timelines could bring housing and mixed use developments to fruition more quickly than with existing rules.

There could be more traffic in the short term but it would be relatively minimal. Further, this approach would be temporary that could sunset within a specific time frame or when the new Transportation SDC methodology is adopted.

