



TRAFFIC STUDY POLICY

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PART 1- Thresholds for requiring a traffic report

Any proposed site plan, subdivision, zone change or General Plan Amendment which any of the following applies:

1. A project that could generate 50 directional trips during a peak hour or 500-749 trips during an average day. A single-family residence generates approximately 1 peak hour trip.
2. If a new project's traffic will substantially affect an intersection or a roadway segment already identified as operating at an unacceptable level of service.
3. A project that may create a hazard to public safety.
4. A project that will substantially change the off-site transportation system or connections to it.

PART 2 – Type of Traffic Report or level of detail required within the report.

Different levels of development require different levels of traffic analysis. Therefore, this part of the draft policy includes three levels of analysis based upon the anticipated peak hour directional trips. One of the key triggers for identifying when a traffic report should be required is “trip generation.” The trip generation of a proposed development is the number of inbound and outbound vehicle trips that are expected to be generated by the development during an average day or during a peak hour.

The process of using thresholds is as follows; estimate the trip generation, compare that generation to accepted thresholds, and then determine the type (if any) of traffic report needed.

The different levels of traffic reports are labeled as follows and are listed in order of complexity, from less to more complex.

1. **TRAFFIC IMPACT ASSESSMENT-** This type of study is recommended for smaller scale projects which should not have a significant impact on the overall transportation system, but will have impacts at the site access. The analysis for this type of study focuses on site access points. This report would be required for the following projects:
 - a. A project projected to generate 50-99 peak hour directional trips.
 - b. If a new project's traffic will substantially affect an intersection or a roadway segment already identified as operating at an unacceptable level of service, or will substantially change the off-site transportation system or connections to it
 - c. A project that may create a hazard to public safety.

The scope for a Traffic Impact Assessment varies and is determined on a case by case basis and may include those items for evaluation as listed under the "Traffic Impact Study" description depending upon specific site specific factors.

2. **TRAFFIC IMPACT STUDY-** This is the traditional traffic impact study for projects projected to generate 100-250 peak hour directional trips which evaluates the following:

On-Site Circulation: Review and evaluate access locations, driveway throat depths, and size of major on-site circulation facilities with respect to operations, safety, and continuity with existing and planned facilities.

Off-Site Roadways: Study all locations where: 1) the project circulation system intersects with the existing or planned surrounding street system, and 2) project traffic may substantially affect the operation of a roadway or intersection.

Transit: Discuss all bus routes that have, or will have service, within 1/4 mile of the project.

Bicycles: Identify any existing or planned (Twentynine Palms Bicycle Master Plan) facilities that will be modified by the project or are within 1/4 mile of the project.

Pedestrians: Identify any significant pedestrian facilities that will be affected by the project.

Trucks: For industrial or surface mining projects, identify the number of truck trips that will be generated and design accommodations necessary to support these trucks.

Other subject areas (such as traffic safety, residential impacts, etc.) should also be analyzed as warranted by individual circumstances.

Study Scenarios: This type of study should incorporate the following scenarios, unless directed otherwise by the City Engineer:

1. Existing Condition
 2. Existing Plus Project Condition
 3. Cumulative (2025) Condition
 4. Cumulative (2025) Plus Project Condition
3. **CONGESTION MANAGEMENT PLAN TRAFFIC IMPACT ANALYSIS (CMP TIA)** - For projects projected to generate more than 250 peak hour directional trips. For such project, the CMP TIA is mandated by Measure I.

Regional Traffic Analysis (CMP TIA): This type of study is much more comprehensive, focusing on the impacts over a long period. It includes all items described under the Traffic Impact Study Description. In most cases, a regional traffic analysis will need to be prepared using a computer