

Planning & Development Department

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TRAFFIC IMPACT ANALYSIS INSTRUCTIONS

A Traffic Impact Analysis (TIA) is required for any development that is anticipated to generate more than 100 new peak hour directional trips. The TIA must be of sufficient scope to allow the City to evaluate the impact of the proposal and the need for roadway capacity, operation, and safety improvements resulting from the proposed development. Supplemental analysis may be required if there is a significant change in the development plan, site plan, or land use.

PROCESS

1. Contact us at the phone number above to schedule a meeting to discuss the scope of the TIA.
2. Submit a report with the following information to www.cityofrockhill.com/onlineservices.
3. We will email you an invoice for the \$200 fee, which also will be paid online.
4. We will strive to return comments around to you by email within 10 business days, although given that frequently TIAs require coordination with outside agencies such as the South Carolina Department of Transportation and York County, sometimes the reviews may take longer.

STANDARDS

Preparer: The TIA must be prepared by a transportation planner/engineer with experience in traffic planning/engineering. The final report is required to be sealed by a registered South Carolina professional engineer with expertise in traffic engineering.

Requirements: The TIA must be prepared under the guidance of the Institute of Transportation Engineers' Recommended Practice for Traffic Access and Impact Studies for Site Development, 1991. At a minimum, the TIA must provide the following:

1. Estimate of traffic generated as a result of the proposed development
2. Evaluation of the site access and internal circulation
3. Evaluation of the ability of the existing street system to support the proposed development
4. Intersection analyses at the proposed development's street system connection(s) to the existing transportation system. Additional consideration for locations downstream from the proposed development may be required at the City's discretion.
5. If signalization is proposed, a signal warrant study shall be conducted to ensure the traffic signal is needed. In addition, a signal progression analysis shall be conducted which addresses the effect of the proposed signal on the existing roadway, including the effects on existing nearby signals or signal systems. Comparative analyses using a software approved by the City shall be conducted to analyze existing and proposed conditions.

6. An assessment of the improvements needed to the existing street system in order to support the traffic anticipated to be generated by the proposed development.

Please note that developers of new single-family detached and attached neighborhoods that access through existing neighborhood streets must improve those streets according to the following:

- A. Road surface must be repaired (if minor damage exists) or resurfaced (if major damage exists), with extent of damage determined by the City's Transportation Planner, with appeals to the City's Traffic Commission in cases of disagreement.
 - B. Road cross-section must be widened to accommodate the new number of proposed homes to the fullest extent practical. For example, if the road is currently classified as a local road, and enough new homes are proposed such that the overall number of homes would require it to be classified as a collector road instead, the road must be upgraded to collector road standards in terms of its cross section and depth of surface material to the fullest extent practical.
7. The study must take into account whether the proposed development will be required to build one or more collector roads. If a collector road is shown on the RFATS Collector Streets Plan as running through the proposed development location, the developer will be required to build the collector road to City standards its expense. Additionally, if a collector road is shown on the RFTAS study in the vicinity of the development, the developer may be required to build the road at its expense if staff determines that the location would fulfill the purpose of having a collector road in the area better than other locations due to the timing of the proposed development, changed circumstances on the other property, or other relevant considerations.
 8. Analysis Period: The analysis must examine expected traffic conditions one year after the project is expected to be complete, and ten years after the project is expected to be complete.
 9. Sources of Data: Estimates of vehicle trips shall be calculated based on trip generation rates from the most recent edition of Trip Generation Manual published by the Institute of Traffic Engineers. Trip generation rates that are locally available may be substituted if found by the Development Services Department to be relevant to the development in question.

Report Outline: Results of the evaluation must be presented in a document that addresses the traffic related issues and impacts of the proposed development. The following document outline identifies subjects to be addressed:

1. Introduction, including Study Purpose and Executive Summary
2. Proposed Development, including Off-site development and On-site development [e.g. proposed use, location, access, zoning, etc.]
3. Area Conditions
 - a. Study Area [area of influence; area of significant; traffic impact]
 - b. Study Area Land Use
 - c. Site Accessibility [existing and future roadway system; traffic conditions]
4. Projected Traffic
 - a. Site Traffic [trip generation; trip distribution; trip assignment]
 - b. Through Traffic [projection methods; existing street system background traffic]
 - c. Total Traffic

5. Traffic Analysis
 - a. Site access
 - b. Capacity and LOS
 - c. Safety
 - d. Signals (if any)
 - e. Site circulation/parking
6. Improvements Analysis
7. Recommendations