

ORDINANCE NO. 1025-08



ADOPTING TRAFFIC IMPACT REQUIREMENTS

WHEREAS, the City of Foley has experienced tremendous increases in residential and commercial growth, and

WHEREAS, the aspect for continued residential and commercial growth potential growth is very good, and

WHEREAS, the product of said continued commercial and residential growth is increased traffic demand, and

WHEREAS, the City of Foley has a fiduciary responsibility to its citizenry to address issues which could adversely impact its transportation system, and

WHEREAS, the City of Foley has an obligation to assure to its citizens that the roadways and streets remain at a satisfactory Level of Service, and

WHEREAS, the City of Foley solicited and received a Roadway System Report – 2007, and adopted the Traffic Impact Study Requirements resulting from said Report, and

WHEREAS, the capital costs associated with transportation improvements are substantial, and

WHEREAS, the costs for necessary transportation improvements resulting from new residential and commercial growth should not be the sole responsibility of the existing citizenry, and

WHEREAS, a severability clause has been inserted as the last section of this Article,

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF FOLEY MEETING IN REGULAR SESSION THE 21st DAY OF JANUARY, 2008.

Purpose and General Policy

A. The purpose of this section is to require that development within the City of Foley is supported by an adequate roadway network to accommodate the continuing growth and development of the City. Acquisition of new rights-of-way for off-site, abutting, and internal streets to support new development is necessary and desirable. The City requires that:

- (1) Development impacts from new developments are mitigated through contributions of street rights-of-way and/or improvements to existing and new roadways; and
- (2) Adequate infrastructure for new development is adequately evaluated and addressed.

B. There must be a rough proportionality between the traffic impacts created by a new development and the requirements placed on the property owner or applicant for a new development to dedicate and improve off-site and abutting City streets. The City will evaluate the project and determine what dedications, if any, are required to address both the nature and the extent of the impact that results from the proposed development. The City desires to assure both that development impacts are mitigated through contributions of transportation system improvements. It is the City's intent to institute a procedure to assure that mandatory street construction requirements are proportional to the traffic demands created by the new development.

Applicability

- A. The regulations in this section apply to existing and future transportation networks associated with land development activities within the City. Any application for site development in accordance with this Code must comply with these standards. However, applicability shall not include single family residential or multifamily developments which consist of 35 or fewer dwellings.
- B. The City Engineer may require the developer of any residential, multifamily, commercial, or industrial development within the City limits and its jurisdictional area to conduct a Traffic Impact Study (TIS) if there is a reasonable expectation that the development may cause one or more of the following conditions:
 - 1. Produce trip generations during the peak hour in excess of 75 vehicles per hour, or
 - 2. A change in land use which may increase the trip generation during the peak hour in excess 50 vehicles per hour, or
 - 3. A rezoning application where the proposed zoning may result in trip generation during the peak hour in excess of 75 vehicles per hour, or
 - 4. An additional access by an existing facility to a City of Foley roadway that the City does not consider to be necessary for safe and efficient movement of traffic, or
 - 5. Any new development that the City of Foley determines may impact the transportation network or that the City feels that the development shall be coordinated with adjacent developments.

The referenced threshold requirements for a Traffic Impact Study (TIS) are included in the Traffic Impact Study Requirements, City of Foley, Alabama, as adopted by the Foley City Council. Said document shall be the guideline for developing the TIS.

- C. Where project development may take place in multiple phases, the developer shall submit a development plan that includes the proposed development plans for all subsequent phases. That is, an overall development plan shall be submitted along with the initial phase development plan. The intention of this section is to enable adequate evaluations of the traffic impact anticipated when all phases of the development are complete.

Participation by the City of Foley

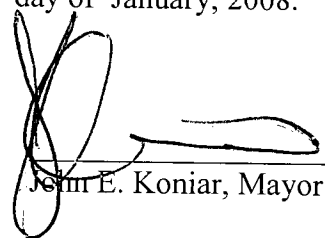
- A. Participation by the City of Foley in infrastructure improvements resulting from the Traffic Impact Study shall not be construed to mean assistance of a financial nature relating to the easement acquisition, construction, or engineering costs.
- B. During the course of providing for improvements, the City shall cooperate with the developer in the use of its governmental powers to assist in the timely and cost effective implementation of improvements. Specifically, the City may agree to:
 - (1) Assist in the acquisition of necessary rights-of-way and easements;
 - (2) Assist in the relocation of utilities;
 - (3) Assist in obtaining approvals from Baldwin County;
 - (4) Assist in obtaining approvals from ALDOT;

- (5) Assist in securing financial participation for major thoroughfare improvements from Baldwin County, ALDOT, or other area wide transportation planning and management entities as may be established in the future.

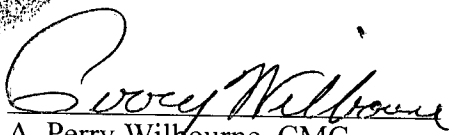
City Evaluation and Actions

- A. The City shall evaluate the adequacy of the Traffic Impact Study (TIS) prepared by the applicant. Based upon such evaluation, the City shall determine:
- (1) Whether the applicant may be approved in the absence of dedication of rights-of-way or construction of improvements to each affected thoroughfare; and
 - (2) The extent of the applicant's obligations to make such dedications or improvements.
- B. The application for which a TIS is being conducted shall not be approved until the City is satisfied with the financial arrangements related to required transportation improvements.
- C. The City shall condition the approval of the development application on one or more of the following acts by the applicant:
- (1) Delay or phasing of development until thoroughfares with adequate capacity or intersections improvements are constructed;
 - (2) Reduction in the density or intensity of the proposed development sufficient to ensure that the roadwork has adequate capacity to accommodate the additional traffic to be generated by the development.
 - (3) Dedication or construction of thoroughfares or traffic control improvements needed to mitigate the traffic impacts generated by the proposed development.
- D. Severability – If any section, subsection, sentence, clause, phrase, or portion of this article is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remaining portion thereof.

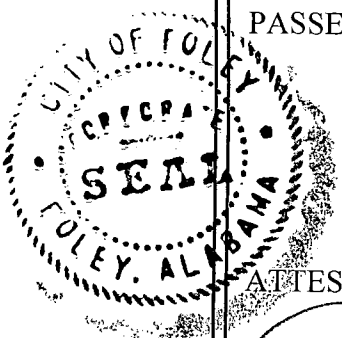
PASSED, ADOPTED AND APPROVED this 21st day of January, 2008.


Jean E. Koniar, Mayor

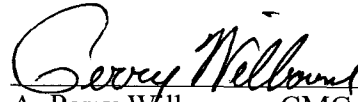
ATTEST:


A. Perry Willbourne, CMC
City Administrator/Clerk

The instrument prepared by the office of the Foley
City Clerk, 407 East Laurel Ave., Foley, AL 36535.



"I certify that the foregoing Ordinance was published in the Foley Onlooker, a newspaper of general circulation in the City of Foley, in its issue of Saturday, January 26, 2008".



A. Perry Wilbourne, CMC
City Administrator/Clerk

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Traffic Impact Study Requirements

City of Foley, Alabama



Adopted by the City Council



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EXECUTIVE SUMMARY

This document provides minimum standards to be followed for private developments affecting transportation facilities within the City of Foley, Alabama. The City of Foley requires a traffic impact study for all new developments within the city limits that:

1. creates trip generation in excess of 75 vehicles per hour during peak hours,
2. creates trip generation in excess of 50 trips per hour during peak hours due to land use changes,
3. creates trip generation in excess of 75 vehicles per hour during peak hours due to a rezoning application where the proposed zoning will increase the trip generation,
4. an additional access by an existing facility the City does not consider to be necessary for safe and efficient traffic movement, or any new development that the City of Foley determines will impact the transportation network or the City feels that the development shall be coordinated with adjacent developments.

This document outlines the specific chapters and guidelines required for every traffic impact study for the City of Foley. The responsibility of creating the traffic impact study shall reside with the developer. The City of Foley shall have the opportunity to review the report and provide suggested revisions. The guidelines presented in this report are generally taken from nationally recognized sources on traffic engineering and are considered as accepted traffic engineering principles.

The developer shall be responsible for determining the impact of the new development on the City of Foley transportation system. The developer shall begin by addressing the existing traffic demand and facilities within the limits of



their development. The developer shall then determine the amount of trips produced by the new development and the impact of those trips on the City of Foley transportation network. The developer shall determine if additional transportation facilities are required as a result of the new development. The developer shall also assure that the new development provides safe access to the City of Foley transportation network.

These standards have been developed to assure that the City of Foley transportation system remains safe and efficient and that all future developments fit into the City's transportation framework.



1.0 Introduction

This document outlines the requirements for traffic impact studies (TIS) for the City of Foley, Alabama. The requirements are intended to provide for coordinated, modern development within the City of Foley and assure that the City's transportation facilities are not affected by the new developments.

This document outlines the specific chapters and guidelines required for every traffic impact study for the City of Foley. The responsibility of creating the traffic impact study shall reside with the developer. The City of Foley shall have the opportunity to review the report and provide suggested revisions. The guidelines presented in this report are generally taken from nationally recognized sources on traffic engineering and are considered as accepted traffic engineering principles.

The developer, through a Traffic Engineer approved by the City of Foley, shall be responsible for determining the impact of the new development on the City of Foley transportation system. The developer's Traffic Engineer shall begin by addressing the existing traffic demand and facilities within the limits of their development. The developer's Traffic Engineer shall then determine the amount of trips produced by the new development and the impact of those trips on the City of Foley transportation network. The developer's Traffic Engineer shall determine if additional transportation facilities are required as a result of the new development. The developer's Traffic Engineer shall also assure that the new development provides safe access to the City of Foley transportation network.

These standards have been developed to assure that the City of Foley transportation system remains safe and efficient and that all future developments fit into the City's transportation framework.



2.0 Traffic Impact Study Requirements

Traffic impact studies may be required by the City of Foley in order to assess the impacts of new developments on the existing or planned transportation network. The responsibility of the traffic impact study lies with the developer. The City of Foley shall serve in a review capacity. **The TIS requirement form provided as Figure 1 in Appendix A shall be completed by the developer and submitted to the City of Foley Engineering Department.**

The following developments shall require a traffic impact study:

1. All developments with a trip generation during the peak hour in excess of 75 vehicles as determined by the developer's Traffic Engineer and approved by the City of Foley.
2. Any change in land use which would increase the trip generation during the peak hour in excess of 50 vehicles as determined by the developer's Traffic Engineer and approved by the City of Foley.
3. A rezoning application where the proposed zoning will increase the trip generation during the peak hour in excess of 75 vehicles as determined by the developer and approved by the City of Foley.
4. Additional access by an existing facility to a City of Foley roadway that the City does not consider to be necessary for safe and efficient movement of traffic.
5. Any new development that the City of Foley determines will impact the transportation network or the City feels that the development shall be coordinated with adjacent developments. Conversely, the City of Foley Engineering Department may waive the requirement of a traffic impact study.



It is the responsibility of the developer to contact the City of Foley Engineering Department to determine if a traffic impact study is required. Transportation consultants are required to discuss the projects with the City of Foley Engineering Department before beginning the study. The limits of the impact area and the specific facilities to be studied shall be discussed with the City. **The study limits for the TIS are critical and shall be determined based upon discussions with the City of Foley and recommendations by the developer and their traffic engineer. This should be done before the Engineer agrees to fees with the developer.** The developer shall also contact the City of Foley planning department. The planning department has information that will be utilized in the development of the TIS.

The traffic impact study shall be performed under the supervision of a licensed engineer in the state of Alabama. The engineer shall have a minimum of four years of specific traffic engineering experience. The City of Foley shall have the right to review the qualifications of the Traffic Engineer and approve or reject their use in developing the TIS. **The City of Foley has the right to select a Traffic Engineer for the developer and the developer shall provide the compensation for the TIS developed by the traffic engineer assigned by the City of Foley.**

The Engineer shall have knowledge of the following documents, each of which will be required to complete the TIS:

1. ITE Trip Generation Manual
2. Highway Capacity Manual
3. Manual on Uniform Traffic Control Devices



4. ITE Traffic Engineering Handbook
5. AASHTO Geometric Design of Highways and Streets

The following is an outline showing the required chapters for a traffic impact study. Specific requirements may vary depending upon the site location and plan. Though each of the chapters may not be relevant to the development being studied, it is considered good practice to address each of the chapter elements related to design.

CITY OF FOLEY TRAFFIC IMPACT STUDIES OUTLINE

1. Introduction
2. Proposed Development
 - a. Site Location
 - b. Site Description
 - c. Site Plan
3. Existing Traffic Conditions Adjacent to Site
 - a. Traffic Count Data
 - b. Existing LOS
 - c. Condition of Facilities
 - d. Geometric Condition of Connecting Roads
 - e. Pedestrians
 - f. Bikepaths
4. Adjacent Planned Developments Affecting Site
 - a. Adjacent Developments
 - b. Planned Roadway Improvements by the City
5. Future Traffic Conditions
 - a. Background Traffic Growth
 - b. Trip Generation
 - c. Trip Distribution



- d. Capacity
 - e. Signal Warrants
 - f. Geometric Considerations
6. Recommended Improvements
- a. Roadway
 - b. Intersections
 - c. Cost of Improvements

For developments connecting to State or Federal roadways, an Alabama Department of Transportation access permit will be required. ALDOT shall

have the opportunity to review the TIS and recommended improvements shall meet ALDOT standards for state or federal highways.

In general, the traffic impact study shall address the effect of the proposed development on the City of Foley transportation network and shall recommend any required improvements necessitated by the proposed development. The study shall also address the impact of the new development in relation to other planned developments within Foley.

The following chapters address the guidelines and requirements for each chapter in the traffic impact study.



3.0 TIS Introduction

The introduction shall give a general overview of the planned development and address the need for the TIS. The developer should identify himself and the planned improvement and the Engineer developing the TIS shall identify himself and his qualifications.



4.0 Proposed Development

The TIS shall provide a general overview of the proposed development. The latest copy of the site plan shall be included in the TIS. Minor adjustments to the site plan's number of units or access points are allowed without updating the TIS. The TIS shall include the following information:

4.1 Site Location

A map showing the location of the site in regards to its location within the City of Foley.

4.2 Proposed Development Description

A brief description of the site and proposed development.

4.3 Site Plan

A copy of the current site plan. The following information regarding the site plan is required:

- a. The entrance and exit locations as they affect the City of Foley transportation facilities.
- b. The number of units in the planned development. The number of units shall be described in codes as outlined in the ITE Trip Generation Manual.
- c. The existing and proposed uses of the site in relation to zoning shall be addressed. If several different uses are planned for the development, the zoning with the highest trip generation shall be assumed for the study.
- d. The opening year of the development shall be addressed. This will determine the year for traffic projections.



- e. The maximum build out or any phased construction shall be addressed. Should phased construction be part of the site plan, the TIS shall address both the initial development and the impacts of the full build out development. If the full build out development cannot be determined at this time, an additional TIS may be required when additional development is added.

The Engineer shall provide the City with sufficient information to determine the impact of the new development.



5.0 Existing Traffic Conditions Adjacent to Site

5.1 Traffic Count Data

The TIS shall provide an overview of the existing transportation facilities within the study area limits. The limits of the study area shall be coordinated with the City of Foley Engineering Department. The description of the existing traffic conditions is very important as it will be used as a basis for determining the impact of the proposed development. The following items shall be addressed in the TIS in relation to the existing traffic conditions:

5.1.1 Functional Classification

The functional classification of the facility to which the development is connecting and the maintaining agency. Connections to major roadways and connections to State or Federal roads are important factors to consider when analyzing the impacts and requirements of the development.

5.1.2 Existing Traffic Counts

Existing traffic counts shall be obtained for the study area. The extent of the traffic count information is highly dependent upon the study area.

- a. At a minimum, a 24 hour tube count of the existing roadway that the development will connect to shall be taken.
- b. If the development connects to two separate roadways, 24 hour counts shall be taken for each of the roadways.
- c. Six hour turning movements will be required should the development impact an adjacent intersection. Turning movements shall be taken from 7-9am, 11am -1 pm and 4-6 pm. This may be modified depending upon the use of the



development. Counts shall be taken on a weekday, unless the major use of the development is determined to be on the weekend.

- d. The percentage of trucks in the traffic mix shall be determined.

5.2 Existing LOS

An analysis using the methodologies in the Highway Capacity Manual by the Transportation Research Board (HCM) shall be performed for the existing condition on adjacent facilities within the study area. The existing LOS will be used as a base to determine the impacts of the proposed development.

5.3 Condition of Facilities

The condition of the existing transportation facilities shall be noted. Damaged pavement, lack of shoulders or drainage problems should be noted.

5.4 Geometric Condition of Connecting Roads

The horizontal and vertical alignments of the roadways connecting to the site shall be addressed. Any deficiencies in horizontal or vertical curves and clear zones shall be identified. The segment of roadway adjacent to the proposed development's access shall be addressed.

5.5 Pedestrians

Existing pedestrian facilities and pedestrian facilities in the master plan shall be noted. The proposed development shall be required to accommodate any existing pedestrian facilities.

5.6 Bicycle Facilities

Existing bicycle facilities and bicycle facilities in the master plan shall be noted. The proposed development shall be required to accommodate any existing bicycle facilities.



It is to the Engineer's advantage to clearly document the existing conditions of the transportation system so that the impacts of the proposed development can be identified.

The use of figures within the report may be used to quickly and concisely relay this information to the report reviewer. It is suggested that one figure be used to show the existing volumes and LOS and another figure used to show the existing transportation facilities.



6.0 Adjacent Planned Developments Affecting the Site

The City of Foley desires to develop a coordinated planning approach to new developments. The TIS shall identify, with information supplied by the City of Foley, adjacent developments in the vicinity of the planned development. This section will provide the City the opportunity to review the total impacts on the City's transportation network. It is not the City's intent to require the developer to study each development adjacent to their proposed development; it is the City's intent to have the engineer review the adjacent planned developments and provide a narrative as to the impact of their specific development in relation to the entire transportation corridor's growth.

The Engineer shall obtain the planned development information from the City of Foley and provide a map in the TIS showing their proposed development in relation to the other planned developments. The Engineer shall address the impact of their development on the total number of new trips in the area with a brief narrative as to the assumed percentage created by their development.

The TIS shall also include any information related to transportation improvements planned by the City of Foley within the study area of the TIS.



7.0 Future Traffic Conditions

This section shall contain the analysis of the site impact to the transportation network. Each of the items listed in this section shall be addressed in the TIS.

7.1 Background Traffic Growth

The existing traffic on the adjacent facilities shall be projected to the design year using a growth factor. Two methods may be used to project the existing traffic to the design year:

1. Historical counts of the roadway to be projected may be studied to determine the growth rate over time. A regression analysis will be performed to determine the future traffic in the design year.
2. A growth rate shall be developed based upon the judgment of the traffic engineer performing the TIS.

The projected traffic rather than the existing traffic will be added to the site generated traffic to determine the proposed development's impact.

A figure should be provided showing the projected traffic.

7.2 Trip Generation

Trip generation shall be calculated using the latest version of the ITE Trip Generation Manual. In the event that data is not available for the proposed land use, the Engineer performing the TIS shall determine an appropriate substitute.

The TIS shall have a summary table showing each land use proposed for the development and the associated trip generation for each use. The total trips generated for the facility shall be calculated.



The peak hour of the adjacent street traffic shall be calculated if available. The peak hour of adjacent street traffic shall be the traffic used in the capacity analysis. Other time periods may be required to be analyzed depending upon the peak traffic in the area or the nature of the proposed development. For instance, movie theatres may require a weekend analysis.

A figure should be provided showing the site and the total number of trips generated.

7.3 Trip Distribution

The direction of the proposed trips created in the trip generation phase shall be determined in the TIS. Assumptions must be made by the Engineer performing the TIS as to the direction of travel for the new trips. The Engineer shall take into account:

1. Existing traffic generators.
2. Ability of adjacent facilities to handle the traffic.
3. If turning movement counts were collected, the percentages may be used to distribute trips from the new development.

The Engineer must use his traffic engineering experience and knowledge of the immediate area surrounding the site to distribute the trips.

A figure shall be provided in the TIS showing the percentages assumed to distribute the trips created in the trip generation phase.

A figure shall also be provided showing the final volumes including the background traffic and the traffic generated by the proposed development.



7.4 Capacity Analysis

Procedures outlined in the Highway Capacity Manual by the Transportation Research Board shall be used to determine the capacity requirements of the proposed site development and the adjacent roadways. The type of analysis will be based upon the type of facility to be analyzed.

A LOS shall be determined for the adjacent roadway to which the proposed development connects. The TIS may require that other roadways are analyzed based upon the extent of the study area. The proposed LOS shall be compared versus the existing LOS calculated. Any change in LOS making the roadway operate below a LOS of D shall be discussed with the City of Foley to determine the impact of the site on the capacity of the roadway.

A LOS shall be determined for the intersection of the proposed site and the adjoining roadway. The LOS shall be calculated using HCM procedures. Any program that utilizes HCM procedures may be used including but not limited to; HCS, Synchro, Teapac, Passer 2. A non-signalized intersection analysis shall be performed initially. If the LOS is below D, the developer may add additional lanes to improve the LOS or a signalized intersection analysis will be performed if a LOS of D cannot be reached. Additional lanes must be added so that the intersection operates at a LOS of D or better.

A LOS shall be determined for adjacent intersections within the TIS study limits. A non-signalized intersection analysis shall be performed initially. If the LOS is below D, the developer may add additional lanes to improve the LOS or a signalized intersection analysis will be performed if a LOS of D cannot be reached. Additional lanes must be added so that the intersection operates at a LOS of D or better.



Figures shall be provided in the TIS showing the existing LOS and design year LOS with the site development traffic for each affected facility.

7.5 Signal Warrant Analysis

A signal warrant analysis as outlined in the Manual on Uniform Traffic Control Devices (MUTCD) by the Federal Highway Administration shall be used to determine if a signal is warranted at all intersections within the TIS study limits.

With the 24 hour tube counts required, the eight hour and four hour volumes should be available. For the inclusion of the proposed trips, 55% of the peak hour proposed trips will take place in the highest eighth hour and 80% of the peak hour proposed trips will take place in the highest fourth hour.

The passage of a traffic signal warrant shall not alone justify the placement of a traffic signal. Each case is different and the intersection in question shall be studied by an experienced traffic engineer to determine if the traffic signal will improve traffic movement and safety.

If the construction of the traffic signal is contended by the City, actual traffic counts of the constructed development shall be required to warrant the construction of the traffic signal.

7.6 Turn Lane Analysis

The need for right and left turn lanes from the adjacent roadway to the proposed site shall be analyzed. The number of lanes required for each approach may be determined by the HCM capacity analysis procedures; however, there are numerous cases where a turn lane adds to the safety of a roadway independent of the results of the capacity analysis.



A left turn from the adjacent highway to all access points to the proposed site should be considered. Listed below are the criteria to be using in determining if a left turn lane is required:

1. AASHTO 's Geometric Design of Highways and Streets (2004 edition) Exhibit 9-75 shall be used to determine if a left turn lane is required on two lane highways.
2. Left turn lanes should be considered at all median crossovers on divided, high speed facilities.
3. Left turn lanes should be considered if the proposed site will generate a substantial amount of truck traffic.

Left turn lanes in urban areas may have a taper rate of 4:1 to 15:1 depending upon the existing conditions. The length of the turn lane shall be a minimum of 50' in areas with closely spaced intersections, but shall be a minimum of 100' in all other areas. The length of left turn lanes for signalized intersections shall be determined by the procedures in any of the recognized traffic signal programs such as HCS, Synchro, Teapac or Passer.

The length of left turn lanes for non-signalized intersections shall be equal to the number of cars likely to arrive during a two minute time period during the peak hour times; 25' for high speed roadways and shall be the minimum for urban facilities. Left turn lanes on State and Federal routes shall be designed according to the ALDOT standard drawings.



The use of right turn lanes approaching the site access points should also be considered. Warrants for providing a right turn lane cannot be stated definitely, but consideration should be given to the following:

1. The speed of the adjacent roadway.
2. The traffic volumes on the adjacent roadway.
3. The percentage of trucks.
4. The functional classification of the adjacent roadway.
5. The number of intersections or driveways in the vicinity of the site access points.

The length of right turn lanes shall be set according to AASHTO:

TABLE 1. RIGHT TURN LANE LENGTHS	
SPEED ON MAIN ROADWAY	LENGTH OF TURN LANE (FT)
30	170
40	275
45	340
50	410
55	485

The taper rate shall be 15:1. Right turn lanes on State and Federal routes shall be designed according to the ALDOT standard drawings.

7.7 Geometric Considerations

The TIS shall address the location of the proposed development's access points to the adjacent roadway and any safety consideration related to the location of the access points. The TIS shall address:



7.7.1 Access Design

The TIS shall address the location of the access points for the new development in relation to existing driveways, median openings and most importantly, location to existing intersections. The access for new developments should be a minimum of 250' from an existing intersection, if the size of the parcel permits. If the size of the parcel is too small to accommodate 250', the drive shall be placed as far away from the intersection as possible.

7.7.2 Sight Distance

The TIS shall address the horizontal and vertical sight distance for the proposed development access points. Sight distance shall be calculated according to AASHTO standards.

7.7.3 Design Vehicles

The TIS shall address the design vehicle to be used to design the access points for the development. The access point shall be designed accordingly for a development with a large number of trucks anticipated. The radii for the entrance and the width of the entrance shall be designed to accommodate the design vehicle.

For developments connecting to State or Federal roadways, an Alabama Department of Transportation access permit will be required. ALDOT shall have the opportunity to review the TIS and recommended improvements shall meet ALDOT standards for state or federal highways.

In general, the traffic impact study shall address the effect of the proposed development on the City of Foley transportation network and shall recommend any required improvements necessitated by the proposed development. The



study shall also address the impact of the new development in relation to other planned developments within Foley.



8.0 Recommended Improvements

The TIS shall summarize recommended improvements to all transportation facilities based upon the capacity analysis. The recommended improvements shall be shown in a figure in the report. A brief description of each recommended improvement shall also be provided and the reasoning for recommending the improvement.

The recommended improvements shall encompass the roadways, pedestrian facilities, bicycle paths and intersections within the TIS study limits.

Each of the improvements shall also have an associated preliminary cost for construction. A brief description whether ROW or utility improvements would be required shall also be included with the costs. Detailed ROW and utility costs are not required, just a summary.

8.1 Developer Responsibility for Payment of Recommended Improvements

The developer shall be responsible for all costs associated with construction of City of Foley facilities recommended in the TIS adjacent to the project site including, but not limited to the following:

1. Turn lanes on City of Foley, ALDOT and County maintained roads leading into an access point of the new development.
2. New traffic signals at the intersection with the new development and City of Foley, ALDOT and County maintained roads.
3. All connections to bicycle and pedestrian pathways at the points of access of the new development shall be paid and constructed by the developer.



The cost of improvements to be paid by the developer as recommended in the TIS does not encompass all improvements that the developer may incur for the development. Other improvements related to drainage, signing, striping or any other improvement required by the site plan design may be warranted and not recommended in the TIS.

8.2 Developer Costs

All construction costs required for improvements to City of Foley streets required by the addition of traffic from the new development shall be paid for by the developer. The developer is requested to review the City of Foley ordinance related to sharing of roadway improvement costs by new developments.

8.3 Traffic Impact Fee Requirements in Other Alabama Cities

Table 2 summarizes the impact fees from other cities within the State of Alabama.

Table 2. Traffic Impact Fees of Other Cities in Alabama

CITY	IMPACT FEE	DEVELOPER COSTS
Birmingham	No Impact Fee.	Based upon agreement w/ City, developer constructs required improvements
Montgomery	No Impact Fee.	The developer is required to pay for all necessary improvements recommended by the TIS
Mobile	No Impact Fee.	None
Huntsville	No Impact Fee.	None
Tuscaloosa	No Impact Fee.	The developer is required to construct all public street improvements adjacent to, or nearby, that are identified in the TIS
Hoover	No Impact Fee.	Upon agreement with the City, the



		developer constructs required improvements
Gulf Shores	Fee Required (pending approval at time of writing)	Basis of Fee: 1% of the value of property for single unit houses and based upon number of units for multi-unit houses and based upon square footage for commercial spaces

These are the fee structures as of July, 2007. This chart is provided to show a comparison for the developer to the requirements of similar Alabama cities.



Appendix A. TIS Requirement Form



City of Foley Traffic Impact Study Requirement Form

Date: _____

Name: _____

Address: _____

Phone Number: _____

Email: _____

Name of Development: _____

Location (Describe): _____

Type of Development: ☐ New development
☐ Rezoning
☐ Addition to existing development

Development use: (See ITE Trip Generation Manual & list multiple uses if required) _____

Number of units in development: **No:** _____ **Units:** _____

ITE chart number: _____

Number of trips in peak: _____

TIS required based on number of trips: **Yes:** _____ **No:** _____

Discussion: _____



Appendix B. Example Figures

EXAMPLE

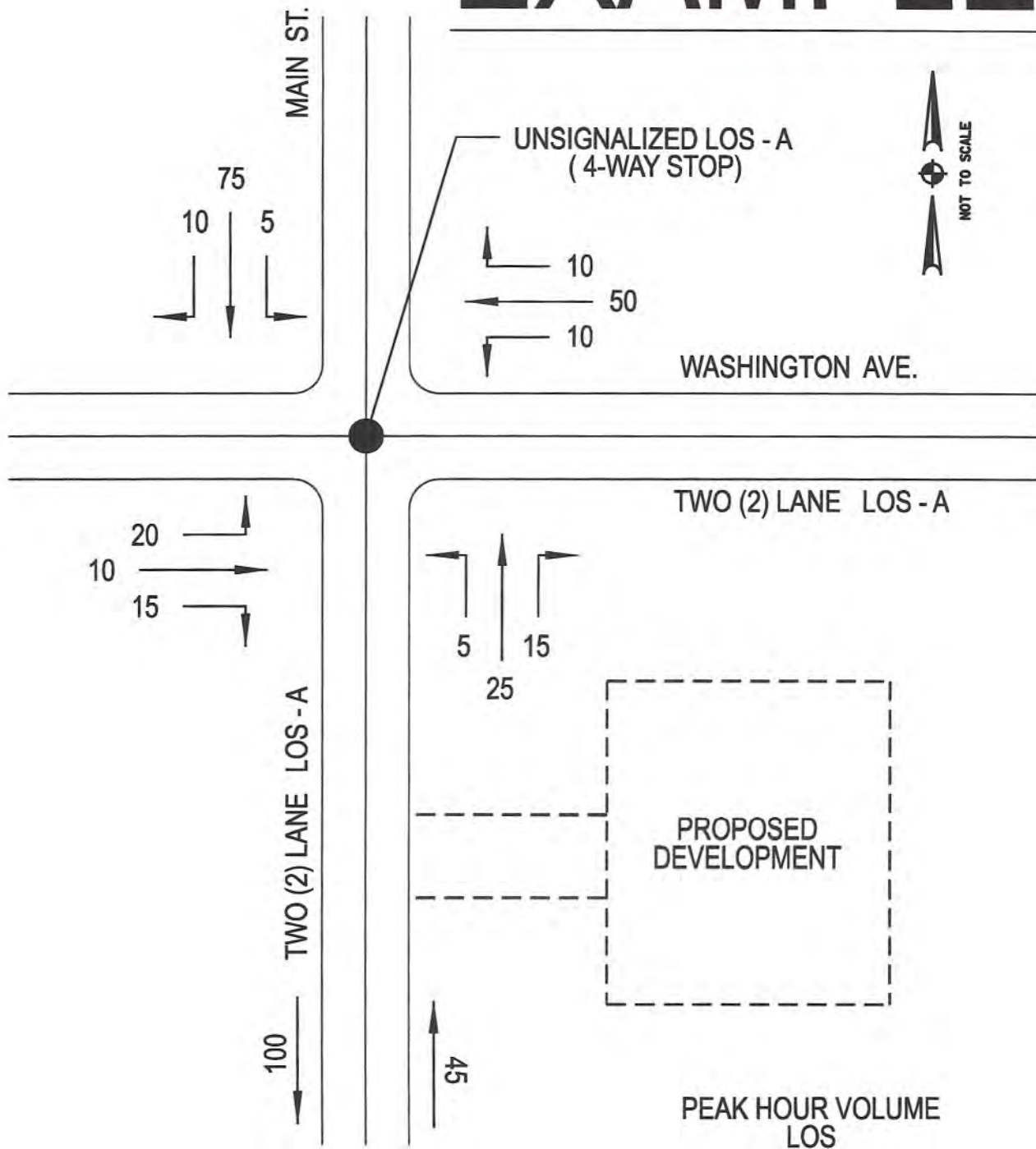


FIGURE NO. 2 EXISTING VOLUMES AND LEVEL OF SERVICE (LOS)

PROJECT NO.

XXXXXXXX.XX

BY:

INITIALS

DATE:

00-00-00

EXAMPLE

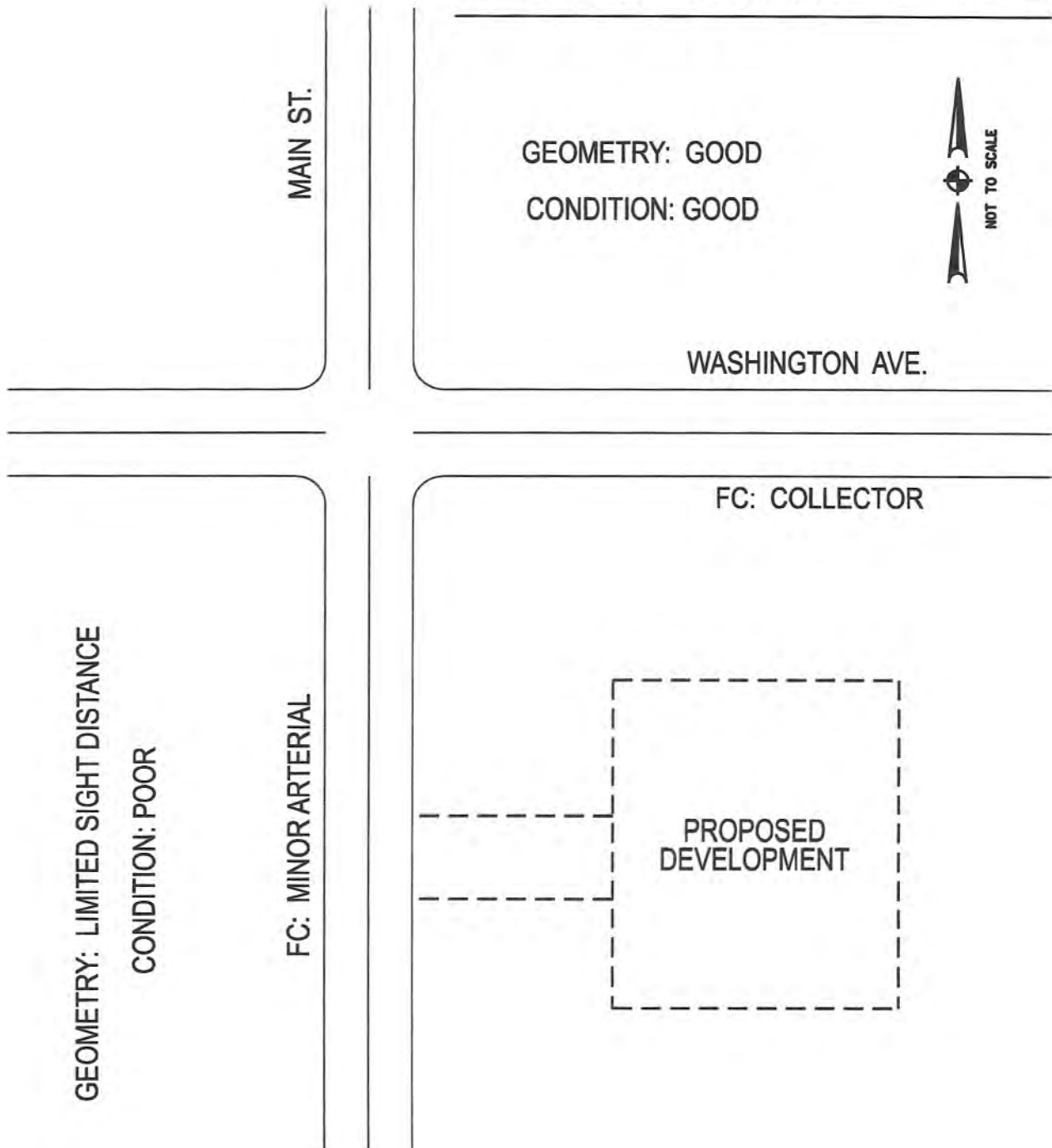


FIGURE NO. 3 EXISTING TRANSPORTATION NETWORK

PROJECT NO.

XXXXXXXX.XX

BY:

INITIALS

DATE:

00-00-00

EXAMPLE



MAIN ST.

PROPOSED
SUBDIVISION
SINGLE FAMILY
100 UNITS

WASHINGTON AVE.

PROPOSED
WALMART
25,000 S. F.

PROPOSED
DEVELOPMENT

FIGURE NO. 4 ADJACENT PLANNED DEVELOPMENTS

PROJECT NO.

XXXXXXXX.XX

BY:

INITIALS

DATE:

00-00-00

EXAMPLE

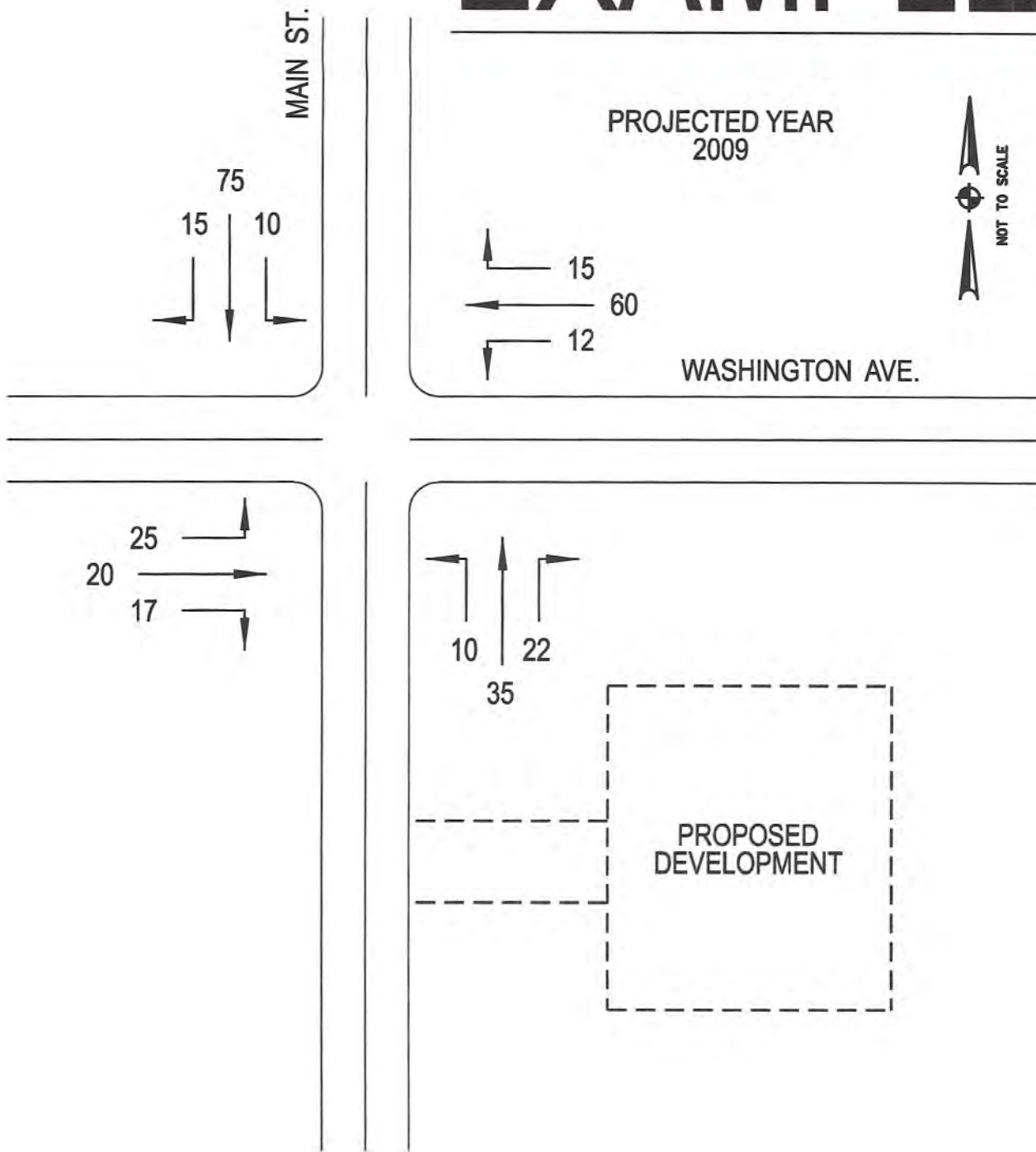


FIGURE NO. 5 BACKGROUND TRAFFIC

PROJECT NO.

XXXXXXXX.XX

BY:

INITIALS

DATE:

00-00-00

EXAMPLE

MAIN ST.



WASHINGTON AVE.

PROPOSED
DEVELOPMENT

LAND USE: SINGLE FAMILY HOUSING
IND. VARIABLE: HOUSES
NO. OF UNITS: 100
TRIPS IN PEAK HOUR OF ADJACENT TRAFFIC = 200
% IN / OUT = 60 / 40

FIGURE NO. 6 TRIP GENERATION

PROJECT NO.

XXXXXXXX.XX

BY:

INITIALS

DATE:

00-00-00

EXAMPLE

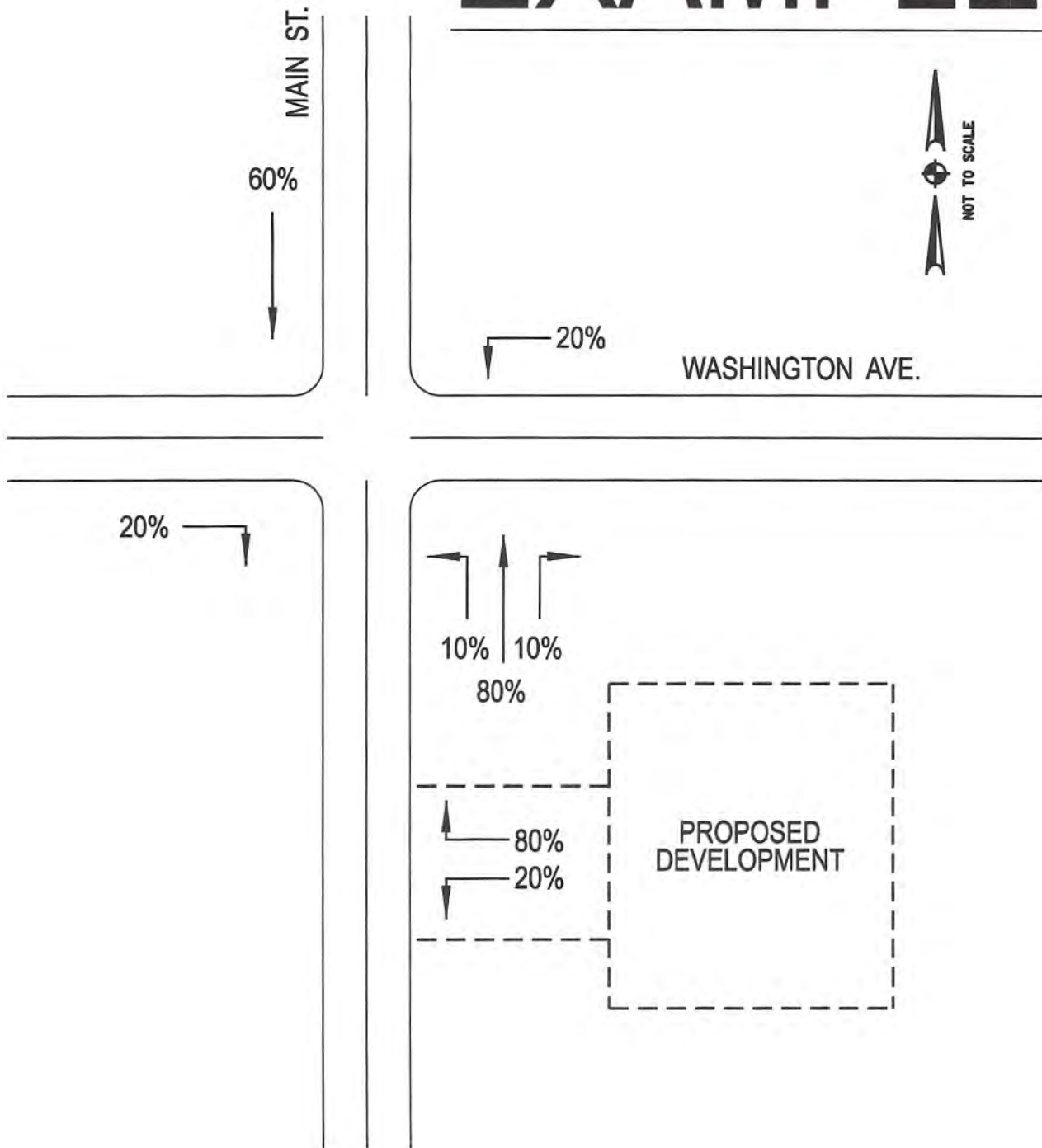


FIGURE NO. 7 TRIP DISTRIBUTION FOR PROPOSED DEVELOPMENT

PROJECT NO.

XXXXXXXX.XX

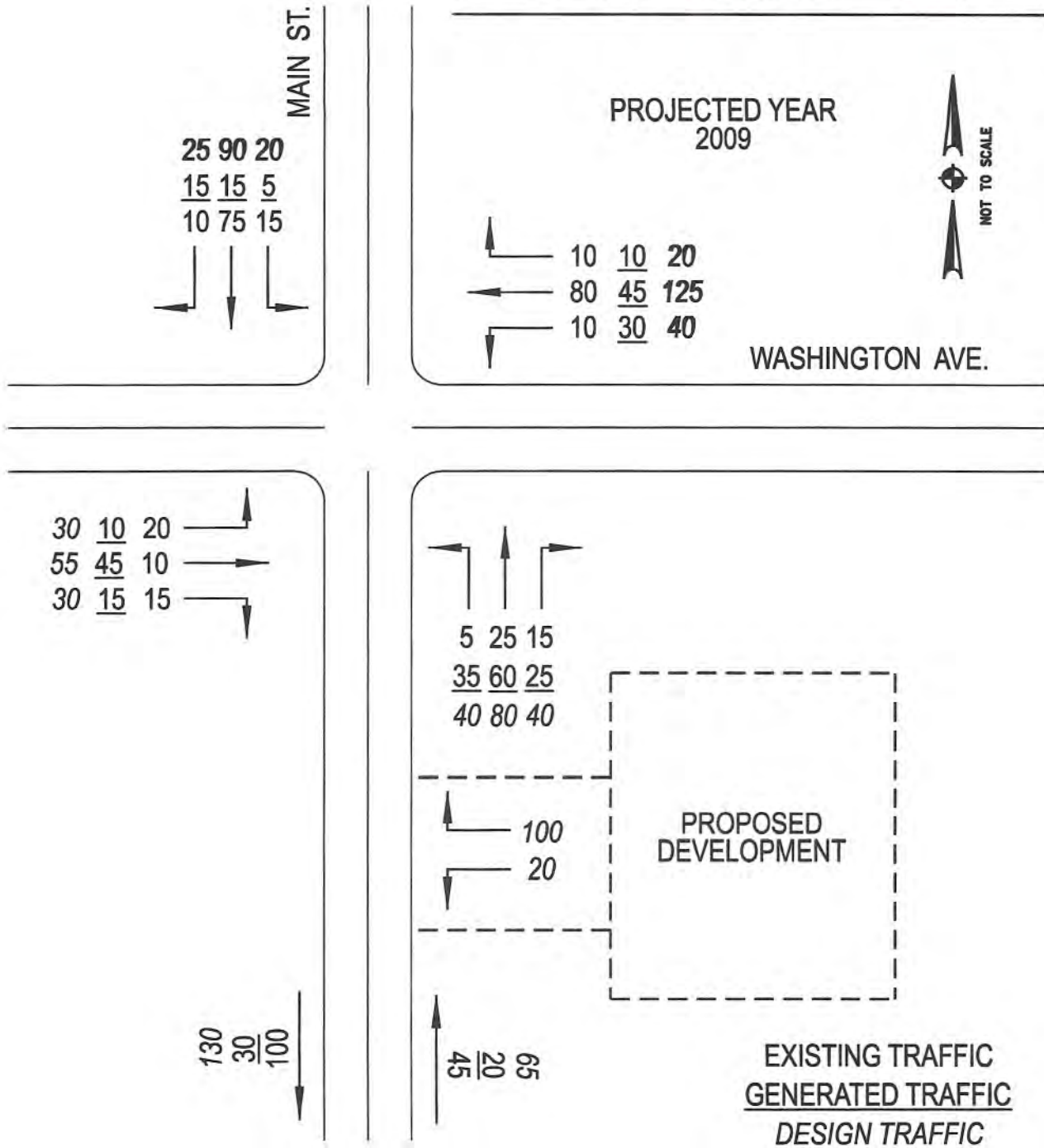
BY:

INITIALS

DATE:

00-00-00

EXAMPLE



PROJECT NO.

XXXXXXXX.XX

BY:

INITIALS

DATE:

00-00-00

EXAMPLE

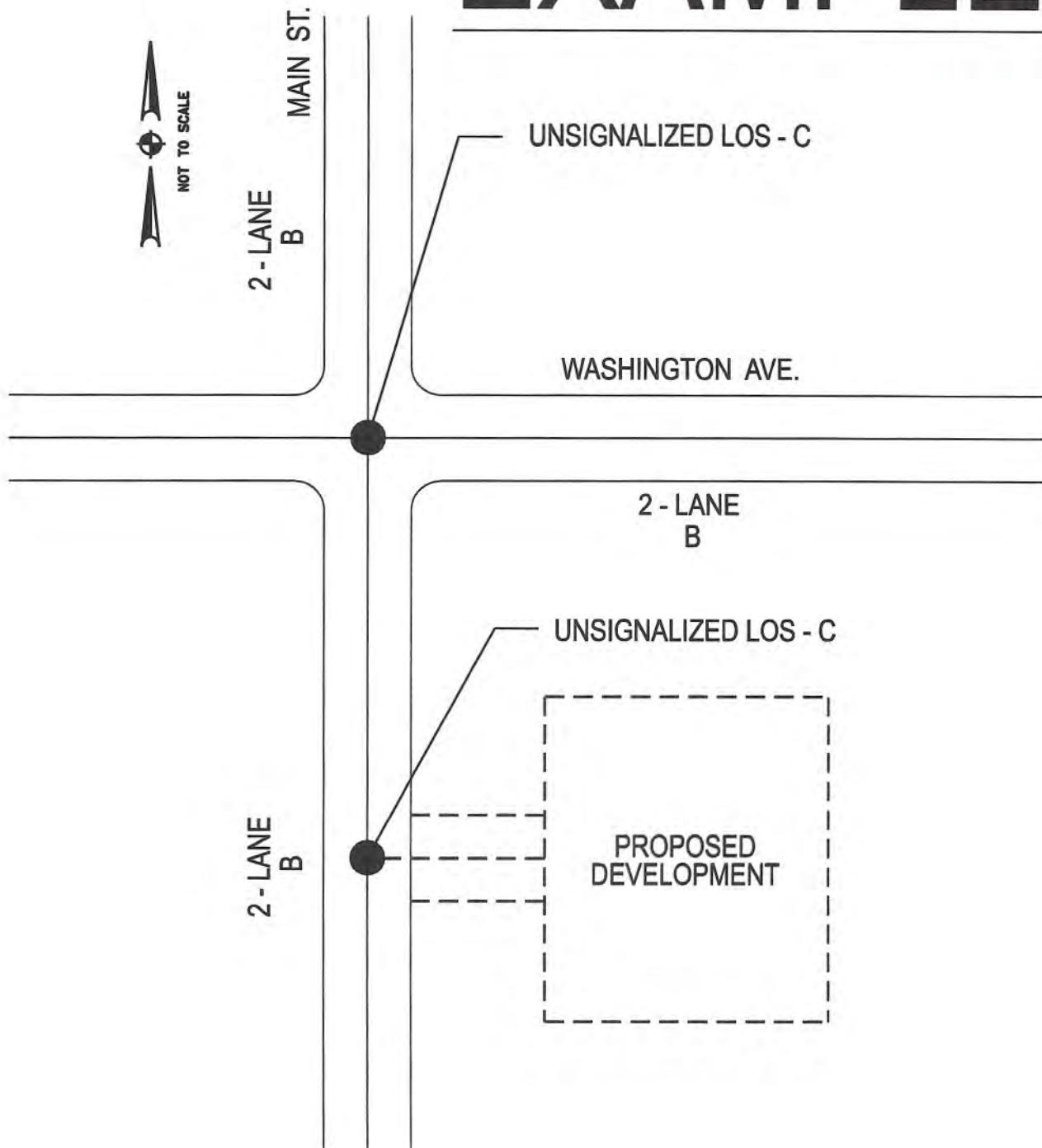


FIGURE NO. 9 CAPACITY WITHOUT IMPROVEMENTS

PROJECT NO.

XXXXXXXX.XX

BY:

INITIALS

DATE:

00-00-00

EXAMPLE

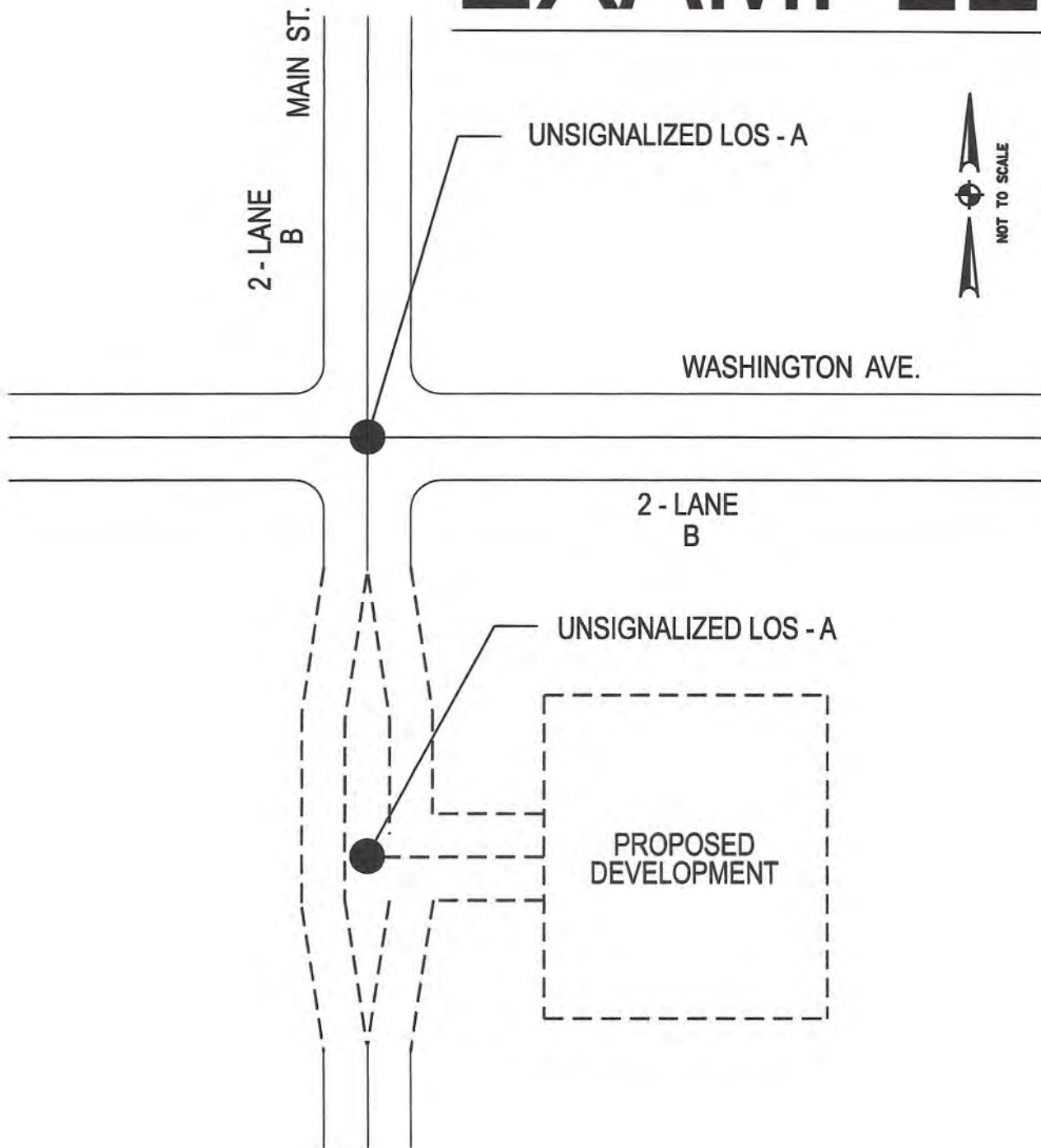


FIGURE NO. 10 CAPACITY WITH IMPROVEMENT

PROJECT NO.

XXXXXXXX.XX

BY:

INITIALS

DATE:

00-00-00

EXAMPLE

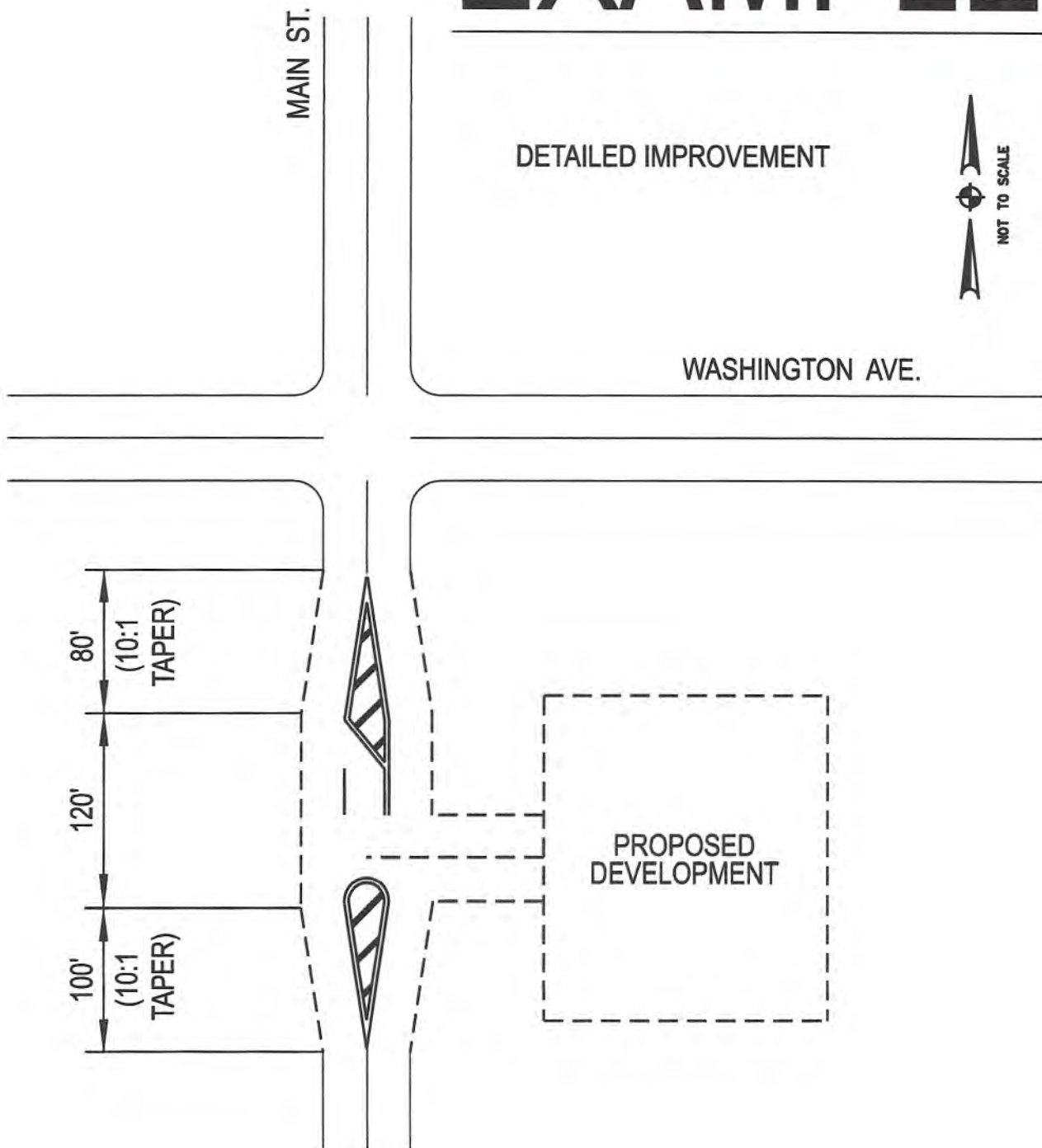


FIGURE NO. 11 RECOMMENDED IMPROVEMENT

PROJECT NO.
XXXXXXXX.XX

BY:
INITIALS

DATE:
00-00-00