



APFO Workgroup Traffic Impact Study (TIS) Comments
July 24, 2017

To: Maryland Sustainable Growth Commission
From: Frank Hertsch, Chair, APFO Workgroup
Subject: APFO Workgroup Comments on draft SHA Access Manual TIS revisions

Workgroup Participants: Frank Hertsch, Chair, Greg Bowen, Kevin Small, Eric Soter, David Dahlstrom.

The APFO Workgroup is charged with reviewing the reports of local jurisdictions on adequate public facilities development restrictions required by Land Use Article §7-104 and assessing whether and to what extent adequate public facilities ordinances affect the achievement of the goals of the State economic growth, resource protection, and planning policy.

The Maryland State Highway Administration (SHA) is updating its Access Manual Transportation Impact Study (TIS) guidelines. The APFO Workgroup is interested in monitoring the portion of the draft TIS guidelines that impact jurisdictions with APFOs. (See Attached). The APFO Workgroup would like to ensure that the new TIS guidelines do not have the unintended consequence directing growth to areas outside of the PFA.

There are 14 Counties and 25 municipalities with adopted APFOs. All 14 Counties and 17 of the municipalities have an adopted APFO for roads. These jurisdictions with APFOs would not be impacted by the proposed changes. The draft TIS guidelines defer mitigation to the Level of Service (LOS) standards and mitigation procedures adopted by the jurisdiction.

The draft TIS guidelines would apply to all jurisdictions without APFOs for roads. In this instance, the SHA would establish a LOS threshold standard of "D" for intersections and road segments.

The APFO Workgroup encourages the SHA to exercise flexibility in utilizing this threshold standard in older communities where limited right-of-way, historic character, pedestrian traffic may be challenged to achieve this prescribed standard.

SHA Working Draft – Traffic Impact Study Guidelines

Counties/Jurisdictions with APFOs

For study areas in Counties/jurisdictions **with APFOs**, all study area intersections, intersection movements, and analyzed roadway segments shown not to meet the minimum overall LOS thresholds established by the County/jurisdiction APFO, are to be identified. Where needed, mitigation is typically proposed as part of this report to meet County/jurisdiction APFO roadway adequacy LOS thresholds.

Counties/Jurisdictions without APFOs

For study areas in Counties/jurisdictions **without APFOs**, all study area intersections, intersection movements, and analyzed roadway segments shown not to meet the minimum overall “D” Level of Service under Existing, Background, and/or Projected (Total Traffic) conditions are to be identified. For roundabouts, entry lane movements with volume to capacity ratios exceeding 0.85 are to also be identified.

Mitigation may be proposed as part of this report, and is to improve overall intersections and analyzed roadway segments to the following LOS thresholds:

- For intersections and roadway segments with a Background Condition of LOS ‘D’ or better, mitigation to LOS ‘D’ is needed.
- For roundabouts with entry lane volume to capacity ratios of 0.85 or better under the Background Condition, mitigation of entry lane volume to capacity ratios of 0.85 is needed.
- For intersections and roadway segments with a Background Condition of LOS ‘E’ or ‘F’, mitigation to the Background Condition LOS and associated delay is needed.
- For roundabouts with entry lane volume to capacity ratios of 0.86 or worse under the Background Condition, mitigation of entry lane volume to capacity ratios of the Background Condition is needed.

All Locations

For study areas in **all locations**, the following deficiencies are to be identified:

- **Any 95th percentile [for SimTraffic (or similar) outputs] or Maximum [for VISSIM (or similar) outputs] study intersection turning movement queues (including through queues) that exceed available storage bays (e.g. turn lane lengths) or otherwise block access to major commercial and residential access points within the study area, due to the presence of the proposed development.** MDOT-SHA may require additional mitigation if the total traffic resulting queues are perceived to present a safety concern for roadway users.
 - If vehicle queues are fully contained within intersection storage bays under background conditions, the proposed development may be responsible for mitigation of any queues that cause vehicles to exceed that available storage. If queues under projected (total) conditions are able to be fully contained within the available storage, the developer is not responsible for any queue mitigation for the turning movement in question.

- If vehicle queues do not block access to major commercial or residential access points under background conditions, the proposed development may be responsible for mitigation of any queues that cause vehicles to extend beyond the access points. Mitigation of access point blockage typically would pertain to through movement queues.
- **Any diverge, merge, weave within the study are shown not to meet a minimum LOS of 'D' is to be identified. Mitigation to LOS 'D' is to be provided if the study indicates Background Conditions operate at LOS 'D' or better. Improvements proposed are to mitigate the impact of the proposed development if Background Conditions indicate a LOS 'E' or 'F'.**

If the study area is located in a County/jurisdiction with an APFO that directly establishes mitigation thresholds for diverge, merge, and weave segments, those thresholds for mitigation may be used in lieu of the thresholds listed above.

To view the entire draft Traffic Impact Study guidelines, visit:

<http://www.roads.maryland.gov/Index.aspx?PageId=393>