



# ROUGH PROPORTIONALITY & TRAFFIC IMPACT ANALYSIS

DS-18-030

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# Strategic Questions

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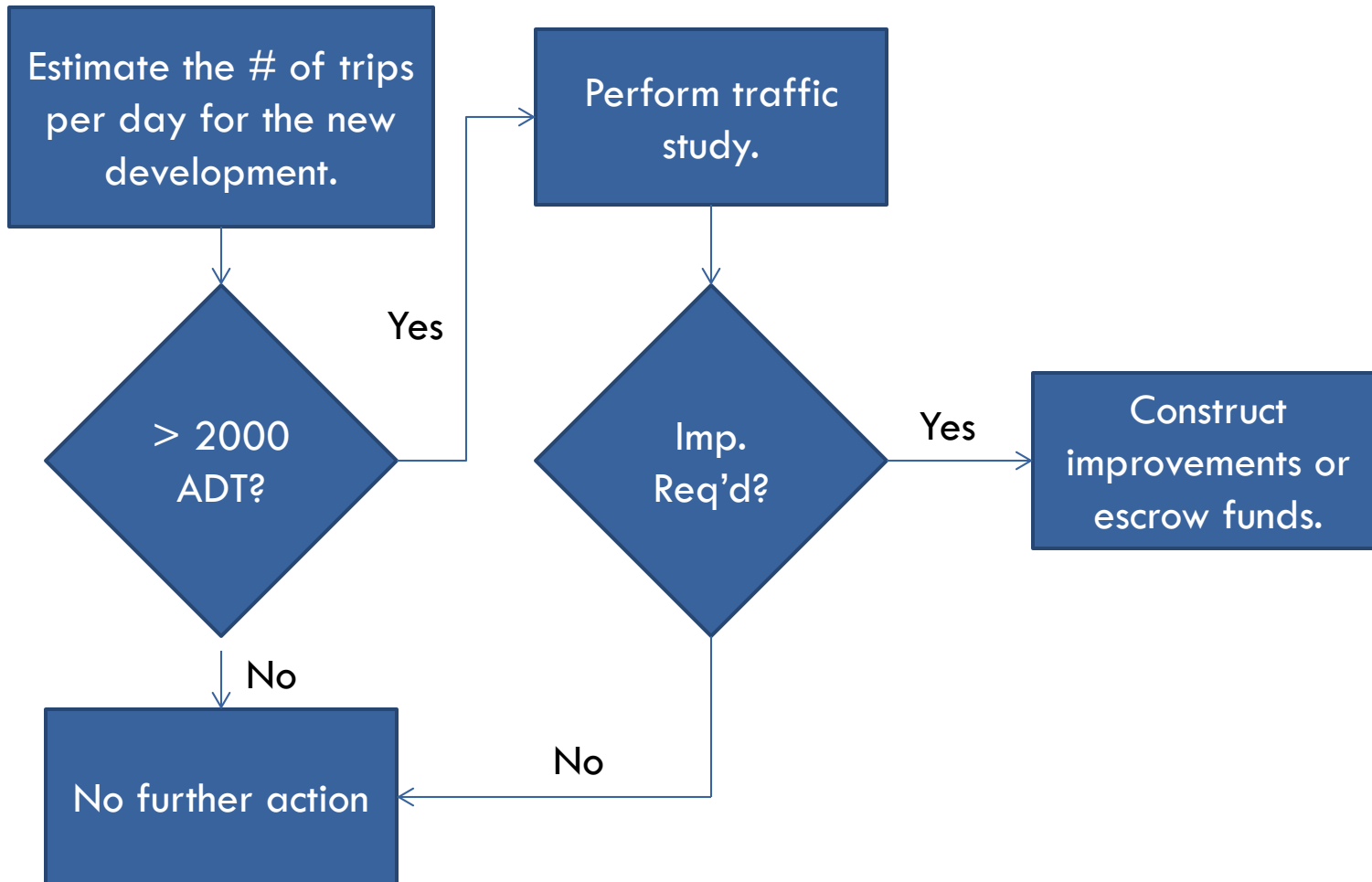
- Who is responsible for paying for the infrastructure necessary for growth?
- Would a traffic impact analysis ordinance be beneficial for the City of Killeen?

# Background

- Rough proportionality is the concept that says that a development may only be required to install the amount necessary to offset their impact.
- The most common rough proportionality questions pertain to transportation related items such as street sections and necessary ROW.
- The current COK codes speak very little to the impact of the traffic generated by a development.
- In most cases the development is required to build only a local street to accommodate increased traffic.
- A Traffic Impact Analysis for larger developments would ensure that the proper improvements were being constructed or escrowed.

# Traffic Impact Analysis

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# Traffic Impact Analysis

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- Common among cities of our size.
  - ▣ Required by Waco, Georgetown, Round Rock, Hutto, TxDOT, and most all cities of our size.
- Allows City Council to have reassurance that traffic will be addressed during the platting process.
- Ensures the proper improvements are being constructed to prevent future issues.

# Case Study #1\*

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- The White Rock Development (10 phases) totals approximately 1,776 residential lots and one elementary school with the primary point of access being Rosewood Drive.
- Based upon the ITE Trip Generation Report this subdivision generates an estimated 18,286 trips per day. The TIA mitigation plan would likely show that this development would need to construct the arterial roadway, Rosewood Drive from Stagecoach Road to White Rock, 10 (Current terminus).
- To date the City via oversizing agreement has paid \$1.8M towards the construction of Rosewood Drive in this same area.

\*The numbers shown are estimates only and intended to provide a reference to the size and scope of the TIA requirement. The final fiscal impact could only be determined by performing a detailed traffic study.

# Case Study #2\*

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- The City of Killeen recently spent \$4.5M to widen Trimmier Road from Elms Road to Jasper Drive to include a continuous center turn lane (\$695 per foot) and a traffic signal at the Weiss/Trimmier Intersection.
- Improvements necessary to reduce congestion associated with turning movements into commercial establishments on Trimmier Road.
- Ellison High School generates approximately 3,850 trips per day (based upon a student enrollment of 2,200). A TIA for a development such as this would likely result in a recommendation for the construction of a center turn lane and a traffic signal.
- The TIA mitigation had the potential to offset the Trimmier project by up to \$1.4M (\$1.2M roadway, \$200K signal).

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# Discussion

- This briefing was intended to begin to define a problem.
- City staff is requesting a consensus from City council on the following question:
  - ▣ Do you feel we should explore further the benefits of a traffic impact analysis ordinance?
- Furthermore, city staff would like to gather any questions you may have so that we can properly address them.