



TOWNSHIP OF SOUTH FAYETTE
ALLEGHENY COUNTY. PENNSYLVANIA

ORDINANCE NO. 4 OF 2018

AN ORDINANCE OF THE TOWNSHIP OF SOUTH FAYETTE, ALLEGHENY COUNTY, PENNSYLVANIA, AMENDING CHAPTER 215 SUBDIVISION AND LAND DEVELOPMENT, OF THE SOUTH FAYETTE CODE, ARTICLE IV : APPROVAL PROCEDURE FOR MAJOR SUBDIVISIONS, SECTION 215-23 PRELIMINARY APPLICATION CONTENT, SUBSECTION (I), REQUIREMENTS OF A TRAFFIC STUDY, BY THE REPEALING AND RESTATING THE SAME TO PROVIDE AMENDED REQUIREMENTS FOR TRAFFIC IMPACT STUDIES AND REPEALING AND RESTATING CHAPTER 215 SUBDIVISION AND LAND DEVELOPMENT OF THE SOUTH FAYETTE CODE, ARTICLE V: APPROVAL PROCEDURE FOR LAND DEVELOPMENTS, SECTION 215-39 PRELIMINARY APPLICATION CONTENT, SECTION 215-39(I) BY REPEALING AND RESTATING THE SAME TO PROVIDE AMENDED REQUIREMENTS FOR TRAFFIC IMPACT STUDIES.

WHEREAS, the Township of South Fayette, by Ordinance No. 4 of 2001, adopted certain requirements with respect to Traffic Impact Studies for Land Developments and Major Subdivisions; in the Township of South Fayette ;and

WHEREAS, the requirements and criteria for Traffic Studies set forth in Ordinance 4 of 2001 have become obsolete under current recognized industry standards ; and

WHEREAS, the Board of Commissioners of the Township of South Fayette believe that the provisions of the Township's Land Development and Subdivision Ordinance applicable to Land Developments and Major Subdivisions for Traffic Impact Studies require amendment to provide for current generally accepted standards for the imposition of Traffic Impact Studies associated with Land Developments and Major Subdivisions .

NOW, THEREFORE, IT IS HEREBY ORDAINED AND ENACTED, by the Board of Commissioners of the TOWNSHIP OF SOUTH FAYETTE, and it is **HEREBY ORDAINED** and **ENACTED** as follows:

1. The foregoing recitals are incorporated herein by reference.
2. Chapter 215, Subdivision and Land Development of the South Fayette Township Code, Article IV: Approval Procedure for Major Subdivisions, Section 215-23 Preliminary Application Content, subsection (I) Requirements of a Traffic Study, is repealed in its entirety and restated as follows:

- (I) The requirements of a Traffic Impact Study, if applicable, are as follows:
 - A. A Traffic Impact Study shall be required for developments or changes in use generating, on the average, greater than 75 new or additional trips during a single peak hour or greater than 1,500 average weekday trips. The trip estimate for any development shall be calculated by reference to the latest edition of the Institute of Traffic Engineer's ("ITE's") Trip Generation Manual. Also, in cases where known deficiencies exist in the area of the proposed development, a Traffic Impact Study may be required. If access is proposed to a State highway, the Traffic Impact Study, or Traffic Impact Assessment, shall be coordinated and reviewed jointly with PennDOT in accordance with their current policies.
 - (1) The Township may waive the Traffic Impact Study requirements where a proposed development was incorporated as part of a previously approved traffic study.
 - (2) Prior to beginning a Traffic Impact Study, the applicant shall submit a proposed scope of services to the Township for review and approval. The scope shall be submitted in accordance with the current scoping form utilized by PennDOT. It shall be reviewed and approved by PennDOT concurrently with the Township if access is being requested onto a State highway. The Traffic Impact Study shall include the following, if appropriate, as determined by the Township:
 - (a) A brief description of the proposed project in terms of land use and magnitude.
 - (b) An inventory and analysis of existing roadway and traffic conditions in the site environs, including:

- 1) Roadway network and traffic control.
- 2) Existing traffic volumes in terms of peak hours and average daily traffic (ADT). Previously collected traffic data can be used, but it must have been collected within the last two years of the date of the Traffic Impact Study submission.
- 3) Crash data for the previous 5 years at all study intersections.
- 4) Planned roadway improvements and developments by others. Planned improvements can be assumed under future conditions only if the improvements are funded and if final land development approvals have been obtained from the Township.
- 5) Intersection Levels-of-Service and average delays per vehicle reported by approach, movement and overall intersection.
- 6) Other measures of roadway adequacy, i.e., lane widths, traffic signal warrants, gap studies, vehicle delay studies, multi-way stop-control warrants, etc.

(c) Projected site generated traffic volumes in terms of:

- 1) Peak hours and ADT (by development phase, if required). Trip reductions for alternative transportation modes, such as pedestrian, bicycle, transit, can be considered in accordance with current PennDOT procedures. Any reductions must be approved by the Township and PennDOT, if access is to a State highway.
- 2) Approach / departure distribution including method of determination.
- 3) Site traffic volumes on the study roadway(s).

(d) An analysis of future traffic conditions including:

- 1) Future design year, which shall be 5 years beyond the anticipated opening year of the development. If phasing is proposed, the design year for each phase shall be evaluated and shall be agreed upon in the

scoping form.

- 2) Intersection Levels-of-Service and average delays per vehicle reported by approach, movement and overall intersection. Traffic signal timings shall be optimized for any signalized intersections.
 - 3) A pavement analysis of roadways which are projected to experience significant increases in ADT volumes offsite.
 - 4) Other measures of roadway adequacy, i.e., lane widths, traffic signal warrants, gap studies, vehicle delay studies, multi-way stop-control warrants, etc.
 - 5) When access is onto a State highway, the analysis of future conditions shall be consistent with current PennDOT policies and requirements.
- (e) A description of future Levels-of-Service and their compliance with standards for traffic capacity of streets, intersections, and driveways. New streets shall be designed for adequate traffic capacity defined as follows: All reference to Levels-of-Service (LOS) shall be defined by the current edition of the Highway Capacity Manual, published by the Transportation Research Board.
- 1) Traffic capacity LOS shall be based upon a future design year, which coincides with completion of the development.
 - 2) Unsignalized intersections or driveways, existing or new, which intersect public streets shall maintain or be designed for a LOS D or better for each traffic movement unless otherwise specified by the Township.
 - 3) New signalized intersections shall be designed for overall intersection LOS D or better. Existing signalized intersections impacted by development traffic shall maintain the same Level-of-Service as under pre-development conditions; however, an overall intersection increase in delay of up to 10 seconds is acceptable. If overall intersection delays increase by more than 10 seconds, mitigation strategies shall be developed. If mitigation is not

feasible, then the following alternatives apply:

1. The Township will allow a marginal LOS degradation with municipal concurrence if recommended by the Township Traffic Engineer. IF access is proposed to a State highway, PennDOT must also approve the marginal LOS degradation.
2. The Township may approve an alternative transportation plan, in accordance with current PennDOT policies, if mitigation is not feasible. The alternative transportation plan must be approved by the Township and PennDOT, if access is to a State highway.
3. A design waiver may be applied for per current PennDOT policies, if access is onto a State highway. If access is to a Township street, the LOS waiver does not apply.

4) Streets shall be designed for a minimum LOS D.

(f) A description and analysis of the proposed access plan and site plan, including:

- 1) Access plan including analysis of required sight distances using applicable PennDOT criteria, using geometric conditions and traffic control.
- 2) On-site circulation plan showing parking locations and dimensions, loading access, pedestrian facilities and circulation, and traffic condition signage.

(g) Traffic circulation mitigating action plan shall include:

- 1) Project features relative to site access and on-site circulation, which could be modified to maximize positive impact or minimize negative impact.
- 2) Off-site improvement plan, depicting required roadway and signal installation and signing improvements to meet the minimum Level-of-Service requirements. Conceptual designs and preliminary construction cost estimates shall be included for any off-site improvements.

(3) Review. The applicant shall be required to pay for the cost of all review(s) by the Township Traffic Engineer, including:

- (a) If a Traffic Impact Study or Traffic Impact Assessment is required.
- (b) When a Highway Occupancy Permit is required for access to a State Highway, a copy of the application and two copies of the plans must be submitted to the Township for review and approval.
- (c) No permits for construction or occupancy of a site shall be issued until said review fees are paid.

3. Chapter 215, Subdivision and Land Development of the South Fayette Township Code, Article V: Approval Procedure for Land Developments, Section 215-39, Preliminary Application Submission, subsection(I) is repealed in its' entirety and restated as follows:

(I) In the case of a plan that meets the criteria of Section 215-23(I), a Traffic Impact Study prepared in accordance with the requirements of Section 215-23(I).

4. Effective Date. This Ordinance shall be in full force and effect from and after its passage and publication as required.

5. Any Ordinance or part of an Ordinance conflicting with the provisions of this Ordinance are hereby repealed insofar as they may affect this Ordinance.

6. If any provision of this Ordinance is held by any court of competent jurisdiction to be invalid, the remaining provisions shall remain in effect.

ORDAINED AND ENACTED INTO LAW this 17 day of October, 2018.

ATTEST:

TOWNSHIP OF SOUTH FAYETTE:



Miles Truitt
Acting Township Manager/ Secretary



Raymond Pitetti, President
Board of Commissioners