



Preliminary Transportation Assessment

XYZ Senior Housing Redevelopment
1234 A Street in Springfield, Missouri
Month Day, Year

Existing Conditions

Name	Designation	Classification ¹	Speed Limit	Daily Traffic Volume	Lanes	Fixed Route Transit	Ped/Bicycle Facilities
A Street	-	Collector	30 mph	3,500 veh/day	2 undivided	No	Both Sides

¹ Ozarks Transportation Organization Major Thoroughfare Plan

Proposed Development

The attached site plan shows the initial concept for the redevelopment of an existing vacant building to a Senior Housing Development. The characteristics include:

- Matching the R-HD (High-Density Multifamily Residential) zoning district
- 60 attached units spread over four floors
- Two bedrooms per unit
- Single access driveway to A Street
- Drop-off/pick-up loop at the front door
- Eight visitor parking stalls near the front door
- 60 underground parking stalls for residents

Trip Generation¹

Development	Land Use #	Weekday Daily		Weekday AM Pk Hr		Weekday PM Pk Hr	
		Entering	Exiting	Entering	Exiting	Entering	Exiting
Senior Housing	ITE – 252	111	111	4	8	9	7

¹ Unadjusted trip generation based on ITE's *Trip Generation Manual*.

Parking Generation¹

Development	Land Use #	Proposed Supply	Code Requirement ²	Expected Peak Demand ¹	
				Weekday	Weekend
Senior Housing	ITE – 252	68 stalls	119 stalls	36 stalls	N/A

¹ Unadjusted parking generation based on ITE's *Parking Generation Manual*.

² Based on City code of two parking spaces for every two-bedroom dwelling unit minus one percent for every ten rooms over 50.

Sight Distance

Using the AASHTO time-based methodology for sight distance evaluation, the existing driveway connection to A Street was examined. With level terrain, a minimum of a 7.5 second gap in traffic is necessary to safely complete left or right turning movements from the stop condition on the driveway. This time is acceptable for any vehicle speed, which accounts for an 85th percentile speed on A Street higher than the posted speed limit. With a minimum of ten time-surveys in each direction, the average gap recorded was 10.3 seconds to the west and 9.4 seconds to the east. No recorded time was under the minimum 7.5 seconds. Based on this evaluation, the sight distance is acceptable.

Red Flag Review

Category	Yes	No	Not Applicable
Is a change in zoning being proposed?		X	
Is new access being proposed?		X	
Are significant pedestrian/bicycle/vehicle conflicts present?		X	
Will the expected drive-thru queue exceed its storage?			X
Does the loading/unloading area(s) create internal conflicts?		X	
Any issues with connections to multi-modal facilities?		X	
Is a traffic control change requested?		X	
Are the required parking spaces greater than the proposed supply? Parking supply exceeds the expected demand, but not the code.	X		
Do heavy truck routes/circulation create significant conflicts?			X
Has an existing safety issue/crash concern been noted in the area? The City has noted two crashes in the past year at the driveway entrance.	X		
Should other public agencies be involved in the study review?		X	
Are there other traffic/transportation special factors to consider?		X	

Transportation Impact Study Requirements

Based on the trip generation presented, the proposed redevelopment generates less than 100 peak hour trips before considering any reductions or other factors. A Tier 1 study, Transportation Analysis, is required.

Attachments

- Concept site plan dated Month Day, Year