

Traffic Impact Analyses



Junk Science of the Automobile Era

What is a Traff



Figure 1. Travel Time with Proposed Sky Ridge Subdivision



MUNICIPALITY OF ANCHORAGE
Traffic Department



POLICY

Traffic Impact Analysis

The impact of a development on the transportation system depends on the number of trips generated and the routes taken to and from the development site. The Institute of Transportation Engineers *Transportation and Land Development 2nd Edition* states: "A traffic impact analysis (TIA) is a specialized study that projects future transportation conditions and recommends methods to offset both the impacts of the increase in traffic volumes and the changes in traffic operations due to land development. Its purpose is to evaluate the transportation elements of proposed developments and help public officials and private developers meet the complex needs of balancing efficient traffic movement with necessary land access."

A traffic impact analysis can be required through the platting, zoning, or the building permit processes. (Additionally, the Alaska Department of Transportation (ADOT) may require a TIA when State facilities are impacted by a proposed development pursuant to 17 AAC 10.060.) The specific TIA requirements are determined by the Municipal Traffic Engineer and/or their designee. All TIAs must be prepared by a Professional Engineer (licensed under AS 08.48) with traffic related experience. The scope of the TIA can vary depending on the type, size and location of the development.

Following is the Municipal traffic impact analysis policy which includes threshold criteria, study area requirements, data needs, analysis procedures, and report requirements. The process and report outline must be followed. If the process and report outlined are not followed, the report will be returned for correction and resubmittal. The Traffic Department has 20 working days to review and return comments on the submitted TIA.

"UTURE..."



and lots...can
ected to exit the
e Street...we
bdivision to
no more than 57
at most 6

What is a Traffic Impact Analysis (REALLY)?

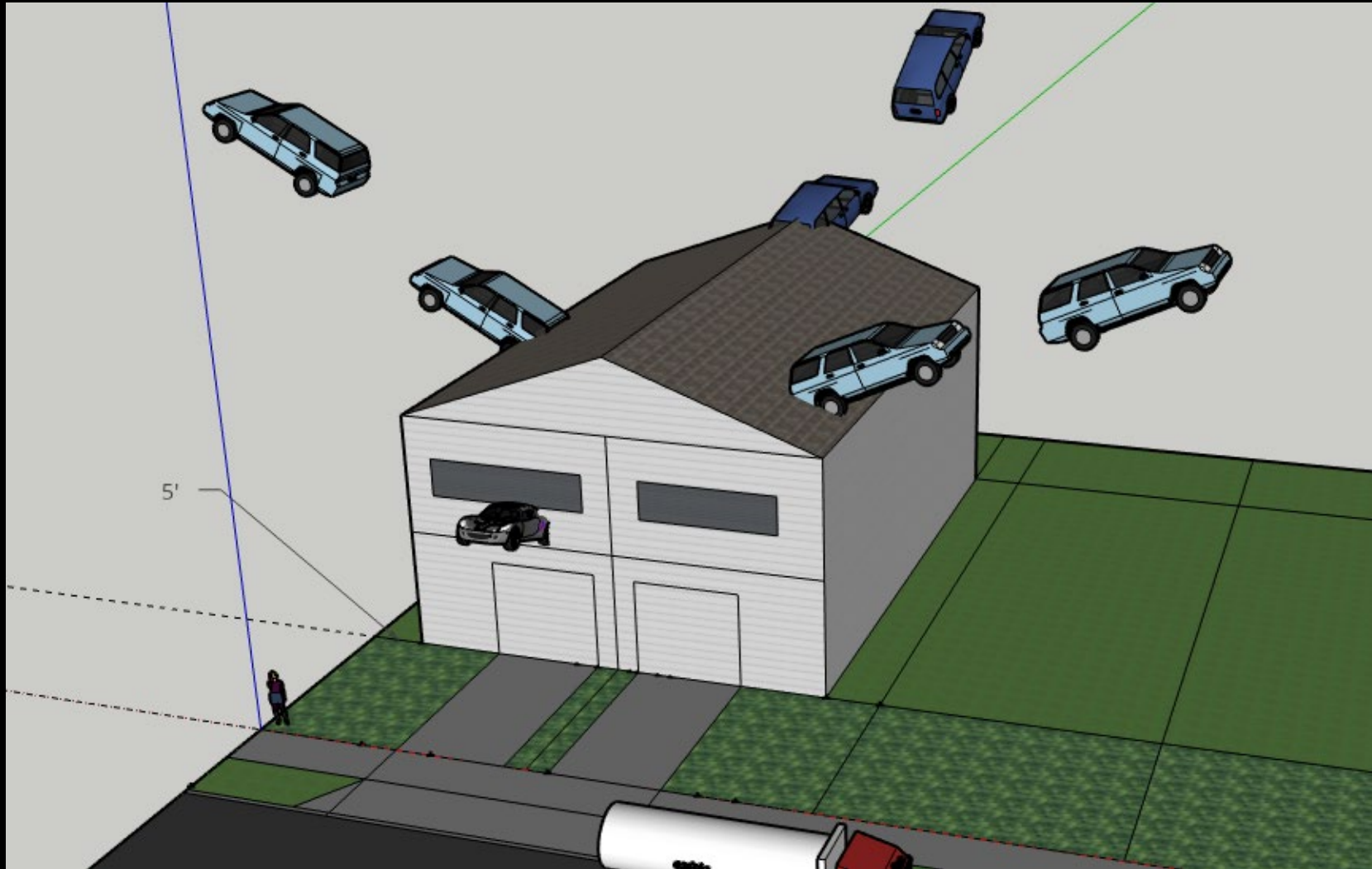
A way for municipalities to establish a legal rationale to:

1. Block new development
2. Justify new road infrastructure
3. Force new developments to build new road infrastructure

Main Problems

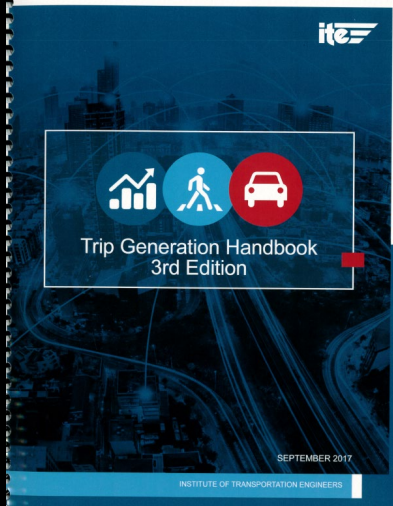
1. TIAs are based on a faulty premise
2. TIAs are based on bad data
3. TIAs perpetuate car addiction & dependency (if you think that's a problem)

1. Faulty Premise



“Land uses gEnEratE traffic!”

2. Bad Data



2.3 Study Sites and Proxy Sites

The basic premise upon which all trip generation estimates are based is that the number of trips entering and exiting two development sites with the same land use, size, and dimension, and setting will be comparable. The general procedures presented in this *Handbook* provide guidance on how to find and use trip generation data from development sites that are comparable to the development site being analyzed. Throughout this *Handbook*, the development site for which a trip generation is being estimated is called the **study site**. The comparable sites with relevant trip generation data are called **proxy sites**.

Nearly all data presented in the current *Trip Generation Manual* data volumes have been collected at low-density, single-use, homogeneous, general urban or suburban developments with little or no public transit service and little or no convenient pedestrian access. These proxy sites are called **baseline sites** in this *Handbook* because they are the starting points for most vehicle trip generation estimation recommended in the following chapters.

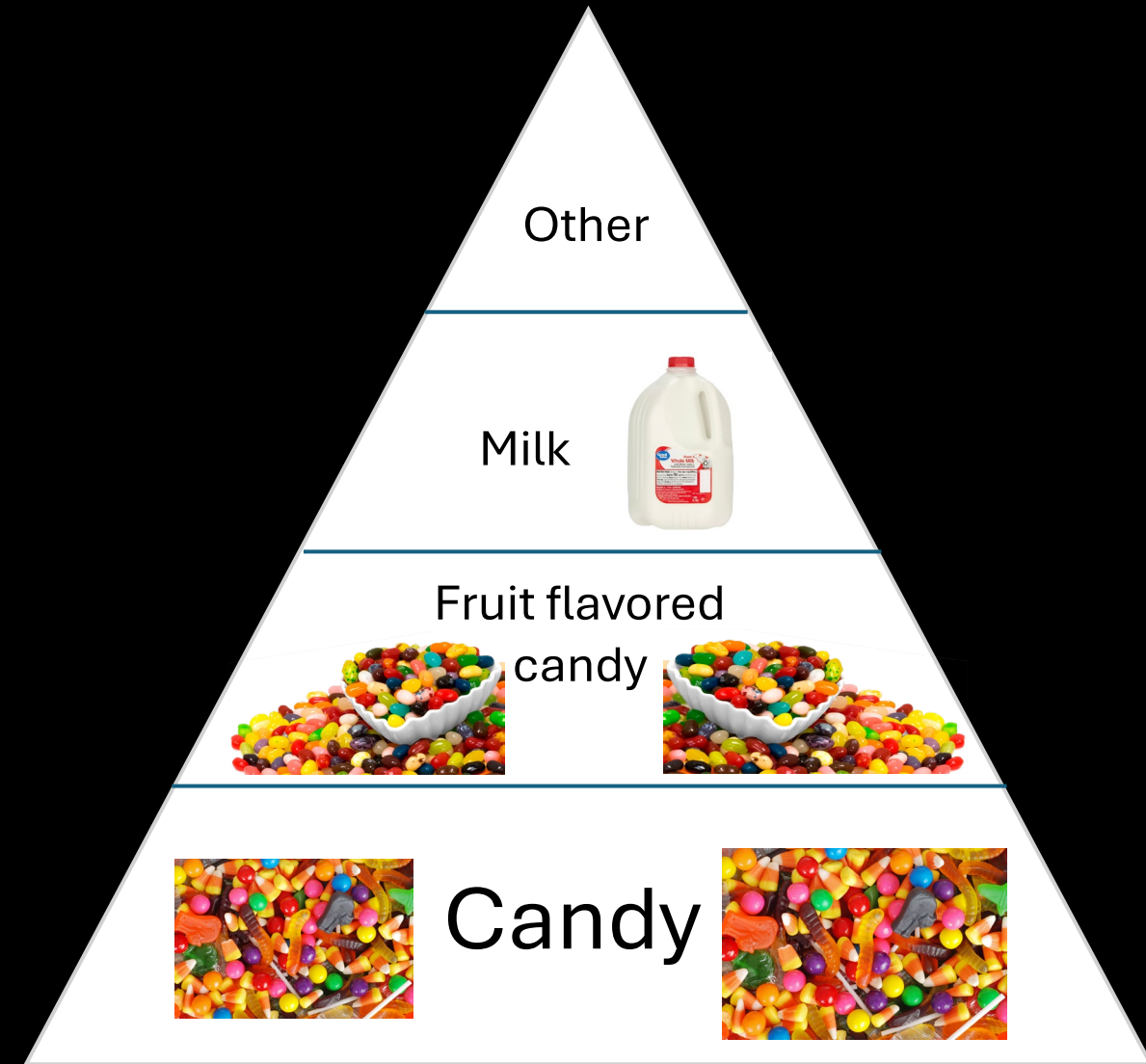
2. Bad Data (Example)



2. Bad Data (Example)



**“BREAKING NEWS: New
Nutritional guidelines for 2025”**

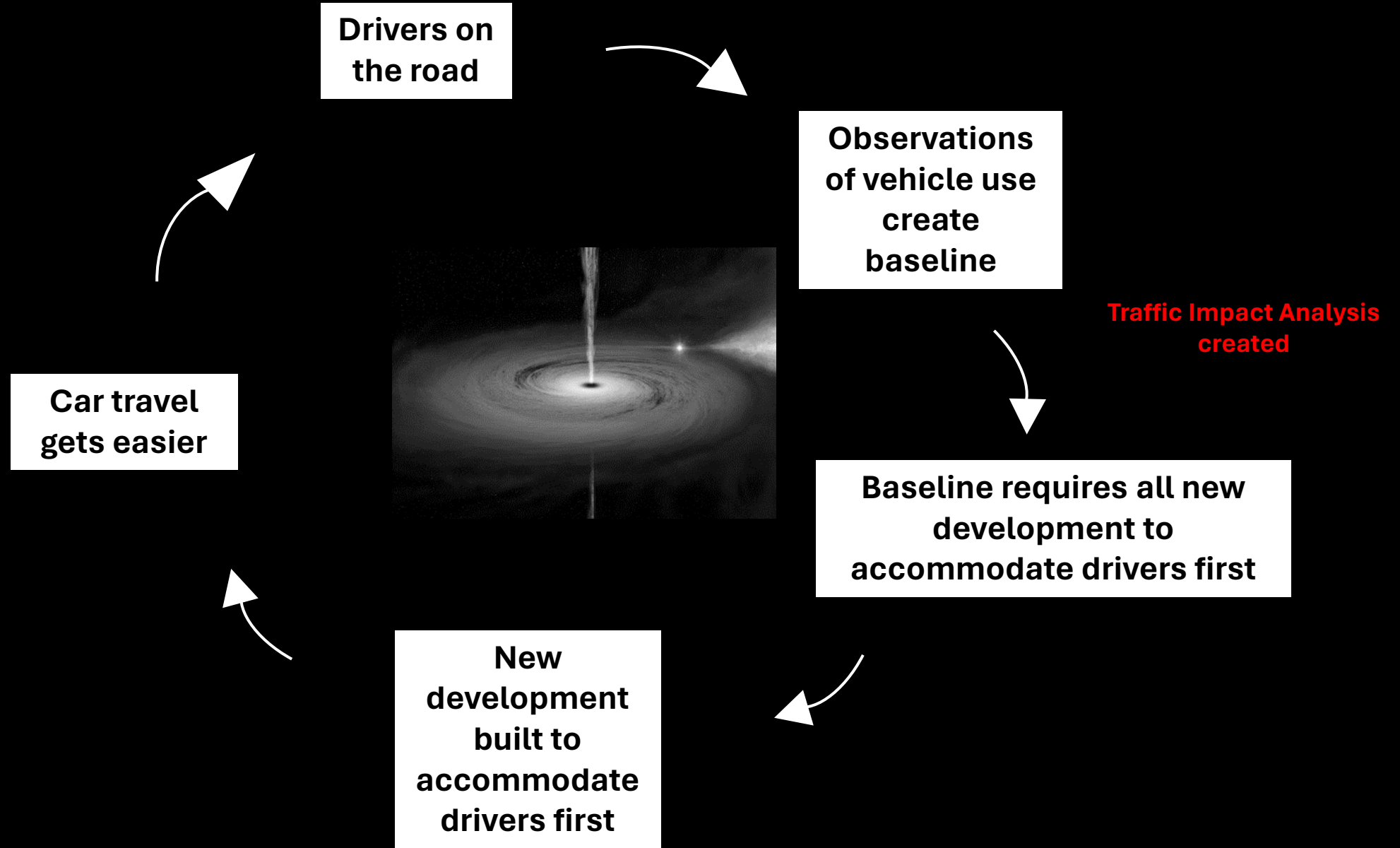


2. Bad Data (Example)





Black hole of Road Infrastructure





Walter J. High



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What's the Alternative?

Existing: Driving is inevitable

“All new development must use a TIA and accommodate drivers first”



Vs.

Alternative: Driving is a choice people make based on the infrastructure cities build

“All new development must provide some means to connect to the transportation system around it.”



Final Takeaways

1. A city that uses TIAs consistently will never not be car-centered
2. TIAs are a powerful tool for blocking new development or extracting tithes from new development to build new road infrastructure/other “improvements” that benefit drivers first
3. An alternative to TIAs would require cities to actively manage their infrastructure