

Ordinance No. 86

An Ordinance of Benner Township, Centre County, PA Amending the Benner Township Zoning Ordinance, amending Article V, Supplemental Regulations by adding Traffic Impact Study Requirements as Section 11.

Pursuant to the powers vested in the Township of Benner, Centre County, Pennsylvania, under the provisions of the Second Class Township Code 53, P.S. 65101 *et. seq.* and the Pennsylvania Municipalities Planning Code 53 P.S. 10101 *et. seq.*, Benner Township hereby enacts the following Ordinance.

SECTION 1. The Benner Township Zoning Ordinance No. 70, is amended as hereinafter set forth. All other sections of the aforesaid Benner Township Zoning Ordinance are hereby ratified, approved, and reenacted.

SECTION 2. Article V, Supplemental Regulations, as amended by adding Section 11. Traffic Impact Study Requirements, as listed below. The remaining subsections of Article V shall be renumbered accordingly.

SECTION 11. TRAFFIC IMPACT STUDY REQUIREMENTS

These regulations represent the minimum requirements and standards for preparation of a traffic impact study, satisfying the reporting requirements of Benner Township for any development, subdivision, expansion or change in use within the Township. Also specified are the traffic level of service standards and minimum requirements that must be satisfied for future development impacts.

11.1 Requirements

Any development, subdivision, expansion or change in use which will generate, on the average, 100 or more additional trips during the adjacent roadways' peak hours shall be required to have a traffic impact study completed as part of the development. The estimated number of trips shall be determined by an analysis of similar uses through data collected by the Institute of Transportation Engineers or through studies of similar uses acceptable to the Township. When a traffic study is prepared for a subdivision that does not propose development of the lots, the traffic study must be updated at the time of land development to address the specific type and size of development. The Township may require a traffic study for developments or changes in use generating less than 100 additional vehicles during peak hours in cases where known traffic deficiencies exist in the area of the proposed development or change in use. The Township may waive the study requirements for an individual subdivision or development or change in use where said development or change in use was incorporated as part of a previous traffic impact study or studies by the Township or other government agencies.

11.2 Impact Study Contents and Scope

Prior to collection of any data and preparation of any analyses for the Traffic Impact Study, a meeting shall be convened with the Township, the developer, the developer's transportation consultant/specialist, and Penn DOT, where applicable, to identify the specific project area and discuss the Study scope of work, including all assumptions to be used in the study, (i.e., build-out year, phases of development, background traffic growth rate, etc.) At a minimum, the Study shall include the following items:

- A. A description of the proposed development in terms of land use type and size.
- B. An inventory and analysis of existing transportation and traffic conditions within the identified study area, including:

- (1) Roadway network and traffic control;
 - (2) Existing traffic volumes during peak hours and average daily traffic volumes;
 - (3) Planned transportation improvements by other parties;
 - (4) Intersection levels of services;
 - (5) Roadway levels of service;
 - (6) Other measures of roadway adequacy, (i.e., lane widths, traffic signal/traffic control warrants, vehicle delay studies, length queues, etc.) and
 - (7) Pedestrian/bicycle and public transit facilities.
- C. An assessment of projected site-generated traffic volumes throughout the study area in terms of:
- (1) Peak hours and average daily traffic;
 - (2) Approach/departure distribution, including method of determination; and
 - (3) Site traffic volumes on the Interchange Access Road.
- D. An analysis of future traffic conditions in the study area, with and without the proposed development, including:
- (1) Future design years(s), including phases of development;
 - (2) Intersection levels of service;
 - (3) Roadway levels of service;
 - (4) A pavement analysis of roadways projected to experience significant increases in peak hour and/or average daily traffic volumes; and
 - (5) Other measures of roadway adequacy, (i.e., lane widths, traffic signal/traffic control warrants, vehicle delay studies, and length of queues, etc.).
- E. A description of projected levels of service and their compliance with standards for traffic capacity of roadways and intersections as outlined in Section 11.3 below.
- F. A description of the proposed site plan, including an assessment of the:
- (1) On-site circulation plan showing parking locations and dimensions, access to loading areas, and proposed interior circulation routes and traffic control; and
 - (2) Driveway access plans showing the location of all existing driveways and new access intersections including geometric conditions and proposed methods of traffic control.
- G. A qualitative analysis of transportation demand management measures to be implemented for the purpose of facilitating alternate modes of travel. Analysis shall address public transit, pedestrian and bicycle traffic, and other modes of transportation to be provided in the development as per the requirements in Section 11.2.

11.3 Standards of Traffic Capacity and Level of Services

Roadways and intersections shall be designed for traffic capacity as specified below, unless approved otherwise by the Township. All references to level of service shall be as defined by the most recent addition of the Highway Capacity Manual, Special Report 209, published by the Transportation Research Board.

- A. Level of service shall be determined for a future design year(s) coinciding with completion of the development and all applicable Penn DOT requirements.

- B. New unsignalized intersections or driveways shall be designed for level of Service "C" or better for each traffic movement.
- C. New signalized intersections shall be designed for level of service "C" or better.
- D. Existing intersections impacted by development traffic shall maintain a minimum level of service "C" or "D" depending on rural or urban status;
- E. Roadway sections shall be designed for a minimum level of service "C."
- F. Sight distance at driveways and new intersections shall meet standards specified by Penn DOT regulations.

SECTION 3. Repealer. Any Ordinance or part of any Ordinance conflicting with the terms of this Ordinance is hereby specifically repealed.

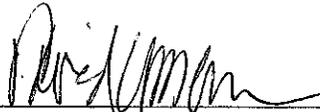
SECTION 4. Severability. The provisions of this Ordinance shall be severable and if any of its provisions shall be held to be unconstitutional, illegal, invalid or otherwise unenforceable by a court of competent jurisdiction, the remaining portions hereof shall not be affected thereby.

SECTION 5. The remainder of Ordinance No. 70 will remain fully in force and effect as originally ordained.

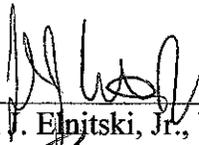
SECTION 6. Effective date. This Ordinance shall become effective five days its reenactment or adoption.

ENACTED AND ORDAINED, this 15th day of December, 2003.

TOWNSHIP OF BENNER



David C. Breon, Chairman



John J. Elnitski, Jr., Vice Chairman



Richard C. Lahr, Supervisor

ATTEST:



Sharon Royer, Secretary/Treasurer