



Planning Board Special Permit Transportation Criteria

Planning Board Special Permit Transportation Indicators and Associated Criteria,
Approved on November 27, 2001

In determining whether a proposal has substantial adverse impact on City traffic, the Planning Board shall apply the following indicators. When one or more of the indicators is exceeded, it will be indicative of potentially substantial adverse impact on City traffic. In making its findings, however, the Planning Board shall consider the mitigation efforts proposed, their anticipated effectiveness, and other supplemental information that identifies circumstances or actions that will result in a reduction in adverse traffic impacts. Such actions and efforts may include, but are not limited to, transportation demand management plans; roadway, bicycle and pedestrian facilities improvements; measures to reduce traffic on residential streets; and measures undertaken to improve safety for pedestrians and vehicles, particularly at intersections identified in the Traffic Study as having a history of high crash rates.

1. Project vehicle trip generation weekdays and weekends for a twenty-four hour period and A.M. and P.M. peak vehicle trips generated

Project Vehicle Trip Generation is the average number of new vehicles (including truck deliveries, if any) which arrive and depart as a result of a development project, as determined by the latest edition of Trip Generation (by the Institute of Transportation Engineers) and approved by the City.

Criteria: Project-based trip generation in excess of:

- 2,000 weekday or weekend (24-hour) trips; or
240 peak hour (A.M., P.M. or Saturday midday) trips.

2. Change in level of service at identified intersections

Vehicle Level of Service (VLOS) is a measure of the operation of a signalized intersection, unsignalized intersection, or rotary during peak traffic hour, as determined by the 2000 Highway Capacity Manual (HCM 2000) and approved by the City.

Criteria: A project-induced VLOS reduction or roadway volume increase at any study area intersection in excess of the amount allowed in the following table:

Table with 2 columns: Existing and With Project. Rows show VLOS A through F and corresponding volume increase percentages.

3. Increased volume of trips on residential streets

Vehicle Traffic on Residential Streets refers to the magnitude of project vehicle trip generation during any peak hour that may reasonably be expected to arrive and/or depart by traveling on a residential street, as approved by the City.

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Criteria: Based on the following two parameters, a project-induced traffic volume increase on any two-block residential street segment in the study area, in excess of:

Parameter 1: Amount of Residential ¹	Parameter 2: Current Peak Hour Street Volume (two-way vehicles)		
	< 150 Vehicles per Hour (VPH)	150 – 400 VPH	> 400 VPH
1/2 or more	20 VPH ²	30 VPH ²	40 VPH ²
>1/3 but <1/2	30 VPH ²	45 VPH ²	60 VPH ²
1/3 or less	(No max.)	(No max.)	(No max.)

Notes: 1. Amount of residential for a two block segment as determined by first floor frontage.
 2. Additional project vehicle trip generation in vehicles per lane, both directions.

4. Increase of length of vehicle queues at identified signalized intersections

Lane Queue refers to the average number of vehicles during the peak hour waiting in a given lane from the front of the intersection to the last vehicle stopped in the lane, as determined and modeled by the HCM 2000 and approved by the City.

Criteria: A project-induced lane queue or increase in lane queue in excess of the amount allowed in the following table:

Existing	With Project
Under 15 vehicles	Under 15 vehicles or increase of 6 vehicles
15 or more vehicles	Increase of 6 vehicles

5. Lack of sufficient pedestrian and bicycle facilities

Pedestrian Delay is a measure of pedestrian crossing delay during the peak hour at signalized, unsignalized or mid-block crossings, as determined by Pedestrian Level of Service (PLOS) analysis in the HCM 2000 and approved by the City.

Criteria: A project-induced increase in pedestrian delay at any study area crosswalk in excess of the amount allowed in the following table:

Existing	With Project
PLOS A	PLOS A
PLOS B	PLOS B
PLOS C	PLOS C
PLOS D-F	PLOS D or increase of 3 seconds

Safe Pedestrian Facilities are sidewalks, crosswalks or walkways on any publicly-accessible street or right-of-way (ROW) which meet City design standards, including handicap treatments.

Criteria: Safe pedestrian facilities must exist on any adjacent publicly-accessible street or ROW; and they must connect to site entrances, interior walkways, and adjoining pedestrian facilities.

Safe Bicycle Facilities are on-street bicycle lanes or off-road paths along a publicly-accessible street or right-of-way which meet City design standards.

Criteria: Where sufficient ROW currently exists, safe bicycle facilities must exist or sufficient ROW must be preserved on any adjacent publicly-accessible street or ROW; and they must connect to site entrances, interior pathways, and adjoining bicycle facilities.