

# **MUNICIPAL PLANNING COMMISSION MINUTES**

**February 8, 2022, Work Session at 5:45 p.m.**

**STAFF PRESENT:** City Recorder Brandy Johnson, City Attorney Tim Potter, City Engineer Kevin Blackburn, City Planning Micah Sullivan

**PLANNING COMMISSION PRESENT:** Mike Anderson, Brandon Butler, Sam Cali, Daniel Jenkins, Chris McDonald, Debby Rainey, Emilee Senyard, Hayley Schulist

**CALL TO ORDER:** by Butler at 5:45 p.m., led by City Engineer Kevin Blackburn

## **Transportation & Traffic**

### **A. Citywide Traffic Study**

1. Street capacity – existing versus future needs
2. Identify traffic corridors
3. Traffic counts
4. Existing zoning and land use
5. Future land use map
6. Analysis of data

### **B. Roadway Functional Classifications (as defined by FHWA)**

1. Mobility/access to roadway
2. Land access
3. Arterials – SR 100, SR 96
4. Collectors – Cox Pike, Northwest Highway
5. Locals – Kyles Creek Drive, Glenhaven Drive

### **C. Major Thoroughfare Plan**

1. Street map coded by type of roadway
2. Approved residential projects
3. Approved commercial projects
4. Review with zoning map and 2040 plan while looking at where development is happening to help in consideration of additional background traffic for needed improvements
5. Focus on developments and need for improvements (example: Northwest Highway)

### **D. Traffic Study Basics – required by our sub regs in 4-105.2**

1. Proposed development details
2. Study area roadways
3. Background traffic
4. Capacity analyses, existing and future, with and without the project
5. Turn lane and signal warrants analyses
6. Recommended off-site improvements
7. TDOT coordination and access permits

### **E. Example Traffic Study – Town Center**

### **F. Q/A**

1. Roadway level of service rated from A (best) to F (fail) determined by average delay per vehicle in seconds. Service level D is the breaking point for most municipalities for improvements.
2. Warrants analyses based on national standards for left and right turns and the need for traffic signal
3. Trip generation numbers are based on land use from formulas based on studies completed around the country

4. Revised road standards for Fairview are being developed to include requirements for bike or multi-use paths. The starting point for developing these standards is the 2040 plan for land use based on future demand.
5. Background traffic takes into consideration other developments and the potential impact they have on the area
6. Queue length is the limited storage of a turn lane and if numbers indicate cars may become stacked into traffic then either the turn lane would need to be lengthened or the length of the signal could be adjusted to allow more vehicles through
7. Sight distance may also justify the need for a signal, however, often it is as simple as trimming a tree or shrub growth
8. TDOT widening projects are a bit different in that they are not development based but road based. TDOT views traffic, crash patterns and focus more on the road construction side of things.
9. Greenways and bike paths must be part of a major thoroughfare plan.
10. Citywide traffic study would aid greatly to give a bigger picture for background development information.

**ADJOURNMENT:** at 6:38 p.m.

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City Recorder