



CITY OF JENKS
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February 2, 2023

Alan Betchan
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200 N. McKinley Ave.
Sand Springs, OK 74063

Emailed to

Alan,

Regulations requiring Traffic Impact Analysis (TIA) cited in City Code are included in Section 8 of the Uniform Development Ordinance UDO (Subdivision Regulations) (Section 16-8-7(E)) as stated below:

- (E) *Traffic Impact Analysis (TIA).*
 - (1) *Purpose.*
 - (a) *TIAs are used to evaluate whether the scale of subdivision is appropriate for a particular site and what improvements may be necessary, on and off the site, to provide safe and efficient access and traffic flow. TIA is an essential part of the subdivision review process to assist subdividers and the City in making land use decisions involving subdivisions.*
 - (b) *As a specialized study that evaluates the effects of a subdivision's traffic on the surrounding transportation infrastructure, the TIA helps identify where the subdivision may have a significant impact on safety, traffic, and transportation operations, and provides a means for the subdivider and City to mitigate these impacts.*
 - (2) *Threshold. A subdivider is required to provide a TIA and is responsible for all associated costs in the following instances:*
 - (a) *If the nature of the proposed subdivision is such that the number of trips it can be expected to generate equals or exceeds 150 new peak hour trips, or*
 - (b) *When the City Engineer determines:*
 - (I) *That traffic generated by the proposed subdivision will substantially impact an intersection or a roadway segment already identified as operating at a failing level of service (LOS),*
 - (II) *That traffic generated by the proposed subdivision may create a hazard to public safety, or*
 - (III) *That traffic generated by the proposed subdivision will substantially change the off-site transportation system or connections to it.*

Although these criteria refer to “subdivisions”, they can serve as a guide for City staff to determine the need for a TIA for commercial development at specific locations using traffic generation data provided by a developer. Data were provided for a similar 7-Brew facility in Rogers, Arkansas as follows:

Peak hour period (8:00am – 9:00am)	61 vehicles/hour
Peak 15-minutes period (7:15am – 7:30am)	22 total vehicles
Average vehicles in queue (7:00am – 9:00am)	5 vehicles
Maximum observed vehicles in queue (8:55am)	14 vehicles
Average peak hour process time	5 minutes and 55 seconds
Maximum stacking	14 vehicles
Proposed vehicle stacking at Jenks facility	24 vehicles

In addition to these data, it has been determined that:

- The number of trips that can be expected at the Jenks location do not equal or exceed 150 new peak hour trips (61 trips versus the threshold of 150 trips per peak hour).
- The traffic that is expected to be generated by the development will be contained within the stacking lanes on site (24 vehicles stacked in two lanes (max. loading) and a rate of processing 22 vehicles every 15 minutes).
- The City of Jenks Transportation Master Plan provides data indicating the intersection of 9th Street and Main Street is operating at a Level of Service D which is an acceptable (non-failing) level of service.

Based on this information and evaluation, in my opinion as City Engineer, a Traffic Impact Analysis is not necessary for this development.

ENGINEERING DEPARTMENT

A handwritten signature in blue ink, appearing to read "Christian J. Cloyde".

Christian J. Cloyde, PE, CFM
City Engineer