



# MTP Amendment Requirements

**Economic Development, Planning and  
Tourism LRC  
September 15, 2011**



# Issue

- At the July 12<sup>th</sup> City Council meeting, a question was raised as to whether a Traffic Impact Analysis (TIA) should be required in order to process amendments to the City's Major Thoroughfare Plan (MTP).
  - Planning committed to present the item at the next available LRC meeting.
- \* This was postponed at the July 28<sup>th</sup> LRC meeting.



# Initial Review

- Title 19 – Subdivision Ordinance provides for requiring a TIA when requesting an amendment to the MTP.

Section 19.09.030 – Conformance to plans.

B. Thoroughfare Plan (Map) Amendments. “...If a different roadway type is found to be adequate or if the connection is not proposed to be made, then the thoroughfare plan shall be amended, upon provision of a traffic impact analysis of the proposed amendment in accordance with Chapter 19.18.”

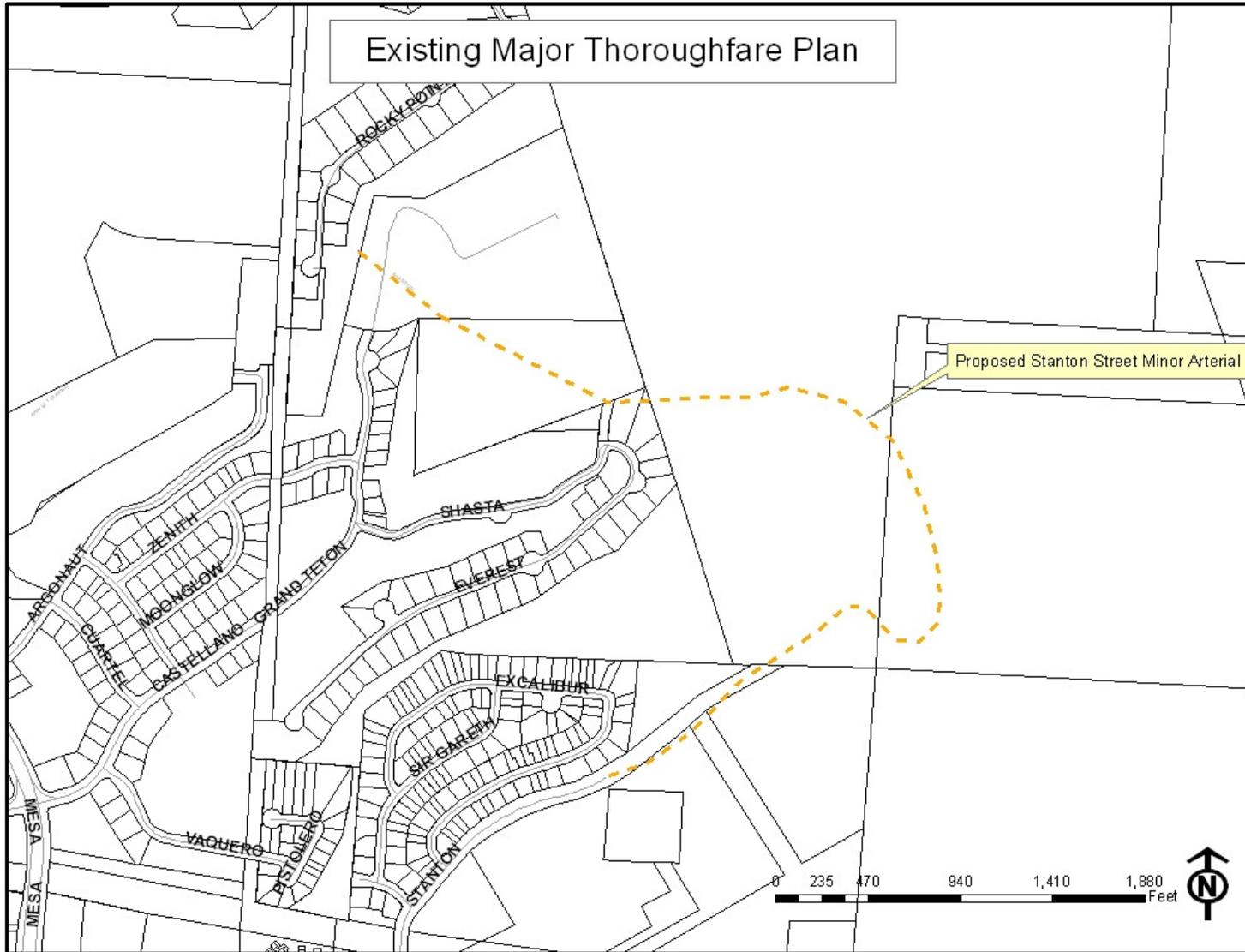


# Initial Review

- Although a TIA may be utilized to review localized amendments, it may not be the most appropriate mechanism in reviewing amendments that impact the regional network.
- Major amendments may require an alternative form of analysis, such as transportation network modeling. Currently, the code does not provide for this or any other type of analysis.

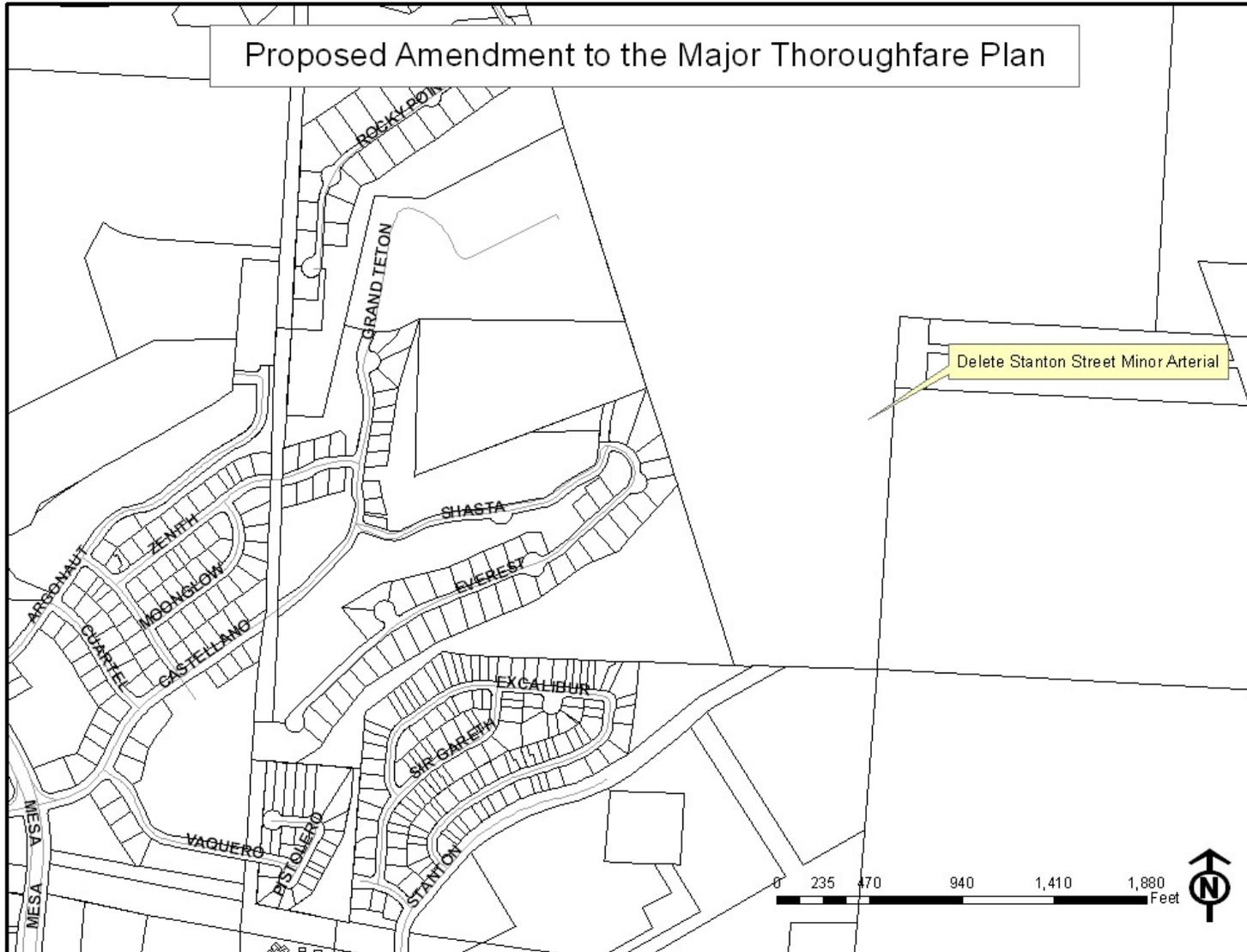


## STANTON – No TIA Required



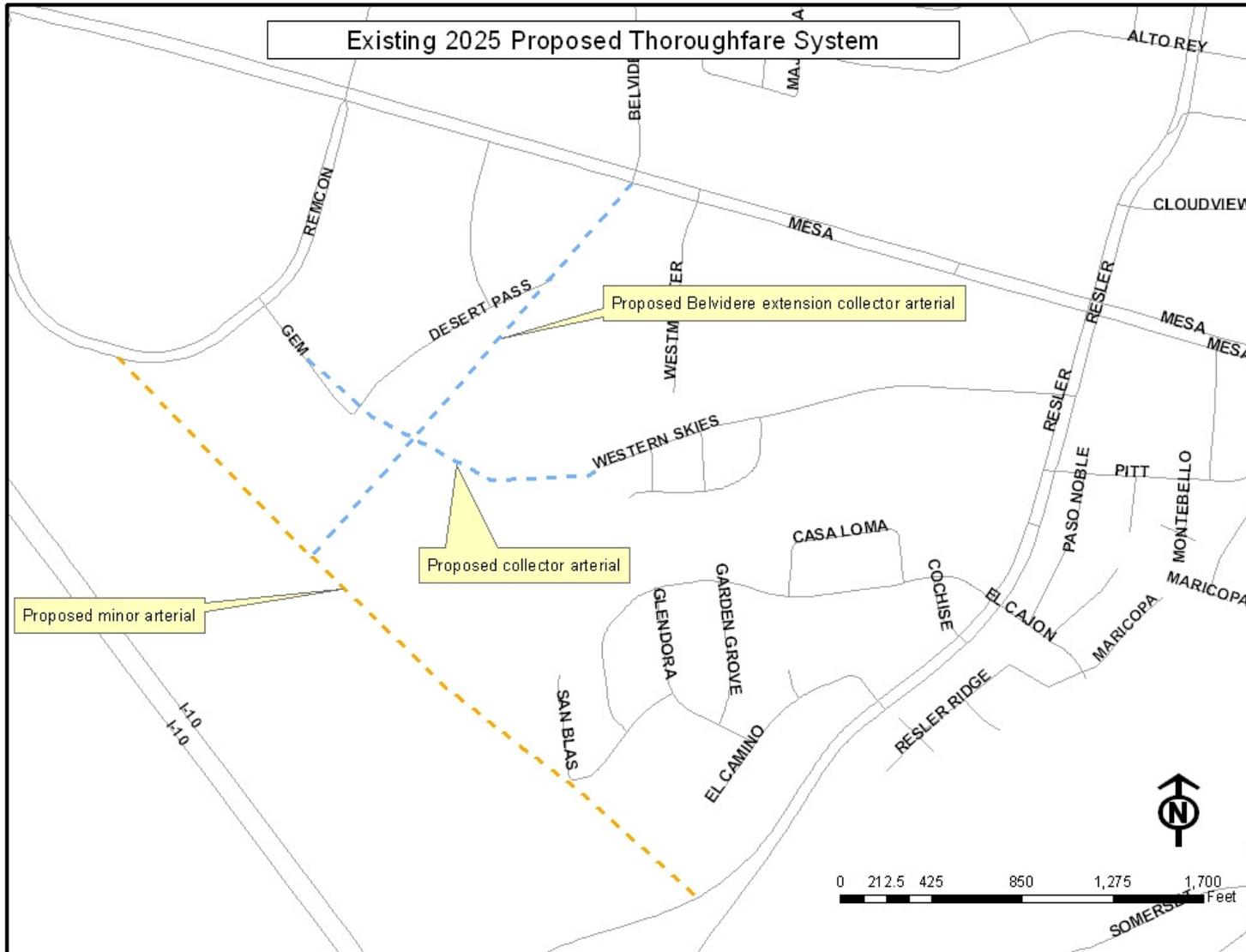


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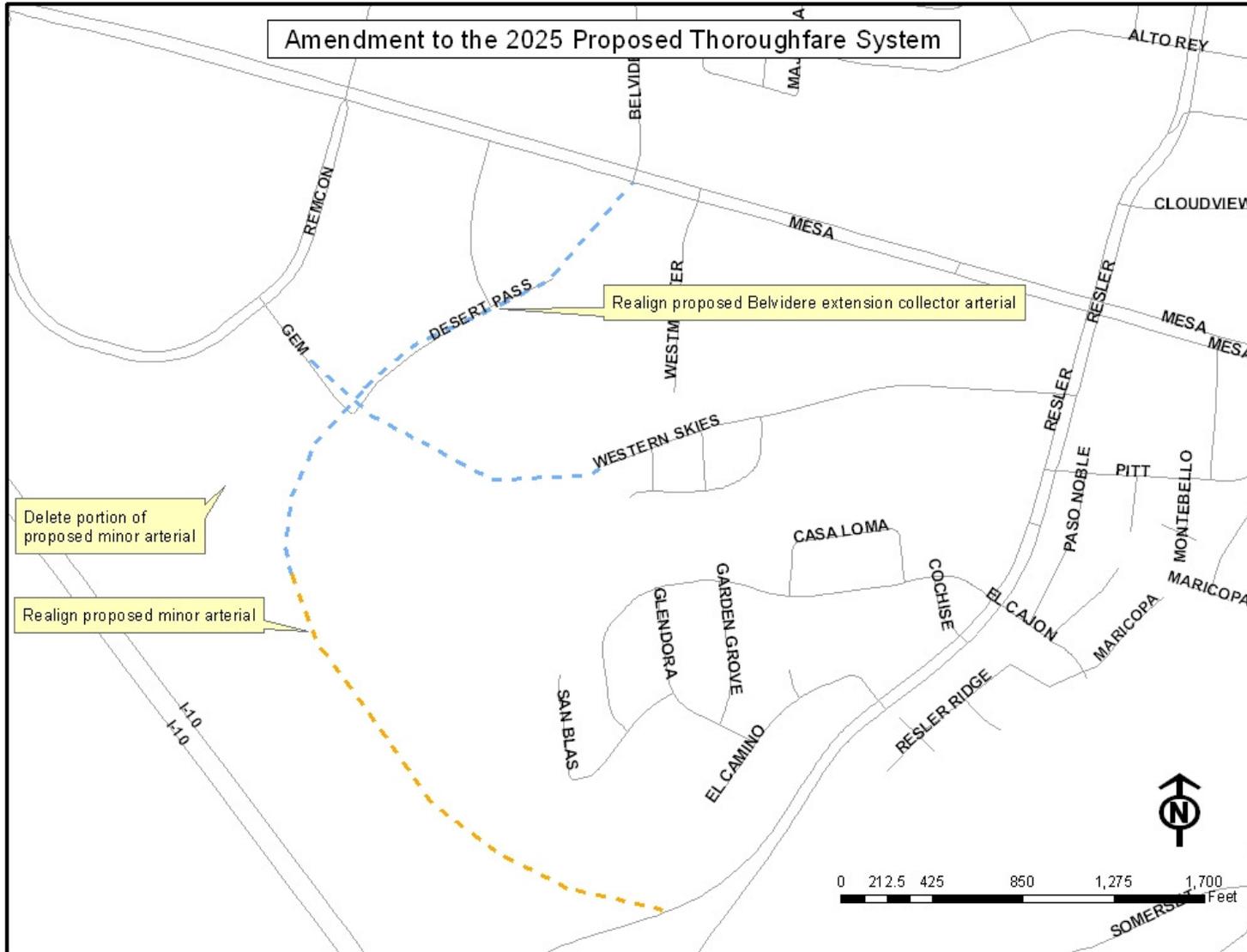


## BELVIDERE / DESERT PASS - TIA Provided with Plat





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## PLEXXAR – Traffic Modeling is More Appropriate





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# Conclusion

Additional analysis by staff is required to:

- Formulate criteria that will determine when a TIA and/or transportation network modeling is required.
- Determine if MTP amendments need to be addressed in Title 20 – Zoning Ordinance. Currently, dedication and improvement of right-of-way is addressed in Title 19, not Title 20.



# Conclusion

- To date staff has met with the MPO in an effort to create a set of criteria for modeling when the proposed amendment has a regional impact
- We will continue to work with the MPO, the Texas Transportation Institute and TXDOT to properly evaluate the alternative forms of analyses
- We are currently reviewing the latest ITE Recommended Practice Guide for Transportation Impact Analyses



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