

April 22, 2022  
C-18997-0031

Mr. John M. Barrett  
Township Manager  
South Fayette Township  
515 Millers Run Road  
South Fayette, PA 15064

TRANSMITTED via EMAIL

**Re: Proposed Taco Bell Development, South Fayette Township – Traffic Review II**

Dear Mr. Barrett:

The Gateway Engineers, Inc. (Gateway) has reviewed the site plans and traffic data associated with the proposed Taco Bell within the South Fayette Commons development along Route 50. The following is a summary of Gateway's previous comments from our February 18, 2022, review letter followed by the current status of each comment:

1. The original TIS for South Fayette Commons contemplated the following land uses/sizes:
  - a. High-Turnover Sit-Down Restaurant – 3,000 s.f.
  - b. Fast-Food Restaurant with Drive-through Window – 2,800 s.f.
  - c. Specialty Retail Center – 10,500 s.f.
  - d. Drive-in Bank – three (3) drive through lanes

The site currently consists of a coffee shop / donut shop with drive-through (Dunkin') and a drive-in bank with two (2) drive through lanes (Washington Financial Bank). How will the addition of the coffee shop with drive through lane impact the trip generation of the overall site compared to what was included in the approved TIS? Please provide a trip generation table summarizing the anticipated trip generation for the current site compared to the trip generation that was included in the approved TIS.

**A Trip Generation report dated April 12, 2022, was prepared by David E. Wooster and Associates (Wooster). Gateway does not agree with the calculations and methodologies utilized in the Wooster report. Gateway calculated and summarized the trip generation of the development using accepted industry methodologies and determined that with the existing Dunkin' Donuts, the existing Washington Financial Bank, and the proposed**

**Taco Bell, the site is estimated to generate 107 primary PM peak hour trips. The developer previously paid Transportation Impact Fees on a total of 97 primary PM peak hour trips. Because the proposed Taco Bell will result in 10 additional primary PM peak hour trips than were estimated in the original TIS, Transportation Impact Fees should be assessed on these additional trips. This will hold true for any additional development of the vacant portion of the property.**

2. The Township currently has a project in design that will widen Hickory Grade Road to include an additional lane. With that construction, a mountable concrete median will be constructed between Old Pond Road and Route 50. This will result in the existing access to South Fayette Commons to / from Hickory Grade Road being restricted to right-in/right-out. Traffic arriving at the site will be required to utilize the full access from Old Pond Road. Please provide a queue analysis for the Taco Bell drive-through and the revised circulation to the Dunkin' Donuts drive through to determine if queues will result in impacts to circulation within the site.

**No response has been provided to this comment.**

3. The proposed Taco Bell will be subject to Transportation Impact Fees. Provide a calculation of the anticipated new PM peak hour trips that will be generated by the Taco Bell using ITE *Trip Generation*, 11<sup>th</sup> Edition and provide a calculation of the Transportation Impact Fees that will be assessed. This site is in the Southern Transportation Service Area. The per PM peak hour trip fee for the Southern TSA is \$1,418.

**No response has been provided to this comment. See status of Comment 1 above. Transportation Impact Fees should be assessed on 10 additional primary PM peak hour trips. This amounts to \$14,180 in Transportation Impact Fees for the proposed Taco Bell.**

If you should have any questions, please call me at 412-409-2393.

Sincerely,  
THE GATEWAY ENGINEERS, INC.



Michael J. Haberman, P.E.  
Township Traffic Engineer

Enclosures: Trip Generation Table and Calculations

**Table**  
**South Fayette Commons Development – Trip Generation Summary**

TIME PERIOD	ANTICIPATED TRIP GENERATION		
	IN	OUT	TOTAL
<b>Land Use Code #937, Coffee/Donut Shop with Drive-Through Window – 1,893 s.f.</b>			
PM Peak Hour	37	37	74
<i>Primary Trips</i>	17	17	34
<i>Pass-By Trips (55%)*</i>	20	20	40
<b>Land Use Code #912, Drive-In Bank – 2 Drive-In Lanes</b>			
PM Peak Hour	26	28	54
<i>Primary Trips</i>	17	18	35
<i>Pass-By Trips (35%)</i>	9	10	19
<b>Land Use Code #934, Fast-Food Restaurant with Drive-Through Window – 2,538 s.f.</b>			
PM Peak Hour	44	40	84
<i>Primary Trips</i>	20	18	38
<i>Pass-By Trips (55%)</i>	24	22	46
<b>Total Trip Generation (Dunkin' Donuts / Washington Financial / Taco Bell)</b>			
PM Peak Hour	<b>107</b>	<b>105</b>	<b>212</b>
<i>Primary Trips</i>	<b>54</b>	<b>53</b>	<b>107</b>
<i>Pass-By Trips</i>	<b>53</b>	<b>52</b>	<b>105</b>

\*LU Code #937 does not have pass-by traffic data available in *Trip Generation*; therefore, the pass-by rate for LU Code #934 was utilized.

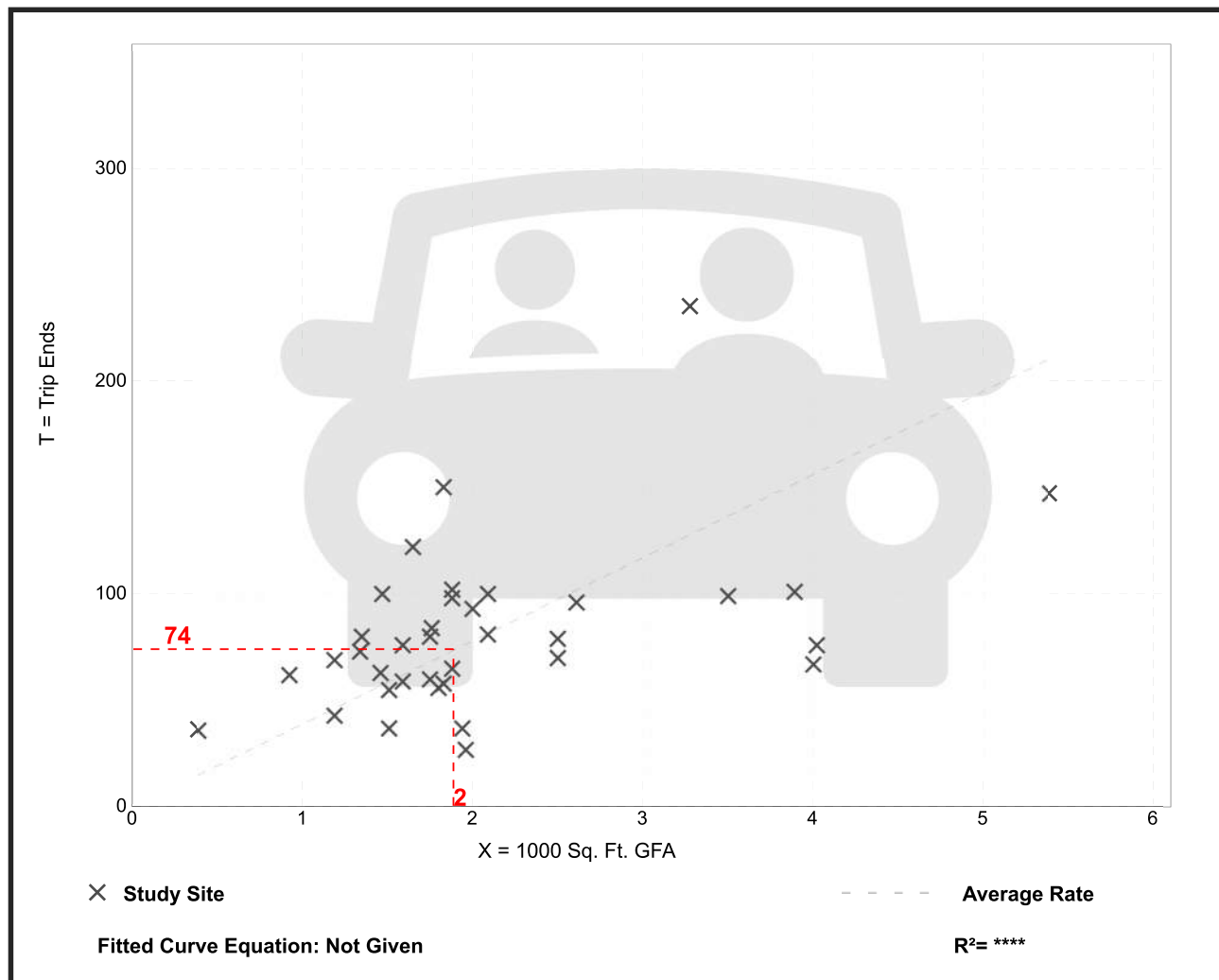
# Coffee/Donut Shop with Drive-Through Window (937)

**Vehicle Trip Ends vs:** 1000 Sq. Ft. GFA  
**On a:** Weekday,  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**  
**Setting/Location:** General Urban/Suburban  
 Number of Studies: 36  
 Avg. 1000 Sq. Ft. GFA: 2  
 Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
38.99	13.78 - 92.31	17.79

## Data Plot and Equation



# Drive-in Bank (912)

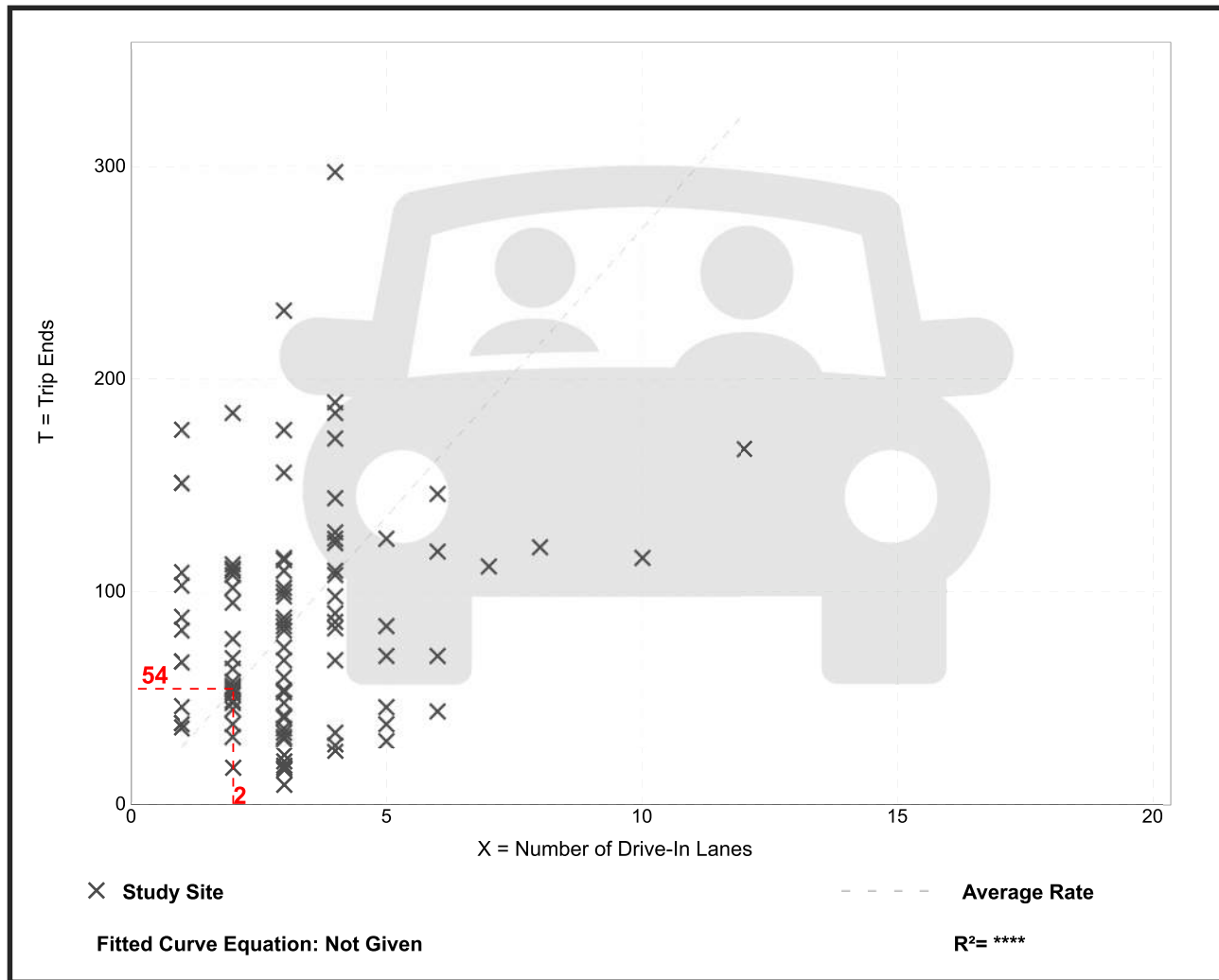
**Vehicle Trip Ends vs: Drive-In Lanes**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**

**Setting/Location: General Urban/Suburban**  
 Number of Studies: 109  
 Avg. Num. of Drive-In Lanes: 3  
 Directional Distribution: 49% entering, 51% exiting

## Vehicle Trip Generation per Drive-In Lane

Average Rate	Range of Rates	Standard Deviation
27.07	3.00 - 176.00	22.13

## Data Plot and Equation



# Fast-Food Restaurant with Drive-Through Window (934)

**Vehicle Trip Ends vs:** 1000 Sq. Ft. GFA  
**On a:** Weekday,  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**  
**Setting/Location:** General Urban/Suburban  
 Number of Studies: 190  
 Avg. 1000 Sq. Ft. GFA: 3  
 Directional Distribution: 52% entering, 48% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
33.03	8.77 - 117.22	17.59

## Data Plot and Equation

