



TRAFFIC IMPACT ANALYSIS IMPLEMENTATION

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Richard L. Caywood, P.E.

Robert W. Hofrichter

Chapter 527: What is it?

- Passed by General Assembly in 2006 adding Section 15.2-2222.1 to *Code of Virginia*
- Directs localities to submit to VDOT for review and comment a traffic impact analysis for development proposals that would significantly impact the state transportation system
- Objective: improve coordination between land use and transportation planning across Virginia by providing better information to decision makers and citizens

Chapter 527: Why are we doing this?

- Transparency
- Regionalism
- Uniformity

Chapter 527: Why is this important?

- Transit
- Demand Management
- Historic Practice
- Evolving State and Local Relationships

Chapter 527: Objectives

- Provide consistent information regarding traffic impacts of proposed land-use decisions to local decision-makers and citizens
- Ensure traffic impacts, both local and regional, are considered when land use decisions are made

Chapter 527: Benefits

- Localities making decisions on land use proposals will have added benefit of consistent information about potential traffic impacts of their decisions and enhanced ability to plan for future growth.
- Without a single set of traffic facts, it is often difficult to predict traffic impacts of land use proposals.
- This regulation establishes uniform standards for traffic impact analysis data to provide accurate and consistent information.

Chapter 527: Trial and Error

- This process is not perfect.
- We will seek your input throughout the implementation process and will revise the regulation as needed to ensure the process works as intended.

Chapter 527: What it is NOT

- IT'S NOT: Direction or control of local development and/or land use decisions
- IT'S NOT: Support for or opposition to local development and/or land use decisions

Land use planning is and will continue to be a local prerogative.

VDOT's comments are advisory.

Other Land-Use Initiatives

Ongoing Transportation Initiatives

- Revision of Land Use Permit Regulations
- New Access Management Standards
- New Secondary Street Acceptance Requirements (subdivision streets)
- Expanded Road Impact Fee Authority

Other Land-Use Initiatives

Revision of Land Use Permit Regulation

- Existing regulations originally adopted in 1983
- Draft regulation includes:
 - Increased fees
 - Change in scope of blanket permits
(limited to residency-wide only)
 - Eliminating free installation of private entrance pipes
- Public comment phase ended September 7
- **Based upon comments received, expect changes to draft**

Other Land-Use Initiatives

New Access Management Standards

- Senate Bill 1321/ House Bill 2228 requires VDOT to develop new regulation to address access management
- Goal of access management is to increase the efficiency of streets by managing location and design of access points

Other Land-Use Initiatives

New Secondary Street Acceptance Requirements

- Senate Bill 1181 requires the Commonwealth Transportation Board to develop new requirements for the acceptance of secondary roads.
- These requirements will include but need not be limited to:
 - Connectivity of road network
 - Connectivity of the pedestrian network
 - Minimization of impervious surface (street widths)
 - Minimization of storm-water run-off
 - Performance bonding

Other Land-Use Initiatives

Expanded Road Impact Authority

- House Bill 3202 allows high-growth localities (approximately 65) to impose impact fees on by-right development to pay for costs of reasonable road improvements.
- Impact fees may be charged in addition to proffers, provided credit is given for any transportation-related proffer contributions.
- The Metropolitan Institute of Virginia Tech will produce Road Impact Fee Handbook for localities.

Chapter 527: Technical Overview

Traffic Impact Regulations Technical Overview & Implementation Plan

Chapter 527: Technical Overview

Implementation provisions of Chapter 527 (§ 15.2-2222.1)

- **The Regulation**
- **Implementation Plan**
- **Training**

Chapter 527: Technical Overview

The Regulation

Chapter 527: The Process

- Localities are required to submit development proposal for VDOT review at three key stages of land use:
 - Comprehensive plans and amendments
 - Rezoning (to include TIA)
 - Site Plans (to include TIA)
- At each of these key stages, VDOT will have fixed timeframe to review and comment on the traffic impact of proposed change. Comments will be shared with local decision-makers and public.

Chapter 527: Traffic Impact Analysis

Objectives:

- Identify traffic impacts to existing transportation network associated with vehicle trips generated by proposed development
- Identify potential impacts to bicycle and pedestrian facilities as well as to mass transit accommodations
- Determine need for signal additions or modifications and other traffic engineering features
- Present recommendations for potential improvements or changes that may mitigate traffic impacts of proposed development

Chapter 527: Submission Thresholds

Sets thresholds for submission

- Defines “significant impact to state controlled highways” based upon:
 - Submission type
 - Traffic volume
 - Type of development
 - Location

Chapter 527: Submission Thresholds

Comprehensive plans and amendments

- Increases traffic anticipated by current comprehensive plan by 5,000 VPD
 - 500-home subdivision
 - 690,000 square-foot light industrial center
 - 460,000 square-foot general office
- Substantial change to transportation infrastructure
 - New county arterial or thoroughfare
 - Major widening or relocation of existing highway

Chapter 527: Submission Thresholds

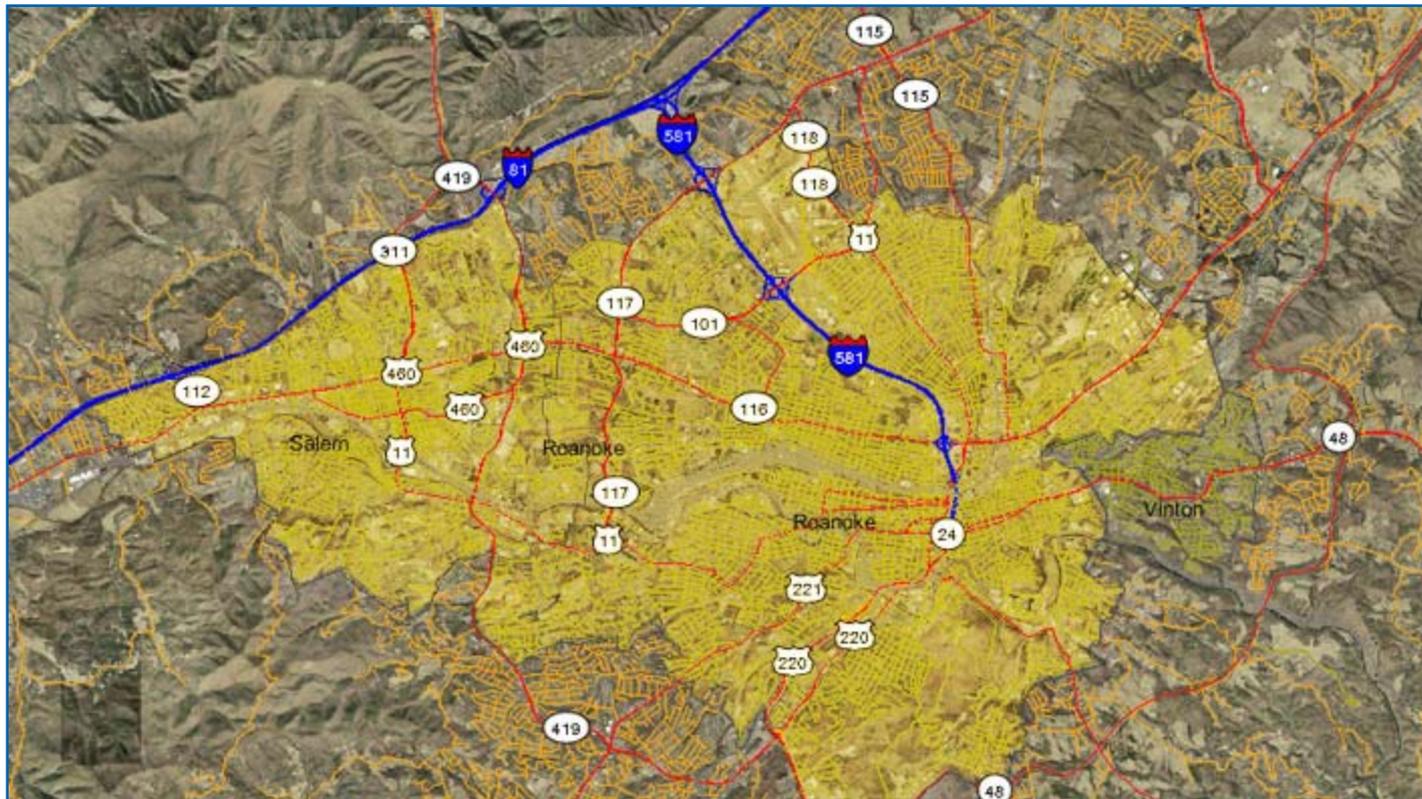
Rezoning and Site Plans

- Residential site generating 100 VPH
 - 100-home subdivision
 - 150-unit apartment complex
- Other site generating 250 VPH or 2,500 VPD
 - 60,000 square-foot home improvement store
 - 16-pump gas station/convenience market
- On low-volume roads, residential site that generates 200 VPD and at least doubles existing volume

Chapter 527: Submission Thresholds

Non-VDOT Maintained Roads

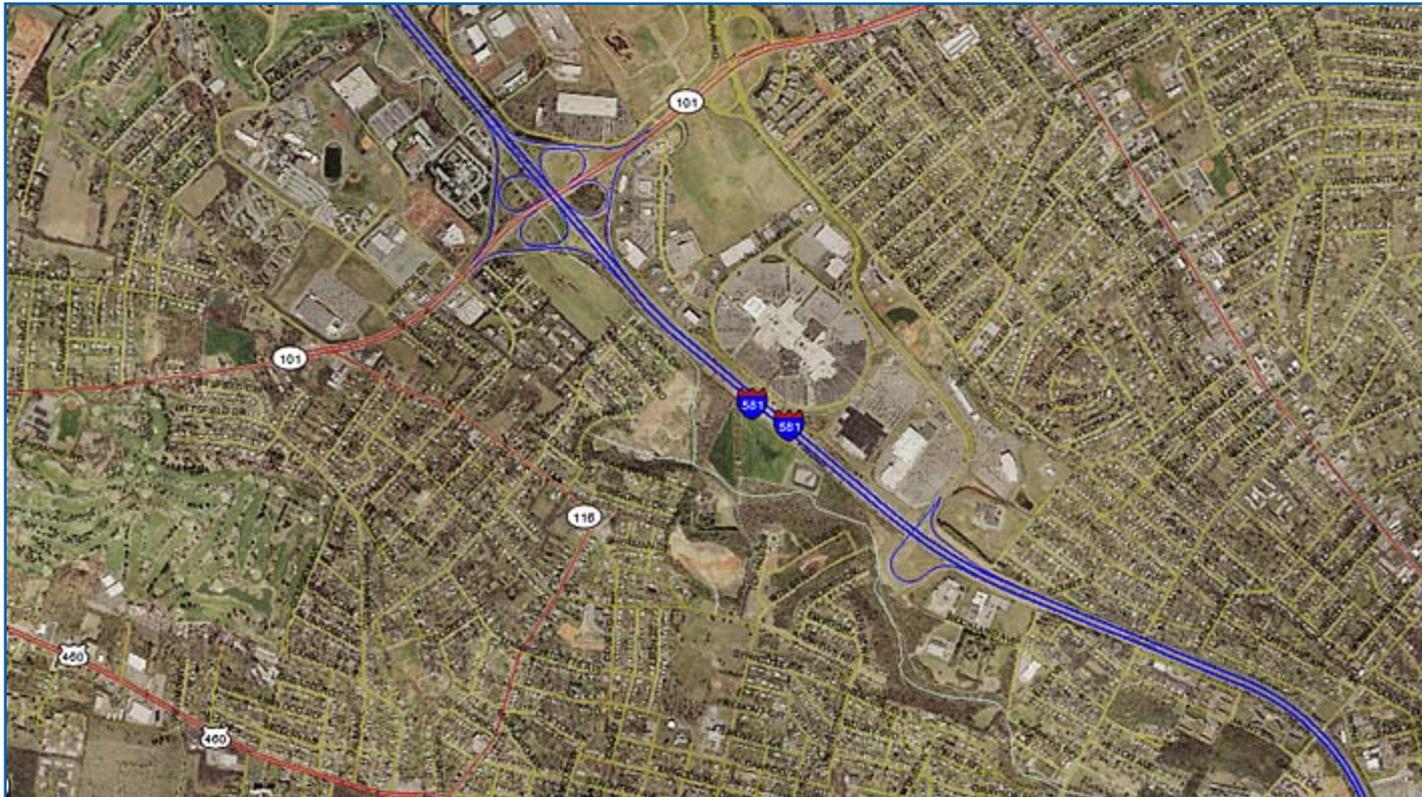
Within localities that maintain their own systems



Chapter 527: Submission Thresholds

Non-VDOT Maintained Roads

Within 3,000 feet of VDOT roadway and meets one of the other thresholds (except low-volume road threshold)



Chapter 527: Submission Thresholds

Localities will determine the need for Chapter 527 submissions to VDOT.

VDOT staff can assist localities in making this determination.

Chapter 527: Study Elements

Required Elements of a Traffic Impact Analysis (TIA)

- Contingent upon new trips generated
- Existing and proposed land use
- Existing traffic and Level of Service (LOS)
- Expected future traffic and LOS (without proposed development)
- Expected future traffic and LOS (with proposed development)
- Recommendations for traffic impact mitigation measures

Chapter 527: Default Assumptions

- Default assumptions are conservative
- Methodology and assumptions can be modified based on results of scoping meeting
- Covers factors such as:
 - Data collection
 - Trip generation
 - Internal capture and pass-by trip rates
 - Background traffic growth projections
 - Level of service calculation (including bicycle/pedestrian/transit)
 - Trip reductions (modal split)

Chapter 527: Technical Overview

Implementation

Chapter 527: Phasing

- To facilitate smooth transition, VDOT developed phased implementation approach for Chapter 527
- Districts have been divided into three groups for phased implementation over 18 months
- Within each district, implementation will be phased by volume of traffic generated by proposed development

Chapter 527: Benefits of Phasing

- Allows localities, the development industry and VDOT to gear up gradually to meet technical demands of Chapter 527
- Allows for changes to be made to regulation as experience is gained in initial implementation group
- Does not prevent any locality from obtaining VDOT's comments on development that takes place prior to implementation in a particular region

Chapter 527: Implementation

Implementation Schedule

- ✓ Group #1: July 1, 2007 – Jan. 1, 2008
Northern Virginia
Richmond
Salem

Group #2: Jan. 1, 2008 – July 1, 2008
Fredericksburg
Culpeper
Staunton

Group #3: July 1, 2008 – Jan. 1, 2009
Hampton Roads
Lynchburg
Bristol

Chapter 527: Phasing Plan

- Within each group, implementation of rezoning and site plan reviews will be phased by peak hour trips as described in the regulation:
 - Months 1 – 6: Sites generating more than 500 peak hour trips
 - After 6 months: Above, plus sites generating less than 500 peak hour trips
- All comprehensive plan requirements begin on Day One of implementation

Chapter 527: Technical Overview

Training

Chapter 527: Implementation Goals

- VDOT will provide pre-implementation outreach and training to broad spectrum of participants in land development process.
- Two training classes will be held: first is for land development practitioners; second is for preparers and reviewers of TIAs.
- Courses will be offered in each district that will implement Chapter 527.
- VDOT will make use of experience gained during implementation to further refine and improve the regulation based on lessons learned.

Chapter 527: Training/Outreach

- Localities and industry are encouraged to attend all training with VDOT staff.
- Overarching goal is to create a common understanding of the regulation to ensure its consistent application across the Commonwealth.
- Individual sessions with VDOT district staff for local Board of Supervisors or City Councils can be provided upon request.
- Guidelines are available on VDOT Web site:
www.VDOT.Virginia.gov/projects/chapter527

Chapter 527: What stays the same?

- You can expect to interact primarily with the same VDOT staff that you do today.
- Our goal will continue to be to assist the local government in achieving its development goals and objectives.
- Our staff will continue to conduct themselves in a professional and apolitical manner in dealing with sensitive land development matters.

Chapter 527: Looking forward

- Chapter 527 is a work in progress.
- VDOT is forming a Technical Advisory Committee consisting of traffic engineers, local representatives and VDOT staff.
- This group will continue to hold meetings for the Policy Advisory Committee to review issues that arise during implementation.
- VDOT also will provide detailed training for individuals who will work regularly with the regulation shortly before implementation occurs in their district.

Chapter 527: Traffic Impact Analysis Implementation

Questions?