

**MAY 2008 PROPOSED AMENDMENTS TO
THE TRAFFIC IMPACT ANALYSIS REGULATIONS 24 VAC 30-155.**

The boxes provide an explanation for the proposed changes in the preceding excerpt.

24 VAC 30-155-10. Definitions.

“Connectivity Index” means the number of links divided by the number of nodes.

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The term “links” applies to more than just streets.

“Link” means (i) a segment of roadway, alley or rear lane that is between two nodes or (ii) a stub out or connection to an existing stub out.

Deleted: a segment of street that is between intersections or between an intersection and terminus, such as a cul-de-sac or other dead end. A stub out, consisting of a short street segment that is intended to serve future development but which does not provide service to parcels within the current development shall only constitute a link for the purposes of this chapter if, based upon the adjacent zoning, terrain, and land uses, there is a reasonable expectation that the stub out will provide a connection to future development

Definition of link is expanded beyond the term “street” to include segments alleys. The definition now refers to “nodes” (defined below) rather than “intersections.”

“Node” means an intersection of three (3) or more links, or the terminus of a link, such as a cul-de-sac or other dead end. The terminus of a stub out shall not constitute a node for the purposes of this chapter. The intersection of a street with only a stub out, and the intersection of a street with only a connection with an existing stub out shall not constitute a node for the purposes of this chapter, unless such stub out provides service to lots within the development.

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The definition provides a more detailed description of the term.

Deleted: of two or more streets or the terminus of a street, such as the end of a cul-de-sac or dead end. The terminus of a stub out and the intersection of a street with only a stub out do not constitute nodes for the purposes of this chapter

“State-controlled highway” means a highway in Virginia that is part of the interstate, primary, or secondary systems of state highways and that is maintained by the state under the direction and supervision of the Commonwealth Transportation Commissioner. Highways for which localities receive maintenance payments pursuant to § 33.1-23.5:1 and § 33.1-41.1 of the Code of Virginia and highways maintained by VDOT in accordance with §§ 33.1-31, 33.1-32, and 33.1-33 of the Code of Virginia are not considered state-controlled highways for the purposes of determining whether a specific land development proposal package must be submitted to meet the requirements of this regulation.

The change in the definition exempts VDOT maintained highways serving state parks and state institutions (educational, correctional) from being considered “state-controlled” for the purposes of determining if a development proposal within a jurisdiction that maintains its own local road system is subject to Chapter 527 requirements.

“Stub Out” means a transportation facility (i) whose right-of-way terminates at a parcel abutting the development, (ii) that consists of a short segment that is intended to serve current and future development by providing continuity and connectivity of the public street network, (iii) that based on the spacing between the stub out and other streets or stub outs, and the current terrain there is a reasonable expectation that connection with a future street is possible, and (iv) that is constructed to at least the end of the radius of the intersection with the adjoining street and the right of way is graded and dedicated to the property line.

Currently defined within the term “link”, stub out is provided with a separate, more descriptive

definition.

24 VAC 30-155-40. Rezoning.

1. For the purposes of this section, a residential rezoning proposal shall substantially affect transportation on state-controlled highways if it meets or exceeds one or more of the following trip generation criteria.

- c. The proposal generates more than 200 daily vehicle trips on a state-controlled highway, and, ~~once the site generated trips are distributed to the fronting highway, the proposal's vehicle trips on a highway exceeds the~~ daily traffic volume ~~such~~ highway presently carries.

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The description of the low volume road threshold has been re-written for clarity.

For the purposes of determining whether a proposal must be submitted to VDOT, the traffic carried on the state-controlled highway shall be assumed to be the most recently published amount measured in the last traffic count conducted by VDOT or the locality on that highway. ~~In cases where the site has access to multiple highways, each receiving highway shall be evaluated individually for the purposes of this~~ determination.

When a residential rezoning proposal will have entrances to more than one highway, the trips generated by the proposed development on each highway will be assessed to determine if each highway meets the low volume road threshold.

24 VAC 30-155-50. Subdivision plat, site plan, plan of development.

A. Proposal submittal. The locality ~~shall~~ submit a package to VDOT within 10 business days of receipt of a complete development proposal if the proposal substantially affects transportation on state-controlled highways.

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1. For the purposes of this section, a residential development proposal shall substantially affect transportation on state-controlled highways if it meets or exceeds one or more of the following trip generation criteria.

- c. ~~The proposal generates more than 200 daily vehicle trips on a state-controlled highway, and, once the site generated trips are distributed to the fronting highway, the proposal's vehicle trips on such highway exceeds the daily traffic volume the~~ highway presently carries.

Deleted: The proposal generates more than 200 daily vehicle trips on a state-controlled highway, and more than doubles the daily traffic volume the highway presently carries.

The term "must" is replaced by "shall" to assure consistency. The description of the low volume road threshold has been re-written for clarity.

For the purposes of determining whether a proposal must be submitted to VDOT, the traffic carried on the state-controlled highway shall be assumed to be the most recently published amount measured in the last traffic count conducted by VDOT or the locality on that highway. ~~In cases where the site has access to multiple highways, each receiving highway shall be evaluated individually for the purposes of this~~ determination.

When a residential site plan submittal will have entrances to more than one highway, the trips generated by the proposed development on each highway will be assessed to determine if each highway meets the low volume road threshold.

C. Supplemental traffic analysis. For the purposes of this subsection, a supplemental traffic analysis will be defined as follows:

5. In cases where rezoning occurred after 2002 but prior to the implementation of this regulation, VDOT, at its discretion, may evaluate traffic impact statements or studies performed as part of the rezoning action. If, in the opinion of VDOT staff with the concurrence of the local governing body, the traffic impact analysis work that was performed encompasses the major elements of work required by this regulation and the underlying assumptions of the study remain valid the previously prepared study may be deemed to meet the requirements of this regulation. VDOT staff may also, upon request of the submitter, allow a previously prepared study to be updated to incorporate additional areas of analysis or revisions to assumptions to enhance the accuracy of the study and may deem such updated study to meet the requirements of this regulation.

Makes the regulation clear that VDOT has the authority to accept recently prepared traffic impact statements or studies prepared for rezonings that were approved prior to the effective date of the regulations. VDOT may also allow such studies to be updated.

D. Review process. After formal submission of a subdivision plat, site plan, or plan of development to VDOT for review, VDOT may, pursuant to § 15.2-2222.1 of the Code of Virginia, request a meeting with the locality to discuss potential modifications to the proposal to address any concerns or deficiencies. The request must be made within 30 days of receipt by VDOT of the proposal. The submission of the proposal to VDOT shall toll all times for local review set out in Chapter 22 of Title 15.2 of the Code of Virginia until the locality has received VDOT's final comments.

Statutory deadlines for a locality to review and make a decision on a subdivision plat or site plan application are suspended during the Traffic Impact Analysis Regulations review and comment process. § 15.2-2222.1 C. of the Code authorizes this suspension.

24 VAC 30-155-60. Traffic impact statement.

A. Scope of Work Meeting.

At a Scope of Work Meeting pursuant to this section, the locality, the applicant and VDOT shall review the elements, methodology and assumptions to be used in the preparation of the TIS, and identify any other related local requirements adopted pursuant to law. The results of the initial scoping meeting may be adjusted in accordance with sound professional judgment and the requirements of this regulation if agreed upon by VDOT, the locality, and applicant, if applicable.

Provides flexibility to adjust the TIS components after a scoping meeting.

B. Required elements.

Item	Site Generated Peak Hour Trips			
	Less than 100	100 to 499	500 to 999	1,000 or more
Background information				
Description of geographic scope / limits of study area.	Within 1,000 ft of site	Within 2,000 feet of site and any roadway on which 50 or more of the new vehicle trips generated by the proposal are distributed – not to exceed one mile.	Within 2,000 feet of site and any roadway on which 10% or more of the new vehicle trips generated by the proposal are distributed – not to exceed two miles	To be determined by VDOT in consultation with the locality

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For developments that will generate lower (100-499) peak hour trips, the threshold for when a highway must be included in a TIS study area is increased and the overall geographical limits of the study area are reduced.

2. A TIS for a development proposal that only meets the low volume road submission criterion (24 VAC 30-155-40 (A.1.c) and -50 (A.1.c)) shall, at a minimum, consist of the following elements, unless otherwise directed by VDOT.

- a. All elements contained in the Background Information portion of the above table, except the geographic scope/limits of study area is limited to the highway fronting the proposed development and the closest intersection, in each direction if applicable, of that highway with a highway that has an average daily traffic volume higher than the fronting highway.
- b. A roadway safety inventory study of the roadway segment or segments between the site entrance to the nearest intersections with the higher traffic volume highways, to include such elements as, but not limited to, speed limit, existing warning signs, pavement and shoulder type, pavement and shoulder width, intersection sight distances, and safe horizontal curve speeds.
- c. Daily and peak hour traffic volumes presented on diagrams, with counts provided in an appendix, for the fronting highway at the site, at the highway's intersections with the higher volume highway, and for the higher volume highways at their intersection with the fronting highway.
- d. All relevant elements contained in the Trip Generation portion of the above table.
- e. Projected daily and peak hour of the generator traffic volumes assuming build-out of the proposal, presented on diagrams for the receiving highway at the site, at the highway's intersection with the higher volume highways, and for the higher volume highways at their intersections with the receiving highway.
- f. Delay and level of service analysis for the intersections of the receiving highway with the higher volume highways.
- g. A comparison of the existing geometrics of the fronting highway under proposed build-out traffic conditions with the geometric standards, based upon functional classification and volume, contained in the Road Design Manual (see 24 VAC 30-155-100).

The expectations for a study on a development meeting only the low volume road trip generation threshold are set out.

C. Methodology and standard assumptions. A TIS shall be prepared based upon methodology and assumptions noted below or as may be agreed upon by VDOT based upon the results of a Scope of Work Meeting held by VDOT pursuant to 24 VAC 30-155-60 A.

- 2. Trip generation. Estimates of trip generation by a proposed development shall be prepared using the Institute of Transportation Engineers Trip Generation (see 24 VAC 30-155-100), unless VDOT agrees to allow the use of alternate trip generation rates based upon alternate published guides, or local trip generation studies.

A more specific reference to Scope of Work Meeting section is added. VDOT is authorized to allow the use of trip generation rates from publications in addition to the ITE Trip Generation publication.

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3. Internal capture and pass-by trips.

- a. Internal capture rates consider site trips “captured” within a multiuse development,

recognizing that trips from one land use can access another land use within a site development without having to access the adjacent street system. Multiuse developments include a combination of residential and nonresidential uses or a combination of nonresidential uses only. Internal capture allows reduction of site trips from adjacent intersections and roadways. Unless otherwise approved by VDOT, the following internal capture rates may be used if appropriate:

- (1) Residential with a mix of nonresidential components—use the smaller of 15% of residential or 15% nonresidential trips generated.
- (2) Residential with office use—use the smaller of 5.0% of residential or 5.0% of office trips generated.
- (3) Residential with retail use—for AM peak hour, use the smaller of 5.0% residential or 5.0% retail trips generated; for PM peak hour, use the smaller of 10% residential or 10% retail trips generated; for 24-hour traffic, use the smaller of 15% residential or 15% retail trips generated.
- (4) Hotel/motel with office use—use 15% of hotel/motel trips, unless the overall volume of the office traffic is more than the overall volume of hotel/motel traffic use in which case use the smaller of 10% of the hotel/motel traffic or the office traffic.
- (5) Multiuse development with more than five million square feet of office and retail—internal capture rate should be determined in consultation with and approval of VDOT.
- (6) Some combination of the above, if approved by VDOT.

Greater flexibility is added for applying the regulation's various internal capture rates to more accurately determine internal trips that do not impact the adjacent streets.

9. Trip reduction, and pedestrian and bicycle accommodations.

- a. Pedestrian accommodations. For the purposes of this subsection, a pedestrian accommodation is defined as a sidewalk, pedestrian path, or multiuse trail. Where a pedestrian Service Level of A exists vehicle trips per peak hour of the generator may be reduced by 4.0% for those portions of the development within a 2,000-foot radius of the connections between the proposed development and the adjoining network.

Where a pedestrian Service Level of B exists vehicle trips per peak hour of the generator may be reduced by 3.0%; where a pedestrian Service Level of C exists vehicle trips per peak hour of the generator may be reduced by 1.5% for the portion of the development noted above. These reductions may only be taken if:

- (1) Pedestrian facility coverage in a 2,000-foot radius of the connections to the proposed development is on or along at least 80% of the road network; and

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b. Bicycle accommodations.

- (1) Bicycle accommodations within a 2,000-foot radius of the connections to the proposed development exist on or along at least 80% of the road network; and
- (2) The Connectivity Index within the 2,000-foot radius is equal to or higher than 1.4; and
- (3) There are at least two of the 10 major land use classifications, as defined in ITE Trip Generation (see 24 VAC 30-155-100), within the 2,000-foot radius.

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Trip reduction for pedestrian and bicycle accommodations serving trips whose beginning or end is outside of the development is clarified by allowing the reduction within 2,000 feet of where the proposed pedestrian walkway or bicycle path will connect to existing pedestrian or bicycle facilities. A 2,000 ft radius is specified as a reasonable distance that pedestrians or bicyclists may travel from the proposed development before deciding to use a vehicle.

24 VAC 30-155-70. Departmental analysis.

After concluding its review of a proposed comprehensive plan or transportation plan or plan amendment, rezoning, or site or subdivision plan, VDOT shall provide the locality and applicant, if applicable, with a written report detailing its analysis and when appropriate recommending transportation improvements to mitigate any potential adverse impacts on state-controlled highways. VDOT shall provide recommendations for facilitating other modes of transportation including but not limited to transit, bus, bicycle and pedestrian facilities or accommodations where such facilities or accommodations are planned or exist, or where such facilities have a significant potential for use. In addition, VDOT shall provide the locality and the applicant, if applicable, with tentative recommendations regarding compliance with other VDOT regulations.

VDOT will advise the locality and the developer about other VDOT regulations that may apply as the development moves through the land use review process and what changes may be needed to assure compliance. Examples of such regulations include those for entrance permits, the spacing (separation) of entrances with existing/proposed entrances, secondary street connectivity, and environmental.

24 VAC 30-155-80. Fees.

B. Proposals containing supplemental traffic analysis as described in subsections 50 C.1 and C.2. No fee shall be charged for the review of a subdivision plat, site plan, or plan of development submission which properly includes a supplemental traffic analysis submitted under subsections 50 C.1 and C.2 of this chapter.

Clarifies that no fee will be charged when the rezoning traffic impact statement analysis is still valid at the site plan stage. Because VDOT does not have to conduct a scoping meeting and evaluate a new traffic impact statement for the subdivision plat or site plan, the administrative fee is waived.

2. For initial or second review of rezoning proposals, subdivision plats, site plans, or plans of development accompanied by a traffic impact statement or supplemental traffic analysis, not initiated on behalf of the locality, there shall be a single fee for both reviews determined by the number of adjusted vehicle trips generated per peak hour of the generator, as follows:

Low volume road criterion only - \$250

Less than 100 vehicles per peak hour - \$500

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100 or more vehicles per peak hour - \$1,000A reduced fee is established to reflect VDOT's reduced administrative review time for the less complicated low volume road traffic impact statement. Language is revised to make the fee structure consistent with the table of required TIS elements.

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