

MUNICIPAL TIA/TIS PRACTICES: PANEL DISCUSSION

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TIA GUIDELINES

- **Town Council adopted new guidelines and process in 2001**
 - **Some guidelines specific to Chapel Hill**
 - TIA Thresholds
 - TIA **exemption**
 - Study boundaries
 - Short and long-term analysis
 - LOS Criteria for Mitigation Measurements
 - **Change in the process**
 - Who actually prepares the TIA
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TIA THRESHOLDS

- ❑ **TIA required if daily trip generation > 500**
 - ❑ **Exemption may be granted if:**
 - **Daily trips <500**
 - **<250 vehicles accessing a collector street**
 - **Applicant submit a written request and provide a fee for processing exemption request (\$150-\$350)**
 - **The Town Manager concurs with the request**
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UPDATED OR AMENDED TIA REQUIREMENTS

Original Report Is	Changes to the Original Proposed Development	
	Access Changed* <u>or</u> Trip Generation Increased by > 15%	Access Not Changed <u>and</u> Trip Generation Increased by < 15%
Less than 2 Years Old	Letter Amendment Required: Identify and discuss only items that changed.	Letter Documenting Change (No other reports required)
Greater than 2 Years Old or Study Prepared Prior to TIA Guidelines Approval	New Study	Letter Amendment Required: 1. New local ground counts. 2. New Trip Generation 3. New LOS Analysis 4. Meet all current requirements of the TIA Guidelines

* Changed access includes proposed new access or refinement of general access locations not specifically addressed in original proposed development.



STUDY BOUNDARIES

At the **minimum**, the study area shall contain:

- adjacent streets,
 - nearest arterial/arterial intersection(s),
 - site driveways, sidewalks, and bicycle lanes
 - internal roads,
 - all signalized or potentially future signalized intersections, either current or future years, where:
 - the project contributes a 10 percent impact (during either the a.m. or p.m. peak hour) to any approach leg of the intersection where the intersection is operating at level of service C or better, or
 - the project contributes a 5 percent impact (during either the a.m. or p.m. peak hour) to any approach leg of the intersection where the intersection is operating at level of service D or worse.
 - All intersection and roadway segments on the NCDOT Highway Safety Improvement Program where the project contributes a 5 percent impact,
 - pedestrian and bike facilities within ½ mile walk or bicycle ride to/from the site, and identification of any attractions (existing or approved) within the above pedestrian and bicycle limits. The suggested speeds for pedestrians and bicycles are 4 mph and 10 mph respectively.
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ANALYSIS

- Trip Generation**
 - Based on the latest ITE Manual**
 - Trip Reduction Strategies**
 - **Public Transportation**
 - **Walking/Biking**
 - **Park/Ride Facilities**
 - Trip Distribution**
 - HCM Procedures (and SYNCHRO Analysis)**
 - Accident Analysis**
 - AM, NOON, & PM Peak Analysis, Sight Distance, Signal Warrant Analysis, etc..**
 - Short-term and Long-term Analysis**
 - The Town Manager may exempt Long-Term Analysis**
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SHORT-TERM AND LONG-TERM ANALYSIS

Short-Term

Growth Factor

- proportion between existing traffic volumes and build-out regional model forecasts;
- extrapolation from historical traffic counts (from NCDOT data) to current counts; and/or
- planning analysis that considers trends in the area's circulation system through either a proportion or extrapolation estimate.
- bicycle and pedestrian analysis, if applicable

Long-Term

- Based on Projected Trips from the Regional Model
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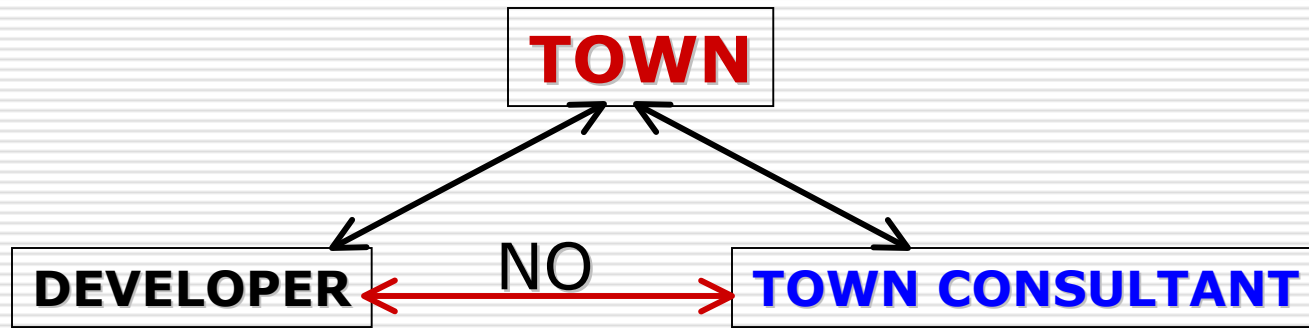


TOWN TIA CONSULTANTS

- Three Consultants on-call**
 - TIA estimate from only one Consultant and some times all consultants**
 - Agreement condition:**
 - Consultants cannot perform any other work for developers in Chapel Hill**
 - Average 8 studies/year**
 - \$50,000-\$75,000/year**
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TIA PREPARATION PROCESS



- Request from the Developer including existing/proposed site plans, etc..
 - Estimate from the Consultant
 - Developer pays Consultant fee + **10%**
 - Report in 4-6 weeks
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