

Proposed Revisions to DelDOT's Traffic Impact Study Regulations

ITE District 2
Annual Meeting
April 30, 2009
Bill Brockenbrough, P.E., AICP

Overview

- *Why do we need revised regulations?*
- *How have we gotten to where we are in the process?*
- *What are the major changes proposed?*
- *What would the changes mean to the public and developers?*
- *What is the path forward?*

Why do we need revised regulations?

DelDOT's traffic impact study (TIS) regulations are found in Chapter 2 of DelDOT's Standards and Regulations for Subdivision Streets and State Highway Access. This document was comprehensively revised in December 2007 (applicable April 2008). So, why are we proposing further revisions now?

Why do we need revised regulations?

- The December 2007 regulations were first advertised for comment in March 2006. Some things we would have liked to include were not ready then.
- Many of the changes made in 2007 have worked fine; some have prompted a need for further changes; one just needs to be changed back to what it was originally.

How did we get here?

Technical & Stakeholders Committees

Comprised of the following members:

- Sussex County Planning & Zoning
- New Castle County Land Use Dept.
- Kent County Dept. of Planning Services
- League of Local Governments
- Transportation Management Assoc.
- State Fire Marshal
- DeIDOT
- Dept. of Natural Resources and Environmental Control
- Office of State Planning Coordination
- Delaware State Chamber of Commerce
- Consulting Engineers Council
- Homebuilders Assoc.

How did we get here?

Key Action Dates:

- September 2004 Started with kickoff meeting of Core Group
- Oct. '04-Nov. '05 Technical Committee met 6 times
- Apr. '05-Nov. '06 Stakeholders Committee met 4 times
- Sep. '04 – Dec. '07 Core Group met 10+ times
- March 1, 2006 Regulations filed with the Registrar
- March 22, 2006 Held Public Workshop on the new manual
- Apr. '06-June '07 Addressing comments on the Final Draft Regulations
- July 26, 2007 Held Public Hearing on the new manual
- Sept./Oct 2007 Held Legislator meetings in all 3 counties
- October 30, 2007 Held Public Meeting
- December 21, 2007 Effective date for the regulations
- April 1, 2008 Regulations applicable to new plans
- April 22, 2008 First meeting of Subdivision Manual Panel

How did we get here?

- Land development applications submitted to and accepted for review by local government in accordance with required local procedures prior to and including March 31, 2008 are subject to DelDOT's subdivision and entrance standards and regulations that were in effect prior to December 21, 2007.
- Applications submitted or accepted after March 31, 2007 are subject to the new standards.

How did we get here?

- Appendix A in Standards and Regulations for Subdivision Streets and State Highway Access establishes a process for updates to the document
- Process overseen by a Subdivision Manual Panel chaired by the Subdivision Engineer
- Updates may be made annually
- First update has taken 12 months thus far

What major changes are proposed?

	Old	New
Requirement of a New TIS	No guidance provided	<ul style="list-style-type: none">• If a TIS has been completed and existing or projected future conditions change significantly before the Letter of No Objection (LONO) is issued, or if no LONO is required then before entrance plan approval, DelDOT may require a new, revised or updated TIS.• After issuance of the LONO or entrance plan approval, DelDOT may require a new, revised or updated TIS <u>only</u> if the development changes in a way that necessitates a new record plan.

What major changes are proposed?

	Old	New
Area-Wide Study Fee	For eligible developments, <u>the applicant can choose</u> to pay the fee in lieu of doing a TIS.	For eligible developments, <u>DeIDOT may permit the applicant</u> to pay the fee in lieu of doing a TIS.

What major changes are proposed?

	Old	New
Who prepares the TIS	Applicant must hire a traffic engineer to prepare the TIS.	<p>Following the scoping meeting, at the applicant's request, DelDOT will obtain an estimate from a traffic engineering firm that DelDOT has on call. If the applicant accepts the estimate, they pay DelDOT that amount and DelDOT has that firm prepare the TIS.</p> <p>Note: This option is available <u>now</u> (referred to as Option B) but is not reflected in the regulations.</p>

What major changes are proposed?

	Old	New
Who prepares the Scope of Work	Applicant's Engineer subject to review and approval by DelDOT	DelDOT

What major changes are proposed?

	Old	New
Computation of Peak Hour Factors (PHF)	<ul style="list-style-type: none">▪ Compute PHF for existing conditions.▪ If no increases in volume are projected, use observed PHF for future conditions as well.▪ Compute PHF by lane group	<ul style="list-style-type: none">▪ Compute PHF for existing conditions.▪ Use total entering volume to determine the peak hour and 15-minute interval; compute overall intersection PHF▪ Where traffic counts are a poor indicator of future PHF, assume PHF based on future total intersection volumes as follows:<ul style="list-style-type: none">• ≤ 500 vph use 0.80• > 500 and $\leq 1,000$ vph use 0.88• $> 1,000$ vph use 0.92

What major changes are proposed?

	Old	New
Heavy Vehicle Percentage (HVP)	No specific guidance provided	<ul style="list-style-type: none">▪ compute HVP for existing conditions.▪ compute separately for each turning movement▪ here traffic counts are a poor indicator of future HVP, assume HVP as follows:<ul style="list-style-type: none">▪ 7% for two-lane highways, 6% in rural areas▪ 9% for multi-lane highways, 8% in rural areas▪ 3% for intersections▪ To account for traffic from specific uses, DelDOT may specify higher percentages

What major changes are proposed?

	Old	New
Base Saturation Flow Rates at Signalized Intersections	No specific guidance provided	<ul style="list-style-type: none">▪ North of the Chesapeake and Delaware (C&D) Canal use the HCS default value, 1,900 pcphgpl.▪ South of the C&D Canal, use 1,750 pcphgpl unless data shows a higher value is appropriate.▪ Data collection is encouraged where none exists.

What major changes are proposed?

	Old	New
Analysis of Roundabouts	US Version of aaSIDRA	US Version of aaSIDRA <u>and</u> NCHRP Report 572

What would the changes mean to the public and developers?

■ Public

- More accurate TIS
- More TIS for smaller developments ($\leq 2,000$ vpd and ≤ 200 vph)
- Recognition that DeIDOT understands the concerns about the traffic generated by smaller developments
- Area Wide Studies funded wholly or in part by developers rather than the general public.

What would the changes mean to the public and developers?

■ Developers

- More certainty as to when a new TIS will or won't be required
- Less ability to opt out of doing TIS for smaller developments ($\leq 2,000$ vpd and ≤ 200 vph)
- Scoping meetings quicker and easier to obtain
- Better guidance through the TIS process
- In some locations, higher TIS costs
- Embodiment of the previous decision to make Option B available

Path Forward

- The proposed manual revisions (all chapters) are expected to be filed with the Registrar of Regulations in May.
- The Registrar will advertise them for public comment.
- DelDOT will need to address in writing the comments we receive.
- A public workshop may be scheduled if we find it necessary and helpful.
- A schedule for implementation will need to be established.

Thank You!

- Full Copy of the manual is available at http://www.deldot.gov/information/pubs_forms/
- Proposed revisions will be available at <http://www.deldot.gov> under Hot Topics and also at <http://regulations.delaware.gov/>
- Special thanks to our Subdivision Engineer, Marc Cote', P.E. and his Administrative Assistant, Andrea Yoder
- Questions or comments? Contact me:
Bill Brockenbrough, P.E., AICP (302) 760-2109
E-Mail: thomas.brockenbrough@state.de.us