

# Attachment C

## Article 14: Traffic Impact Analysis (TIA)

### -Summary of Proposed Revisions-

*In addition to some minor rewording and changing the order of things slightly, the major highlights are. . .*

#### **WHEN IS A TIA REQUIRED**

- *Kept the threshold requiring TIA at 50 peak or 500 daily.*
- *Added 14.2.1(d) which gives authority to require TIA even if 50 or 500 isn't met*

#### **WHICH INTERSECTIONS TO STUDY**

- *BIG CHANGE – 14.3 Changed the approach of determining Impact Area (No more circles or 7% increase determination)  
Proposal is if a development adds 30 vehicles to any approach or 50 vehicles for all approaches in a peak hour, the intersection is studied.  
  
(Note: The 30/50 vehicle totals are those which, on average, will produce around a 3% increase to the ICU percentage)*
- *14.3 Also includes flexibility in waiving the study of an intersection*

#### **WHAT ARE THE MINIMUM STANDARDS**

- *Changed the terms in “Standards” (14.4.1) to reference the actual ICU Percentage instead of the Level of Service letter.*

#### **HOW TO MITIGATE**

- *14.4.2 (Mitigation) has several revisions. . .  
  
Full mitigation is now defined as getting to either the adopted standard or to within 3% of the no-build condition, not back to original.*
- *Mitigation can still be modified by Town Board based on engineering judgement  
  
One option – if developer fixes intersection in a way that produces ‘surplus capacity’, they can use that ‘surplus capacity’ to offset their reduction in capacity at other intersections  
  
Second option – developer can choose to fund improvements on planned and or funded Town/NCDOT projects having previously been adopted which would mitigate the proposed development impacts*