

**AREA OF INFLUENCE (AOI) GUIDEBOOK
FOR EXPEDITED REVIEWS**

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AREA OF INFLUENCE GUIDEBOOK FOR EXPEDITED REVIEWS

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INTRODUCTION

Expedited Review Defined

“Expedited review” is defined by GRTA’s rules as “those procedures in Section 2-202 of these Procedures and Principles which allow applicants for GRTA DRI Review to benefit from an expedited review process, provided that the proposed DRI conforms to the criteria of Section 3-101.”

When to Use this Guidebook

This guidebook is targeted at applicants who wish to qualify for expedited review under the terms of Rule Subsection 3-102.D., “Area of Influence.”

Two Options for Qualifying Under Rule Subsection 3-102.D., “Area of Influence”

This guidebook provides methods for applying two expedited review criteria:

- SOV trip length criterion (Rule Subsection 3-102.D.2)
- SOV work-related trip length criterion (Rule Subsection 3-102.D.3)

Prospects for Qualifying under Rule Subsection 3-102.D., “Area of Influence”

The two criteria specified for expedited review require trip length (distance) data. This expedited review guidebook provides a step-by-step method for applying these two criteria. The trip length (distance) criteria for expedited review should not be used unless an applicant has origin-destination travel survey data and works closely with GRTA staff.

1) SOV TRIP LENGTH CRITERION (RULE SUBSECTION 3-102.D.2)

When Used

Applicants who wish to pursue the expedited review process may use this rule provision (and method) to show that the project qualifies for expedited review.

Overview of Method

- Step 1. Determine and summarize land uses in the proposed DRI.
- Step 2. Estimate trips by land use and total trips generated by the proposed DRI.
- Step 3. Disaggregate total trips generated into single-occupant (SOV) trips and non-single-occupant (other) trips.
- Step 4. Estimate lengths (in miles) of the SOV trips generated by the proposed DRI (i.e., disaggregate total SOV trips by trip length).
- Step 5. Compare with standard (answer the following question): Are 65 percent or more of the SOV trips generated by the proposed DRI reasonably anticipated to have a trip length of 6 miles or less?

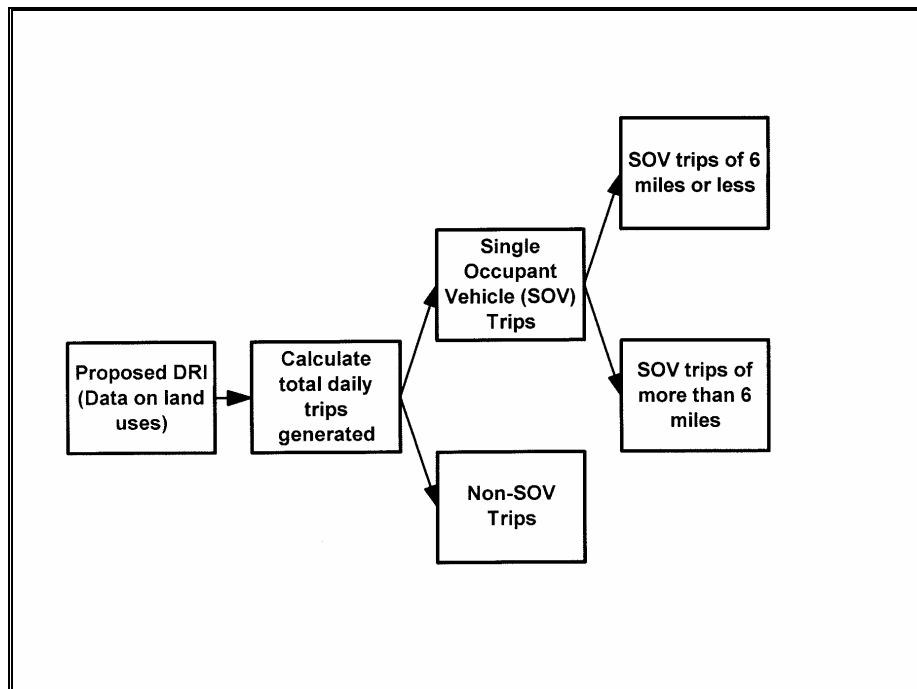


Figure 1. Expedited Review Criterion 3-102.D.2 (SOV Trip Length)

Step-By-Step Description of Method

Step 1. Determine and summarize land uses in the proposed DRI (3-102.D). Indicate the types of land uses by square footage (intensity) or number of units (density).

Independent of AOI analyses, information on the land uses within the proposed DRI is compiled and presented as a part of the DRI application and used to calculate the number of trips generated by the proposed development.

Step 2. Estimate trips by land use and total trips generated by the proposed DRI (3-102.D) (required to determine the number of SOV trips). Show in a table (example provided without data) the total trips generated and trips by land use in the proposed DRI.

**Table 1.1
Trip Generation of the Proposed DRI**

Type of Land Use	Intensity/ Density (number of housing units, square footage of non-residential development, etc.)	Average Daily Trip Generation		Average Daily Trips Generated
		Rate	Per Unit	
Residential, single-family detached				
Residential - townhouses				
Residential, apartments				
Office space				
Retail space				
Other...				
TOTAL				

Source: Institute of Transportation Engineers. 1997. Trip Generation, 6th Ed. Washington, DC: Institute of Transportation Engineers.

This step of the process is well known to traffic engineers and transportation planners. Therefore, it does not require further elaboration.

Step 3. Disaggregate total trips generated into SOV trips and non-SOV trips (3-102.D). Show in a table (example provided without data) total trips, SOV trips, and non-SOV trips, with percentages.

**Table 1.2
SOV and Non-SOV Trips
Generated by the Proposed DRI**

	Total Trips	%	SOV Trips	%	Non-SOV Trips	%
Proposed DRI		100%				

Step 4. Estimate lengths of the SOV trips generated by the proposed DRI (i.e., disaggregate total SOV trips by trip length). Show in a table with percentages (example provided without data) the total number of trips according to two classifications of trip length: (1) SOV trips of 6 miles or less; and (2) SOV trips of more than 6 miles (3-102.D.2).

Table 1.3
SOV Trips by Trip Length (Distance)

	Total SOV Trips	%	SOV Trips of 6 Miles or Less	%	SOV Trips of More than 6 Miles	%
Proposed DRI		100%				

Step 5. Compare with standard (answer the following question): Are 65 percent or more of the SOV trips generated by the proposed DRI reasonably anticipated to have a trip length of 6 miles or less?

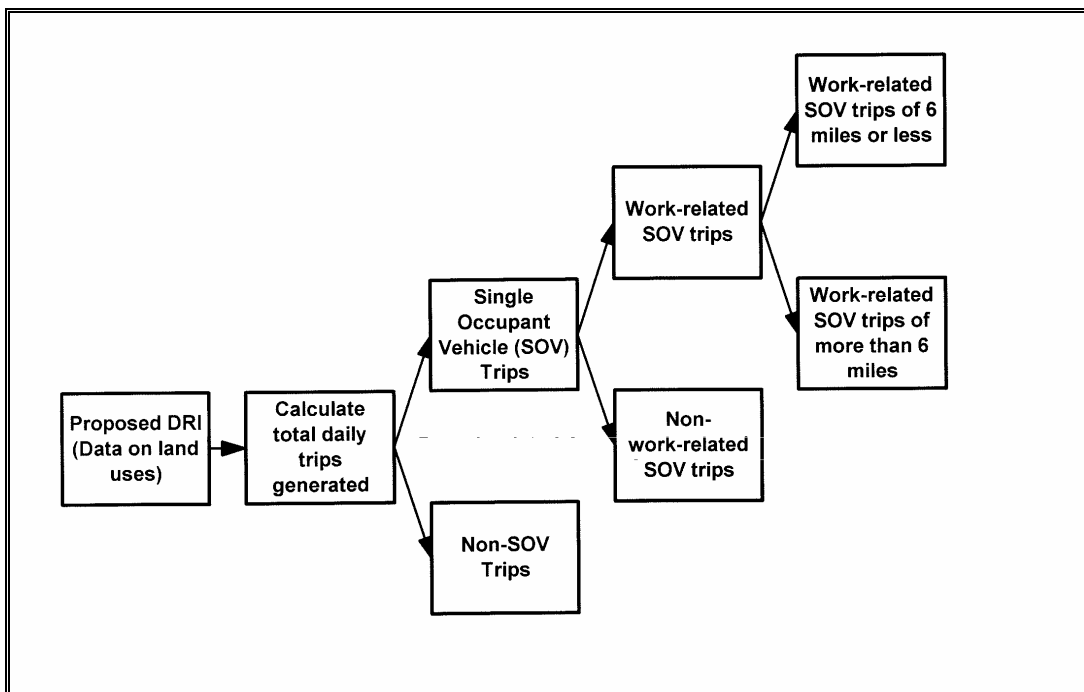
If the SOV trips with lengths of 6 miles or less is less than 65% of the total number of SOV trips generated by the proposed DRI, then the DRI project fails to satisfy the expedited review criterion for SOV trips (3-102.D.2).

If the SOV trips generated by the proposed DRI with lengths of 6 miles or less, is 65% or more of the total number of SOV trips generated by the proposed DRI, then the DRI project satisfies the expedited review criterion for SOV trips (3-102.D.2).

2) SOV WORK-RELATED TRIP LENGTH CRITERION (RULE SUBSECTION 3-102.D.3)

When Used

Applicants who wish to pursue the expedited review process may use this rule provision (and method) to show the project qualifies for expedited review. If you do not wish to pursue expedited review, it is not necessary to conduct this analysis.



**Figure 2. Expedited Review Criterion 3-102.D.3
(Work-Related SOV Trip Length)**

Overview of Method

- Step 1. Determine and summarize land uses in the proposed DRI.
- Step 2. Estimate trips by land use and total trips generated by the proposed DRI.
- Step 3. Disaggregate total trips generated into SOV trips and non-SOV trips.
- Step 4. Disaggregate SOV trips generated into work-related SOV trips and non-work-related SOV trips.

- Step 5. Estimate lengths of the SOV work-related trips generated by the proposed DRI (i.e., disaggregate total SOV work-related trips by trip length).
- Step 6. Compare with standard (answer the following question): Are 50 percent or more of the SOV work-related trips generated by the proposed DRI reasonably anticipated to have a trip length of 6 miles or less?

Step-By-Step Description of Method

Step 1. Determine and summarize land uses in the proposed DRI (3-102.D). Show types of land uses by square footage (intensity) or number of units (density).

Independent of AOI analyses, information on the land uses within the proposed DRI is compiled and presented as a part of the DRI application and used to calculate the number of trips generated by the proposed development.

Step 2. Estimate trips by land use and total trips generated by the proposed DRI (3-102.D) (required to determine the number of SOV trips). Show in a table (example provided without data) total trips generated and trips by land use in the proposed DRI.

Table 2.1
Trips Generated by the Proposed DRI

Type of Land Use	Intensity/ Density (number of housing units, square footage of non-residential development, etc.)	Average Daily Trip Generation		Average Daily Trips Generated
		Rate	Per Unit	
Residential, single-family detached				
Residential - townhouses				
Residential, apartments				
Office space				
Retail space				
Other...				
TOTAL				

Source: Institute of Transportation Engineers. 1997. Trip Generation, 6th Ed. Washington, DC: Institute of Transportation Engineers.

This step of the process is well known to traffic engineers and transportation planners. Therefore, it does not require further elaboration here.

Step 3. Disaggregate total trips generated into SOV trips and non-SOV trips (3-102.D.). Show in a table (example provided without data) total trips, SOV trips, and non-SOV trips with percentages.

**Table 2.2
SOV and Non-SOV Trips
Generated by the Proposed DRI**

	Total Trips	%	SOV Trips	%	Non-SOV Trips	%
Proposed DRI						

Step 4. Disaggregate SOV trips generated into work-related SOV trips and non-work-related SOV trips. Show in a table (example provided without data) total SOV trips, work-related SOV trips, and non-work-related SOV trips with percentages (3-102.D.3).

**Table 2.3
Work-Related and Non-Work Related Trips
Generated by the Proposed DRI**

	Total SOV Trips	%	Work-Related SOV Trips	%	Non-Work-Related SOV Trips	%
Proposed DRI						

Step 5. Estimate lengths of the SOV work-related trips generated by the proposed DRI (i.e., disaggregate total SOV work-related trips by trip length). Show in a table (example provided without data) the total number of SOV commute trips according to two classifications of trip length: (1) SOV work-related trips of 6 miles or less; and (2) SOV work-related trips of more than 6 miles, with percentages (3-102.D.3).

**Table 2.4
Work-Related Trips Generated by the Proposed DRI
By Trip Length**

	Total Work-Related SOV Trips	%	Work-Related SOV Trips of 6 Miles or Less	%	Work-Related SOV Trips of More than 6 Miles	%
Proposed DRI		100%				

Step 6. Compare with standard (answer the following question): Of the work-related SOV trips generated by the proposed DRI, are 50 percent or more reasonably anticipated to have a trip length of 6 miles or less?

If the percentage of total work-related SOV trips generated by the proposed DRI with trip lengths of six (6) miles or less is less than 50%, then the DRI project fails to satisfy the expedited review criterion for SOV trips (3-102.D.3).

If the percentage of total work-related SOV trips generated by the proposed DRI with trip lengths of six (6) miles or less, is 50% or more, then the DRI project satisfies the expedited review criterion for SOV trips (3-102.D.3).