

Traffic Impact Statement (TIS) Guidelines

Pinal County desires to operate a safe and efficient transportation network. The management of access to the network in an effective manner is vital to maintain the overall safety and efficiency of this transportation system. New development (or redevelopment of an existing site) tends to increase traffic volumes (i.e. trip generation) and may result in impacts traffic operations and roadway configurations within the transportation network. Therefore, a traffic study shall be prepared for all new developments that generate traffic within Pinal County.

Proposed developments (or redevelopments) which generate less than 100 peak hour trips may, if approved by the Pinal County Traffic Engineer, submit a Traffic Impact Statement (TIS) in lieu of a Traffic Impact Analysis (TIA) that is in accordance with the criteria noted below. The developer's engineer shall discuss this with the Pinal County Traffic Engineer, prior to submittal, to determine which report type is acceptable. The Pinal County Engineer or Pinal County Traffic Engineer shall make the final decision on whether a Traffic Impact Statement (TIS) may be substituted for a Traffic Impact Analysis (TIA).

A Traffic Impact Statement (TIS) shall include, at a minimum:

- 1. Report Cover Page**
 - a. Project Name, Engineering Company (Include Project #)
 - b. County Engineer Approval Block or Space on Cover for Approval Stamp
 - c. County Case Number (Located at Lower Right Corner)
- 2. Existing Conditions Discussion**
 - a. Site Location
 - b. Surrounding Land Uses
 - c. Existing Land Use (of Subject Parcel)
 - d. Existing Roadways
 - i. Type of Roadway Surface (Asphalt, Gravel, etc)
 - ii. Pavement Widths, Number of Lanes
 - iii. Background Average Daily Traffic Volumes
 - iv. Existing Traffic Control Near the Site
- 3. Proposed Conditions Discussion**
 - a. Proposed Land Use
 - b. Site Access (Distance from Existing Driveways and Intersections)
 - i. Sight Distance/Sight Visibility
 - ii. Conformance with Pinal County Access Management Manual
 - c. Trip Generation
 - i. Land Use Code
 - ii. Daily Trips, AM/PM Peak Trips
 - iii. Percent of site truck/passenger vehicles expected
- 4. Impacts to Adjacent Existing Infrastructure**
 - a. Discuss Impacts of Development on Existing Transportation Network
 - b. The Following Factors May Require Additional Analysis, if Applicable
 - i. The need for turn/deceleration lanes based on background traffic, peak hour traffic, land use type, and roadway type
 - ii. The existence of any current traffic problems or concerns in the local area such as an offset intersection, a high number of traffic accidents, etc.
 - iii. The sensitivity of the adjacent neighborhoods or other areas where the public may perceive an adverse impact
 - iv. The proximity of proposed site driveways to existing driveways or intersections,
 - v. Other specific problems or safety related concerns that may be aggravated by the proposed development.
- 5. Conclusions/Recommendations**
 - a. Provide Conclusion to TIS and Any Recommendations for the Development
- 6. Figures/Exhibits**
 - a. Site Plan (Show Distances Between Existing/Proposed Driveways and Intersections)
 - b. Location & Vicinity Maps