

SECTION 13. TRAFFIC IMPACT ANALYSIS

Traffic Impact Analyses, as described in this manual, are intended to determine the need for any improvements to the adjacent and nearby transportation system in order to maintain an acceptable level of service (LOS) and an acceptable level of safety, and to determine the appropriate access provisions for a proposed development. The following guidelines and requirements are intended to define when a Traffic Impact Analysis (TIA) is required and what information shall be presented.

13.1 When a Traffic Impact Analysis is Required

The need for a TIA and the required scope (see Sections 13.2 through 13.5) of the TIA is generally driven by the peak hour site generated trips based on the development size of a proposed land use (number of dwelling units for residential or gross floor area for other uses). Table 13.1 shows the TIA scope requirements for residential developments based on the development size and the adjacent street volume (ADT).

Table 13.1 TIA Scope Requirements for Residential Developments

Average Daily Traffic on Adjacent Street	Number of Residential Dwelling Units			
	Less than 39	40 - 199	200 – 500	501 or more
ADT < 500	Site Access Memo	TIA Level 1	TIA Level 2	TIA Level 3
500 < ADT < 2000	Site Access Memo	TIA Level 1	TIA Level 2	TIA Level 3
2000 < ADT < 4000	TIA Level 1	TIA Level 2	TIA Level 2	TIA Level 3
4000 < ADT	TIA Level 1	TIA Level 2	TIA Level 3	TIA Level 3

Table 13.2 shows the required scope of the TIA as related to commercial land use and estimated peak hour site generated trips.

Table 13.2 TIA Scope Requirements for Commercial Developments

Land Use*	≤ 100 Peak Hour Trips	≤ 500 Peak Hour Trips
	Level 2 TIA	Level 3 TIA
Shopping Center	6,000 sq ft	71,000 sq ft
Fast Food Restaurant	3,000 sq ft	NA
Gas Station with C-Store	7 fueling positions	NA
Bank	2,000 sq ft	11,000 sq ft
General Office Space	67,000 sq ft	376,000 sq ft
Medical/Dental Office	29,000 sq ft	164,000 sq ft
Research/Development Facility	71,000 sq ft	497,000 sq ft
Light Industrial/Warehouse	185,000 sq ft	464,000 sq ft
Manufacturing Plant	144,000 sq ft	657,000 sq ft

* Based on Gross Floor Area

13.2 Site Access Memorandum

For residential developments as identified in Table 13.1, a Site Access Memorandum (SAM) shall be required. The SAM shall be completed by a licensed professional engineer and is a basic one or two page document that primarily identifies and addresses traffic concerns relating to the access points of the proposed subdivision. A detailed list of items to be addressed in the SAM is provided in Appendix D.

13.3 TIA Level 1

For residential or commercial developments as identified in Table 13.1, a Level 1 TIA shall extend the study area beyond the development access points, typically to the closest existing or proposed off-site intersection or as directed by the County. A Level 1 TIA shall be completed by a licensed professional engineer and shall be presented in a more formal report. A detailed list of items to be addressed in the Level 1 TIA is provided in Appendix D.

13.4 TIA Level 2

For residential or commercial developments as identified in Tables 13.1 and 13.2, a Level 2 TIA shall extend the study area even further beyond the closest off-site intersection, typically to the closest off-site signalized intersection or as directed by the County. A Level 2 TIA shall be completed by a licensed professional engineer specializing in traffic or transportation planning or analysis. A detailed list of items to be addressed in the Level 2 TIA is provided in Appendix D.

13.5 TIA Level 3

For residential or commercial developments as identified in Tables 13.1 and 13.2, a Level 3 TIA shall address traffic analyses on a larger scale as directed by the County. A Level 3 TIA shall be completed by a licensed professional engineer specializing in traffic or transportation planning or analysis. A detailed list of items to be addressed in the Level 3 TIA is provided in Appendix D.