

Agency	Date of Guidelines	Study Area	Tools Used	Traffic elements analyzed	Size Threshold	Trip Generation Rate	Referenced national guidelines or manuals
BTPO	6-Mar-06	The study area includes access points and internal circulation. The distance away from development not determined but assigned by the local agency	Highway Capacity Manual software	Signal intersections, access points,	100 or more peak hour trips or 1,000 vehicles per day	None	Trip Generation Handbook, MUTCD, Highway Capacity Manual
BMPO	July 2012	The study area determines during the initial work activity.	LOS using HCS	Traffic signal needs and sight distance are the focus of the analysis.	100 or more trips and a higher requirement of over 500 new peak hour trips. Examples include high accident locations, currently congested areas, areas of critical local concern, or significant changes in the directional distribution of site traffic.	ITE	Trip Generation Handbook, MUTCD, Highway Capacity Manual
Oregon City Oregon	November 2, 2005	The study area is the access points to a city street. There are no distances from the development listed.	HCS average control delay per vehicle, Queue lengths un-signalized intersections.	The analysis focus on the location of streets and access. The document assures the development meets standards for driveway width, intersection spacing, sight distance, and safety	Twenty-four peak hour trips in AM or PM Peak hour and fewer than 250 daily trips. Development is not expected to impact intersection that currently fails LOS standards or not expected to impact high crash locations.	ITE	AASHTO, LOS, MUTCD, National Cooperative Highway Research Program (NCHRP) Report 457- Evaluating Intersection Improvements: An Engineering Study Guide, 2001

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Cache County Utah	October 22, 2013	TIS requirements are included in their road manual, and the TIS is assigned as needed.		<ol style="list-style-type: none"> 1. Document whether the access request or roadway can meet the standards and requirements of this Standard and other applicable County ordinances and policies. 2. Analyze appropriate location, spacing, and design of access connection(s) necessary to mitigate traffic impacts. 3. Analyze operational impacts on the roadway in accordance with this Standard and any other applicable County ordinances and policies. 4. Recommend the need for any improvements to the adjacent and nearby roadway system to maintain a satisfactory level of service and safety and to protect the function of the road system while providing appropriate and necessary access to the proposed development. 5. Assure that the internal traffic circulation of the proposed development is designed to provide safe and efficient access to and from the adjacent and nearby roadway system consistent with this standard. 	As decided by County Engineer	ITE	HCM. The guidelines have a chart on planning level capacity volumes which includes design guidelines for each class of roadway.
City of Annapolis	October 15, 2015	The study area varies with the size of the development. For small developments under 400	HCM	Critical Gap in traffic flow, LOS, queue analysis if turn lanes are included	The proposed development and/or additions to the	ITE	HCM, MUTCD

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		ADT adjacent signalized intersections and/or major un-signalized intersections within 1,000 ft.			existing structure are expected to generate four hundred daily trips or more based upon trip generation rates published in the latest edition of the <i>Trip Generation Manual</i> , published by the Institute of Transportation Engineers (ITE); or There are current traffic problems or issues in the project area, e.g., high traffic accident frequency; or the proposed entrances and exits from the site are too close to an intersection		
Town of Queen Creek, Arizona	January 2016	The study area varies depending upon the category of assessment. Less than 100 trips only look at site access drives. Other levels include all major street intersections within ½ miles either signalized or not.	Synchro	Capacity analysis of Intersections Queuing analysis for all turn lanes and median openings. Sight distance for all intersections. The guidelines has a separate section for schools.	Initial Traffic Impact Assessment is required for all developments. Four categories less than 100 peak hour, 100 – 500 trips, 500 - 1200, and over 1200 trips.	ITE	HCM

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City of Nampa	February 17, 2015	Small development fewer than 200 trips; first intersection each way plus .25 miles of the property line. Medium (201 to 500) first intersection plus all access with .5 miles of property line.	HCM for isolated signalized and un-signalized intersections. Synchro model is used for more than one signal and coordinated signals. RODEL for roundabouts	Level of Service for Intersections.	TIS required for more than 100 new peak hour trips but may be required for development between 40 and 100 trips		ITE
City of Lewiston	March 2004	At a minimum, the site access points and the nearest utilized arterial or collector intersection.	HCM	Intersection LOS using HCM for both signalized and un-signalized intersections. Unsignalized LOS using delay per vehicle, Unsignalized LOS is defined as follows. LOS A: ≤ 10 seconds per vehicle LOS B: > 10 and ≤ 15 seconds per vehicle LOS C: > 15 and ≤ 25 seconds per vehicle LOS D: > 25 and ≤ 35 seconds per vehicle LOS E: > 35 and ≤ 50 seconds per vehicle LOS F: > 50 seconds per vehicle	20 vehicle trips end in any hour of the day or 100 vehicle trips end in one day, or safety concerns	ITE	HCM Note for existing development should not increase delay by more than 10 sec or a 25% increase in ADT.
Post Falls	2017	Uses the ITD Board Policy B-12-06		Intersection LOS. LOS D for overall signalized intersection with no movement below LOS E. Un-signalized intersection LOS E is the standard. There is a low V/C requirement, but the document does not define what that is. Queue length is also evaluated with standards for each class of road.	100 or more trips for full TIS or 25 to 99 for minor TIS		
Missoula County Mt	January 2010	The guidelines do not define a study area.		The analyses for intersections and roadways identified by the County 1. Delay and Level of Service are tabulated, and Level of Service is	The requirements are included in table 13.1 of the public works manual. The		

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				<p>presented on diagrams for each lane group</p> <p>2. For intersections expected or proposed to be signalized, MUTCD signal warrant analysis</p>	<p>table provides the type of TIS depending upon adjacent street ADT and number of dwelling units. Over 50 units and 500 to 2000 VMT for level 1. The commercial requirement is less than 100 peak hour trips and less than 500 peak hour trips.</p>		
York County South Carolina	November 1, 2017	The analysis is limited to streets the development accesses for Tier 1 and up to the nearest signalized intersection for Tier 2.		Capacity analysis for signalized intersections and stop control approach LOS for non-signalized intersections. Sight distance requirement verification, including photos and measurements.	Tier 1 less than 400 ADT or less than 100 peak hour trips. Tier 2 over 400 ADT.	ITE	AASHTO access standards for number and spacing of access points.
Redding California	January 2009	Next Signalized intersection	Travel Demand Model	<p>Intersection analysis shall provide average delay, LOS, V/C ratio, and 95% queue lengths. For stop-controlled intersections provide the worse movement.</p> <p>Table 4.5.E defines the maximum peak hour volume per lane. The guidelines also set a 2000 ADT and 180 peak hour vehicles limit for local streets and 4000 for collectors.</p>	TIS is required when 35 or more trips (one-way) are added in the peak hour to the City streets.	ITE	Transportation Research Board National Cooperative Highway Research Program (NCHRP) Report 255, Ch. 8). The current reference is NCHRP Report 365.
Utah DOT		The study area depends on the level of analysis, but the ranges from the intersection accessed to intersections affected by development		TIS is designed to document whether or not the access can meet the standards and requirements of this Rule and other applicable regulations.	TIS are required for all developments, but the requirements change. Level II is 100 to 3,000 ADT		

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				<ul style="list-style-type: none"> • Analyze appropriate location, spacing, and design of the access connection(s) necessary to mitigate the traffic. • Analyze operational impacts on the highway and permissible under the highway's assigned access category and in accordance with applicable requirements and standards of this Rule. • Recommend the need for any improvements to the adjacent and nearby roadway system to maintain a satisfactory level of service and safety and to protect the function of the highway system while providing appropriate and necessary access to the proposed development. • Assure that the internal traffic circulation of the proposed development is designed to provide safe and efficient access to and from the adjacent and nearby roadway system consistent with the purpose of this Rule. • Analyze and recommend the means for land uses to minimize their external transportation costs to the traveling public through traffic improvements necessitated by that development as well as making the fullest use of alternative travel modes. 			

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City of Peoria Arizona	July 2019	<p>The study area varies from being determined by the city to all major intersections that are signalized or not within 1 miles of the development. The traffic impact analysis is classified into four categories.</p> <p>Category 1: Proposed developments that are deemed to have minor traffic impacts.</p> <p>Category 2: Proposed developments that have localized impacts to the City's transportation system.</p> <p>Category 3: Proposed developments that have major impacts to the transportation system that may extend beyond the vicinity of the site.</p> <p>Category 4: Proposed developments that have regional impacts to the transportation system that extend beyond the vicinity of the site and may cross jurisdictional boundaries.</p>		<p>The city has an engineering standard manual that outlines the desired LOS for each roadway type. The standard is based on the average delay per vehicle (seconds per vehicle). LOS analyses are required for the following scenarios:</p> <ol style="list-style-type: none"> 1. Existing conditions 2. Future non-site background traffic conditions for each horizon year/phase 3. Future total background plus project traffic conditions for each horizon year/phase. The scenarios are ties to category of development. <p>Access management standards are also applied to each TIS.</p>	The TIS categories range from fewer than 100 peak hour trips to over 1,500 trips.	ITE or the rates used in another TIS approved by the city.	MUTCD Source: Adapted from Highway Capacity Manual, 6th Edition Transportation Research Board of the National Academies Exhibit 16-16. Capacity varies based on roadway characteristics.