

Did You Know



A Transportation Impact Study (TIS) can be a helpful tool for your community to effectively plan for new developments.

A properly prepared TIS will ensure that land development will not overwhelm the area's transportation system. It is a tool that can enable communities to solve transportation problems before they occur.

Here are some frequently asked questions in regard to preparing and reviewing a TIS:

- What is a Transportation Impact Study?
- What Area Should be Studied in a Transportation Impact Study?
- When Should you Conduct a Transportation Impact Study?
- Who Should Prepare a Transportation Impact Study?
- Who Should Review a Transportation Impact Study?

If you have any of these questions, please look inside for the answers.....

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The mission of the Tennessee Section of the Institute of Transportation Engineers (TSITE) is the professional development and growth of the traffic and transportation industry, promoting safe and efficient flow of people, goods and services.

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Did You Know



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Local Agencies
Communities**



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What is a Transportation Impact Study?

The primary purpose of a Transportation Impact Study (TIS) is to provide information about the transportation impacts of a proposed development. It recommends improvements that may be needed to offset the impact of a development.

In addition, a TIS makes a developer aware of traffic and access issues that may affect the use of the property, and may identify improvements that will favorably impact the project.



What Area Should be Studied in a Transportation Impact Study?

A TIS should consider the operation and safety of all site access drives, adjacent roadways, adjacent major intersections, and parking. The study scope may be increased based on development size and specific site or local issues and policies.

When Should you Conduct a Transportation Impact Study?

A TIS should be considered whenever a proposed development will generate 100 or more new trips during the peak hours or when local zoning, planning, or site plan procedures require them.

The table below provides some guidance as to when a development would likely meet these thresholds. A local jurisdiction has authority to require a TIS even if these thresholds are not met.

Typical Land Use Threshold	
Land Use	≥ 100 Peak-Hour Trips
Residential:	
Single Family Home	90 units
Apartment	150 units
Condominium/Townhouse	190 units
Shopping Center (GLA)	30,000 sq. Ft.
Fast-Food Restaurant with Drive-In (GFA)	3,000 sq. Ft.
Gas Station with Convenience Store (fueling positions)	7 fueling positions
Bank with Drive-Thru (GFA)	2,000 sq. Ft.
General Office (GFA)	67,000 sq. Ft.
Light Industrial/Warehousing (GFA)	185,000 sq. Ft.
Manufacturing Plant (GFA)	144,000 sq. Ft.
GLA = Gross Lease Area	
GFA = Gross Floor Area	

Who Should Prepare a Transportation Impact Study?

Transportation Impact Studies should be prepared under the supervision of a qualified and experienced transportation engineer.

Who Should Review a Transportation Impact Study?

Transportation Impact Studies should be reviewed by knowledgeable engineers or planners in agencies that are responsible for development review and approval.



Sources:

Transportation Impact Analysis For Site Development: An ITE Proposed Recommended Practice
ITE Trip Generation 8th Edition

Other Available Resources:

ITE Parking Generation 3rd Edition
Shared Parking - Urban Land Institute
Highway Capacity Manual

