



**Metro Planning Commission
of Nashville and Davidson County**

Review of the
**May Town Center
Transportation Impact Study**

Presented By:
RPM Transportation Consultants



May Town Center

Background

- Large mixed-use development

PROPOSED LAND USES	SCENARIO 1	SCENARIO 2	TOTAL
Office Space	5,000,000 sq. ft.	3,000,000 sq. ft.	8,000,000 sq. ft.
Residential Units	4,000 units	4,000 units	8,000 units
Hotel rooms	300 units	300 units	600 units
Retail Space	300,000 sq. ft.	300,000 sq. ft.	600,000 sq. ft.

May Town Center

Background

- 350+ page traffic impact study (TIS) by Wilbur Smith Associates
- 115 page review of the TIS by RPM

Review Process

Technical Memorandums

- Existing Conditions
- Use of the Travel Demand Model
- Planned Projects
- Modal & Travel Demand Management Considerations
- Trip Generation, Reduction and Distribution
- Estimating MTC Access Capacity
- Operational Analyses Review
- MTC Access
- Feasibility of Recommended Improvements
- Interchange Modification Study Review

Review Process

Major Issues

- Travel Demand Management
- Internal Capture
- Trip Generation
- Traffic Projections
- Capacity

Travel Demand Management

- Optimized Strategies
 - Vanpool
 - Car Share
 - High Capacity Transit Service
 - Bicycle & Pedestrian
- Potential Traffic Reductions
 - Up to 14% with all TDM measures
 - Up to 21% with all TDM measures & addition of a Bicycle/Pedestrian/Transit only bridge

Major Issues

Internal Capture

- MTC TIS assumed 40% for all land uses and all time periods
- RPM Recommendation

DAILY	AM PEAK	PM PEAK
27%	19%	23%

Major Issues

Trip Generation – Scenario 1

- Total projected trip generation based on the 14% reduction for optimized TDM strategies

DESCRIPTION	Daily Trips	AM Peak Hour		PM Peak Hour	
		Enter	Exit	Enter	Exit
MTC TIS Scenario 1	29,209	3,962	1,366	1,748	3,987
RPM Recommended Process Scenario 1	61,792	6,065	1,473	1,906	5,809

Note: Calculations shown account for internal trip reductions and a 14% reduction for optimized strategies.

Major Issues

Trip Generation – Scenario 2

- Total projected trip generation based on the 14% reduction for optimized TDM strategies

DESCRIPTION	Daily Trips	AM Peak Hour		PM Peak Hour	
		Enter	Exit	Enter	Exit
MTC TIS Scenario 2	49,408	6,208	2,494	3,121	6,456
RPM Recommended Process Scenario 2	105,673	9,794	2,660	3,445	9,550

Note: Calculations shown account for internal trip reductions and a 14% reduction for optimized strategies.

Major Issues

Traffic Projections

- Baseline Traffic Volumes
 - Traffic Counts + Travel Demand Model
- Trip Generation
 - ITE Trip Generation
- Trip Distribution
 - Travel Demand Model

Major Issues

Capacity

- 6-Lane Bridge
- Roads on either side of the bridge will be the capacity constraints

Recommended Actions

1. Establish threshold levels for the development based on Levels of Service for the bridge and approach roadways;
2. Make a more definitive determination on the feasibility of implementing improvements due primarily to right-of-way constraints;
3. Revise the TIS prior to final approval of the MTC;
4. Conduct additional internal intersection capacity analyses to identify the internal infrastructure requirements;
5. Identify specific requirements (measures, timing, etc.) on implementation of TDM measures;
6. Develop a periodic traffic monitoring program

Coordination with Metro & WSA

June 1 meeting, facilitated by Public Works

- Attendees – Metro Planning, Public Works, Wilbur Smith Associates (WSA), and RPM
- Issues agreed to at meeting:
 - WSA is reviewing the configuration of the entry boulevard & first internal intersection for improved dispersion of traffic;
 - WSA will continue to coordinate with Metro on use of the MPO's travel demand model;
 - Recommendations for capacity threshold levels were established;
 - Traffic monitoring will occur on an annual basis.

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Questions?