

**Introduction**

Instructional Bulletin No 2023-1 is hereby effective on 4/4/2023. The purpose of this document is to clarify the existing thresholds for Traffic Impact Studies (TIS) related to proposed developments and clarify the required considerations for bicycles, pedestrians, and transit users. The following outlines the substantive changes implemented through this Instructional Bulletin:

- Thresholds have been revised to be consistent with Section 17.20.140 of Metropolitan Code of Laws, Zoning Code.
- Consideration shall be given to multimodal travel, including pedestrian, bicycles, and transit. This consideration should include an existing inventory of these facilities and the impact new trips will have on them when located adjacent to and/or extending out from proposed developments.
- Studies should consider all relevant, adopted plans and programmed projects in the study area. Links to these plans and underlying data are provided as part of this Bulletin.
- The safe movement of all modes shall be considered as part of all studies. The level of analysis will be determined based on NDOT’s High Injury Network and the type(s) of trips that are anticipated to be using adjacent roadways.

Additional revisions to the TIS requirements are currently being developed as part of a larger assessment. The authority of this Bulletin will cease upon release of the updated TIS Guideline. This Bulletin is intended to be interim guidance based on existing expectations.

**Threshold Revisions**

The 2017 Zoning Code updated the TIS development thresholds and provided clarification on the document requirements based on development magnitude and intensity.

Effective with this document and consistent with Chapter 17.20.140 of Metro Code, single use developments over the following thresholds will require a TIS:

- Residential developments with more than 75 dwelling units.
- Non-residential developments of more than 50,000 square feet (sq ft)

For multi-use developments, the Code specifies “*Combinations of residential and non-residential uses expected to generate 750 or more vehicle trips per day, or 100 or more peak-hour trips*”. As provided for in the Code, Nashville Department of Transportation and Multimodal Infrastructure (NDOT), requires a TIS to be completed for mixed-use developments which will generate 750 or more daily trips, or 100 or more peak-hour trips.

For developments meeting the criteria above, the following criteria will apply to the selection of the level of TIS required:

Traffic Impact Study Type	Criteria
Traffic Access Study	<ul style="list-style-type: none"> <li>• Up to 100 new, peak hour trips, OR</li> <li>• Projects that create a connection between two public roadways classified as collector or greater</li> </ul>
Traffic Impact Analysis	<ul style="list-style-type: none"> <li>• 100 or more new, peak hour trips, OR</li> </ul>

	<ul style="list-style-type: none"> <li>• Developments that include land uses that might generate a large volume of traffic during a short period such as special event venues.</li> </ul>
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At the discretion of NDOT, threshold criteria may be modified based on specific land-uses, development intensities, or character areas. The specific level and scope will be determined through the submittal of the Scoping Form A (Initial Traffic Study Screening Evaluation).

**Multimodal Assessment**

In alignment with the existing TIS Guidelines, each TIS shall consider opportunities to promote multimodal travel such as walking, biking, and transit. Applicants are expected to examine the following items upon submittal:

- The inclusion of bicycle and pedestrian-oriented facilities in the development’s design plans.
- The extent of public transportation service to the development.
- The relationship of the development to surrounding land uses i.e., interconnectivity with surrounding neighborhoods.

These items encourage both applicants and staff to think comprehensively about various approaches to mitigate vehicular traffic generated by the development.

Guidelines require the assessment of existing pedestrian and bicycle facilities within the study area. This assessment is crucial for NDOT staff to properly prescribe infrastructure enhancements that support safe multi-modal travel and offset vehicular congestion. The table below describes the specific pedestrian, bicycle, and transit facilities that are expected to be considered as part of each TIS submittal.

	<b>Required Inventory</b>
<b>Pedestrian &amp; Bicycle Infrastructure</b>	<ul style="list-style-type: none"> <li>• Curb ramps</li> <li>• Warning mats</li> <li>• Crosswalks</li> <li>• Push buttons</li> <li>• Sidewalks</li> <li>• Bike Lanes</li> </ul>
<b>Transit Infrastructure</b>	<ul style="list-style-type: none"> <li>• Stop type (sign only / concrete landing / bench / shelter)</li> <li>• Existing routes and frequency</li> </ul>

Additionally, each individual facility shall be assigned a rating to assess the physical condition.

<b>Rating</b>	<b>Criteria</b>
<b>Acceptable</b>	The facility is present and in a state of good repair.
<b>Deficient</b>	The facility is present but needs structural repairs or cosmetic upgrades.

<b>Missing</b>	The facility is missing.
<b>N/A</b>	The facility is not applicable to a particular location.

Travel Demand Management (TDM) plans are required when developments are anticipated to generate 1,000 or more vehicular peak hour trips. TDM plans provide strategies for developments to reduce single occupancy vehicle trips. Examples of TDM measures that promote multimodal travel include:

- Provision of priority parking spaces for carpool and vanpools.
- Arrangements with transit provider to extend services to include property.
- Transit shuttle services.
- Bicycle facilities such as showers, changing rooms, bike lockers, maps, etc.

Upon release of this Bulletin, applicants will be expected to provide TDM strategies and evaluate the existing multi-modal infrastructure whenever multimodal travel reductions are taken, regardless of peak hour trip generation. For additional resources related to TDM strategies, applicants should refer to [Nashville Connector](#) and TDOT’s [Statewide Transportation Demand Management Study](#). A more extensive list of possible TDM measures, along with a sample TDM Plan, can be found in the existing [TIS Guidelines](#).

**Consideration of Planned Projects**

All proposed developments should consider the existing context and planned future improvements of the surrounding transportation network. In coordination with NDOT, the following information should be incorporated into the analysis of each TIS:

- Existing and planned background developments.
- Planned multi-modal projects in the study area.

Planned developments should be considered in all traffic studies submitted to NDOT for review to ensure an appropriate analysis of future conditions. Information on planned developments can be obtained through Metro Nashville’s GIS tools, including:

- [Development Tracker](#)
- [SP Viewer](#)
- [Parcel Viewer](#)

Applicants should be aware of any planned multi-modal projects in the surrounding area prior to commencing a TIS, to ensure analysis and recommendations are relevant. Any new development must support a safe, sustainable, and efficient mobility network by mitigating impacts and working with NDOT to assist the specific mobility goals of the community. NDOT’s resources on planned projects and overall mobility ambitions can assist developers in gaining an understanding of the mobility priorities they can support. Such resources include:

- [Metro Nashville Transportation Plan](#)
- [WalknBike Nashville](#)
- [Major and Collector Street Plan](#)
- [Vision Zero](#)
- [Neighborhood Traffic Calming Program](#)

- [Connect Downtown](#)

In addition to referencing NDOT's resources on planned multimodal projects, developers should actively work with Developer Services, Walking and Biking, and WeGo to understand the specific multi-modal ambitions of the surrounding area. Planned projects shall be incorporated into the analysis and recommendations of any TIS submitted to NDOT.

### **Safety**

All studies submitted for review shall leverage Metro Nashville's Vision Zero [High Injury Network](#) to assess the safety of the surrounding transportation network. Specifically, the TIS shall clearly identify whether the development can be categorized by any of the following conditions:

- **Condition #1:** Development has direct access onto a road included in the Pedestrian High Injury Network.
- **Condition #2:** Development has direct access onto a road included in the Motorist High Injury Network.
- **Condition #3:** Development has direct access onto a road included in the Bicyclist High Injury Network.

If a project meets any of these conditions, clear measures to improve the safety of travel for pedestrians, motorists, and/or bicyclists, as applicable, shall be provided in the TIS. All safety improvements or recommendations should be made in accordance with Metro Nashville's [Major and Collector Street Plan \(MCSP\)](#). When possible, changes to right-of-way that not only satisfy MCSP requirements, but simultaneously improve transportation safety should be encouraged.

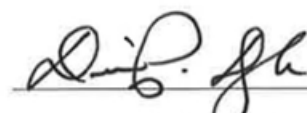
### **Points of Contact for Coordination and/or Questions**

The following staff are the primary points of contact for data needs, coordination on recommendations, or questions related to TIS requirements.

- **General TIS Requirements:** Melisa Hancock, [melisa.hancock@nashville.gov](mailto:melisa.hancock@nashville.gov)
- **Safety and Vision Zero:** Guneet Saini, [guneet.saini@nashville.gov](mailto:guneet.saini@nashville.gov)
- **Bicycle and Pedestrian:** Anna Dearman, [anna.dearman@nashville.gov](mailto:anna.dearman@nashville.gov)
- **Transit:** Felix Castrodad, [felix.castrodad@nashville.gov](mailto:felix.castrodad@nashville.gov)
- **Transportation Demand Management:** Meghan Mathson, [meghan.mathson@nashville.gov](mailto:meghan.mathson@nashville.gov)

### **Applicability**

All studies submitted after 4/4/2023 shall comply with the contents of this Bulletin. Under the authority and discretion of the Director, Nashville Department of Transportation and Multimodal Infrastructure (NDOT) may grant exceptions on a case-by-case basis.

  
Brad Freeze, Chief Engineer  
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**Appendix**

<b>Deliverable</b>	<b>Applicability</b>
Pedestrian infrastructure inventory	All TAS/TISs
Transit stop inventory	All TAS/TISs
TDM Strategy Recommendations	TAS/TISs taking multimodal reductions
TDM Plan	TAS/TIS with 1,000+ peak hour trips
Safety Improvement Recommendations	See Safety section