

Nashville Department of Transportation and Multimodal
Infrastructure

Scoping Evaluation Form for Multimodal Transportation Analysis

Form A



1 Introduction

Submit this form to the Nashville Department of Transportation and Multimodal Infrastructure (NDOT) in advance of commencing a Multimodal Transportation Analysis (MMTA). The purpose of this form is to define MMTA parameters, outline the basic characteristics of a proposed development, and provide an overview of the transportation system in the study area. Along with this form, the Applicant should also submit a (1) site plan, (2) study area map, including labeled study intersections and study segments, (3) growth rate calculations, and (4) phasing plan, if applicable.

Information included in this form at the time of NDOT approval should be applied in the subsequent MMTA. The applicant should notify NDOT if information in this form changes at any point prior to approval of the MMTA.

Recommended MMTA trip generation thresholds are defined in the Guidelines on Multimodal Transportation Analysis for Site Development (referred to herein as the MMTA Guidelines). Before completing this document, recommended thresholds should be reviewed to ensure the completion of an MMTA is appropriate.

For additional guidance on completing this form refer to the MMTA Guidelines.



2 Application Information

Submittal Date

Codes, Planning Case #, or Building Permit #

Project Name (address preferred)

Submission Type

Council District

Applicant or Project Developer

Applicant or Project Developer E-mail

Applicant or Project Developer Phone #

MMTA Preparer

MMTA Preparer E-mail

MMTA Preparer Phone #

Notes



3 Project Review

Project Address

Project Parcel(s)

Existing Zoning

Proposed Zoning (if applicable)

Proposed Parking

Use table 3.1 to document the expected trip generation (all modes) for any existing development(s) at the project site. **If there is no existing trip generation at the project site, move on to Table 3.3.**

Table 3.1 Existing Trip Generation

Land Use	Size (Square Feet or Dwelling Units)	Peak Hour Trips		Daily Trips
		AM	PM	
Total				

No existing trip generation:

Use additional sheet if necessary. If applicable, alternative peak hours should be shown on an additional sheet.

In Table 3.2, differentiate vehicular and non-vehicular (e.g., pedestrian, bicycle, transit) trips by applying a mode split to the total trip generation volumes calculated in Table 3.1.

Table 3.2 Existing Mode Split

% Vehicle Trips	AM Trips		PM Trips		Daily Trips	
	Vehicular	Non-vehicular	Vehicular	Non-vehicular	Vehicular	Non-vehicular
Total						

No existing trip generation:

Existing Mode Split should be an estimation based on existing land use and surrounding area characteristics.

If applicable, alternative peak hours should be shown on an additional sheet.

For the % Vehicle Trips column, indicate the share of vehicular trips being taken as a percentage. For example, if 85% of the remaining trips are expected to be vehicular, and 15% are expected to be non-vehicular, enter "85%". For the remaining cells, input the number of vehicular and non-vehicular trips for each period based on the defined mode split.



Use Table 3.3 to document the expected trip generation (all modes) for the proposed development.

Table 3.3 Proposed Trip Generation

Land Use	Size (Square Feet or Dwelling Units)	Peak Hour Trips		Daily Trips
		AM	PM	
Total				

Use additional sheet if necessary. If applicable, alternative peak hours should be shown on an additional sheet.

In Table 3.4, apply expected trip reductions to the corresponding trip generation volumes calculated in Table 3.3. Refer to the MMTA Guidelines for additional information on applying trip reductions.

Table 3.4 Proposed Trip Reductions

Trip Reduction Type	Peak Hour Trips				Daily Trips	
	AM		PM		Percent	Value
	Percent	Value	Percent	Value		
Internal Capture						
Pass-By						
Remaining Trips						

Use additional sheet if necessary. If applicable, alternative peak hours should be shown on an additional sheet.

In the "Percent" columns, enter the trip reduction as a percentage of total trip generation for the specified period.

In the "Value" columns, enter the corresponding number of trips associated with the percent reduction for the specified period.

In the "Remaining Trips" row, subtract the total trip reductions for the from the total proposed trip generation of the specified period.

In Table 3.5, differentiate vehicular and non-vehicular trip generation by applying a mode split to the "Remaining Trips" volumes calculated in Table 3.4.

Table 3.5 Proposed Mode Split

% Vehicle Trips	AM Trips		PM Trips		Daily Trips	
	Vehicular	Non-vehicular	Vehicular	Non-vehicular	Vehicular	Non-vehicular
Total						

If applicable, alternative peak hours should be shown on an additional sheet.

For the % Vehicle Trips column, indicate the share of vehicular trips being taken as a percentage. For example, if 85% of the remaining trips are expected to be vehicular, and 15% are expected to be non-vehicular, enter "85%". For the remaining cells, input the number of vehicular and non-vehicular trips for each period based on the defined mode split.



Provide justification for the proposed trip reductions and mode split. Reasons could include, but are not limited to, existing and planned transportation infrastructure, land use, location, and population density.

Narrative summary of proposed trip reductions and mode split

In Table 3.6, calculate the net change in trip generation for the proposed development using values calculated in previous Project Review tables. **If there is no existing trip generation at the project site, skip this step.**

Table 3.6 Net Trip Generation

	AM		PM		Daily	
	Vehicular	Non-vehicular	Vehicular	Non-vehicular	Vehicular	Non-vehicular
Existing						
Proposed						
Net Change						
Total Net Change						

No existing trip generation:

If applicable, alternative peak hours should be shown on an additional sheet.

In the "Existing" row, enter values calculated in Table 3.2.

In the "Proposed" row, enter values calculated in Table 3.5.

In the "Net Change" row, enter the net difference between existing trip generation and proposed trip generation for each mode.

In the "Total Net Change" row, sum the vehicular net change and non-vehicular net change for the corresponding period to determine the total difference between existing trip generation and proposed trip generation.



4 Study Area Review

Build Year

Growth Rate

In Table 4.1, provide a list of background developments that are expected to impact the study area transportation network in the build year. To qualify, a background development must be one that is not occupied at the time of study but is expected to be occupied prior to the approved build year proposed in this section.

Table 4.1 Background Developments

Name	Address	Parcel ID	Available MMTA/TIS

In "Available MMTA/TIS" column, the applicant should indicate, to the best of their knowledge, whether an MMTA has been submitted to NDOT for the associated development with one of three answers: "Yes", "No", or "Unknown".

In Table 4.2, provide a list of study intersections to be analyzed.

Table 4.2 Study Intersections

	Major Street (Functional Classification)	Minor Street (Functional Classification)
1		
2		
3		
4		
5		
6		
7		
8		

The Applicant should populate each cell with the street name, followed by the associated functional classification, per MCSP, in parenthesis.



Table 4.3 Study Segments

	Street Name	Segment Origin	Segment Terminus
1			
2			
3			
4			
5			
6			
7			
8			

Study Segments are defined as roadways between two Study Intersections.

In the “Street Name” column, the Applicant should document the street name of the Study Segment.

In the “Segment Origin” column, the Applicant should document the name of the crossing street where the Study Segment originates, followed by the Study Intersection number in parenthesis, e.g., “Main Street (Int. 3)”.

In the “Segment Terminus” column, the Applicant should document the name of the crossing street where the Study Segment terminates, followed by the Study Intersection number in parenthesis, e.g., “Main Street (Int. 3)”.



5 Mobility Review

Use the prompts in the tables below to provide a high-level overview of the multimodal facilities in the study area.

Table 5.1 Bicycle Mobility Review

Describe the availability of bicycle infrastructure in the study area.	
--	--

Table 5.2 Pedestrian Mobility Review

Describe the availability of pedestrian infrastructure in the study area.	
---	--

Table 5.3 Transit Mobility Review

List all transit stops in the study area.	
---	--

Upon approval of this Scoping Evaluation Form (Form A), all transit stops in the study area that have been documented in Table 5.3 should be evaluated per guidance provided in the MMTA Guidelines unless otherwise directed by the NDOT Reviewer.



6 NDOT Reviewer Response

Table 6.1 should be completed by the NDOT Reviewer upon review of the Scoping Evaluation Form.

Table 6.1 NDOT Reviewer Response

NDOT Reviewer Name	
NDOT Reviewer E-Mail	
Date	
Response	<input type="checkbox"/> Approved <input type="checkbox"/> Additional Information/Revisions Needed <input type="checkbox"/> Denied
Study Type	<input type="checkbox"/> Level 1 <input type="checkbox"/> Level 2
Comments	

NDOT has reviewed and approved this Scoping Evaluation Form. The Applicant may now commence a Multimodal Transportation Analysis in alignment with the information provided in this form.

