



*NASHVILLE DEPARTMENT of TRANSPORTATION
& MULTIMODAL INFRASTRUCTURE*

Greater Nashville Hospitality Association (GHNA)

Why Connect Downtown

- Identified by **Metro Nashville Transportation Plan** (adopted in 2020)
- Recognizing **all modes of traffic slow to a crawl during peak periods**, posing specific issues for emergency vehicles, long-term growth, and our quality of life
- Complementary to ***Imagine East Bank*** and ***River North*** efforts creating framework east of Cumberland River



Schedule



Connect Downtown Goals



Safe and Comfortable



Connected and Convenient



Equitable and Accessible



Sustainable and Resilient



Vibrant and Inviting



Balanced and Reliable



Strategies to Manage Congestion

- Traffic operations tools complement other priority solutions



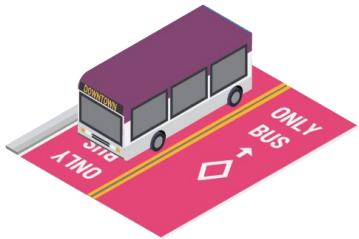
High Impact Solutions

- Consider many types of improvements and evaluate where each fits best
- Use new-to-Nashville solutions that have been proven elsewhere



Priority Loading Areas

- ✓ Focus curbside space for goods delivery and service activities
- ✓ Meet the needs of local businesses with flexibility



Transit Priority Corridors

- ✓ Bring transit routes together in focused corridors
- ✓ Provide fast, frequent service and a great customer experience



Mobility Lanes

- ✓ Ensure space on sidewalks is available for people walking
- ✓ Build a connected network throughout Downtown



Drafting Recommendations

- **March and April:** conduct extensive community engagement to gather feedback on priority solutions and combinations
 - Delivery drivers and ETV/rideshare operators
 - Hospitality employees and service providers
 - Downtown residents and business owners
- **May:** develop draft Connect Downtown plan, including initial recommendations, costs, and phasing plan
- **June and July:** engage the public in reviewing the draft recommendations
- **August:** finalize Connect Downtown



JOIN US!

To take our next steps, we need to know what you think of our ideas!

What do you like? What's missing? What will make the biggest difference for Nashville? Stop by a Connect Downtown open house to learn more, to share your ideas, and to be part of shaping our final recommendations.

SCAN HERE for the project website to learn more:

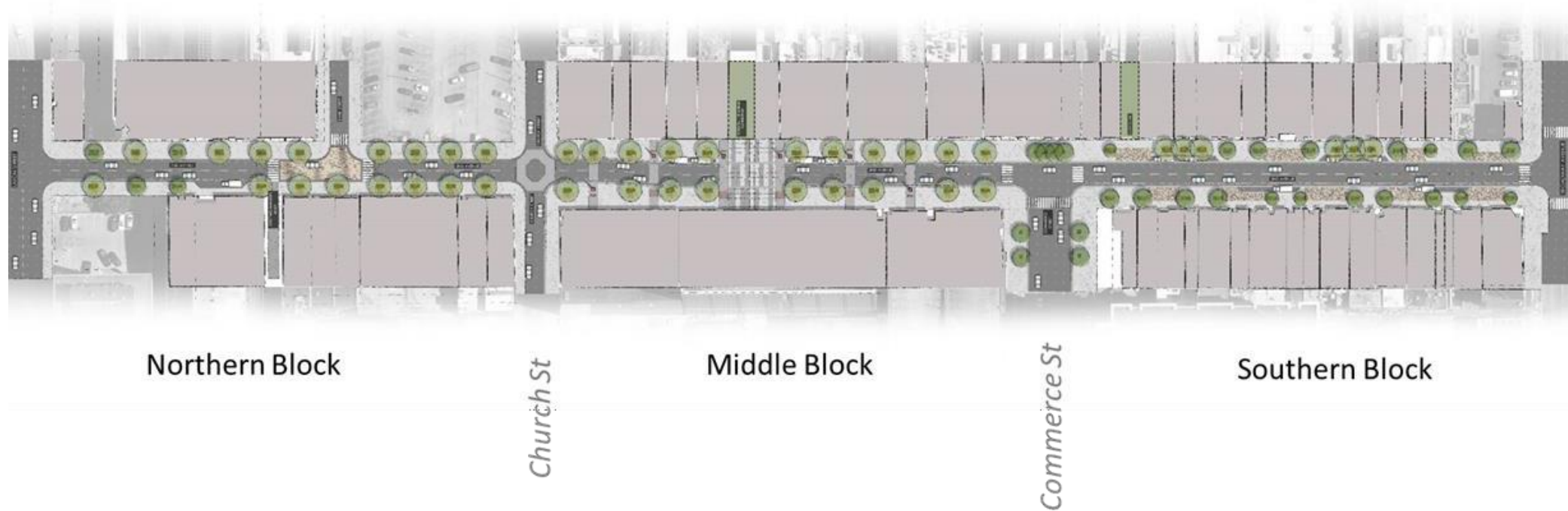



ConnectDowntown.Nashville.gov






2nd Avenue – 2022 Progress Update



Implementation

- \$20M in Metro FY'22 CSP
- MOU with Planning & MDHA to Implement
- Design Team Contracted
- 12 Additional Stakeholder Meetings

Design & Construction

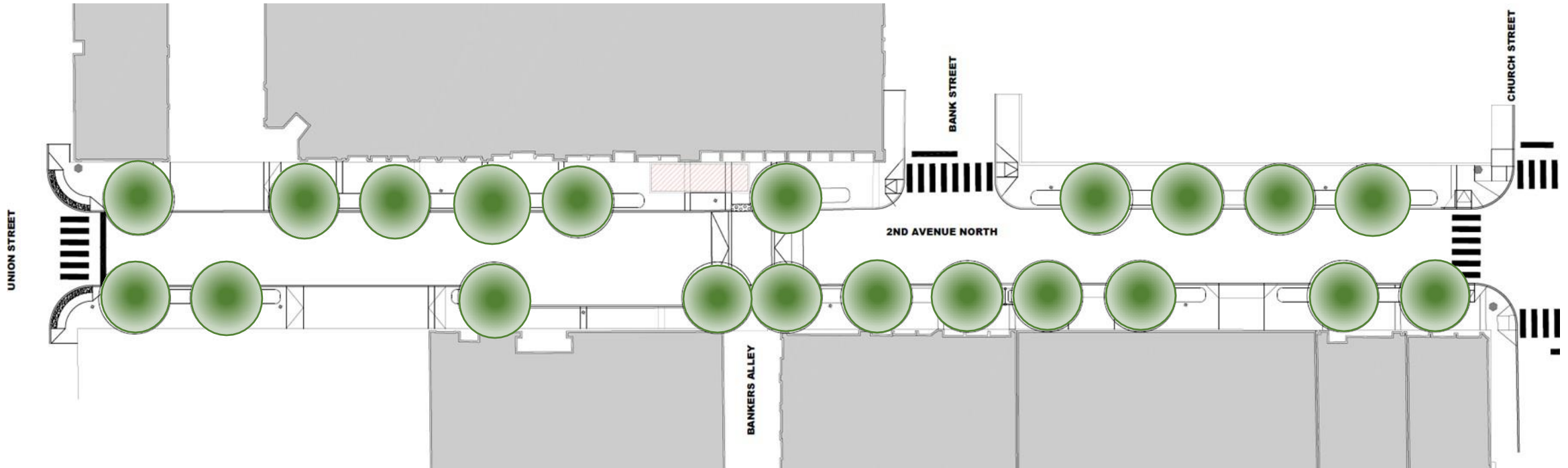
- Developing the Streetscape Design
- Construction Manager Selected
- Preconstruction Services
- Utility Coordination

Waste Management

- Wilmot, Inc Conducted Waste Study
- Waste Management Recommendations Provided
- Operations Plan in Progress



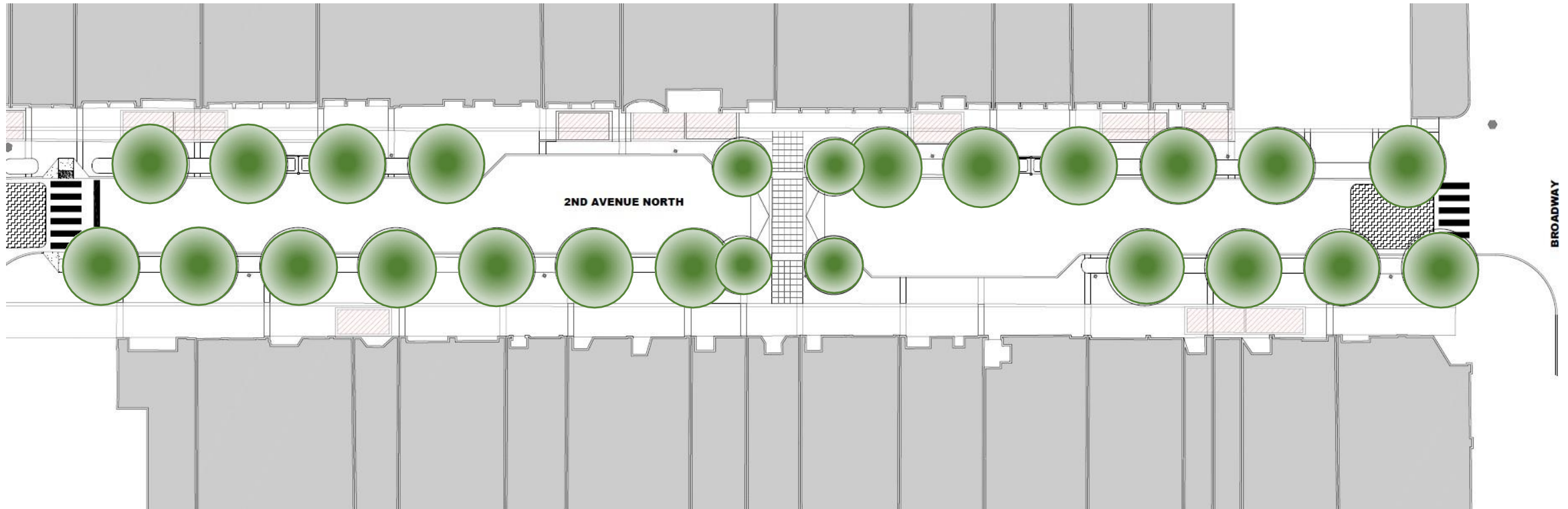
Northern Block – Church St to Union St



Unobstructed Pedestrian Pathway
Variety of Tree Species
Landscape beds

Mid-block Crossing at Banker's Alley
Maintaining Historic Character
First Phase of Construction

Southern Block – Broadway to Commerce

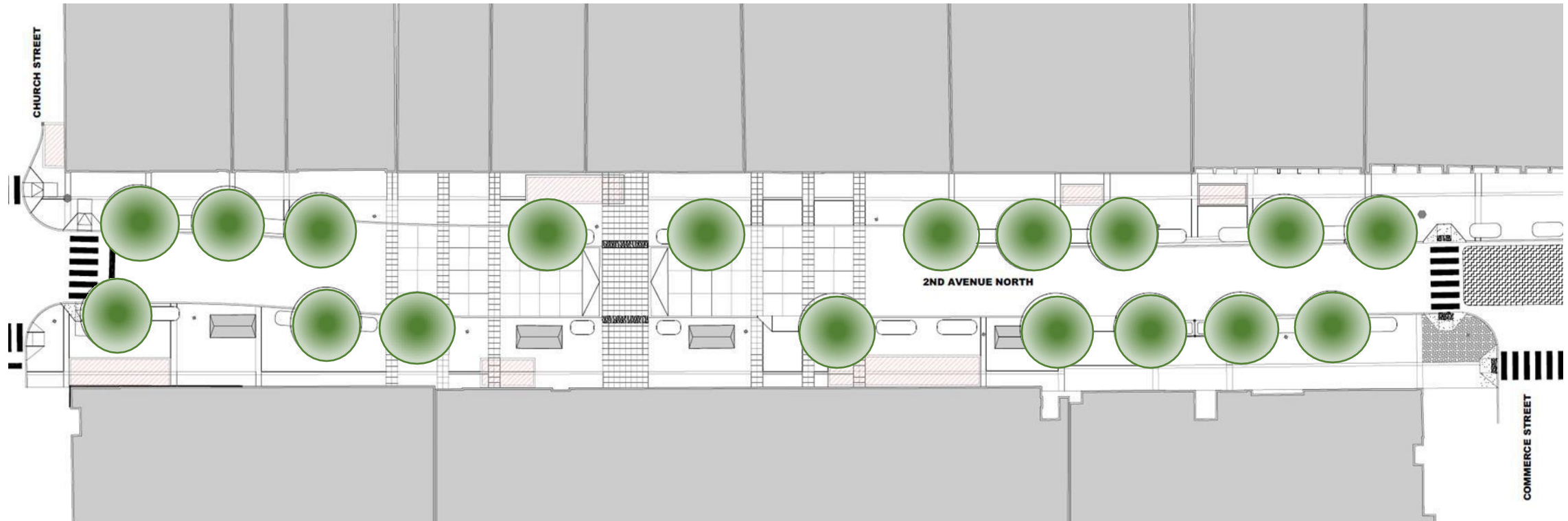


Outdoor Dining Zone
Variety of Tree Species
Landscape beds
Mid-block Crossing

Unobstructed Pedestrian Pathway
Shared Loading Zones
Maintaining Historic Character
Manageable Materials



Middle Block – Commerce St to Church St



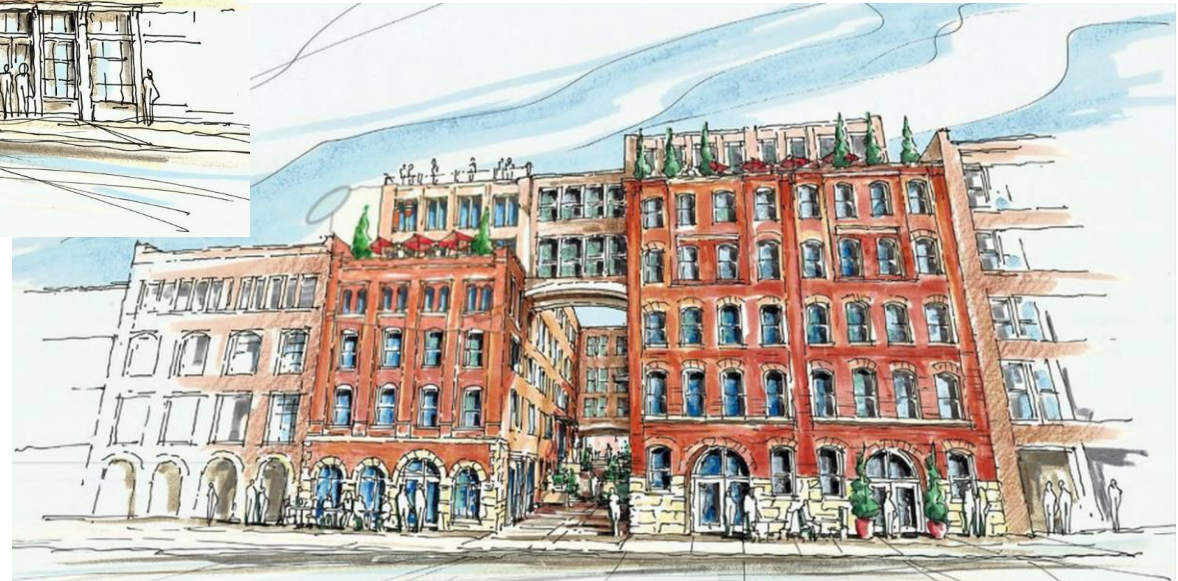
Food and Retail Kiosks
Activation in front of AT&T
Phil Ponder Art
Shared Loading/Valet Zones
Unobstructed Pedestrian Pathway

Outdoor Dining Zone
Variety of Tree Species
Landscape beds
Mid-block Crossing

2nd Ave Streetscape Preliminary Design



Most damaged buildings (170-176 2nd Avenue North) approved for Hotel, Restaurant, Retail with a connector to 1st Avenue.



2nd Ave Streetscape Preliminary Design



AT&T building façade to include art by local artist Phil Ponder



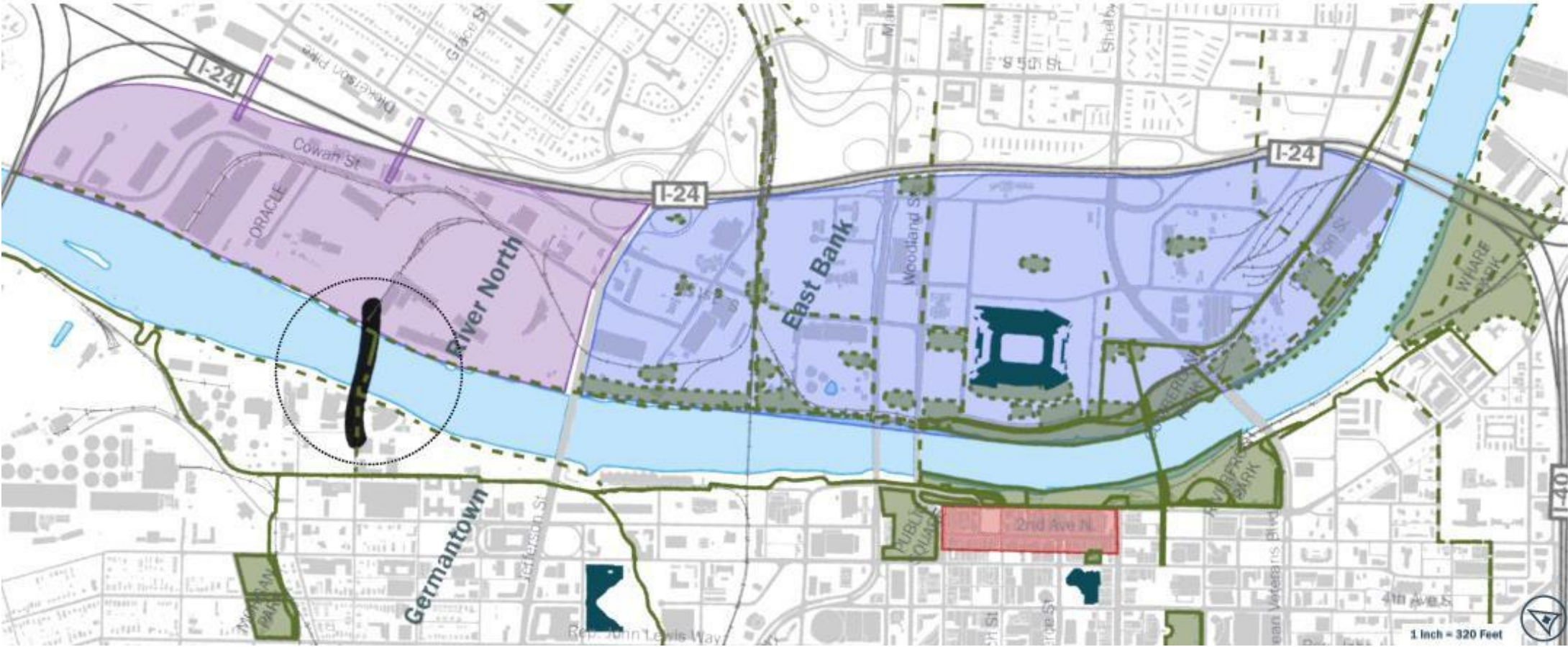
2nd Ave Streetscape Design Concept



2nd Avenue Activation and Connection to 1st Ave



2nd Avenue Redevelopment Perspective



SAVE THE DATE

12TH AVE SOUTH COMPLETE & GREEN STREET
RIBBON CUTTING

DATE: FRIDAY, APRIL 28

TIME: 10 AM

HOSTED BY:

NDOT and Councilmembers Colby Sledge, Tom Cash, and
Freddie O'Connell

LOCATION:

Edgehill Library (corner of 12th Ave South & Horton Ave)
1409 12th Ave South

Parking available at Edgehill Library



JOIN US TO CELEBRATE THE COMPLETION OF THE 12TH
AVENUE SOUTH COMPLETE AND GREEN STREET PROJECT.

NDOT

12th Ave South

COMPLETE AND GREEN STREET PROJECT

12th Ave South Complete & Green Street Project

- The project for 12th Avenue South includes:
 - Physically protected bike lanes
 - bioswales, or vegetated islands that manage stormwater in addition to protecting the bikeway and providing landscaping
 - bus stop improvements
 - safer crossings for people walking and using mobility devices
- A ribbon-cutting event is scheduled for Friday, April 28.



View of 12th Ave S complete and green street project at Acklen Avenue, looking south from above street level

walk **N** bike

- Vision Statement

- The Nashville bicycle and pedestrian system will be a network of high-quality, comfortable, safe sidewalks and bikeways, connecting people to opportunity. The system, inclusive to users of all ages and abilities, will promote and encourage safety, health, education, and active transportation.

- Broadway from 1st Ave to Rep. John Lewis Way (5th Ave)

- Phase 1 through 4 of the project are complete
- Phase 5 and 6 are nearing completion
- Expanded the existing sidewalk, addressed ADA issues, and added bollards to increase pedestrian safety





SAFETY

One of the largest contributing factors in choosing not to walk or bike is safety. Safety data gathered from 2014-2021 that involved pedestrians and cyclists were the basis in evaluating this critical need.

Safety Scoring
Number of incidents by street length 0-25 points



CONNECTIVITY

Connectivity is the other largest contributing factor in choosing not to walk or bike. The evaluation specifically looked at areas with no sidewalks, gaps in existing sidewalks, and roadways with sidewalks on one or both sides.

Bikeway connectivity was evaluated based on historically planned bikeway routes, existing bikeway connectivity, and greenway access points. Scoring was based on amount of support to the existing bikeway network.

Sidewalk Connectivity Scoring

0 - 25% sidewalk 25 points
25-45% sidewalk 10 points
45-60% sidewalk 5 points
60-100% sidewalk 0 points

Bikeway Connectivity Scoring

Fills a gap in the network 25 points
Connects to the network 15 points
No network connection 5 points



ACCESS TO TRANSIT

This critical need is especially important for underserved and vulnerable areas. Connecting people walking/biking to transit allows these users to travel longer distances and provides access to education, jobs, and other primary activities.

Transit ridership by stop was evaluated for this critical need.

Access to Transit Scoring

1/4 mile > 250 25 points
1/4 mile 100-200 17 points
1/4 mile 20-100 12 points
1/4 mile < 20 0 points



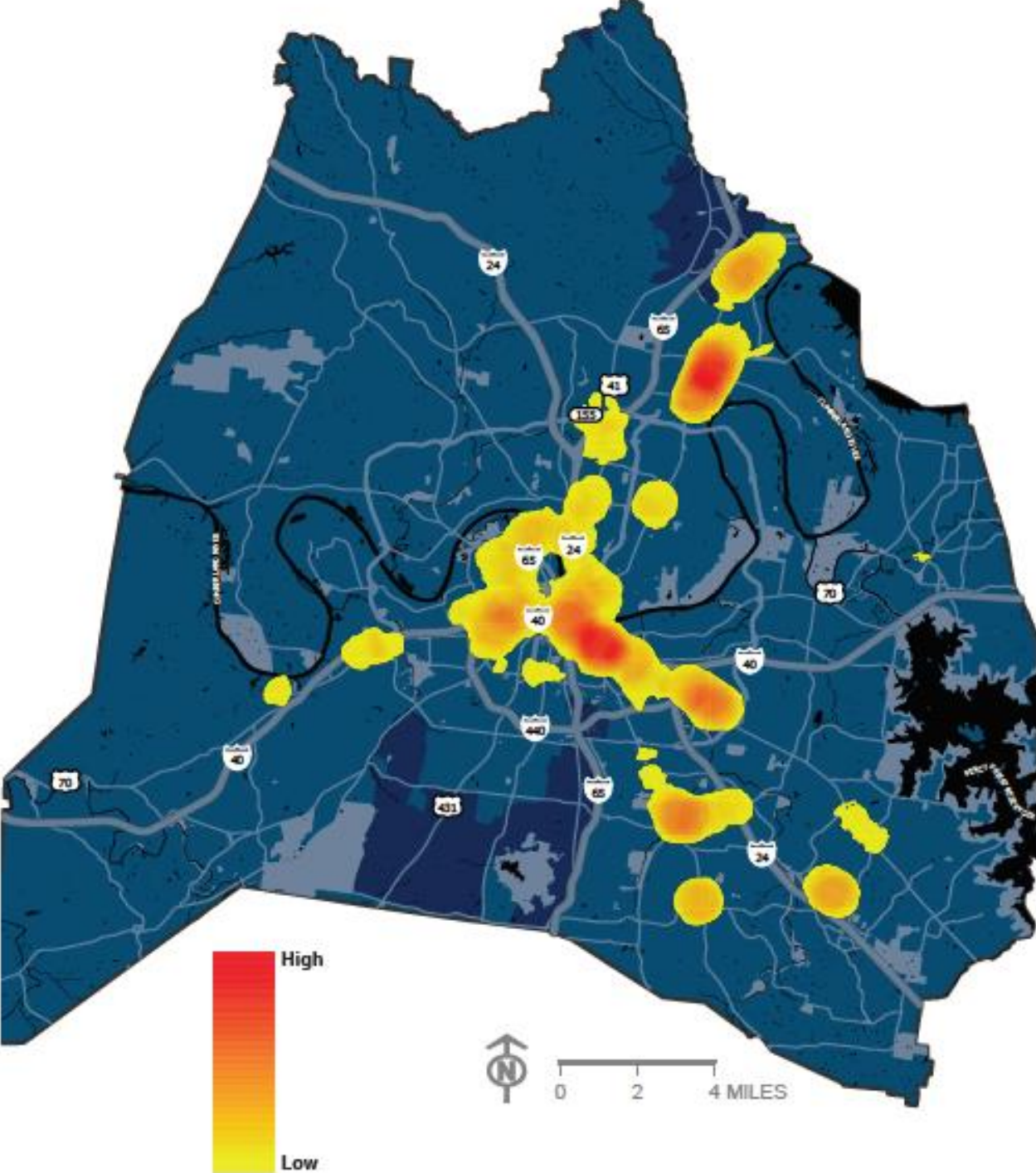
HEALTH & EQUITY

Health and equity specifically looks at number of households in poverty, unemployment, carless households, and seniors. Data from a recent GNRC study that identified degrees of vulnerability was used in the scoring.

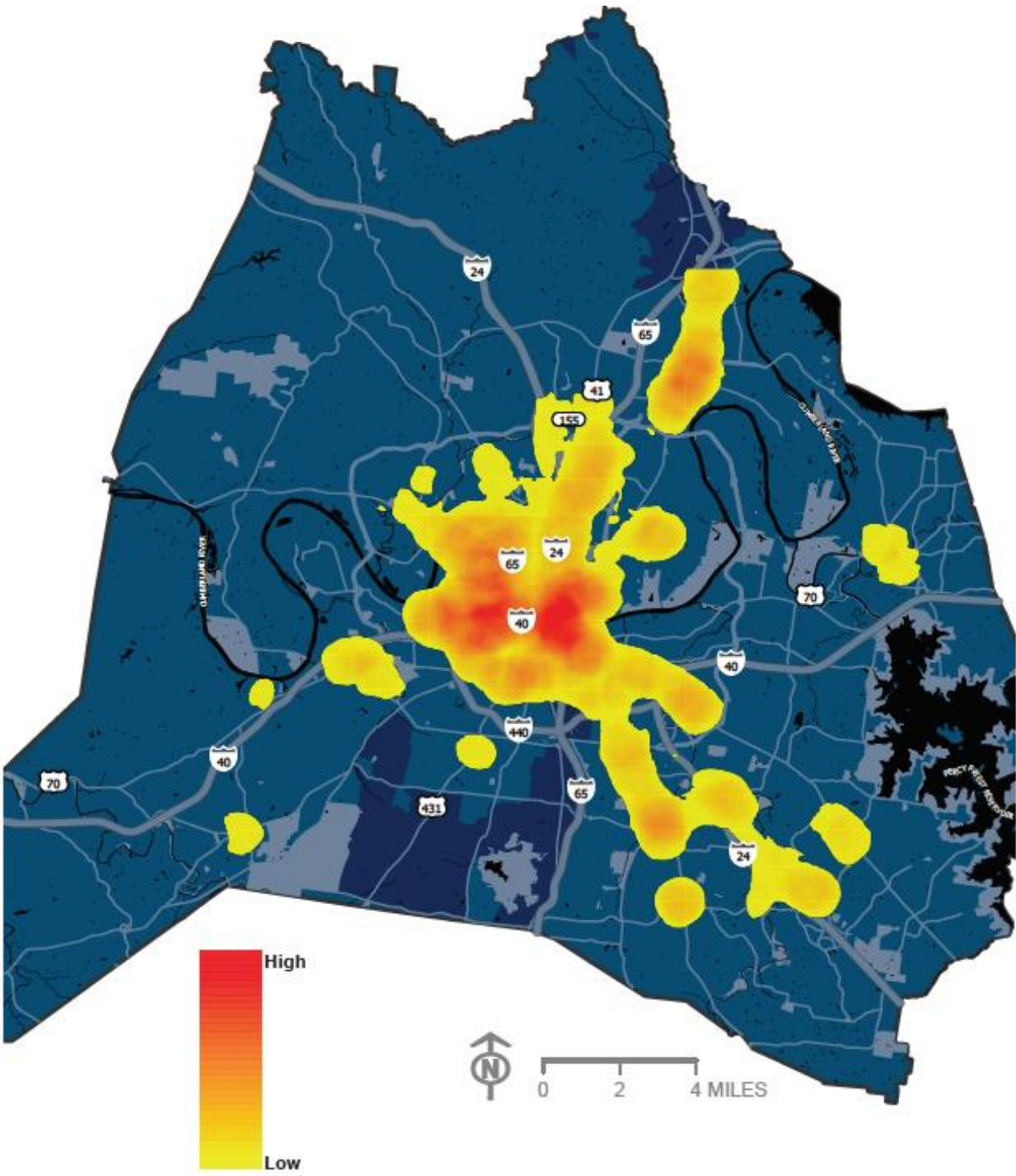
Health and Equity Scoring

Highly Vulnerable Area 25 points
Vulnerable Area 15 points
No intersection 0 points

Sidewalk critical needs areas



Bikeway critical needs areas



Three-year work plans

Key Factors Considered in the Work Plan



PROJECT COST &
AVAILABLE BUDGET



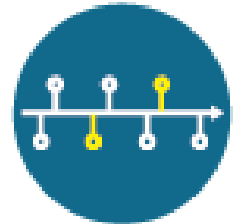
FEASIBILITY



SEVERITY OF
CRITICAL NEEDS

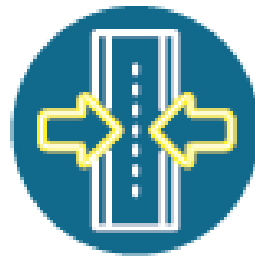


CONSTRUCTABILITY

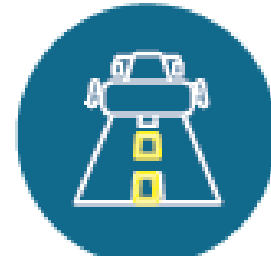


PROJECT DELIVERY
TIMELINE

Additional Factors Considered for Bikeways Work Plan



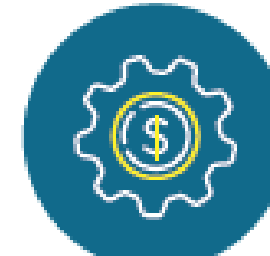
ROAD DIET
STUDIES



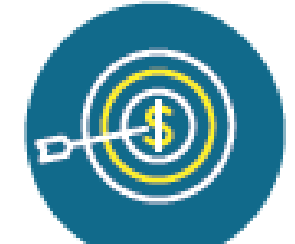
PAVING
SCHEDULES



RIGHT-OF-WAY
REQUIREMENTS



AVAILABLE
FUNDING



PROJECT
COSTS

Multimodal Access Closure Policy

- Developed August 2022:
 - policy seeks to ensure all modes of transportation including traffic lanes, sidewalks, bikeways, pedestrian crossing and bridges, and bus stops remain open and in good condition.
 - applies to all new permit applicants seeking to close multimodal paths of travel in the public right-of-way **for a continuous period of seven (7) days or more.**

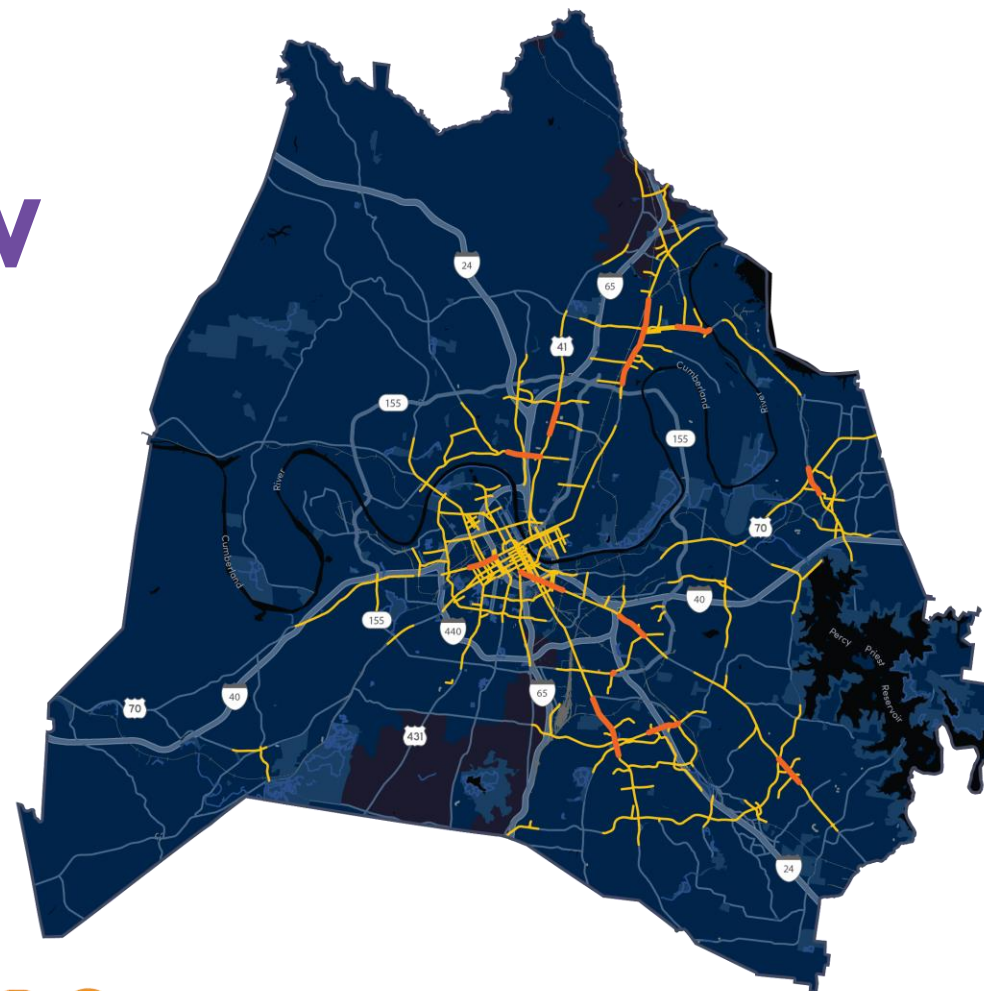


Alternate bikeway path created on S. 5th Street during the 2022 Music City Grand Prix event.



Vision Zero Program Overview

- 6% of streets account for 59% of all fatal and serious injury crashes (all modes)
- 46% of Nashville's high-injury network is owned by TDOT
- The high-injury network will be the priority for implementation and evaluation



SEVERITY INDEX

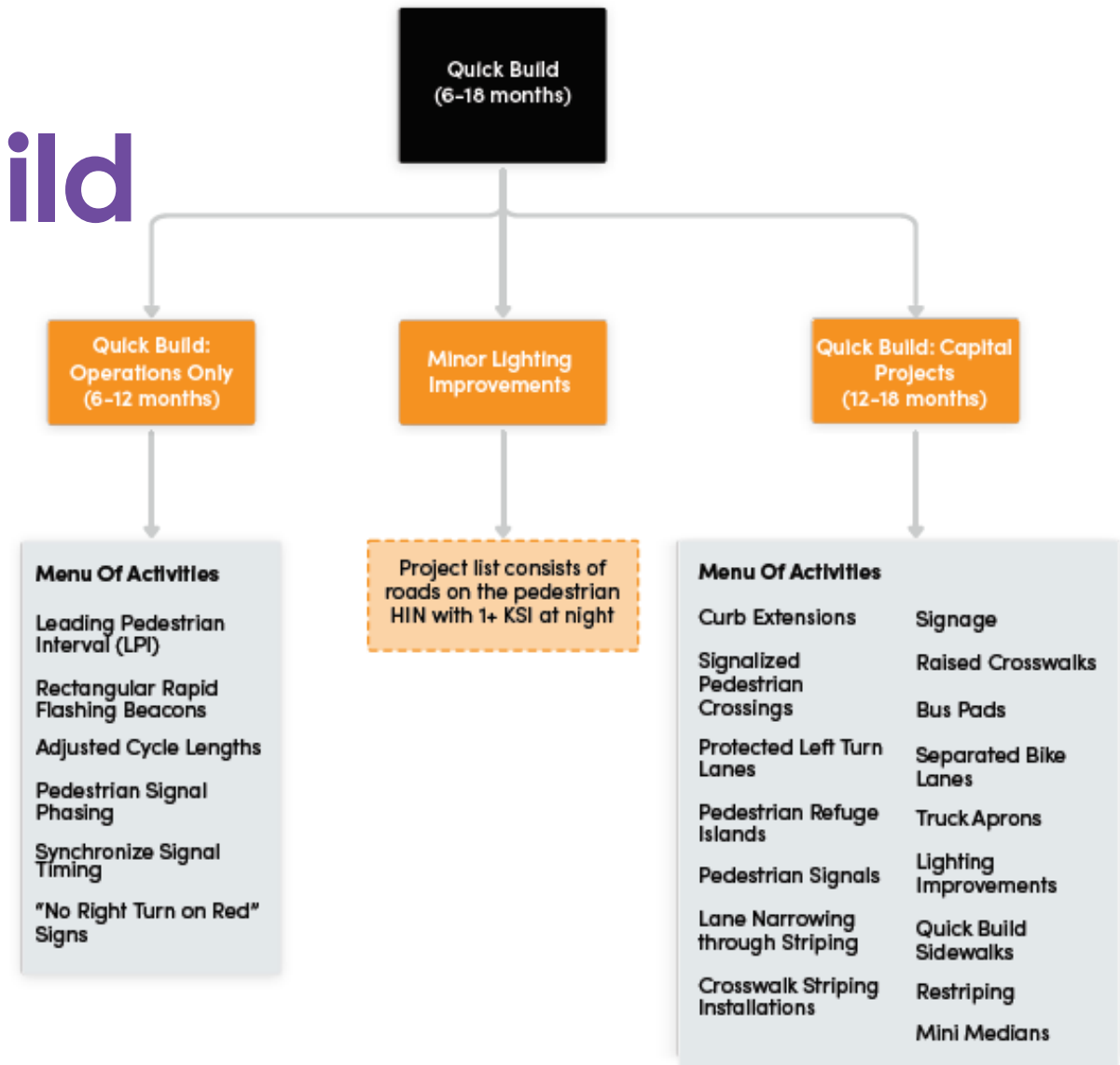
HIGH INJURY NETWORK - ALL MODES

— PRIORITY HIGH INJURY STREETS

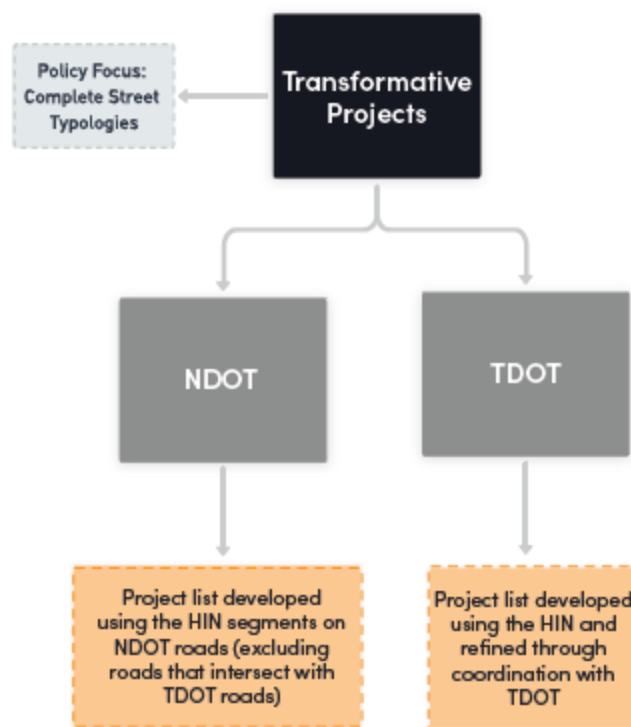
— HIGH INJURY STREETS



Engineering Actions: Quick Build



Engineering Actions: Transformative Projects



Typical Timeline of a Major Transformative Project

- Year 1*** Project Scoped + Conceptually Designed
- Year 2** Final Design Complete + Right-of-Way Acquisition Started
- Year 3-4** Right-of-Way Acquisition + Environmental Documentation Complete
- Year 4-6** Construction

**Vision Zero Program Funds will be allocated for this task but the rest of a Major Transformative Project cost will need to be funded outside of the Vision Zero Program using either capital, state or federal funds.*



Evaluation Actions

- › Advisory Committee
- › Fatal Crash Investigation Team
- › Vision Zero Report Card
- › Bicycle & Pedestrian User Count
- › Complete Street Design Guidelines
- › Asset Management Data Collection
- › VZ Dashboard and Project Tracker



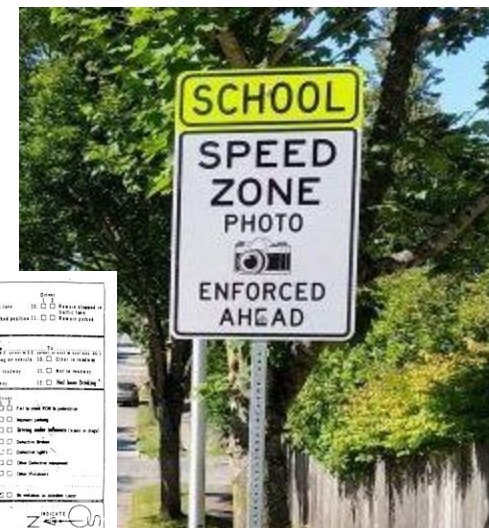
Education / Encouragement Actions

- › Education + Awareness Campaign
- › Equitable Engagement Playbook
- › Community-Led Vision Zero Committee
- › Safe Routes to School



Enforcement Actions

- Automated Enforcement in School Zones
- Positive Re-Enforcement Strategies
- Update Police Reports & Officer Training
- Targeted Enforcement on HIN



INDICATE ON THIS DIAGRAM WHAT HAPPENED

DETAILED WHAT HAPPENED: Vehicle 1 traveling south on Hwy 599. Vehicle 2 traveling east on Hwy 599. Vehicle 1 did not see Stop sign on west side of Hwy 599. Vehicle 2 did not stop at Stop sign at intersection.

POLICE ACTIVITY

Sgt. [Name] 11/15/13

THANK YOU!



NDOT



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Nashville.gov/departments/transportation