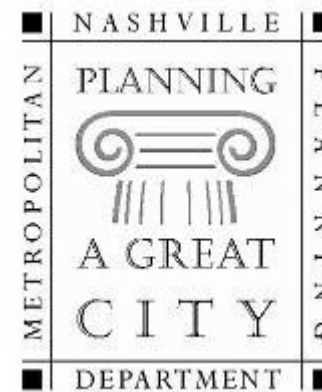


Today's Agenda

- Welcome and introductions
- Background
- Table break out: Connecting Infrastructure
- Table break out: Block-by-Block Priorities
- Next steps

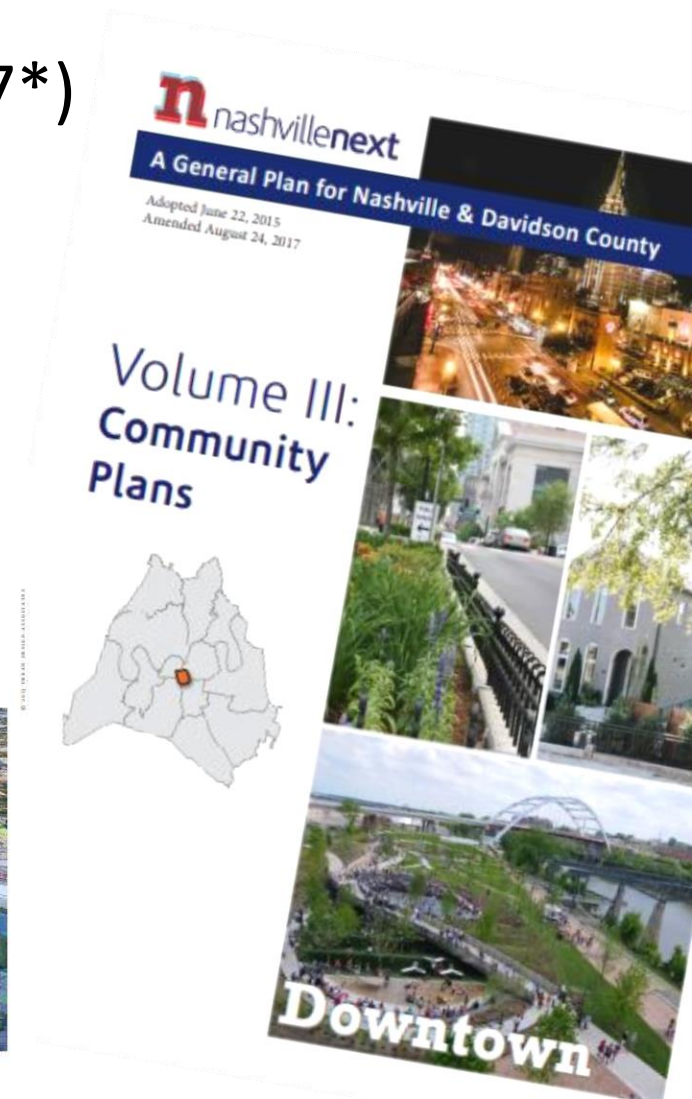
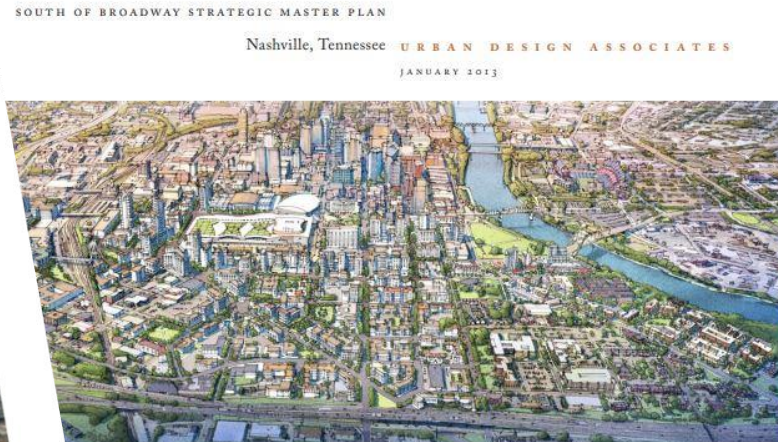


Metro Nashville
Public Works
Improving the Quality of Life for Nashvillians and our Visitors



Planning Background

- Downtown Community Plan (1997, 2007, 2015*, 2017*)
- South of Broadway Master Plan (2013)
- Downtown Multimodal Mobility Study (2014)
- NashvilleNext (2015, 2017)





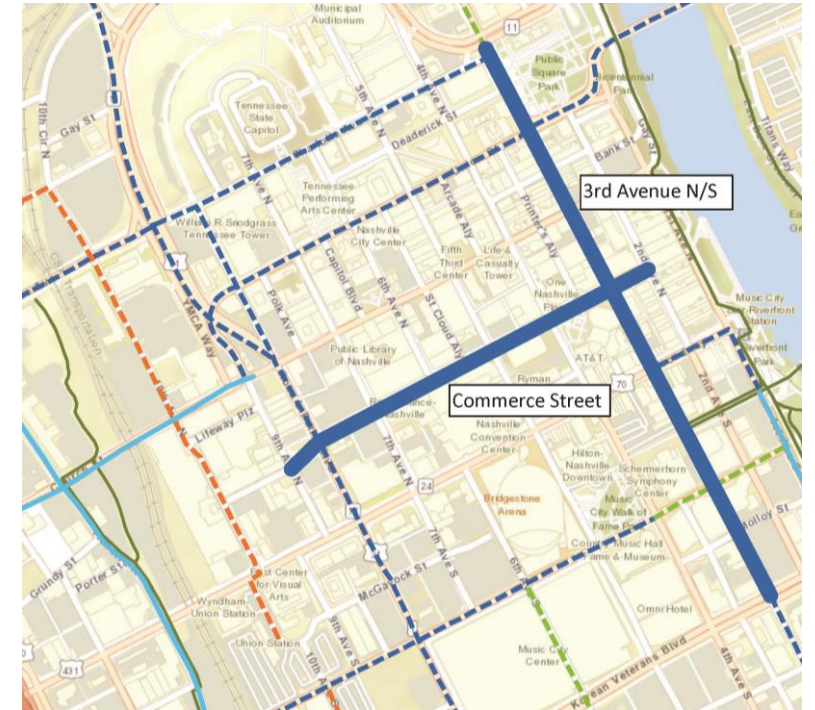
Multimodal Transportation Background



Major and Collector Street Plan



nMotion Transit Plan



WalknBike Plan



Implementation Tools

Zoning

- Redevelopment Districts
- Gateway Urban Design Overlay (2006)
- Downtown Code (2010)

Business Districts

- Central Business (1999)
- Gulch Business (2007)

Major Transportation Infrastructure Projects

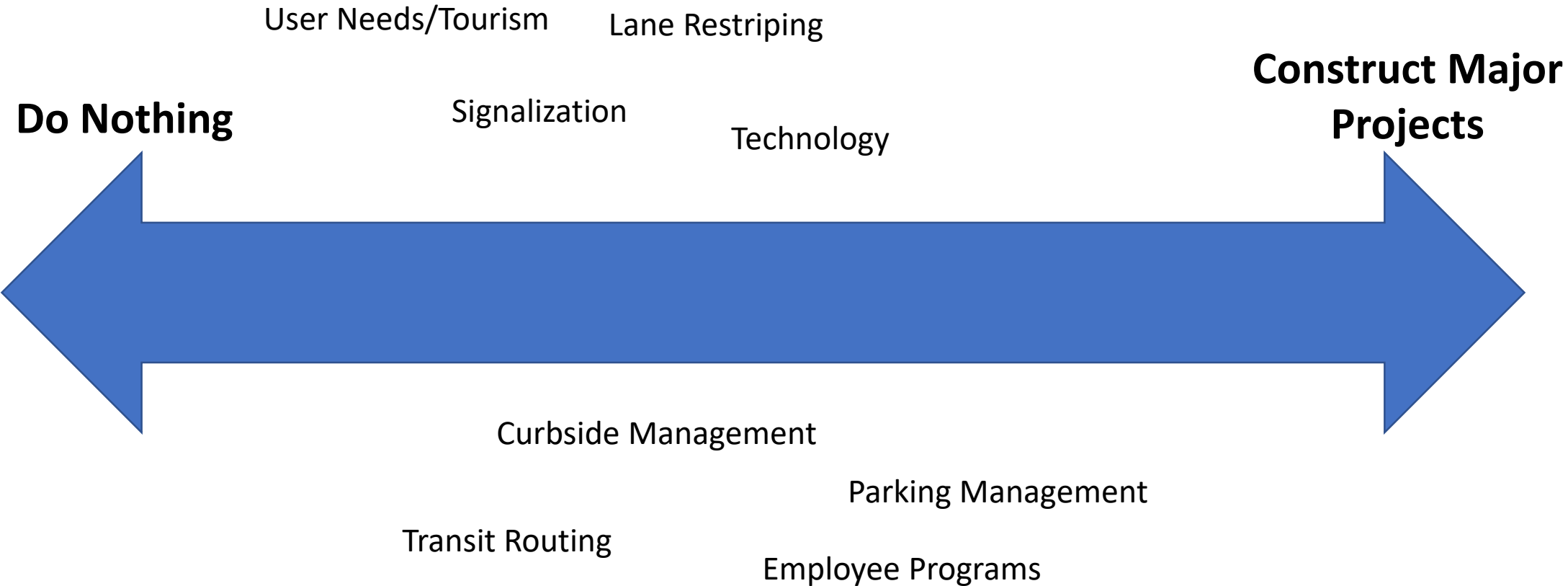
- Public parking garages
- John Seigenthaler (Shelby Street) Pedestrian Bridge (2003)
- WeGo Central & Deaderick Street (2008)
- Korean Veterans Boulevard Extension (2013)
- Division Street Extension (2017)
- Lets Move Nashville Transit Referendum (2018 vote)

Downtown Mobility Challenges


- Traffic gridlock
- Street closures
- Sidewalk closures
- Most buses connect in Downtown
- Walkable but narrow sidewalks
- Deliveries
- Passenger drop-offs
- Scooters
- Parking



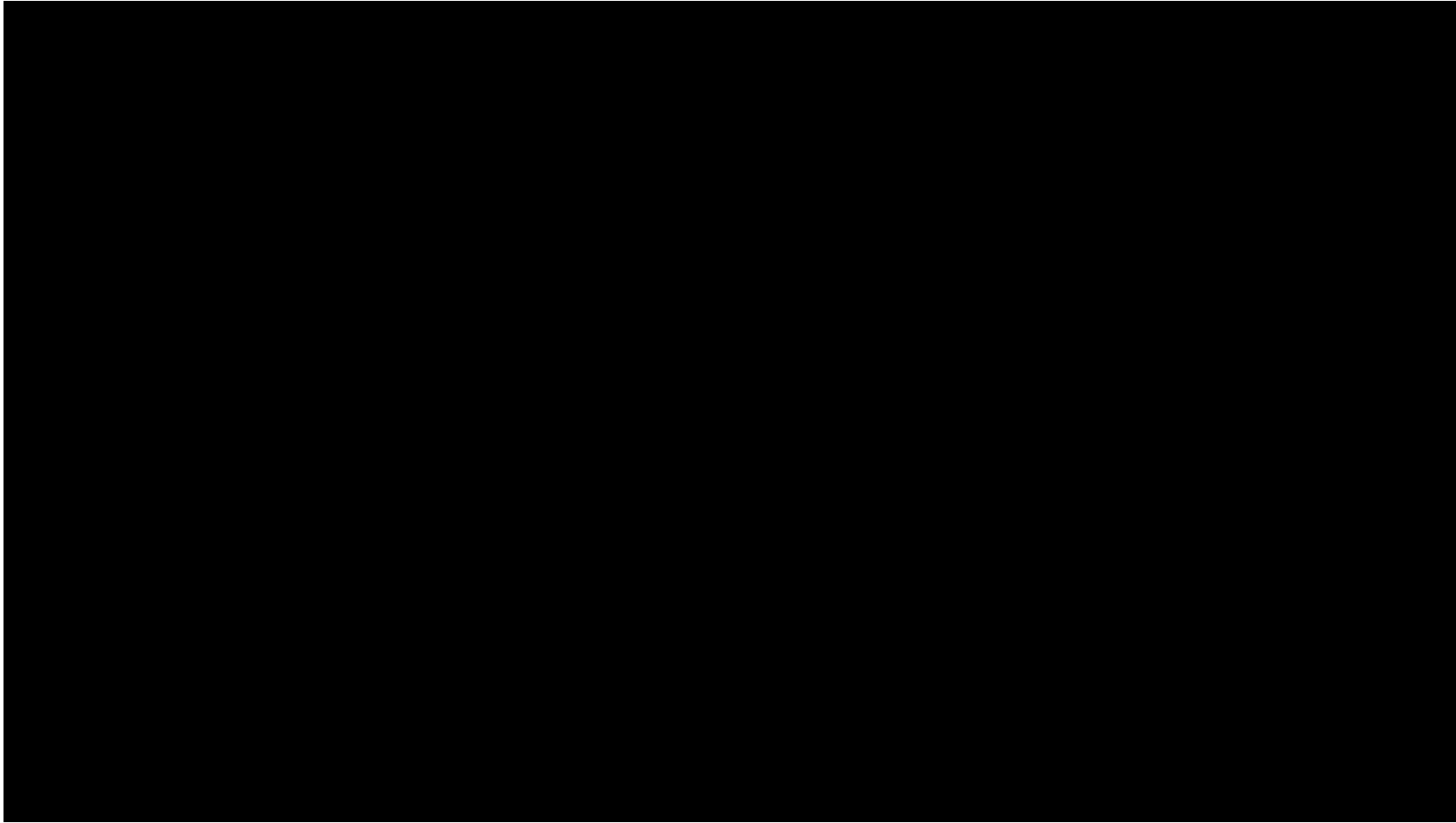
Transportation Infrastructure Solutions



ROLE OF STEERING COMMITTEE

- 
- Provide your perspective, and weigh community-wide issues
 - Talk about solutions with others
 - Direct people to information and give feedback
 - Tell us what is or isn't working
 - Shape the measures of effectiveness

Low-Stress Bikeways for *All Ages and Abilities*



<https://www.youtube.com/watch?v=Zu8wKXFkxMo>

What We Heard

From the steering committee, downtown stakeholders, and the public through one-on-one meetings and our survey

1. Demonstration timeline didn't allow us to account for Downtown challenges
2. People typically feel safe walking Downtown, but not biking
3. Top three changes that would encourage people to spend time on 3rd Avenue and Commerce Street: protected space for biking/scooting, making the street cleaner, adding greenery
4. 3rd Avenue between Demonbreun and Broadway needs special attention
 - a) The current street design isn't working well for anyone
 - b) Businesses want to retain/bolster space for loading, delivery, valet
 - c) Pedestrian bridge a major gateway into Downtown

What We Heard

From the steering committee, downtown stakeholders, and the public through one-on-one meetings and our survey

“We definitely need safer ways to enjoy our city. I bike daily in my immediate neighborhood, but wouldn’t consider biking downtown (even though it’s a short distance from my home) because of safety concerns.”

“We cannot expect bicycle commuting to increase if we do not provide safe areas for it. If we wait for the bikers to appear before providing lanes for them, they never will. Infrastructure should be pro active.”

“Loading zones are the lifeblood of commerce downtown. They cannot be taken away for any purpose.”

“Love that you are starting on 3rd. I live in Encore, and use a bike/scooter/walk downtown a lot. I typically go up third on the way to the farmers market, and take Demonbreun to Midtown to get to work.”

“More trees, please!”

What We Heard













61 projects on this map; 40,000 new employees projected Downtown!

Nashville Crane Watch

The Big Map of Projects



- All projects
- \$100M+
- Hotel
- Mixed Use
- Multifamily
- Office
- Other
- Completed

 1 Broadwest	 2 Capitol View	 3 Fifth + Broadway
 5 Virgin Hotel	 6 Nashville Yards	 7 Peabody Plaza
 9 Kenect Nashville	 12 LC SoBro	 13 CityLights
		

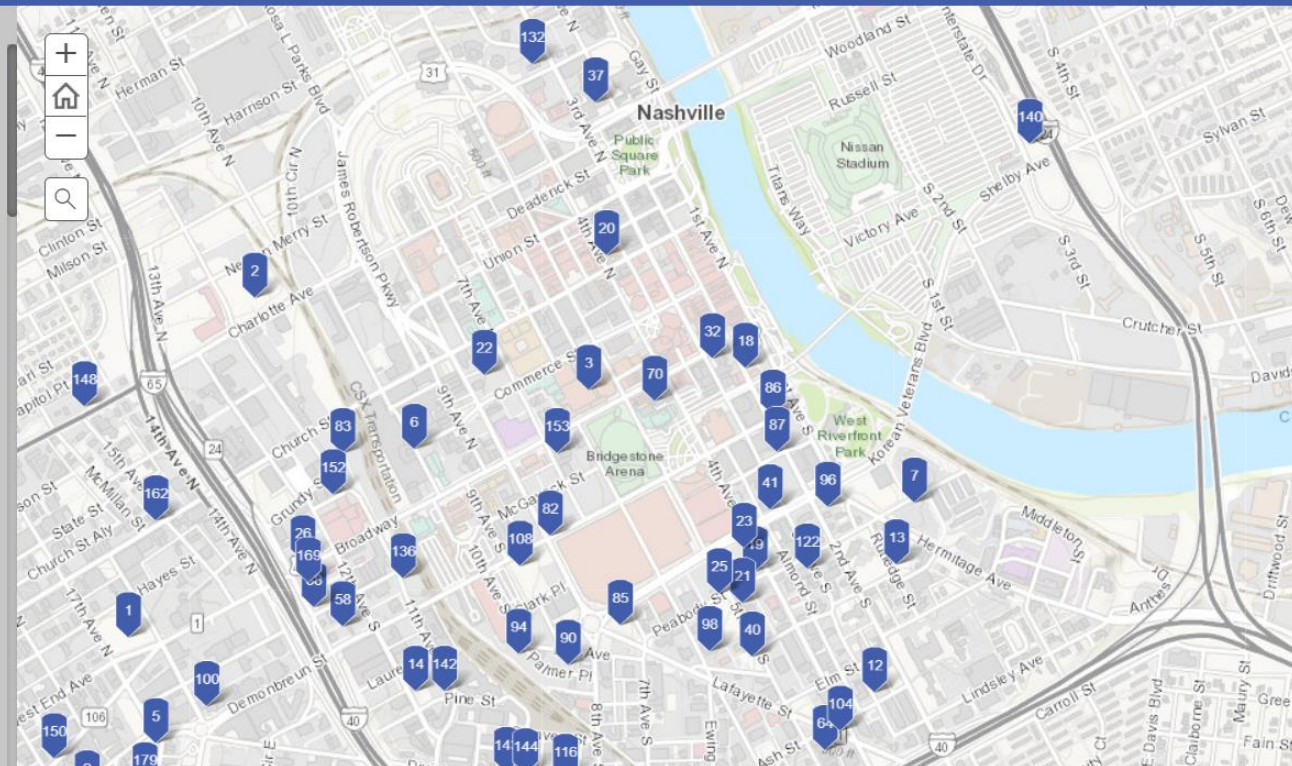


Table Break Out: Connecting Infrastructure

- Identify major destinations and gateways
- Link areas balancing streets with these characteristics:
 - Lower traffic volumes
 - Wider pavement width
 - Flexibility with striping (parking, turn lanes, delivery zones, etc.)
 - Destinations (employment, retail, etc.)
 - High pedestrian activity
 - Directness for people
 - Flatter terrain
- Talk through how issues like delivery zones, future transit lanes, parking, and access to parking garage might impact your links.

Table Break Out: Block-by-Block Priorities

- Discuss what you prioritize in each block and rank them:
 - People (walking, on bikes, on scooters)
 - Commerce (access zones for deliveries, valet, rideshare)
 - Traffic (cars driving through)
 - Transit (bus lanes)
- Note operational issues on map.

Next Steps

- Next steering committee meeting in late August or September
 - Any volunteers to host the meeting?
- Public meeting
- We'll re-cap feedback from this meeting

1. Surveys

2. Public Kickoff Meeting

3. Installation

4. Ongoing Opportunities for Input

NEXT STEPS

Website

DowntownBikeways.nashville.gov

The screenshot shows a web browser window with the URL <https://www.nashville.gov/Planning-Department/Transportation/Bikeways/Downtown.aspx>. The page features a dark blue header with the Nashville.gov logo, navigation links (HOME, LIVE, WORK, PLAY, NEWS & MEDIA, GOVERNMENT, SERVICES), and utility links (hubNashville, DOWNLOAD OUR MOBILE APPS, Translate, Text Size, Search Nashville.gov, DEPT, SITE). The main content area has a breadcrumb trail: [Nashville.gov](#) > [Planning Department](#) > [Transportation](#) > [Bikeways](#) > [Downtown](#). A left sidebar lists various services under the Planning Department, with 'Transportation' expanded to show 'Local Plans', 'Local Studies', 'Major & Collector Street Plan', and '8th Avenue South Multimodal Study'. The main content area is titled 'Downtown Bikeway Planning' and contains the following text:

Thank you for visiting our website on Downtown Bikeways. As Nashville continues to grow at a rapid pace, safely getting around our city is critical to get people to their jobs, to visit our vibrant businesses, and to enjoy what makes our city unique.

It has become clear that there are operational and right-of-way challenges that necessitate further engagement prior to implementing a demonstration project. Therefore, the May delivery time frame will be pushed back to ensure this period of due diligence occurs to address mobility goals, as well as operational and safety issues. This due diligence period will kick off in May and include:

1. A focus group to review operational and loading needs.
2. A minimum of two additional meetings of the Steering Committee as well as other outreach as needed.
3. A review of counts and camera observations from March 2019 to assess all transportation needs in the area.
4. Continued input through our on-line survey to capture concerns and perceptions before the demonstration project.

Transportation professionals in Planning and Public Works are committed to continuing to explore opportunities for people walking, bicycling, taking scooters, delivering goods, and driving through the area. A steering committee of stakeholders will continue to meet over the coming months to discuss ways to improve mobility in the downtown area. We want to continue to hear from you about the transportation needs in this area of downtown. Please [take our survey](#) and [send questions or concerns to our staff](#).

Downtown Bikeway Planning

Downtown is critical to Nashville's economy. Our ability to get in and out, and move around, Downtown keeps it vibrant and keeps people going to all the businesses, restaurants, and bars. Since Downtown transportation is complex, we need to provide order to the



WHY ARE WE HERE?

- Downtown is critical to Nashville's economy and transportation network
- We can better organize our street functions
- Demonstration projects are opportunities to address needs in moving around Downtown



Nashville
MUSIC CITY
LIVE MUSIC
VENUE

PARK HERE
YOU
SHVILLE



RICHARDS &
OFFICE RECORD

FLORIDA
GEORGIA
LINE
FGL
HOUSE

FLORIDA

GEORGIA

LINE

ATHENS
DISTRIBUTING CO.

117409





Terms

- Low stress bikeway – a bikeway for all ages and abilities



Source: ALTA Planning + Design

Terms

- Low stress bikeway – a bikeway for all ages and abilities
- Travel mode – how you get around – drive, walk, bike, bus, etc.



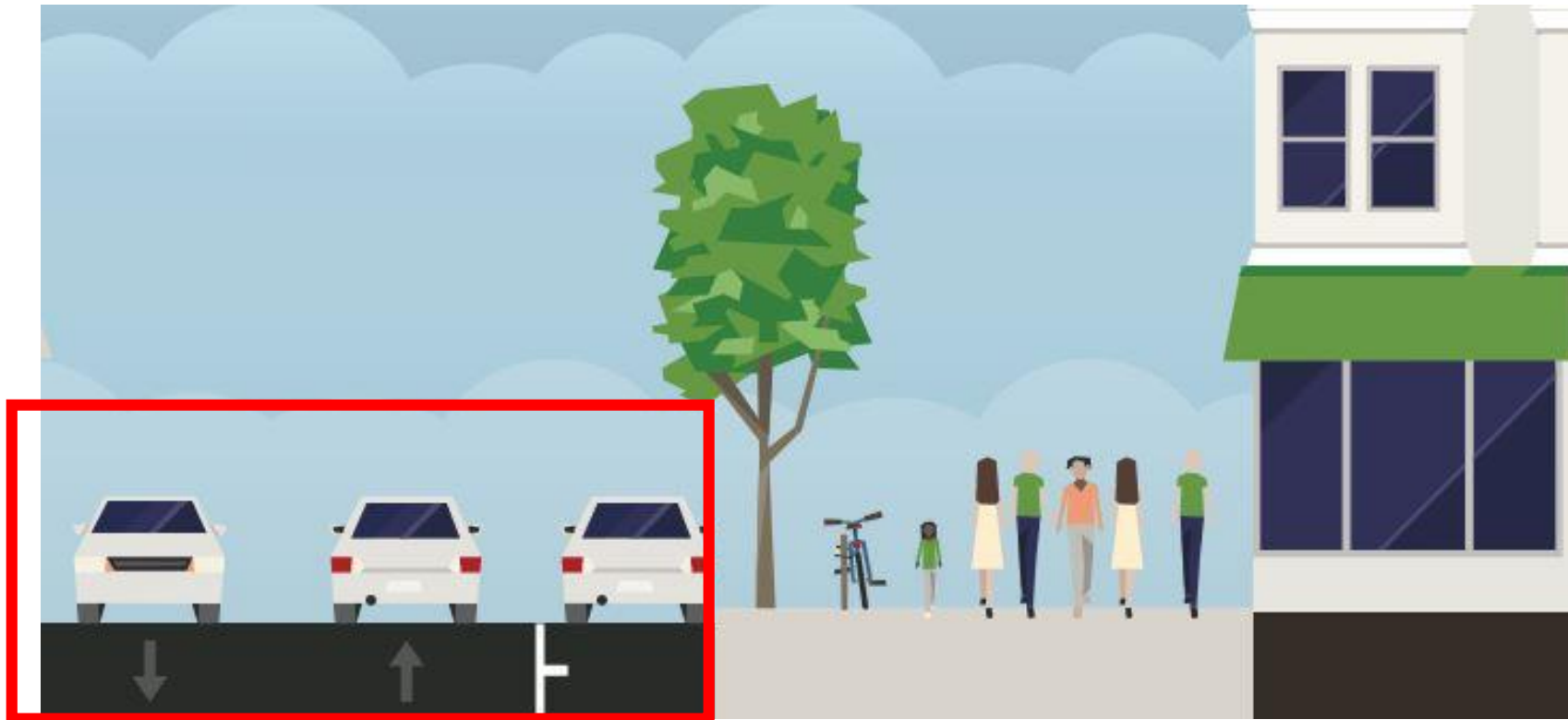
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- Curb space – transition area of sidewalk between road and building



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- Street space – pavement area between curbs



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- Low stress bikeway – a bikeway for all ages and abilities
- Travel mode – how you get around – drive, walk, bike, bus, etc.
- Curb space – transition area of sidewalk between road and building
- Street space – pavement area between curbs
- Complete streets – concept to consider all travel modes and adjacent context





MIXED TRAFFIC WITH FREQUENT BUSES
1,000–2,800/HR



TWO-WAY PROTECTED BIKEWAY
7,500/HR



DEDICATED TRANSIT LANES
4,000–8,000/HR



SIDEWALK
9,000/HR