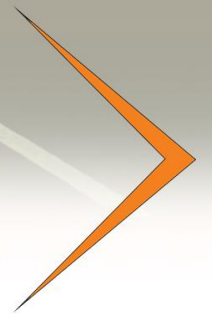




# Franklin Pike

M u l t i m o d a l S t u d y



JUNE 2016

prepared by:

**Kimley»Horn**

prepared for:

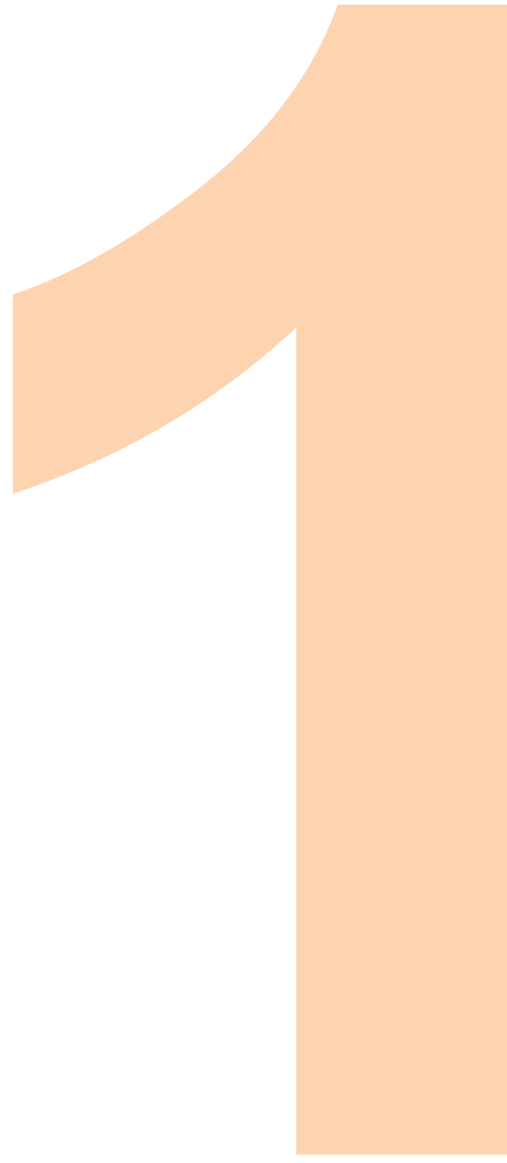
City of Berry Hill, Tennessee

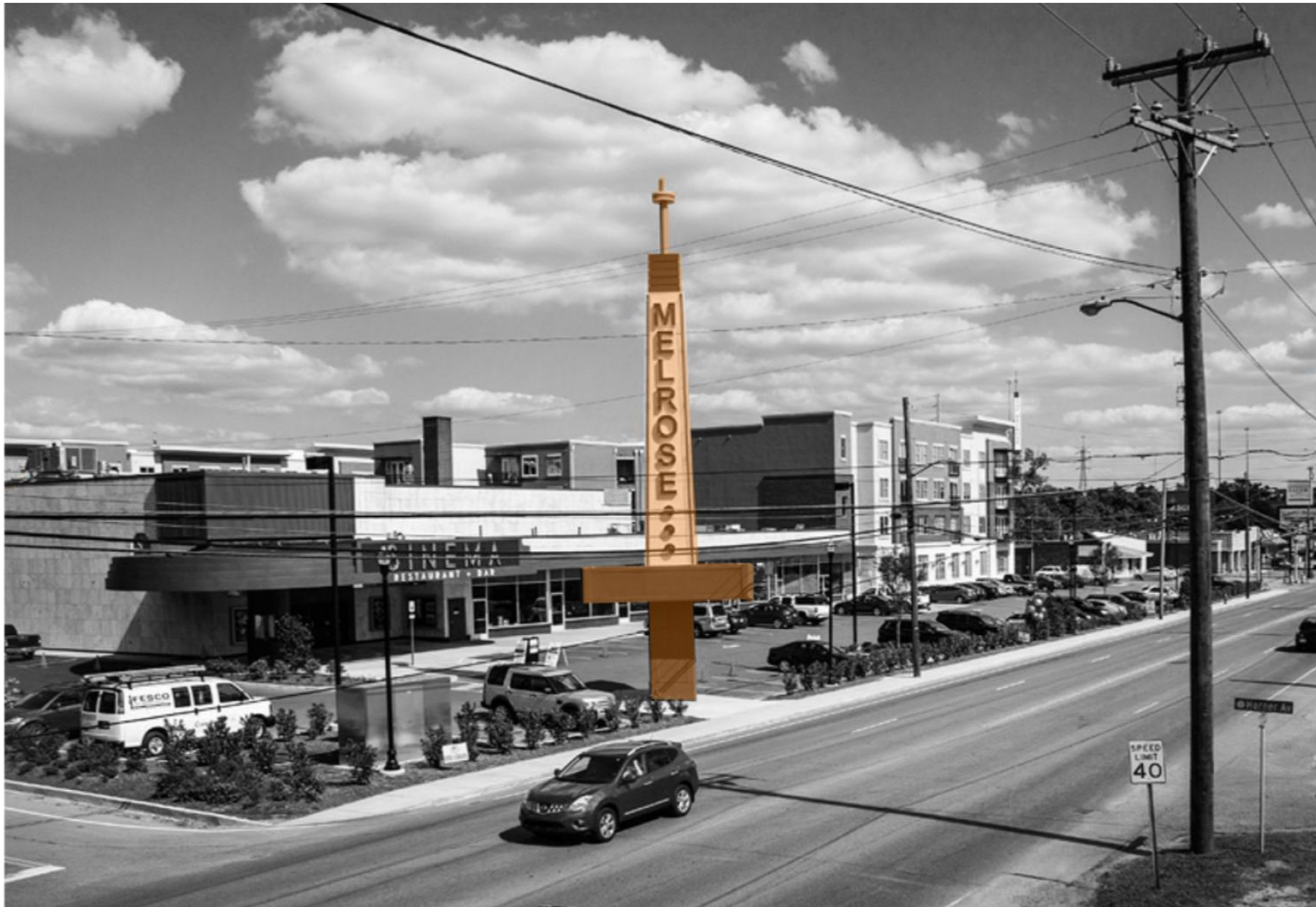
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- 5 action plan



the  
preface







## preface

The Franklin Pike Multimodal Transportation Plan takes a strategic approach to accommodating future growth and providing an integrated transportation system that offers residents, employees and visitors multiple means of efficient travel. The goal of the plan is to elevate active modes of transportation to achieve a more balanced approach to community mobility.

**Vision Statement:** The Franklin Pike Multimodal Study shall provide an integrated mobility strategy that offers residents, employees, and visitors a coordinated and safe set of travel options.

The planning goals are to:

- > Identify constraints to providing enhanced mobility
- > Memorializing primary and secondary street functions
- > Determine design priorities for constrained segments
- > Long-term coordinated vision and interim measures

### Steering Committee:

Mayor Beth Sartain, City of Berry Hill  
 Joe Baker, City of Berry Hill  
 Jason Oldham, TDOT  
 Devin Doyle, Metro Public Works  
 Rory Rowan, Metro Public Works  
 Michael Briggs, Metro Planning  
 Felix Castrodad, MTA  
 Rochelle Carpenter, MPO  
 David Mangum, Berry Hill  
 Austin Ray, Berry Hill  
 Adams Carroll, Metro Planning  
 Colby Sledge, Councilman  
 Jonathan Russell, TDOT  
 Melissa Shull, TDOT  
 Stanley Trice, TDOT  
 Devin Arnold, Metro Public Works





existing  
conditions







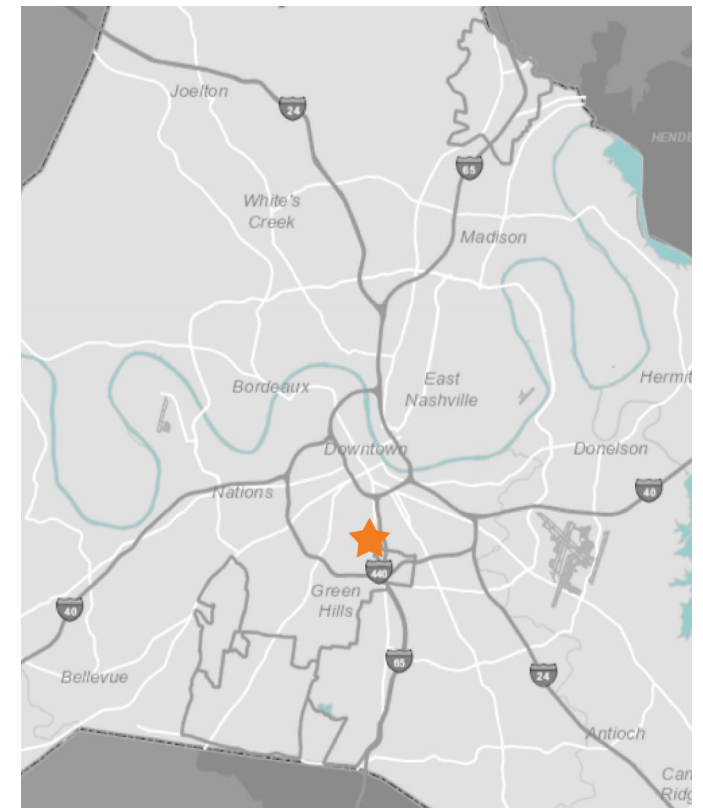
## existing conditions

The following chapter offers background information regarding observed conditions in the Franklin Pike study area. This section is not intended to be an exhaustive documentation of existing conditions. Rather, it serves as a foundation for understanding community context, emerging trends, current plans and strategies, and general conditions.

The existing conditions assessment includes:

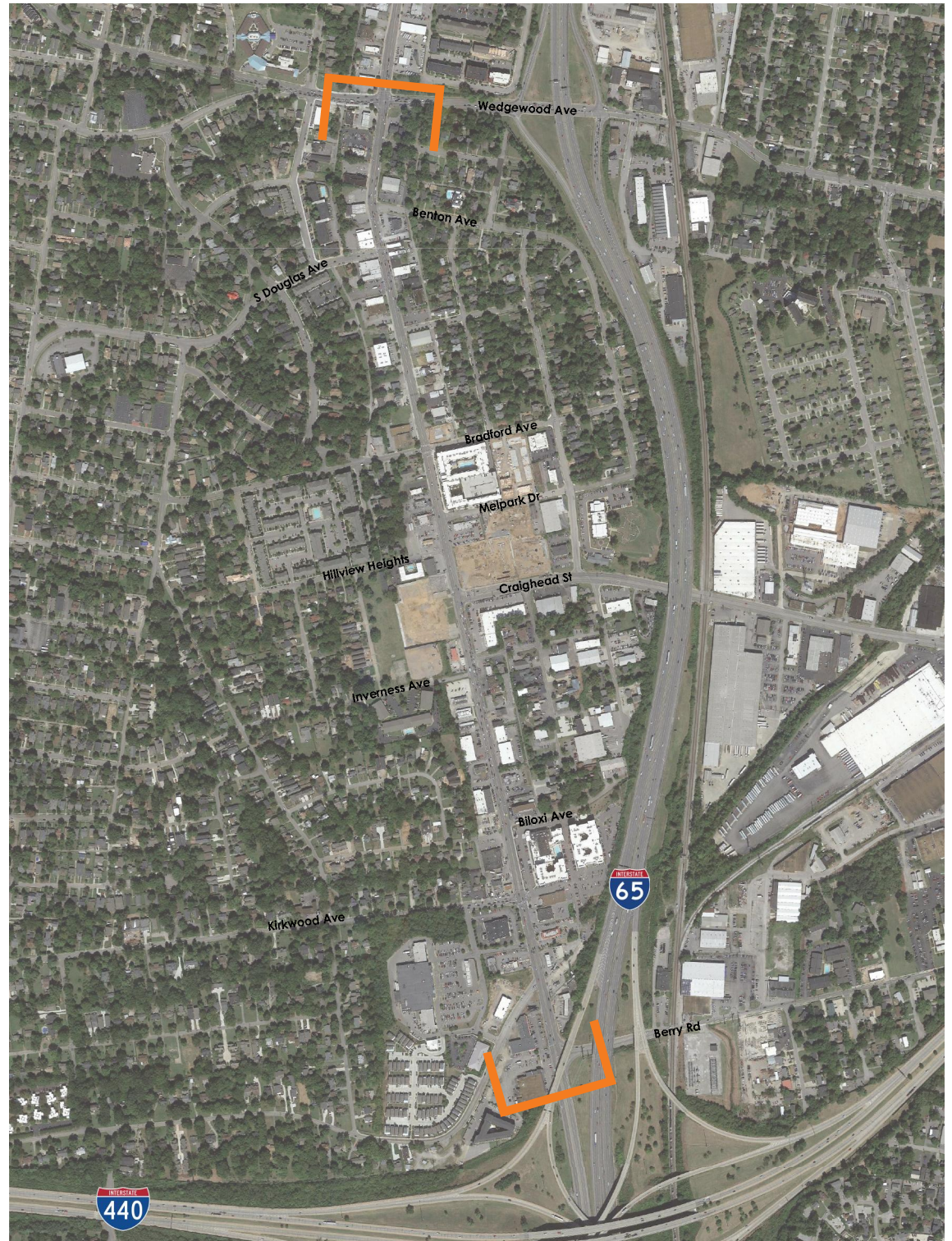
- > study area
- > existing plans
- > demographics
- > existing character
- > observations
- > traffic data
- > walkability

Study Area in reference to Nashville and the greater Davidson County area



## Study Corridor

The study corridor consists of Franklin Pike from Wedgewood Avenue to the north and Berry Road to the south, measuring just over 1 mile in length, and sits within both City of Berry Hill and Metro Nashville jurisdictions while TDOT oversees all maintenance activity. The study area has regional draw due to the commercial establishments and recent residential revival. Historically, the corridor has attracted a portion of the region's commuter traffic given its connection to downtown Nashville. The construction of I-65 parallel to the corridor has lessened this role.





## Corridor Statistics

Roadway Classifications  
 TDOT: Minor Arterial  
 MPO: Principal Arterial  
 Berry Hill: Type 8

20,837 Average Annual Daily Traffic (2014)

## Corridor Characteristics

- > 4-lane undivided with some portions including an additional two-way left turn lane
- > On-street parking at Douglas Avenue and Bradford Avenue intersections
- > Several sections with open curb-cuts/undefined driveways
- > Lack of bike/pedestrian accommodations
- > Sporadic sidewalks with obstructions
- > Inconsistent pedestrian crossings
- > New large multi-family residential developments
- > Underutilized retail buildings/centers
- > No sense of place (but strong opportunity to create one)
- > Stable and positive surrounding neighborhoods

The following is an inventory of recent plans that overlap with the study area. These include plans created by Metro Nashville, the MPO, City of Berry Hill, and TDOT.

Existing Plans	Recommendations
<p>Nashville Next - A comprehensive plan that will guide how and where Nashville and Davidson County grow over the next 25 years. Adopted 2015.</p>	<p>Franklin Pike identified as a multimodal corridor that has anticipated employment and residential growth.</p> <p>Wedgewood Avenue to Bradford Avenue - eligible constrained corridor, bike lane planned, existing on-street parking facilities to remain, and between 78-83' right-of-way</p> <p>Bradford Avenue to Berry Road - bike lane planned, no on-street parking requirement (standard right-of-way 91')</p> <p>Bike lanes proposed on Franklin Pike but not categorized as a priority bicycle project.</p> <p>Major &amp; Collector Street Plan Classification: T4-M-AB4-IM (Urban Transect, Mixed Use, Arterial Boulevard, Immediate Multimodal)</p>
<p>Green Hills Midtown Community Plan - A Community Plan guided by the Community Character Manual and provides detailed policy guidance based on the look and feel of neighborhoods, centers, corridors, and open spaces. Updated 2015.</p>	<p>Tier One center along Franklin Pike in and adjacent to the City of Berry Hill, which are areas of coordinated investments to shape growth and support transit service in the next ten years.</p> <p>Franklin Pike should be enhanced by adding a mixtures of uses, housing options, connections for bicyclists and pedestrians, and enhanced transportation options.</p> <p>Transitions between higher-intensity areas and surrounding neighborhoods should be addressed through land use transitions.</p>
<p>Nashville Metropolitan Transit Authority (MTA) Strategic Transit Master Plan - A plan that sets guiding principles and policies for improving public transportation in Nashville/Davidson County. Adopted 2009, undergoing current nMotion update.</p>	<p>8th Avenue South route needs improvement to have 60 minute headways on Saturdays and Sundays in order to meet minimums as described in Transit Service Delivery Policy.</p> <p>75-80% of transit riders walk to transit. Lack of pedestrian access lowers the area of service coverage and potential ridership.</p> <p>nMotion identifies Franklin Pike as a Major Local route with frequent peak service every 15 minutes. Currently, densities south of Berry Hill on Franklin Pike do not support transit service, and service further south would likely support commuter needs along I-65.</p>

## Existing Plans

Nashville-Davidson County Strategic Plan for Sidewalks and Bikeways - illustrates priorities and selection process of sidewalk and bikeway projects. Amended 2008, undergoing current WalknBike update.

TDOT 25-Year Long-Range Transportation Plan - provides foundation for prioritizing transportation investments across the State of Tennessee. Updated 2015.

Nashville Area MPO 2040 Regional Transportation Plan - includes transportation improvements planned through 2040. Adopted 2016.

## Recommendations

Franklin Pike area described as urban community transect zone.

Existing sidewalks on both sides along entire Metro Nashville's section from Bradford Avenue to Wedgewood Avenue.

Existing sidewalks along cross-streets: Berry Road and Bradford Avenue.

Existing sidewalks along Franklin Pike from Inverness Avenue to Craighead Street,

Future sidewalk repair planned for Franklin Pike between Kirkwood Avenue and Gale Lane.

TDOT's vision: to serve the public by providing the best multimodal transportation system in the nation.

One of the Priority Initiatives identified is developing a Multimodal Access policy and program that emphasizes the accommodation of all transportation system users. Adopted Multimodal Access Policy July 31, 2015.

I-65 will include managed express toll lanes (1 in each direction).

High speed rail network will cross 8th Avenue South at Melpark Drive.

Mid-term roadway reconstruction (2021-2030) planned for Franklin Pike.

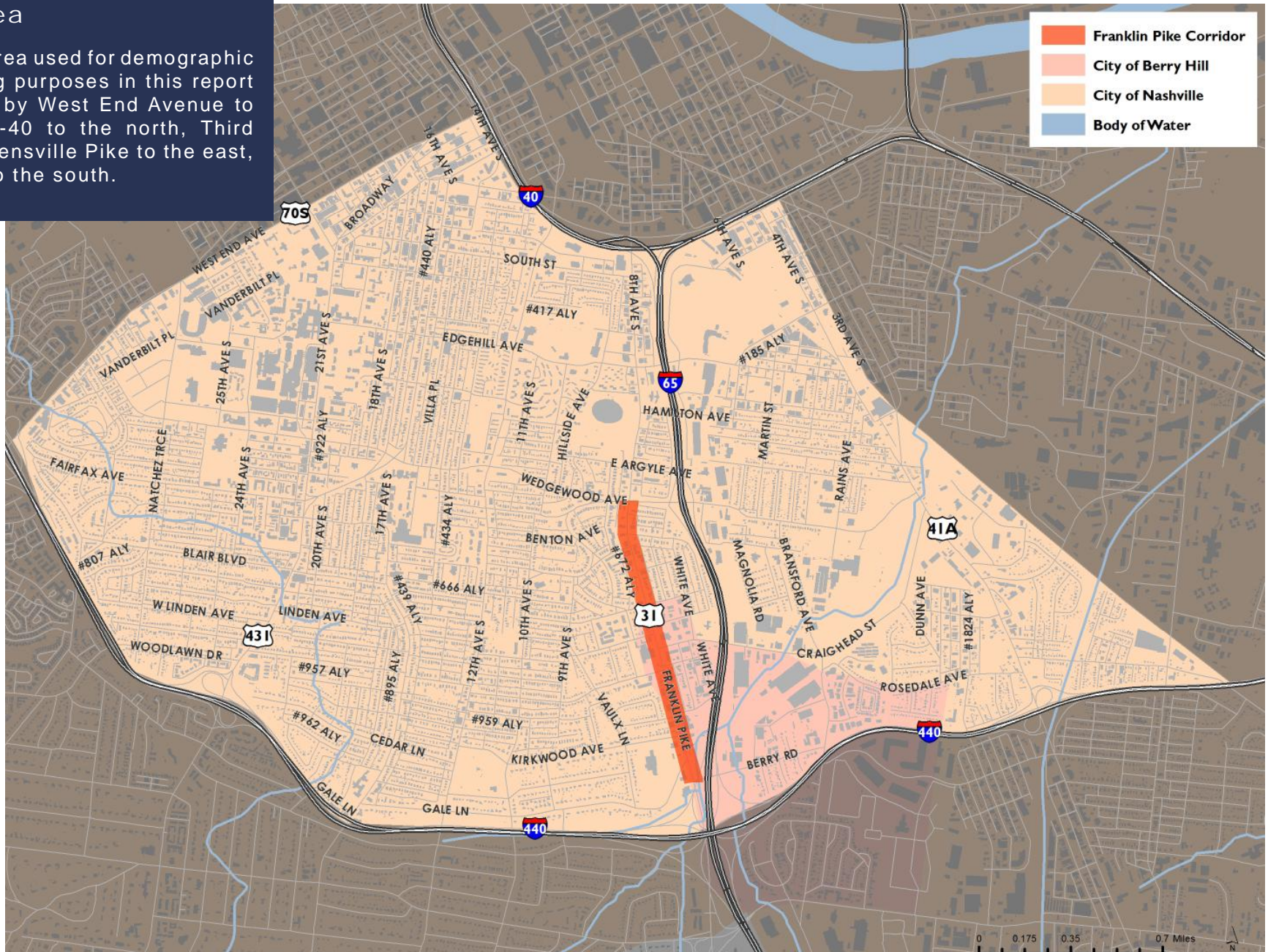
Project 1370 - Franklin Pike Multimodal Transportation Plan and Implementation; 2030 Horizon Year, STP funding \$10.28 million (80% federal share)

Non-motorized modes of transportation are crucial for safe and convenient access to transit, employment, schools, and retail along major streets; also provide connections between neighborhoods, community centers, parks, and greenways.

68% said they would walk or bike for transportation if it were safe and convenient.

## Study Area

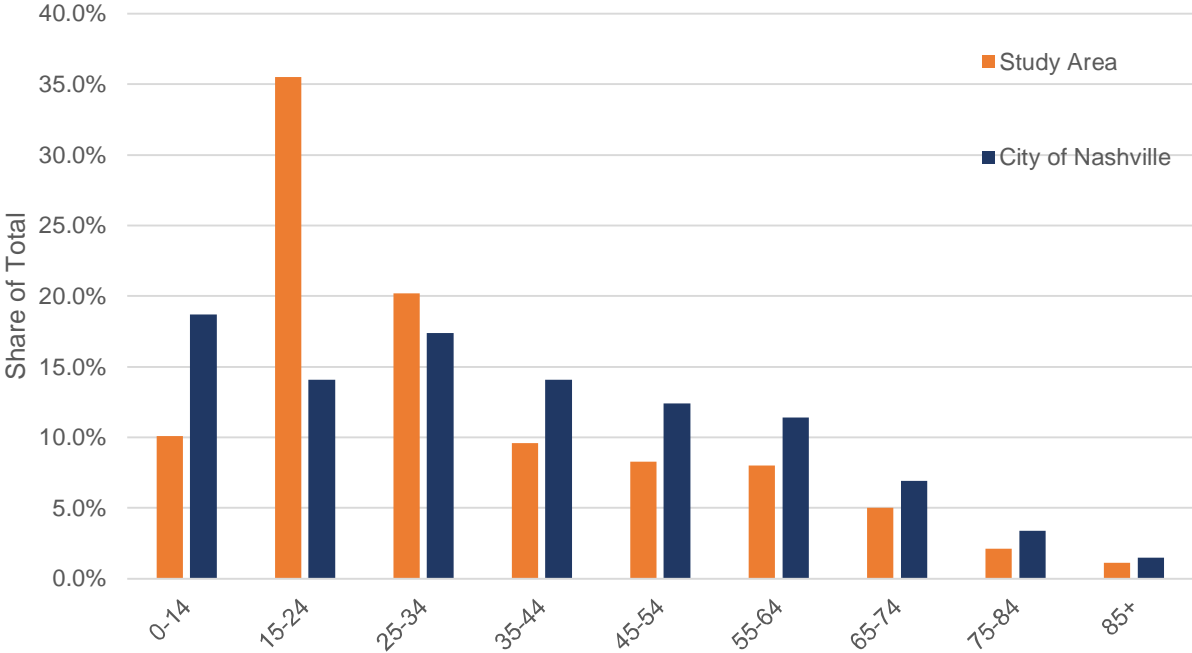
The study area used for demographic and housing purposes in this report is bounded by West End Avenue to the west, I-40 to the north, Third Avenue/Nolensville Pike to the east, and I-440 to the south.



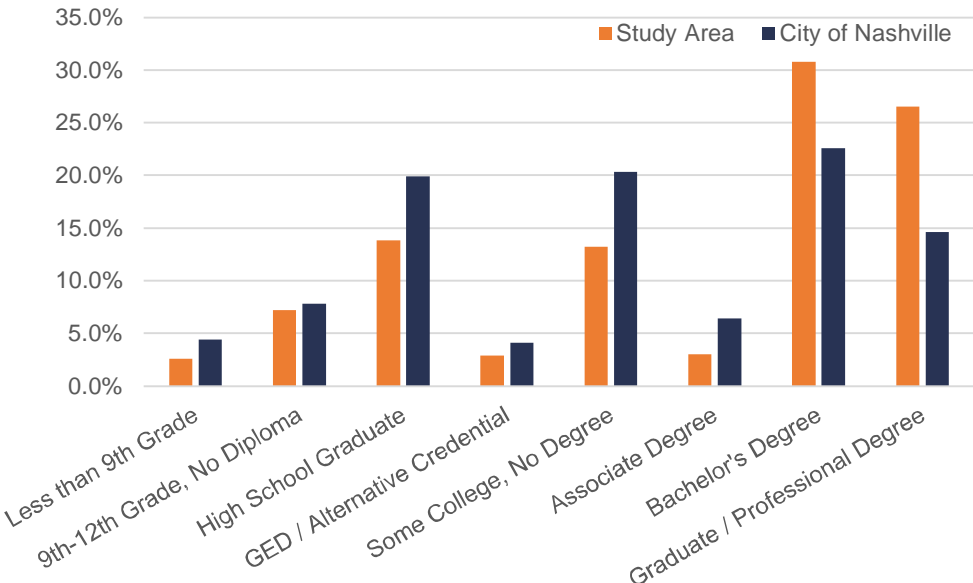
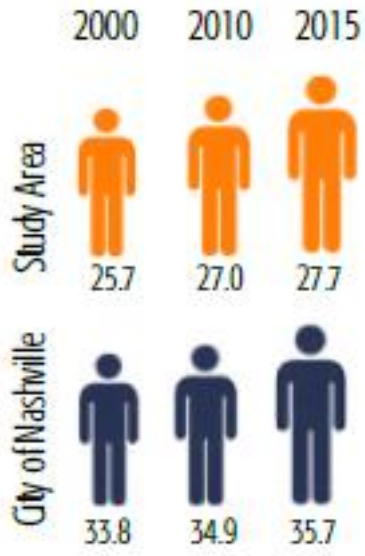


people

The corridor study area has a higher representation of young adults when compared to the City of Nashville. Over 50% of the study area is between the ages of 15-34. Likewise, this same cohort group tends to be well-educated as the chart below shows that over 50% of the study area has a bachelor's degree or higher.



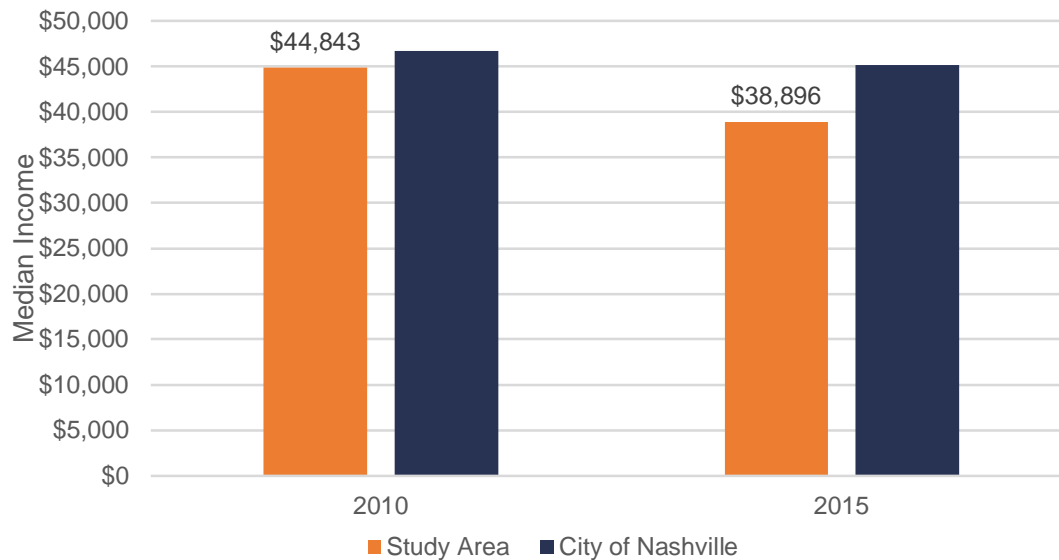
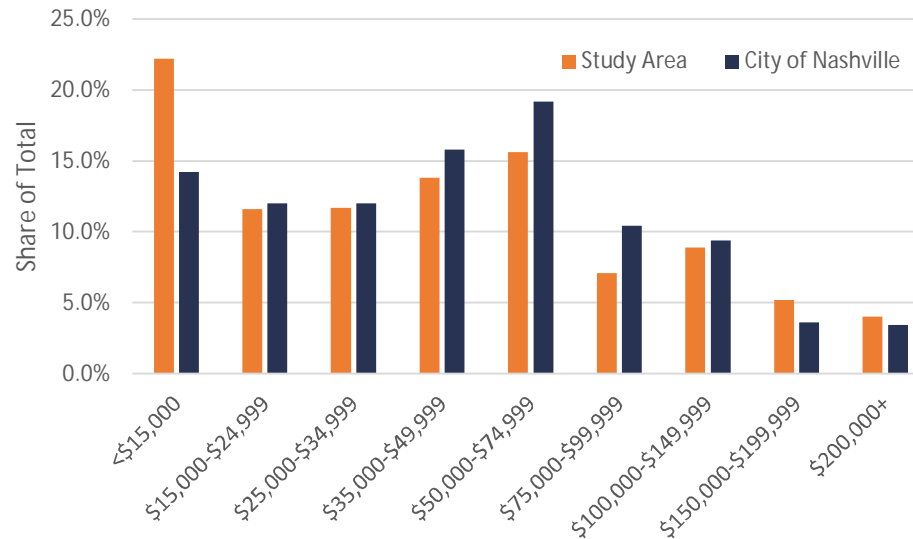
Median Age



## money

Compared to City of Nashville averages, residents of the study area make less on average and this median income has dropped from \$44,843 in 2010 to \$38,896 in 2015.

Conversely, housing costs considerably more in the study area versus the average within Nashville. At almost double the Nashville average, the study area home values in 2010 averaged \$298,569.



## Home Values By Year



## Number of Households

Geography	2000-2015 Growth Increase					
	2000	2010	2015	#	%	CAGR
Study Area	12,338	12,850	13,584	1,246	10.1%	0.6%
City of Nashville	227,216	249,002	262,642	35,426	15.6%	1.0%

Source: ESRI; US Census; Kimley-Horn

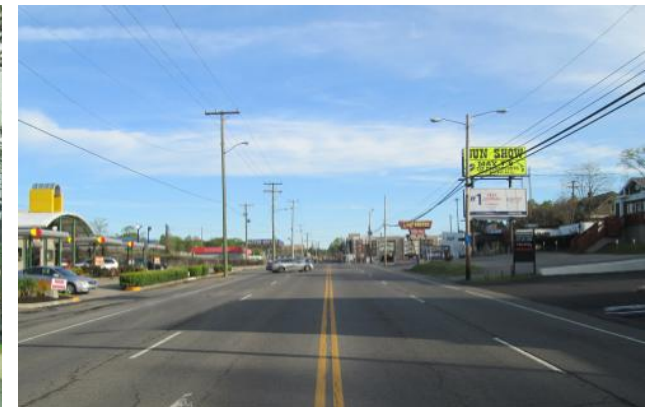
## households

More than 1,000 residential units have been approved or are currently under construction along our study corridor...and more are on the way. The majority of housing in the study area is renter-occupied compared to the average for City of Nashville residential units.

## Housing Unit Tenure



The study corridor includes buildings of various condition—new multi-family developments, as well as commercial buildings nearing the end of their useful lives. Many parcels are underutilized and undeveloped indicating potential for redevelopment while others are limited by lot depth and may not see dense redevelopment. Above-ground utility lines run along the majority of the corridor on both sides of the road. Frequent driveways and open curb cuts face onto the standard four-lane roadway section. Surrounding the corridor are single family neighborhoods experiencing gentrification with the redevelopment of “tall and skinnies”.



## observations

The compilation of information generated during the planning process led the Steering Committee to the following conclusions:

- The study area is experiencing a boom of activity. It is known locally for its restaurants.
- There are some underutilized / vacant commercial buildings in the area (low lease rates, unoccupied, and/or incompatible).
- Most of the existing commercial construction lacks the quality desired by the community.
- Franklin Pike is the spine of Berry Hill but lacks a sense of place or “center”.
- There are numerous multi-family housing products approved and/or under construction.
- Franklin Pike is a primary gateway to Downtown Nashville but lacks visual appeal.
- Existing property ownership patterns makes land assemblage difficult in some areas.
- Existing single family neighborhoods are stable.
- The walkability of the area is poor although the types of uses along the corridor want to be walkable.
- The remaining parcels left to be redeveloped are smaller and have challenges like topography, narrow depth, and limited parking so they will not see any major redevelopment but will keep a similar form.
- TDOT will be resurfacing this corridor in mid-2017.
- Utility poles and lack of right-of-way cause this to be a constrained corridor.

## Opportunity Statement:

The opportunity exists to promote positive change in the study corridor by providing an enhanced multimodal transportation system that includes facilities for both pedestrian and bicyclists in addition to vehicular traffic. Doing so will create improved conditions for private investment with an emphasis on job creation, quality retail, integrated diversity of housing, and the creation of improved gateways to the City of Berry Hill.



Existing Land Use Map

### Roadway Characteristics

4-lane undivided facility (center two-way left-turn lane from Berry Road to Kirkwood Avenue)

No right-turn lanes

State Route 6 / U.S. Route 31

35 miles per hour

MTA Bus Route #8

Crash Data  
2011-2015

Type of Crashes	Number of Crashes	Percentage of Total Crashes
Rear-End	242	43.5%
Angle	185	33.3%
Sideswipe, Same Direction	54	9.7%
No Collision With Vehicle	38	6.8%
Head-On	11	2.0%
Sideswipe, Different Direction	9	1.6%
Rear to Rear	1	0.2%
Rear to Side	1	0.2%
Other	1	0.2%
Unknown	14	2.5%
<b>TOTAL</b>	<b>556</b>	<b>100.0%</b>

### Crash Statistics

556 crashes  
51.3% at signals  
5 involving a pedestrian  
3 involving a bicyclist

174 injuries  
4 involving a pedestrian  
3 involving a bicyclist

2 fatalities  
0 involving a pedestrian  
0 involving a bicyclist

Average Annual Daily Traffic counts within this corridor have remained somewhat stagnant while the traffic counts for paralleling Interstate 65 have drastically increased from 1985 to 2015 as seen in the chart to the right.

Comparable AADT Roads:

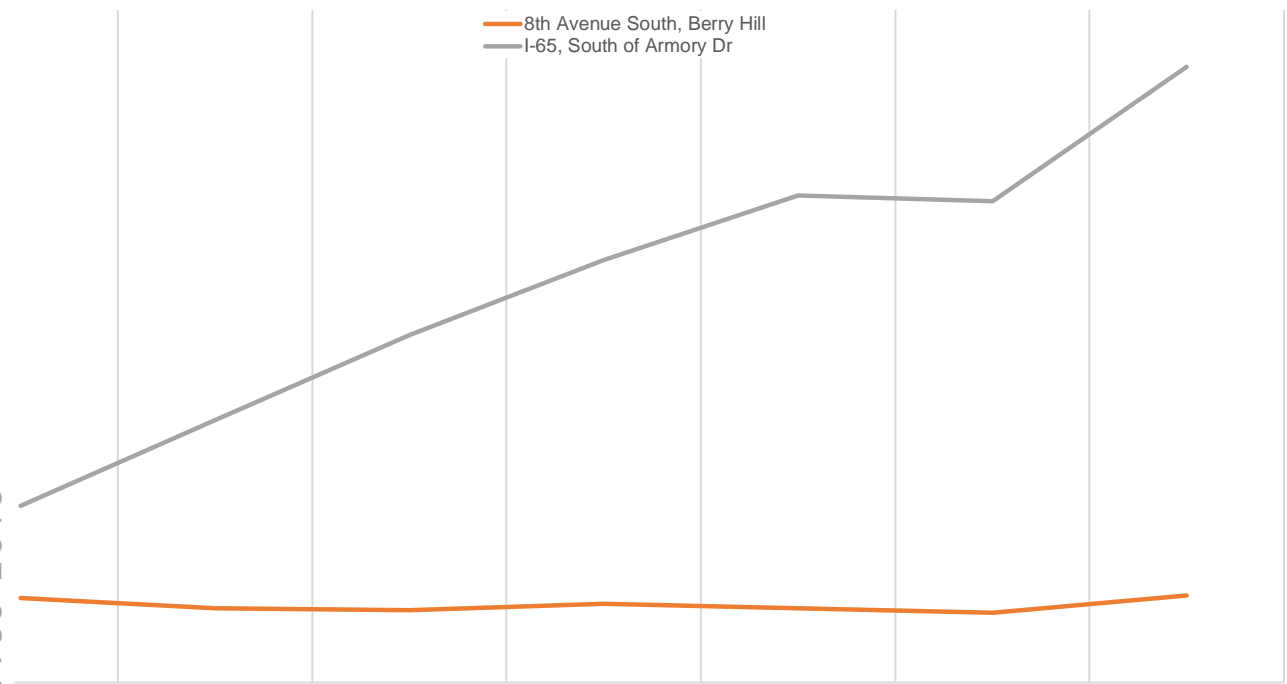
Suburban - Mount Juliet Road, Mount Juliet, TN

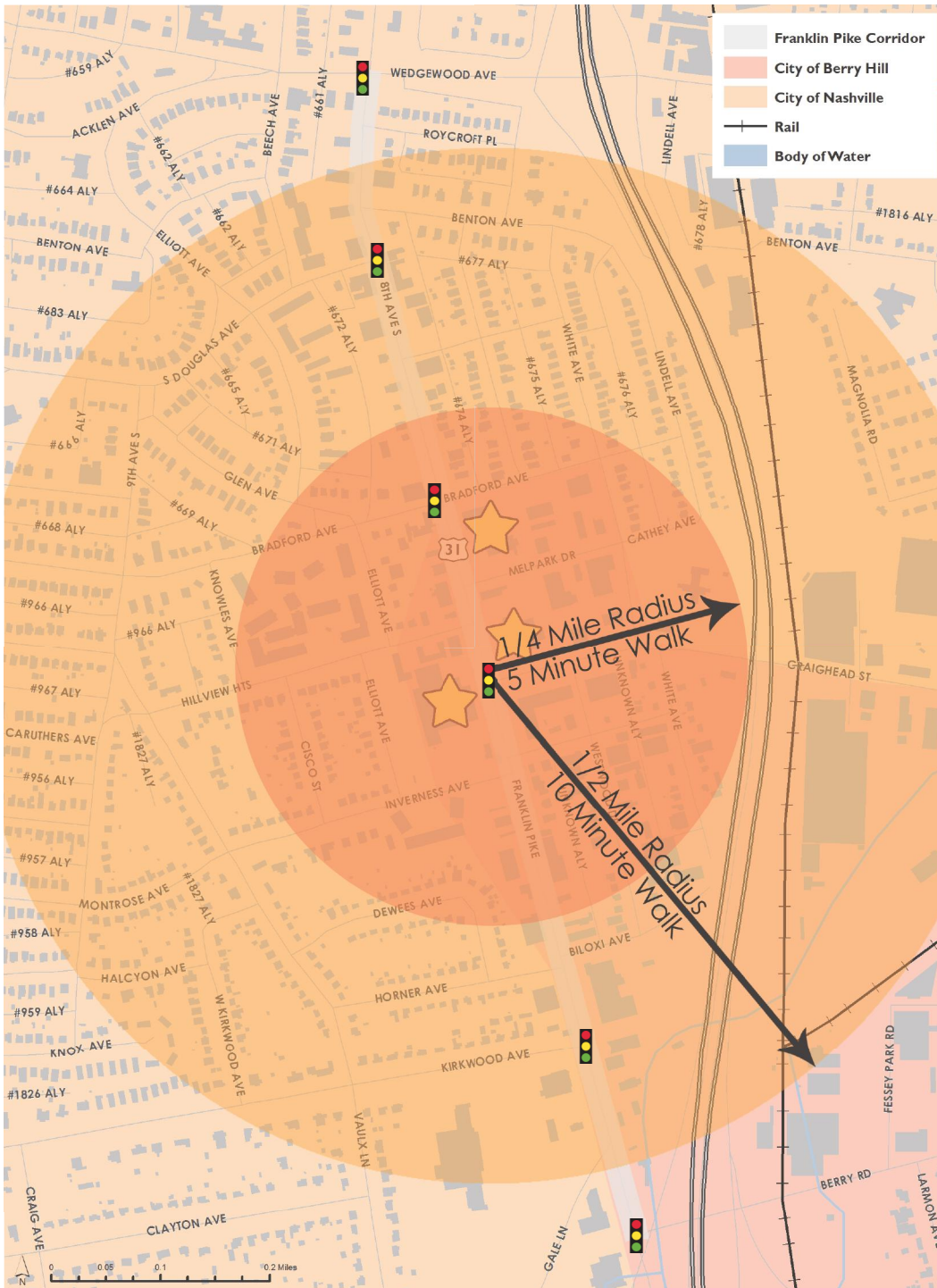


Urban - Demonbreun Street, Nashville, TN



Average Annual Daily Traffic  
1985-2015

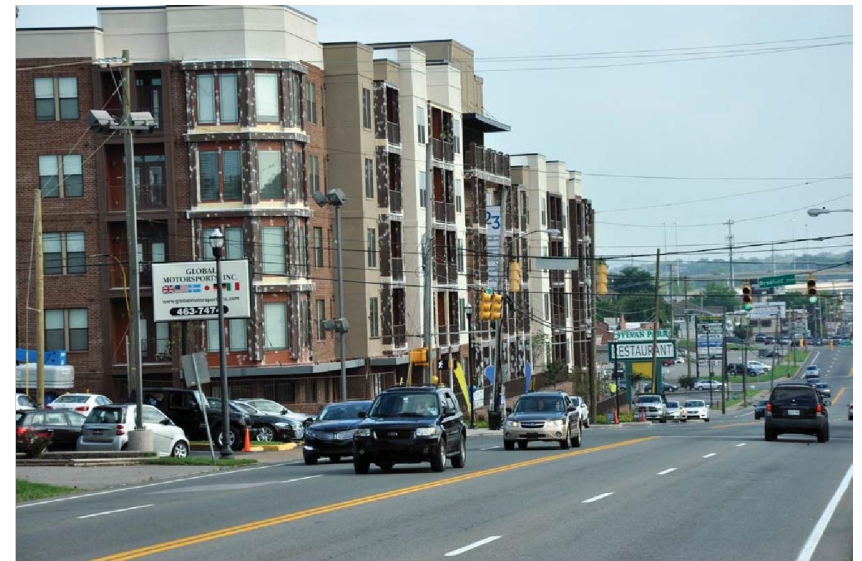




## Walkability

Most people are willing to walk for five to ten minutes, equating to a 1/4 mile to 1/2 mile distance, before opting to use a motorized vehicle to complete the trip. As the map to the left reads, the majority of the study corridor is considered to be within a comfortable walking distance for most users. The three stars on the map locate the recently built and currently under construction multi-family developments that account for more than 900 units. The individuals residing in these units will account for many more walking trips throughout the corridor in the near future.

The study corridor is featured in the recently adopted NashvilleNext's Volume V: Access Nashville 2040, Nashville's Major Collector Street Plan on page 56.



"As Arterial-Boulevards such as Franklin Pike redevelop, coordination between Metro, state agencies, and utilities will ensure a more walkable and bikable environment."





planning

process





# planning process

A series of meetings were conducted in coordination with the general public and the Steering Committee to better understand local values and objectives. The activities facilitated during these events and meetings ultimately contributed to a redevelopment strategy for the study corridor. The activities included:





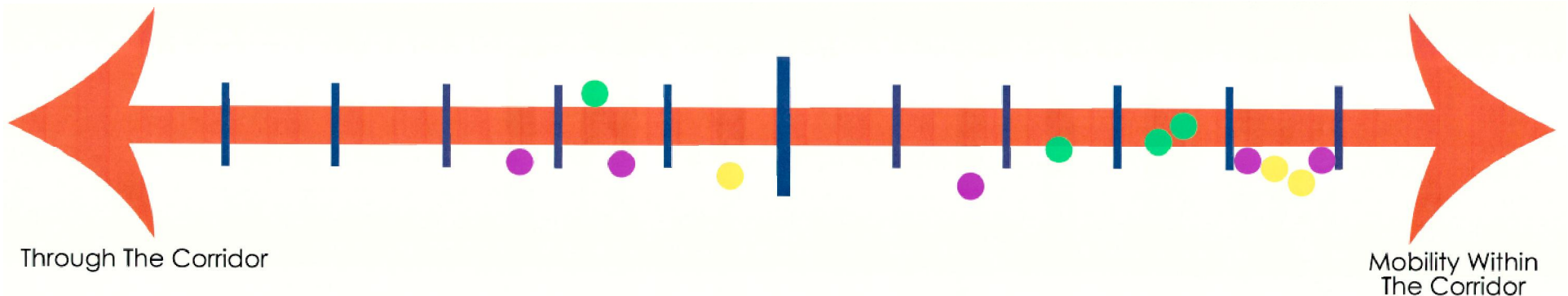
## steering committee

A group of key individuals (identified on page 1.0) were invited to serve as our Steering Committee for this project. These individuals were chosen because of their knowledge base and representation of the major organizations and agencies key to this project - Metro Public Works, Tennessee Department of Transportation, Nashville Area Metro Planning Organization, Metropolitan Transit Authority, area merchants,

On January 26, 2016, we held our kickoff meeting with the Steering Committee to begin the visioning process for this project. To kickoff our discussion with this key stakeholder group, we gave them an overview of the existing plans that have been completed and what they say about this corridor, a snapshot of this corridor and its demographics, and finally listed this planning study's goals.

To get the committee's input for the vision of this project, we showed them 12 different images - some within the corridor and some of other successful corridors - and asked them to provide a word or phrase that best describes each image. The overarching vision for this project was made clear from their positive and negative responses to these varying corridor facilities and context.

The next and final exercise at this first meeting, was to place a dot on the mobility continuum on where they think this portion of the Franklin Pike corridor falls between it functioning purely as a through corridor to move cars to points outside of the area to the other end of the spectrum of it being to serve to provide mobility within the corridor.



# mobility fair

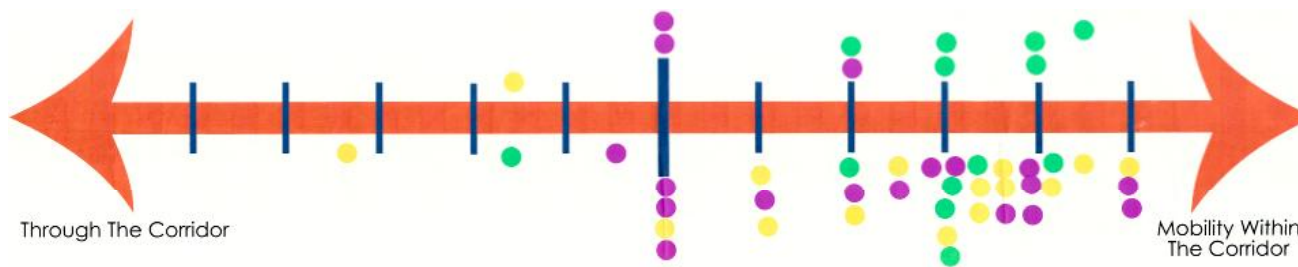
On February 27, 2016, we hosted a Mobility Fair open to the general public. Most Steering Committee members were in attendance in addition to several elected officials, residents of the area, nearby merchants, and other stakeholder groups totaling more than 70 individuals throughout the event.

Participants participated in a series of interactive stations through the room including Information Wall, Mobility Continuum, One Word, Priority Pyramid, Street Builder, What Makes a Great Place?, What's Our Brand?, as well as an opportunity to participate in Walk the Corridor where Steering Committee members lead a walking tour through the corridor to discuss constraints and opportunities in the area. The information generated by these activities is summarized on pages 3.3 - 3.8 and supplemented feedback from the Steering Committee meeting discussed on page 3.1. Collectively, this feedback contributed to the initial phase of the planning process, including the creation of guiding statements and an understanding of existing conditions.



## Information Wall

The Information Wall featured existing data points for the participants to review. Giving context to the study, this station highlighted a map outlining the corridor study area, existing plans done by other agencies, as well as current traffic data.



## Mobility Continuum

The results highlight the preference for this corridor to be focused more on mobility within the corridor as a placemaking opportunity rather than simply focusing on moving cars through the corridor as efficiently as possible. The average vote falls on the third tick right of center.

The Mobility Continuum was an opportunity for people to voice their opinions on what this corridor should be focusing on - moving traffic through the corridor versus mobility within the corridor. The participants were asked to place their dot along the continuum where it best represented their preference for the corridor function.

NOW



One Word

The One Word activity captured current community sentiments as well as future visions for what the corridor could become. Participants were asked to write down one word that describes Franklin Pike today and one word that describes their vision for the corridor in the future. These word clouds illustrate the responses, placing more emphasis on repeated words and phrases.



IN THE FUTURE



What makes a great place?



What makes a great place?

## What Makes a Great Place?

Featuring three boards of streetscape images collected from across the country, the “What Makes a Great Place?” station provided a setting where participants could place stickers on images that they felt were great places. Without having to provide a written or verbal explanation, they were able to respond to the visual cues and aesthetics in the photographs.



What makes a great place?



## Priority Pyramid

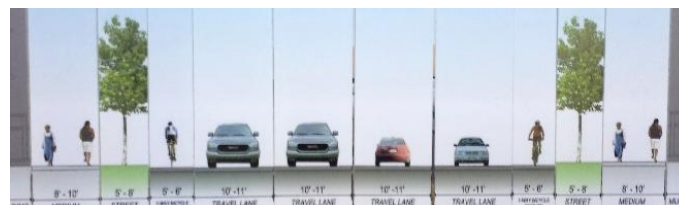
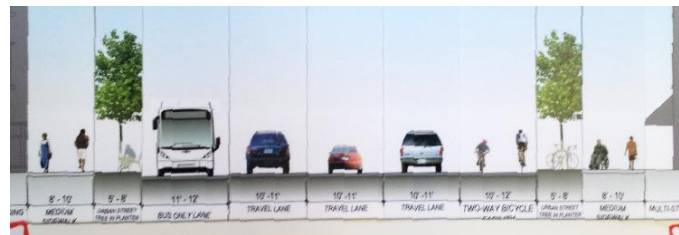
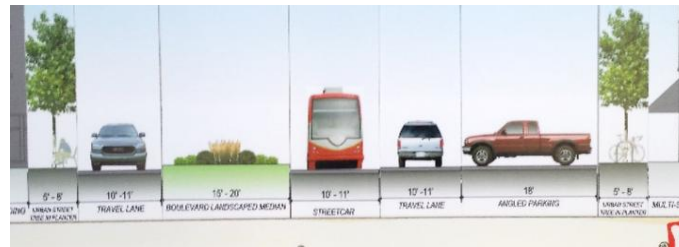
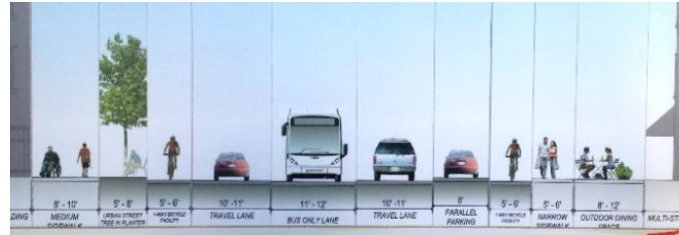
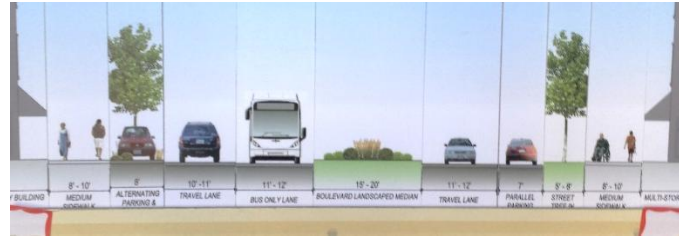
The attendees were given a description of a variety of priorities that would be considered during the planning process. These eight themes were discussed as they related to the study area. Participants were asked to rank their top six priorities in order of importance effectively building a pyramid to express the opinion on each theme's importance (three on the base, two in the middle, and the most important on top). The results of this exercise are tallied in the table below.



Rank	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>	7 <sup>th</sup>	8 <sup>th</sup>
Priority Theme	Walking	Transit	Economic Vitality	Biking	Beautification	Congestion	Parking	Burying Utilities
Weighted Average	86.1	61.1	49.2	47.4	33.1	30.5	20.4	10.3
Percent Responses by Tier	1 <sup>st</sup> Tier: <b>38%</b>	1 <sup>st</sup> Tier: <b>19%</b>	1 <sup>st</sup> Tier: <b>15%</b>	1 <sup>st</sup> Tier: <b>6%</b>	1 <sup>st</sup> Tier: <b>10%</b>	1 <sup>st</sup> Tier: <b>8%</b>	1 <sup>st</sup> Tier: <b>4%</b>	1 <sup>st</sup> Tier: <b>0%</b>
	2 <sup>nd</sup> Tier: <b>33%</b>	2 <sup>nd</sup> Tier: <b>35%</b>	2 <sup>nd</sup> Tier: <b>29%</b>	2 <sup>nd</sup> Tier: <b>40%</b>	2 <sup>nd</sup> Tier: <b>19%</b>	2 <sup>nd</sup> Tier: <b>19%</b>	2 <sup>nd</sup> Tier: <b>15%</b>	2 <sup>nd</sup> Tier: <b>10%</b>
	3 <sup>rd</sup> Tier: <b>21%</b>	3 <sup>rd</sup> Tier: <b>35%</b>	3 <sup>rd</sup> Tier: <b>38%</b>	3 <sup>rd</sup> Tier: <b>19%</b>	3 <sup>rd</sup> Tier: <b>65%</b>	3 <sup>rd</sup> Tier: <b>23%</b>	3 <sup>rd</sup> Tier: <b>38%</b>	3 <sup>rd</sup> Tier: <b>65%</b>
	Unranked: <b>8%</b>	Unranked: <b>11%</b>	Unranked: <b>18%</b>	Unranked: <b>35%</b>	Unranked: <b>6%</b>	Unranked: <b>50%</b>	Unranked: <b>43%</b>	Unranked: <b>25%</b>

## Street Builder

The Street Builder activity asked participants to identify desired design features for the study corridor and build their ideal street section for Franklin Pike. They did so by choosing from a variety of design feature cutouts that represented elements such as travel lanes, medians, bike lanes, sidewalks, landscaping, and transit amenities. Once their ideal street was built, the design was photographed and posted on the wall as seen on this page.





**What's Our Brand**

A large blank board provided an opportunity for participants to brainstorm their identity for this corridor. The history and existing namesakes became apparent during this activity.

**WHAT'S OUR BRAND?**

Melrose Boulevard

THE MELROSE MILE ✓

"Berry Rose"

MELROSE ✓✓✓✓✓✓✓✓✓✓

"Frank and Berry"

8th and Berry

8th MELROSE

8th PLACE

Melrose@berryhill ✓✓

the MED ✓

MELROSE ENTERTAINMENT DISTRICT

MelFrank

FRANKLIN

An inclusive Destination

8th South ✓✓

8th north

Mel and Berry

Rose & Berry

Melrose

MELROSE DISTRICT 2x

Historic Melrose

Think Globally: the environment is 1st. Eco Dev is part of environment not about paying for it all

FRANKLIN PIKE = TN's CIVIL WAR Highway = parallel to I-65 - Antefrom Chicago to New Orleans = US 31 = KY's Antique Highway (also TN's + AL's also. = from Franklins to Franklin TN)

## Design Charrette

The design team worked diligently for three days meeting with different focus groups and flushing through scenario options for the corridor as seen in the schedule on this page. The Steering Committee provided input on scenarios Monday and Tuesday evenings.

Important key nuggets of information were heard this week. For example, the design team learned about the I-440 proposed bikeway/greenway facility that would terminate at the end of this project corridor, furthering the multimodal connections with this project area to a larger area within the City of Nashville.

A summary of the week along with the team's knowledge and understanding of the corridor were shared with the general public Wednesday evening before unveiling the final three scenarios.

	Monday April 11	Tuesday April 12	Wednesday April 13
8am	Setup	Design Studio	Refine materials and prepare for public presentation
9am	NES Meeting		
10am	Design Studio	Merchants Focus Group	
11am			
Noon	Lunch	Lunch	Lunch
1pm	Design Studio	Mayor & Infrastructure Team	Refine materials and prepare for public presentation
2pm	Bike Focus Group		
3pm	Design Studio	Design Studio	
4pm			
5pm	Break	Break	Break
6pm	Steering Committee Pin-Up Session	Steering Committee Pin-Up Session	Public Presentation
7pm	Dinner	Dinner	



**Scenario A - 4 Lanes**

How likely are you to support this scenario?



**Scenario B - Three Lanes (center two-way left turn lane)**

How likely are you to support this scenario?



**Scenario C - Three Lanes (center reversible lane)**

How likely are you to support this scenario?



**The Results**

At Wednesday evening's final presentation, the design team unveiled the three scenarios and asked attendees to provide feedback. Participants were asked how likely they were to support each of the three scenarios with a ranking of 1-5 (1 being not likely to support and 5 being very likely to support) as well as an opportunity to provide overall general comments. From the 19 comment cards, Scenario A averaged a 1.75, Scenario B averaged a 4.64, and Scenario C averaged a 1.39. With Scenario B being the favorite, public comments are featured in the word cloud below.

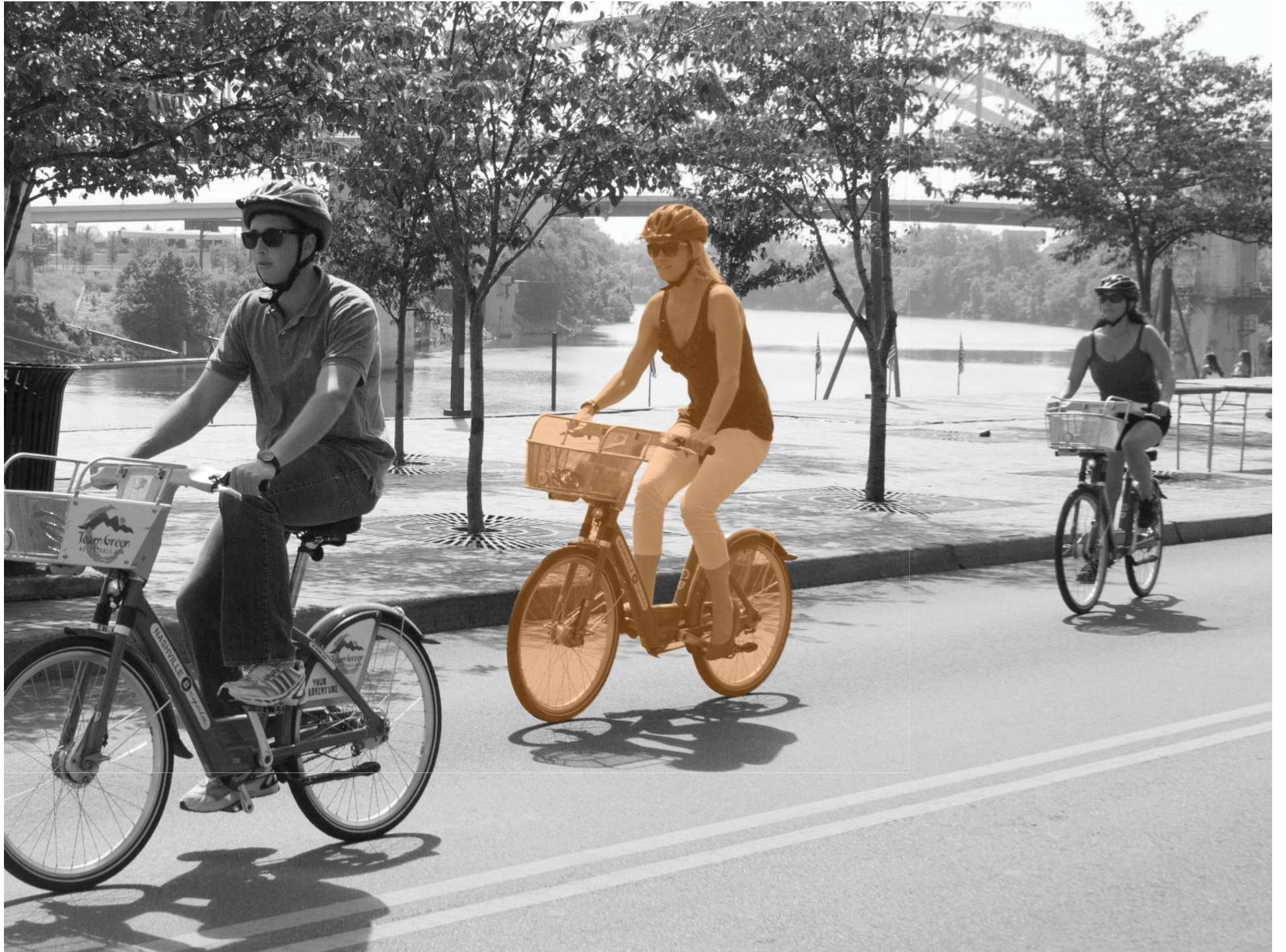




scenario

development

4





## Safety

- Responds to known safety challenges
- Pedestrian, Bike, and Traffic
- Reduce travel speeds

## Walk/Bike-ability

- Quality of pedestrian realm
- Reduced time at risk
- Quality walkscore

## Transit

- Opportunities for enhanced shelters and design
- Transit ready environment
- Enhanced ridership characteristics

## Corridor Vibrancy

- Local business environment vs pass-by auto-centric
- Enhanced Aesthetic
- Improved accessibility by multiple travel modes

## Traffic

- Accommodates acceptable LOS
- Accommodates additional weekday trips
- Truck traffic accommodations

### Report Card Elements

Based on priorities from the Steering Committee and community input, these five major categories were used (in order of most important at the top based on the results of the Priority Pyramid exercises) to evaluate the three scenarios in regards to how well they respond to these priorities. The three scenarios are shown in more detail on the following pages, including the report card scoring for each priority.

## Scenario Development

Three street section scenarios were developed in response to observations and opportunities. Each scenario explores a different street section for the study area and are featured on this page. The scenarios are summarized in more detail on the following pages.

### Common Goals:

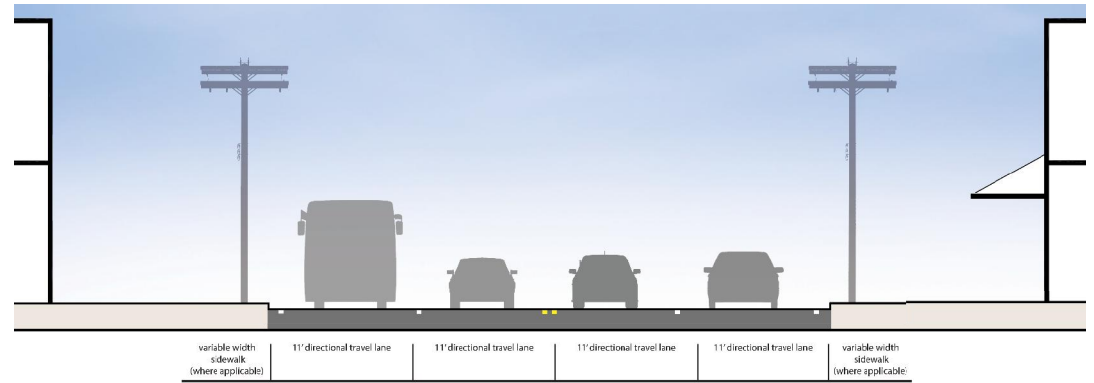
Work within existing street width

Take advantage of TDOT's resurfacing project next year

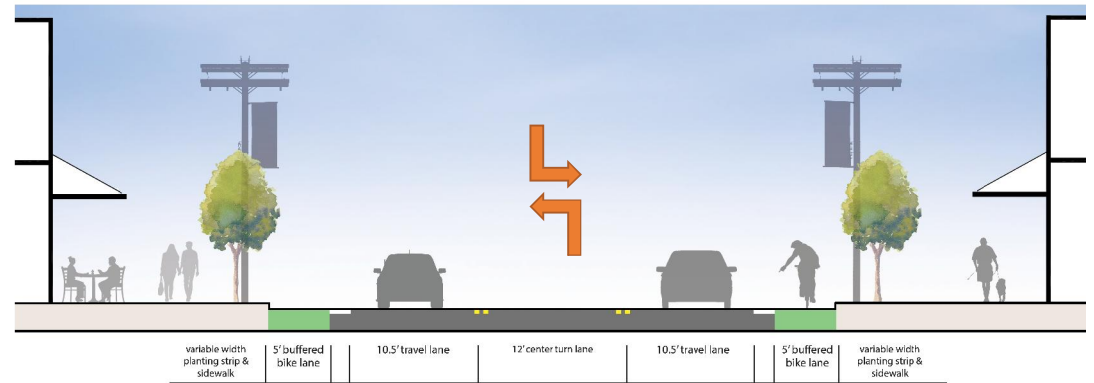
Evaluate against community's priorities

Embrace imperfection

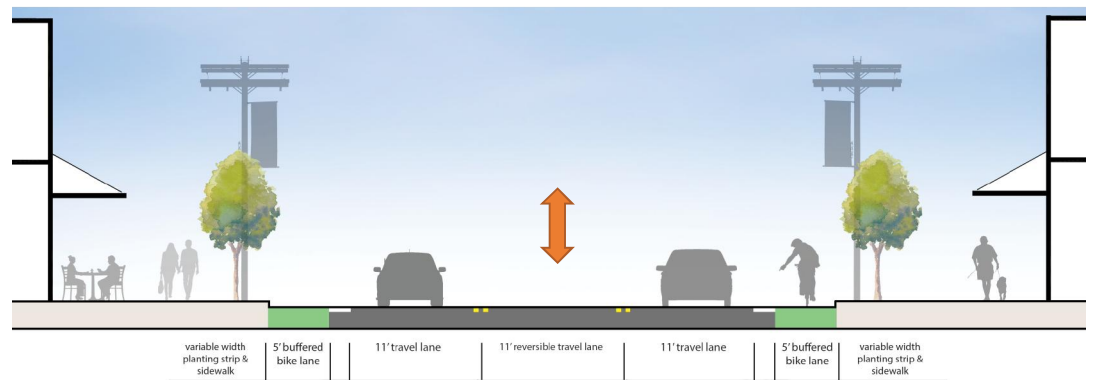
Scenario A



Scenario B



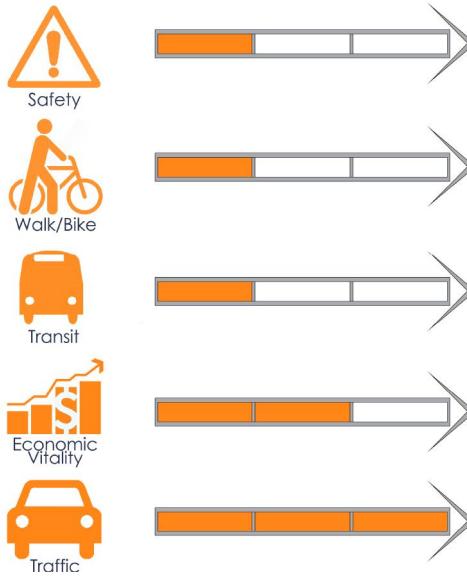
Scenario C



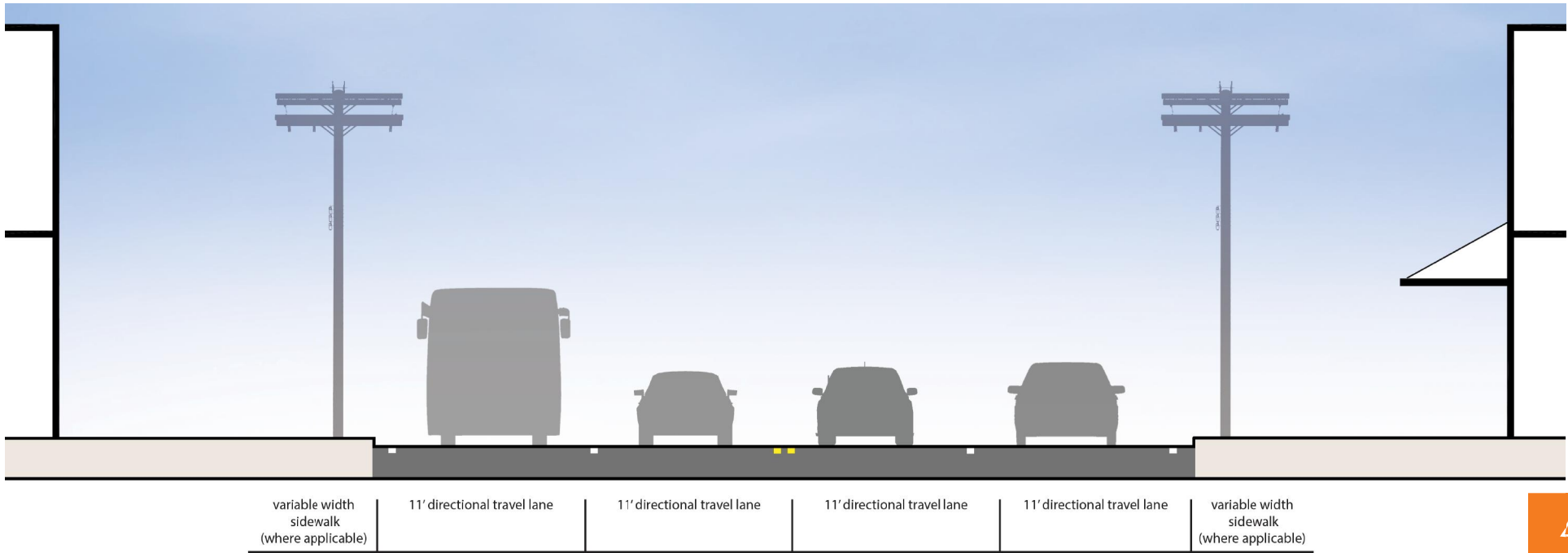
Scenario A		
	AM Peak Hour	PM Peak Hour
Wedgewood	115.7	110.6
Bradford	6.8	8.1
Craighead	22.4	35.2
Kirkwood	18.7	38.5
Berry	16.7	21.2
Travel Time (min)	3.3	3.8

\*Expressed in seconds of delay

Report Card



**Stay the Course**  
Keep the existing conditions of a four-lane undivided roadway with limited pedestrian accommodations.



### Balanced Approach

Proposed three-lane roadway that maintains critical turn lanes at signalized intersections plus enhanced sidewalks and buffered bike lanes. This scenario includes a continuous center turn lane.



Report Card



Safety



Walk/Bike



Transit



Economic Vitality

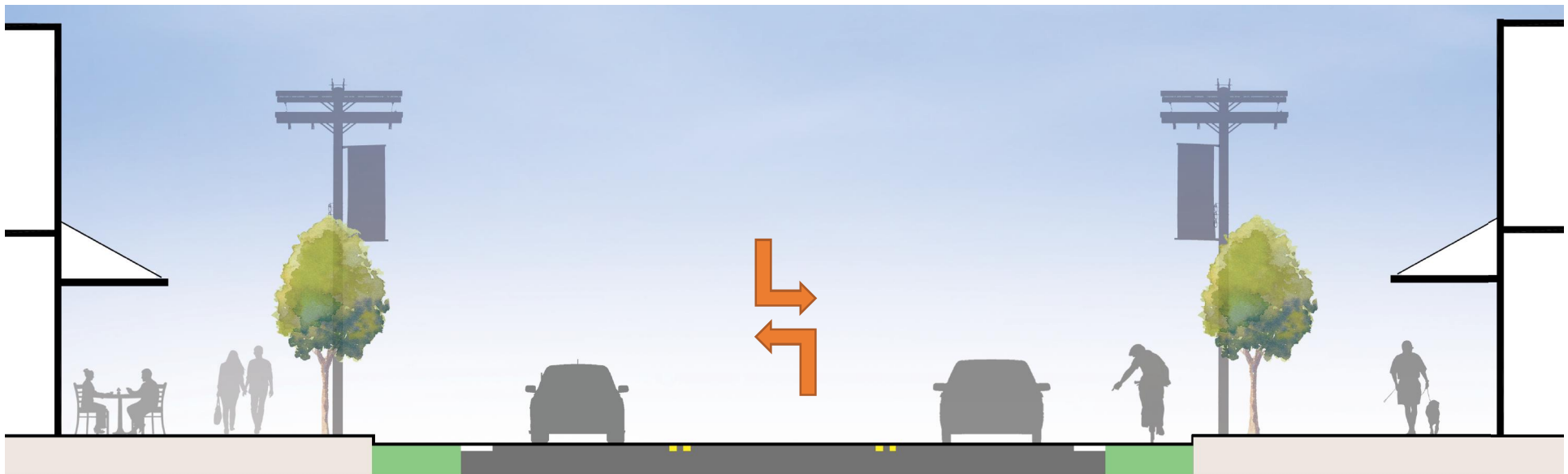


Traffic



Scenario B			
	AM Peak Hour	PM Peak Hour (5 PM)	PM Peak Hour (4 PM)
Wedgewood	116.3	111.2	70.5
Bradford	9.2	48.4	18.8
Craighead	32.6	82.2	44.7
Kirkwood	30.3	162.7	94.9
Berry	50.7	66.3	25.6
Travel Time (min)	4.4	7.3	4.7

\*Expressed in seconds of delay

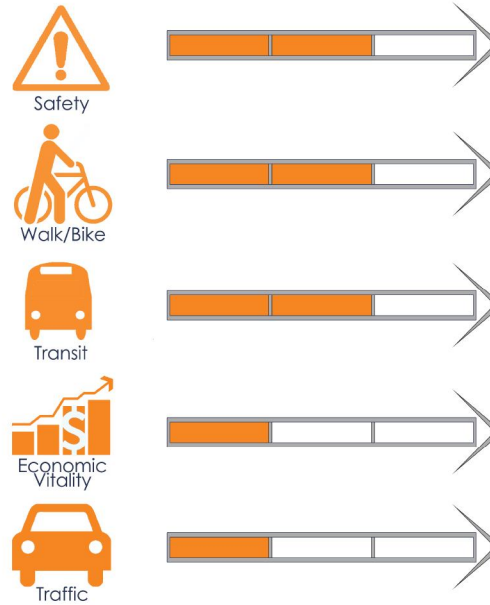


variable width planting strip & sidewalk	5' buffered bike lane	10.5' travel lane	12' center turn lane	10.5' travel lane	5' buffered bike lane	variable width planting strip & sidewalk
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Scenario C		
	AM Peak Hour	PM Peak Hour
Wedgewood	116.9	110.1
Bradford	8.0	10.1
Craighead	44.1	174.4
Kirkwood	22.6	296.9
Berry	73.9	84.1
Travel Time (min)	4.4	10.9

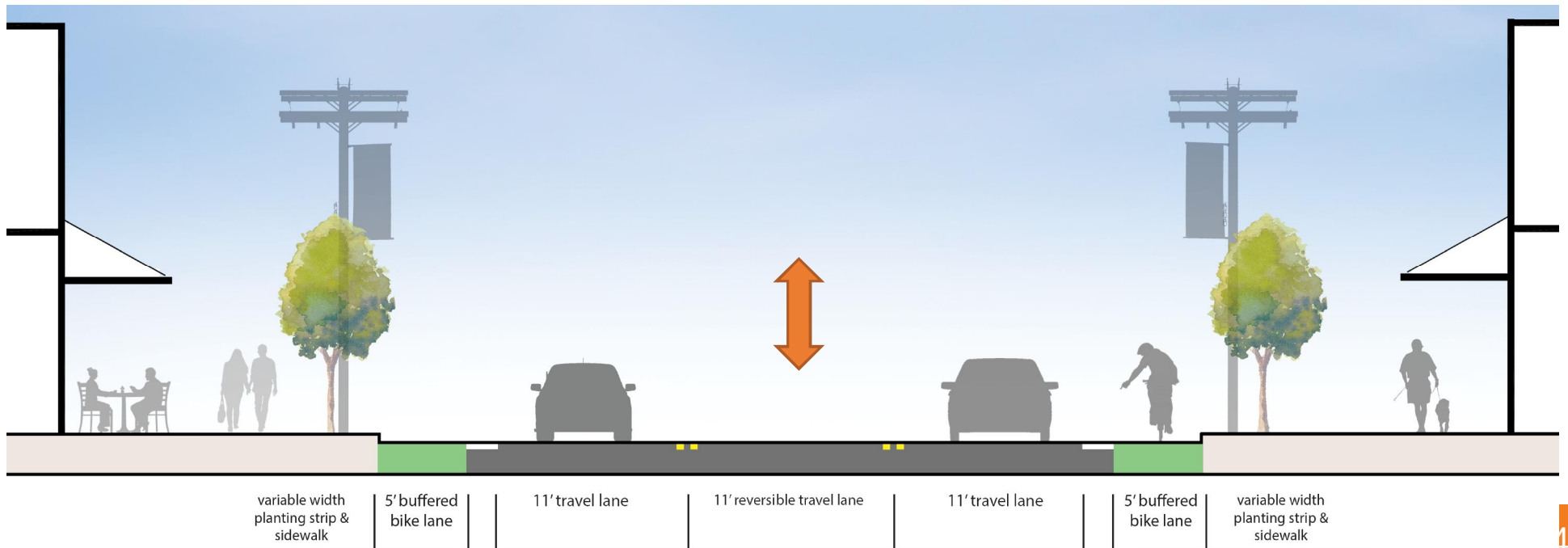
\*Expressed in seconds of delay

Report Card



## The Reverse

Proposed three-lane roadway with a center reversible lane for peak periods and buffered bike lanes and enhanced pedestrian accommodations.



## trade-offs

Participants weighed the trade-offs associated with a variety of options. Noteworthy considerations include the following:

- It is widely understood that more walkers and bikers are inevitable in the corridor given recent development trends. To do nothing is an unacceptable option.
- Most participants agreed that slower traffic with reduced conflict points is the best way to increase corridor safety, specifically crash severity.
- Multiple existing plans completed by others suggest this is the optimum corridor for enhanced multimodal features.
- Continued infill development combined with more pedestrian activity and corridor vibrancy will also increase the effectiveness and attractiveness of transit service within the corridor.
- Widening the road is highly unlikely given the shallow setbacks of existing buildings and presence of critical parking supply.
- If we cling to hope of widening the corridor, the relative cost will increase dramatically. Significant utility relocations, increased drainage infrastructure, additional right-of-way and impacts to existing businesses will escalate costs beyond practicality and make the project less competitive when considering competition for scarce transportation enhancement funding.
- Improvements that generally stay within the existing 46-foot pavement width means improvements could be implemented more quickly (and in coordination with the scheduled resurfacing). This approach is much more affordable and allows for improvements to be made sooner and in a manner that is consistent with other adopted plans.
- Additional improvements beyond those included in this study can be made incrementally, as development occurs, through traditional funding mechanisms, and via grants and partnerships.
- The opportunity for the corridor to anchor the future I-440 Greenway creates an attractive addition to the placemaking opportunities within the study area, further contributing to corridor vibrancy.
- Developments closer to the core of Nashville are a more sustainable approach to accommodating regional growth and provides for shorter trip lengths and opportunities for enhanced mode-split.
- I-65 is directly parallel to the corridor and offers a more appropriate location for north-south trips between downtown Nashville and areas along and outside of I-440.
- The modest increase in travel-time during the critical afternoon peak is relative and occurs in a very focused time frame (less than an hour). The trade-off of improved safety, vibrancy, and dedicated multimodal facilities better aligns with the priorities expressed by participants (page 3.6) especially when considering the acceptable traffic operations expected during off-peak periods.
- It is widely understood that increased delay through the corridor will influence positive changes to travel behavior including time of travel, mode-split, and travel route selection.



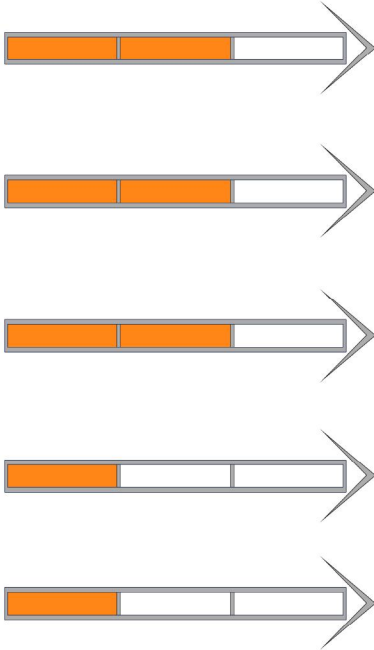
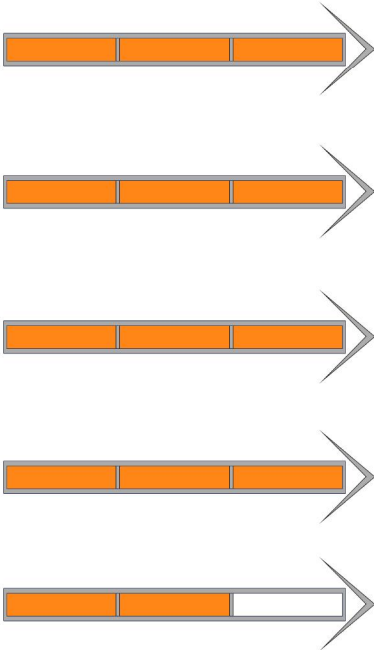
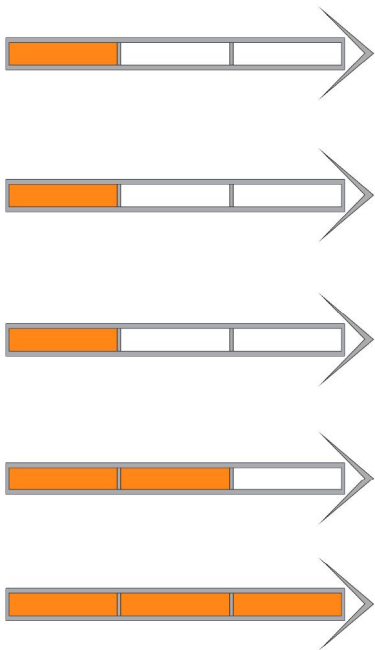
**Scenarios at a Glance**

Each scenario was evaluated and compared against each project priority - safety, walk/bike, transit, economic vitality, and traffic. In each of these five project priority categories, each scenario received a score of 1, 2, or 3 with 1 being the lowest score for that priority and 3 being the highest. Scenario A scored highest for moving vehicles, while B scored highest in the other four categories, and Scenario C scored in the middle for most priorities.

**Scenario A**  
Four-lane

**Scenario B**  
Three-lane  
Center Turn

**Scenario C**  
Three-lane  
Center  
Reversible







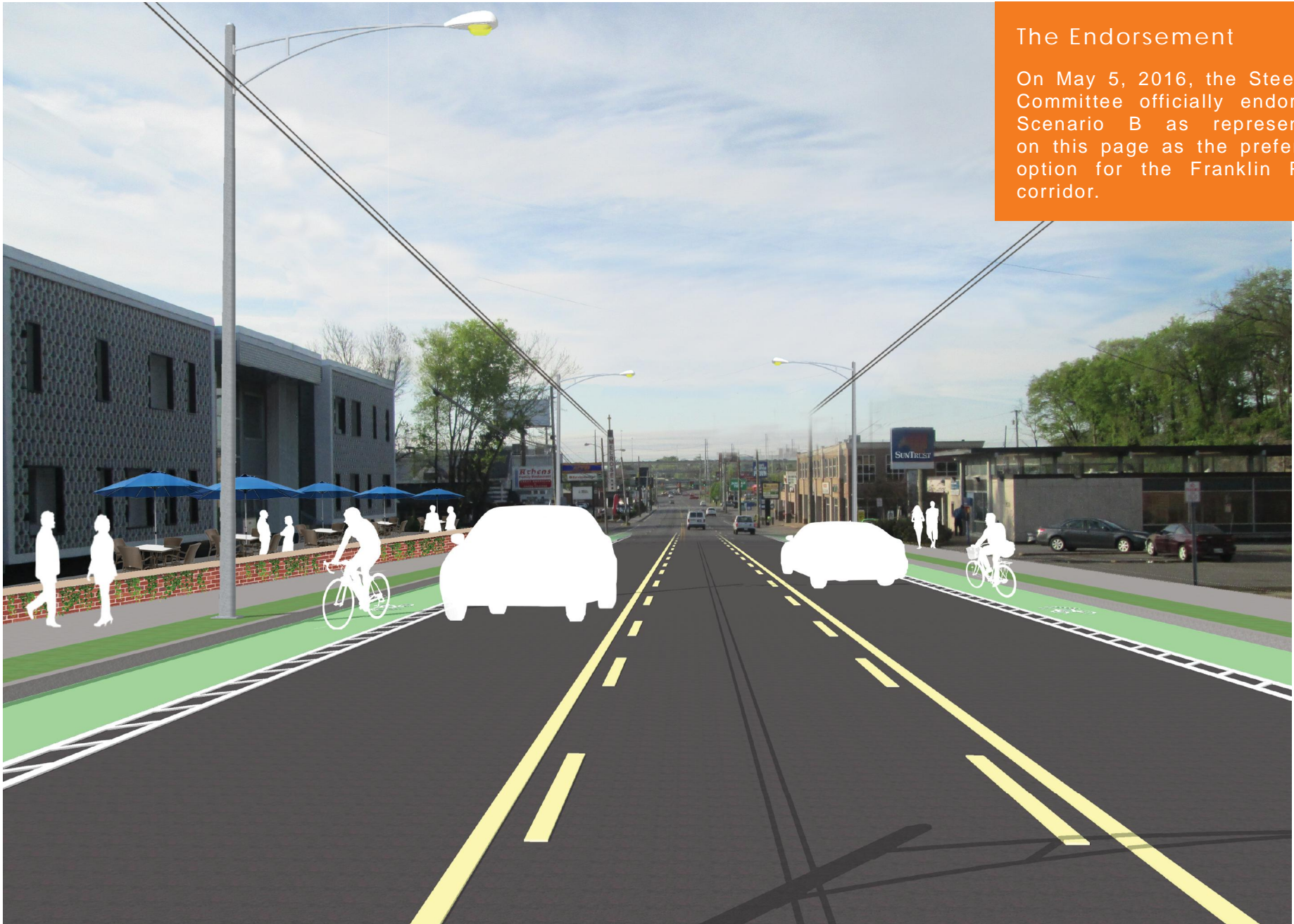
action

plan

5

## The Endorsement

On May 5, 2016, the Steering Committee officially endorsed Scenario B as represented on this page as the preferred option for the Franklin Pike corridor.



## action plan

The Franklin Pike Multimodal Study began with the intention to collect, refine, communicate, and execute a vision for the study area. The resulting strategy represents the contributions of the community, Steering Committee, and public agencies. Successfully implementing the plan will require active and enduring partnerships among these same groups.

It's emphasized that implementation of the plan does not require all recommendations be completed in unison. A successful approach promotes flexibility and emphasizes the partnerships between the City, community advocates, stakeholders, and the development community. This approach allows for incremental implementation as new development occurs and funding sources become available. At its core, the action plan emphasizes that partnerships can be leveraged to ensure strategic and timely investments. With persistence and patience, this critical corridor of the City will experience rejuvenation.

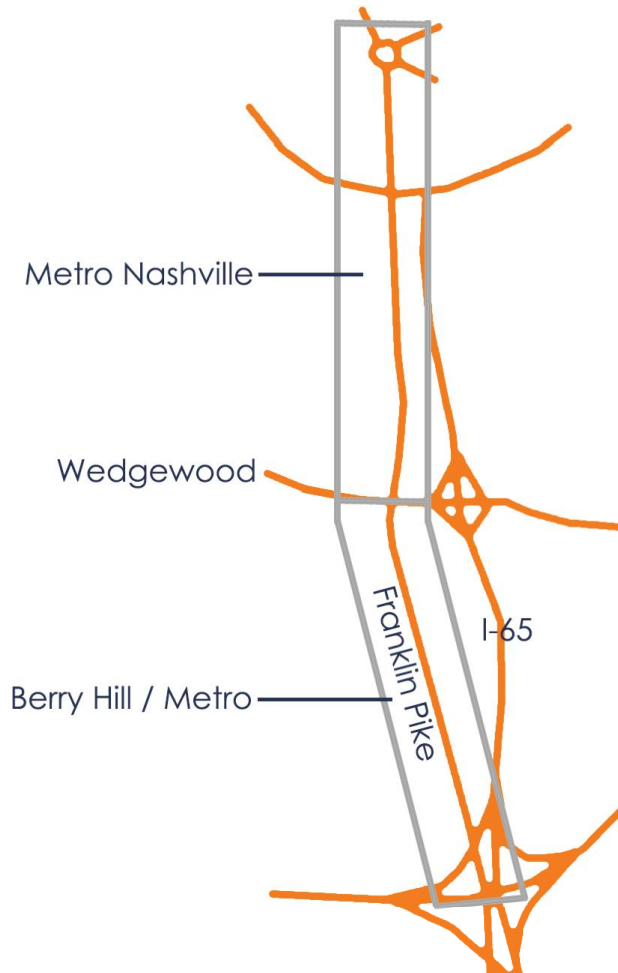
### Action Items

The Franklin Pike Multimodal Study is intended to be referenced by the City as public and private decisions are made regarding development, redevelopment, capital investment, and economic development. The following action items align with the planning themes established early in the planning process with the explicit purpose of guiding future decisions.

## recommendations

In order to move this study forward, the following action items are recommended:

- > Create a signing and striping plan for Scenario B so that it can be implemented as a part of the Tennessee Department of Transportation's repaving and re-striping project scheduled to occur mid-2017. This design should include the identification of proposed pedestrian crosswalks.
- > In order to promote pedestrian mobility and safety, implement a policy regarding access management.
- > In order to allow incremental implementation by private development, implement a policy change for smaller redevelopment projects that do not currently trigger the mandatory pedestrian facilities and other streetscape improvements.
- > Metro Nashville to complete a similar study analyzing the rest of the corridor from Wedgewood to the downtown roundabout.
- > Implement streetscape improvements including drainage and landscaping features through grant applications.



## potential funding sources

The recommendations from this study listed on the previous page will not be implemented through a single source, but will be a combination of multiple sources including some or all of these:

- > Tennessee Department of Transportation's repaving and re-stripping maintenance project scheduled to occur in mid-2017
- > Federal and state grant programs
  - Surface Transportation Program
  - Congestion Mitigation & Air Quality Program
  - Transportation Alternatives Program
  - Multimodal Access Grant
- > Private investment and partnerships
- > Metro Nashville and Berry Hill capital project budgets
- > Berry Hill Business District - imposing an additional tax particularly to provide maintenance dollars



