



8TH AVENUE SOUTH

MULTIMODAL

TRANSPORTATION STUDY



WHAT IS MULTIMODAL TRANSPORTATION?



COMPLETE STREETS



COMPLETE STREETS

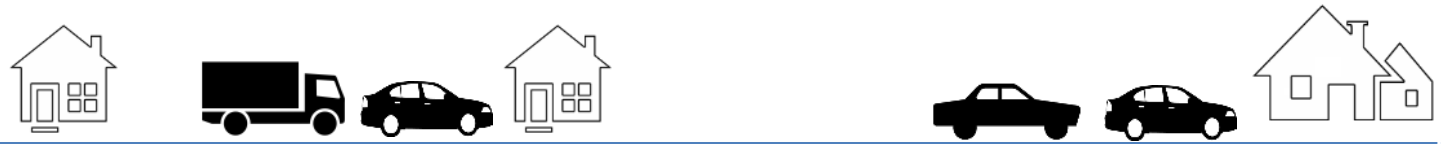


COMPLETE STREETS

HOW WE GROW IMPACTS HOW WE GET AROUND

Increasing investments in transit service and infrastructure

No service



Local service



Frequent local service



High capacity transit



High capacity transit in separate right of way



Growth & Preservation Concept Map

Centers

- First Tier
- Second Tier
- Third Tier

Green network

- Anchor park
- Green network

Feature

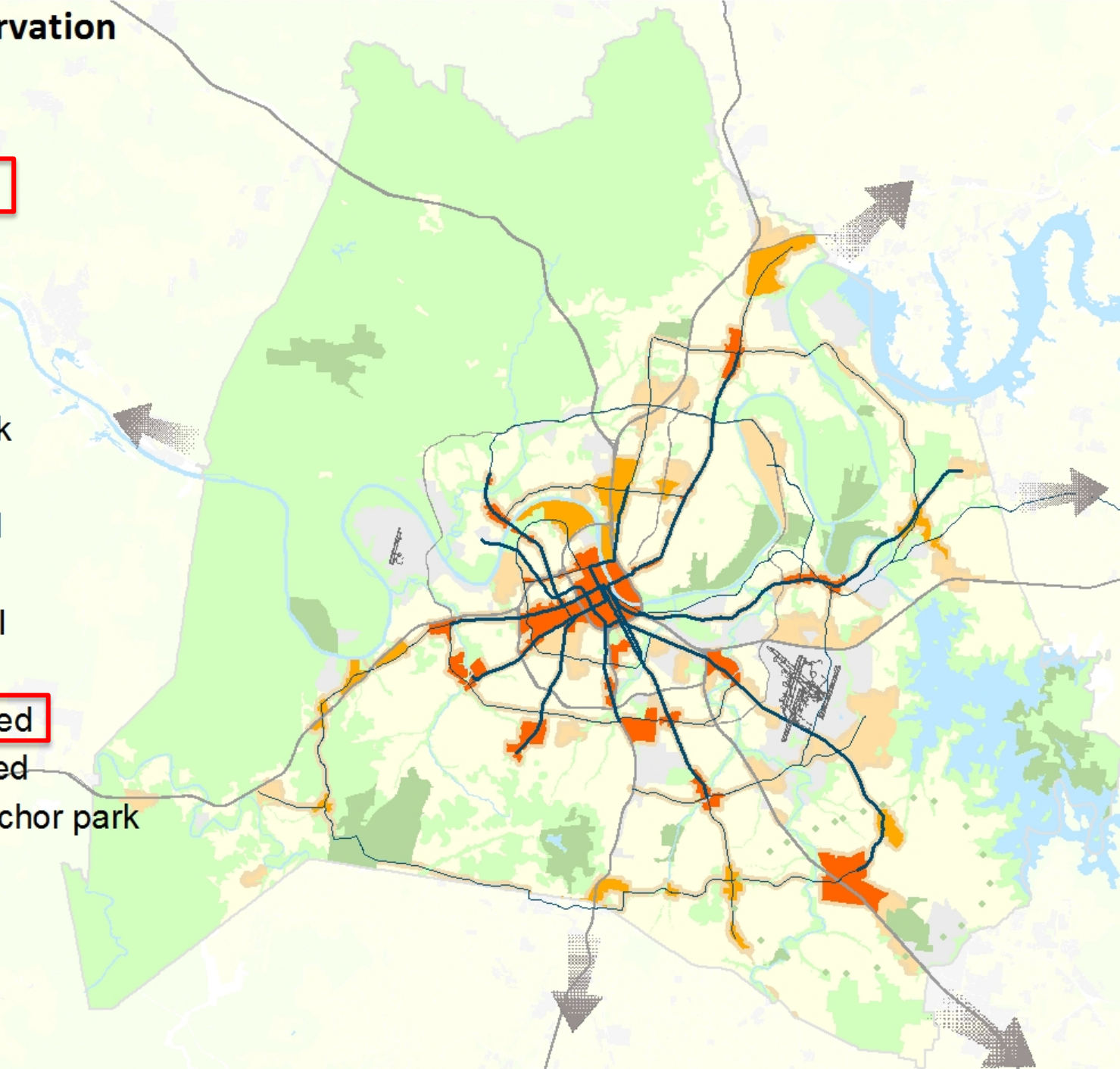
- Neighborhood
- Special Uses
- Transition/infill

Transit corridors

- Immediate need
- Long-term need
- Missing an anchor park



nashvillenext





FIRST TIER CENTER



the Bradford Group



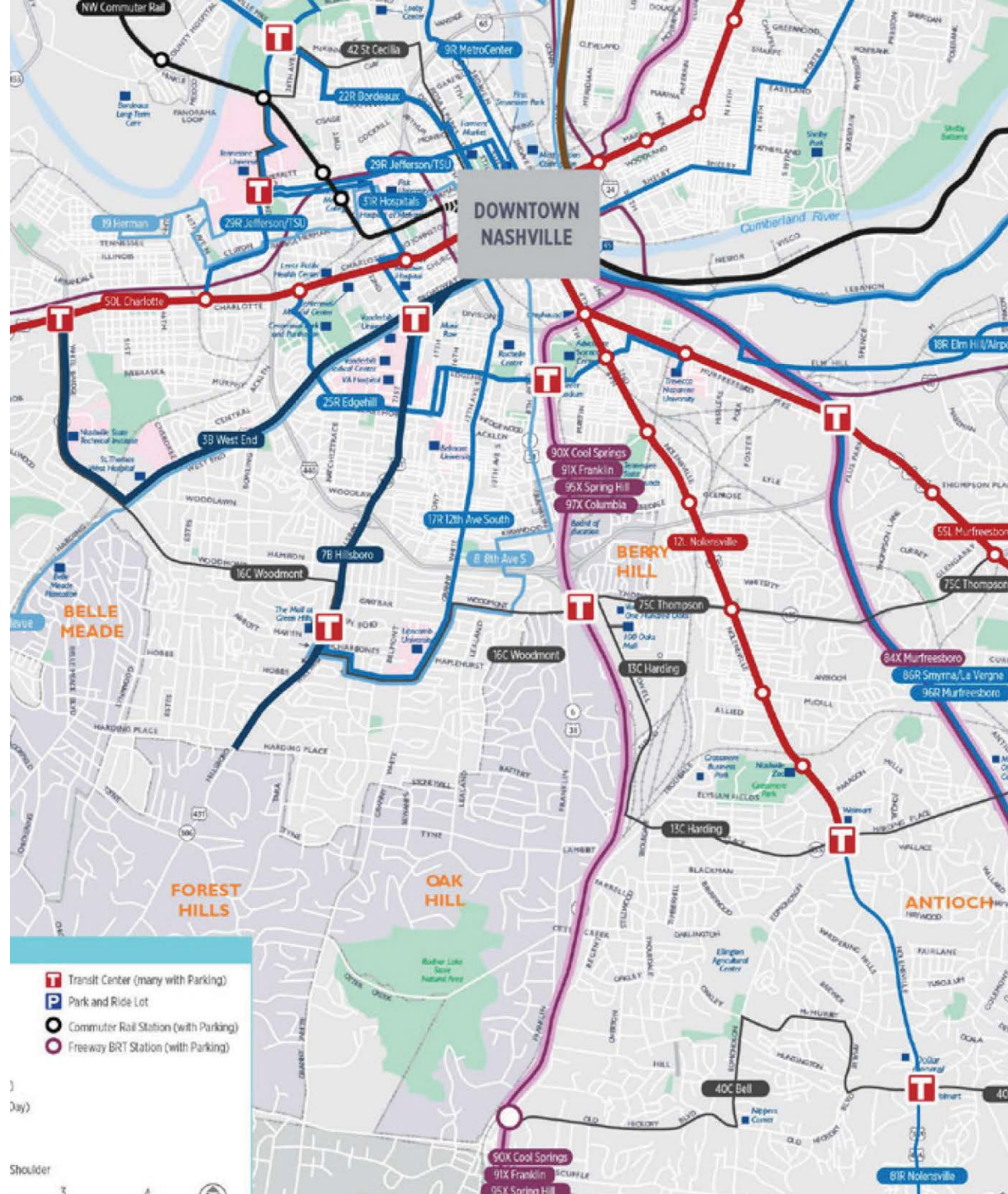
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RADER
BAIL
BONDING
CO.

FIRST TIER CENTER

nMOTION

8th Avenue –
Rapid Bus or Major
Local Bus through
Berry Hill



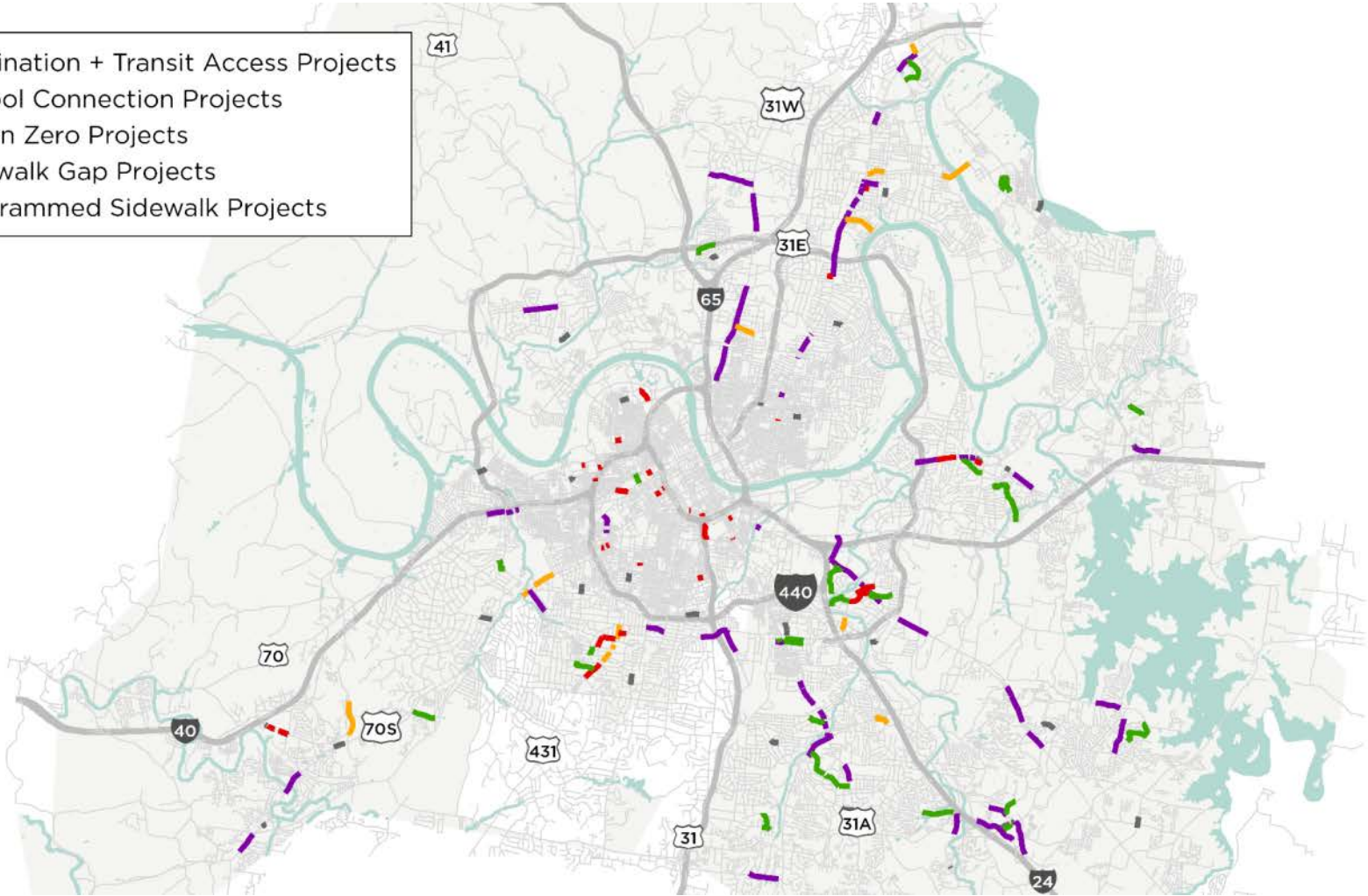


RAPID BUS SERVICE

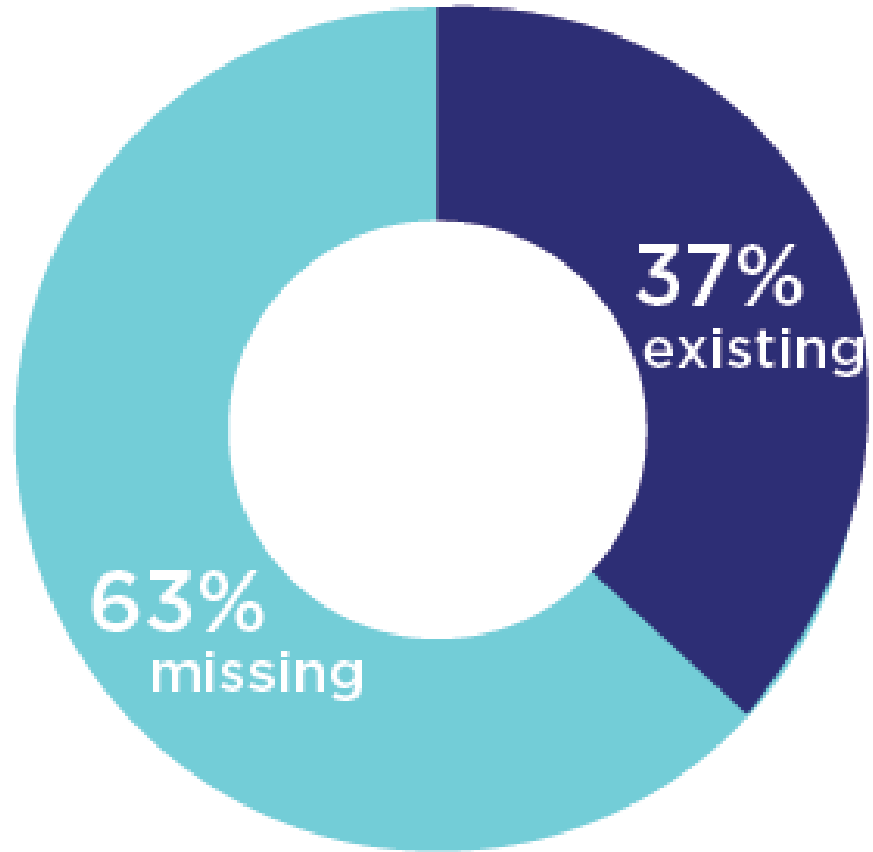


RAPID BUS SERVICE

- Destination + Transit Access Projects
- School Connection Projects
- Vision Zero Projects
- Sidewalk Gap Projects
- Programmed Sidewalk Projects



Davidson County has **1,130 miles** of existing sidewalk and **1,900 miles** of sidewalk need.



92% of all streets in Minneapolis have sidewalks



71% of all streets in Seattle have sidewalks



50% of all streets in Austin have sidewalks





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BREW & BOTTLE
KENTUCKY
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PIZZA \$
PIZZA \$

BATSON MOTORS

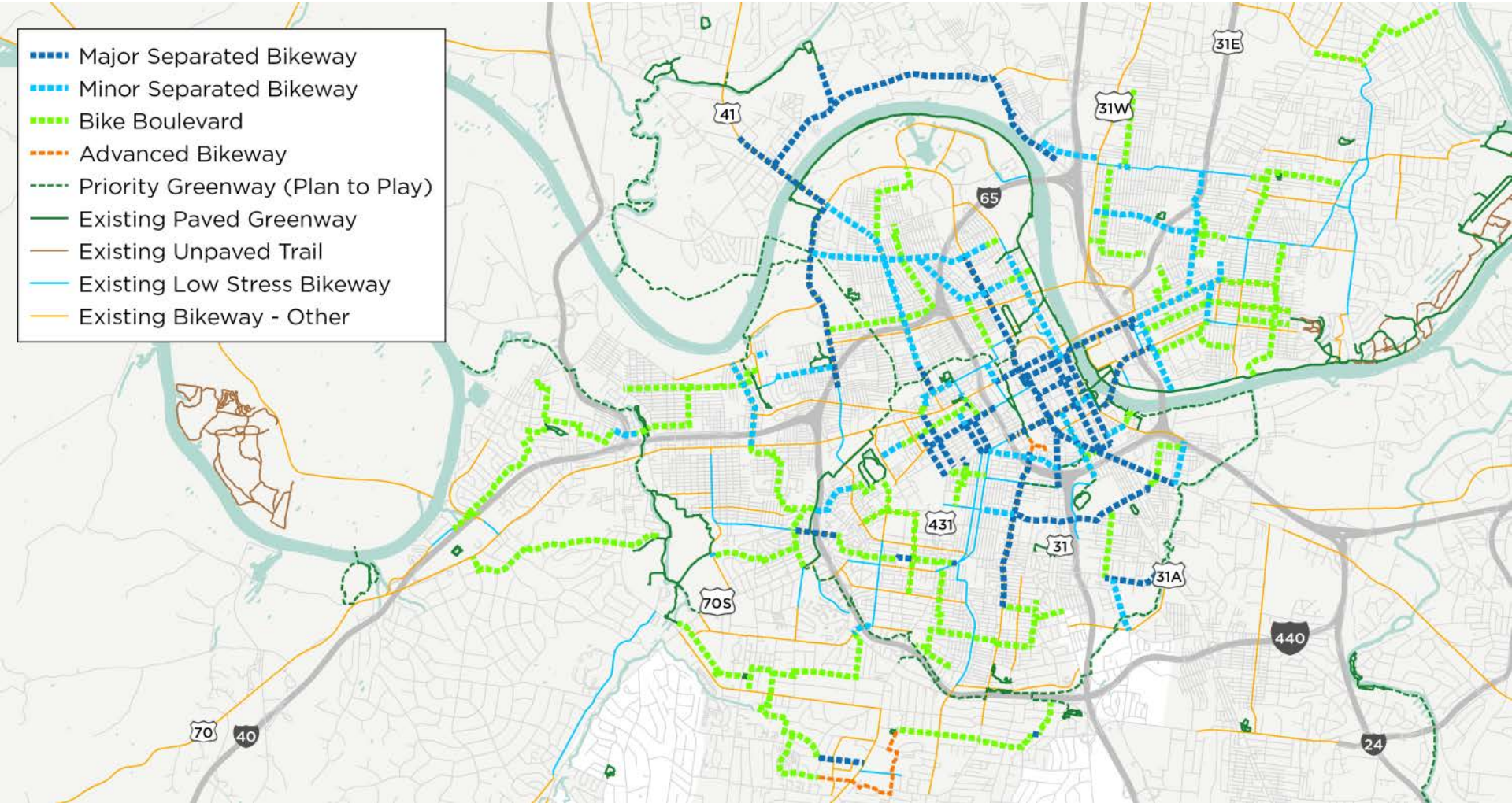
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SIDEWALKS

SIDEWALKS

- Wide sidewalks required with all new development/redevelopment in Metro and Berry Hill
- Metro portion has 5' sidewalks along much of corridor
- City of Berry Hill is seeking Federal funding for sidewalk gaps

- Major Separated Bikeway
- Minor Separated Bikeway
- Bike Boulevard
- Advanced Bikeway
- Priority Greenway (Plan to Play)
- Existing Paved Greenway
- Existing Unpaved Trail
- Existing Low Stress Bikeway
- Existing Bikeway - Other



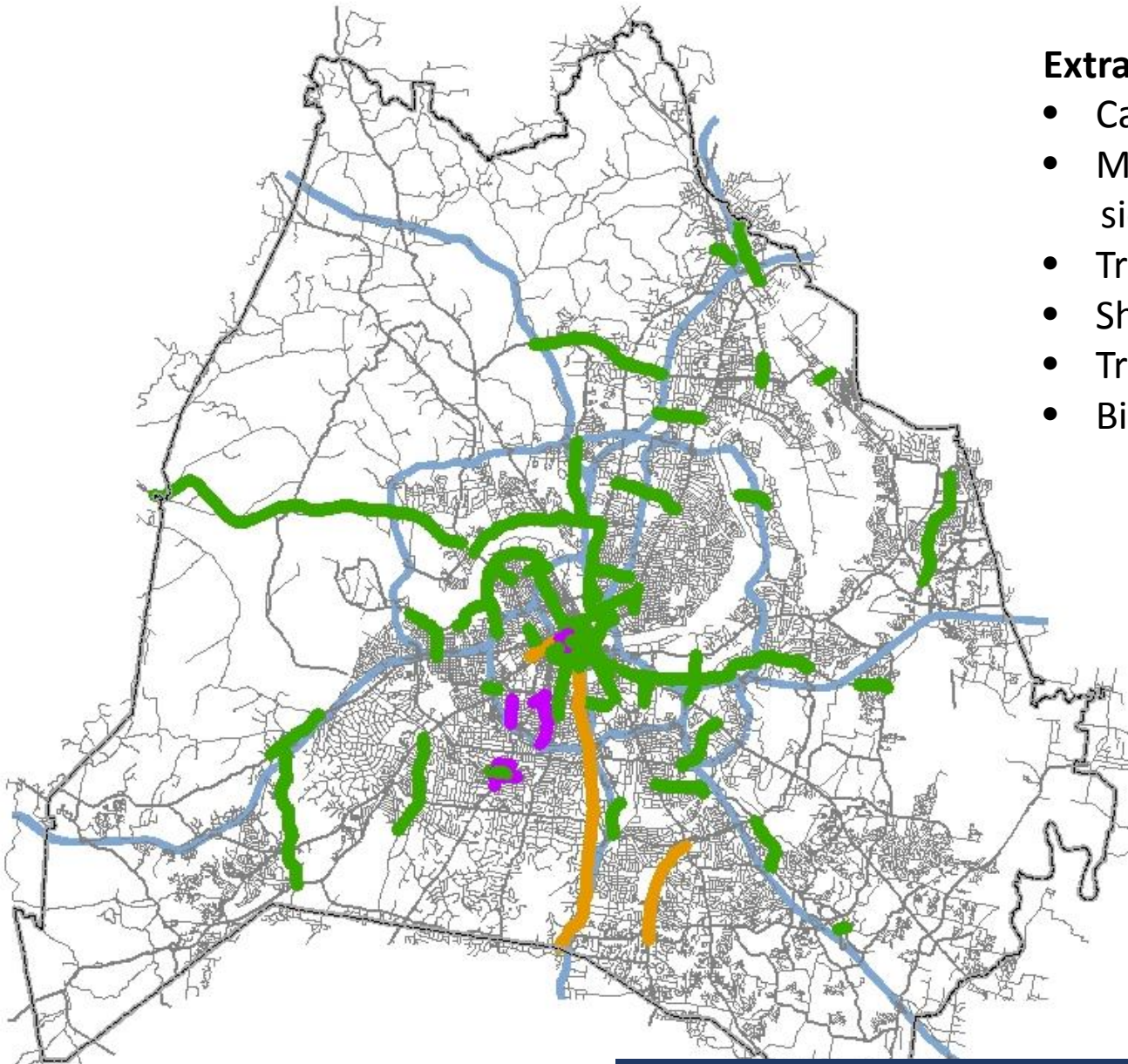
8th Avenue – Major Separated Bikeway to South Street



MAJOR SEPARATED BIKEWAY

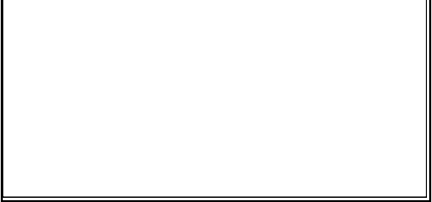


BIKE LANES



Extra pavement capacity:

- Car turning movements
- Multi-use paths or low cost sidewalks
- Transit lanes
- Shared lanes
- Traffic calming
- Bike lanes



ROAD RECONFIGURATIONS



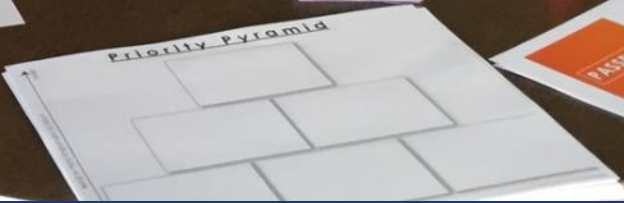
STREET BUILDER

asics

21st Century
Community Center
1000 N. 1st St.
Tulsa, OK 74103

LIVE HIGH

IT'S
OUR
END



PHASE 1 MOBILITY FAIR



PHASE 1 MOBILITY FAIR

More People = More Walking



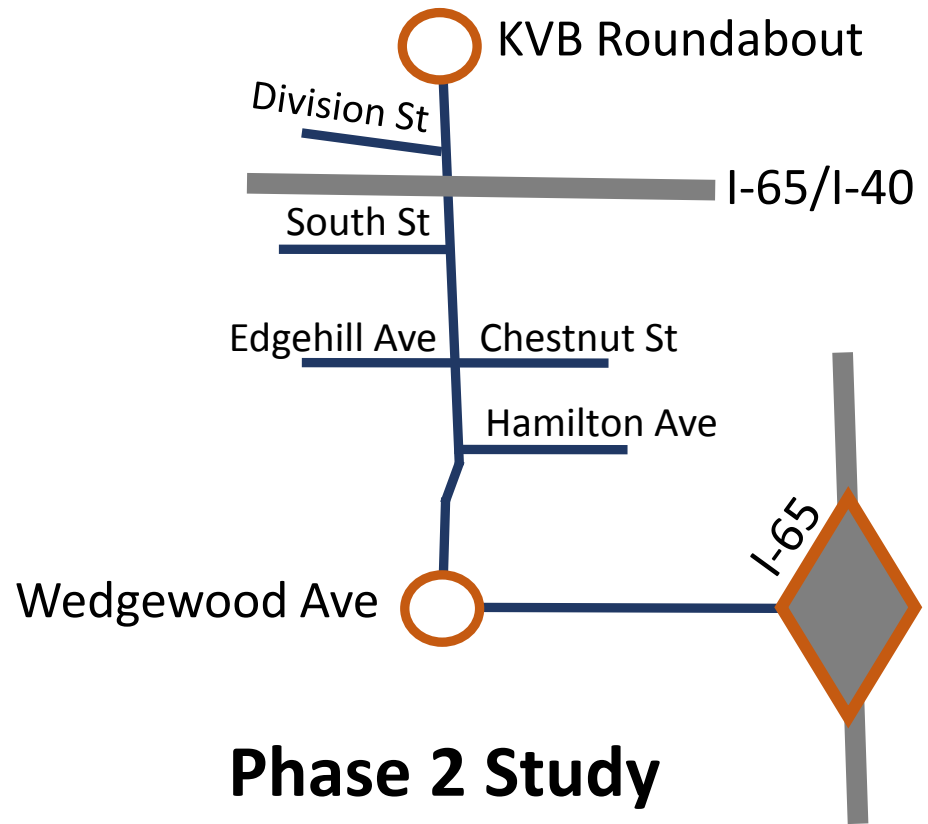
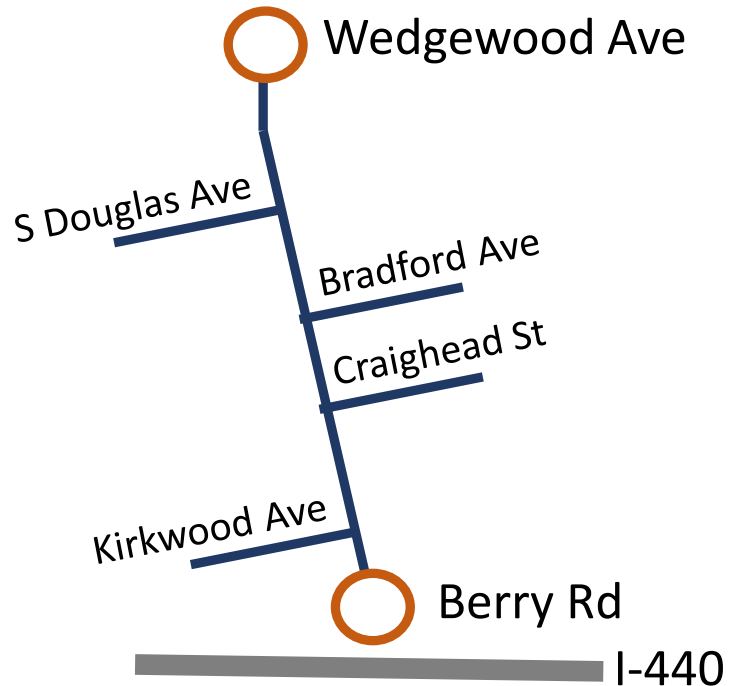
PHASE 1 COMMUNITY MEETING

Phase 1 Study

Led by City of Berry Hill

January 2016 – June 2016

- Steering Committee
- Saturday Mobility Fair
- Stakeholder Series Design Charrettes
- Public Presentation
- Final Community Input Session
- City of Berry Hill Endorsement
- Sidewalks Federal Funding Application



Phase 2 Study

Underway & led by Metro

March 2017 – Fall 2017?

- Build Upon/Consider Phase 1 Study
- Steering Committee
- Evening Open House
- More to come....



01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
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AVAILABLE
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PHASE 2 OPEN HOUSE



PHASE 2 OPEN HOUSE

ERS HOPE IN A COMMUNITY OF NON-VIOLENCE.



PHASE 2 OPEN HOUSE

PHASE 2 STUDY ASSUMPTIONS

- Complete streets – walking, biking, riding bus, or driving
- Streets balance different priorities based upon context
- Cannot widen road – balance property rights
- Sidewalks will be built along corridor – gaps in Berry Hill
- Growth will happen – more mixed use & dense

SCENARIOS

What are you saying YES to?

Does your opinion change based on whether you live in the corridor or travel through it?

SCENARIO 1

- 4 through car lanes
- No car center turn lane, except at some streets
- No bike lanes
- Difficult to cross 4 car lanes on foot
- Unlikely economic stimulant
- Easier parallel traffic backup route to I-65, needs police coordination

SCENARIO 2

- 3 through car lanes for peak travel
- 1 car center turn lane at off-peak hours
- Optimized lanes at major streets
- Bike lanes for “enthused & confident”
- Easier to cross 3 car lanes on foot
- Economic stimulus unknown
- Reversible design & parallel traffic backup route to I-65 needs signalization

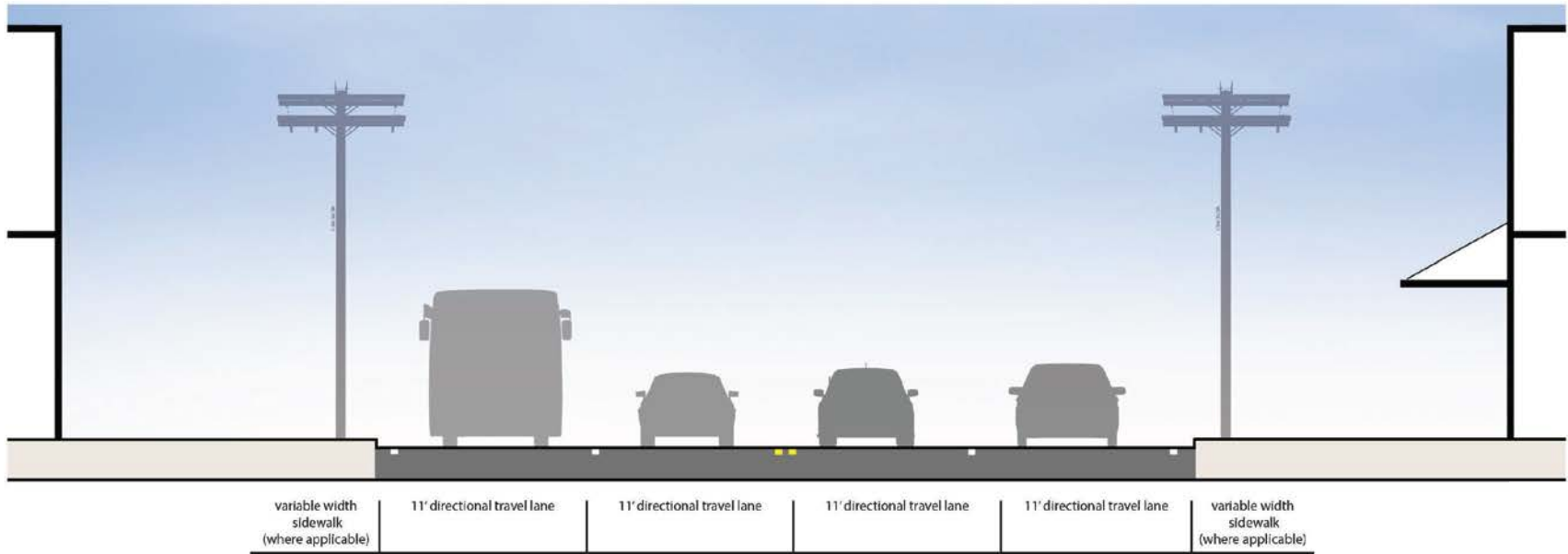
SCENARIO 3

- 2 through car lanes
- 1 car center turn lane, except optimized lanes at major streets
- Bike lanes for “enthused & confident”
- Easier to cross 3 car lanes on foot
- Potential economic stimulant
- Parallel traffic backup route to I-65 needs police coordination
- Requires signal and sign adjustments
- Can be a pilot project

SCENARIO 4

- 4 through car lanes
- No car center turn lane, except at some streets
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- Requires additional traffic signalization
- Can be a pilot project

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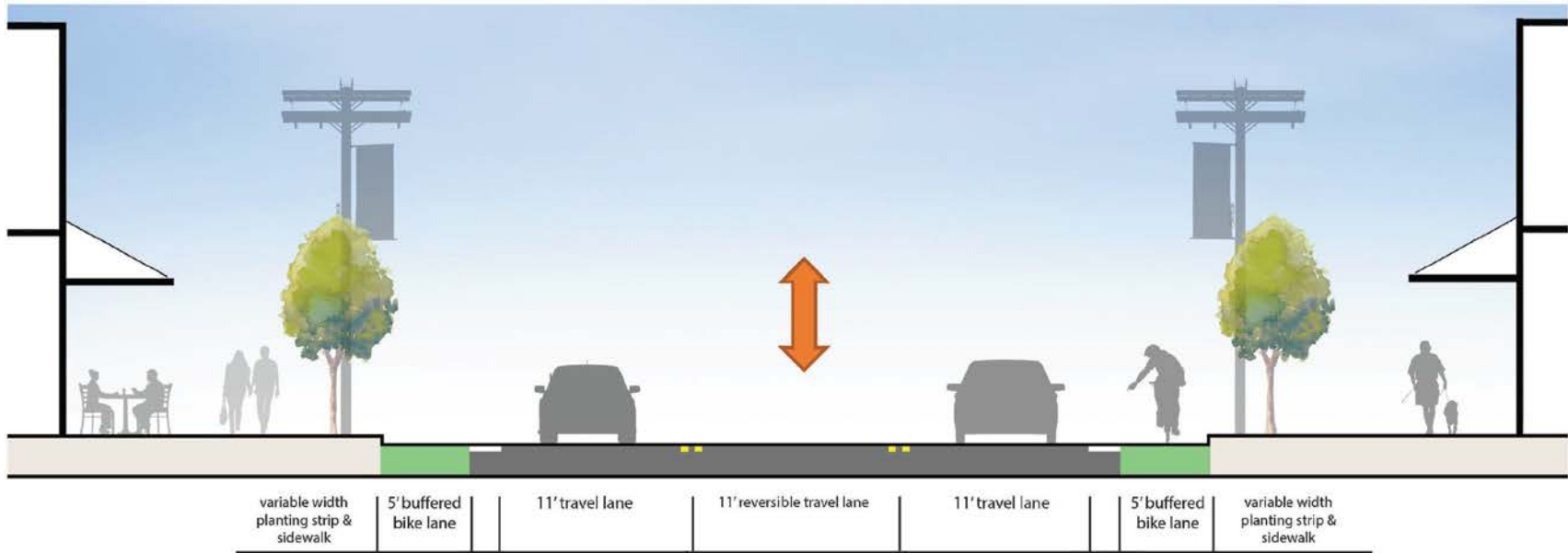


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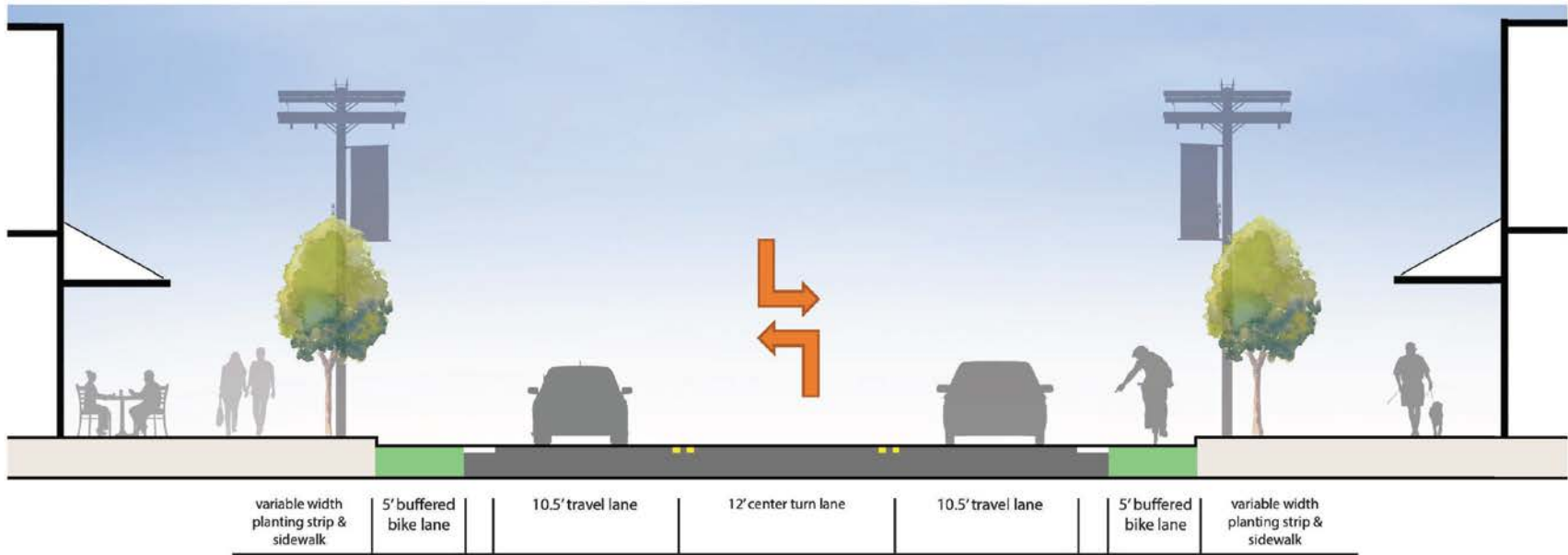
TURNING MOVEMENTS

SCENARIO 2



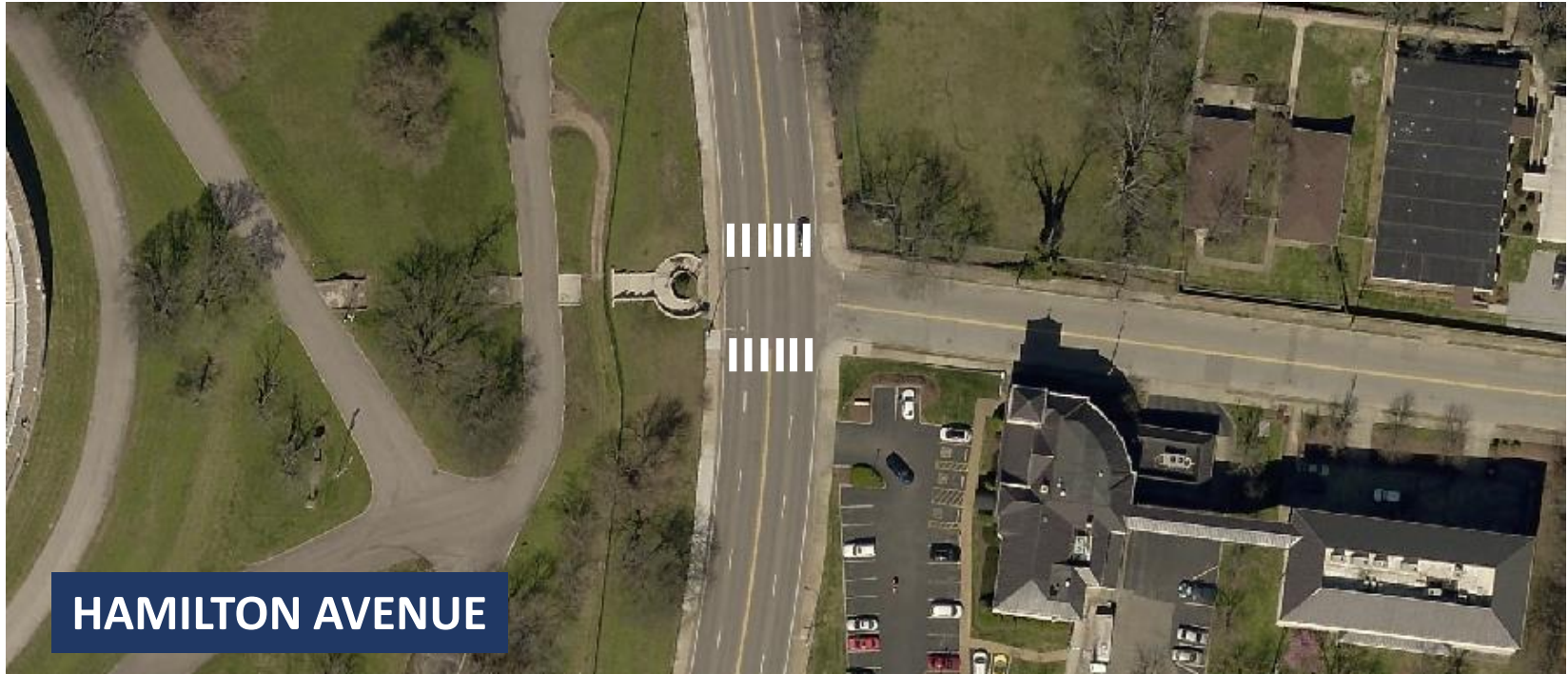
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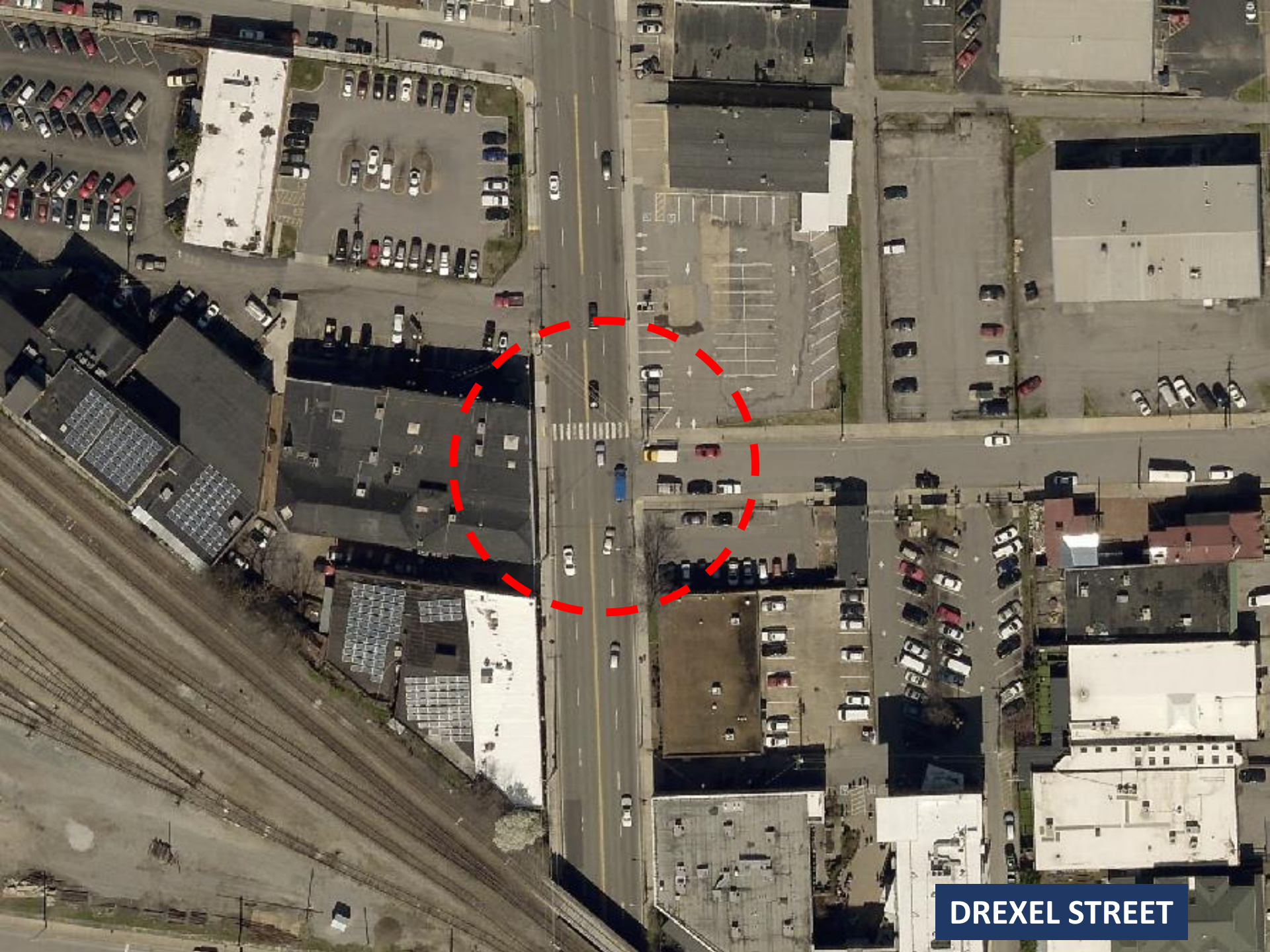
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SOUTH STREET



DREXEL STREET

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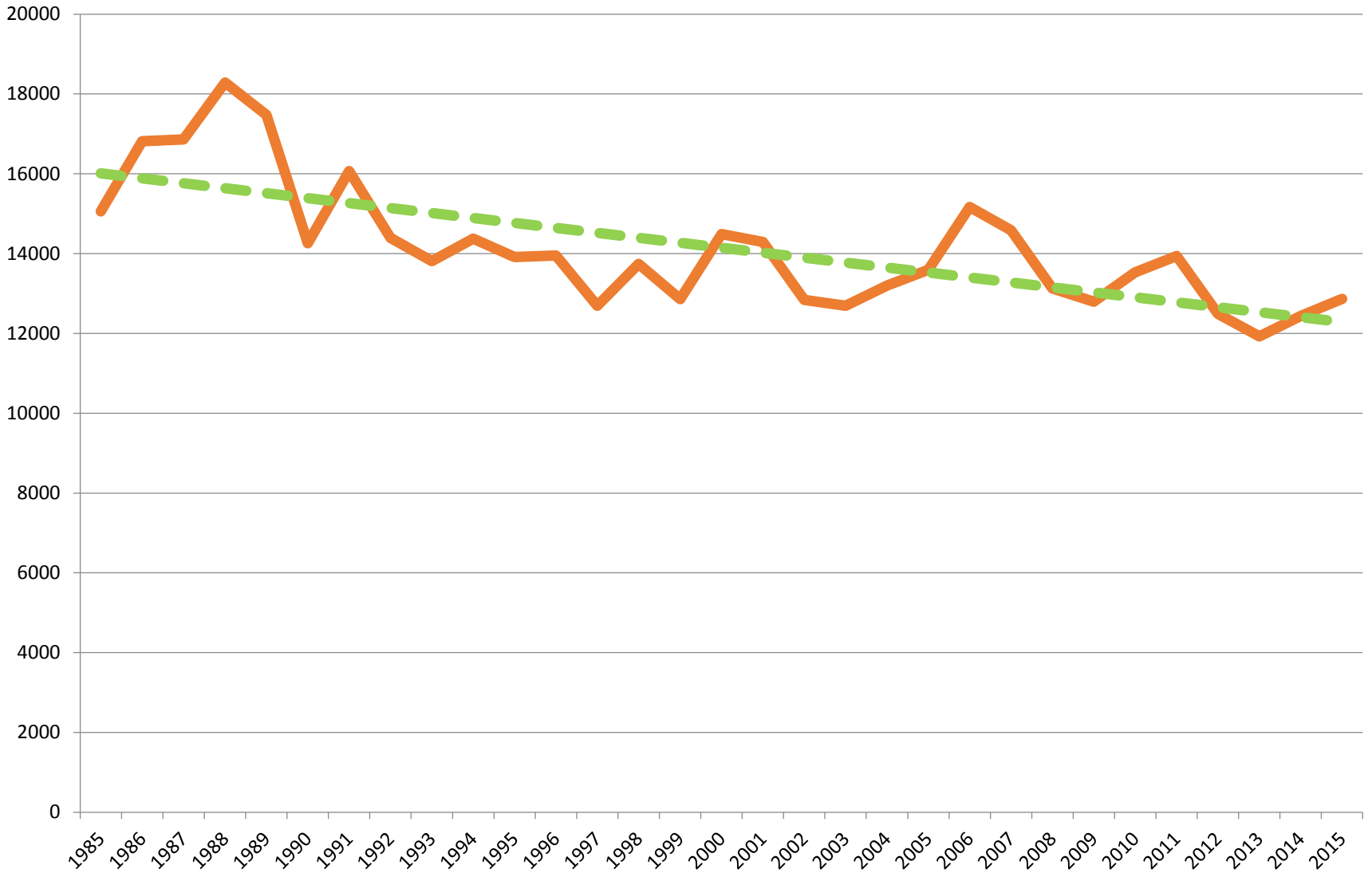
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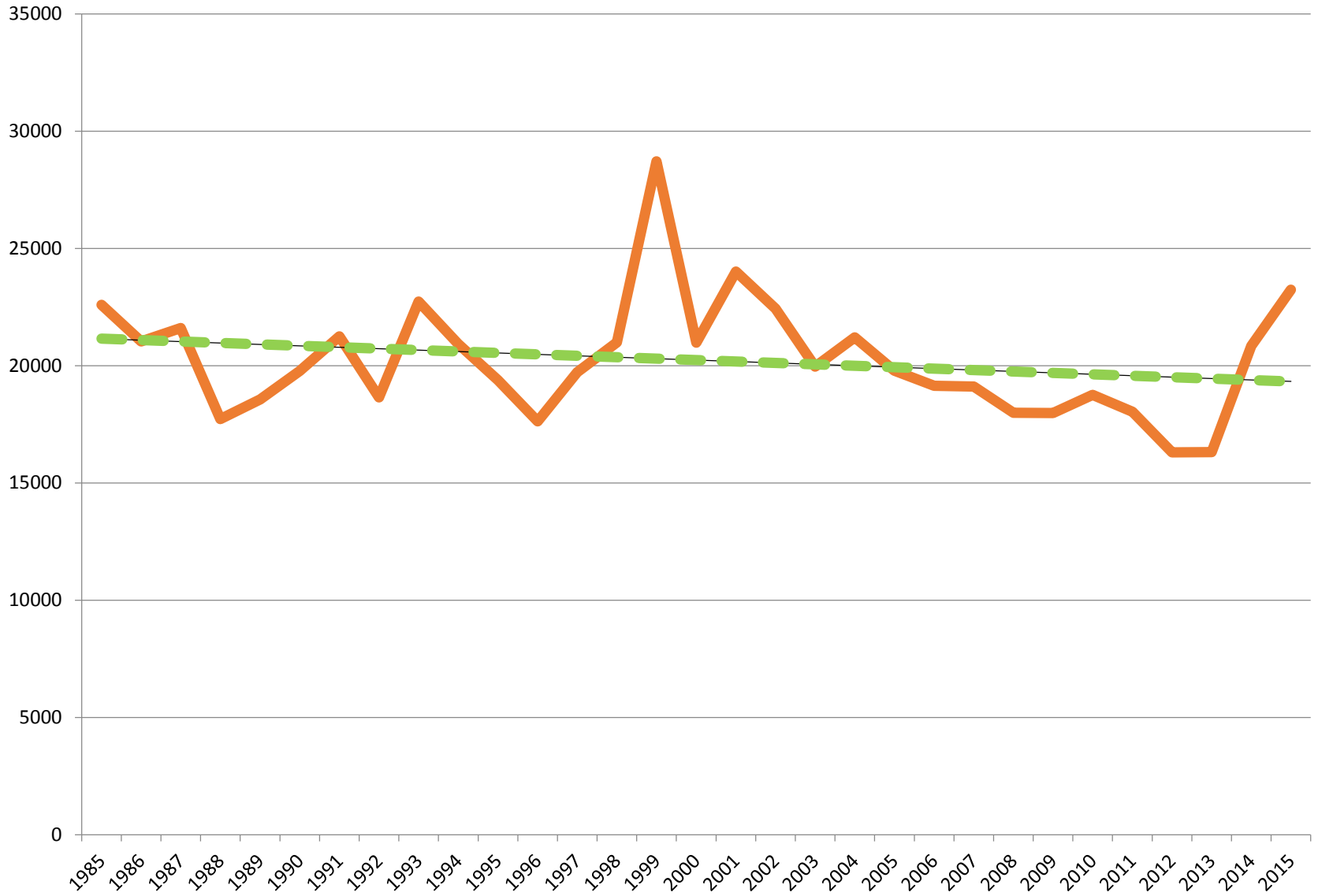
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Station 8th Ave/Fogg St - AADT



Source: Tennessee Department of Transportation

Station 8th Ave/Bradford Ave - AADT



Source: Tennessee Department of Transportation

SIMILAR TRAFFIC LEVELS

- Euclid Avenue – Lexington, Kentucky
 - Kentucky Transportation Cabinet identifies 25,000 vehicles/day for potential road reconfigurations
- Rainier Avenue – Seattle, Washington
- Edgewater Drive – Orlando, Florida
- Other corridors to consider

Driver killed in South Nashville crash

Posted: Jun 08, 2013 9:29 AM CST

Updated: Jul 06, 2013 9:30 AM CST

NASHVILLE, TN (WSMV) - A driver is dead after an early morning crash on 8th Avenue South in South Nashville.

An SUV collided with a building near Douglas Avenue just after 5 a.m. Saturday.

Metro police tell Channel 4 News Christopher Sexton, 31, of Glen Echo Road, was killed.

Investigators said his passenger, Beth Robertson, 33, of Glen Echo Road, was critically injured and rushed to Vanderbilt for treatment.

Police said Sexton was driving a 1999 Toyota 4-Runner south on 8th Avenue when the vehicle left the roadway and collided with the building.

Officers said Sexton was pronounced dead at Vanderbilt University Medical Center.

There was no evidence of alcohol at the scene of the crash, investigators said.

It is not yet known why the 4-Runner left the roadway.

The building, which houses a custom furniture and decorating business, appeared to have structural damage.

The business was closed Saturday while crews inspected the damage. It was expected to reopen Monday, according to workers.

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JUN
04

Woman killed in collision on 8th Avenue South in Nashville

by **Tennessean** on **June 4, 2016**

Kristi Randolph, 55, of Old Hickory, died in a two-car accident on **Eighth Avenue South near Division Street**, according to a news release.



Woman killed in collision on 8th Avenue South in Nashville

The woman killed in Friday night's multiple vehicle crash in downtown Nashville has been identified by Metro Nashville Police. Kristi Randolph, 55, of Old Hickory, died in a two-car accident on Eighth Avenue South near Division Street, according to a news release. She was traveling north on Eighth Avenue in a 1998 Buick Century at 9:20 p.m.

<http://www.tennessean.com>



SAFETY

- From January 1, 2012 to December 21, 2016:
 - 897 crashes
 - 325 injuries
 - 4 fatalities
- More safety data to research

NEXT STEPS

- Help us:
 - We need input on what you can say YES to
 - I don't have all of the answers – study kicked off in April
- Post April Open House feedback and FAQs online
- Steering Committee Meeting – June 20
- Additional community-wide meetings
- Recommendation this fall
- Repaving scheduled in Spring 2018

CONTACT US

MICHAEL BRIGGS, AICP
TRANSPORTATION PLANNER
METRO NASHVILLE PLANNING
DEPARTMENT

Send comments to:
8thAvenueStudy@nashville.gov

WWW.NASHVILLE.GOV/MPC