

nashvillenext

ACCESS NASHVILLE 2040

APRIL REVIEW DRAFT

This is the review draft of Access Nashville 2040 of NashvilleNext. It is Volume V of the draft General Plan.

We appreciate that you are giving time to reviewing this work. This chapter is the result of three years of effort on NashvilleNext, combining public visioning and community engagement with guidance from topical experts to create a plan for Nashville and Davidson County over the next 25 years.

Comments

The public review period is during April, 2015. We are eager to hear your thoughts on the plan. Here's how to provide input:

- » Online: www.NashvilleNext.net
- » Email: info@nashvillenext.net
- » At public meetings
 - » April 18: Tennessee State University (Downtown Campus), 10am - 1:30 pm
 - » April 20: 5 - 7pm at both the North Nashville Police Precinct and the Edmondson Pike Branch Library
 - » April 27: 5 - 7pm at both the Madison Police Precinct and the Bellevue Branch Library
- » Phone: 615-862-NEXT (615-862-6398)
- » Mail: Metro Nashville Planning Department, P.O. Box 196300, Nashville TN 37219-6300

We ask that you include contact information with your comments. We also request that you be as specific as possible in your requests. Referring to a specific page or section is greatly appreciated.

Next steps

The most up to date information is always available at www.NashvilleNext.net. Here is our tentative adoption schedule:

- » **Mid-May:** Post static draft of plan in advance of public hearing
- » **June 10:** First public hearing at Planning Commission (tentative; special date)
- » **June 15:** Second public hearing at Planning Commission (tentative; special date)

Access Nashville 2040

Access Nashville is a comprehensive framework for the city’s multi-modal transportation network to support Nashville’s quality of life and manage growth, development, and preservation through the year 2040 and beyond.

Why Access?

Accessibility is the ability to reach goods, services, activities, and destinations. People walk, bike, drive, carpool, and take mass transit to get to jobs, services, and other activities. Access is the ultimate goal of most trips. Accessibility affects where you go, what you do, who you know, your household costs, and your opportunities for education, employment, and recreation.¹ In Nashville and beyond, access determines one’s opportunity to engage in social and economic activities.

Policies that promote mobility for one group of people instead of access for all are inherently unfair. Because we all share in the costs of building and maintaining our transportation network, it is inequitable to favor people who drive over those who access activities by walking, biking, or taking transit. Our transportation network must be accessible to all people living, working, or visiting Nashville – both now and in the future.

[Increasing mobility – moving people and goods more quickly – does not always improve accessibility. As automobiles became more common in Nashville, the city managed mobility by designing streets to privilege people driving cars over those who walk, bike, or take transit, without critically examining all of the factors that affect how people get where they need to go. In order for the city’s transportation network to remain relevant to the changing needs and growth of the city, our toolkit of transportation solutions must also change and grow.

Today, many Nashvillians find it difficult to access activities in Davidson County without a car. At the same time, residents express a desire to make communities more walkable, bikeable, and transit friendly. Throughout the NashvilleNext process, residents ranked walkable neighborhoods and improved mass transit as top priorities for Nashville’s future. Nashvillians

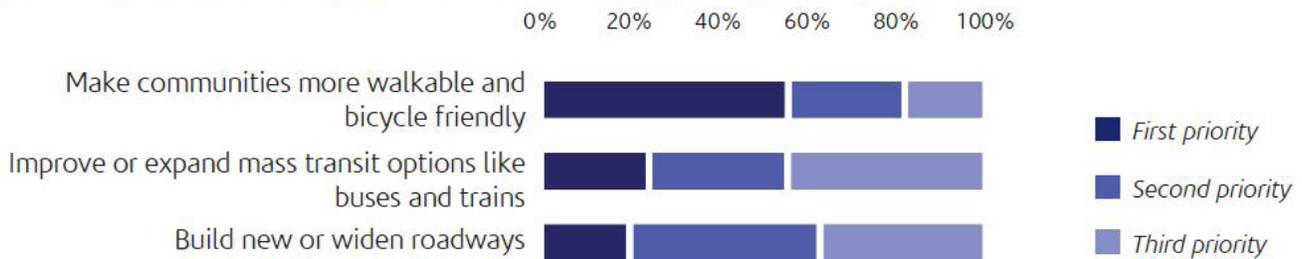
Sidebar: Factors Affecting Access (Adapted from Litman 2014)²

- » Demand – amount of mobility and access people choose
- » Mobility – distance and speed of travel
- » Accessibility options – number and quality of access options like walking, bicycling, transit, or ridesharing
- » User information – availability of reliable information on accessibility options
- » Integrated destinations – the degree to which a place is linked to transportation modes
- » Affordability – cost of transportation relative to income
- » Mobility substitutes – telecommunications and delivery services that replace physical travel
- » Land use – density and mix of uses which may impact accessibility
- » Design – elements that make up (in most cases) a street such as car lanes, sidewalks, trees, building placement
- » Network connectivity – directness of travel between destinations
- » Transportation management – ways to increase the transportation network efficiency
- » Inaccessibility – value of inaccessibility and isolation]

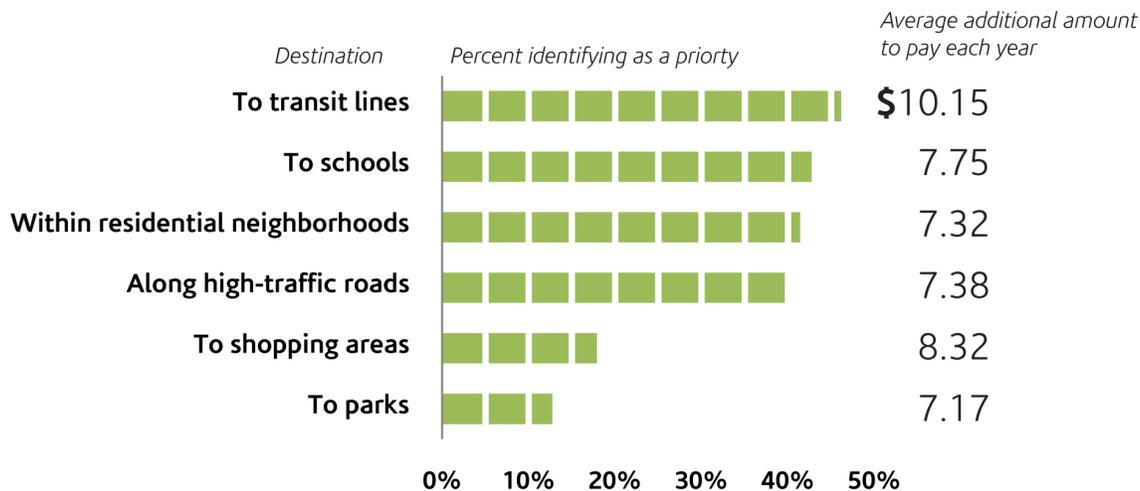
also want to consider new ways to fund essential transportation improvements. To successfully implement NashvilleNext, our city must identify and fund projects that improve access for people who walk and take transit.

If you had to decide on an overall strategy for improving transportation in Middle Tennessee, which of the following would be your first priority, second, and third priority:

Questions 5b.6, 5b.5, 5b.3, 5b.8, 5b.1, 5b.2



Improving walking and biking conditions are top priorities for improving transportation in Nashville



Residents attending NashvilleNext meetings are willing to pay more for sidewalk implementation.

Participants were asked two questions:

1. Which two of the above destinations are most important?
2. How much additional should Nashville households pay each year for new sidewalks? No more, \$4, \$8, \$12, \$16. \$4 per year from each household will build about one mile of sidewalk.

Collected through September 15, 2014

How is Access Nashville organized?

Access Nashville describes local accessibility trends. It is critical to understand how our transportation network evolved, basic assumptions impacting the viability of today's transportation network, how getting around the city is changing, and why people travel.

Access Nashville identifies responsible stakeholders and their roles, so there is an understanding of which agencies are involved in the city's day-to-day planning, operations, and maintenance of the transportation system and the importance of each carrying out the NashvilleNext vision.

Access Nashville provides strategies that increase access through strategic initiatives. These initiatives are inter-related because we can no longer assume that people will only use one mode of transportation to access daily needs in the future.

Access Nashville lists indicators that allow our residents and local leaders to assess our transportation network. Baseline data is presented and will be used to evaluate future progress.

Finally, Access Nashville outlines immediate next steps to respond to community concerns heard during NashvilleNext. These next steps are closely tied to the Land Use, Transportation, and Infrastructure (LUTI) Element that outlines Action Items.

Background: Transportation in Nashville

Five issues frame the future of transportation in Nashville. Any attempt to improve Nashvillians' ability to access social and economic activities in Nashville must address these key issues.

1. Nashville's street network is mostly built. Acquiring new right-of-way is very challenging.

Nashville has a fairly extensive street network of Interstates, Freeways, Arterial-Boulevards, Arterial-Parkways, and Collector-Avenues that are identified in the city's adopted Major and Collector Street Plan (MCSP). Local streets, which are still being built as new subdivisions are created by developers, supplement the primary streets. The right-of-way, or land on which Metro or the Tennessee Department of Transportation (TDOT) operates a facility, is also extensive and requires regular maintenance. Acquiring new right-of-way is now challenging as Metro and TDOT will often have to work with numerous property owners because of development throughout the area. Maximizing efficiencies within the existing street system and right-of-way will be essential in the future.

In Davidson County, transportation maintenance improvements are funded in several ways. Metro Public Works operates a paving program and is responsible for installing sidewalks and bike lanes on local, collector, and arterial streets. Public Works' projects are funded annually through the Capital Improvements Budget from the City's General Fund. About 86% of the General Fund revenue comes from property taxes, sales taxes, and grants. Gas tax revenues also contribute to the General Fund, among other revenue sources.

TDOT has jurisdiction over state highways, interstates, and larger arterial roads. TDOT's budget is funded through state and Federal sources, including user fees, which have declined in recent years as Tennesseans choose to own more efficient cars and drive less, and also Federal transportation funds allocated via a series of short-term transportation bills.

At both the state and city level, maintenance backlogs overwhelm the amount of revenue generated by these sources, and generating new revenue through additional taxes is politically unpopular. Large-scale, new roads and highways require Metro or TDOT to acquire large swaths of land for costly right-of-way and are no longer feasible given today's financial constraints.

Despite these challenges, street connections are still needed, and some streets may be widened along with multi-modal improvements. In the upcoming decades, the city and state transportation agencies can no longer expand the street network at the same pace as it did from the 1900s to the 1980s. The city must maintain the current street network, make strategic connections, and provide more travel options on the existing network in the future.

2. The city's transportation network reflects what is appropriate for Nashville.

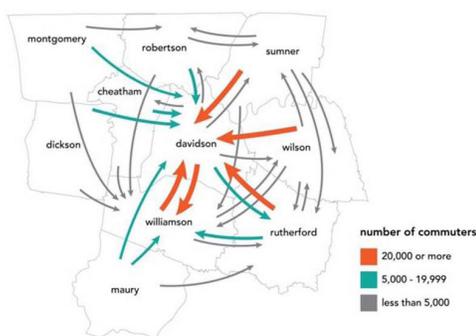
In most of Davidson County and Middle Tennessee, land uses are not dense. The character of our region's built environment has developed over hills and forested lands, often resulting in neighborhoods that are typically disconnected from surrounding land uses. This development pattern is a barrier to frequent transit service and walkability. People who live in, work in, and visit Nashville want a robust transit network that links connected, walkable neighborhoods. To provide more frequent transit service and expand walking and biking options, the city must embrace public support of opportunities to strategically increase density where appropriate.

The geology and geography of the Middle Tennessee region prohibits the construction of subway-type mass transit systems. The hard bedrock and preserved, forested hills of the region make underground transit cost-prohibitive. Nashville can study the transportation strategies of peer cities to determine what types of transportation will address our accessibility challenges, but a rapid transit solution appropriate for Atlanta or Oakland may not be feasible in today's Nashville. The selection of travel modes is one part of an important conversation that residents will have with city leaders as Nashville expands access to the transportation system.

3. Residents in Middle Tennessee connect to Nashville and get around the region in multiple ways.

Transportation issues extend beyond city and county boundaries into the surrounding region. Nashville's thriving communities, employment centers, and housing choices form the economic hub of Middle Tennessee. Population and employment projections show Nashville's continued importance as the economic center of the region, even as adjacent counties grow. Connecting more people to jobs through Nashville's multi-modal transportation network will be important to linking Middle Tennessee communities together.

Commuting Patterns of the Nashville Area



Number of residents who cross county lines for work

4. Nashville's street network is evolving into a multi-modal transportation network and should accommodate all modes.

Transportation modes – walking, biking, riding transit, or driving, for example – are the different ways that people get around Nashville. A multi-modal transportation network is more accessible, efficient, and equitable than one that works for only one mode.

Outside of the urban core, Nashville's transportation network has developed under the assumption that most people will drive to access daily activities, goods, and services. Residential neighborhoods were built without sidewalks, roads were not designed to address the needs of bicyclists, and the bus system has primarily served people traveling to downtown and those who lack other transportation options. These transportation choices have contributed to sprawling development patterns, congested roadways, traffic fatalities and injuries, high obesity and diabetes rates, negative biases about transit riders, bicyclists, and pedestrians, and streets that do not reflect Nashville's culture. Although some residents benefit from a transportation network that prioritizes car travel, all residents can benefit from an equitable, multi-modal transportation network. When the individual needs of each mode are addressed comprehensively, the transportation network as a whole will function better.

Nashville's transportation network is evolving as more people choose car-sharing, bicycling and bike-sharing, walking, transit, and commuter rail. The rapid development of new technologies such as ride sharing apps, driverless cars, electric vehicles, and e-bikes can make existing facilities more efficient in ways that were not envisioned in the past. It took from the 1900s to the 1980s to develop the extensive street and highway network that exists in the region today. Nashville's multi-modal transportation network will also take time to evolve.

5. Nashville's multi-modal transportation network evolves as walkable centers grow.

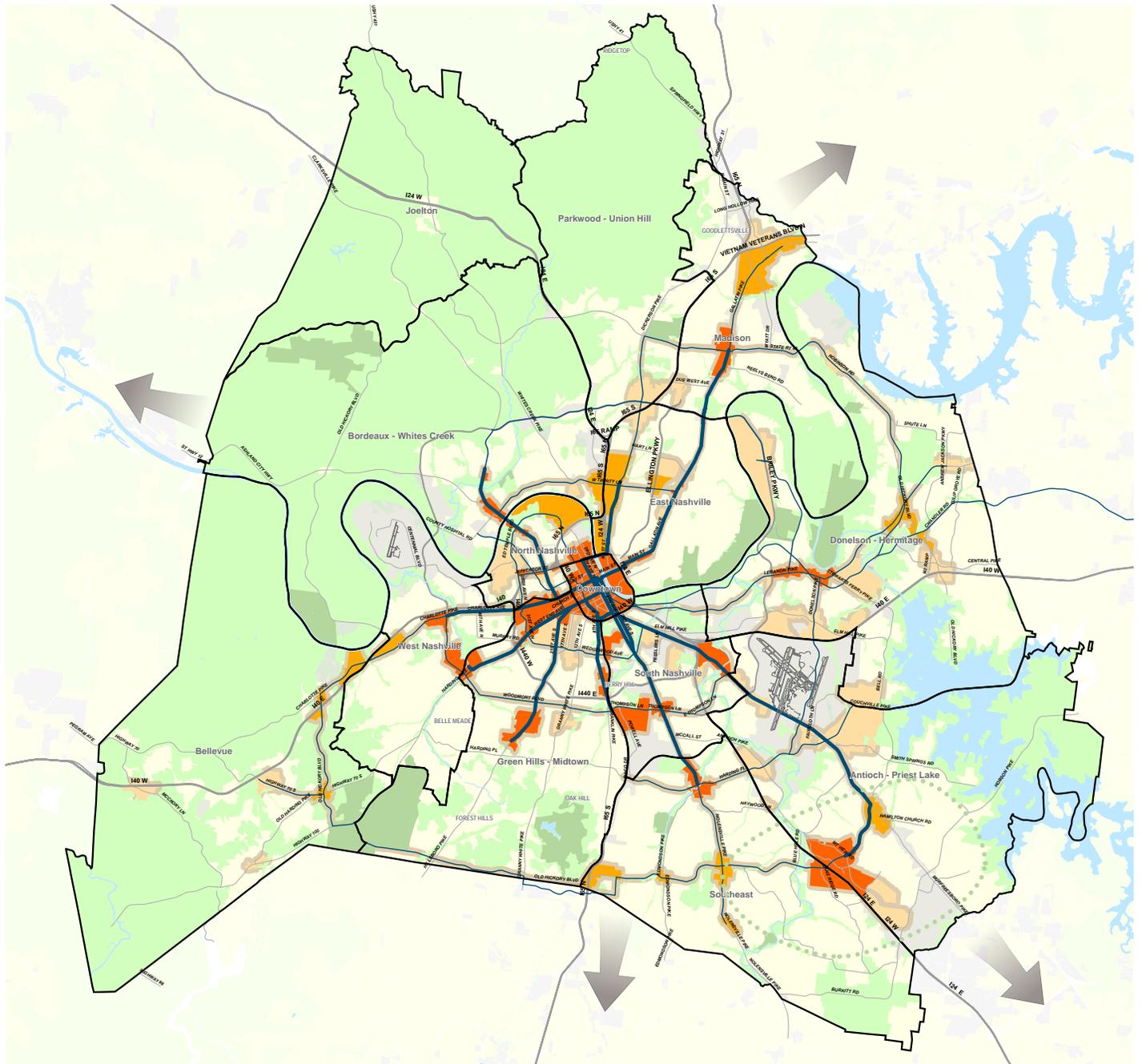
NashvilleNext identifies centers and corridors where population and job should increase. As these areas evolve, their transportation network should also evolve. A corridor with low population densities and one or two neighborhood centers can only support sporadic bus service. In these areas, traffic congestion may be low, making it unlikely that a bus will offer faster travel times. Walking may be inconvenient because services are far apart. Corridors like this provide mobility, but they do not emphasize access.

More frequent transit service becomes viable as the corridor redevelops with more services, more housing, and more centers that function as neighborhood and employment hubs. Walking and biking becomes more convenient when services are located closer to one another and to nearby homes. Over time, the centers begin to function as a cohesive place, and the corridor becomes a significant route connecting important places.

Once development patterns change to support denser housing options, more services are generated to meet the needs of nearby residents, buildings evolve with more height, and several dense places emerge. At this point, permanent transit service like bus rapid transit with dedicated transit lanes is feasible. Walking and biking are components of many trips. The street becomes part of the city's culture – a place where people interact with others, share, and grow. The planned growth areas identified in NashvilleNext will be linked to more transportation choices as they evolve over time.

Growth & Preservation Concept Map

Green Hills-Midtown detail



- | | | | |
|---|--|--|---|
| <ul style="list-style-type: none"> ● Centers ● Tier One ● Tier Two ● Tier Three | <ul style="list-style-type: none"> ● Green network ● Open space anchor ● Missing an anchor | <ul style="list-style-type: none"> ● Neighborhood ● Transition ● Special impact area | <ul style="list-style-type: none"> — High capacity transit corridors — Immediate need — Long-term need ← Regional connection |
|---|--|--|---|

Nashville Next Guiding Principles

PLEASE SEE VOLUME ONE

Access Nashville's Transportation Vision

Access Nashville's transportation vision will guide our city out of the framework that shaped today's transportation and access issues.

By 2040, efficient land use policies and strategic investments in Nashville's transportation network will link all road users, regardless of their mode of transportation, with meaningful access to social and economic opportunities.

To achieve this vision, eight Accessibility Principles guide transportation improvements, linking them with the rest of NashvilleNext.

1. Create a place with efficient community form and transportation choices.

One of Metro's largest publicly accessible asset and fiscal investment is our transportation network, including our streets, buses, sidewalks, multi-use paths, greenways, benches, and many other components. The design of our streets should provide access to all users, be informed by local context, and improve our city's quality of life and aesthetics. To provide access for all road users, we must reconfigure our city streets to accommodate people who ride buses, bicycle, and walk. Increasing the number of different types of users on a street, improving walkability, creating neighborhoods with a mix of uses at higher densities, and designing streets for slower traffic speeds will result in better places, reduced traffic fatalities, and improved health for our population.³

2. Offer meaningful transportation choices.

All components of the transportation network must be coordinated to create meaningful access and choice for Nashvillians as they meet their daily needs. For example, transit service is less viable when bus stops are not supported by a functional biking and walking network. Although the choice to take transit exists, it is not meaningful to nearby residents who are unable to access the bus stop, since sidewalks may be missing. Land use decisions and infrastructure investments must be coordinated between agencies to create meaningful access and choice. The individual components of the transportation network should be appropriate for each neighborhood and the users that they serve.



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NashvilleNext is driven by Guiding Principles that inform growth, development, and preservation decisions in the future. Access Nashville builds upon the Guiding Principles with additional Accessibility Principles that guide strategic investments in Nashville's transportation network.

3. Sustain and enhance the economy.

In the past, people believed that moving people and goods further and faster was the key to generating economic growth. In pursuit of this goal, governments poured money into expensive highway and road widening projects that they now struggle to maintain under current fiscal constraints. Today, we know that economic growth occurs when people have ready access to jobs and services. For our economic growth to have the broadest impact, all people need meaningful access to economic opportunities. Creating transportation choices creates better access and can enhance the surrounding economy. For example, businesses near bikeshare stations see increased economic activity,⁴ and strategic investments in permanent transit infrastructure spur development along corridors.⁵ Furthermore, meaningful transportation options give households the freedom to choose how to use money that they might otherwise be forced to spend on transportation.

Cause of Death	Odds of Dying
Heart Disease	1:7
Chronic Lower Respiratory Disease	1:29
Intentional Self-harm	1:103
Motor Vehicle Crash	1:112
Unintentional Poisoning By and Exposure to Noxious Substances	1:119
Fall	1:152
Assault by Firearm	1:356
Pedestrian Incident	1:723
Motorcycle Rider Incident	1:922
Unintentional Drowning or Submersion	1:1043
Exposure to Fire, Flames or Smoke	1:1,418
Choking from Inhalation and Ingestion of Food	1:3,649
Pedacyclist Incident	1:4,974
Firearms Discharge	1:6,509
Exposure to Excessive Natural Heat	1: 8,321

4. Increase safety and resiliency.

Driving is the most dangerous activity that most Nashvillians engage in on any given day. The chances of dying from injuries in a motor vehicle crash are 1 in 112, higher lifetime odds than most other causes.⁶ In 2013, 65 people died and 222 people were critically injured in reported crashes in Davidson County.⁷ Those fatalities cost the city 390 million dollars in economic costs, or 592 dollars per resident.⁸ Public health professionals now work with city planners to improve road safety and to reduce preventable illnesses and deaths by encouraging more people to walk and bike to their daily activities, supported by changes in the built environment. The agencies involved in designing, engineering, maintaining, and patrolling the transportation network must work together to eliminate preventable deaths and injuries on Nashville's streets and to improve health outcomes for all people.

Furthermore, emergency responders depend on Nashville's transportation network to assist people in need. Fire and EMS need alternate routes to reduce response time and assist people when main corridors are congested. During the flood of 2010, blocked streets made it difficult for emergency personnel to protect lives and property. Increased street connectivity would give first responders multiple routes to an emergency site. In response to climate change and extreme weather events like the 2010 flood, Nashville must prioritize investments that make our transportation network more resilient and safe.

5. Improve human health and the environment.

Different transportation options present both positive and negative impacts on human health and the environment. When people can choose to walk, bike, or take transit, they are able to improve their health and reduce the impact of environmental pollution associated with driving. Public health professionals recognize that a city's urban fabric – its buildings and street layout – can positively contribute to increased physical activity. People who live and work in walkable neighborhoods spend more time being physically active, spend less time driving, are more physically fit, and emit less pollution.¹⁰

What are the benefits of walking on health?

- » Reduce the risk of heart disease
- » Improve blood pressure and blood sugar levels
- » Maintain body weight and lower the risk of obesity
- » Enhance mental health
- » Reduce the risk of osteoporosis
- » Reduce the risk of breast and colon cancer
- » Reduce the risk of type-2 diabetes⁹

6. Ensure financial responsibility.

Installing and maintaining transportation infrastructure is costly, and opportunities to increase revenues are limited. Moving forward, all levels of government must work within existing budgets to maintain transportation assets much more efficiently. Because our region's street and highway network is mostly built, our top investment priorities are maintaining existing facilities and increasing meaningful access to different transportation modes.

7. Make decisions equitably.

In an equitable transportation system, all residents share in the costs and benefits associated with transportation investments within the overall system in a way that is fair and transparent. Major infrastructure investments that serve the greater good should not unduly burden any particular person or group with environmental or economic costs. All Nashvillians benefit when neighborhoods that have unfairly shouldered the costs or been excluded from the benefits of past infrastructure investments are revitalized with equitable investments that support today's needs. Metro must actively seek and value the input of its residents before making significant transportation investments. This challenging task requires transparency early and often as transportation investments are planned, prioritized, funded, constructed, and maintained.

8. Address transportation from a regional perspective.

Nashville is Middle Tennessee's major employment center and will continue to occupy that role in the future. Regional access to jobs within Davidson County and across the region is crucial. Middle Tennesseans may live in one county but come into Nashville to work and support local jobs and our tax base. Regional commuting patterns pose challenges to be solved by working together. The ways that people move around Middle Tennessee must continue to evolve within the context of a street network that is mostly built. Nashville must work closely with surrounding cities and counties to improve the operation of our existing transportation network.

Complete Streets: Putting People First in Nashville

Complete Streets are safe, comfortable, and convenient for all road users, no matter who they are or how they travel. They give people meaningful choices in how they access social and economic activities around Nashville. In recent years, Nashville has worked to adopt policies that will ensure that our streets are planned, designed, constructed, operated, and maintained to provide safe access for all people.

Nashville's roads are built, but they are not complete.

Like all major cities, it will take time for Nashville to fully implement Complete Streets. The process requires many Metro departments to work together as they plan and design projects differently whenever improvements to the existing transportation network are made. An example of this effort to incorporate Complete Streets was 2011 update to the Major and Collector Street Plan (MCSP) entitled *Implementing Complete Streets*. This was the first comprehensive effort between Metro departments to integrate Complete Street concepts into guidance for future development. The MCSP lays out needed street dimensions and has been critical in connecting land use plans to the city's various transportation plan components to ensure good urban form that does not squeeze out people walking and biking. Metro also uses the MCSP to assess needs for road users on city projects. The public-sector pace of implementation is limited by financial constraints that can be frustrating to residents. Moving forward, city and state officials must explore funding opportunities and make equitable conclusions by proactively engaging residents in the decision-making process. Critical decisions regarding design solutions and funding choices must be transparent and fair.

The NashvilleNext policies and action items reinforce that Metropolitan Government will uphold Complete Streets as the standard. Transportation investments will serve all people who use our streets. Projects will meet needs voiced by the community and trends Nashville is facing. Transportation planning and urban design will strive to make streets more livable by encouraging more social interaction, mixing together a variety of land uses to serve a broader range of daily needs, and balancing access to those needs. Our streets are used for more than just moving vehicles – they must

Sidebar: Metro Complete Streets Policy

On October 6, 2010, Nashville's Mayor Karl Dean signed Executive Order No. 40, a Complete Streets Policy for Metropolitan Government. The order directs all departments, boards, and commissions of the Metropolitan Government to give full consideration to the accommodation of the transportation needs of all users, regardless of age or ability, including those traveling by private vehicle, mass transit, foot, and bicycle. All current plans, guides, regulations, and standard drawings must comply with the Executive Order. The order is not intended to guide a just one-time projects or require immediate retrofits, but instead to direct everyday decision making that will produce long-term results.¹¹

“People First” Complete Streets Graphic

1. People walking
2. People bicycling or using bikeshare
3. People taking transit
4. Moving goods
5. People driving in carpools, vanpools, or ridesharing
6. People driving in single occupant cars

contribute to Nashville’s quality of life by enhancing access, prosperity, equity, health, and safety. By putting people first, Nashville’s complete streets will create a livable, vibrant city with meaningful transportation choices.



People walking

What is a Leading Pedestrian Interval?

A Leading Pedestrian Interval (LPI) gives pedestrians a 3 to 7 second walk signal to begin crossing the street before drivers may proceed through an intersection. LPIs enhance the visibility of people on foot and reinforce their right-of-way over turning vehicles. Applying this strategy to signals within Downtown and Centers is critical to improving walkability and safety in the future.

All people are pedestrians at some point during their trip. Walking is the most economical, environmentally friendly, and healthy form of transportation. However, on many of our city’s streets, people walking are unfairly exposed to more hazards than other users of the transportation network. Nashville’s transportation investments must promote safe pedestrian access for people of all ages and abilities. For example, intersections must be improved to allow safe crossing for all people and streetscapes should be maintained with street trees and benches to increase pedestrian safety and comfort. As density increases, redevelopment should include wider sidewalks to handle increased pedestrian traffic. Because Nashvillians have expressed that walkability is one of their top priorities, the city should pursue all feasible opportunities to expand our sidewalk network. The essential component of Nashville’s built environment should be complete streets that put people first.



What is a bikeshare network?

Bikeshare is a form of public transportation that gives people access to a fleet of shared bicycles. Bikes can be checked out from a bikeshare station for short-term trips and returned at any station in the bikeshare network. In Nashville, the network is called Nashville B-cycle. Residents and visitors can take part in the system with daily, weekly, monthly, or annual memberships. Like most major bikeshare systems in the United States, a credit card is required to use the network. As the network evolves and technology changes, Nashville must improve access to the network for all people in order to achieve the Access Nashville vision.

People bicycling or using bikeshare

Many Nashvillians enjoy riding a bicycle for transportation and recreation. Younger generations in particular are increasingly embracing active transportation and avoiding the costs associated with owning and maintaining a car.¹² Over the past decade, the city has dramatically expanded its network of bikeways and greenways, installed bike racks on all city buses, implemented a bike share system, and most recently passed a bike parking

ordinance that requires many new developments to include secure bicycle parking. As a result, Nashville was designated as a bronze-level Bicycle Friendly Community by the League of American Bicyclists in 2012 and is currently working to obtain silver-level status. Moving forward, Nashville must increase access to bicycling by creating strategic connections between existing bikeways and installing 21st-century bicycle infrastructure that increases safety and comfort for all road users. Nashville needs to encourage bicycle-friendly corridors that allow all residents to bike safely. Bicycles help people access social and economic opportunities, be healthy, protect the environment, reduce congestion, save money, and have fun. Over the next 25 years, our transportation network will evolve to give all Nashvillians meaningful opportunities to realize these benefits.



People taking transit

Nashville’s public transportation system is comprised of local bus and paratransit service operated by the Metropolitan Transit Authority (MTA). Additionally, the Middle Tennessee Regional Transportation Authority (RTA) operates the Music City Star commuter rail line and bus routes that connect to adjacent counties. To achieve the Access Nashville vision, NashvilleNext calls for a more robust transit network with adequate levels of frequent transit service between areas that will undergo the most growth. In order to create meaningful transportation choices, Nashville’s mass transit system must be further integrated with other transportation modes by adding complete sidewalk networks around transit stops, additional bike parking and bikeshare stations, park and ride lots, and more frequent connections to long range transportation services. Technological innovations like Transit Signal Priority, which gives buses the ability to prolong a green traffic signal along a route to stay on schedule, will continue to be implemented and allow for more efficient service. In order to achieve rapid transit service, Nashville’s corridors must be reconfigured with dedicated transit right-of-way that provides quicker and more efficient bus service, queue jump lanes at intersections, or even a light rail corridor linking Nashville’s centers. Mass transit that meets the needs of

What is paratransit?

Paratransit is a door-to-door transit service for people with temporary or permanent disabilities who are not able to ride fixed-route mass transit. People who are unable to independently ride a bus, unable to get on or off a bus, or unable to get to or from a bus stop qualify for paratransit service. Nashville MTA provides paratransit service called AccessRide as a supplement to the fixed route network. Rides must be reserved and can be scheduled one to seven days in advance.

Who are the Nashville MTA and RTA?

Nashville MTA is guided by a five-member board of directors appointed by the Mayor and approved by the Metro Council. MTA oversees the day-to-day management of over 40 bus routes, Davidson County paratransit, Downtown circulator service, and numerous stops and shelters. The Middle Tennessee RTA is led by a board of city and county mayors and community leaders across the region. RTA operates nine regional bus routes, organizes vanpools and carpools, and manages park and ride lots throughout Middle Tennessee. RTA also oversees the Music City Star commuter rail.

What is a park and ride lot?

People park their cars in park and ride lots around the city to catch mass transit, bicycle, or check out a bikeshare to get to their final destination. Currently, Nashville MTA and RTA maintain signed park and ride lots for catching a bus into town.

Nashville’s residents and visitors is our city’s best tool for managing congestion and operating our existing transportation network more efficiently.

Moving goods

The movement of freight into and through Nashville is critical for the economic prosperity of our region and the Southeastern United States, as well as the daily needs of our residents and businesses. Access Nashville balances the needs of freight carriers and other road users. There are tradeoffs in providing quick access for trucks through a city’s urban fabric. Oftentimes strategies that improve truck access can have negate efforts to make an area more walkable. A freight movement plan between Metro Planning, Metro Public Works, TDOT, and the MPO is needed to outline the best facilities regionally for moving goods. To operate our transportation network most efficiently, freight that is not destined for Nashville should bypass the city on high volume roads like State Route 840, rather than contributing to congestion on urban freeways. For local deliveries, freight carriers can increase the efficiency and economy of their service with fleets of vehicles that are size-appropriate for constrained city streets. Industrial sites and other businesses that depend on large volumes of freight movement should be located in areas where interstate connections and wider streets provide easier access for people driving trucks and railroad connections give businesses the opportunity to move goods without adding to congestion on our roads. To prevent conflicts, these areas should not overlap with denser, more walkable types of development. Nashville can operate its transportation network more intelligently to allow for efficient and cost-effective freight movement in our region without negatively impacting other road users.

Why plan a multimodal transportation network?

In Nashville, modes like walking, biking, transit, and carpool currently account for more than 20% of daily work commute trips. Nashvillians don’t drive for many reasons- they may be unable to drive because of a disability, too young to obtain a license, unable to afford to drive, or perhaps they simply prefer to check e-mail on the bus during rush hour. Others would prefer not to drive if meaningful transportation choices were available to them. Transportation modes like ride sharing, mass transit and bicycling can move more people in less space, resulting in decreased congestion for all road users. A multimodal transportation network creates positive health benefits and better air quality, without exposing taxpayers to the high cost of building new wider roads. As meaningful access to transportation increases, our system can operate more efficiently for everybody.



People driving in carpools, vanpools, or ridesharing

Carpools, vanpools, rideshares, and carshares are programs that maximize

efficiency by moving more people in one vehicle at a time. Carpooling often involves commuters sharing rides to work with their neighbors or families coordinating school pick up and drop off with classmates. Carpooling networks have been established to link people to one another. Carpooling often reduces transportation operating costs for car owners, and high occupancy vehicle (HOV) lanes along I-40, I-65, and I-24 can be utilized to speed up commutes, reduce congestion, and improve air quality. More recently, the carpooling concept has evolved with technology to connect riders in real-time. The various forms of carpooling increase access, create choice, improve efficiency, and contribute to greater public interaction than driving alone.

People driving in single occupant cars

For most of the 20th century, transportation planners and engineers built and designed street networks primarily for people driving cars. Under current fiscal constraints, governments across the country are struggling to maintain the many miles of infrastructure developed to support car traffic. Even if revenue was available, we could not solve Nashville’s congestion problems by building or widening roads.¹³

When street capacity is increased to support more cars, surrounding land uses sprawl out with car-centric development patterns and soon the additional capacity is clogged by more single-occupancy-vehicle trips. The new lanes provide temporary relief and a permanent maintenance burden. At some point, many drivers look to alternate routes or another mode of transportation. Automobile traffic will always be an important component of Nashville’s transportation network, but future transportation investments must first focus on maintaining existing infrastructure and operating our current system more efficiently by expanding access to additional modes. A more efficient system works better for drivers, too.

Green Streets are More Complete

After a rainfall, water is either absorbed into the ground (percolation) or flow into waterways (runoff). Percolation helps to improve stream health, lessen flooding, and increase water uptake by plants. Often, structures

What is carsharing?

Carsharing is where people rent vehicles for a short period of time, often by the hour and for short trips. They are attractive for those that need the occasional use of a vehicle. Carsharing encourages members to drive less often and use other modes of transportation. ZipCar, a carsharing company, locations are currently accessible near Vanderbilt University’s campus and at the Nashville International Airport.

How do Green Streets make a more complete street?

Streets are a major source of stormwater runoff that contributes to flooding and pollutants that end up in our streams and rivers – the source of our drinking water. Green Streets use flexible design guidelines to allow stormwater runoff to percolate into rain gardens or swales that improve stream quality, reduce flooding, and decrease construction costs for the city and private homeowners.



Deaderick Street was Nashville's first street to incorporate green concepts

and surfaces associated with development, such as streets, parking lots, and rooftops, are impervious. Impervious surfaces prevent rainwater from percolating into the soil and also increase the rate and volume of runoff, causing stream pollution, downstream flooding issues, erosion, and other negative consequences. Nashville's existing street network is a significant contributor to stormwater runoff. Roadside curbs funnel water that lands on our streets into storm drains connected to pipes that transport the rainwater to nearby creeks and streams faster than when rainwater soaks into the ground. While these methods are efficient in removing stormwater from the roadway, they can negatively impact the natural water cycle, cause flooding in overburdened streams, contribute to polluted waterways, and erode stream banks. After particularly intense storm events, the stormwater system in some parts of our city may overflow into a combined sewer, which can result in raw sewage draining into the Cumberland River.

Green Streets use innovative infrastructure to work with the natural water cycle during storm events, lessening negative environmental impacts. Stormwater can be directed into rain gardens to percolate into the ground. Systems can also be designed to reuse the water for other purposes such as irrigation or plumbing. Instead of traditional asphalt, pervious pavement can also be utilized to filter water more directly into the ground. There are now numerous public and private-sector examples in Nashville of pervious pavers used in parking lots. Metro Water Services has a Low Impact Development (LID) Manual that outlines the different techniques to handle stormwater that can also be applied on private development and utilized on Metro's public sector investments, and Metro Public Works has green street standards that can be used in subdivisions. Green Streets concepts can help a street be more complete, but they may also require a different approach to infrastructure maintenance.

Metro Public Works has recently completed three major public sector Green Streets investments. Downtown Nashville's Deaderick Street is Nashville's first Green Street project and employs a myriad of Green Streets concepts and walkability improvements. A median of plants separate the car lanes, while rain gardens and pervious concrete absorb and properly drain rainwater. New LED traffic lights were installed, as well as LED pedestrian signals and solar-powered parking meters. There are

360-degree safety lighting kiosks on wide sidewalks. The city also employed Green Streets concepts on the 28th-31st Avenue Connector and the extension of Korean Veterans Boulevard. Significant public investments of this nature should utilize Green Streets concepts in addition to meeting complete streets objectives.

Complete Streets have Many Functions

The primary function of our transportation network is to provide all road users with meaningful access to economic and social activities. Many components of our system work together to allow people to move about as they meet their daily needs. In Nashville, many of our streets also work overtime as places for people to congregate, celebrate, play, and interact. Broadway is a vital transportation corridor, and it is also the outdoor venue for Nashville’s renowned Fourth of July and New Years Eve celebrations, among countless others. Neighborhood streets and sidewalks allow residents convenient access to the larger transportation network, and they also host block parties or provide recreational opportunities for Nashvillians young and old. Complete Streets are designed to embrace the many functions of our transportation network – Nashville’s most extensive and accessible public space.

Living Alleys

Living Alleys integrate Green Streets concepts with placemaking objectives. Landscaping and active uses are employed in alleys to reclaim an often-overlooked piece of the built environment for people. Living Alleys can reduce stormwater runoff through pervious pavement and also improve aesthetics, elevating the alley from its traditional role as a place for trash pickup and backdoor deliveries. Programming strategies may encourage city or neighborhood life to take place in the alley, or residents may simply embrace the alley as a low stress corridor for walking dogs or meeting neighbors. Printers Alley and the Ryman Alley are examples of Living Alleys in Nashville. More Living Alleys should be developed in the future in both urban and neighborhood contexts.

GREEN INFRASTRUCTURE AND PLACEMAKING ELEMENTS WERE INCLUDED WITH THE TRANSFORMATION OF THE RYMAN ALLEY

BICYCLE BOULEVARDS SIMILAR TO GRAND AVENUE
MAKE STRATEGIC CONNECTIONS FOR PEOPLE BIKING

Bike Boulevards

Bike Boulevards are strategically identified local street corridors that are outfitted with traffic calming measures to maintain access for all road users while prioritizing local and active transportation and also accommodating for recreational uses. Bike Boulevards can be implemented with curb extensions, road diets, diverters, roundabouts, and many other infrastructure components that permit access while discouraging non-local automobile traffic from using the corridor as a cut through. Edgehill's Grand Avenue is an example of the Bike Boulevard concept. A plaza and a park along the corridor allow for the unimpeded movement of cyclists and pedestrians and also host a neighborhood playground. The street cannot be used as a cut through, but all road users can still access all houses along the corridor, regardless of their mode of travel. Nashville should embrace the Bike Boulevard concept to implement strategic, low-stress connections between existing bikeways, make neighborhoods safer and more desirable for all road users, and more efficiently operate our existing transportation network.

FESTIVAL STREETS GIVE FLEXIBILITY TO UTILIZING PUBLIC STREET SPACE FOR GATHERING AND CELEBRATIONS

Festival Streets

Most of the time, Festival Streets operate like any other street in the transportation network – except that they can be easily closed to automobile traffic to host concerts, performances, and other community events. Examples of Festival Streets in Nashville include 5th Avenue South between Broadway and Korean Veterans Boulevard and Jackson Street between 3rd and 4th Avenues North. These streets build community by providing opportunities for Nashvillians to interact with one another and participate in cultural activities. Nashville should upgrade streets like Broadway that are commonly closed for community events to function as Festival Streets. Anticipating all uses of a street in its design will increase safety for all

road users, create economic opportunities, and allow for the more efficient operation of our transportation network during special events.

Parklets and Plazas

For most of the 20th Century, Nashville’s transportation network was expanded to increase mobility for people driving cars, and many urban streets were widened. In some cases, current automobile traffic volumes do not warrant the expanded lane widths as development patterns change and more urban residents walk, bike, or use transit. When extra right-of-way exists in neighborhoods that have little access to parks and open space, the city can repurpose part of the roadway into a public plaza by adding planters, seating, and other affordable and aesthetically pleasing improvements. These Parklets and Plazas put people first by providing attractive public spaces for citizens to be outdoors and engage in social activities. The reconfigured roadways are also safer, as drivers move more cautiously in narrow lanes. Nearby businesses also benefit from the streetscape improvements. Nashville should repurpose surplus street right-of-way in areas with limited access to parks and open space to benefit all road users.

Open Streets

During Open Streets events, sections of roadway are opened up to activities that cannot occur when streets are being used to move automobile traffic. An Open Streets event can temporarily open a corridor for care-free walking, biking, and other active uses by diverting motorized traffic onto alternate routes. Unlike Festival Streets, streets used for Open Streets events are intended to regularly handle traffic and only be closed down for the event, which includes programmed activities, cultural activities, and vendors. The Tomato Arts Festival and Sevier

STREET CONDITIONS BEFORE AND AFTER THE CREATION OF A PARKLET IN DOWNTOWN NASHVILLE DURING PARK(ING) DAY

OPEN STREETS EVENTS ENCOURAGE PEOPLE WALKING, BIKING, AND SKATING

MAINTAINING THE ABILITY FOR PEOPLE TO WALK WHILE SITES ARE UNDER CONSTRUCTION ARE CRITICAL AS NASHVILLE'S DEVELOPMENT INTENSIFIES

Park Fest are a type of Open Streets event organized by private entities. Nashville will undoubtedly continue to host many types of Open Streets events, and the transportation network must be able to operate efficiently for all road users while prioritizing active uses during these events.

Utilities and Construction

Although we primarily think of our streets and sidewalks as transportation infrastructure, these facilities serve many other practical purposes. For example, much of our sewer system, electrical grid, and other utilities exist underneath or alongside our transportation infrastructure. A complete street incorporates all of these components in a cohesive way, allowing for the provision and maintenance of essential utilities without negatively impacting road users.

Maintenance and installation of utilities, as well as longer-term construction projects, can interrupt roadway access. Involved agencies must balance the accessibility and safety needs of all road users when sections of streets are closed for utility work or detours are posted for construction projects. Primary accommodations should be made for Nashvillians who are disabled; whose mobility is impaired; or who walk, bike, or use transit, since these road users are most negatively impacted by detours and unsafe site conditions.

Implementing Access Nashville

Access Nashville 2040 sets long-term transportation priorities. Metro departments must incorporate the city's Accessibility Principles and Strategic Initiatives into their plans, and officials must work with residents to secure adequate funding for these needs.

Who is responsible for Nashville's Transportation Network?

Nashvillians want to be able to get around the county, conveniently, safely, and affordably. However, governments and Metro departments divide responsibility for different parts of the transportation system in complex ways, sometimes for pragmatic reasons and sometimes for historical reasons. Achieving the public's vision for the future can be hampered when communication and collaboration across departments and agencies is limited. Sometimes the implementing agency may be unaware of future plans or land use decisions that will drastically impact how a street should be designed. Another agency might maintain different forms of transportation or only certain parts of the system. Operationally, one agency may not understand the impact of road closures on a bus network or on a parallel neighborhood street.

The average Nashvillian may be unaware of these complexities. If a traffic signal is broken, who fixes it? For example, buses operated by Nashville MTA depend on the timing of the traffic signals maintained by Metro Public Works to remain on-time with their routes. A portion of the corridor is a local arterial street with paving and striping maintained by Metro Public Works, while another portion is a state highway with paving and striping maintained by TDOT. Nashville Electric Service maintains street lighting. The Metro Planning Department creates land use policies and design tools that determine how close a building may be to the corridor and the type of streetscaping needed along the property. Street trees may be required that grow into the utility lines posing issues for tree maintenance and utilities. Unmistakably, one street has many stakeholders that need to be on the same page about its function and character.

While each agency creates short-term strategic plans that guide their specific work for about five years, Access Nashville provides a coordinated roadmap for the development of the entire transportation network over

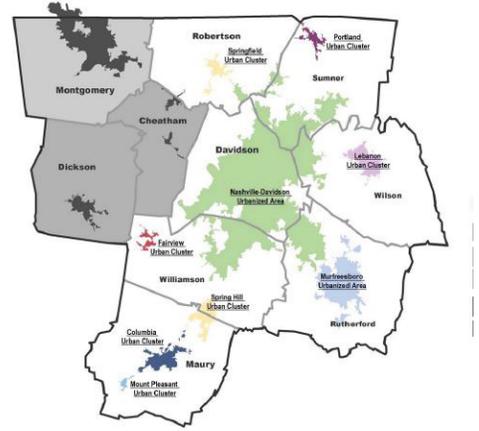
the next 25 years. It provides a set of accessibility principles, implementation strategies, strategic initiatives, and a shared evaluation framework that allow the agencies to collaborate and coordinate around the community's desired transportation vision. By linking each department's implementation plan to Access Nashville's common framework, each entity is able to contribute to the collective impact.

To accomplish this task, the Metro departments involved must first incorporate relevant components of Access Nashville into their plans. Next, the Mayor and members of the Metropolitan Council must use their leadership to identify funding for these components as part of the city's capital budgeting process or through other available mechanisms like state and federal grants. As city leaders take Access Nashville from vision to implementation, they must provide meaningful opportunities for public input and participation each step of the way.



Planning and Implementation from a Regional Perspective

Regional agencies coordinate with the many local departments of Metropolitan Government in developing Middle Tennessee’s multimodal transportation network. The Nashville Area Metropolitan Planning Organization (MPO) facilitates the strategic planning of this network. The MPO is the federally-designated transportation planning agency for Davidson, Maury, Robertson, Rutherford, Sumner, Williamson, and Wilson counties. The MPO leads in the development of the long-range Regional Transportation Plan (RTP) and the short-range Transportation Improvement Program (TIP). Transportation projects, including Metro street improvements, transit projects, and TDOT-maintained highways with Federal funding, are prioritized through the MPO’s planning process. In addition to the Nashville Area MPO, the Clarksville Urbanized Area MPO performs similar planning functions for Montgomery County and adjoining portions of Christian County, Kentucky.



TDOT provides planning support for the State-maintained highway system in Middle Tennessee with the Nashville and Clarksville MPOs through its Office of Community Transportation within its Long Range Planning Division. TDOT helped establish a rural transportation planning framework for counties outside of MPO jurisdictions called Rural Planning Organizations (RPO). The Middle Tennessee RPO housed at the Mid-Cumberland Human Resource Agency covers nearby Cheatham and Dickson counties. The Federal Highway Administration (FHWA) acts as the conduit to State DOTs and MPOs for policies, programming, and guidance using Federal transportation funds.

Integrating Land Use and Transportation Decisions

The link between land use and transportation planning is critical. The Metro Planning Department connects land use plans, street right-of-way requirements, and transportation plans. Metro Public Works build and maintain the city’s transportation investments; TDOT does the same for state-maintained routes. Outside of Davidson County, the MPO often works with local community planners, traffic engineers, or public works officials. The Greater Nashville Regional Council also provides technical assistance to smaller communities in the region with land use planning activities.

Why are there no sidewalks in my neighborhood?

Suburban neighborhoods in Nashville were rapidly built from the 1950s to the 1980s when planners focused on accessing services for people driving and land uses were often separated with commercial districts kept apart from residential areas. As the suburbs developed rapidly, Nashville could not always afford to expand necessary infrastructure to new parts of town, resulting in large lots to accommodate septic tanks and roadside ditches to manage stormwater. Constructing sidewalks with new streets was not required. These solutions saved money in the short term, but remain as long term barriers to walkability.

Beginning in the early 1990s, city planning philosophies evolved to deemphasize the separation of land uses, require pedestrian infrastructure, promote appropriate density, Planners now recognize that many residents cannot afford to own a car, are unable to drive, or simply desire transportation options instead of being required to drive during every trip. To improve quality of life and expand access to transportation choices, Nashville has budgeted more than \$100 million to fix and expand Nashville's sidewalks network since 2004, and many miles have been replaced or installed by the private sector through redevelopment.

Still many neighborhoods lack basic pedestrian infrastructure and additional resources are needed to construct sidewalks in areas across the city, so people can safely walk to transit, services, social opportunities, and other daily needs. Portions of Clarksville Pike, Dickerson Pike, Charlotte Pike, and Hillsboro Pike, which are identified as High Capacity Transit Corridors, are examples where sidewalks are lacking along major corridors with existing mass transit service. Retrofitting all streets in Nashville with sidewalks is costly.

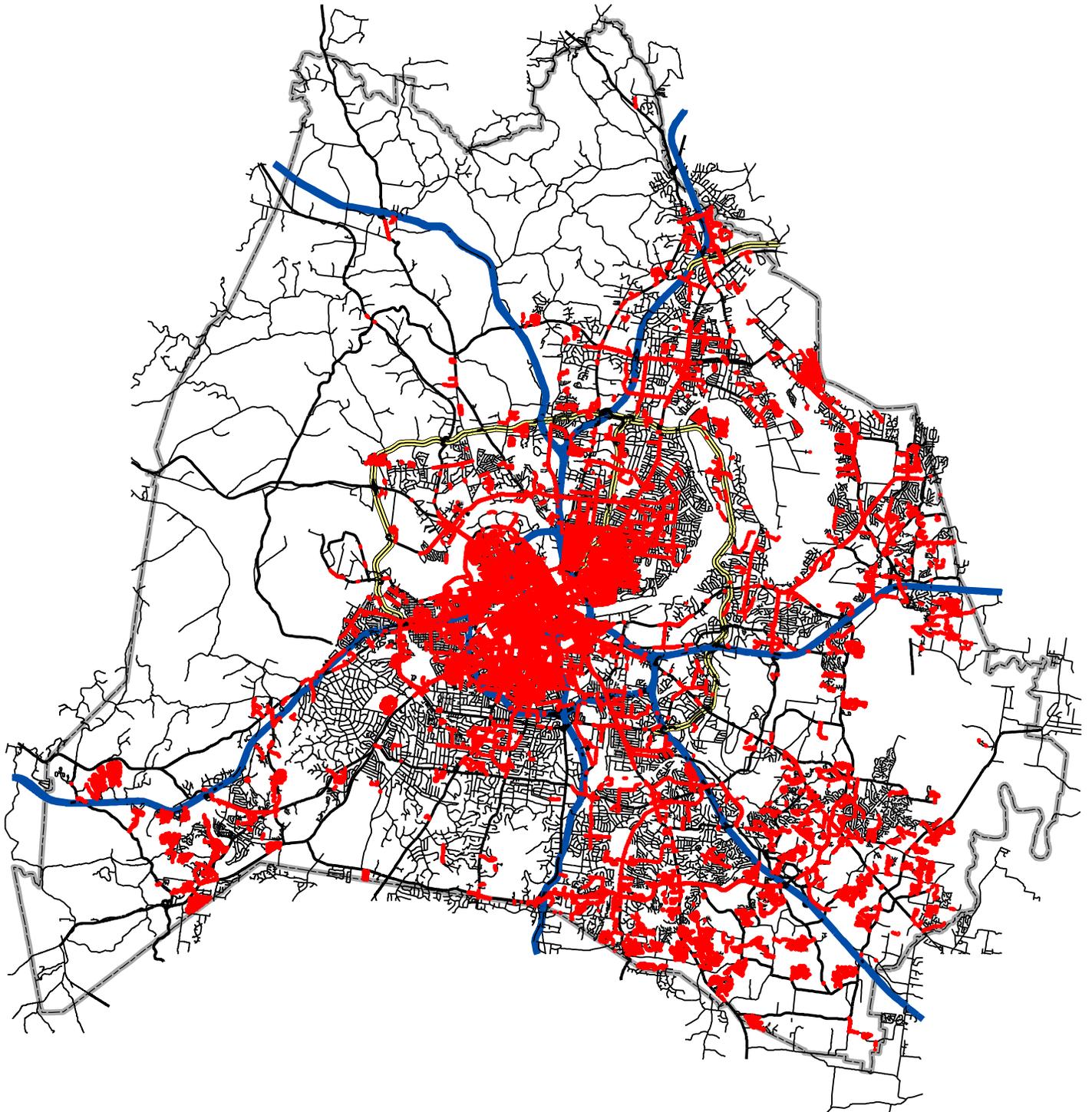


Major corridors like Dickerson Pike which have high bus ridership and no sidewalks are a challenge for Metro to fund

Expanding Nashville's Sidewalk Network

In Middle Tennessee, local government agencies are primarily responsible for expanding our network of sidewalks, greenways, and multi-use paths. Metro Public Works maintains and expands the sidewalk network as directed by the Strategic Plan for Sidewalks and Bike-ways; Metro Parks maintains and expands the greenway network according to the Metropolitan Parks and Greenways Master Plan. Additionally, Nashville MTA maintains bus stops, benches, and related facilities in the pedestrian right-of-way and coordinates with Metro Public Works to construct sidewalk connections to bus stops. The Strategic Transit Master Plan guides short-term implementation of transit facility improvements.

Development is oftentimes the best opportunity for sidewalks to be constructed given limited budgets. Much of Nashville's pedestrian infrastructure has been constructed by the private sector during development. Sidewalks in older areas of town may have been constructed before Nashville's city and county governments consolidated. Most new larger developments are required to build sidewalks because of changes to Nashville's subdivision regulations since 1991. Metro Planning reviews redevelopment proposals to ensure that wide sidewalks and street trees are installed according to the Major and Collector Street Plan. When it is impossible or impractical to furnish sidewalks during redevelopment, developers may petition to pay an in-lieu fee into Metro Public Works' Sidewalk Fund, ensuring that pedestrian infrastructure will be expanded in the area near the development site.



Nashville's existing sidewalk network



Building a More Bikeable Nashville

Like Nashville's network of sidewalks, Metro Public Works maintains and expands our bikeways network according to the Strategic Plan for Sidewalks and Bikeways, and Metro Parks maintains and expands greenways according to the Metropolitan Parks and Greenways Master Plan. Additionally, TDOT maintains the implementation of bike lanes along state roads. Bicycle racks located within the public right-of-way are typically maintained and installed by Metro Public Works, while individual property owners provide racks located on private property. The Metro Arts Commission has also expanded bike parking options through the installation of arts bike racks. Nashville MTA maintains bike racks at many of their stations and provides two bike racks on all MTA buses to allow convenient multimodal trips.

Private-sector development also contributes to the biking infrastructure network in Nashville, through voluntary measures and, in some parts of the county, as required by ordinance. Metro Planning and Metro Codes will work during the development process to accommodate bicycle parking spaces. Additionally, new bikeshare stations have been proposed and funded by private developments to expand the B-cycle network.

Nashville B-cycle launched in 2012. Nashville B-cycle is a bikeshare network that allows users to purchase a 24-hour, weekly, monthly, or annual membership. During that period members can check out bikes at stations located around town and dock them back at stations when a trip is complete. The Nashville Downtown Partnership houses Nashville B-cycle. The service area for B-cycle has focused on Downtown and Midtown with its initial launch, but future expansions are anticipated as funding permits.

What is intercity or long-haul bus service?

Intercity (or long-haul) bus service uses coach buses to carry passengers between cities. Greyhound is familiar to most people and is an example of an intercity bus service. MegaBus is another low cost example that began service in Nashville in 2012. Other services like Tornado Bus Company transport passengers who are more likely to be immigrants to Nashville between southern U.S. cities and cities in Mexico.

Improving Regional Mass Transit

The Nashville MTA is the primary transit operator in Nashville. It provides local bus service, express bus, BRT Lite, and local on-demand transit or paratransit. The Music City Circuit is Downtown Nashville's free circulator bus serving trips within the central business district. Bus rapid transit lite (BRT Lite) provides more frequent service along corridors with permanent stations and vehicle arrival information. As of January 2015, there are 41 local bus routes in the MTA system.

The RTA operates the Music City Star commuter rail service between Downtown Nashville and Lebanon and 10 regional bus routes between Downtown Nashville and the following cities: Brentwood, Clarksville, Dickson, Franklin, Gallatin, Hendersonville, LaVergne, Murfreesboro, Smyrna, Springfield, Spring Hill, and Thompson's Station.

Other transit operators include Franklin Transit operated by the TMA Group for the City of Franklin and Rover in the City of Murfreesboro. The Mid-Cumberland Human Resource Agency operates a regional paratransit service outside of Davidson County. Private operators also serve Nashville to destinations across the United States.

Moving Freight and Goods around Nashville

Nashville is strategically located within 650 miles of half of the United States population. Nashville has an excellent distribution network with highway, rail, air, and barge facilities all readily available. Nashville also has three cross-country interstates that connect in the region. I-40 runs east-west across the United States beginning in Barstow, California and ending in Wilmington, North Carolina. I-65 connects cities north and south of Tennessee from Gary, Indiana, just southeast of Chicago, Illinois, to Mobile, Alabama. I-24 connects Southern Illinois near Marion with Chattanooga, Tennessee. Middle Tennessee is served by numerous freight carriers with terminal locations throughout the metropolitan area and beyond.

The Nashville Area MPO forecasts a 35% increase in the tonnage of freight moved to, from, within, or through the Nashville region. Approximately 85%, or an additional 89 million tons, of this freight increase is truck freight. The high volumes of freight moving to, from, within, and through the Nashville region creates many challenges in terms of both maintaining the transportation network and preparing for the continuing growth of freight volumes. The increase in freight is anticipated to impact travel times, reduce transportation network reliability, impact noise, air and water, and create additional traffic incidents.

The Cumberland River provides full river barge access to the Mississippi River system and the Gulf of Mexico. Ingram Barge Company is headquartered in Nashville and is a leading carrier of bulk commodities on America's inland waterways.



One Class I (CSX Transportation) and two Class II (The Nashville & Eastern Railroad Corporation and The Nashville and Western Railroad Corporation) rail carriers operate within the region along with a major classification yard, an intermodal ramp, an automotive ramp, and bulk and break bulk terminals.¹⁴

What is a guaranteed ride home program?

A guaranteed ride home program provides commuters who regularly take transit, vanpool, or carpool with a ride home when one of life's unexpected emergencies arises. The ride is free through a voucher for those that have registered with the Emergency Ride system. This program has not been expanded to include those that bicycle or walk to work in Nashville.

Carpooling Culture in Nashville

Carpooling in Nashville has typically involved commuters finding others that work and live nearby to share rides to and from work during the work week. Both the RTA and TMA Group operate services to promote carpooling like utilizing vans to commute to and from work through vanpools. They also offer ride matching services to find commuters with similar schedules and emergency ride home programs encourage carpooling and reduce the amount of traffic on area roadways.

Recently, other ridesharing methods have evolved to include apps available on smartphones. Lyft and Uber started as a way to connect people who were driving to pick up those that may need a ride. These technology based companies have evolved to compete with taxi companies posing challenges in many cities that more heavily regulate taxi cab companies through a regular licensing process. In December 2014, Metro Council passed an ordinance to require ridesharing drivers to go through a background check, to be insured by a commercial liability insurance policy, and to regularly be inspected.

Maintaining Nashville Streets and Highways

The maintenance and operations of Nashville's streets and highways are primarily divided into state and local maintenance. TDOT is responsible for maintenance of Federal-highway and State-designated routes running through Davidson County. These include the interstates and freeway-type facilities like Briley Parkway and major arterials like Murfreesboro Pike and Charlotte Pike. Local streets are maintained by Metro Public Works. Typically TDOT has left most traffic signal operations to Metro Public Works in Davidson County.

Using Technology to Make City Streets More Efficient

TDOT maintains ITS (Intelligent Transportation System) components including traffic cameras, dynamic message signs, and the sensors in pavement that determine road surface conditions. These components are located on State maintained facilities to manage traffic congestion. They help TDOT monitor conditions, warn of traffic issues, and recommend alternate routes. TDOT also supplies this information to local media outlets, online, and through the Smartway app for smartphones. Anyone can access the cameras, dynamic message boards, and road conditions at any time before driving. The ITS components in Nashville are mostly basic elements to monitor existing conditions and have not been used to actively manage traffic congestion. In the future, ITS components can be enhanced to manage lanes during peak travel times, establish variable speed limits according to the road conditions, and detour traffic to arterial streets.

Additionally, Metro Public Works equips most traffic signals with cameras that detect vehicles and have developed signal timing plans for major arterials through Davidson County. These signal timing plans are updated every few years as land use and traffic conditions change. Other cities like Franklin and Murfreesboro also provide traffic camera information online to be accessed by anyone.

Technology is also moving into the transit system with BRT Lite routes indicating arrival times at station locations. MTA is also developing a smartphone app to deliver transit users information on the location of buses, so the transit system information is delivered in real-time and can be used to determine when the next bus will arrive.

Improving Safety and Resiliency of Nashville's Transportation Network

Traffic crashes are a major public health issue in the United States. Improvements have been made to reduce the number of deaths and injuries of those driving on American roadways despite increases in population and historical increases in the number of vehicles miles traveled, but deaths involving people walking and biking have increased.¹⁵ The National Highway Traffic Safety Administration (NHTSA) focuses on improving the crash

worthiness of cars and reducing fatalities involving driver behavior such as drinking and driving or not wearing seat belts. These national priorities established by NHTSA have helped to reduce deaths and injuries on roads. The Federal Highway Administration (FHWA) also works on roadway infrastructure strategies that reduce deaths and injuries on streets. National priorities and strategies are typically funneled down to States and are administered in Tennessee through the Governor's Highway Safety Office and TDOT. The GHSO works with the Tennessee State Highway Patrol, local police departments, and other partners to conduct education campaigns to coincide with traffic enforcement.

TDOT regularly administers Road Safety Audit Reviews of identified high crash locations looking for safety improvements along streets such as along Nolensville Road near Harding Place in South Nashville and Division Street near 19th Avenue in Midtown. Numerous grants and funding opportunities are available to address safety issues through education, enforcement, and engineering strategies at the State and local levels.

Managing Nashville's Parking Issues

Can reducing parking requirements improve accessibility?

Parking requirements vary greatly among cities which typically based minimums on land uses. In the United States, cities have relied on their peers for parking ordinances to model or consulted the Institute for Transportation Engineers handbooks. In instances where no parking is required, private developers usually decide to meet parking demand based on what they think is appropriate for the market. Structured parking can greatly increase the cost of development further driving up the cost of housing, goods, and services. Removing parking from the responsibility of individual building owners and treating it like a utility that is managed within a district can reduce the cost of residential units, free up property space for other activities, make some development much more profitable, and support walkability and transit use. Reducing development costs increases people's access to a variety of housing options and goods.¹⁶

As Nashville grows, parking within Downtown and neighborhood centers becomes more challenging. In the 1960s and 1970s, Metro's Zoning Code encouraged buildings to be set back from the street and to accommodate parking in front of the building, setting a minimum number of spaces. Today, regulations no longer require parking on Downtown developments. Expanding uses on a site in Nashville's urban core may not need additional parking. Vast amounts of land have been dedicated to parking cars, creating an unwelcoming environment for pedestrians. The change in Downtown regulations and within the Urban Zoning Overlay (UZO) has helped to promote mixed use development, with buildings addressing the street.

These changes have also spurred concerns over parking among Nashvillians living in or visiting Downtown and other urban neighborhoods. The Metro Zoning Code and Subdivision Regulations should continually be examined and refined to address parking issues and promote other forms of transportation. The Metro Traffic and Parking Commission administered through Metro Public Works also helps to determine on-street parking requirements and manages the city's public garages.

Advocating for 21st Century Transportation Solutions

There are advocates working to change Nashville by providing greater access to transportation options. Transportation advocates provide input on how to accommodate people walking, biking, and taking transit more effectively and safely.

The community planning process conducted by the Metro Planning Department has engaged these organizations over the years. Community Plans are typically updated every seven to 10 years. Residents have become accustomed to this process involving future land use visioning and tying these plans to transportation within their community plan area. In recent plan updates, transportation projects are presented for prioritization within Metro's Capital Improvements Budget (CIB). NashvilleNext presents an opportunity to examine priority transportation projects on a county-wide scale to align with the broader city vision and work with those advocating for transportation solutions on furthering progressive infrastructure treatments and critical projects.

Walk/Bike Nashville seeks to build a more walkable, bikeable, and livable Nashville by making active transportation an option for Nashvillians no matter where they live or where they are trying to go. Walk/Bike uses education and policy-work to improve walking and biking conditions and promote them as forms of transportation. They provide bike valet parking at area events, organize bicycle commuter rides, provide guidance on walking and biking safety, and advocate for policy and infrastructure changes within Nashville. Walk/Bike is the key organizer of the annual Tour de Nash bike ride and Bike to Work Day.

The Mayor's Bicycle and Pedestrian Advisory Committee (BPAC) was established by an Executive Order of Mayor Karl Dean to further Nashville's goal of becoming a bicycle and pedestrian friendly city. The BPAC focuses on increasing the safe usage of bicycle and pedestrian facilities as a significant and beneficial mode of transportation and recreation. The BPAC monitors walking and bicycling issues within Nashville and helps make connections between Metropolitan Government departments.

What is tactical urbanism?

Tactical urbanism describes low-cost, temporary changes to a city's built environment that improves local neighborhoods and creates civic gathering places. It can be utilized to advocate for change by demonstrating change on the ground. Park(ing) Day has been organized by the Nashville Civic Design Center since 2012. Parking spaces within the Downtown core are transformed by volunteers into small pocket parks or parklets. Organizers encourage participants to be creative with activities and games. Parklets range from visionary examples of what a space could be like to practical uses of a parking space by providing additional seating or gathering space to share ideas and engage in the city.

Transit Now Nashville is a local grassroots organization whose mission is to raise awareness of the benefits of regional mass transit options. Transit Now educates residents on how to use transit and encourages Nashvillians to take the bus.

The Transit Alliance of Middle Tennessee is a non-profit organization with the mission of encouraging private sector and public sector support for new investments in mass transit in the ten county Middle Tennessee region. The Transit Alliance fosters education across the region concerning the economic value of mass transit investments. Dedicated revenues for mass transit investments will be a key item of advocacy in the years ahead.

The Middle Tennessee Mayors Caucus was formed in 2009 in order to provide leadership on important issues facing the rapidly changing landscape in Middle Tennessee. A modern mass transit system has served as the early catalyst in building a forum for sustaining relationships among mayors and helping local governments support each other on regional issues and proposed State legislation. The Mayors Caucus will continue the conversation on dedicated revenues for mass transit investments.

Access Nashville Report Card

Linking land use decisions to transportation are critical in meeting the NashvilleNext goals. Regularly monitoring and assessing the city's progress from multiple perspectives and experiences of transportation users are essential to properly discern progress. Metrics that depict overall mode share, walking, biking, mass transit, health, freight, safety, placemaking, and maintenance paint this progress.

Since Nashville is a consolidated city-county government, some metrics that compare the city to other peer cities can be skewed since Davidson County has rural, suburban, urban, and downtown environments. Where feasible, some information is presented relative to the Urban Zoning Overlay boundary which closely relates to the original city limits of Nashville.

The following are basic indicators to assess Nashville's multi-modal transportation network.

Coming Soon

21st Century City Transportation Solutions

There are a number of broad transportation strategies that improve accessibility and achieve components of the city’s future vision for land use and transportation. Each of these initiatives can impact the basic transportation indicators just presented.

Strategic Initiative	Create a place with choices.	Offer meaningful choices.	Sustain & enhance economy.	Improve safety & security.	Improve health & environment.	Ensure financial responsibility.	Ensure equity.	Address transport regionally.
Develop an exceptional walking environment	X	X	X	X	X		X	
Create a robust biking network	X	X	X	X	X		X	
Create dedicated mass transit lanes	X	X	X		X		X	X
Manage travel lanes	X		X				X	X
Complete strategic connections	X	X	X	X	X		X	
Maintain existing transportation infrastructure			X	X		X	X	X
Achieve zero deaths on Nashville streets			X	X	X		X	

Why developing an exceptional walking environment is important

Nashvillians continue to express a strong desire to improve walking conditions in the places where they live, work, and play. The process involving sidewalk construction with new development can be confusing and difficult to follow. Additionally, Metropolitan Government's decisions involving which streets gets sidewalks can frustrate residents. Streamlining the decision making process and making the decisions more transparent are needed to better inform residents of the challenges related to sidewalk implementation. These include needs far outranging limited budgets, good urban design principles, and property owner coordination.

Although the city has had a coordinated program for installing and maintaining sidewalks since 2003, the number of neighborhoods and commercial areas missing walking infrastructure is still very high. Without a significant change in the way Nashville funds sidewalk improvements, the pace of change will be frustrating for many residents for years to come.

Most of present-day Nashville was built to accommodate cars, so sidewalks do not exist in many neighborhoods. Where sidewalks were built, they were often squeezed within the existing right-of-way. The standards for sidewalks must continue to go above and beyond the minimum of five feet required per the Americans with Disability Act (ADA) accommodation next to the car travel lane. Street trees within a planting strip should be included between sidewalks and roadways, and the width of the sidewalk should be based on the surrounding context. Areas that are dense with taller buildings that encourage walking should dedicate more space for wide, shaded sidewalks. In these areas, vehicular lanes may narrow to slow traffic. Curb extensions and crosswalks can be added to improve the safety of street crossings. New sidewalks should also be intentionally tied to High Capacity Transit Corridors.

Nashville residents and leaders should explore expanding funding options for pedestrian improvements. Many residents have expressed a willingness to contribute more resources to speed up the pace of the sidewalk program.

Key steps to developing an exceptional walking environment:

- » Metropolitan Government should explore all available funding mechanisms for walking facilities in an open and honest conversation with residents and create a plan that meets the needs and desires of the community. A ballot measure would allow residents to take ownership of this plan by popular vote.
- » Metropolitan Government should review sidewalks projects with the community for feedback annually as the Capital Improvements Budget is developed. This should include explaining the sidewalk budget and how sidewalk implementation needs to balance community needs. Consult the list of priority sidewalk projects identified in NashvilleNext and focus on connecting sidewalks to High Capacity Transit Corridors to improve transportation options.
- » Metro Public Works, TDOT, and Metro Planning should review sidewalk standards and adjust design to correspond with the city's adopted Major and Collector Street Plan using design guidelines which carry out the Mayor's Complete Streets Executive Order.
- » Update the Strategic Plan for Sidewalks and Bikeways to reflect the community priorities established in NashvilleNext, so it is clear where sidewalk construction is most likely to happen in the short term. As part of that process, include sidewalk infrastructure components that peer cities are modeling. Develop transparent priorities to implement based on community feedback and within the constraints of the Capital Improvements Budget.
- » Emphasize sidewalk construction where there are barriers to walking along heavily trafficked streets in identified Centers and High Capacity Transit Corridors to assist people accessing their daily needs and health goals. Connectivity projects that link neighborhoods to parks and commercial districts should also be emphasized. In this approach, streets serving primarily residential land uses and in less dense areas will rank lower in the prioritization process because of limited funds.
- » Continue to require wide sidewalk design with street trees in new development that balances building placement to the street in Centers and along High Capacity Transit Corridors. Integrate asphalt multi-use paths for walking and biking with the city's greenway network where appropriate.
- » Metropolitan Government should adjust policies, regulations, and fees to ensure exceptional sidewalks are constructed as development occurs.
- » Ensure adequate funding is available for regular maintenance of existing sidewalks.

What is the "Moving in Harmony" campaign?

Moving in Harmony is a public outreach campaign developed by the Metro Health Department to encourage sharing the road with all people. Messages are crafted towards people driving to share the road with people biking and walking. These campaign materials need to be used by Metropolitan Government and its partners to keep a consistent and repetitive message about the importance of sharing the road with all people.

- » Explore “slow zones” where speed limits might be reduced to 25 mph with targeted traffic enforcement to encourage walking and reduce the severity of injury in vehicle-pedestrian crashes.
- » Continue with the “Moving in Harmony” public outreach that encourages sharing the road with all people.

Example components in developing an exceptional walking environment:

- » Wide sidewalks with street trees
- » Curb extensions
- » Crosswalks
- » Countdown pedestrian timers
- » Cafes and outdoor plaza space
- » Neighborhood sidewalks
- » Pedestrian scale wayfinding and lighting
- » Transit station benches or shelters

Why creating a robust biking network is important:

Nashville has been successful in developing an extensive greenway network, creating bike lanes as repaving occurs, developing pilot buffered bike lanes and bike boxes, and launching a bikeshare system. Much work remains to ensure that bicycling in Nashville is safe, convenient, and fun for people of all ages and abilities. Nashville's greenways appeal to a wider variety of bicyclists for primarily recreational purposes. In an effort to increase bicycling for daily needs and access to jobs, outlining a spoke-wheel system is essential. This system consists of hubs of more bikeable areas connected to bicycle friendly corridors that are part of the spokes. The spokes are then connected to one another through additional bicycle friendly routes at perimeters of the city. Bikeway facility design has undergone major technical revisions like separated biking facilities which are more appealing to a broader range of users. Providing a range of biking infrastructure to meet the varying needs of bicyclists' comfort will increase the number of people biking. Nashville should make progress in the types of bike facilities we construct. The more people bike, the safer streets are for all modes of transportation. As development changes in Nashville with a greater mixture of uses and higher densities, biking will become more attractive and easier, too.

Key steps to creating a robust biking network:

- » Update the Strategic Plan for Sidewalks and Bikeways to include new biking infrastructure components and bicycle friendly corridors that peer cities are implementing. From this networked vision, ensure bikeway priorities identified in NashvilleNext are carried forward within the constraints of the Capital Improvements Budget in a transparent manner.
- » Connect Tier 1 Centers and Open Space Anchors with a network of greenways, multi-use paths, and protected bicycle lanes that are suitable for people of all ages and abilities bicycling. These locations should be pivotal locations within the spoke-wheel system of bicycle friendly corridors to provide access from neighborhoods to jobs and daily needs.
- » Analyze the bikeways proposed in the Strategic Plan for Sidewalks and Bikeways and the greenways proposed in the Metropolitan Parks and Greenways Master Plan together to achieve a seamless bikeways network of on-road, separated, and off-road biking facilities. Prioritize connections that connect significant barriers in the bikeway network. Consult the spoke-wheel framework in NashvilleNext for guidance.
- » Develop and fund several key pilot projects that exemplify biking facilities that are uncommon in Nashville. Examples of this type of infrastructure include barrier protected bike lanes, bike signals, bikeways connected to BRT stations, bike corrals, painted bike lanes, and other

models. Consider how these pilot projects could be implemented on a broader scale within the biking network.

- » Saturate the existing B-cycle bikeshare network with additional stations and expand the network to include areas with multiple stations to promote biking within Tier 1 Centers like Green Hills, East Nashville, Madison, Rivergate, West Nashville, and Antioch. Prioritize and select locations based on community feedback, so the expansion of the network is done like other transportation infrastructure in a transparent, equitable manner.
- » Identify existing parking lot locations to potentially establish Park and Ride lots for mass transit and bikeshare.
- » Ensure adequate funding is available for regular maintenance of greenways, bike lanes, multi-use paths, bikeshare stations, and for the construction of new bikeways.
- » Explore “slow zones” where speed limits might be reduced to 25 mph with targeted traffic enforcement to encourage bicycling and reduce the severity of injury in vehicle-bicycle crashes.
- » Continue with the “Moving in Harmony” public outreach that encourages sharing the road with all people.

Example components in creating a robust biking network: (include photos)

- » Buffered bike lanes
- » B-cycle stations
- » Bike racks and corrals
- » Multi-use paths or greenways
- » Bike boxes
- » Bike signals
- » Bike boulevards
- » Cycle tracks
- » Colored bike lanes
- » Bike route wayfinding system

Why creating dedicated mass transit lanes is important:

Transit ridership has continued to increase while vehicle miles traveled has leveled or declined throughout the United States and in the Nashville area. Metro and TDOT have limited ability to expand right-of-way because of financial constraints, and widening of roadways is shown to only add to more congestion. Nashville typically has peak traffic congestion centered around two hours in the morning and afternoon. During other times, there is additional space on streets that is not being utilized. Transit can add to the transportation network's efficiency when it is competitive with auto travel. Utilizing this extra space on Nashville's streets is an opportunity to make transit just as competitive. Redesigning a corridor for transit lanes is also an opportunity to improve performance of other transportation modes. Studying current traffic trends related to recent redevelopment while also accommodating transit riders will make cars move more efficiently, too.

Additional studies of corridors are needed to assess mode types such as BRT, Light Rail, Commuter Rail, or Streetcar are the most appropriate and financially-feasible modes. Getting additional dedicated lanes for mass transit is needed to ensure Nashville moves forward with its mass transit vision in MTA's Strategic Transit Master Plan as Centers and High Capacity Transit Corridors evolve.

Key steps to developing dedicated mass transit lanes:

- » Update MTA's Strategic Transit Master Plan and the Nashville Area MPO's Regional Transportation Plan to closely align with the vision of NashvilleNext for land use and redevelopment of Centers and Corridors. Prioritize corridors and implementation of transit upgrades during a transparent planning process that explores the transit system's limited budget and implements the most important community needs.
- » Develop off-site examples or mock-ups of transit components that may be implemented like BRT and Light Rail for the community to see firsthand, explore, and discuss. Use these educational opportunities to reinforce the regional mass transit vision adopted by the Nashville Area MPO and the transit priorities contained within the updated Strategic Transit Master Plan.
- » Identify existing parking lot locations to potentially establish Park and Ride lots for mass transit and bikeshare.
- » Continue to study regional and local corridors to assess feasible transit modes and costs for implementation and operation.

- » Connect BRT Lite stations and transit modes with higher capacity with walking and biking infrastructure.
- » Assess and recommend a funding mechanism to improve the regional mass transit system.
- » Continue with Moving in Harmony public outreach that encourages sharing the road with all people.

Example components in creating dedicated mass transit lanes: (include photos)

- » BRT Lite stations and buses
- » Commuter rail
- » Light rail examples
- » Bus on Shoulder applications

Why is managing travel lanes important:

Widening highways is very costly and exacerbates congestion. Within the existing highway and street networks, there are ways to manage traffic and other modes of transportation that move more people and broaden the access a highway or street can provide. Management of highway lanes requires coordination between local and State police to keep stopped traffic off shoulders, so buses can utilize the shoulder during peak congestion. It also requires a robust intelligent transportation system (ITS) to monitor traffic conditions and alert agencies and motorists to issues. Managed lanes can also be more robust with additional restrictions such as the number of occupants or varying tolls during peak uses. Within the street network, managed lanes may include reversible lanes on arterials to handle peak traffic congestion or accommodating transit vehicles at intersections with queue jump lanes to let people taking transit through first.

Key steps to managing travel lanes:

- » Conduct a study with the Nashville Area MPO, TDOT, Metro Public Works, Nashville MTA, and RTA to assess regional corridors for managed highway lane concepts that include HOV lanes, reversible lanes, high occupant toll (HOT) lanes, and ramp metering that would be most effective and feasible. Also explore concepts for transit to utilize bus-on-shoulder applications on highways and queue jumps lanes with transit signal prioritization at specific intersections on arterial streets.
- » Conduct a study of the Downtown core while major events or festivals are taking place at the arena, ballpark, convention center, and amphitheater to assess impacts upon walking, biking, transit, and traffic and provide recommendations to improve people's access to Downtown during major events that balance all modes of transportation.
- » Assess with the Nashville Area MPO, TDOT, Metro Public Works, and adjacent counties a Freight Movement Plan that identifies routes for trucks traveling through Nashville to other destinations and routes for trucks with their destination within the city.
- » Assess and prioritize streets appropriate for road diets and transitions into livable streets to incorporate bike lanes, on-street parking, transit accommodations, parklets, plazas, and other space for all transportation modes. Actively work with neighborhoods and residents to determine potential strategies for implementation within the public street space.
- » Enhance highways and arterials with additional ITS components to assess traffic conditions, pavement conditions, inform motorists of conditions, and direct motorists to alternate routes in real time.

Coordinate traffic signals across major corridors and during high traffic events.

- » Ensure adequate funding is provided at the State and local level to operate traffic management centers and motorist assist personnel.
- » Develop a real-time, automated centralized reporting system for closures and detours for all modes of transportation.

Example components that manage travel lanes: (include photos)

- » Reversible lanes
- » Bus on shoulder applications (Minneapolis)
- » HOV lanes
- » HOT lanes
- » Reversible highway lanes (St. Louis)
- » Ramp metering

Why completing strategic connections is important:

The street network within Nashville and Middle Tennessee is mostly built. However, there are small connections which could provide additional access between areas and safer access for other transportation modes. One recent street example includes connecting North Nashville to Midtown via the 28th-31st Avenue Connector Bridge with separated bike lanes, sidewalks, and bus shelters. Another proposed project is the planned extension of Division Street across the railroad to connect SoBro with the Gulch. A non-motorized connectivity example is the greenway bridge over the Cumberland River connecting Shelby Bottoms to Two Rivers. Other strategic connections for cars, pedestrians, and bicyclists are identified in Green Hills, Antioch, Priest Lake, and Madison that could have tremendous impact in improving access and generating economic development.

Key steps to completing strategic connections:

- » Consult the prioritized list of strategic connections in NashvilleNext as funding and redevelopment opportunities arise. Work through public-private partnerships as necessary to complete connections. Regularly review projects with the community for feedback and inclusion in the Capital Improvements Budget and MPO's Regional Transportation Plan for funding.
- » Secure funding so strategic connections can be completed as properties redevelop in Centers through land readjustment. Coordinate with redevelopment plans to provide these connections and balance surrounding property owner concerns with overall community transportation needs.
- » Incorporate walking, biking, and, if appropriate, transit components within new strategic connections.

Examples where completing strategic connections was important: (include photos)

- » KVB extension
- » Division Street extension concepts
- » 28th-31st Avenue Connector Bridge
- » Greenway bridge over Cumberland River

Why maintaining existing transportation infrastructure is important:

Metro Nashville, the State of Tennessee, and the United States have made large investments in the region's transportation infrastructure. As funding remains stagnant, maintenance of the existing street and transportation networks is critical. Enhancing these networks with other modal accommodations also capitalizes on the investment that has already taken place. For example, reinvesting along an arterial by constructing sidewalks to connect transit riders to bus stops provides additional transportation choices in a safer manner. Resurfacing streets and reconstructing structurally deficient bridges is essential to keep the region's economy vibrant.

Key steps to maintaining existing transportation infrastructure:

- » Work with Metro Public Works and TDOT to regularly monitor infrastructure conditions. Explain through a transparent process the budget for transportation maintenance and the need to identify and prioritize investments.
- » Enhance highways and arterials with additional ITS components to assess traffic conditions, pavement conditions, inform motorists of conditions, and direct motorists to alternate routes.
- » Ensure adequate funding is available for regular maintenance and operations of components in the transportation network.

Examples of issues related to maintaining transportation infrastructure: (include photos)

- » Pavement potholes
- » I-65/I-440 stacked interchange
- » Interstate cameras or highway message boards
- » Deficient bridge example
- » Constructing sidewalks along a street
- » Asphalt damaged through trucks, braking, etc.

Why achieving zero deaths on Nashville streets is important:

On average from 2009-2013, Nashville reported 69 deaths annually on its streets.¹⁷ Zero traffic fatalities may seem like an unattainable goal, but there are a number of factors working together that makes zero deaths possible:

- » Vehicle miles traveled (VMT), a measure of how much people are driving, continues to decrease despite increases in population.¹⁸

Technology improvements to activities taking place online more often and land use planning that encourages a mixture of uses closer by are just two ways in which people now travel by car less. As people drive less, they reduce their exposure or odds of being involved in a fatal crash.

- » Reducing behaviors that cause fatal crashes has been a goal of safety advocates in the U.S. Educational campaigns tied with strategic traffic enforcement that enforces traffic laws about buckling up while people drive and only driving while sober continue to reduce risky behavioral choices.
- » As transit ridership increases,¹⁹ people are putting themselves in a vehicle with others that is operated by a professional whose job is to get people to their destinations safely. Transit travel has about a tenth the casualty (death or injury) rate as car travel, and residents of transit-oriented developments have about a fifth the per capita casualty rate as in car-oriented communities.²⁰ Riding transit is one of the safer forms of surface transportation, especially compared to driving.
- » State DOTs have more comprehensive and timely datasets about crashes that continue to improve.²¹ They analyze crash data regularly and identify traffic safety hot spots to review during interdisciplinary road safety audits.²² Proactive safety improvements along with comprehensive improvements through regular maintenance such as rumble stripes and guardrail replacement make strides in reducing fatalities.
- » Vehicle safety technology that alerts drivers to hazards have improved safety. As vehicles become more autonomous, technology is likely to alert drivers to hazards that may have been missed. Technology improvements that improve a person's driving performance is likely only to further reduce fatal crashes.
- » Response to crashes is critical in getting injured people stabilized and to hospital facilities. Nashville has relatively good emergency care coverage with hospitals throughout Davidson County and Vanderbilt University Medical Center designation as a Level 1 Trauma Center in the region.

Key Recommendations:

- » Continue with the “Moving in Harmony” public outreach that encourages sharing the road with all people.
- » Consult the key recommendations for developing an exceptional walking environment, creating a robust biking network, and creating dedicated mass transit lanes, which support expanding transportation choices to encourage people walking, biking, and taking transit.

- » Explore “slow zones” where speed limits might be reduced to 25 mph with targeted traffic enforcement to encourage walking, biking, and transit use while reducing the severity of injury in crashes.
- » Assess transportation safety methods in other cities that may be appropriate to utilize in Nashville.
- » Metropolitan Government along with the Nashville Area MPO, Nashville MTA, and TDOT should take the lead to assess crash data on local streets, generate a list of high crash locations for public review and comment, assess potential multi-modal conditions, and implement low-cost safety improvements. Work with residents and local stakeholders on determining the appropriate solutions.
- » Create a forum for interdisciplinary dialog on transportation safety in the region to include professionals from transportation planning, traffic engineering, safety education, public health, emergency response, and traffic enforcement.
- » As part of a future reporting mechanism, track fatality and disabling injury trends on Nashville streets.

Transportation Network Plans

The key recommendations within this plan guide the modal transportation plans for Metro Nashville to work with the NashvilleNext vision.

Major and Collector Street Plan

Implementing Complete Streets: Major and Collector Street Plan for Metropolitan Nashville was the most significant and recent update to the Major and Collector Street Plan (MCSP) adopted by the Metro Planning Commission in 2011. This update changed how streets are planned in moving people and goods by incorporating the Mayor's Complete Streets Executive Order. The MCSP advances the city's thoroughfare system to provide safe and effective access for all users while addressing streetscape design in context with the existing or envisioned character of the community. Context and character of a street are important, so the transportation facility fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility. The MCSP helps tie transportation to land use. Complete Streets and Context Sensitive Solutions also advance environmental sustainability and community health. Mostly minor amendments are proposed to the MCSP with the completion of NashvilleNext. These updates mostly involve a reevaluation of potential road widenings to fit within Centers and High Capacity Transit Corridors and anticipated financial constraints, identification of new major street connections, adjustments to the context or character of a street relative to changes in land use policies identified in the community plans, and updates to design standards to continue Nashville's efforts to achieve good urban form.

Strategic Plan for Sidewalks and Bikeways

The *Strategic Plan for Sidewalks and Bikeways* was updated by Metro Public Works in 2008. Since that time, major cities have taken a proactive approach to Complete Streets by providing separated biking facilities, new pavement markings for bicyclists, signals to provide safer pedestrian crossings, narrower street crossings through curb extensions, and encouraging parklets. Metro Public Works endorsed the National Association of City Transportation Officials' *Urban Street Design Guide* in 2014. The Strategic Plan needs to be updated to implement the new infrastructure techniques

described in the *Urban Street Design Guide* and the MCSP to increase walking and biking, encourage comfortable walking and biking commutes, and make all modes of transportation safer.

Strategic Transit Master Plan

Nashville MTA last updated the *Strategic Transit Master Plan* in 2009. The MTA Board of Directors adopted that five year plan to guide transit infrastructure improvements. Since the plan's completion, many of the identified projects such as creating Bus Rapid Transit (BRT) Lite service on Gallatin Pike and extending service frequencies to Bellevue have been implemented. In 2015, MTA has begun a more comprehensive longer range vision of Nashville's transit system. *NashvilleNext* will serve as the foundation to further explore transit priorities by closely linking anticipated redevelopment areas with improved transit. Once completed, the new Transit Master Plan will help carry forward the objectives of NashvilleNext.

Parks and Greenways Master Plan

The *Metropolitan Parks and Greenways Master Plan* was updated in 2008. It outlines a vision for the parks and greenways systems through the development of new community centers, greenways, nature centers, playgrounds, and other parks improvements. Although not primarily a transportation plan, the greenways portion of the Master Plan has directed the development of the extensive greenways network in Nashville. These facilities were developed for recreational and environmental purposes. As this system has evolved over time, residents use portions of the system for transportation purposes. Metro Parks and Greenways anticipates updating the Master Plan in 2015. The new Master Plan should correlate and supplement the *Strategic Plan for Sidewalks and Bikeways* and carry forward the NashvilleNext vision which outlines open space opportunities and an expansion of the greenways system to incorporate multi-use paths connected to bike lanes.

Nashville's 21st Century Transportation Framework Map

A multi-modal transportation system can promote economic prosperity while encouraging sustainable growth and development practices, and equitably protecting and preserving valuable community and natural assets. The key recommendations highlighted are essential to balance these objectives, improve accessibility, and achieve the vision laid out in NashvilleNext for growth, development, and preservation within Davidson County.

The following maps and concepts depict the planned sidewalks, streets, transit, and bikeway networks to guide further city planning initiatives. Priority projects and/or temporal needs are presented based on the outlined criteria for each transportation mode. Critical projects for each modal framework are highlighted that meet the strategic transportation initiatives. These critical projects significantly implement the Nashville-Next vision for improving accessibility and often have broader transportation objectives beyond one community plan area. The priorities from each community are weighed with the overall community objectives to implement NashvilleNext.

Walking Network

Although streets act as the foundation of Nashville's transportation network, the importance of supporting the first and last components of most trips cannot be overstated. The most vulnerable users of the transportation system are people walking along high traffic streets with high speeds and no sidewalks. Understanding the history of Nashville's evolution, is critical to grasp where sidewalk needs are most urgent in Davidson County.

Nashville's major arterial streets, or pikes, connect to Downtown in a spoke pattern and have functioned as the backbone for the city's transit network since the first streetcar lines were established. These pikes – Clarksville, Gallatin, Dickerson, Nolensville, Charlotte, Hillsboro, and Murfreesboro – connected the city's first neighborhoods. Neighborhoods like Lockland Springs, Cleveland Park, Sunnyside, Hillsboro-West End, Buena Vista Heights and Jefferson Street thrived as a result of their connectivity and closeness to jobs in Downtown. Markets, schools, and libraries were nearby, and people could walk or take a streetcar to access daily needs. As

more people obtained cars, Nashville's streetcar system was phased out, and the pikes were widened to accommodate the increased traffic. New housing was built with cars in mind. The sidewalk systems in these inner ring neighborhoods and areas along the pikes closer to Downtown are largely intact today.

The role of the arterial pikes began to change as more residents drove to meet their daily needs. The streets were intended to move cars quickly and sidewalks were excluded. Dickerson Pike north of Douglas Avenue, Gallatin Pike through the Rivergate area, Charlotte Pike west of White Bridge Road, Murfreesboro Pike near Nashboro Village, and Lebanon Pike through Donelson are examples of this evolution. These corridors typically have large gaps in the sidewalk network despite being the heart of today's mass transit system. Small cottage neighborhoods in Woodbine, Madison, and Bordeaux transitioned into neighborhoods of ranch homes on large lots near Donelson, Goodlettsville, Green Hills, West Meade, and Bellevue. Most people living in these areas drove to services and jobs, so neighborhoods were often built without sidewalks. Many of these neighborhoods, built between the mid-1940s and the 1980s, still lack complete sidewalk networks. Today, as residents place a greater emphasis on transit and walkability, these corridors struggle to provide the safe walking environment attractive for taking mass transit.

Because Nashville does not have an extensive network of sidewalks beyond the urban core, identifying a large number of streets with future sidewalk needs is not the most helpful. Below are infrastructure strategies that create a more exceptional walking environment and address walkability issues that have been so prevalent during the NashvilleNext process. These should be applied comprehensively by Metro and private sector development whenever possible:

Raised intersections

Raised intersections create a safe, slow-speed crossing and public space at minor intersections. They reinforce slow speeds and encourage people driving to yield to people walking at the crosswalk.²³

Wide sidewalks with street trees

The sidewalk is the area where people interface with both one another and with businesses in an urban environment. Numerous studies have shown that good walking network connectivity and conditions have a positive impact on land values. Sidewalk design should go beyond the bare minimums in both width and amenities. Pedestrians and businesses thrive where sidewalks have been designed at an appropriate scale, with sufficient lighting, shade, and street-level activity. These considerations are especially important for streets with higher traffic speeds and volumes, where people walking may otherwise feel unsafe and avoid walking. Relocation of fixed objects, such as utility poles, light fixtures, and other street furniture should not impinge on or restrict the adjacent walkway. Walkways must be clear of fixed objects in coordination with ADA accessibility guidelines.²⁴

Curb extensions

Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for people walking while increasing the available space for street furniture, benches, plantings, and street trees. Curb extensions increase the overall visibility of those walking by aligning them with the parking lane and reducing the crossing distance for them. Curb extensions tighten intersection curb radii and encourage slower turning speeds.²⁵

Crosswalks

Safe and frequent crosswalks support a walkable environment. They should be applied where walking is anticipated and encouraged. While application of crosswalk markings alone is not a viable safety measure in all situations, crosswalks benefit and guide pedestrians, while reinforcing their right-of-way at intersections. Designers should take into account both existing as well as projected crossing demand. Judgment on the application of a crosswalk should be based on multiple factors, including land uses, present and future demand, pedestrian compliance, speed, safety, and crash history. Volumes alone are not enough to determine whether or not a particular device should be used. The practice of discouraging people crossing streets by leaving uncontrolled crossings unmarked is not a valid safety measure.

Instead, it encourages unsafe, risk-taking behavior and discourages walking citywide. Efforts should be made to enhance or highlight desired crossings wherever practicable. Hybrid beacons, rapid flash beacons, raised crossings, medians, and other safety counter-measures may be suitable and less expensive than full signalization. These should all be considered before leaving an uncontrolled crossing.²⁶

Pedestrian countdown timers

Pedestrian countdown timers provide a numeric display that indicate the number of seconds remaining to walk across a street. Metro currently replaces older pedestrian signals with countdown timers.

Leading pedestrian interval

A Leading Pedestrian Interval (LPI) typically gives pedestrians a 3–7 second head start when entering an intersection with a corresponding green signal in the same direction of travel. LPis enhance the visibility of people walking in the intersection and reinforce their right-of-way over turning vehicles, especially in locations with a history of conflict. To increase the effectiveness of a LPI and improve visibility of those walking at high-conflict intersections, install a curb extension at the intersection.²⁷

Corner radii

Corner radii directly impact vehicle turning speeds and pedestrian crossing distances. Minimizing the size of a corner radius is critical to creating compact intersections with safe turning speeds. In urban settings, smaller corner radii are preferred and actual corner radii exceeding 15 feet should be the exception. A large corner radius should not be used to facilitate a truck turning from the right lane into the right lane.²⁸

Priority sidewalks projects are identified that should be incorporated into any update of the Strategic Plan for Sidewalks and Bikeways. The following criteria helped establish the priority projects.

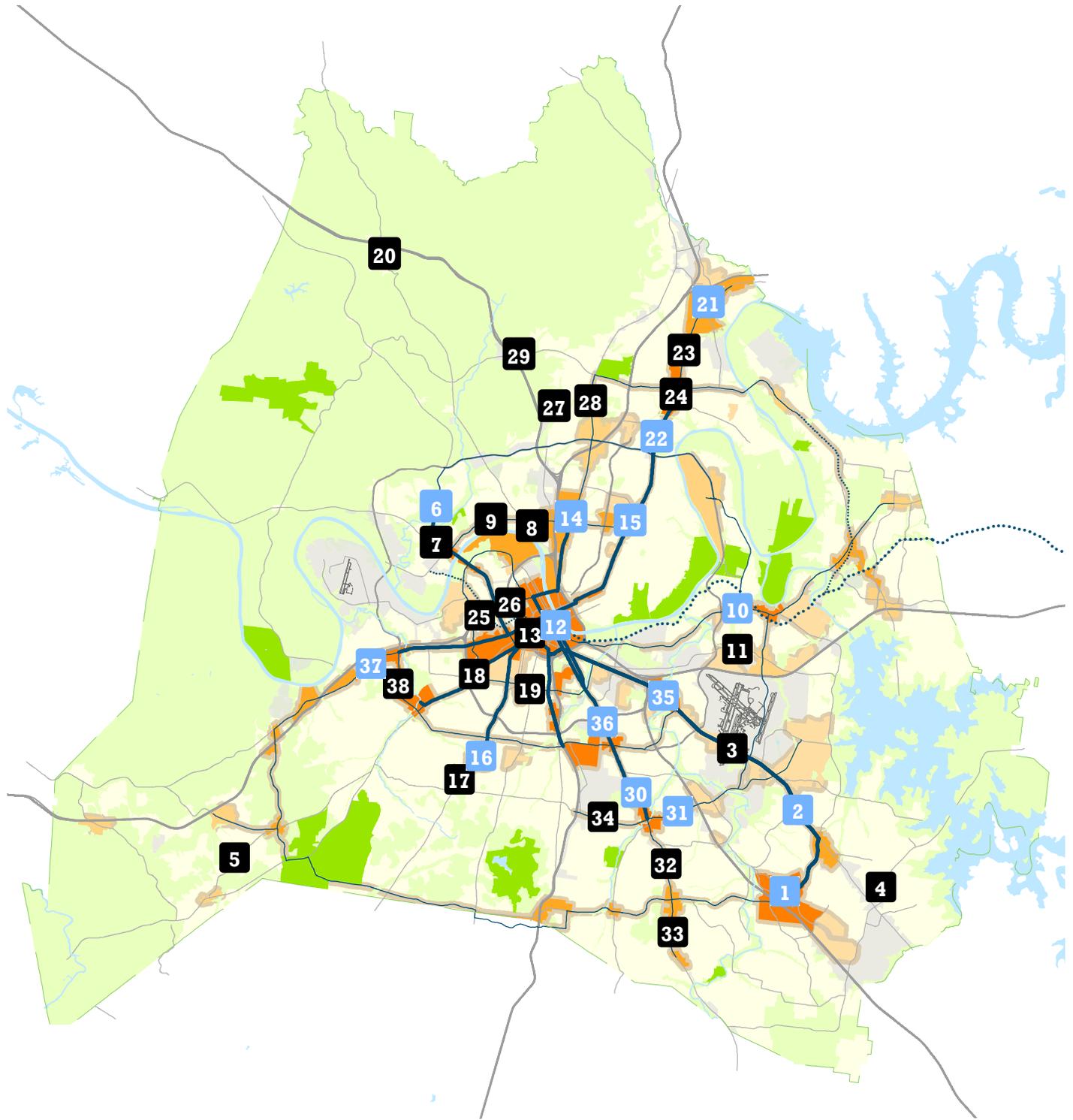
- » Estimated cost
- » Number and complexity of environmental constraints
- » Number of historical constraints
- » Link to a Tier 1 Center
- » Along a High Capacity Transit Corridor with Immediate Need
- » Link to existing services (school, civic building, parks, senior facility, or hospital)
- » Functional design of the street
- » Vehicle speed of the street
- » Existing character of street compared to future character of street
- » Pedestrian Level of Service (PLOS)
- » Pedestrian Generator Index (PGI)
- » Sidewalk Priority Index (SPI) Greater than 20
- » High Health Impact Area
- » Crashes
- » Perceived safety need
- » Need for public investment
- » Community support
- » Elected official support

Walking Priorities

Priority walking projects are numbered on the map and include sidewalks, studies for walking improvements related to complete streets, and new facilities. Needs far outweigh financial constraints, but projects identified best meet the criteria analyzed related to the Nashville Next Growth Framework and Community Plans. Critical priorities are denoted that substantially improve access for those living, working, or visiting an area and closely correlate to the Centers and High Capacity Transit Corridors in NashvilleNext which improves city-wide accessibility. This list should be consulted by Metro during the development of the Capital Improvements Budget and Capital Spending Plan each year, the Tennessee Department of Transportation's Three Year Improvement Plan, and the Nashville Area MPO's Regional Transportation Plan and related Transportation Improvement Program. For additional discussion regarding the projects priorities, consult each Community Plan section.

Project List

1. [Hickory Hollow Area Sidewalks](#)
2. [Nashboro Village Area Complete Streets](#)
3. Airport Area Complete Streets
4. Antioch Cluster Sidewalk Connections
5. Old Harding Pike Sidewalks
6. [Bordeaux Area Sidewalks](#)
7. Bordeaux Area Civic Sidewalks
8. Baptist World Center Drive Sidewalks
9. West Trinity Lane Walking
10. [Gateway to Donelson](#)
11. Elm Hill Pike Sidewalks
12. [Lower Broadway Walking Improvements](#)
13. James Robertson Viaduct Retrofit Study
14. [Dickerson Pike Complete Streets](#)
15. [Gallatin Pike Complete Streets](#)
16. [Gateway to Green Hills](#)
17. South Green Hills Sidewalks
18. Midtown Walking Improvements
19. Edgehill Walking Improvements
20. Downtown Joelton Civic Sidewalks
21. [Rivergate Area Complete Streets](#)
22. [South Madison Complete Streets](#)
23. Madison to Rivergate Complete Streets
24. Downtown Madison Walking Improvements
25. North Nashville Bridge Replacement
26. Gateway to Heritage Walking Improvements
27. Brick Church Pike Sidewalks
28. Skyline to Bellshire Sidewalks
29. Old Hickory Boulevard Walking Improvements
30. [Paragon Hills Area Complete Streets](#)
31. [Harding Place East Sidewalks](#)
32. Tusculum Area Complete
33. South Nolensville Pike Sidewalks
34. Harding Place West Sidewalks
35. [Murfreesboro Pike Complete Streets](#)
36. [Woodbine Area Walking Improvements](#)
37. [Charlotte Pike Sidewalks](#)
38. White Bridge Pike Walking Improvements



	NashvilleNext Critical Priority
	Community Plan Priority

Antioch-Priest Lake

1. Hickory Hollow Area Sidewalks - Construct sidewalks along Bell Road, Mt. View Road, and Rural Hill Road in the Hickory Hollow area. (see Gateway to Antioch)
2. Nashboro Village Area Complete Streets - Study opportunities to implement complete street components with sidewalks, protected bikeways, transit improvements, street crossings, and streetscaping along Murfreesboro Pike from Smith Springs Road to Bell Road.
3. Airport Area Complete Streets - Study opportunities to implement complete street components with sidewalks, protected bikeways, transit improvements, street crossings, and streetscaping along Murfreesboro Pike from Briley Parkway to Smith Springs Road.
4. Antioch Cluster Sidewalk Connections - Construct sidewalks and improve street crossings along Hobson Pike and Pinhook Road between Kennedy Middle School, Antioch High School, and Mt. View Elementary School.

Bellevue

5. Old Harding Pike Sidewalks - Construct sidewalks along Old Harding Pike in Bellevue from Highway 70S to Learning Lane.

Bordeaux-Whites Creek

6. Bordeaux Area Sidewalks - Construct sidewalks along Clarksville Pike between Ashland City Highway and Briley Parkway. (see Clarksville Pike Widening)
7. Bordeaux Area Civic Sidewalks - Construct sidewalks and improve street crossings near the Northwest YMCA to nearby senior center on John Mallette Drive.
8. Baptist World Center Drive Sidewalks - Construct sidewalks along Baptist World Center Drive from Vashti Street to Trinity Lane.

9. West Trinity Lane Walking Improvements - Improve street crossings on West Trinity Lane from Clarksville Pike to Brick Church Pike as redevelopment occurs.

Donelson-Hermitage-Old Hickory

10. Gateway to Donelson - Construct sidewalks, streetscaping, and gateway features along Old Lebanon Road and Lebanon Pike from Briley Parkway to Donelson Pike.
11. Elm Hill Pike Sidewalks - Construct sidewalks along Elm Hill Pike from Briley Parkway to Donelson Pike.

Downtown

12. Lower Broadway Walking Improvements - Implement wider sidewalks, public space features, and streetscaping improvements along Broadway between 1st Avenue and 5th Avenue that support a transition to a festival street.
13. James Robertson Viaduct Retrofit Study - Study retrofitting the James Robertson Parkway viaduct under Charlotte Pike with appropriate walking and biking infrastructure.

East Nashville

14. Dickerson Pike Complete Streets - Study opportunities to implement complete street components with sidewalks, protected bikeways, transit improvements, street crossings, streetscaping, and limiting vehicular access points with redevelopment from Douglas Avenue to Briley Parkway. Implement as coordinated capital improvements projects. (see East Nashville Bikeway)
15. Gallatin Pike Complete Streets - Study opportunities to implement complete street components with sidewalks, protected bikeways, transit improvements, street crossings, streetscaping, and limiting vehicular access points with redevelopment from 5th Street to Briley Parkway. Implement as coordinated capital improvements projects. (see East Nashville Bikeway)

Green Hills-Midtown

16. Gateway to Green Hills - Fill in sidewalk gaps along Hillsboro Pike, improve street crossings, streetscaping, and limit vehicular access points with redevelopment from Crestmoor Road to Hobbs Road.
17. South Green Hills Sidewalks - Construct sidewalks along the west side of Hillsboro Pike from Harding Place to Hobbs Road.
18. Midtown Walking Improvements - Secure wider sidewalks along the Broadway-West End corridor and limit vehicular access points from Downtown to White Bridge Road including adjacent streets with redevelopment.
19. Edgehill Walking Improvements - Improve street crossings along 12th Avenue South from the Gulch near I-40 to Ashwood Avenue in 12South.

Joelton

20. Downtown Joelton Civic Sidewalks - Construct sidewalks along Whites Creek Pike from Old Clarksville Pike to I-24, and develop walking connections between the Joelton Community Club Park and schools to Whites Creek Pike

Madison

21. Rivergate Area Complete Streets - Study opportunities to implement complete street components along Gallatin Pike with sidewalks, protected bikeways, transit improvements, street crossings, streetscaping, and limiting vehicular access points with redevelopment from Alta Loma Road to Riverchase Boulevard. Implement as coordinated capital improvements projects. (also see Rivergate Multi-Use Path)
22. South Madison Complete Streets - Study opportunities to implement complete street components along Gallatin Pike with sidewalks, protected bikeways, transit improvements, street crossings, and limiting vehicular access points with redevelopment from Walton Lane to Due West Avenue. Implement as

coordinated capital improvements projects.

23. Madison to Rivergate Complete Streets - Study opportunities to implement complete street components along Gallatin Pike with sidewalks, protected bikeways, transit improvements, street crossings, and limiting vehicular access points with redevelopment from One Mile Parkway to Alta Loma Road. Implement as coordinated capital improvements projects.
24. Downtown Madison Walking Improvements - Assess street crossings along Gallatin Pike from Due West Avenue to Anderson Road for walking improvements

North Nashville

25. North Nashville Bridge Replacement - Replace bridge overpasses to improve safety and provide access to those walking along Alameda Street, Meharry Boulevard, and Albion Street. This project would also improve the likelihood of future commuter rail access to Clarksville along this route.
26. Gateway to Heritage Walking Improvements - Assess walking conditions across bridges that span I-40 along Jefferson Street and D.B. Todd Boulevard so they function as gateways linking the community, reducing vehicular speeds, and increasing safety for people walking

Parkwood-Union Hill

27. Brick Church Pike Sidewalks - Construct sidewalks along Brick Church Pike from Briley Parkway to Bellshire Drive.
28. Skyline to Bellshire Sidewalks - Fill in sidewalk gaps and improve street crossings along Dickerson Pike between Briley Parkway and Old Hickory Boulevard
29. Old Hickory Boulevard Walking Improvements - Improve street crossings on Old Hickory Boulevard near Mt. Zion Baptist Church.

Southeast

30. Paragon Hills Area Complete Streets - Study opportunities to implement complete street components with sidewalks, bikeways, transit improvements, street crossings, and streetscaping from Zoo Road to Edmondson Pike. Implement as coordinated capital improvements projects.
31. Harding Place East Sidewalks - Construct sidewalks and improve street crossings from I-24 to Nolensville Pike.
32. Tusculum Area Complete Streets - Study opportunities to implement complete street components with sidewalks, bikeways, transit improvements, street crossings, and streetscaping from Edmondson Pike to Old Hickory Boulevard. Implement as coordinated capital improvements projects.
33. South Nolensville Pike Sidewalks - Construct sidewalks and improve street crossings along Nolensville Pike between Old Hickory Boulevard and Lennox Village. (see Nolensville Pike Widening)
34. Harding Place West Sidewalks - Construct sidewalks and improve street crossings from Nolensville Pike to I-65.

South Nashville

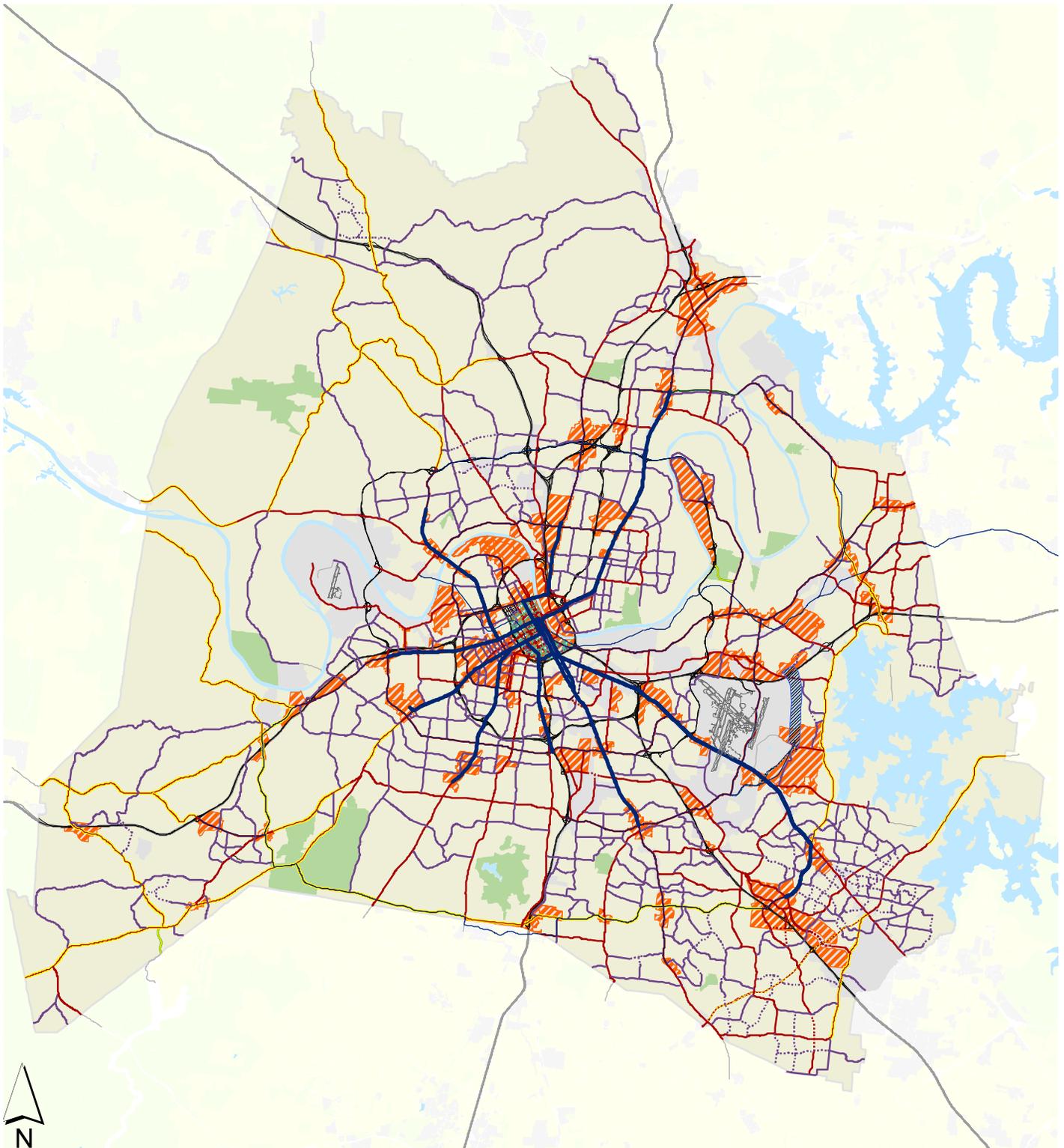
35. Murfreesboro Pike Complete Streets - Study opportunities to implement complete street components with sidewalks, protected bikeways, transit improvements, street crossings, and streetscaping from Spence Lane to East Thompson Lane. Implement as coordinated capital improvements projects.
36. Woodbine Area Walking Improvements - Improve street crossings along Nolensville Pike from Craighead Street to Zoo Road.

West Nashville

37. Charlotte Pike Sidewalks - Construct sidewalks along Charlotte Pike from White Bridge Road to Annex

Avenue. (see Charlotte Pike Widening)

38. White Bridge Pike Walking Improvements - Improve street crossings on White Bridge Pike at Fountain Place and Brookwood Terrace.



Major and Collector Street Legend

 Potential Multimodal Freeway Corridor	 Planned Arterial-Boulevard	 Local Street
 Planned Multimodal Freeway Corridor	 Collector-Avenue	 Planned Local Alley
 Arterial-Parkway Scenic	 Planned Collector-Avenue	 Freeway or Expressway
 Arterial-Boulevard Scenic	 Downtown Local Street	 Ramp
 Planned Arterial-Boulevard Scenic	 Planned Downtown Local Street	 Planned Ramp
 Arterial-Boulevard	 Planned Downtown Alley	

Streets Network

The Streets Network Map indicate the Arterial-Boulevard, Collector-Avenue, and Arterial-Parkway network in Davidson County that make up the Major and Collector Street Plan (MCSP). The following criteria are used to determine priority projects involving streets and strategic connections:

- » Historical Traffic Counts and Analyzing Average Daily Traffic at Locations
- » Future Traffic Projections
- » Estimated Cost (Low, Medium, High)
- » Completes a Strategic Connection
- » Existing Character of Street compared to Future Character of Street – strong need for Metro investment if private sector redevelopment not anticipated or could not complete
- » Council Member/Elected Official Support
- » Community Support
- » Future Land Use Policies
- » Potential for Public-Private Partnership
- » Environmental/Historical Constraints
- » Pedestrian Level of Service
- » Bicycle Level of Service
- » Past Planning Activities
- » Completed PE, D, U, or ROW Phases or Anticipated Imminent Funding
- » MPO Regional Need
- » Type of Tier Center
- » Type of Tier Corridor
- » Safety Need
- » Basic Maintenance Need

Based on the criteria listed and the related Streets Network Map, the following changes are needed in reoption of the MCSP:

Change the designation of the Southeast Arterial Parkway to a Scenic Arterial-Boulevard.

The Southeast Arterial Parkway has been proposed in southeast Davidson County connecting Nolensville Pike near Concord Road to Murfreesboro Pike near Hobson Pike. An interchange has been planned at I-24. Some alignment studies and conceptual analysis was done in the mid-1990s. The Interchange Justification Study was completed in 1996 and has now expired. Since that time, some development has contributed to right-of-way for this corridor while another development was approved that prohibits the interchange connection as described in the 1996 study. There is still a

need to make a mobility connection across this portion of Davidson County, but it is likely difficult given funding constraints, expiration of the IJS, development that is prohibiting a connection to I-24, and the fact this project is not a top priority for state officials. The Southeast Arterial Parkway should be downgraded from an Arterial Parkway to Scenic Arterial-Boulevard within the MCSP. It is much more likely for an Arterial-Boulevard street connection to be established as development occurs in the southeast portion of Davidson County than for state, federal, and local funding to come together to build this significant road project with limited access.

Reflect existing travel lane conditions on one segment of Arterial-Boulevards.

Along Gallatin Pike between Conference Drive and Myatt Drive, the MCSP indicated seven lanes in the future. The MCSP designation has been changed to indicate the five lanes that exists today. Traffic counts do not support the widening in this area as they have primarily stabilized. Focus in this area should be on improving transit access and providing non-motorized infrastructure.

Adjust the Arterial-Boulevard and Collector-Avenue streets in the Rural Transect (T2) to include potential multi-use paths adjacent to the roadway.

Currently, all Rural streets include dimensions for a multi-use path in their right-of-way calculations. The Rural streets will now be identified where specific projects are planned and connected to the bikeway map.

Update MCSP designations and right-of-way widths based on changes to the Transect and Land Use Policy that correlate with the NashvilleNext Growth Framework Map.

This means some MCSP designations have had their Transect changed and a new right-of-way established reflecting their anticipated character. Also, if land use policies were changed, some dimensions related to sidewalks

and planting strips also change to reflect the future uses. In both cases, new right-of-way widths are proposed.

Study with Metro Public Works appropriate constrained rights-of-way amounts and incorporate all local streets within the Downtown Code into the Major and Collector Street Plan as Downtown Local Streets with constrained right-of-ways.

The urban form of redevelopment Downtown is conducive to walkability and bikeability. Street functions in Downtown are about providing access to those walking. Organizing streets per an Arterial-Boulevard and Collector-Avenue designation describes a street's movement of traffic in relation to the broader street network. Constrained rights-of-way on Downtown Local Streets will ensure the redeveloping urban fabric within Downtown provides exceptional sidewalks improving access for pedestrians.

Flag streets within the Major and Collector Street Plan for potential road diets.

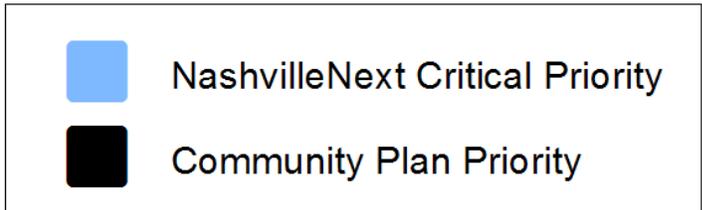
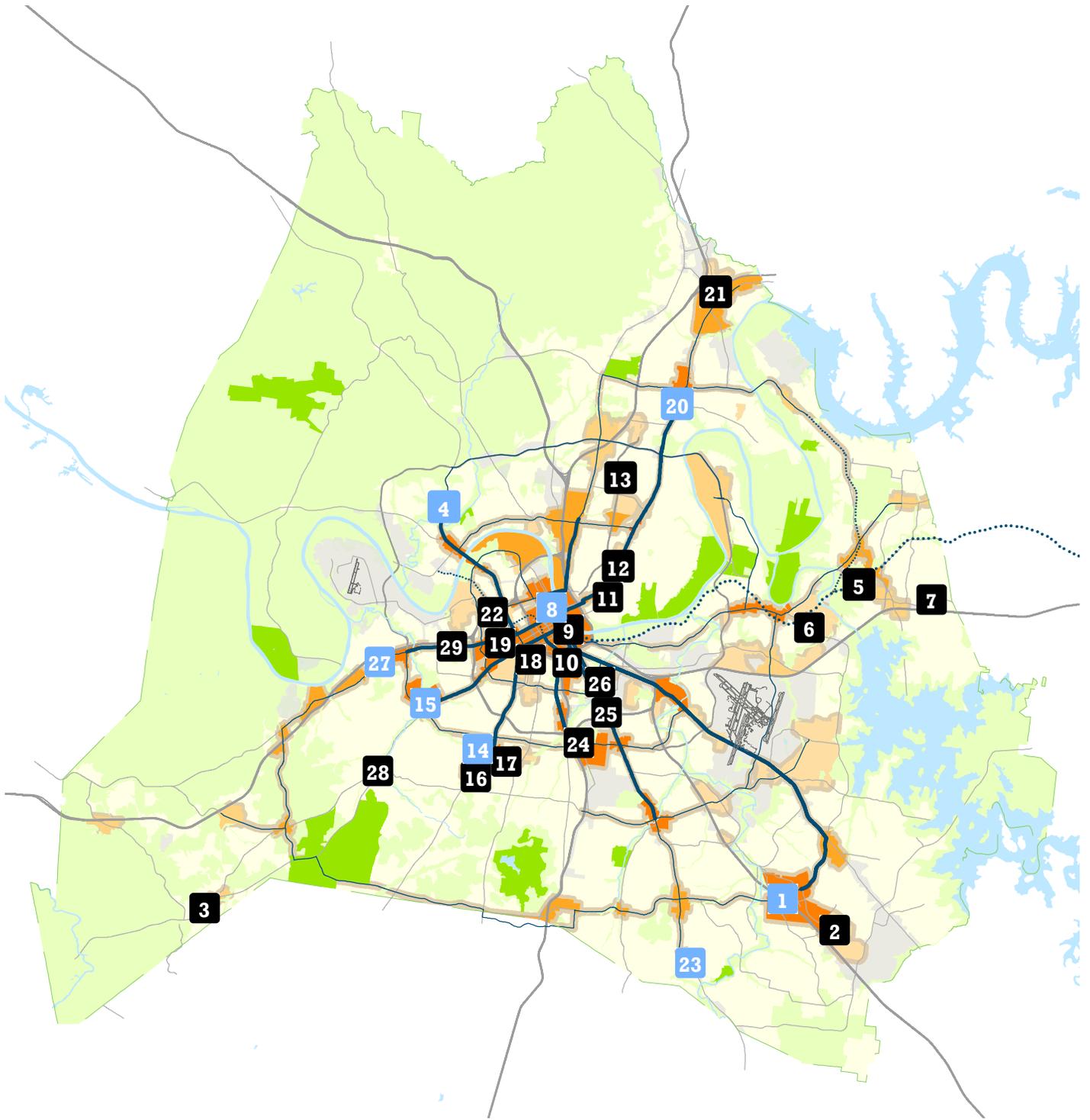
Road diets which reorganize or reduce the number of vehicular travel lanes are conducted to dedicate more road space to other road users, slow traffic, and make a more livable, walkable street. The Major and Collector Street Plan should identify potential road diet locations that, with further study, can be implemented as corridors redevelop into more walkable places.

Street Priorities:

Priority street projects are numbered on the map and include street reconstruction, widening, and strategic connections. These projects should also meet complete streets objectives. Needs far outweigh financial constraints, but projects identified best meet the criteria analyzed related to the Nashville Next Growth Framework and Community Plans. Critical priorities are denoted that substantially improve access for those living, working, or visiting an area and closely correlate to the Centers and High Capacity Transit Corridors in NashvilleNext which improves city-wide accessibility. This list should be consulted by Metro during the development of the Capital Improvements Budget and Capital Spending Plan each year, the Tennessee Department of Transportation's Three Year Improvement Plan, and the Nashville Area MPO's Regional Transportation Plan and related Transportation Improvement Program. For additional discussion regarding the projects priorities, consult each Community Plan section.

Project List

1. [Gateway to Antioch](#)
2. Crossings Boulevard
3. Highway 100 Widening
4. [Clarksville Pike Widening](#)
5. Central Pike Widening
6. Stewarts Ferry Pike Widening
7. Central Pike Widening Phase 2
8. [Downtown Accessibility Study](#)
9. Molloy Street Realignment
10. SoBro Accessibility Improvements Study
11. East Nashville Civic Square
12. Eastland Avenue Realignment
13. Northeast Corridor Preliminary Design
14. [Crestmoor/Glen Echo Road Realignment](#)
15. [Bosley Springs Connector](#)
16. Abbott Martin Road Extension
17. Benham Avenue Extension
18. 19th Avenue & Division Realignment
19. [Douglas Street Connector](#)
20. Northeast Corridor Station Area Planning
21. North Nashville Street Connections
22. [Nolensville Pike Widening](#)
23. Thompson Lane Improvements Study
24. Glenrose Avenue & Rosedale Avenue Realignment
25. University Row Connector
26. [Bosley Springs Connector](#)
27. [Charlotte Pike Widening](#)
28. Highway 100 & Highway 70 Improvements Study
29. Sylvan Park Mobility Study



Antioch-Priest Lake

1. Gateway to Antioch - Reconstruct the existing I-24/Bell Road interchange and include appropriate walking, biking, and streetscaping infrastructure. (see Hickory Hollow Area Sidewalks)
2. Crossings Boulevard - Extend Crossings Boulevard as a 4/5 lane facility to Old Hickory Boulevard and include sidewalks, bike lanes, and streetscaping.

Bellevue

3. Highway 100 Widening - Widen from 2/3 lanes to 3 lanes Highway 100 from McCrory Lane to Temple Road and include an adjacent multi-use path on one side connecting to the Natchez Trace Parkway. (see The Trace Connector)

Bordeaux-Whites Creek

4. Clarksville Pike Widening - Widen from 2/3 lanes to 5 lanes from Ashland City Highway to Briley Parkway and include multi-use path connecting to Whites Creek Greenway, protected bike lanes, sidewalks, and streetscaping. (see Bordeaux Area Sidewalks and North Nashville Protected Bikeway)

Donelson-Hermitage-Old Hickory

5. Central Pike Widening - Widen Central Pike from Old Hickory Boulevard to Lebanon Pike from 2/3 lanes to 5 lanes with sidewalks and bike lanes.
6. Stewarts Ferry Pike Widening - Widen Stewarts Ferry Pike from I-40 to Lebanon Pike from 2/3 lanes to 5 lanes with sidewalks and bike lanes.
7. Central Pike Widening Phase 2 - Widen Central Pike from Old Hickory Boulevard to the Wilson County Line from 2/3 lanes to 5 lanes with sidewalks and bike lanes.

Downtown

8. Downtown Accessibility Study - Study access within and to Downtown while major events are taking place

to assess impacts upon walking, biking, transit, and traffic and provide a range of multi-modal recommendations to improve access during major events.

9. Molloy Street Realignment - Straighten Molloy Street between 2nd Avenue South and 3rd Avenue South.
10. SoBro Accessibility Improvements Study - Study the potential for access to Mulberry Street from the I-40 ramps at 4th Avenue South and reconnecting the ramps to 3rd Avenue South. Also assess the 2nd and 4th Avenue one-way couplets for improved access to properties and meeting complete street objectives.

East Nashville

11. East Nashville Civic Square - Construct a roundabout, streetscaping, and public art at Main Street and North 11th Street.
12. Eastland Avenue Realignment - Realign the intersection of West Eastland Avenue/Eastland Avenue and Gallatin Road.
13. Northeast Corridor Preliminary Design - Begin alternatives study, engineering, and design on the mass transit recommendations from the Nashville Area MPO's Northeast Corridor Mobility Study.

Green Hills-Midtown

14. Crestmoor/Glen Echo Road Realignment - Realign the intersection of Crestmoor Road/Glen Echo Road and Hillsboro Pike.
15. Bosley Springs Connector - Connect Harding Pike to White Bridge Pike with a new 4/5-lane facility that includes sidewalks, bike lanes, streetscaping, and connection to the Richland Creek Greenway.
16. Abbott Martin Road Extension - Extend Abbott Martin Road to Hillmont Drive with a new 3-lane facility that include sidewalks, bike lanes, and streetscaping.
17. Benham Avenue Extension - If the Hillsboro High School property is redeveloped, extend Benham Avenue as 3/4 lanes to Richard Jones Road and develop

internal street connections, include adjacent multi-use path on one side, sidewalks, and streetscaping.

18. 19th Avenue & Division Realignment - Realign the intersection of 19th Avenue South with Division Street.
19. Midtown Couplets Study - Study the one-way couplets in Midtown around the hospitals for improved access to properties and meeting complete street objectives.

Joelton

- » No immediate streets priorities identified

Madison

20. Douglas Street Connector - Connect Douglas Street as a 3 lane facility to Neelys Bend Road with sidewalks, bike lanes, and streetscaping.
21. Northeast Corridor Station Area Planning - Conduct station area planning with adjacent transportation improvements based upon the recommendations from the Nashville Area MPO's Northeast Corridor Mobility Study along Vietnam Veterans Boulevard.

North Nashville

22. North Nashville Street Connections - Connect 21st Avenue across the railroad tracks, include sidewalks. Connect Booker Street to Merry Street, include sidewalks. Connect 24th Avenue North to Merry Street, include sidewalks.

Parkwood-Union Hill

- » No immediate streets priorities identified

Southeast

23. Nolensville Pike Widening - Widen Nolensville Pike from Old Hickory Boulevard to the Williamson County Line from 2/3 lanes to 5 lanes with adjacent multi-use path connecting to the Mill Creek Greenway and sidewalks (see Mill Creek Greenway and South Nolensville Pike Sidewalks)

South Nashville

24. 24. Thompson Lane Improvements Study - Study improvements to the area of Thompson Lane between Powell Lane and Bransford Avenue.
25. 25. Glenrose Avenue & Rosedale Avenue Realignment - Realign the intersection of Glenrose Avenue/ Rosedale Avenue and Nolensville Pike.
26. 26. University Row Connector - Connect Walsh Road as a 3-lane facility to Murfreesboro Pike to complete the University Connector mass transit concept, include sidewalks, bike lanes, and streetscaping.

West Nashville

15. Bosley Springs Connector - Connect Harding Pike to White Bridge Pike with a new 4/5-lane facility that includes sidewalks, bike lanes, streetscaping, and connection to the Richland Creek Greenway.
27. Charlotte Pike Widening - Widen Charlotte Pike from 2/3 lanes to 5 lanes between White Bridge Pike and Hillwood Boulevard include sidewalks and bike lanes. (see Charlotte Pike Sidewalks)
28. Highway 100 & Highway 70 Improvements Study - Study the intersection of Highway 100 and Highway 70 for traffic and walking improvements.
29. Sylvan Park Mobility Study - Study the need for strategic left-turn lanes at key intersections along Charlotte Pike between the I-440 Overpass and White Bridge Pike

Mass Transit Network

The Frequent Transit Network Map with potential Neighborhood Mini Hub areas closely reflect High Capacity Transit Corridors. Nashville MTA will integrate this Frequent Transit Network in developing a long range transit plan in 2015 that will help prioritize corridors for transit investments. This map does not indicate transit mode which will need to be determined with additional study, but it indicates where anticipated changes in land use to support higher capacity transit are indicated. Mini-hubs are carried forward from previous planning work to provide opportunities for MTA to centralize bus service in an area for circulator and crosstown service. The following criteria are used to determine the High Capacity Transit Corridors that are part of the Frequent Transit Network Map:

- » Links to NashvilleNext Growth, Development, Preservation Map
- » MPO regional transit and land use studies completed, underway, or anticipated
- » Existing bus service routes
- » Bus ridership
- » Major and Collector Street Plan designations
- » Previous community planning that identified mini-hub locations and transit needs
- » Input from Nashville MTA professional staff
- » Feedback from residents at community meetings and other forums

Based on the Frequent Transit Network Map, the following changes are proposed to the MCSP:

- » Adjust the Urban Multimodal (UM) and Regional Multimodal (RM) designations to reflect the High Capacity Transit Corridors identified.
- » Currently, the UM and RM designations closely correlate to the arterial pikes that lead into Downtown Nashville and existing bus service. The intent of this change is to highlight the corridors that Nashville MTA might study in the future for High Capacity Transit. These changes include crosstown

connections that have not typically been identified as part of this arterial pike network. Additionally, the designations are not carried all the way to the county line in every instance but reflect anticipated changes involving Centers and the High Capacity Transit Corridors identified in the Growth Framework Map.

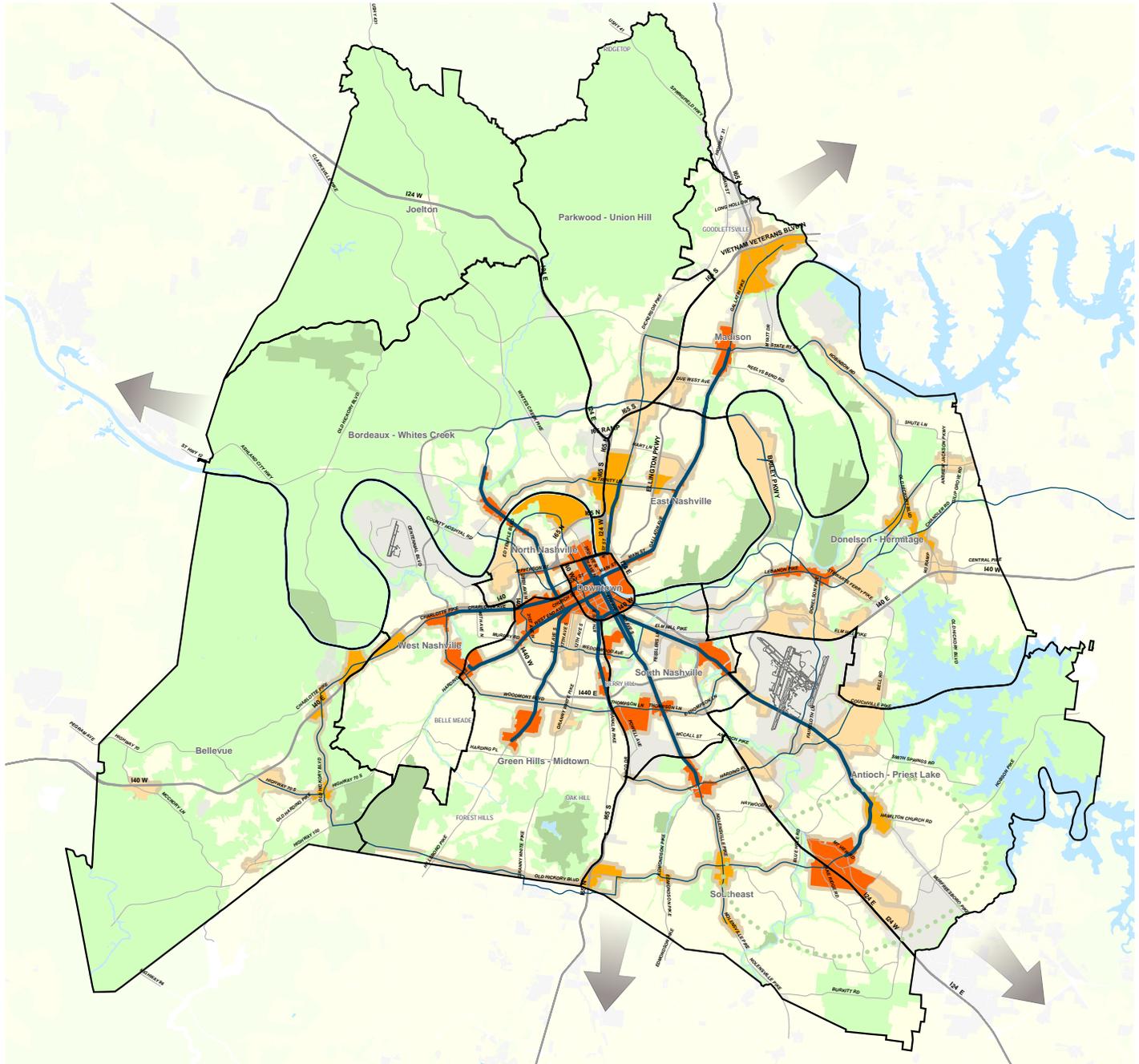
- » Update right-of-way widths for streets identified in the Frequent Transit Network Map to reflect additional studies and conceptals.
- » Building placement along these corridors are critical where urban design principles and zoning encourage the new development to be closer to the street. It is important to ensure that the new street character supports walking in those areas by getting building entrances closer to the street and also ensuring that there is enough room for an appropriate streetscape, including wide sidewalks with street trees where possible. As portions of the transit network have conceptals and engineering completed, right-of-way amounts need to be updated to ensure enough room is left for future transit vehicles and pedestrians.

Mass Transit Priorities:

Priority mass transit projects will be included as Nashville MTA updates the Strategic Transit Master Plan in 2015-2016.

Growth & Preservation Concept Map

Green Hills-Midtown detail



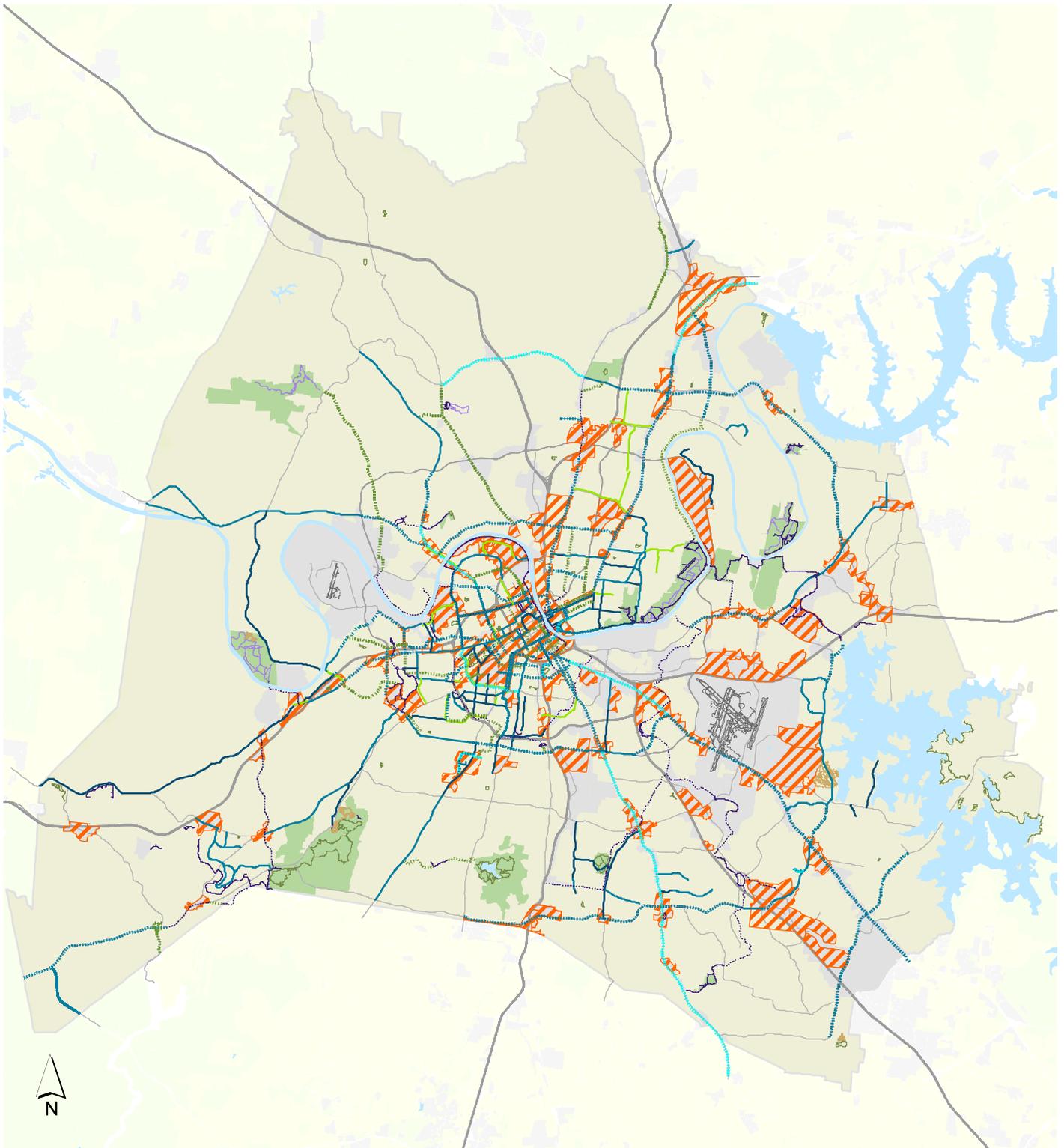
Bicycling Network

The Bikeways Network Map depicts hubs closely related to Centers and spokes composed of bicycle friendly corridors to connect between Centers resulting in more seamless spoke-wheel system of biking infrastructure. The framework depicted strives for a seamless network between existing and planned greenways, bike lanes, multi-use paths, strategic connections, and pockets of bikeability to encourage bikeshare expansion. The Strategic Plan for Sidewalks and Bikeways and Metropolitan Parks and Greenways Master Plan should build upon this spoke-wheel framework to establish a robust biking network for a range of bicyclists. Previous versions of these plans may be consulted to fill in additional gaps until they are updated. Nashville B-cycle should also refer to this framework for expansion plans to more closely tie to anticipated redevelopment. The following criteria are used to determine the priority projects that are part of the Bikeways Network Map:

- » Estimated cost
- » Number and complexity of environmental constraints
- » Number of historical constraints
- » Assumptions about right-of-way needs
- » Link to a Tier 1 Center
- » Along a High Capacity Transit Corridor with Immediate Need
- » Link to existing services (school, civic building, parks, senior facility, or hospital)
- » Functional design of the street
- » Vehicle speed of the street
- » Existing character of street compared to future character of street
- » Bicycle Level of Service (BLOS)
- » High Health Impact Area
- » Crashes
- » Perceived safety need
- » Need for public investment
- » Community support
- » Elected official support

Based on the Bikeways Network Map, the following changes are proposed to the MCSP:

- » *Update right-of-way widths for streets identified in the Bikeways Network Map that include an adjacent multi-use path.*
Currently, the MCSP includes additional right-of-way amount for multi-use paths in streets identified as Rural (T2). The updated right-of-way amounts will reflect the adjacent multi-use paths identified in the Bikeways Network Map



Bikeways and Greenways Legend

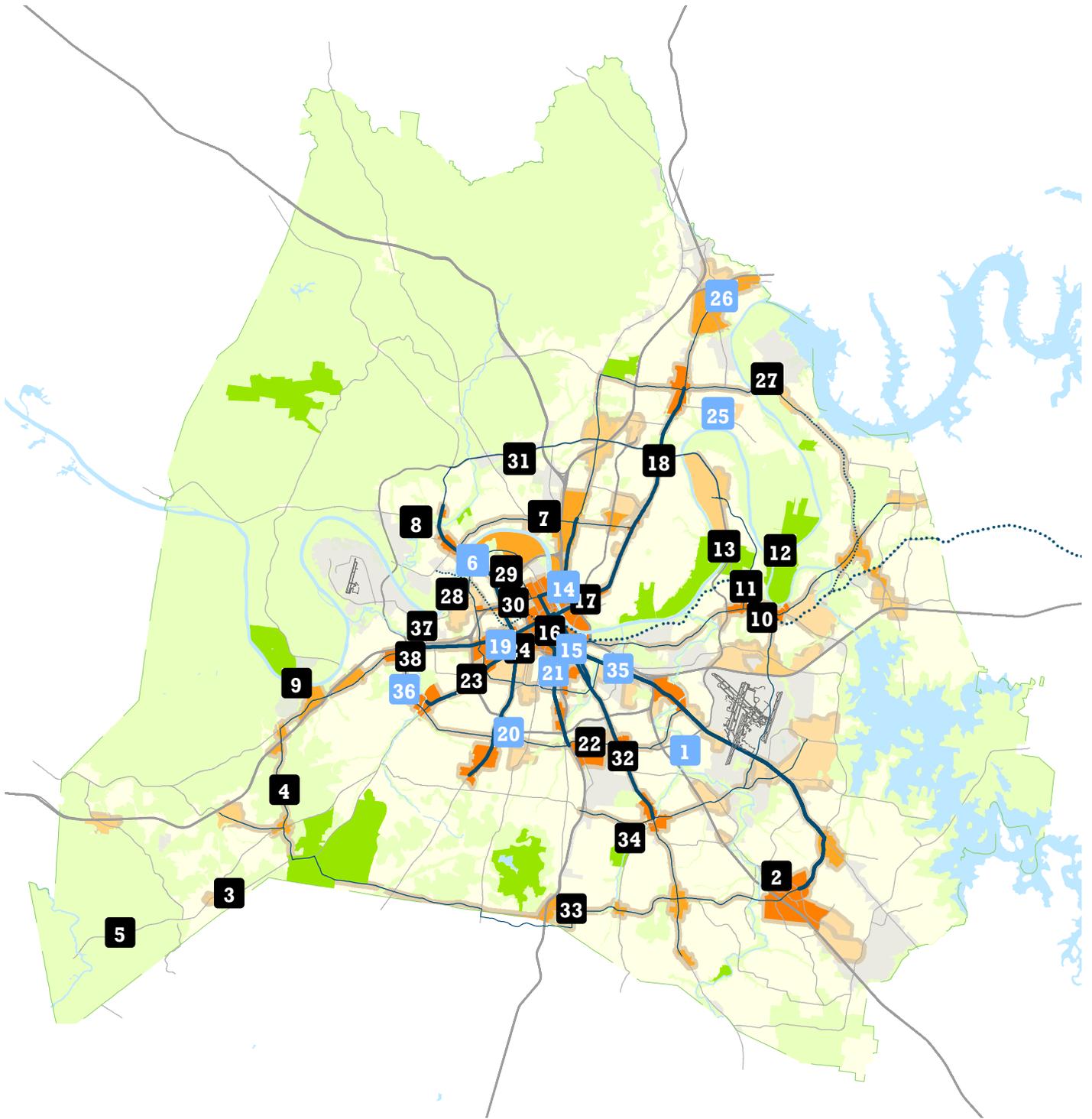
 Anchor Parks	 Bike Lane Vision	 Greenway Vision	 Existing Greenways
 Water Bodies	 BL/Buffered BL	 Bike Lane, Paved	 Greenway, Paved
 Special Uses	 Bike Lane	 Greenway, Paved	 Greenway, Unpaved
	 Buffered BL		 Mountain Bike Trail, Unpaved
	 Signed Shared Route		 Park Trail, Paved
			 Park Trail, Unpaved

Bicycling Priorities:

Priority bicycling projects are numbered on the map and include studies for appropriate biking accommodations, bicycle boulevards, multi-use paths, greenways, and bikeway connections. Needs far outweigh financial constraints, but projects identified best meet the criteria analyzed related to the Nashville Next Growth Framework and Community Plans. Critical priorities are denoted that substantially improve access for those living, working, or visiting an area and closely correlate to the Centers and High Capacity Transit Corridors in NashvilleNext which improves city-wide accessibility. This list should be consulted by Metro during the development of the Capital Improvements Budget and Capital Spending Plan each year, the Tennessee Department of Transportation's Three Year Improvement Plan, and the Nashville Area MPO's Regional Transportation Plan and related Transportation Improvement Program. For additional discussion regarding the projects priorities, consult each Community Plan section.

Project List

1. [Mill Creek Greenway](#)
2. Mt. View Road Multi-Use Path
3. The Trace Connector
4. Old Hickory Boulevard Multi-Use Path
5. Highway 100 Connector
6. [North Nashville Protected Bikeway](#)
7. Trinity Lane Protected Bikeway
8. Ashland City Highway Bike Lanes
9. Bells Bend Greenway Bridge
10. Lebanon Pike Protected Bikeway
11. McGavock Pike Multi-Use Path
12. Peeler Park Greenway Bridge
13. Opry Mills Connector
14. [East Nashville Protected Connections](#)
15. [Gateway to Downtown](#)
16. Downtown North-South Connectors
17. Five Points to Downtown Protected Bikeway
18. East Nashville Bikeway
19. [Richland Park to Downtown Bike Boulevard](#)
20. [Green Hills to Midtown Bike Boulevard](#)
21. [Edgehill Avenue Protected Bikeway](#)
22. Woodmont-Thompson Lane Bike Lanes
23. 440 Multi-Use Path
24. West End Bike Safety Improvements
25. [Madison Bike Boulevard](#)
26. [Rivergate Multi-Use Path](#)
27. Old Hickory Boulevard North Multi-Use Path
28. TSU Cumberland River Greenway Connector
29. Buena Vista Protected Bikeway
30. Jefferson Street Bike Lanes
31. Ewing Creek Greenway
32. Nolensville Pike Multi-Use Path
33. Old Hickory Boulevard South Multi-Use Path
34. Seven Mile Creek Greenway
35. Murfreesboro Pike Multi-Use Path
36. [White Bridge Pike Multi-Use Path](#)
37. 51st Avenue Protected Bikeway
38. England Park Greenway Connector



	NashvilleNext Critical Priority
	Community Plan Priority

Antioch-Priest Lake

1. Mill Creek Greenway - Complete the Mill Creek Greenway from Antioch-Hickory Hollow area to Donelson area.
2. Mt. View Road Multi-Use Path - Develop a multi-use path adjacent to Mt. View Road from Una Antioch Pike to Rural Hill Road at the Southeast Community Center and Library.

Bellevue

3. The Trace Connector - Develop a multi-use path adjacent to Highway 100 from the Natchez Trace Parkway to Warner Parks and designate as a USBR-23 spur. (see Highway 100 Widening)
4. Old Hickory Boulevard Multi-Use Path - Develop a multi-use path adjacent to Old Hickory Boulevard from Edwin Warner Park to Charlotte Pike.
5. Highway 100 Connector - Implement a buffered bike lane on Highway 100 from the Williamson County Line to the Natchez Trace Parkway.

Bordeaux-Whites Creek

6. North Nashville Protected Bikeway - Implement a protected bikeway along Clarksville Pike from the Whites Creek Greenway, across the MLK Bridge, along DB Todd Boulevard, over Jubilee Bridge to Jo Johnston Avenue. (see Clarksville Pike Widening)
7. Trinity Lane Protected Bikeway - Implement a protected bikeway along Trinity Lane from Clarksville Pike to Gallatin Pike.
8. Ashland City Highway Bike Lanes - Connect the existing bike lanes north of Briley Parkway to Clarksville Pike.
9. Bells Bend Greenway Bridge - Connect people walking and biking with a bridge over the Cumberland River from West Nashville to Bells Bend.

Donelson-Hermitage-Old Hickory

1. Mill Creek Greenway - Complete the Mill Creek Greenway from Antioch-Hickory Hollow area to Donelson area.
10. Lebanon Pike Protected Bikeway - Implement a protected bikeway along Lebanon Pike from the Mill Creek Greenway to the Donelson YMCA.
11. McGavock Pike Multi-Use Path - Develop a multi-use path adjacent to McGavock Pike from Lebanon Pike to the Stones River Greenway.
12. Peeler Park Greenway Bridge - Connect people walking and biking with a bridge over the Cumberland River from the Stones River Greenway to Peeler Park.
13. Opry Mills Connector – Create a direct bicycle and pedestrian connection between the Stones River Greenway and Opry Mills.

Downtown

14. East Nashville Protected Connections - Implement protected bikeways along the Woodland Street Bridge, the Jefferson Street Bridge, and under Interstate overpasses that connect Edgefield and McFerrin Park to the East Bank and Downtown.
15. Gateway to Downtown - Implement complete street components such as protected bikeways, transit improvements, streetscaping, public art, and gateway features along Lafayette Street from Chestnut Hill through SoBro.
16. Downtown North-South Connectors:
 - a. 6th Ave South Protected Bikeway - Implement from Demonbreun Street in Downtown to Oak Street south of Downtown near the Nashville City Cemetery.
 - b. 3rd Ave Bikeway - Implement from Madison Street in Germantown to Lindsley Avenue in SoBro.
 - c. 10th Ave Bike Boulevard - Implement from Monroe Street in Germantown to 8th Avenue.

East Nashville

14. East Nashville Protected Connections - Implement protected bikeways along the Woodland Street Bridge, the Jefferson Street Bridge, and under Interstate overpasses that connect Edgefield and McFerrin Park to the East Bank and Downtown.
17. Five Points to Downtown Protected Bikeway - Implement a protected bikeway from Five Points to the East Bank.
18. East Nashville Bikeway - Study the appropriate protected or separated facilities for people biking along Dickerson Pike and Gallatin Pike where roadway right of way and buildings constrain the corridors. (see Dickerson Pike Complete Streets and Gallatin Pike Complete Streets)
7. Trinity Lane Protected Bikeway - Implement a protected bikeway along Trinity Lane from Clarksville Pike to Gallatin Pike.

Green Hills-Midtown

19. Richland Park to Downtown Bike Boulevard - Implement a Bike Boulevard along Nebraska Avenue, Long Boulevard, and Patterson Street from Richland Park through Centennial Park to Church Street.
20. Green Hills to Midtown Bike Boulevard - Implement a Bike Boulevard connecting Green Hills Mall to protected bikeways on Belmont and Music Row to Midtown.
21. Edgehill Avenue Protected Bikeway - Implement a protected bikeway on Edgehill Avenue from 21st Avenue South to Chestnut Street.
22. Woodmont-Thompson Lane Bike Lanes - Complete connectivity gaps between existing bike lanes along Woodmont Boulevard and Thompson Lane.
23. 440 Multi-Use Path - Develop a multi-use path generally parallel to I-440 connecting North Nashville to Woodbine.
24. West End Bike Safety Improvements - Develop bike friendly crossings across West End at 18th Avenue and 28th Avenue.

Joelton

- » No immediate bikeway priorities identified.

Madison

25. Madison Bike Boulevard - Implement a Bike Boulevard that connects street stubs in Madison from Shelby Bottoms to the Rivergate area adjacent to the Cumberland River
26. Rivergate Multi-Use Path - Develop a multi-use path adjacent to Gallatin Pike between Madison and Rivergate. (see Rivergate Area Complete Streets)
27. Old Hickory Boulevard North Multi-Use Path - Develop a multi-use path adjacent to Old Hickory Boulevard and State Route 45 between Old Hickory and Cedar Hill Park
12. Peeler Park Greenway Bridge - Connect people walking and biking with a bridge over the Cumberland River from the Stones River Greenway to Peeler Park.

North Nashville

6. North Nashville Protected Bikeway - Implement a protected bikeway along Clarksville Pike from the Whites Creek Greenway, across the MLK Bridge, along DB Todd Boulevard, over Jubilee Bridge to Jo Johnston Avenue. (see Clarksville Pike Widening)
28. TSU Cumberland River Greenway Connector - Complete connecting Tennessee State University to the Cumberland River Greenway.
29. Buena Vista Protected Bikeway - Implement a protected bikeway along Buchanan Street, Arthur Avenue, and Monroe Street through Buena Vista.
30. Jefferson Street Bike Lanes - Implement bike lanes along Jefferson Street.

Parkwood-Union Hill

27. Old Hickory Boulevard North Multi-Use Path - Develop a multi-use path adjacent to Old Hickory Boulevard between Cedar Hill Park and Whites Creek.

31. Ewing Creek Greenway - Develop from the Whites Creek Greenway to East Nashville.

Southeast

1. Mill Creek Greenway - Complete the Mill Creek Greenway from Antioch-Hickory Hollow area to Donelson area.
32. Nolensville Pike Multi-Use Path - Develop a multi-use path adjacent to Nolensville Pike through South Nashville.
33. Old Hickory Boulevard South Multi-Use Path - Develop a multi-use path adjacent to Old Hickory Boulevard from Antioch to Brentwood.
34. Seven Mile Creek Greenway – Connect Southeast Nashville to the Mill Creek Greenway with a connection along Seven Mile Creek.

South Nashville

1. Mill Creek Greenway - Complete the Mill Creek Greenway from Antioch-Hickory Hollow area to Donelson area.
35. Murfreesboro Pike Multi-Use Path - Construct a multi-use path adjacent to Murfreesboro Pike from Mill Creek Greenway to Lafayette Street.
22. Woodmont-Thompson Lane Bike Lanes - Complete connectivity gaps between existing bike lanes along Woodmont Boulevard and Thompson Lane.
32. Nolensville Pike Protected Bikeway - Implement a protected bikeway between Woodbine and Downtown along Nolensville Pike and the 2nd/4th Avenue couplet.

West Nashville

19. Richland Park to Downtown Bike Boulevard - Implement a Bike Boulevard along Nebraska Avenue, Long Boulevard, and Patterson Street from Richland Park through Centennial Park to Church Street.
36. White Bridge Pike Multi-Use Path - Develop a multi-use path adjacent to White Bridge Pike to

the Richland Creek Greenway to Kenner to existing Woodmont-Thompson Bike Lanes.

37. 51st Avenue Protected Bikeway - Implement a protected bikeway along 51st Avenue from Centennial Boulevard to Charlotte Pike.
38. England Park Greenway Connector - Develop a greenway between England Park and Richland Park.
9. Bells Bend Greenway Bridge - Connect people walking and biking with a bridge over the Cumberland River from West Nashville to Bells Bend .

Immediate Next Steps to Improve Accessibility through NashvilleNext

The Accessibility Principles, Strategic Initiatives, and Key Recommendations of Access Nashville can be achieved through specific steps to thoroughly examine existing plans, policies, and agency responsibilities, and adjust them to direct multi-modal transportation improvements that support the NashvilleNext vision. The following next steps are the most rational, economical, and expedient ways to accomplish what is best for the community and Nashvillians' desires. Action Items based on these essential next steps are included in the NashvilleNext Elements.

1. *Develop a multi-year program of projects to reflect the city's multi-modal transportation vision.*

Coordinate the prioritization of projects and selection of projects in a transparent manner, emphasizing priority projects identified in NashvilleNext, and within the framework of the Nashville Area MPO's Regional Transportation Plan updates and Transportation Improvement Program.

Adjust Metro's Capital Improvements Budget process to coordinate with the Nashville Area MPO's Regional Transportation Plan update and the Transportation Improvement Program process. Ensure projects for the Capital Improvements Budget are assessed in meeting the vision of NashvilleNext. Consult the prioritized projects identified.

2. *Proactively update policies, Accessibility Principles, Strategic Initiatives, Key Recommendations, and Priority Projects in NashvilleNext. Prioritize projects to maintain a robust and evolving multi-modal transportation vision.*

Amend the Major and Collector Street Plan as changes to NashvilleNext are adopted. Amend as necessary to reflect updated land use policy changes and capital investment decisions of Metropolitan Government and TDOT.

Coordinate this planning process with the Nashville Area MPO's Regional Transportation Plan updates and Transportation Improvement Program. Consult the Major and Collector Street Plan for guidance on street widenings and future strategic connections.

Update the Strategic Plan for Sidewalks and Bikeways on a regular basis. In the next update, reflect the vision, policy direction, and project priorities identified in NashvilleNext. Restructure the planning process for sidewalks and bikeways to reflect additional bikeway infrastructure concepts being implemented in peer cities, the Metropolitan Parks and Greenways Master Plan, and the city's bikeshare system. The city's bicycle and pedestrian infrastructure planning process should set transparent short- and mid-term priorities for all of its components within given financial constraints. Monitor funding opportunities for sidewalks and bikeways through the Nashville Area MPO's Regional Transportation Plan updates and Transportation Improvement Program.

Complete the update to the Strategic Transit Master Plan in 2015, and update it on a regular basis. Reflect the vision and policy direction of NashvilleNext to prioritize high capacity transit corridors with projected increases in employment and housing. Monitor funding opportunities for transit and connections from transit to sidewalks and bikeways through the Nashville Area MPO's Regional Transportation Plan updates and Transportation Improvement Program.

Complete the update to the Metropolitan Parks and Greenways Master Plan in 2015, and update it on a regular basis. Tie the vision for greenways to the vision, policy direction, and project priorities of NashvilleNext and future updates to the sidewalks and bikeways network established in the Strategic Plan for Sidewalks and Bikeways. Monitor funding opportunities for greenways through the Nashville Area MPO's Regional Transportation Plan

updates and Transportation Improvement Program.

3. *Coordinate between transportation agencies and land use planning agencies on planning studies, development plans, and capital improvements projects within Metro Nashville and adjacent counties in Middle Tennessee. Consult the project priorities identified in NashvilleNext as the starting point for future transportation improvements. Encourage additional input on the review of development projects among transportation agencies and the public. Broaden the review process to assess health impacts, safety, and return on investment with development proposals.*
4. *Adequately fund the maintenance and operation of existing transportation infrastructure and its components. Coordinate investments between transportation agencies to leverage funding opportunities.*
5. *Secure dedicated revenue to fund transportation plans where Federal transportation funds have not kept pace with inflation and local needs.*
 - » *Foster coordination and collaboration among the Middle Tennessee Mayors Caucus, the Nashville Area MPO, RTA, and local transit agencies to identify, comprehend, and establish political consensus around options for local/regional dedicated funding for transportation.*
 - » *Collaborate with the private-sector through organizations like the Transit Alliance of Middle Tennessee, the Nashville Area Chamber of Commerce, and Cumberland Region Tomorrow to educate businesses and the public about the need to expand and modernize the region's transportation system.*
 - » *Consider mechanisms to fully fund sidewalk implementation throughout Davidson County.*
6. *Research the strengths and weaknesses of various models of collaboration and explore options for consolidation of local transportation functions to better align future city planning activities guided by NashvilleNext to capital improvements. At a minimum, the functions within Metro Public Works, Metro Parks, Metro Planning, Nashville MTA, Metro Nashville Airport Authority, Metro Traffic and Parking Commission, Metro Transportation Licensing Commission, Nashville Area MPO, Metro Health, MDHA, and the Mayor's Office should be evaluated. A discussion about their functions and linkages to planning, prioritizing, implementing, and constructing is needed, so functions of Nashville's transportation system are maximized across modes, balanced in their evaluation, and delivered to areas most in need with anticipated future potential. This evaluation and reorganization should lead to a balanced multi-year program of transportation projects.*
7. *Develop an annual reporting mechanism and published report that highlights multi-modal transportation projects completed in Davidson County by transportation agencies. Include private sector contributions to the transportation network. Assess basic transportation indicators and report on their progress with the public.*

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