WELCOME

Multimodal Mobility Study

Public Open House #3

April 29, 2014

11:00 am – 1:30 pm

Nashville Downtown Partnership

150 4th Avenue North

RPM Transportation Consultants, LLC

WALKER PARKING CONSULTANTS

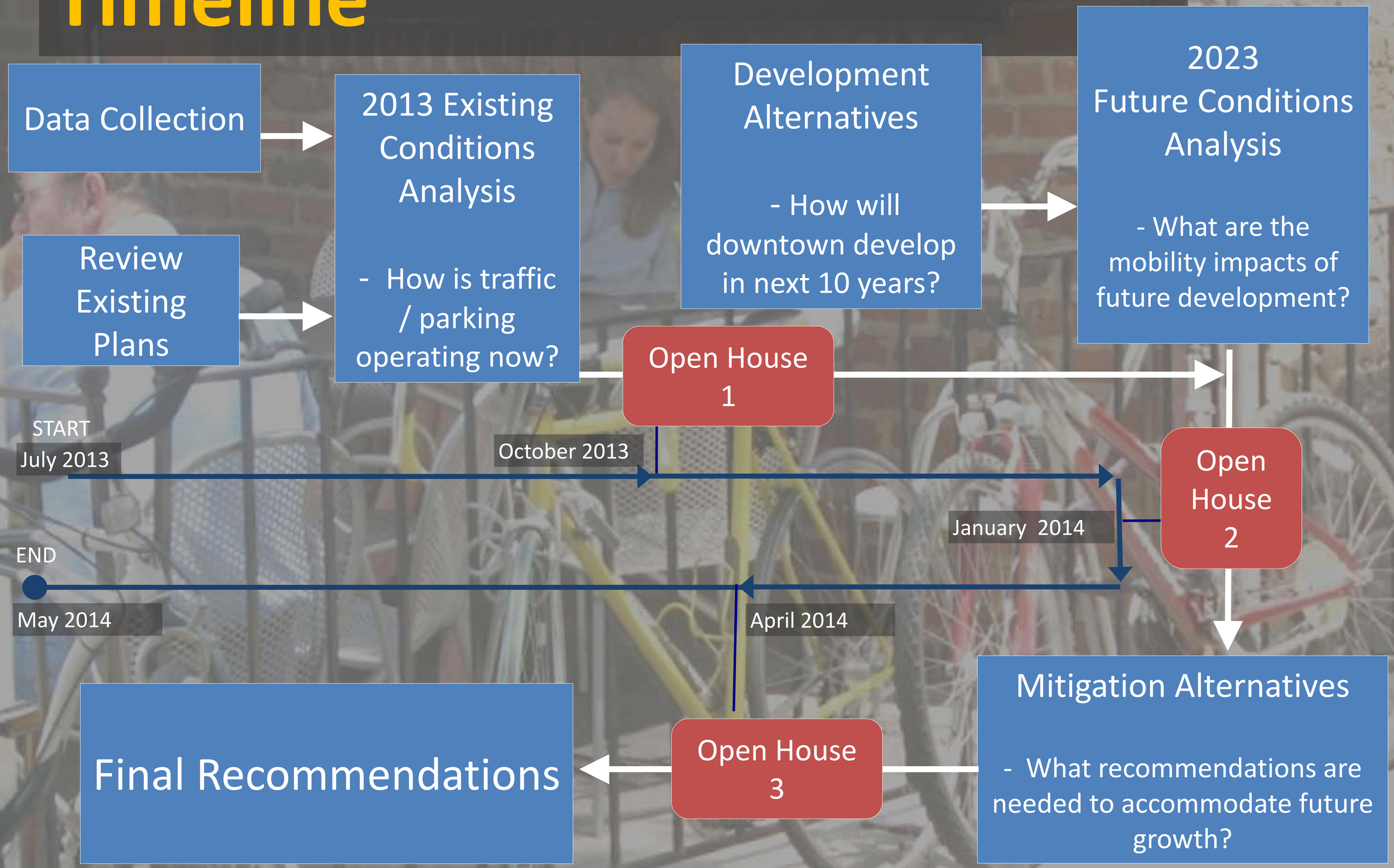
VPR Varallo Public Relations

COLLIER ENGINEERING CO., INC. CONSULTING • DESIGN • CONSTRUCTION

Hawkins Partners, Inc.

THIRD COAST DESIGN STUDIO

Work Flow and Project Timeline



Project Goals

- To determine the "**extent and balance**" of all transportation modes to address future conditions
- To facilitate **mobility and safety of all modes** in the study area
- To formulate **parking investment strategies**
- To analyze future traffic conditions and determine **optimum street designs**

Project Outcomes

- Develop a 10-year implementation plan of recommended projects and policies.
- Recommend parking investment strategies

Example Recommendations:

- New policy recommendations
- Roadway connections & realignments
- Complete Street improvements
- Bike lanes & sidewalk improvements
- Intersection modifications

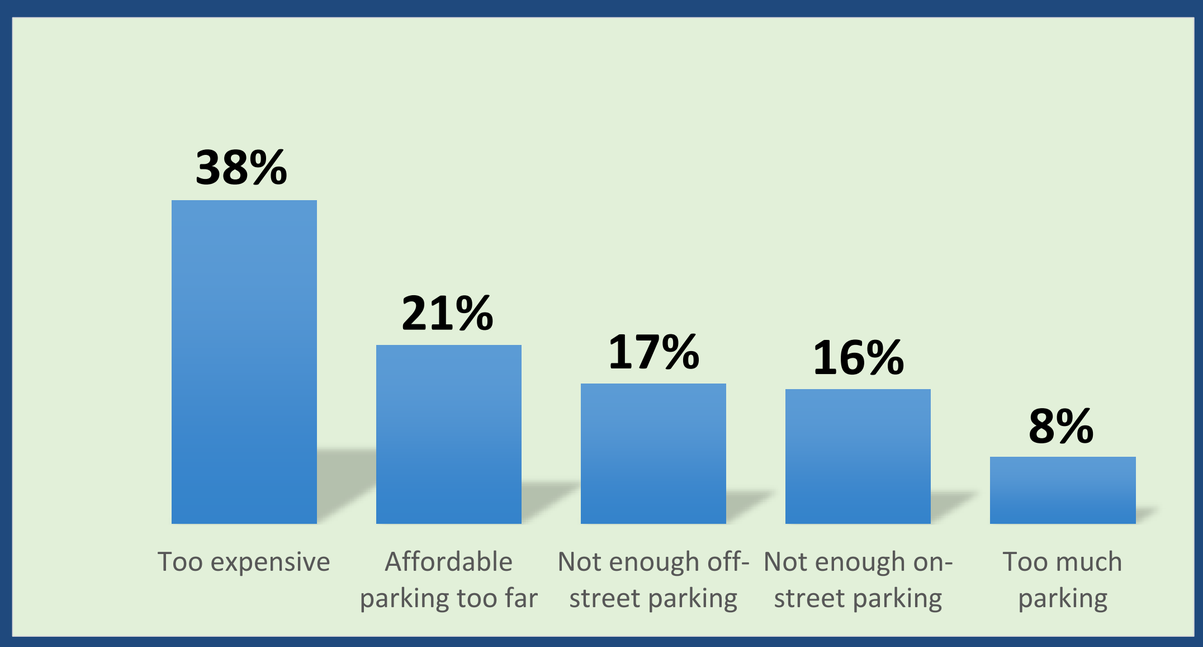
Customer Survey Summary

Survey participants emphasized parking pricing, availability, and accessibility of different transportation options as major mobility concerns in downtown.

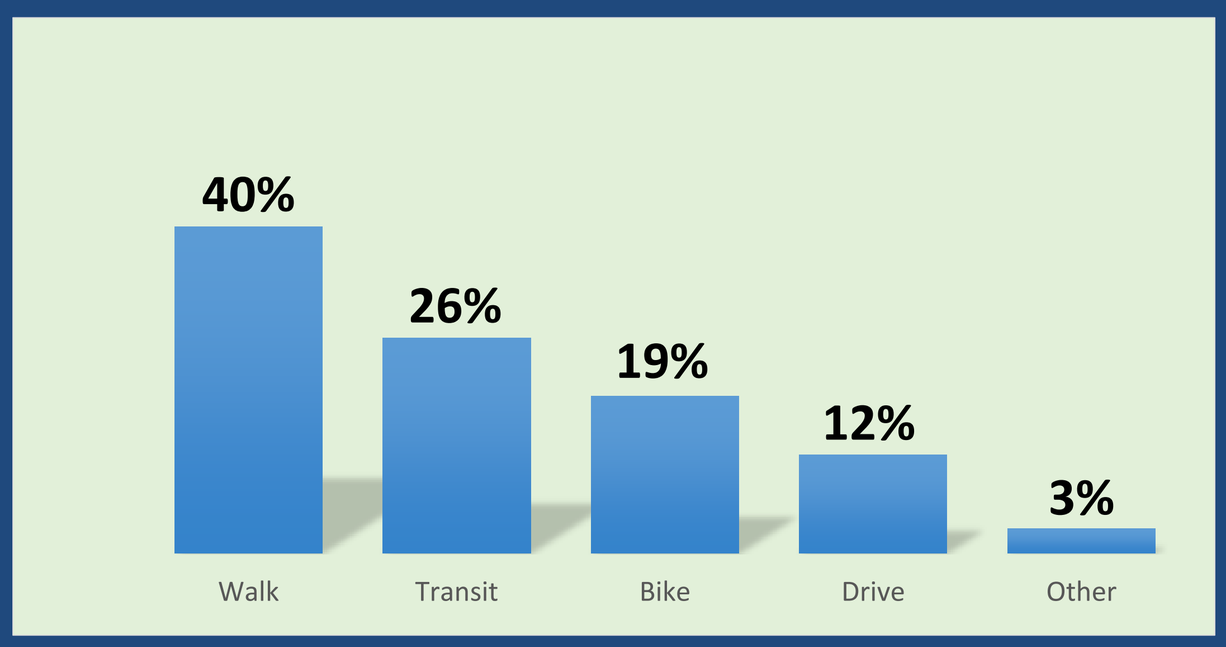
In your opinion, what is the primary transportation/ mobility challenge in downtown Nashville?		
	Response Percent	Response Count
Parking	29%	163
Traffic	30%	166
Pedestrian	10%	55
Bicycle	11%	59
Transit	13%	74
Taxi	2%	13
Horse Carriage/Ped Cab	1%	8
Other	4%	21

Total Respondents: 396

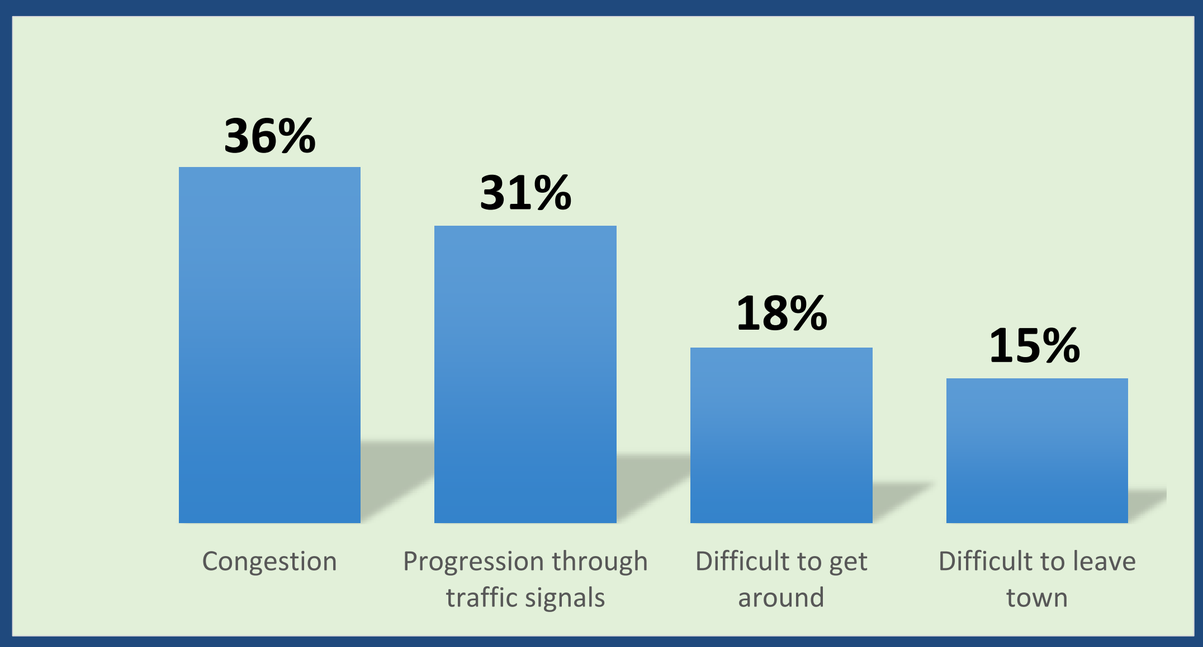
What is the main PARKING issue in downtown?



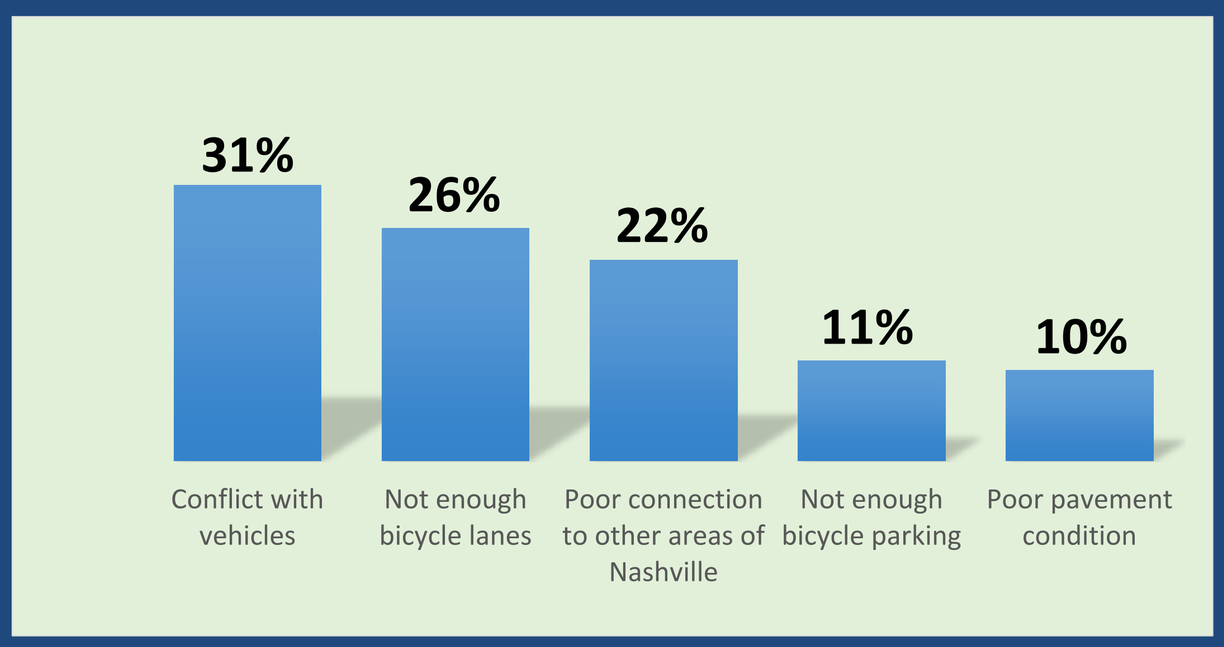
In an IDEAL MOBILITY environment, how would you like to travel around downtown?



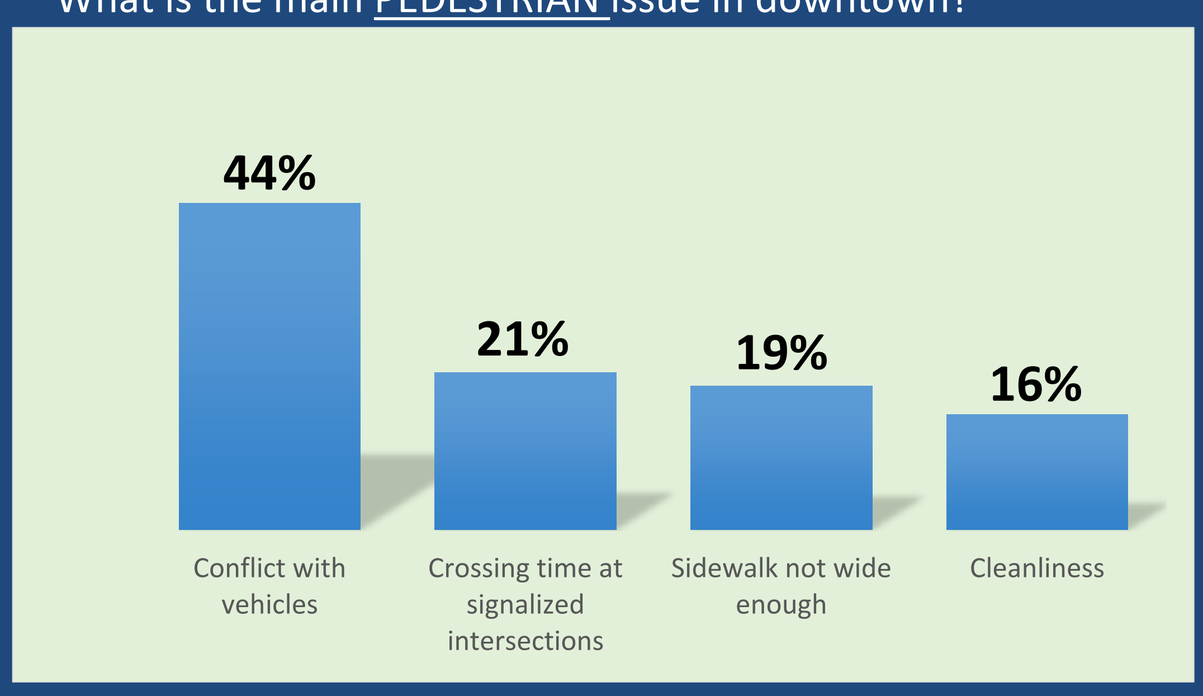
What is the main TRAFFIC issue in downtown?



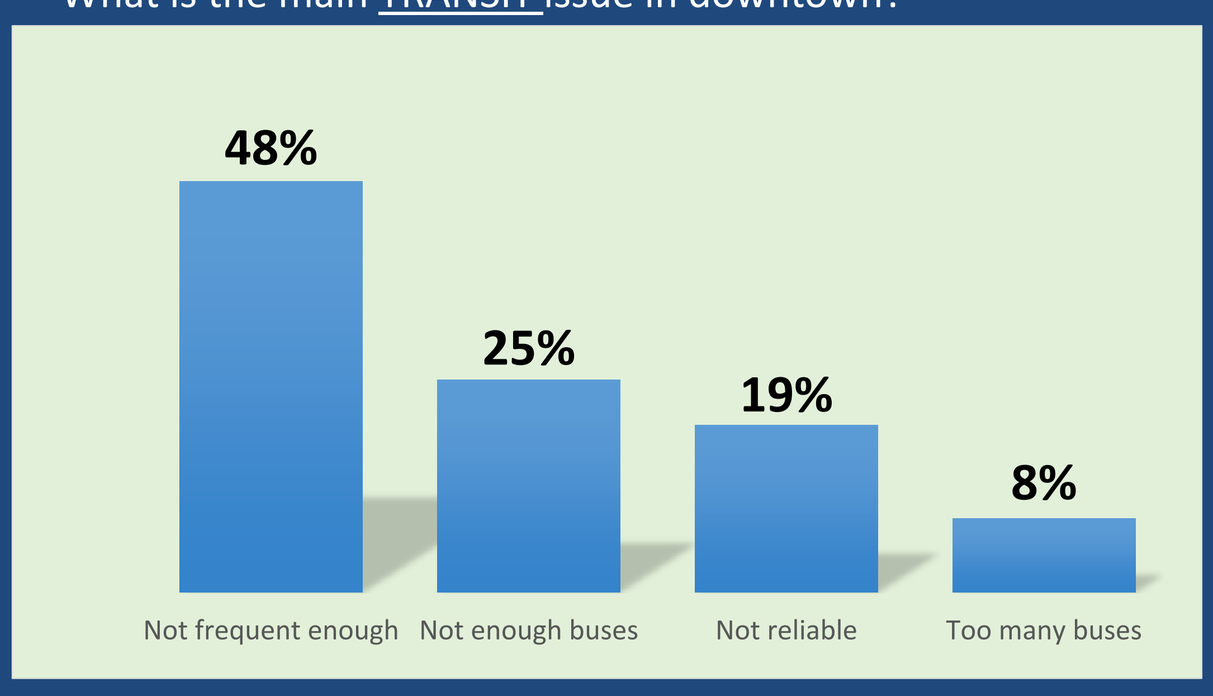
What is the main BICYCLE issue in downtown?



What is the main PEDESTRIAN issue in downtown?



What is the main TRANSIT issue in downtown?



Parking Data and Analysis

Supply

Zone	On-Street	Off-Street Private Surface	Off-Street Private Structured	Off-Street Public Surface	Off-Street Public Structured	Overall Block
Hope Gardens	570	428	-	17	-	1,015
North Gulch	545	2,665	-	105	-	3,315
The Gulch	470	1,308	-	1,522	562	3,862
Sobro	535	2,290	-	1,649	1,797	6,271
Rutledge Hill	331	893	691	728	-	2,643
Rolling Mill Hill	72	749	-	-	-	821
The Core	767	4,103	1,049	3,413	10,848	20,180
North Capitol	603	5,431	-	804	400	7,238
Stadium	70	6,694	-	265	-	7,029
Total Supply	**3,963**	**24,561**	**1,740**	**8,503**	**13,607**	**52,374**

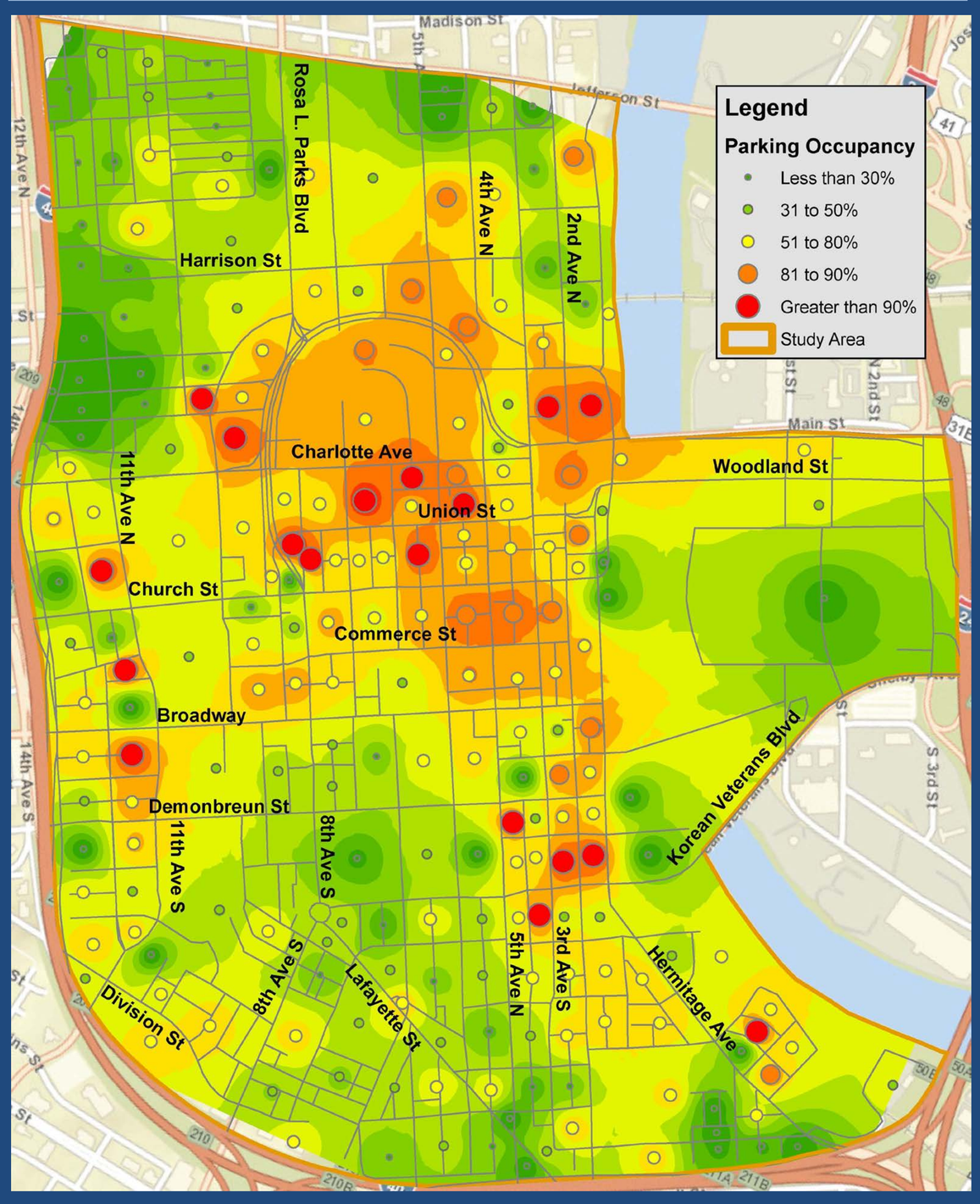
Data Collected during July 31 – August 15, 2013 from 9 am – 3 pm

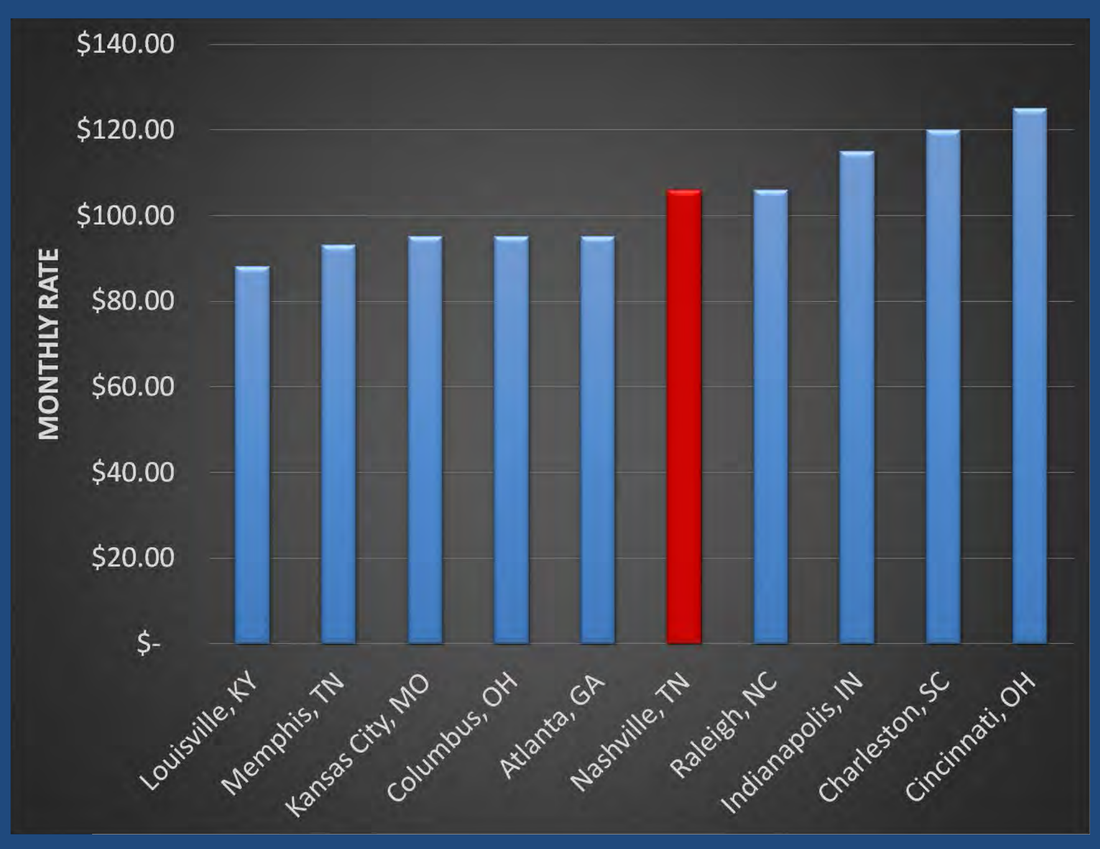
Demand

Zone	Inventory	Occupancy	Percent Occupied
Hope Gardens	1,015	322	32%
North Gulch	3,315	1,983	60%
The Gulch	3,862	1,976	51%
Sobro	6,271	2,740	44%
Rutledge Hill	2,643	1,582	60%
Rolling Mill Hill	821	396	48%
The Core	20,180	14,087	**70%**
North Capitol	7,238	4,651	64%
Stadium	7,029	1,486	21%

- The Core has the highest parking occupancy in downtown.
- High Occupancy blocks are distributed through-out the study area

Total Parking Occupancy by Block



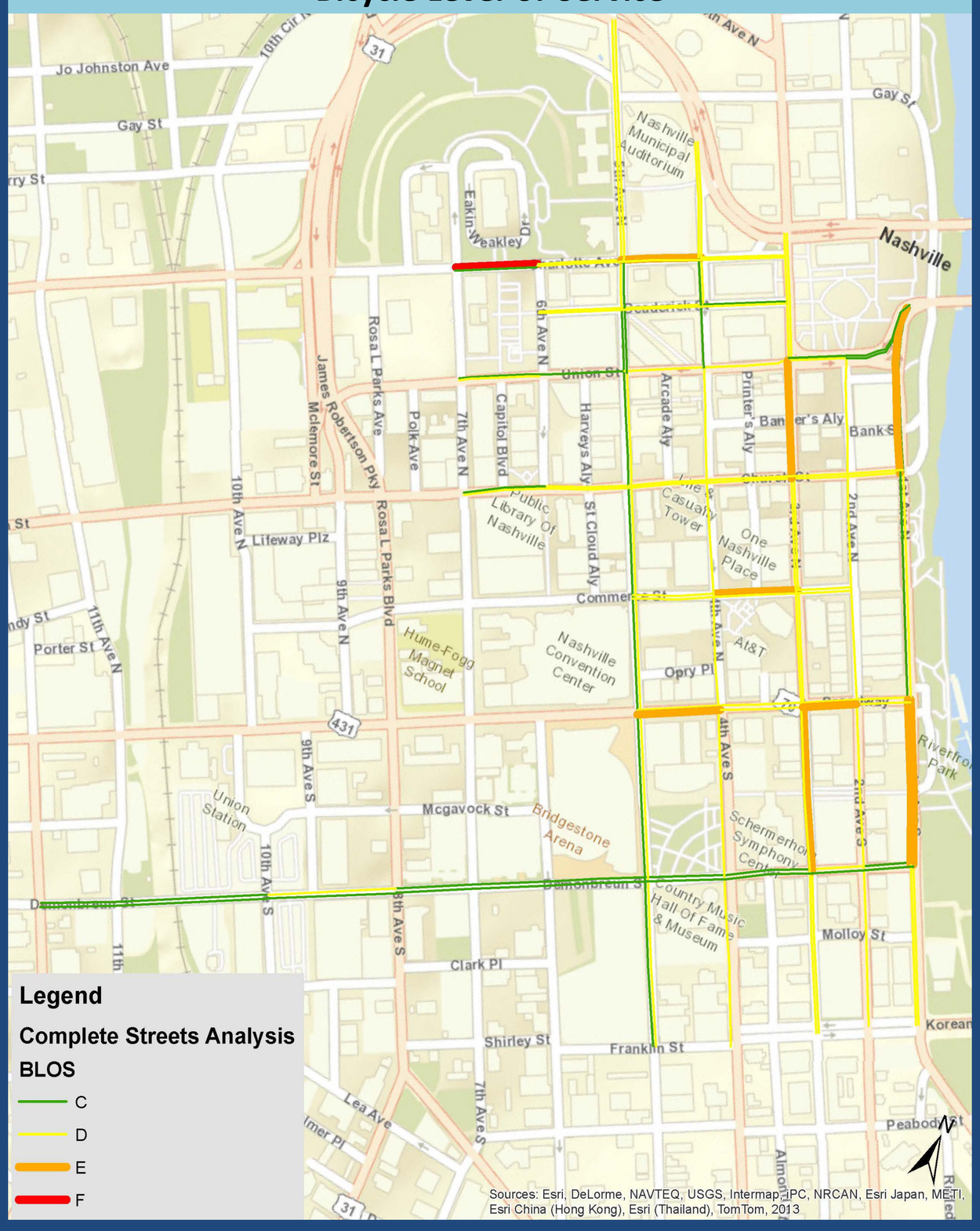


Monthly parking rates in Nashville are on par with many other major cities.

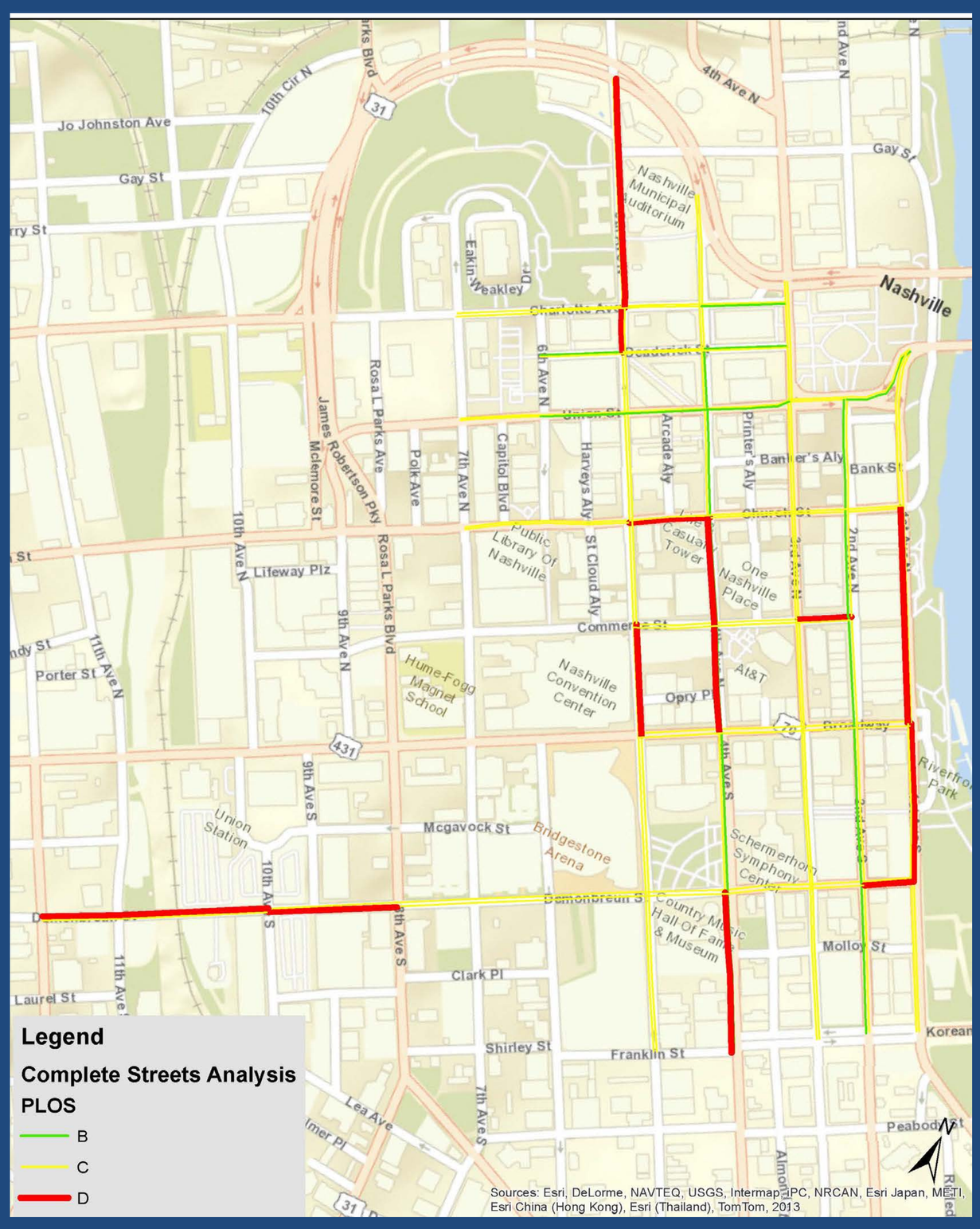
Pedestrian and Bicycle Level-of-Service

Level of Service (A-F) describes the general operational quality of the mode.

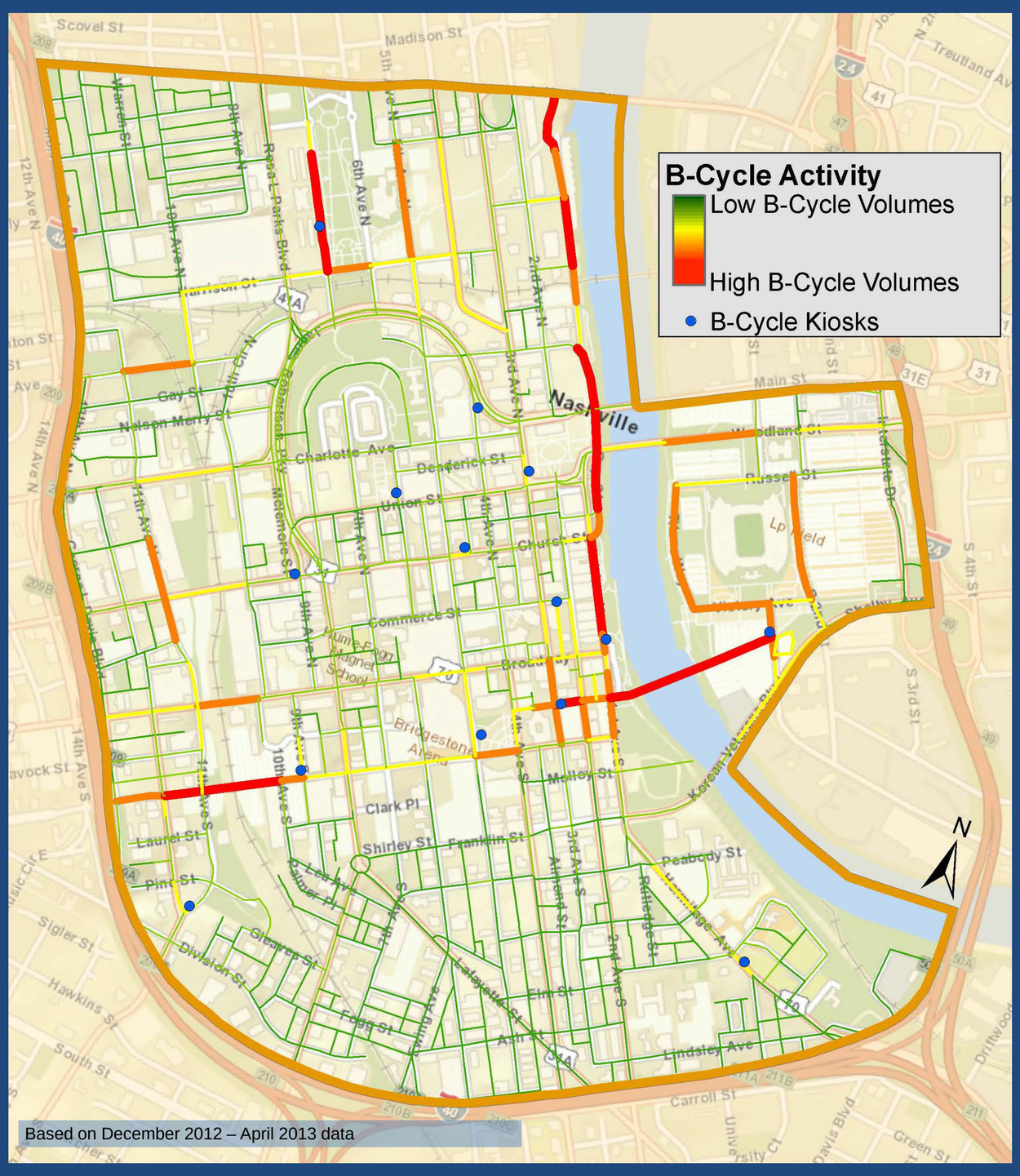
Bicycle Level-of-Service



Pedestrian Level-of-Service

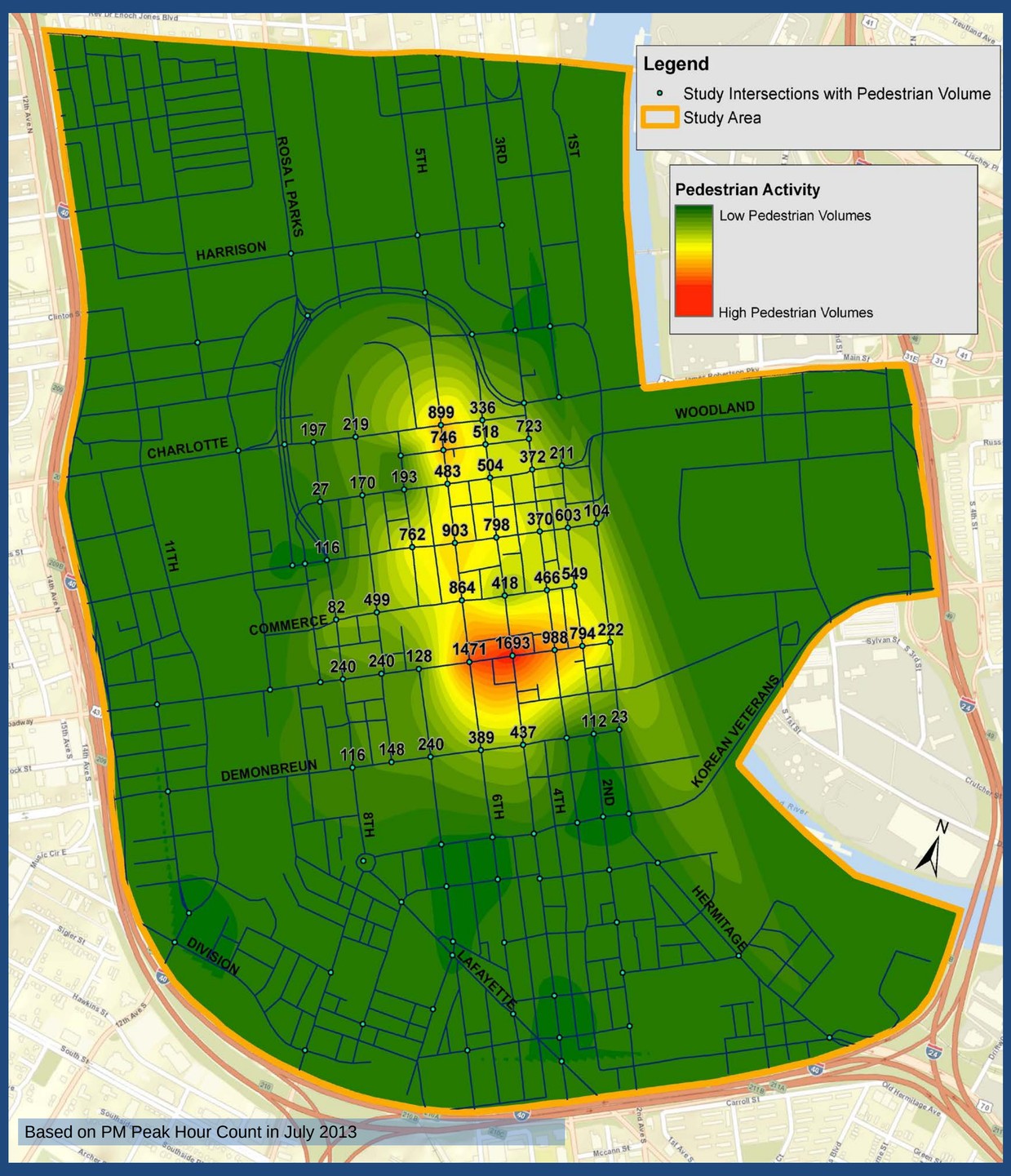


B-Cycle Activity Map



Based on December 2012 – April 2013 data

Pedestrian Activity Map



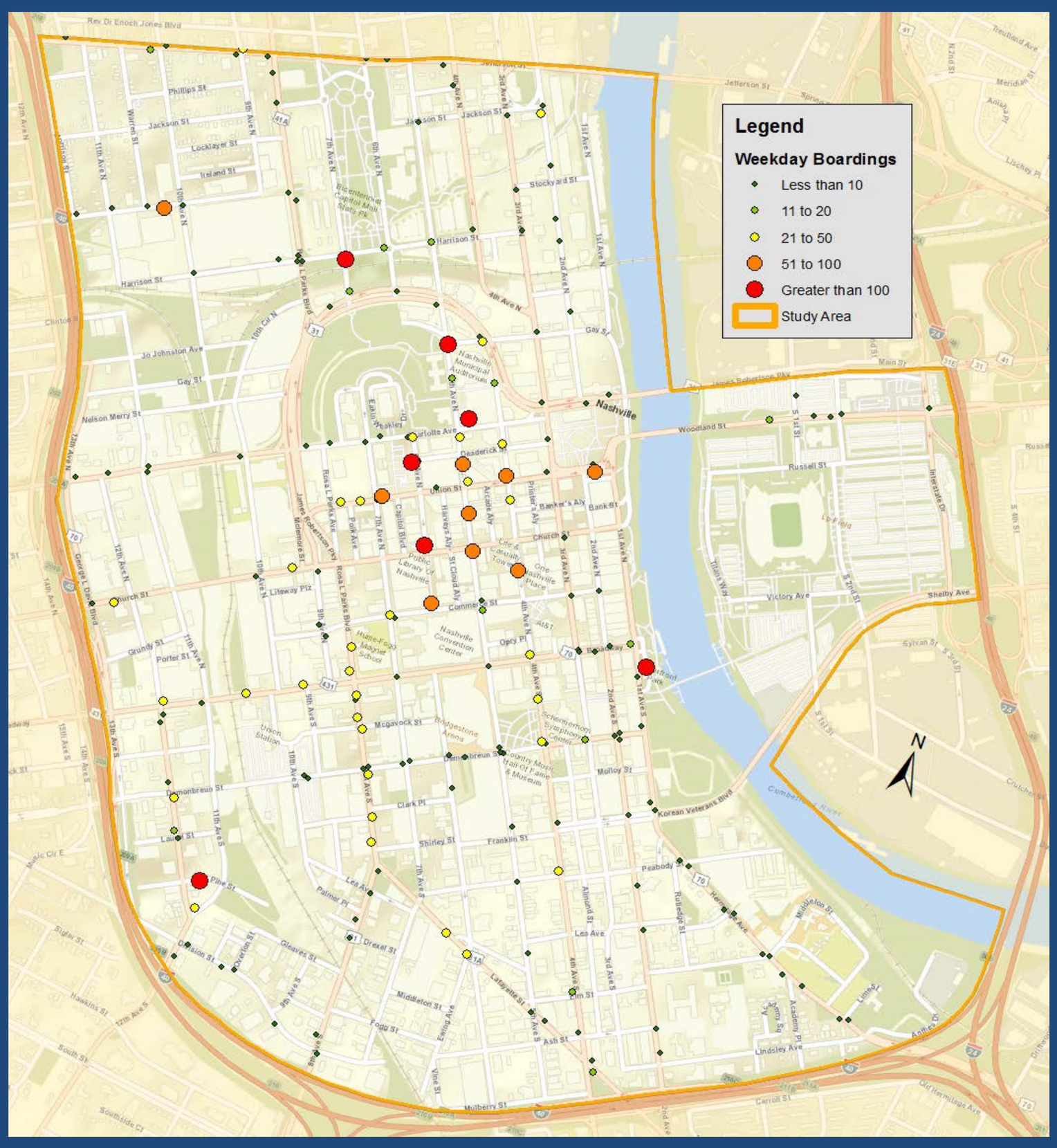
Based on PM Peak Hour Count in July 2013

Transit Service Analysis

High Ridership Stops and Their Amenities

Stop Name	On Street	Amenities			Weekday Boardings
		Bench	Shelter	Sign Post	
Music City Central	Charlotte	√	√	√	11,110
Music City Star Riverfront Station	1st Ave	√	√	√	473
7th Ave & Harrison NB	7th Ave N			√	220
6th Ave & Deaderick St. S. Farside	6th Ave N			√	178
5th Avenue N & Gay St	5th Ave N			√	147
Pine Mid-Block	12th Ave S			√	146
6th Ave N & Church St	6th Ave N			√	107
4th Ave N & Church St	4th Ave N	√		√	86
Herman St & 10th Ave N	Herman St		√	√	82
4th Avenue & Union St Nearside	4th Ave N			√	76
5th Avenue N & the Arcade	5th Ave N			√	64
5th Avenue N & Church N. Northside	5th Ave N	√	√	√	60
Union Street & 7th Avenue N	Union St	√		√	57
5th Avenue N & Deaderick N Nearside	5th Ave N	√		√	52
6th Avenue N & Commerce St	6th Ave N	√		√	52
Union Street & 2nd Ave Farside	Union St		√	√	51

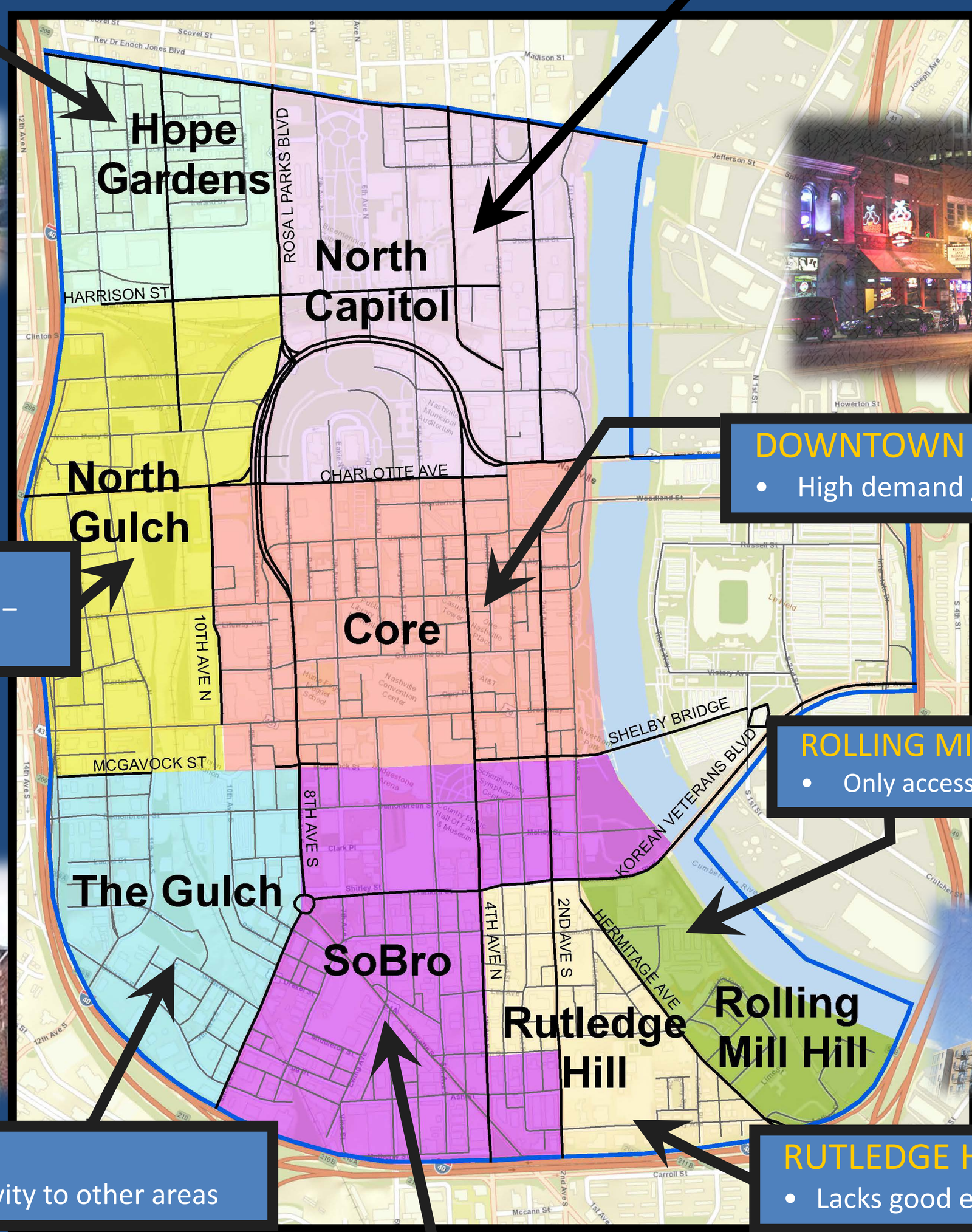
- Few transit stops have high ridership but limited amenities



Project Sub-Area Multimodal Challenges

NORTH CAPITOL
- Lack of good east-west connections
- Lack of bike/pedestrian connection to downtown core

HOPE GARDENS
- Lack of good connections to other sub-areas



DOWNTOWN CORE
- High demand / multiple users

NORTH GULCH
- Lack of good north – south connections

ROLLING MILL HILL
- Only access via Hermitage Avenue

THE GULCH
- Lack of connectivity to other areas

RUTLEDGE HILL
- Lacks good east-west connections

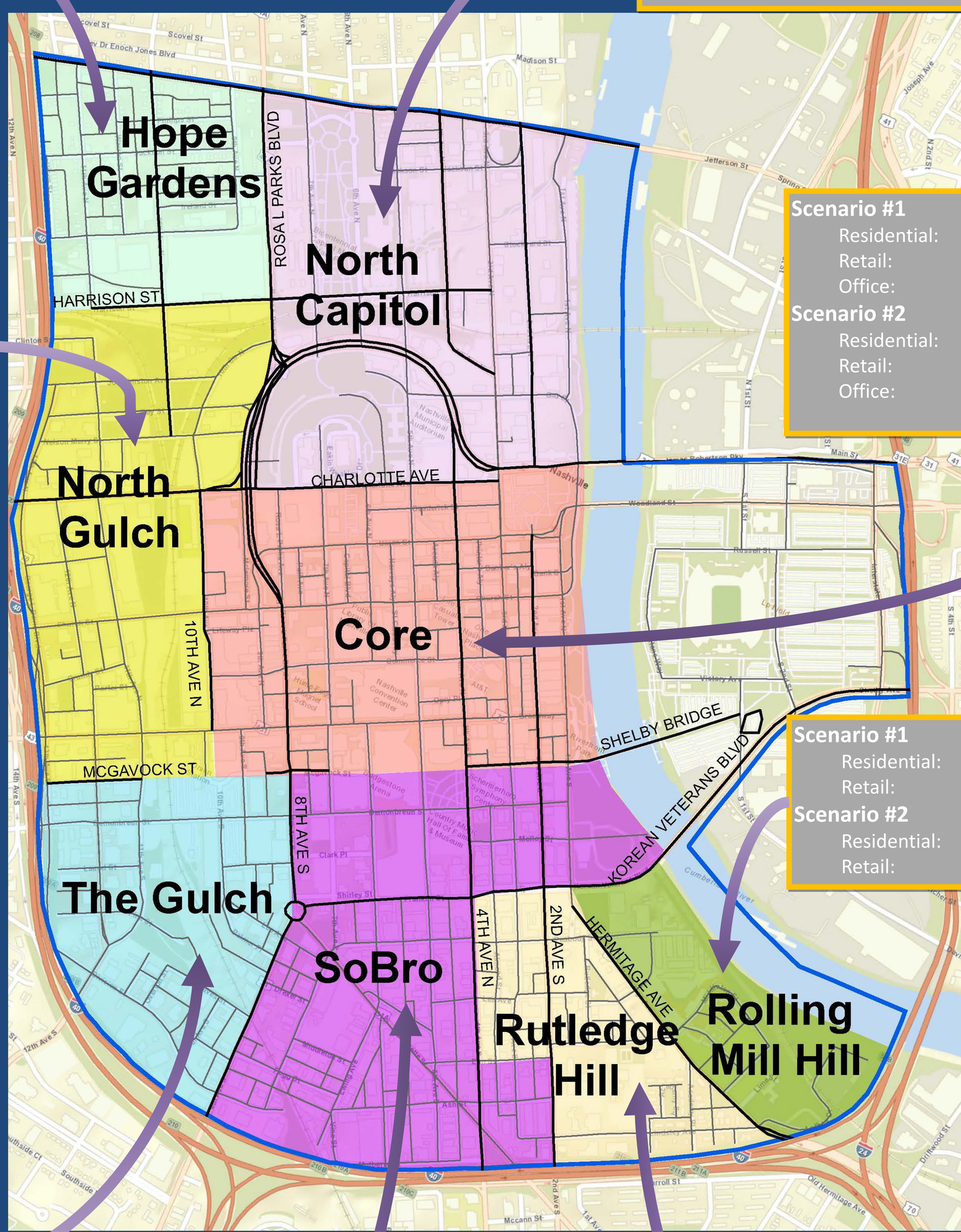
SOBRO
- Lacks good east-west connections
- Lafayette St. intersection geometry

Development Scenarios

- Scenario 1: In-Progress developments + vacancies
- Scenario 2: Potential future developments

Scenario #1
Residential: 220 units
Scenario #2
Residential: 220 units

Scenario #1
Residential: 1,425 units
Retail: 18,000 sf.
Office: 80,000 sf.
Scenario #2
Residential: 1,425 units
Retail: 24,000 sf.
Office: 80,000 sf.



Scenario #1
Residential: 58 units
Retail: 87,000 sf.
Office: 1,155,000 sf.
Scenario #2
Residential: 961 units
Retail: 307,000 sf.
Office: 1,869,000 sf.

Scenario #1
Residential: 1,089 units
Retail: 252,000 sf.
Office: 595,000 sf.
Hotel: 168 rooms
Scenario #2
Residential: 1,089 units
Retail: 297,000 sf.
Office: 595,000 sf.
Hotel: 168 rooms

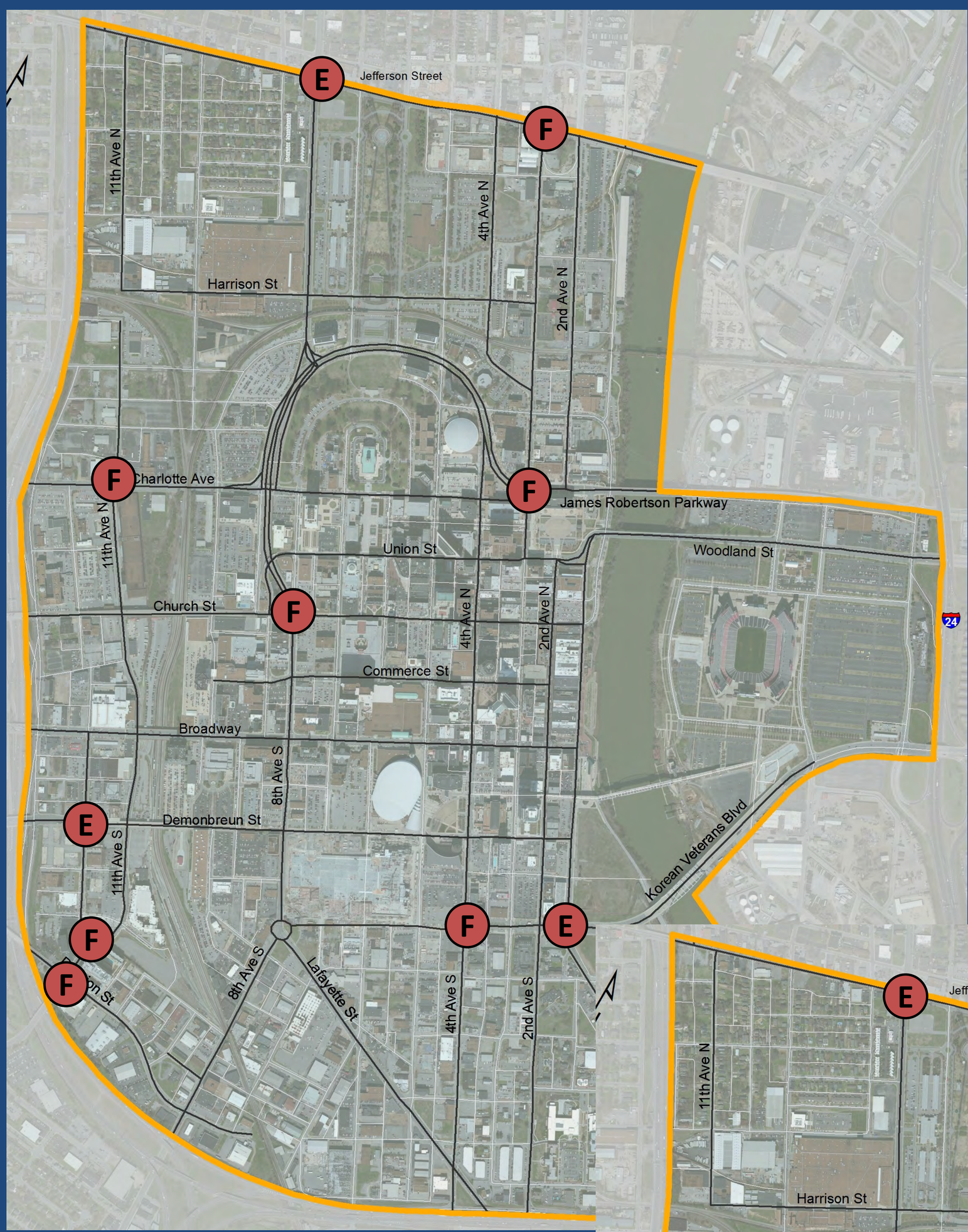
Scenario #1
Residential: 466 units
Retail: 17,000 sf.
Scenario #2
Residential: 751 units
Retail: 44,000 sf.

Scenario #1
Residential: 296 units
Retail: 37,000 sf.
Office: 620,000 sf.
Hotel: 90 rooms
Scenario #2
Residential: 1,721 units
Retail: 127,000 sf.
Office: 620,000 sf.
Hotel: 90 rooms

Scenario #1
Residential: 285 units
Retail: 75,000 sf.
Office: 238,000 sf.
Hotel: 1,020 rooms
Scenario #2
Residential: 1,995 units
Retail: 192,500 sf.
Office: 408,000 sf.
Hotel: 2,000 rooms

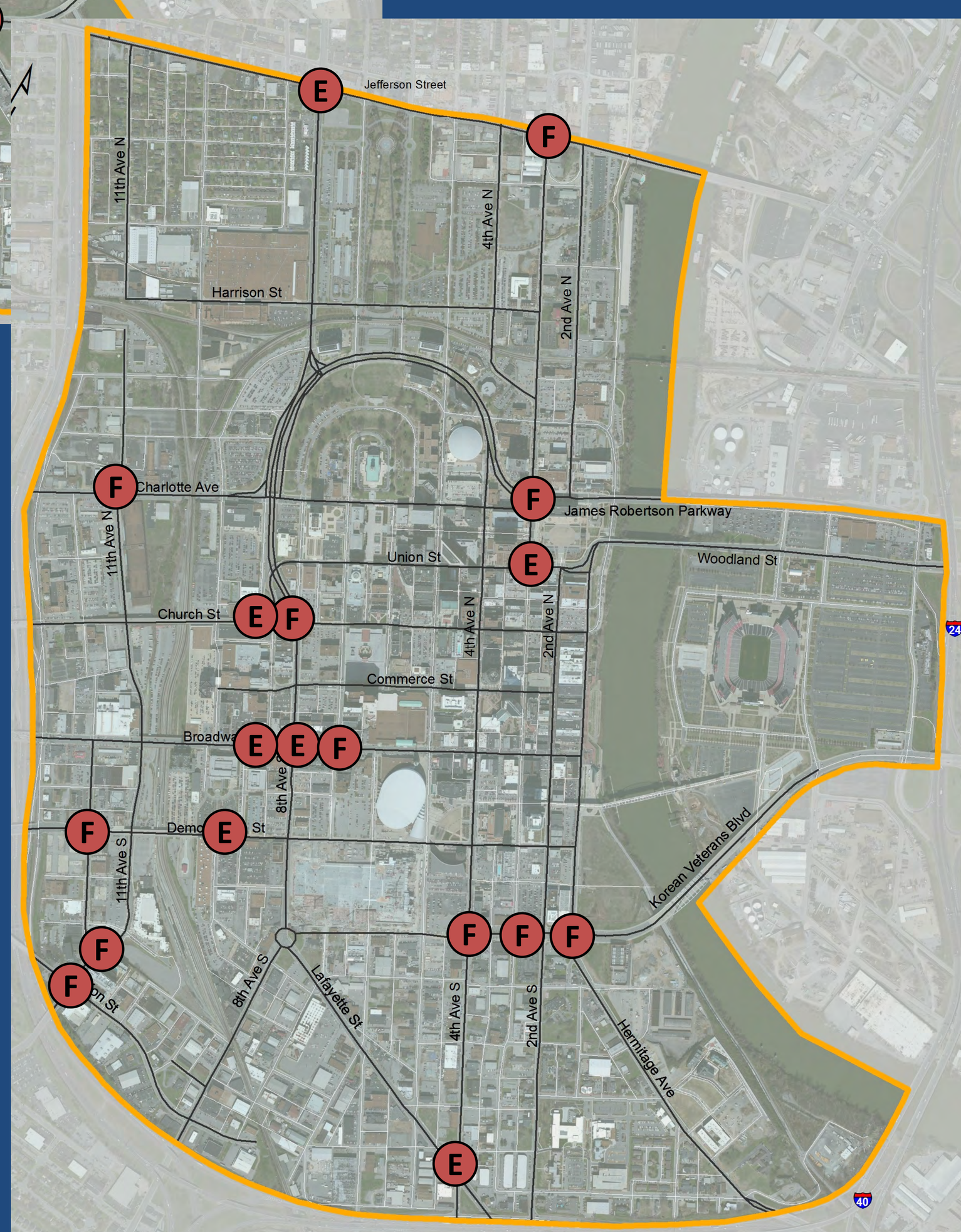
Scenario #1
Retail: 4,000 sf.
Office: 5,000 sf.
Hotel: 140 rooms
Scenario #2
Retail: 4,000 sf.
Office: 5,000 sf.
Hotel: 140 rooms

Intersections with Poor Level-of-Service in 2023



Development Scenario 1

LOS A = Good
LOS F = Bad



Development Scenario 2