



GALLATIN PIKE



& MAIN STREET

A NASHVILLE VISION ZERO INITIATIVE

Neighborhood Meeting | December 6th, 2023

Today's meeting

- Why are we here?
- Issues and challenges
- Current plans
- Design challenges and tradeoffs
- Where do we go from here?

Project Overview

Long term vision: Design for Gallatin Pike that complements Main Street design.

Immediate need: Design for Main Street concurrent with programmed resurfacing project.

5th Street

Briley Parkway



Gallatin Pike & Main Street Vision

This project will set a **vision** to transform Main Street and Gallatin Pike into **Complete Streets** that provide **safe** and **accessible** options for **all users** and can be **implemented** in a cost-effective way.

Crash history (2021-23)

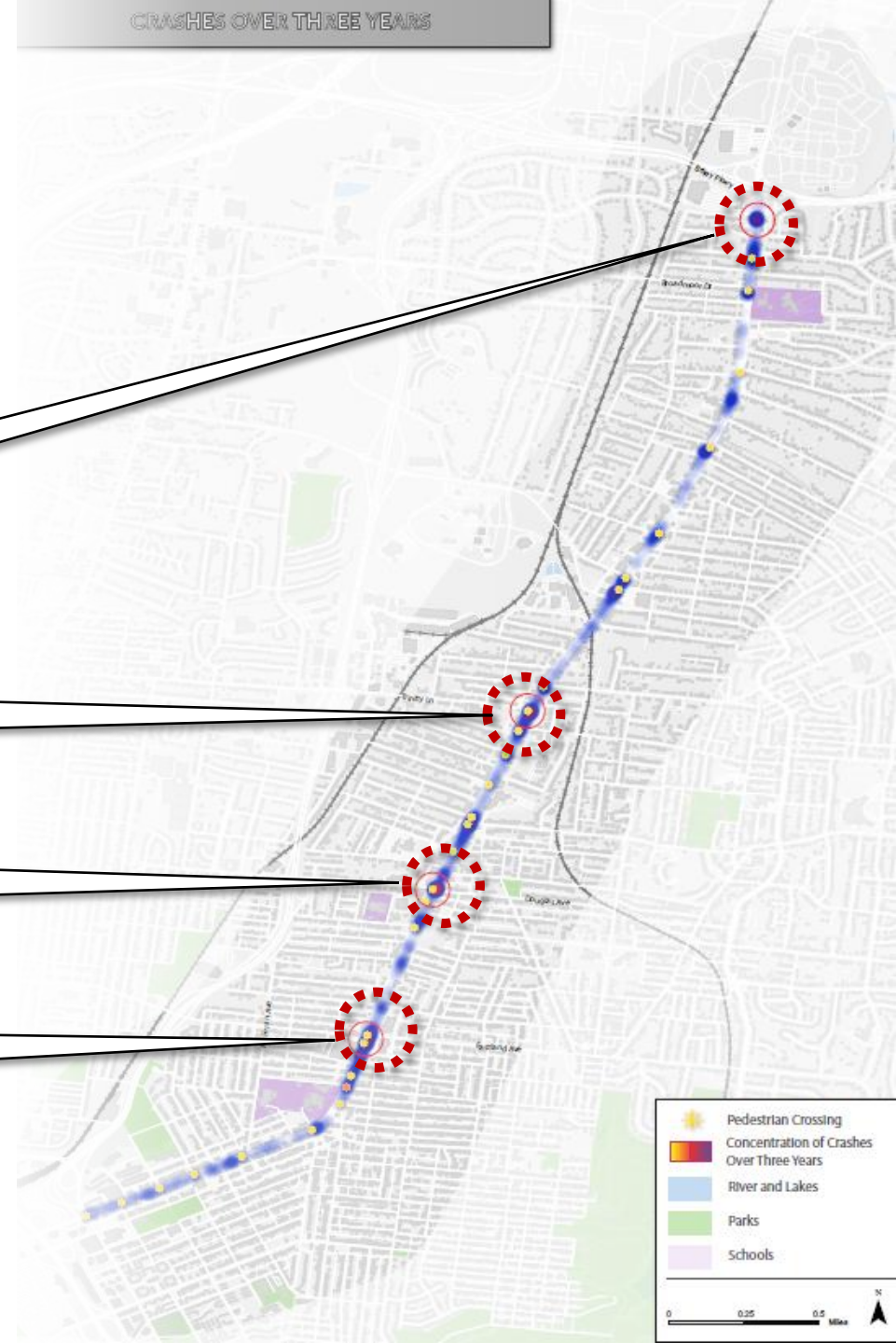
- 1,170 total crashes
- ~one per day

Briley Parkway

Trinity Lane

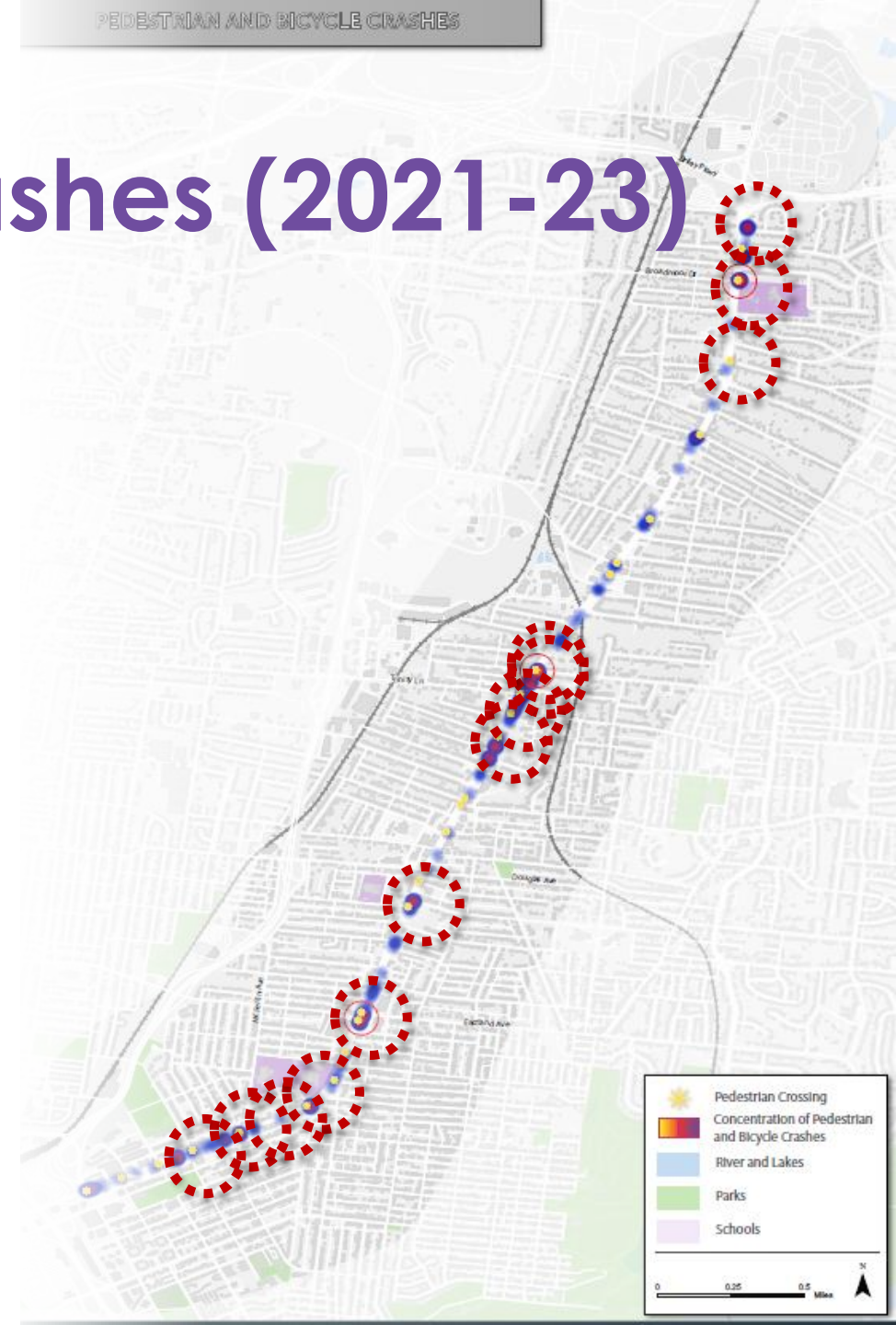
Douglas Avenue

Eastland Avenue



Bicycle and pedestrian crashes (2021-23)

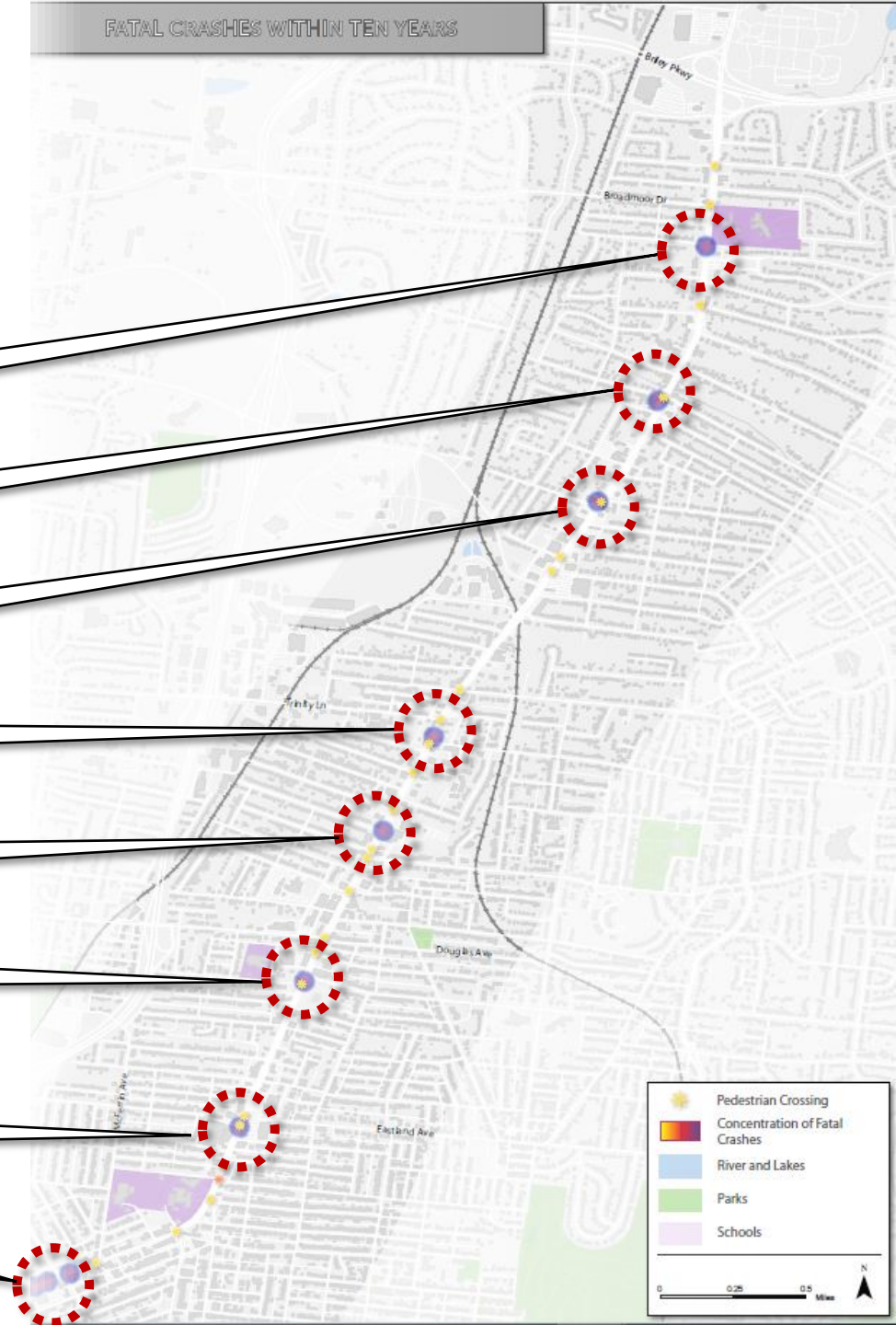
- 40 total crashes
- ~ one per month on average



Fatal crashes (2014-23)

- 10 total deaths
- ~one per year

- Maplewood Place
- Curdwood Boulevard
- Stratford Avenue
- Trinity Lane
- Delmas Avenue
- Granada Avenue
- Eastland Avenue
- 7th to 8th Street

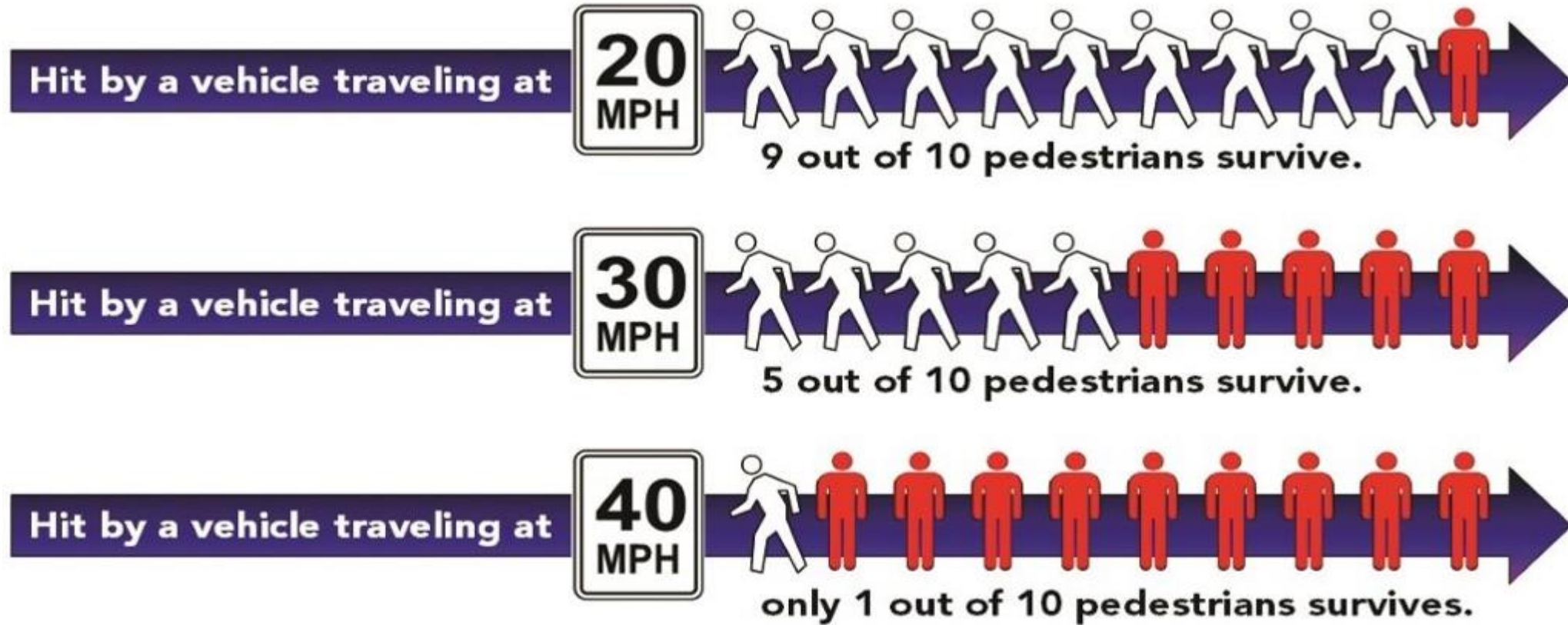


Vision Zero

“A comprehensive strategy to eliminate **all traffic fatalities** and **severe injuries** while increasing safe, healthy and equitable mobility options for all.”

Nashville Vision Zero Action Plan

Speed matters

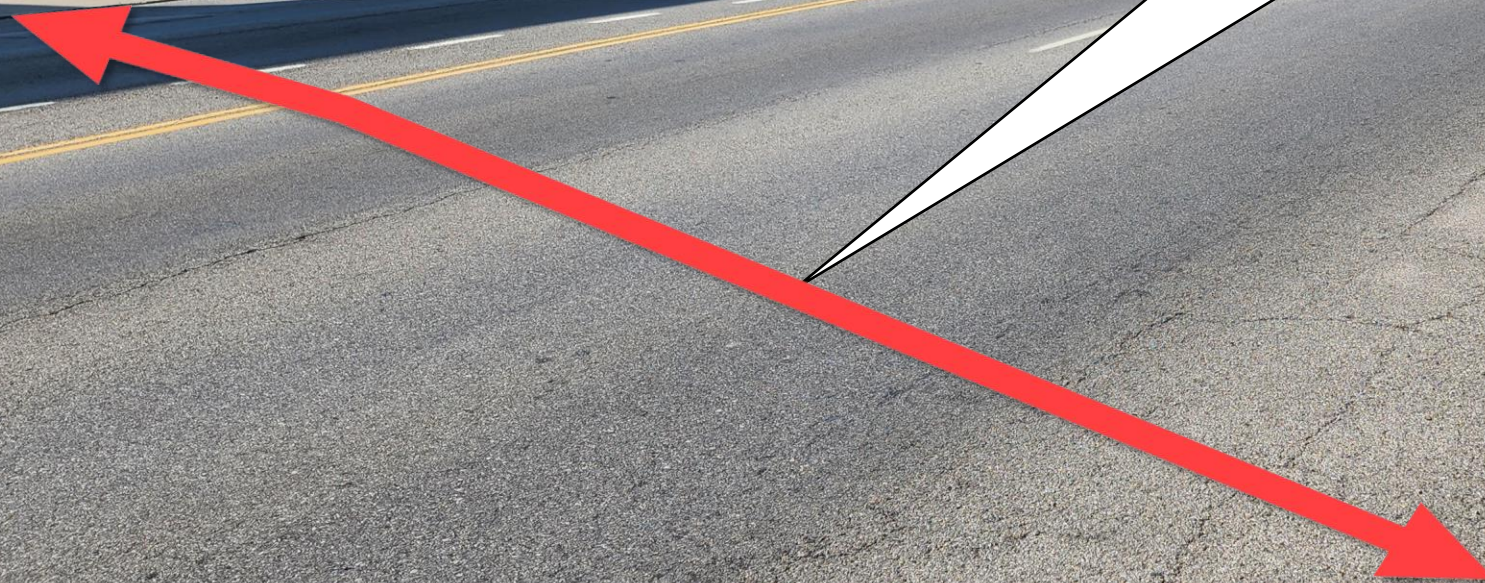


Source: Vision Zero Network

Main Street Today

Wide expanse of pavement encourages higher vehicle speeds and makes crossing difficult.

Undefined pavement space.

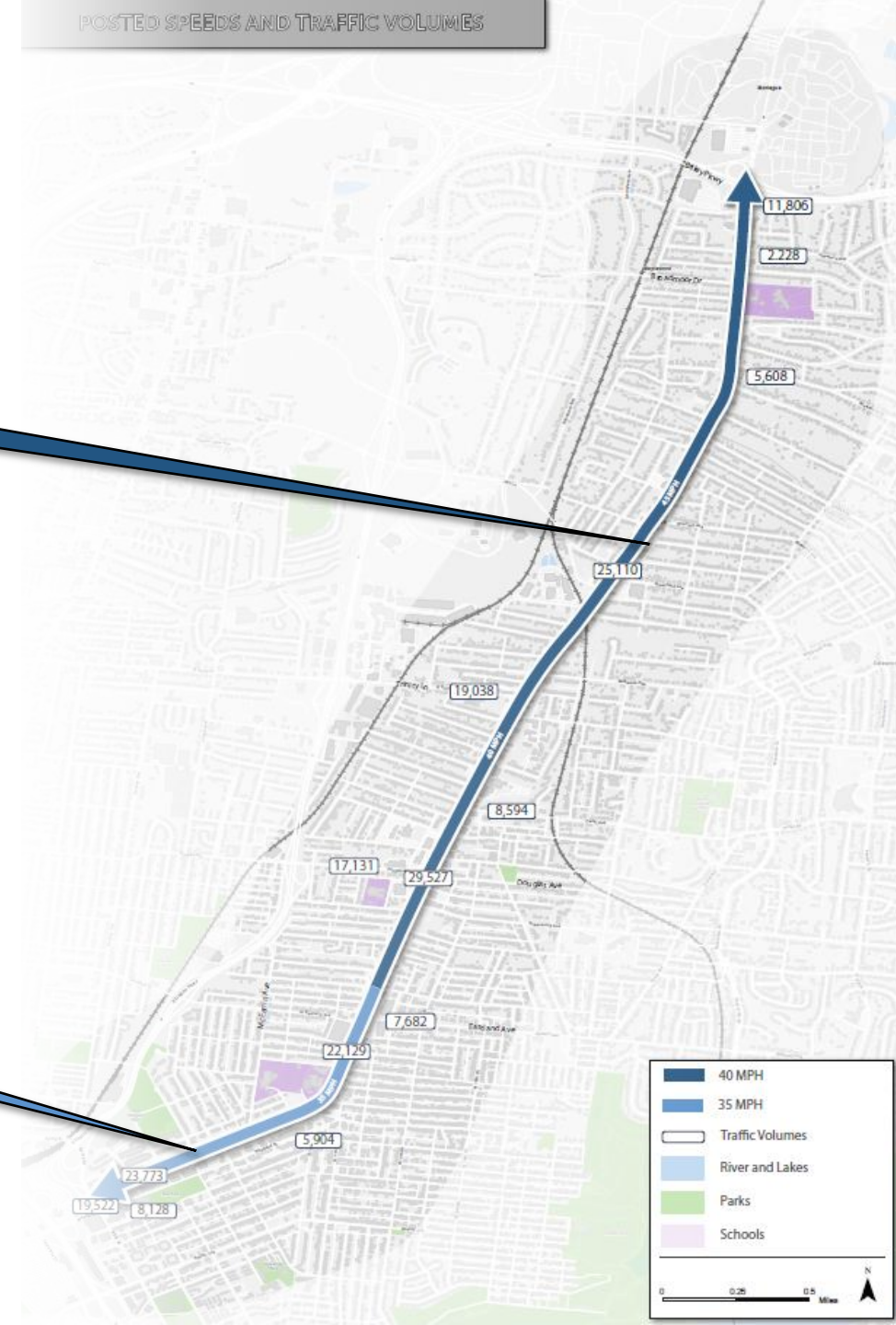


Speed conditions

- Measured average speeds in the 35-40 mph range
- Higher during off-peak hours

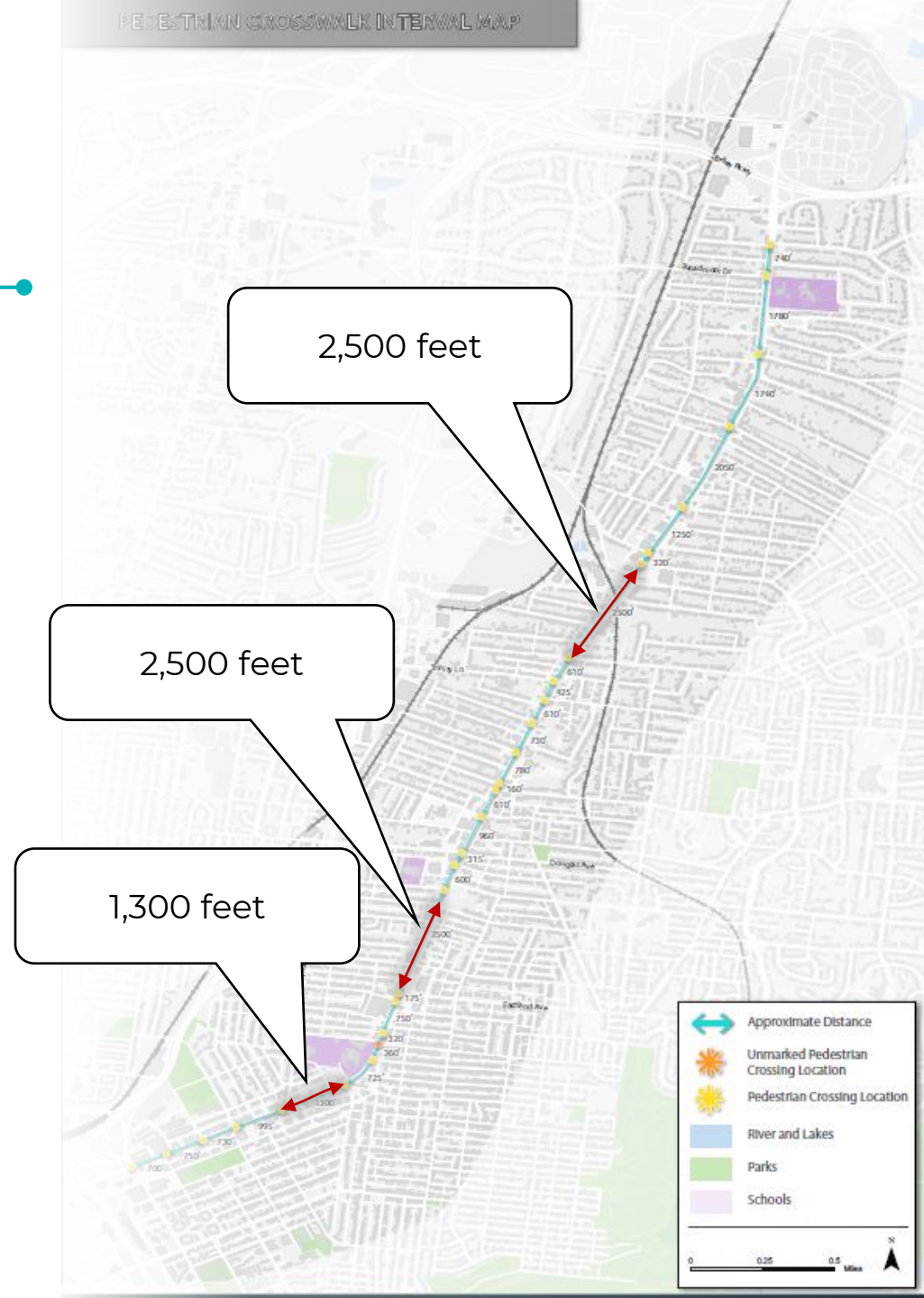
40 mph

35 mph



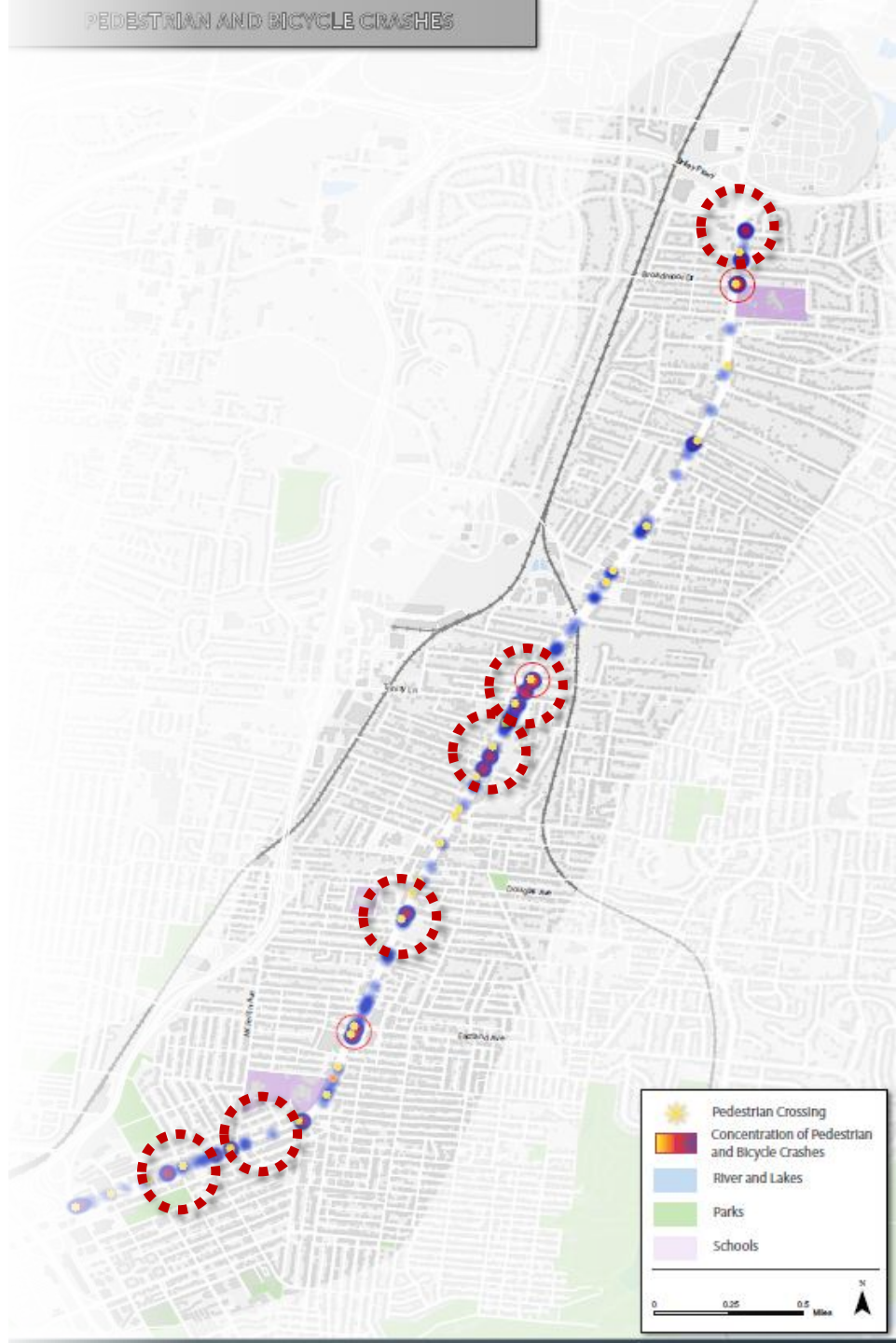
Nowhere to cross

- Distance between crosswalks
- Up to half a mile



Nowhere to cross

- Many pedestrian crash hotspots at unsignalized, unmarked crossing locations



Uncomfortable roadside environment

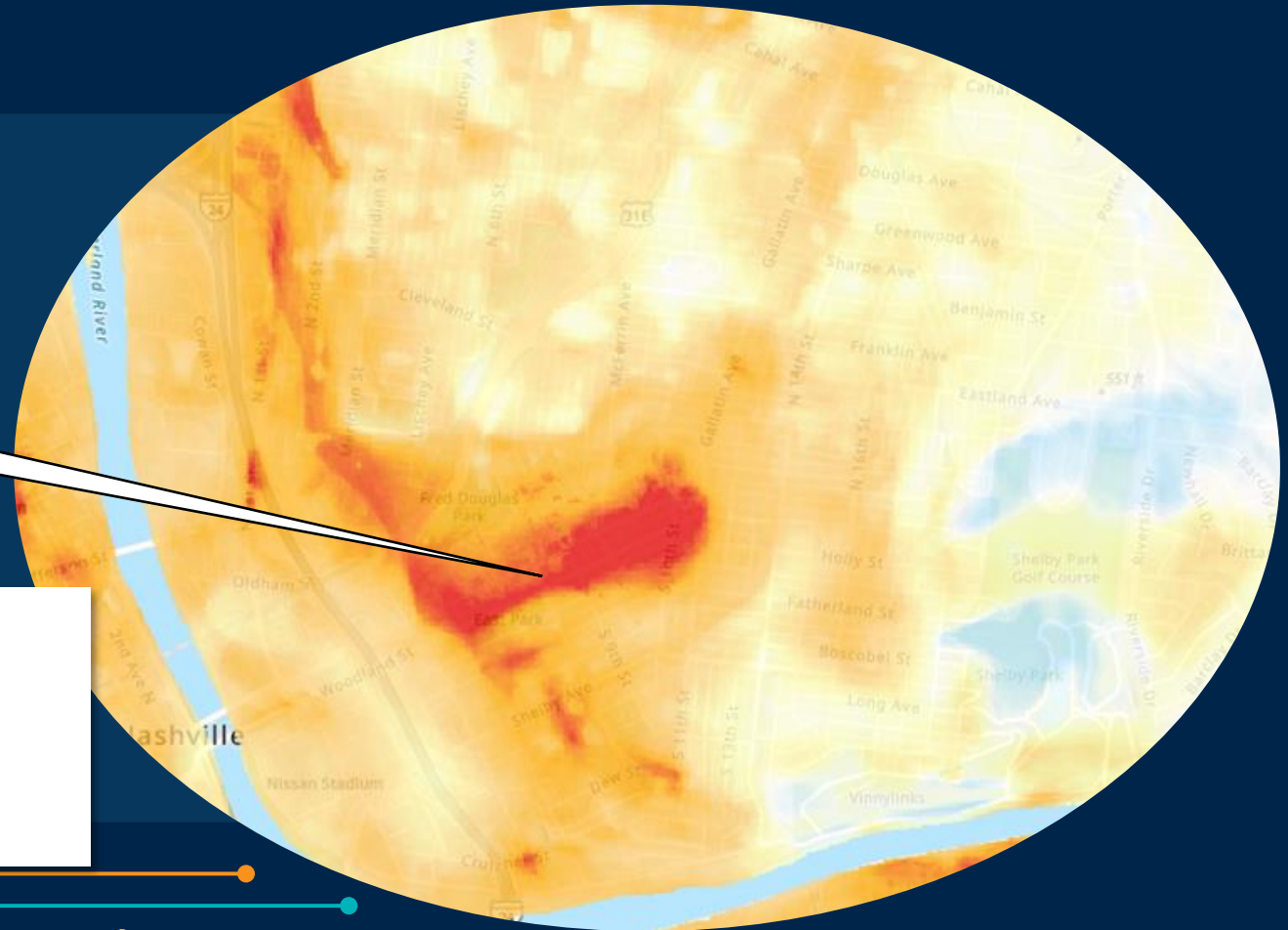
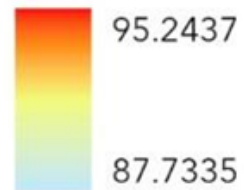
- No buffer from high speed traffic
- No furnishing zone
- No landscaping



Heat Island Effect

Main Street

Afternoon Temperature



Would YOU want to walk, bike or wait for a bus on this street?



The need: Transit ridership

- Almost 100,000 rides per month
- Second highest in Nashville
- Service every 10 minutes

Did you know?

Congestion on Gallatin Pike adds
\$750,000 in operating costs
and a **20% increase** in
passenger travel time?



The need: New + existing residents

- The corridor is growing
- Current and future residents need a place where they are safe and comfortable



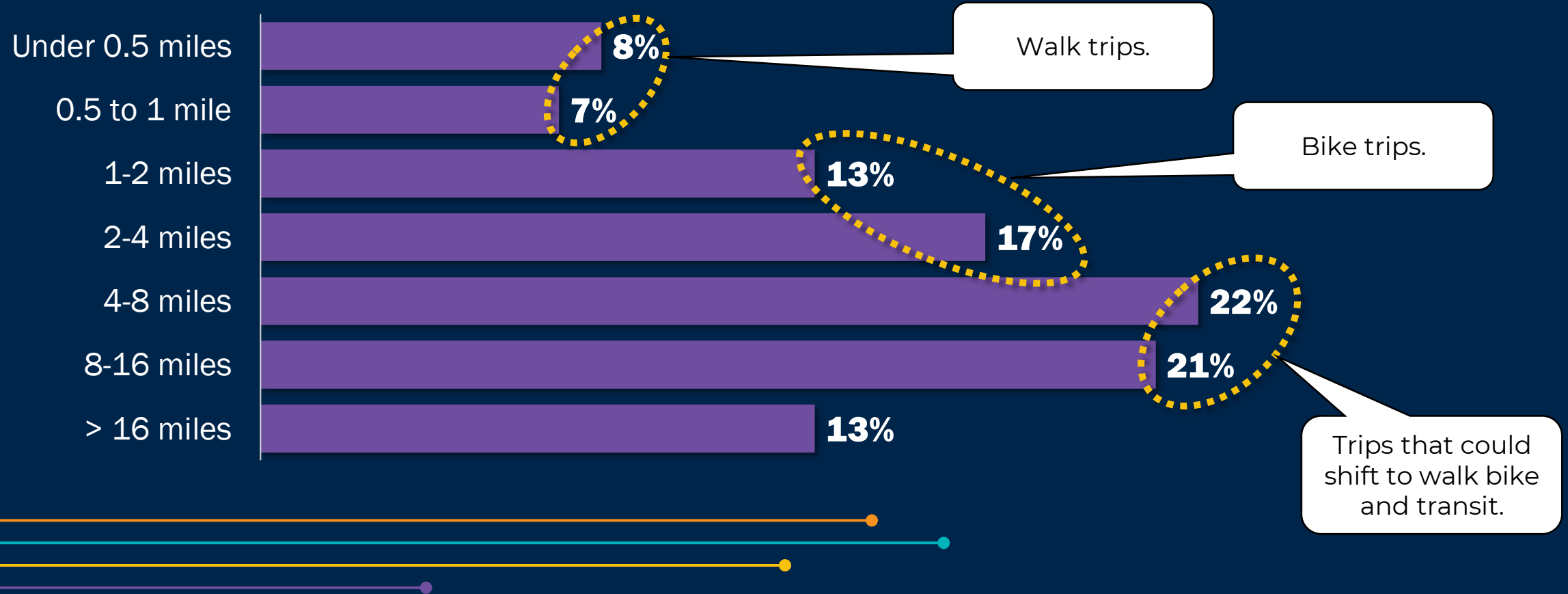
High Injury Network

- Nashville's most dangerous streets
- Priority for investment



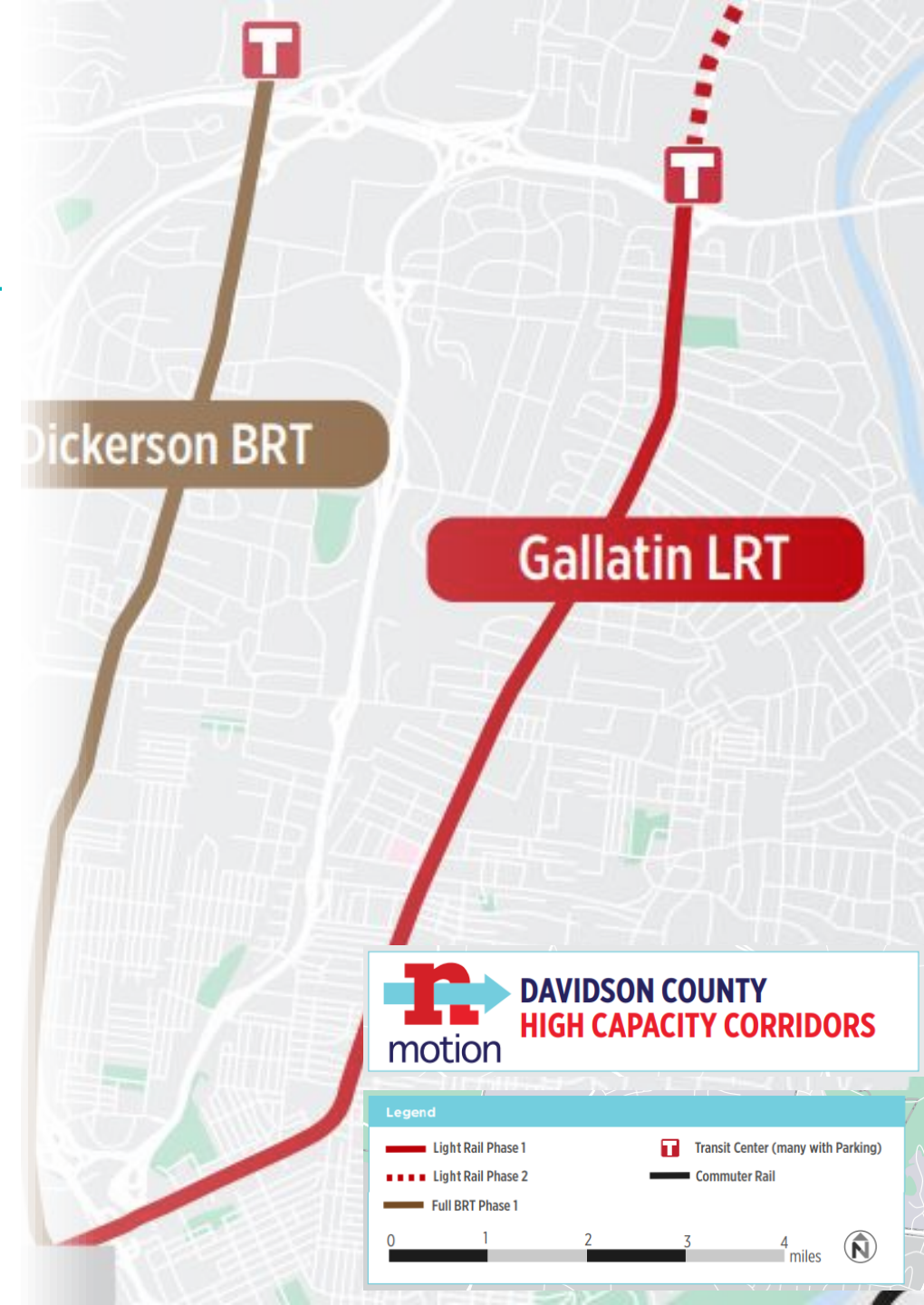
Walk, bike and transit trip potential

Trips by Length on Gallatin Pike and Main Street



A Corridor for Transit

- nMotion
- Better Bus Plan
- East Bank Mobility Plan



Transit Oriented Development

- Nashville Next
- East Nashville Community Plan
- Imagine East Bank



Urban Mixed Use Corridor

- Higher density residential
- Mixed use commercial

Urban Community Center

- Mix of uses
- Multimodal access
- Walk, bike and transit

Sustainability Corridor

- Living labs for technology and sustainability
- “Smart” systems
 - Signals
 - Crosswalks
 - Parking
- Green infrastructure
 - Right-of-way plantings
 - Native species
- Solar powered
 - Crosswalks
 - Lighting

Metro Nashville Transportation Plan

Office of Mayor John Cooper
December 2020



Design challenges

Front-loaded parking

Continuous curb cuts



Design challenges

Limited pavement to fit all users (bicycles, pedestrians, transit, automobiles).



Where do we go from here?

- Early 2024
 - Draft corridor concepts
 - Recommendations
- Mid-2024
 - Design of Mains

Today's activities

- Streetbuilder
- Priority Pyramid
- Map comments

