



METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

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Fact Sheet

Division Street Extension and Bridge Complete Street Project Connections and Complete Streets During Mayor Dean's Administration

NASHVILLE, Tenn. – Mayor Karl Dean joined Metro Public Works today to celebrate the kickoff of construction on the newest addition to Nashville's growing inventory of green and Complete Streets. The project runs from 8th Avenue South to 2nd Avenue South and provides traffic benefits, community and economic benefits, and environmental benefits.

Connecting Division Street, which today dead-ends at the railroad tracks, has been a consistent reference in previous plans and studies. This project was a high-priority recommendation in the 2013 South of Broadway Strategic Master Plan as well as a proposed arterial boulevard recommended in the Metro Planning Department's Major Street and Collector Plan. It was also a recommendation in the Metro Planning Department's Downtown Community Plan.

Traffic Benefits: Currently, pikes radiate from the Korean Veterans Boulevard roundabout as the principle-organizing element south of Broadway. In general, this pattern creates a well-connected network that relates to the local topography. Division Street is an exception with the CSX railroad currently limiting the connections between The Gulch and adjacent neighborhoods to the east. The project corrects a fragmented street network and allows for new connections between Music Row, Vanderbilt, Belmont, Midtown, The Gulch with the Lafayette neighborhood, Fulton Campus, Howard Office Building, and Rolling Mill Hill. The multimodal road and bridge will provide better circulation and distributions on our roadways.

Community and Economic Benefits: Improved access opens the door for new community and economic benefits. These include new opportunities for infill development, jobs, and revitalized businesses. The "pedestrian plaza" at Ewing Avenue and Ash Street adds to the area's economic revitalization and community enrichment. The retaining wall in the pedestrian plaza is designed to be able to be utilized for future installation of art in the form of rotating neighborhood exhibits. These amenities create a sense of place and tie together many assets and local destinations which in turn attract businesses, tourists, and customers, as well as serve to increase the value of nearby properties.

Environmental Benefits: Improvements include a pedestrian plaza, wide sidewalks, and a buffered cycle track separated from the roadway via a combination of bollards and also landscaping amenities (bioswale and native plantings) which will capture and filter stormwater runoff. The project includes LED lighting, including along the rails of the bridge. In addition to providing environmental benefits, these features can also provide public health, social, and recreational benefits. Pervious (pourous) concrete is also utilized in the pedestrian plaza to reduce storm water runoff volume, rate, and pollutants.

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Led by Metro Public Works Engineering Division, project team members include Gresham, Smith & Partners, Bell & Associates Construction, L.P., HDR | ICA Engineering, Inc., the project has a budget of \$25 million and is expected to be completed winter 2016. Average Daily Traffic (ADT) for the completed project is estimated at 14,000 to 16,000. The project including the bridge spans approximately ½ mile.

When completed, this will be the 6th major Complete Street Project under the Dean Administration. Other major Complete Street projects that have been completed during Dean's administration include Korean Veteran's Boulevard redesign and roundabout, 46th Avenue and Murphy Road Roundabout, the 28/31 Avenue Connector, Deaderick Street, and the recently completed 11th Avenue Complete Street project.

In October 2010, Dean signed Executive Order No.40 requiring full consideration to the accommodation of transportation needs for all users of public streets, alleys, greenways, sidewalks, and similar infrastructure regardless of age or ability including those traveling by private vehicle, mass transit, foot, and bicycle. Complete Streets projects also include consideration of the character and setting of the area.

Additional information on the Division Street Extension and Bridge Complete Street Project is available at: <http://www.nashville.gov/Public-Works/Capital-Projects/Division-Street-Extension.aspx>. Additional information on Designing for Complete Streets and Metro Government's Complete Street Executive Order can be found at: <http://www.nashville.gov/Public-Works/Getting-Around-Nashville/Complete-Streets.aspx>.

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