

Slow Moving Vehicles

Study Findings & Recommendations - Update

September 27, 2018

Overview

Study Background

- 2016 First Study of SMV
- Continued development and traffic growth in the downtown, growing concerns of safety with the mix of traffic, current regulations and enforcement of those regulations
- 2018 Second Study (presented to TLC in February)

Preliminary Recommendations for:

- Horse-Drawn Carriages
- Low-Speed Vehicles
- Pedal Carriages
- Pedi-Cabs

Company Interviews

- Held discussions with companies (in May)
- Input & Suggestions



Current Operations of Slow Moving Vehicles in Nashville

	Number Permitted Companies	Number Permitted Vehicles	License Company	License Drivers	Regulate Routes/Zones	Regulate Times
Horse-Drawn Carriages (Ch. 12.54)	5	17	YES	YES	YES	YES
Low-Speed Vehicles (BL2014-993 & 10/27/16 Meeting)	4	56	YES	YES	YES	YES
Pedal Carriages (BL2014-925 & 10/27/16 Meeting)	3	19	YES	YES	YES	YES
Pedi-Cabs (BL2014-925 & 10/27/16 Meeting)	2	23	YES	YES	YES	YES

Vehicle	Summary of Preliminary Recommendations
Horse-Drawn Carriages	<ul style="list-style-type: none"> • Stand Location Change (from 2nd Ave to Broadway and/or 1st Street) • Limit Number of Carriages (per stand or on street) • Employ the Use of Staff to Manage Carriage Stands • Revise Current Route & Consider Additional Routes • Maintain Existing Permit Levels – 17
Low Speed Vehicles (LSV)	<ul style="list-style-type: none"> • Restrict Operations (Options) - Reaffirm Roadways or Restrict to Designated Routes • Prohibit Restriction of Traffic Flow Monitor/Enforce Operations • Enforcement/Education of Parking • Passenger Loading vs Freight Loading • Add Excessive Noise Provision • Ensure LSV Comply with Equipment Requirements • Enforce Alcohol Restrictions • Maintain Existing Permit Levels - 56
Pedal Carriages	<ul style="list-style-type: none"> • Consider Requiring Motor-Assist Capabilities • Enforcement of Noise Restrictions • Restrict Routes • Maintain Existing Permit Levels - 23
Pedi Cabs	<ul style="list-style-type: none"> • Consider Requiring Motor-Assist Capabilities • Noise Restrictions • Alcohol Provisions • Maintain Existing Permit Levels - 19

Horse-Drawn Carriages

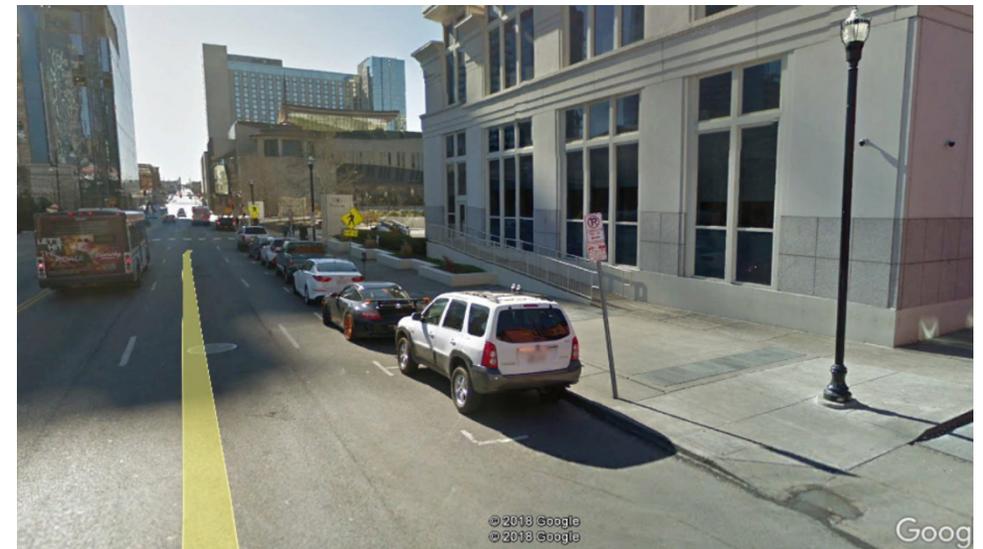
Company Input

- Trips are spontaneous by customers
- Customers are largely families and couples
- Issue with new stand location (sun, heat of day, lack of shade)
- Growing and increasing conflicts with other modes and pedestrians, roof top bars, and loud music from bars and cars (surrounding context)

Additional Recommendations

- Stand locations - keep Broadway location, add one on 4th Avenue next to Hilton
 - *Better differentiate that stand is for horses (paint, signs). Lots of issues with others parking/loading in zone*
 - *Consider removing taxi stand from Hard Rock location*
- Consider expanding peak hour limits (from 3-6 pm instead of 4-6 pm)
- After 10 PM - Cannot use Broadway between 2nd Avenue & 5th Avenue

Horse-Drawn Carriages



Horse-Drawn Carriages



Low Speed Vehicle (LSV)

Company Input

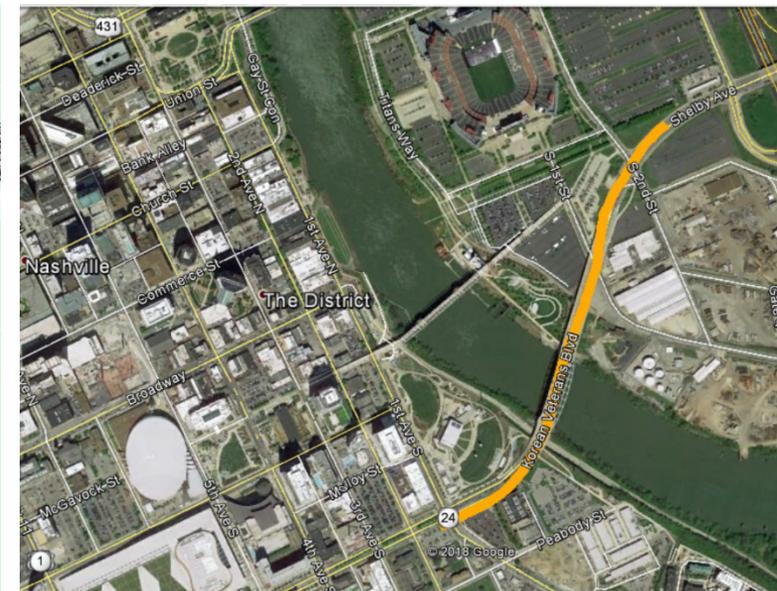
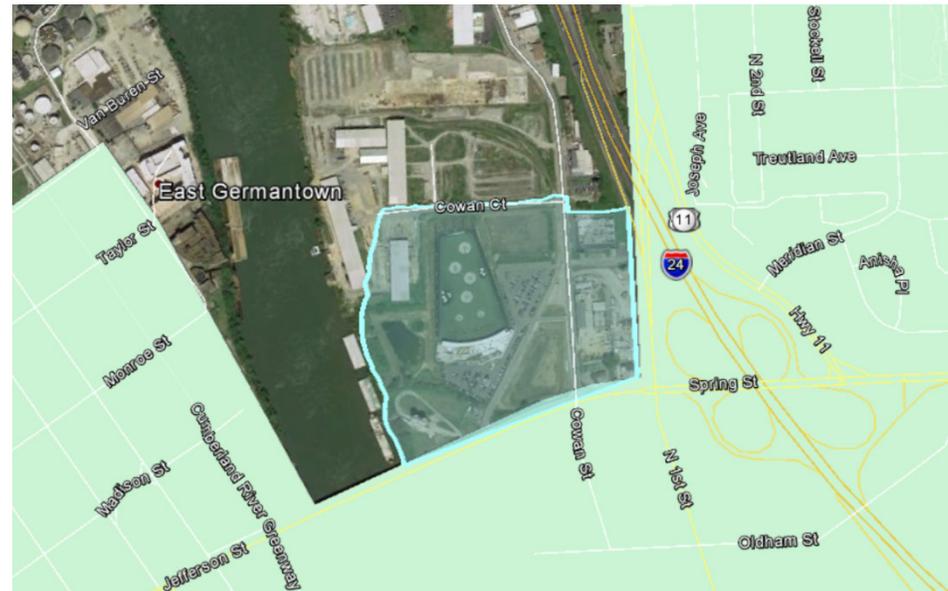
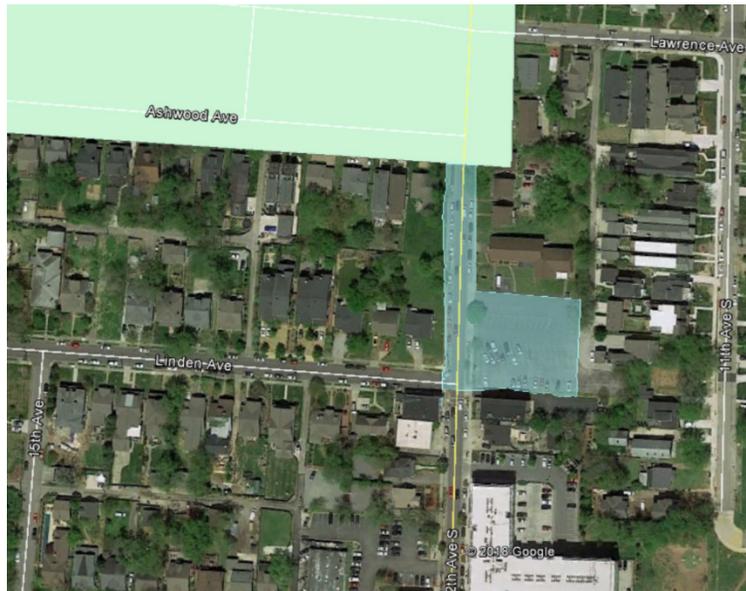
- They offer a lot of point to point transportation (PTP)
- Limiting to routes would be a challenge given street closures (daily, hourly)
- Couple of key destinations not in service area (Top Golf, 12th South)
- Serving Nissan Stadium a challenge (KVB - 40 MPH)
- 4 to 6 PM time restriction difficult on PTP operations

Additional Recommendations

- Allow Point-to-Point Transportation during peak hours (but limit them from using major commuting routes during these time periods)
- Expand PM time restriction to 3 to 6pm (this restriction applies to major commuting routes only, otherwise allowed to operate)
 - *Ex. Broadway west of 5th Avenue, KVB*
- No Tours during peak time restrictions
- Service Area Changes
 - *Extend limits to Linden to Tabernacle Church (12South)*
 - *Extend limits to Top Golf - No Spring Street but give access to Top Golf*
- Geofencing - Increase Use to Monitor (all have GPS Capabilities)
- Would not limit LSV to routes (as identified in original study recommendations)
- KVB - reduce speed limit from 40 mph to 35 mph

Low Speed Vehicle (LSV)

- Service Area Changes
 - *Extend limits to Linden to Tabernacle Church (12South)*
 - *Extend limits to Top Golf - No Spring Street but give access to Top Golf*
- KVB - Reduce speed limit from 40 mph to 35 mph



Pedal Carriages

Company Input

- Trips are scheduled months in advance
- They check routes daily
- Limiting to routes would be a challenge given street closures (daily, hourly)
- Companies expressed willingness to consider motor assist
- Don't like time restriction but understand

Additional Recommendations

- Would not limit to routes (as identified in original study recommendations)
- Expand PM time restriction to 3 to 6pm (with this option, consider designating areas of operation that avoid major commuting routes to allow use during time period restrictions)
- Implement Quiet Zones. Example:
 - *2nd Avenue between KVB and Pedestrian Bridge*
 - *3rd Avenue between KVB and Pedestrian Bridge*
 - *Demonbreun Street between 2nd Avenue and 3rd Avenue*
- **Geofencing** - Increase Use to Monitor (all have GPS Capabilities)

Pedal Carriages



Pedal Cabs

Company Input

- Fine with motor assist recommendation
- They avoid congested routes
- Wish they were not restricted from using bike lanes

Additional Recommendations

- No additional recommendations

