WELCOME

Multimodal Mobility Study

Public Open House #3

April 29, 2014
11:00 am – 1:30 pm
Nashville Downtown Partnership
150 4th Avenue North
**Work Flow and Project Timeline**

1. **Data Collection**
2. **Review Existing Plans**
3. **2013 Existing Conditions Analysis**
   - How is traffic / parking operating now?
4. **Development Alternatives**
   - How will downtown develop in next 10 years?
5. **Open House 1**
6. **Open House 2**
7. **Open House 3**
8. **Mitigation Alternatives**
   - What recommendations are needed to accommodate future growth?
9. **Final Recommendations**

**Timeline**
- **START**
  - July 2013
- **END**
  - May 2014

**2023 Future Conditions Analysis**
- What are the mobility impacts of future development?
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
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?

<table>
<thead>
<tr>
<th></th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking</td>
<td>29%</td>
<td>163</td>
</tr>
<tr>
<td>Traffic</td>
<td>30%</td>
<td>166</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>10%</td>
<td>55</td>
</tr>
<tr>
<td>Bicycle</td>
<td>11%</td>
<td>59</td>
</tr>
<tr>
<td>Transit</td>
<td>13%</td>
<td>74</td>
</tr>
<tr>
<td>Taxi</td>
<td>2%</td>
<td>13</td>
</tr>
<tr>
<td>Horse Carriage/Ped Cab</td>
<td>1%</td>
<td>8</td>
</tr>
<tr>
<td>Other</td>
<td>4%</td>
<td>21</td>
</tr>
</tbody>
</table>

Total Respondents: 396

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

<table>
<thead>
<tr>
<th>Travel Mode</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk</td>
<td>40%</td>
</tr>
<tr>
<td>Transit</td>
<td>26%</td>
</tr>
<tr>
<td>Bike</td>
<td>19%</td>
</tr>
<tr>
<td>Drive</td>
<td>12%</td>
</tr>
<tr>
<td>Other</td>
<td>3%</td>
</tr>
</tbody>
</table>

### What is the main PARKING issue in downtown?

- Too expensive: 38%
- Affordable parking too far: 21%
- Not enough off-street parking: 17%
- Not enough on-street parking: 16%
- Too much parking: 8%

### What is the main TRAFFIC issue in downtown?

- Congestion: 36%
- Progression through traffic signals: 31%
- Difficult to get around: 18%
- Difficult to leave town: 15%

### What is the main BICYCLE issue in downtown?

- Conflict with vehicles: 31%
- Not enough bicycle lanes: 26%
- Poor connection to other areas of Nashville: 22%
- Not enough bicycle parking: 11%
- Poor pavement condition: 10%

### What is the main PEDESTRIAN issue in downtown?

- Conflict with vehicles: 44%
- Crossing time at signalized intersections: 21%
- Sidewalk not wide enough: 19%
- Cleanliness: 16%

### What is the main TRANSIT issue in downtown?

- Not frequent enough: 48%
- Not enough buses: 25%
- Not reliable: 19%
- Too many buses: 8%
Parking Data and Analysis

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

Monthly parking rates in Nashville are on par with many other major cities.
Level of Service (A-F) describes the general operational quality of the mode.

Legend
Complete Streets Analysis
BLOS
- C
- D
- E
- F

Bicycle Activity Map
Pedestrian Activity Map

B-Cycle Activity
- Low B-Cycle Volumes
- High B-Cycle Volumes
- B-Cycle Kiosks

Pedestrian Activity
- Low Pedestrian Volumes
- High Pedestrian Volumes

Based on December 2012 – April 2013 data
Based on PM Peak Hour Count in July 2013
### High Ridership Stops and Their Amenities

<table>
<thead>
<tr>
<th>Stop Name</th>
<th>On Street</th>
<th>Amenities</th>
<th>Weekday Boardings</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Bench</td>
<td>Shelter</td>
</tr>
<tr>
<td>Music City Central</td>
<td>Charlotte</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Music City Star Riverfront Station</td>
<td>1st Ave</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>7th Ave &amp; Harrison NB</td>
<td>7th Ave N</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>6th Ave &amp; Deaderick St. Farside</td>
<td>6th Ave N</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>5th Avenue N &amp; Gay St</td>
<td>5th Ave N</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Pine Mid-Block</td>
<td>12th Ave S</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>6th Ave N &amp; Church St</td>
<td>6th Ave N</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>4th Ave N &amp; Church St</td>
<td>4th Ave N</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Herman St &amp; 10th Ave N</td>
<td>Herman St</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>4th Avenue &amp; Union St Nearside</td>
<td>4th Ave N</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>5th Avenue N &amp; the Arcade</td>
<td>5th Ave N</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>5th Avenue N &amp; Church N. Northside</td>
<td>5th Ave N</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Union Street &amp; 7th Avenue N</td>
<td>Union St</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>5th Avenue N &amp; Deaderick N Nearside</td>
<td>5th Ave N</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>6th Avenue N &amp; Commerce St</td>
<td>6th Ave N</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Union Street &amp; 2nd Ave Farside</td>
<td>Union St</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>

- Few transit stops have high ridership but limited amenities
**Project Sub-Area Multimodal Challenges**

- **Hope Gardens**
  - Lack of good connections to other sub-areas

- **North Capitol**
  - Lack of good east-west connections
  - Lack of bike/pedestrian connection to downtown core

- **North Gulch**
  - Lack of good north-south connections

- **The Gulch**
  - Lack of connectivity to other areas

- **SoBro**
  - Lacks good east-west connections
  - Lafayette St. intersection geometry

- **NORTH CAPITOL**
  - High demand / multiple users

- **ROLLING MILL HILL**
  - Only access via Hermitage Avenue

- **RUTLEDGE HILL**
  - Lacks good east-west connections

- **THE GULCH**
  - Lack of connectivity to other areas
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.
- Office: 238,000 sf.
- Hotel: 1,020 rooms
- Scenario #2
- Residential: 751 units
- Retail: 44,000 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
- Residential: 1,425 units
- Retail: 88,000 sf.
- Office: 1,155,000 sf.
- Scenario #2
- Residential: 961 units
- Retail: 307,000 sf.
- Office: 1,869,000 sf.

Scenario #1
- Residential: 220 units
- Retail: 4,000 sf.
- Office: 5,000 sf.
- Hotel: 140 rooms
- Scenario #2
- Residential: 220 units
- Retail: 4,000 sf.
- Office: 5,000 sf.
- Hotel: 140 rooms

Development Scenarios
- Scenario 1: In-Progress developments + vacancies
- Scenario 2: Potential future developments
Intersections with Poor Level-of-Service in 2023

Development Scenario 1

Development Scenario 2

LOS A = Good
LOS F = Bad