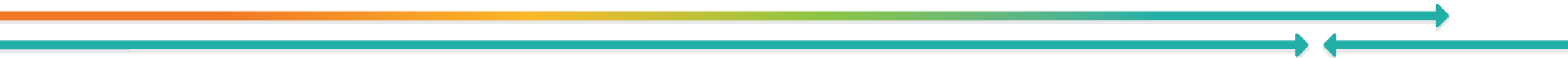# STF & TAC Meeting #3

Highlights of Phase 1 Work
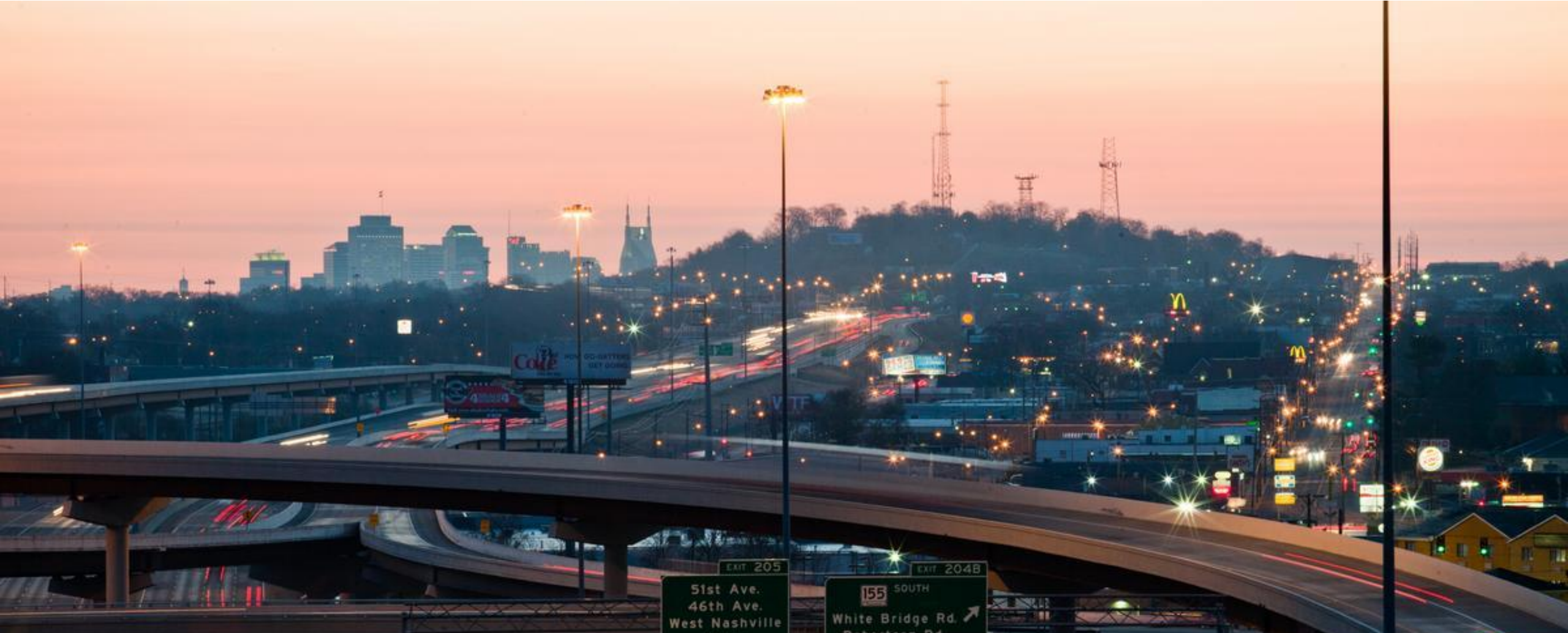
August 25, 2022

What We'll Cover Today

1 Welcome & Introductions

2 Highlights of SODM & Public Input

3 Best Practices Highlights

4 Draft Goals & Desired Outcomes

5 Solutions, Scenarios, & Next Steps

Welcome & Introductions

Our Meeting Objectives

- Share updates on Connect Downtown's Phase 1 activities and outcomes

- Review key findings from the State of Downtown Mobility analysis and our first round of public outreach

- Confirm and prioritize draft goals and desired outcomes

- Identify promising program and policy best practices

Connect Downtown Schedule

Ongoing Community and Stakeholder Outreach

2022

2023

JAN – MAY	JUN – AUG	SEP – NOV	DEC – JAN	FEB – MAR
Existing Conditions & Future Needs	Projects, Programs & Policies	Scenarios & Tradeoffs	Recommendations & Costs	Draft & Final Action Plan

5

Recent Activities

- Completed Phase 1 outreach and engagement

- Developed draft State of Downtown Mobility Report

- Drafted vision, goals, and desired outcomes

- Conducted best practices research and summarized key findings

- Held virtual workshops to identify additional needs and priorities
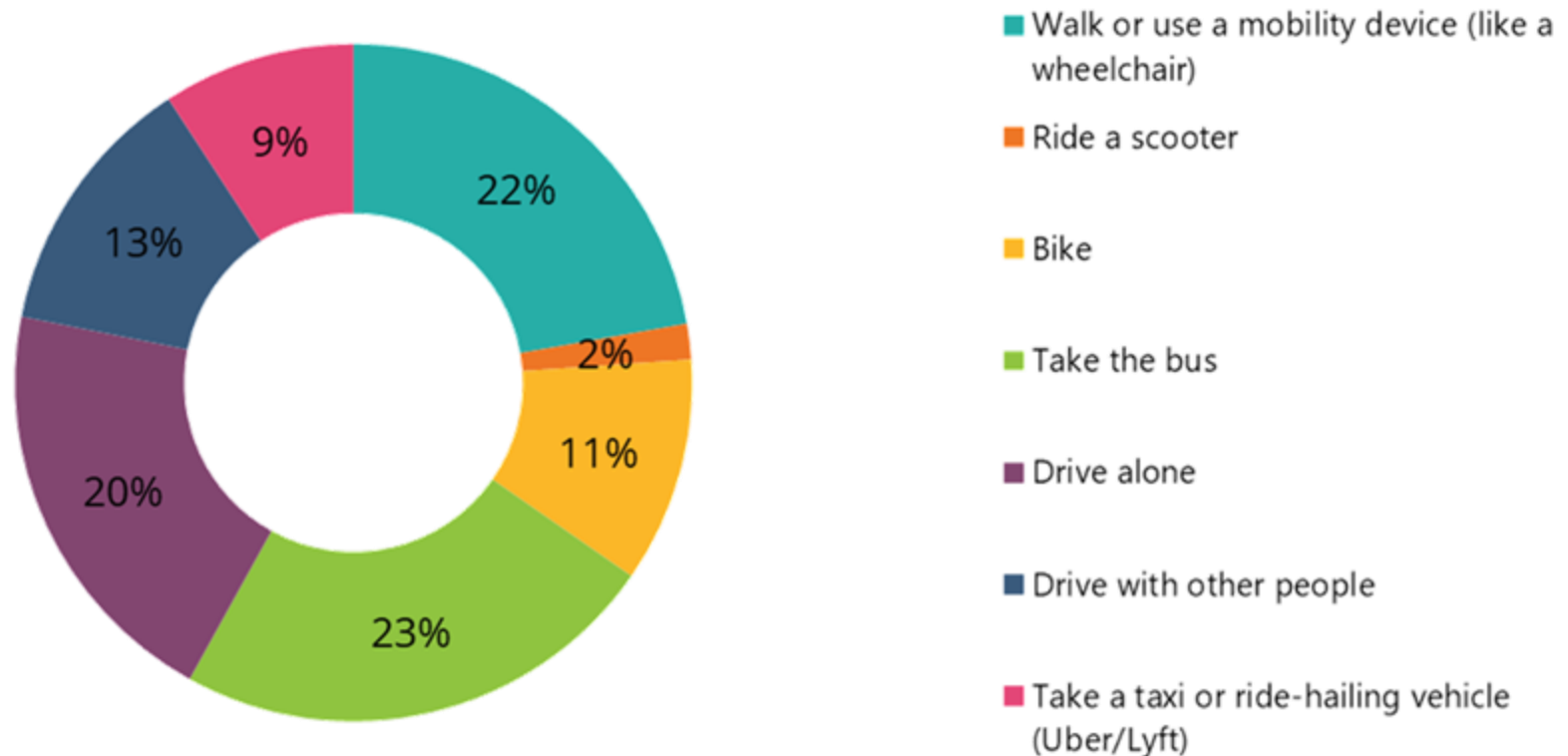
Phase 1 Outreach

- Website

- Fact sheet

- Information cards

- Social media posts

- Stakeholder interviews

- Focus groups

- Person-on-the street videos

- Online survey and mapping

Public Survey #1

- First Connect Downtown Survey

- Open from late April through June 2022

- 2,128 survey responses

- Gathered feedback on transportation challenges, priorities, and opinions in Downtown Nashville

Mode of Travel

- Most respondents drive alone when they are traveling in Downtown today
- Many would prefer to travel via non-driving modes in the future

What would be your preferred mode of travel downtown?

- Walk or use a mobility device (like a wheelchair)
- Ride a scooter
- Bike
- Take the bus
- Drive alone
- Drive with other people
- Take a taxi or ride-hailing vehicle (Uber/Lyft)

9

Using Mentimeter

- Go to www.Menti.com and type in **6960 8786**

- Download the Mentimeter app and type in **6960 8786**

- Use the camera on your phone to scan the code and open Mentimeter

- For each question, choose or type your answer and click "Submit"

https://www.menti.com/cw2vztsb4r
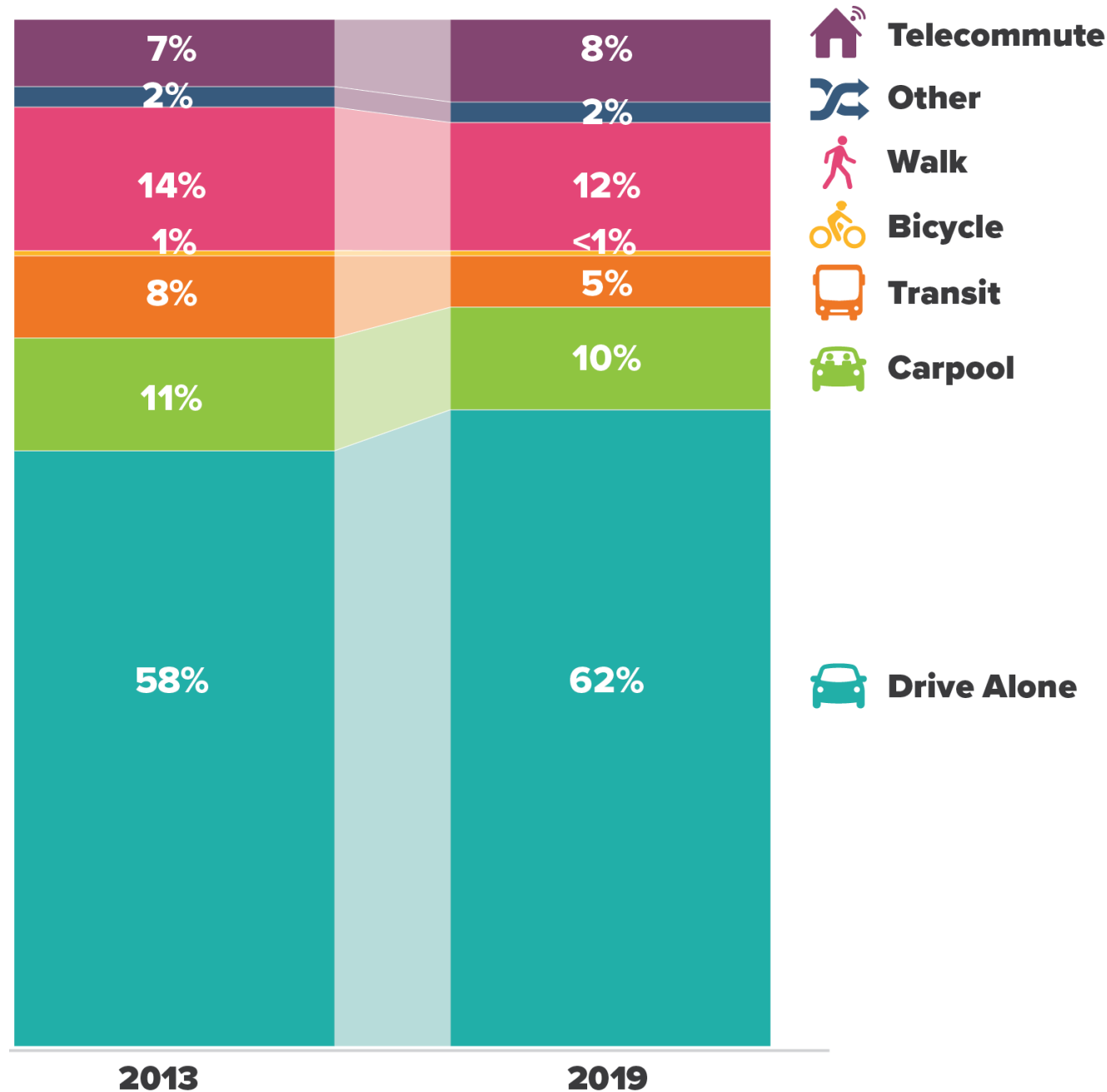
Do you have questions about the work underway?

Is there anything else you hope to cover today?

Highlights of SODM & Public Input

Draft State of Downtown Mobility Report

- Why Connect Downtown Matters
- Mobility Today
- Key Findings and Opportunities
- Next Steps

Legend:
- Telecommute
- Other
- Walk
- Bicycle
- Transit
- Carpool
- Drive Alone

2013
- Telecommute: 7%
- Other: 2%
- Walk: 14%
- Bicycle: 1%
- Transit: 8%
- Carpool: 11%
- Drive Alone: 58%

2019
- Telecommute: 8%
- Other: 2%
- Walk: 12%
- Bicycle: <1%
- Transit: 5%
- Carpool: 10%
- Drive Alone: 62%

By the Numbers

↑ **40%**

The number of **30-somethings** in the downtown area grew by 40% between 2013 and 2019, compared to the 17% increase in Davidson County.
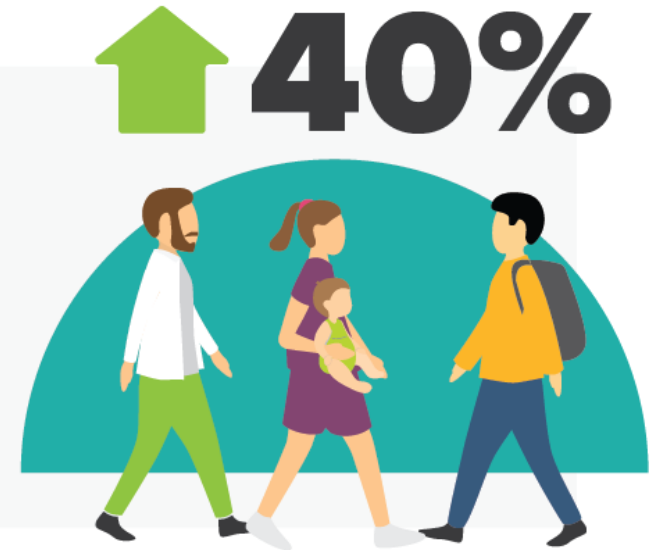
Working & Living Downtown

Educational services, and healthcare and social assistance
22.4%

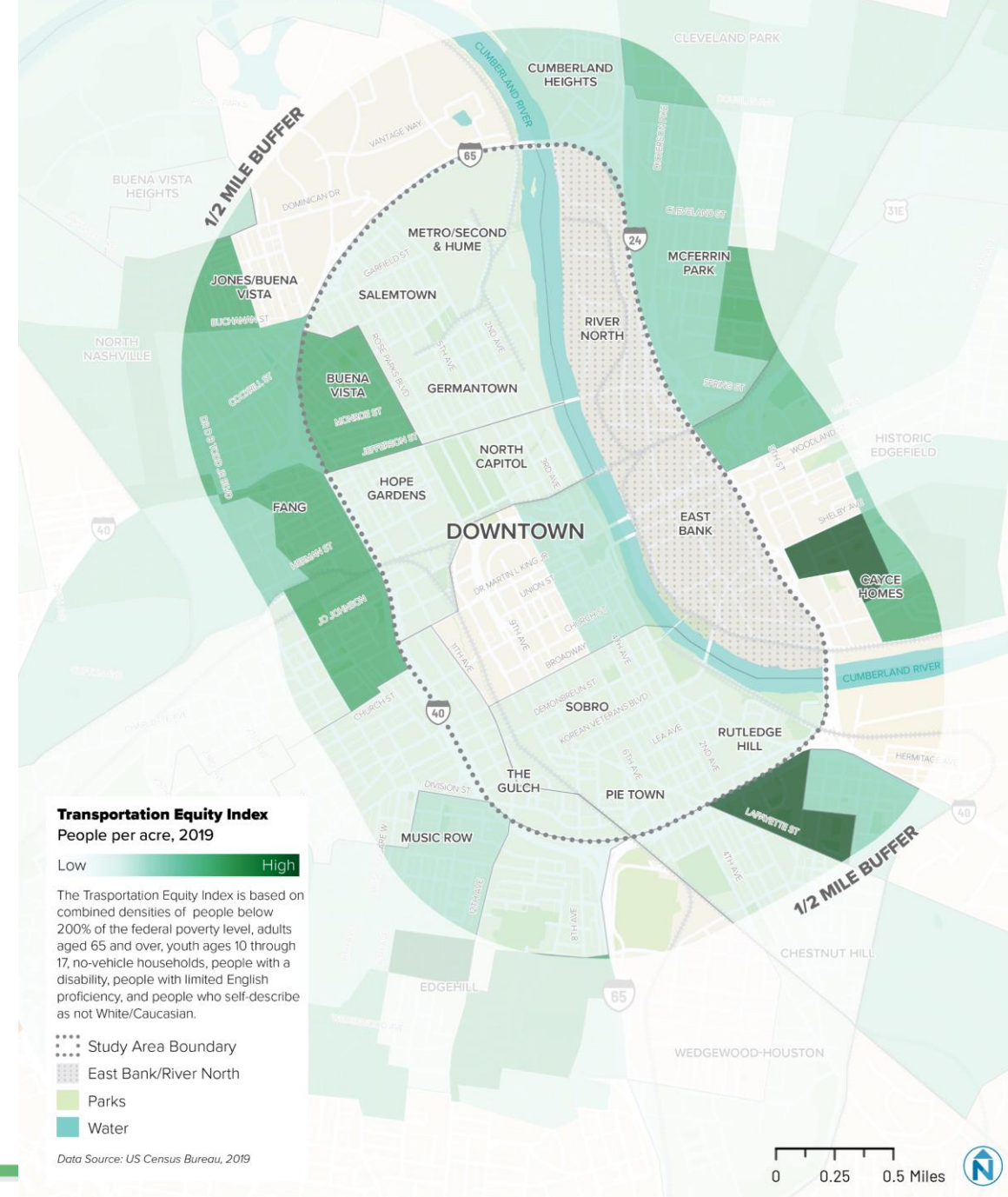**Professional, scientific, and management and administrative services**
11.8%

Retail trade
11.3%

Arts, entertainment, recreation and accommodation, and food service
10.6%

Manufacturing
10.1%

Transportation Equity Index

Transportation Equity Index
People per acre, 2019

Low — High

The Transportation Equity Index is based on combined densities of people below 200% of the federal poverty level, adults aged 65 and over, youth ages 10 through 17, no-vehicle households, people with a disability, people with limited English proficiency, and people who self-describe as not White/Caucasian.

⋯⋯ Study Area Boundary
▦ East Bank/River North
▢ Parks
▢ Water

Data Source: US Census Bureau, 2019

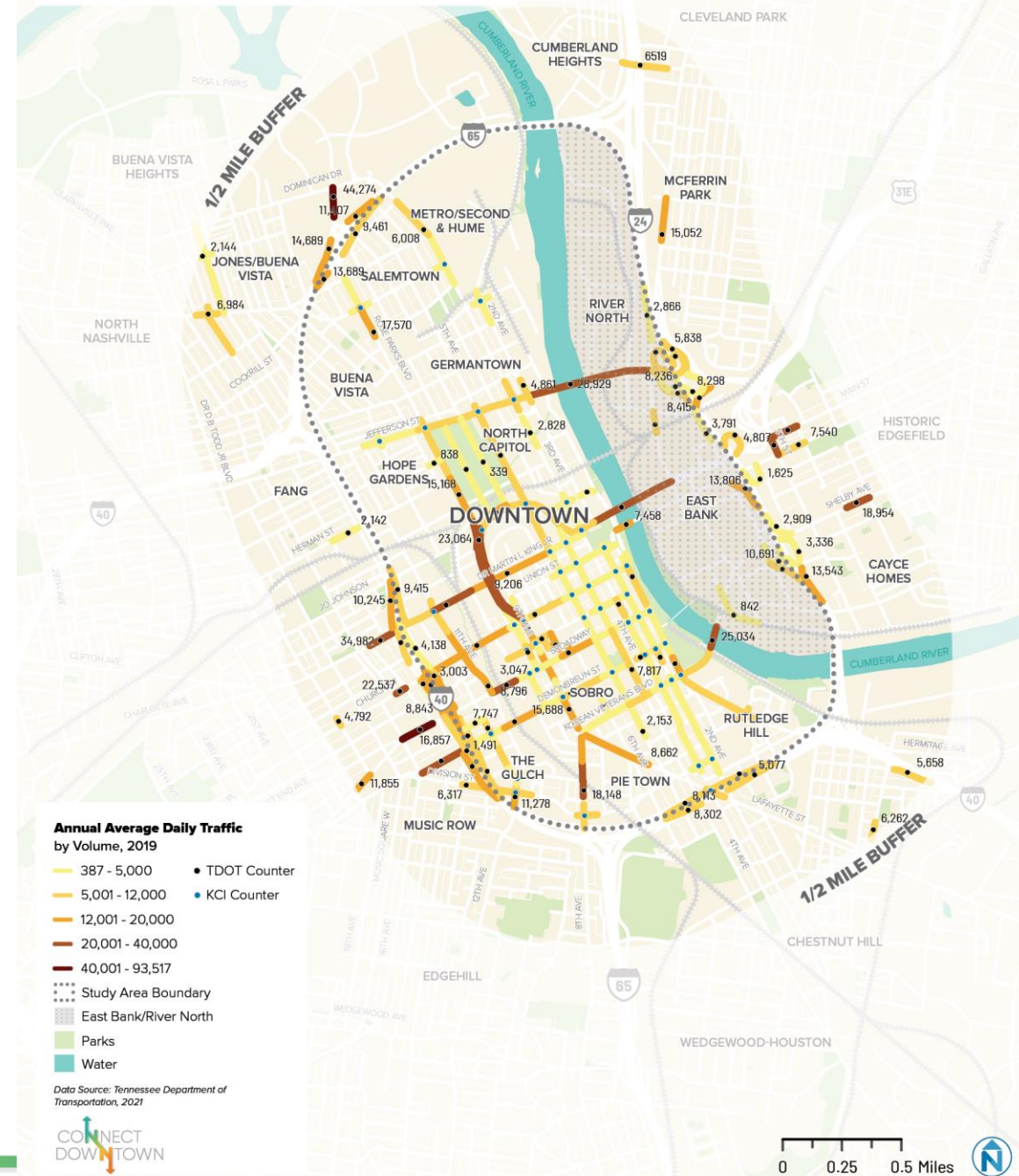0   0.25   0.5 Miles

By the Numbers

↓22%
↑270%

Since 2013 the number of households with an **annual income of less than $25,000** has decreased by 22%. Households with an annual income of **more than $100,000** have increased by 270%.

Traffic Congestion and Travel Volumes

City	Hours
Memphis	32 hrs
Nashville	43 hrs
Austin	46 hrs
Charleston	46 hrs
Atlanta	48 hrs
Miami	64 hrs

Average Annual Daily Traffic

Annual Average Daily Traffic by Volume, 2019

- 387 - 5,000
- 5,001 - 12,000
- 12,001 - 20,000
- 20,001 - 40,000
- 40,001 - 93,517
- TDOT Counter
- KCI Counter
- Study Area Boundary
- East Bank/River North
- Parks
- Water

Data Source: Tennessee Department of Transportation, 2021

CONNECT DOWNTOWN

By the Numbers

5%

In 2021, 5% of collisions in Downtown—that's 200 collisions—were **severe injuries or fatalities**.

Areas of Focus

1. **Establish a modal hierarchy**

2. **Expand the active mobility networks**

3. Prioritize transit

4. **Integrate micromobility**

5. Manage the curb

6. **Incentivize mode shift**

7. **Coordinate construction closures**

8. Enhance visitor and event management
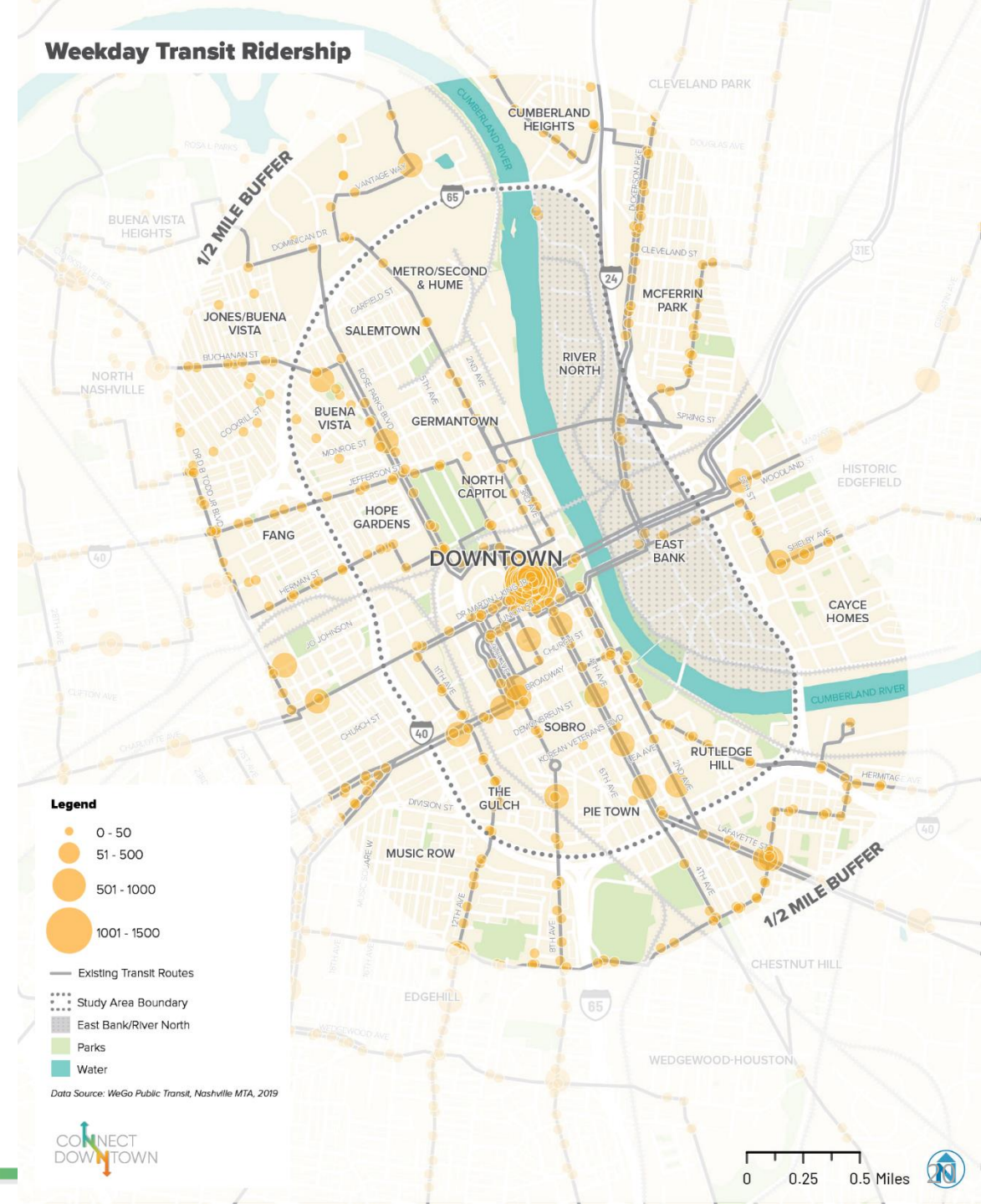
1) Establish a Modal Hierarchy

Key Fact

- In 2019, WeGo transported 8.8 million riders to Downtown

Challenge

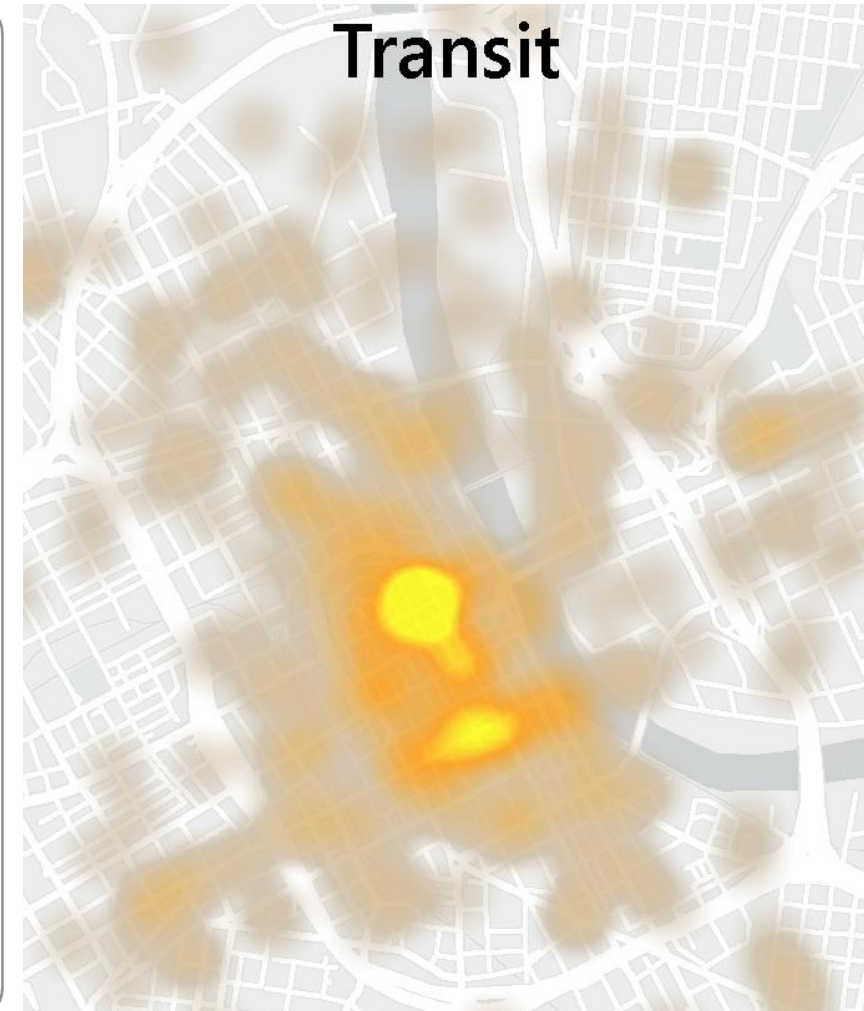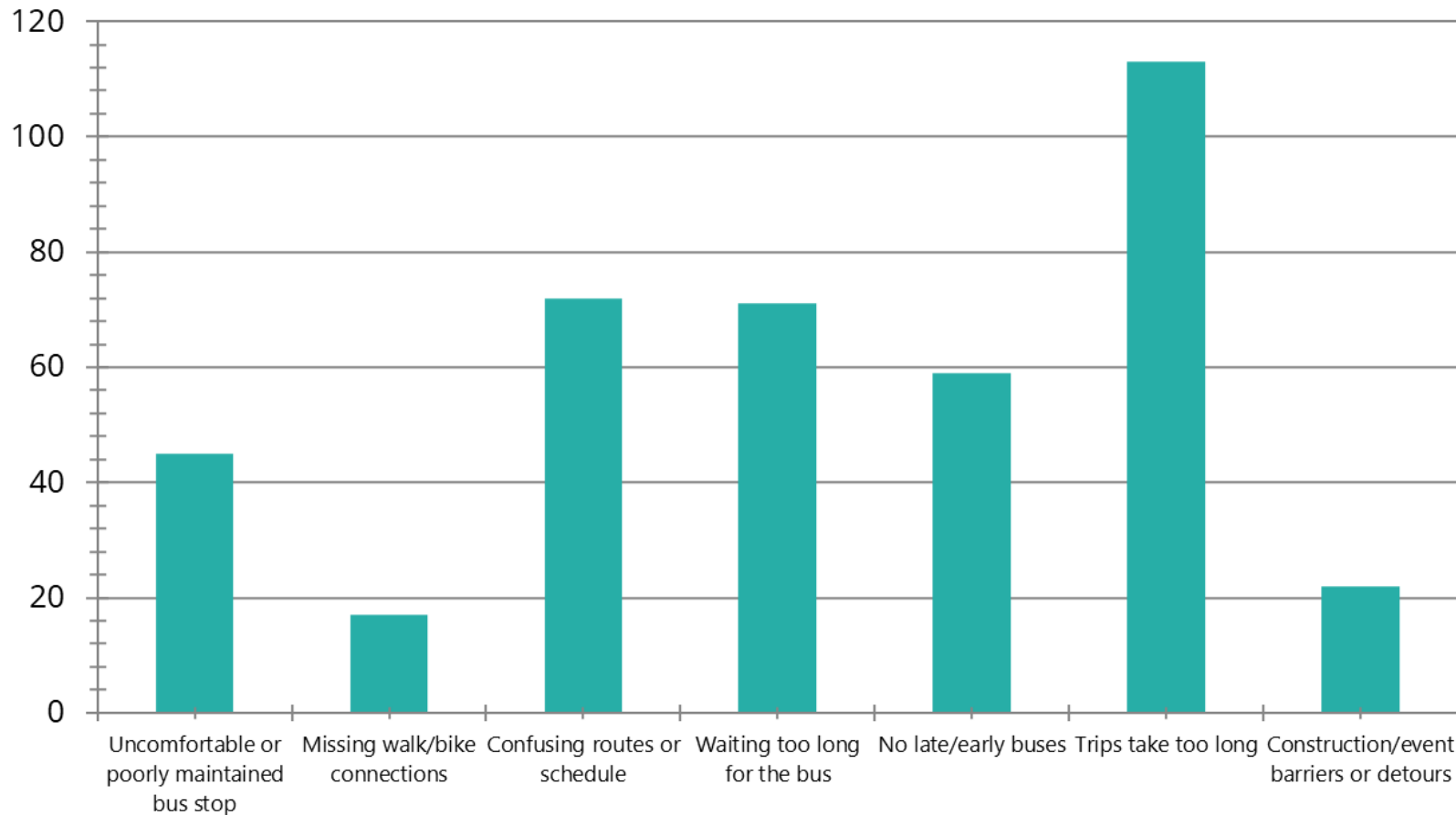- Competing needs, limited space, and congestion impact overall mobility

Opportunity

- A modal hierarchy prioritizes different modes on individual streets

Weekday Transit Ridership

Legend

- 0 - 50
- 51 - 500
- 501 - 1000
- 1001 - 1500
- Existing Transit Routes
- Study Area Boundary
- East Bank/River North
- Parks
- Water

Data Source: WeGo Public Transit, Nashville MTA, 2019

CONNECT DOWNTOWN

0   0.25   0.5 Miles

Transit Challenges

What challenges do you face when you **ride the bus** at this location?

Transit

2) Expand the Active Mobility Networks

Key Fact

- 47 of Nashville's Vision Zero High Injury Network corridors fall within Downtown

Challenge

- Limited sidewalk space and a limited bike network impact safety

Opportunity

- Creating all-ages-and-abilities facilities will serve multiple modes

Bike Facilities

Legend

Proposed Bikeways
- Buffered Bike Lane
- Bike Lane

Existing Bikeways By Type
- Buffered Bike Lane
- Bike Lane
- Protected Bike Lane
- Shared Car/Bike Lane
- Wide Outside Lane
- Study Area Boundary
- East Bank/River North
- Parks
- Water

Data Source: NDOT, 2019

CONNECT DOWNTOWN

0   0.25   0.5 Miles

Walking & Rolling Challenges

What challenges do you experience when you **walk** or use a mobility device at this location?

Walking
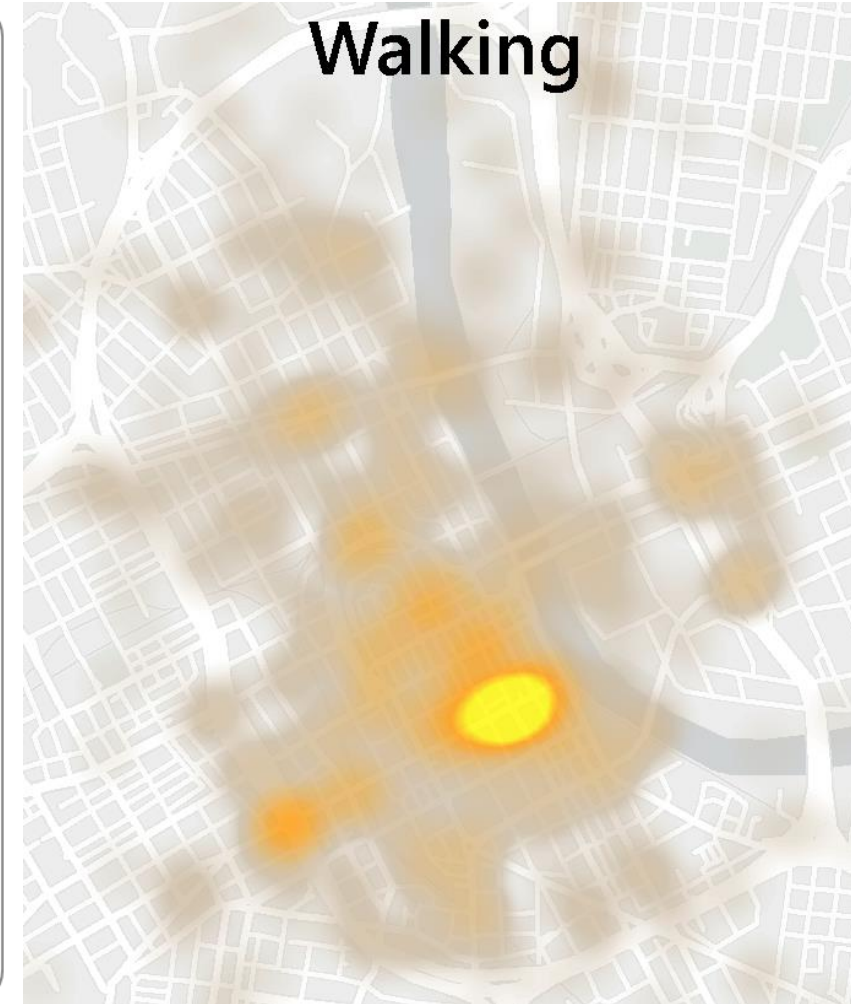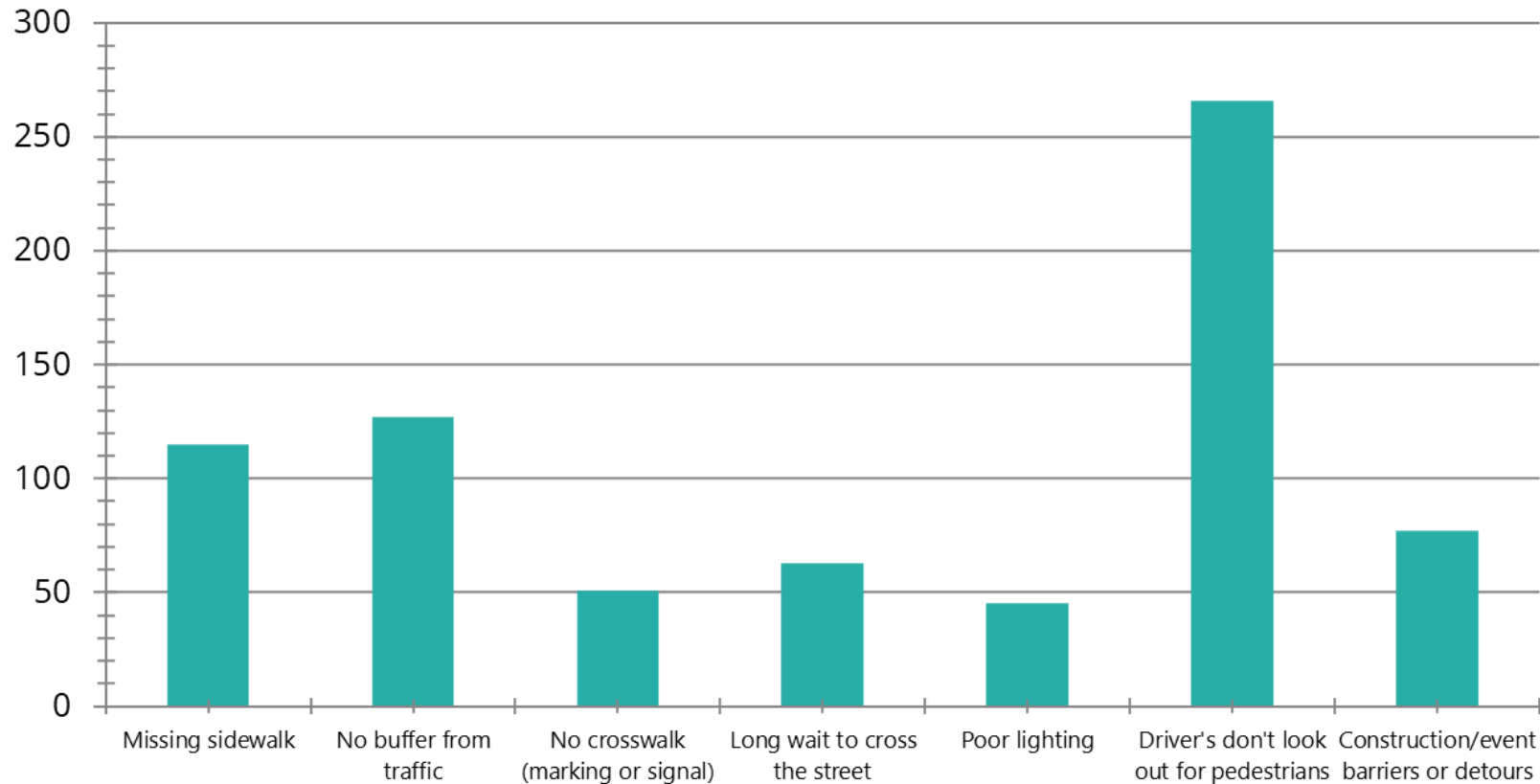
4) Integrate Micromobility
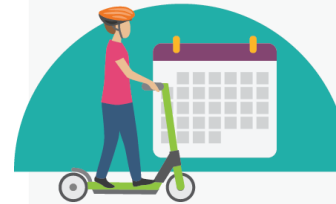
Key Fact

- Nashville has 1,700 scooters

Challenge

- Scooters block sidewalks, impede mobility, and lack safe facilities
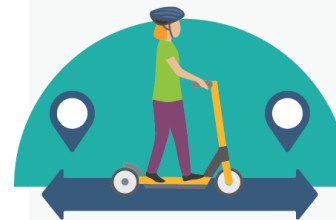
Opportunity

- Stronger policies and a focus on connections to transit and key destinations can help to focus micromobility management

100K

Scooter riders take an average of **100,000 individual trips a month**, or almost **3,300 trips a day**

Micromobility daily trip patterns **peak during the late afternoon**, and close to 10% of daily trips are made during the 3:00 p.m. hour

Most trips are **less than ½ a mile**, and 30% of trips are only 5 to 9 minutes long

24

6) Incentivize Mode Shift

Key Fact

- 80% of Nashville commuters drive alone

Challenge

- Congestion is approaching pre-pandemic levels and parking is expensive

Opportunity

- Implementing new TDM strategies could help to support businesses, free spaces for loading, manage congestion, reduce transportation costs, and improve health

Delivery Challenges

What challenges do you face when you **deliver goods** at this location?

Too much traffic — 10
Accessing a load/unload area — 26
Getting around other vehicles — 30
Construction/event barriers or detours — 5
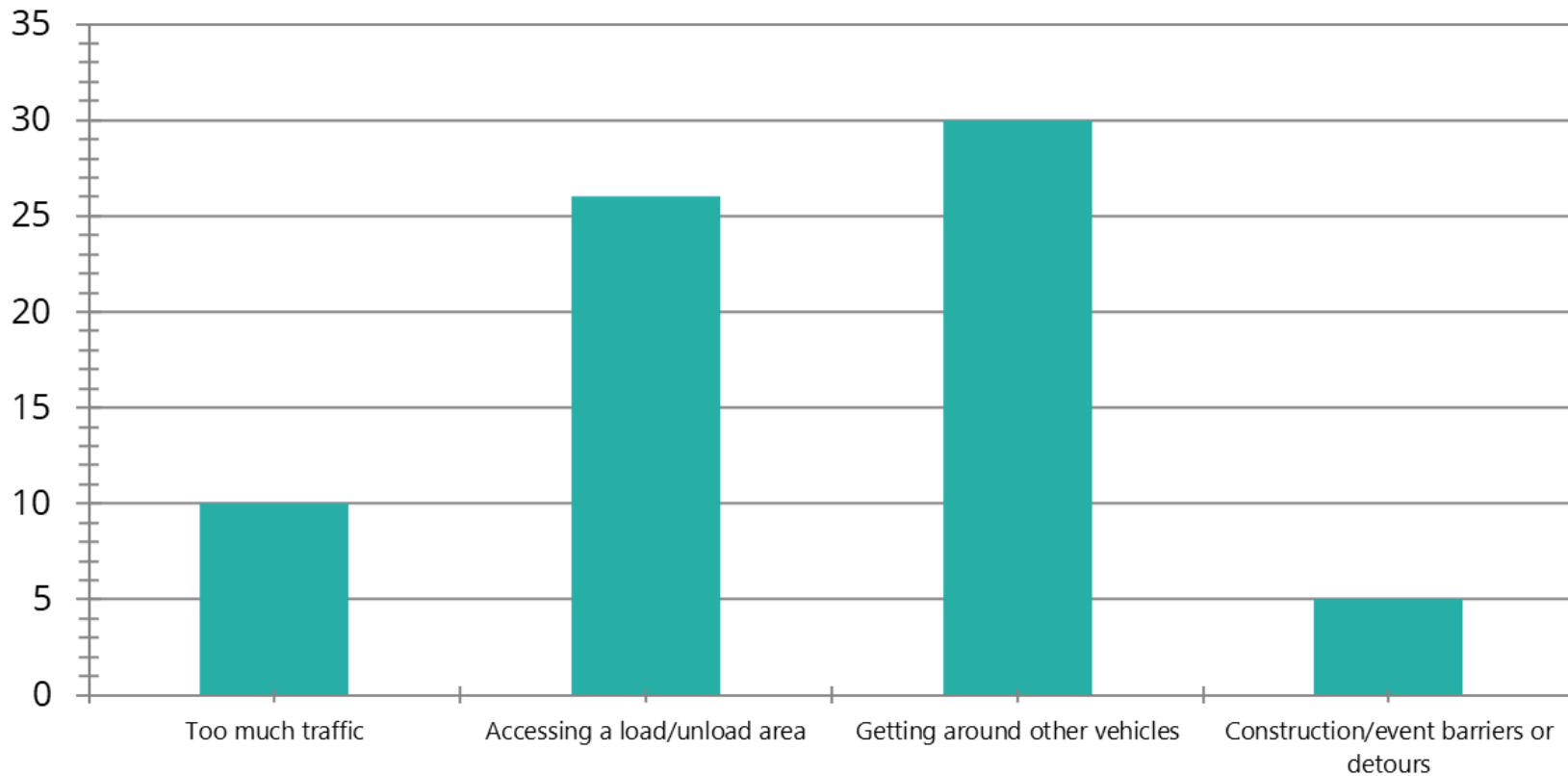
Deliveries & Ridesharing

Sparse

Dense
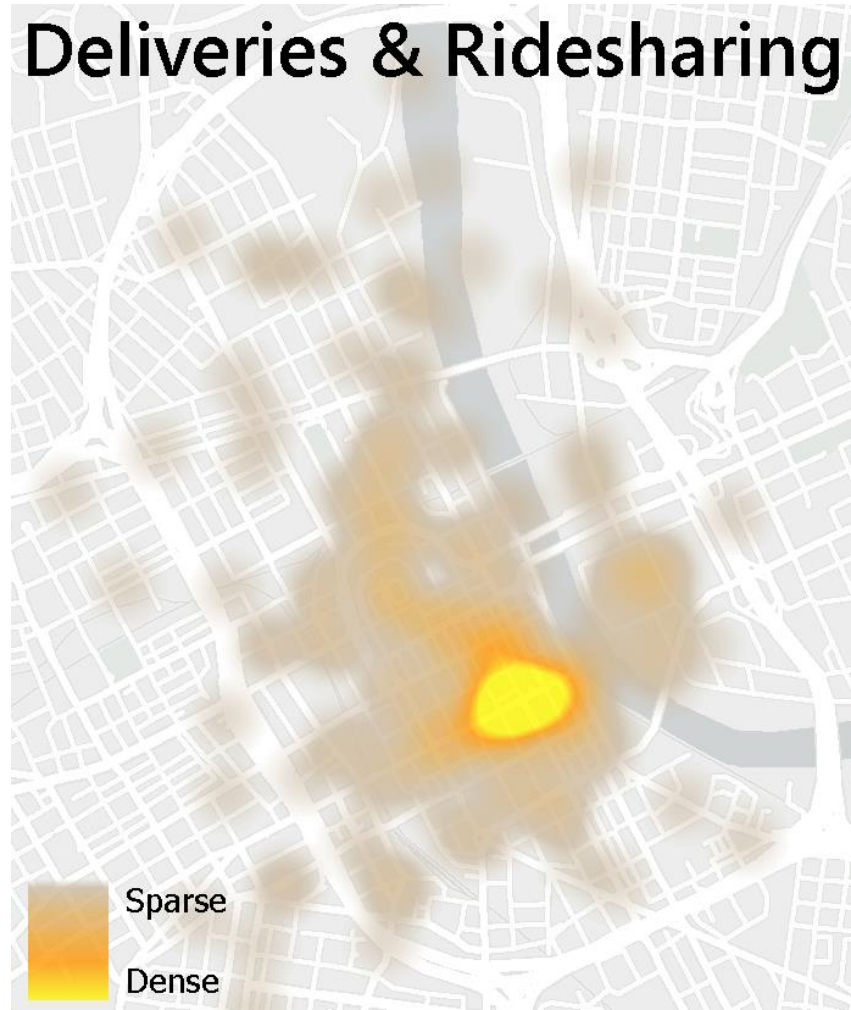
7) Coordinate Construction Closures

Key Fact

- There are 25 active construction projects in Downtown currently

Challenge

- Closures are impacting all modes, reducing safety and increasing congestion

Opportunity

- Create a comprehensive construction management strategy

Do the key findings match your experiences traveling in Downtown Nashville?

Is the input consistent with what you hear from people?

Are the areas of focus aligned with the opportunities you see for Connect Downtown?

Best Practices Highlights

Best Practices Topics

- Modal Priority Frameworks and Street Types
- **Transit Priority Corridors**
- **Curb Management**
- Parking Management
- Shared and Micromobility Management
- Walking, Rolling, and Biking Networks
- Traffic Operations and Management
- **Special Events and Visitor Management**
- Construction Management and Access Improvements

Minneapolis Modal Hierarchy
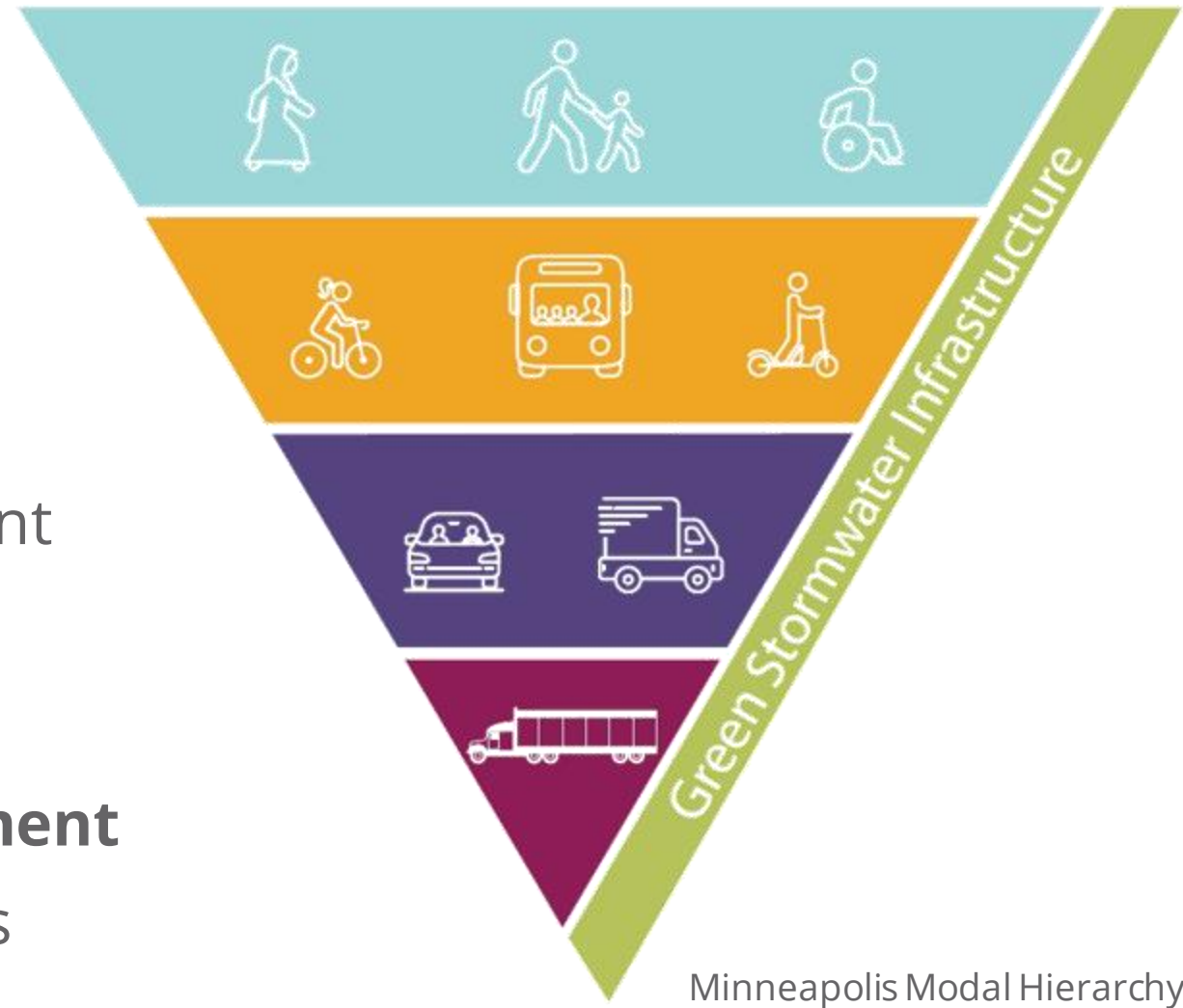
Transit Priority Corridors

CASE STUDY: DOWNTOWN TRANSIT CONNECTOR (PROVIDENCE, RI)

- The Downtown Transit Connector (DTC) runs 1.4 miles between downtown Providence and Rhode Island Hospital

- Major features include:
  - Curbside bus lanes shared with bicycles
  - Six stops spaced a quarter mile apart
  - Transit signal priority
  - High quality stations
  - Pedestrian improvements
  - Unique look and branding

Curb Management

CASE STUDY: ATLANTA CURBSIDE MANAGEMENT ACTION PLAN

- Identifies projects and policies that advance the mobility, safety, and equity of people and businesses

- Addresses all activities at the curb, including parking, commercial loading, taxi, Uber, Lyft, and food deliveries, transit access, bike activity, mobility activity, and pedestrian access

- Includes typology of curbs to help prioritize mode shift

CURB TYPE	CURB USE PRIORITY				
Commercial Centers	1 People/Green Space	2 Mobility	3 Passenger Access	4 Delivery Access	5 Storage
Entertainment Centers	1 People/Green Space	2 Passenger Access	3 Delivery Access	4 Mobility	5 Storage
Commercial Mobility Corridors	1 Mobility	2 People/Green Space	3 Delivery Access	4 Storage	5 Passenger Access
Neighborhood Mobility Corridor	1 Mobility	2 People/Green Space	3 Storage	4 Passenger Access	5 Delivery Access
Neighborhood Avenues	1 Passenger Access	2 People/Green Space	3 Mobility	4 Storage	5 Delivery Access
People Streets	1 People/Green Space	2 Delivery Access	3 Storage	4 Passenger Access	5 Mobility

Event & Visitor Management

CASE STUDY: LOS ANGELES TOURISM MASTER PLAN

- Published Tourism Master Plan in 2020 to ensure tourism industry delivers strong benefits to the community

- Strategies focus on education, communication, and innovative programming to shift movement of visitors away from freeway infrastructure

- Visitor mobility recommendations include:
  - Create an integrated attractions and transportation pass
  - Implement a visitor communications program and campaign that encourages auto-free visits to Los Angeles
  - Advocate for alternate transportation options

THE SEVEN STRATEGIC AREAS OF FOCUS

1 // DESTINATION STEWARDSHIP
2 // DESTINATION DEVELOPMENT
3 // DESTINATION PROGRAMMING
4 // VISITOR ACCOMMODATIONS
5 // VISITOR MOBILITY
6 // VISITOR INFORMATION & COMMUNICATIONS
7 // DESTINATION MANAGEMENT

Which of the best practices topics are most interesting to you?

Do you know of cities or programs we should review?

Which policies and programs have the greatest promise for Downtown Nashville?

Draft Goals & Desired Outcomes

Definitions

- A **vision statement** is future-based and is meant to inspire and give direction
- **Goals** articulate what Downtown Nashville wants to achieve
- **Desired outcomes** are statements that make goals more concrete
- **Objectives** are specific, measurable, actionable, and define progress
- **Strategies** are the approaches Nashville will take to achieve the goals

Vision → Goals → Desired Outcomes → Objectives or Measures → Strategies
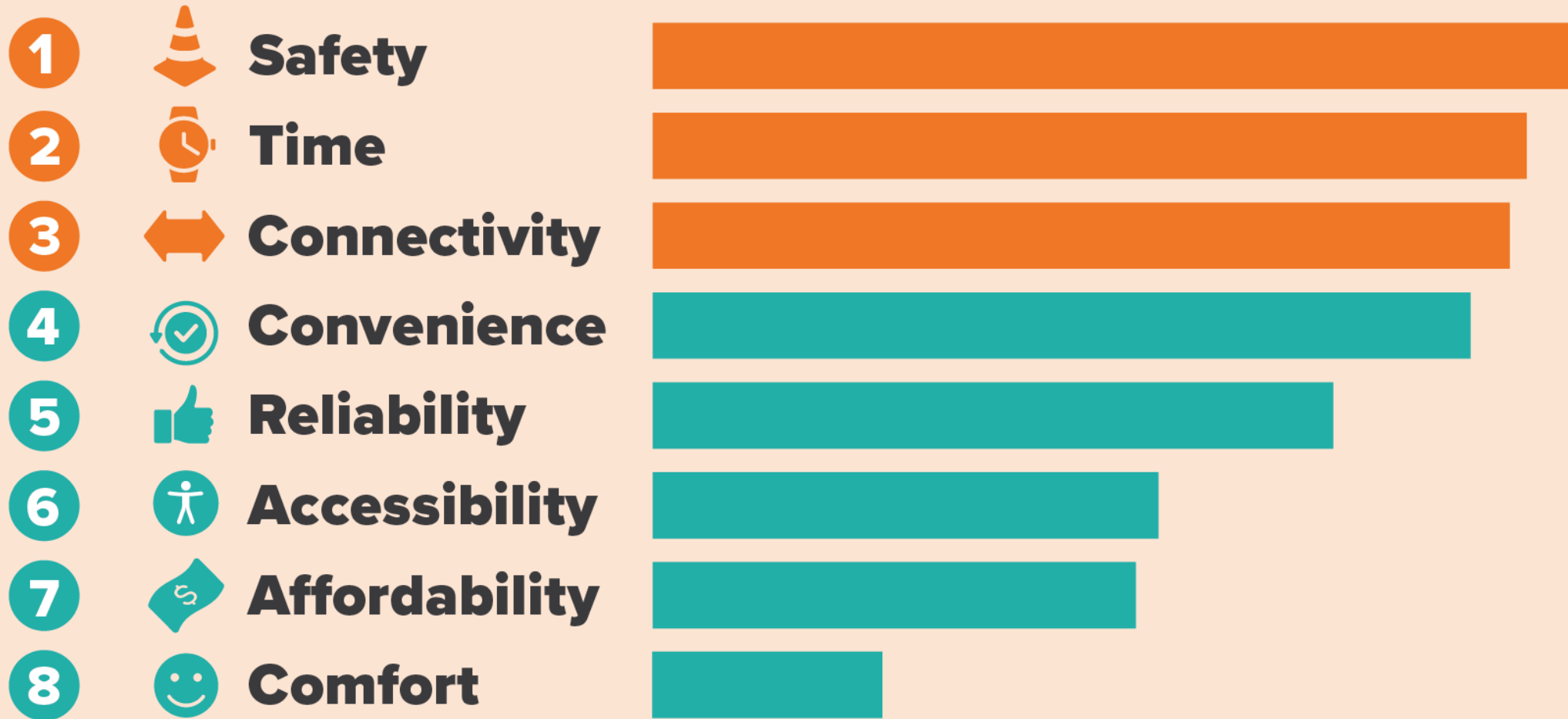
Sources of Input

- Review of past and current plans and policies, including Metro Nashville Transportation Plan

- May 2022 workshops with the Stakeholder Task Force and Technical Advisory Committee

- Community feedback on transportation priorities through spring and summer outreach

Transportation Priorities

1. Safety
2. Time
3. Connectivity
4. Convenience
5. Reliability
6. Accessibility
7. Affordability
8. Comfort

Draft Vision Statement

Connect Downtown will establish a transportation system that **balances the needs** of all modes, **manages congestion**, **enhances travel time reliability**, and **improves safety and accessibility** for everyone. With a focus on **complete and connected networks** that complement Downtown's **character** and support its growth, Connect Downtown will articulate a **pathway to implementation**.

Draft Goals

Safe and Comfortable

Connected and Convenient

Equitable and Accessible

Sustainable and Resilient

Vibrant and Inviting

Balanced and Reliable

Safe and Comfortable

Create transportation networks that enhance the quality of life for all Nashvillians, especially the city's most vulnerable travelers

- Eliminate traffic-related fatalities and serious injuries

- Improve safety and comfort for people walking and biking

- Improve the experience of taking transit

- Enhance people's sense of personal safety downtown

Connected and Convenient

Develop an integrated mobility system that seamlessly and efficiently connects Downtown Nashville with easy-to-use and reliable travel options

- Expand access to all modes of travel

- Eliminate gaps in the street, trail/greenway, and sidewalk networks

- Improve access to high-quality and high-frequency transit service

- Organize and prioritize curb space for pick-up and drop-off, loading and unloading, and service activities

- Address barriers to key destinations and to neighborhoods adjacent to downtown

Equitable and Accessible

Ensure access to mobility options that meet the needs of everyone traveling to, through, and around Downtown Nashville

- Contribute to equitable opportunities and outcomes for all people

- Increase affordability of transportation options in Downtown Nashville

- Increase the percentage of the transportation network that is fully accessible

- Engage with vulnerable populations and invest in areas that have been adversely impacted by transportation decisions

Sustainable and Resilient

Address the climate crisis to create a more resilient Downtown Nashville

- Improve climate resilience and adaptability of transportation infrastructure

- Reduce transportation-related greenhouse gas emissions

- Reduce drive-alone trips

- Increase the number of trips, especially those less than 3 miles, made by sustainable modes

Vibrant and Inviting

Create and maintain a more prosperous Downtown Nashville by providing a transportation system that makes it easier to do business and encourages people to spend time downtown

- Improve access to homes, businesses, and commercial areas

- Enhance community gathering places with high-quality transportation infrastructure and amenities

- Improve access to Downtown jobs

- Provide better travel options and more space for families and people of all ages

- Increase the number of Nashville residents frequenting Downtown businesses

Balanced and Reliable

Expand and enhance mobility choices to manage traffic and curb congestion and create a more predictable transportation system in Downtown Nashville

- Balance the mobility and street use needs of residents, employees, and visitors

- Improve travel-time reliability and reduce delays

- Improve system resilience to an incident or event

- Integrate cost-effective, implementable projects with high-impact projects

Nashville Business Journal 2015

Do the goals reflect the input you provided in May?

Do they incorporate public feedback appropriately?

Which goals do you think are most important?

Solutions, Scenarios, & Next Steps

Where We're Going

- Develop and test solutions

- Identify early-action recommendations

- Consider policies and legislative needs

- Establish and evaluate scenarios

- Plan for second round of engagement

Looking Forward

- Considering many different types of improvements, with multiple options for every mode and component

- We must consider:
  - How do we examine these different options?
  - Should some receive more or less emphasis?
  - How do we make sure that they fit together as part of a cohesive network?

Scenario Approach

- Challenge is like a jigsaw puzzle

- All the pieces must fit together

- But unlike a real jigsaw puzzle, there are different ways to make the pieces fit

- Using scenarios will help us demonstrate and test the combinations of pieces that best meet our goals

Vehicular Traffic

Walking & Rolling

Micromobility

Loading & Service Vehicles

Parking

Pick-ups & Drop-offs

Special Events

Construction & Visitor Management

Bicycling

Developing Scenarios

- Start with high level concepts and themes (e.g., equal emphasis on all needs or higher focus on specific needs)
- Within that framework, mix-and-match improvements in compatible ways
- For example:
  - Maintain existing amount of curb space and uses (no more availability)
  - Provide more space for pick-ups and drop-offs and less for parking

Maui's Long-Range Transportation Plan Scenario Themes

SCENARIO 1:
Provide New Connections

SCENARIO 2:
Create a Multimodal System

SCENARIO 3:
Take Care of What We Have

Developing Scenarios

- Explore how scenarios advance goals and desired outcomes
- Illustrate relative priorities and tradeoffs
- Respond to stakeholder input and foster dialogue about potential futures

Park City (UT) Modal Emphasis Areas

SCENARIO DEVELOPMENT		
SCENARIO I TECHNOLOGY, ITS, SHARED MOBILITY FOCUS	**SCENARIO II** DEMAND MANAGEMENT AND PRICING FOCUS	**SCENARIO III** TRANSIT AND WALKABLE NEIGHBORHOODS FOCUS
Pedestrian	Pedestrian	➡ **Pedestrian**
Bicycle	Bicycle	➡ **Bicycle**
Transit	Transit	Transit
Streets	Streets	Streets
➡ **ITS**	ITS	ITS
Goods	Goods	Goods
➡ **Shared Mobility**	Shared Mobility	Shared Mobility
Parking	➡ **Parking**	Parking
TDM	➡ **TDM**	TDM

Evaluating Scenarios

- Technical evaluation to determine how well each scenario and individual components meet the project's goals and objectives

- Vet scenarios with stakeholders and public:
  - Which scenario to you like best overall?
  - Which individual scenario components do you most like or dislike?
  - What changes would you make?

Safe and Comfortable

Connected and Convenient

Equitable and Accessible
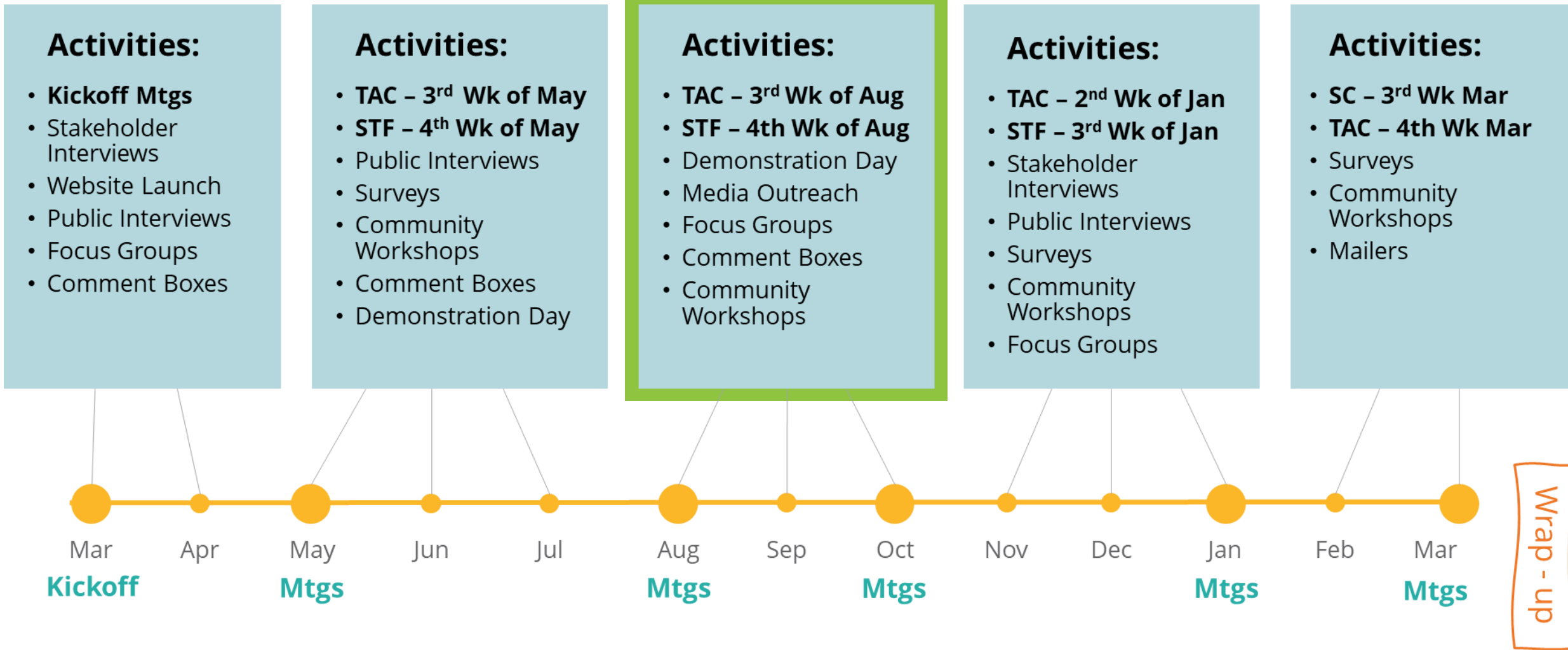
Sustainable and Resilient

Vibrant and Inviting

Balanced and Reliable

Engaging the Community

Activities:

- **Kickoff Mtgs**
- Stakeholder Interviews
- Website Launch
- Public Interviews
- Focus Groups
- Comment Boxes

Activities:

- **TAC – 3rd Wk of May**
- **STF – 4th Wk of May**
- Public Interviews
- Surveys
- Community Workshops
- Comment Boxes
- Demonstration Day

Activities:

- **TAC – 3rd Wk of Aug**
- **STF – 4th Wk of Aug**
- Demonstration Day
- Media Outreach
- Focus Groups
- Comment Boxes
- Community Workshops

Activities:

- **TAC – 2nd Wk of Jan**
- **STF – 3rd Wk of Jan**
- Stakeholder Interviews
- Public Interviews
- Surveys
- Community Workshops
- Focus Groups

Activities:

- **SC – 3rd Wk Mar**
- **TAC – 4th Wk Mar**
- Surveys
- Community Workshops
- Mailers

Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Kickoff		**Mtgs**			**Mtgs**		**Mtgs**			**Mtgs**		**Mtgs**

Wrap - up

Does the solution-development and testing process make sense?

Are the next steps for scenarios clear?

What outstanding questions do you have about today's discussion?

Thank you!

Marty Sewell, NDOT

Marty.Sewell@nashville.gov