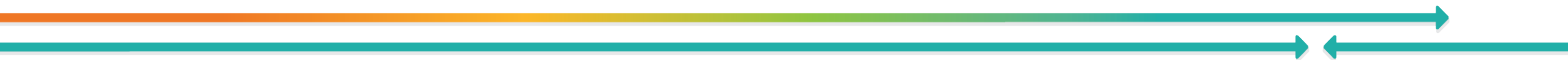




STF & TAC Meeting #4

Scenario Building Blocks

November 2, 2022



What We'll Cover Today

- 1 Welcome & Introductions
- 2 Developing Solutions & Scenarios
- 3 Transit Priority Corridors
- 4 Policies & Programs
- 5 Engagement & Next Steps



We want to hear from you!

Connect Downtown will make it easier and safer for everyone to move to, from, and around Downtown, no matter how you travel. But we need your help to do that.



Build Your Own Scenario

Tell us how you'd solve Downtown Nashville's transportation challenges. Build Your Own Scenario to get as many benefits as you can before your money is gone.



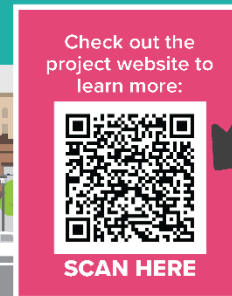
Join a Listening Session

Join us for an in-person listening session to hear what we've learned so far and weigh in on the transportation improvements we're considering for Downtown Nashville.

WED.
NOV 2
5:30 - 7:30 PM

THURS.
NOV 3
11 AM to 1 PM

Nashville Convention & Visitors Corp
500 11 Ave N, Suite 650





Welcome & Introductions



Our Meeting Objectives

- Review solution types and “Build Your Own Scenario” to highlight priorities
- Discuss preliminary evaluation of possible Transit Priority Corridors
- Brainstorm high-impact programs and policies by topic area
- Review current engagement activities and key next steps



Recent Activities

- Finalized vision, goals, and desired outcomes
- Concluded best practices
- Developed and launched Phase 2 outreach activities
- Published final State of Downtown Mobility Report
- Began evaluating Transit Priority Corridors and identifying connected rolling network



Engagement to Date

- 2,500 surveys
- 10+ of pop-ups
- 5 festivals/events
- 4 focus groups
- 12 stakeholder meetings
- Briefings



Connect Downtown Schedule



***Do you have questions about the work
underway?***

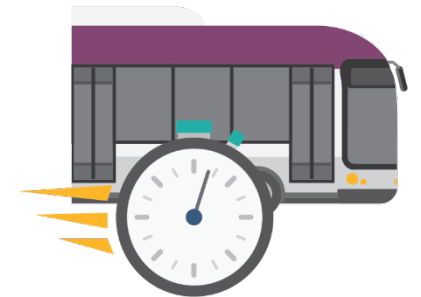
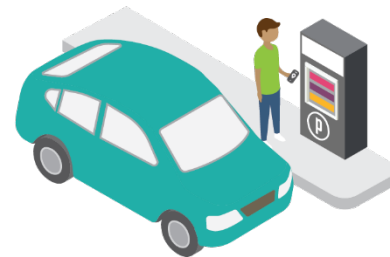
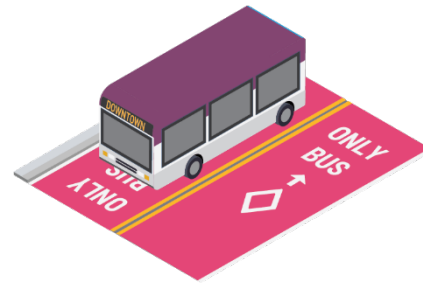
***Is there anything else you hope to
cover today?***



Developing Solutions & Scenarios

Developing Solutions

- Considering many different types of improvements, with multiple options for every mode
- Priority questions:
 - 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?



Approach to Scenarios

- Challenge is like a jigsaw puzzle, and all the pieces must fit together
- But in the Connect Downtown puzzle, there are different ways to make the pieces fit
- Using scenarios helps us demonstrate and test the combinations of pieces that best meet our goals



Approach to 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
- Illustrate relative priorities and tradeoffs
- 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



Goal-Based Evaluation

- Technical evaluation to determine how well each scenario and individual components meet the project's goals and objectives
- Vet scenarios with stakeholders and public to foster dialogue:
 - Which scenario do 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

Build Your Own Scenario

- Tell us which types of improvements you think are most important Downtown
- Try to maximize your benefits before your money is gone
- Come to consensus as a group

ConnectDowntownNashville.com

		Your Overall Benefits			Your Costs
		Safety	Connectivity	Reliability	Total Cost (Max \$12)
<input checked="" type="checkbox"/>	 Transit Priority Corridors Provide dedicated bus lanes for faster, more reliable trips.	██████████	██████████	██████████	\$7
<input type="checkbox"/>	 Transit Service Improvements Invest in earlier, later, and more frequent bus service.	██████████	██████████	██████████	\$\$\$\$
<input type="checkbox"/>	 First/Last Mile Connections Improve walking and biking routes to bus stops.	██████████	██████████	██████████	\$\$
<input checked="" type="checkbox"/>	 Active Transportation Priority Corridors Build separated and protected lanes for people biking and scooting.	██████████	██████████	██████████	\$\$\$
<input type="checkbox"/>	 Mobility Hubs Designate spaces for easy connections between modes.	██████████	██████████	██████████	\$\$
<input type="checkbox"/>	 Traffic Operations Improvements Update signals and intersections to move more people.	██████████	██████████	██████████	\$\$
<input checked="" type="checkbox"/>	 Curb & Parking Management Prioritize loading and unloading activities and business needs.	██████████	██████████	██████████	\$
<input type="checkbox"/>	 Major Crossing Improvements Build new multimodal bridges or underpasses to connect to Downtown.	██████████	██████████	██████████	\$\$\$\$\$

Which scenario elements are most important to you?

Did your group face particularly challenging decisions?

Is the process for developing and evaluating the scenarios clear?



Transit Priority Corridors

Defining Transit Priority Corridors

- Corridors that prioritize transit
- Major features include bus lanes, transit signal priority, and frequent service
- Other features include high quality stations, bus stop optimization, and level boarding

➔ **Transit Priority Corridors make transit faster and more reliable for everyone**



The Importance of TPCs

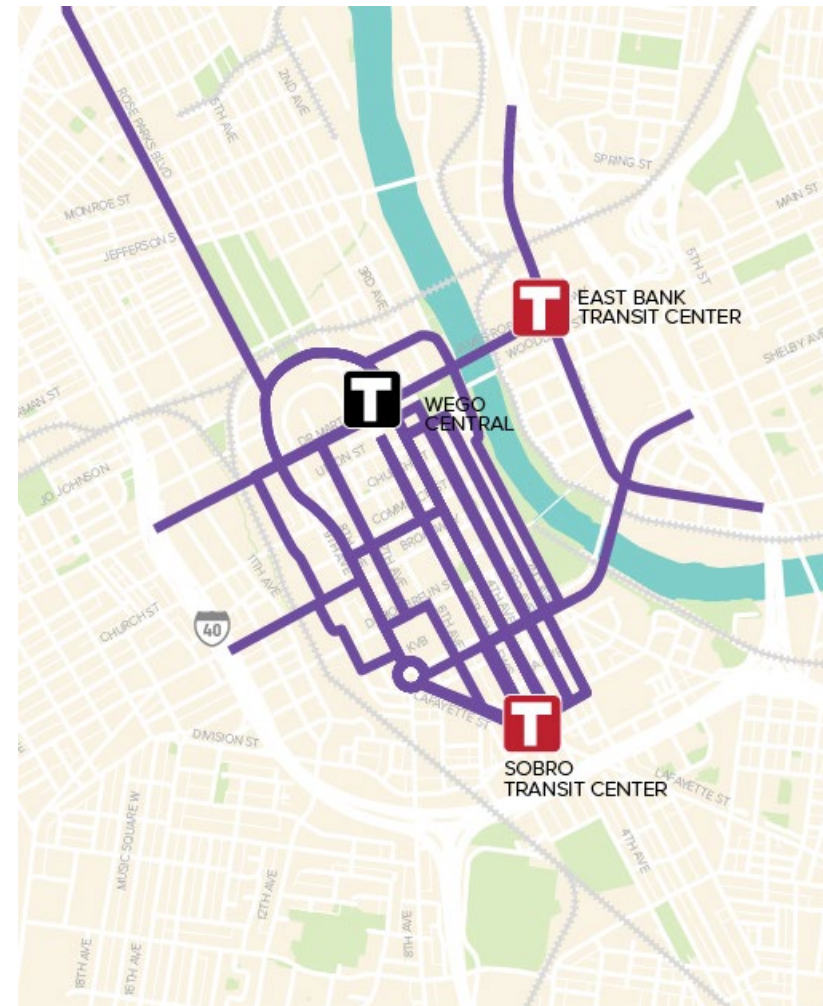
- To mitigate **growing traffic congestion**, we must encourage people to shift to transit—but transit needs to improve
- TPCs are the **most effective way** to improve transit in congested urban centers
- They make it faster and easier to take transit **in and through** downtown
- And TPCs enhance overall **network connectivity**, making it easier to get to places outside of downtown



Possible Transit Priority Corridors

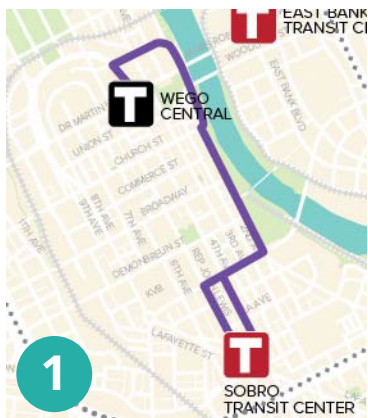
- To and from downtown
- North-South within downtown
- East-West across downtown
- Within East Bank
- Between East Bank and downtown

➔ **The most important will be north-south between WeGo Central and SoBro**



Many Potential North-South Alignments

1st Avenue & Gay Street



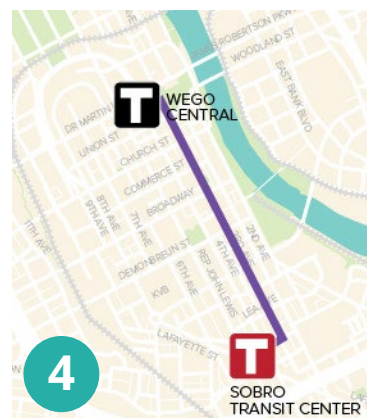
2nd Avenue



2nd Avenue & 3rd Avenue



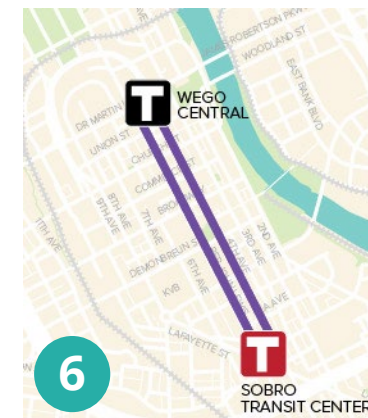
3rd Avenue



3rd Avenue & 4th Avenue



4th Avenue & Rep John Lewis Way



7th Avenue via Convention Center



7th Avenue via Lafayette Street



8th Avenue & Commerce Street



8th Avenue & Korean Veterans Blvd



8th Avenue & Lafayette Street



10th Avenue



What They Have in Common

CONSTRUCTABILITY

- With trade-offs (e.g., number of general traffic lanes, sidewalk widths, location of stations), all are possible

NETWORK

- All would be part of the larger WeGo network, and most routes would use a TPC within downtown

COMPATABILITY WITH OTHER MODES AND NEEDS

- All involve prioritization trade-offs—as the name states, the Transit Priority Corridors would prioritize transit
- Other modes and needs would be accommodated in different ways

All Have Pluses and Minuses

TO DETERMINE PLUSES AND MINUSES, WE ARE EVALUATING EACH BASED ON 17 MEASURES IN 5 CATEGORIES:

- Connectivity/Directness
- Service Reliability
- Compatibility with Other Modes
- Activity Levels
- Likely Level of Support/Opposition

Link to Connect Downtown Goals and Reflect Specific TPC Issues



Safe and Comfortable



Connected and Convenient



Equitable and Accessible



Sustainable and Resilient



Vibrant and Inviting



Balanced and Reliable

Evaluation Measures

CONNECTIVITY/DIRECTNESS

- Length
- Travel time between WeGo Central and a future SoBro Transit Center
- Number of turns
- Transit connections with major routes, including WeGo Star



Evaluation Measures

SERVICE RELIABILITY

- % of TPC with bus lanes
- Ability to minimize/avoid special event street closures

ACTIVITY LEVELS

- Residents within $\frac{1}{4}$ mile (future)
- Jobs within $\frac{1}{4}$ mile (future)
- Hotel rooms within $\frac{1}{4}$ mile (future)
- Major attractions within $\frac{1}{4}$ mile



Evaluation Measures

IMPACTS ON OTHER MODES/ACTIVITIES

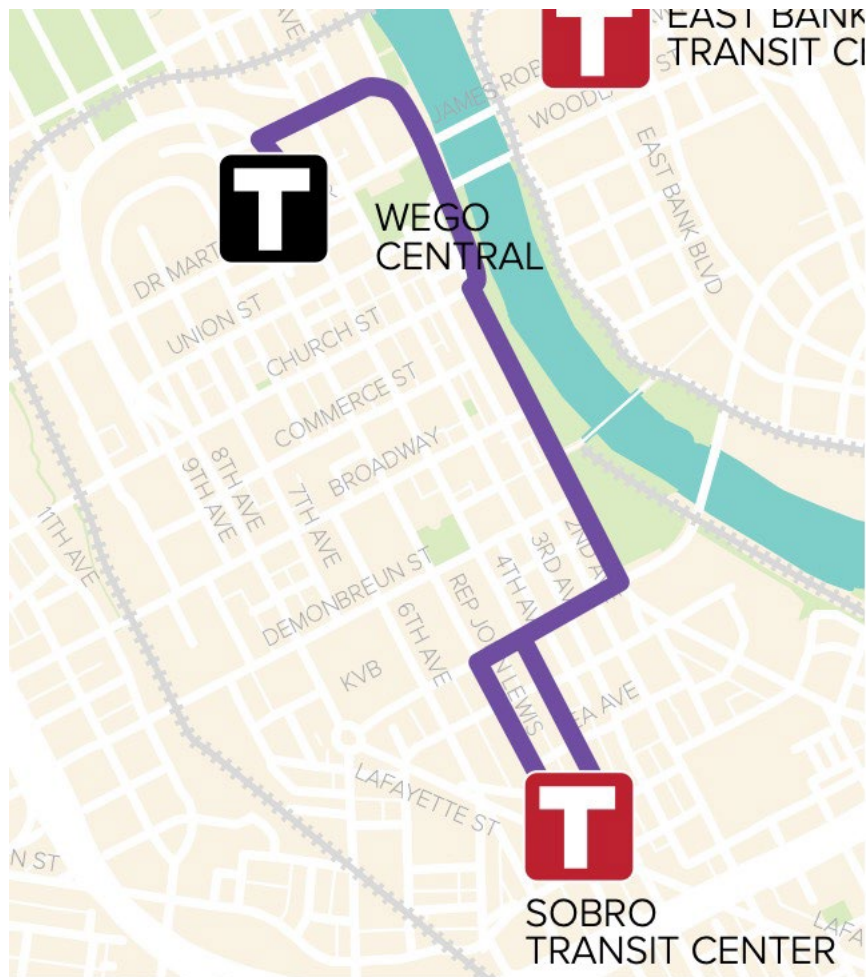
- Traffic
- Scooter/bicycle network
- Loading/unloading/service vehicles
- Parking and other curb uses

LIKELY LEVELS OF SUPPORT/OPPOSITION

- Downtown residents, businesses, and workers
- Major stakeholders
- Institutions (e.g., TDOT, MNPD)



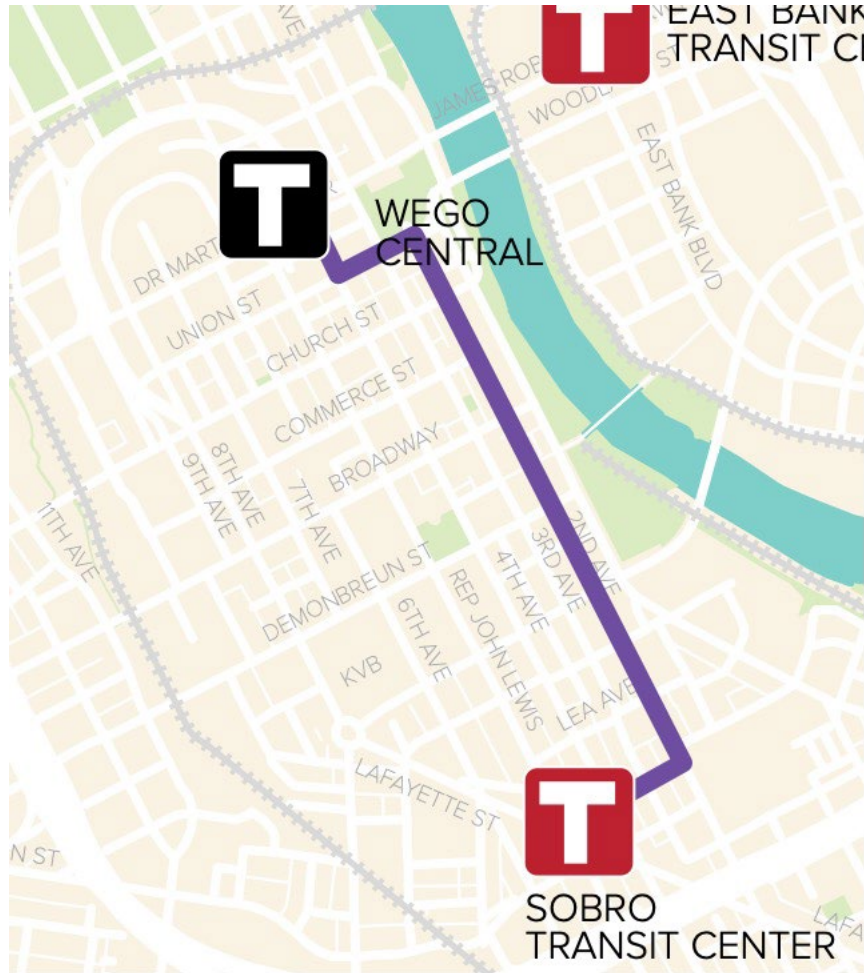
1 1st Avenue & Gay Street



Alignment	Rating	Issues
Directness/Connectivity	●	<ul style="list-style-type: none"> • One of the longer alignments due to northern loop • 9 min travel time (best = 6)
Service Reliability	●	<ul style="list-style-type: none"> • Frequent and long closures on 1st at base of Broadway
Activity Levels	●	<ul style="list-style-type: none"> • Serves less of downtown due to alignment on far east side of downtown
Compatibility with Other Modes	●	<ul style="list-style-type: none"> • Generally very good
Other Potential Issues	???	

● = Very Good ● = Good ● = Fair ● = Poor

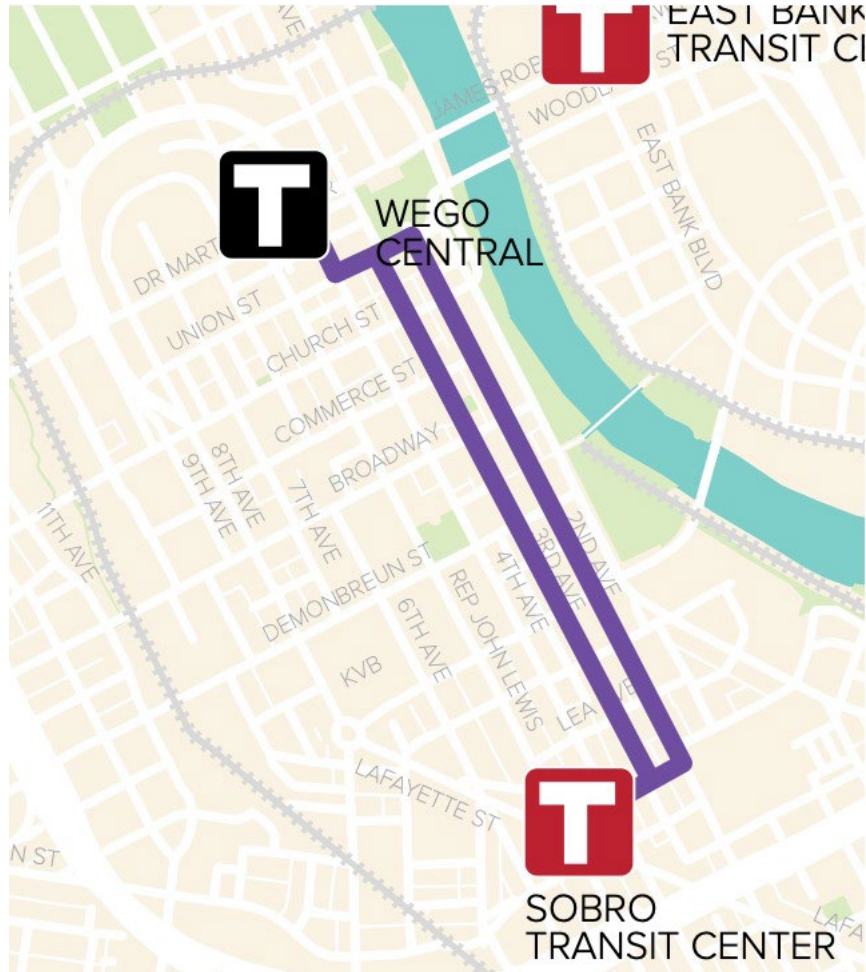
2 2nd Avenue



Alignment	Rating	Issues
Directness/Connectivity	●	<ul style="list-style-type: none"> Relatively short and direct 7 min travel time (best = 6)
Service Reliability	●	<ul style="list-style-type: none"> Some issues with pedestrian-related delays near Broadway
Activity Levels	●	<ul style="list-style-type: none"> Serves less of downtown due to alignment on east side of downtown
Compatibility with Other Modes	●	<ul style="list-style-type: none"> Would require reducing general traffic lanes from 3 to 1 Would require changes to current 2nd Ave plan to make street more pedestrian-focused Few impacts on traffic, as volumes are very low Would eliminate most parking
Other Potential Issues	???	

● = Very Good ● = Good ● = Fair ● = Poor

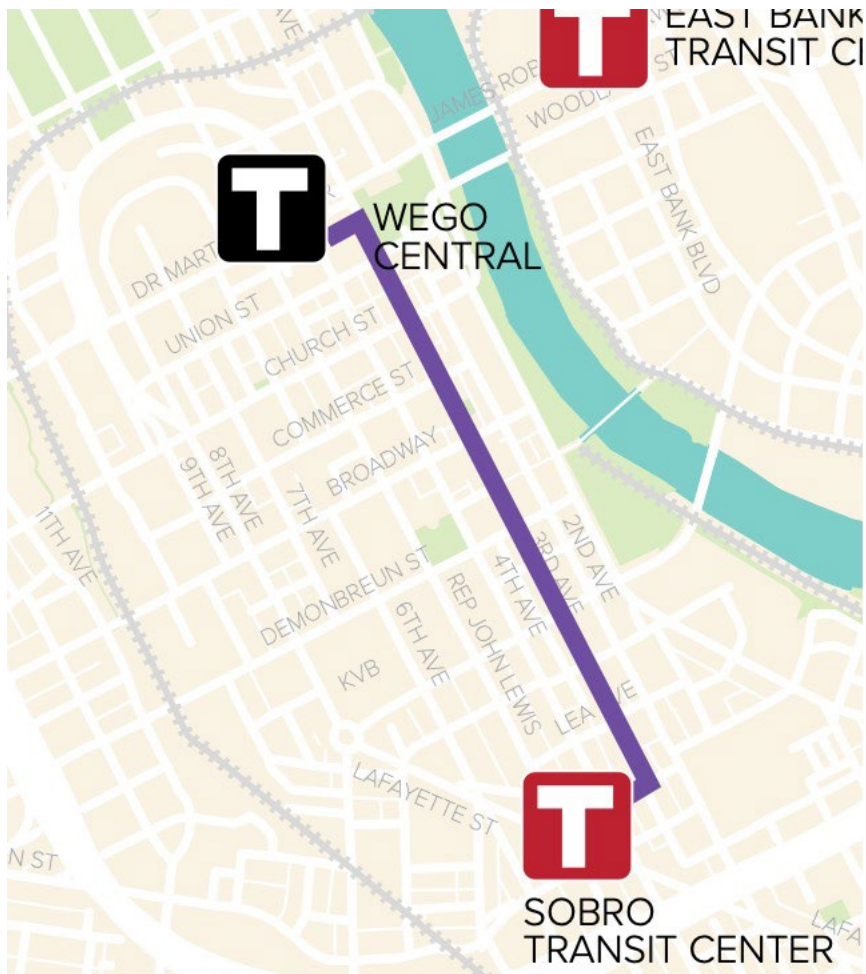
3 2nd & 3rd Avenues



Alignment	Rating	Issues
Directness/Connectivity	●	<ul style="list-style-type: none"> Relatively short and direct 7 min travel time (best = 6)
Service Reliability	●	<ul style="list-style-type: none"> Some issues with pedestrian-related delays near Broadway
Activity Levels	●	<ul style="list-style-type: none"> Serves less of downtown due to alignment on east side of downtown
Compatibility with Other Modes	●	<ul style="list-style-type: none"> Less impact on 2nd Ave than previous alignment Would require changes to 3rd Ave bike concept Few impacts on traffic, as traffic volumes are low Would eliminate most parking Fewer impacts on loading
Other Potential Issues	???	

● = Very Good ● = Good ● = Fair ● = Poor

4 3rd Avenue



Alignment	Rating	Issues
Directness/Connectivity	●	<ul style="list-style-type: none"> • Short and direct • Fastest travel time (6 min)
Service Reliability	●	<ul style="list-style-type: none"> • Some issues with pedestrian-related delays near Broadway
Activity Levels	●	<ul style="list-style-type: none"> • Serves less of downtown due to alignment on east side of downtown
Compatibility with Other Modes	●	<ul style="list-style-type: none"> • Few impacts on traffic, as traffic volumes are low. • Would require changes to 3rd Ave bike concept • Would eliminate most parking • Relatively few impacts on loading
Other Potential Issues	???	

● = Very Good ● = Good ● = Fair ● = Poor

5 3rd & 4th Avenues



Alignment	Rating	Issues
Directness/Connectivity	●	<ul style="list-style-type: none"> • One of the most direct alignments • Faster travel time (6 min)
Service Reliability	●	<ul style="list-style-type: none"> • Some issues with pedestrian-related delays near Broadway
Activity Levels	●	<ul style="list-style-type: none"> • Generally good, but farther from new development on west side of downtown
Compatibility with Other Modes	●	<ul style="list-style-type: none"> • Few impacts on traffic on 3rd, as traffic volumes are low; more on 4th • Would require changes to 3rd Ave bike concept • Would eliminate most parking on 3rd and 4th • Relatively few impacts on loading on 3rd, more on 4th
Other Potential Issues	???	

● = Very Good ● = Good ● = Fair ● = Poor

6 4th Avenue & Rep John Lewis Way



Alignment	Rating	Issues
Directness/Connectivity	●	<ul style="list-style-type: none"> The most direct alignment Fastest travel time (6 mins)
Service Reliability	●	<ul style="list-style-type: none"> Frequent street closures on RJL in front of Convention Center Also Bridgestone Arena impacts Some issues with pedestrian-related delays near Broadway
Activity Levels	●	<ul style="list-style-type: none"> Good, although farther from new development on west side of downtown than more western alignments
Compatibility with Other Modes	●	<ul style="list-style-type: none"> Moderate impacts on traffic on 4th and RJL Would eliminate most parking on 4th and RLJ Moderate impacts on loading
Other Potential Issues		<ul style="list-style-type: none"> Prior opposition of TPC on 4th and RJL due to traffic concerns ???

● = Very Good ● = Good ● = Fair ● = Poor

7 7th & 6th Avenues



Alignment	Rating	Issues
Directness/Connectivity	●	<ul style="list-style-type: none"> Relatively direct 8 min travel time (fastest = 6)
Service Reliability	●	<ul style="list-style-type: none"> Potential delays on 6th at Convention Center garage entrance
Activity Levels	●	<ul style="list-style-type: none"> Very good central alignment maximizes service to people, jobs, and activities
Compatibility with Other Modes	●	<ul style="list-style-type: none"> Few impacts on any other modes
Other Potential Issues	???	

● = Very Good ● = Good ● = Fair ● = Poor

8 7th Avenue & Lafayette St



Alignment	Rating	Issues
Directness/Connectivity	●	<ul style="list-style-type: none"> • Relatively direct • 8 min travel time (fastest = 6)
Service Reliability	●	<ul style="list-style-type: none"> • No significant issues
Activity Levels	●	<ul style="list-style-type: none"> • Very good central alignment maximizes service to people, jobs, and activities
Compatibility with Other Modes	●	<ul style="list-style-type: none"> • Few impacts on any other modes
Other Potential Issues		<ul style="list-style-type: none"> • May require sidewalks to sidewalk narrowing on 8th and Demonbreun

● = Very Good ● = Good ● = Fair ● = Poor

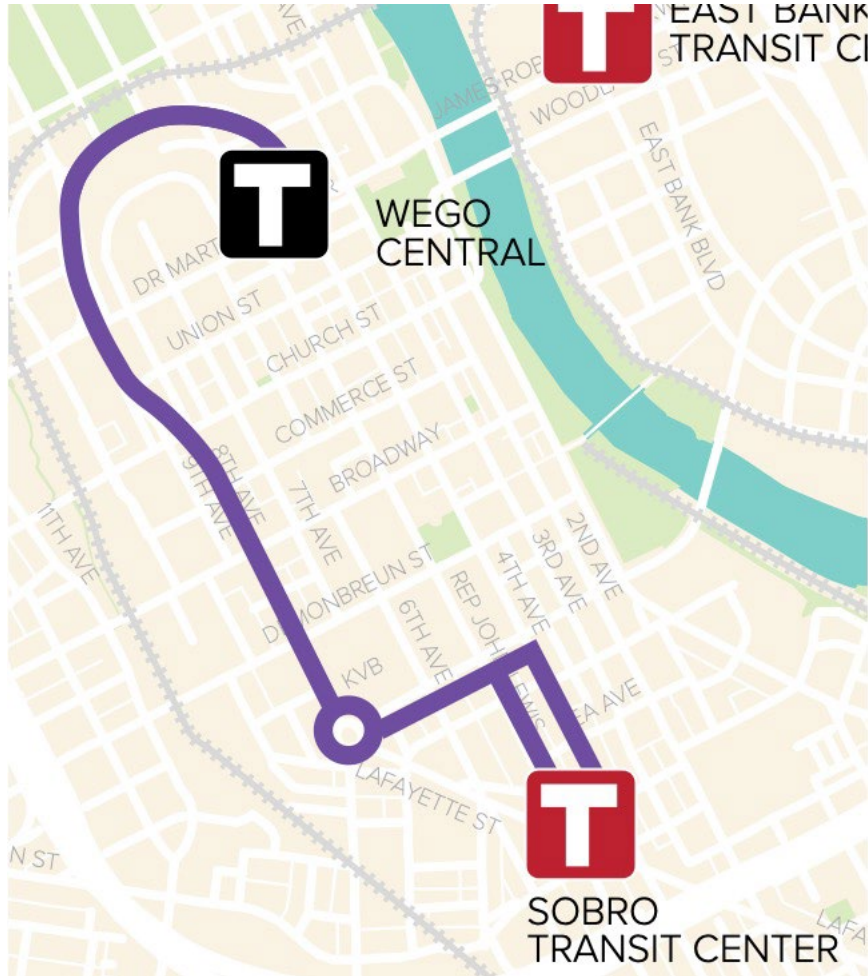
9 8th Avenue & Commerce Street



Alignment	Rating	Issues
Directness/Connectivity	●	<ul style="list-style-type: none"> • Indirect • 8 min travel time (most direct = 6)
Service Reliability	●	<ul style="list-style-type: none"> • No significant issues
Activity Levels	●	<ul style="list-style-type: none"> • Maximizes access to jobs • Excellent access to residents and activity centers
Compatibility with Other Modes	●	<ul style="list-style-type: none"> • 8th Ave has highest traffic volumes in downtown • Would require changes to bike lanes on Commerce St • Few parking or loading impacts
Other Potential Issues	???	

● = Very Good ● = Good ● = Fair ● = Poor

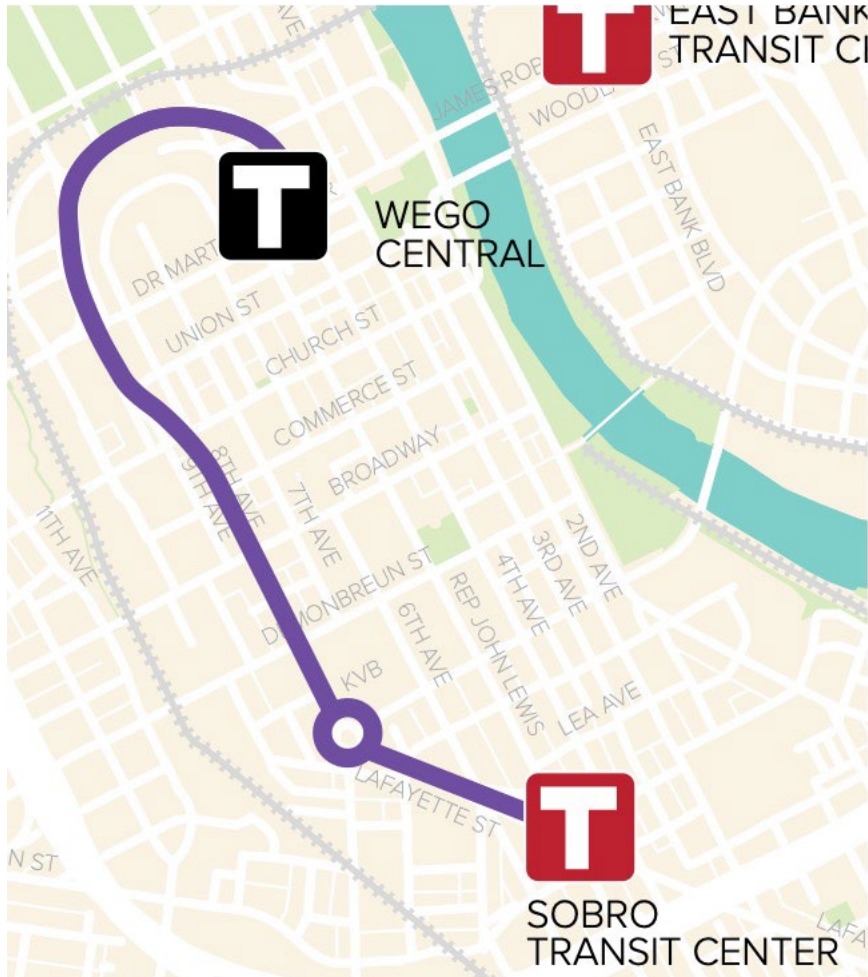
10 8th Avenue Around the Horn & KVB



Alignment	Rating	Issues
Directness/Connectivity	●	<ul style="list-style-type: none"> Indirect 9 min travel time (most direct = 6)
Service Reliability	●	<ul style="list-style-type: none"> No significant issues
Activity Levels	●	<ul style="list-style-type: none"> Very good access to jobs, people, and activity centers, especially on west side of downtown, but farther from older downtown
Compatibility with Other Modes	●	<ul style="list-style-type: none"> 8th Ave has highest traffic volumes in downtown Few impacts to other modes
Other Potential Issues	???	

● = Very Good ● = Good ● = Fair ● = Poor

11 8th Ave Around the Horn & Lafayette



Alignment	Rating	Issues
Directness/Connectivity	●	<ul style="list-style-type: none"> • Relatively Indirect • 9 min travel time (most direct = 6)
Service Reliability	●	<ul style="list-style-type: none"> • No significant issues
Activity Levels	●	<ul style="list-style-type: none"> • Very good access to jobs, people, and activity centers, especially on west side of downtown, but farther from older downtown
Compatibility with Other Modes	●	<ul style="list-style-type: none"> • 8th Ave has highest traffic volumes in downtown • Few impacts to other modes
Other Potential Issues	???	

● = Very Good ● = Good ● = Fair ● = Poor

11 10th Avenue



Alignment	Rating	Issues
Directness/Connectivity	●	<ul style="list-style-type: none"> • very Indirect • Longest travel time (10 min vs. 6 for most direct)
Service Reliability	●	<ul style="list-style-type: none"> • Bus lanes likely not feasible in many areas, which will impact reliability
Activity Levels	●	<ul style="list-style-type: none"> • Poorest access to core of downtown
Compatibility with Other Modes	●	<ul style="list-style-type: none"> • No significant issues
Other Potential Issues		<ul style="list-style-type: none"> • Potential concerns re frequent bus volumes through park-like setting at Frist Art Museum • ???

● = Very Good ● = Good ● = Fair ● = Poor

Summary and Overall Rating

Alignment	Connectivity/ Directness	Service Reliability	Activity Levels	Other Mode Compatibility	Overall Rating
1 1 st /Gay	●	●	●	●	●
2 2 nd	●	●	●	●	●
3 2 nd & 3 rd	●	●	●	●	●
4 3 rd	●	●	●	●	●
5 3 rd & 4 th	●	●	●	●	●
6 4 th & RJL	●	●	●	●	●
7 7 th & 6 th	●	●	●	●	●
8 7 th & Lafayette	●	●	●	●	●
9 8 th & Commerce	●	●	●	●	●
10 8 th & KVB	●	●	●	●	●
11 8 th & Lafayette	●	●	●	●	●
12 10 th	●	●	●	●	●

Overall rating is the average of the 5 values

● = Very Good ● = Good ● = Fair ● = Poor

Potential Selection of TPCs for Scenarios

1. ELIMINATE ALIGNMENTS WITH RELIABILITY ISSUES

Alignment	Connectivity/ Directness	Service Reliability	Activity Levels	Other Mode Compatibility	Overall Rating
1 1 st /Gay	Yellow	Red	Yellow	Green	Yellow
2 2 nd	Light Green	Light Green	Yellow	Yellow	Yellow
3 2 nd & 3 rd	Light Green	Light Green	Yellow	Yellow	Yellow
4 3 rd	Green	Light Green	Yellow	Light Green	Light Green
5 3 rd & 4 th	Green	Light Green	Light Green	Yellow	Light Green
6 4 th & RJL	Green	Red	Light Green	Light Green	Light Green
7 7 th & 6 th	Light Green	Yellow	Green	Green	Light Green
8 7 th & Lafayette	Light Green	Green	Green	Light Green	Light Green
9 8 th & Commerce	Light Green	Green	Green	Light Green	Light Green
10 8 th & KVB	Yellow	Green	Green	Light Green	Light Green
11 8 th & Lafayette	Yellow	Green	Green	Light Green	Light Green
12 10 th	Red	Red	Light Green	Green	Yellow

Potential Selection of TPCs for Scenarios

2. ELIMINATE ALIGNMENTS WITH "FAIR" OVERALL RATING

Alignment	Connectivity/ Directness	Service Reliability	Activity Levels	Other Mode Compatibility	Overall Rating
1 1st/Gay	Yellow	Red	Yellow	Green	Yellow
2 2nd	Green	Green	Yellow	Yellow	Yellow
3 2nd & 3rd	Green	Green	Yellow	Yellow	Yellow
4 3rd	Green	Green	Yellow	Green	Green
5 3rd & 4th	Green	Green	Green	Yellow	Green
6 4th & PJI	Green	Red	Green	Green	Green
7 7th & 6th	Green	Yellow	Green	Green	Green
8 7th & Lafayette	Green	Green	Green	Green	Green
9 8th & Commerce	Green	Green	Green	Green	Green
10 8th & KVB	Yellow	Green	Green	Green	Green
11 8th & Lafayette	Yellow	Green	Green	Green	Green
12 10th	Red	Red	Green	Green	Yellow

Potential Selection of TPCs for Scenarios

3. SELECT THREE DISCTINTLY DIFFERENT ALIGNMENTS

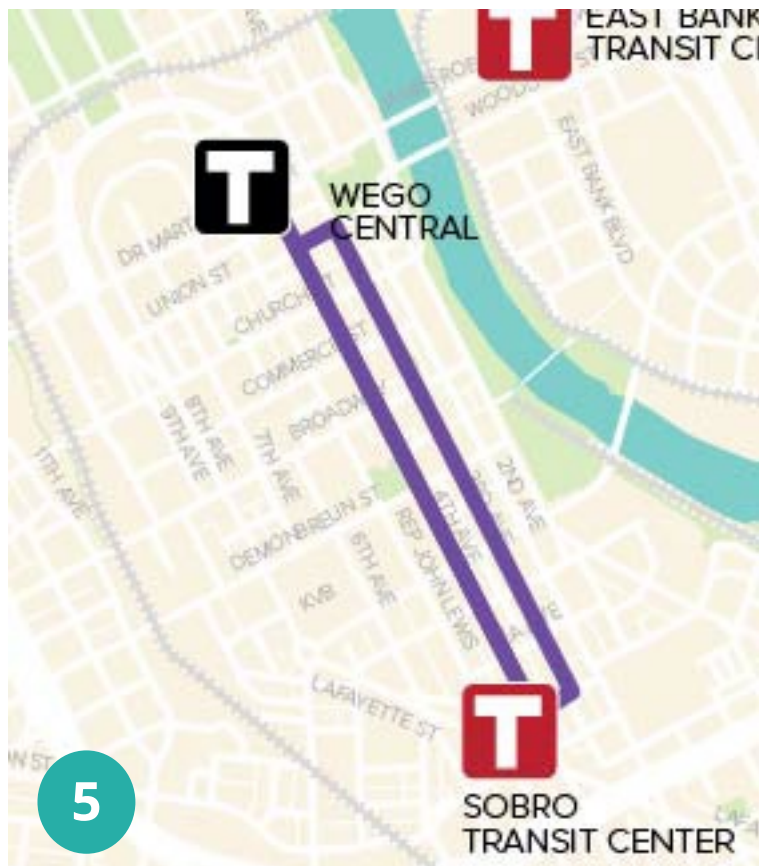
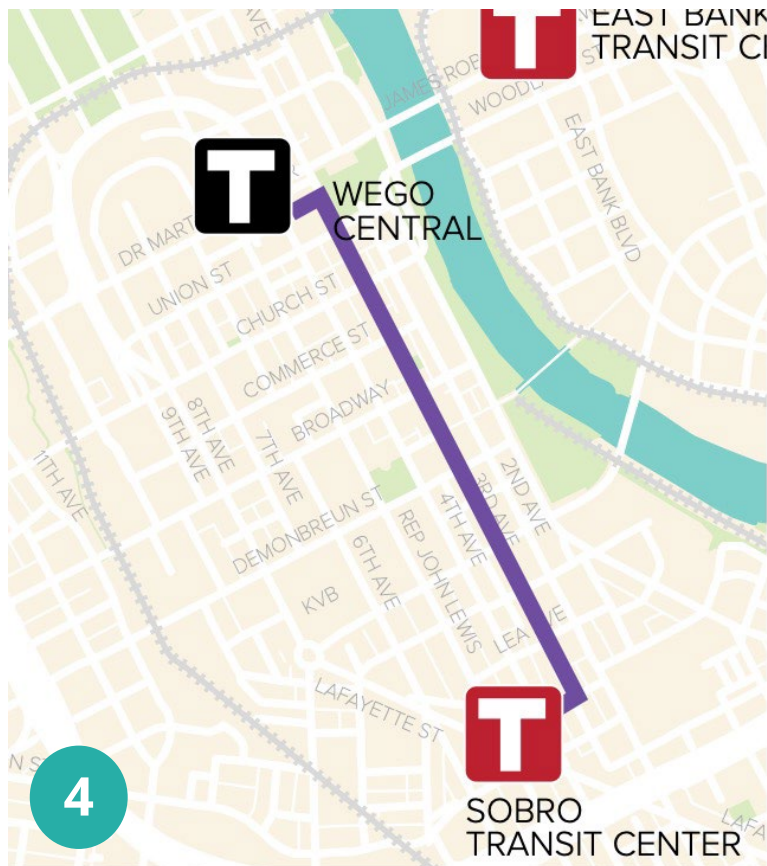
- One via 3rd and/or 4th (Alignment 4 or 5)
- One via 7th (Alignment 8)
- One via 8th (Alignment 9, 10, or 11)

Alignment	Connectivity/ Directness	Service Reliability	Activity Levels	Other Mode Compatibility	Overall Rating
4 3 rd	●	●	●	●	●
5 3 rd & 4 th	●	●	●	●	●
8 7 th & Lafayette	●	●	●	●	●
9 8 th & Commerce	●	●	●	●	●
10 8 th & KVB	●	●	●	●	●
11 8 th & Lafayette	●	●	●	●	●

● = Very Good ● = Good ● = Fair ● = Poor

Potential Selection of TPCs for Scenarios

3RD AND 4TH AVE ALIGNMENTS: WHICH ONE? OR BOTH?



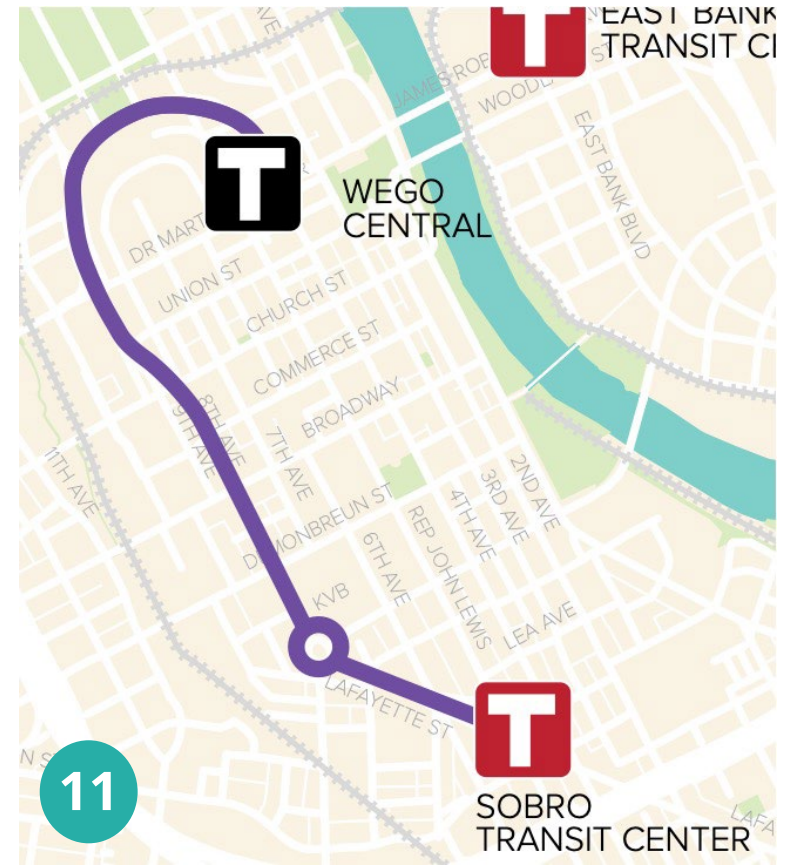
Potential Selection of TPCs for Scenarios

7th AVE & LAFAYETTE ALIGNMENT: INCLUDE?



Potential Selection of TPCs for Scenarios

8TH AVE / ROSA PARKS BLVD ALIGNMENTS: WHICH ONE? OR MULTIPLE?



TPC Next Steps

- Follow up with other stakeholders
- Include selected TPCs in scenarios
- Ensure compatibility with other modes and choices
- Examine in more detail as part of scenario evaluation



Are there additional TPCs that should be considered?

Which corridors do you think have the greatest promise?

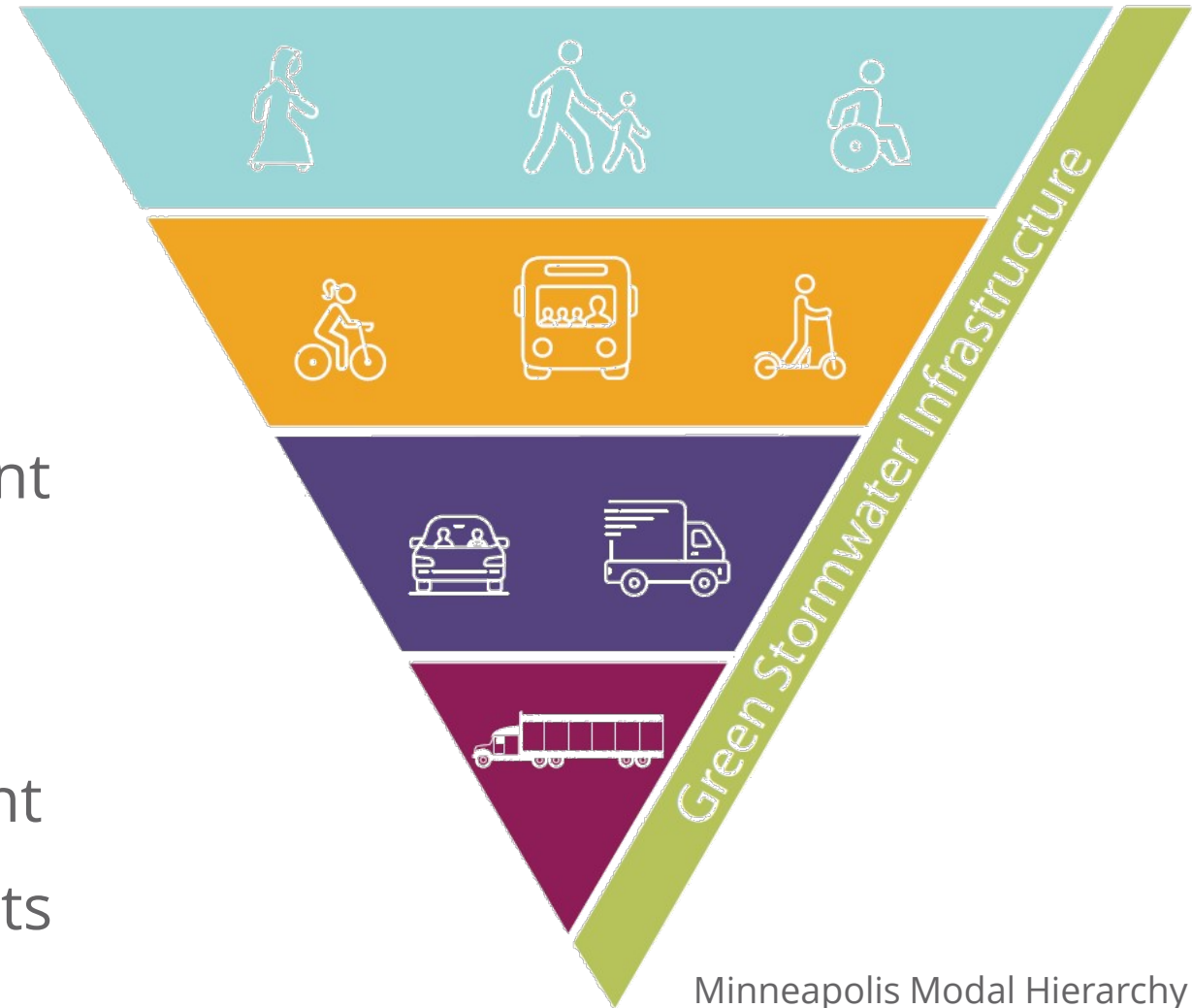
Which would be the most challenging?



Policies & Programs

Best Practices Topics

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

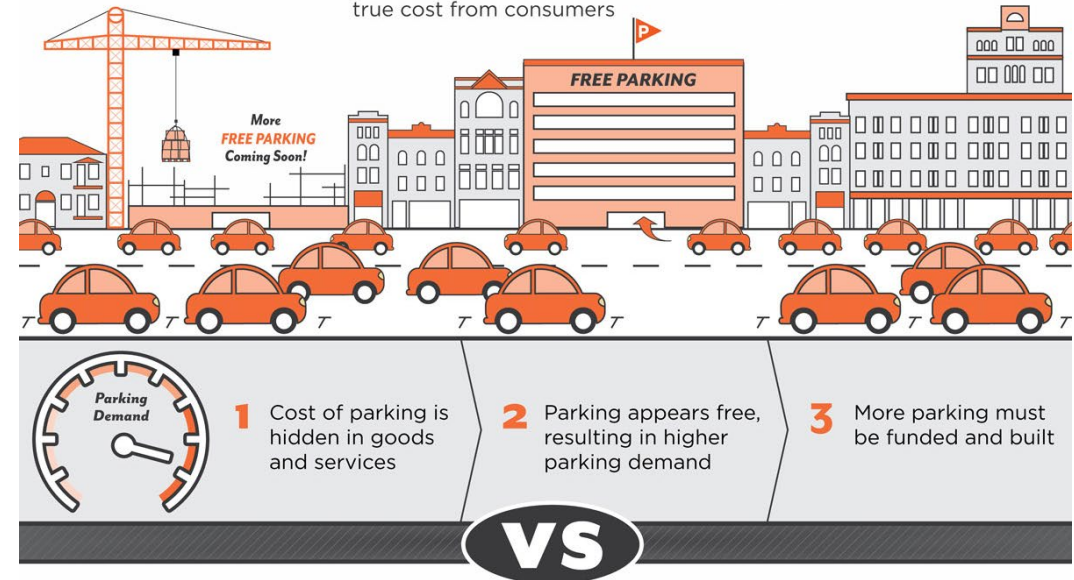


Example Programs & Policies

- Free youth transit pass
- Mobility wallet
- Integrated trip-planning app
- Escalating right-of-way use fees
- Construction hub program
- Flex lanes and curbs
- Rental car use tax
- E-bike subsidy
- Congestion pricing

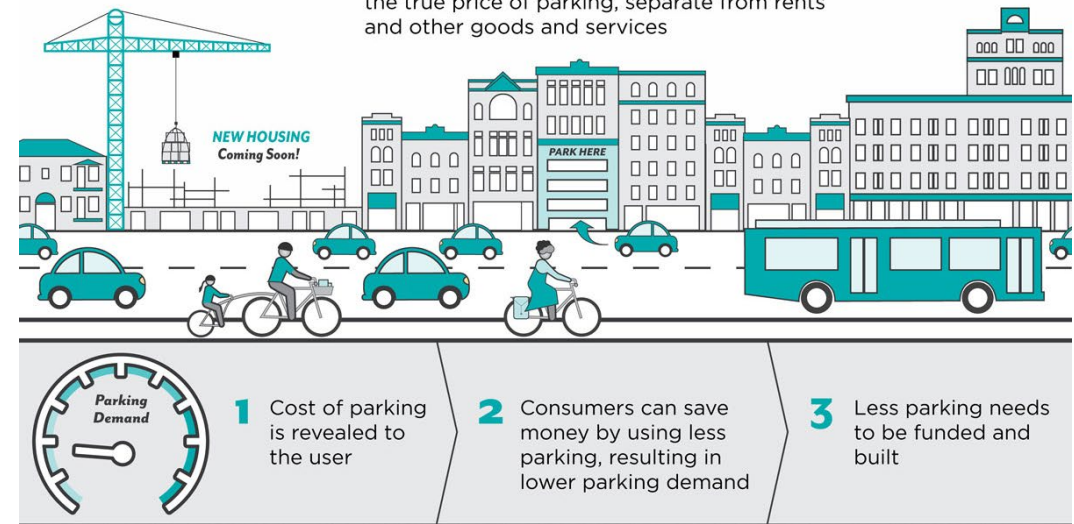
Bundled Parking

The cost of parking “bundled” into price of rents and other goods and services, hiding its true cost from consumers



Unbundled Parking

The cost of parking is “unbundled” to reveal the true price of parking, separate from rents and other goods and services



Using Mentimeter

- Go to www.Menti.com and type in **1594 8388**
- Download the Mentimeter app and type in **1594 8388**
- 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/aliz4k47finu>



***What types of policies and programs
have the greatest promise?***

***Who are the partners that can help to
implement the priorities?***

DOWNTOWN NASHVILLE BY THE NUMBERS

CONNECT
DOWNTOWN

NDOT WeGo TN TDOT NASHVILLE DOWNTOWN



194
WeGo bus stops



405
miles of streets and alleys



300
BCycle bikes



94
miles of sidewalks



5
million visitors a year



3,300
scooter trips a day



8.8
million WeGo riders a year



63,000
daily commuters



2,000
on-street parking meters

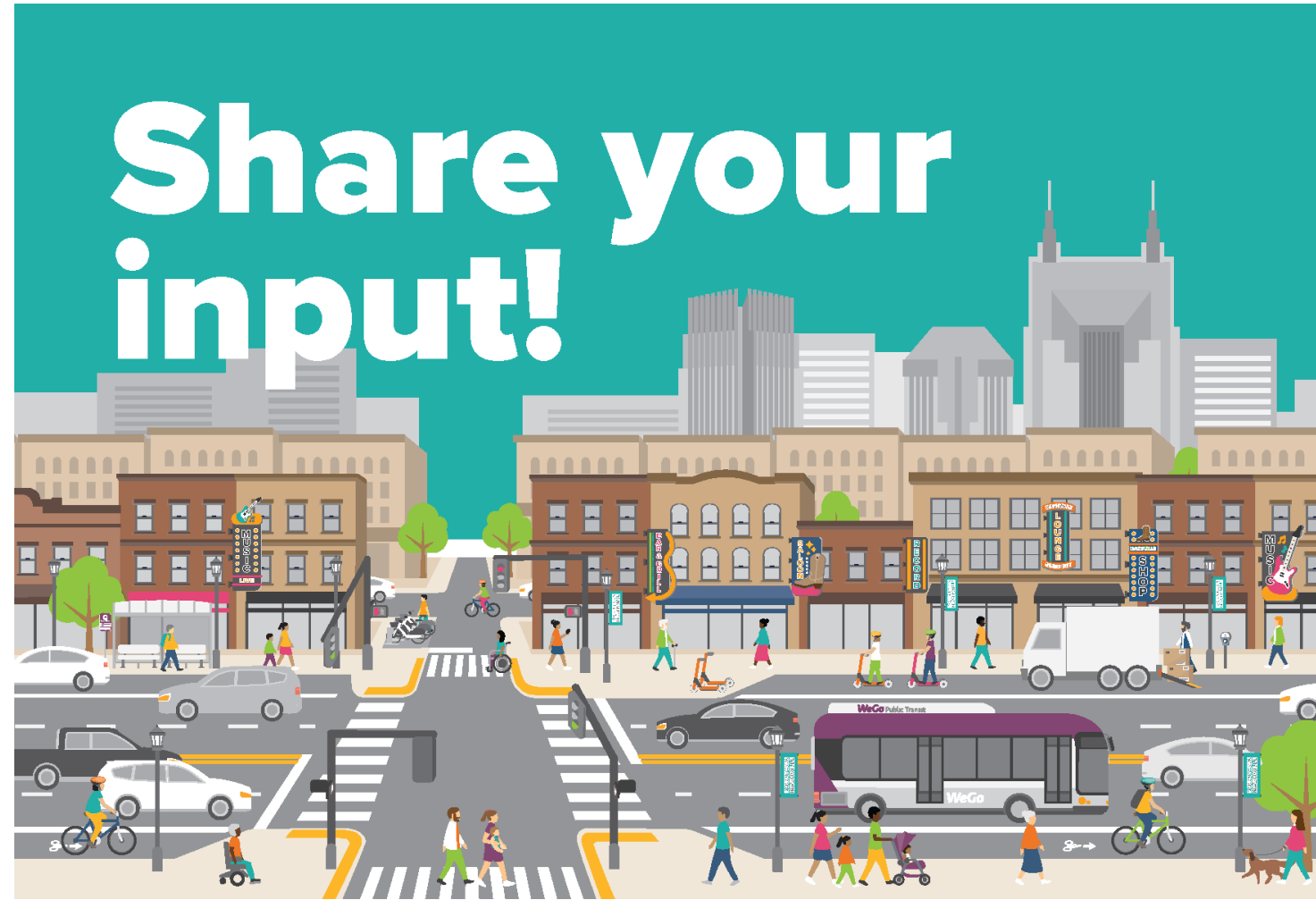


Engagement & Next Steps



Current Engagement Activities

- **Listening Sessions**
 - 11/2 from 5:30-7:30 PM
 - 11/3 from 11:00 AM – 1:00 PM
- **Build Your Own Scenario**
- Key stakeholder gatherings
- Pop-up events and festivals
- Community briefings
- Social and print media
- Flyers and postcards



Opportunities for Feedback

Build Your Own Scenario

Transit Priority Corridors

Biking and Scooting Network

Traveling To and Around

Areas of Focus

State of Downtown Mobility

Critical Next Steps

- Gather public input on work to date and solutions
- Continue developing and testing possible strategies
- Identify early-action recommendations
- Consider policies and legislative needs
- Establish and evaluate scenarios



How can you help spread the word about our current engagement activities?

Are our next steps clear?

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



Thank you!

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