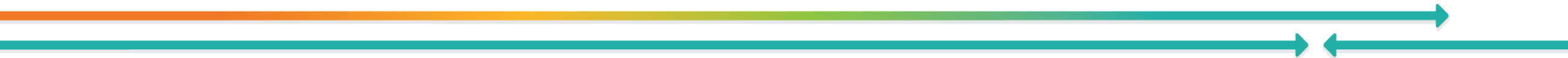




STF & TAC Meeting #5

Review of Draft Scenarios

February 15, 2023



What We'll Cover Today

- 1 Welcome & Introductions
- 2 Problems to Solve
- 3 Priority Solutions for Scenarios
- 4 Scenarios Overview & Outcomes
- 5 Engagement & Next Steps

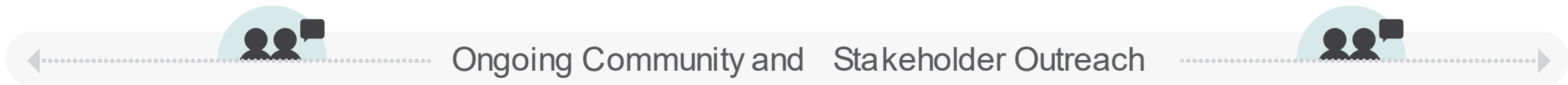




Welcome & Introductions



Connect Downtown Schedule



Recent Activities

- Extensive outreach and 6 listening sessions in November and December
- 1,200 “Build Your Own Scenario” survey responses
- Definition and modeling of Transit Priority Corridors to inform scenarios
- Description of scenario big moves and key improvement strategies
- Development of evaluation measures and initial analysis results

HOW WOULD YOU IMPROVE TRANSPORTATION IN DOWNTOWN NASHVILLE?

Here's what to do:

- 1 Grab 3 dots.
- 2 Use your dots to tell us which strategies you think are most important for Downtown.
- 3 Have other thoughts? Use a sticky note or comment card to tell us more!



Transit Priority Corridors



Transit Service Improvements



First/Last Mile Connections



Active Transportation Priority Corridors



Mobility Hubs



Traffic Operations Improvements



Curb & Parking Management



Major Crossing Improvements

What We Need Today

- Confirmation of the **problem statements** we're addressing
- Comments or questions about the presentation of **key investments**
- Initial **reactions to the three scenarios**, including what's missing and priority evaluation measures
- Feedback on our plans for **March engagement**





Problems to Solve

Transit is Slow and Unreliable



WHAT WE HEARD

- Bus riders say that **waiting times are long** and service is slow
- Navigating current service is **confusing**



WHAT WE FOUND

- Without dedicated roadway space, buses across downtown get **stuck in traffic**
- **On-time performance** continues to decline on nearly every WeGo route
- No routes meet WeGo's **reliability goal**



Streets are Unsafe



WHAT WE HEARD

- Almost 2/3 of people surveyed **don't feel safe biking** downtown
- People want **connected sidewalks and paths** separated from cars and free of construction detours
- **Scoters are a hassle** and block sidewalks



WHAT WE FOUND

- Citywide, **6% of streets** account for 59% of fatal and serious injuries
- There are **47 High Injury Network corridors** in or near the study area



Nashville is Popular



WHAT WE HEARD

- Downtown visitors and ETVs **add to congestion** on streets and sidewalks
- Events **impact the busiest times** on downtown's roads



WHAT WE FOUND

- Nashville had over **16 million visitors** in 2019
- Visitors supported **12,000+ hotel rooms** and spent \$8.8B in 2022
- Nashville **bus routes operate on detours** almost as frequently as on regular routes



Loading Space is a Low Priority



WHAT WE HEARD

- People feel that downtown **lacks space for delivery vehicles**
- Without dedicated space, loading can **block travel lanes** and increase delay



WHAT WE FOUND

- Loading **zones are limited** and are concentrated between Union Street and Korean Veterans Boulevard
- **Minimal enforcement** impacts space availability



Travel Options Don't Match Desires



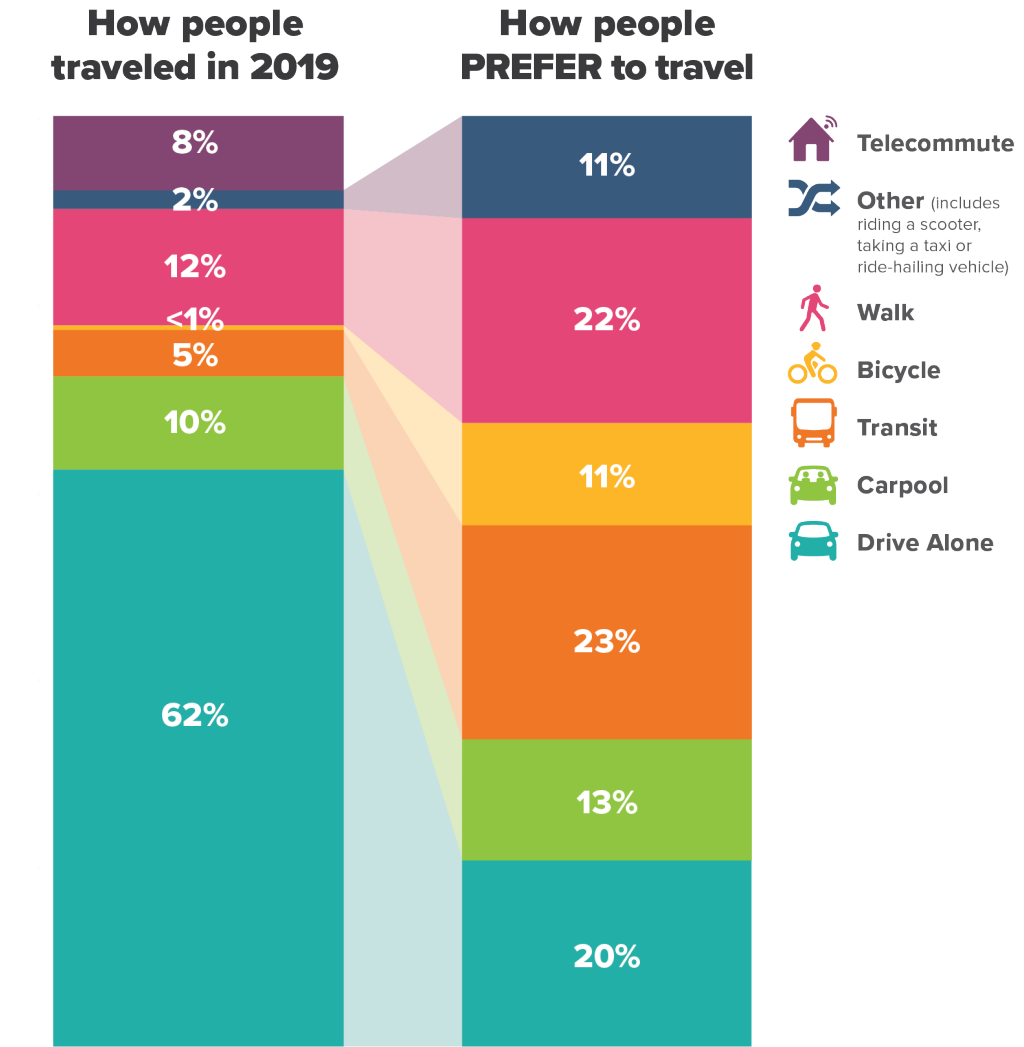
WHAT WE HEARD

- People **want alternatives** to congestion; only 20% of people surveyed prefer to drive alone downtown



WHAT WE FOUND

- Today, 80% of Nashville-area commuters drive alone, and **driving is increasing**
- A driver in Nashville spends an average of **43 hours per year in traffic**



Doing Nothing Won't Work

- People driving and taking the bus will spend more and more time in congestion
 - Nearly 3 times as many intersections will fail to meet basic performance standards
- Without investment, alternative travel options won't attract many people
 - Transit, bike, and walk mode share decreased between 2013 and 2019



Work Already Underway

Traffic management center (TMC) & traffic signal modernization

WalkNBike 2022 implementation
Three-year deployment plan

Complete Streets Manual

Parklet & Outdoor Dining Standards

Tactical Urbanism Manual

Transit Villages Framework
Planning, MDHA, WeGo

Vision Zero implementation

Permitting & process modernization

Special event traffic control planning & enhancements

Nashville Connector TDM Program reboot

Curbside use inventory
Supporting future curbside management

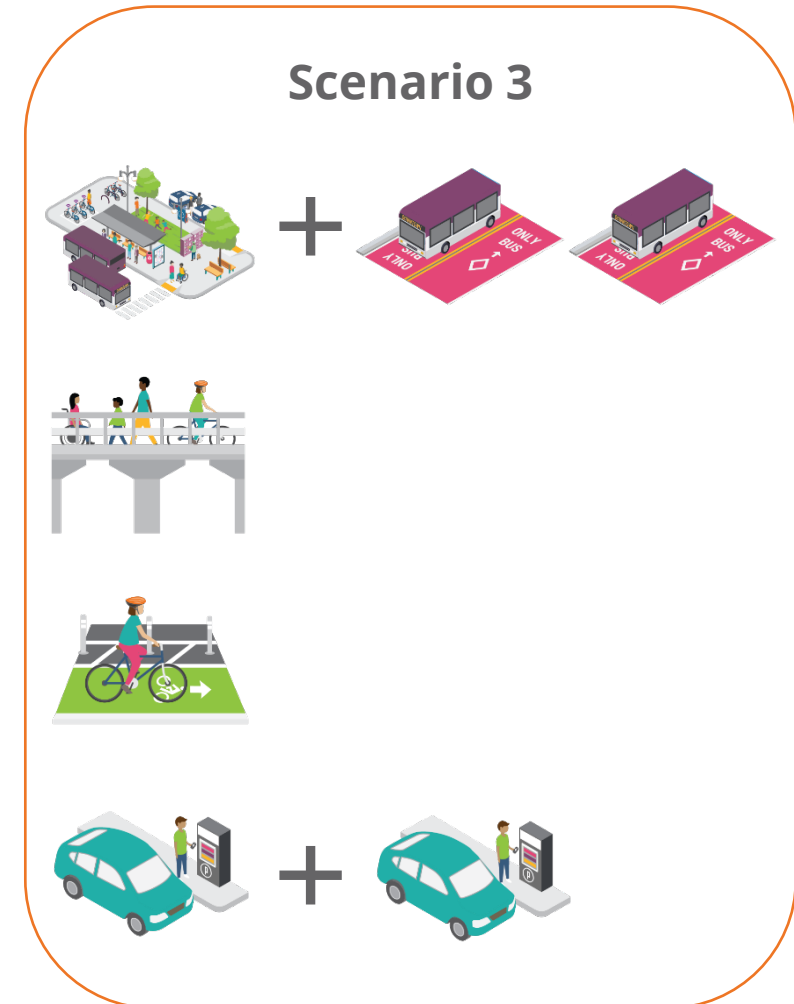
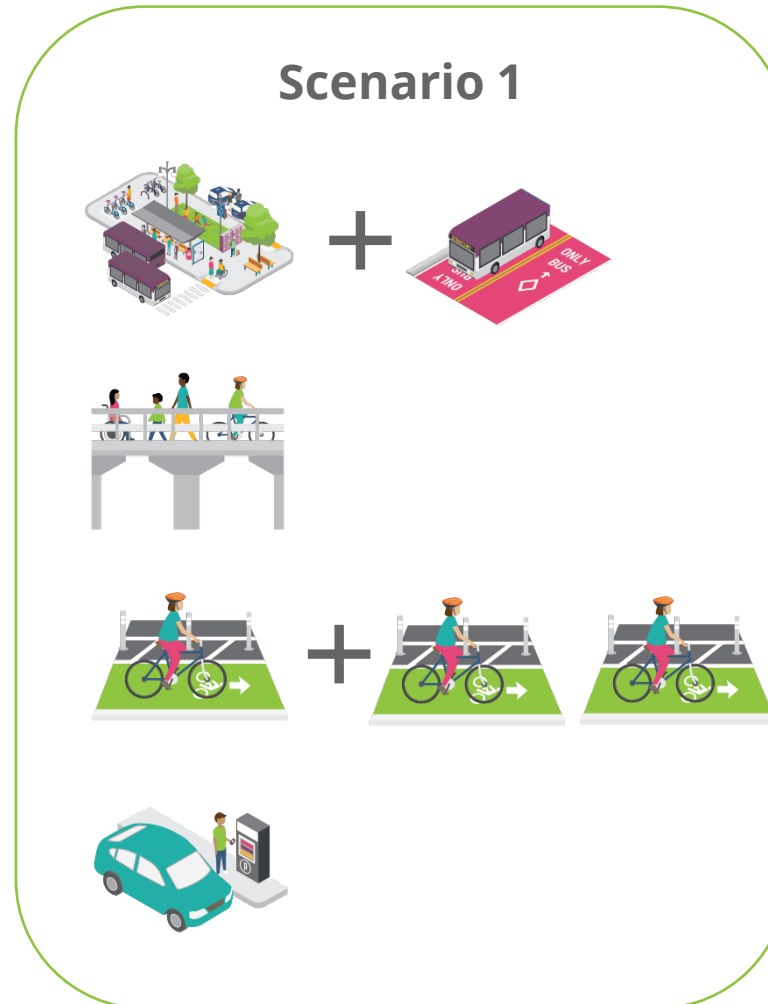
Parking program modernization
(contract w/ LAZ)



Priority Solutions for Scenarios

Scenarios: Building Three Options

- Using scenarios helps us **evaluate tradeoffs** and see how different combinations of tools best meet our goals
- We start with a set of **big moves** that improve on current conditions
- Then, **different solutions are layered** to create distinct scenarios



Scenarios: Evaluating & Engaging

- Conduct technical evaluation to determine how well each scenario meets the Connect Downtown goals and objectives
- Vet scenarios with stakeholders and public to foster dialogue:
 - Which scenarios 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

Scenarios: Baseline Big Moves

Connect Old and New

Transit hubs

Bridges or underpasses

Expanded pedestrian links

Move More People

More frequent transit service

Transit priority corridors and additional bus lanes

New East Bank services

Protect Vulnerable Travelers

Core mobility lanes network

Vision Zero spot improvements

Construction and event closure management

Maximize the Curb

More loading and unloading space

More layby lanes

Better curb enforcement

Organize Lower Broad

Priority pick-up and drop-off areas

More pedestrian space

Limited permits for ETVs

Manage Congestion

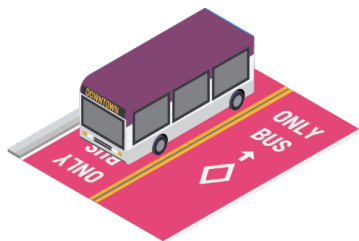
Expanded TDM program

Adaptive signals

Access management

Scenarios: High Impact Solutions

- Consider many types of improvements and evaluate where each fits best
- Use new-to-Nashville solutions that have been proven elsewhere



Transit Priority Corridors

- ✓ Bring transit routes together in focused corridors
- ✓ Provide fast, frequent service and a great customer experience



Mobility Lanes

- ✓ Ensure space on sidewalks is available for people walking
- ✓ Build a connected network throughout Downtown



Priority Loading Areas

- ✓ Focus curb space for goods delivery and service activities
- ✓ Meet the needs of local businesses

Transit Priority Corridors (TPCs)

Address what we heard:

- Transit is slow and can be confusing

Solutions:

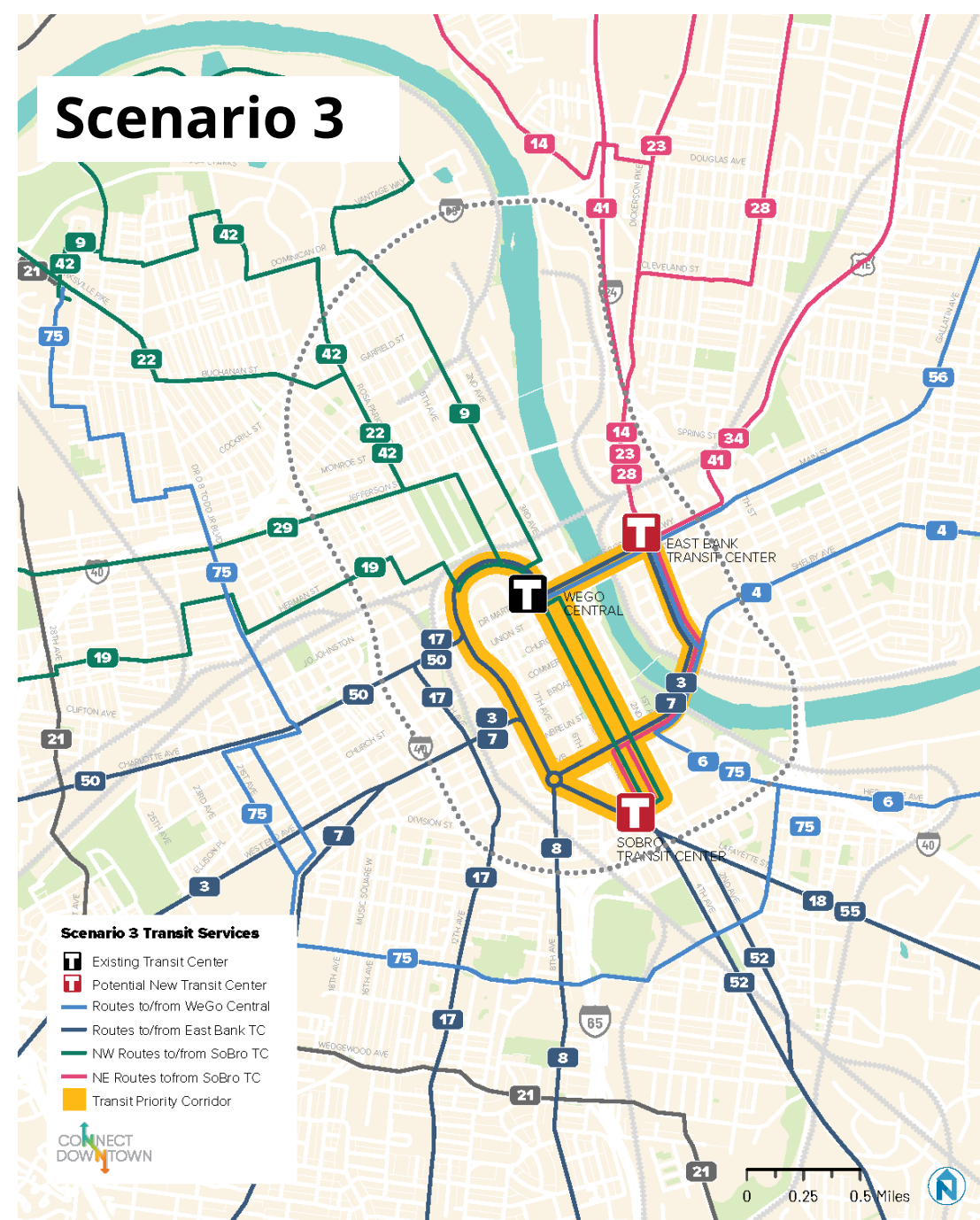
- Upgraded passenger experience
- Frequent service provided by multiple routes
- Better system legibility
- Improved connectivity
- More than just a bus lane!



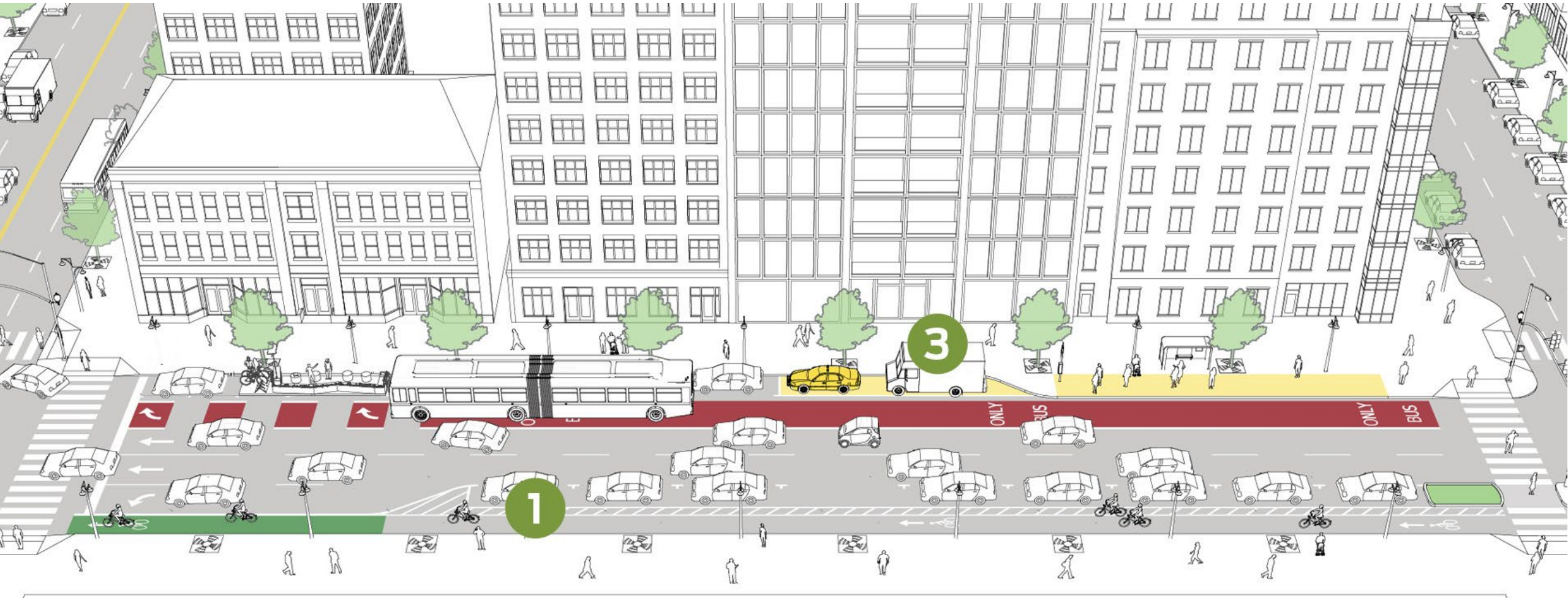
Many Routes Would Use Each TPC

Scenario 3 Minimum Amount of Service

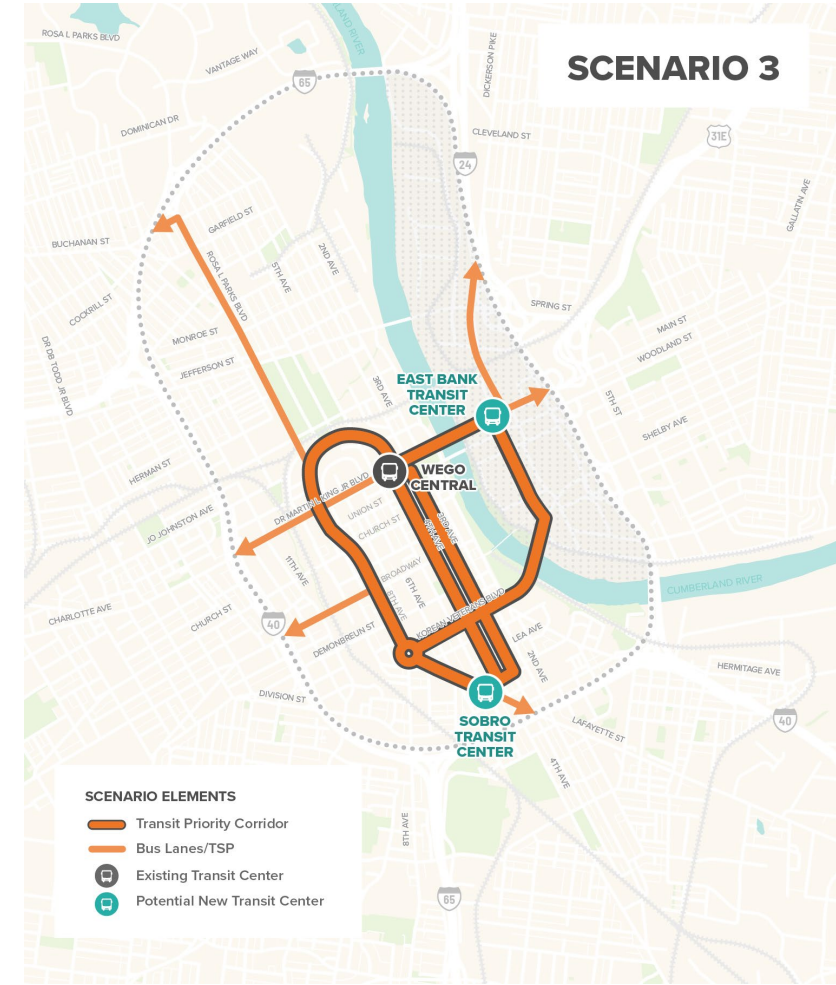
| TPC | Routes | AM Peak Buses per Hour | Average Frequency (mins) |
|------------------------|--------|------------------------|--------------------------|
| 3rd/4th Ave | 9 | 24 | 2.5 mins |
| 8th Ave/Rosa Parks | 10 | 29 | 2.0 mins |
| East Bank Blvd/KVB | 10 | 24 | 2.7 mins |
| James Robertson Bridge | 10 | 33 | 1.8 mins |



TPCs Support Many Uses



Scenarios: TPC Options



Mobility Lanes

Address what we heard:

- People don't feel safe biking downtown and don't like scooters cluttering the sidewalks

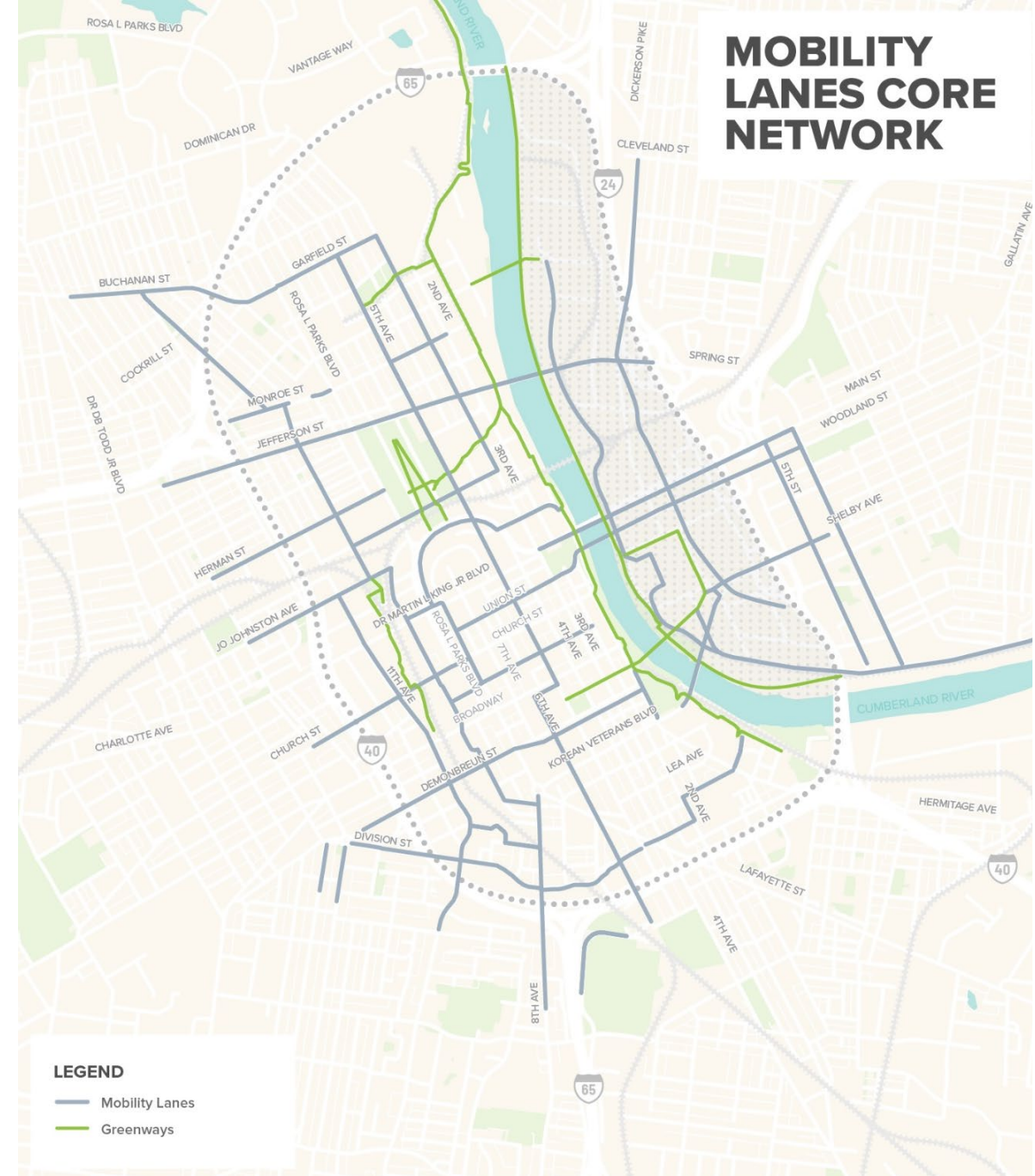
Solutions:

- Provide dedicated space for people using bikes, electric bikes, scooters, and other personal micromobility devices
- Reduce conflicts between pedestrians and faster-moving travelers

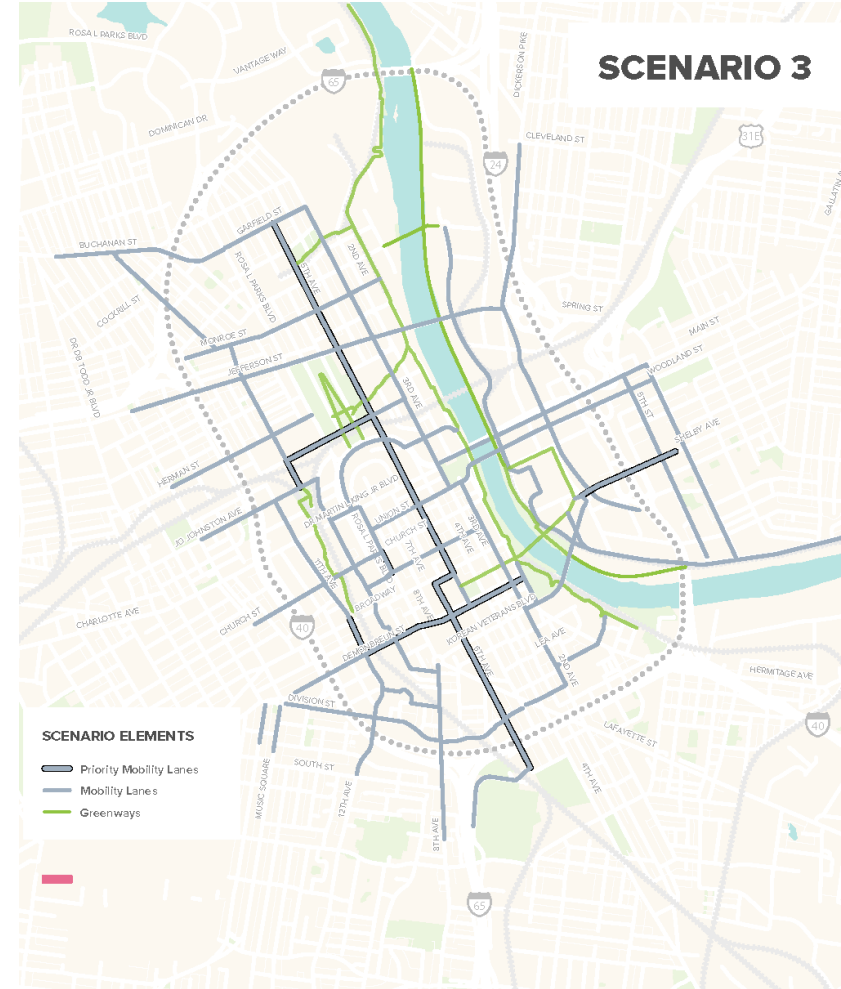
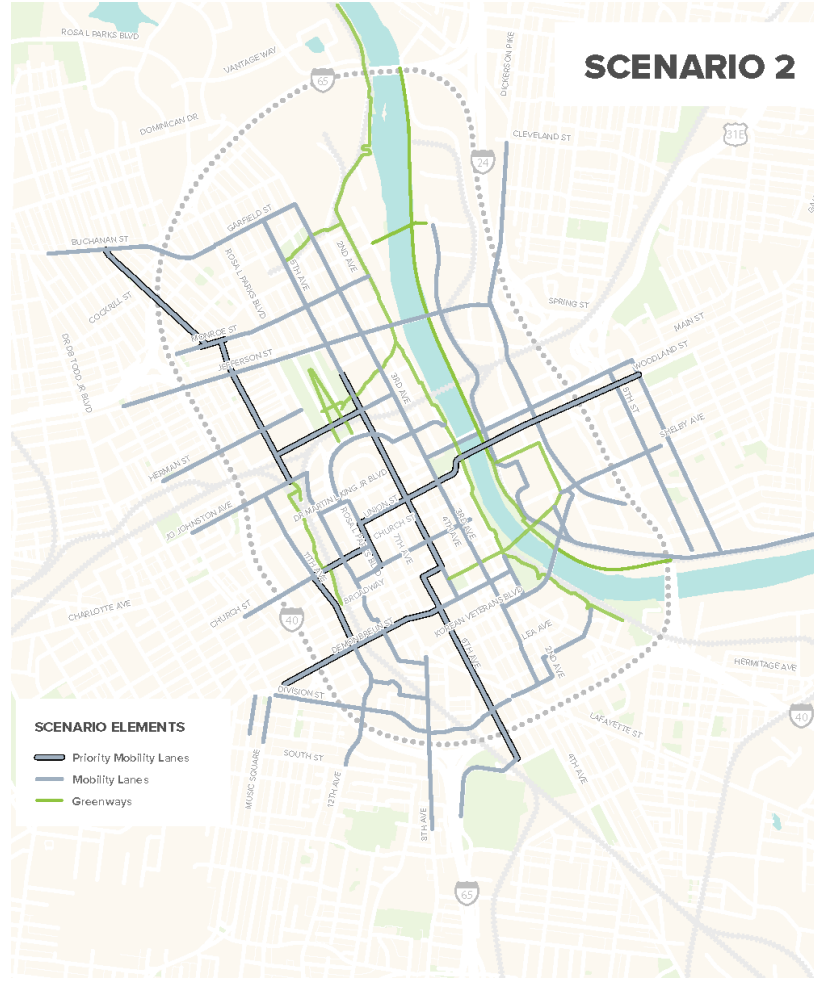


Scenarios: Mobility Lanes Core Network

- Base network included in all three scenarios
- Existing facilities are upgraded to low-stress designs
- Each scenario features select priority routes
- Investment level scales down from Scenario 1 to Scenario 3



Scenarios: Priority Mobility Lanes



Priority Loading Areas

Address what we heard:

- Lack of loading zones is creating increased congestion and safety issues

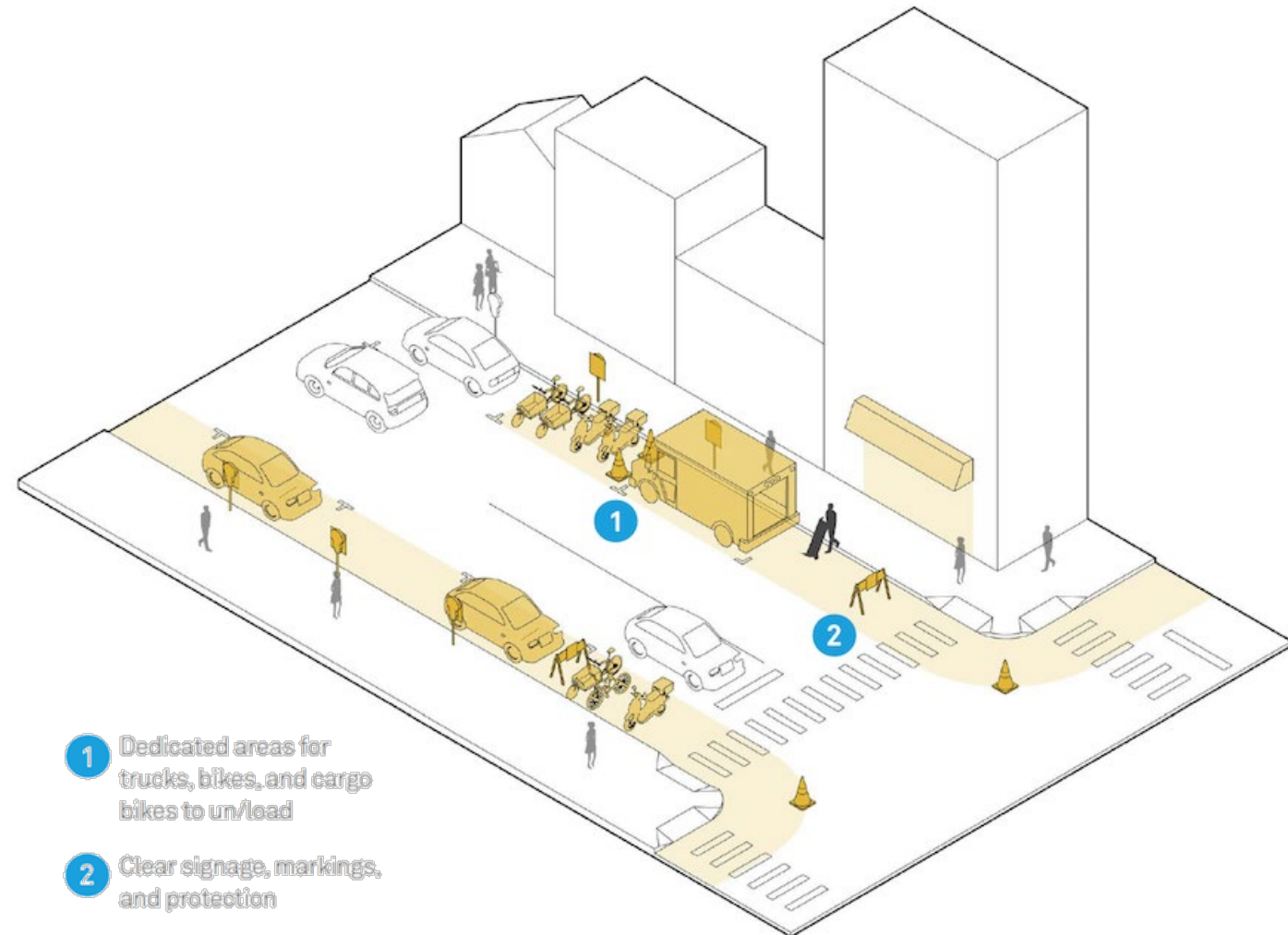
Solutions:

- Provide dedicated space for delivery loading and unloading
- Reduce conflicts, congestion, and safety issues from double parking or unloading in travel lanes

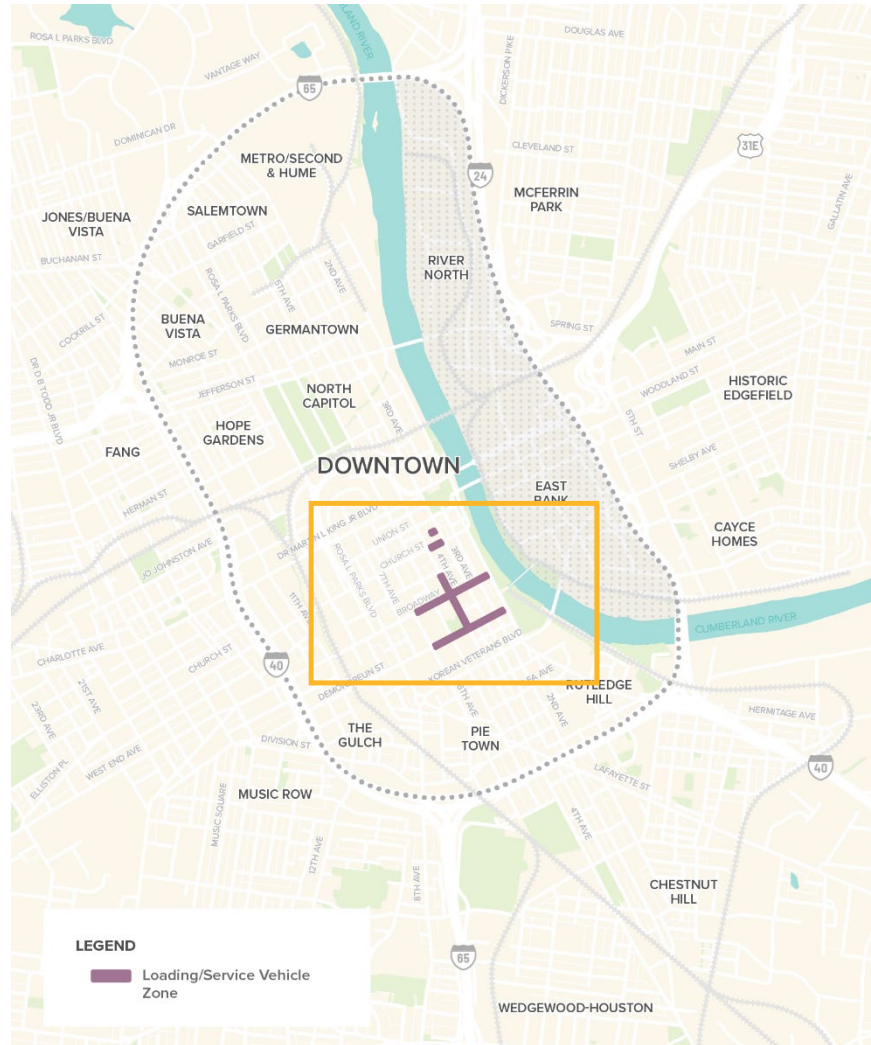


Priority Loading Areas

- Many streets will have designated loading and service spaces
- Key streets in the Downtown core will be prioritized for commercial and rideshare uses
- Needs may change throughout the day, but private passenger vehicles are the lowest priority
- The focus is making the curb work for local businesses and ensuring goods are delivered



Scenarios: Priority Loading Areas



Scenarios 1 and 2



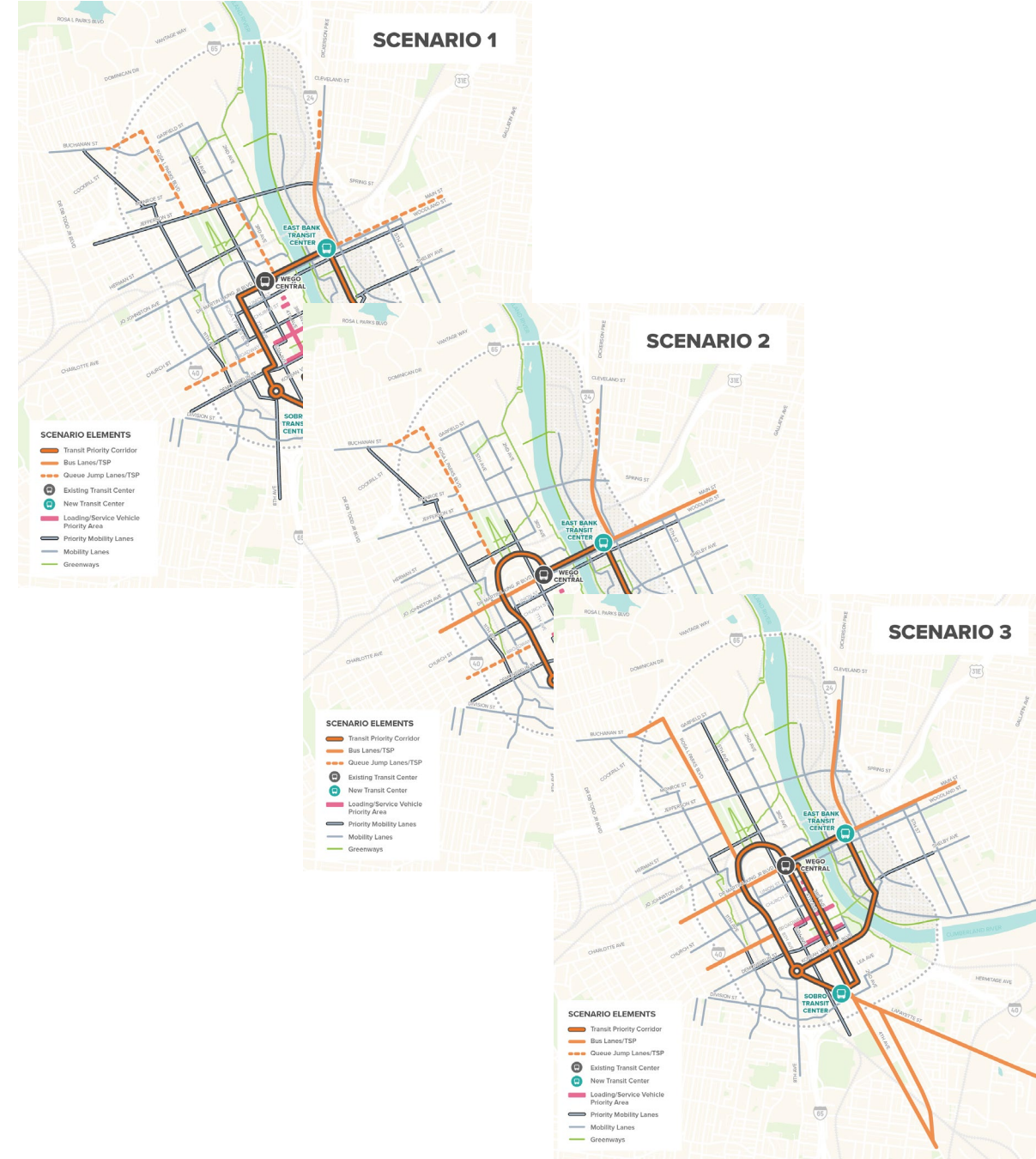


Scenarios Overview & Outcomes

Feedback We Need

- Which scenarios do you think best meet Nashville's needs? Why?
- Which individual scenario elements do you most like or dislike?
- What changes would you make to the scenarios? Is anything missing?

The final recommendations will be a combination of the scenarios rather than a "vote" for one of the three.



Scenarios: Baseline Big Moves

Connect Old and New

Transit hubs

Bridges or underpasses

Expanded pedestrian links

Move More People

More frequent transit service

Transit priority corridors and additional bus lanes

New East Bank services

Protect Vulnerable Travelers

Core mobility lanes network

Vision Zero spot improvements

Construction and event management

Maximize the Curb

More loading and unloading space

More layby lanes

Better curb enforcement

Organize Lower Broad

Priority pick-up and drop-off areas

More pedestrian space

Limited permits for ETVs

Manage Congestion

Expanded TDM program

Adaptive signals

Access management

Meet the Scenarios

**Scenario 1:
Create Active Streets**

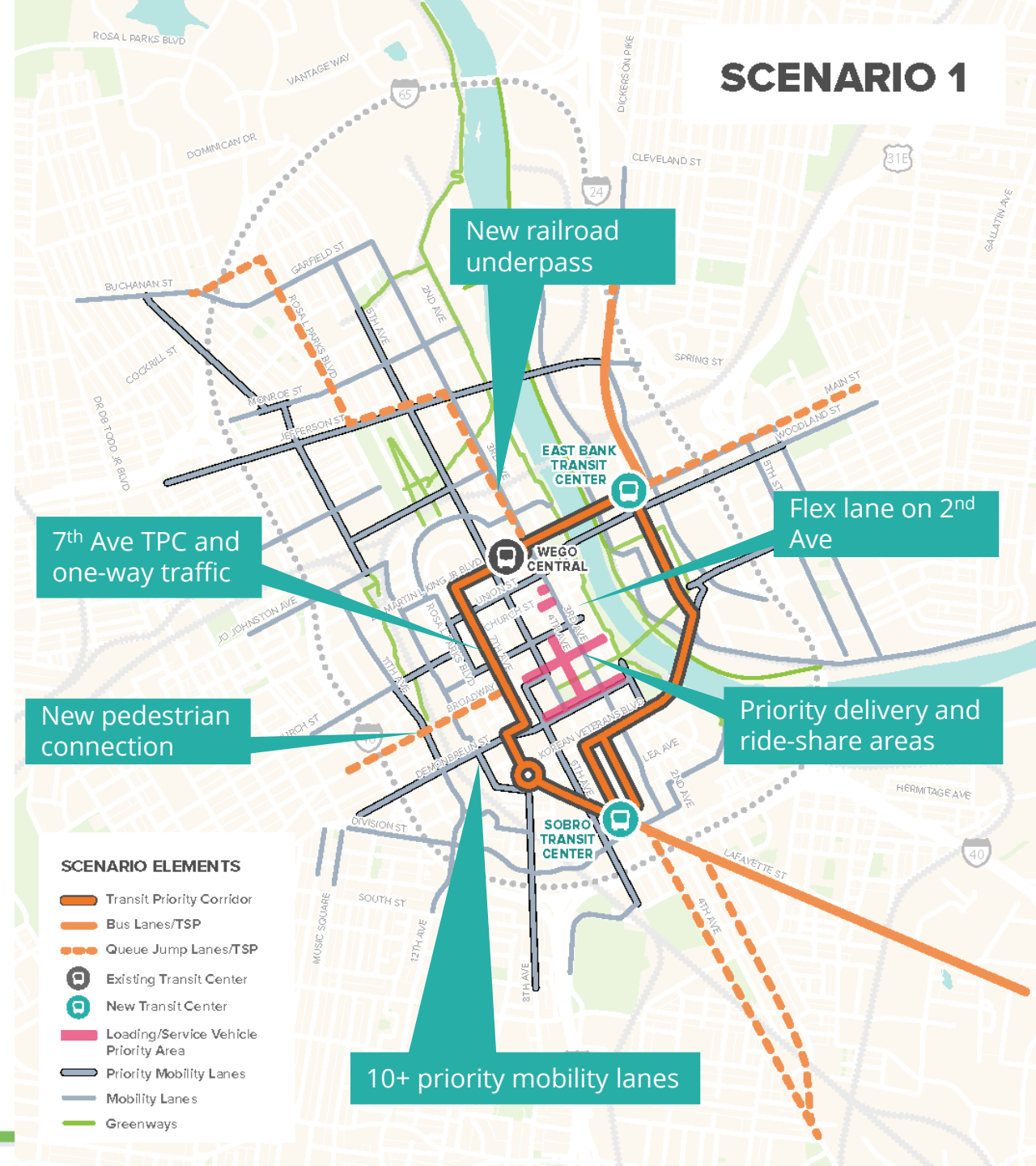
**Scenario 2:
Strike a Balance**

**Scenario 3:
Move the Region**

Scenario 1: Key Elements

Prioritizing improvements for active modes, Scenario 1 makes important changes to help people get around Downtown and improve safety:

- Improved transit connections and service
- Enhanced mobility lanes network and complete greenway loop
- More priority delivery and ride-share areas
- Multiple Gulch pedestrian connections
- Highest investment in Vision Zero
- Limited expansion of TDM programs
- Highest investment in traffic management strategies



Scenario 2: Key Elements

A **balanced scenario** brings something for everyone and improves options for all types of trips:

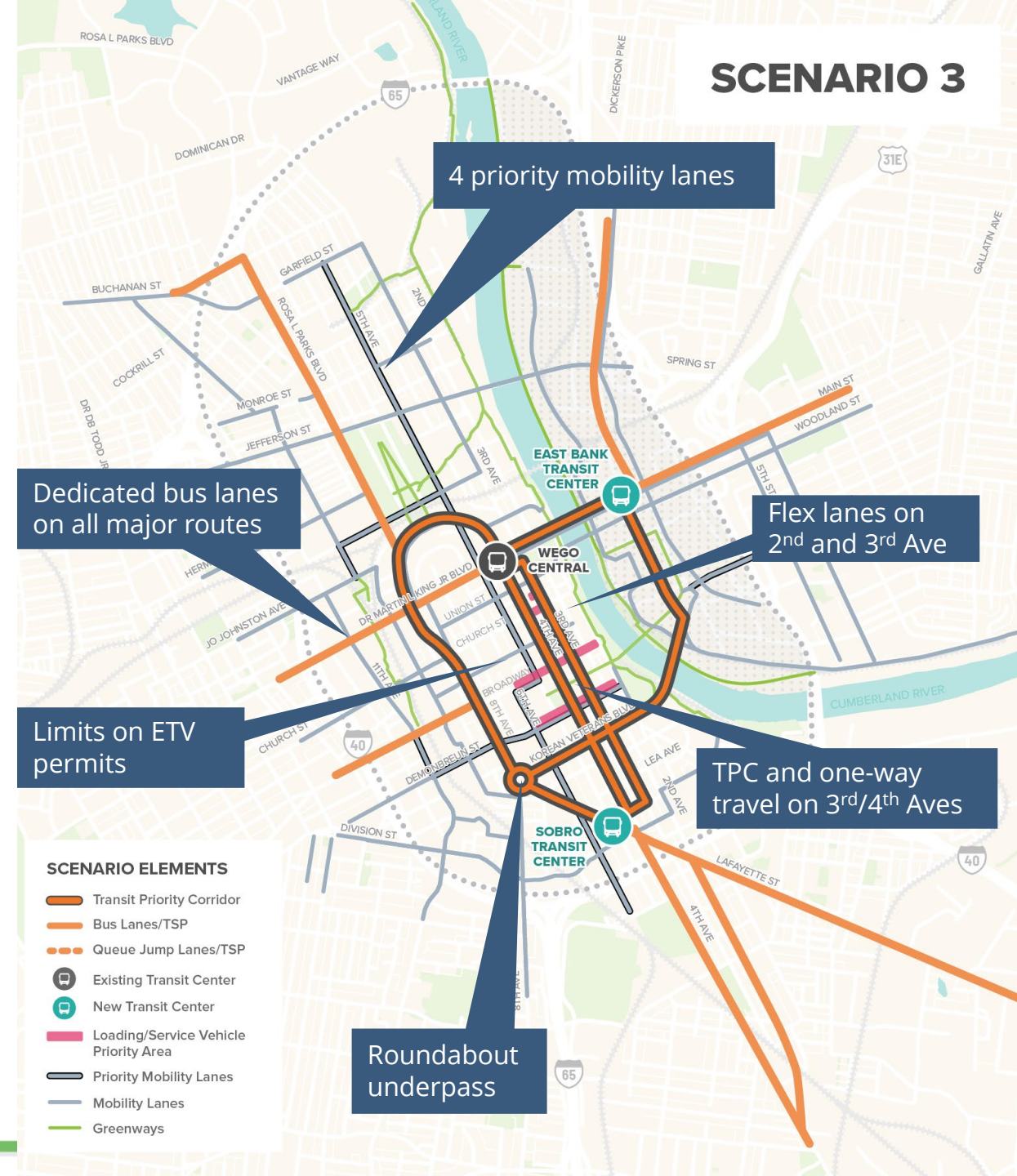
- Upgrades to major bus routes (and carpools have access to bus lanes)
- Strong connected mobility lanes network with neighborhood mobility hubs
- Reconfigured Lower Broadway with priority delivery areas and wider sidewalks
- Moderate investments in Vision Zero
- Expanded investments in TDM
- Moderate investment in traffic management focused on access control



Scenario 3: Key Elements

With expanded regional connectivity, Scenario 3 makes big investments in transit, giving people fast and reliable alternatives to sitting in traffic:

- Dedicated lanes for all transit routes with significant service upgrades
- Basic network of mobility lanes
- Expanded flex lanes with delivery priority
- Limited investment in Vision Zero
- Dramatically expanded TDM program, including a resident and visitor focus
- Traffic management focused on event closures and limits to ETV permits



Evaluation Measures: A Subset



Space provided for vulnerable travelers



Transit travel times through downtown



Accessibility to jobs and housing



Number of Vehicle Miles Traveled (VMT)



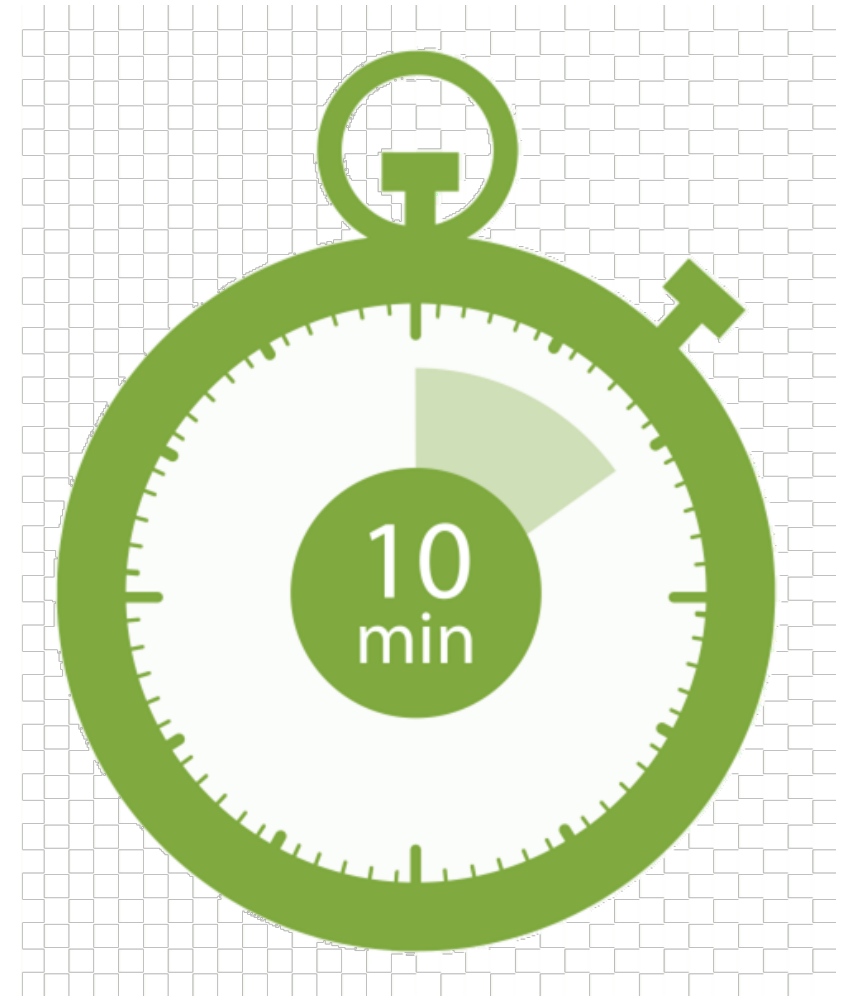
Access to curb for loading and service activities



Number of new transit riders

Initial Scenario Review

- **Spend 10 min at each scenario stations**
 - **Scenario 1:** Joe and Felix
 - **Scenario 2:** Jennifer and Justin
 - **Scenario 3:** Geoff and Marty
- **Review the priority solutions**
 - Discuss questions, tradeoffs, concerns
 - Make notes about what you like and don't like
- **Identify a level of investment in other solutions**
 - Transportation demand management (TDM)
 - Curbside management and loading
 - Event and construction management



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



Upcoming Engagement Activities

- **February 15 to March 30:** Key stakeholder and small-group discussions, including:
 - 3rd Avenue stakeholders
 - Delivery drivers
 - Micromobility providers
- **March 6 to March 30:** Public review of scenarios
 - In-person, targeted open houses every Tuesday (8 total)
 - Online “virtual open house” and survey
 - Recorded Scenarios 101 presentation
 - Simple, graphic handout with brief overview
 - Social and traditional media
- **April 12 or 13:** Final STF and TAC meetings

Storytelling Personas



**Renter
Renee**



**Homeowner
Harriet**



**Shopkeeper
Shauna**



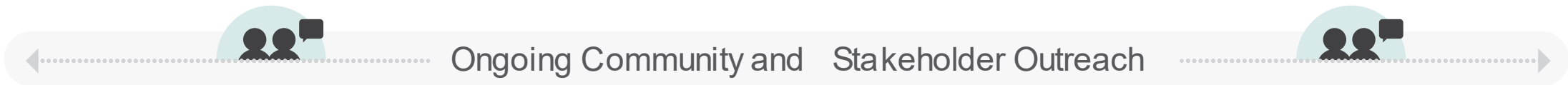
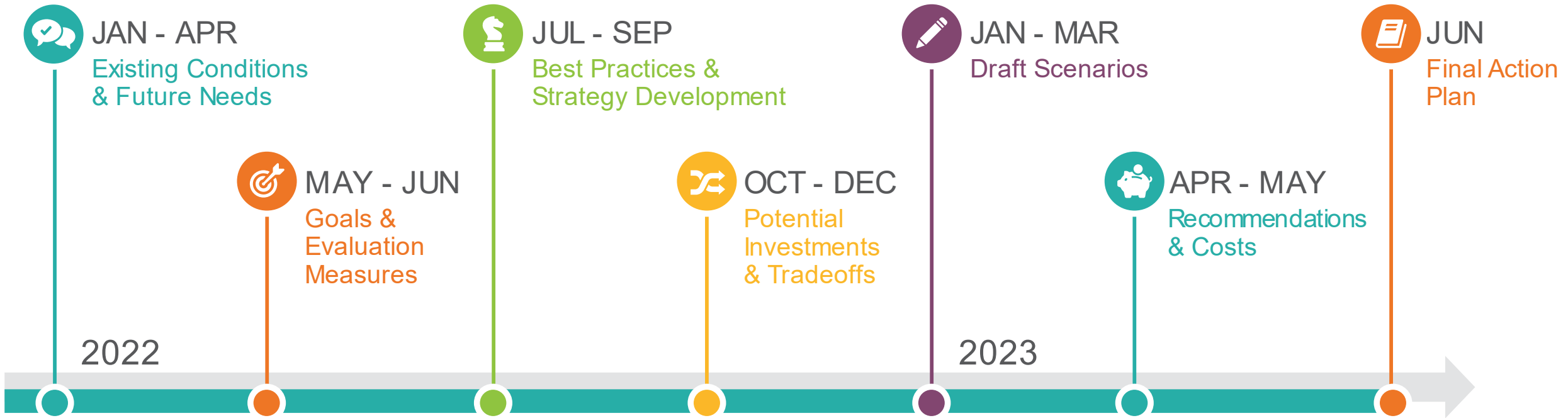
**Developer
Danielle**

Our Ask for You

- Reach out (soon!) **if you have questions** about the scenarios
- Stay tuned for information about our **preliminary evaluation results**
- Let us know if you are **hosting an event in March** (we'll be there!)
- Commit to **spreading the word** about the opportunity to engage
- **Bring any feedback you hear** to the team so it can be used to shape recommendations



Connect Downtown Schedule





Thank you!

Marty Sewell, NDOT

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