

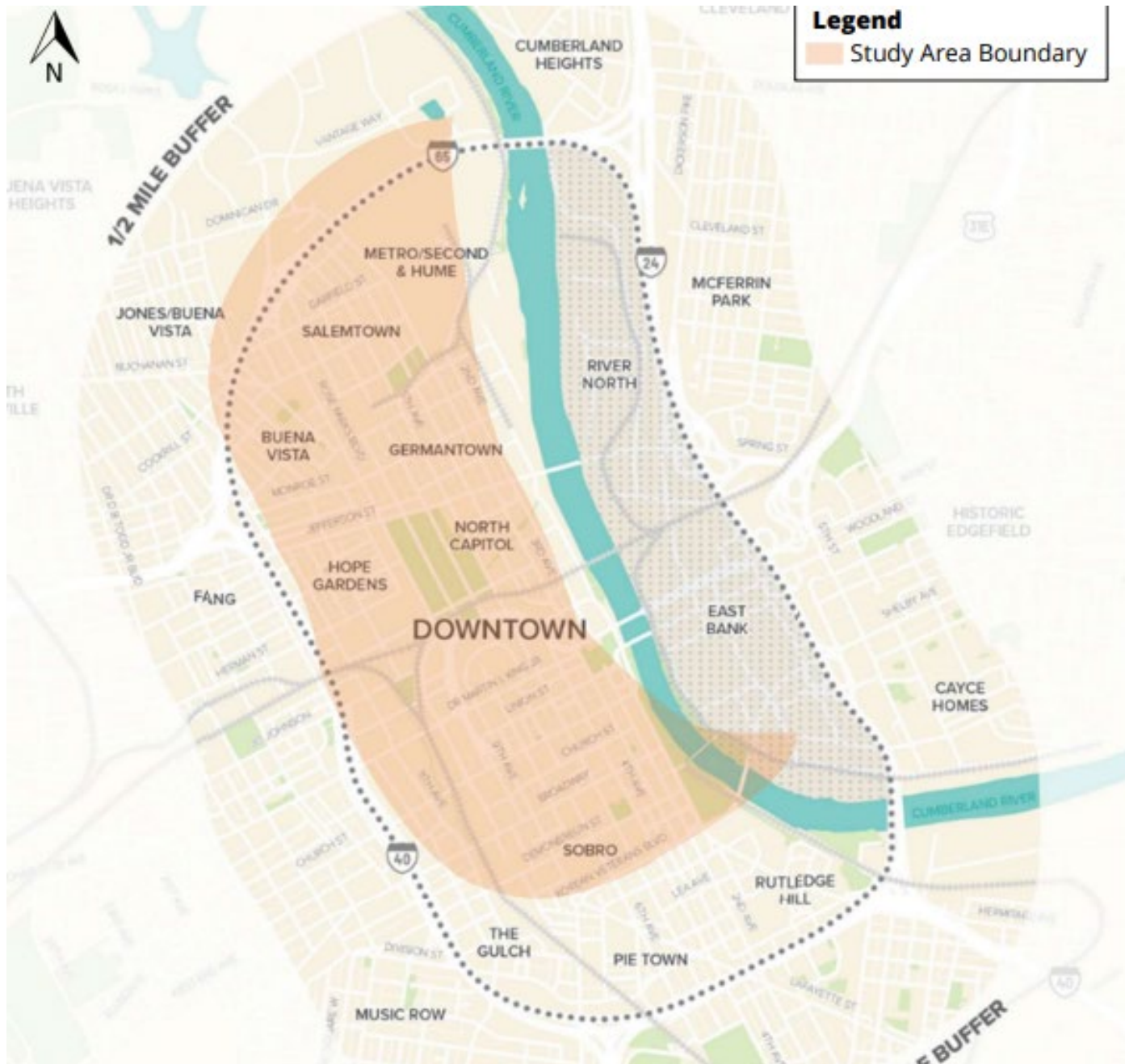
Traffic & Parking Commission Meeting

2nd Ave Street Conversion Project Update (Union St. to Korean Veterans Blvd.)

Brent Schultz, Connect Downtown Coordinator

NDOT





Connect Downtown Action Plan Boundaries

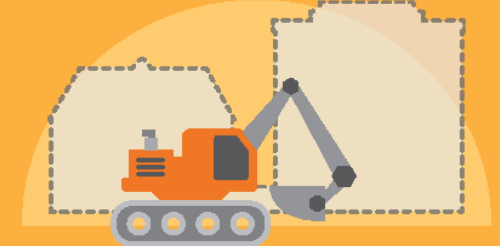
WHERE IS IT?

Why Connect Downtown

- Identified by **Metro Nashville Transportation Plan** (2020)
- Recognizing **all modes of travel slow to a crawl during peak periods**, posing specific issues for emergency vehicles, long-term growth, and our quality of life
- Complementary to ***Imagine East Bank, and River North*** efforts creating framework east of Cumberland River



Total population in the downtown area increased by 365% between 2013 and 2023.



In the third quarter of 2023, there was 1.7 million square feet of office space under construction Downtown.



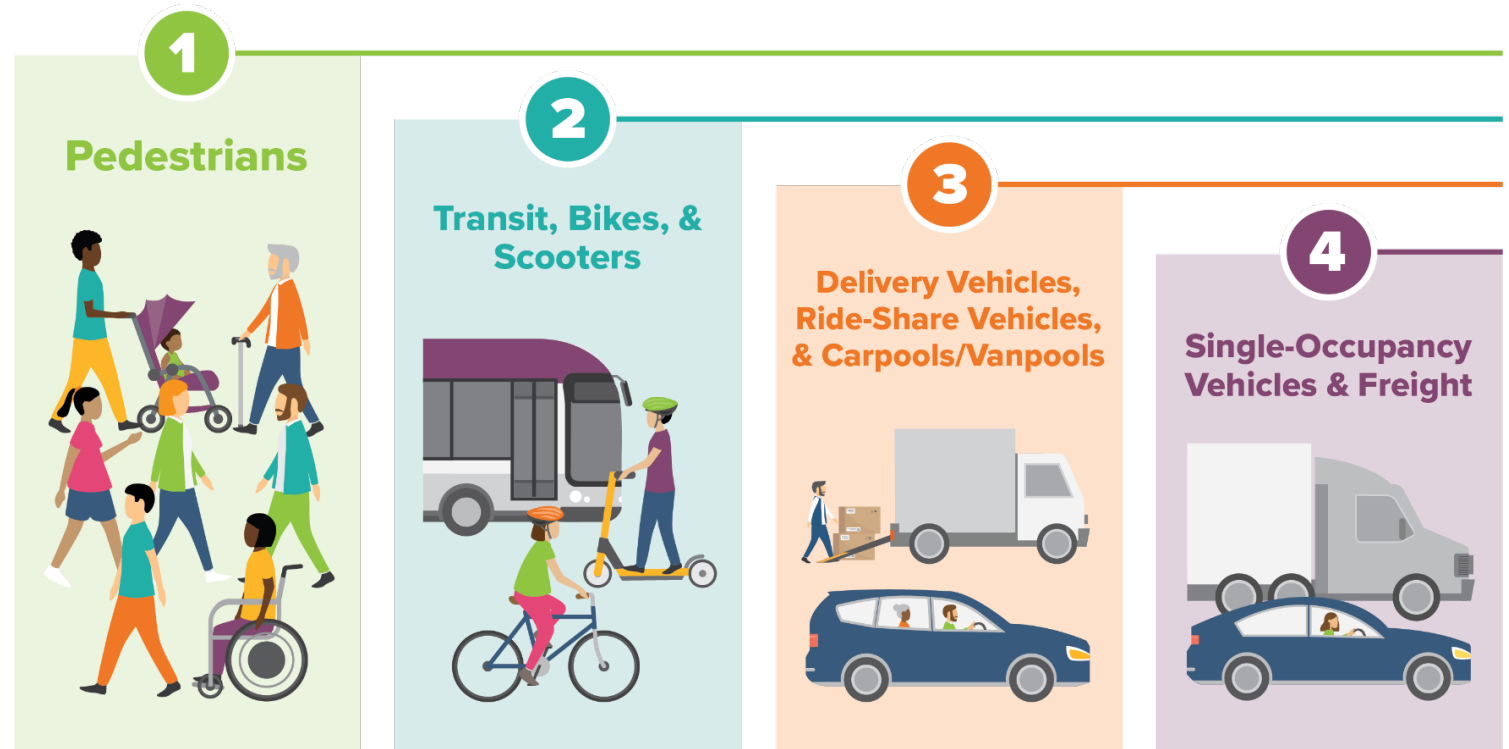
Nashville's 14.4 million visitors in 2022 spent a record \$8.8 billion.



In 2022, Downtown collected 18.8% of retail taxes generated in Davidson County in less than 0.4% of the county's land area.

“Must Haves” for a Great Downtown

- **Pedestrian priority**
not just in a few places
- **Great options**
with some redundancy
- **Safe and comfortable spaces** both traffic safety and personal safety
- **Active management**
to address the unexpected



A modal hierarchy for Downtown Nashville

The Connect Downtown Action Plan

TRANSIT PRIORITY CORRIDORS

Connect Downtown recommends **three Transit Priority Corridors (TPCs)** to link WeGo Central with the new SoBro and East Bank Mobility Centers and provide bus service every 3 to 5 minutes:

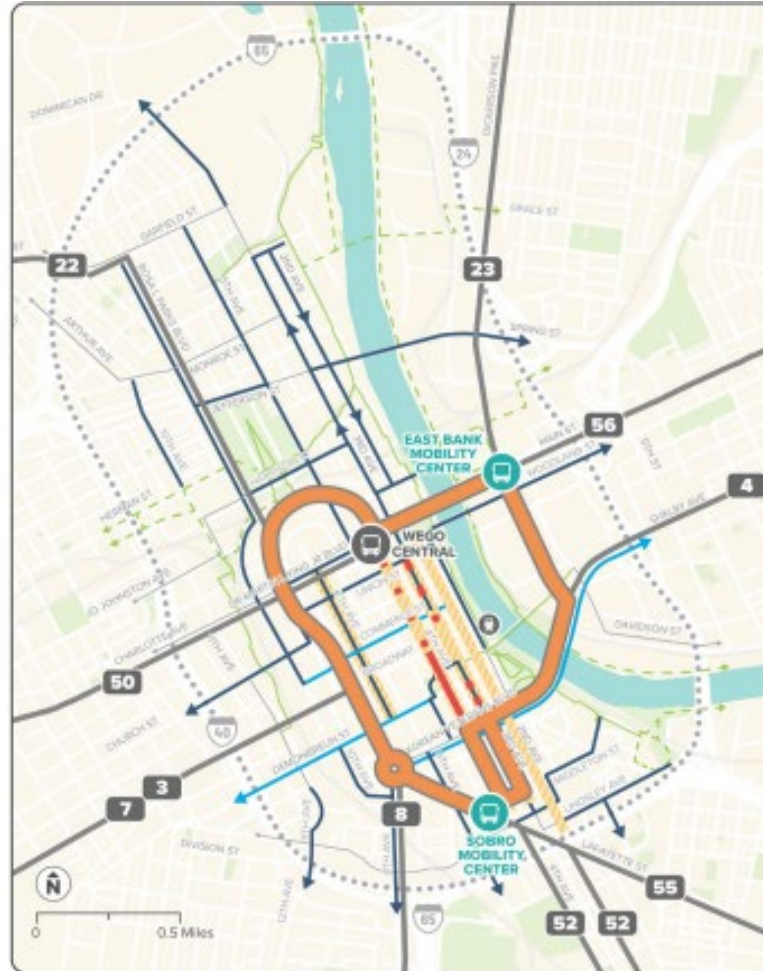
- Westside TPC
- James Robertson TPC
- East Bank TPC

PRIORITY LOADING AREAS

To ensure that the curb provides the most value for the most people—and that the uses of the curb are prioritized for activities that can't be moved elsewhere—Connect Downtown recommends a focus on **flexible uses and pilot programs that support additional space for loading and deliveries.**

MOBILITY LANES

Downtown Nashville's future network of mobility lanes **adds new, safe facilities, upgrades select bike lanes, and links to the existing and planned Greenways** system. Projects include the 1st Ave, 3rd Ave, and 7th Ave mobility lanes, as well as a Church St / Union St / Woodland Bridge connector.



LEGEND

- | | | | | |
|---------------------------------|---|--------------------------|--------------------------------------|-------------------|
| Transit Priority Corridor | Queue Jump Lane/Bus Lane | Mobility Lanes | Upgrades to Existing Bike Facilities | Planned Greenways |
| Frequent Route Transit Priority | Potential One-Way or Two-Way Conversion | Existing Bike Facilities | Existing Greenways | |

FLEXIBLE CURB USES (4 AM – 4 PM)



TECHNOLOGY & DEMAND MANAGEMENT

Connect Downtown recommends installing new **adaptive signal technology**, giving NDOT the ability to better manage traffic. Along with new **transportation demand management and event management strategies**, Downtown's streets will move more people.

CDAP Street Conversions – (Phases 1 & 2)

One-Way and Two-Way Conversions

Downtown Nashville has a mix of one-way and two-way streets, and the flow of traffic has changed many times over the years.

Connect Downtown recommends converting the operations of four streets to support people coming into and leaving from Downtown, to improve garage access, and to provide more space for curb uses, transit facilities, and mobility lanes.



A 2nd Avenue

Converting 2nd Ave to a two-way street between Union St and I-40 would add southbound vehicle capacity and balance travel flows and loading activity in this busy corridor. To support implementation of the 2nd Ave Vision and future interstate ramp projects, **the street could be opened or converted in three segments:** 1) Union St to Broadway; 2) Broadway to Korean Veterans Blvd; and 3) Korean Veterans Blvd to the freeway.

C 4th Avenue

To complement 3rd Ave, NDOT could convert **4th Ave to one-way southbound between Broadway and Peabody St**, making all of 4th Ave one-way through the Downtown core. This would provide space for dedicated transit lanes and queue jumps, as well as extra space for priority loading zones. This conversion would help move people in buses and personal vehicles out of Downtown, especially after events.

B 3rd Avenue

To provide more space for loading, improve transit connections, and support a mobility lane, **3rd Ave could convert to one-way northbound between Union St and Elm St**, except for the half-block between Demonbreun St and the Siegenthaler Pedestrian Bridge. Paired with the 4th Ave conversion and the transit and mobility lane enhancements described later in this chapter, 3rd Ave would move more people and have more space for deliveries, passenger loading, and valet zones.

D 7th Avenue

Although traffic volumes on 7th Ave are relatively low, queuing and loading activity is quite high during the afternoon dismissal at Hume Fogg. To provide more space for curb uses and to support a two-way protected mobility lane, **7th Ave could be converted to one-way northbound between Dr. Martin Luther King, Jr. Blvd and Demonbreun St**, except for the block between Church St and Commerce St.





Appendix C

Traffic Analysis Report

April 2024



Figure 2 | Traffic Analysis Study Intersections



2nd Ave N & S Street Conversion Study & Implementation

- 2nd Ave street conversion project (Union St to Korean Veterans Boulevard)
- CDAP Project ID #'s 14, 15, 16 & 17
- Provides “southbound vehicular capacity and balances travel flows and loading activity on this corridor”
- Enhanced Special Event Transportation Planning and accessibility to/from downtown
- Works together with 3 other street conversion projects, approximately 100 other projects/programs
- Will result in improved curb and street congestion, more efficient movement of needed deliveries, services, workers, residents and tourists



Typical 2nd Ave North Street Conversion Plans

(BROADWAY TO UNION STREET – SECTION 1)



Commerce to Broadway

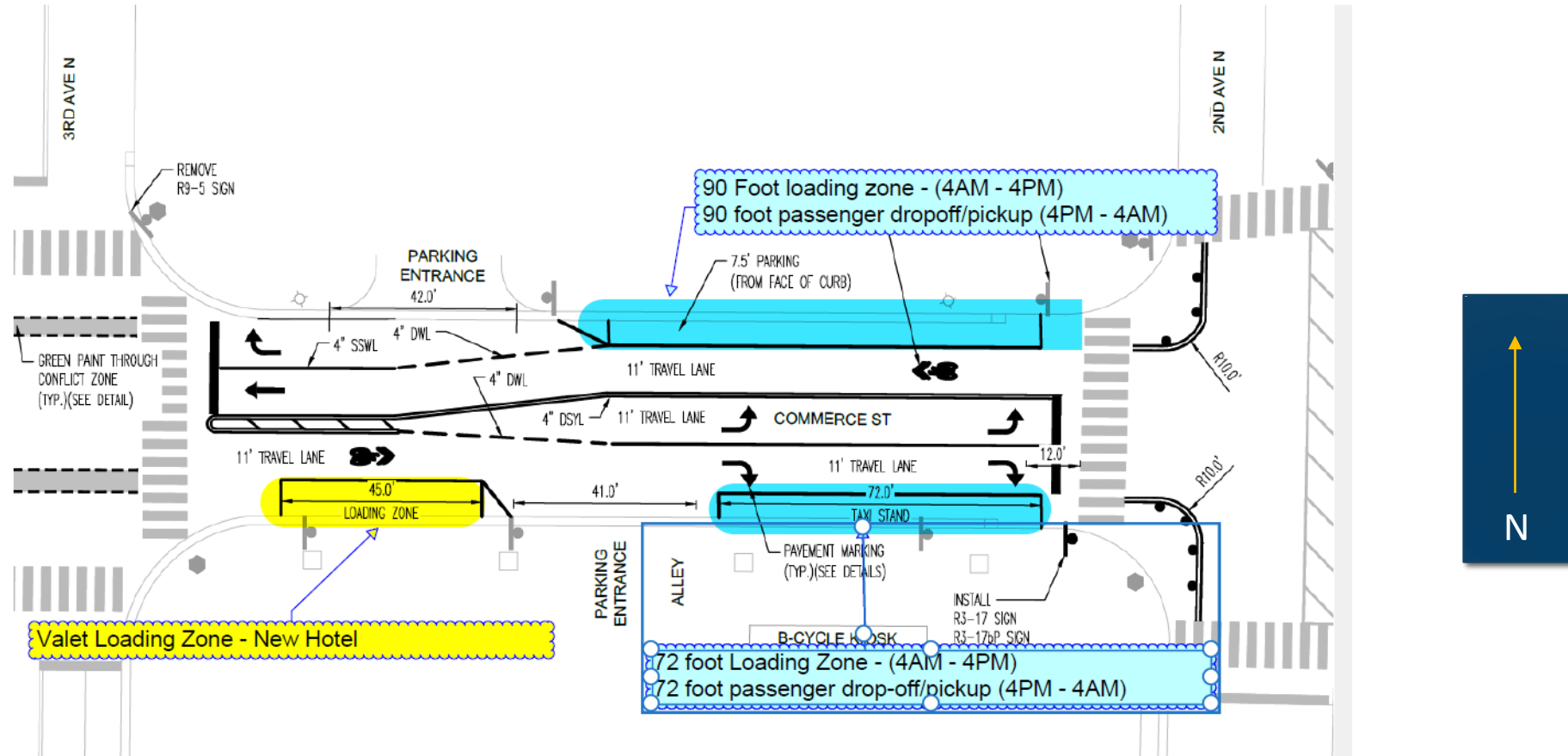


TRAFFIC SIGNAL
MODIFICATIONS
ARE NECESSARY.
PLANS TO BE
FORWARDED BY
OTHERS

LEGEND

	NO PARKING
	TROLLEY STOP/TAXI STAND
	BIKE AND/OR SCOOTER CORRAL
	PAY PARKING
	DRIVEWAY/GARAGE ENTRANCE/EXIT
	VALET/LOADING ZONE
	EXIST. LIGHT POLE
	EXIST. UTILITY POLE
	EXIST. FIRE HYDRANT
	EXIST. GROUND MOUNTED SIGN
	EXIST. POLE MOUNTED SIGN

Commerce Street Striping & Curb Use Plan(3rd Ave N to 2nd Ave N)

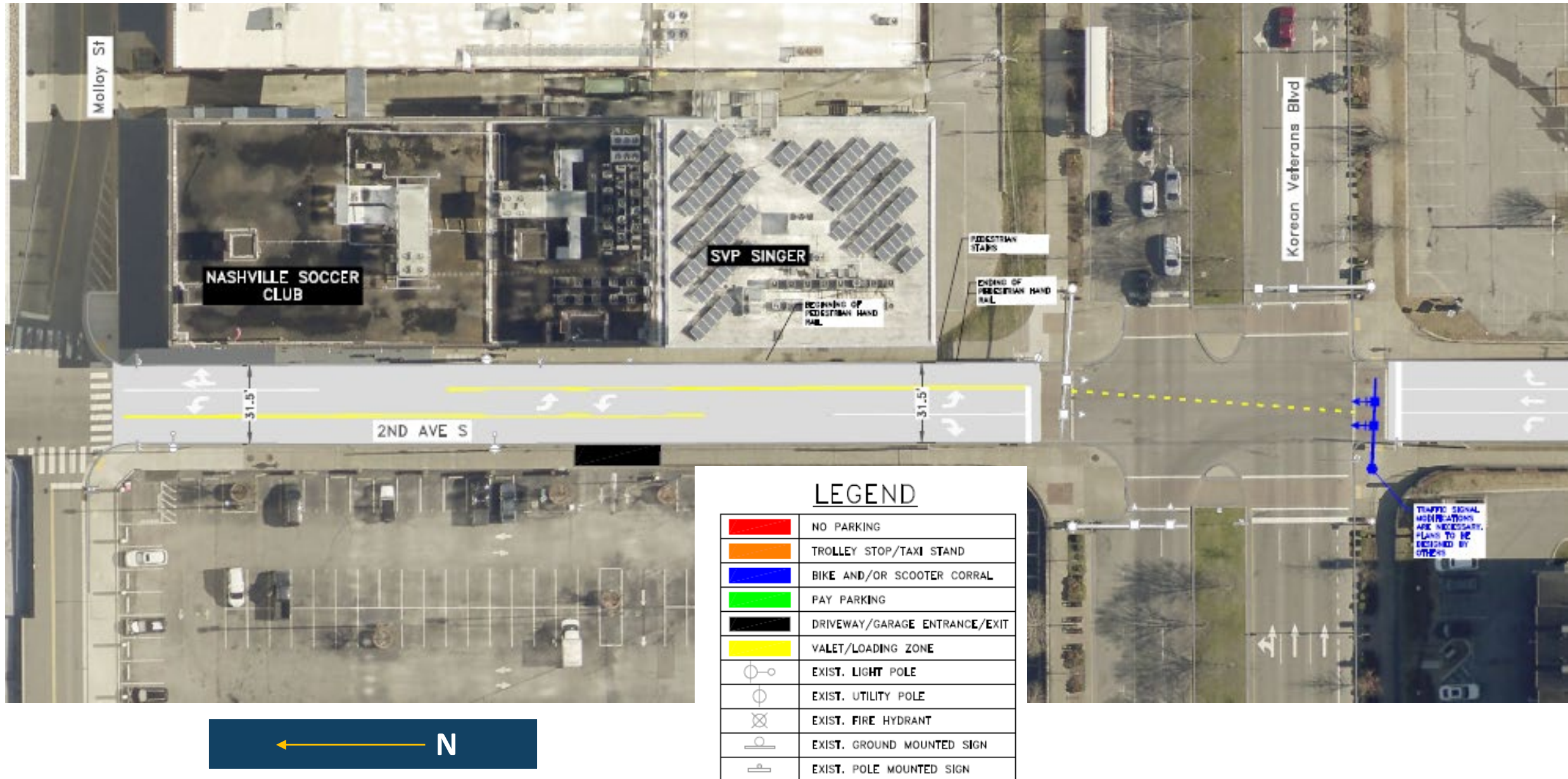


Typical 2ND Ave South Street Conversion Plans

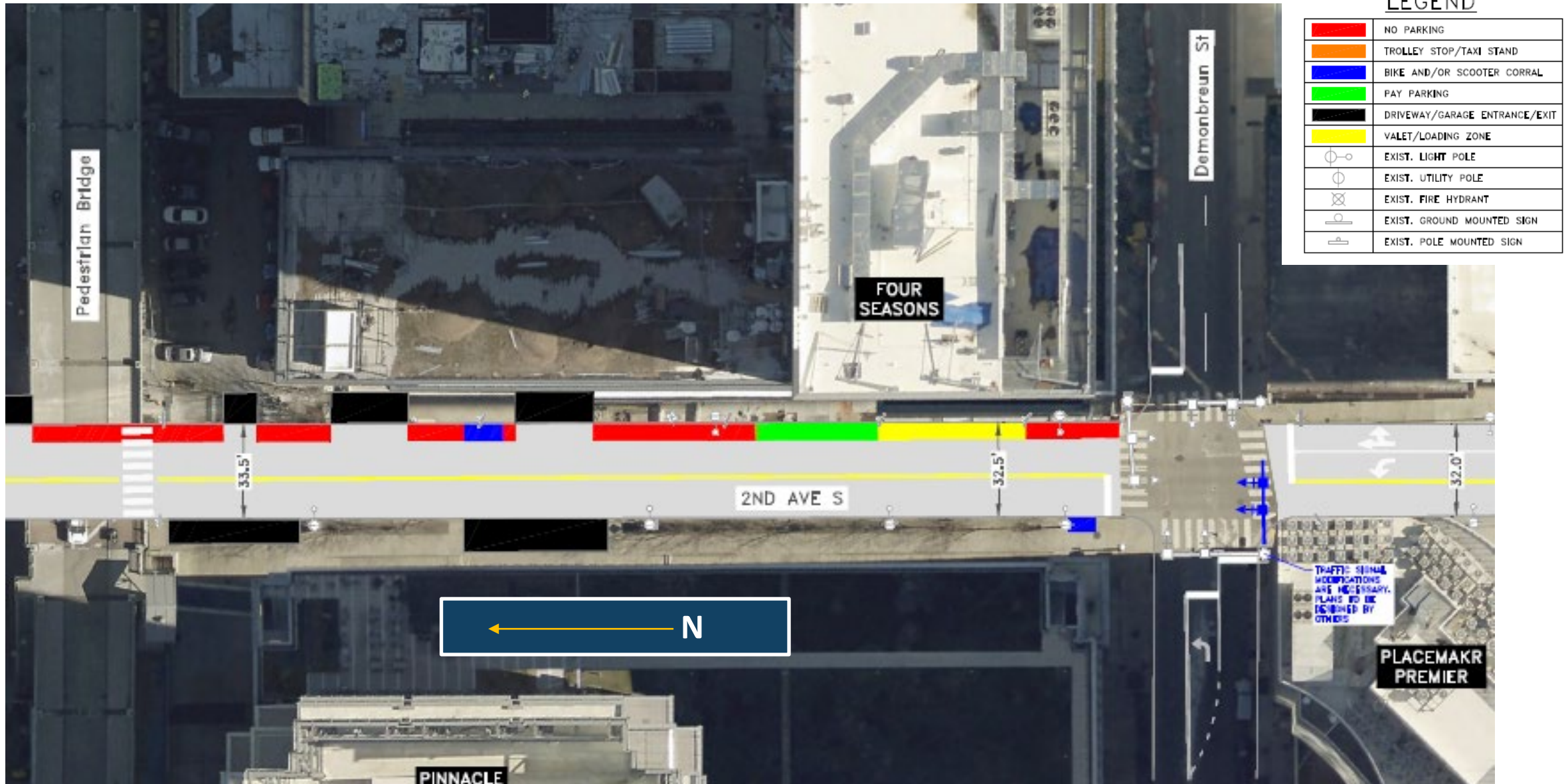
(KOREAN VETERANS BOULEVARD TO BROADWAY – SECTION 2)



2nd Ave S – Molloy St to Korean Veterans Boulevard



2nd Ave S – Pedestrian Bridge to Demonbreun Street

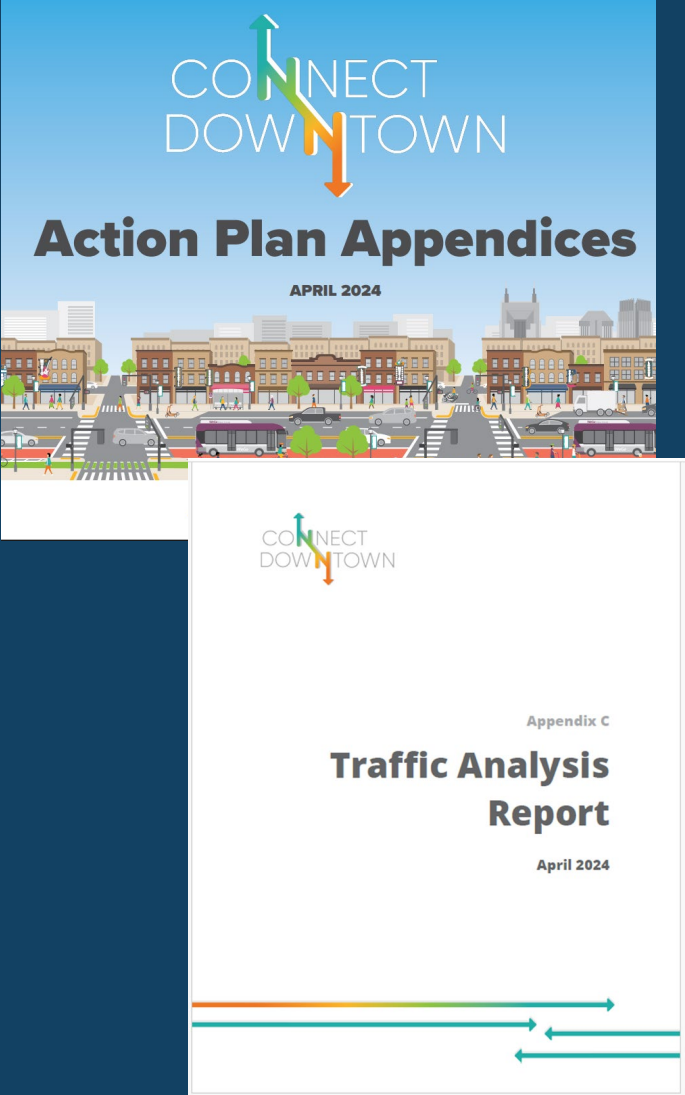


Why are the 2nd, 3rd, 4th N/S St. Concept Layouts Important

- Provides needed improvements to move more people in and out of the downtown to get to entertainment venues, offices, businesses, hotels & residences
- Dedicated bus lanes & intersection que jumps (3rd & 4th Ave) move people more efficiently, provide wider sidewalks & new enhanced/connected bikeway system
- Traffic studies and Vistro modeling of 164 intersections show these downtown improvements, along with other projects, will improve downtown transportation system
- Without these improvements downtown roads and intersection will experience intersection grid lock and wait times given historical growth patterns



What Happens if we do nothing?



Comparison of Alternatives

Table 11 compares the system-wide capacity analysis results for each Future Year 2032 scenario to the Existing Year 2022 scenario.

Table 11 | System-Level Results

Scenario	AM	PM
No Build	288% increase in the number of intersections at LOS E or F	123% increase in the number of intersections at LOS E or F
	600% increase in intersections at or over capacity	1350% increase in intersections at or over capacity
Build + 50% AMG Scenario	175% increase in the number of intersections at LOS E or F	82% increase in the number of intersections at LOS E or F
	400% increase in intersections at or over capacity	750% increase in intersections at or over capacity
Build + 100% AMG Scenario	25% increase in the number of intersections at LOS E or F	9% increase in the number of intersections at LOS E or F
	200% increase in intersections at or over capacity	250% increase in intersections at or over capacity

Figures 15 through 18 compare the failing intersections under the Future Build + 50% AMG scenario and Future Build + 100% AMG scenarios to the failing intersections under the Future No Build scenario. There are intersections failing in the build scenarios that did not have Connect Downtown recommendations, these intersections are existing areas of concern and pinch points into the city near the interstate.

Next Steps for Street Conversion Projects

- Open 2nd Ave. N/S (Union St. to Korean Veterans Boulevard) as one-way north street by the end of December 2025
- 2nd Ave. improvements south of Broadway to KVB will include milling and repaving, new striping and necessary signage
- Prepare engineering study of 2nd Ave., 3rd Ave., and 4th Ave., over next 6 to 9 months
- Hold regular downtown merchant, property owner and stakeholder meetings to brief them and receive input on engineering studies and related plans.
- Return to Traffic & Parking Commission within 6 to 9 months with engineering study findings on 2nd Ave., 3rd Ave., and 4th Ave.

THANK YOU!

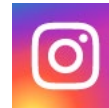
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