Gallatin Pike
and Main Street

VISION PLAN

GALLATIN PIKE & MAIN STREET
A NASHVILLE VISION ZERO INITIATIVE

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Overview

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The Gallatin Pike and Main Street Vision Plan developed and evaluated two alternative concepts to make the corridor safer and more accessible for all users, vetted and refined through a significant public engagement process. As the plan neared completion, Choose How You Move (CHYM), Nashville's transit referendum, passed in November 2024. CHYM creates an unprecedented opportunity for larger-scale improvements than originally envisioned, requiring additional corridor evaluation for long term improvements.

A future study will advance concepts from Eastland Avenue to Briley Parkway, with interim safety improvements likely in 2026. Additional engagement will occur as part of the CHYM program.

Background and History

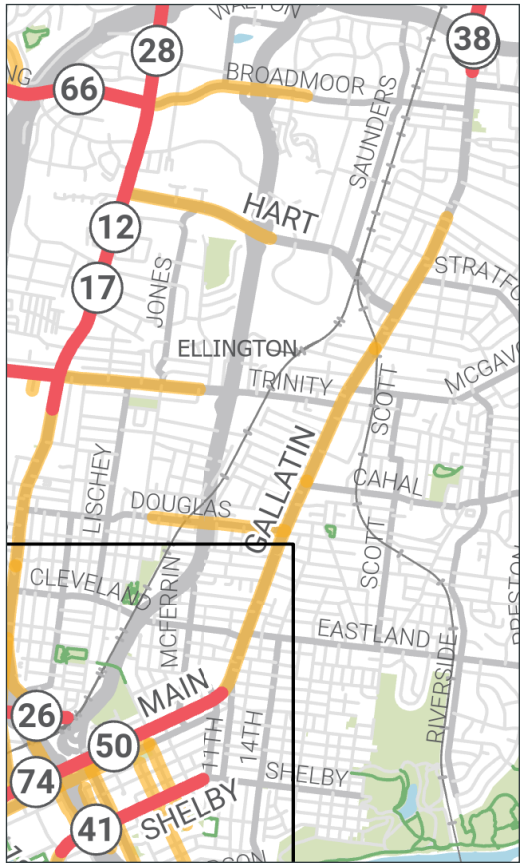
Nashville's transportation network is built on a "hub-and-spoke" system in which the city's principal streets radiate from the center outward. The "spokes" in this configuration are predominantly Nashville's pikes, including Nolensville Pike, Murfreesboro Pike, Dickerson Pike and several others. By virtue of their regional role, the pikes have evolved over time to focus on moving motor vehicle traffic, often at the expense of other modes of transportation and the surrounding communities. Main Street/ Gallatin Pike is one such street.

Main Street/Gallatin Pike serves the heart of East Nashville, one of the city's most urban communities. East Nashville has experienced growth and development over the last two decades, with new residents and businesses, many of which are located on Main Street/ Gallatin Pike. Main Street/Gallatin Pike's role has changed over time. As Ellington Parkway and Interstates 24 and 65 were constructed, the regional through movement of traffic has shifted creating an environment for Main/Gallatin to serve as a destination with essential safe access to businesses and neighborhoods.

The conflict between the design and function of Main Street/Gallatin Pike and the surrounding community is highlighted in the Nashville Department of Transportation and Multimodal Infrastructure (NDOT) Vision Zero Action Plan. Adopted in 2022, the plan identifies the corridor on the city's High Injury Network, meaning it has one of the worst crash histories.

The segment of Main Street/Gallatin Pike from S. 5th Street to Eastland Avenue is programmed for resurfacing. NDOT will use the resources allocated for this project to serve a larger purpose by addressing the many safety and mobility needs for the corridor.

The purpose of this study is to identify a long term vision for Main Street/Gallatin Pike to make it a safe and accessible corridor for all users. In coordination with resurfacing, NDOT is also advancing plans to implement that vision between S. 5th Street and Eastland Ave.



Main Street and Gallatin Pike are on **NASHVILLE'S HIGH INJURY NETWORK.**

(source: Vision Zero Action Plan)

GALLATIN PIKE & MAIN STREET VISION

This project will set a **vision** to transform Main Street and Gallatin Pike into **Complete Streets** that provide **SAFE** and **ACCESSIBLE** options FOR ALL USERS and can be **implemented** in a cost-effective way.

Study Area

The Study Area begins at S. 5th Street on the opposite side of Interstate 24 from the East Bank and extends to Briley Parkway (see Figure 1). This plan creates a long term vision for the entire length of the study area. A sub-section of the corridor, from S. 5th Street to Eastland Avenue, will also include a conceptual design for near term implementation.

The evaluation of typical sections focuses on existing pavement (curb face to curb face) on Main Street and Gallatin Pike, as large-scale changes to the curb can be costly and impactful potentially adding years to the implementation time frame. The study does take into consideration the land use context and street network of the surrounding neighborhoods.

The Process

As illustrated in Figure 2, the Gallatin Pike and Main Street Vision Plan followed a very deliberate and transparent process that engaged stakeholders and the community through every step of the study. From project initiation in the Fall of 2024 to completion in Winter of 2025, four rounds of outreach were held to gather input on ideas and preferences and to collect feedback on initial concepts, and draft recommendations.

Figure 1. Study Area

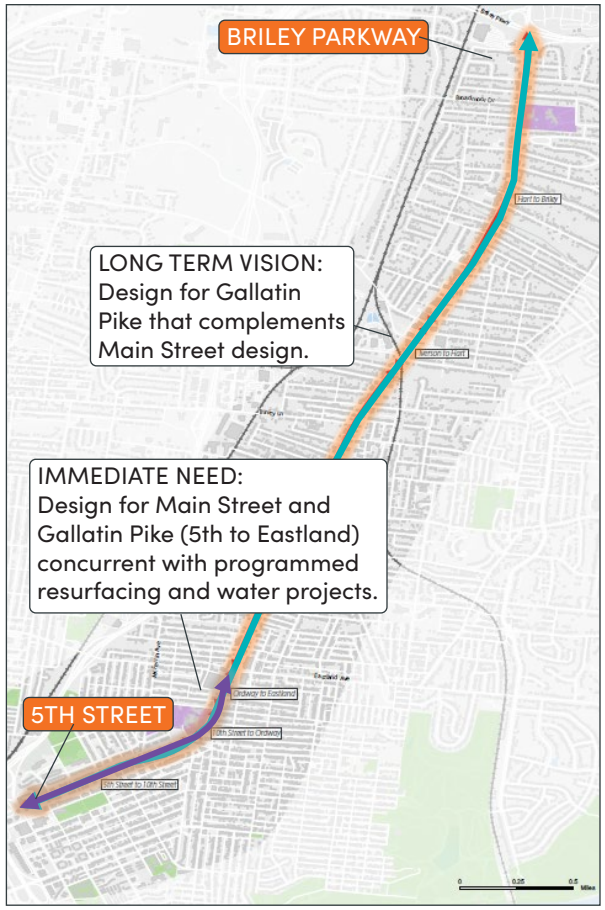
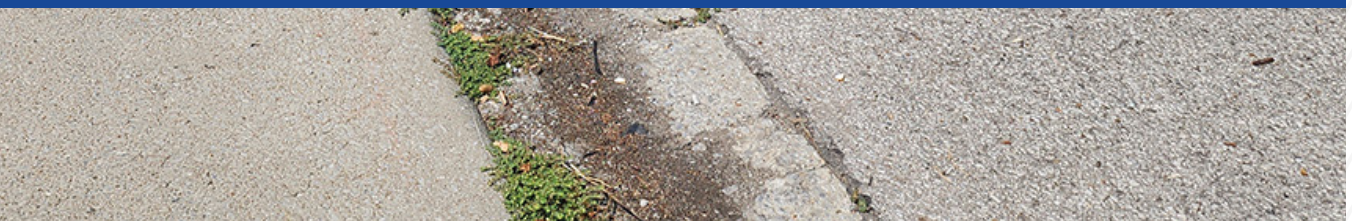


Figure 2. Study Process

The Challenge



The Issues

Gallatin Pike and Main Street have an extensive crash history as evidenced by the corridor's place on the High Injury Network. Figure 3 identifies ten fatalities that were recorded within the study area between 2014 and 2023, an average of one a year. The poor safety condition on Gallatin Pike and Main Street can be attributed to several factors.

Lack of Crossing Opportunities

As shown in Figure 4, there are long stretches of the corridor that lack designated crossing opportunities, in some cases as long as half of a mile. In those situations, pedestrians must dart across four lanes of traffic in both directions.

Figure 3. Fatalities (2014 – 2023)

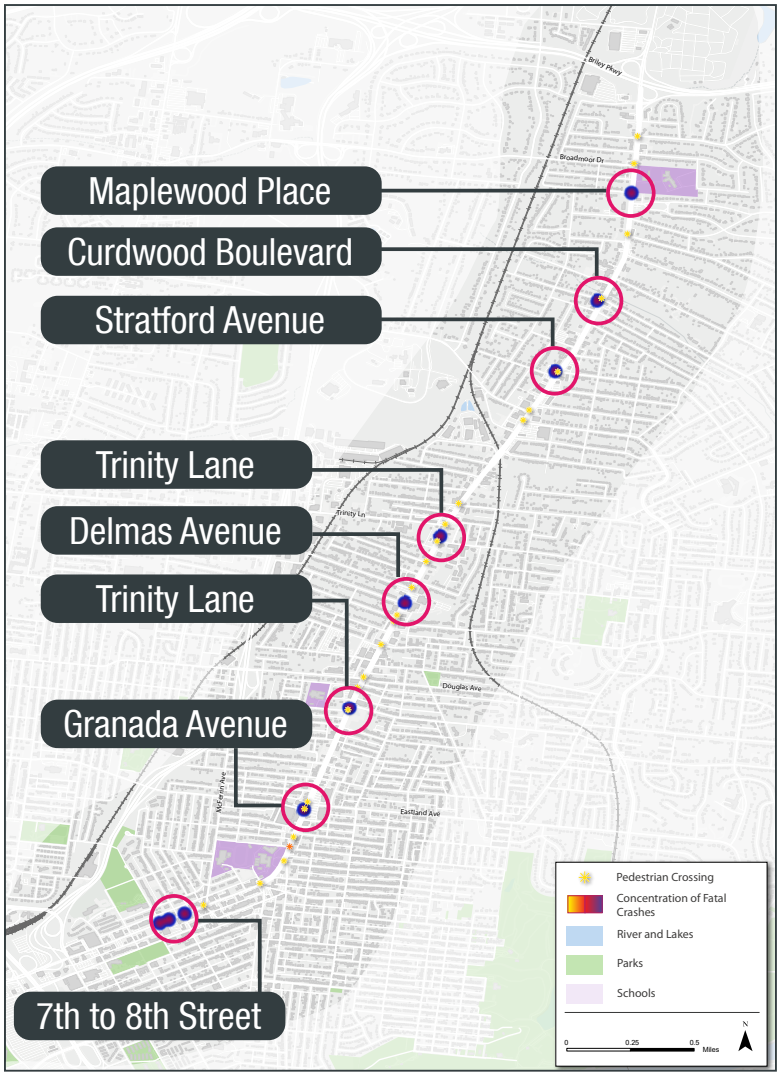
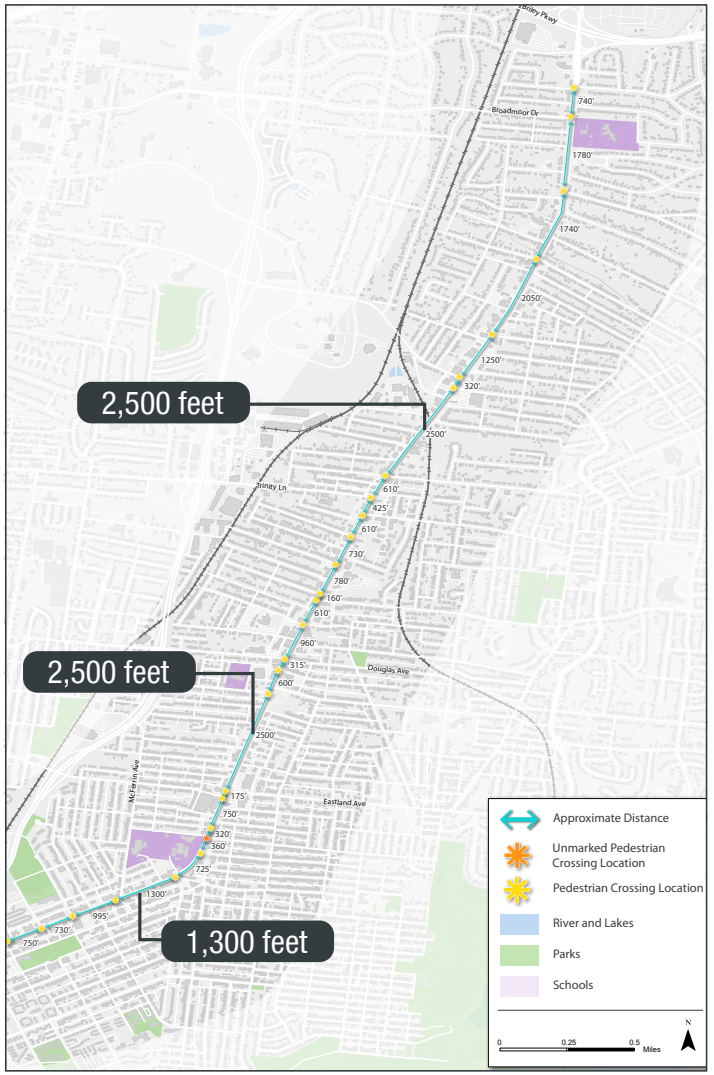


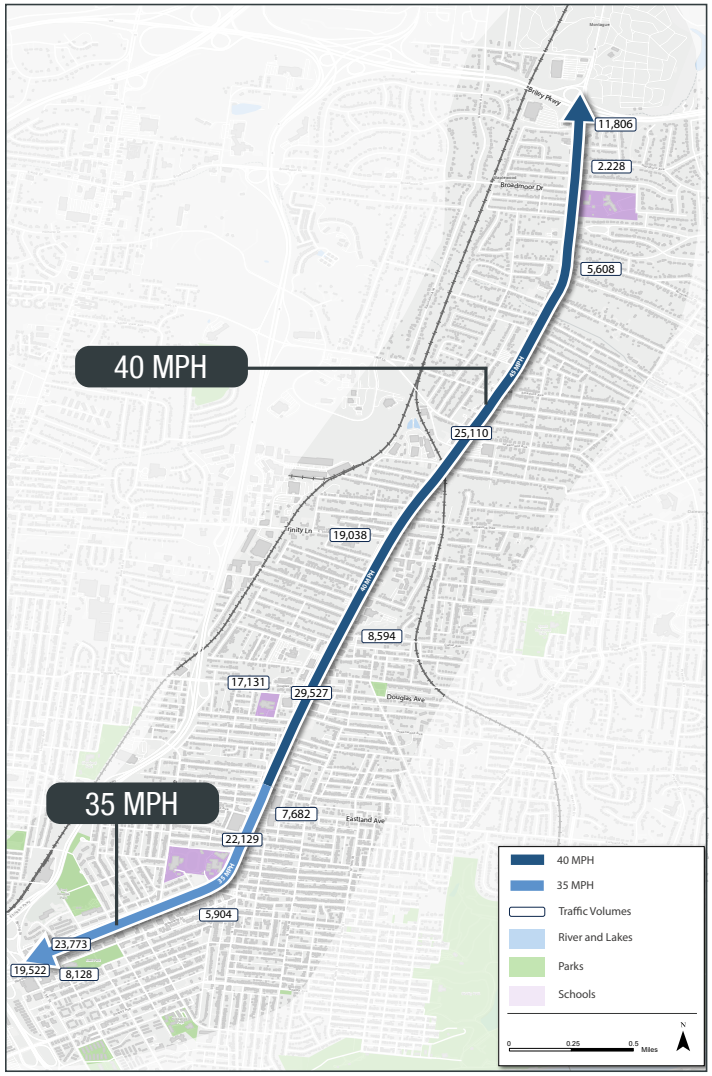
Figure 4. Pedestrian Crossing Locations



Vehicle Speed

High motor vehicles speeds increase the required reaction time to avoid a collision and increase the force of impact. The chance of a pedestrian surviving a motor vehicle collision is reduced significantly at speeds exceeding 30 miles per hour (MPH). Figure 5 identifies posted speeds on Gallatin Pike and Main Street, which are between 35 and 40 MPH.

Figure 5. Posted Motor Vehicle Speeds



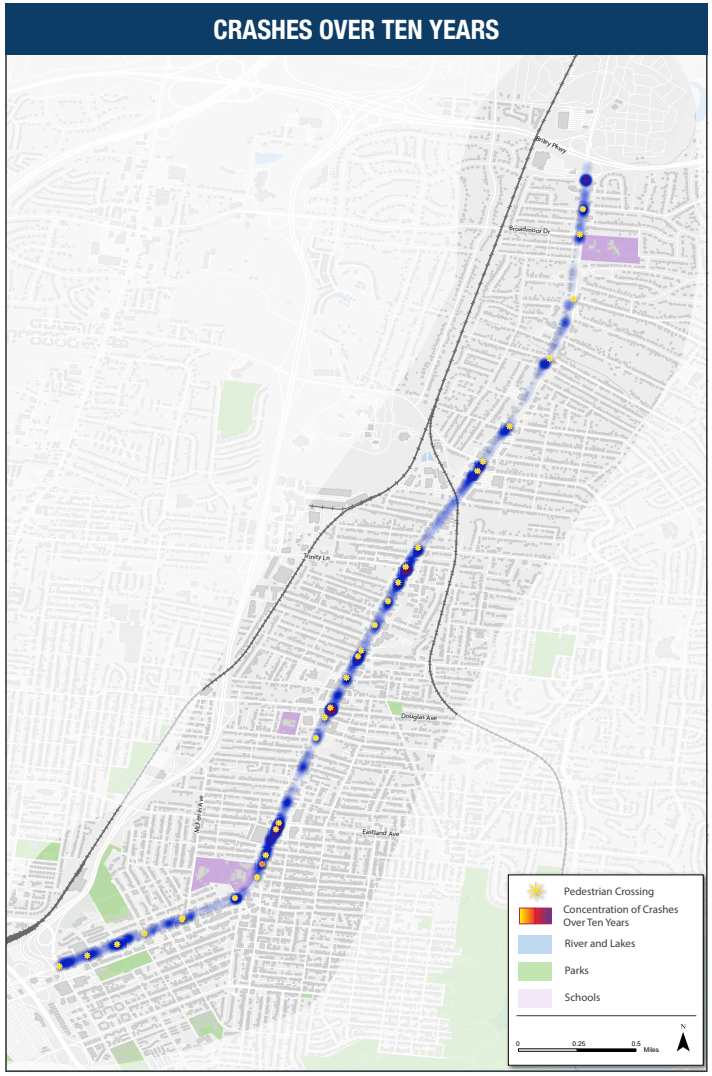
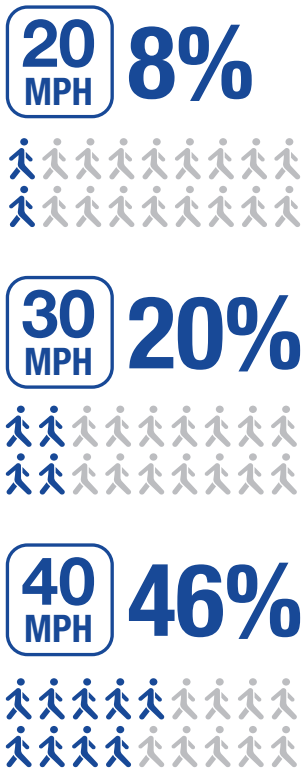
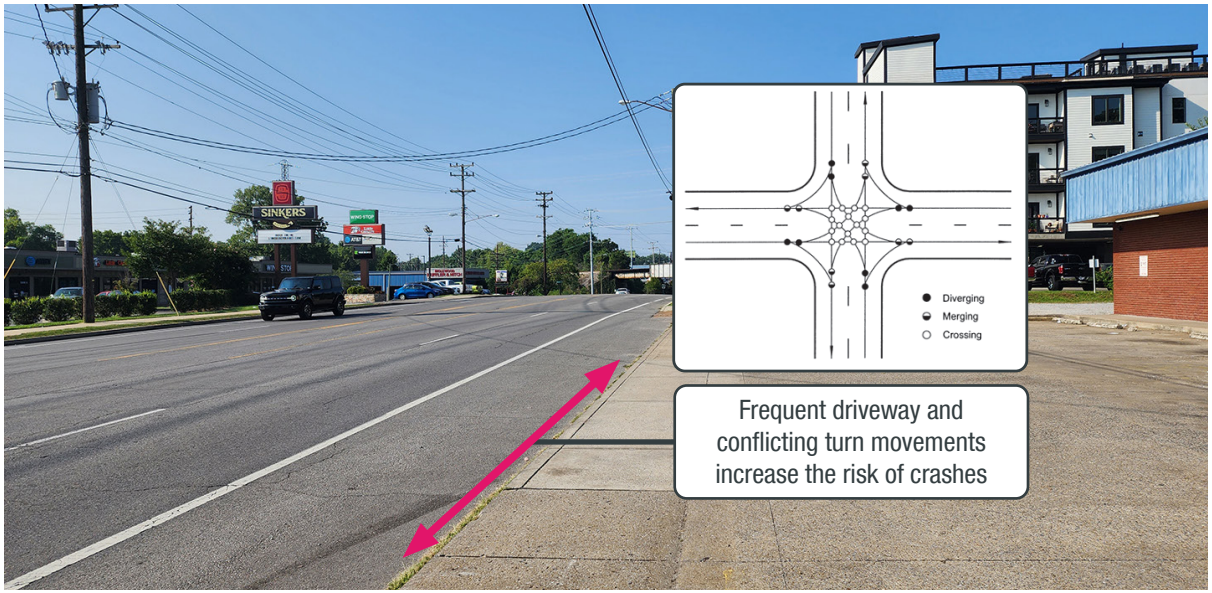


Figure 6. Motor Vehicle Speed and Pedestrian Fatalities



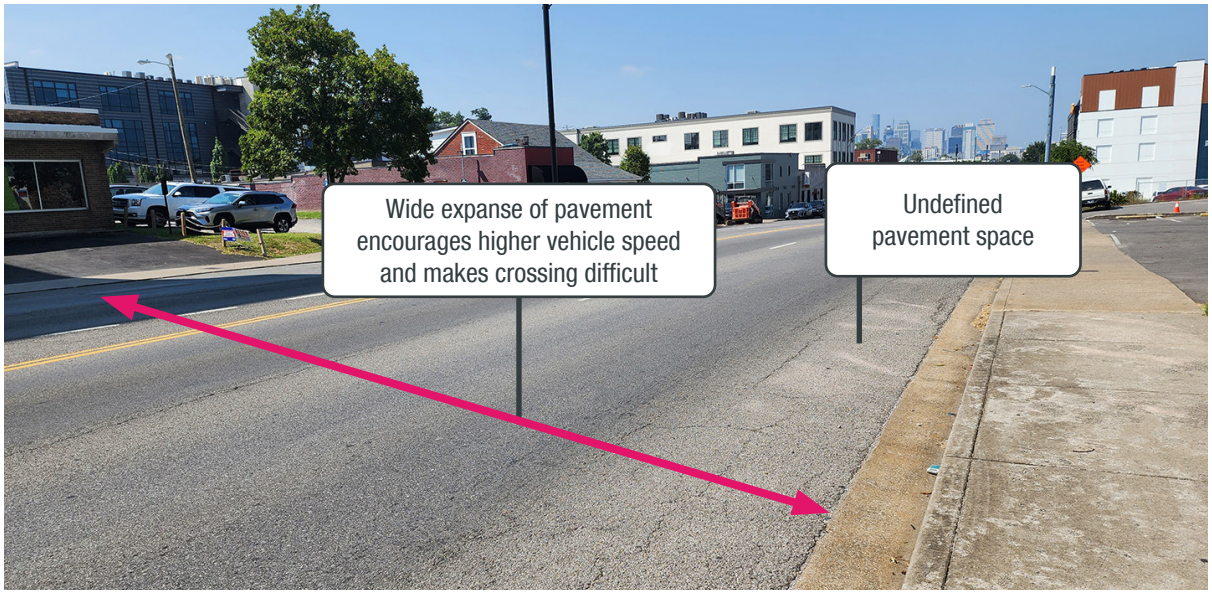
Driveways and Turn Movements

Gallatin Pike and Main Street are characterized by numerous driveways and curb cuts. Each driveway represents a potential conflict (collision) point. Left turns, both entering and exiting the road, are permitted for the entire length of the corridor, greatly increasing the chance of a collision.



Street Design

Gallatin Pike and Main Street are characterized by wide expanses of pavement with undefined spaces. This design encourages higher motor vehicle speeds and introduces unpredictability and confusion.



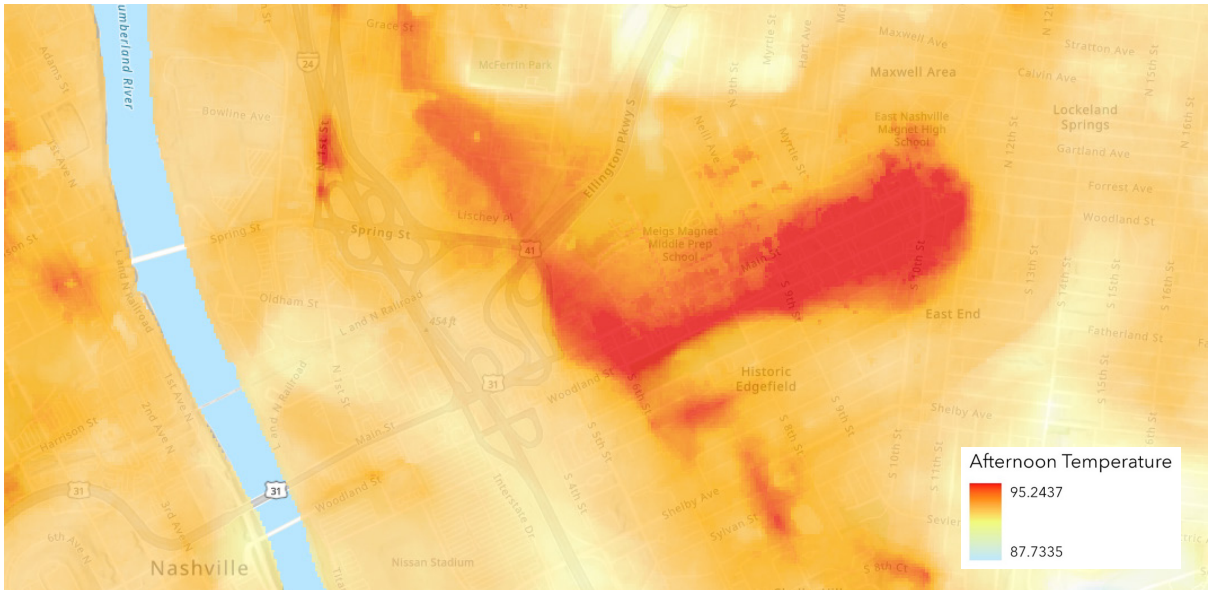
Uncomfortable Roadside Environment

For the most part, there is no buffer (landscaping or furnishing), between the sidewalk and the street. Pedestrians are within a few feet of fast-moving traffic, which is often loud and makes it difficult to have a conversation. The result is an uncomfortable roadside environment, whether walking to reach a destination or visiting many of the institutions and establishments along the corridor.

Heat Island Effect

The significant amount of hardscape and lack of landscaping, trees and other green features contributes to the heat island effect, raising surface temperatures to intolerable levels. Figure 7 illustrates that Main Street is one of the more extreme locations in Nashville.

Figure 7. Average Surface Temperatures



Source: Metro Nashville Sustainability, Resilience and the Environment

Community Perspective

In addition to analyzing data and evaluating site conditions on Gallatin Pike and Main Street, the project team sought to understand how the community perceives the corridor and their top priorities. This occurred through two public workshops, outreach to WeGo transit riders and through online engagement.

Participants were asked to identify their top priorities for Gallatin Pike and Main Street, which are shown in Figure 8. By far the most important priority is safe and accessible crossing opportunities. Also important are providing a better pedestrian roadside experience and beautification, including landscaping and decluttering. Many of those who responded online identified automobile travel as an important priority, while in person participants identified prioritized bus service and better connections to transit as important.

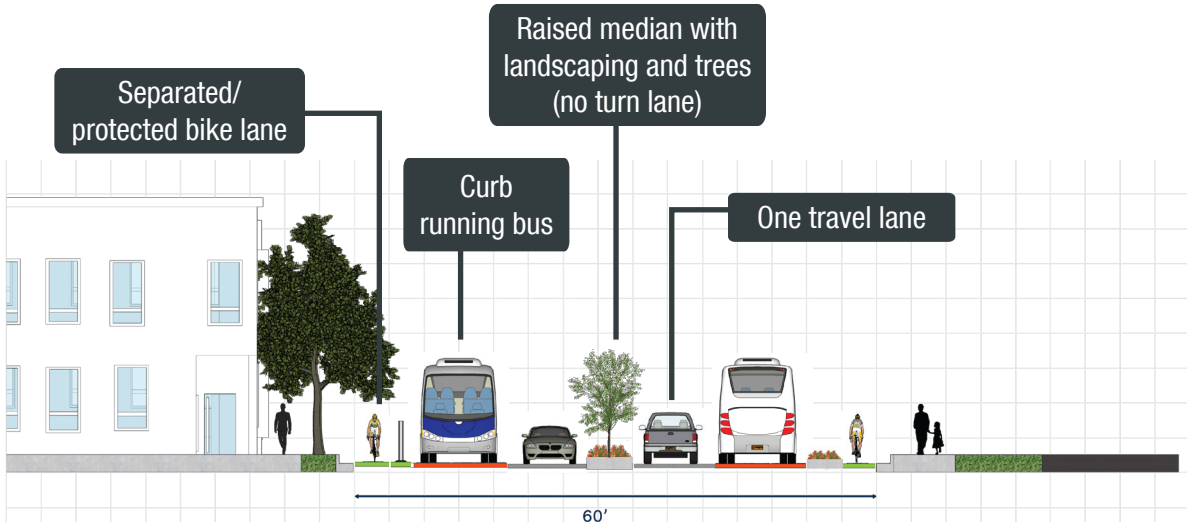
Figure 8. Priority Pyramid Results

Participants were given the ability to "build" their own street by placing street elements, such as travel lanes, bus lanes, bike lanes, medians and landscaping, on cross-sections of Gallatin Pike and Main Street. Figure 9 shows the composite results of the street builder exercise for Main Street. The most common elements that appeared on participant streets include:

- Dedicated lanes for buses;
- A raised median with landscaping;
- Dedicated bicycle lanes (often protected), and
- A single motor vehicle travel lane in each direction.

These results confirmed to the project team that residents and other stakeholders prioritize safe places for all modes of transportation on Gallatin Pike and Main Street.

Figure 9. Street Builder Exercise Results



Corridor Concepts

The project team leveraged their collective understanding of the corridor and input from the public and stakeholders to create two distinct concepts for Gallatin Pike and Main Street. Both concepts aspire to create safe and accessible options for the corridor, but in a different ways, each with their own advantages and disadvantages.

A limitation applied to both concepts is that the typical section should generally fit within the existing pavement expanse, from curb face to curb face. Pavement width varies in the corridor from approximately 63 feet on Gallatin Pike north of Iverson Avenue to 54 feet south of Eastland Avenue and approximately 64 feet on Main Street south of 10th Street and acquisition of additional right-of-way.

Each concept is summarized below. Typical sections for each unique segment of the corridor are included in an appendix.

Concept A

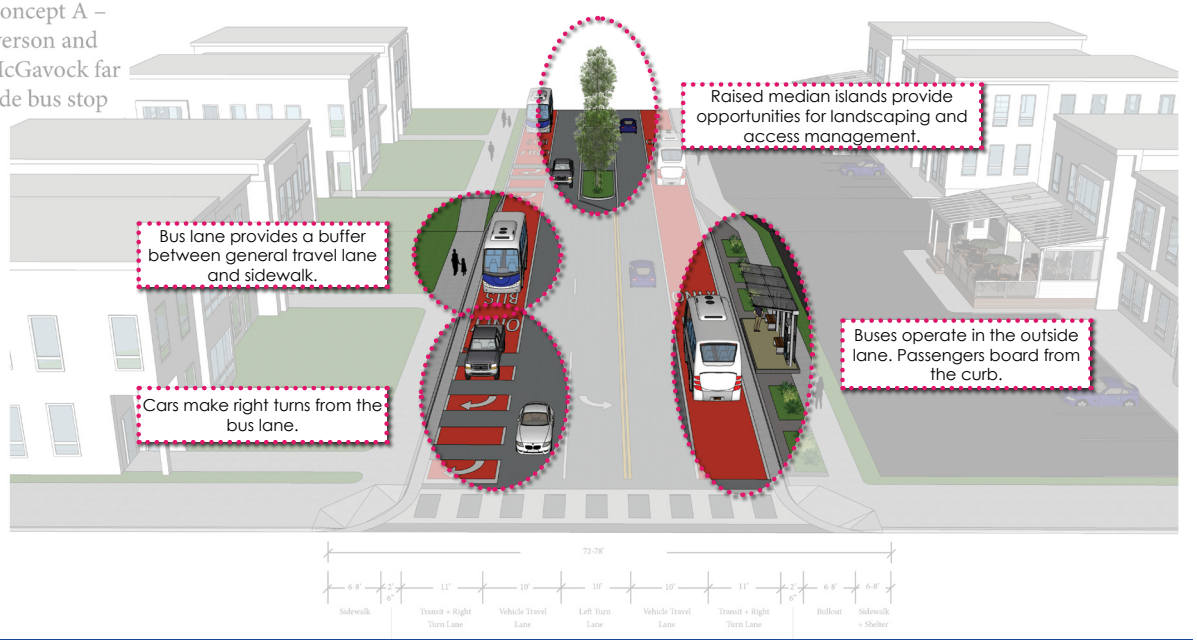
Gallatin Pike and Main Street today include two general purpose motor vehicle travel lanes in each direction. Concept A transitions the outside motor vehicle lane in each direction to a dedicated bus lane. Raised median islands would be installed in specific, strategic locations where there is currently a flush two-way center turn lane. Those median islands, in combination with pavement marking and signing, could serve as locations for midblock crossing.

Transit passengers would board at sidewalk stops much like they do today. Midblock stops would be aligned with crossing locations. Where feasible, bike lanes would be provided, primarily on the segment between Iverson Avenue and Briley Parkway where there is sufficient pavement width. On-street parking would be preserved on Main Street.

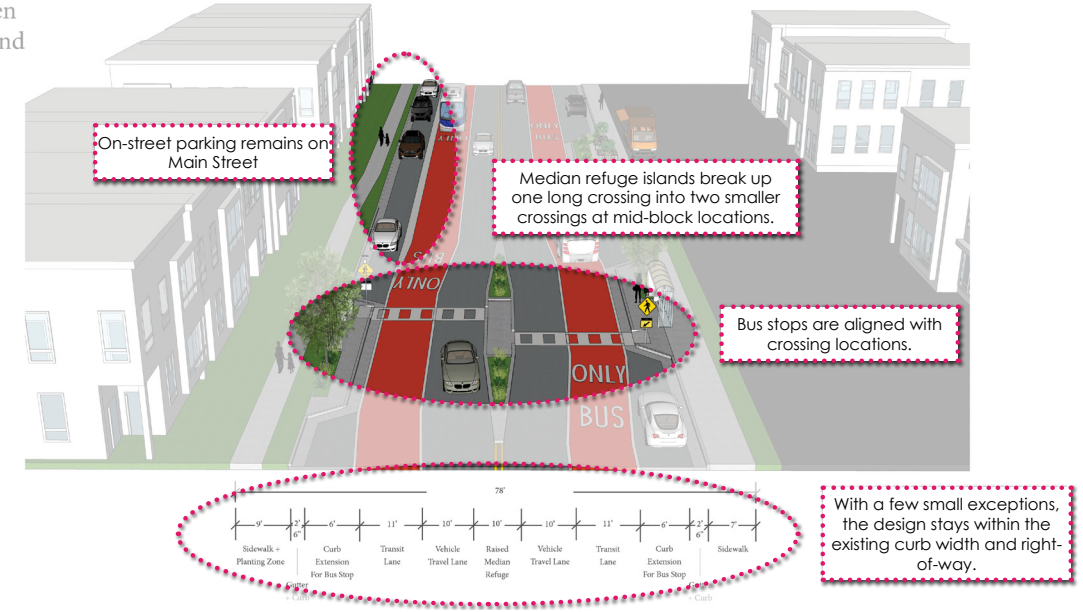
Figure 10 highlights the primary features associated with Concept A. Concept A typical sections for each unique segment of the corridor are located in the appendix.

Figure 10. Corridor Concept A

Concept A – Iverson and McGavock far side bus stop



Concept A – Midblock bus stop between 5th Street and 10th Street



Concept B

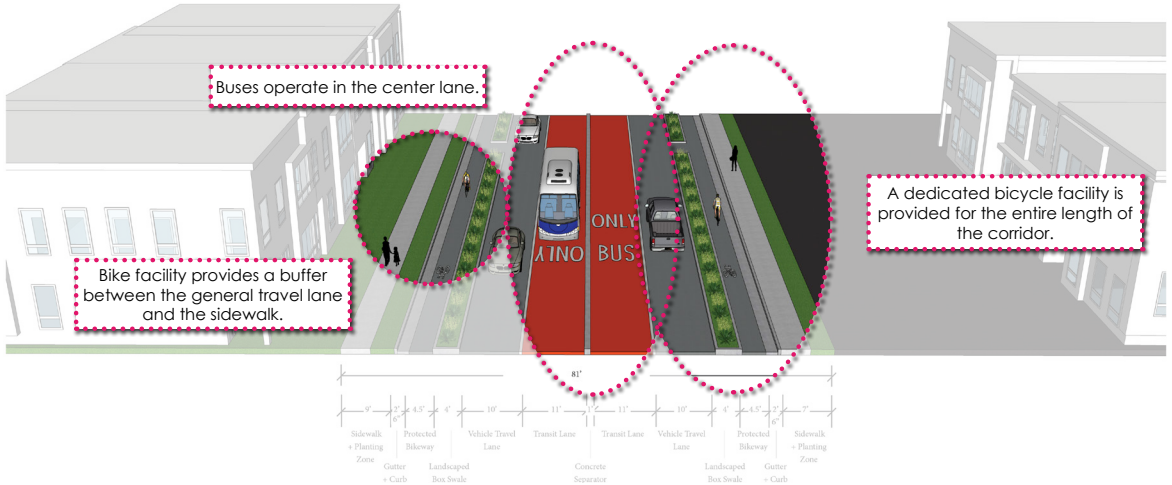
In contrast to Concept A, Concept B transitions the inside general purpose motor vehicle lanes to dedicated bus lanes so that buses run in the center of the street. Passengers board through elevated platforms located in the median, either at midblock locations or at intersections. WeGo buses include right-side passenger doors. Therefore, a separate boarding platform is necessary for each direction to enable right-side passenger boarding.

Concept B does include a dedicated on-street bicycle lane for most of the corridor. The nature of the lane varies depending on the width available and presence of turn lanes/stations; some segments would be unbuffered bike lanes, while others would be protected with delineators or curb.

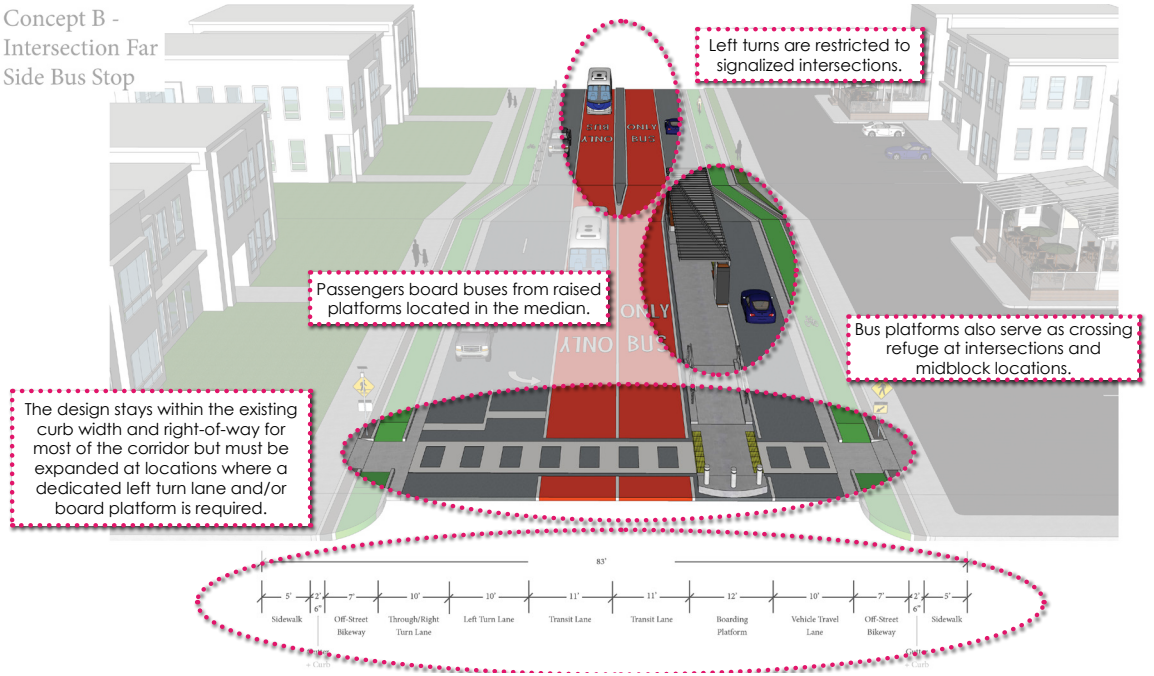
Figure 11 highlights the primary features associated with Concept B. Concept B typical sections for each unique segment of the corridor are located in the appendix.

Figure 11. Corridor Concept B

Concept B – Mainline between 5th Street and 10th Street



Concept B - Intersection Far Side Bus Stop



Evaluation

Concept A and Concept B were evaluated to understand how each addresses the corridor's vision and the community's priorities. The results of the evaluation are identified in Figure 12. Key findings of the evaluation include:

Pedestrian Crossing and Roadside Experience

Both concepts provide safe, marked midblock crossing opportunities through the presence of a raised median (Concept A) or center transit boarding platform (Concept B). Concept A also includes the possibility of curb extensions and bulbouts, which further reduces the amount of pavement that pedestrians must cross.

Concept A also places the bus lane between the sidewalk and the general travel lane, which provides a buffer between pedestrian and motor vehicles, resulting in a better roadside experience. Concept B includes a bicycle lane, which also provides a buffer, but to a lesser extent.

Transit Priority and Access

Both concepts will significantly increase transit travel time and reliability by separating bus from general motor vehicle travel. Concept A includes curb side bus lanes, which are shared with right-turning general motor vehiclesproviding less benefit at intersections with heavy right turn volumes.

Concepts A and B provide access to bus stops through marked and signed crossing locations and reduced crossing distance. Concept A provides a roadside buffer for transit passengers while waiting.

Concept A includes standard bus passenger bus shelters, while Concept B include elevated platforms that can include additional amenities.

Bicycle and Pedestrian Facilities and Access

Concept A includes a delineated bicycle lane for the northern segment of the corridor. A bus lane buffers cyclists from adjacent motor vehicle traffic. Cyclists must use a system of parallel streets south of Iverson Avenue.

In contrast, Concept B provides a dedicated bicycle facility for virtually the entire length of the corridor. The center running bus lane does not buffer cyclists from motor vehicle traffic, but a protected bicycle facility is present on Main Street and off-street bikeways are present at stations.

Driveway conflicts are present for both concepts, but Concept B prevents midblock left turns, which benefits cyclists.

Automobile Access and Travel

With the exception of a few intersections, motor vehicle travel delay is not expected to significantly change under either concept, assuming that some motor vehicle trips shift from driving to walking, cycling and transit and some trips shift to Ellington Parkway. The traffic analysis methodology and results are described in a technical report in the appendix.

Concept B will impact business access on the corridor as it doesn't allow left turns directly into or out of businesses. Access to and from those businesses is possible by making a U-turn at the nearest signalized intersection. On the other hand, the prohibition of midblock left turn movements is a significant safety benefit for the corridor. A business access impact analysis is included in the technical report in the appendix.

Landscaping

Concept A includes raised median refuge islands and potentially curb extensions and bulbouts that provide multiple opportunities for trees and landscape, aesthetic and branding enhancements. Concept B includes raised center transit boarding platforms that provide opportunities for landscape, aesthetic and branding enhancements.

Curb and Right of Way Impacts

Concept A can be constructed with minimal impacts to curbs or right-of-way. In contrast, Concept B will require curb expansion at intersection and midblock locations where there are boarding platforms. In some cases, right-of-way and property could be impacted, including parking, access and structures. More detailed design and evaluation is necessary to confirm impacts. The technical report in the appendix documents the right-of-way impact analysis.

Figure 12. Corridor Concept Evaluation Results

Priority	Concept A	Concept B
Crossing Opportunities	✓ Raised median refuge islands in multiple locations break one longer crossing into two smaller ones.	✓ Raised transit boarding platforms provide a crossing refuge where transit stops are located; introduce horizontal deflection to slow traffic
	✓ Pedestrians only have to cross one lane of general traffic in each direction	✓ Pedestrians only have to cross one lane of general traffic in each direction
	✓ Curb extensions and bulb-outs introduce horizontal deflection and narrow the crossing distance.	
Pedestrian Roadside Experience	✓ Curbside transit lane provides continuous buffer between roadside and general traffic.	✓ Curbside bicycle facility provides continuous buffer between roadside and general traffic.
	✓ Curb extensions and bulb-outs provide additional buffer and slow traffic (south of Iverson Avenue).	
Transit Priority	✓ Transit vehicle travel time will be significantly improved by operating in its own dedicated lane.	✓ Transit vehicle travel time will be significantly improved by operating in its own dedicated lane.
	⚠ Motor vehicle right turns from the bus lane could disrupt bus operation and impact travel time.	
Transit Access	✓ Passengers access the bus from dedicated curbside shelters.	✓ Passengers access the bus from raised platforms located in the median.
	✓ Bus lanes provide a buffer for waiting passengers from general traffic.	✓ Passengers wait in raised platforms in shelters that are separated from general traffic.
	✓ Mid-block stops are aligned with marked and sign crossing with a raised median refuge island.	✓ Passengers only have to cross the street in one direction to enter or leave a bus platform.
Landscaping and Enhancement Opportunities	✓ Raised median refuge islands provide multiple opportunities for landscape, aesthetic and branding enhancements.	✓ Raised center transit boarding platforms provide opportunities for landscape, aesthetic and branding enhancements.
	✓ Curb extensions and bulbouts provide multiple opportunities for landscape, aesthetic and branding enhancements (south of Iverson Avenue).	
Bicycle and Pedestrian Access to Businesses	✓ Raised median refuge islands in multiple locations, curb extensions and bulb-outs (south of Iverson Avenue) provide multiple crossing opportunities to more safely access businesses.	✓ Raised transit boarding platforms provide crossing opportunities where transit stops are located.
	✓ A bicycle lane with delineators provides direct access to businesses on Gallatin Pike north of Iverson Avenue.	✓ A combination of bicycle lanes and protected bicycle facilities provide direct access to businesses on Gallatin Pike and Main Street for most of the study corridor.
	⚠ There is no dedicated bicycle facility on Gallatin Pike or Main Street south of Iverson.	

✓ Benefit

⚠ Concern or negative impact

ⓘ For informational purposes

Figure 12. Corridor Concept Evaluation Results (continued)

Priority	Concept A		Concept B	
Safe and Accessible Bicycle Facilities	✓	A bicycle lane with delineators provides a bicycle facility on Gallatin Pike north of Iverson Avenue. An adjacent bus lane will provide a buffer from general traffic.	✓	A combination of bicycle lanes and protected bicycle facilities provide direct access to businesses on Gallatin Pike and Main Street for the entire length of the study corridor.
	✓	A system of lower speed, lower volume streets east of Gallatin Pike provides a parallel bike route from McGavock Pike to Woodland Street. A planned protected bicycle facility on Woodland Street provides a continuous north-south bicycle route.	✓	Off-street bikeways provide extra protection at transit stations and major intersections.
	⚠	The parallel bicycle route is circuitous and difficult and inconvenient for residents and business west of Gallatin Pike and Main Street.	⚠	The bicycle lane is only buffered from general traffic by delineators north of Hart Lane, and is not buffered at all between Hart Lane and Ordway Place.
	⚠	Multiple driveways will make cycling on Gallatin Pike difficult.	⚠	Multiple driveways will make cycling on Gallatin Pike difficult.
	⚠	Left turns create conflicts with motor vehicles and cyclists.	✓	Left turn prohibitions with reduce conflicts with motor vehicles and cyclists.
Automobile Access to Businesses	✓	Motor vehicles can make right and left turns into business as they normally would.	⚠	Motor vehicles can make right turns into business, but left turns are restricted to u-turns at major intersections.
	✓	Main Street on-street parking remains intact.	⚠	Main Street on-street parking is removed.
Automobile Safety	✓	Raised median refuge islands, bulb-outs and curb extensions will reduce motor vehicle speeds through horizontal deflection and reduced turning radii.	✓	Left turn prohibitions will reduce motor vehicle conflicts.
Automobile Travel	ℹ	Assumes traffic volumes will be reduced by approximately 10-20% from trips shifting to walking cycling and riding transit and approximately 10-20% of trips shifting to other routes - primarily Ellington Parkway.	ℹ	Assumes traffic volumes will be reduced by approximately 10-20% from trips shifting to walking cycling and riding transit and approximately 10-20% of trips shifting to other routes - primarily Ellington Parkway.
	ℹ	Delay at major intersections will not be significantly changed if traffic shifts to alternative modes and parallel routes.	ℹ	Delay at most major intersections will not be significantly changed if traffic shifts to alternative modes and parallel routes.
			⚠	Delay at Eastland Avenue and Hart Lane will likely be significantly impacted because southbound right turns will be shared with through movements.
	ℹ	Traffic shifts will increase traffic by approximately 7-12% on Ellington Parkway. Delay at access ramps will not be significantly changed with the exception of Hart Lane.	ℹ	Traffic shifts will increase traffic by approximately 7 to 12% on Ellington Parkway. Delay at access ramps will not be significantly changed with the exception of Hart Lane.
Curb and Right of Way Impacts	✓	Almost no curb or right-of-way impacts are anticipated with the exception of the CSX underpass.	⚠	Curbs must be modified at up to nine intersections and up to four mid-block locations where transit stops are located. The curb must be modified at the CSX underpass. A new curb will be constructed at the protected bikeway proposed south of Ordway Place.
			⚠	Right-of-way be impacted at up to six intersections and five midblock locations where stations are located. Parking and access impacts are likely at up to eight of those locations, and building impacts are possible at up to three locations, subject to more detailed design and evaluation.

✓ Benefit

⚠ Concern or negative impact

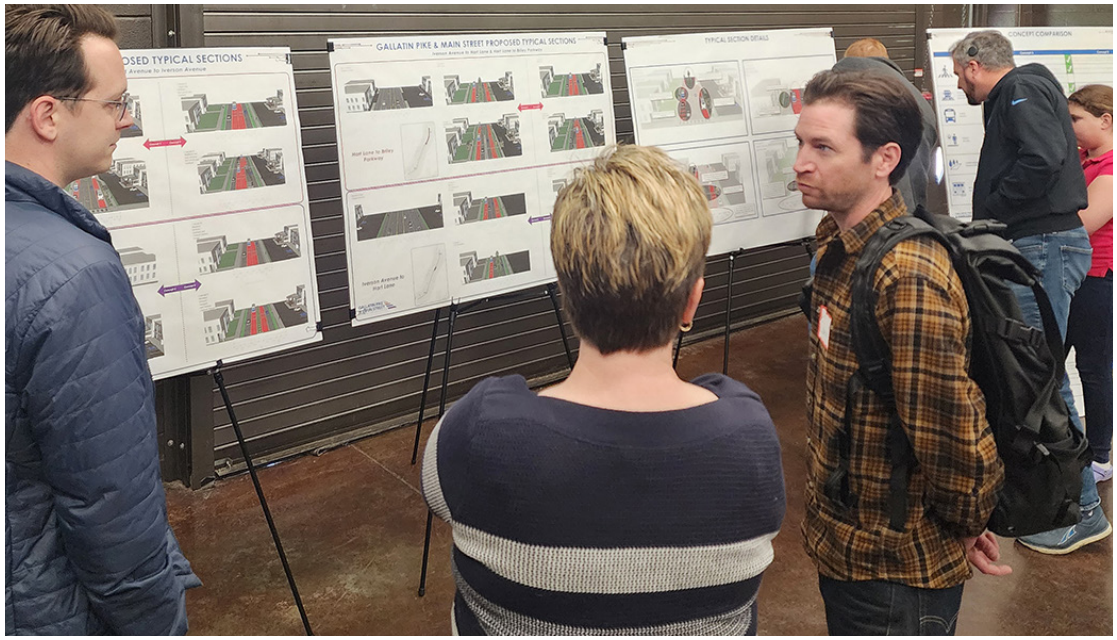
ℹ For informational purposes

Community Feedback

The project team sought feedback from the community on the proposed concepts for Gallatin Pike and Main Street. This occurred through two in-person public workshops in the corridor and one virtual workshop online. The concepts were also presented at the Metro Vison Zero and Bicycle and Pedestrian Advisory Committees.

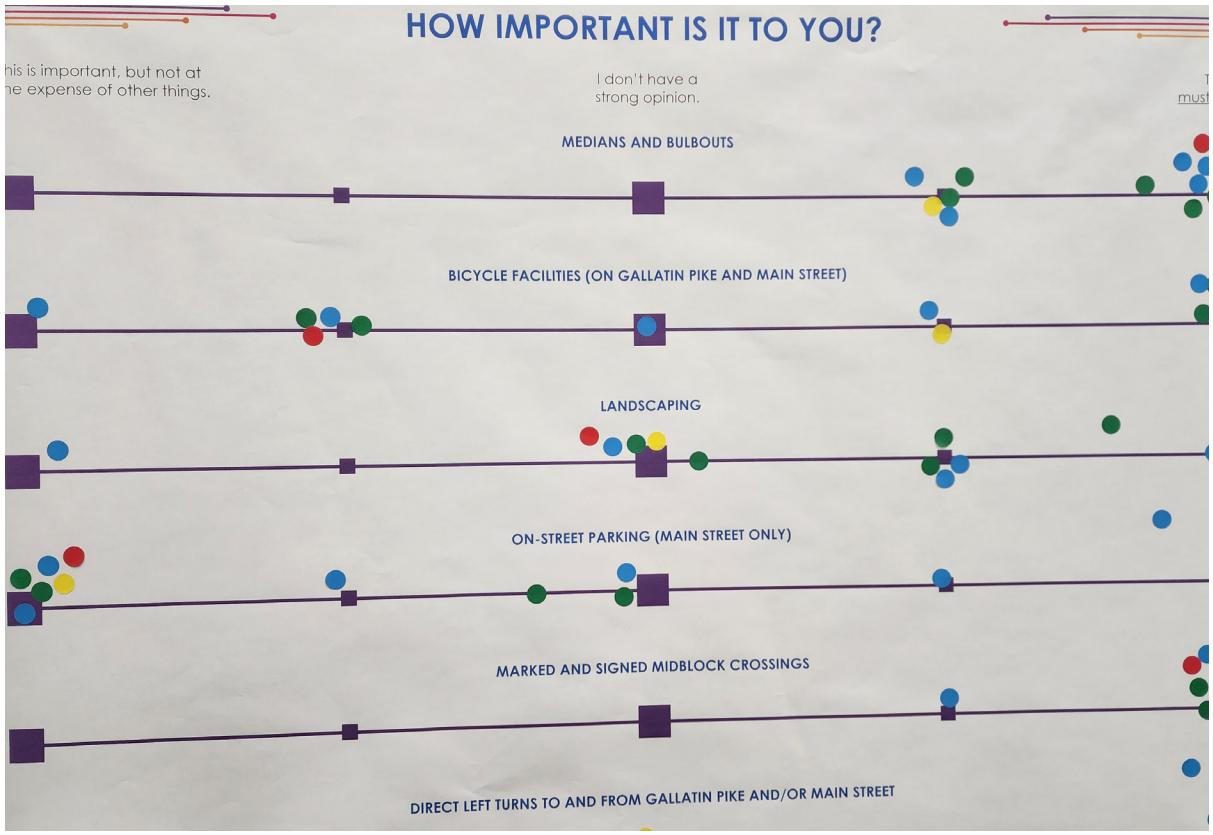
Participants had an opportunity to view Concepts A and B for all segments of the corridor and provide written feedback. Rather than choose one concept or the other, participants were asked to share what they liked and didn't like about each one. Among the many responses that participants liked about each concept, three distinct themes emerged:

- **Landscaping:** Typical sections that included landscaping treatments, including trees and groundcover, received overwhelmingly positive feedback. Feedback was primarily directed toward medians, but also other elements, including bulbouts.
- **Bicycle facilities:** Typical sections that include bicycle facilities received the second most amount of popular feedback. Participants responded favorably to a dedicated space for cycling on the corridor.
- **Dedicated transit lanes:** Many participants responded favorably to the dedicated transit lanes. A slightly higher share of positive feedback was directed toward center running transit lanes (Concept B) than curb running transit lanes (Concept A).



Participants shared what they didn't like about each concept. The three most prominent concerns include:

- **Lack of bicycle facility protection:** Typical sections that include a bike lane, either immediately adjacent to a travel lane or separated by a delineator, were identified as major concerns. Participants cited the lack or protection as an issue given the traffic volumes and speeds in the corridor.
- **Traffic impacts:** Many participants noted concerns about impacts to traffic. This includes the removal of motor vehicle travel lanes for both concepts as well as the elimination of midblock left turns that occurs in Concept B.
- **Center boarding platform:** Some participants expressed a concern about the center boarding platform in Concept B. Specifically they expressed concerns about entering traffic to access the transit station.



Participants were also given the opportunity to express how important various elements of street design are to them. For each element, participants identified whether it is a "must have," "important, but not at the expense of other things," or if they didn't have a strong opinion either way. Key findings include:

Must haves: Three specific street elements received significant feedback as "must haves"

- Bicycle facilities
- Frequent midblock crossing
- Landscaping

One street element was frequently cited as "Important, but not at the expense of other things

- On-street parking

Mixed feedback elements ("must have," "important, but not at the expense of other things," or no strong opinion)

- The ability to make direct left turns at midblock locations
- Medians and bulbouts

Refined Concepts

The project team carefully considered the community feedback provided on the two corridor concepts. This section describes the refinements to both concepts that address the feedback received.

Main Street from South 5th Street to Eastland Avenue

Community feedback on the initial corridor concepts revealed a strong preference for bicycle facilities on the corridor and for increased opportunities for landscaping and beautification, and less of a desire for on-street parking. In direct response to this feedback, the refined Concept A for Main Street replaces the on-street parking with dedicated bike lanes and a continuous landscaped median.

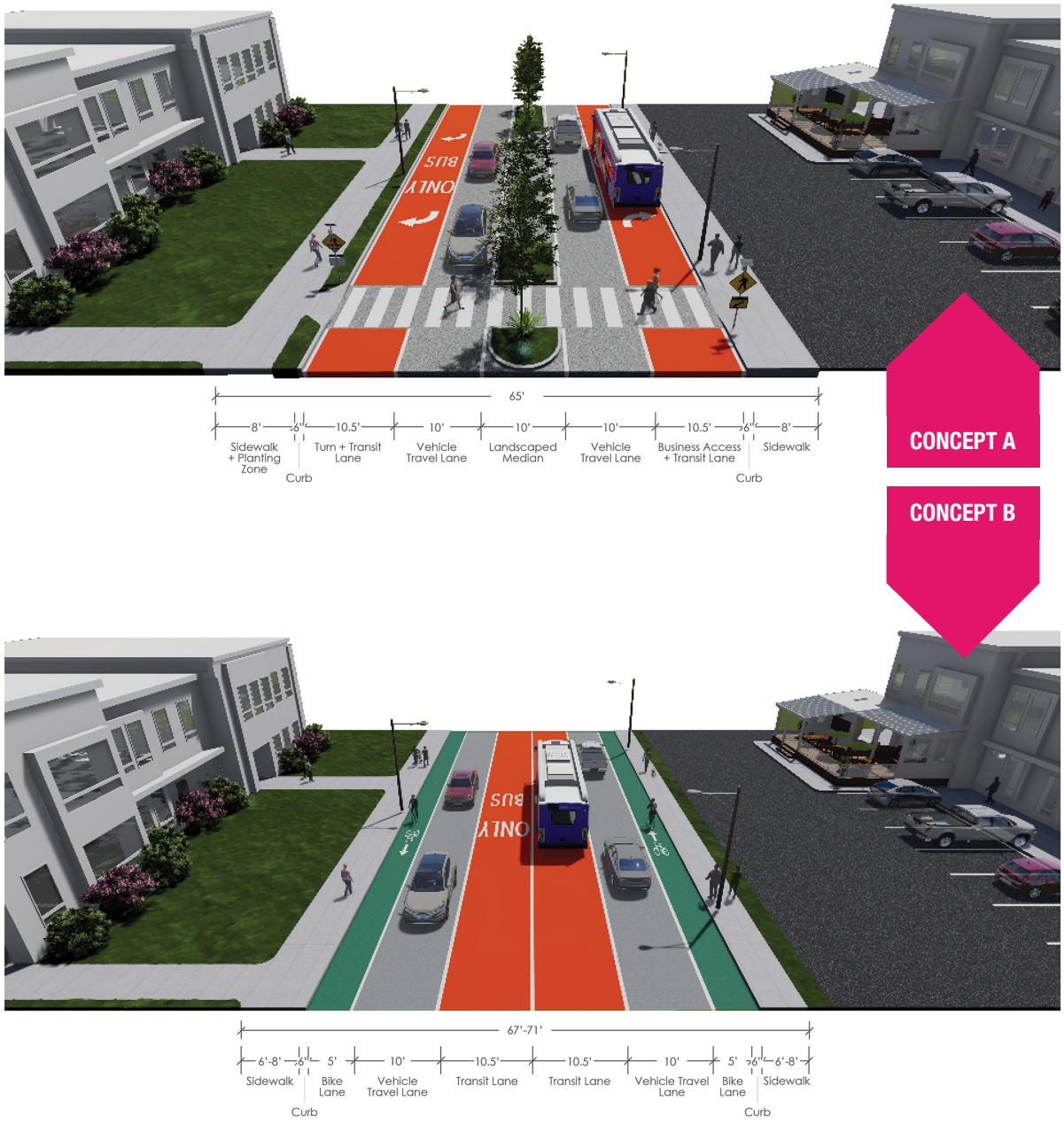
The refined Concept B is essentially consistent with the initial concept, including protected bicycle lanes and alternating center boarding platforms, but with additional landscaping in the boarding platform and the curbed protection. The typical sections for Main Street from South 5th Street to Eastland Avenue are illustrated in Figure 13.

Figure 13. Typical Sections for Main Street from South 5th Street to Eastland Avenue

Gallatin Pike from Eastland Avenue to the CSX Underpass

North of Eastland Avenue, the refined typical section for Concept A is essentially the same as Main Street, including dedicated curb-running bus lanes and a raised median and center turn lane, with one major exception: there is not sufficient pavement width for a bicycle lane. For Concept B, the bicycle lane remains but is unprotected or buffered. The typical sections for Gallatin Pike from Eastland Avenue to the CSX Underpass are shown in Figure 14.

Figure 14. Typical Sections for Gallatin Pike from Eastland Avenue to CSX Underpass

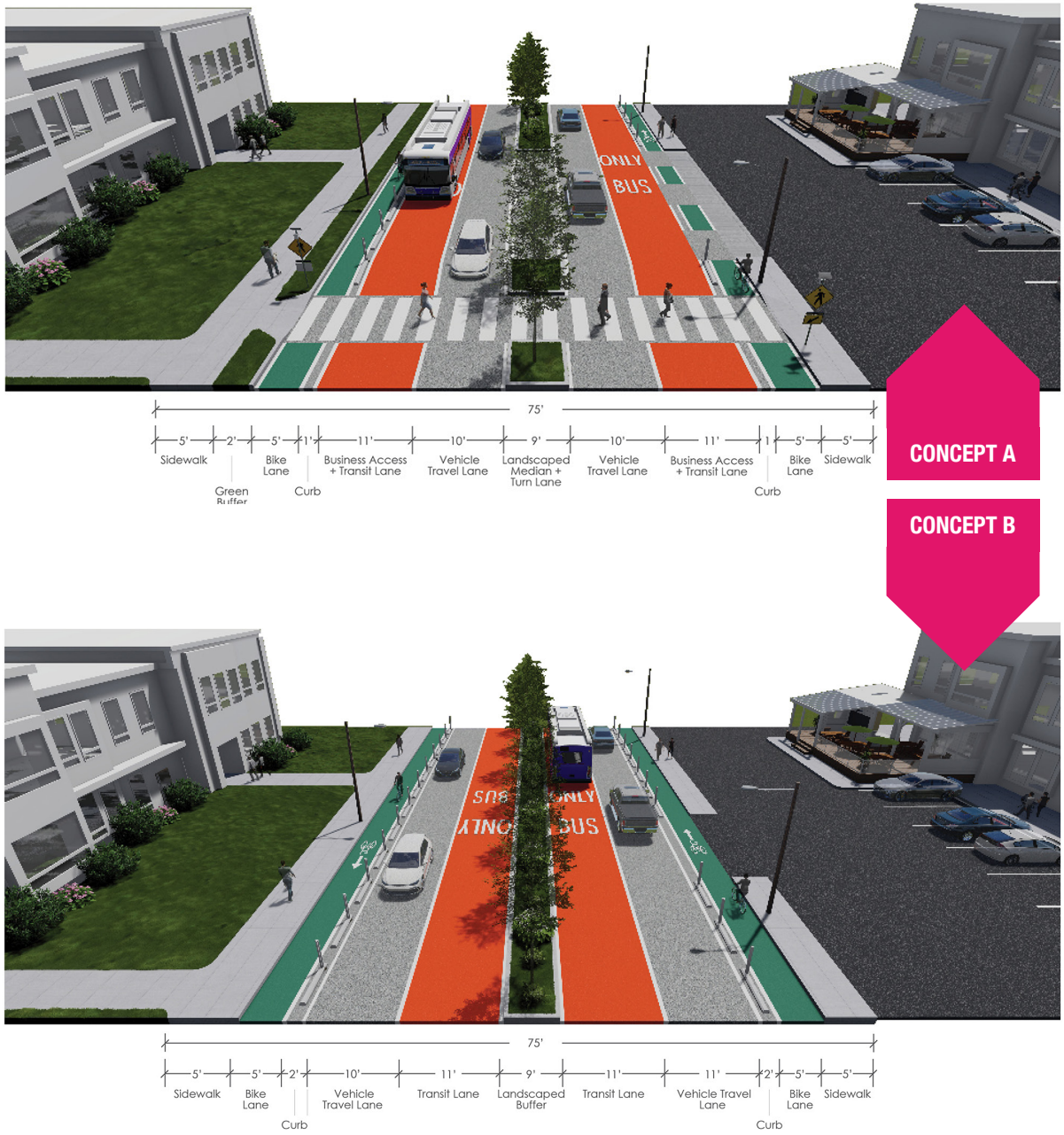


Gallatin Pike from the CSX Underpass to Briley Parkway

North of the CSX underpass, there is sufficient pavement width for Concept A to include a bicycle lane. This is consistent with the original concept for this segment but with one significant addition. Public feedback on the initial concept expressed concern about the lack of protection for the bike lane. In response, the conceptual design was refined to include concrete or rubber curb stops in the buffer. The design was also modified to include additional opportunities for trees and landscaping in the median.

Concept B was also refined to include curb stop protection in the bike lane buffer and a raised median with trees and landscaping. The typical sections for Gallatin Pike from the CSX underpass to Briley Parkway are shown in Figure 15.

Figure 15. Typical Sections for Gallatin Pike from CSX Underpass to Briley Parkway



Vision and Plan

The vision for Main Street and Gallatin Pike builds on community feedback provided for the initial concepts to create a complete street with safer speeds that provides space for all modes and a destination for businesses, residents, and visitors.

The recommended vision retains the two different versions of the design concept: one that includes dedicated bus lanes running along the outside (Concept A) and another with dedicated bus lanes on the inside (Concept B). Both concepts have advantages and disadvantages. Future design phases will make recommendations for one of the two concepts based on further analysis and public and stakeholder engagement.

As this Vision Plan was concluding, Nashville's historic Choose How You Move (CHYM) referendum passed. The additional revenue made available by CHYM provides the opportunity to make additional investment in the corridor. This includes improvements behind the curb, such as new and wider sidewalks, additional trees, more bikeway protection, and technology improvements including modernized signals and communication networks that can benefit all users. While cost effectiveness is still an important goal of this project, the additional funding enables NDOT to make additional critical investments in safety and mobility. NDOT must still balance right-of-way and other impacts, which will be explored through continued planning and design.

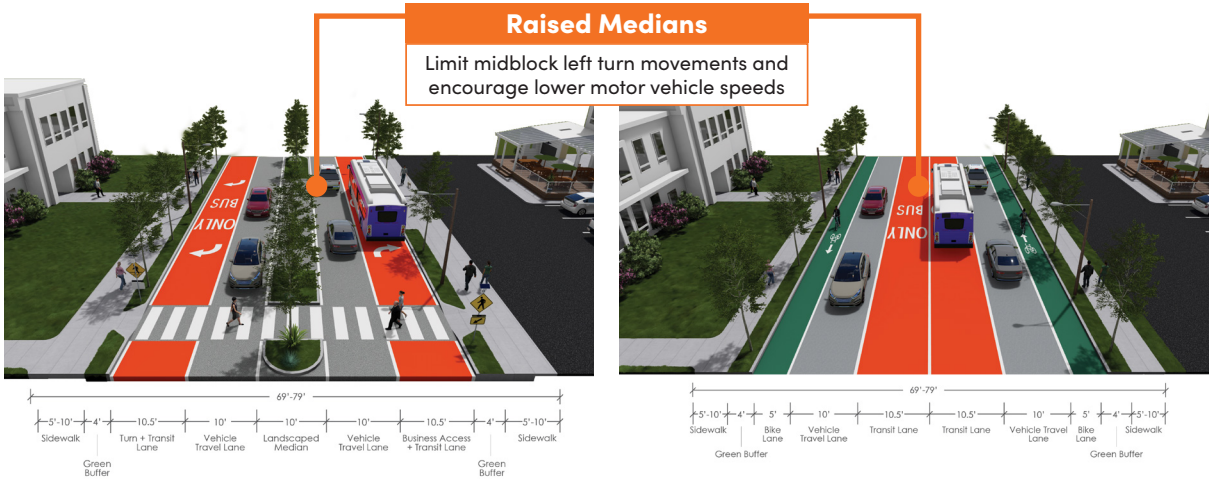
Benefits

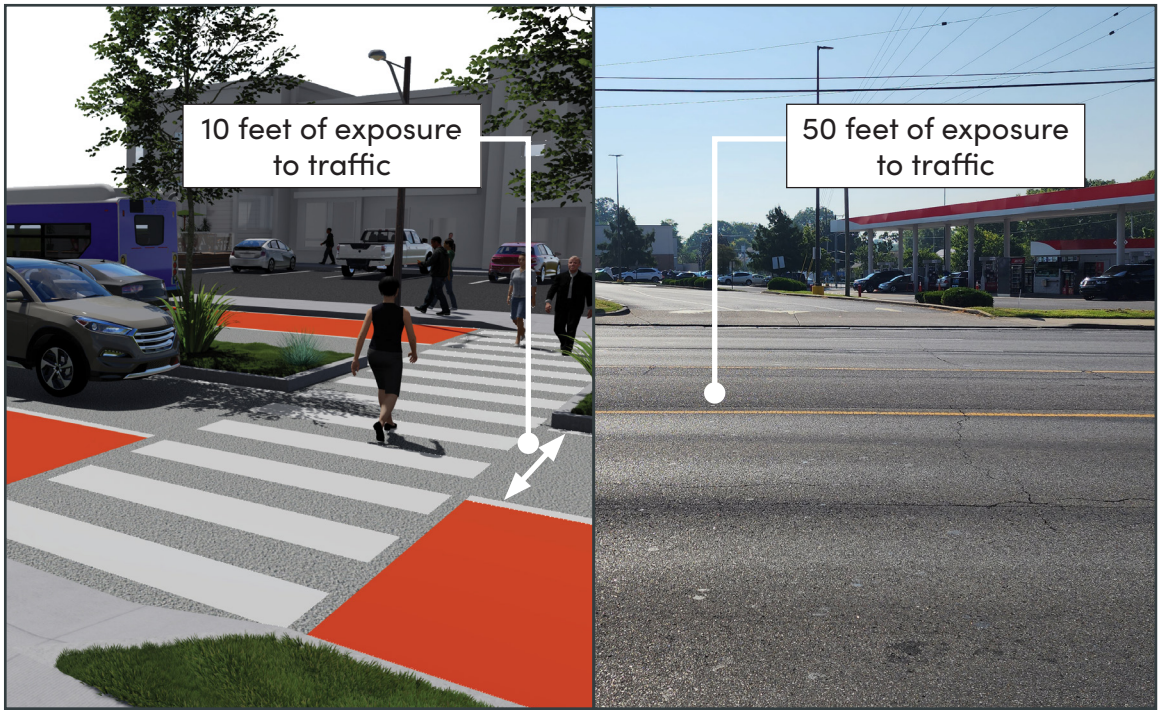
The concepts presented here provide several important benefits for the Gallatin Pike and Main Street corridor. These benefits address observed issues and needs and speak to community and stakeholder feedback.

Safety

Both concepts provide a raised median, which limits some higher-risk turn movements and has been found to reduce motor vehicle crashes by up to 15 percent and pedestrian crashes by almost 50 percent (FHWA). Concept B replaces midblock left turns with u-turns at signals, offering additional safety benefit.

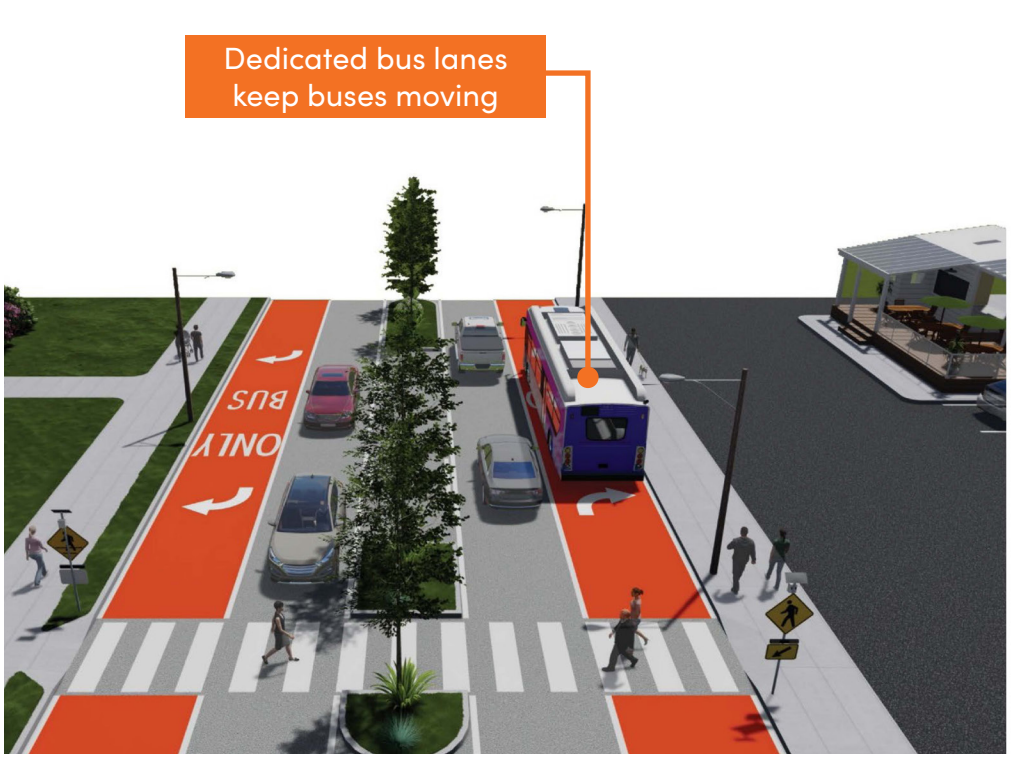
Raised medians provide a safe refuge for pedestrians and break long, complex crossings into two simple, short crossings.

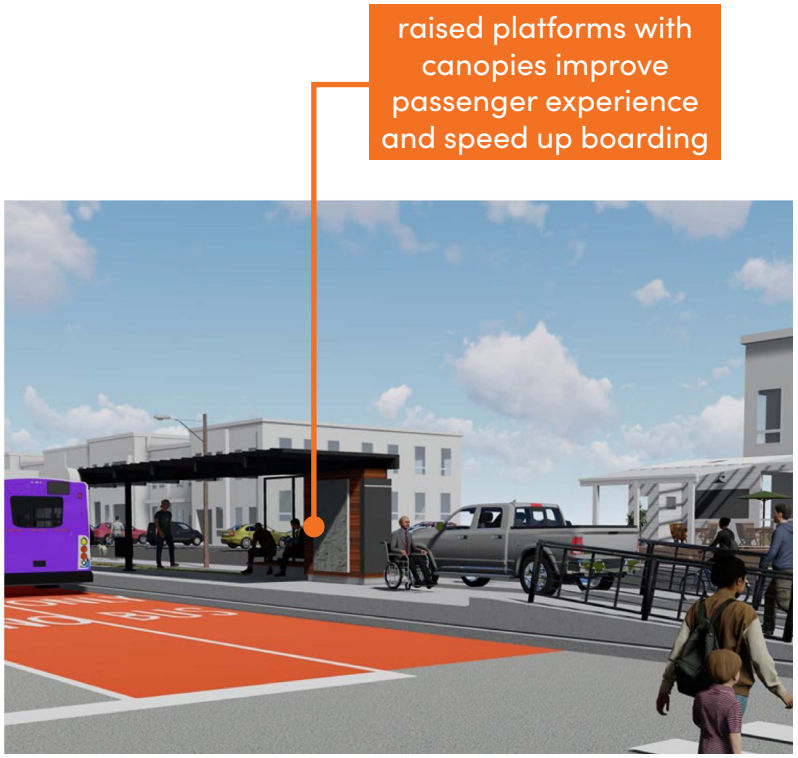




A Better Experience for All Users

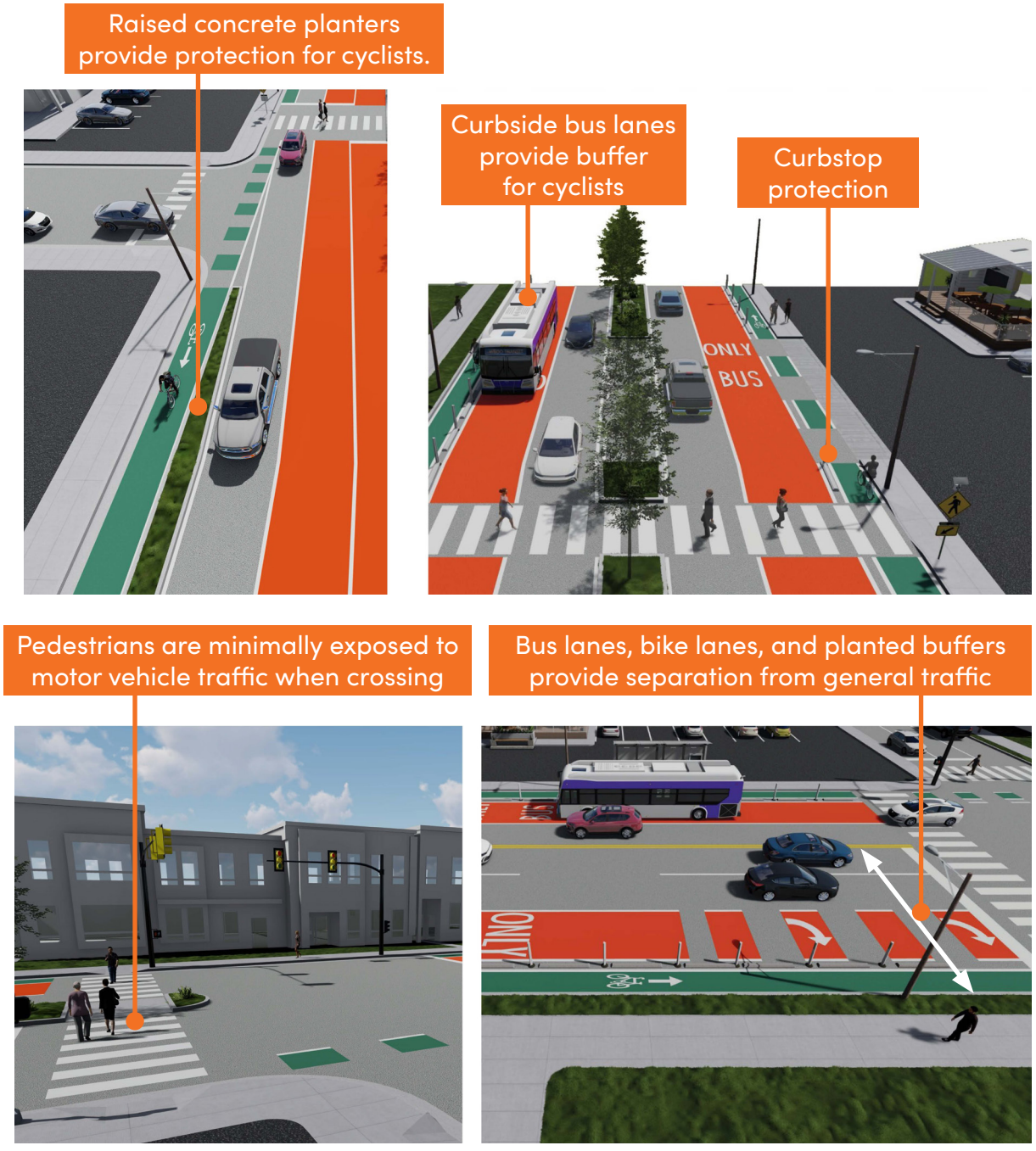
The recommended vision concepts will result in a better user experience for all modes of transportation, including transit riders, cyclists and pedestrians. Dedicated lanes keep buses moving along the corridor. Center-running bus lanes generally provide faster service than curb-running bus lanes because they are not impacted by right-turns. Raised platforms with canopies improve passenger experience and speed up boarding.





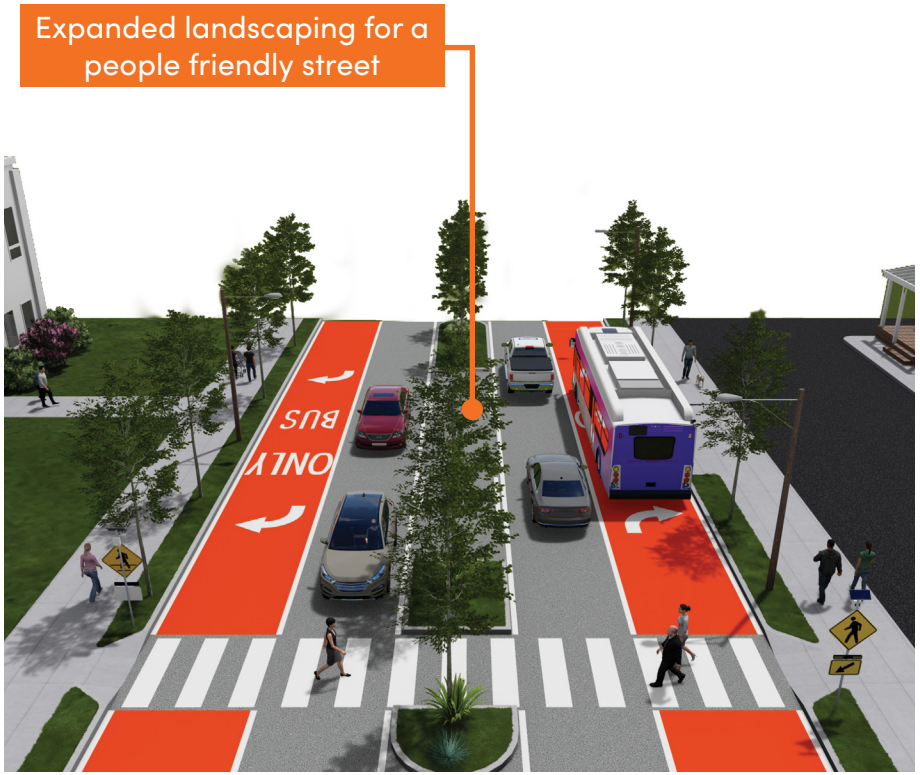
Both concepts provide wheelstop curb protection for people biking where feasible. Concept B provides a continuous bicycle facility for the entire corridor, though full protection might not be feasible everywhere. Concept A includes curbside bus lanes that provide an additional buffer between people biking and general traffic.

Several elements combine to create a fundamentally different pedestrian roadside experience. The addition of bus lanes, bike lanes, and trees will create more separation from general traffic, which results in a less noisy and distracting roadside experience for pedestrians, transit passengers and visitors to businesses and institutions along the corridor. Those elements, combined with medians and boarding platforms, minimize the amount of pedestrian exposure to general motor traffic.



Placemaking

The recommendations are intended to help transform Gallatin Pike and Main Street into a destination that people come to and not simply pass through. The reimagined street will make the corridor more people-focused and provide many ways that people can access and experience place. Medians, boarding platforms and curbed bike lane protection all provide opportunities for trees and landscaping.



Better for Business

By transforming Gallatin Pike and Main Street into more of a destination, businesses along the corridor will benefit as well. Lower speeds and more people-friendly streets will create a “park once” atmosphere where residents and visitors will feel comfortable spending time at multiple establishments. One recent study found that multimodal street transformations resulted in a measurable increase in retail and food sales for up to 75% of businesses (Active Transportation Return on Investment Study).

Key Considerations

This Vision Plan identifies conceptual recommendations for two different typical sections to transform Gallatin Pike and Main Street. These recommendations must undergo additional analysis and design testing to determine where to apply each concept. There are a number of important items to be taken into consideration during the additional analysis and more detailed design.

Access

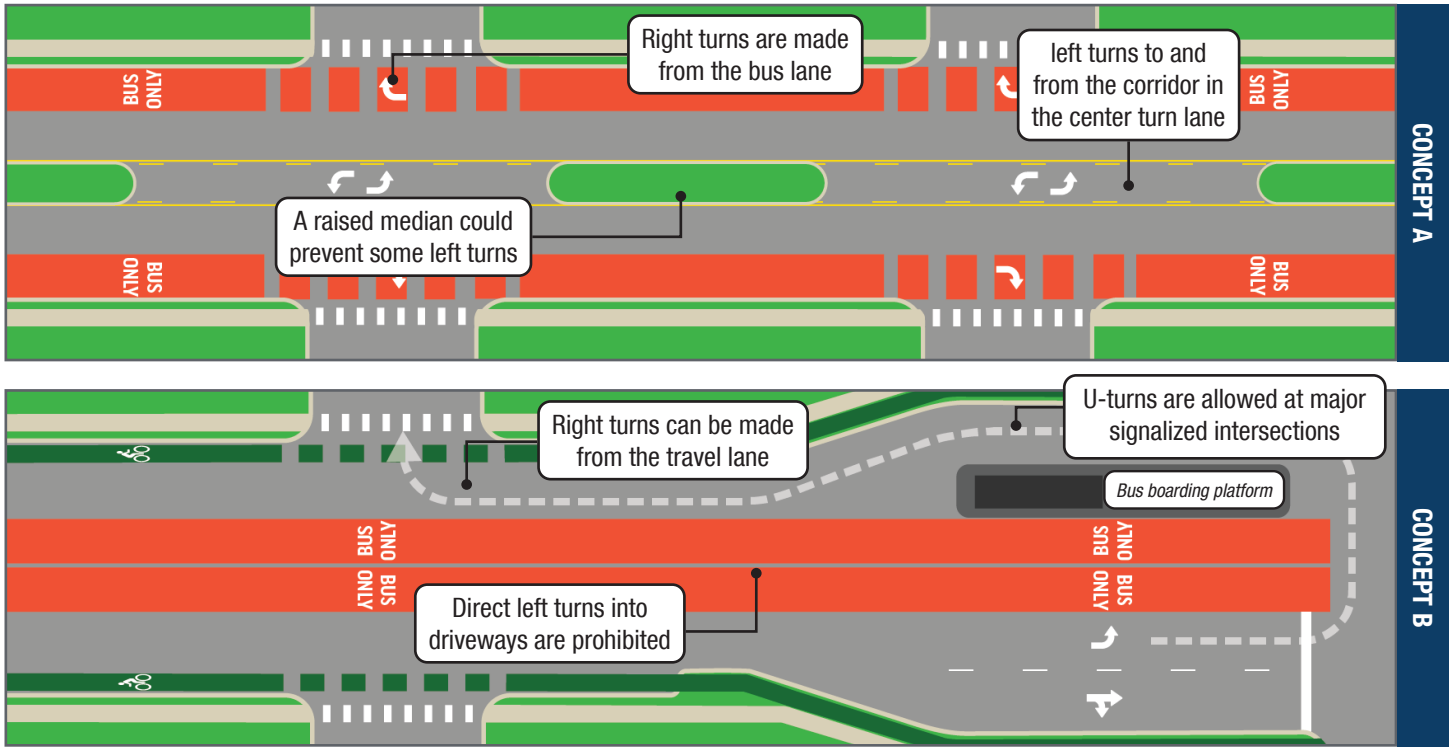
Both concepts include raised medians that will place restrictions on motor vehicle left turns to and from the corridor. An analysis of property access impacts associated with left turn restrictions is documented in the technical report in the appendix.

Concept A includes provisions for raised median islands strategically placed along Gallatin Pike and Main Street (where feasible). Medians provide important safety benefits by reducing left turn conflicts and can provide pedestrian refuge for mid-block crossing.

Concept B includes dedicated bus lanes running in the center. This design concept provides operational advantages over curb-running bus lanes by avoiding conflicts with right-turning vehicles. The continuous center running bus lane prohibits left turns except at signalized intersections, which impacts direct access, but also provides a safety benefit.

Figure 16 illustrates how access and turn movements would occur under both scenarios. The decision of whether to implement Concept A or B, or specific placement of raised medians for Concept A, should carefully consider the tradeoffs between safety and mobility benefits and how property access will be impacted.

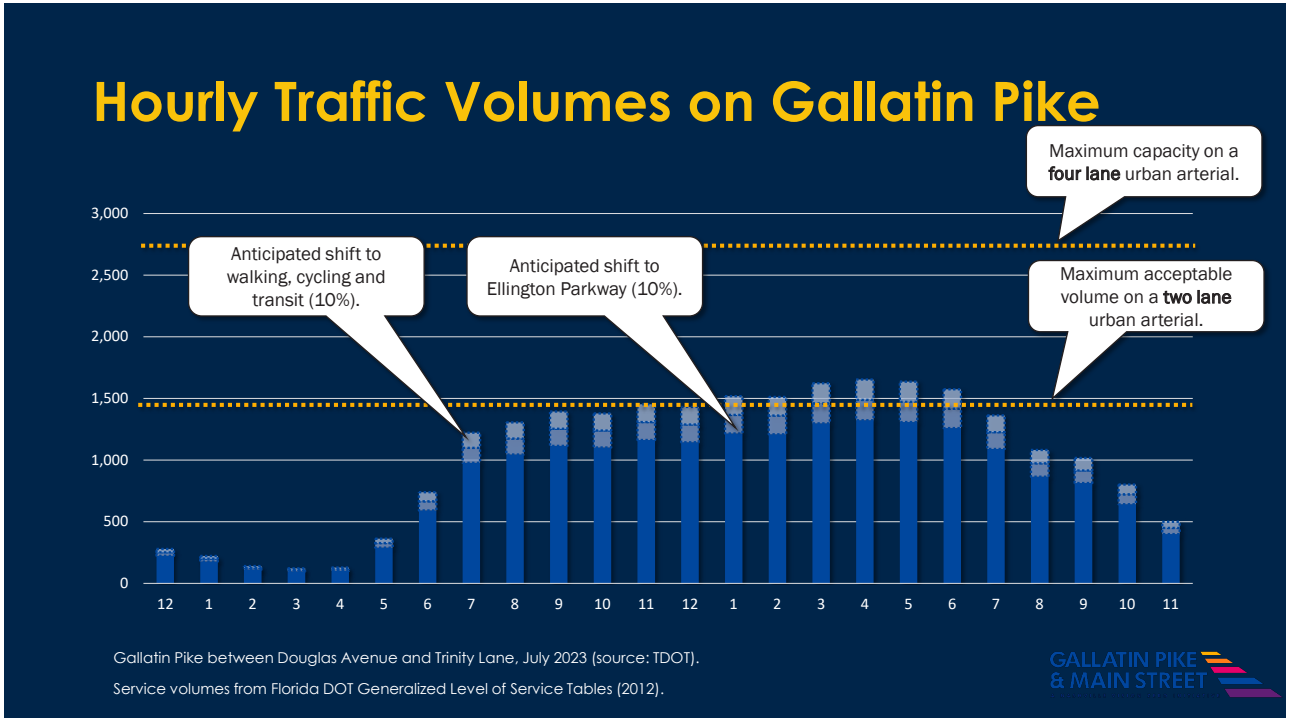
Figure 16. Access and Turn Movements



Traffic Impacts

Current traffic volumes on Gallatin Pike and Main Street are below commonly accepted capacity thresholds. If two of the four general traffic lanes are repurposed for multimodal facilities, the resulting capacity is still sufficient, as shown in Figure 17. A traffic analysis prepared for the study found that approximately 10 percent of the total motor vehicle trips on the corridor are short enough to have the potential to shift to walking, and transit, and approximately 10 percent of motor vehicle trips are long enough to have the potential to shift to Ellington Parkway. Analysis completed by the project team suggests that higher percentages of motor vehicle trips could shift to other modes and/or shift to Ellington Parkway. Ten percent is a conservative estimate for both.

Figure 17. Traffic Volumes and Capacity



While the overall corridor capacity is sufficient, a more detailed intersection-level analysis of the corridor found that specific intersections could have intersection delay issues for certain movements during the busiest time of day. These include Douglas Avenue, Eastland Avenue, and Spring Street/5th Street. Future study phases should include more detailed evaluation of potential mitigation measures.

Right-of-Way and Property Impacts

Although the recommended typical section concepts are intended to be constructed predominantly within the existing pavement (curb face to curb face), Concept B will have some right-of-way (ROW) and curb impacts if constructed as currently envisioned. This is primarily associated with additional ROW and pavement width necessary to maintain bike lanes at center boarding platforms and major intersections.

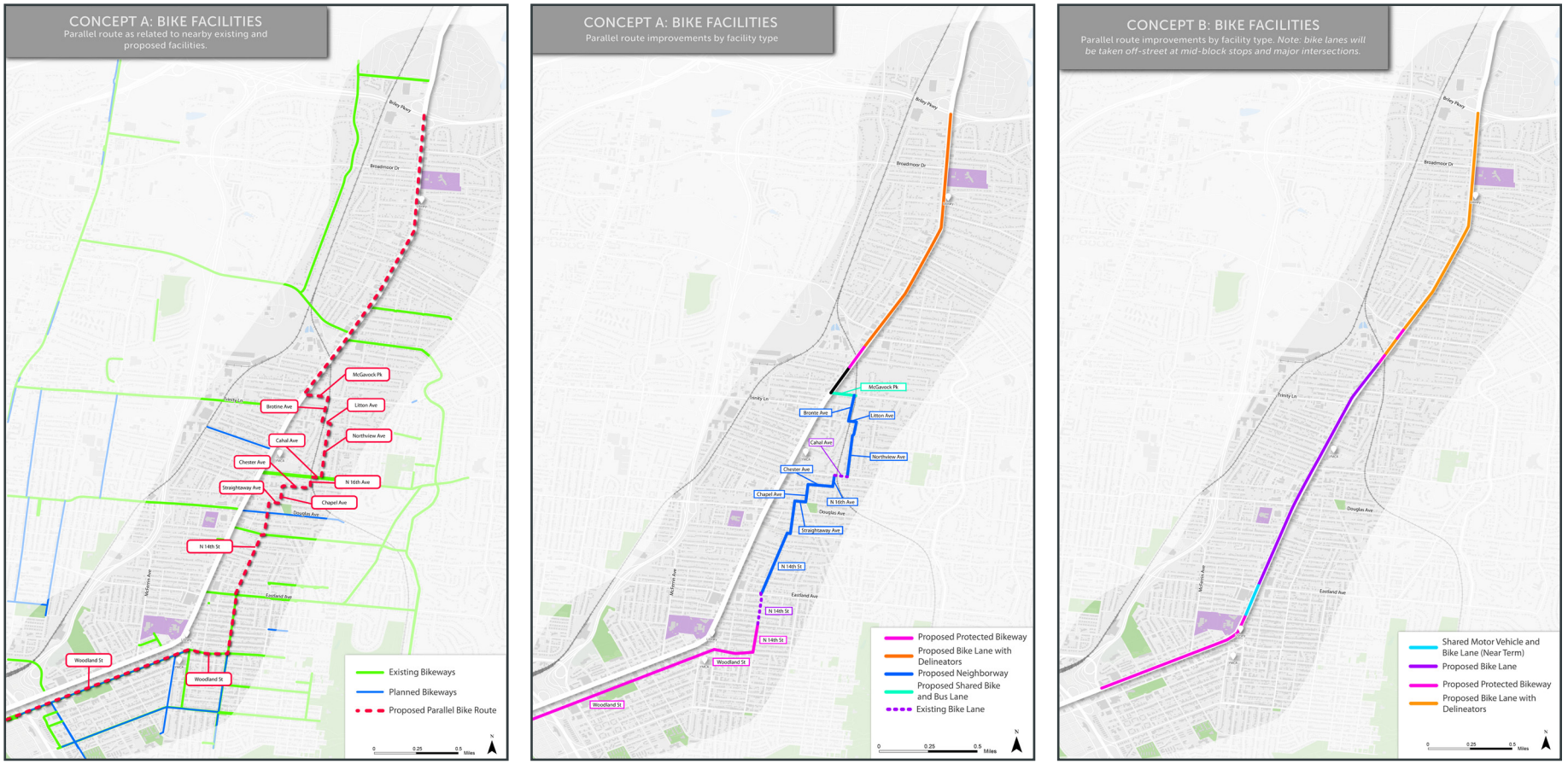
More detailed design phases should carefully consider how to balance needs for stations, bikeway protection, and turn lanes, while minimizing impacts to ROW and property. The ROW and property impact analysis results are included in the technical report in the appendix.

Corridor-wide Bicycle Routes

Concept A does not include provisions for a continuous, dedicated bicycle facility on Gallatin Pike and Main Street. The route depicted in Figure 18 illustrates a potential alternative parallel route as well as potential facility types for Concept A. The route and facility types were chosen based on observed street design and operating characteristics, subject to further planning and analysis. Figure 18 also identifies intersections where design treatments are likely necessary in order for cyclists to cross them safely and comfortably.

Concept B provides a continuous, dedicated bicycle facility on Gallatin Pike and Main Street within the corridor, but public feedback highlighted the importance of maintaining protection to ensure the bike lanes are comfortable for more than just confident cyclists. As more detailed design occurs, both on-corridor and adjacent/connecting bikeways will need to be considered to ensure a connected network. The more detailed design must balance the need for protected bikeways with impacts to ROW and trees. If Concept B is selected for all or parts of the corridor, the off-corridor bike route can still provide value for cyclists who prefer to ride on a lower stress facility. Figure 18 illustrates potential facility types for each segment of the corridor, subject to further planning and analysis.

Figure 18. Bicycle Routes



Signage and Wayfinding

The parallel bike route concept proposed for Concept A includes several different streets requiring a number of turns. A signage and wayfinding system is essential to creating a cohesive and navigable route. Similarly, Concept B, and to a lesser extent, Concept A, would benefit from signage to indicate how to access businesses on the corridor when direct left turns aren't possible. The signage also provides an opportunity for branding and identity.

CSX Underpass

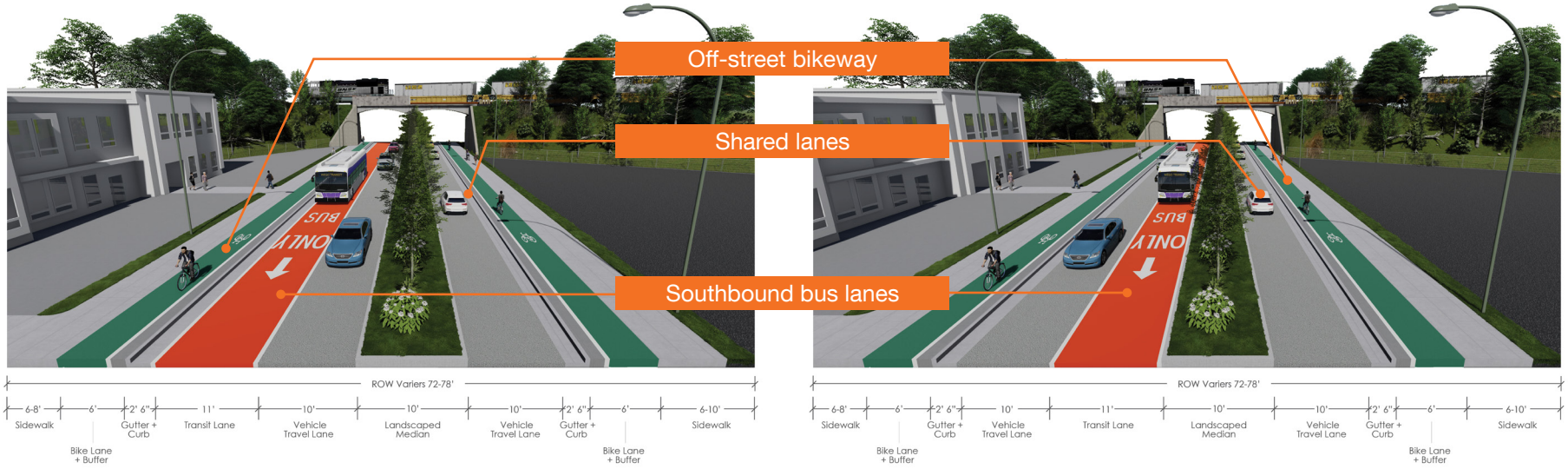
At Kirkland Avenue, Gallatin Pike passes beneath the CSX rail line. The ROW on Gallatin Pike narrows at this location to accommodate the railroad underbridge structure, and the pavement narrows to accommodate the bridge piling, which sits in a raised median.

Looking southbound on Gallatin Pike at the CSX underpass.

The CSX is effectively a "pinchpoint" in the corridor as there is not enough ROW to accommodate bus lanes, motor vehicle lanes, bicycles and pedestrians. Further, the rail line extends east to west through the study with few reasonable opportunities to pass from north through the corridor without traveling on Gallatin Pike.

A compromise in the design of Gallatin Pike is necessary to mitigate the limited ROW and pavement width. Figure 19 shows potential design options for Concepts A and B. Both concepts include sidewalks and off-street bikeways in both directions, deemed necessary given the constrained nature of the underpass. The pavement isn't wide enough to accommodate a separate bus lane in the northbound direction, so buses must operate in mixed traffic. There is a dedicated bus lane in the southbound direction on the curb side and in the center for Concepts A and B, respectively.

Figure 19. CSX Underpass Design Concepts



Parking

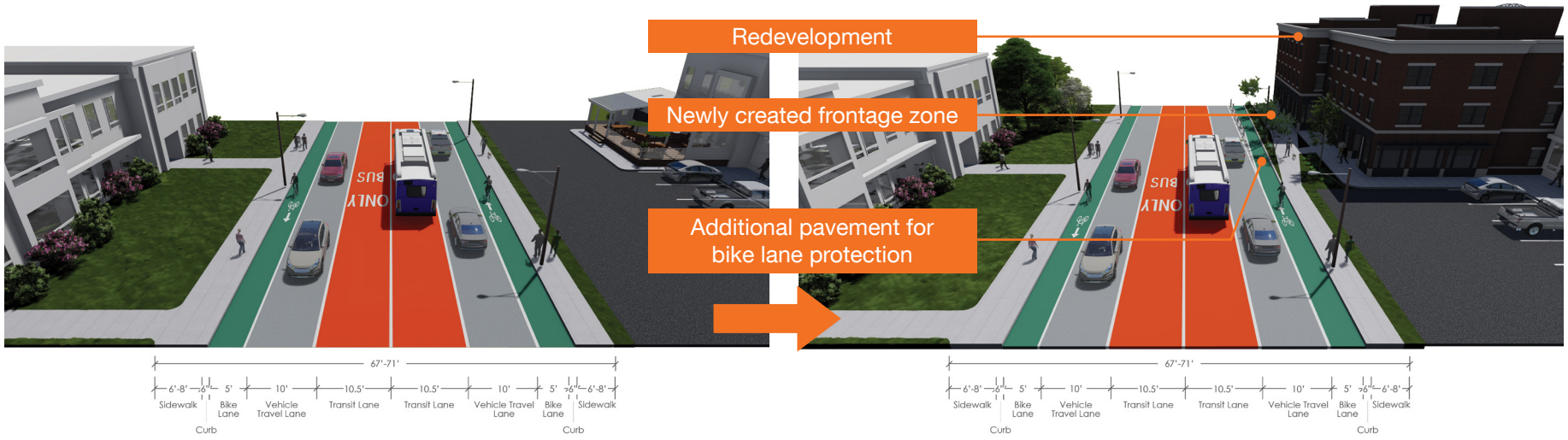
As Gallatin Pike and Main Street continue to grow in terms of both residences and commercial establishments, and as the nearby East Bank implements its own plan for substantial growth, the parking dynamic will begin to change. A parking study is recommended to better understand existing and future demand and where there might be opportunities for shared parking and park and ride facilities, leveraging the vision of Gallatin Pike and Main Street as a “park once” environment. The study should also consider alignment of parking with Transit Centers proposed as part of WeGo Transit’s updated master plan, WeGo Forward.

Building Frontage

As Gallatin Pike and Main Street continue to redevelop, it represents a significant opportunity to improve the relationship between the street and the roadside. It creates an opportunity to move buildings closer to the street, establishing a frontage zone that contributes to a more walkable and people-focused place. Redevelopment also provides an opportunity to eliminate excessive and unnecessary access points, resulting in a more comfortable walking environment and creating potential for additional landscaping, trees and buffer in places that might currently not fit.

Figure 20 provides an illustrative example of how the street frontage can be modified through redevelopment. Metro Planning and NDOT are in the process of updating the Major and Collector Street Plan (MCSP) which will provide additional guidance.

Figure 20. Redevelopment Illustrative Example



Implementation

This study sets forth a vision for the transformation of Main Street and Gallatin Pike. The next steps in the process are to perform more detailed design and planning, which will lead to construction.

Choose How You Move, the half-cent sales tax surcharge for transportation approved by Metro voters in November 2024, includes Gallatin Pike and Main Street as an "All Access Corridor."

CHOOSE HOW YOU MOVE

All Access Corridors upgrade Nashville's most heavily traveled pikes and roadways to be able to support higher frequency transit, more reliable vehicle travel, and increased safety for all road users.

This Vision Plan is aligned with the intent of All Access Corridors. A local dedicated funding source ensures the vision outlined here can be brought to fruition through a delivery program coordinated across NDOT, WeGo Public Transit, East Bank Development Authority, TDOT, and others for a seamless transportation experience along Gallatin Pike and connecting to other neighborhoods. That dedicated funding also provides the opportunity to access federal funds through the FTA's Capital Investment Grants (CIG) program. The Choose How You Move delivery program will advance the next phases of planning, design, and construction for the corridor.

GALLATIN PIKE & MAIN STREET
A NASHVILLE VISION ZERO INITIATIVE

Gallatin Pike
and Main Street

VISION PLAN