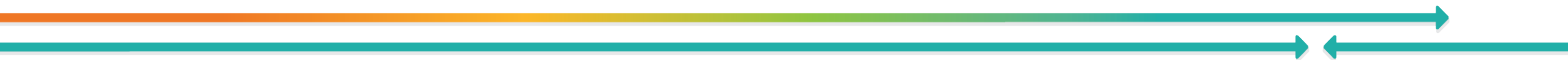




# STF & TAC Meeting #6

## Engagement Results & Draft Recommendations

May 10, 2023



# What We'll Cover Today

- 1 Welcome, Introductions, & Updates
- 2 Community & Stakeholder Feedback
- 3 Developing Draft Recommendations
- 4 Bringing It All Together
- 5 Next Steps for Connect Downtown







## Low-Hanging Fruit: Congestion Management Strategies

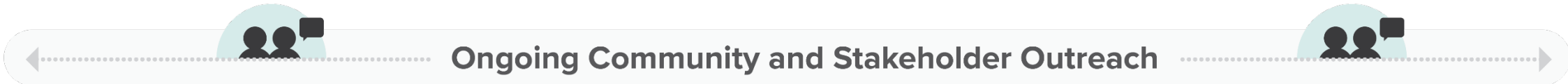
The Nashville Department of Transportation and Multimodal Infrastructure (NDOT) is already taking steps to create more reliable trips for people driving.

The traffic management and operations strategies we're proposing for Connect Downtown are what we call "low-hanging fruit." That means they can be implemented relatively quickly and will make an immediate difference.



# Welcome, Introductions, & Updates

# Connect Downtown Schedule





# Transportation Happenings

- NDOT highlights
  - Complete Streets implementation workshops
- WeGo highlights
  - Improving service in line with Better Bus recommendations
- TDOT highlights
  - \$3.3B Modernization Act
- NDP highlights





# TRANSIT PRIORITY CORRIDORS

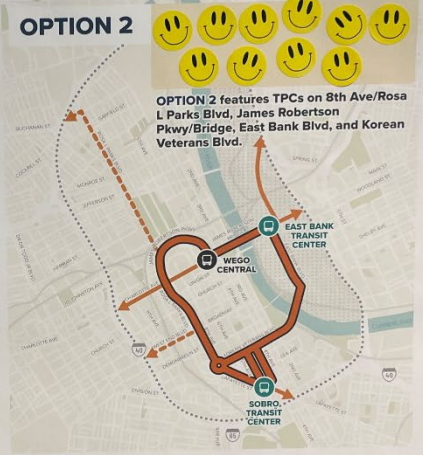
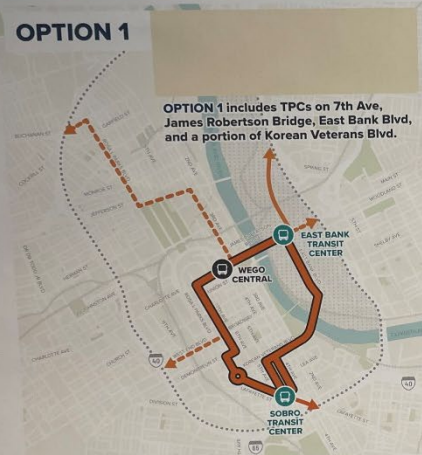


We evaluated dozens of potential Transit Priority Corridors to see which best meet the goals of Connect Downtown, and six corridors rose to the top. We mixed and matched them into three "build" combinations and one "do nothing" option.

- LEGEND**
- Transit Priority Corridor
  - Bus Lanes/TSP
  - Queue Jump Lanes/ Transit Signals (TSP)
  - ⊕ Existing Transit Center
  - ⊕ Potential New Transit Center

## Here's what to do:

- 😊 Use a smiley face to tell us which option you like best. Tell us more about why with a sticky note.
- 😞 Use a frowning face to tell us which option you like least. And share more thoughts with a sticky note.
- 🏀 Put a ball in the bucket of up to two Transit Priority Corridors you think are most important for Downtown Nashville.



# LOW-HANGING FRUIT: MANAGING TRAFFIC CONGESTION



The Nashville Department of Transportation and Multimodal Infrastructure is already taking steps to create more reliable trips for people driving.

The traffic management and operations strategies we're proposing for Connect Downtown are what we call "low-hanging fruit." That means they can be implemented quickly and will make an immediate difference. And these tools become even more effective when we use them to complement other priority solutions—like transit priority corridors and mobility lanes—rather than as "stand alone" projects. After all, the most effective tool for reducing traffic Downtown is getting more people to travel by a mode other than driving alone!

## Here's what to do:

- ★ Put a star on the photos of the 2 traffic management strategies you would like to see implemented first in Downtown Nashville.

### ADAPTIVE SIGNALS TO MANAGE TRAFFIC FLOW



### PROGRAMS TO CONNECT PEOPLE TO TRAVEL OPTIONS



### EVENT COORDINATION TO MANAGE CROWDS



# MOBILITY LANES



There are many ways to implement the core Mobility Lanes network, and we could also choose not to make investments in this type of infrastructure. The four maps below illustrate options for moving forward, based on different levels of investment.

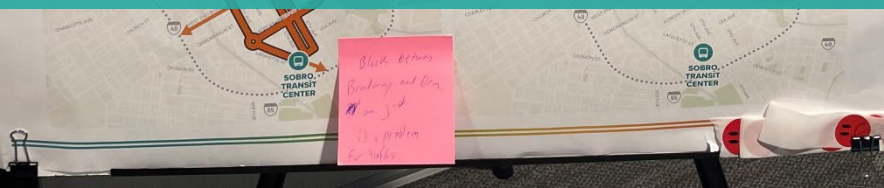
- LEGEND**
- Priority Mobility Lanes
  - Planned Greenways

## Here's what to do:

- 😊 Use a smiley face to tell us which option you like best. Tell us more about why with a sticky note.
- 😞 Use a frowning face to tell us which option you like least. And share more thoughts with a sticky note.
- 🎸 Drop a guitar pick in the cup of up to three Mobility Lanes you think are most important for Downtown Nashville.



# Community & Stakeholder Feedback





# Overall Engagement Summary

- 3 online surveys
- **5,400** survey responses
- **13** open houses/listening sessions
- **10** festivals/events/conferences
- **60+** newsletters
- **35+** targeted meetings
- **6** STF and TAC meetings
- **2** focus groups





# March/April Engagement Summary

- 16 open houses, meetings, events
- 60+ newsletters
- 1,700 StoryMap visits
- 50,000+ people reached





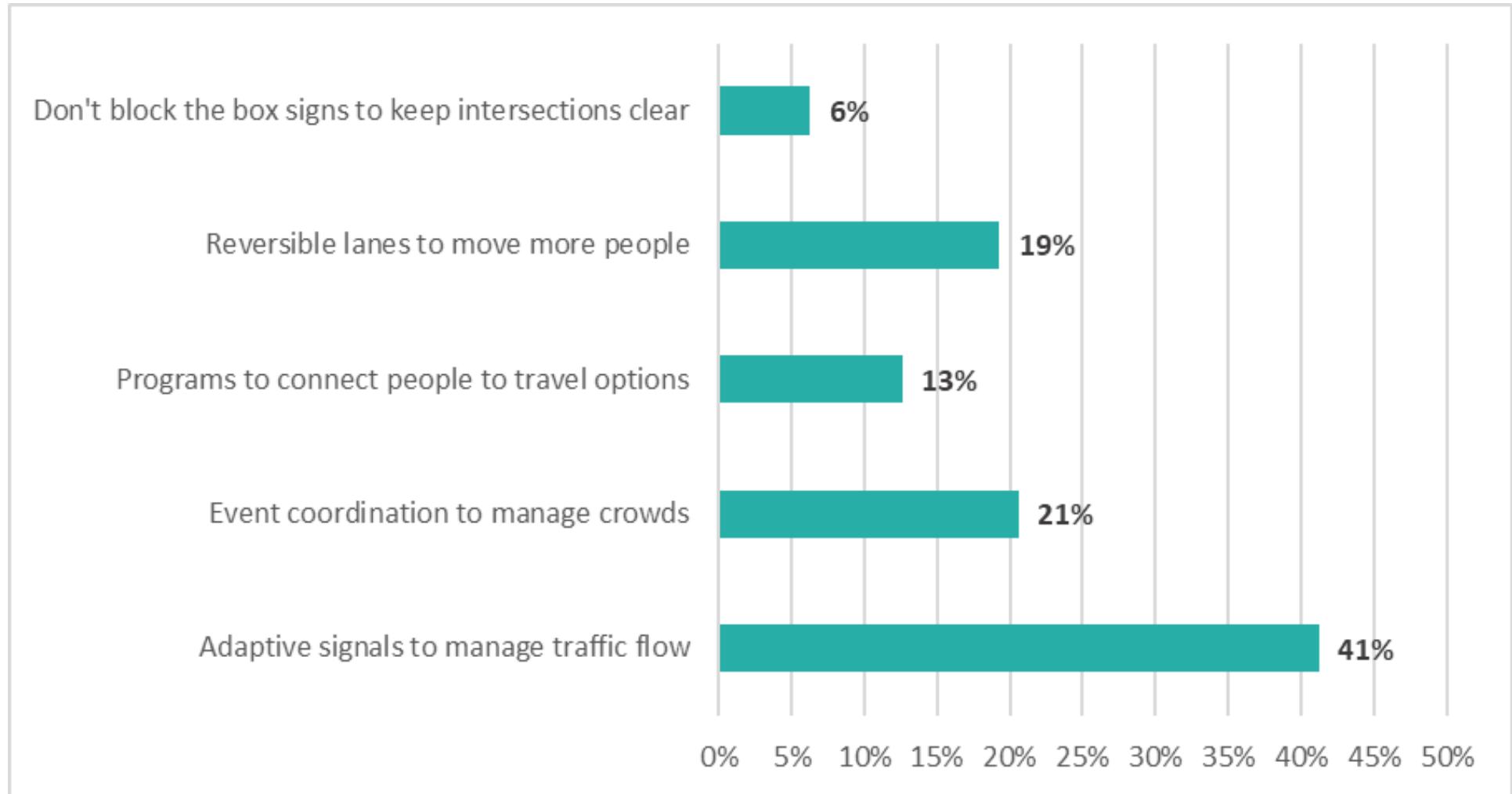
# Recent Project Open Houses

- Commercial Drivers
- Nashville Chamber + Moving Forward
- Giarratana Residents
- NCVC Groups (3)
- Broadway Merchants
- ULI Power Hour
- Urban League
- Greater Nashville Hospitality Association
- NAIOP Realtors Association
- Downtown Neighborhood Association



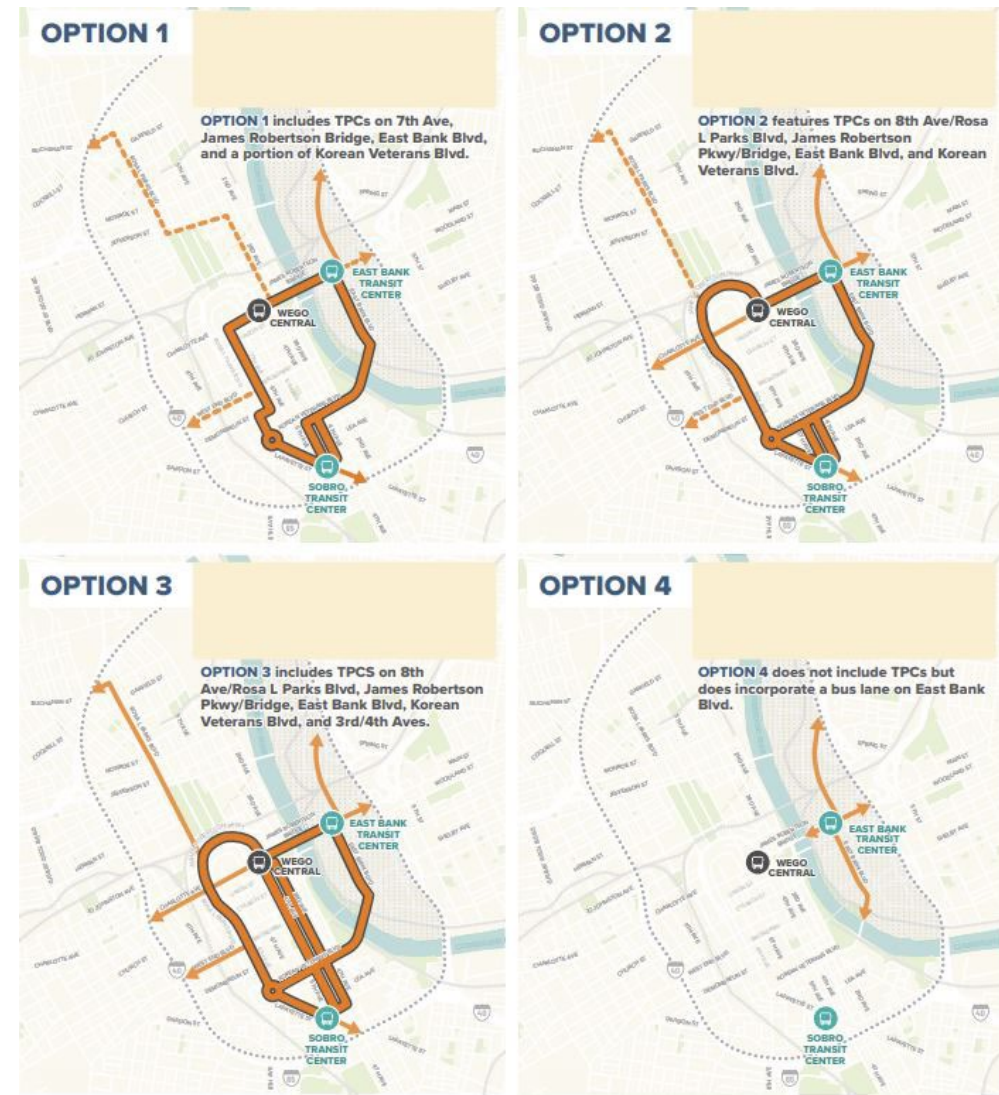
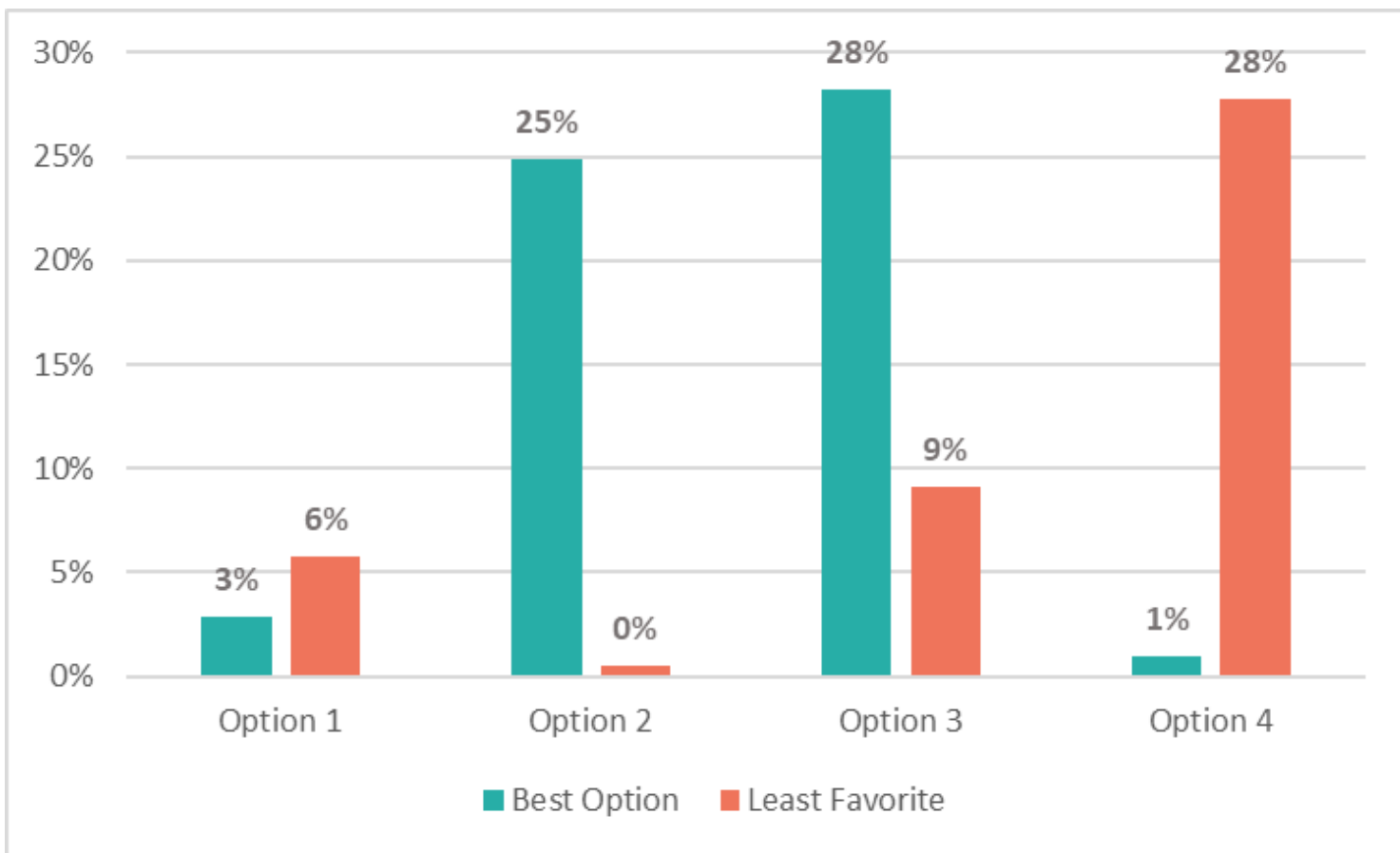
# Traffic Management Strategies

- **301** votes
- Not included at Neighbor 2 Neighbor Conference





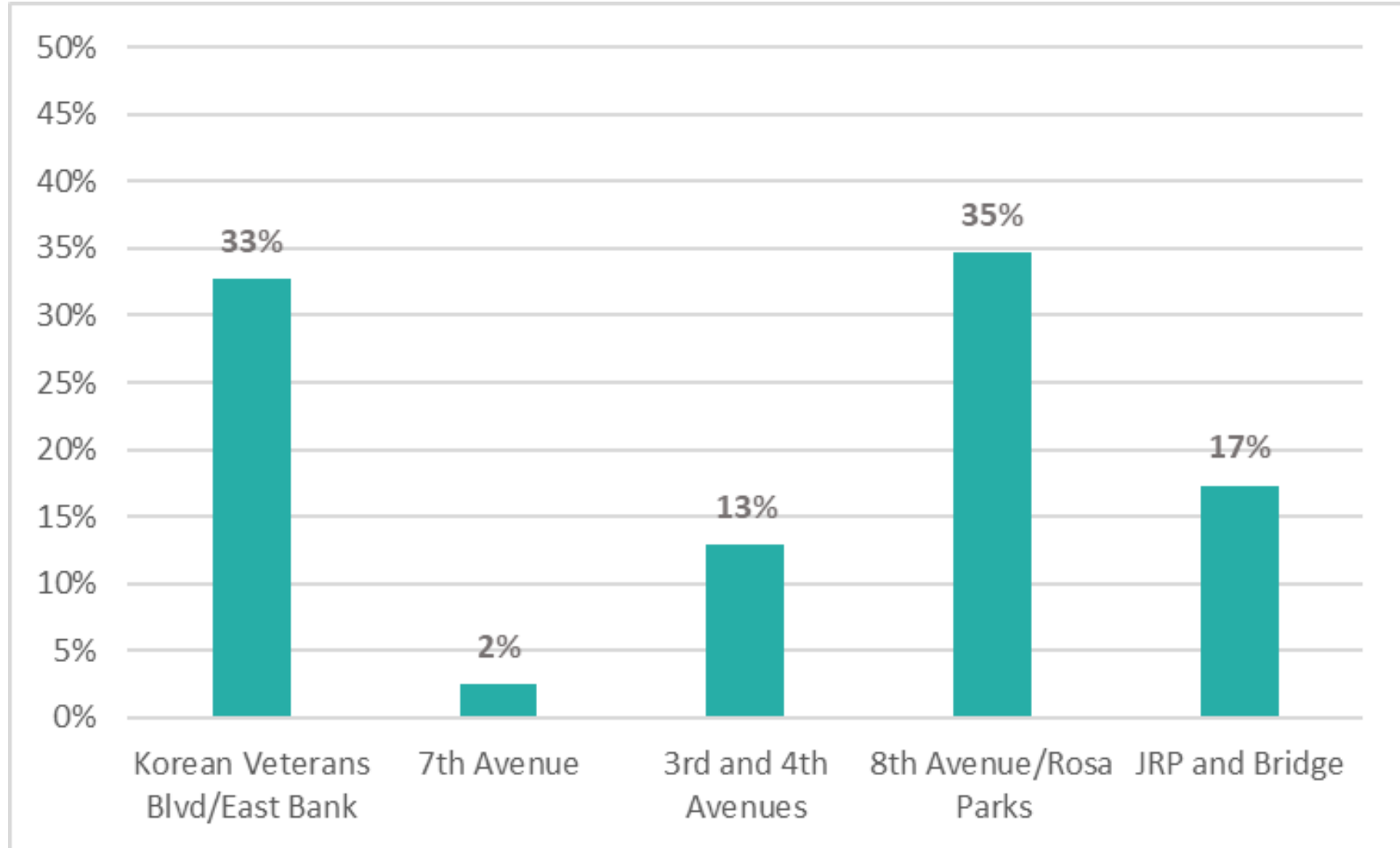
# Transit Priority Corridors



- **209** votes
- Option 4 was not available for first 2 engagements

# Transit Priority Corridors

- 202 votes



# Priority Loading Areas

- 218 votes
- Not included at Neighbor 2 Neighbor Conference
- “None” option not provided at first 2 engagements

**PRIORITY LOADING AREAS**

Some streets in Downtown are especially important for loading and delivery activities. Connect Downtown has identified the **need for priority loading areas and flex zones** on Broadway, Demonbreun Street, and Church Street; in Printers Alley; and on 2nd and 4th Avenues. What are your thoughts about our recommendations?

**Here's what to do:**

- Put a dot in the box of up to 2 priority loading areas you think are most important. Don't think we need priority loading areas? Put your dot next to "None" below.
- If you have ideas for other priority loading areas, use tape to add them to the map.
- Use a to point out any areas that should be marked for scooter or bike parking.

**Which 2 are most important?**

- BROADWAY ●●●●●●●●●●
- DEMONBREUN STREET ●
- CHURCH STREET
- PRINTERS ALLEY
- 2ND AVENUE ●●
- 4TH AVENUE
- NONE

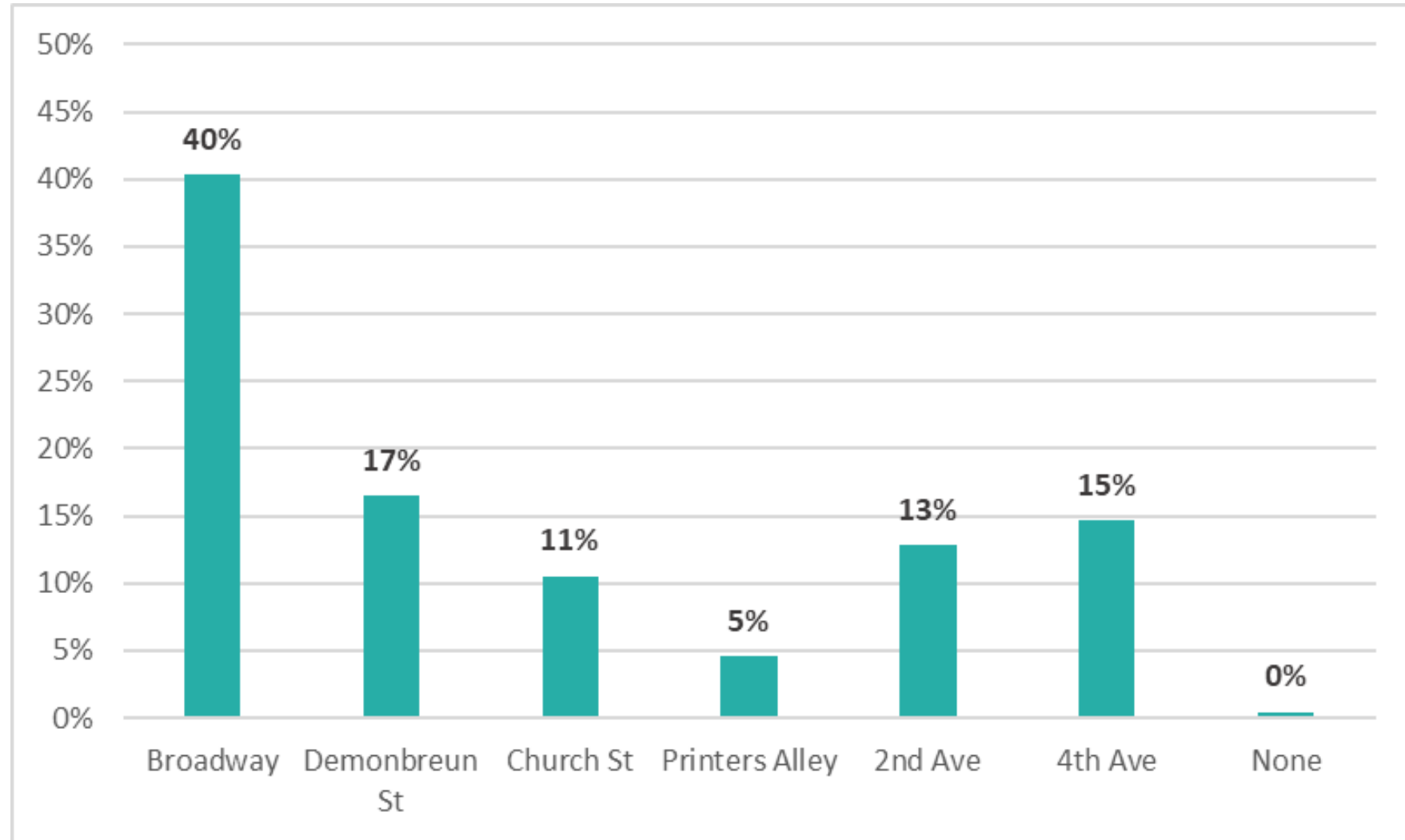
*Handwritten notes on map:*

- Understanding 3rd Ave might be a mobility issue + there needs to be a loading area for Amazon
- \* = spots for Delivery Drivers
- Take down bike racks so they can deliver to the front
- Deliver to back doors + through alley
- Certain businesses don't have back doors
- Homeless people try to steal alcohol
- Remove bike racks from corner near footpaths + they been CD could service all of Broadway
- Door delivery is important - time is tough for staffing issues
- Big construction project coming to Printers Alley
- Zone for Door Drivers to pick up + drop off
- If they're having to park away from restaurant might need to have microcircles follow
- John Laris why is 2nd pick
- People stopped at 5th Broadway for drop + pick up causes traffic congestion issues
- There needs to be loading areas for people too
- IF IT'S a time window we need to hit we can't
- Handwritten notes on right side: "All of it", "to Church to Union", "And you be", "Closest to 2nd or 219"

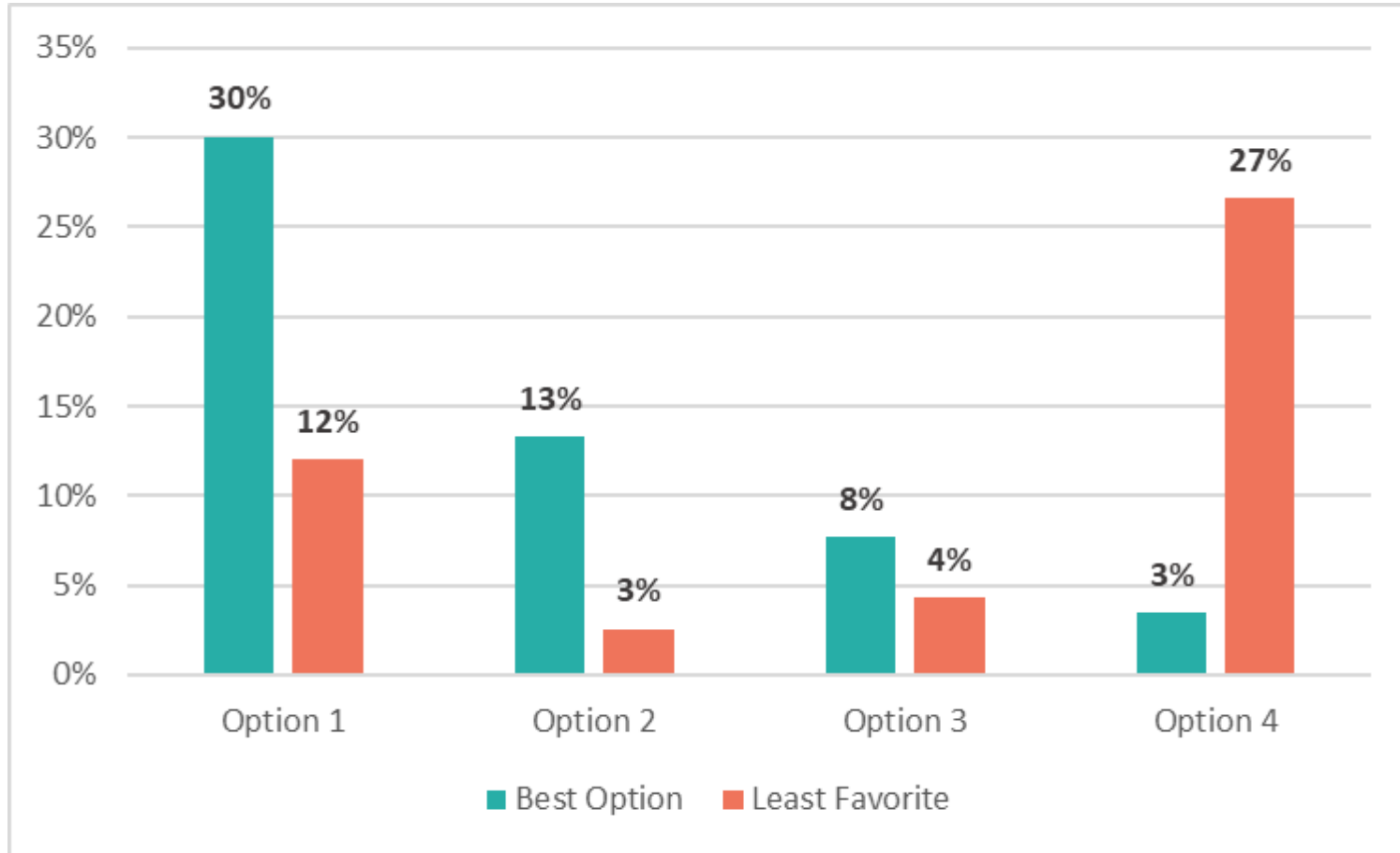


# Priority Loading Areas

- **218** votes
- Not included at Neighbor 2 Neighbor Conference
- “None” option not provided at first 2 engagements



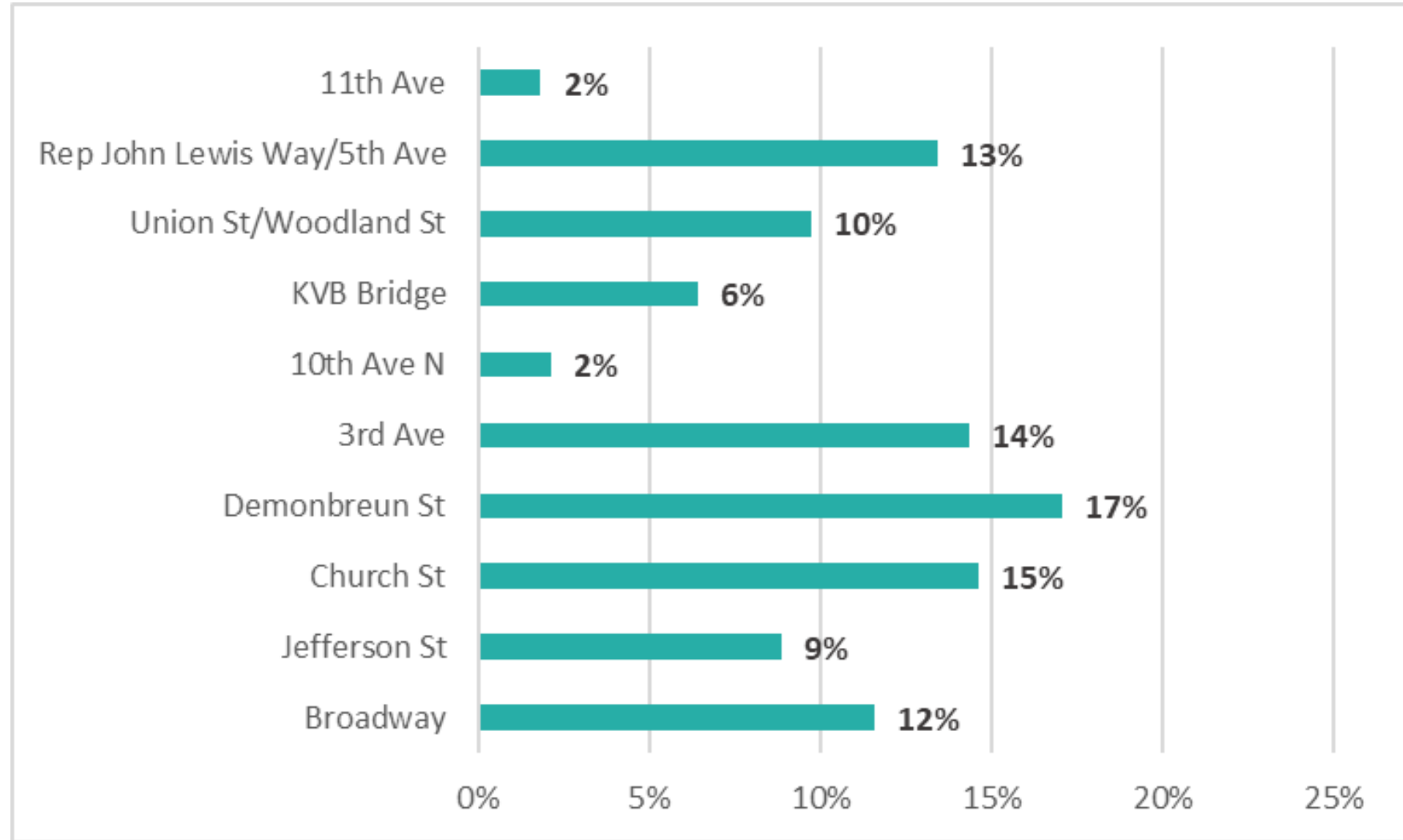
# Mobility Lanes



- **233** votes
- Option 4 was not available for first 2 engagements

# Mobility Lanes

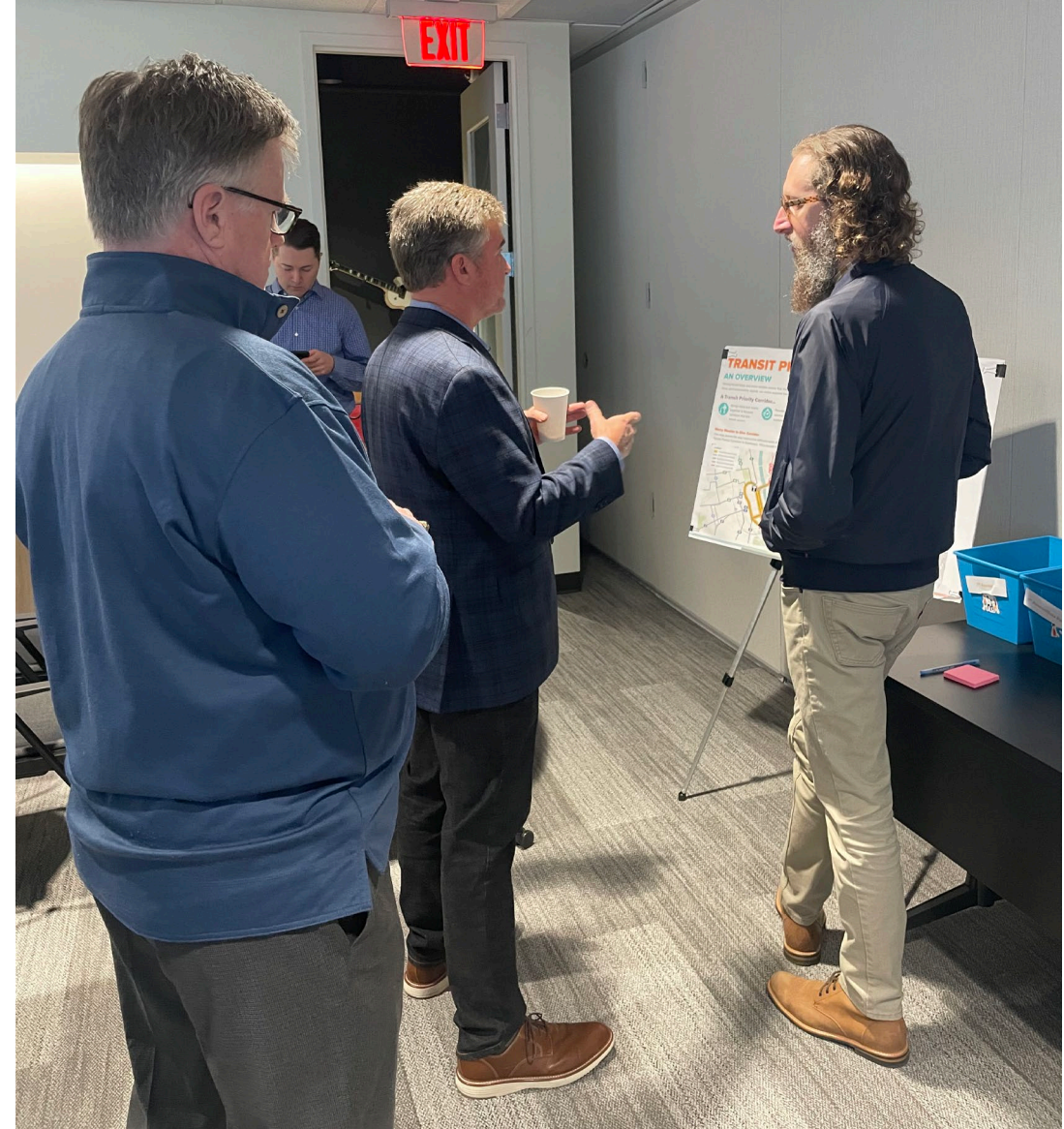
- **328** votes
- Not all options were available at Giarratana event
- StoryMap didn't offer Broadway, KVB bridge, or 10th Ave
- "None" option not provided at first 2 engagements





# Key Takeaways

- **Feedback was consistent** across in-person and virtual platforms
- Fully engaging requires deep understanding—it's a **big technical ask** for feedback
- People are ready to **react to recommendations**
- Benefits and impacts to the **greater region** are top of mind
- Follow-up with **key stakeholders (1x1)** is critical before recommendations



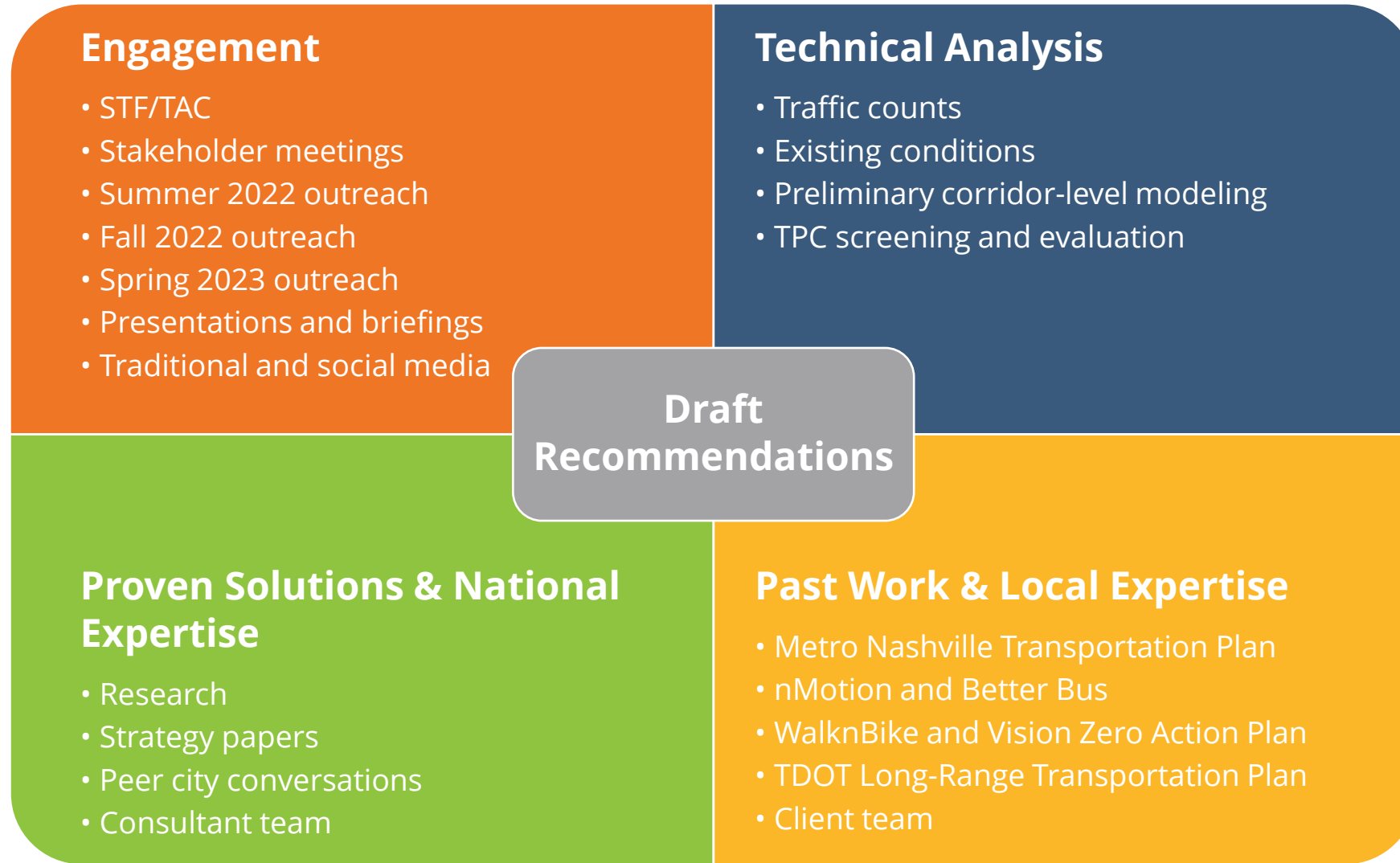




# Developing Draft Recommendations



# Developing Recommendations



# “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



# Traffic and Congestion Management

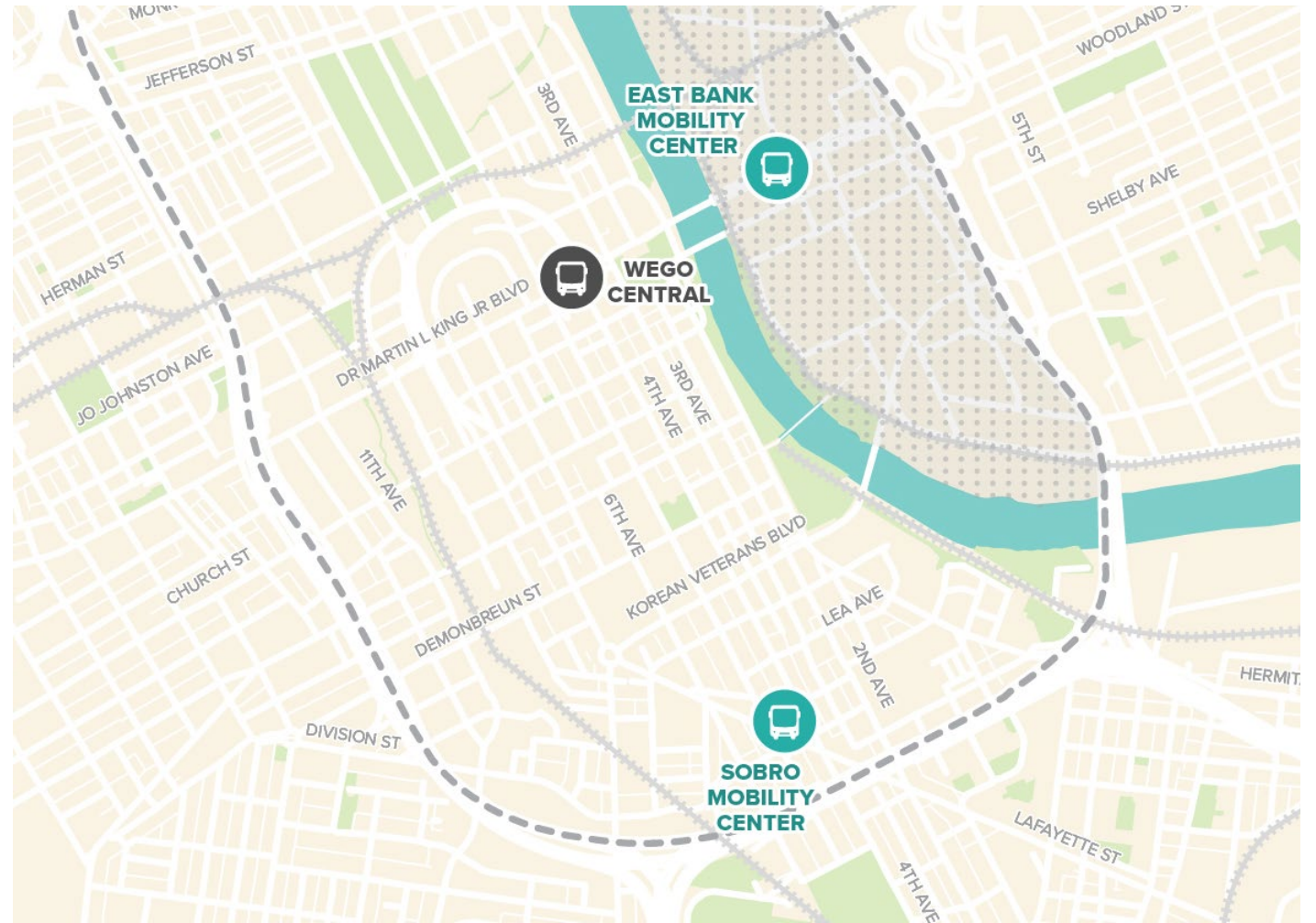
- **Adaptive signals**
  - Throughout inner loop
- **Operational conversions (1-way to 2-way or vice versa)**
  - 2<sup>nd</sup> from Union to interstate
  - 3<sup>rd</sup> and/or 4<sup>th</sup> north of Broadway
  - 7<sup>th</sup> from MLK to Demonbreun
- **TDM program expansion**
  - Residents, visitors, and employers
  - Downtown Code amendment



Require custom TDM plans for new development

# Transit: Infrastructure

- **Transit/mobility centers**
  - SoBro
  - East Bank
- Transit priority corridors
- Additional transit priority





# Transit: Infrastructure

- Transit/mobility centers
- **Transit priority corridors**
  - Westside
  - James Robertson
  - East Bank
- Additional transit priority



# Transit: Infrastructure

- Transit/mobility centers
- Transit priority corridors
- **Additional transit priority**
  - Better Bus “Major” routes (10)





# Transit: Service

- Reconfigured service to newly developing areas
  - Phase 1: After Westside TPC
  - Phase 2: After SoBro Transit Center
  - Phase 3: After East Bank Mobility Center
- More frequent service for longer hours



Phase 3



# Transit: Service

- Reconfigured service to newly developing areas
- **More frequent service for longer hours**

Type	Early AM	AM & PM Peaks	Midday	Evening	Span
Frequent	30	10-15	10-15	20	4 AM – 1 AM
Local	60	20	30	30	5 AM – 11 PM
Connector	60	30	45	60	5 AM – 11 PM
Train Shuttle	--	6 trips	--	--	limited

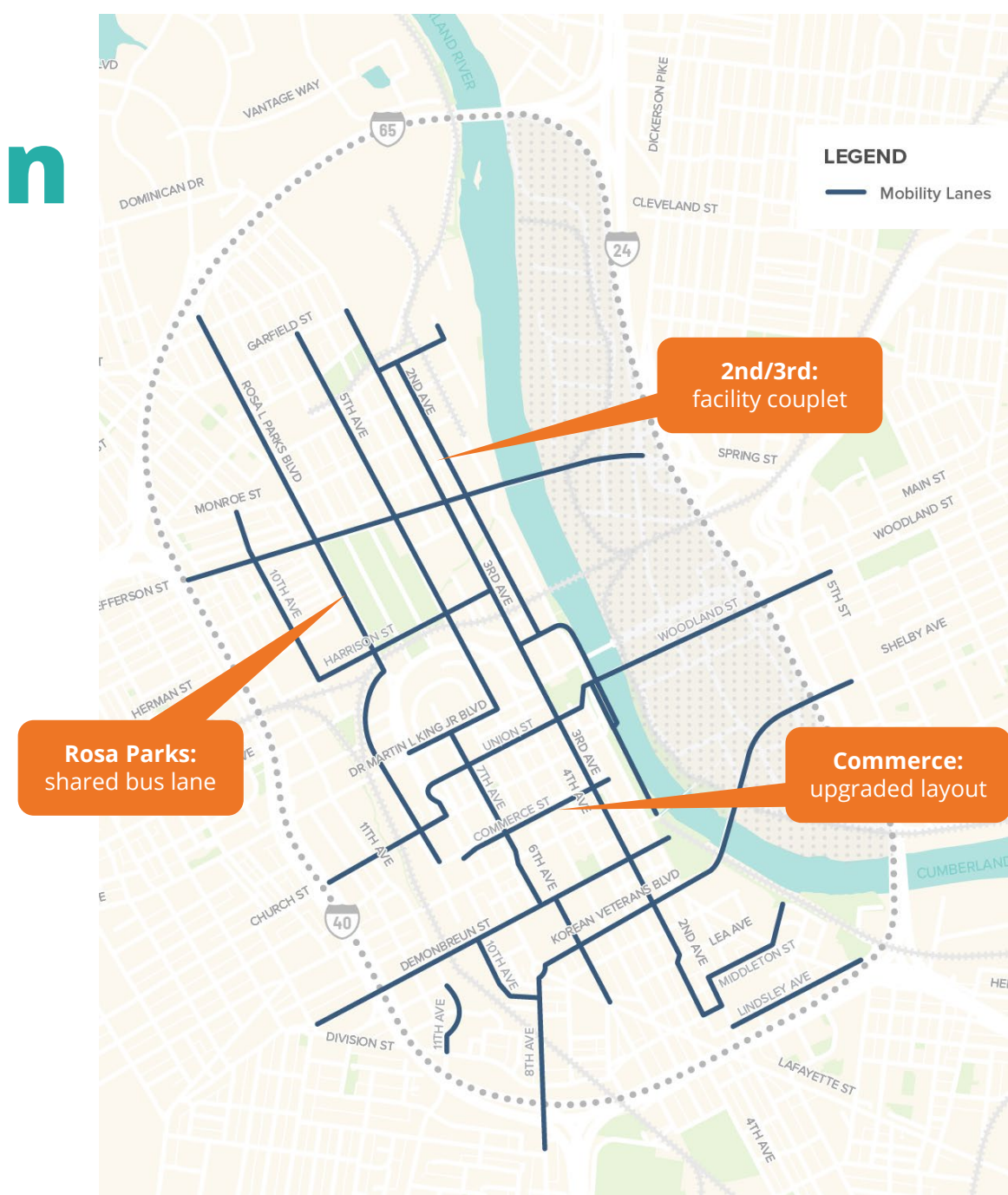
# Active Transportation

## ■ Mobility lanes

- Priorities include near-term WnB projects
- Select existing facilities are upgraded
- Potential conflicts between modes require design tradeoffs
- Additional field work this week

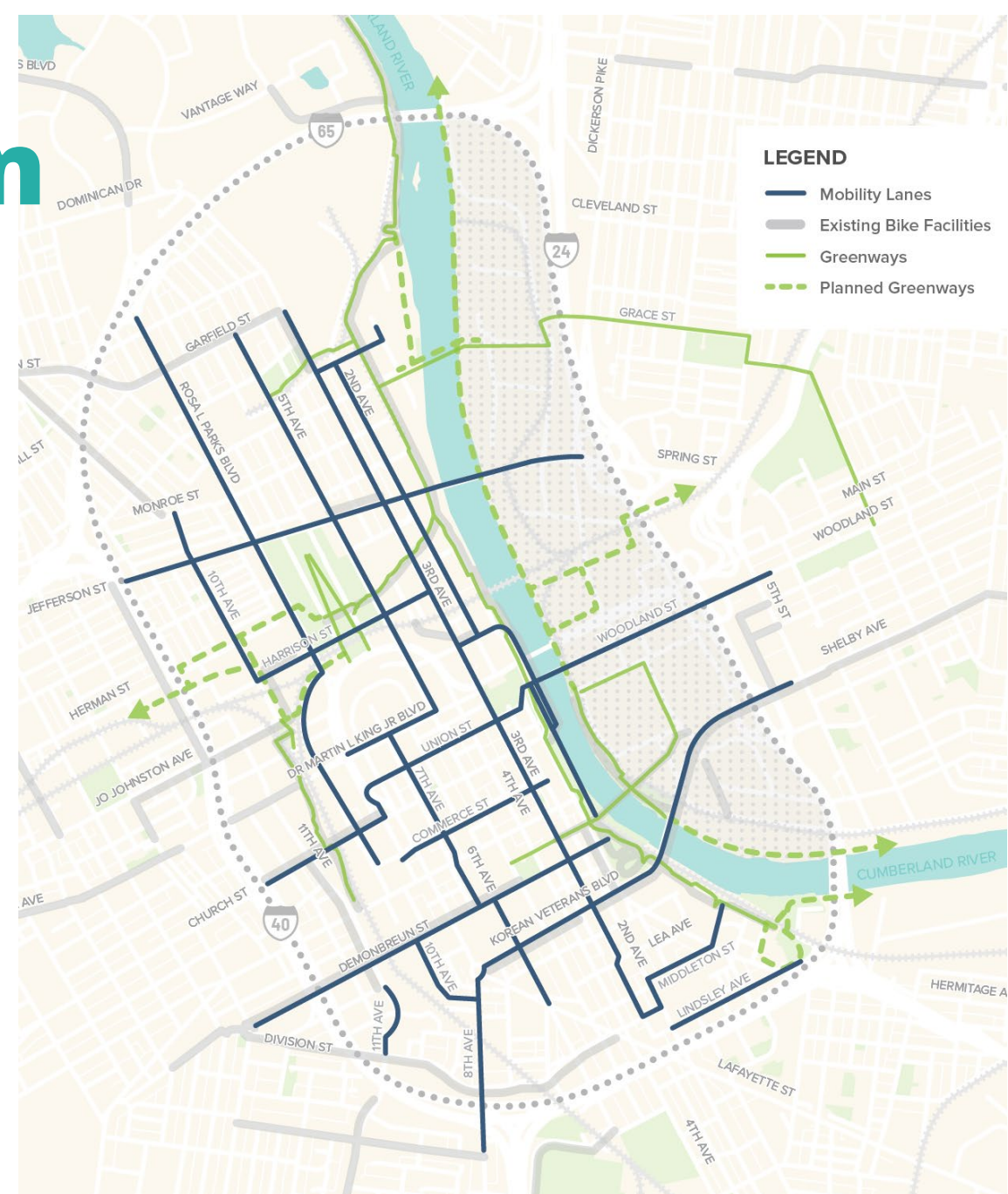
## ■ Planned greenways

## ■ Gulch pedestrian connection(s)



# Active Transportation

- Mobility lanes
- **Planned greenways**
  - Include all currently planned facilities
  - Meeting with Parks next week to confirm
- Gulch pedestrian connection(s)





# Active Transportation

- Mobility lanes
- Planned greenways
- **Gulch pedestrian connection(s)**
  - Assume 1 (or 2) stair/elevator links
  - Location(s) TBD based on field work and other planning efforts (e.g., Broadway Viaduct and/or developer commitments)



# Curb Uses

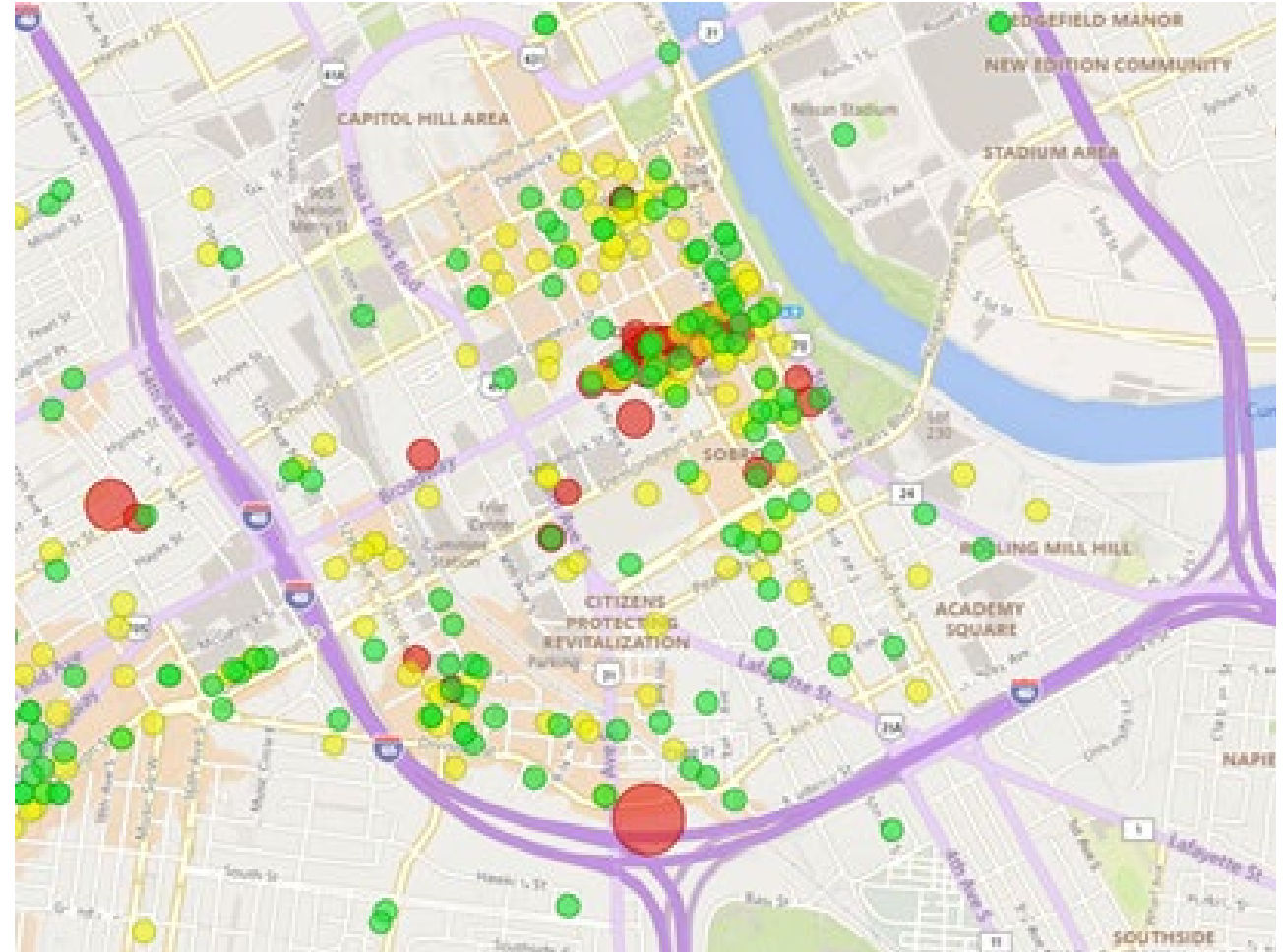
- **Focus on priority loading areas and flex lanes first**
  - Deliveries and musician loading
  - Taxis, carriages, and shuttles
  - Valet
  - Rideshare
- Expand delivery, valet, and rideshare areas based on upcoming conversations
- Identify additional uses and policies based on transit and active transportation decisions





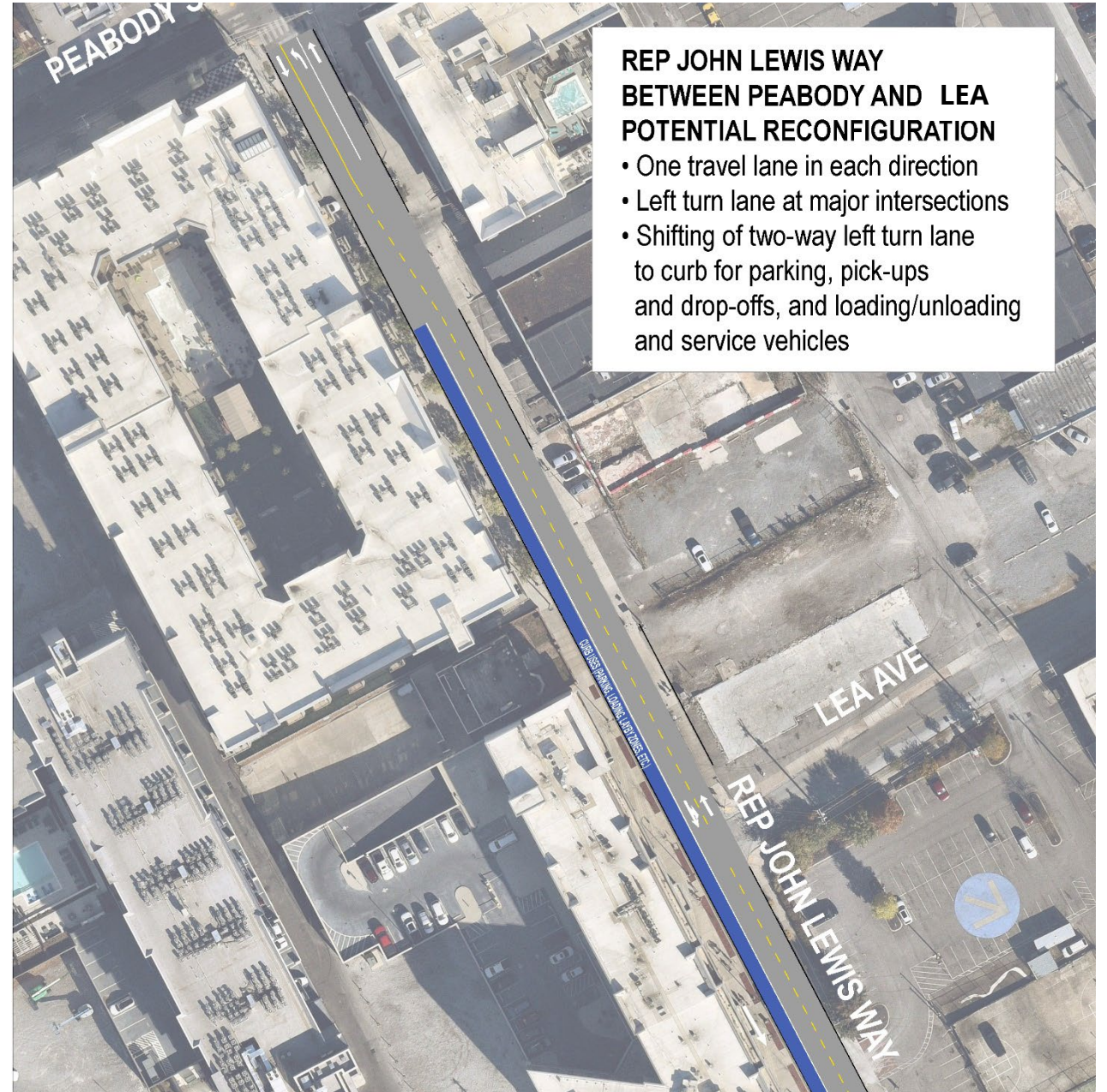
# Curb Uses

- Focus on priority loading areas and flex lanes first
- **Expand delivery, valet, and rideshare areas based on upcoming conversations**
  - Distributor ride-alongs
  - Large accounts “heat map” review
  - Rideshare input
  - Major property owners
- Identify additional uses and policies based on transit and active transportation decisions



# Curb Uses

- Focus on priority loading areas and flex lanes first
- Expand delivery, valet, and rideshare areas based on upcoming conversations
- **Identify additional uses and policies based on other corridor decisions**
  - Center-turn lane conversions
  - Time limits and pricing





# Your Turn: Closer Look & Impressions

- Spend a few minutes **taking a closer look** at the transit, mobility lane, and priority loading recommendations
- Note **comments and questions** on the maps (to help us track them)
- Focus on **potential sticking points or key challenges** we need to address
- Plan to **share an impression or takeaway** from your review



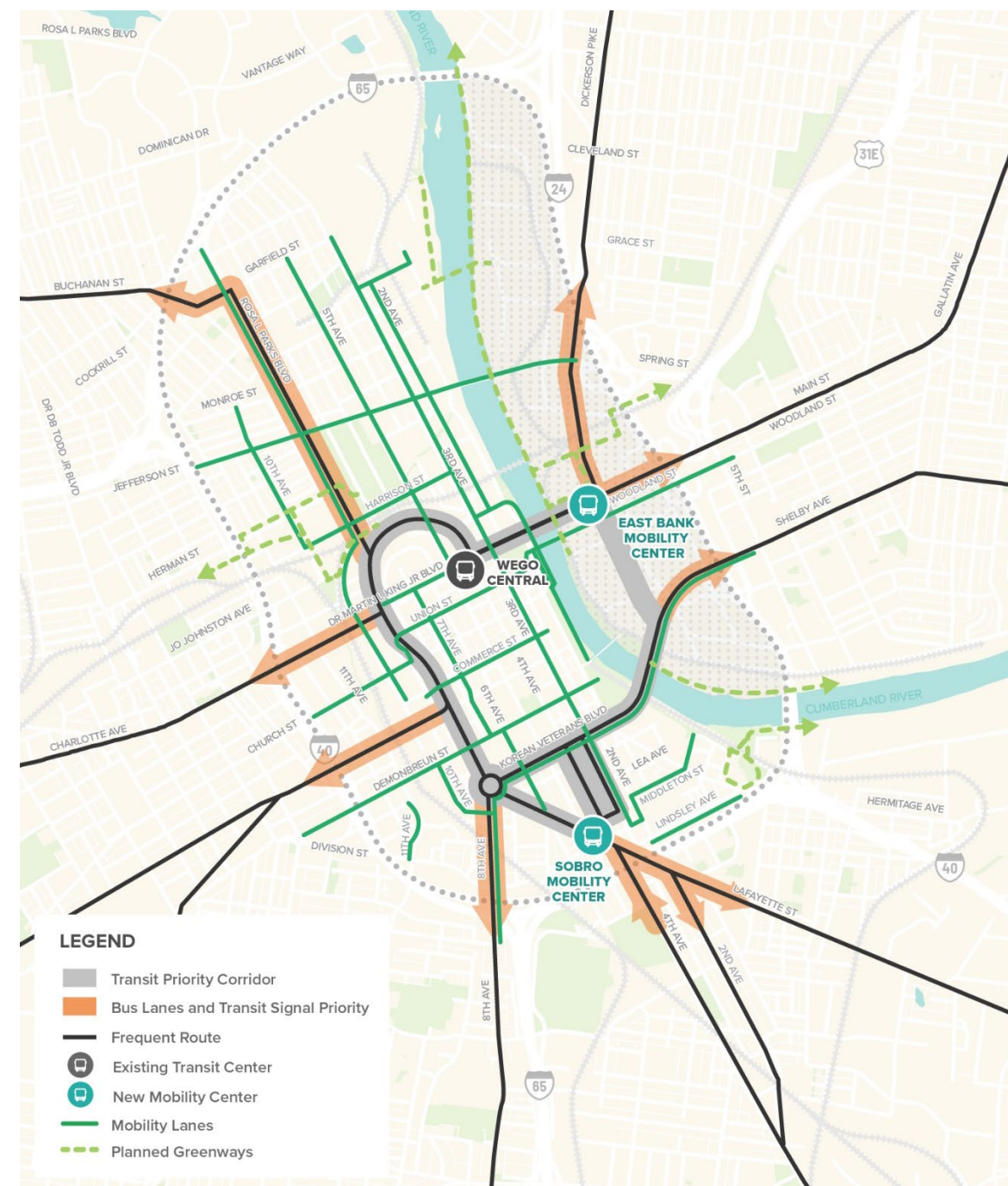






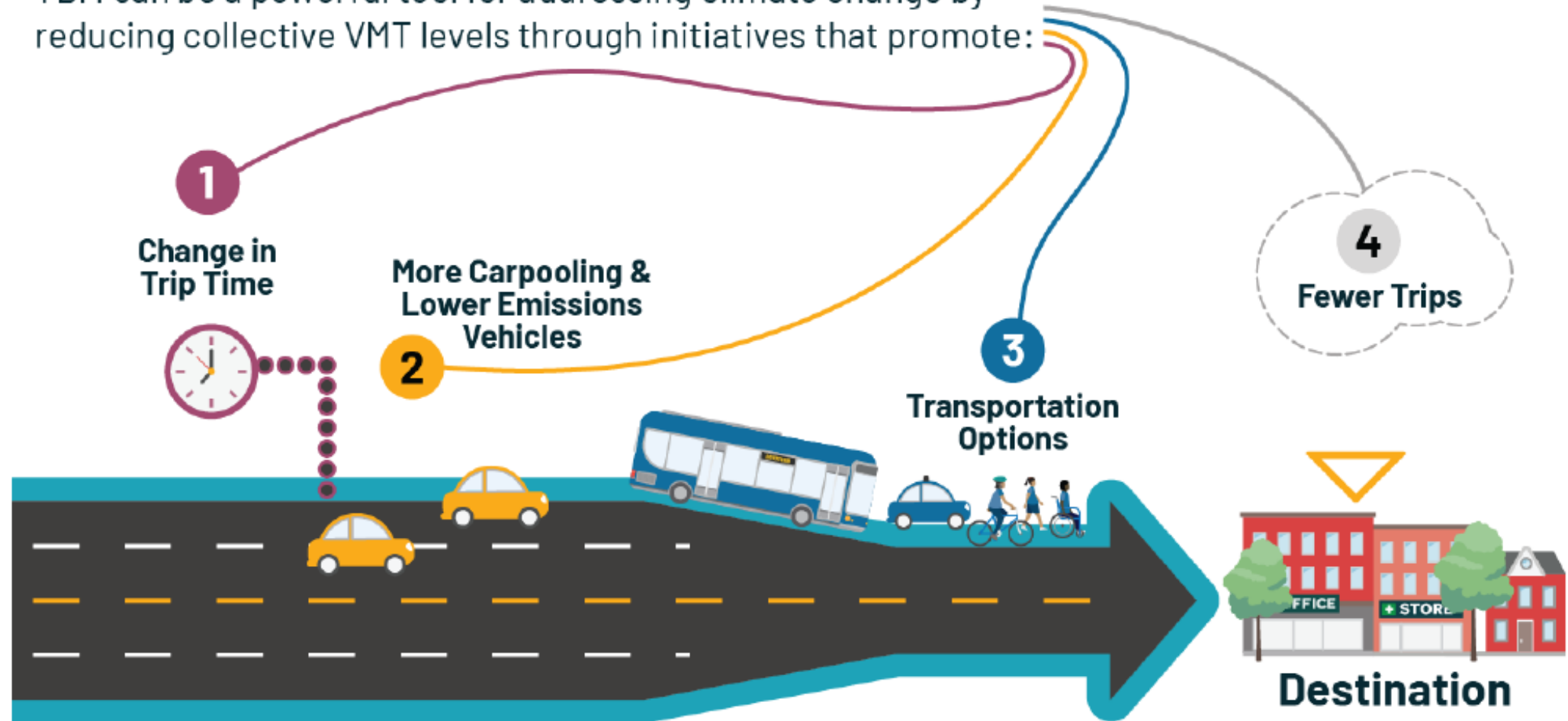
# A Recommended Scenario

- Key blocks and corridors have overlaps we'll need to resolve
- Layering priority loading areas and other curb uses may change draft recommendations
- Decisions about mode shift will shape how aggressive we can be
- Costs and funding availability may limit what's feasible within 10 years



# Other Supports: TDM Building Blocks

TDM can be a powerful tool for addressing climate change by reducing collective VMT levels through initiatives that promote:





# Other Supports: TDM Building Blocks



## Pricing Measures

- Charging for parking
- Cash benefits for non-drivers
- Discounts for HOVs or EVs



## Physical Measures

- Real-time travel information
- Bike parking and amenities
- Shared vehicle stations



## Programs & Policies

- Transit pass subsidies
- Visitor-focused incentives
- Code requirements

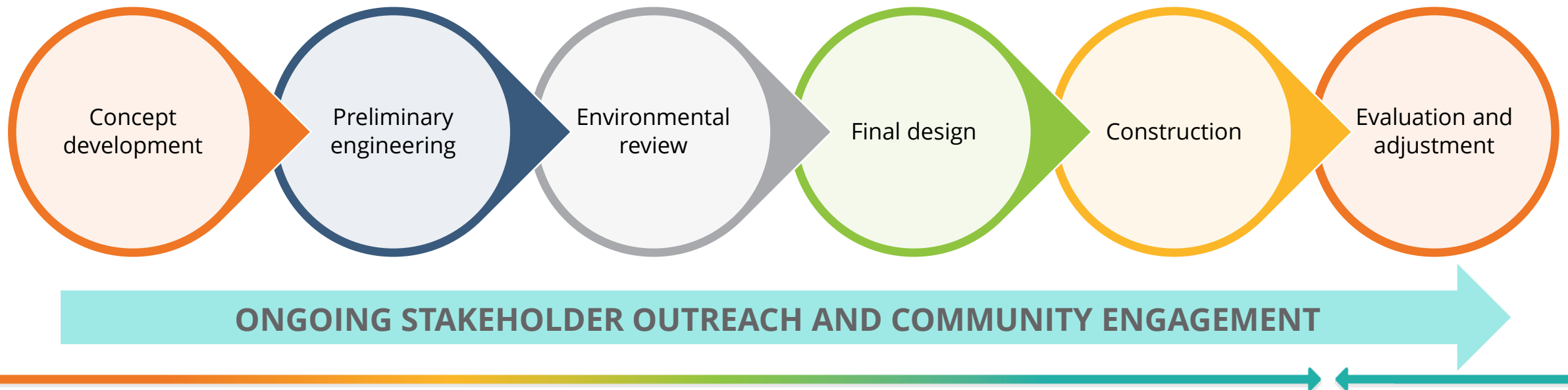


## Promotional & Marketing Tools

- Onsite TDM coordinators
- Web and mobile app information
- Activities and competitions

# Phasing & Funding Considerations

- Focus is developing a **10-year action plan**, with phasing to reflect funding that is (reasonably) available
- Implementation doesn't happen overnight; **more engagement is needed** to work through design details
- Start with **low-hanging fruit** to provide quick benefits at lower cost

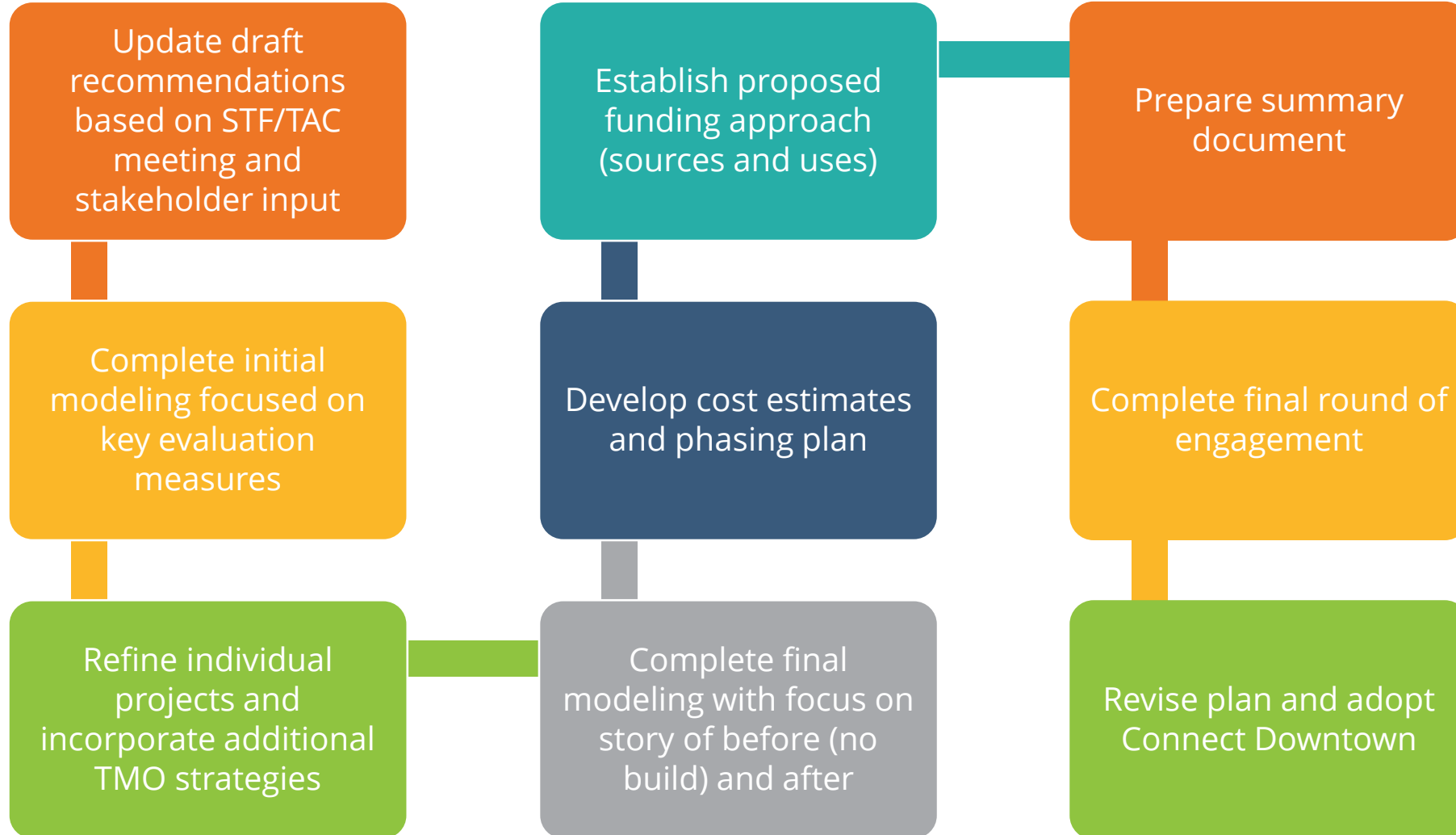






# Next Steps for Connect Downtown

# Getting to a Final Plan





# 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 people moved in key corridors

# Draft Plan Outreach: July & August

- Online review of draft plan summary
- Online survey focused on key recommendations (Maptionnaire)
- Two general public open houses
- Social and traditional media blitz
- Key stakeholder discussions
- Briefings for mayoral candidates





## JOIN US!

To better "Connect Downtown," we've created **three combinations of projects and programs** that will improve mobility in Downtown Nashville. They each include a mix-and-match of new transit lanes, bike and scooter lanes, priority loading and delivery areas, safety projects, and other improvements to manage traffic congestion.

**To take our next steps, we need to know what you think of our ideas!**

What do you like? What's missing? What will make the biggest difference for Nashville? Stop by a Connect Downtown open house to learn more, to share your ideas, and to be part of shaping our final recommendations.

SCAN HERE for the project website to learn more:



OPEN HOUSE

 **Date: MARCH 8TH**

 **Time: 9 AM to 10:30 AM**

 **Location: Nashville Convention & Visitors Corp. 500 11th Ave N, Ste 650**



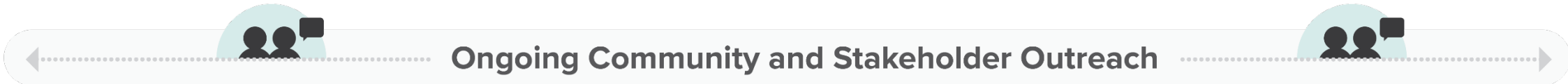


# Early July STF/TAC Meeting

- Convene for one more (virtual?) gathering in early July
- Review of revised recommendations, including preliminary costs, phasing, and funding
- Discussion of public and stakeholder engagement priorities
- Confirmation of final steps



# Connect Downtown Schedule







**Thank you!**

**Marty Sewell, NDOT**

**[Marty.Sewell@nashville.gov](mailto:Marty.Sewell@nashville.gov)**