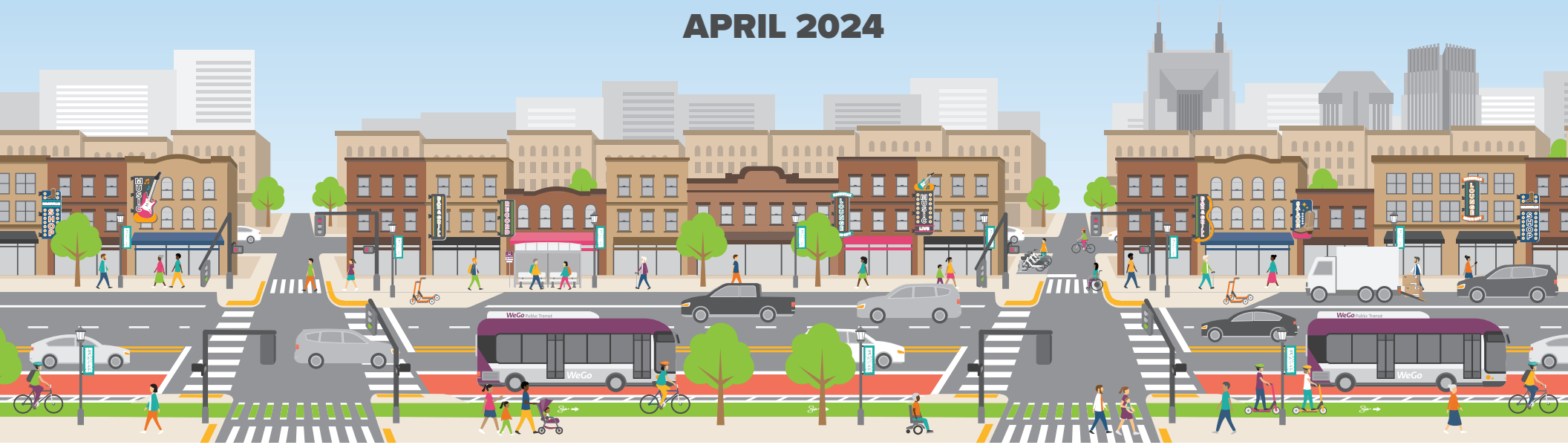


# CONNECT DOWNTOWN

## Action Plan

APRIL 2024



**NDOT**

**WeGo**  
Public Transit

**TN** TDOT  
Department of  
Transportation

**NASHVILLE  
DOWNTOWN  
PARTNERSHIP**

# Acknowledgements

Connect Downtown was shaped by the following people, with input from thousands of Nashvillians and key Downtown stakeholders.

## Core Project & Leadership Team

### **NDOT**

#### **NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE**

Diana Alarcon, Director

Brad Freeze, Deputy Director

Marty Sewell, Transportation Planning Director (Lead)

Justin Cole, Livability Planner

Anna Dearman, Walking & Biking Manager

Meghan Mathson, Nashville Connector Administrator



#### **WEGO PUBLIC TRANSIT**

Steve Bland, Chief Executive Officer

Felix Castrodad, Director of Planning & Grants (Lead)

Robert Johnson, Transit Planner

Katie Freudberg, Scheduling & Service Planning Manager



#### **TENNESSEE DEPARTMENT OF TRANSPORTATION**

Preston Elliott, Deputy Commissioner & Chief of Planning Bureau

Matt Meservy, Director, Long-Range Planning Division (Lead)



#### **NASHVILLE DOWNTOWN PARTNERSHIP**

Tom Turner, President & CEO

Kacy Stern, Manager, Special Projects (Lead)

## Technical Advisory Team

Gordon Richard, Mayor's Office

Kendra Abkowitz, Mayor's Office

Ben Eagles, Mayor's Office

Devin Doyle, NDOT

Melisa Hancock, NDOT

Dahlia Grub, NDOT

Bill Herbert, Code Enforcement

Ben York, East Bank Program

Lee Smith, TDOT

Daniel McDonell, TDOT

Jon Storey, TDOT

Michelle Nickerson, TDOT

Michelle Scopel, MDHA

Commander Preston Brandimore, MNP

Linsie Smith, MNP

Sean Pfalzer, GNRC

Daniel Capparella, GNRC

Shea Northfield, GNRC

Cindy Harrison, Metro Parks & Recreation

Erica Green, Metro Parks & Recreation

David Diaz-Barriga, Metro Parks & Recreation

Amrita Chatterjee, Metro Parks & Recreation

Joni Williams, Metro Planning

Eric Hammer, Metro Planning

## Stakeholder Task Force

Eric Magas, Nashville BCycle

Leesa LeClaire, Greater Nashville Hospitality Association

Ann Butterworth, Nashville Downtown Neighbors Association

Victoria Payne, Nashville Chamber of Commerce

Barrett Hobbs, Downtown Merchants Association

Jennifer Carlat, Urban Land Institute

Eric Hoke, Civic Design Center

Jessica Dauphin, Transit Alliance of Middle TN

Jim Hawk, Neighbor to Neighbor

Wesley Smith, Walk Bike Nashville

Meredith Montgomery, Walk Bike Nashville

Bonna Johnson, Nashville Convention & Visitors Corp

Debra Johnson, MStreet Group

Kellen DeCoursey, Tennessee Titans

Charles Starks, Music City Center

Elisa Putman, Music City Center

Michelle Gaskins, Amazon

Mekayle Houghton, Cumberland River Compact

Jordan Howes, Greenways for Nashville

Rob Mortensen, RM Strategies

## Consultant Team

Nelson\Nygaard Consulting (Lead)

KCI Technologies

Fairpointe Planning

Alta Planning + Design

DuGard Communications

Varallo Public Relations

TransPro Group

# Contents

## Executive Summary

<b>1</b>	<b>Why Connect Downtown.....</b>	<b>1</b>
	What does Connect Downtown do for Nashville?.....	4
	How was the Action Plan developed? .....	6
<b>2</b>	<b>Our Big Moves.....</b>	<b>11</b>
	What are Connect Downtown's five big moves?.....	12
<b>3</b>	<b>Taking Action .....</b>	<b>47</b>
	What happens first?.....	48
	How does it all come together? .....	68
	How will we fund this?.....	70
	How are projects implemented? .....	71
	What's in it for me? .....	72

## Appendices





# Executive Summary

**Connect Downtown is a 10-year Action Plan to transform mobility for people throughout Middle Tennessee, improving safety, expanding travel options, and supporting Nashville's climate goals.**

Our city and region are booming. In fact, according to a recent report by the Center City District in Philadelphia, Downtown Nashville has experienced the most rapid and strongest urban post-pandemic recovery in the U.S. While that's great news for our economy, our transportation system just isn't keeping pace.

Today, people driving and taking the bus Downtown spend more time in congestion, and fewer people are biking and walking than 10 years ago. There's a special event snarling traffic more often than not, and construction detours make it hard to walk and bike safely in parts of Downtown. Most importantly, we have too few high-quality multimodal options, which means that Nashvillians are often forced to drive.

To respond to these challenges, the Connect Downtown Action Plan establishes a Downtown transportation system that improves safety and accessibility for everyone, balances the needs of all travelers and modes, and reduces traffic congestion.

**An outgrowth of many past planning efforts, Connect Downtown was led by the Nashville Department of Transportation and Multimodal Infrastructure (NDOT), in partnership with WeGo Public Transit, the Tennessee Department of Transportation (TDOT), and the Nashville Downtown Partnership.**

The Action Plan been shaped by input from thousands of residents and key Downtown stakeholders, as well as a Stakeholder Task Force and Technical Advisory Committee. More than two years of engagement, technical analysis, and evaluation informed the Connect Downtown recommendations, which address the challenges shown to the right.



**People are stuck in traffic.**



**Travel options don't match desires.**



**Transit is slow and unreliable.**



**Loading space is limited.**



**Nashville is popular.**



**Streets are unsafe.**

## Goals of Connect Downtown



**Safe and Comfortable**



**Connected and Convenient**



**Equitable and Accessible**



**Sustainable and Resilient**



**Vibrant and Inviting**



**Balanced and Reliable**

# What are Connect Downtown's five big moves?

Addressing the mobility challenges facing Downtown Nashville requires a combination of projects, programs, and policies that serve people using all forms of transportation.

Doing just one thing—or focusing on just one mode of travel—won't have the kind of impact that's needed. Therefore, Connect Downtown's recommendations work as a system of investments that are organized into five big moves.



## BIG MOVE 1

### Manage Congestion

Upgrade signals, improve traffic operations, and better manage events to keep people moving and improve system resiliency.



## BIG MOVE 2

### Improve Safety

Advance Vision Zero projects and programs to make Downtown's streets safer for people, especially Downtown's most vulnerable travelers.



## BIG MOVE 3

### Move More People

Prioritize buses on key corridors and increase the amount of service to provide faster and more reliable trips throughout the region.



## BIG MOVE 4

### Create Complete Networks

Develop safe, separated, and connected walking, rolling, biking, and scooting facilities to help people of all ages and abilities get into and around Downtown.



## BIG MOVE 5

### Maximize the Curb

Flex the uses of the curb throughout the day for deliveries, service vehicles, and passenger pick-up and drop-off, including charter buses, to support local businesses, venues, museums, and residents.

Together, these projects and strategies will make travel more reliable, more comfortable, faster, and safer for thousands of Nashvillians. For example, the new Traffic Management Center will help NDOT respond to congestion in real time, clearing traffic more quickly during special events, emergencies, and peak travel periods. And the transit priority corridors will move nearly 50,000 people each day, saving hours a month for bus riders and car drivers!

**From new signals to safety projects to more frequent bus service to mobility lanes to flexible curb regulations, Connect Downtown includes projects and programs that support the entire Middle Tennessee region.**

This map gives an overview of the major capital projects included in Connect Downtown, and there are many complementary strategies described in the Action Plan. The Connect Downtown projects also amplify other NDOT, WeGo, and TDOT priorities. Building on Metro’s implementation of Vision Zero and WalknBike and WeGo’s investments in nMotion and the Better Bus Plan, Connect Downtown includes projects that make regional investments work better.

**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:

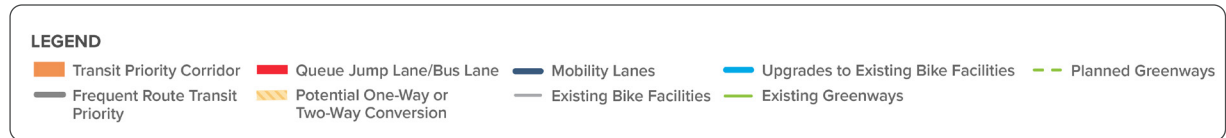
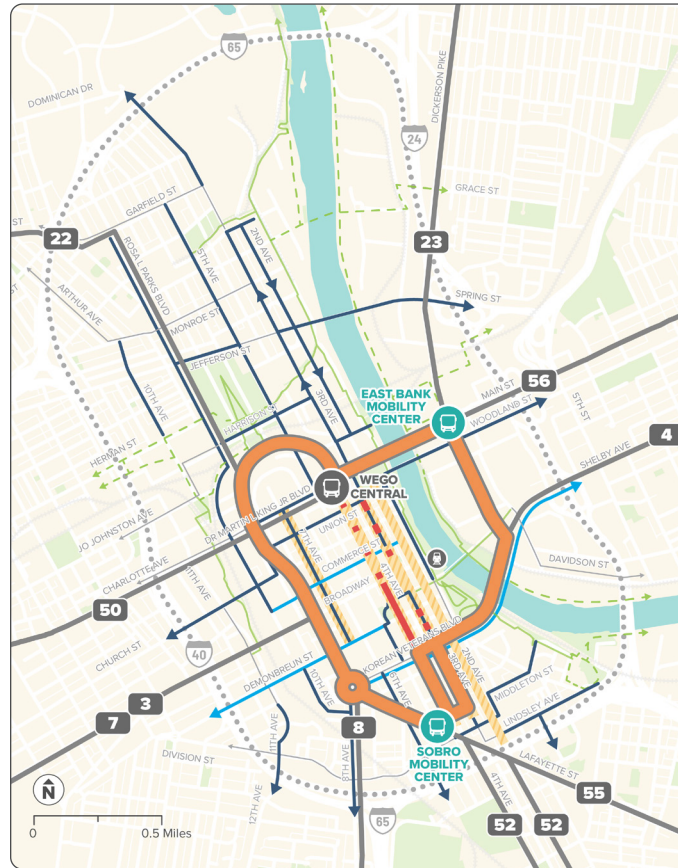
- Westside TPC
- James Robertson TPC
- East Bank TPC

**PRIORITY LOADING AREAS**

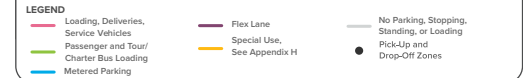
To ensure that the curb provides the most value for the most people—and that the uses of the curb are prioritized for activities that can’t be moved elsewhere—Connect Downtown recommends a focus on **flexible uses and pilot programs that support additional space for loading and deliveries.**

**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.



**FLEXIBLE CURB USES (4 AM – 4 PM)**



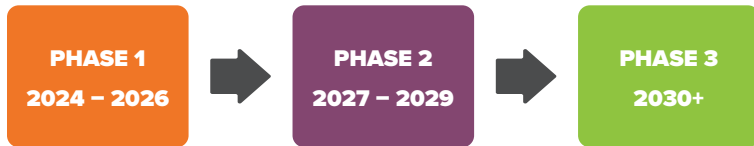
**TECHNOLOGY & DEMAND MANAGEMENT**

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.



**Our Big Moves include dozens of projects and strategies, and they can't all be built at once. The good news is that there's a lot of "low-hanging fruit" to get us started—and those projects will make an immediate difference for our region. Doing nothing simply isn't an option, and inaction has its own costs.**

Connect Downtown's projects and programs will be delivered in three phases. These phases support rapid progress while balancing fiscal realities and the partners' capacity, but they are not intended to be rigid. After all, implementation doesn't happen overnight; more engagement is needed to work through the design details for most recommended projects.



**Nashville will require a significant increase in transportation funding to fully implement Connect Downtown and support our growing city and region.**

The projects, programs, and new transit services included in this Action Plan will be implemented through a combination of existing local funds, competitive grant funds, developer contributions, and future partnerships.

Connect Downtown is the first step in developing a mobility system that meets Nashville's current and future needs. We can keep our economy thriving, save lives, reduce air pollution, and create a more equitable region by making meaningful and sustainable investments in transportation infrastructure and programs.

## What will Connect Downtown do for you?



**Investments in traffic management and "smart" signals will keep drivers moving, support our first responders, make trips more reliable, and improve safety.**

By managing congestion Downtown, people will be able to get into, out of, and through Downtown with fewer hassles, including after events and in emergencies.



**A complete and connected network of mobility lanes will provide safe, separated facilities for people biking and scooting.**

Giving people options to get around Downtown and connect to surrounding neighborhoods means fewer cars on the road.



**New transit lanes and more frequent service will make bus trips faster, saving time for the tens of thousands of regional riders who use WeGo's services today.**

Giving priority to buses and providing more frequent service for more hours of the day will encourage many more people to take transit, freeing space on the road for people who need to drive and for our first responders.



**Additional space for deliveries and loading zones will make it easier to do business in Downtown, supporting both goods distributors and people taking a taxi to a show.**

Curb uses that change by time of day will ensure that a musician coming Downtown to play a show has access to a parking space at night, and a delivery driver has room to unload in the early morning.





# 1

# Why Connect Downtown

**The Nashville Department of Transportation and Multimodal Infrastructure (NDOT)—in partnership with WeGo Public Transit, the Tennessee Department of Transportation (TDOT), and the Nashville Downtown Partnership—began developing Connect Downtown in early 2022.**

Our city and region are booming. In fact, according to a recent report by the Center City District in Philadelphia, Downtown Nashville has experienced the most rapid and strongest urban post-pandemic recovery in the U.S. While that’s great news for our economy, our transportation system just isn’t keeping pace.

An outgrowth of many past planning efforts, Connect Downtown is a 10-year action plan to improve mobility and address traffic congestion in the Downtown core. This document provides an overview of the priority projects and strategies that are critical to keep Downtown and our region moving. Since Connect Downtown is a first step, the design of specific improvements is yet to come and isn’t addressed in this Action Plan.

# People traveling into, around, and through Downtown Nashville are feeling the impact of our region's growth.

People driving and taking the bus spend more time in congestion, and fewer people are biking and walking to move around Downtown than 10 years ago. There's a special event snarling traffic more often than not, and construction detours make it hard to walk and bike safely in parts of Downtown.

Most importantly, we have too few high-quality multimodal options, which means that Nashvillians are often forced to drive. That puts even more cars on busy roads, takes curb space that is needed for deliveries, and limits our ability to meet our climate and sustainability goals. See Appendix A: State of Downtown Mobility Report to learn more.

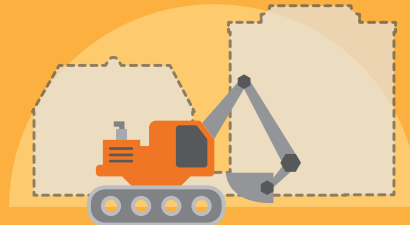
**We know that doing nothing won't work, and Connect Downtown is here to help.**



## Downtown Nashville is booming:



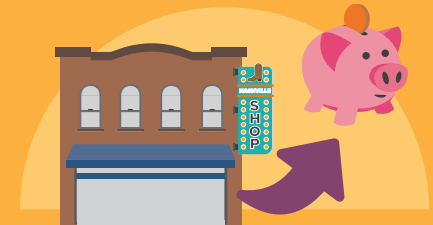
**Total population in the downtown area increased by 365% between 2013 and 2023.**



**At the end of 2023, there was 1.7 million square feet of office space under construction Downtown.**



**Nashville's 15 million visitors in 2023 spent a record \$9.2 billion.**



**In 2022, Downtown collected 19% of retail taxes generated in Davidson County in less than 0.4% of the county's land area.**

## Downtown Nashville has mobility challenges:



### People are stuck in traffic.

Drivers in the Nashville region lose about 80 hours a year during the morning and afternoon rush. Traffic congestion means Downtown streets can't move people who are driving, taking the bus, or responding to an emergency.



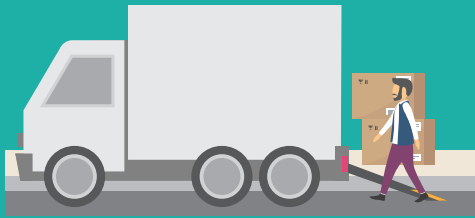
### Travel options don't match desires.

Only 20% of people surveyed prefer to drive Downtown. But today, 80% of Nashville-area commuters drive alone. People often choose to drive because they don't have a better option, especially for evening or late-night trips.



### Transit is slow and unreliable.

Bus riders say that waiting times are long and service is slow. Buses get stuck in traffic Downtown and are unreliable. Sometimes it takes 45 minutes to go from Demonbreun St to Church St!



### Loading space is limited.

People feel that Downtown lacks space for deliveries. On a busy day, Broadway businesses can receive 200,000 cases of beer, and truck drivers need easy access to their customers. Additionally, rideshare vehicles block travel lanes and increase congestion.



### Nashville is popular.

Nashville had over 15 million visitors in 2023, and we expect that number to grow in 2024. Events require detours and impact the busiest times on our roads, and our sidewalks are too narrow to accommodate everyone walking and rolling.



### Streets are unsafe.

Almost 2/3 of people surveyed don't feel safe biking Downtown. There are 47 High Injury Network corridors in our study area, and there are only 3.6 miles of protected bike facilities.

# What does Connect Downtown do for Nashville?

**Connect Downtown will help to transform mobility for people throughout Middle Tennessee, improving safety, expanding travel options, and supporting Nashville’s climate goals.**

This Action Plan establishes a Downtown transportation system that improves safety and accessibility for everyone, balances the needs of all travelers and modes, and reduces congestion. With a focus on moving more people via complete and connected networks that enhance Downtown’s character and support the region’s growth, Connect Downtown articulates a pathway to implementation.

## Goals of Connect Downtown



### **Safe and Comfortable**

Create transportation networks that enhance the quality of life for all Nashvillians, especially the city’s most vulnerable travelers.



### **Connected and Convenient**

Develop an integrated mobility system that seamlessly and efficiently connects Downtown Nashville with easy-to-use and reliable travel options.



### **Equitable and Accessible**

Ensure equal access to mobility options that meet the needs of everyone traveling to, through, and around Downtown Nashville.



### **Sustainable and Resilient**

Address the climate crisis to create a more resilient Downtown Nashville and Middle Tennessee region.



### **Vibrant and Inviting**

Maintain a prosperous Downtown by providing a transportation system that makes it easier to do business and encourages people to spend time here.



### **Balanced and Reliable**

Expand and enhance mobility choices to manage traffic congestion and create a more predictable transportation system in Downtown Nashville.

**While the capital projects identified in this Action Plan are focused in Downtown, they will benefit all Nashvillians and residents of the 10-county region.**

The investments in Connect Downtown also amplify other NDOT, WeGo, and TDOT priorities. Building on Metro’s implementation of Vision Zero and WalknBike and WeGo’s investments in nMotion and the Better Bus Plan, Connect Downtown includes projects that make regional investments work better.

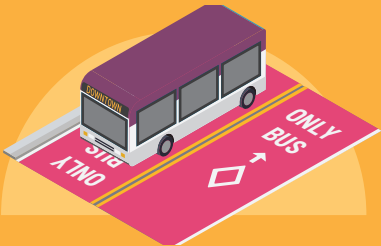
**Did you know?**

**Investments in traffic management and “smart” signals will keep drivers moving, support our first responders, make trips more reliable, and improve safety.**



By managing congestion Downtown, people will be able to get into, out of, and through Downtown with fewer hassles, including after events and in emergencies.

**New transit lanes will make bus trips faster, saving time for the tens of thousands of regional riders who use WeGo’s services today.**



Giving priority to buses and providing more frequent service for more hours of the day will encourage many more people to take transit, freeing space on the road for people who need to drive and for our first responders.

**A complete and connected network of mobility lanes will provide safe, separated facilities for people biking and scooting.**



Giving people options to get around Downtown and connect to surrounding neighborhoods means fewer cars on the road.

**Additional space for deliveries and loading zones will make it easier to do business in Downtown, supporting both goods distributors and people taking a taxi to a show.**



Curb uses that change by time of day will ensure that a musician coming Downtown to play a show has access to a parking space at night, and a delivery driver has room to unload in the early morning.

# How was the Action Plan developed?

**Connect Downtown was a two-year collaboration between the four partners, Downtown stakeholders, and the broader Nashville community.**

The Action Plan was shaped by a Stakeholder Task Force (STF) and a Technical Advisory Committee (TAC), as well as by a robust outreach program that gathered input from thousands of residents and key Downtown stakeholders. Learn more about Connect Downtown engagement in Appendix B.

## Here's a look at how this project unfolded:

1



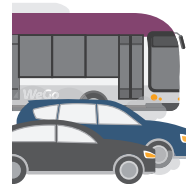
**We started our work in early 2022 by reviewing past plans, collecting new data, talking to stakeholders and community members, and analyzing Downtown's current transportation system.**

A handful of themes emerged very quickly:

**A** **People love everything that Downtown Nashville has to offer**, and more people are calling the neighborhood home. But traveling Downtown is challenging.



**B** Traffic comes to a standstill too often, and **both car and bus trips are wildly unpredictable** due to events and construction activities.



**C** Most people who responded to our survey said **they'd love to travel Downtown without driving**, but they don't see another mode as an option for them.



2



**With the background data and a baseline understanding of current conditions in hand, we worked with the STF and TAC to develop goals and desired outcomes.**

Agreeing on what Connect Downtown should achieve helped to tighten our focus.





**Next, we developed possible solutions to Downtown’s transportation challenges.**

We started with best practices and peer city research, learning what has worked (and what hasn’t) for other communities. From transit lanes to delivery pilots to demand management approaches, we built a comprehensive list of potential projects and programs.

**In late 2022, we invited Nashvillians to “build your own scenario,” telling us which strategies you’d select within a limited budget.**

We heard overwhelming support for dedicated transit lanes, safe and protected bike facilities, and traffic management solutions to unclog our streets.

**We used that feedback to refine our priority solutions for Downtown.**

We evaluated a dozen potential transit priority corridors, talked with delivery drivers about the most critical locations for loading zones, and determined which streets are most important in the walking, rolling, and biking network.

**Hierarchy of Modes**

The transportation system of a healthy downtown moves as many people as possible in low-impact and sustainable modes, like walking and rolling, biking and scooting, and public transit. Our STF and TAC established a hierarchy of modes to prioritize the use of Downtown streets.



6



**Our third round of community engagement included public meetings, focused stakeholder conversations, and input from the STF and TAC.**

We combined the most popular and most impactful solutions into a single list of projects, which became our draft recommendations.



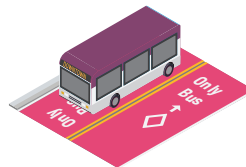
7

**Next up: modeling. We built two models to test how well our draft recommendations would work.**

It was important to understand where there were conflicts and if the proposed projects were the right ones to make a difference for Nashville. (You can read all the details in Appendix C.)



**The model really hit home that doing nothing isn't an option.** With the growth Nashville has seen and will see in the next 10 years, failing to act means that traffic Downtown gets worse. It takes longer and longer to get through an intersection, and bus trips are routinely slower than walking.




**The results showed us that adding transit priority corridors to Downtown gets more people on the bus, freeing space for people who do need to drive.** And the folks who are riding the bus are saving hours each month since the buses aren't stuck in traffic.



**We refined the recommendations and projects to adjust key intersections** and rethink which modes get priority in a few critical spots.





“**Doing nothing just isn't an option.**

Connect Downtown STF Member

8



**Then it was time to develop cost estimates and a phasing plan.**

It's impossible to build everything at once, and we identified three phases of implementation to make progress as fast as possible. Starting with quick wins as more complex projects are designed means that we'll get Downtown Nashville moving sooner rather than later.

9



**With a Draft Action Plan in hand, we asked the community for feedback one more time.**

Our final round of outreach asked people what they did and didn't like about the draft recommendations. While most folks felt the Action Plan hit the mark, we used your feedback to adjust the recommendations to better meet Nashville's needs.

10



**Now that the Action Plan is done, the real work is just beginning.**

As we design these projects, we'll need your help to figure out the details. Ongoing community conversations about transportation funding are critical to help us move quickly into implementation. There's plenty more to do, but Nashville is ready to take this next step together.



4th Ave S

HONORARY  
Bridgestone Dr

TURNING  
VEHICLES  
TO

DIAGONAL  
CROSSING  
OK

BRIDGESTONE ARE

MUSIC  
CITY  
CENTER

ESCOOT

SEWER  
MANHOLE

# 2

## Our Big Moves

**Addressing the mobility challenges facing Downtown Nashville and meeting the goals of Metro’s Climate Adaptation and Resilience Plan will require a combination of projects, programs, and policies that serve people using all forms of transportation.**

Doing just one thing—or focusing on just one mode of travel—won’t have the kind of impact that’s needed. Therefore, Connect Downtown’s recommendations work as a system of investments that are organized into five big moves.

Throughout the development of Connect Downtown, Nashvillians expressed an eagerness for NDOT, WeGo, and TDOT to take the bold actions that are described in this chapter. These priorities were confirmed in the recently released “Imagine Nashville” report, with Downtown respondents calling for action on traffic congestion, public transportation, and bicycle and pedestrian connectivity.

The Connect Downtown recommendations reflect public and stakeholder input, as well as technical analysis and national best practices. You can learn more about the work that informed our recommendations in the appendices to this Action Plan.

# What are Connect Downtown's five big moves?



## BIG MOVE 1

### Manage Congestion

Upgrade signals, improve traffic operations, and better manage events to keep people moving and improve system resiliency.



## BIG MOVE 2

### Improve Safety

Advance Vision Zero projects and programs to make Downtown's streets safer for people, especially Downtown's most vulnerable travelers.



## BIG MOVE 3

### Move More People

Prioritize buses on key corridors and increase the amount of service to provide faster and more reliable trips throughout the region.



## BIG MOVE 4

### Create Complete Networks

Develop safe, separated, and connected walking, rolling, biking, and scooting facilities to help people of all ages and abilities get into and around Downtown.



## BIG MOVE 5

### Maximize the Curb

Flex the uses of the curb throughout the day for deliveries, service vehicles, and passenger pick-up and drop-off, including charter buses, to support local businesses, venues, museums, and residents.

## BIG MOVE 1

# Manage Congestion

**Upgrade signals, improve traffic operations, and better manage events to keep people moving and improve system resiliency.**

Traffic is high on people's list of complaints, no matter the city. But in bustling Downtown Nashville, stories about getting stuck in a garage for two hours after an event or spending 45 minutes trying to go from one side of Downtown to the other are getting more and more common.

Traffic congestion translates to lost time and lost revenue, and it impacts Nashvillians' interest in traveling Downtown. Although it's not possible to solve congestion, Connect Downtown recommends projects and programs that will help make driving trips more reliable and create a more resilient street network.



**Traffic congestion feels even worse when you don't have other travel options. In fact, a recent Forbes article ranked Nashville as the nation's hardest commute based on average time commuting, access to transit, and walkability and bikeability.**

# Traffic Management Strategies

**Traffic management and operational strategies focus on improving traffic flows and travel reliability in congested areas.**

These strategies—in conjunction with NDOT’s ongoing modernization activities, such as re-timing traffic signals, and more active management of the right-of-way, including through Entertainment Transportation Vehicle permits—increase the efficiency of the transportation system without widening roads. After all, Downtown Nashville doesn’t have room for more travel lanes, and additional space for cars always leads to increased congestion.



## Traffic Management Center (TMC)

Nashville is building its first TMC, which will manage traffic flows across the city’s street network and support our first responders. Providing the ability to address congestion in real time, the TMC will be especially helpful during special events, emergencies, and peak travel periods.



Source: Wikipedia

## Adaptive Signals

Updating Downtown’s traffic signal system will provide important benefits for all modes of transportation. Adaptive signals give traffic engineers the ability to provide additional green time at an intersection, to increase the walk time for a crowd leaving an event, or to give a bus a head start in a busy corridor.



Source: Adart.com

## Digital Message Signs

Providing drivers with updates on congested corridors, detours, and travel times can help people choose alternative routes and redistribute traffic after an event.



Source: City of Austin

## Don't Block the Box Treatments

Keeping intersections clear improves safety and keeps buses moving and traffic flowing, especially where major streets connect and many people are turning.



## Access Management

As new developments are reviewed and permitted, driveways and garage entrances and exits can be consolidated and located on less congested streets when possible.



## Focused Programs

**Traffic is a fact of life in busy cities, and improving operations alone won't fix the congestion challenges in Downtown Nashville. Instead, intersection and corridor investments must be complemented with programs that help to reduce the number of people driving alone and better integrate the management of events and construction activities.**

Connect Downtown recommends significant investments in **three programs** that will help to manage travel demand and increase the effectiveness of the operational strategies on the previous page. You can learn more about these programs in Appendix D and Appendix E.



Source: WeGo Public Transit

**Develop a Transportation Demand Management (TDM) Plan and expand the Nashville Connector Program to include TDM strategies for all Downtown businesses, residents, and visitors.**

A robust and effective TDM program, guided by the TDM Team at NDOT, will encourage people to use other modes of travel for some trips, especially short trips within Downtown and trips that could be made by bus. Increasing staffing, strengthening policies, and expanding travel training and incentives are important first steps for Nashville.



Source: Traffic Control of Las Vegas

**Increase resources for event management and coordination to support more comprehensive planning for multimodal needs and dual-event days.**

Downtown Nashville hosts hundreds of events a year, from concerts at the Ryman to Preds games at Bridgestone Arena to the Music City Grand Prix. Adding staff to help plan for and implement detours, manage TMC activities, and promote sustainable modes of travel to events will improve communication and reduce frustration for everyone.



Source: City of Toronto

**Launch a Construction Hubs Program to coordinate public and private construction activities in the right-of-way.**

Establishing construction hubs, modeled after successful programs in other cities, would help contractors coordinate efforts and reduce duplicative work, inform the public about active projects and detours, and help Metro ensure that private development implements priority infrastructure.

# TDM in Downtown Nashville

**TDM strategies encourage travelers to shift their transportation choices from drive-alone travel to other modes, including transit, walking, biking, and ridesharing.**



A TDM program like Nashville Connector can significantly reduce auto trips, traffic congestion, and environmental impacts. Through a combination of cost-effective strategies—such as targeted marketing, incentive programs, and thoughtful planning—the community is empowered to maximize the

efficiency of Nashville’s transportation system. Connect Downtown’s TDM recommendations work in combination with other projects, programs, and policies to support and encourage non-drive-alone travel to, from, and within Downtown Nashville.

TDM is not a one-size-fits-all solution. The most successful TDM programs reduce auto trips through a robust package of TDM measures designed to meet the unique needs of the community. Cooperation between the public and private sectors can leverage local resources and expertise to maximize TDM strategies and reduce vehicle trips Downtown.

## Resident TDM

As Downtown’s residential population continues to increase, a focused TDM program can help residents walk and roll, bike, and ride transit more frequently, while driving alone less often. Successful resident TDM programs in other cities have included transportation resource kits and direct outreach through TDM ambassadors.



For example, the City of Austin’s New Movers Program is targeted to new residents and provides free day passes for transit and bike share. Washington, DC’s Residential Services Team provides resources and guidance about non-driving

modes to property managers and developers. Nashville Connector should partner with the Downtown Neighbors Association to develop a suite of resident-focused TDM strategies.

## For Downtown Nashville, TDM strategies should:



**Support new development**



**Provide mobility options**



**Reduce transportation costs**



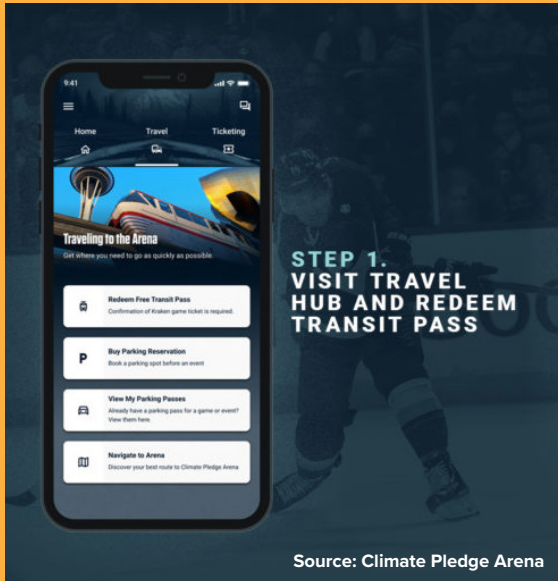
**Advance equity**



**Improve health and wellness**



**Foster economic growth and resiliency**



## Visitor and Event TDM

**Large numbers of visitors and special events can limit downtown transportation options with street closures and detours, but a comprehensive visitor and event management system that includes TDM can improve the travel experiences of both locals and visitors.**

Nashville should implement targeted strategies to encourage event-goers and visitors to travel without a car, including a privately funded circulator, enhanced public information, demand-responsive parking pricing, and targeted transportation demand management programs.

For example, Nashville Connector could work with major venues to offer a free WeGo bus pass with an event ticket, which is a strategy being explored at Geodis Park. A similar program has been very successful at Seattle’s Climate Pledge Arena. Expanded partnerships with Nashville Convention & Visitors Corp and the airport could also help to ensure that visitors to Downtown Nashville understand their transportation options.

## Additional Priority Actions

Beyond expanding the reach of Nashville Connector to better serve employees, residents, and visitors, NDOT should take the following steps in the next few years:

- ✓ Develop a TDM Plan to integrate and coordinate the work of the TDM Team at NDOT and their core partners, including WeGo and Walk Bike Nashville.
- ✓ Establish a process to incorporate TDM in project development, including requiring funding in capital budgets.
- ✓ Develop Downtown-focused TDM branding and communications standards under the umbrella of Nashville Connector.
- ✓ Create TDM Plan Guidelines and expand the TDM components of the new Multimodal Transportation Analysis Guidelines, working closely with downtown developers.
- ✓ Establish mode split standards and reporting guidelines.
- ✓ Draft and adopt a Commuter Benefits Ordinance.

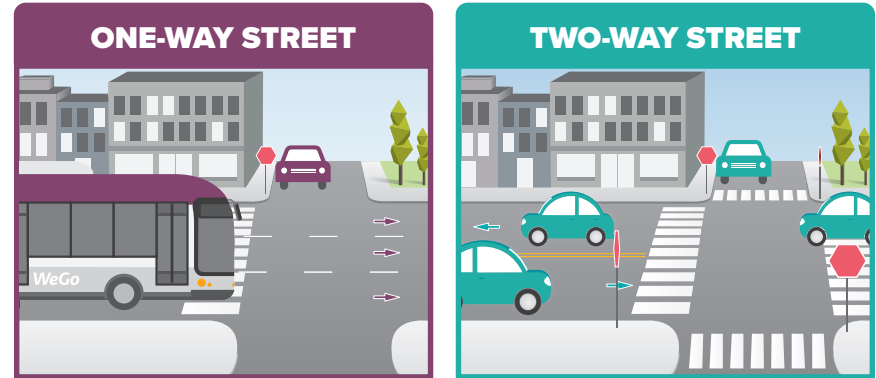
More information about these priority actions and more TDM strategies for Downtown Nashville is available in Appendix D.

**Historically, most of NDOT’s TDM funding has come from Congestion Mitigation and Air Quality grants. With the passage of the federal Infrastructure Act, new programs like Carbon Reduction provide more flexibility to fund TDM programs across Tennessee. Strengthening partnerships with TDOT and other regional TDM programs will help share the cost burden. But NDOT will need a more sustainable funding source to expand TDM programs and policies that support Connect Downtown recommendations.**

# 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.



Changing the direction a street operates doesn't happen in a vacuum. In addition to new paint, striping, signs, and signals, wayfinding support is critical to ensure travelers know where they're going. From apps to garage exits to digital mapping platforms, **NDOT** will work with many partners to update information throughout **Downtown**.

→ **ONE-WAY**

→ **ONE-WAY**

→ **ONE-WAY**

↔ **TWO-WAY**



# Entertainment Transportation Vehicles

**Downtown Nashville is a hotbed of activity and the destination for many of the 15 million people who visit Nashville each year.**

Entertainment Transportation Vehicles (ETVs) began operating in Downtown Nashville in late 2013 with a few vehicles carrying revelers. The visitor-focused industry quickly expanded, both in terms of the number and types of vehicles. In early 2022, there were as many as 200 ETVs operating in Downtown.

In April 2022, the Transportation Licensing Commission established a permitting process for ETVs at the direction of Metro Council, after state law allowed for local regulation. The Commission received applications for 159 permits, and they granted 89 vehicle permits in June 2022. Today, there are more than 91 ETV permits for Downtown Nashville. From open-topped buses to tractors, these independently operated vehicles travel slower than most other vehicles on Downtown's streets.

Although there aren't set routes for ETVs, most go through the heart of the entertainment district and connect to major attractions like Lower Broad or the Ryman. Their slow speeds and operation in the busiest parts of Downtown play a role in increasing traffic congestion.





Source: Travel Lemming

## Connect Downtown and ETVs

To determine how ETVs would interface with Connect Downtown recommendations, we modeled their impact on the transportation network. Although ETVs are not allowed to operate in peak commute periods, they are on the street at times that are very busy in Downtown, including in the late afternoon and on weekend evenings.

The analysis showed that ETVs contribute to about 80 seconds of delay for each vehicle in the entertainment district. As the number of ETVs increases, the amount of delay increases as well. Connect Downtown recommends that the Transportation Licensing Commission consider reducing the number of ETV permits for Downtown Nashville. Given the impact of ETVs on traffic operations, our analysis shows that approximately 40 permits would have a less significant impact on traffic congestion. You can learn more in Appendix F.

As the recommendations in this Action Plan are implemented, NDOT should continue to monitor travel time, delay, and safety metrics for all modes of travel. This data can be used to determine if the number of ETV permits should be revised in the years ahead.

## BIG MOVE 2

# Improve Safety

**Advance Vision Zero projects and programs to make Downtown's streets safer for people, especially Downtown's most vulnerable travelers.**

Nashville's Vision Zero Action Plan and Implementation Plan outline a commitment to eliminate serious injuries and fatalities by advancing safety improvements throughout Davidson County.

Connect Downtown amplifies the recommendations for Downtown Nashville and focuses on intersection and corridor investments that address the High Injury Network.







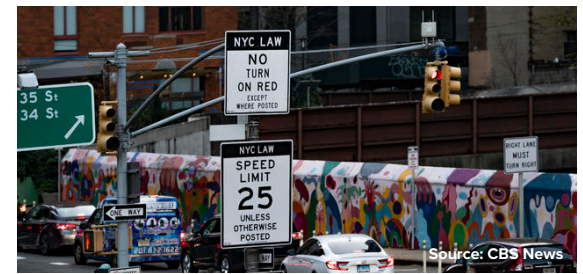
## Capital Projects

NDOT is advancing more than \$14 million in capital projects to improve safety on Nashville's High Injury Network. With 47 high-injury corridors in the Connect Downtown study area, these engineering projects are critical investments.



## Leading Pedestrian Intervals

NDOT is currently updating signal phasing and timing Downtown to give people walking and rolling a head start crossing the street. A leading pedestrian interval provides the walk signal a few seconds before traffic gets a green light, making pedestrians more visible to turning drivers.



## No Right on Red

Limiting or eliminating right turns on red in a congested area like Downtown Nashville can significantly improve safety for people crossing an intersection. Connect Downtown recommends consideration of right-turn restrictions at intersections with the highest volumes of pedestrians.



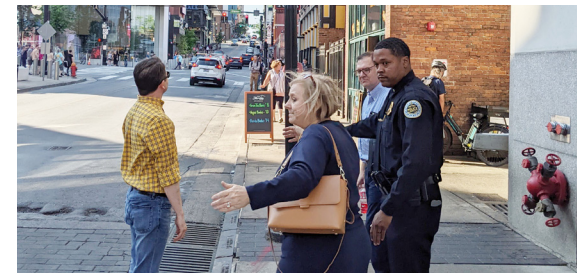
## Bulb Outs and Intersection Daylighting

Adding curb bulbs or repurposing parking spaces immediately adjacent to intersections can provide additional space for pedestrians and improve visibility for people driving. Intersections are ideal locations for bike and scooter parking corrals, especially in high-use areas like Lower Broad.



## Education Programs

The Vision Zero Action Plan identifies an education campaign, educational materials, and traffic safety communications as short-term priorities. Linking these campaigns to other Downtown-focused messaging—including messages focused on visitors—can help to expand the reach of education programs.



## Traffic Safety Enforcement

Metro is working with the community to develop a context-appropriate approach to enforcement. Reconsidering restrictions on automated enforcement, including red light cameras and speed cameras, can help to improve traffic safety Downtown.

# Vision Zero in Nashville

Vision Zero is a worldwide movement to eliminate all traffic-related deaths and severe injuries while increasing safety, equity, and mobility for all travelers. Nashville became a Vision Zero city in 2022.

The Nashville Vision Zero Action Plan set the foundation for achieving zero traffic deaths through safer systems and streets. The plan included an in-depth review and analysis of Nashville's historical crash records to develop the High Injury Network (HIN). The Connect Downtown study area includes 47 high-injury corridors.

The Vision Zero Implementation Plan takes the next step to develop specific, measurable actions over the next five years, with a focus on addressing crashes on the HIN through engineering, evaluation, encouragement, education, and enforcement.



The Vision Zero Action Plan included five themes that are reflected in the goals of Connect Downtown:

- Create Safe Streets for Everyone
- Prioritize Equity
- Increase Collaboration and Transparency
- Promote a Culture of Safety
- Improve Data Quality

Nationally, Nashville ranks **24th** in traffic fatalities per 100,000 people.

24th



5%



In 2021, 5% of collisions in Downtown—that's 200 collisions—were **severe injuries or fatalities**.

Only 1% of Downtown Nashville residents commute to work on bikes, but **bicyclists** make up **2%** of serious and fatal injuries in Nashville.

2%



# NDOT is currently advancing the following Vision Zero projects in Downtown Nashville.



## Corridor Safety Studies

NDOT is completing safety studies or improvements on two high-injury corridors in Downtown:

- Church St, developing a concept for safe and comfortable bikeways that link Downtown to Centennial Park
- Rosa L Parks Blvd, evaluating potential safety improvements for people walking and rolling, biking, riding the bus, and driving

## High-Injury Intersections

NDOT is conducting safety audits of two high-injury intersections in Downtown. The findings will be used to identify and design safety improvements for:

- Rep. John L Lewis Way at Dr. Martin Luther King, Jr. Blvd
- 4th Ave at Church St



## Unsignalized Crossings

NDOT is evaluating all existing unsignalized crossings in Downtown for safety enhancements, which may include signs, lighting, striping, daylighting crosswalks, raised crossings, and other proven safety treatments. Most will be quick-build projects, with these locations in review:

- 4th Ave S at Symphony Pl
- Rep. John L Lewis Way at Ballpark Greenway
- Church St at Anne Dallas Dudley Blvd
- Church St at Polk Ave
- Jefferson St at 6th Ave N
- Jefferson St at 7th Ave N

## Our Commitment to Zero

The goal of the Metro Vision Zero program is to reach zero roadway deaths by 2050, in conjunction with the Metro Carbon Neutral goal. Achieving Vision Zero will require the commitment of Metro and its partners and will be tracked and monitored annually.

## BIG MOVE 3

# Move More People

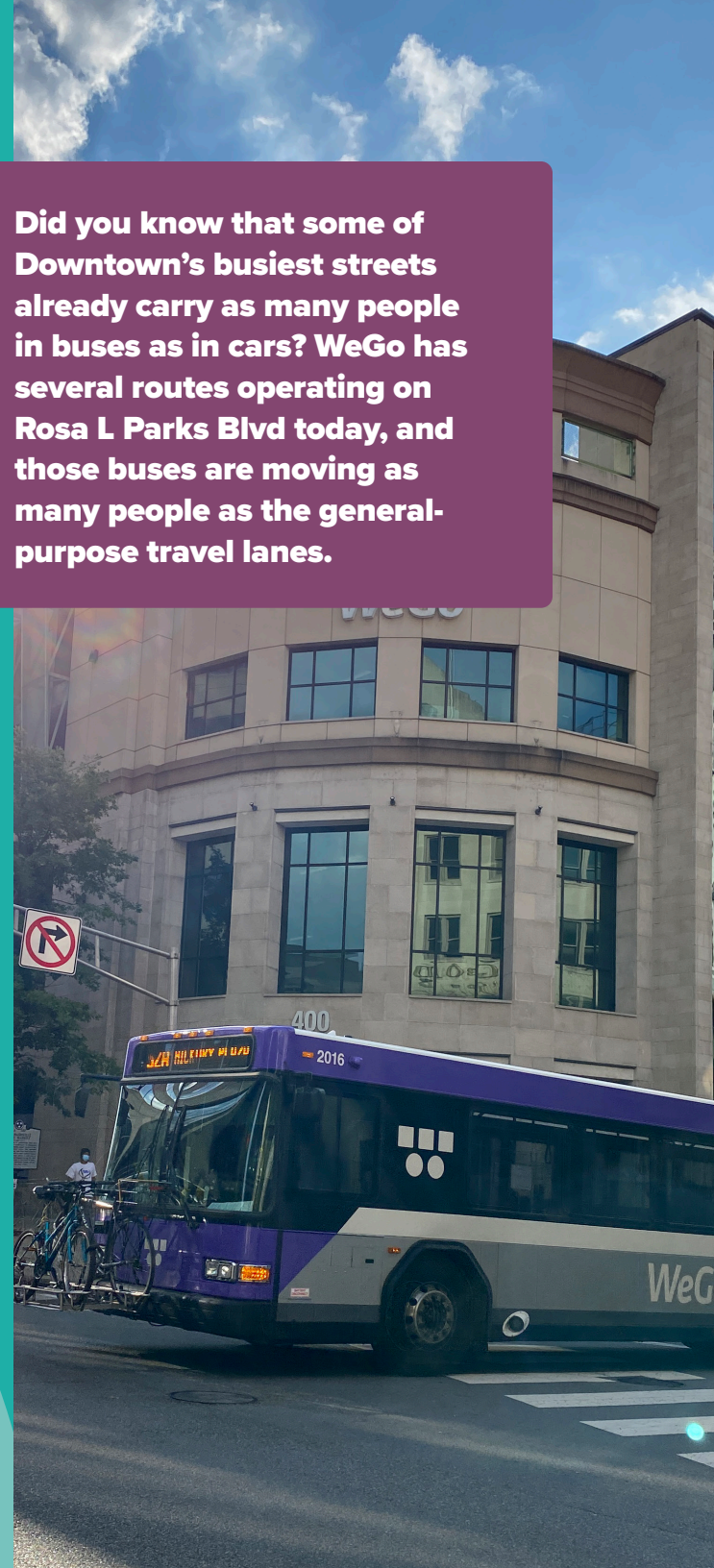
**Prioritize buses on key corridors and increase the amount of service to provide faster and more reliable trips throughout the region.**

Transit is the most efficient way to move more people, especially in growing and congested cities. A bus takes the space of only two or three cars and can carry 25 times more people than those cars. Transit is an affordable travel option that can connect people to jobs and schools throughout the region.

To make transit more attractive and easier to use, we must improve its frequency, speed, reliability, and comfort. Connect Downtown recommends investments that will increase transit ridership by more than 100% and save Nashville residents time and money. More information about the following transit recommendations is available in Appendix G.



Did you know that some of Downtown's busiest streets already carry as many people in buses as in cars? WeGo has several routes operating on Rosa L Parks Blvd today, and those buses are moving as many people as the general-purpose travel lanes.



# Mobility Centers

**The Elizabeth Duff Transit Center at WeGo Central is our only Downtown transit hub today, and it's nearing capacity.**

It is also far from new development on the west and south sides of Downtown and planned East Bank development. To better serve these areas, Connect Downtown recommends new mobility centers in SoBro and on the East Bank, consistent with previous plans.



**The Elizabeth Duff Transit Center at WeGo Central serves thousands of riders a day.**



**A new East Bank Mobility Center will be part of a vibrant neighborhood served by high-quality transit and multimodal connections.**

The new **SoBro Mobility Center** will be located at the intersection of Lafayette St and 4th Ave S. With this mobility center, routes from the north, northwest, and northeast would be extended from the Elizabeth Duff Transit Center at WeGo Central to provide direct service to the western and southern sides of downtown.

The new **East Bank Mobility Center** will be located at the intersection of James Robertson Pkwy and the new East Bank Blvd that will be constructed as part of East Bank development efforts. With this mobility center, service will be extended from the south and west to the East Bank.

# Transit Priority Corridors

**Making transit faster and more reliable means that more people can ride the bus for more trips.**

One way to improve service is to create Transit Priority Corridors (TPCs). With dedicated bus lanes and transit-priority signals, our entire regional transit network will be better connected. Transit Priority Corridors are “complete” corridors—they include improvements for people walking, biking, using the curb, and driving, and they support our first responders.



## A Transit Priority Corridor...



**Brings many bus routes together in focused corridors that link transit centers.**



**Provides fast, frequent service, connects our region, and gives people high-quality options.**



**Makes transit easier to use and more accessible, with many routes using all stops along the corridor.**



**Supports many uses, including loading and deliveries, general-purpose traffic, and walking, rolling, and biking.**



**Benefits first responder access to emergency events, providing less congested space for their critical trips.**

Connect Downtown recommends **three Transit Priority Corridors** to link the Elizabeth Duff Transit Center at WeGo Central, the SoBro Mobility Center, and the East Bank Mobility Center:



**The Westside Transit Priority Corridor** will run between WeGo Central and the SoBro Mobility Center via James Robertson Pkwy, Rosa L Parks Blvd, 8th Ave, and Lafayette St. It will eventually carry 28,000 riders a day and have as many as 57 bus trips in the peak hour.



**The James Robertson Transit Priority Corridor** will transform James Robertson Pkwy and Bridge between WeGo Central and the East Bank Mobility Center. This corridor will carry 26 bus trips in the peak hour and 7,700 riders.



**The East Bank Transit Priority Corridor** will link the East Bank and SoBro Mobility Centers along the new East Bank Blvd, Korean Veterans Blvd, and 3rd and 4th Aves. The East Bank TPC will move nearly 13,000 riders a day with 36 bus trips in the peak hour.



# Additional Transit Priority

**Nashville is one of the few big cities in the United States without transit priority features on its major corridors.**

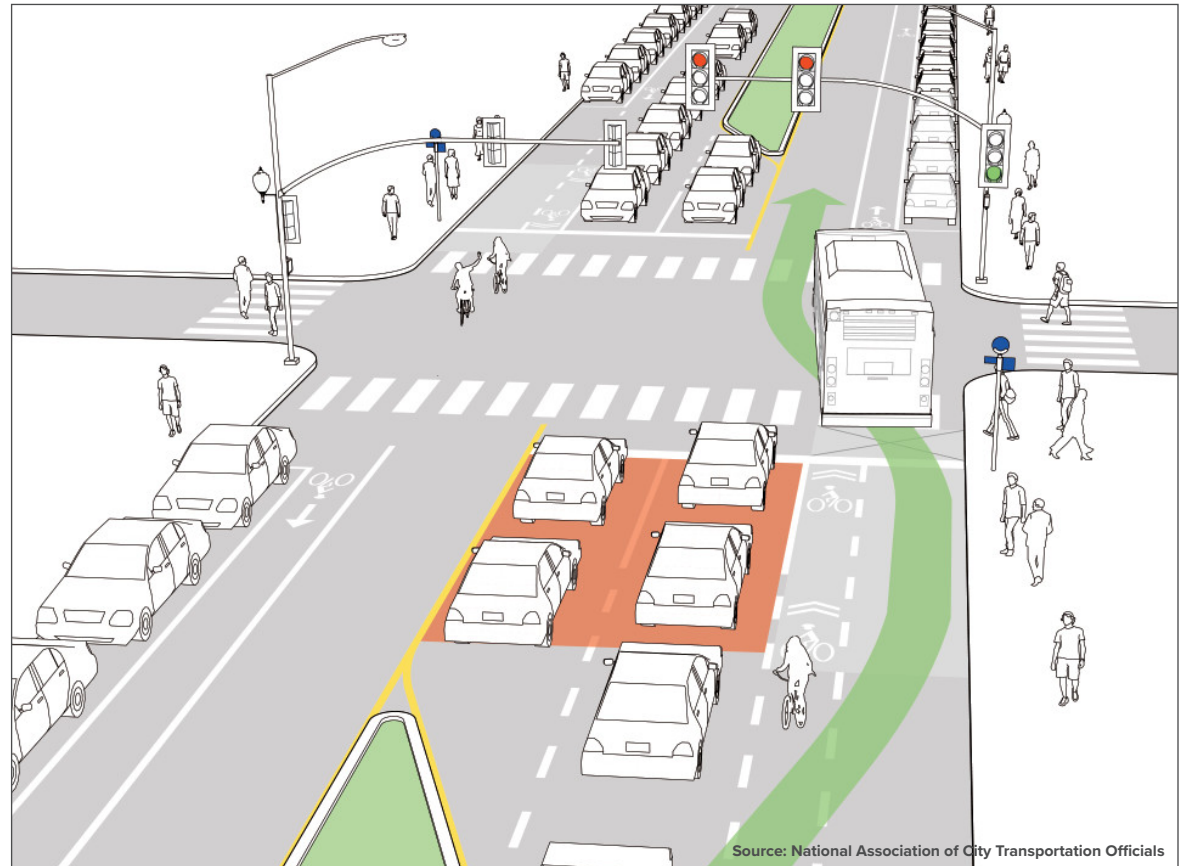
Implementing transit signal priority, queue jump lanes, and dedicated bus lanes in select Downtown locations that serve high-frequency regional routes would better connect Nashvillians to the many places they need to go each day.

## 3rd and 4th Avenues

Within downtown, 3rd Ave and 4th Ave serve as important connectors between WeGo Central and the future SoBro Mobility Center. Connect Downtown recommends adding short sections of bus lanes and queue jump lanes with transit signal priority between WeGo Central and Korean Veterans Blvd to improve reliability and travel times.

## Frequent Routes

WeGo's Better Bus Plan envisions frequent all-day service on eight routes to and from Downtown. These routes operate on ten major corridors—including **2nd and 4th Aves, Lafayette St, Shelby Ave, Main St, Gallatin Pike, Rosa L Parks Blvd, Dr. Martin Luther King, Jr. Blvd, West End Ave, and 8th Ave S**—and carry thousands of people daily. Connect Downtown recommends adding transit priority features, as feasible, on the approaches to and from Downtown.



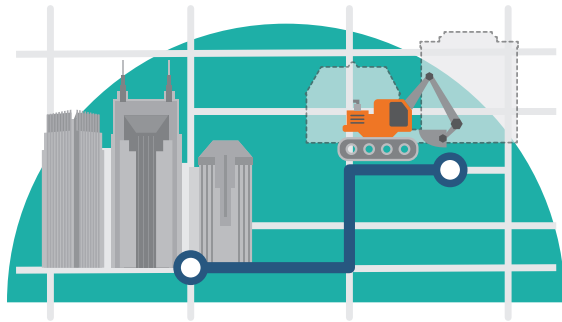
**Queue jump lanes are short bus lanes at intersections that provide buses with space to bypass queued traffic at red lights. They are developed in curb lanes and do not require the conversion of general-purpose lanes.**



# Transit Service Improvements

**Today, WeGo’s bus network is focused on the core of Nashville’s historic downtown, with much less service to new development in the Gulch, SoBro and Pie Town, and the East Bank.**

The two new mobility centers and the Transit Priority Corridors will allow WeGo to reconfigure service and provide more service to a much larger area, including enhanced connections to Riverfront Station.



## Better Service to Newly Developing Areas

As the capital investments described on the previous pages are completed, WeGo can shift transit routes to provide more people with easy connections to growing neighborhoods in Downtown and throughout Davidson County. WeGo can also provide enhanced feeder bus links to Riverfront Station and WeGo Star, connecting regional travelers to destinations on the west side of Downtown.



## Increased Trips Regionwide

Connect Downtown advances the recommendations in the Better Bus Plan, increasing the number of available bus trips regionwide by 67% over time. More bus trips may be complemented by additional non-commute service on the WeGo Star, providing more options for people traveling Downtown.



## More Frequent Service for Longer Hours

As funds become available, more WeGo routes—including the major routes that serve Downtown—will have service every 15 minutes or better. Most routes will also have longer hours, including some that will operate 24 hours a day.

## BIG MOVE 4

# Create Complete Networks

**Develop safe, separated, and connected walking, rolling, biking, and scooting facilities to help people of all ages and abilities get into and around Downtown.**

Although biking isn't the most common way people travel around Downtown Nashville today, nearly 13% of Downtown residents walk to work and scooter ridership is among the highest in the country. Creating connected facilities that are separated from vehicle traffic is a proven approach to encourage more active travel, reduce greenhouse gas emissions, increase equitable access, improve health outcomes, and support small businesses.

Nashville has taken important steps to identify and begin developing a safe and comfortable active transportation network throughout the city and in Downtown. Guided by the WalknBike plan, NDOT and its partners are dedicating more right-of-way to people walking, rolling, biking, and scooting.



# Mobility Lanes

**Connect Downtown recommends moving quickly to advance a mobility lane network in and through Downtown while making critical connections to growing neighborhoods and the planned transit investments described on the previous pages.**

In each of the last two years, Downtown Nashville has seen 1.2 million scooter trips and 50,000 BCycle trips. Those riders have few on-street facilities today, so they are competing for space on busy sidewalks, which can impact accessibility.

Mobility lanes are a newer type of facility for people biking and scooting—they are typically wider than standard bike lanes and are separated from vehicle traffic. Mobility lanes are regularly designed and managed to provide vehicle access to garages and driveways while keeping everyone safe. This will be especially important on very active streets, like 3rd Ave near Schermerhorn Symphony Center. Mobility lanes work for many types of devices and can attract new riders.

1.2M



50K



## Mobility Lanes...



**Provide dedicated space for people using bikes, electric bikes, scooters, and other personal or shared micromobility devices.**



**Reduce conflicts between pedestrians and faster-moving travelers on sidewalks.**



**Help Nashville achieve its Vision Zero goals by offering safe, comfortable facilities for all ages and abilities.**



**Create a clear network to connect Downtown destinations.**

**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.**

When fully implemented, Nashvillians will be able to connect into, out of, and through Downtown from all directions and will have easy access to jobs, schools, and the transit network. Advancing first/last mile connections as a near-term priority will extend the reach of both WeGo’s system and Downtown’s new connected biking and scooting network.



Source: San Francisco County Transportation Authority (SFCTA)

**Mobility lane in Downtown San Francisco, CA.**



# Planned Greenways

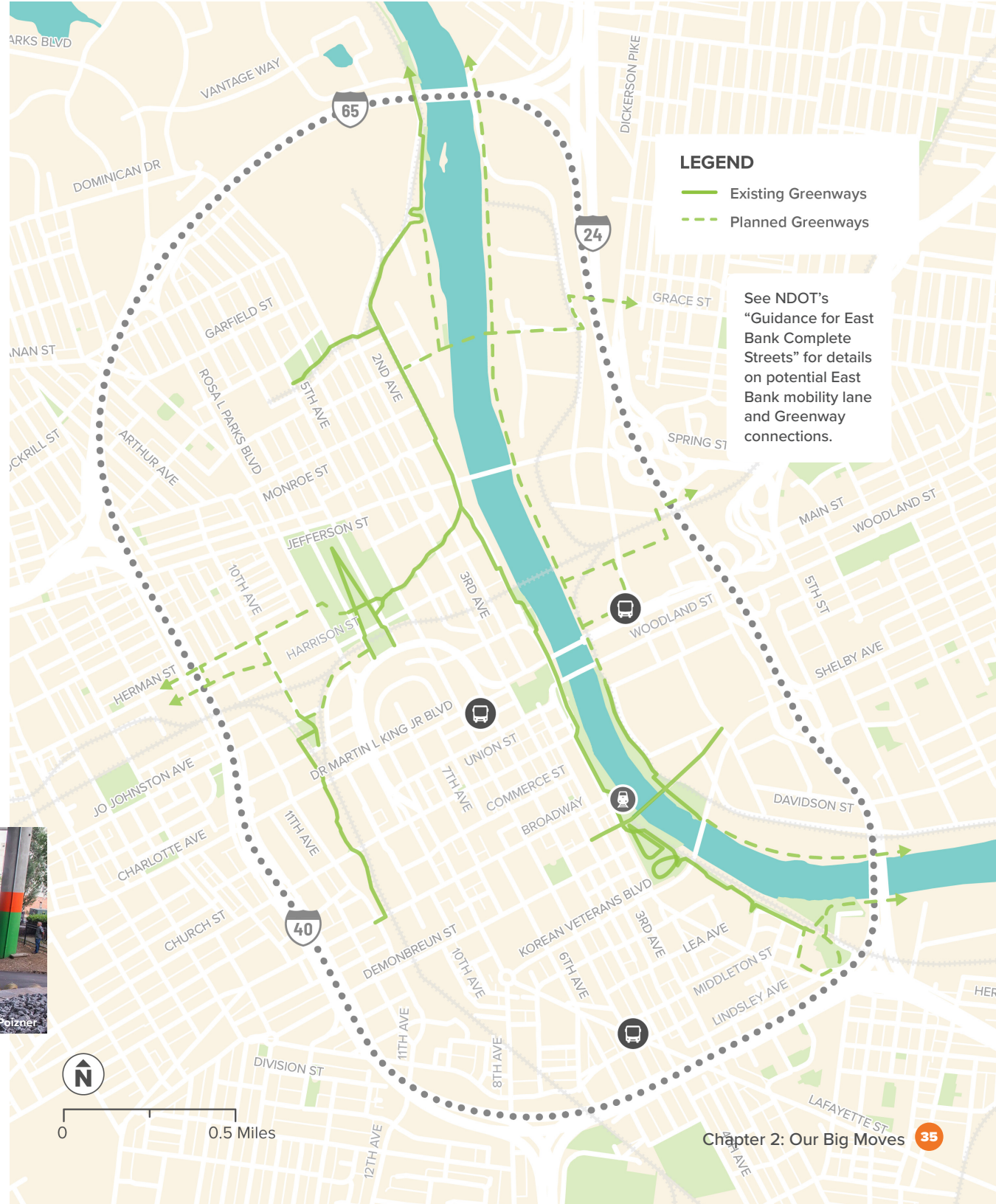
The focus of Nashville’s Greenways network is paved, off-street, shared-use trails, complemented with sidewalk-adjacent facilities in the Gulch and SoBro. Metro Parks & Recreation works closely with other Metro departments, private-sector partners, and Greenways for Nashville to plan and implement Greenways.

Connect Downtown supports implementation of the **City Central Greenway System** envisioned by Plan to Play and recommends moving forward with planned greenways as funding becomes available. The mobility network described on the previous page focuses on links to greenways, including the Cumberland River Greenway, amplifying investments in both networks and better connecting the region.



Source: Alan Polzner

Newly redesigned segment of Gulch Greenway in Downtown Nashville.

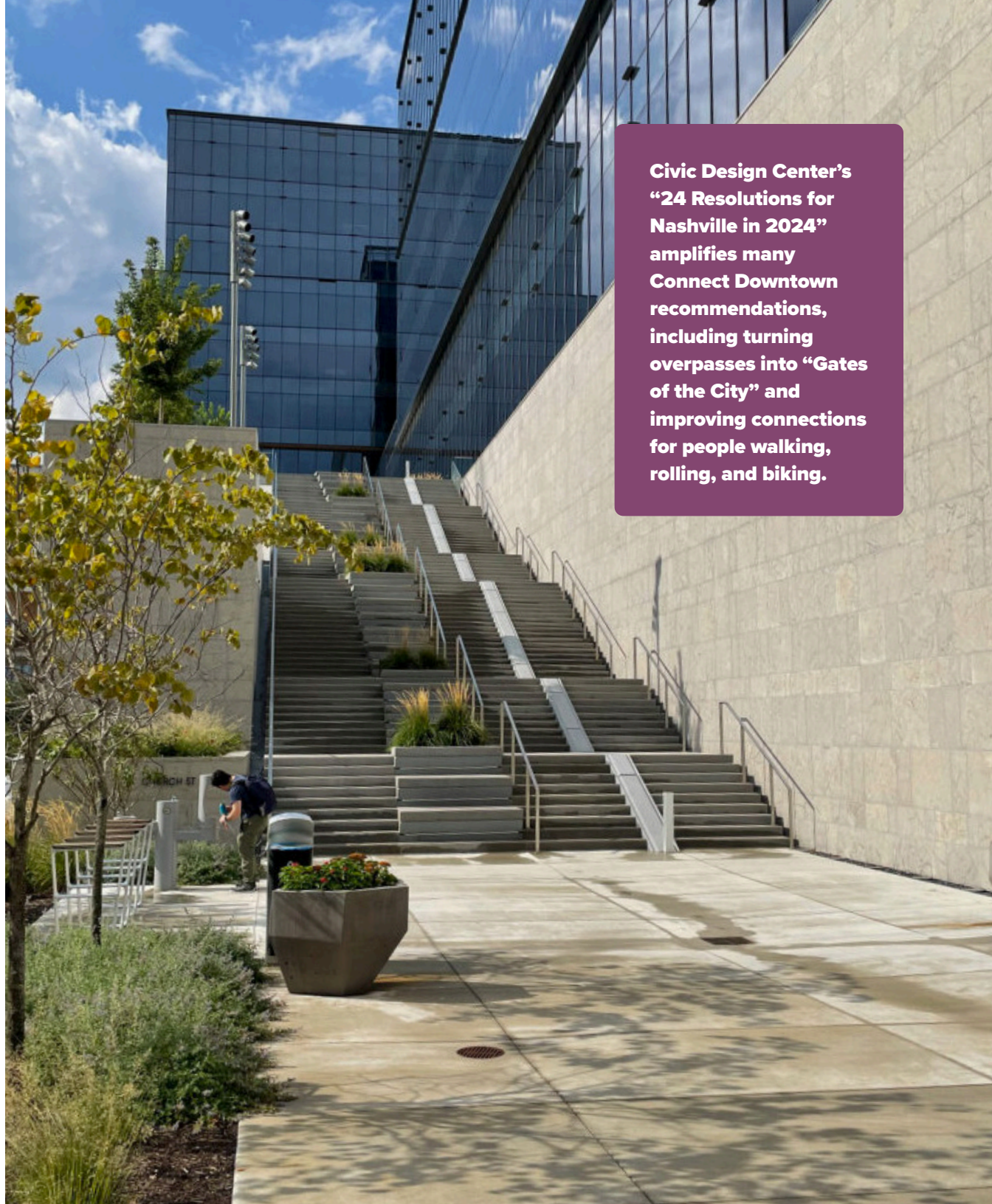


## Key Connections

**Downtown Nashville is full of both natural and human-made barriers to connectivity, including the Cumberland River, the interstate loop, and the railroad tracks to the west of Rosa L Parks Blvd.**

Connect Downtown recommends **increasing the number of elevators, stairways, ramps, and “cut-throughs”** in Downtown—particularly to and from the Gulch and to link rebuilt 2nd Ave to 1st Ave and the waterfront—to improve connectivity for people walking, rolling, biking, and scooting.

**Improvements to freeway underpasses, overpasses, railroad crossings, and existing bridges** are another strategy to extend the reach of the proposed mobility lanes network. Investments should include improved railings, such as on the new Broadway viaduct, safer crossings, and enhanced lighting. These are often significant infrastructure projects that require multi-agency partnerships, which means NDOT must be opportunistic and creative in seeking funding and implementation support.



Civic Design Center’s “24 Resolutions for Nashville in 2024” amplifies many Connect Downtown recommendations, including turning overpasses into “Gates of the City” and improving connections for people walking, rolling, and biking.

# Accessibility Improvements

To make Downtown work better for people of all ages and abilities, Connect Downtown recommends creating more space for pedestrians, organizing parking for shared mobility devices, and making investments in ADA facilities such as curb ramps and audible signals.



## Wider Sidewalks

Key streets in Downtown—such as 3rd Ave near Moxy and Rep. John L Lewis Way outside the Ryman—along with critical interstate crossings have too little sidewalk space for the volumes of people walking, rolling, and waiting in line. Expanding sidewalks can increase safety, comfort, and accessibility. Adding bulb-outs at intersections and removing select parking spaces to extend the curb are strategies that can help to address pinch points.



## Micromobility Parking Corrals

Shared scooters and dockless bicycles are often parked on Downtown's narrow sidewalks. They become hazards for pedestrians and block access to businesses. Providing dedicated on-street parking corrals for micromobility devices will better organize the right-of-way and "daylight" intersections to increase the visibility of people walking, rolling, biking, and scooting.



## ADA Facilities

Increasing the number of facilities that improve access for people with disabilities, including curb ramps and audible signals, will enhance connectivity and safety for Nashville residents and visitors. Prioritizing accessibility improvements near WeGo bus stops and mobility centers will extend the reach of the transit network and provide more affordable travel options for more Nashvillians.

## BIG MOVE 5

# Maximize the Curb

**Flex the uses of the curb throughout the day for deliveries, service vehicles, and passenger pick-up and drop-off, including charter buses, to support local businesses, venues, museums, and residents.**

The curb is one of the most contested parts of the right-of-way in busy neighborhoods, and Downtown Nashville is no exception. From delivery trucks to air conditioner repair vans to taxis to tour buses to personal cars, the curb is in high demand from the early morning into the late evening.

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, pilot programs, strategies to support new technologies, and enhanced data management. Appendix H provides additional details on the curb management recommendations described in the following pages.

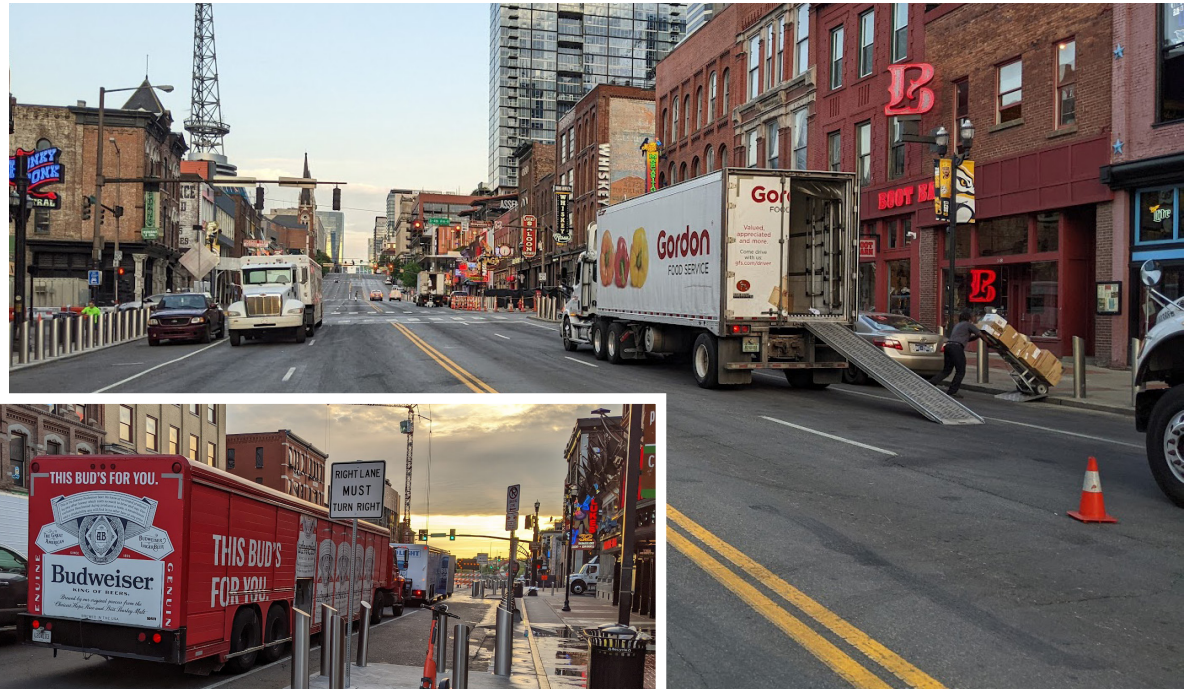




# Flexible Curb Regulations

**Flexible curb regulations allocate the most suitable or highest-demand curb use to a specific location at a specific time of day.**

Flexible curb regulations can vary over the course of a day, with a space serving as a delivery, loading, or service vehicle zone in the morning, a passenger and charter bus loading zone in the afternoon, a musicians' loading zone in the evening, and on-street parking overnight. Flexible curb regulations allow the curb to serve more people.



**Connect Downtown recommends five types of flexible curb regulations for Downtown Nashville:**



**Deliveries, loading, and service activities**



**Passenger loading and unloading, including charter buses**



**Taxi, ridehailing, and tour bus pick-up and drop-off**



**Metered or paid parking**



**No parking**

# Early Morning to Late Afternoon

From the early morning to late afternoon, Connect Downtown recommends prioritizing more curb space for loading, deliveries, and service vehicles. Passenger loading is a lower priority at this time of day in the core of the entertainment district, although passenger pick-up and drop-off spaces that can be used by charter and tour buses are available near major destinations. Metered parking is available in select locations—primarily in off-peak hours—and is typically limited to less than two hours.

## Select Recommendations

LOCATION	4 AM – 4 PM REGULATION
<b>7th Ave</b> (Commerce St to Broadway)	<ul style="list-style-type: none"> <li>• <b>West:</b> Flex lane (passenger loading and school-only loading with the ability to serve general purpose traffic in peak periods)</li> <li>• <b>East:</b> Passenger loading</li> </ul>
<b>4th Ave</b> (Commerce St to Broadway)	<ul style="list-style-type: none"> <li>• <b>West:</b> Loading, deliveries, and service vehicles</li> <li>• <b>East:</b> Flex lane (loading and passenger loading with the ability to serve general-purpose traffic in peak periods)</li> </ul>
<b>3rd Ave</b> (Broadway to Siegenthaler Pedestrian Bridge)	<ul style="list-style-type: none"> <li>• <b>West:</b> Flex lane (loading and passenger loading with the ability to serve general-purpose traffic in peak periods)</li> <li>• <b>East:</b> Loading, deliveries, and service vehicles</li> </ul>
<b>Union St</b> (4th Ave to Printers Alley)	<ul style="list-style-type: none"> <li>• <b>North:</b> No parking, stopping, standing, or loading</li> <li>• <b>South:</b> Loading, deliveries, and service vehicles</li> </ul>
<b>Broadway</b> (6th Ave to Rep. John L Lewis Way)	<ul style="list-style-type: none"> <li>• <b>North:</b> Passenger loading</li> <li>• <b>South:</b> Loading, deliveries, and service vehicles</li> </ul>
<b>Demonbreun St</b> (2nd Ave to 1st Ave)	<ul style="list-style-type: none"> <li>• <b>North:</b> No parking, stopping, standing, or loading</li> <li>• <b>South:</b> Loading, deliveries, and service vehicles</li> </ul>



**LEGEND**

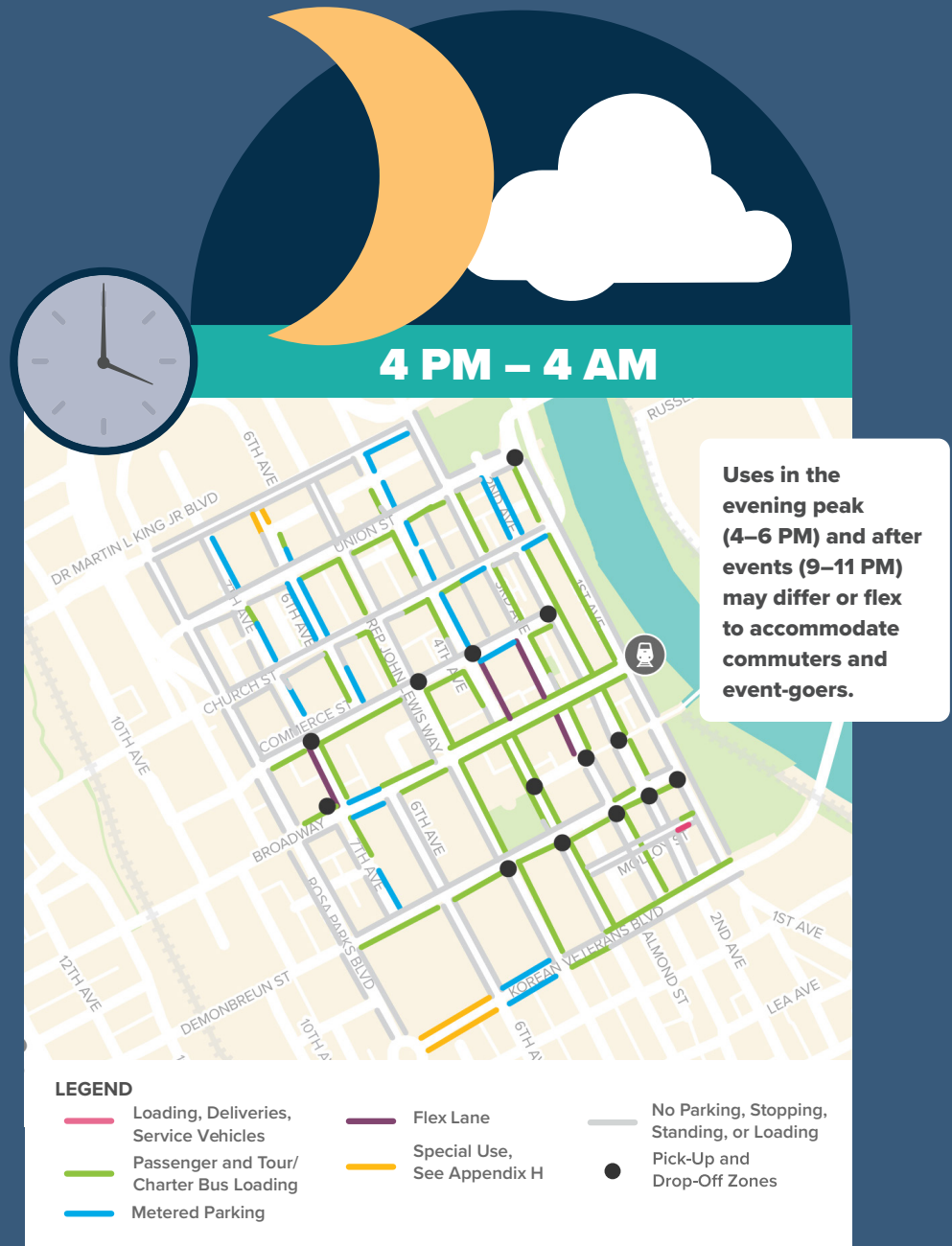
- Loading, Deliveries, Service Vehicles
- Passenger and Tour/ Charter Bus Loading
- Metered Parking
- Flex Lane
- Special Use, See Appendix H
- No Parking, Stopping, Standing, or Loading
- Pick-Up and Drop-Off Zones

# Early Evening to Late Night

The recommendations for early evening to late at night shift to a primary focus on passenger loading and unloading, with designated zones for taxi and ridehail vehicle pick-up and drop-off. Flex lanes can accommodate general traffic during the evening commute period and after major events. Metered parking is more limited in this time period to create additional space for pedestrians, and most personal vehicles will use garages or parking lots.

## Select Recommendations

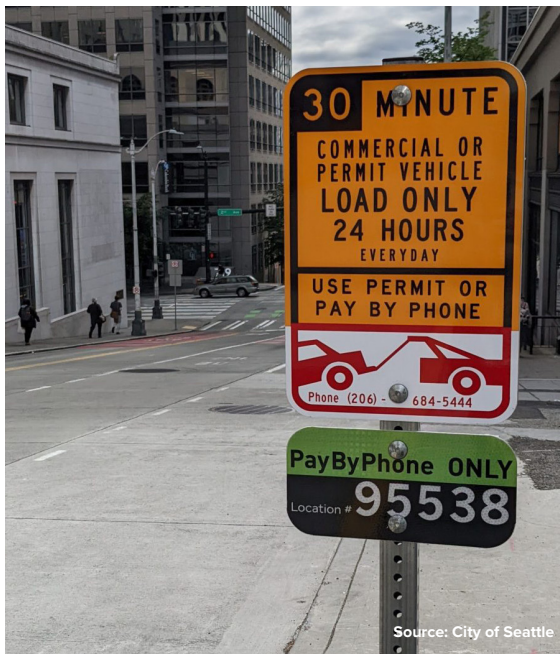
LOCATION	4 PM – 4 AM REGULATION
<b>7th Ave</b> (Commerce St to Broadway)	<ul style="list-style-type: none"> <li>• <b>West:</b> Flex lane (passenger loading and school-only loading with the ability to serve general purpose traffic after events)</li> <li>• <b>East:</b> Passenger loading</li> </ul>
<b>4th Ave</b> (Commerce St to Broadway)	<ul style="list-style-type: none"> <li>• <b>West:</b> Passenger loading</li> <li>• <b>East:</b> Flex lane (loading and passenger loading with the ability to serve general-purpose traffic in peak periods)</li> </ul>
<b>3rd Ave</b> (Broadway to Siegenthaler Pedestrian Bridge)	<ul style="list-style-type: none"> <li>• <b>West:</b> Flex lane (loading and passenger loading with the ability to serve general-purpose traffic in peak periods)</li> <li>• <b>East:</b> Passenger loading</li> </ul>
<b>Union St</b> (4th Ave to Printers Alley)	<ul style="list-style-type: none"> <li>• <b>North:</b> No parking, stopping, standing, or loading</li> <li>• <b>South:</b> Passenger loading</li> </ul>
<b>Broadway</b> (6th Ave to Rep. John L Lewis Way)	<ul style="list-style-type: none"> <li>• <b>Both sides:</b> Passenger loading</li> </ul>
<b>Demonbreun St</b> (2nd Ave to 1st Ave)	<ul style="list-style-type: none"> <li>• <b>North:</b> No parking, stopping, standing, or loading</li> <li>• <b>South:</b> Passenger loading</li> </ul>



# Smart Loading and Delivery Programs

**Downtown Nashville has an incredibly high number of daily deliveries, including food, beverages, packages, and other goods.**

Connect Downtown recommends deliberate strategies to meet a wide range of curbside delivery and service vehicle needs and create a safer and more efficient mobility environment.



Source: City of Seattle

## Commercial Loading and Service Vehicle Reservations

Through an expanded permit and reservation program, NDOT can increase the availability of commercial loading zones for delivery and service vehicles and musicians.



Source: American Planning Association

## Smart Loading Zone Program

Nashville is preparing to pilot a smart loading zone program that would expand delivery zone management, data collection, and enforcement in some of Downtown's busiest areas.



Source: New York City DOT

## Centralized Delivery Program

Nashville should explore a centralized delivery program for Downtown that would consolidate package deliveries and use microhubs to manage distribution in select areas. NDOT should undertake a feasibility study of a potential program.

# Taxi and Ridehail Pick-Up and Drop-Off

The heart of Downtown Nashville's entertainment district is a hot-bed of activity for taxis and ridehailing companies like Lyft and Uber.

These services operate in the most congested areas at the busiest times of day, such as after a Preds game or on a weekend evening. They place significant demands on the curb and can block buses, delivery zones, and bike lanes.

Connect Downtown recommends the following strategies to manage the impacts these vehicles have on the mobility system:



**Increase the amount of curb space** for passenger pick-up/drop-off activity (see maps on previous pages)



**Require permits** for taxis and ridehail vehicles to use designated areas



**Expand the use of geofencing** to define where taxis and ridehail vehicles may drop-off or pick-up passengers



**Charge a fee** for trips that begin or end in Downtown Nashville during peak hours



# Active Curb Management

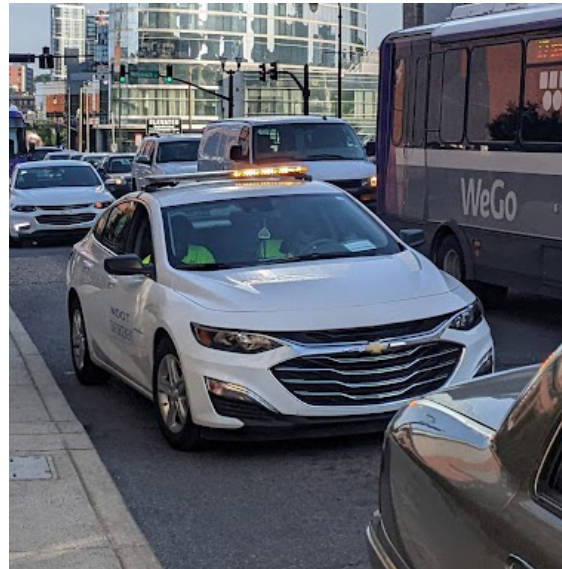
## Nashville’s Downtown curb regulations and management practices must evolve to match a changing development and mobility landscape.

Streamlined regulations, enhanced enforcement practices, updated code language, and modernized permitting systems are needed to unlock opportunities for innovation and provide a framework for future shared and automated mobility uses. Connect Downtown recommends the following strategies.



### Regulations and Permitting

To improve accessibility, Nashville should streamline and digitize curbside regulations; review all valet zone regulations and permits; advance the permitting system and procedural processes to support more flexible curb uses; and update the Zoning Code to better integrate curb uses.



### Curb Enforcement

Nashville should add resources for enforcement, including increasing the number of staff in the parking enforcement division; procuring automated parking enforcement technology to provide real-time monitoring and enforcement; and acquiring data to improve the compliance program.



### Autonomous and Electric Mobility

To support a transition toward new curb uses, Nashville should proactively evaluate its curb policies and tools to prepare for automated mobility services; deploy public charging infrastructure to promote equitable electric mobility; and create and maintain digital policy tools.



## Curb Management Principles for Downtown Nashville



### Efficiency and Effectiveness

Ensure curb space is allocated and regulated to optimize operational efficiency using data-driven metrics.



### Equity

Provide equitable access to curb space to support Downtown Nashville's diverse needs.



### User-Friendly

Develop curb regulations that are clear, easy to follow, and supportive of travelers' and businesses' needs.



### Adaptability and Resilience

Preserve the curb's inherent flexibility and maintain pathways for regulatory change that promote and support changing use patterns.



### Decision-Making Clarity

Designate clear lines of decision-making authority for curb management and use.



NISSAN

BUS STOP

AUTHORIZED VEHICLES ONLY NO BUSES





# 3

## Taking Action

**Our Big Moves include dozens of projects and strategies, and they can't all be built at once. The good news is that there's a lot of "low-hanging fruit" to get us started—and those projects will make an immediate difference for our region.**

Connect Downtown is a 10-year action plan, and its projects and programs will be delivered in three phases. These phases support rapid progress while balancing fiscal realities and the partners' capacity. After all, implementation doesn't happen overnight; more engagement is needed to work through the design details for many of these projects.

This chapter outlines the recommendations included in each phase and provides more detail about the phasing of transit, traffic operations, transportation demand management, curb management, and mobility lane projects. See Appendix I for a full list of Connect Downtown's recommendations.

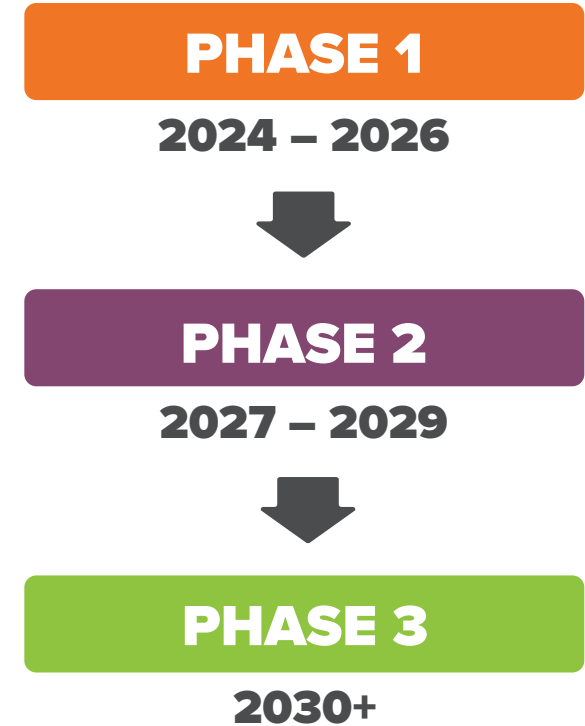
# What happens first?

**The projects assigned to each phase are based on need, critical linkages, design and development timelines, and anticipated funding availability.**

Although the phasing recommendations rely on an assessment of feasibility and cost, the phases are not intended to be rigid. Some projects are interdependent and require careful sequencing, but most can be moved between phases to take advantage of emerging opportunities and funding.

For example, if a mobility lane project identified in Phase 3 can be implemented as part of a resurfacing project that's planned for 2026, that mobility lane should certainly be completed as part of Phase 1. And if WeGo receives an infusion of operating funds in 2024, the agency won't wait until 2027 to improve frequencies and provide service for more hours of the day.

Whenever possible, Connect Downtown recommendations should be implemented using quick-build approaches that support testing and refining. As described on the following page, both transit projects and mobility lane projects can benefit from this model.



## Advancing Vision Zero

The projects and programs described in **Big Move 2: Improve Safety** are not included in the project phases. To eliminate serious injuries and fatalities, NDOT and its partners should advance all safety projects as quickly as possible. Saving lives simply can't wait.



# Quick-Build Projects

**Quick-build projects, by definition, typically take less than a year to plan and implement. They use flexible installation materials, such as paint and moveable barriers, and provide an opportunity to test new types of facilities. They are intended for use over multiple months or years, although they are planned with the expectation that adjustments may be needed.**

Although often smaller in scale than large infrastructure projects, quick builds can create immediate positive outcomes. Identifying opportunities for quick-build projects can support more rapid implementation of Connect Downtown recommendations, including select transit facilities and mobility lanes.

## Quick-Build Transit Projects



Source: Streetsblog

The City of Boston and the MBTA are developing quick-build bus lanes on The T's highest frequency routes. Supported with robust data collection, community engagement, and an evaluation framework, these projects are serving tens of thousands of riders daily and dramatically increasing transit speed and reliability.

## Quick-Build Bike Projects



Source: City of Austin

Austin has focused its quick-build efforts on bikeways that connect kids to schools and advance Vision Zero priorities. Using local funds and low-cost, flexible materials has made it possible for the Austin Department of Transportation to design and implement more projects in-house.

# One Step at a Time

**Early investments in technology and better organization, management, and enforcement of Downtown’s curbs and sidewalks are important first steps for implementation.**

Nashville is going to continue to grow and change, and the modeling for Connect Downtown showed one thing very clearly: doing nothing just isn’t an option. We can move quickly to address pressing needs and seize opportunities while continuing to plan and design for the future. By minimizing the chaos on Downtown streets, we’ll take important first steps to meet the goals established in Connect Downtown.



**NDOT’s new Traffic Management Center is slated to open in 2024, and Metro has secured \$3.2 million in grant funding to advance adaptive signals Downtown.**

By installing new signals in the heart of the event and entertainment district first, NDOT will be able to better manage event traffic, detours, our daily peak travel periods, and first responders’ access to emergency situations.



**The Smart Loading Zone Pilot Program will play an important role in ensuring Downtown’s curbs are available for delivery and service vehicles and musicians when and where they’re most needed.**

This will improve safety, keep traffic moving, and ensure Downtown businesses that depend on deliveries can receive the many goods they need to support operations. Coupled with increased parking enforcement, this pilot program will help to maximize Downtown’s curb space.



**Supporting traffic and curb management activities with investments in spot improvements for transit and quick-build mobility lanes will improve safety for people walking, rolling, biking, and scooting.**

And providing on-street corrals for bike and scooter parking will help to reduce sidewalk clutter throughout Downtown. These investments—along with rapid expansion of TDM programming—will ensure that more people have access to high-quality, comfortable travel options and don’t have to rely on a car for every trip.



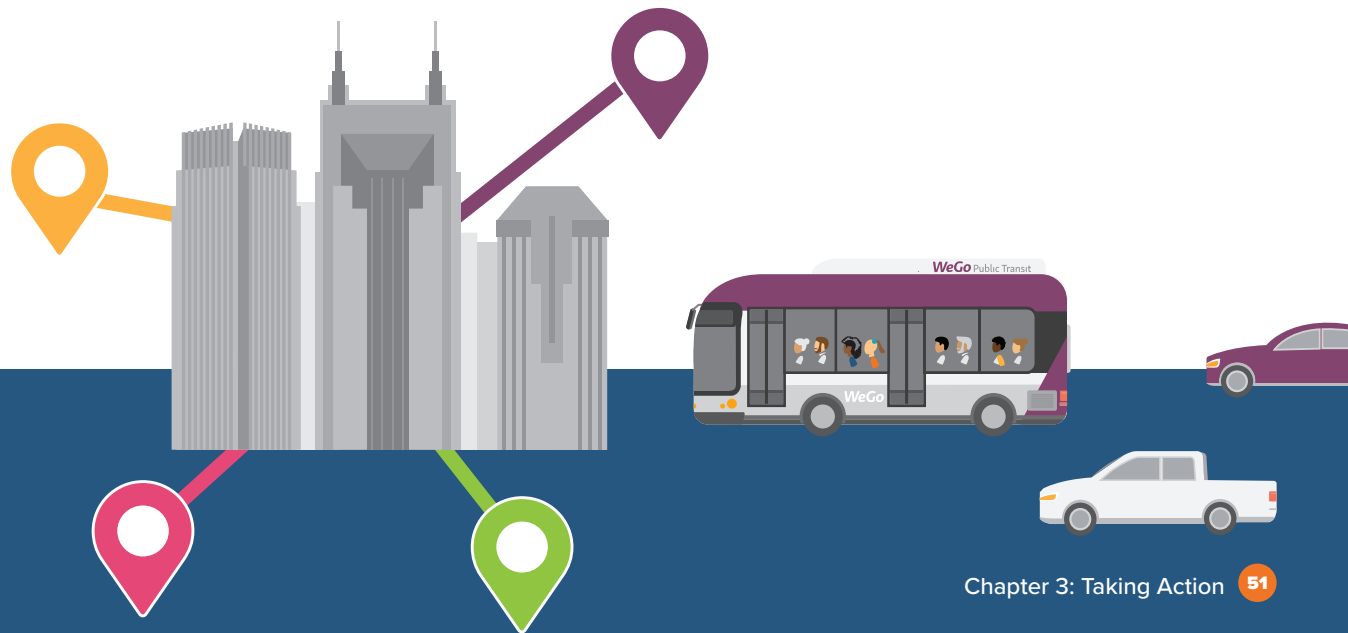
## Evaluating and Adjusting

**The first two years of implementation will change how people move into, around, and out of Downtown Nashville. We'll need to continuously evaluate what's working and what's not.**

By starting with a focus on technology, curb management and enforcement, and spot and safety improvements, we'll have a chance to see how those investments impact travel and traffic Downtown. We will continuously monitor what's happening, and we'll make adjustments as needed.

As we're doing that, NDOT and WeGo will advance engineering studies for possible one-way and two-way conversions, begin designing transit priority corridors and mobility lanes, and have more detailed conversations with stakeholders and property owners. Moving forward with these activities will ensure no time is wasted if and when these recommendations need to be implemented.

Throughout two years of engagement on Connect Downtown, we heard loud and clear that you're ready for action. Taking our first steps and evaluating as we go will help us ensure you feel a positive difference sooner rather than later!



# PHASE 1 : 2024 – 2026

Our first phase includes quick wins—projects that are ready to implement or could use tactical approaches, making important strides in improving mobility—and the start of design for critical Phase 2 investments. An expanded Nashville Connector program will include a visitor transportation demand management element, and Metro’s event and construction management services will expand dramatically.



## MANAGE CONGESTION

**Nashville’s Traffic Management Center (TMC) is expected to open in 2024.**

With investments in **adaptive signals** at key downtown intersections, NDOT will have the ability to manage congestion in real-time and respond to event traffic in ways that keep people moving. Coupled with **engineering studies to evaluate the potential transformation** of 3rd and 4th Ave into one-way streets and the **opening of rebuilt 2nd Ave** as a two-way street, the Downtown system will begin to move more people.



## MOVE MORE PEOPLE

**WeGo and NDOT will partner to implement transit priority signals, queue jumps, and sections of bus-only lanes on 3rd and 4th Ave.**

The 3rd and 4th Ave transit priority features will support **faster trips to WeGo Central and improve reliability** for people coming from the south and east. The partners will begin **design on the Westside and James Robertson Transit Priority Corridors and the SoBro Mobility Center** to support Phase 2 implementation. WeGo will also fully implement the transit service recommendations in the Better Bus Plan, providing a **15% increase in trips** to benefit the entire region.



## CREATE COMPLETE NETWORKS

**NDOT will move quickly to build mobility lanes in the core of Downtown.**

The mobility lanes will create connections to important destinations and **advance WalknBike implementation**. Mobility lanes on 1st Ave and 7th Ave will improve north-south travel, and Union St and Woodland St will connect to the East Nashville Spokes Project. **Upgrades to the existing bicycle facilities** on Commerce and Demonbreun St will improve safety and support electric micromobility devices. **Accessibility improvements to connect people to WeGo bus stops** will improve connectivity to the transit system.



## MAXIMIZE THE CURB

**NDOT will pilot two curb management programs focused on pick-up/drop-off zones and delivery/service zones.**

NDOT will also launch flexible curb regulations in the core of Downtown, prioritizing different uses throughout the day. Along with digitizing curb regulations and data, NDOT will also **review the valet parking program and expand parking enforcement resources.** Additional investments in Phase 1 include updating the overall permitting system and process and exploring opportunities for changes to the Zoning Code to support better curb management.



## PHASE 2 : 2027 – 2029

Our second phase of implementation sees the opening of significant new transit facilities that serve the region. A robust network of mobility lanes continues to take shape, and Nashville's curb management program matures. Adding a resident transportation demand management program to Nashville Connector and expanding the employer-based offerings will provide more people with better travel options.



### MANAGE CONGESTION

**NDOT will complete adaptive signal installation and make Vision Zero improvements throughout Downtown.**

With the TMC fully operational, event traffic becomes less disruptive.

**Adjustments to key intersections** will ensure people continue to move smoothly as the Transit Priority Corridors come online. If warranted, implementation of the **one-way conversions** on 3rd and 4th Ave and expansion of the **two-way conversion** on 2nd Ave will support the movement of even more people. **Digital message signs** will provide real-time information that helps drivers make informed decisions about their route.



### MOVE MORE PEOPLE

**NDOT and WeGo will open the Westside and James Robertson TPCs and the SoBro Mobility Center.**

These signature projects will make it possible to provide **more frequent, reliable bus service** to the west and south sides of Downtown, including better connections from Riverfront Station. Investments in **transit priority** on select frequent bus routes will link people to the new TPCs. Design of the East Bank TPC and Mobility Center will begin, in conjunction with other East Bank development. With a **38% increase in transit trips** and enhanced feeder bus service to WeGo Star, the entire region will be better connected to more destinations.



### CREATE COMPLETE NETWORKS

**NDOT will continue to fill mobility lane gaps and expand links outside the core of Downtown.**

Creating a 2nd Ave N and 3rd Ave N **mobility lane couplet through Germantown** will provide an easier trip into Downtown for people coming from North Nashville. Connecting 8th Ave S to recent investments in Melrose and 12 South and **linking to planned Greenway projects** near 10th Ave N extends the reach of Metro's dollars. **Enhanced walking and rolling connections** along the new TPCs will improve regional accessibility as well.





## MAXIMIZE THE CURB

Transitioning from pilot to permanent loading and delivery programs will give NDOT flexibility to test new strategies.

Along with further enhancing its data management and time-of-day regulations, NDOT will study the feasibility of a **centralized carrier program** and a fee program for ride-hail vehicles. Metro will also create a strategy for **autonomous delivery services**, ensuring Downtown is ready for the next wave of curb uses.



## PHASE 3 : 2030+

The final phase of implementation fully realizes our vision of a safe, convenient mobility system that provides people with high-quality options for every trip. Additional transit facilities open, supporting even more service throughout the region. Trips into and around Downtown are seamless, and most Downtown residents and visitors now travel without a car thanks to better choices and Nashville Connector programs.



### MANAGE CONGESTION

**NDOT will refine and maintain the signal system, creating a fully adaptive and responsive network.**

If warranted, the **southern portion of 2nd Ave** between Korean Veterans Blvd and the interstate could transition to two-way operations, making post-event trips out of Downtown even easier. NDOT will continue to **improve intersections for safety** and will work with new developments to **consolidate access needs**.



### MOVE MORE PEOPLE

**NDOT and WeGo will continue to add transit priority features on the region's frequent bus corridors, amplifying Downtown investments.**

With significant development coming online, the new **East Bank TPC and East Bank Mobility Center** will make critical links to the existing transit network. The region will enjoy a **67% increase in transit trips**, leading to a doubling of ridership and faster trips for tens of thousands of people a day.



### CREATE COMPLETE NETWORKS

**NDOT will build the final connecting mobility lane segments, making important links to the outer edges of Downtown.**

Along with a Rosa L Parks Blvd mobility lane and the Lindsley Ave connection to the new Wharf Park, where it **intersects with an expanded City Central Greenway System**, NDOT will upgrade Korean Veterans Blvd in conjunction with the East Bank TPC. **Wider sidewalks and additional accessibility improvements** will make the enhanced transit network even easier to use for more people.



## MAXIMIZE THE CURB

**NDOT will continue to refine its curb management approaches to support new technologies based on priority uses.**

As Nashville's **electric and autonomous vehicle systems** continue to expand, Downtown curb space will need to accommodate new vehicle types. NDOT will **further manage ridehail activities** and will implement the strategies developed in Phase 2, guided by the principles of efficiency, equity, and resiliency.



# Transit Facilities and Service Phasing

Although many types of transit facilities—such as mobility centers and transit priority corridors—take several years to design and build, queue jumps and sections of bus lanes can be built quickly to support service improvements.

## PHASE 1: 2024 – 2026

The first phase of Connect Downtown implementation sets many transit projects in motion. NDOT and WeGo will focus on projects in the core of Downtown, making investments that link to other regional priorities.

### COMPLETE:

- ✓ Install select queue jumps and short segments of bus lanes on 3rd and 4th Aves
- ✓ Fully implement Better Bus Plan (15% increase in regional trips)

### BEGIN:

- ▶ Start to develop transit priority in select frequent bus corridors
- ▶ Initiate design of Westside and James Robertson TPCs
- ▶ Launch design process for SoBro Mobility Center



### PHASE 1

### Transit Facilities and Service

#### LEGEND

- Existing Transit Center
- New Queue Jumps / Bus Lane

Note: Start to develop transit priority in select corridors, as feasible.

## PHASE 2: 2027 – 2029

In Phase 2, the first transit priority corridors will open, and operations will begin at SoBro Mobility Center. These signature projects will make it possible to provide more frequent, reliable bus service regionwide.

### COMPLETE:

- ✓ Open Westside and James Robertson TPCs
- ✓ Route operations through new SoBro Mobility Center
- ✓ Expand service to south and west sides of Downtown (31% increase in regional trips)

### CONTINUE:

- ➔ Develop transit priority in more frequent bus corridors

### BEGIN:

- ▶ Initiate design and pre-construction activities for East Bank Mobility Center
- ▶ Finalize design for East Bank TPC, including upgrades to Korean Veterans Blvd



## PHASE 3: 2030+

The final phase of transit projects and service improvements further enhances connections between Downtown and the East Bank, as well as throughout the region. Additional transit priority features and service makes transit a great choice for most trips.

### COMPLETE:

- ✓ Open East Bank TPC
- ✓ Route operations through new East Bank Mobility Center
- ✓ Install transit priority in all frequent bus corridors
- ✓ Expand service to East Bank following critical mass of development (67% increase in regional trips)



# Traffic Operations, TDM, and Curb Management Phasing

Most of the Connect Downtown traffic operations, TDM, and curb management recommendations can advance relatively quickly, thanks in part to investments already underway. The recommended phasing prioritizes safety, efficiency, and adaptability.

## PHASE 1: 2024 – 2026

## PHASE 2: 2027 – 2029

## PHASE 3: 2030+



### Traffic Operations

- Traffic Management Center opens
- Adaptive signals at key intersections
- 2nd Ave opens as two-way (Union St to Broadway)
- 2nd Ave two-way and 3rd Ave and 4th Ave one-way engineering studies begin
- 7th Ave engineering study and potential conversion to one-way northbound

- Adaptive signals at all remaining intersections
- Operations adjustments at priority locations
- Digital message signs in high-volume areas
- Potential conversion of 2nd Ave to two-way (Broadway to Korean Veterans Blvd) and 3rd Ave and 4th Ave to one-way

- Adaptive signal refinement and maintenance
- Operations adjustments to support transit priority
- 2nd Ave evaluated for potential conversion to two-way (Korean Veterans Blvd to I-40)



### Transportation Demand Management

- Develop TDM Plan for NDOT
- Incorporate TDM funding into capital project budgets
- Create Downtown-focused TDM branding and communications
- Launch visitor- and event-focused TDM program

- Launch resident-focused TDM program
- Adopt Commuter Benefits Ordinance
- Create TDM Plan Guidelines and complete Multimodal Transportation Analysis Guidelines
- Establish mode split standards and reporting guide

- Expand implementation of Commuter Benefits Ordinance
- Evaluate and update Nashville Connector



### Curb Management

- Pilot smart loading and pick-up/drop-off programs
- Digitize curbside regulations and inventory existing valet program
- Advance permit system and process

- Add resources for data analytics, enforcement, and compliance
- Develop strategy for autonomous taxi and delivery services
- Explore centralized carrier program

- Implement autonomous taxi and delivery services

# Mobility Lanes Phasing

**Mobility lane projects can be implemented more quickly and at a lower cost than many other types of transportation projects, which means they're a great way to make near-term improvements in Downtown's transportation system. The Connect Downtown phasing refines the WalknBike work plan, acknowledging that projects should advance as quickly as possible within funding and staffing constraints.**

## PHASE 1 : 2024 – 2026

**In the first phase of Connect Downtown implementation, Metro will aggressively advance the mobility lane and bike lane network in the core of Downtown and make critical connections to close-in Nashville neighborhoods.**

Projects in this phase include the following **new mobility lanes**, some of which could be implemented through quick-build or tactical approaches:

- A** 1st Ave between Woodland St bridge and Riverfront Station
- B** 3rd Ave between Harrison St and Commerce St and between the Siegenthaler Pedestrian Bridge and Ash St
- C** 5th Ave N / Rep. John L Lewis Way between Garfield St and Union St and between Demonbreun St and Korean Veterans Blvd
- D** 6th Ave S between Korean Veterans Blvd and the Melrose neighborhood
- E** 7th Ave between Dr. Martin Luther King, Jr. Blvd and Demonbreun St
- F** 11th Ave S / 12th Ave S between 11th Ave S at Laurel St and 12th Ave S at Division St
- G** Jefferson St and Bridge between 3rd Ave N and I-24
- H** Harrison St between Rosa L Parks Blvd and 3rd Ave N
- I** Dr. Martin Luther King, Jr. Blvd between Rosa L Parks Blvd and Rep. John L Lewis Way
- J** Church St / Union St / Woodland St and Bridge between I-40 and I-24 (and beyond project limits)
- K** Walk of Fame Park / Symphony Pl between the Siegenthaler Pedestrian Bridge and Rep. John L Lewis Way



## PHASE 1

### Mobility Lanes and Greenways

#### LEGEND

- Existing Bike Facilities
- Phase 1 Mobility Lanes
- Phase 1 Upgrades to Existing Bike Facilities
- Existing Greenways
- Planned Greenways



0 0.5 Miles

Additionally, the following **existing bicycle facilities will be upgraded to mobility lane standards**:

- A** Commerce St between 10th Ave and 2nd Ave
- B** Demonbreun St between I-40 and Rep. John L Lewis Way

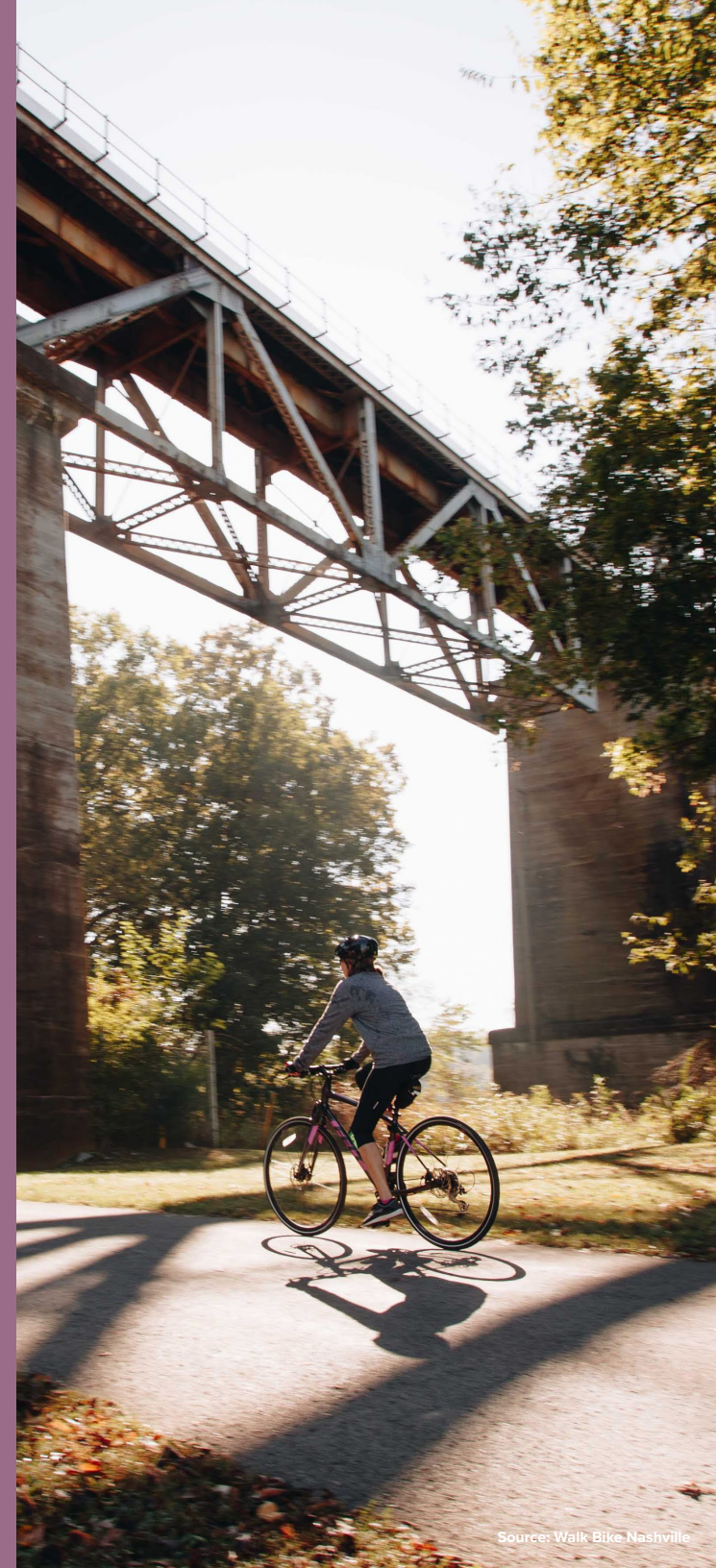
See NDOT's "Guidance for East Bank Complete Streets" for details on potential East Bank mobility lane and Greenway connections.

## PHASE 2 : 2027 – 2029

The second phase of mobility lane projects fills gaps and expands links outside the core of Downtown. It makes important connections to the growing Greenways network in support of the City Central Greenway System envisioned by Plan to Play.

Projects in this phase include the following **new mobility lanes**:

- A** 2nd Ave N between Van Buren St and Gay St (one way)
- B** 3rd Ave N between Van Buren St and Gay St (one way)
- C** Rosa L Parks Blvd between Monroe St and James Robertson Pkwy
- D** 8th Ave S between Korean Veterans Blvd and the Edgehill neighborhood
- E** 10th Ave N / 10th Cir N between Monroe St and Herman St and between James Robertson Pkwy and Commerce St
- F** Van Buren St between 3rd Ave N and the Greenway
- G** Jefferson St between Rosa L Parks Blvd and 5th Ave N / Rep. John L Lewis Way
- H** Gay St between 3rd Ave and 1st Ave
- I** Division St / Ash St / Middleton St between 4th Ave and the Cumberland River Greenway and Downtown – Rolling Mill Hill Greenway



## PHASE 2

### Mobility Lanes and Greenways

#### LEGEND

- Existing Bike Facilities & Completed Mobility Lanes
- - - Phase 2 Mobility Lanes
- Existing Greenways
- - - Planned Greenways



0 0.5 Miles

See NDOT's "Guidance for East Bank Complete Streets" for details on potential East Bank mobility lane and Greenway connections.

## PHASE 3: 2030+

The final phase of mobility lane implementation advances connecting segments and makes important links to the outer edges of Downtown as Pie Town, SoBro, and East Bank continue developing.

Projects in this phase include the following **new mobility lanes**:

- A** 3rd Ave N between Garfield St and North Nashville
- B** Rosa L Parks Blvd between Garfield St and Monroe St
- C** 10th Ave S between Demonbreun St and 8th Ave S
- D** Lindsley Ave between 2nd Ave S and the Greenway

Additionally, the following **existing bicycle facilities will be upgraded to mobility lane standards in conjunction with the East Bank Transit Priority Corridor**:

- A** Korean Veterans Blvd and Bridge between 8th Ave S and East Nashville



### PHASE 3

### Mobility Lanes and Greenways

#### LEGEND

- Existing Bike Facilities & Completed Mobility Lanes
- - - Phase 3 Mobility Lanes
- - - Phase 3 Upgrades to Existing Bike Facilities
- Existing Greenways
- - - Planned Greenways



0 0.5 Miles

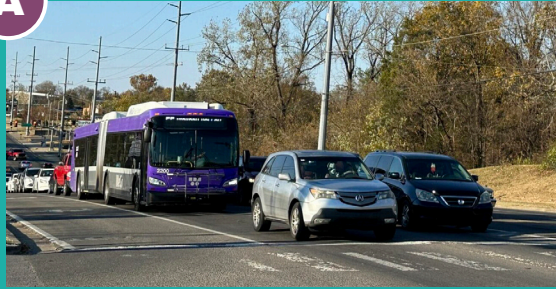
See NDOT's "Guidance for East Bank Complete Streets" for details on potential East Bank mobility lane and Greenway connections.

# How does it all come together?

The Connect Downtown recommendations come together to provide Nashvillians with safe, reliable, affordable, and high-quality transportation options that link them to jobs, schools, parks, events, and more.

But our recommendations do more than improve mobility in Downtown Nashville—they make it easier for people to move throughout the region. The projects included in this Action Plan also enhance the value of other local and state investments, including WeGo’s Murfreesboro Pike High-Capacity Transit Project, TDOT’s Transportation Modernization Act, NDOT’s East Nashville Spokes Project, and many more.

A



## WeGo’s Murfreesboro Pike High-Capacity Transit Project

WeGo will soon begin studying high-capacity transit on Murfreesboro Pike, which would improve bus service on and connections to one of WeGo’s busiest routes into Downtown Nashville.

B



## TDOT’s Transportation Modernization Act

The Transportation Modernization Act will provide the state with innovative tools to address traffic congestion, especially in our urban areas, freeing up additional dollars to invest in rural and suburban communities. The Act includes choice lanes to help improve traffic in and around Downtown Nashville.

C





## NDOT’s East Nashville Spokes Project

The East Nashville Spokes Project includes community engagement, design, and construction of bikeways and other multimodal transportation improvements for the following streets in East Nashville:

- **Woodland St / Union St** between 2nd Ave N downtown and S 11th St at Five Points in East Nashville
- **S 5th St** between Woodland St and Davidson St
- **S 10th St** between Woodland St and Sevier St

**LEGEND**

-  New Transit/Mobility Center
-  Frequent Route Transit Priority & Transit Priority Corridors



**D**



**Dr. Ernest Rip Patton, Jr. North Nashville Transit Center**

WeGo's Dr. Ernest Rip Patton, Jr. North Nashville Transit Center will open in 2024. It will increase access to public transit across Nashville and link busy routes, such as the 22 Bordeaux, that connect into and through Downtown Nashville.

**E**



**Charlotte Corridor Rail-with-Greenway**

A Rail-with-Greenway linear park near Charlotte Ave would extend Nashville's mobility lane and Greenway network to the west of Downtown, making important links to the hospitals and communities in North Nashville, the 440 Greenway, and beyond.

# How will we fund this?

**Connect Downtown recommends and will require a significant increase in transportation funding to support our growing city and region. Doing nothing simply isn't an option, and inaction has its own costs.**

**Failing to act costs Nashvillians in many ways:**



**Lives lost due to traffic violence**



**Time lost due to sitting in traffic**



**Business revenues lost due to customers and patrons avoiding Downtown travel**



**Events lost due to the perception that traveling in Nashville is too difficult**

The projects, programs, and new transit services included in this Action Plan will be implemented through a combination of existing local funds, competitive grant funds, developer contributions, and future partnerships. There are resources available through NDOT's Capital Spending Plan, WeGo's Capital Investment Plan, and TDOT's Transportation Modernization Act. There are also more federal funds available than ever before through programs such as Safe Streets for All (SS4A), RAISE, Reconnecting Communities, SMART grants, and Federal Transit Administration Capital Investment Grants.

**Nashville needs a dedicated source of local transportation funding to fully design, build, and maintain the infrastructure and operate the new programs and services identified in this Action Plan. Metro leadership is working with the community to explore opportunities and will continue to seek partner and external funding whenever possible.**



# How are projects implemented?

**Connect Downtown is the first step in developing a mobility system that meets Nashville's current and future needs.**

The strategies described in this Action Plan outline our priorities, and the maps highlight preferred locations for new transit facilities, mobility lanes, and curb regulations. But there is much more work ahead to turn those lines on a map into infrastructure and services you can use.

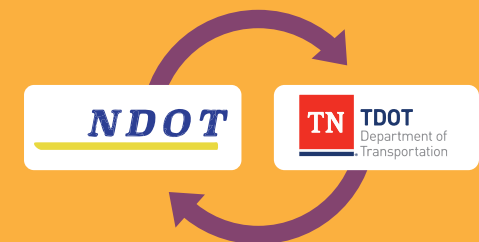
Whenever possible, NDOT and its partners will pursue quick-build approaches that move projects through design and construction in about a year. However, many projects—like mobility centers and transit priority corridors—will require more intensive design processes and environmental clearances. Depending on the funding sources for a project, there may be additional state or federal requirements in the project development, design, and construction phases.

**Regardless of the type of project and the speed at which it moves through the steps shown to the right, community engagement and stakeholder input are critical to shape the final details.**



## TDOT Coordination

A number of the Connect Downtown projects are on TDOT facilities, including the proposed Westside Transit Priority Corridor on Rosa L Parks Blvd. Reallocating general purpose travel lanes on state routes requires an additional level of analysis, which is currently underway. TDOT has the responsibility to strike a careful balance between accessibility and mobility in Downtown Nashville and other high-growth areas. With that in mind, NDOT and TDOT are working together to determine the best path for advancing this recommendation, as well as other projects on state facilities.



# What's in it for me?

**The investments identified in this action plan are the first steps NDOT, WeGo, and TDOT should take in the next decade to keep Downtown, our city, and our region moving.**

We know that doing nothing isn't an option—traffic will just keep getting worse and the cost of inaction is too high. We can keep our economy thriving, save lives, reduce air pollution, and create a more equitable region by making meaningful and sustainable investments in mobility infrastructure and programs.

**When we've implemented Connect Downtown, these are the stories we'll hear.**



**Sam loves the Westside Transit Priority Corridor and expanded late-night bus service.**

He lives in North Nashville and doesn't have a car, so Sam relies on WeGo to get to work. He was just able to accept a nighttime restaurant job in the Gulch since he can now get home quickly on the bus when his shift ends.





**Zaniyah is a 9th grader at Hume Fogg, and she's got a lot more independence now that there are mobility lanes connecting her from the East Bank to school.**

She rides over the Woodland Bridge and takes the protected lane on Union St before turning south onto the 7th Ave mobility lane.



**Beth drives for a rideshare company and used to dread trying to find her passengers near Broadway.**

The new dedicated pick-up and drop-off spaces are making Beth's trips easier and faster—she knows right where to go and so do the people who are trying to find their ride.



**Roberto works in the Pinnacle Building and was always trying to beat the clock to pick up his kids at daycare in Nolensville.**

Now that 2nd Ave has been converted to a two-way street, Roberto can leave the garage on 2nd and head straight out of town, taking advantage of the new adaptive signals to keep moving.



CONNECT  
DOWNTOWN



**APRIL 2024**