

# CONNECT DOWNTOWN

## DRAFT ACTION PLAN

NOVEMBER 2023



**NDOT**

**WeGo**  
Public Transit

**TN** TDOT  
Department of  
Transportation

**NASHVILLE  
DOWNTOWN  
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# ACKNOWLEDGEMENTS

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# 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.

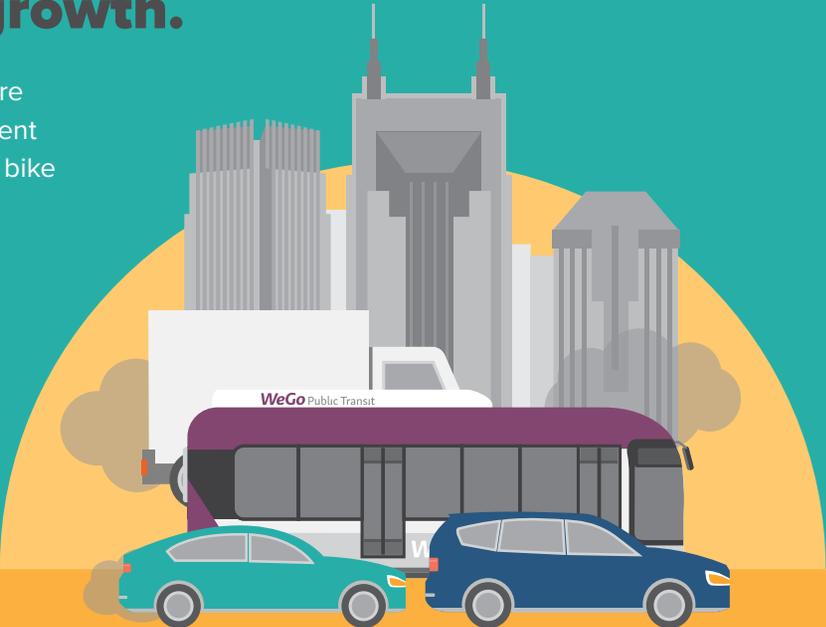
An outgrowth of many past planning efforts, Connect Downtown is a 10-year action plan to improve mobility and address traffic congestion in the Downtown core. This document provides an overview of the priority projects and strategies that are critical to keep Downtown and our region moving. Since Connect 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.

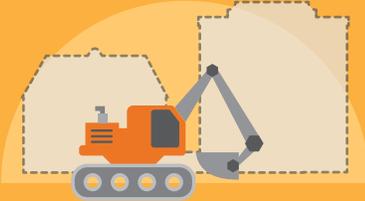
**We know that doing nothing won't work, and Connect Downtown is here to help.**



## Downtown Nashville is booming:



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



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



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



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

# Downtown Nashville has mobility challenges:



## People are stuck in traffic.

Drivers in the Nashville region lost about 80 hours a year during the morning and afternoon rush. Traffic congestion means Downtown streets can't move people who are driving and taking the bus.



## 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 14 million visitors in 2022, and we're on track to exceed that number in 2023. 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.

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.

**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.**

## Did you know?

**Investments in traffic management and “smart” signals will keep drivers moving, 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.

**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 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 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.

# How was the Action Plan developed?

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

The Action Plan has been 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.

## 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.



3

**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.

4



**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.

5



**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.



**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*

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**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.

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**We’re almost at the end of the Connect Downtown road, and we need to hear from you one more time.**

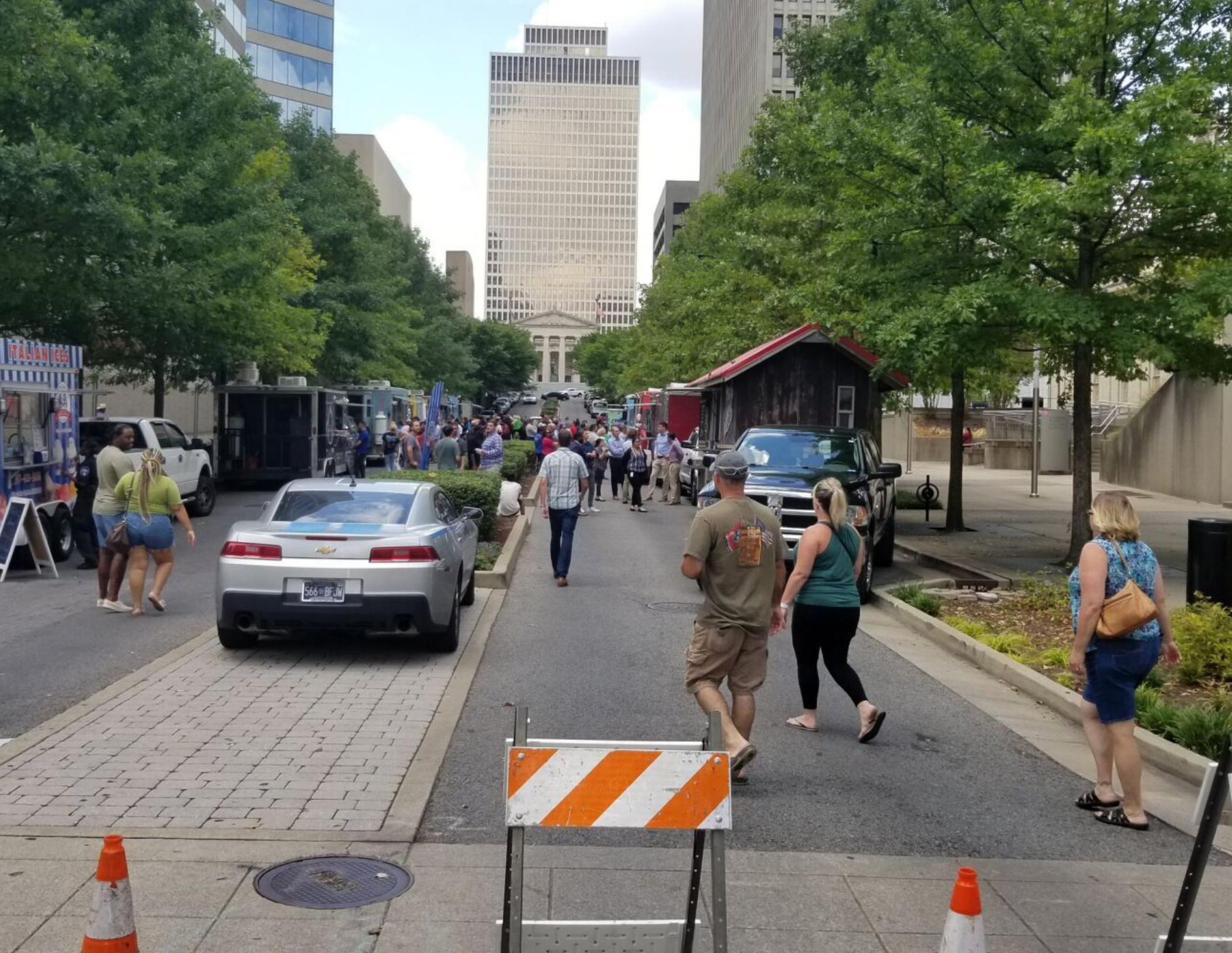
This is our final round of outreach to ensure we got it right. We want to know what you like and don’t like about the recommendations before we finalize the plan for adoption in early 2024.

10



**And although the Action Plan will be done, the real work is just beginning.**

As we design these projects, we’ll need your help to figure out the details. We’ll also have a community conversation about transportation funding, which will be critical to move as quickly as we can. There’s plenty more to do, but Nashville is ready to take this next step together.



# 2

## Our Big Moves

Addressing the mobility challenges facing Downtown Nashville 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.

# 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 to support local businesses 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 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.



## 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.



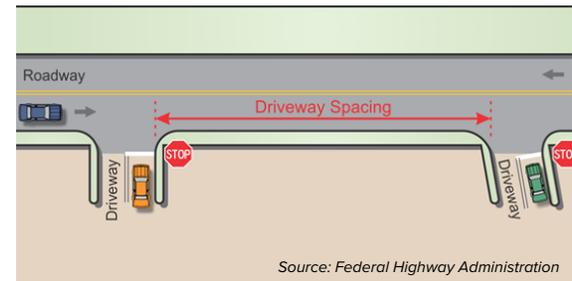
## Digital Message Signs

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



## 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 above.



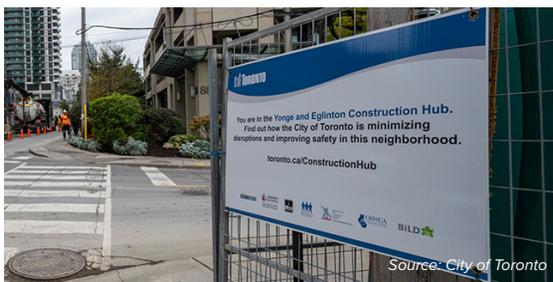
### **Expand the Nashville Connector Program to include transportation demand management (TDM) for all Downtown businesses, residents, and visitors.**

A robust and effective TDM program 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.



### **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 and manage TMC activities will improve communication and reduce frustration for everyone.



### **Develop 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 development implements priority infrastructure.

# 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** will 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 will be converted in three segments:** 1) Broadway to Korean Veterans Blvd; 2) Broadway to Union St; and 3) Korean Veterans Blvd to the freeway.

## C 4th Avenue

To complement 3rd Ave, NDOT will convert **4th Ave to one-way southbound between Broadway and Peabody St**, making all of 4th Ave one-way through the Downtown core. This will provide space for dedicated transit lanes and queue jumps, as well as extra space for priority loading zones. This conversion will 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 will convert to one-way northbound between Deadrick St and Elm St**. Paired with the 4th Ave conversion and the transit and mobility lane enhancements described later in this chapter, 3rd Ave will 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 will be converted to one-way southbound between Dr. Martin Luther King, Jr. Blvd and Demonbreun St**.



A

⇄ TWO-WAY

B

→ ONE-WAY

C

→ ONE-WAY

D

→ ONE-WAY

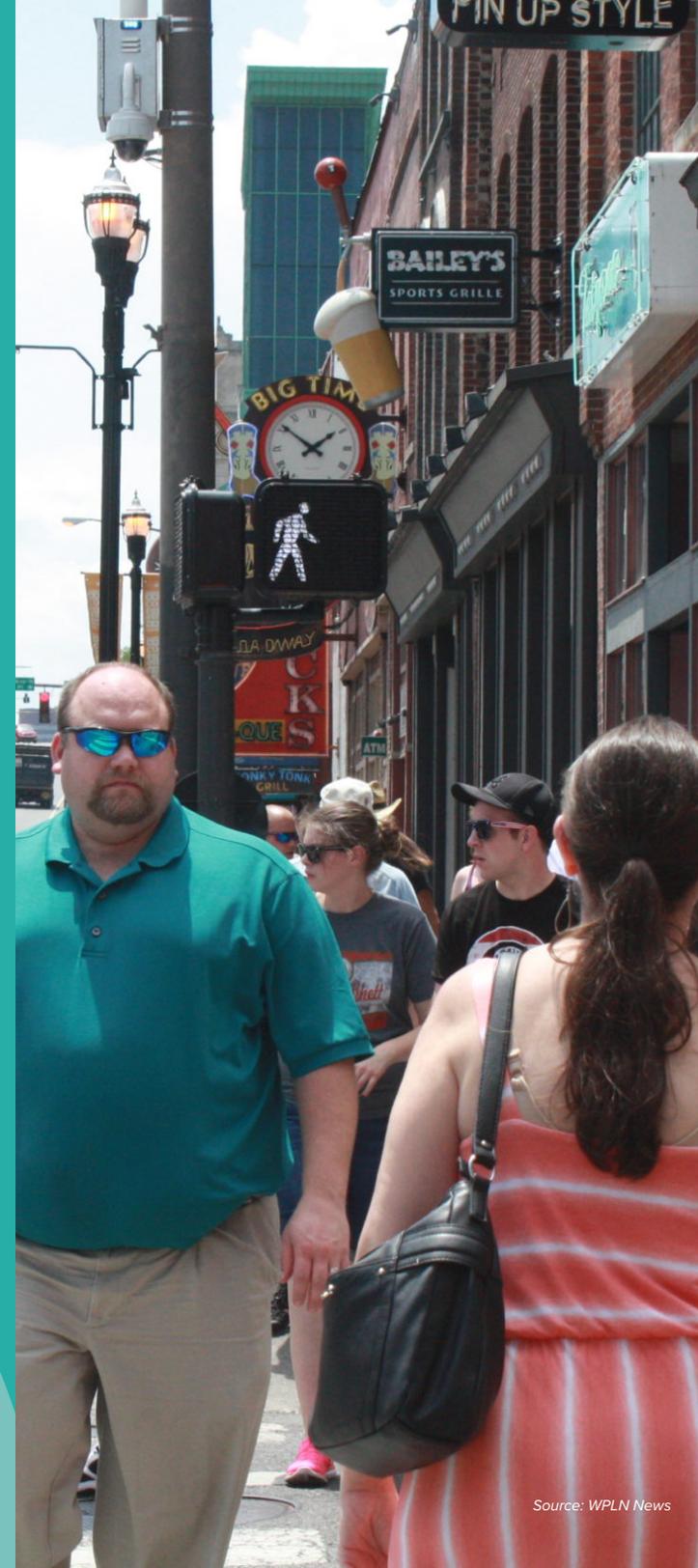
## BIG MOVE 2

# 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 restricting right turns at intersections with the highest volumes of pedestrians first.



## 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.

## 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.



**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

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 new 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.



*WeGo Central serves thousands of riders a day.*



*Source: Imagine East Bank Vision Plan*

*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 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, too.



## 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 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.

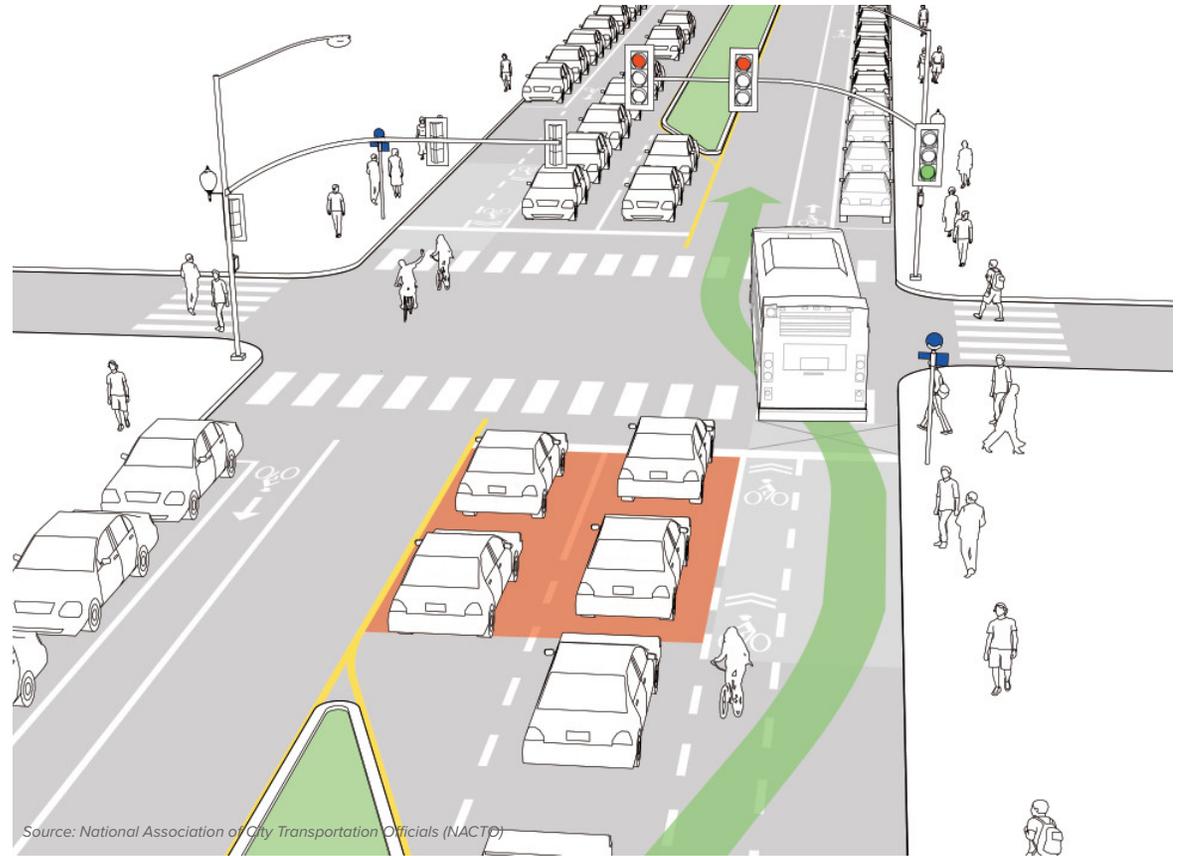
Implementing transit signal priority, queue jump lanes, and dedicated bus lanes in select Downtown locations that serve high-frequency regional routes would better connect Nashvillians to the many places they need to go each day.

## 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 seven routes to and from Downtown. These routes operate on nine 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, and West End Ave**—and carry thousands of people daily. Connect Downtown recommends adding transit priority features, as feasible, on the approaches to and from Downtown.



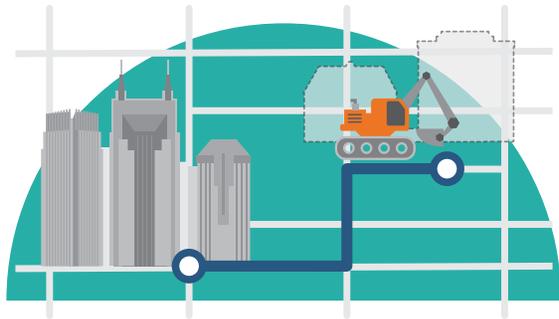
Source: National Association of City Transportation Officials (NACTO)

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.



## 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.



## 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 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.

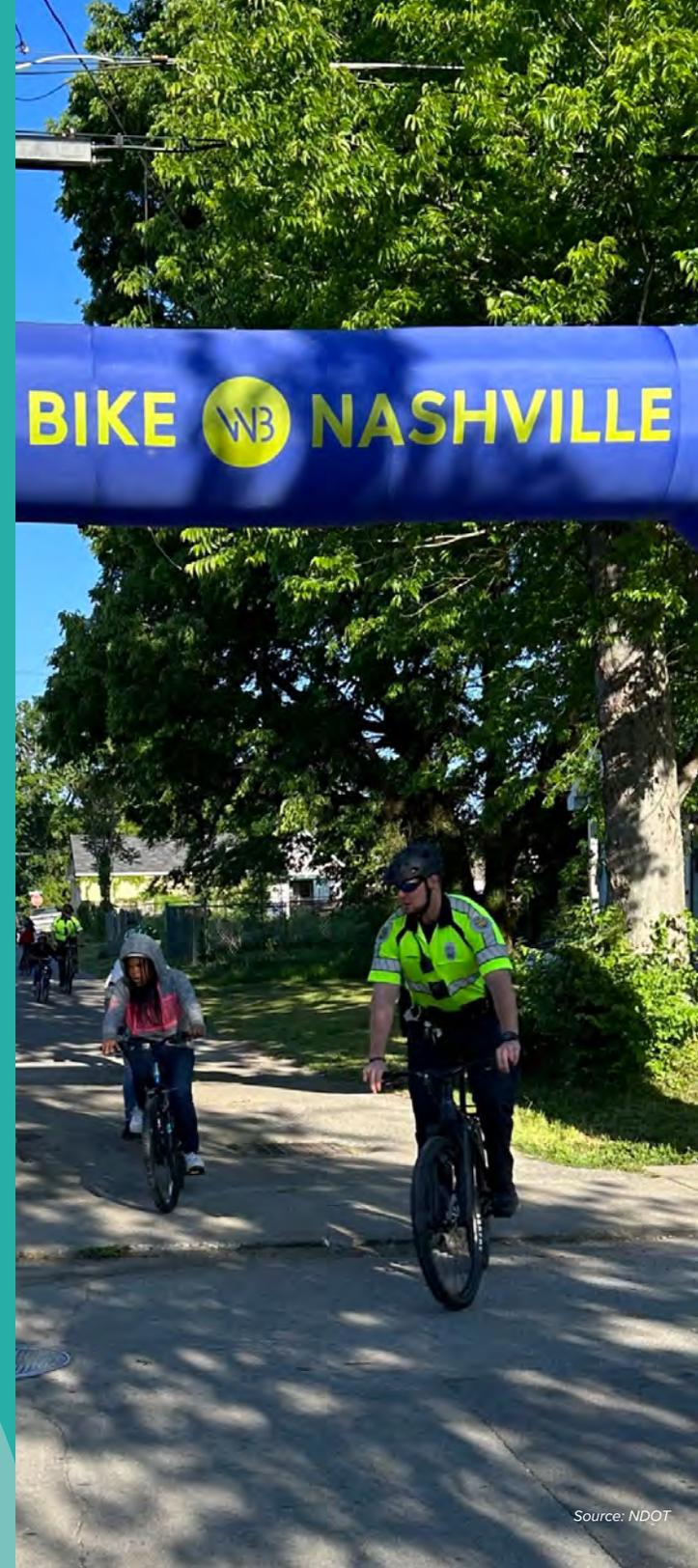
## BIG MOVE 4

# 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 encouraging more active travel, reducing greenhouse gas emissions, increasing equitable access, improving health outcomes, and supporting 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 an emerging type of facility for people biking and scooting—they are typically wider than standard bike lanes and are separated from vehicle traffic. They 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.



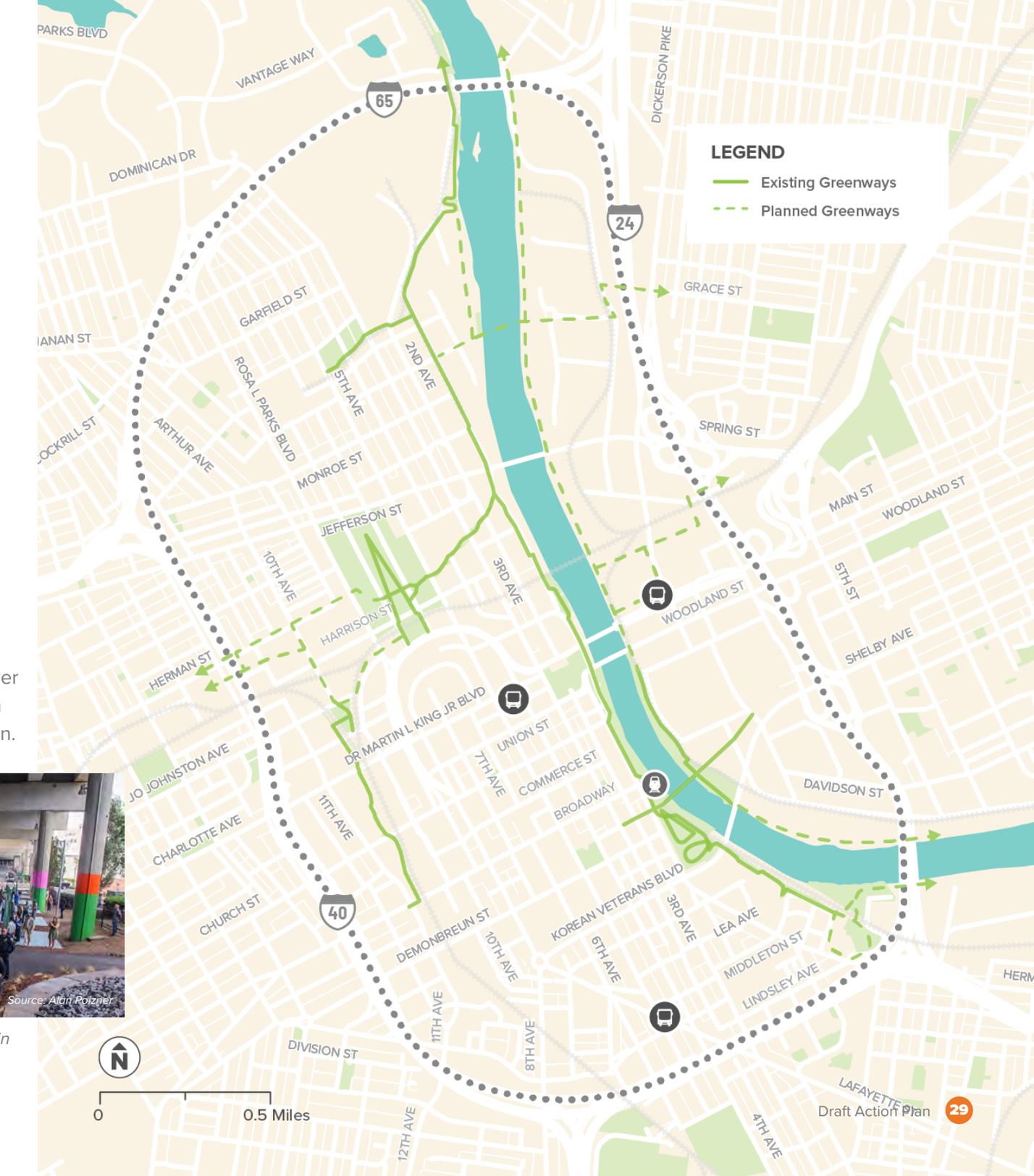
# Planned Greenways

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

Connect Downtown supports the **Center City Greenway Master Plan** 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.



Newly redesigned segment of Gulch Greenway in Downtown Nashville.



**LEGEND**

- Existing Greenways
- Planned Greenways

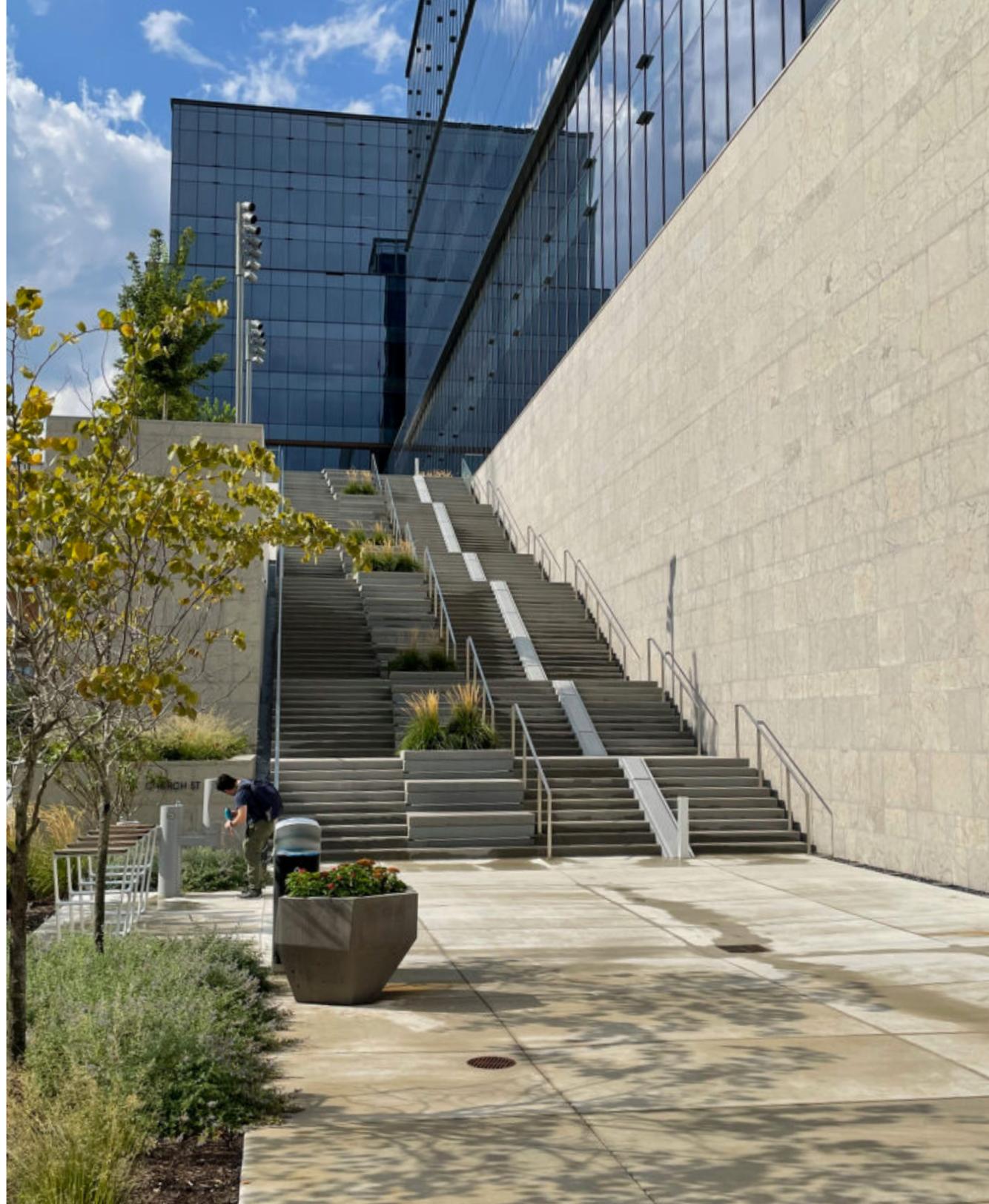
0 0.5 Miles

## 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, and ramps** in Downtown—particularly to and from the Gulch—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.



# 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 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.

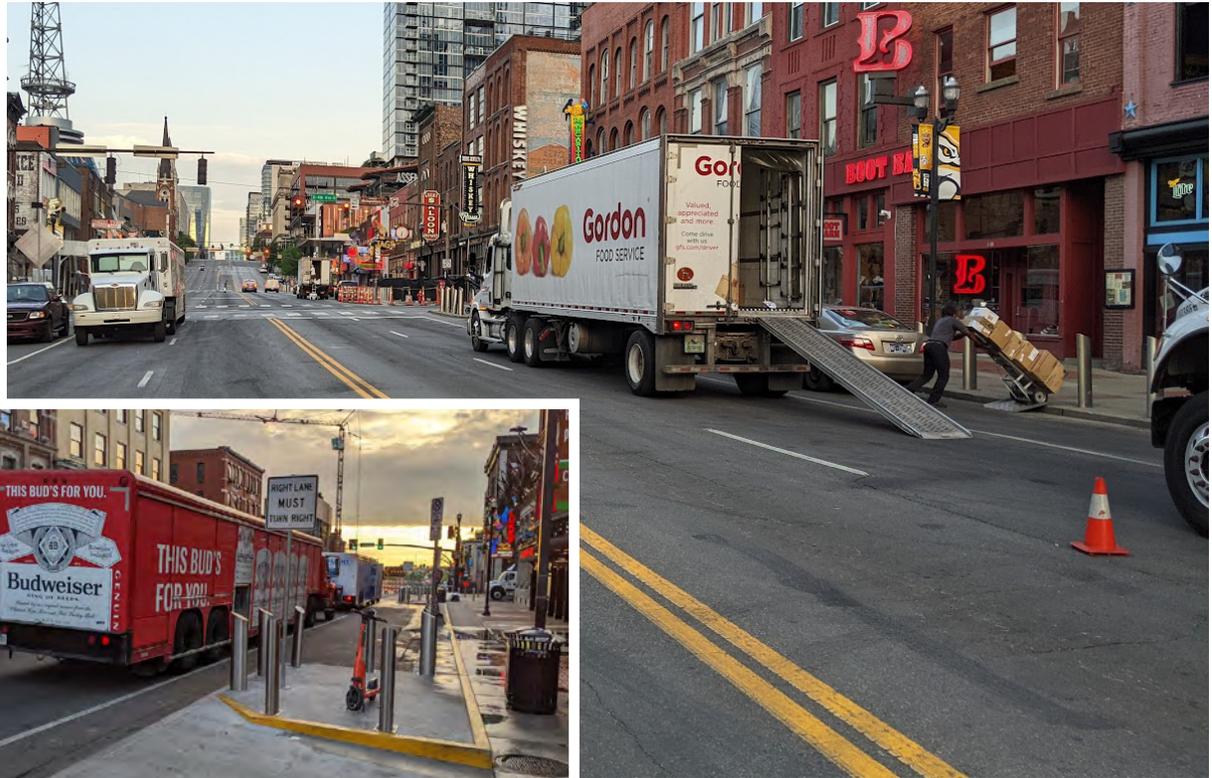
To ensure that the curb provides the most value for the most people—and that the uses of the curb are prioritized for activities that can't be moved elsewhere—Connect Downtown recommends a focus on flexible uses, pilot programs, strategies to support new technologies, and enhanced data management.



# 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 zone in the morning, a passenger loading zone in the afternoon, 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 and ridehailing pick-up and drop-off**



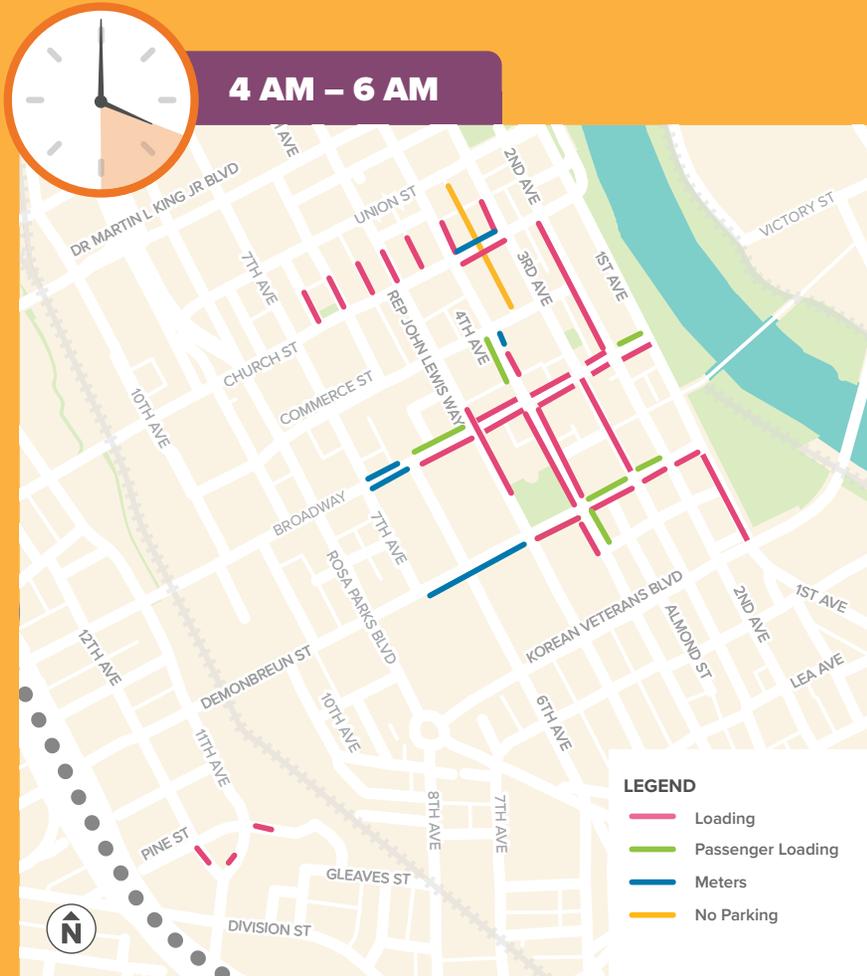
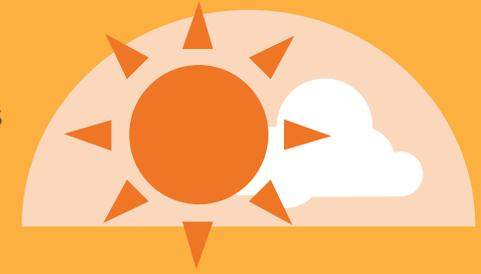
**Metered or paid parking**



**No parking**

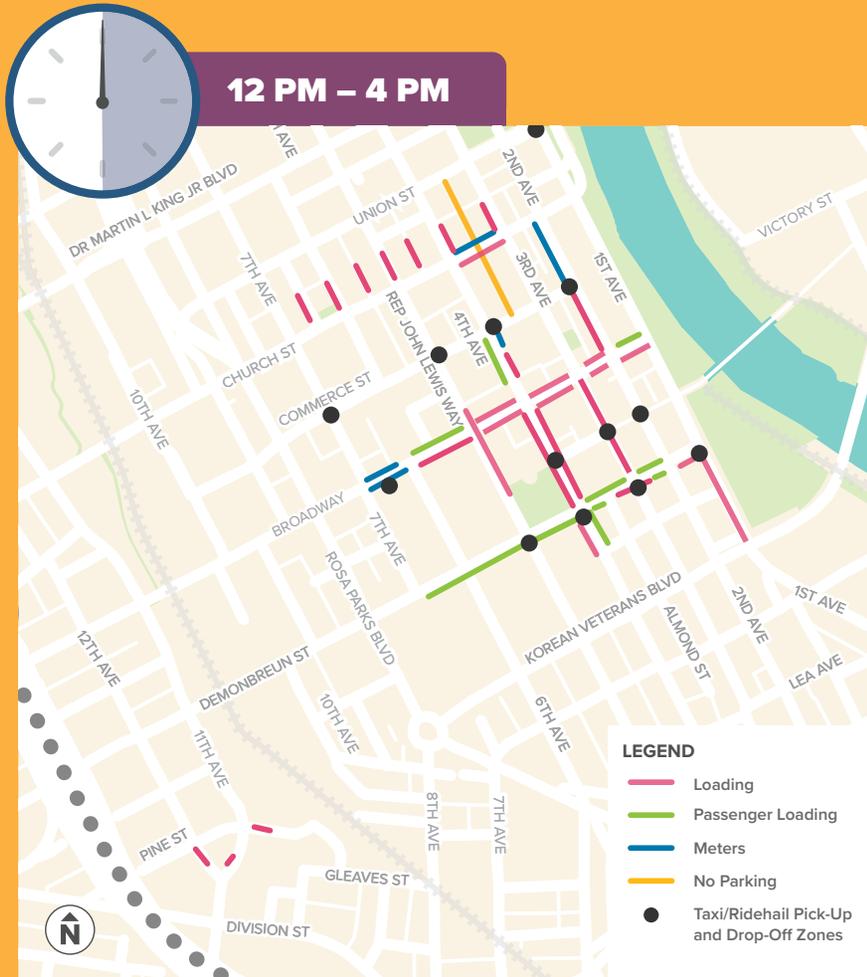
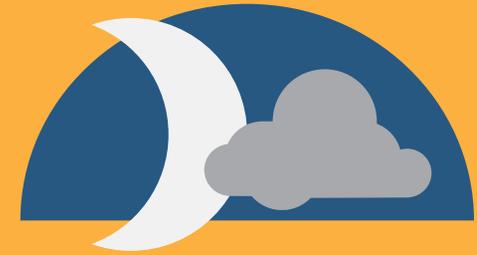
# Early Morning to Noon

In the early morning (4 AM – 6 AM) and morning to noon (6 AM – 12 PM), more spaces will be prioritized for delivery loading and unloading and service vehicles. Passenger loading is a lower priority at this time of day, as is parking for personal vehicles.



# Afternoon to Evening

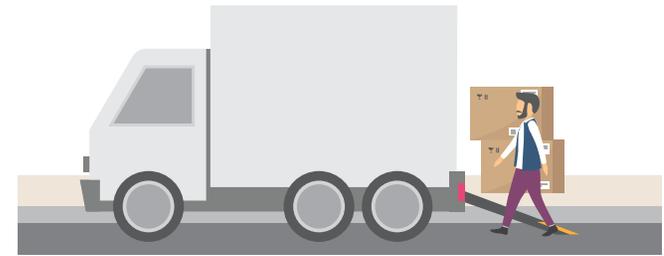
Afternoon (12 PM – 4 PM) regulations will maintain some spaces for delivery and also serve passenger unloading and parking needs. Late afternoon and overnight (4 PM – 4 AM) will prioritize passenger pick-up and drop-off zones and limit parking in key areas to create additional space for pedestrians.



# 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 needs and create a safer and more efficient mobility environment.



## Commercial Loading Zone Reservations

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



## 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.



## 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



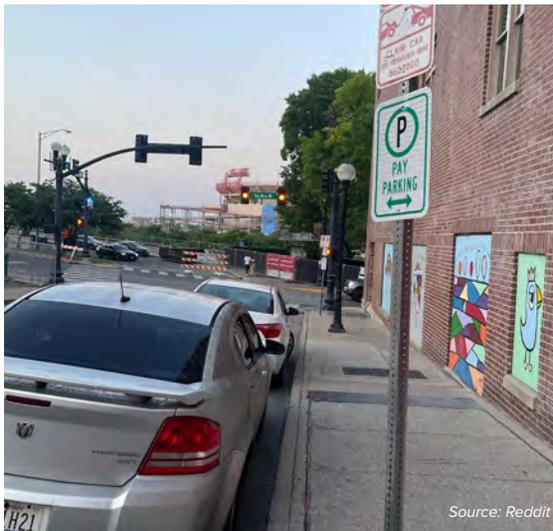
**Charge a fee** for trips that begin or end in Downtown Nashville during peak hours



# Active Curb Management

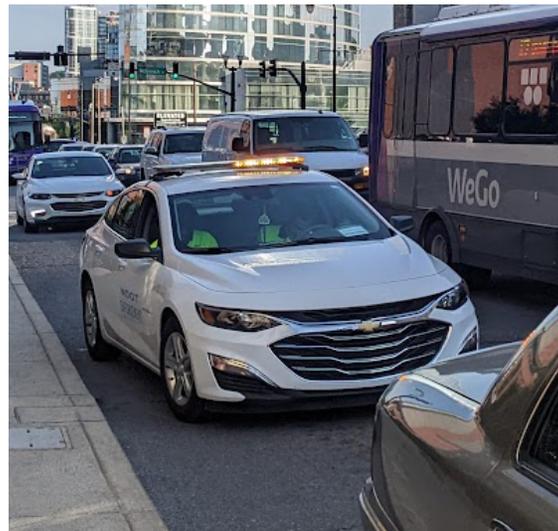
Nashville’s Downtown curb regulations and management practices must evolve to match a changing development and mobility landscape.

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.



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# 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, curb management, and mobility lane projects.

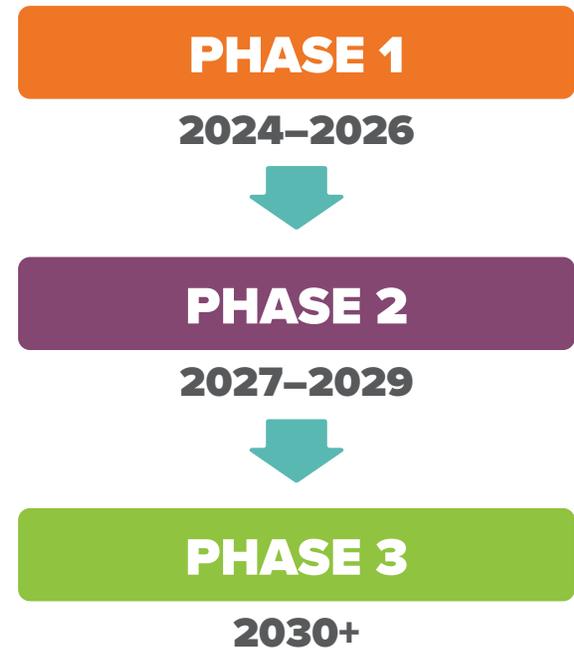
# What happens first?

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.*

# PHASE 1 : 2024–2026

Our first phase includes quick wins—projects that are ready to implement and will make important strides in improving mobility—and the start of design for critical Phase 2 investments. An expanded Nashville Connector program will include a residential 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 early 2024.**

Coupled with investments in **adaptive signals** at 50% of 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 the **transformation of 2nd Ave between Union St and Korean Veterans Blvd into a two-way street**, the Downtown system will begin to move more people.



## MOVE MORE PEOPLE

**WeGo and NDOT will partner to implement select transit priority lanes and queue jumps on 3rd and 4th Aves.**

With a shift to one-way operations, the 3rd and 4th Ave transit priority lanes and queue jumps 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 Transit Priority Corridor and the SoBro Mobility Center to support rapid 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, 3rd, and 7th Aves 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 Sts will improve safety and support electric micromobility devices.



## MAXIMIZE THE CURB

**NDOT will pilot two curb management programs focused on pick-up/drop-off zones and delivery 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 visitor 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 continue to add adaptive signals 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. **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. 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**, 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.



## 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 supports.



### MANAGE CONGESTION

**NDOT will finish upgrading the signal system, creating a fully adaptive and responsive network.**

The **southern portion of 2nd Ave** between Korean Veterans Blvd and the interstate will 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 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 new Greenways**, 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 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 2

### Transit Facilities and Service

#### LEGEND

-  Existing Transit Center
-  New Mobility Center
-  New Transit Priority Corridor
-  Queue Jumps / Bus Lane

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



# 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)



## PHASE 3

### Transit Facilities and Service

#### LEGEND

- Existing Transit / Mobility Center
- New Mobility Center
- New Transit Priority Corridor
- Transit Priority Corridor
- Additional Transit Priority
- Queue Jumps / Bus Lane

# Traffic Operations and Curb Management Phasing

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

## PHASE 1

2024–2026

## PHASE 2

2027–2029

## PHASE 3

2030+



### Traffic Operations

- Traffic Management Center opens
- Adaptive signals at 50% of intersections
- 2nd Ave converts to two-way (Union St to Korean Veterans Blvd)
- 3rd Ave converts to one-way northbound and 4th Ave converts to one-way southbound (Deadrick St to Elm St)
- 7th Ave converts to one-way southbound (Dr. Martin Luther King, Jr. Blvd to Demonbreun St)

- Adaptive signals at most remaining intersections
- Operations adjustments at priority locations
- Digital message signs in high-volume areas

- Adaptive signals at all remaining intersections
- Operations adjustments to support transit priority
- 2nd Ave converts to two-way (Korean Veterans Blvd to I-40)



### Curb Management

- Pilot smart loading and pick-up/drop-off programs
- Develop strategy for autonomous taxi services
- Digitize curbside regulations and inventory existing valet program
- Add resources for data analytics, enforcement, and compliance
- Advance permit system and process

- Explore centralized carrier program
- Develop autonomous delivery services strategy

- Implement autonomous 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**:

- 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 Walk of Fame Park 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** Hilton Hwy / 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

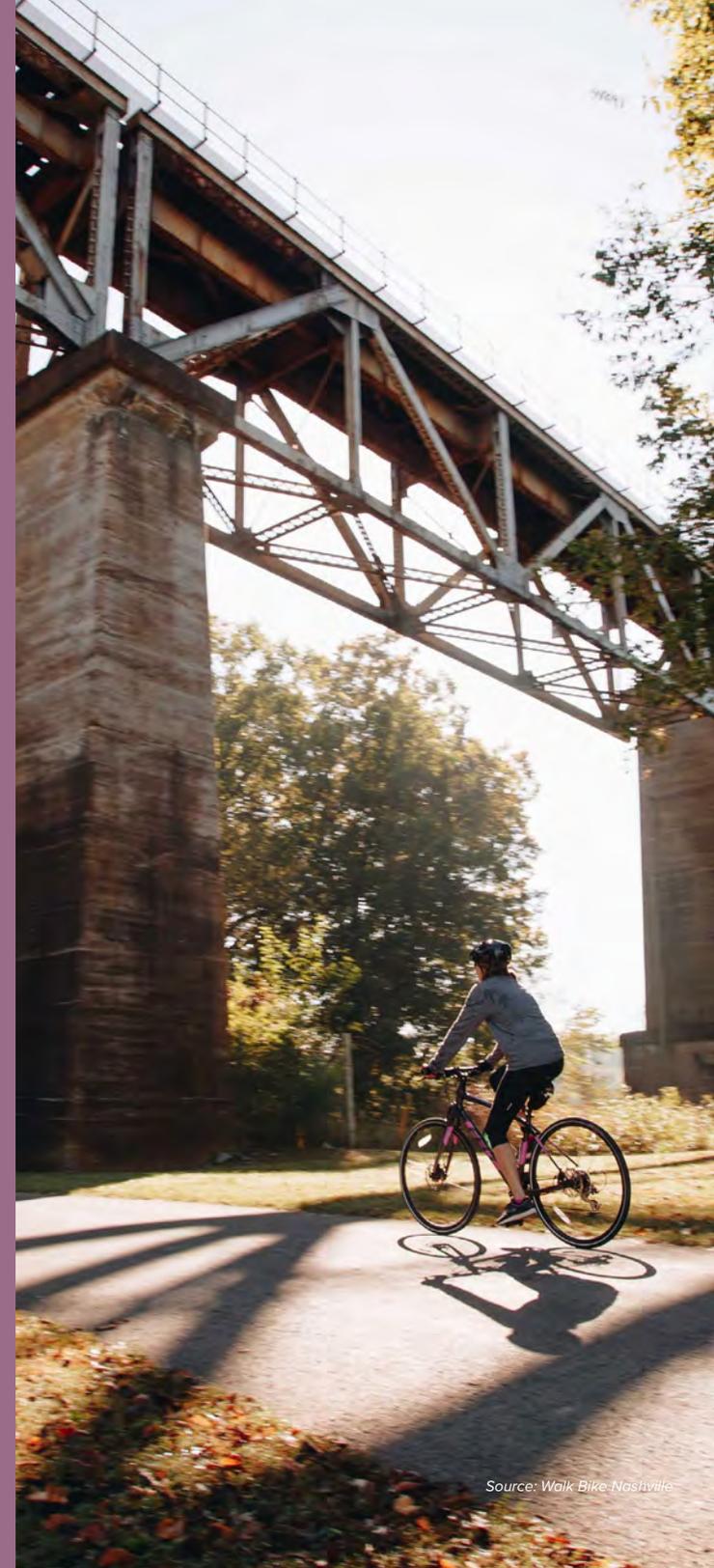
See NDOT's "Guidance for East Bank Complete Streets" for details on potential East Bank mobility lane and Greenway connections.

## 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 Center City Greenway Master Plan.

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 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

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 final 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



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.



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

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



## 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.



## 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 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 West End, 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 Improvement Program, 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 will work 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.

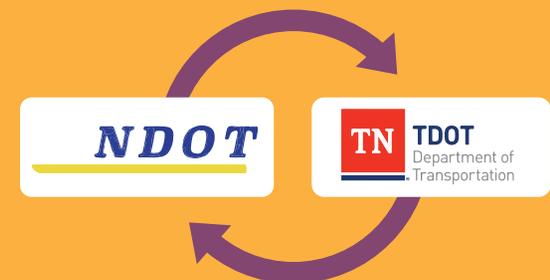
Whenever possible, NDOT will pursue quick-build approaches that move projects through design and construction in about a year. However, many projects—like mobility centers and transit priority corridors—will require more intensive design processes and environmental clearances. Depending on the funding 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. 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.





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