



NASHVILLE-DAVIDSON COUNTY STRATEGIC PLAN FOR SIDEWALKS AND BIKEWAYS



The WalknBike plan will improve walking and biking in Nashville, connecting people to opportunity on a network of high-quality, comfortable, and safe sidewalks and bikeways.



Metro-Nashville
Public Works
Improving the Quality of Life for Nashvillians and our Visitors

March 22nd Organizational Meeting

“Core of Nashville has much higher walking and biking rates than the suburbs...which pulls the average down”

“We need a plan that addresses the different segments of the population. Where they live, work, need access. Sidewalks that are friendly to ambulatory users.”

“Transit perspective is challenging...lack of infrastructure, crosswalks, sidewalks, access to transit stops”

“Lots of opportunities for walking, but you have to be very defensive”

“Patchy access...some sections are awesome but then you get to a barrier or different neighborhood that is challenging”

“Past two years there has been a ton of change! Lot's more people coming which is increasing transportation needs!”

“We need a clear prioritization plan that acknowledges that sometimes it's better to get it done right rather than take low hanging fruit”

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Subcommittee Structure



Metro-Nashville
Public Works
Improving the Quality of Life for Nashvillians and our Visitors

Proposed Subcommittee Topics

Outreach and Education
Policy and Enforcement
Prioritization Methodology
Design Practices
Other Ideas?

Sign-Up Sheet by Topic,
check if you're interested in serving as Chair

Metro Staff will be assigned to each committee to help
facilitate meetings

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Project Update



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Project Purpose

The purpose of the plan is to outline goals, priorities and policies regarding location of the countywide sidewalk and bikeways network and provide a method for prioritizing improvements to ensure a healthy, active, safe and vibrant community.

Project Team



Steering Committee



PROJECT MANAGER:

Jason Radinger

WalknBike Project Manager, Metro
Bicycle & Pedestrian Coordinator

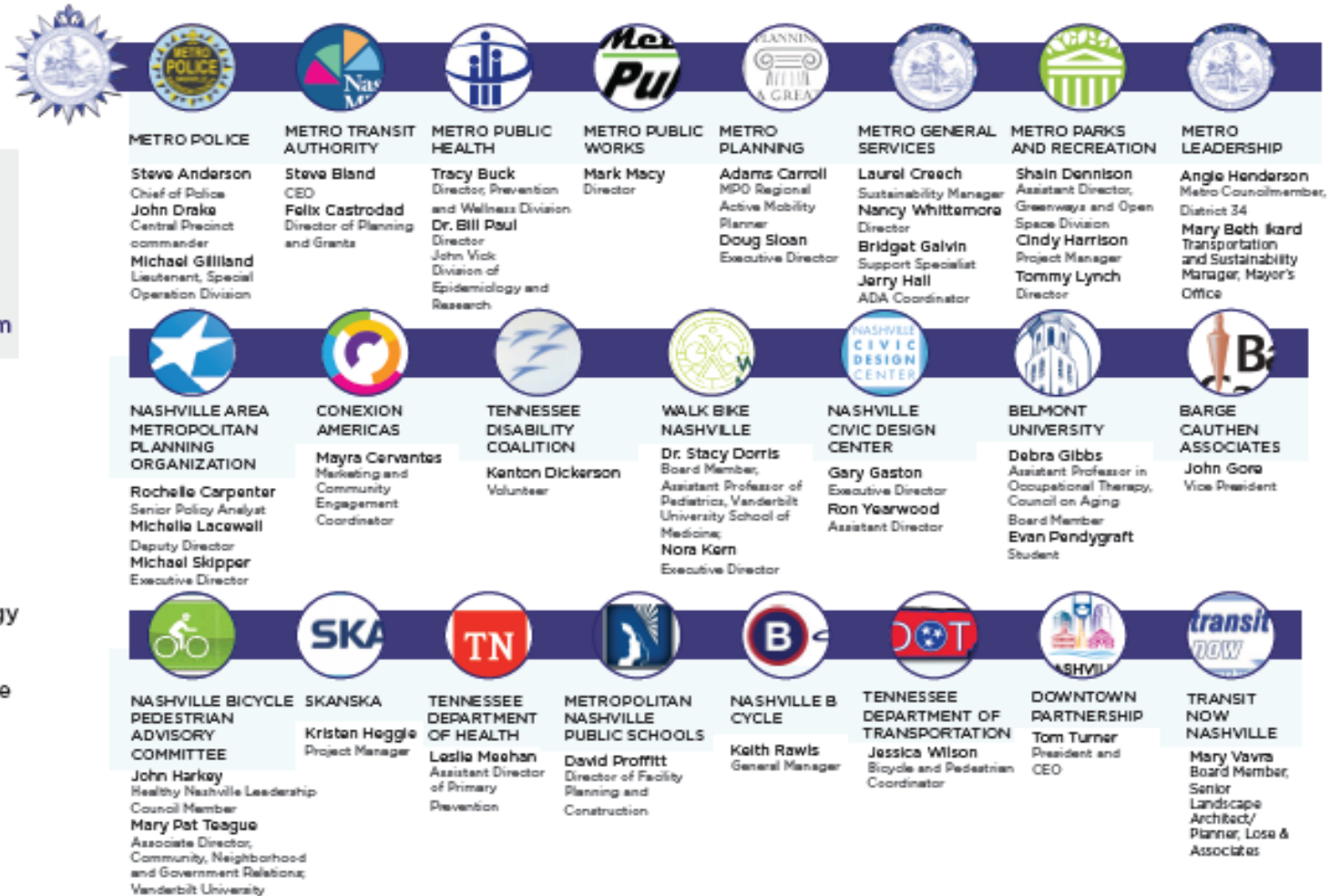
E-MAIL:

Info@nashvillewalknbike.com

The WalknBike's steering committee will be broken into four subcommittees:

1. Outreach and Education
2. Design Practices
3. Policy and Enforcement
4. Prioritization Methodology

These subcommittees will transition into the 6 E's once the plan is complete and implementation starts.

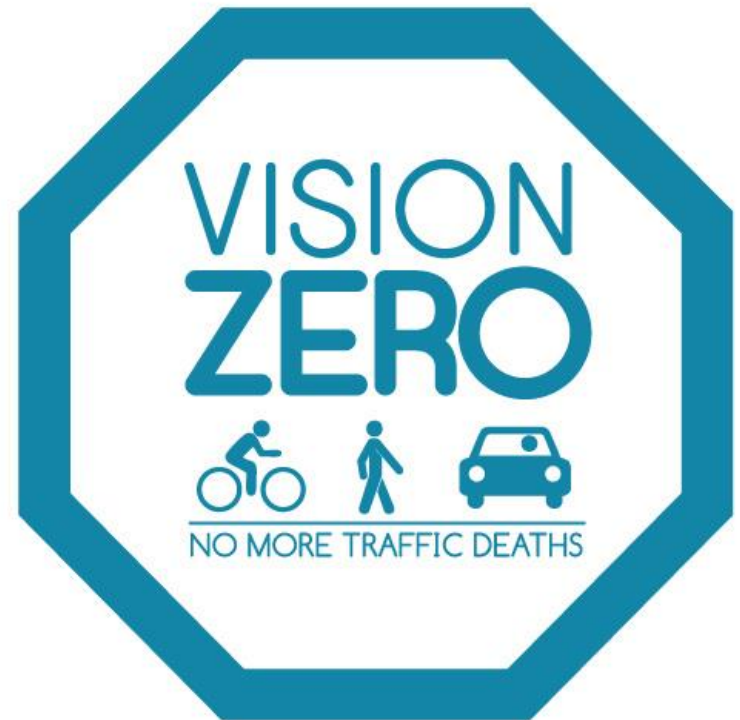


*Some committee members represent multiple stakeholders



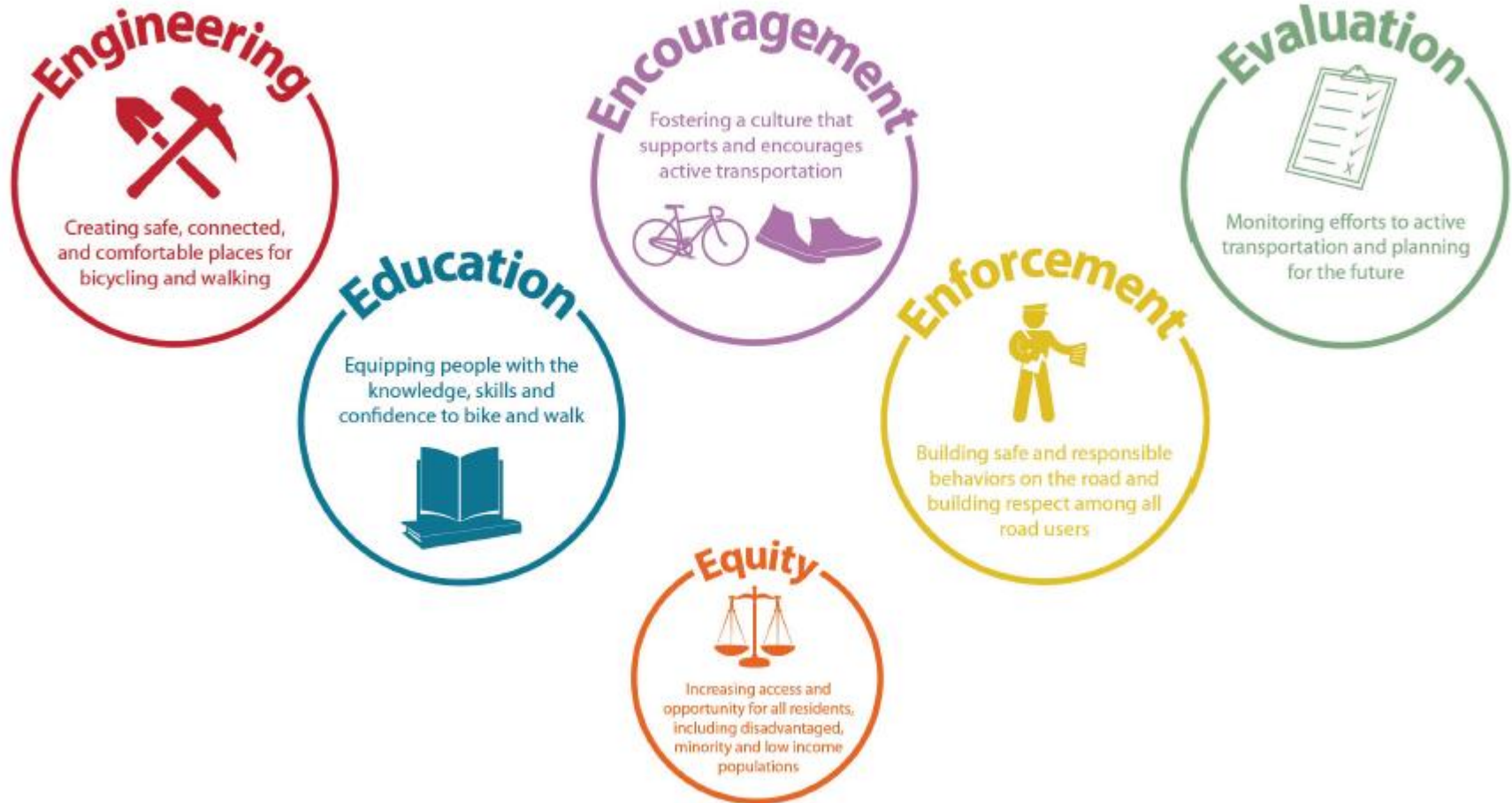
Project Focus

"As Mayor I will continue to engage our bicycle and pedestrian advocates, non-profits like Walk-Bike Nashville, and our Metro departments to ensure we are implementing policies that will enable more people to safely take advantage of all modalities of transit." - Nashville Mayor Megan Barry



4 Key Principles:
Ethics, Responsibility, Safety and
Mechanism for Change

Project Focus



PROJECT SCHEDULE

- GENERAL
- STEERING COMMITTEE
- PUBLIC OUTREACH



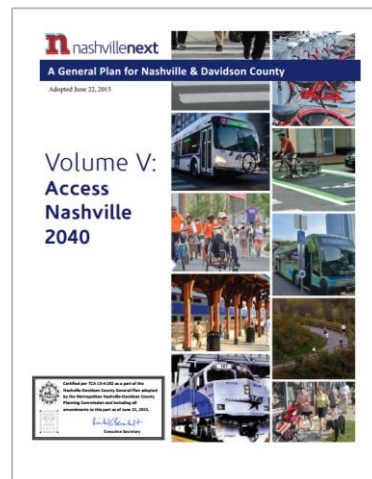
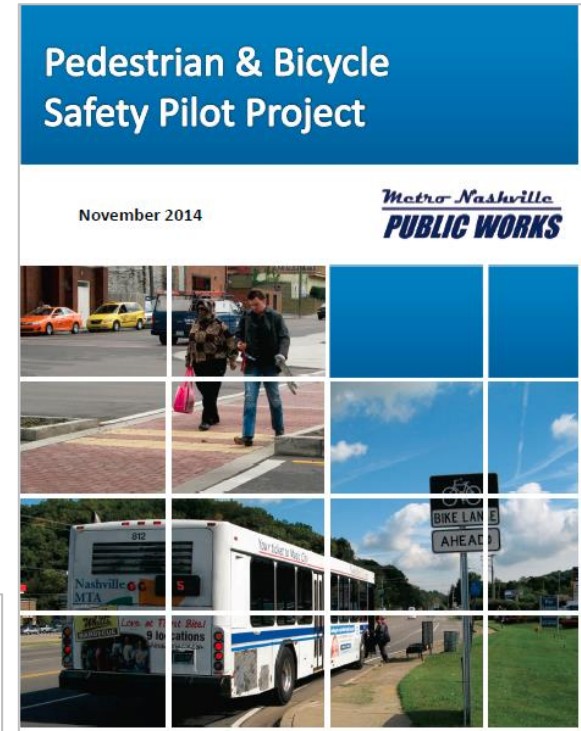
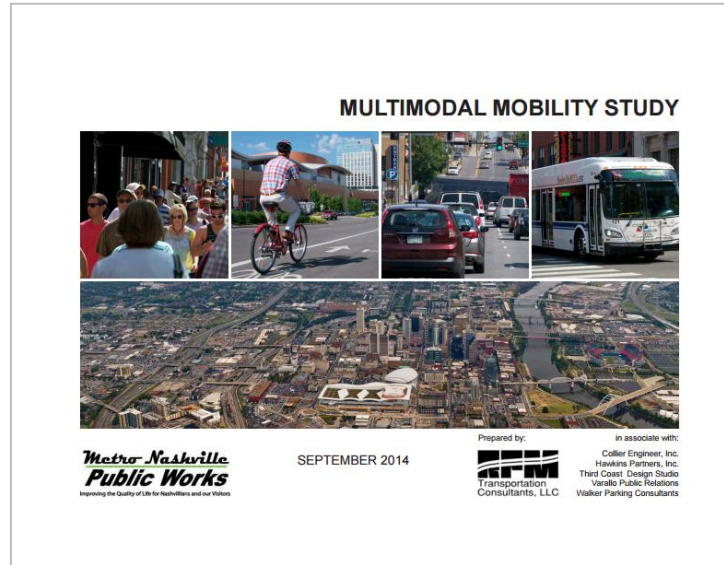
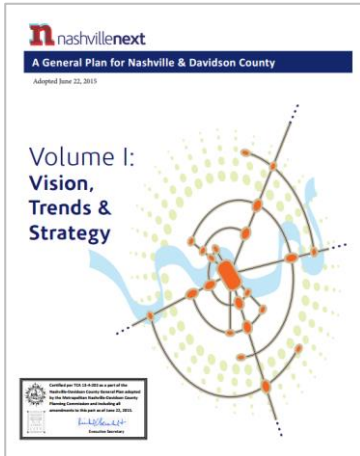


Program History

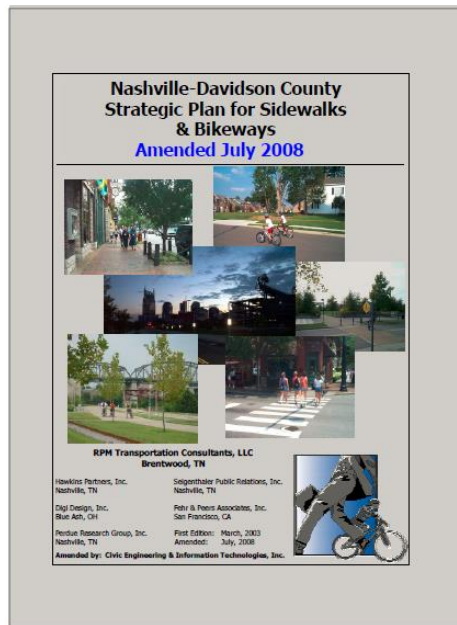


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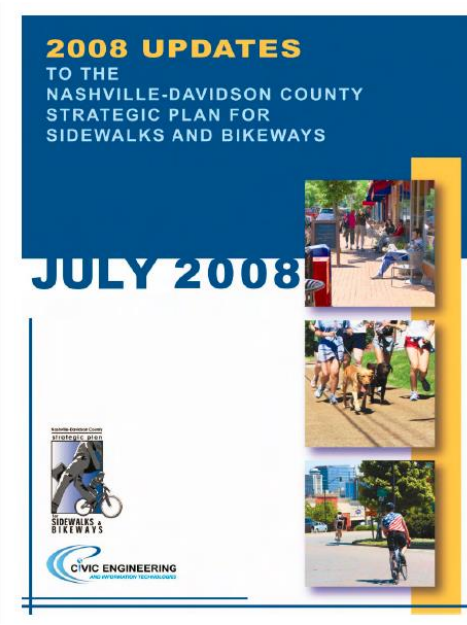
A Sampling of Previous Planning Efforts



Program History



2003



2008



2016

Program Accomplishments

Added since 2013:

Approx. 22 miles of buffered bike lanes

Approx. 2.5 miles of protected/separated bike lanes

Complete/Green Streets

- 28th/31st Connector (with separated protected bike lane)
- 11th Avenue / Gulch Green Street (with separated protected bike lane)
- Demonbreun Green Street
- Korean Veteran's Blvd (w bike lanes)
- Division Street Connector under construction



Korean Veterans Blvd



28th/31st Connector

Nashville b-cycle

Currently 31 stations (41% more stations in January 2016 than in January 2015) and up from original 20 stations in December 2012.



1st Street

Bike Boxes

- Church Street
- Natchez Trace



Church Street



Diagonal crosswalks and pedestrian scramble on Lower Broadway

Complete Streets

- 46th Ave North (w BL and buffered bike lanes)
- **0.20 mile** Separated/protected two-way cycle track at Riverfront Park
- **1.8 mile** protected bike lanes along Davidson Street (using flexible bollards)
- **0.47 ml** protected bike lane on Amalie Dr



11th Avenue Protected Bike Lanes



Davidson Street

Added since 2008:

200 miles of sidewalks

Program Accomplishments



NASHVILLE, TN

TOTAL POPULATION

634,464

TOTAL AREA (sq. miles)

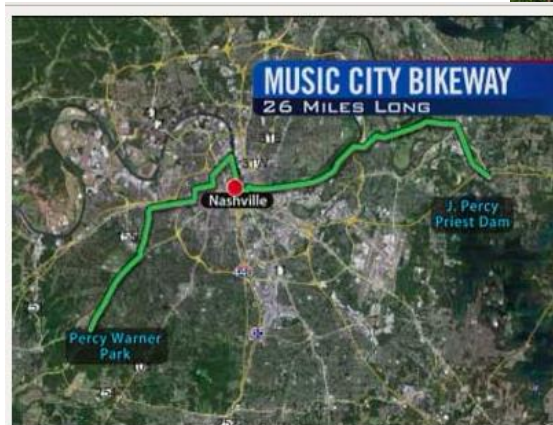
504

POPULATION DENSITY

1,258

OF LOCAL BICYCLE FRIENDLY BUSINESSES

16



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Public Outreach



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Community Outreach Strategy

Outreach Tools

Project Website
Community Survey
Interactive Map
Handlebar and
Sidewalk Surveys
Social Media
Traditional Media

Community Meetings

Kickoff Meeting
Prioritization Meetings
Open House

Community Events

Tour de Nash
Open Streets Nashville

Stay Involved!

www.nashvillewalknbike.com



[Home](#)

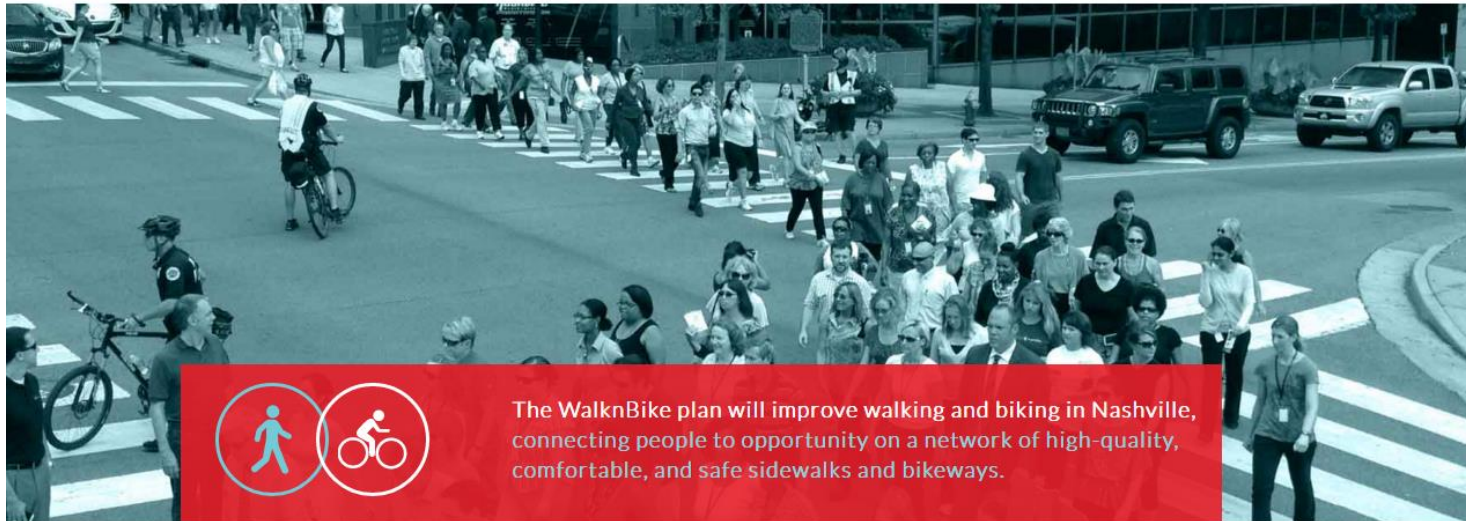
[Get Involved](#)

[Materials](#)

[News](#)

[Contact Us](#)

NASHVILLE-DAVIDSON COUNTY STRATEGIC PLAN FOR SIDEWALKS & BIKEWAYS



The WalknBike plan will improve walking and biking in Nashville, connecting people to opportunity on a network of high-quality, comfortable, and safe sidewalks and bikeways.

Please join us for our
PUBLIC KICKOFF MEETING

Friday
April 15th,
12pm-1:30pm

Nashville Public Library
615 Church St, Nashville, TN 37219

Home

“ Planning for, building, and maintaining great sidewalks and bikeways are imperative for a healthy, active, safe and vibrant community. I encourage citizens to participate in this process and to work with us to ensure Nashville's sidewalks and bikeways are safe, useable and welcoming to people of all abilities.”

– Mayor Barry



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Take the Survey!

www.nashvillewalknbike.com

1,535
Surveys
Complete
to Date

500 Email
Contacts



WalkNBike - 2016 Strategic Plan for Sidewalks and Bikeways Update

Walking in Nashville

PLEASE TELL US ABOUT WALKING IN NASHVILLE AND DAVIDSON COUNTY

1. What is your opinion of the following statement: "In Nashville, walking is a safe, convenient, and practical way to get from one place to another"

- ☐ Agree
- ☐ Disagree
- ☐ No Opinion

2. What prevents you from walking more often? Please choose up to five.

- ☐ Insufficient lighting
- ☐ Roads and sidewalks do not feel safe
- ☐ Not enough time/destinations are too far
- ☐ Disability/other health impairment



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Draw on the Map!

www.nashvillewalknbike.com



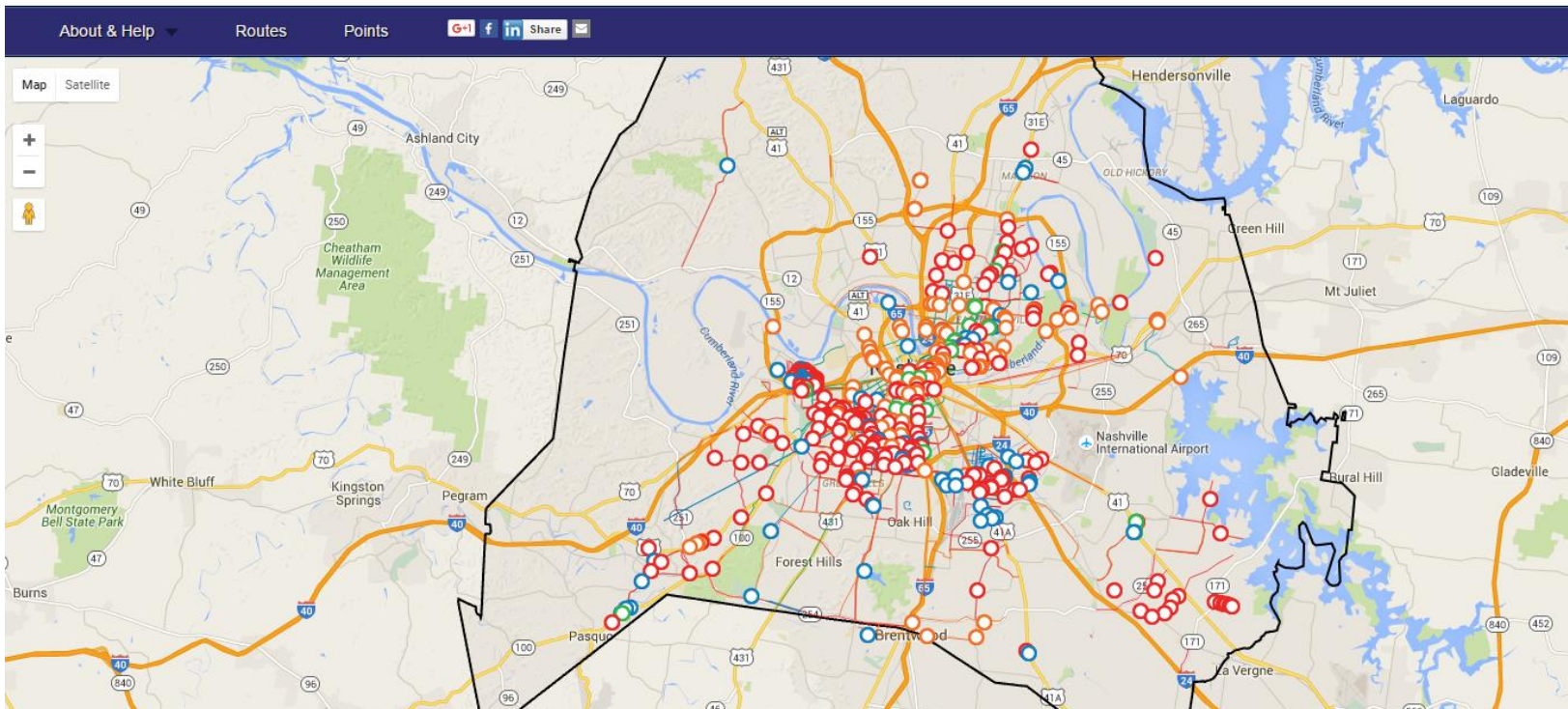
NASHVILLE-DAVIDSON COUNTY
STRATEGIC PLAN FOR SIDEWALKS AND BIKEWAYS
Please use the map below to DRAW ROUTES
and PLACE POINTS to share your thoughts
about walking and biking in Nashville-Davidson County.

ROUTES

- Route I like and currently use as a pedestrian
- Route I like and currently use as a bicyclist
- Route that could be improved for pedestrians
- Route that could be improved for bicyclists

POINTS

- Destination
- Bicycle parking need
- Barrier to walking
(ex: no sidewalk or sidewalk gap)
- Barrier to bicycling
(ex: bike lane ends or needs maintenance)



Request a “WalknBike Talk”!

Help us identify groups to talk to and events to attend!
Contact us at Info@nashvillewalknbike.com



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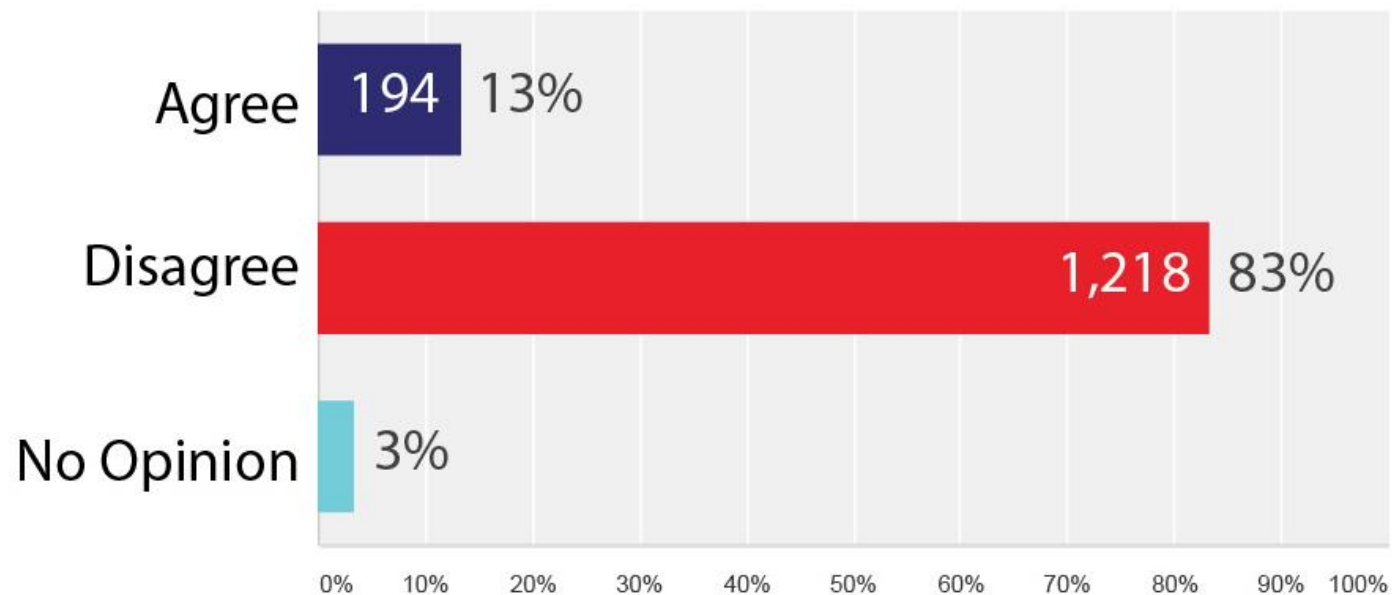


What We've Heard So Far

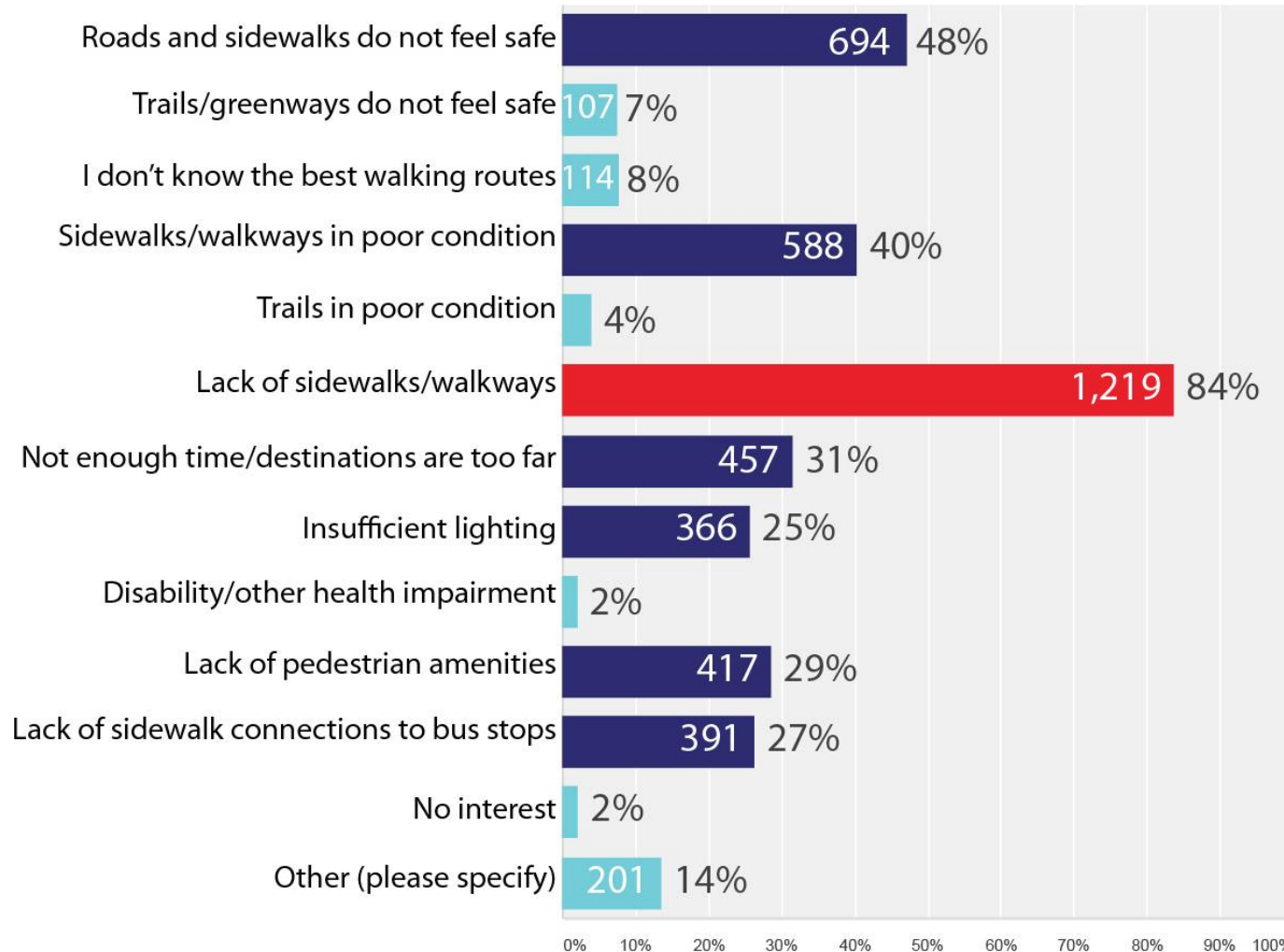


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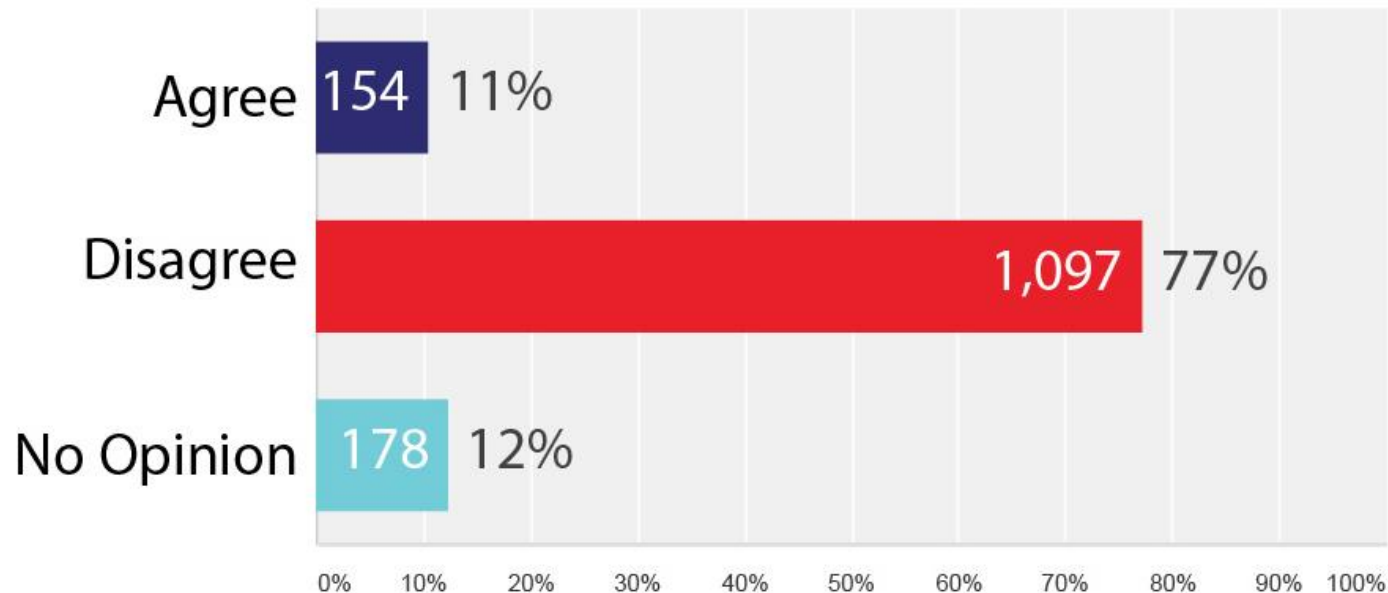
“In Nashville, walking is a safe, convenient, and practical way to get from one place to another”



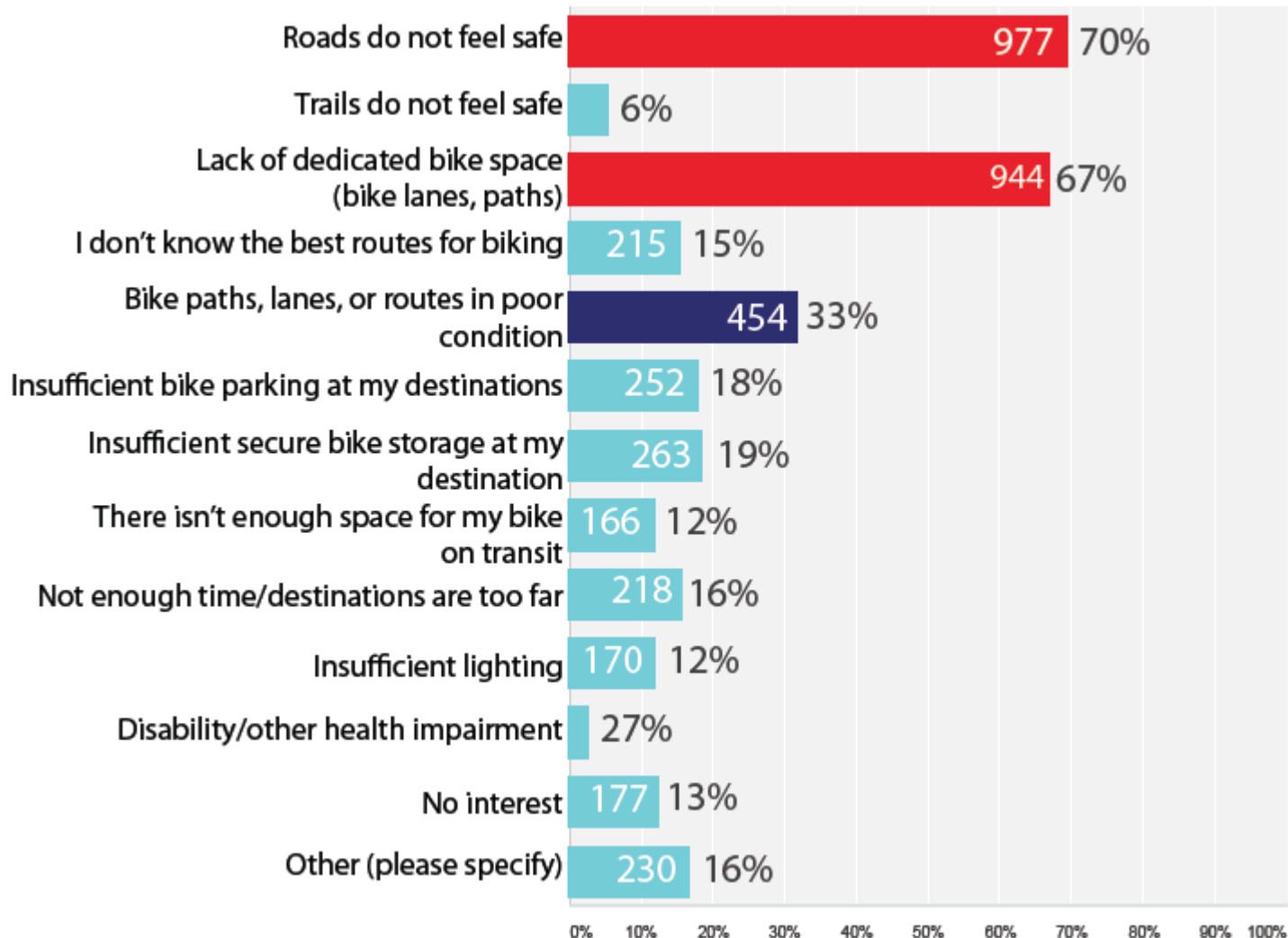
What prevents you from walking more often?



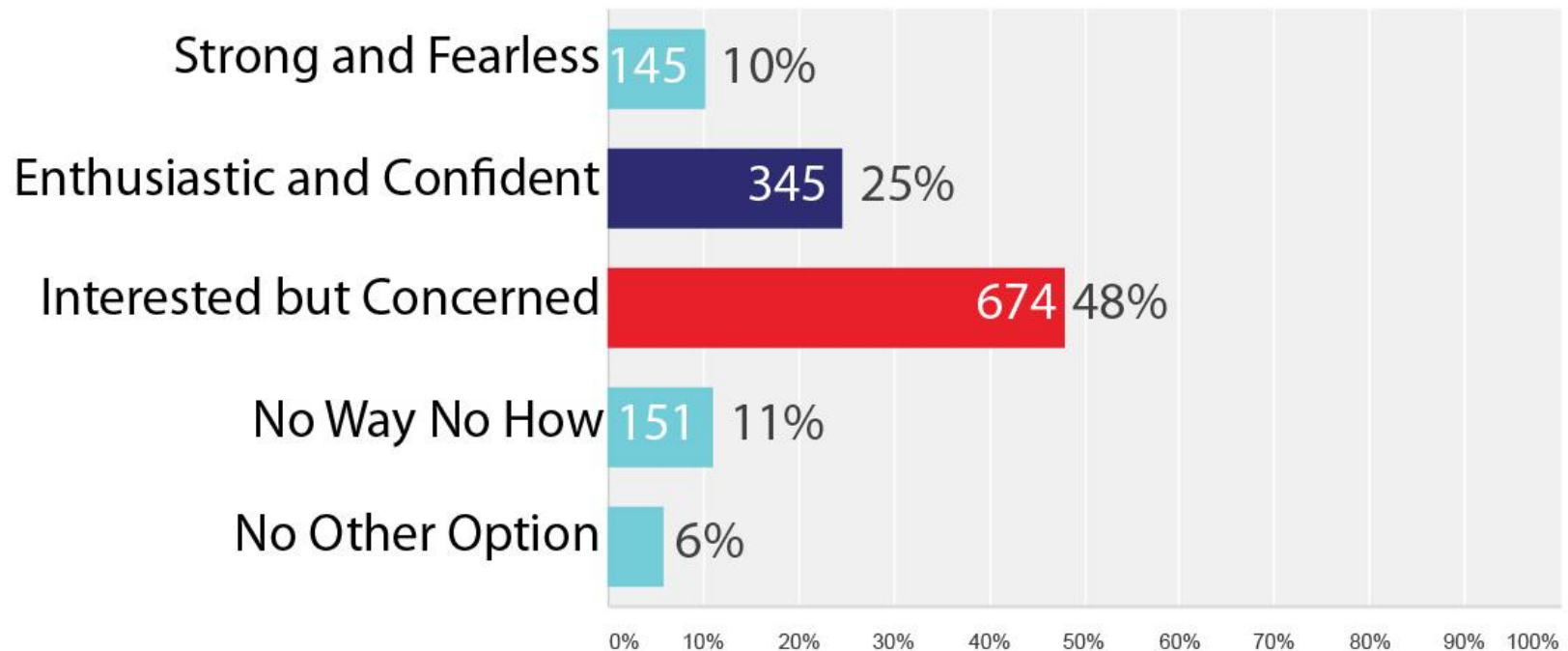
“In Nashville, biking is a safe, convenient, and practical way to get from one place to another”



What prevents you from biking more often?



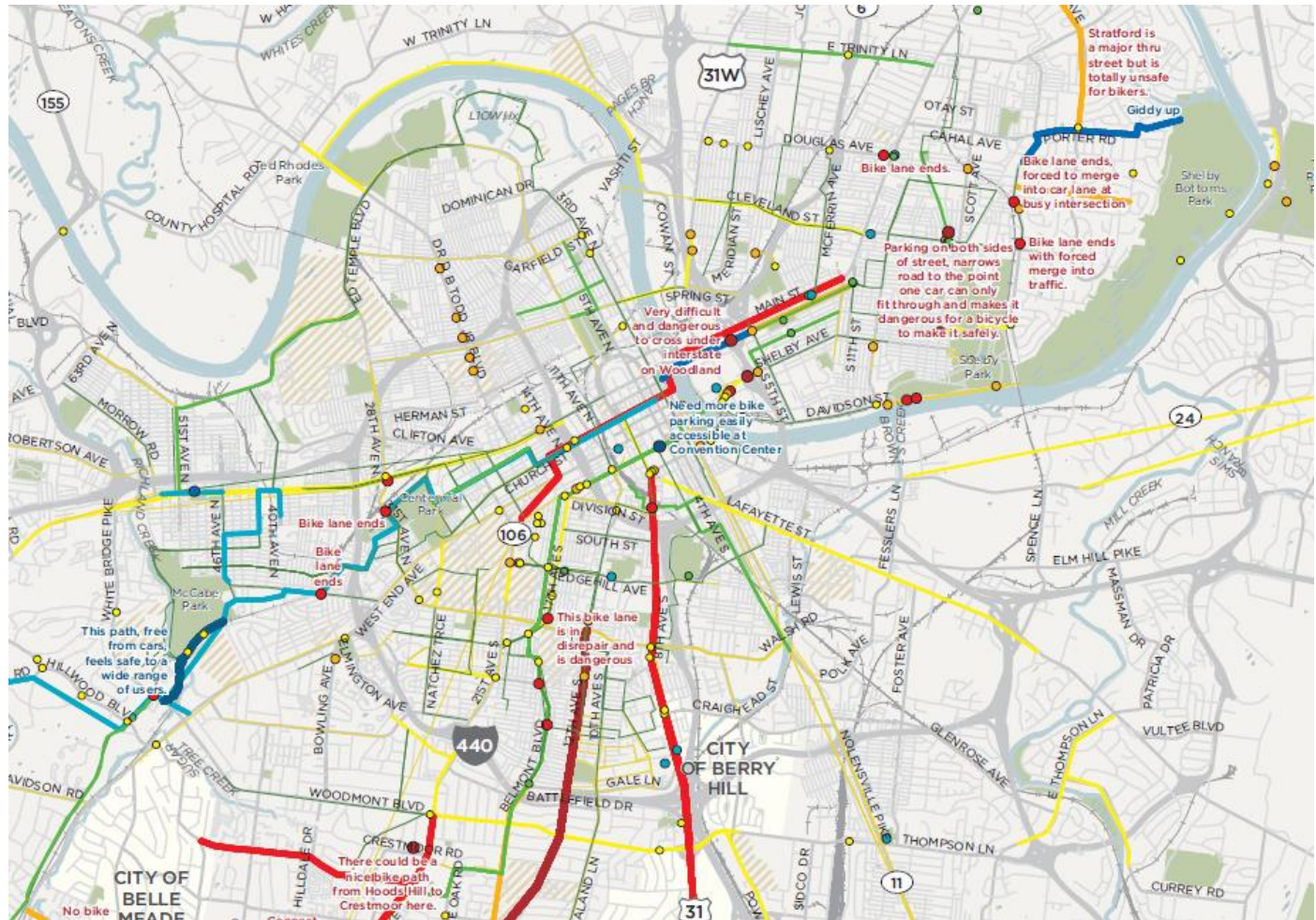
What type of bicyclist do you consider yourself when riding alone?



Interactive Map Comments To-Date

702
Points

1,231
Routes/
Lines



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Public Kickoff Meeting Input Stations



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Station #1: Sign-In and Address Map

ADDRESS MAP NASHVILLE-DAVIDSON COUNTY STRATEGIC PLAN FOR SIDEWALKS AND BIKEWAYS

DESTINATIONS + BOUNDARIES

- College or University
- Park
- Stream or River
- Water Body
- Ward
- Subdiv City Boundary
- Study Area



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0 1 2 3 MILES



Data provided by the Metropolitan Government of Nashville and Davidson County and the US Census Bureau. Map produced April 2016.

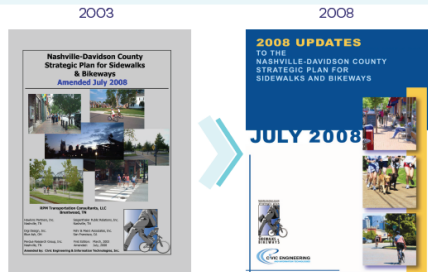
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Station #2: Project Overview, Previous Planning Efforts, & Program Accomplishments

METRO SIDEWALK AND BIKEWAY HISTORY



The 2008 strategic plan for sidewalks and bikeways updated the original 2003 plan and established the following key objectives (among others):

- To provide safe, comfortable, continuous, direct, and convenient pedestrian facilities for users with all levels of physical ability.
- To reduce the number of injuries and death resulting from crashes between motorists, bicyclists, and pedestrians.
- To ensure that all new streets are safe and comfortable for pedestrians, bicyclists, and motorists.
- To increase the percentage of trips undertaken in Nashville & Davidson County on foot and by bicycle.
- To establish a methodology for prioritizing sidewalk projects on existing streets.



E-MAIL: info@nashvillewalknbike.com

@NashWalknBike

ACCOMPLISHMENTS



PROJECT OVERVIEW

"Planning for, building, and maintaining great sidewalks and bikeways are imperative for a healthy, active, safe and vibrant community. I encourage citizens to participate in this process and to work with us to ensure Nashville's sidewalks and bikeways are safe, useable and welcoming to people of all abilities."
- Mayor Barry

THE E'S OF PLANNING



There are often thought to be 5 essential E's to bicycle and pedestrian planning. They are: Engineering, Education, Encouragement, Enforcement, and Evaluation. Currently, a 6th E, equity, is starting to gain recognition as another essential component of planning processes.

A SAMPLING OF RECENT AND ONGOING PLANNING INITIATIVES



2014

MULTIMODAL MOBILITY STUDY

"We need all forms of transportation. As soon as we stop treating the various modes of transportation as special interest groups, the sooner everyone will enjoy getting around Downtown Nashville."

Survey Respondent

ADDITIONAL STUDIES AND EFFORTS TO BE CONSIDERED INCLUDE:

- Nashville Naturally: Creating, Enhancing and Preserving the Places that Matter
- Nashville Riverfront Master Plan
- Long Range Transportation Plan
- Northeast Corridor Study
- Envisioning Nashville 2035

2014

Pedestrian & Bicycle Safety Pilot Project

November 2014

"Finding: There are a number of factors beyond engineering solutions that need to be explored and/or addressed (i.e. education, awareness, enforcement, and planning) that could greatly improve safety conditions for non-motorized modes within Metro Nashville."

"Recommendation: Work with the Metropolitan Planning Department to establish best practices in urban form standards which support

2015

Access Nashville 2040

Volume V: Access

"Nashvillians have consistently asked for more and better walking trails. Sidewalks and walkability are common requests to Councilmembers when reviewing the capital improvements budget and during Community Plan

"Throughout the NashvilleNext process, residents ranked walkable neighborhoods and improved mass transit as top priorities for Nashville's future."

"The WalknBike Plan will build upon recent planning initiatives that articulated public need for a more walkable and bikeable Davidson County. In addition, the WalknBike Plan will be coordinated with nMotion and the Parks and Recreation Plan. nMotion focuses on public transportation and the Parks and Recreation Plan includes a focus on off-road greenways."



"Something needs to be done to ensure the safety of pedestrians walking to and from places like bus stops."

Survey Respondent

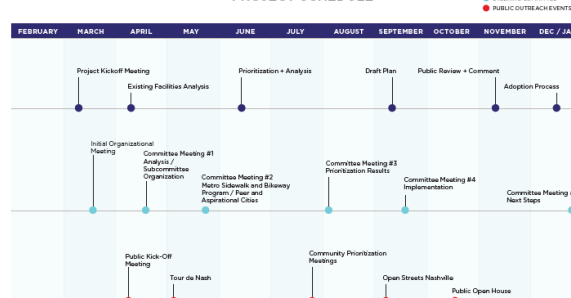
"Improving pedestrian infrastructure around stops should be priority one."

Survey Respondent



facebook.com/NashvilleWalknBike NASHVILLEWALKNBKE.COM

PROJECT SCHEDULE



The above scheduled public outreach events will be supplemented with frequent website project updates, local outreach meetings, social media, and stakeholder outreach throughout the duration of the project. Public outreach will be conducted with community meetings and other events when available. See below for how to participate!



E-MAIL: info@nashvillewalknbike.com

@NashWalknBike

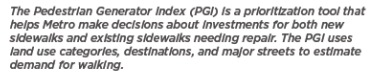
facebook.com/NashvilleWalknBike

NASHVILLEWALKNBKE.COM

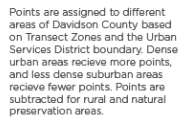


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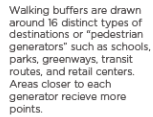
THE CURRENT PGI & PRIORITIZATION DESCRIBED



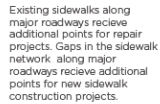
1 Land Use Intensity and Mix of Uses



2 Destinations



③ Major Streets



The factors that go into the three main PGI categories at left (land use, destinations, and major streets) are organized below according to their score (or "weight") that is used in the PGI analysis. **Higher numbers mean a potentially stronger indicator of pedestrian demand.**

The Sidewalk Matrix





The Sidewalk Matrix provides prioritization logic for Sidewalk Projects.

Pedestrian Generator Index (PGI)

Current Sidewalk Condition
(worse=higher priority)
+

SHARE YOUR THOUGHTS ON HOW PROJECTS ARE PRIORITIZED...

[illegible]

	TRANSPORTATION				OTHER IDEAS FOR NEW CRITERIA (WRITE-IN)
	 LOCAL ROUTE 1 Transit Route	 LOCAL ROUTE 2 Streetcar Arroyo Street	 LOCAL ROUTE 11 Streetcar Arroyo Street	 LOCAL ROUTE 22 Collector Street	
VERY IMPORTANT					
SOMEWHAT IMPORTANT					
NOT IMPORTANT					



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Station #3: Visual Preference Survey

BICYCLE FACILITY TYPES



POSSIBLE PEDESTRIAN AMENITIES FOR NASHVILLE



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Station #4: Public Statements

WALKING IN NASHVILLE IS ...

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WALKING IN NASHVILLE SHOULD BE ...

walk**n**bike

BIKING IN NASHVILLE IS ...

walk**n**bike

BIKING IN NASHVILLE SHOULD BE ...

walk**n**bike

I WOULD BIKE MORE IF ...

walk**n**bike

I WOULD WALK MORE IF...

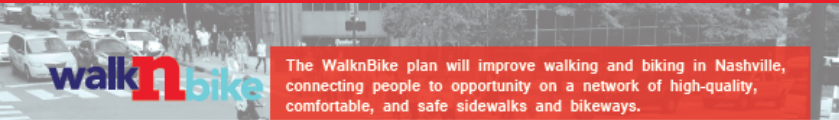
walk**n**bike

PROJECTS SHOULD BE PRIORITIZED BY...

walk**n**bike



Station #6: User Survey & Comment Forms



1. What is your opinion of the following statement:
"In Nashville, walking is a safe, convenient, and practical way to get from one place to another"

- ☐ Agree
☐ Disagree
☐ No Opinion

2. What prevents you from walking more often? Please choose up to five.

- ☐ Roads and sidewalks do not feel safe
☐ Trails/greenways do not feel safe
☐ Not enough time/destinations are too far
☐ Lack of sidewalks/walkways
☐ I don't know the best walking routes
☐ Sidewalks/walkways in poor condition (not accessible)
☐ Trails in poor condition
☐ Lack of sidewalk connections to bus stops
☐ Insufficient lighting
☐ Lack of pedestrian amenities (ex: benches, shade, lighting)
☐ No interest
☐ Disability/other health impairment
☐ Other (please specify) _____

3. What is your opinion of the following statement:
"In Nashville, biking is a safe, convenient, and practical way to get from one place to another"

- ☐ Agree
☐ Disagree
☐ No Opinion

4. What prevents you from biking more often? Please choose up to five.

- ☐ Trails do not feel safe
☐ Insufficient Lighting
☐ Disability/other health impairment
☐ Bike paths, lanes, or routes in poor condition
☐ There isn't enough space for my bike on transit
☐ I don't know the best routes for biking
☐ Insufficient secure bike storage at my destination
☐ No interest
☐ Lack of dedicated bicycle space (bike lanes, paths)
☐ Roads do not feel safe
☐ Not enough time/destinations are too far
☐ Insufficient bike parking at my destinations
☐ Other (please specify) _____

5. What type of bicyclist do you consider yourself when riding alone?

- ☐ Strong and Fearless: I feel very comfortable biking on all types of facilities, including streets without a bike lane
☐ Enthusiastic and Confident: I feel comfortable biking on streets alongside cars as long as there is a designated bike facility. I feel comfortable biking on trails.
☐ Interested but Concerned: I am not comfortable riding alongside cars even with a bike lane. I'd like to travel by bike more if I felt more comfortable on the roads. I feel most comfortable biking on trails.
☐ No Way No How: I am not interested in bicycling or cannot bike.
☐ No Other Option: I don't feel comfortable riding on roads with cars, but I don't have any other option. I'd prefer to drive if I could.

6. What is your zipcode? _____

7. What age group are you in?

- ☐ Under 18
☐ 18-24
☐ 25-34
☐ 35-44
☐ 45-54
☐ 55-64
☐ 65 and over

8. With which gender do you identify?

- ☐ Male
☐ Female
☐ Decline to State

9. What is your ethnic background?

- ☐ American Indian
☐ Asian
☐ Black/African American
☐ Hispanic/Latino
☐ White
☐ Other (please specify) _____

10. If you would like to receive project update and event notifications, please provide your e-mail address here. _____

THANK YOU FOR YOUR TIME!

WWW.NASHVILLEWALKNBIKE.COM



Share your thoughts:

Name: _____

Zip Code: _____

Email Address: _____

To learn more about the 2016 WalknBike Plan Update and to stay involved, go to:

PROJECT WEBSITE:
NASHVILLEWALKNBIKE.COM

@NashWalknBike facebook.com/NashvilleWalknBike



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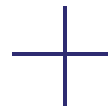
Overview of Current Prioritization Methodology



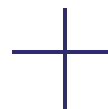
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The Current Sidewalk Matrix

Pedestrian Generator Index (PGI)



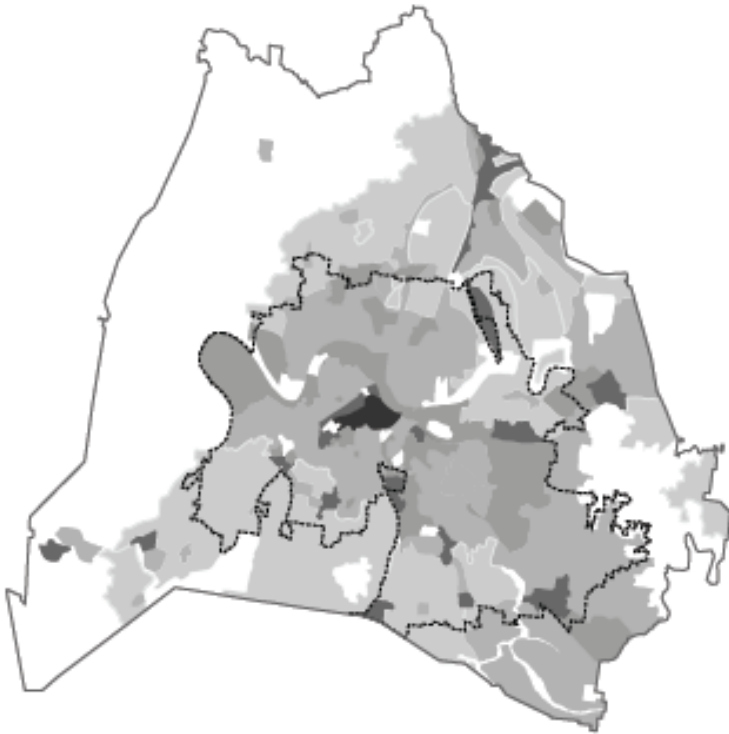
Current Sidewalk Condition
(worse=higher priority)



Coordination
(parks, greenway)

How are PGI Scores Calculated?

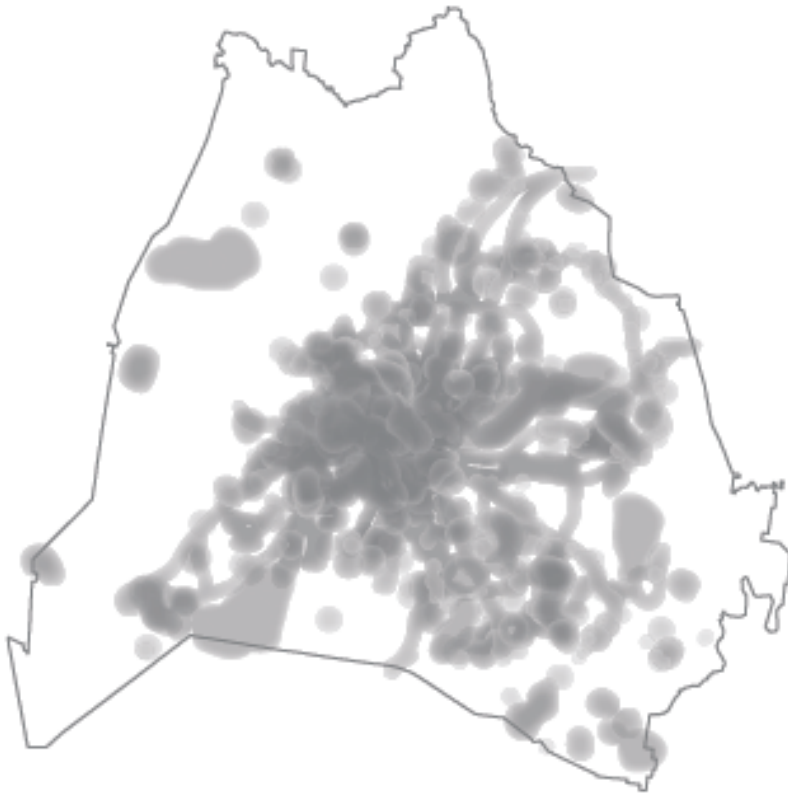
1 Land Use Intensity and Mix of Uses



Points are assigned to different areas of Davidson County based on Transect Zones and the Urban Services District boundary. Dense urban areas receive more points, and less dense suburban areas receive fewer points. Points are subtracted for rural and natural preservation areas.

How are PGI Scores Calculated?

2 Destinations



Walking buffers are drawn around 16 distinct types of destinations or “pedestrian generators” such as schools, parks, greenways, transit routes, and retail centers. Areas closer to each generator receive more points.

How are PGI Scores Calculated?

3 Major Streets



Existing sidewalks along major roadways receive additional points for repair projects. Gaps in the sidewalk network along major roadways receive additional points for new sidewalk construction projects.

Existing Prioritization Factors

DESTINATIONS



Located near a
Park or
Greenway



Located near
Public or
Section 8
Housing



Located near a
Library or
Civic
Building



Located near a
Community
Center



Located near
Senior Housing
or an Assisted
Living Facility



Located near a
Hospital

SCHOOLS



Located near a
Public
Elementary or
Middle School



Located near a
Private
Elementary or
Middle School



Located near a
Public
High School



Located near a
Private
High School



Located near a
College or
University

Existing Prioritization Factors

LAND USE



Located In an
Natural
Transect Zone
(T1)



Located In a
Rural Transect
Zone (T2)



Located In an
Suburban
Transect
Zone (T3)



Located In an
Urban
Transect Zone
(T4)



Located In a
Downtown or
Center Transect
Zone (T5 or T6)



Located near a
Neighborhood
or Commercial
Center



Located Inside the
Urban
Services
District



Located In an
Industrial
or Medical
District

TRANSPORTATION



Located near a
Transit
Route



Located along a
Rural
Arterial
Street



Located along an
Urban
Arterial
Street



Located along a
Collector
Street

Sidewalk Matrix Example

The Sidewalk Matrix Example

<i>Project Candidate</i>	<i>PGI</i>	<i>Condition</i>	<i>Coordinating Project</i>
A	35	Fair	No
B	32	Poor	No
C	31	Poor	Yes
D	30	Good	No

Project C was selected first because it met more objectives.

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Public Comments



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Next Steps



Metro-Nashville
Public Works
Improving the Quality of Life for Nashvillians and our Visitors

Next Steps

- **Future Committee Meetings**
 - Early June, (Doodle poll)
 - Existing conditions report and Peer City discussion
 - Subcommittee work
 - Prep for Prioritization Methodology workshops
 - Early August meeting (Doodle poll)
- **Public Engagement**
 - May 21st, Tour de Nash tabling
 - Local community outreach TBD
 - Next round of surveys in May and June (Prioritization methodology)
 - Phase 1 Prioritization Methodology workshops across Metro area – May/June

Contact Us!

PROJECT MANAGER:

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