

# Moving Music City Plan

1 Year Report Card Summer 2018



## About the Moving Music City Report Card

The Moving Music City Plan was released by the Mayor's office in the summer of 2017. It was Nashville's three year Transportation Action Agenda, and provided the urgency, blueprints, and concrete goals needed to address Nashville's growing transportation challenges.

This reportcard is a one year check-in on those goals. Walk Bike Nashville carefully reviewed each chapter and goal to assess whether it was on track, ahead of or behind schedule.

This review is intended to celebrate progress and help ensure our city stays on track in addressing priority transportation issues.

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## Summary of Goals



### Getting It Done

Nashville will reorient Metro departments around delivering better transportation in Nashville today, and over the long term.



#### Public Transit

Nashville will become a world class transit city by increasing transit frequency, replacing buses, make its transit system easier to use and develop rapid transit options.



#### Streets for People

Nashville will create a safer and more attractive walking and biking environment by creating a connected bikeway network, building sidewalks along transit routes, and remove walking barriers.



#### Vision Zero

Nashville will continually reduce fatal crashes and improve public safety by quickly implementing projects at high-crash locations, building more sidewalks, and generally launching a coordinated Vision Zero initiative.



#### Connected Transportation

To reduce traffic delay, simplify parking and make transit easier to use Nashville will upgrade signals, develop a travel demand management program, expand car-sharing, improve parking and add real-time transit kiosks.

# Key Wins



## Public Transit

WeGo Transit successfully implemented free transfers and expanded bus service in North Nashville, with the extension of the Music City Circuit along Jefferson St, and improved service on routes #22 Bordeaux and #19 Herman.



## Streets for People

Buffered and protected bike lane mileage has nearly doubled to 31.9 miles, with new facilities on Music Row, 10th Ave S, and 51st; and lanes in North Nashville and on 12th South and near Charlotte Ave are in design.



## Getting It Done

HubNashville has transformed how community members communicate with the city, and the Sidewalks and Bikeways trackers add to transparency.



## Vision Zero

New sidewalk regulations have been successful, resulting in many feet of new sidewalks constructed and raising almost \$3 Million in in-lieu fees in the first year.





## Connected Transportation


Nashville Connector, a new travel demand management program has launched to help employers reduce car trips.





 <b>Public Transit</b> WeGo Transit / Public Works / TDOT		
Subgoal	Status	Progress
<b>Better bus service</b> WeGo will review its overall route network, buy new buses and increase frequency on it's busiest routes	4 of 7 goals on track, future uncertain	Planned service expansions took place in 2017 and network redesign is in its planning phase. However, overall service and frequency improvements lag behind and future expansion is dependent on funding.
<b>Upgrade the Bus Fleet</b> WeGo will replace the city's aging diesel fleet with new, fuel-efficient hybrid-electric buses.	4 of 5 on track, future uncertain	Current average bus life is 8.9 years, but 31 replacement buses were purchased in 2017 moving city towards goal of 6 year bus-life. In addition new programs to improve safety and reliability have launched. Future bus purchases will depend on funding.
<b>Make walking to Transit Safe and Attractive</b> WeGo & Metro will develop walkability guidelines and templates for bus stops, pilot projects to improve transit access, and implement Envision Nolensville.	Behind schedule	WeGo is developing guidelines for pedestrian access to bus-stops, but only one pilot project for improved crossings near transit has been constructed and Envision Nolensville is funded but very delayed and not yet implemented.
<b>Make transit both visible and legible</b> Eliminate transfers, introduce mobile and electronic payment, rebrand WeGo/RTA, upgrade signage and review advertising strategy.	1 goal complete, 6 in progress: on-track	Transfer fees have been eliminated, 100 bus shelters have been built. The new payment system and stop-identification signs are in progress and will be launched next year. Advertising strategy was reviewed with rebranding of MTA as WeGo Transit.
<b>Give transit priority</b> Identify priority bus lanes, install queue jump lanes, and implement transit signal priority.	1 of 3 goals in progress: behind schedule	Murfreesboro Signal priority in construction and will be complete in 2019. Funding has been received for 1 more transit signal priority corridor, but no new progress on queue-jump or transit priority streets.
<b>Start work on High Capacity Corridors</b> Begin conceptual designs for light rail corridors, acquire ROW for Northwest Corridor, and implement TOD project at Donelson Station.	1 of 3 goals in progress: future uncertain	Conceptual design work for new light rail/rapid corridors done pre-referendum and TOD development at Donelson underway, but future in doubt for additional rail without new funding.

 <b>Streets for People</b> Metro Public Works (MPW) / Metro Planning		
Subgoal	Status	Progress
<b>Quickly implement projects that encourage walking &amp; biking</b> Double bike lanes, annual pipeline for bike/ped projects, tactical urbanism, quick build projects	3 of 5 done: Slightly behind	Buffered and protected bike lane mileage has nearly doubled to 31.9 miles, in alignment with WalkNBike. A tactical urbanism permit is in still under review and a neighborhood guide has not been developed. Quick build projects are still rare.
<b>Create a low-stress bikeway network</b> Double bike lanes, adopt WalkNBike	2 of 3: On track	Buffered and protected bike lane mileage has nearly doubled to 31.9 miles. A number of the 2017-2018 bike lanes involve reduction of travel lanes.
<b>Safe walking to transit</b> Implement sidewalks and crosswalks on transit routes	Behind schedule	While several sidewalks have been built on transit corridors and the Nolensville Welshwood crosswalk was installed, many critical corridors still need improvements. Pedestrian fatalities rose in 2017.
<b>Remove barriers to walking</b> Conduct audit physical barriers to walking, use data to prioritize projects, keep right of way open, plant trees	Behind or not yet started on all goals	No physical audits have been conducted on priority locations, no Vision Zero program has launched, construction still regularly blocks ROW, no new capacity for street trees management.

 <b>Getting It Done</b> MPW / Planning / Mayor's Office		
Subgoal	Status	Progress
<b>Rally Around a Common Vision</b> Establish a Division of Transportation within Metro Public Works and provide increased staff capacity. Develop project delivery unit within Metro. Increase speed of project delivery. Develop bus-stop template that includes walkability. Develop temporary project permit.	4 of 5: On track	The Transportation Division Working Group is collaborating well. Sidewalk contract is being reviewed before renewal in 2018. Bus stop shelter templates are in place, but do not include walkability guidelines.
<b>Improve Community And Customer Relations</b> Hire communications director, create dedicated outreach team, launch HubNashville	1 of 3: Slightly behind	Have yet to hire communications director for division of transportation, but hubNashville has launched and been very effective
<b>Growth Doesn't Equal Gridlock</b> Compare zoning policies and overlays to master plans; develop TOD guidelines for new transit corridors and file with Planning Commission	1 of 4: Behind	First TOD in Donelson is did not pass council; progress on other corridors was delayed pending final outcome of Donelson TOD.
<b>Deliver Outstanding Roadways</b> Coordinate closures and road use permits, increase paving, increase maintenance.	3 of 3: On track	Metro's Good Lane mileage has increased to 70%. Several new technologies have been introduced to minimize disruptions during repaving and construction
<b>Dedicated Funding For Transit</b> Pass a referendum to establish source of dedicated funding for transit.	Failed.	Referendum failed.



## Vision Zero

MPW / Planning / TDOT / Mayor's Office

Subgoal	Status	Progress
<b>Build with urgency</b> Install quick-build projects, have a new round of projects each year, work to address top-20 crash locations	0 of 5 goals: Behind schedule	Only 2-3 quick-build projects (mostly through Traffic Calming program) have been built across the city. Metro doesn't have plans for increasing number of quick-build projects, but they have been awarded a grant to address most dangerous pedestrian intersections.
<b>Expand our safe intersection program</b> Adopt four-leg, high-viz crosswalk as default and implement new signal timing strategies.	Progress on 2 of 2 goals: On track	High-vis crosswalks are now standard at MPW, LPIs continue to be installed upon request, and Metro received a grant to address signals at most dangerous intersections for pedestrians
<b>Construct more sidewalks</b> Adopt new sidewalk prioritization criteria, streamline development sidewalk construction process, advise BZA and launch partnership with MNPS	5 of 5 underway: Ahead of schedule!	Metro adopted the WalkNBike plan, hired a contractor to streamline property appraisal, evaluated sidewalk in-lieu fees and allowed for credit-card payment, and completed at least 10 sidewalk projects on school properties
<b>Create safer neighborhoods</b> Create safer neighborhoods for walking by piloting Walking Districts, conducting safety education, and adding capacity to implement traffic-calming projects.	4 of 6 underway: slightly behind	Walking Districts pilot was implemented, MPW has recommended changing speed limits citywide to 25 for all residential streets. Implementation of citywide speed limit on hold to correspond with enforcement and will need Traffic & Parking Commission approval. Quickbuild sidewalks and bike lanes have not progressed. Pedestrian Safety PR campaign continues.
<b>Coordinate with Law Enforcement</b> Create vision zero webpage and crash tracking map; replicate South Precinct's High Visibility Enforcement Plan.	1 of 3 started: Behind schedule	Crash tracking is available and but Vision Zero plan and website have not been developed. MNPD has not expanded high-visibility enforcement plan.
<b>Explore Legislation &amp; Regulatory Changes</b> Review city-wide speed limits and lower to create safer streets	On track	Metro Public Works has recommended a city-wide speed limit reduction and is awaiting regulatory changes to correspond with enforcement.
<b>Ensure Transparency and Open Data</b> Create a city database of crashes and publish on Vision Zero website and Open Data portal. Establish online tracker for Vision Zero projects and present an annual report to Council	2 of 5 complete: Behind schedule	Municipal database of crashes now available but it's not easy to use. There is no Vision Zero website or prioritization structure. There has been no annual top-20 crash location report to Metro Council.



## Connected Transportation

MPW / Planning / WeGo

Subgoal	Status	Progress
<b>Ensure optimal use of our streets</b> Upgrade signals, traffic cameras at intersections, update slow moving vehicle permit	3 of 4 on track, Future funding dependent	Metro has upgraded 136 traffic signals since 2017, Public Works has 6 traffic cameras and permission to use MNPD cameras, and can access signals remotely. However, additional signals, cameras and staff to monitor remotely are dependent on additional funding. Report on slow-moving vehicles is complete.
<b>Launch Nashville Complete Trips</b> Launch Complete Trips program	In progress / on track	The Nashville Connector program has it's formal launch planned for the fall. But easy-ride expansion is behind schedule.
<b>Expand car-sharing and develop partnerships with transportation-network companies.</b> Expand fixed car-share, allow for floating car-share, develop private car-share parking code, launch mobility on demand	1 of 5 started: Behind schedule	There has not yet been a new car share pilot or private car-share parking code update, but WeGo has piloted Access Ride with same day service and is working on potential Mobility on Demand pilot in 2019.
<b>Improves Access to Nashville's Businesses</b> Expand metered parking, improve signage/ data for parking, create loading zones	1 of 3 started: Slightly behind schedule	Metro has released RFP for parking strategy contract, but not yet started on electronic signage or online parking map. Public Works still mostly installs loading zones upon request, rather than through proactive strategy.
<b>Explore advanced vehicle technology</b> Expand electric fleet, Jefferson Street Circuit, AV policies, 11th Ave Smart Corridor	2 of 4 complete: Partially behind, partially on schedule	Music City Circuit has been extended and 11th Ave Smart corridor is up and running. Expansion of Metro General electric fleet is behind, as is autonomous vehicle policy
<b>Provide residents with info about their streets</b> Publish data, transit kiosks on Nolensville	1 of 2 complete: Partially behind, partially on schedule	No new transportation data sets published, but real time bus-info kiosks have been piloted on Jefferson St and downtown
<b>Murfreesboro Transit Signal Priority</b> Improve 41 intersections on Murfreesboro to give buses green-light priority and queue jumps.	On track	On track for completion in 2019. Construction has started.