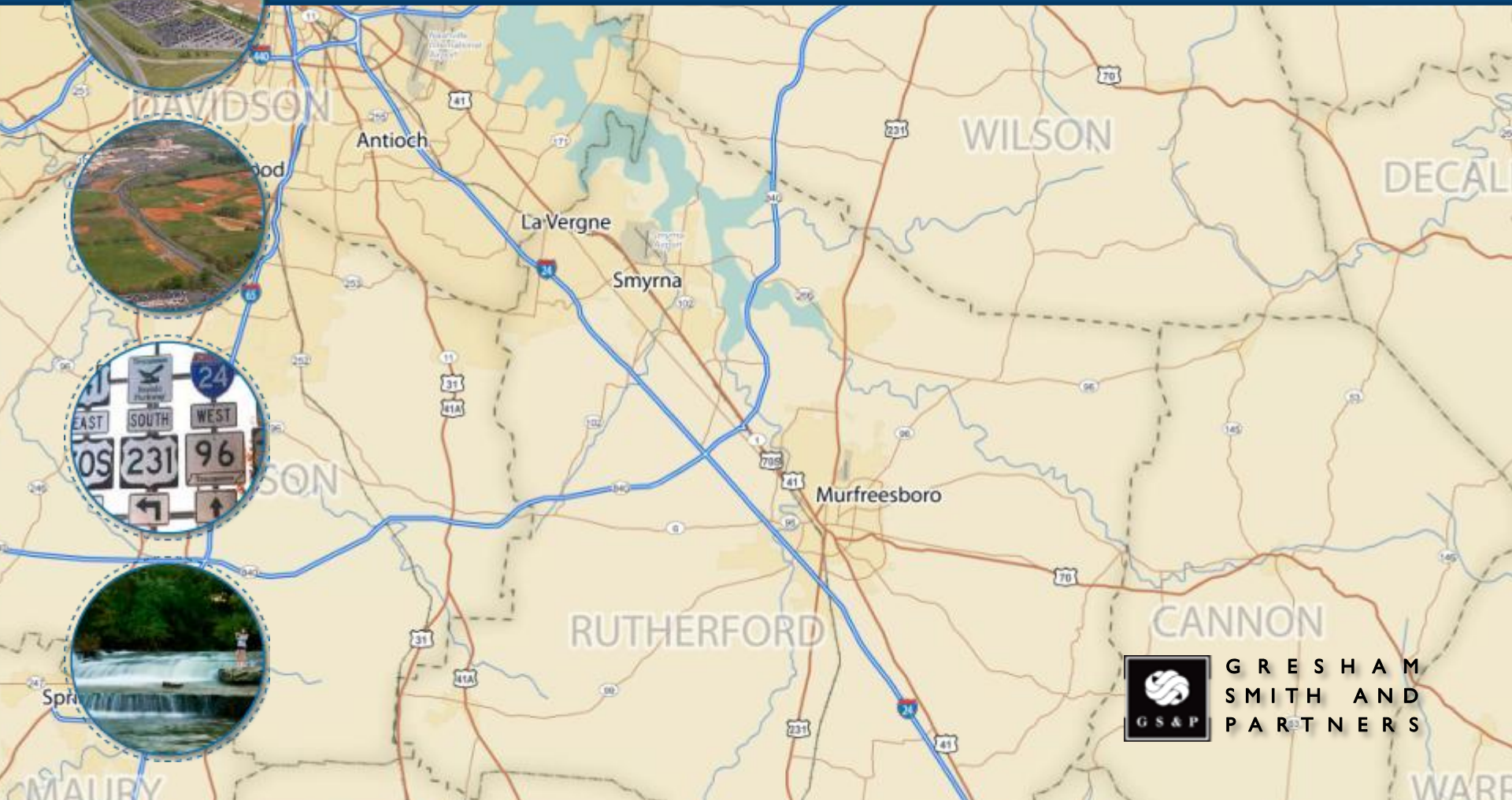
NASHVILLE AREA
Metropolitan Planning Organization

Southeast Area Transportation and Land Use Study



GRESHAM SMITH AND PARTNERS

Kickoff Meeting Agenda

1. Welcome and Introductions
2. Scope of Services
3. Project Schedule
4. Action Items

2. Scope of Work

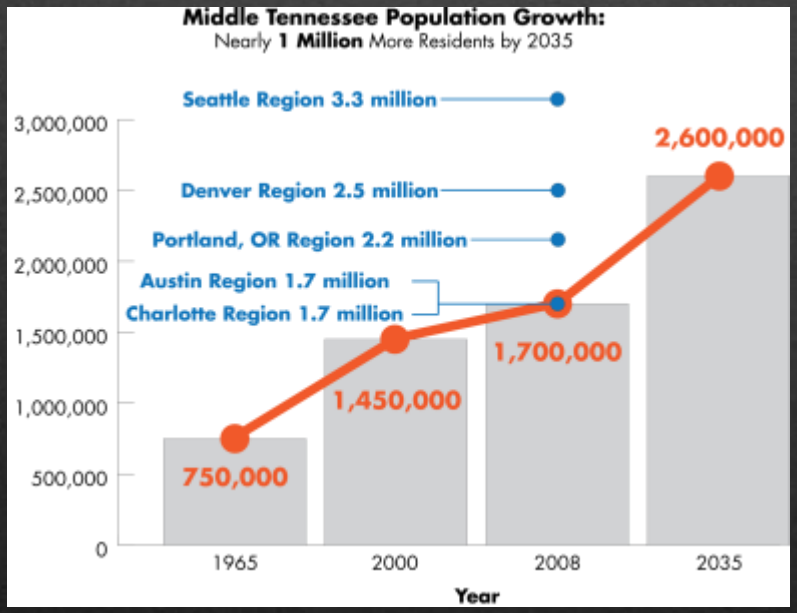
Scope of Work

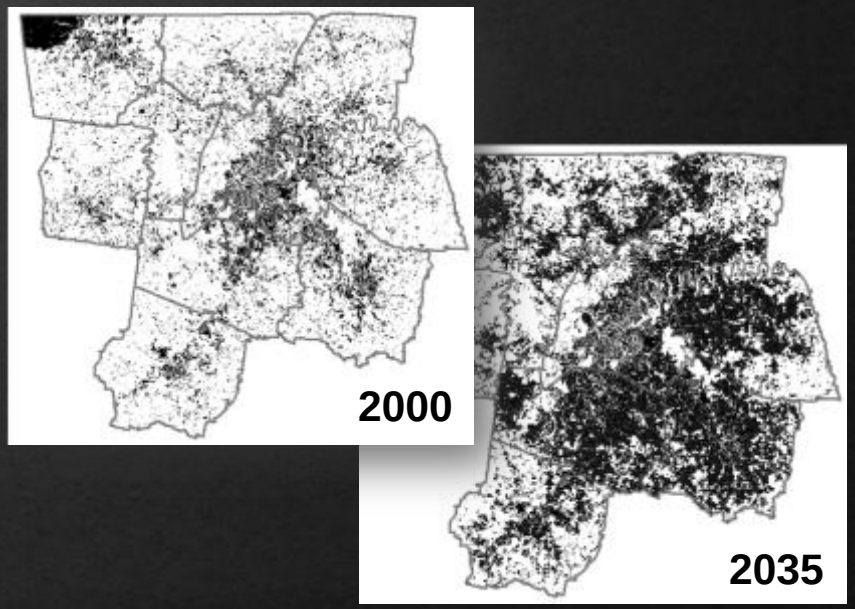
- Project Goals and Objectives
- Major Tasks and Task Leaders
- Technical Approach
- Related Projects and Supporting Data

Project Goals & Objectives

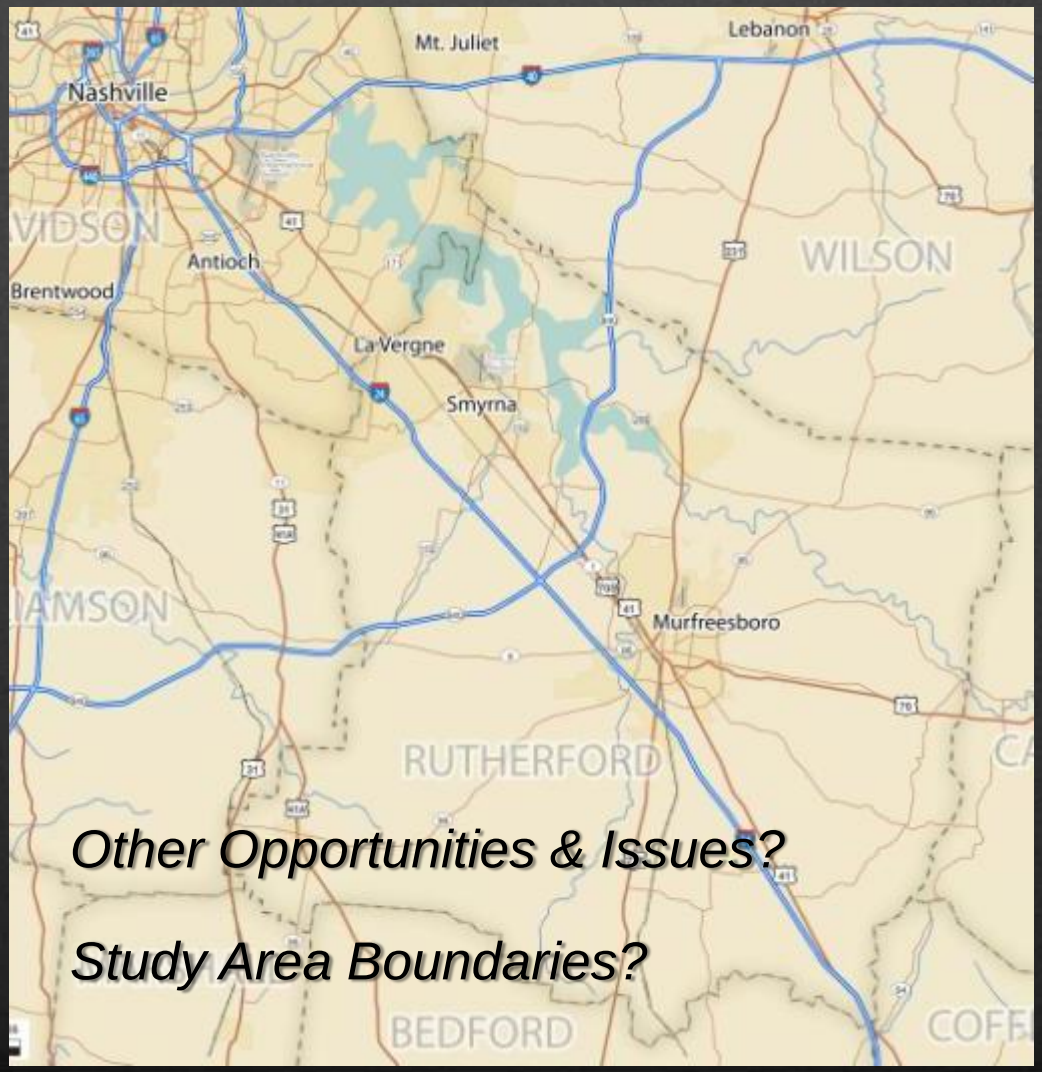
A vitally important opportunity to continue planning and implementing a regional vision for growth and development in an area critical to the region's economic future.

Framework for Local and Regional Investment





Project Goals & Objectives



Other Opportunities & Issues?

Study Area Boundaries?

OPPORTUNITIES

- Economic Generators
- Multimodal Systems
- Community Assets

ISSUES

- Area Vision
- Link Local/Regional Transportation Plans
- Local/Regional Transit Services
- I-24 Congestion
- Freight Considerations
- Implementation Strategies

Project Goals & Objectives

1. **Preferred Growth Vision for the Study Area**

2. **General Land Use Recommendations**
   - Gap Analysis of Policies and Ordinances

3. **Multimodal Transportation Recommendations**
   - Prioritized List of Transportation Projects
   - Detailed Transit Capital and Service Improvements

4. **Growth Management Toolbox and Demonstration**

Major Tasks & Task Leaders

Nashville Area MPO
Michael Skipper
Executive Director

Principal-in-Charge
Marshall Elizer, PE, PTOE
GS&P

Project Manager
John Houghton, AICP
GS&P

Project Coordination Committee

TDOT	City of LaVergne
Nashville/Davidson County	City of Murfreesboro
Rutherford County	City of Smyrna
Williamson County	Regional Transportation Authority
Wilson County	Local Transit Agencies

TASK 2
Public Outreach and Stakeholder Coordination

Task Leader
Jamie Cochran, AICP
GS&P

Lindsay Smith Puckett, AICP
Kevin Tilbury, AICP
GS&P

Media Outreach/Public Relations
Sharon Younger
Younger Associates

Graphic Design
Cynthia Frear
GS&P

TASK 3
Analysis of Existing Conditions and Trends

Task Leader
Andrew Gaskins
GS&P

Lindsay Smith Puckett, AICP
Sandy Sclafani, PE
GS&P

Economic/Market Analysis
R. Thomas Cole, AICP
Jonathan Rutman
Ted Risher
BPPC

Freight
Dike N. Ahanotu, PhD
CSI

Transit
Glen Waters
Peter Bruno
CTG

TASK 4&5
Analysis of Alternative Growth Scenarios & Preferred Growth Vision

Task Leader
Kevin Tilbury, AICP
GS&P

Transportation and Land Use
Andrew Gaskins
Lindsay Smith Puckett, AICP
GS&P

Travel Demand Modeling
Robert Schiffer, AICP
Sheldon Harrison
CSI

Systems Evaluation and Economic/Fiscal Impacts
Tracy Selin
Paula Dowell, PhD
CSI

Economic/Market Analysis
R. Thomas Cole, AICP
Jonathan Rutman
Ted Risher
BPPC

TASK 6&7
Multimodal Transportation Recommendations & Transit Capital and Service Recommendations

Task Leader
Jay Bockisch, PE, PTOE
GS&P

Andrew Gaskins
Dowell Squire, PE
GS&P

Transit
Milbrey Heard
Glen Waters
Peter Bruno
CTG

Peter Haliburton
CSI

TASK 8
Growth Management Toolbox & Demonstration Program

Task Leader
Kevin Tilbury, AICP
GS&P

Growth Management
Jamie Cochran, AICP
Lindsay Smith Puckett, AICP
GS&P

Corridor Management
Jay Bockisch, PE, PTOE
Dowell Squier, PE
BPPC

Transportation Operations
Carla Holmes, PE
Marion Waters, PE, PTOE
GS&P

GRESHAM SMITH AND PARTNERS
CTG Connetics Transportation Group
bbpc
CAMBRIDGE SYSTEMATICS
Younger Associates

Technical Approach

PREPARE AND COMMUNICATE Project management plan and public, stakeholder and media outreach plan

ASSESS Analysis of existing conditions and trends

ENVISION Analysis of alternative growth scenarios

EVALUATE Preferred growth vision and general land use recommendations

RECOMMEND Multimodal transportation recommendations, including transit and growth management toolbox and demonstration project

DOCUMENT Final report, executive summary and promotional brochure

PREPARE AND COMMUNICATE

Guiding the Outreach Program

Where Are We Headed with Transportation and Land Use?

Assess Existing Conditions	*Assess Future Conditions*

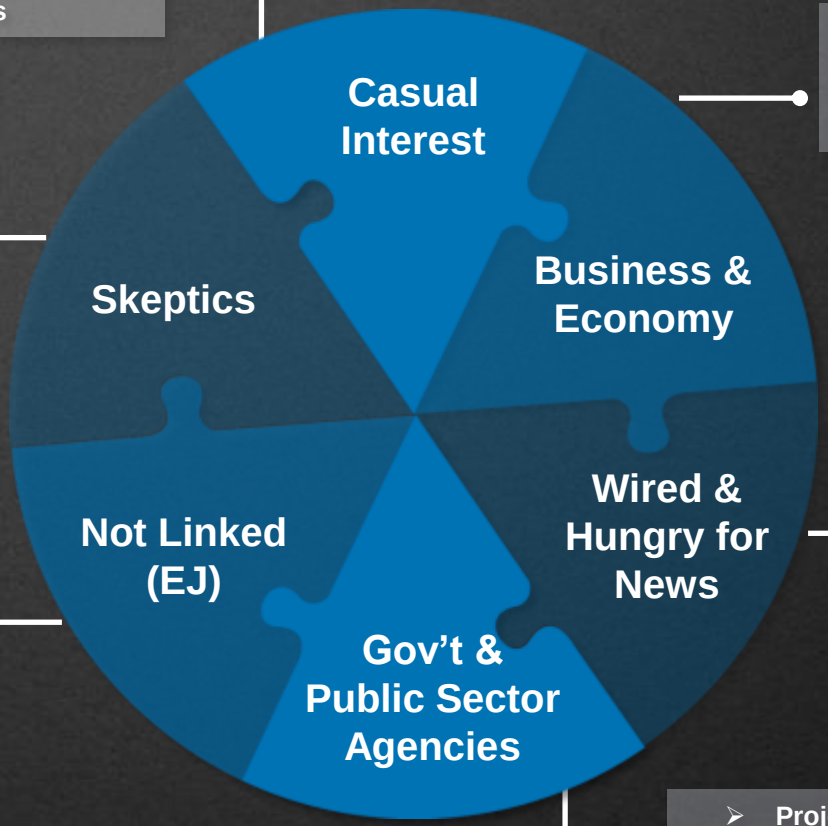
What New Approaches Can We Use to Get Better Outcomes?

Multimodal Transportation	*Land Use and Development*

What Can We All Do to Implement Our Shared Vision?

Actions by TDOT and MPO	*Actions by Local Jurisdictions*

Our Customers



- Kiosks at Malls
- Community Workshops
- Information Kiosks
- On-Line Surveys
- Special Events

- Focus Groups
- Task Force
- Webinars
- E-Meetings

- Transparency
- Project Website
- On-Line Surveys
- College Students

- Facebook
- Twitter
- E-Newsletters
- On-Line Surveys

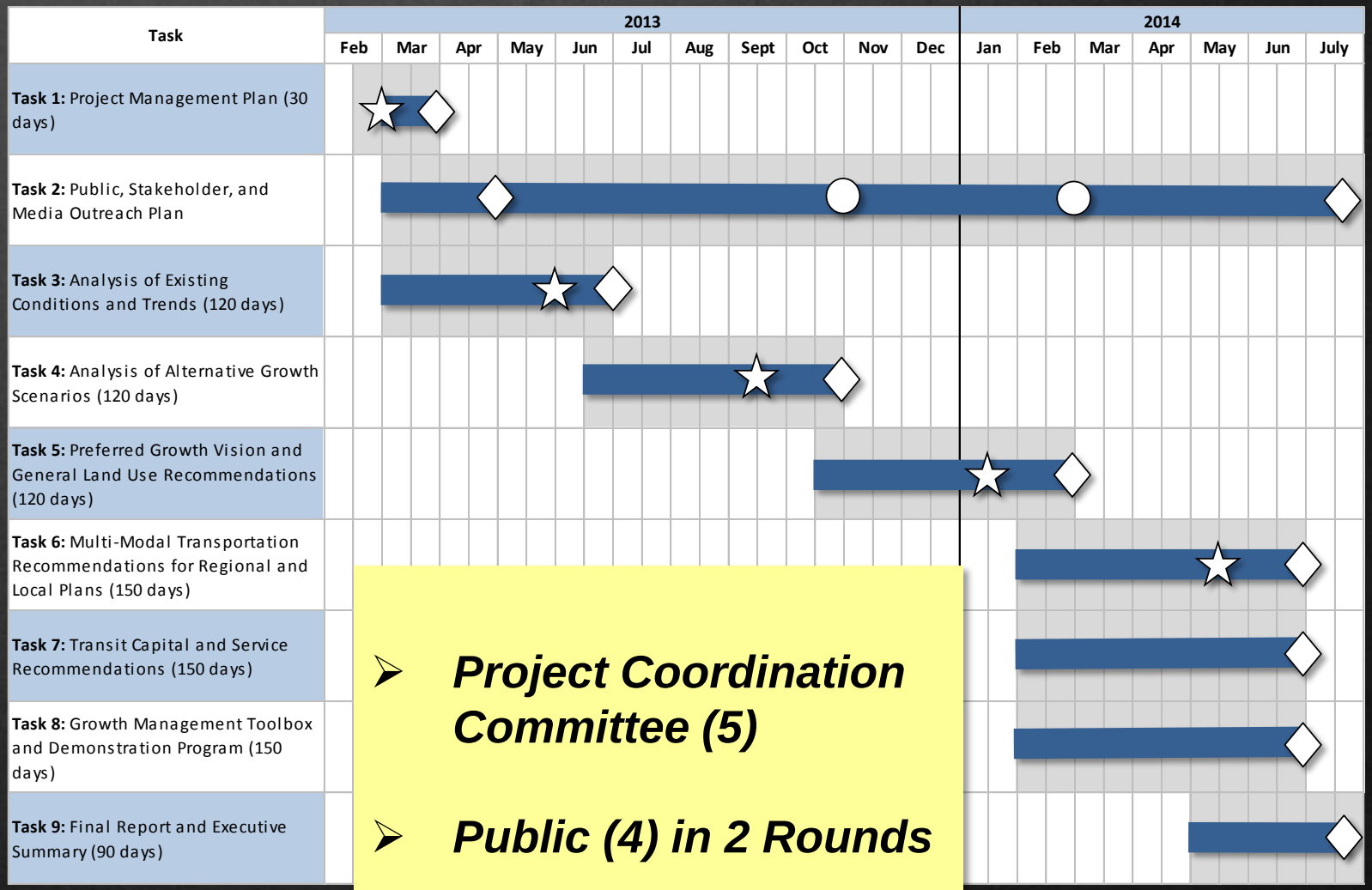
- HST Systems
- Libraries
- Senior Centers
- Churches
- K-12 Schools

- Project Coordinating Committee
- Presentations to Policy Boards
- E-Newsletters

Strategic Messaging

- Proactive Communications
- Prepare for Interaction
- Use National Resources for Troubleshooting

Key Components – Meetings



- ***Project Coordination Committee (5)***
- ***Public (4) in 2 Rounds***

Key Components – Forums

- **Stakeholder and Citizen Forums (2)**
  - Business, Freight, and Economic Development
  - Community and Environmental Resources

Key Components – Information Network

- **Web**
  - Periodic updates for posting on the web at key project milestones
- **Press**
  - Drafts for press releases and publications
- **Public Outreach Plan and database**
  - Overall guide; Stakeholder and interested parties database, supplemented throughout the life of the project
- **Environmental Justice Populations**
  - Outreach and facilitation for at-risk populations

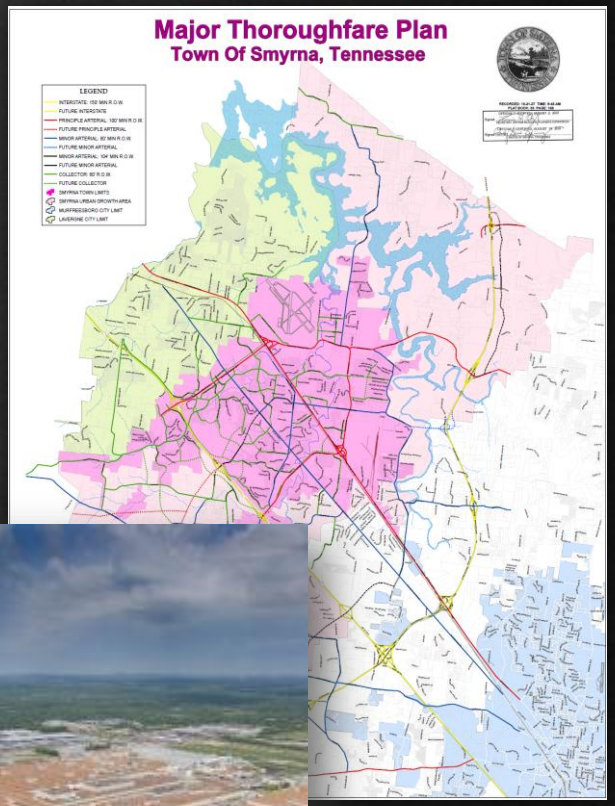
DELIVERABLE:

Public, Stakeholder and Media Outreach Plan and Program

ASSESS
Existing Conditions and Trends

Inventory and Analysis

- Existing plans/programs
- Development patterns
- Transportation system
- Infrastructure
- Natural/environmental resources
- Demographics



Plans & Programs

- Nashville Area Regional Transportation Plan 2035 & 2040 Update
- FY 2011-2015 Transportation Improvement Program
- Tri-County Transportation & Land Use Plan
- Southwest Area Transportation & Land Use Study
- TDOT I-24 Corridor Study
- NashvilleNext: 2040 Comprehensive Plan
- Nashville Major and Collector Street Plan
- Antioch-Priest Lake Community Plan
- Rutherford County Comprehensive Plan
- Murfreesboro Major Thoroughfare Plan
- Town of Smyrna Comprehensive Plan
- Williamson County Comprehensive Land Use Plan
- Williamson County Major Thoroughfare Plan
- Wilson County General Plan
- Nashville MTA Strategic Master Plan

Economic and Market Analysis

Demographic Analyses

Population

Education

Employment

Income

Key Growth/Demand Indicators

Economic & Market Conditions

Labor

Quality of Life

Business Climate

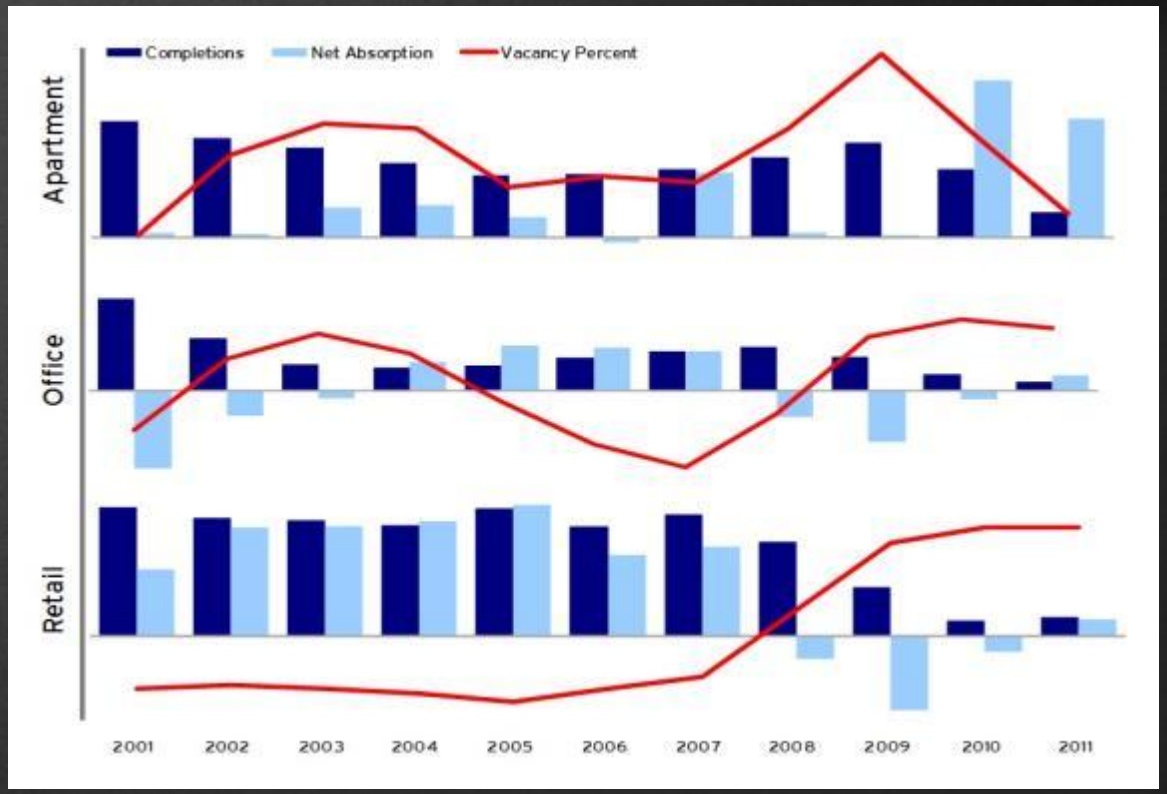
Real Estate Markets

Factors by Use

- Residential
- Retail
- Office
- Industrial

Economic and Market Analysis

- Review prior and ongoing studies
- Examine current databases and records
- Perform field inspections
- Compile and analyze historic data
- Project future trends



Freight Analysis

1. Identify Freight Intensive Areas and Corridors

- I-24
- Access / Egress Points Along I-24
- Routes Between I-24 and Local Freight Generators

2. Identify Location-Specific Freight Deficiencies

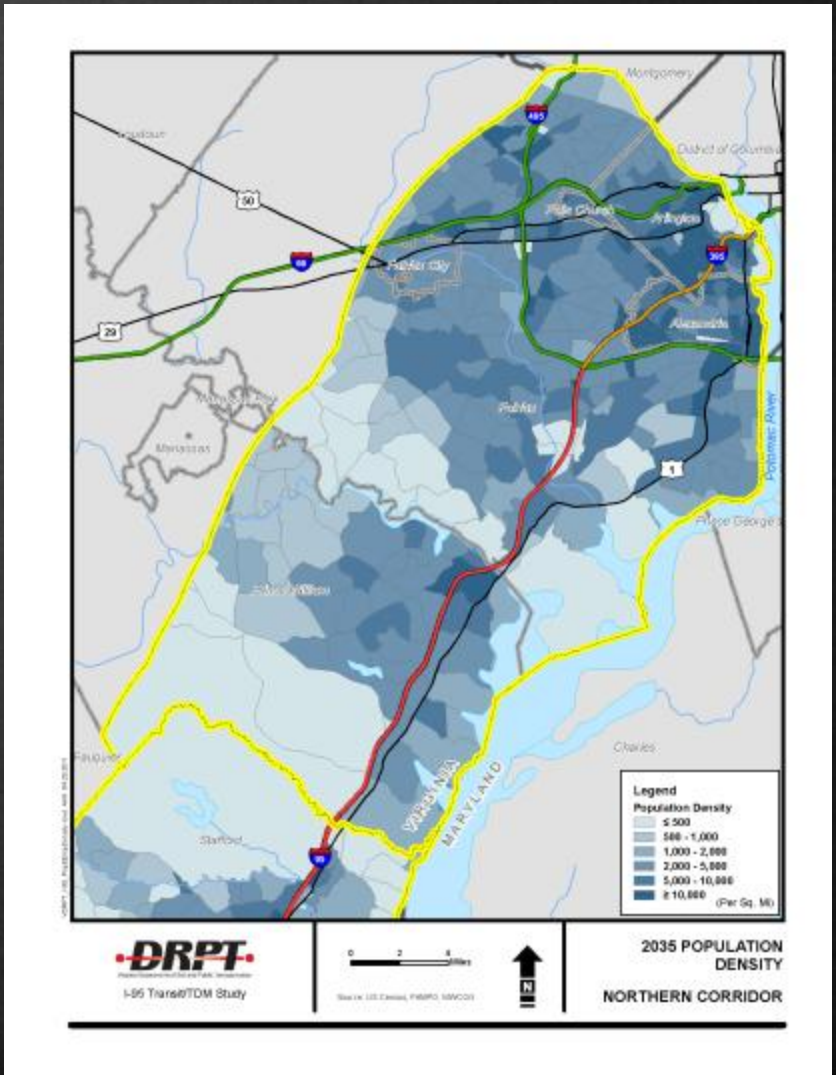
- Roadway Design
- Roadway Capacity
- Incompatible Land Uses

3. Conduct Freight Stakeholder Interviews

- (Long-Term) Needs for Specific Freight Generators
- Performance of Freight Infrastructure

Transit Market Analysis

- **Assess the Situation**
  - Field Review
  - Gather Existing Data
  - Agency Stakeholder Meetings
  - Public Meetings/Outreach
- **Inventory**
  - Existing/Proposed Routes
  - Service Levels
  - Ridership
  - Performance
- **Map Service Coverage & Levels**
  - Coverage by Time of Day
  - Service Levels by Time of Day
- **Identify Needs & Opportunities**
  - Travel Patterns
  - Household Density
  - Employment Density
  - Transportation Disadvantaged
  - Overlay Route Structure
  - Densities Critical to Future Success

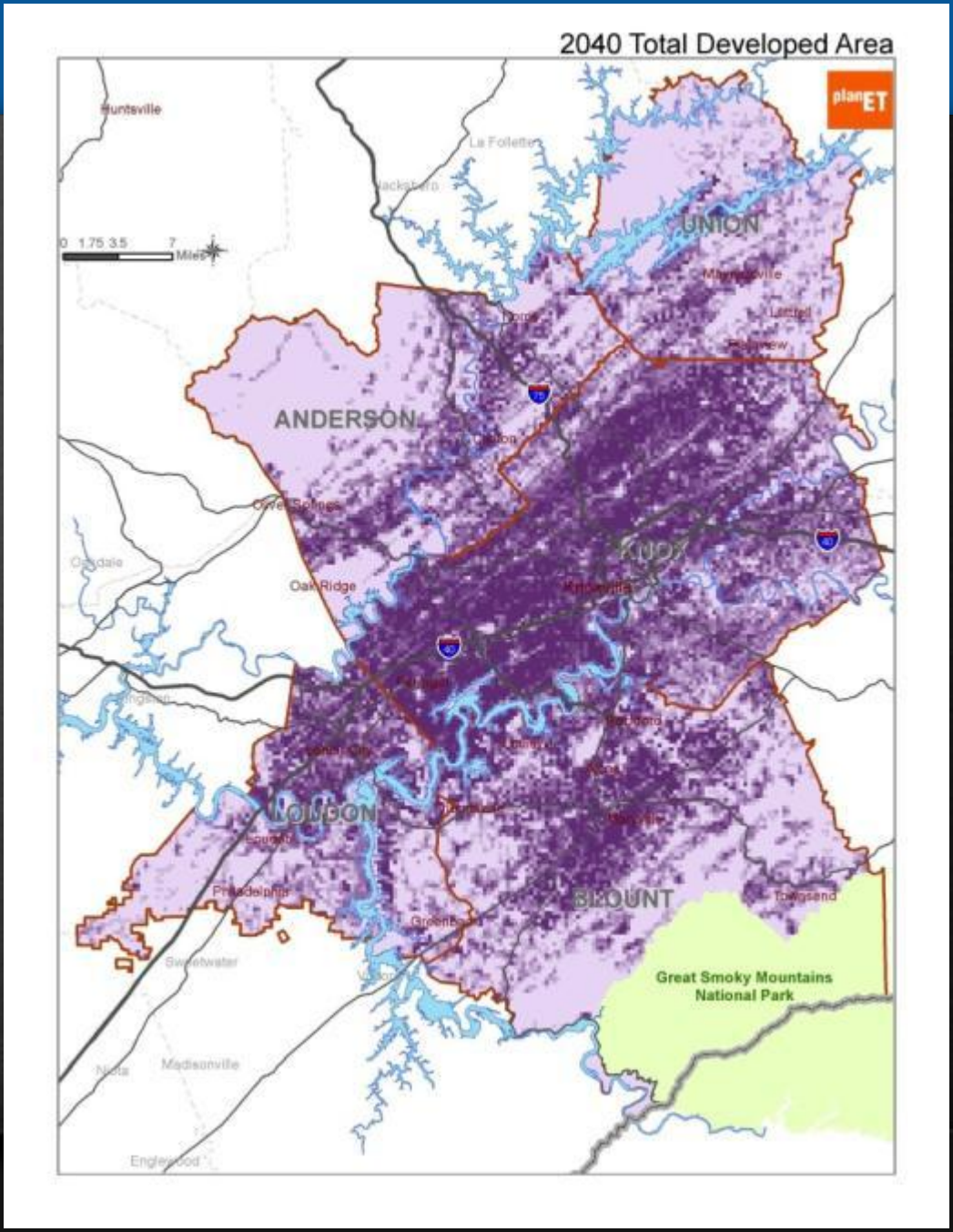


Travel Demand Model Review

- Subarea Calibration
  - Road network detail
  - Trip patterns
  - Mode split
- Coordinate with MPO
- Modify Base Year as Needed
- Conduct Future Year Validation

Trend Scenario

- What direction are we headed?
- Is this where we want to go?
- Development
- Transportation
- Fiscal



DELIVERABLE

Existing Conditions and Trends

ENVISION
Alternative Growth Scenarios

Defining Places

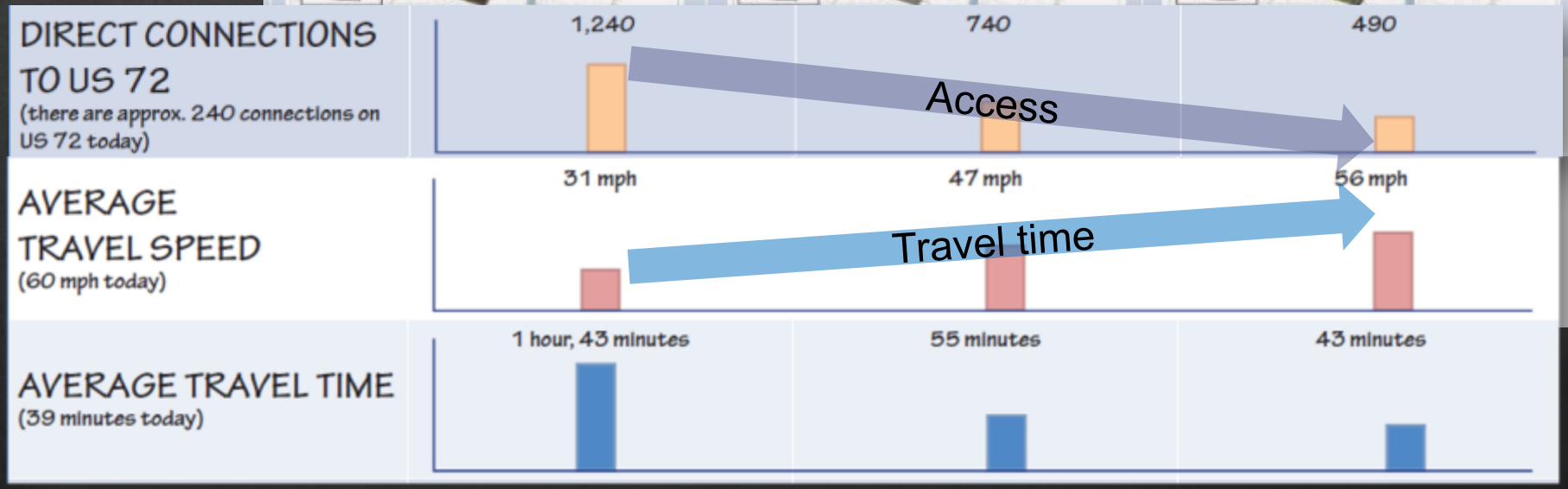
- Unique development patterns
- Test policy questions:
  - Land use
  - Character
  - Infrastructure
  - Stormwater

Central Hamilton County Scenario Planning Study — Summary of Placetypes

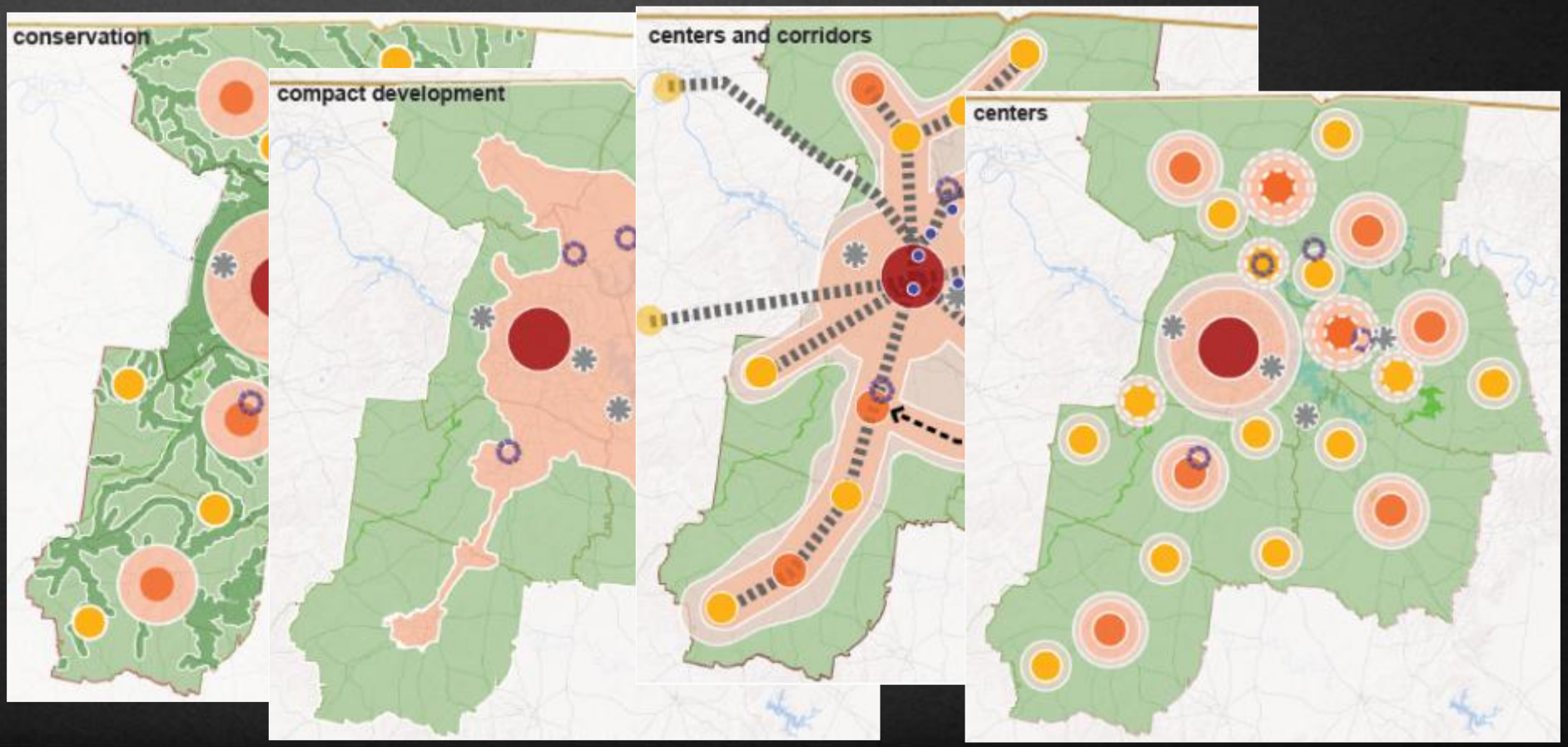
Placetype	Rural Residential	Suburban Residential (Low Density)	Suburban Residential (Moderate Density)	Suburban Apt	Strip Commercial	Community Activity Center
Character description	Large lot, single-family home sites within a rural setting. Each lot typically has direct access to the main arterial.	Low-density, suburban-style home sites characterized by larger lots/yards, curvilinear cul-de-sac street networks with few access points.	Similar in character to the Low Density placetype, but at slightly higher densities and with some attached dwelling units (i.e. townhomes).	Single use apartment communities, gated with an internal circulation system. Generally located in proximity to commercial areas.	Strip-style commercial development adjacent to arterials, characterized by single lot depth and large setbacks.	Suburban-style, internally-oriented "power center" typically anchored by a national tenant and includes out-parcels. Located at the intersection of major arterials.
Average scale	10 acres	60 acres	60 acres	10 acres	60 acres	60 acres
Primary Uses	Single-family homes	Single-family homes	Single-family homes	Multi-family residential (townhomes and apts/condos)	Commercial	Commercial
Secondary Uses	None	None	Townhomes	None	Office	None
Residential Density	2 du/ac (single-family)	3 du/ac (single-family)	4 du/ac (single-family)	18 du/ac (multi-family)	NA	NA
Non-residential Intensity	NA	NA	NA	NA	0.20 - 0.25 FAR	0.2 FAR
Building Heights	1-2 stories	1-2 stories	1-2 stories	1-4 stories	1-2 stories	1-2 stories
Open Space	10% Passive	10%, Active (pocket parks, regional parks)	5%, Active (pocket parks, regional parks) and Passive	5% Passive	5% Passive	5% Passive
Connectivity	Low	Low	Low	Low	Low	Low
Current Zoning	A-1	R-1	R-1	R-3	C-2; C-3; C-5	C-2; C-3
Primary Modes	Automobile	Automobile	Automobile	Automobile	Automobile	Automobile
Secondary Modes	None	None	None	Walking	None	None
Representative Photos						

Alternative Scenarios

SCENARIO 1 Continuous Growth along US 72	SCENARIO 2 Growth Is Focused on Centers on US 72	SCENARIO 3 Growth Is Focused on Centers off of US 72



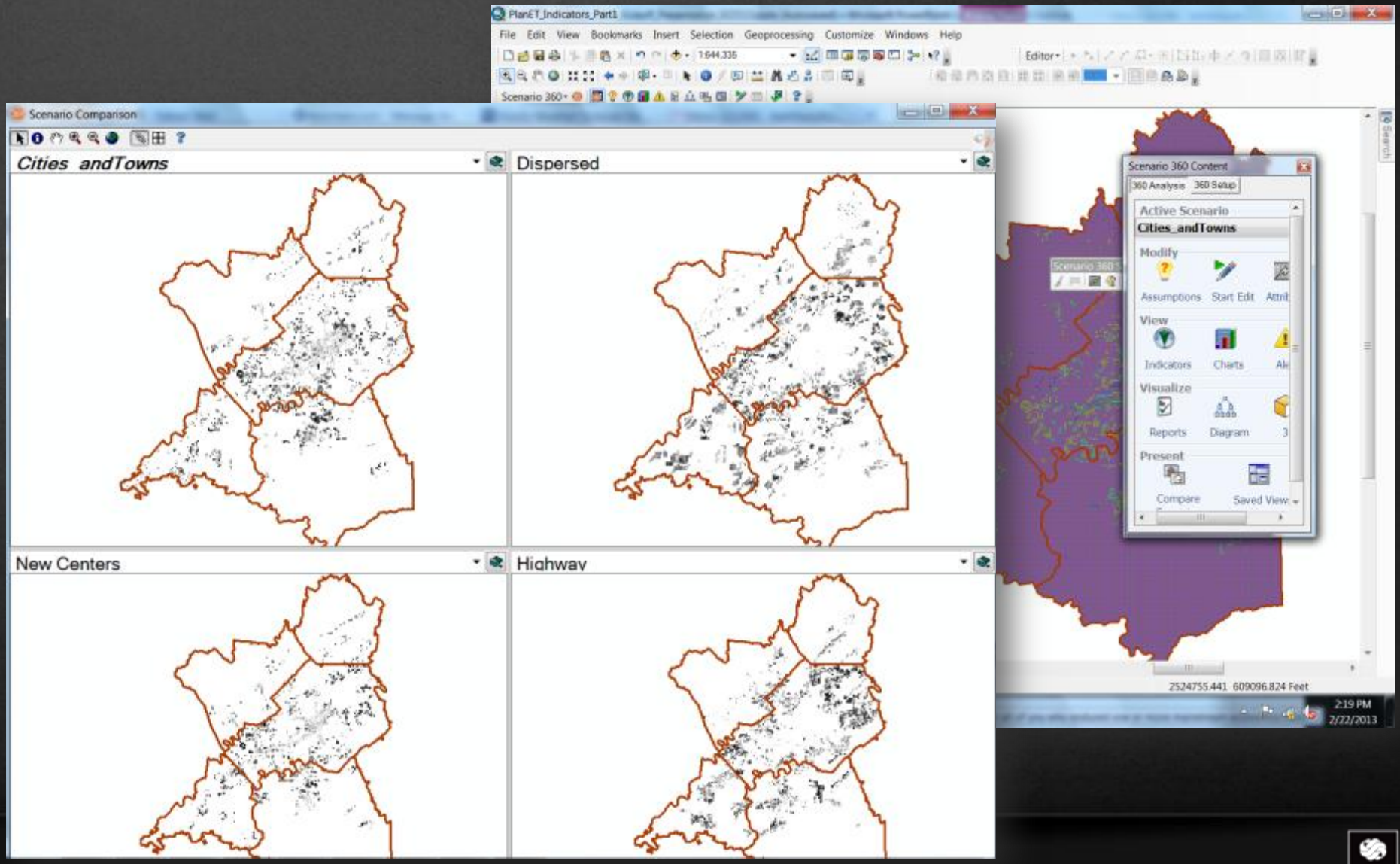
Scenario Planning



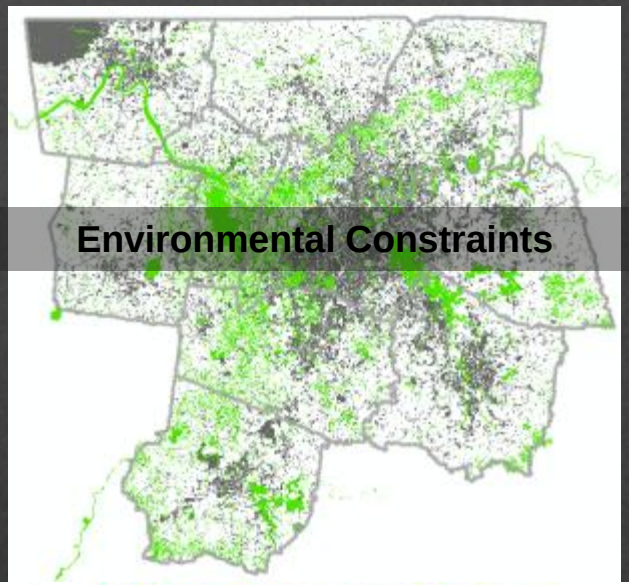
Tradeoffs for the Southeast Corridor?

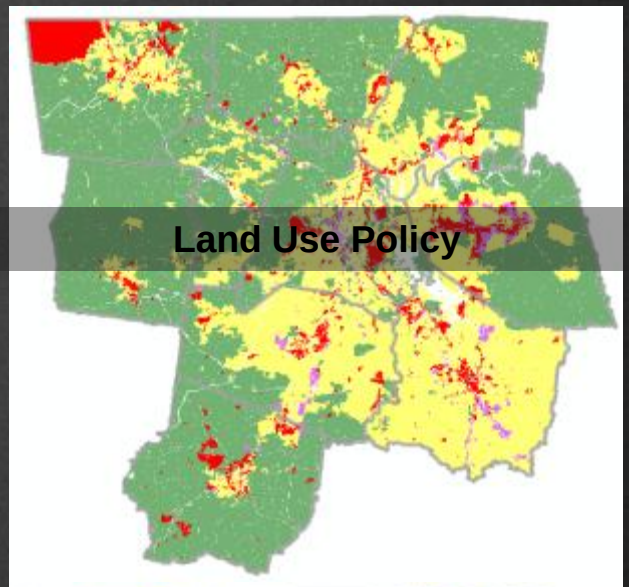
More Access		Road Capacity
Desired Growth		Less Regulations
Suburban Growth	vs	Transit Feasibility
Property Rights		Infrastructure Costs
Large Lots		Walkability

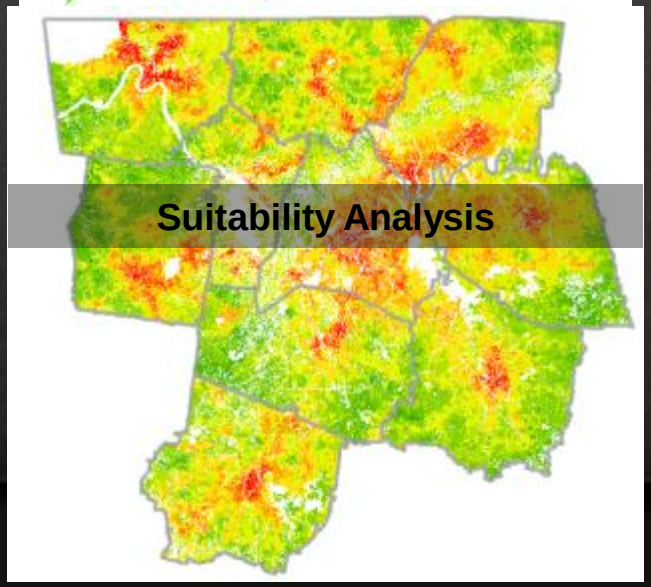
Key Tool: CommunityViz

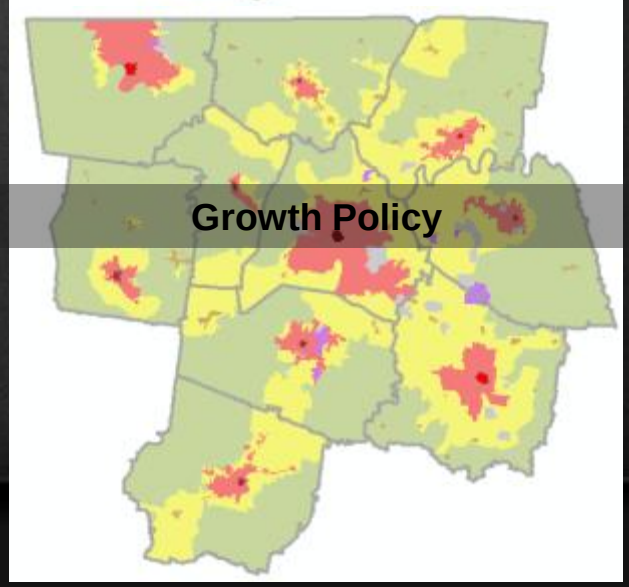


Market and Policy Driven Forecasting



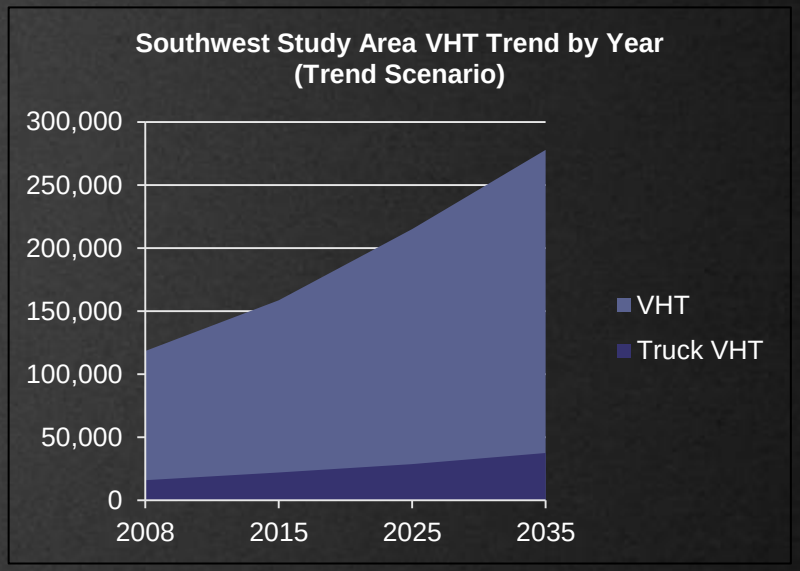


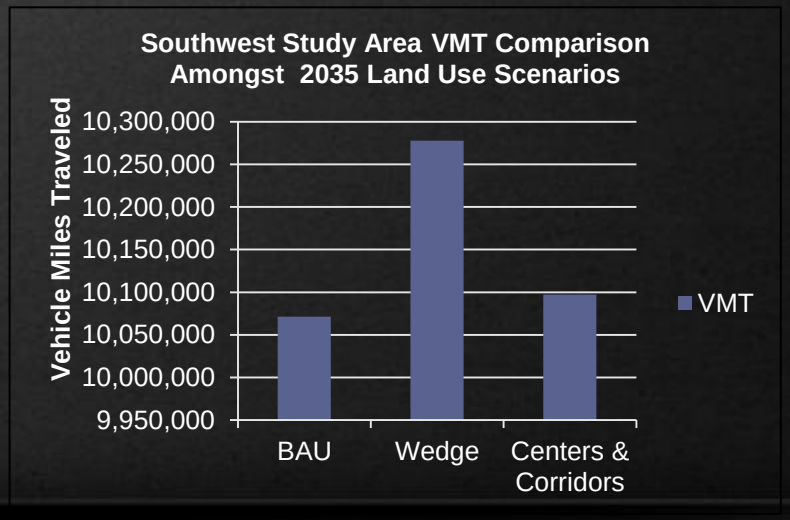




Key Tool: Travel Demand Model

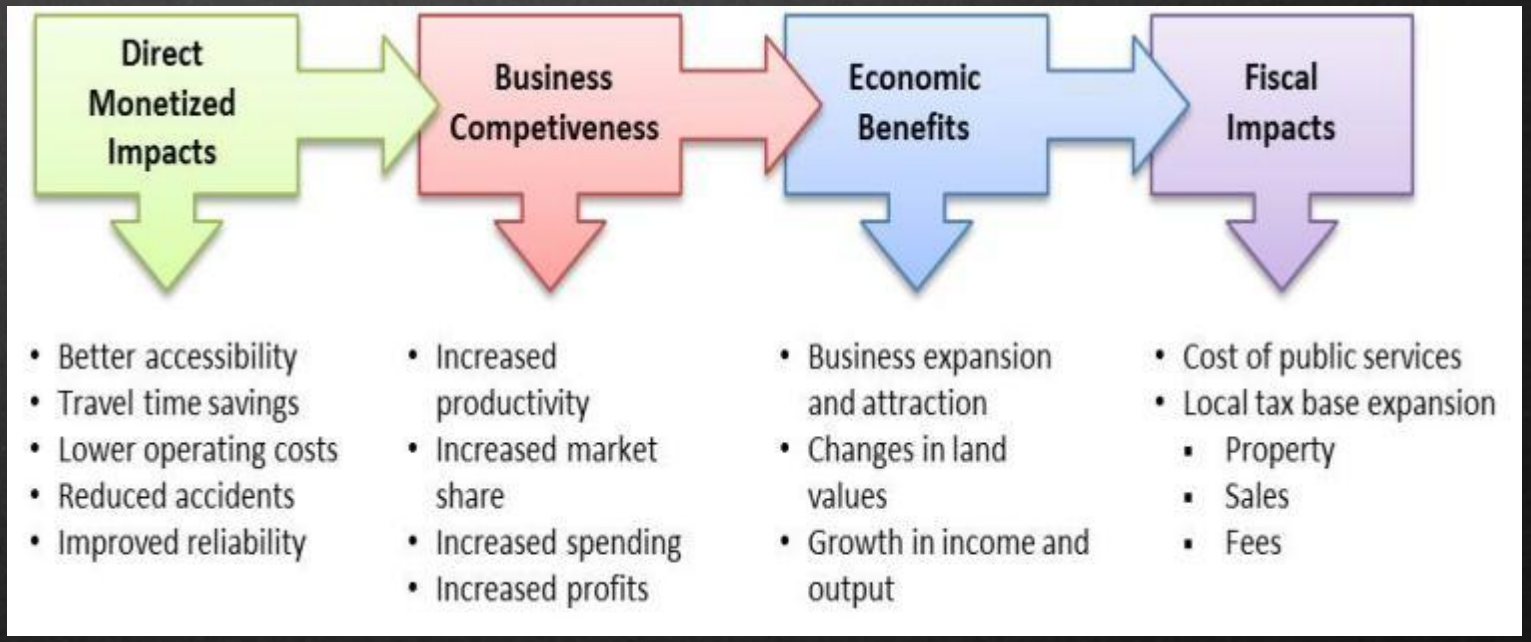
- Future transportation system performance given land use patterns, population & employment distribution
- Used to evaluate trend scenario and three alternatives, over time
- Set of standard transportation metrics generated, e.g.,
  - Trip length
  - Travel time
  - Speed
  - Vehicle miles traveled
  - Vehicle hours traveled





Key Tool: Econ/Fiscal Impact Analysis

- Translate transportation and land use efficiencies and costs to economic competitiveness and local government revenues and costs



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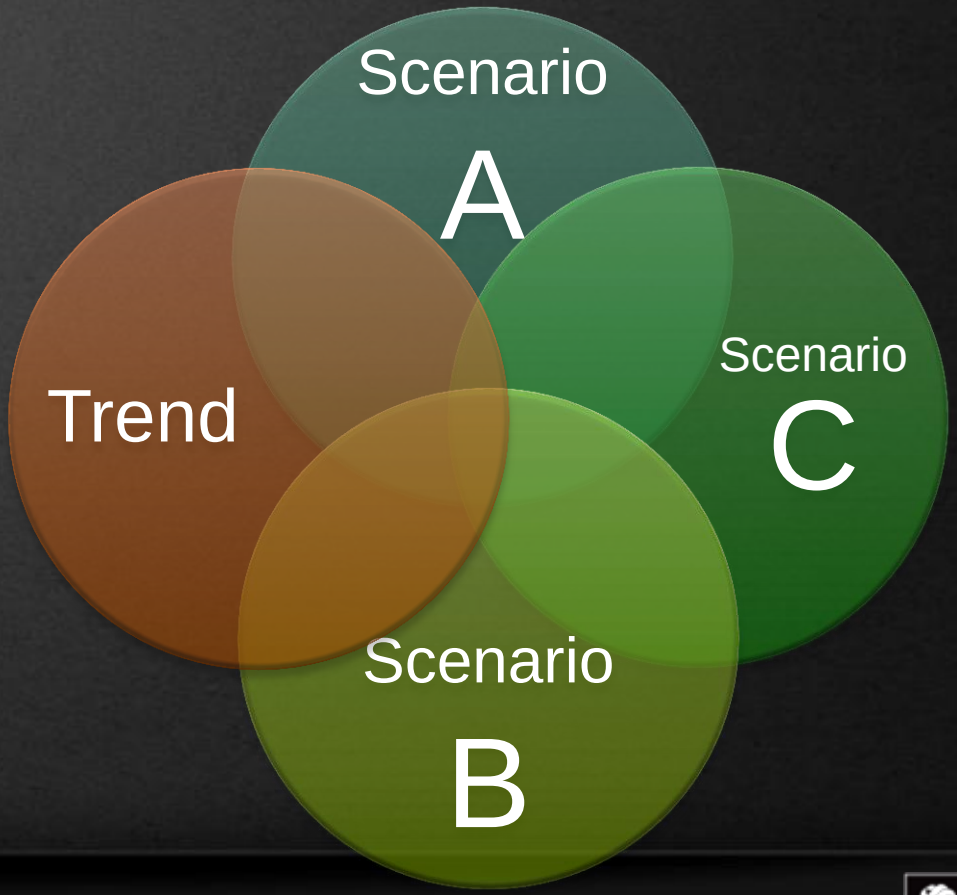
Analysis of Growth Scenarios

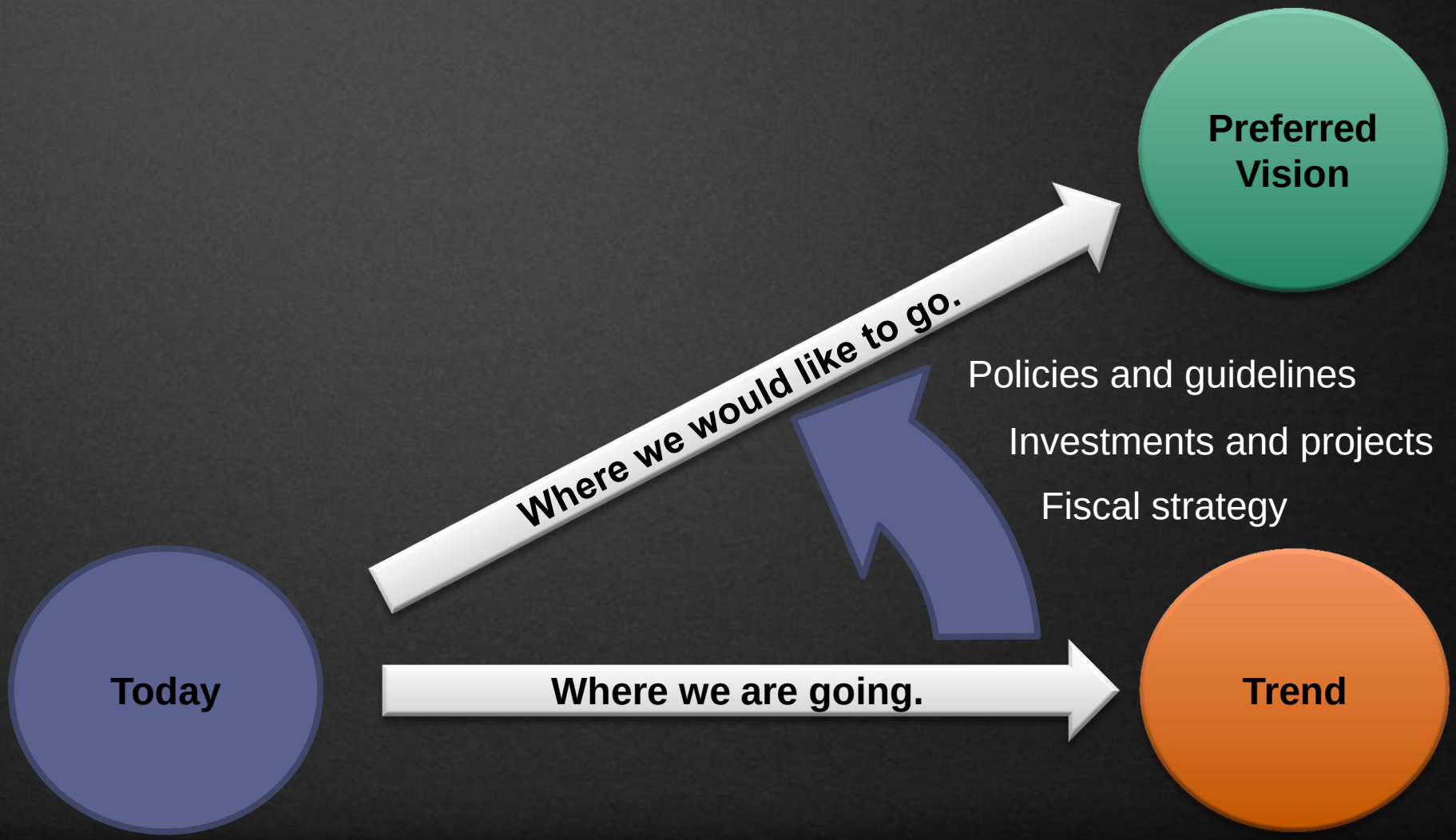
EVALUATE
Preferred Vision

Preferred Vision

- Best alternative to the Trend
- Likely combination of all scenarios
  - Guiding principles
  - Goals and objectives
  - Performance measures
  - Economic/fiscal impact



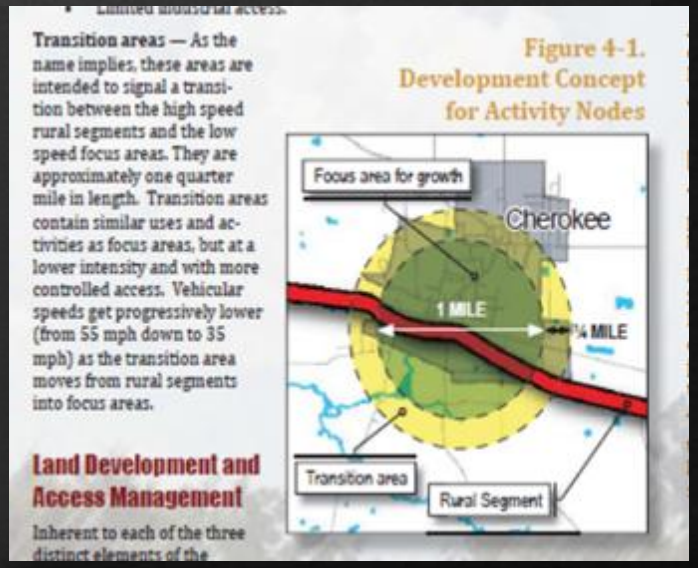
Recommendations



Key Connection:

Local Comprehensive Plans

- Confirm/Identify Emerging Activity Centers and Connecting Corridors
- Identify Transit-Supportive Areas
- Identify Freight-Supportive Areas
- Identify Policies to Support Transit-Oriented Development and Sustainable Development Opportunities



Transition areas — As the name implies, these areas are intended to signal a transition between the high speed rural segments and the low speed focus areas. They are approximately one quarter mile in length. Transition areas contain similar uses and activities as focus areas, but at a lower intensity and with more controlled access. Vehicular speeds get progressively lower (from 55 mph down to 35 mph) as the transition area moves from rural segments into focus areas.

Land Development and Access Management

Inherent to each of the three distinct elements of the

Figure 4-1. Development Concept for Activity Nodes

DELIVERABLE

Preferred Vision and Land Use Recommendations

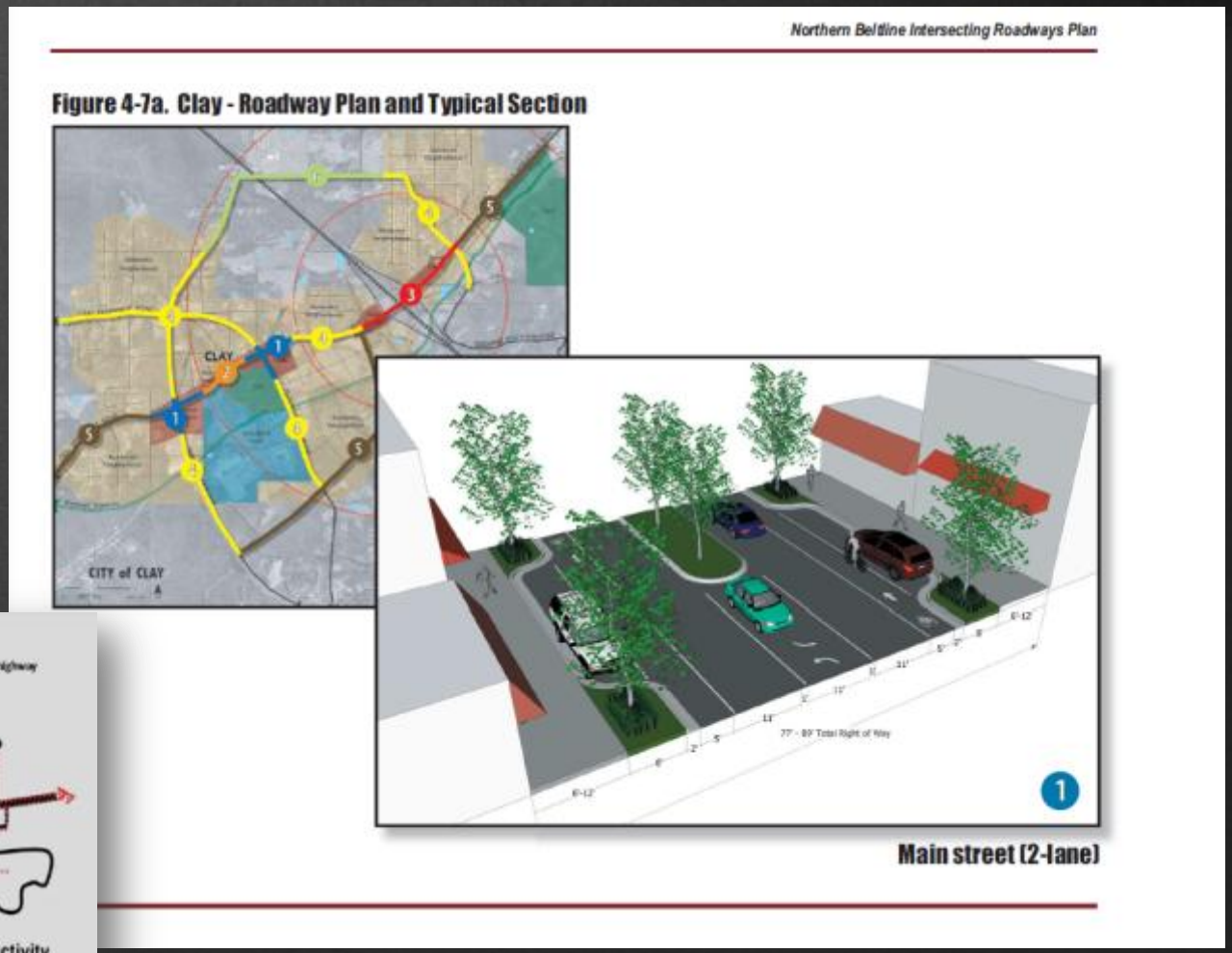
RECOMMEND
Multimodal Transportation

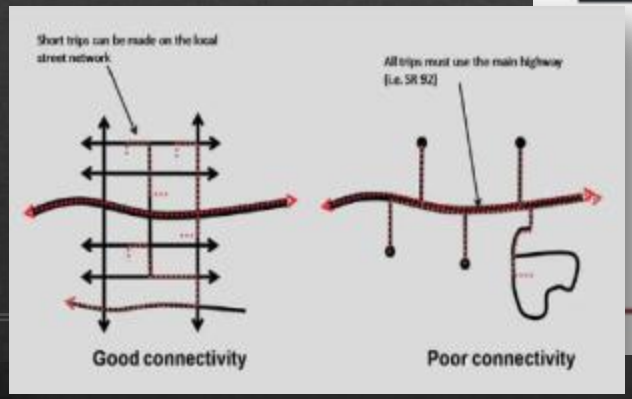
Multimodal Transportation Needs

- Capacity-driven Improvements
- Safety-driven Improvements
- Modal Improvements
  - Roadway, Transit, Bicycle, Pedestrian
- For all Facility Classifications
  - Freeways/Expressways
  - Arterials
  - Collectors
- In All Settings
  - Urban
  - Suburban
  - Rural

Multimodal Transportation Needs

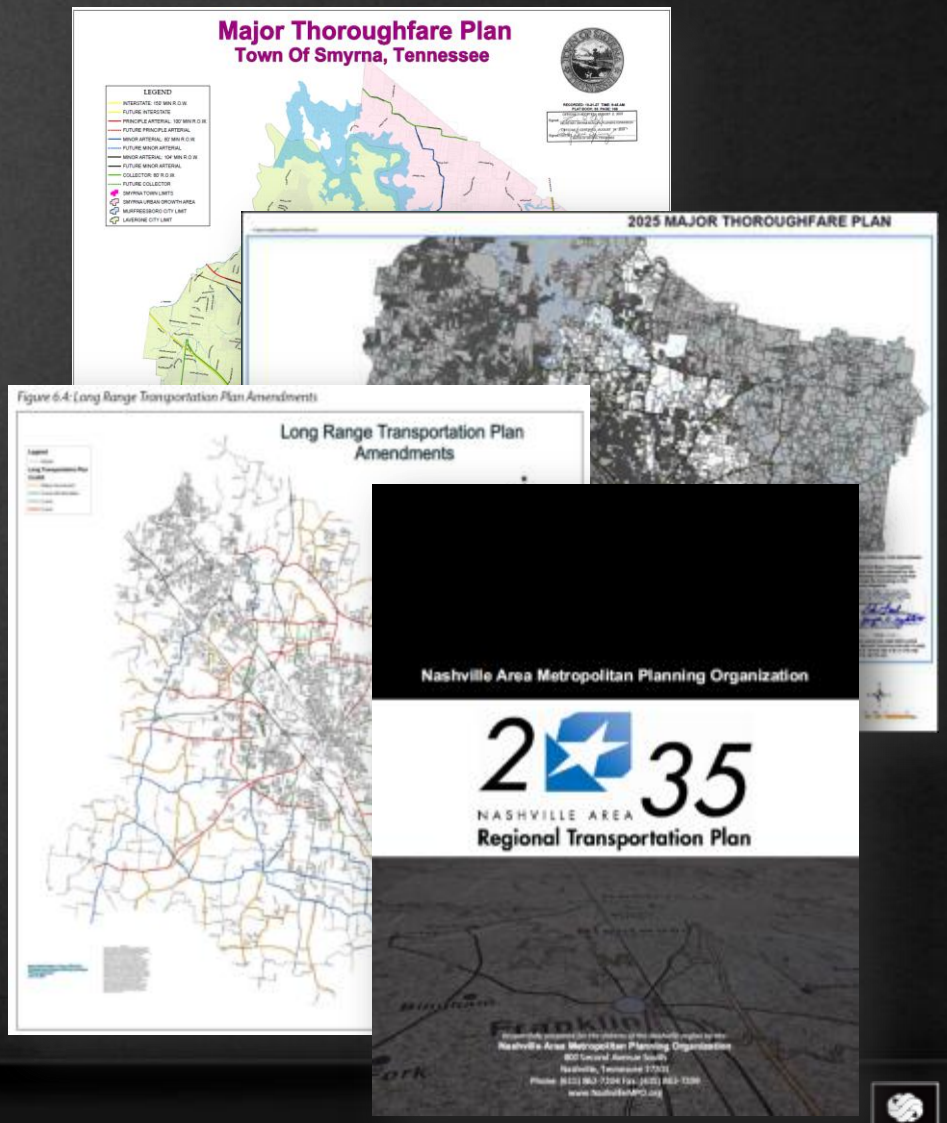
- Systemwide perspective
- Integrated with land use recommendations





Key Connection: RTP and Local Transportation Plans

- Identify Strategic Regional Thoroughfares
  - Commuter Routes
  - Current/Future Transit Services
  - Important Truck Routes
- Identify Highways for Corridor Management
- Multimodal and Complete Streets Opportunities
- Thoroughfare Plans
- Transit Master Plans



DELIVERABLE

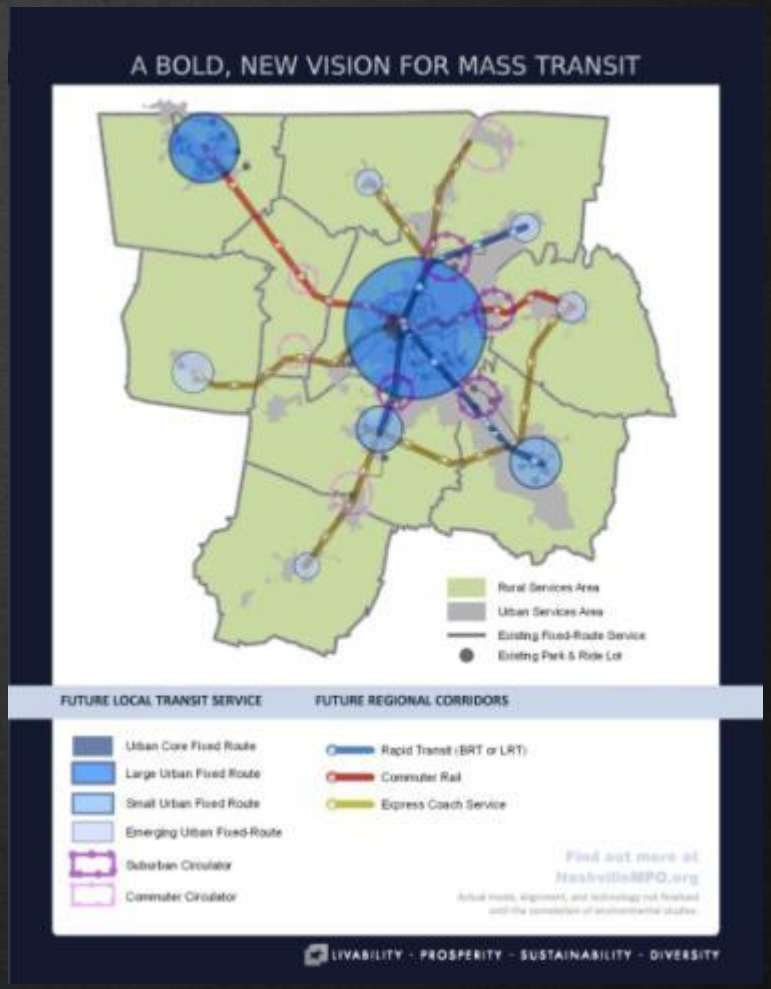
Transportation Needs and Recommendations

RECOMMEND

Transit

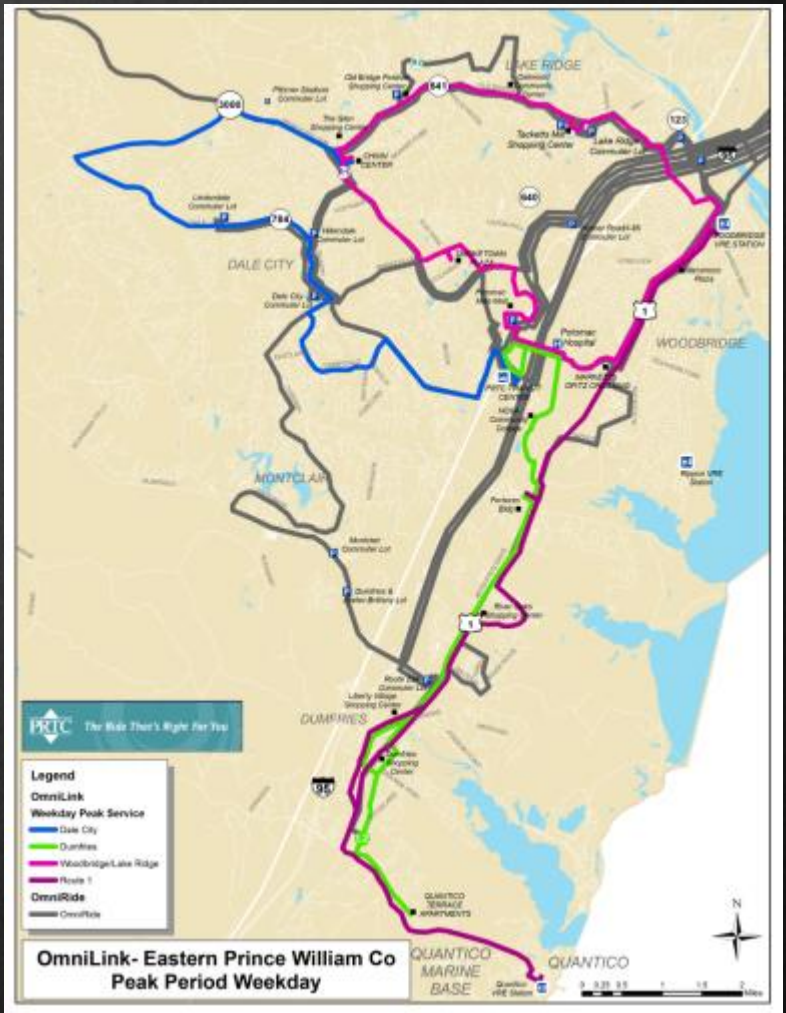
Transit Capital & Service Recommendations

- **Assess Existing Plans & Initiatives**
  - Regional & Local Plans
  - Goals & Objectives
  - Transit Expansion & New Modes Desired
  - Sea-change since Southeast AA Completion
- **Consistent with Preferred Growth Vision**
  - Must be Mutually Supportive
  - Meet Travel Demands
  - Support Community Development
- **Establish Priorities for Local/Regional Plans**
  - Projects & Order of Magnitude Costs
  - Prioritize for Inclusion in Plans



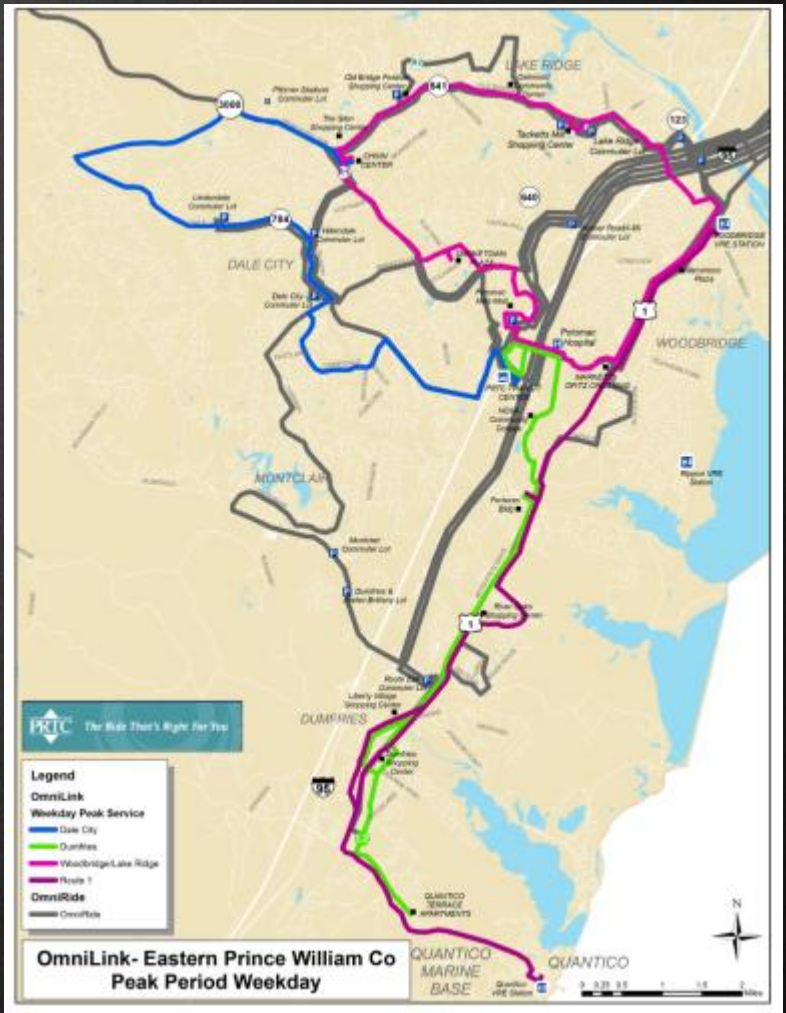
Transit Capital & Service Recommendations

- **Detailed Recommendations**
  - Service Spans, Frequencies, Vehicles Required
  - Revenue Hours & Miles
  - Running Times & Distances
  - Associated Passenger Facilities
  - Operating & Capital Cost Estimates
  - Phasing Plan/Implementation Strategies
  - Short- Term and Mid-Term



Transit Capital & Service Recommendations

- **Emphasis Area: I-24 and Murfreesboro Road Corridor**
  - New Service: LaVergne & Smyrna
  - Improved Service: Murfreesboro Rover
  - Existing & Future MTA/RTA Routes
  - Key Element: Transfer Connections
  - Build on Recent & Ongoing Planning Efforts
  - Close Coordination with Stakeholder Agencies
  - Compare to Southeast AA Findings
  - Assess Continued Appropriateness



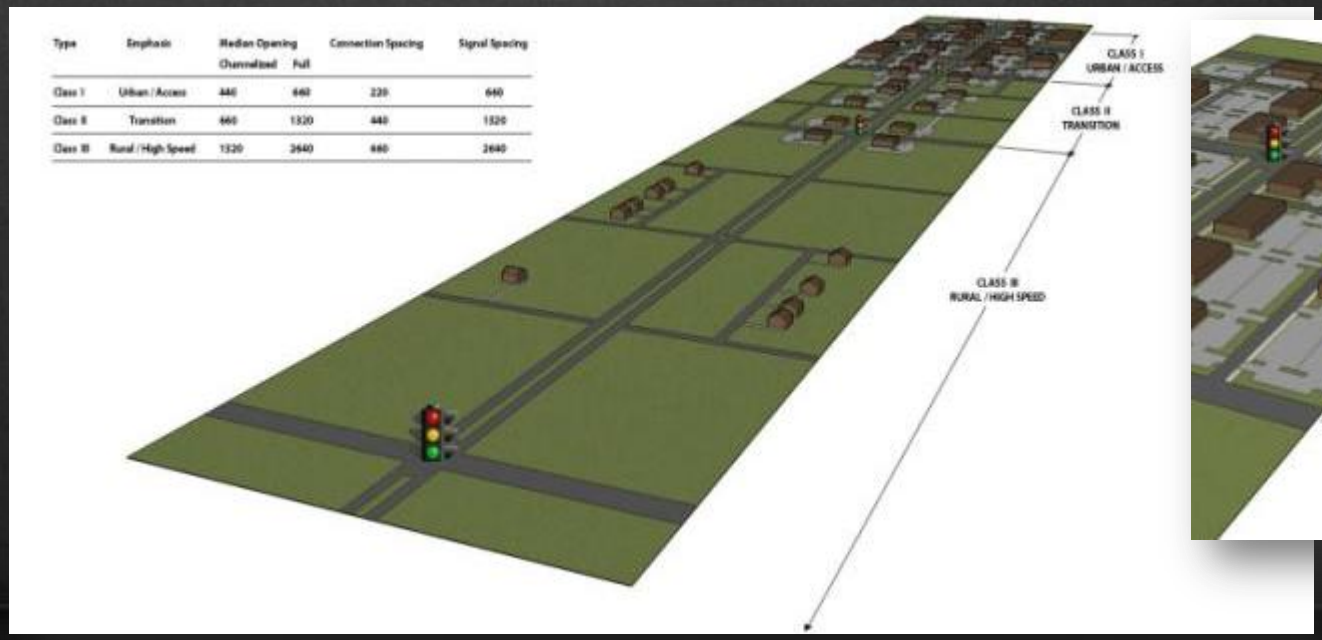
DELIVERABLE

Transit Capital and Service Recommendations

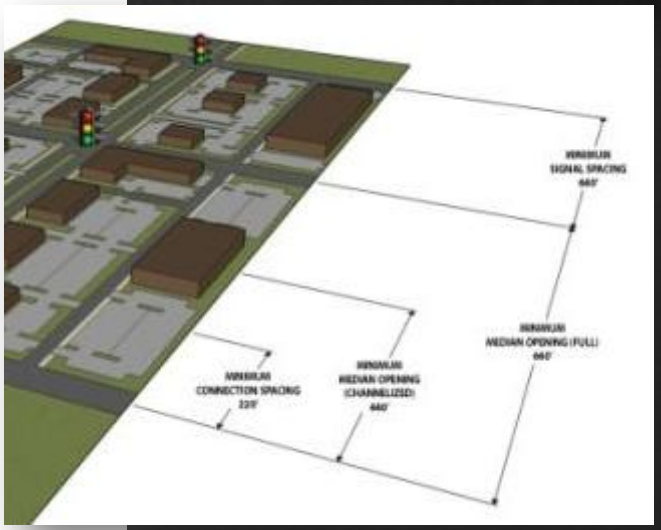
RECOMMEND
Growth Management Toolbox

Implementation Demonstration Program

- Traffic Impact Analysis
- Access Management Plans
- Travel Shed Analyses for Rural Areas
- Corridor Management Agreements
- Transfer of Development Rights
- Transit-Oriented Development Plans
- Overlay Districts
- Other Methods Suggested by Local Government Representatives?



Type	Emphasis	Median Opening		Connection Spacing	Signal Spacing
		Channelized	Full		
Class I	Urban / Access	440	660	220	660
Class II	Transition	660	1320	440	1320
Class III	Rural / High Speed	1320	2640	660	2640



Additional Comments or Questions

PREPARE AND COMMUNICATE Project management plan and public, stakeholder and media outreach plan

ASSESS Analysis of existing conditions and trends

ENVISION Analysis of alternative growth scenarios

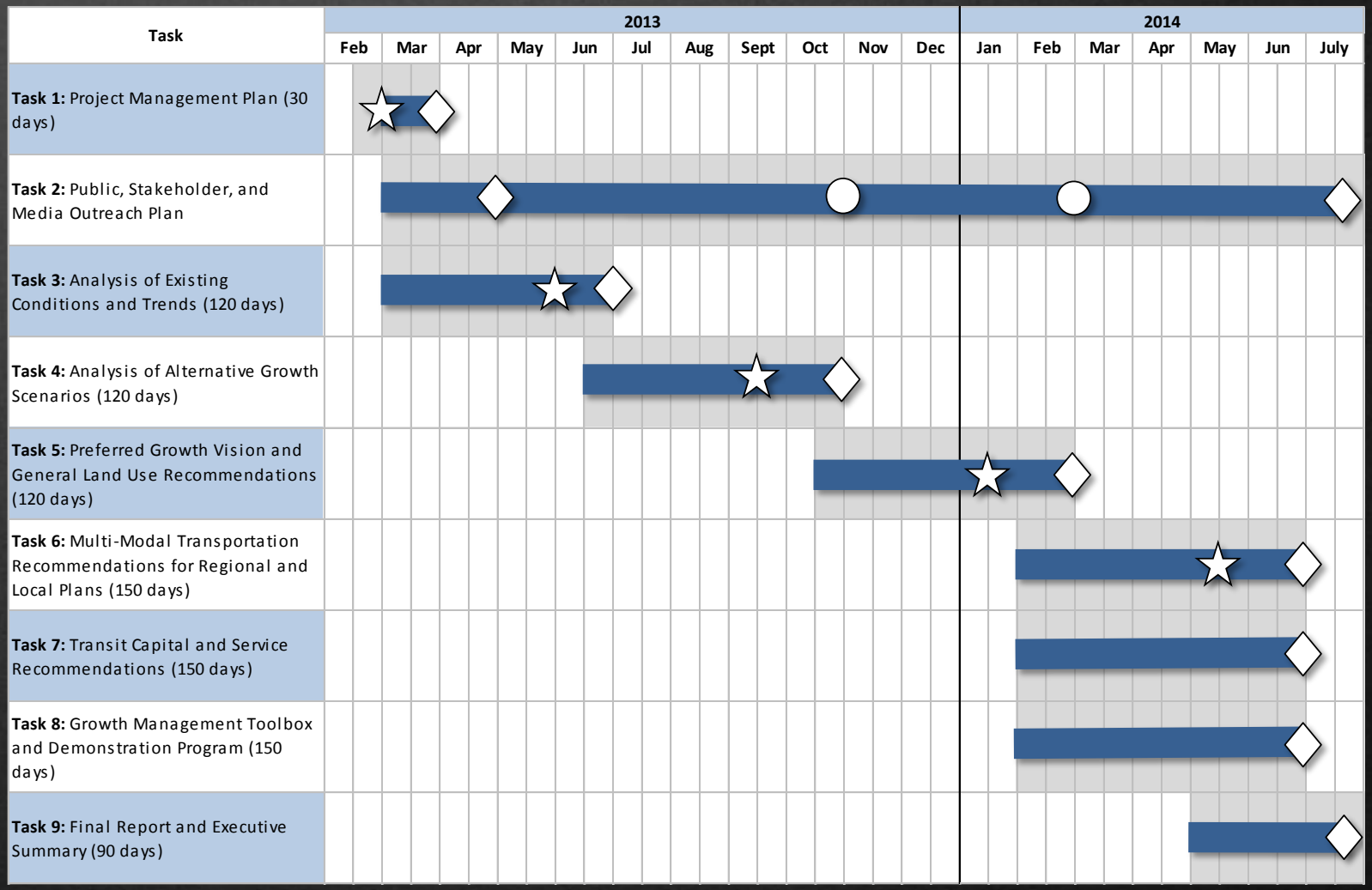
EVALUATE Preferred growth vision and general land use recommendations

RECOMMEND Multimodal transportation recommendations, including transit and growth management toolbox and demonstration project

DOCUMENT Final report, executive summary and promotional brochure

3. Schedule

Outline of the Time Schedule



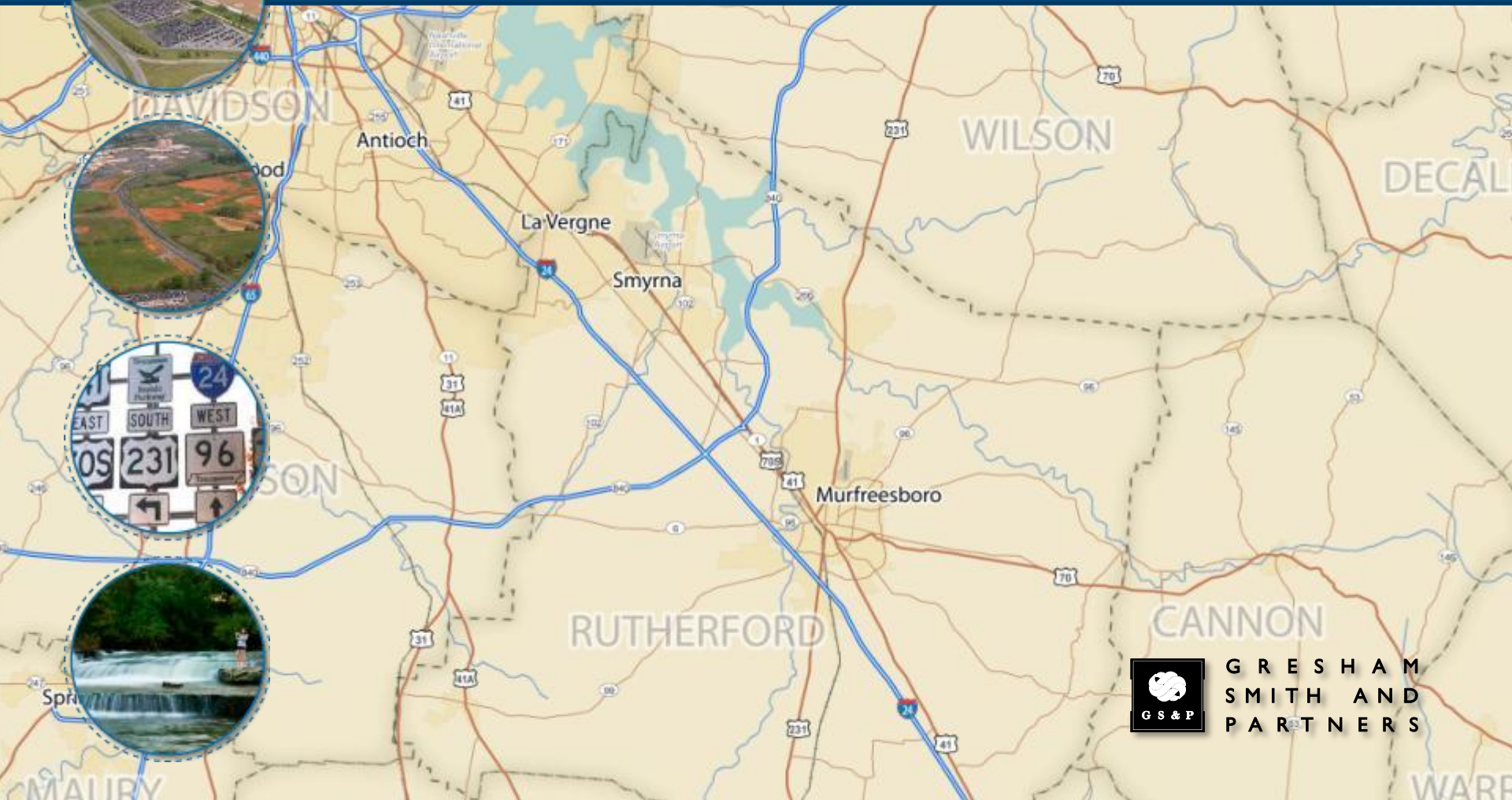
4. Action Items

4. Action Items (next 90 days)

- Develop and Submit Draft Project Management Plan (Task 1)
- Develop and Submit Draft Public, Stakeholder, and Media Outreach Plan (Task 2)
- Data Collection and Analysis of Existing Conditions and Trends (Task 3)

NASHVILLE AREA
Metropolitan Planning Organization

Thank You



GRESHAM SMITH AND PARTNERS