



About the Project: East Bank Boulevard

Metro Nashville is proposing to construct East Bank Boulevard, a new multimodal street that will provide north-south connectivity through Nashville's redeveloping East Bank. As envisioned in the Imagine East Bank Vision Plan, East Bank Boulevard sets the foundation for the East Bank's future urban street grid and multimodal transportation networks.

Project Description

East Bank Boulevard will get us where we want to go by following some existing routes and forging new ones:

- Existing alignment: Cowan Street from the future Cleveland Street extension to Jefferson Street
- New alignment: Jefferson Street to Korean Veterans Boulevard

The Boulevard would be a new transit and pedestrian priority corridor and would consist of:

- Dedicated Transit Lanes
- Wide Sidewalks
- Vehicular Travel Lanes
- Landscaping and Streetscaping

Why Are We Here?

The purpose of this meeting is to introduce the public and stakeholders to the design development and the National Environmental Policy Act (NEPA) phase of East Bank Boulevard.



**Begin the implementation of
East Bank Boulevard as
recommended by the Imagine East
Bank Vision Plan**



**Collect feedback on proposed
alternatives**



**Provide community context around
the Boulevard**



**Satisfy requirements for the
National Environmental Policy Act
(NEPA)**

Come visit our
Pop Ups!

ALSO, PLEASE SEE US AT OUR COMMUNITY POP UPS ON:

- May 9th, 2025 at Fridays by the River
Shelby Park
from 4:00pm - 6:00pm
- May 10th, 2025 at Nashville Farmers' Market
900 Rosa L Parks Boulevard
from 10:00am - 12:00pm

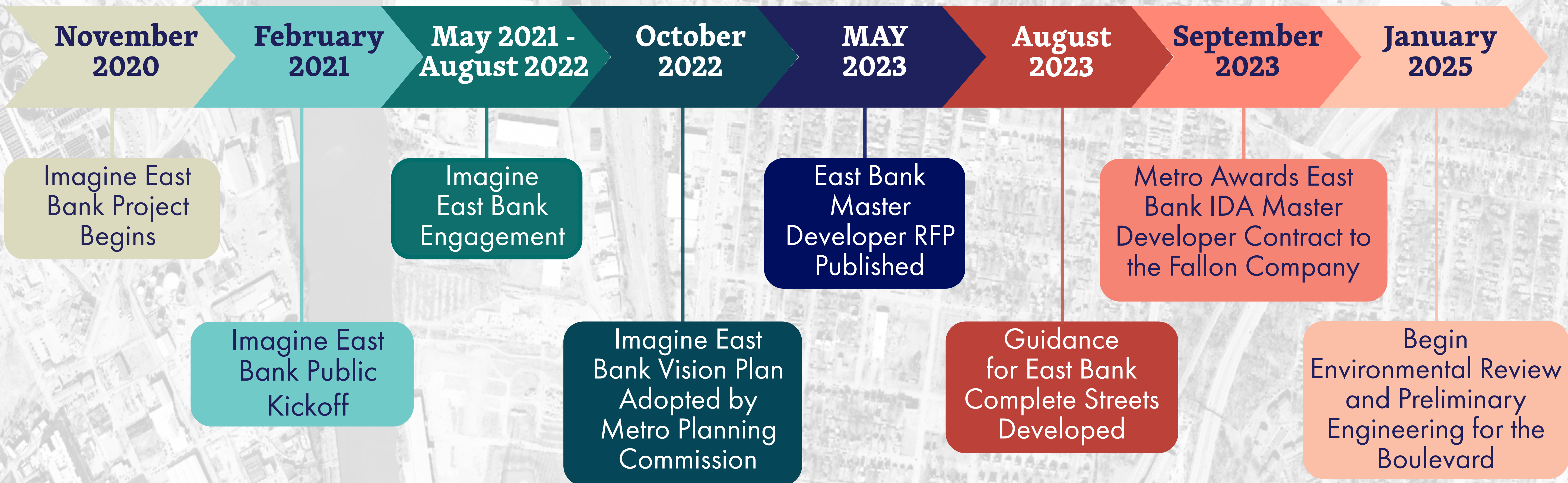
EAST BANK

Imagine East Bank Overview

“The East Bank’s emergence as new neighborhoods for Nashvillians requires it to re-establish itself within the city’s fabric, both in physical form and in its social, cultural, and economic aspects. Therefore, the goal of this project is to propose a vision for the building blocks of great neighborhoods, consistent with community guidance. The vision should also accomplish a higher purpose: the East Bank must take its place in and participate in a larger city compact. That compact is a more accessible community for all Nashvillians — to have an equitable approach to community building where people connect to goods, services, and, ultimately, to one another through human-scaled and well-designed public places.”

Imagine East Bank. Adopted October 6, 2022.

TIMELINE:



THE VISION:

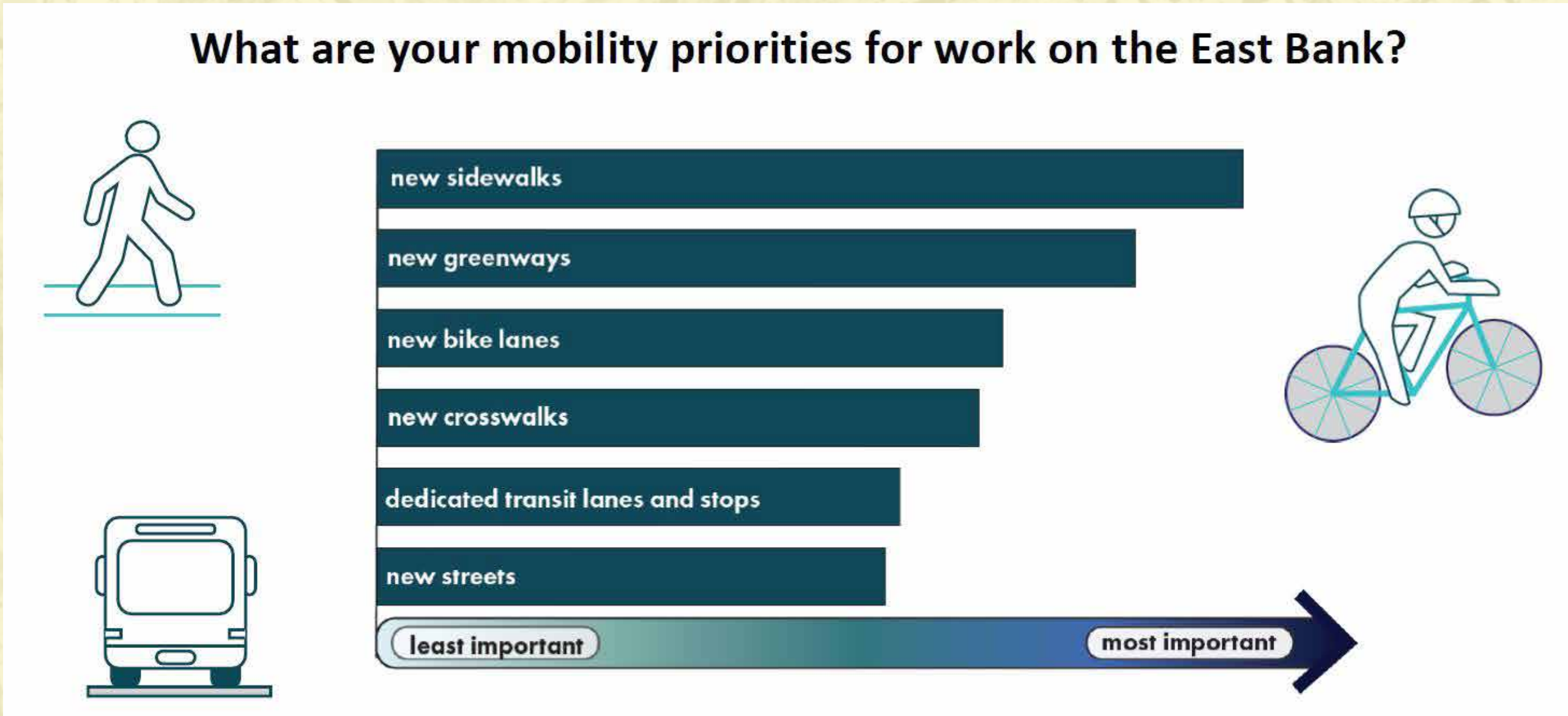


SAFE & SIMPLE MULTIMODAL CONNECTIONS

Provide a robust, multimodal transportation system enabling easy and equal access to and through the East Bank.

BIG IDEAS:
Multimodal opportunities, pedestrian & cyclist safety, north-south connectivity, downtown connectivity

“Connections and continuity to downtown is paramount to the success of the whole district.”



NEIGHBORHOODS FOR NASHVILLIANS

Create vibrant, livable, and authentic neighborhoods that prioritize the everyday needs for Nashvillians.



AN EQUITABLE & AFFORDABLE EAST BANK

Advance equity, resiliency, and high quality of life for all Nashvillians through the creation of accessible and affordable places to live, work, and play.



RESPECT FOR THE RIVER

Re-center the river as a vital community amenity and bolster resiliency through enhanced floodplain and stormwater management.

East Bank Boulevard's Purpose and Need *

Project Purpose

- **RESILIENCY** – The proposed project would raise the elevation of the north-south corridor to allow for continuous accessibility during flood events.
- **MULTIMODAL TRANSPORTATION** – The proposed north-south corridor would prioritize dedicated transit and pedestrian facilities to support an integrated multimodal network and increase the capacity of the transportation system.
- **CONNECTIVITY** – East Bank Boulevard would provide a continuous north-south corridor that would intersect with four existing east-west corridors and provide connectivity to employment opportunities and destinations.
- **SAFETY** – East Bank Boulevard would provide continuous wide sidewalks, safe pedestrian crossings, and functional spaces for pedestrians, reducing the opportunities for conflicts.

Project Needs

- **RESILIENCY** – Due to increasing intense local storm events, there is a need for a reliable, flood-resilient north-south transportation corridor.
- **MULTIMODAL TRANSPORTATION** – Due to the planned development in East Bank there is a need to expand transit and pedestrian infrastructure to increase the capacity of the transportation network.
- **CONNECTIVITY** – The current street network does not provide a continuous north-south connection in East Bank which presents a major obstacle to mobility in the area.
- **SAFETY** – Due to increasing numbers of pedestrians and vehicles in East Bank as a result of the planned development there is a need to address safety.

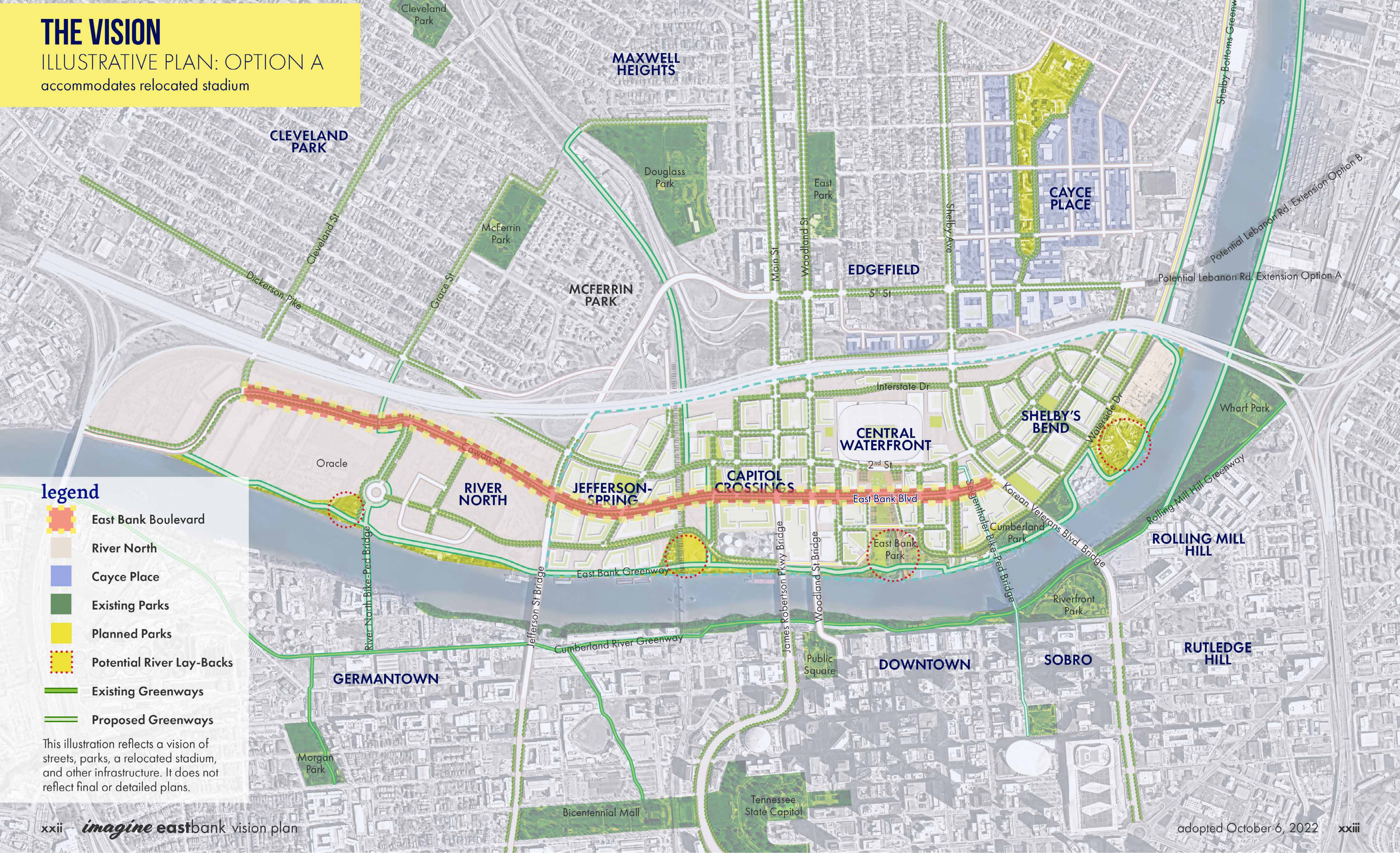
The East Bank Boulevard project seeks to enhance mobility and promote sustainable transportation options on Nashville's East Bank. The purpose of the East Bank Boulevard project is to create a multimodal corridor that is resilient during flooding events and that connects with an urban street grid to accommodate safe, efficient north-south travel that prioritizes accessibility for transit users, pedestrians, and vehicles.

* Purpose and Need developed for future National Environmental Policy Act (NEPA) action.



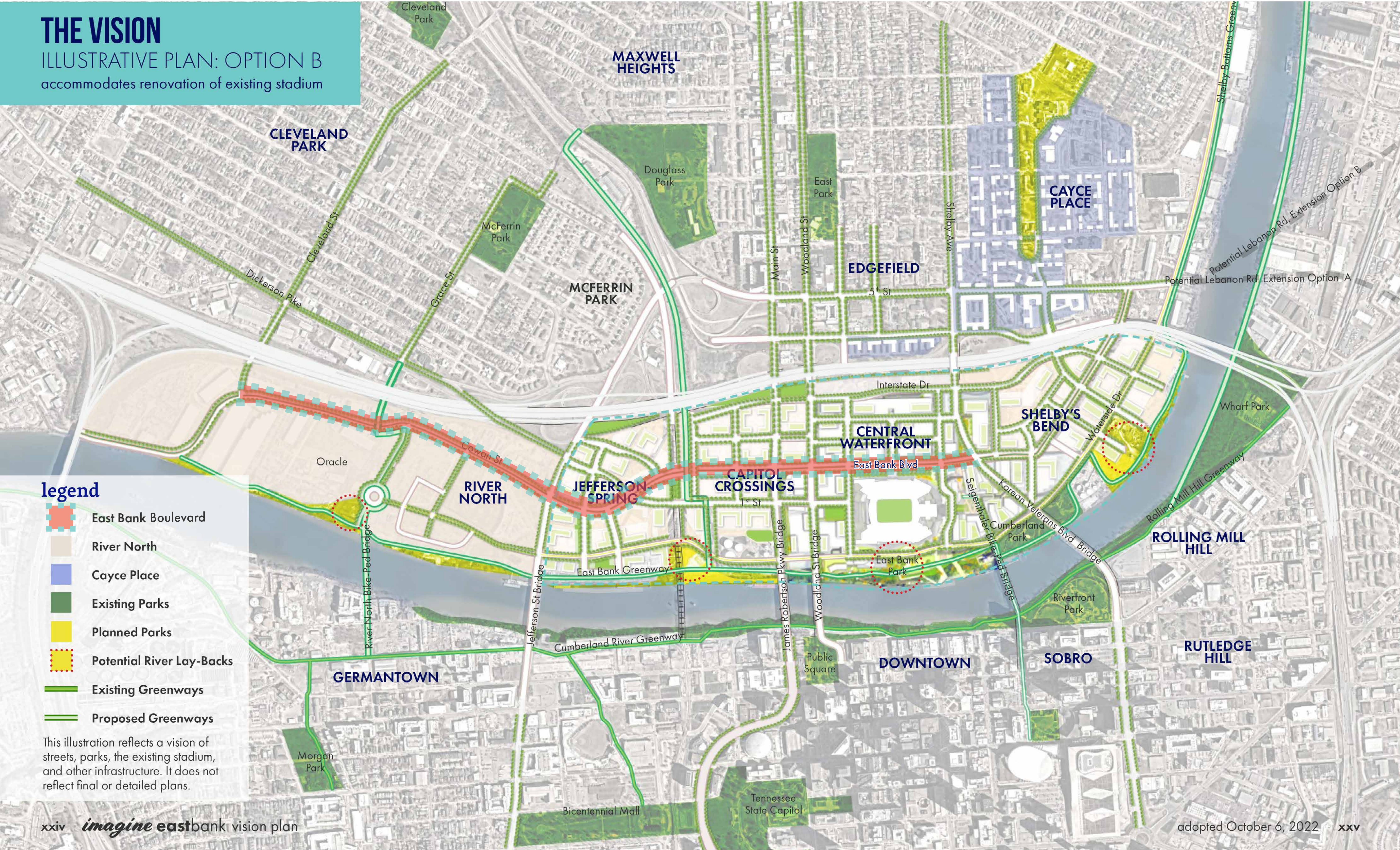
East Bank Boulevard Alignments Considered (From Imagine East Bank)

Option A Accommodates Relocated Stadium



Graphics from Imagine East Bank

Option B Accommodated Existing Stadium



Graphics from Imagine East Bank

The Boulevard within East Bank



Plan Neighborhoods as Complete Communities

Nashville's quality of life and economic opportunities have made it one of the fastest growing cities in the United States. This intensity of development must be balanced with an equal investment in the infrastructure required to ensure that new neighborhoods on the East Bank are and remain strong, livable, and healthy.

One way to regard the success of a particular neighborhood is to study its ability to support a complete community — that is a neighborhood that provides the infrastructure to support its residents, workers, and visitors through connectivity, prosperity, resilience, and responsibility.

Future Conditions:

River North

River North is intended to be a dense, mixed use, urban neighborhood. Activated, consolidated, usable greenspace and open space are encouraged within the neighborhood. (River North urban design overlay district adopted in 2018)

ACRES: 125+/-

Jefferson-Spring

Jefferson-Spring's location allows it to act as a transition between the East Bank and River North. The intersection of Jefferson Street and the new East Bank Boulevard will become a key intersection that connects the Capitol Crossings to River North.

ACRES: 50 +/-

Capitol Crossings

The future of Capitol Crossings will see James Robertson Parkway and Woodland Street redeveloped into mixed-use, multimodal streets that aim to mitigate the presence of I-24 by creating seamless transitions to the Main and Woodland Street mixed-use corridors on the east side of the interstate.

ACRES: 75+/-

Central Waterfront

The Central Waterfront neighborhood is envisioned to be the most energetic and densely urban of the four East Bank neighborhoods. Mixed-use developments, the proposed East Bank Park and other open spaces, and an activated waterfront will be established throughout the neighborhood to activate it 24/7.

ACRES: 120 +/-

Create Great Streets



The Boulevard's Conceptual Alternatives

Imagine East Bank included the first three proposed street sections shown below, for the boulevard balancing Right-of-Way constraints, community preferences, connectivity priorities, and streetscape experience. The most critical elements within East Bank Boulevard were identified as **dedicated transit lanes, sidewalks, and landscape**.

Boulevard with Center Running Bus Lane



Boulevard with Protected Bicycle Lanes and One Motor Vehicle Lane



Boulevard with Two-Way Cycle Track and One Motor Vehicle Lane



During the development of the Guidance for East Bank Complete Streets document, an additional street section was developed that included two vehicular travel lanes and a cycle track. This section was developed specifically for the River North neighborhood, where parallel North to South street connections and bike facilities are not proposed.

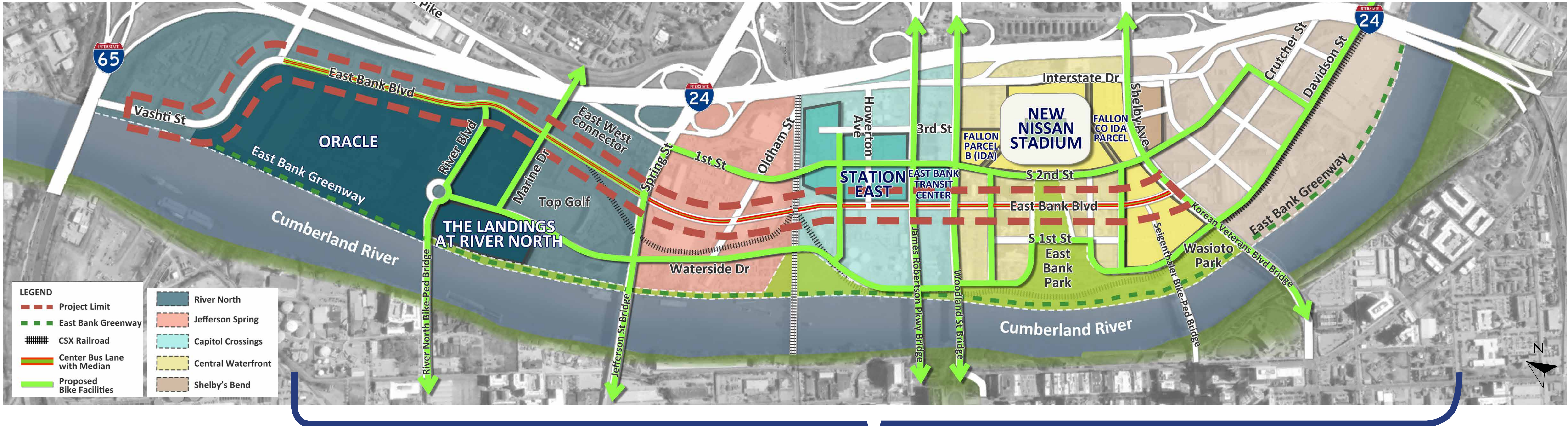
Boulevard with Two-Way Cycle Track and Two Motor Vehicle Lanes



EAST BANK

Anticipated East Bank Travel Demand

The Boulevard will be the central spine of a larger urban street grid serving the new East Bank neighborhood. As the primary north-south arterial, it will provide the greatest level of connectivity for millions of square feet of new development as well as tie transit services together.



170,000 new trips per day

Early estimates suggest that approximately 170,000 new trips per day will be made into, out of, and within the East Bank neighborhood

Trip generators



13,500
Residential
Units



11,000,000
Square Feet
Office Space



4,200
Hotel
Rooms

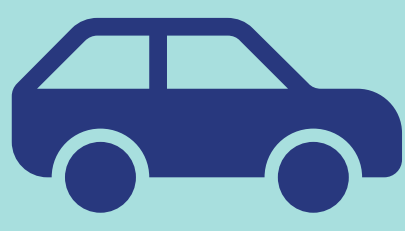


1,000,000
Square Feet
Commercial Space

How travel demand in the East Bank Development breaks down: 170,000 new trips per day

80K

AUTO
TRIPS



Vehicle

The East Bank neighborhood will be a regional destination, and driving will need to be accommodated for many residents, employees, and visitors.

20K

New
2nd
Street

A parallel alternative to the Boulevard, new 2nd Street will handle 20K driving trips alongside cyclists within a pedestrian-oriented setting.

30K

Side
Street
Network

A combination of all other side streets will meet the needs of drivers in the neighborhood.

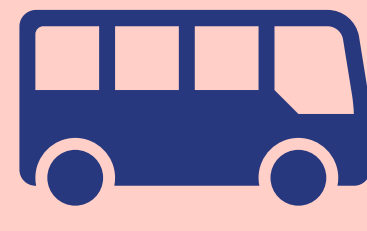
30K

East
Bank
Boulevard

As the central North to South route of the larger urban street grid, serving the East Bank neighborhood, the Boulevard will need to handle 30K auto trips.

60K

TRANSIT, BICYCLISTS,
AND PEDESTRIAN
TRIPS



Transit



Bike



Pedestrian

High density and mixed land uses will generate many non-car trips. Multi-modal infrastructure is required to serve these trips safely.

The urban grid prioritizes pedestrians and cyclists throughout the development.



A typical residential street rendering from Imagine East Bank

The Boulevard will provide the transit backbone of the East Bank Development with two dedicated BRT lanes.



East Bank Blvd rendering from Imagine East Bank

30K

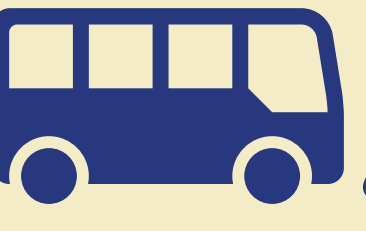
FUTURE
MULTI-MODAL
TRIPS



Vehicle



Bike



Transit



Pedestrian

As future developments are completed, we expect there to be more travel demand than open street capacity.

The complete-street East Bank network – with the expansion of multi-modal infrastructure city-wide – will encourage these future trips to use non-auto modes.



East Bank Greenway rendering from Imagine East Bank

East Bank Boulevard Traffic Analysis by KHA 10/2022

The Boulevard's Travel Demand

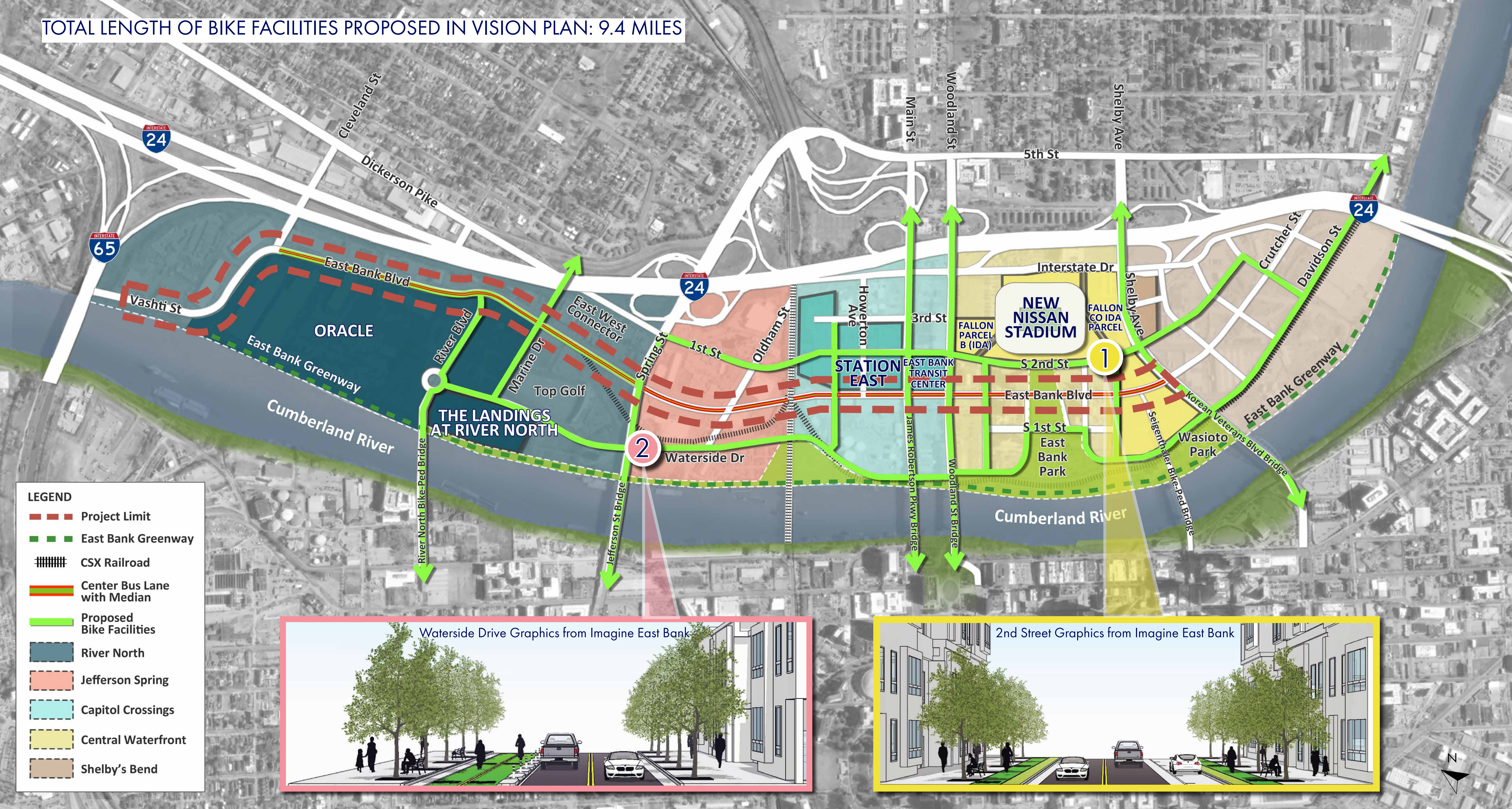
In order to provide the 30K auto trips needed to support the higher density of development within the East Bank, a 4-lane vehicular street is needed. Additional benefits of a 4-lane vehicular street are:

- Emergency operations and access
- Additional capacity during special events
- Contingency space for inevitable curb demand

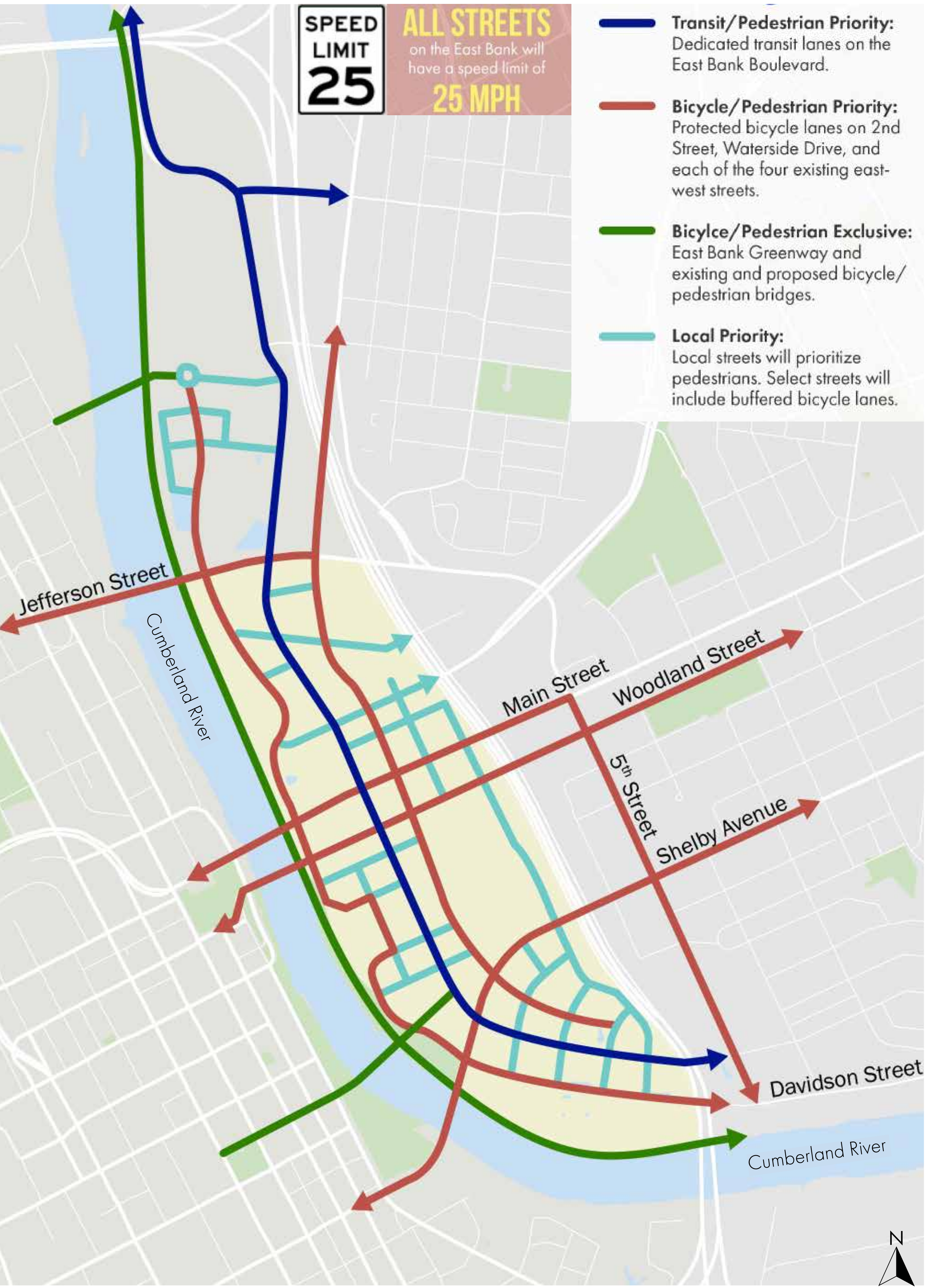


East Bank Multimodal Network

TOTAL LENGTH OF BIKE FACILITIES PROPOSED IN VISION PLAN: 9.4 MILES



Urban Street Grid



Graphics from Imagine East Bank

1 2nd Street Graphics from Imagine East Bank



2 Waterside Drive Graphics from Imagine East Bank



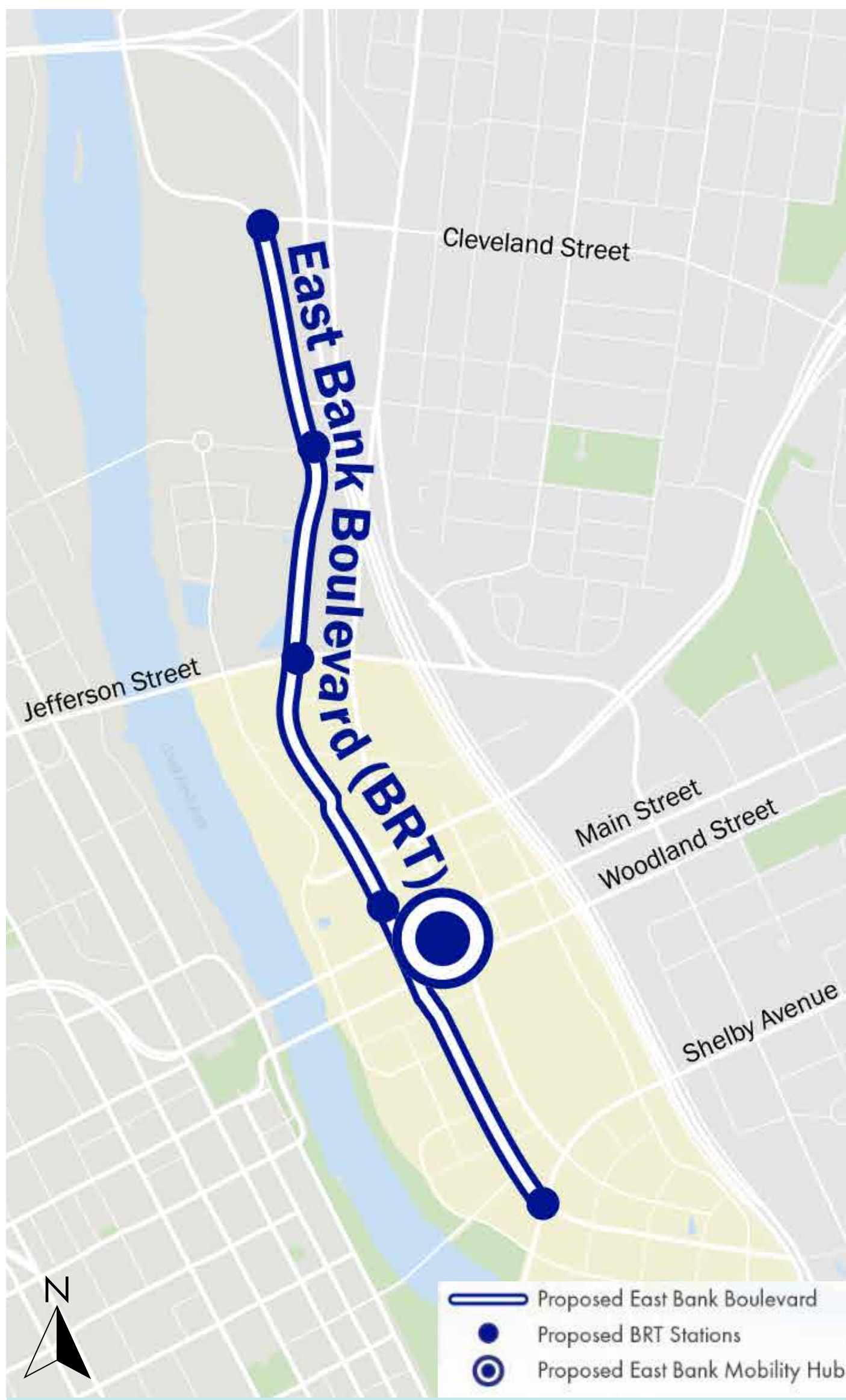
EAST BANK

Boulevard in River North Proposed Alternative

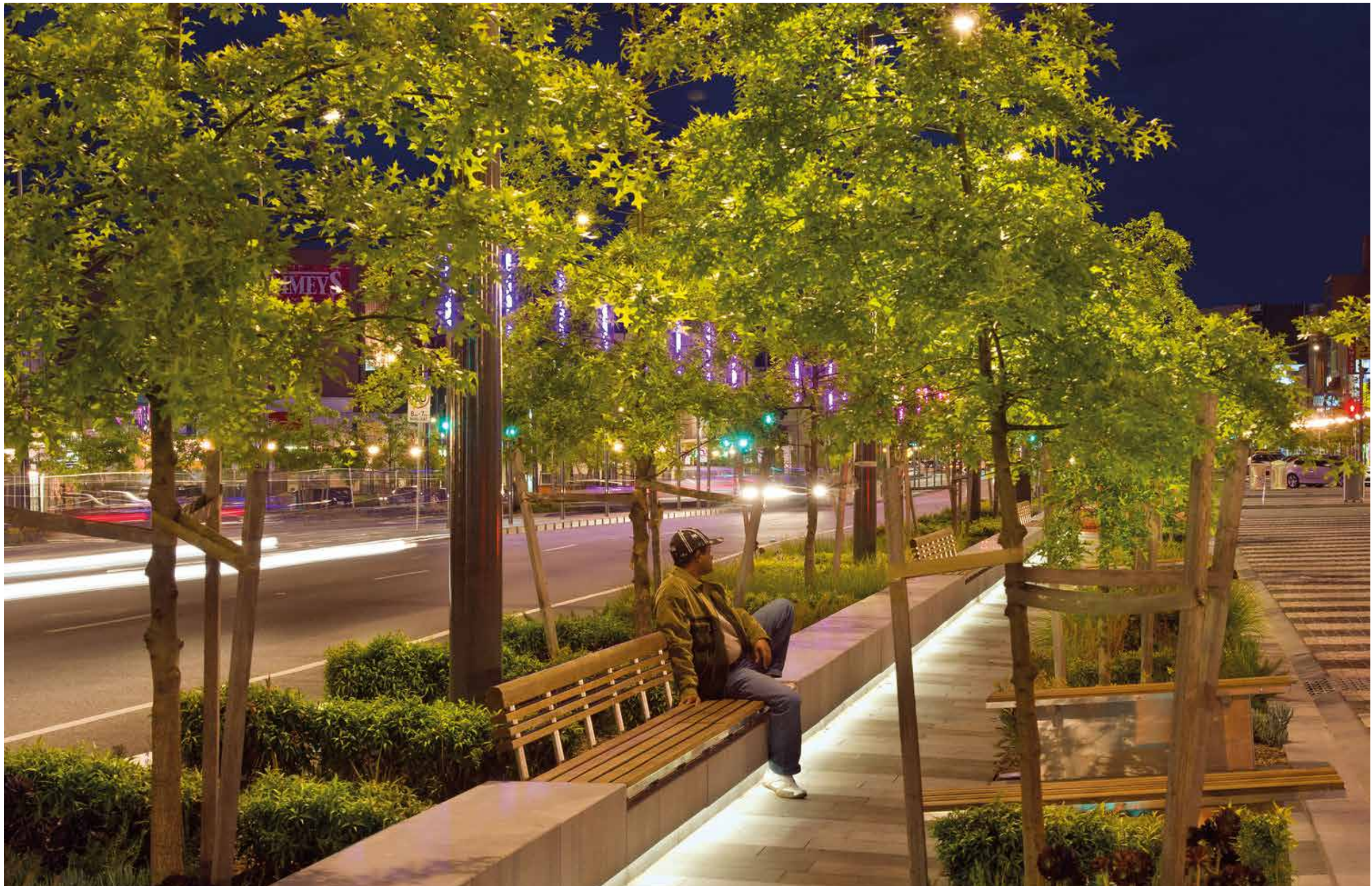
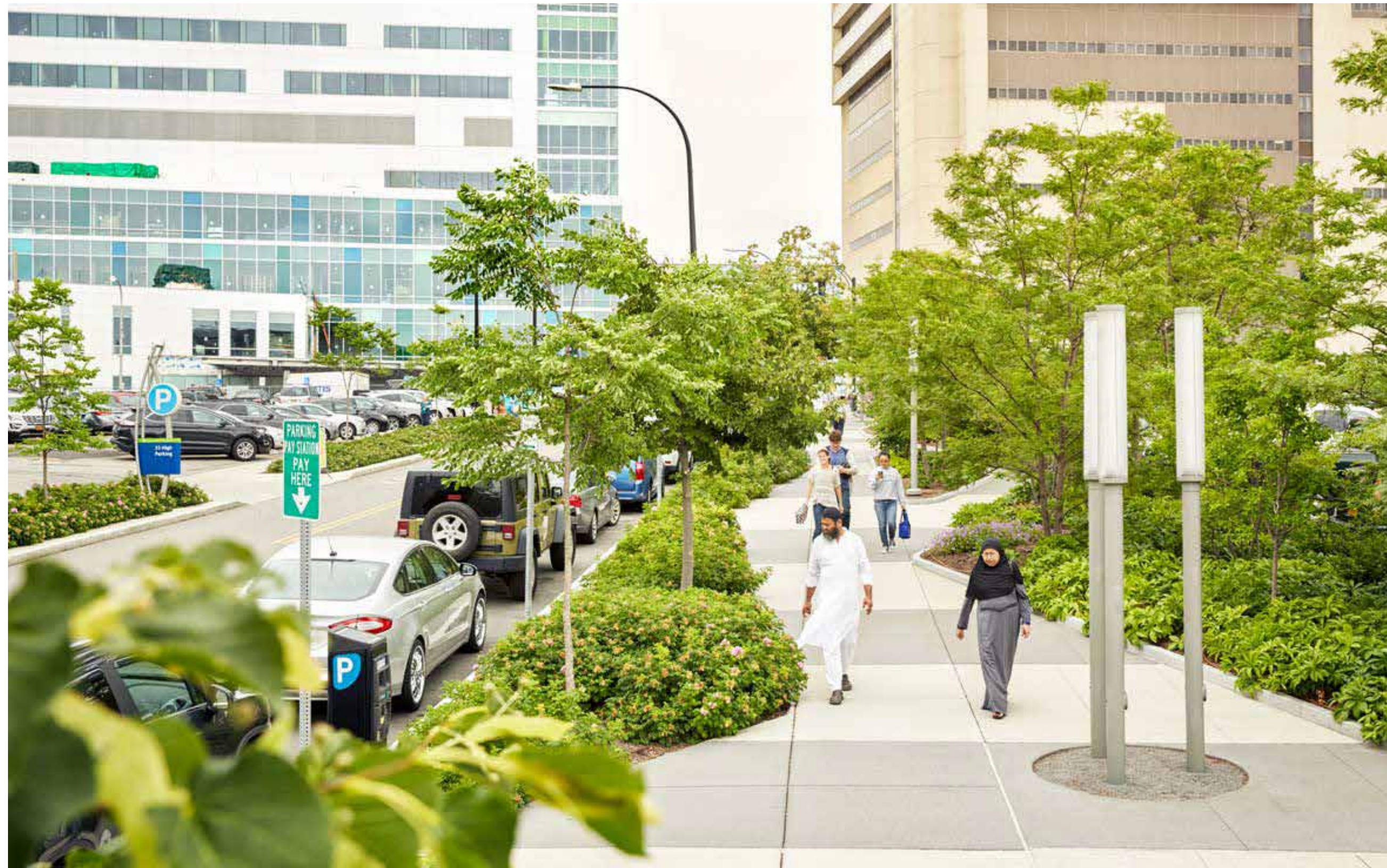


East Bank Boulevard North of Jefferson Street

Supports vehicular capacity needs, based on analysis of projected traffic, to provide access and connectivity to the East Bank Developments along the North-South spine.

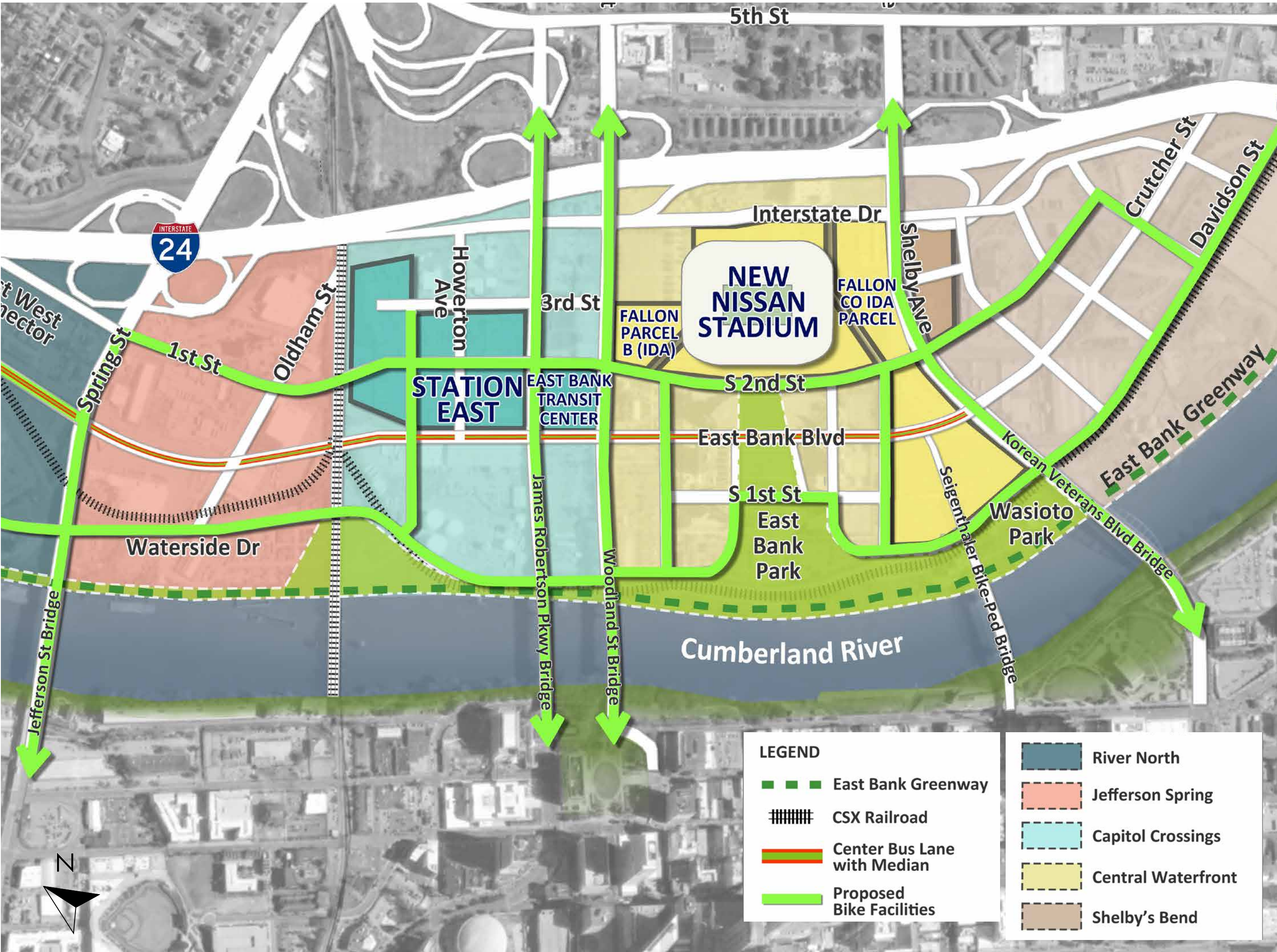


Prioritizes transit and ties into the future Bus Rapid Transit (BRT) corridor through the Cleveland Street Connection.

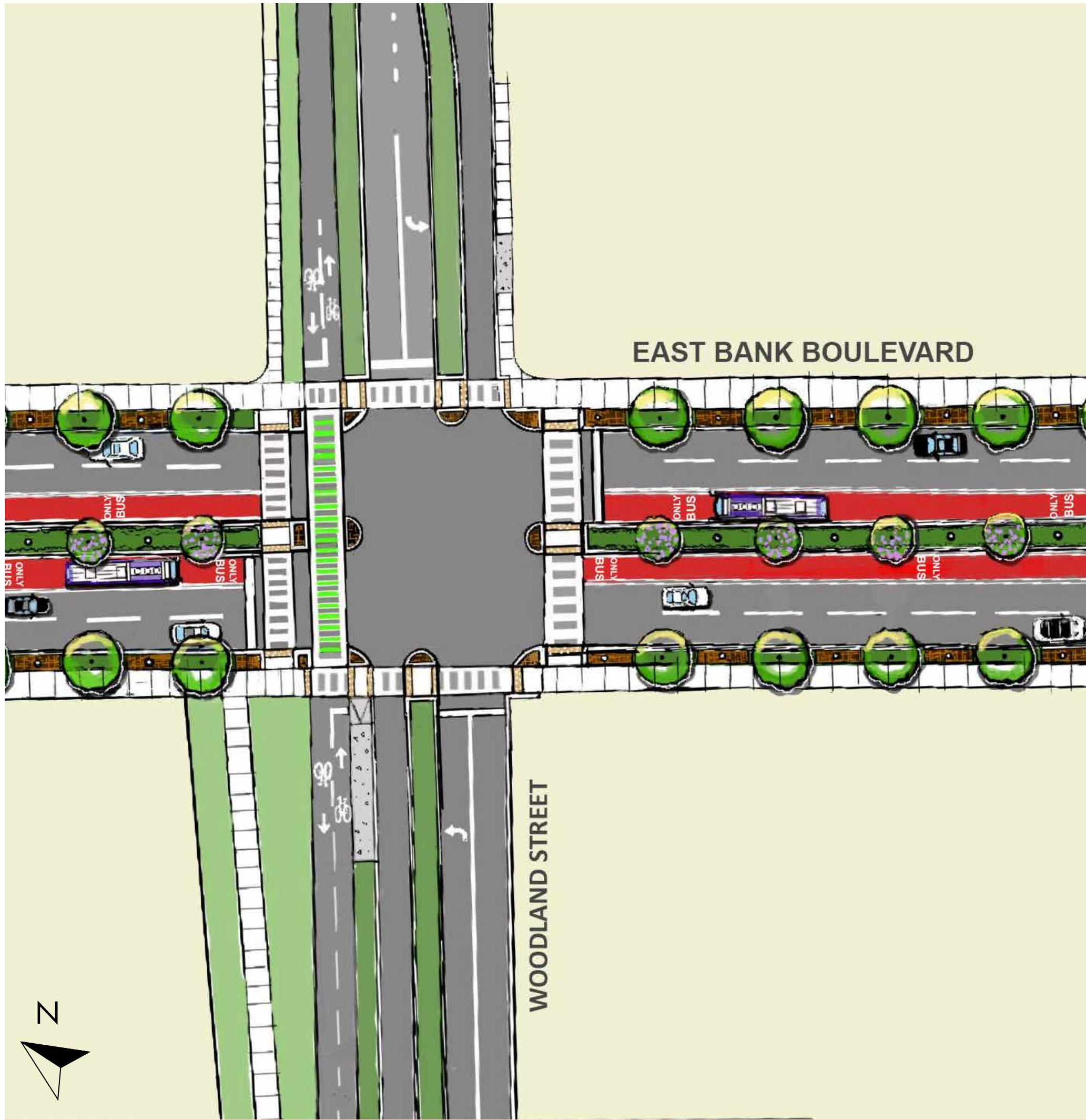


Boulevard in East Bank Proposed Alternative

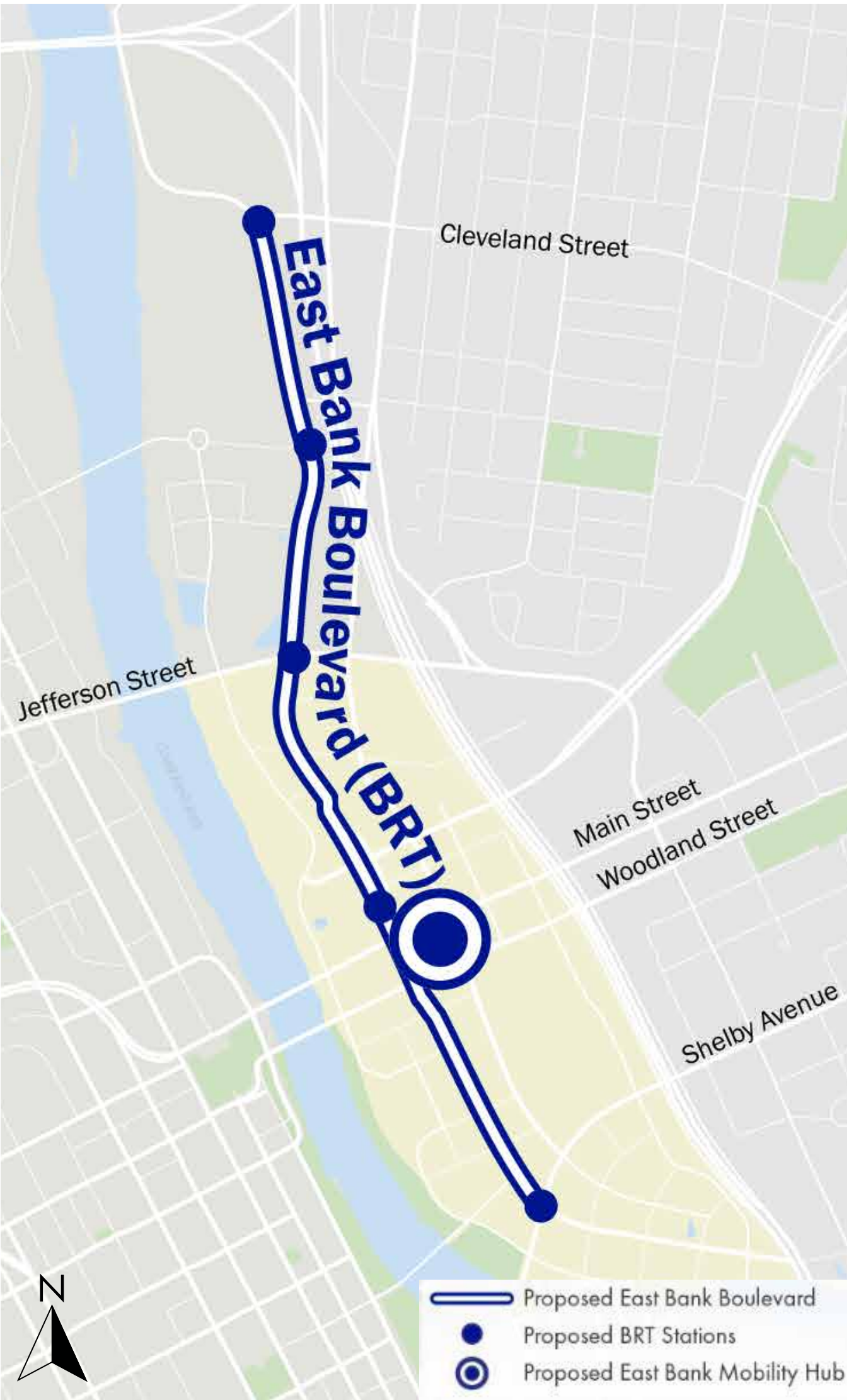
(Jefferson Spring, Capitol Crossings, and Central Waterfront Neighborhoods)



Boulevard Between Jefferson Street and Korean Veterans Pkwy
Supports vehicular capacity needs, based on analysis of projected traffic, to provide access and connectivity to the developments along the North-South spine.



Protected Bicycle Intersection at Woodland Street
Design supports the East Bank bicycle network by providing protected intersections at the major East-West Connectors, as well as providing amenities for bicyclists, such as bicycle racks, to access the developments along the Boulevard's Corridor.



Prioritizes transit and ties into the future Bus Rapid Transit (BRT) corridor through the Cleveland Street Connection.



Pedestrians are prioritized with wide 10' sidewalks and 5' planting areas providing safety barriers between vehicles, bicyclists, and pedestrians.



Incorporates landscape, green infrastructure, and streetscape elements into the corridor.



Incorporates landscape, green infrastructure, and streetscape elements into the corridor.

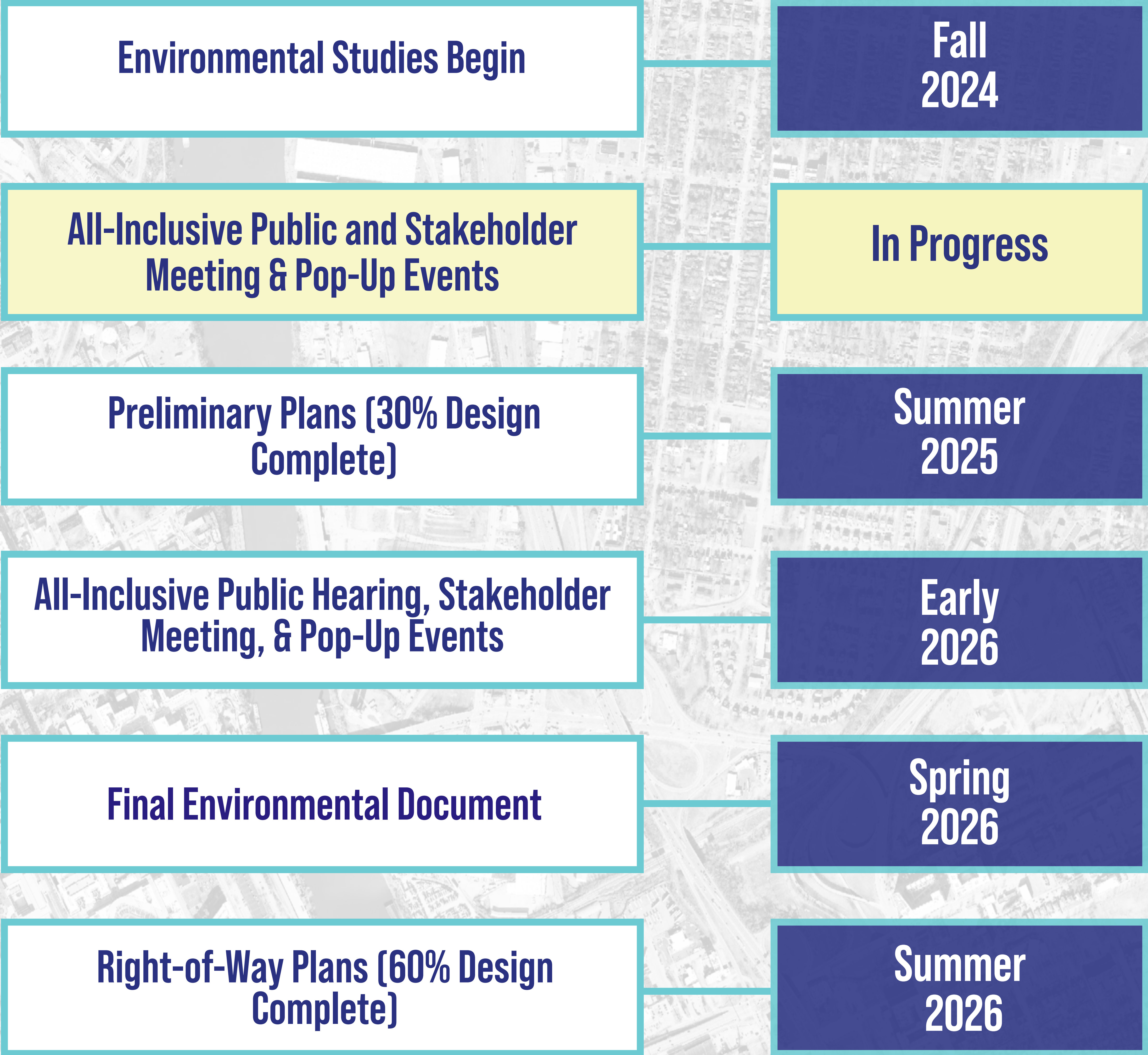
EAST BANK

DO YOU SUPPORT THE PROPOSED ALTERNATIVE FOR THE JEFFERSON SPRING, CAPITOL CROSSING, AND CENTRAL WATERFRONT NEIGHBORHOODS?



Next Steps

Schedule



Public and Stakeholder Involvement

East Bank Boulevard Survey
(Survey will remain open until May 15th, 2025)

