

An architectural rendering of a modern urban street scene. On the left, there are multi-story brick and glass buildings. A wide, red-paved bus lane runs along the left side of the road, with the word "BUS" painted in large white letters. A purple bus is driving in this lane. Several cars are also visible on the road. The street is lined with trees, including some with white blossoms. The sky is blue with scattered white clouds. A large, semi-transparent red banner is overlaid on the right side of the image, containing the title text.

EAST BANK BOULEVARD PUBLIC MEETING



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ABOUT THE PROJECT: 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)



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ABOUT THE PROJECT: EAST BANK BOULEVARD

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



IMAGINE EAST BANK OVERVIEW

Timeline:



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IMAGINE EAST BANK OVERVIEW



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."



What are your mobility priorities for work on the East Bank?



Results from Multimodal Survey, Sept-Oct 2021.



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.



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

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EAST BANK BOULEVARD'S PURPOSE AND NEED*

Project Needs

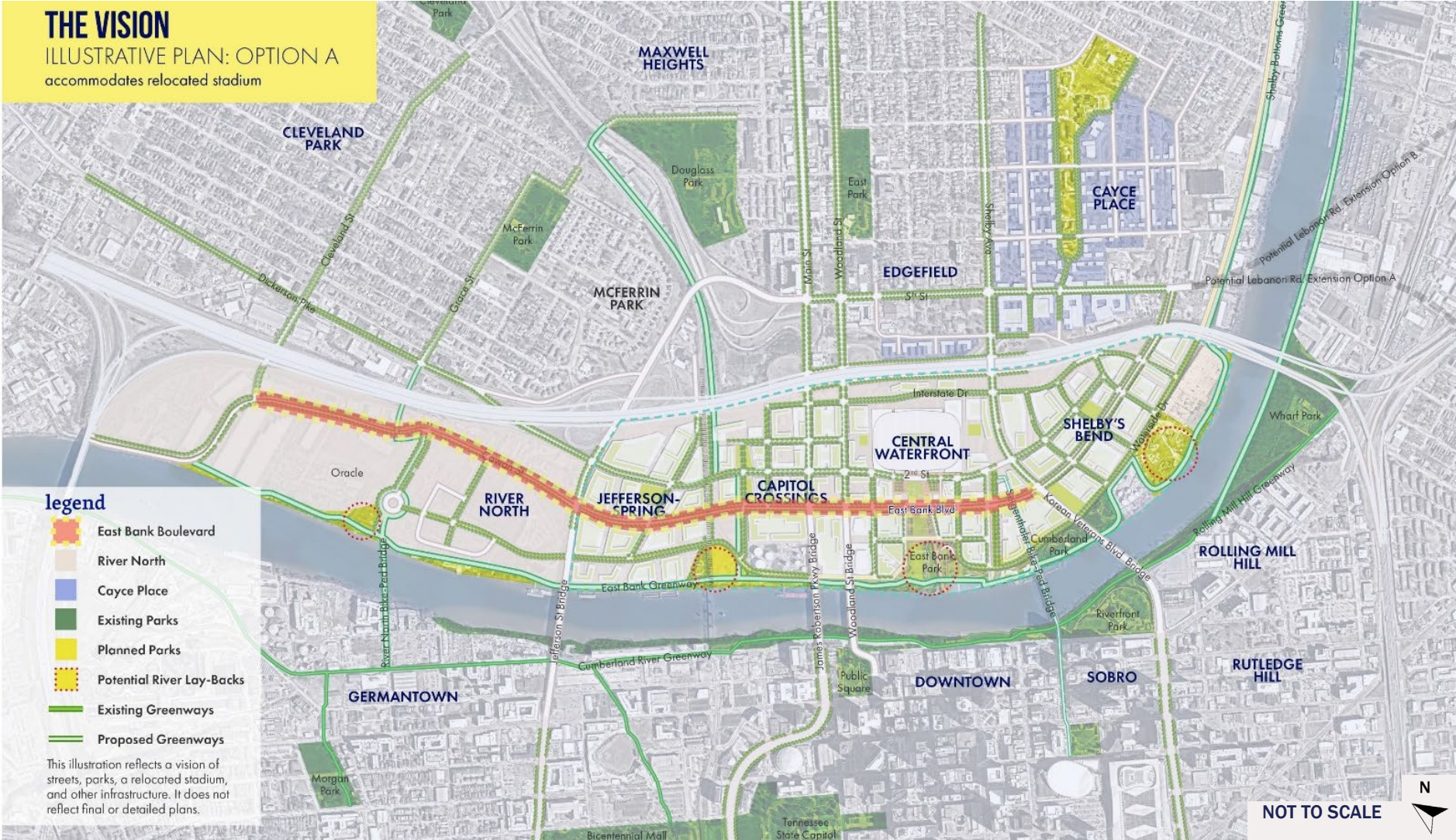
- **RESILIENCY** – Due to increasing intense local storm events, there is a need for a reliable, flood-resilient north-south transportation corridor.
- **MULTIMODAL TRANSPORTATION** – Due to the planned development in East Bank there is a need to expand transit and pedestrian infrastructure to increase 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.

*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



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EAST BANK BOULEVARD ALIGNMENTS CONSIDERED (FROM IMAGINE EAST BANK)

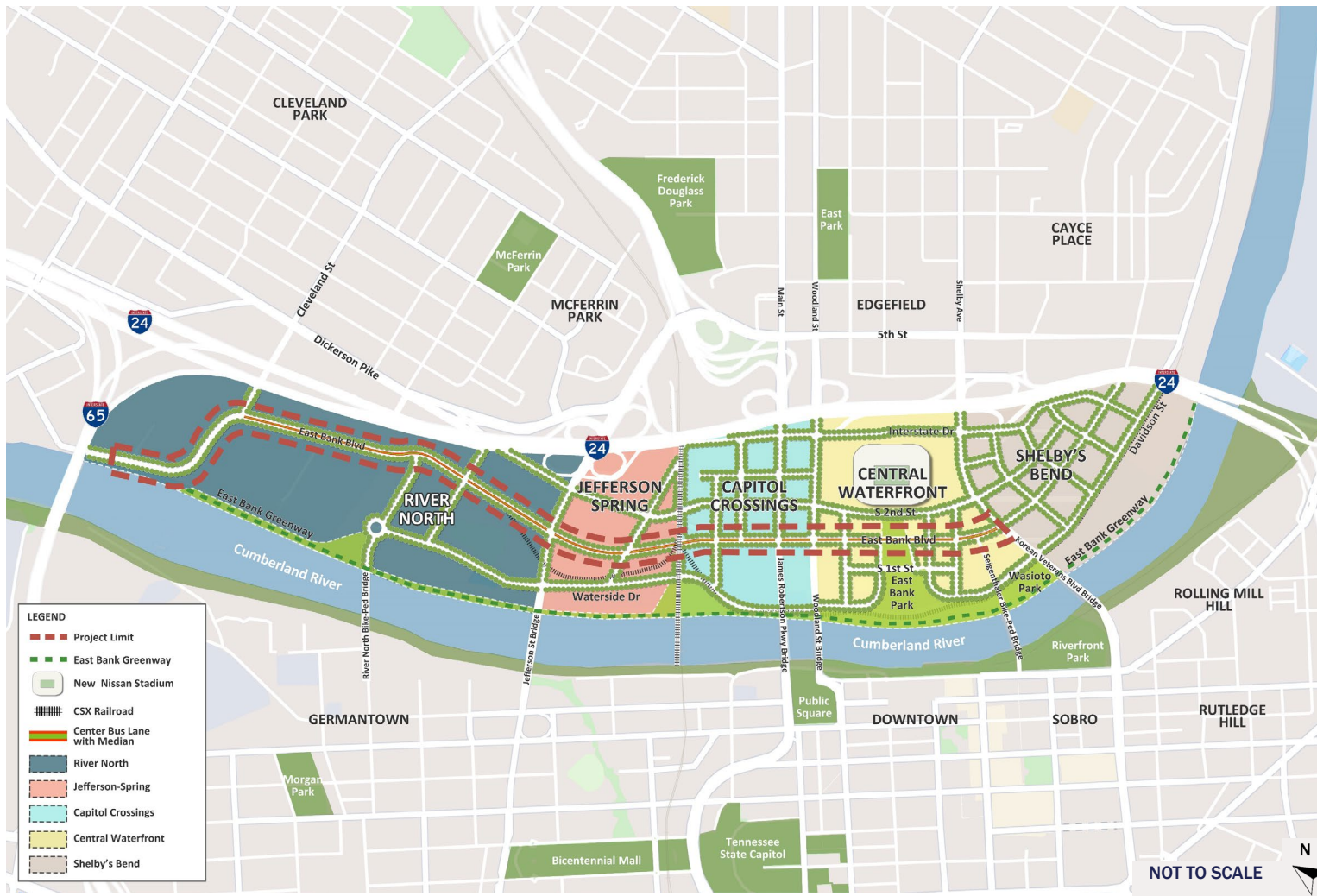
Option B Accommodated Existing Stadium



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THE BOULEVARD WITHIN EAST BANK

Plan Neighborhoods as Complete Communities



Future Conditions:

RIVER NORTH (acres: 125+/-)

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)

JEFFERSON-SPRING (acres: 50 +/-)

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.

CAPITOL CROSSINGS (acres: 75 +/-)

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.

CENTRAL WATERFRONT (acres: 120 +/-)

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.

THE BOULEVARD WITHIN EAST BANK

Create Great Streets



1 EAST BANK BOULEVARD

2 SOUTH 2ND STREET

3 WATERSIDE DRIVE

4 NEIGHBORHOOD STREETS



THE BOULEVARD'S CONCEPTUAL ALTERNATIVES



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
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ANTICIPATED EAST BANK TRAVEL DEMAND

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.



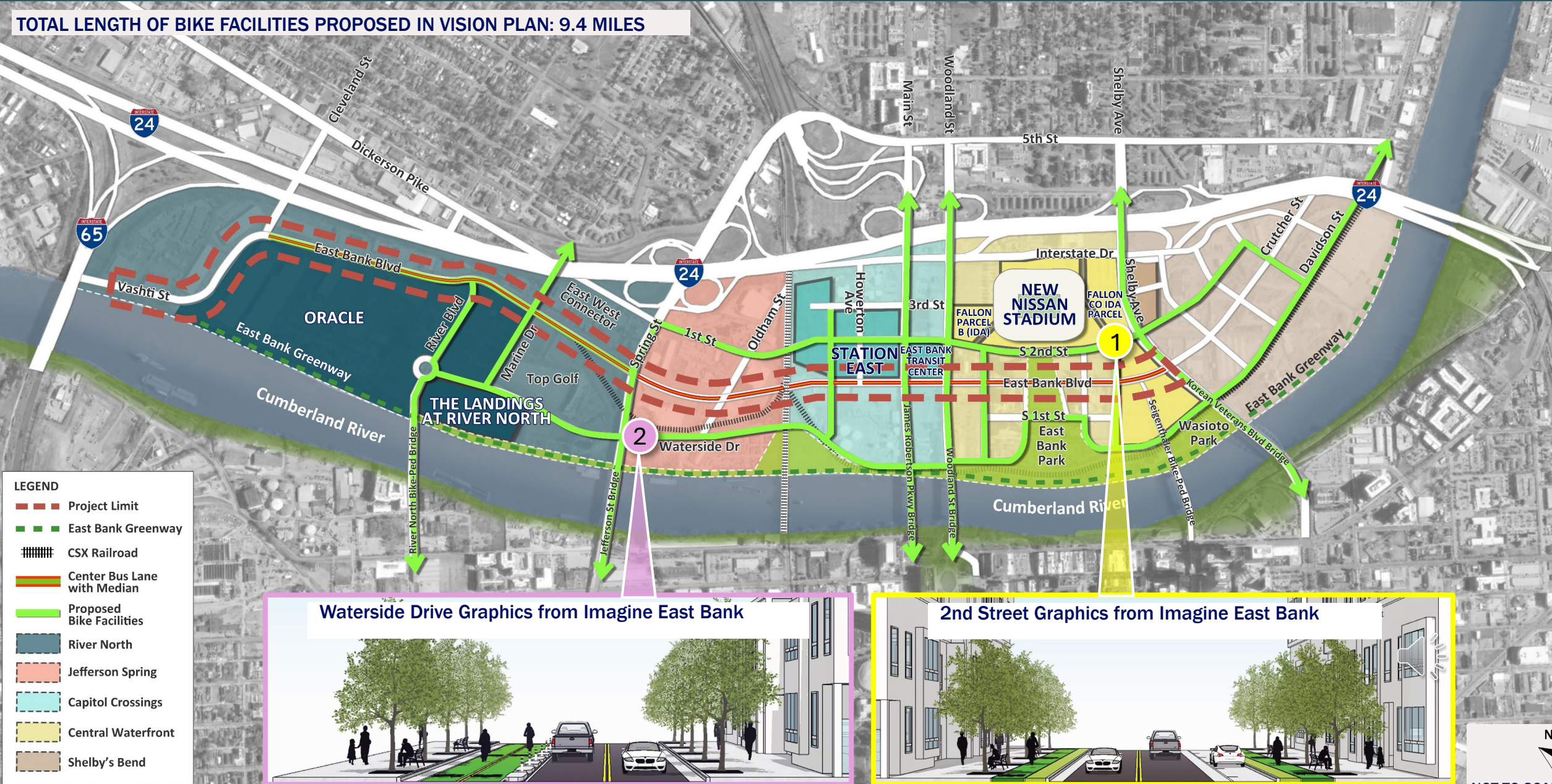
East Bank Greenway rendering from Imagine East Bank

East Bank Boulevard Traffic Analysis by KHA 10/2022

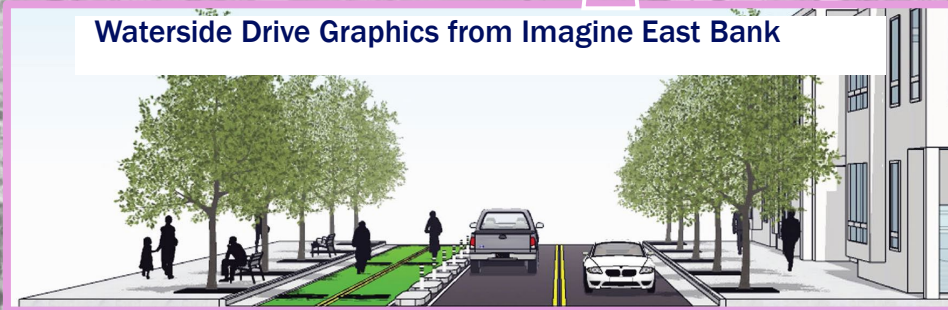


EAST BANK MULTIMODAL NETWORK

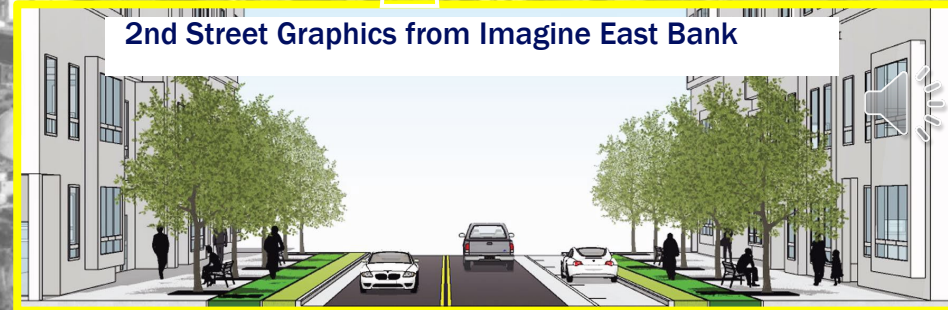
TOTAL LENGTH OF BIKE FACILITIES PROPOSED IN VISION PLAN: 9.4 MILES



Waterside Drive Graphics from Imagine East Bank



2nd Street Graphics from Imagine East Bank



EAST BANK MULTIMODAL NETWORK

Urban Street Grid



- Transit/Pedestrian Priority:** Dedicated transit lanes on the East Bank Boulevard.
- Bicycle/Pedestrian Priority:** Protected bicycle lanes on 2nd Street, Waterside Drive, and each of the four existing east-west streets.
- Bicycle/Pedestrian Exclusive:** East Bank Greenway and existing and proposed bicycle/pedestrian bridges.
- Local Priority:** Local streets will prioritize pedestrians. Select streets will include buffered bicycle lanes.

SPEED LIMIT 25
ALL STREETS
on the East Bank will
have a speed limit of
25 MPH

2nd Street Graphics from Imagine East Bank



Waterside Drive Graphics from Imagine East Bank



BOULEVARD IN RIVER NORTH PROPOSED ALTERNATIVE



BOULEVARD IN RIVER NORTH PROPOSED ALTERNATIVE



East Bank Boulevard North of Jefferson Street

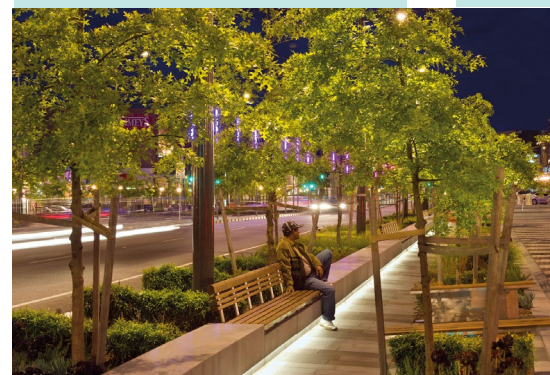
Supports vehicular capacity needs, based on analysis of projected traffic, to provide access and connectivity to the East Bank Developments along the North-South spine.



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



Prioritizes pedestrians with wide 10' sidewalks and 5' planting areas providing safety barriers between vehicles and pedestrians.



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



Provides a continuation of the Bicycle Priority Network into the River North Neighborhood by including a North-South Cycle Track.

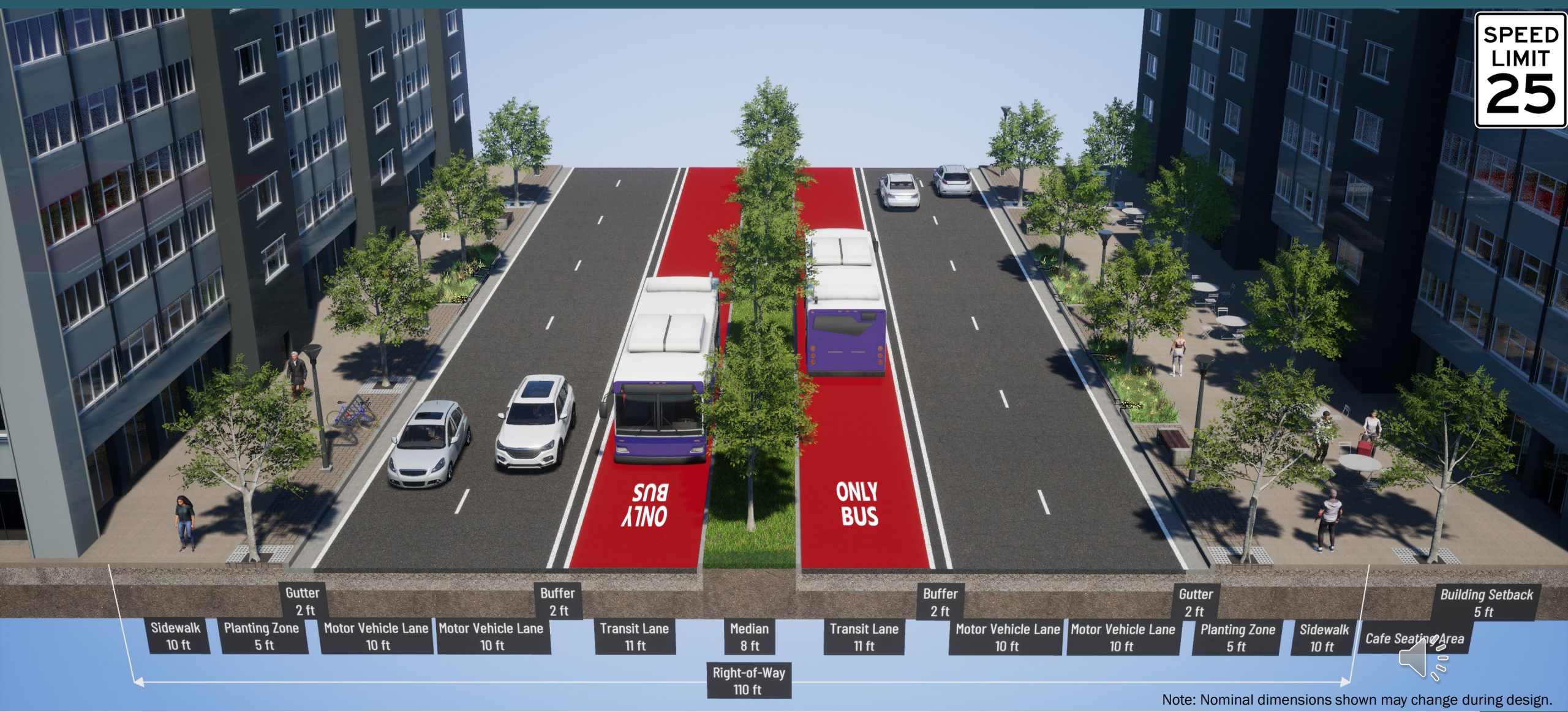
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DO YOU SUPPORT THE PROPOSED ALTERNATIVE FOR RIVER NORTH?



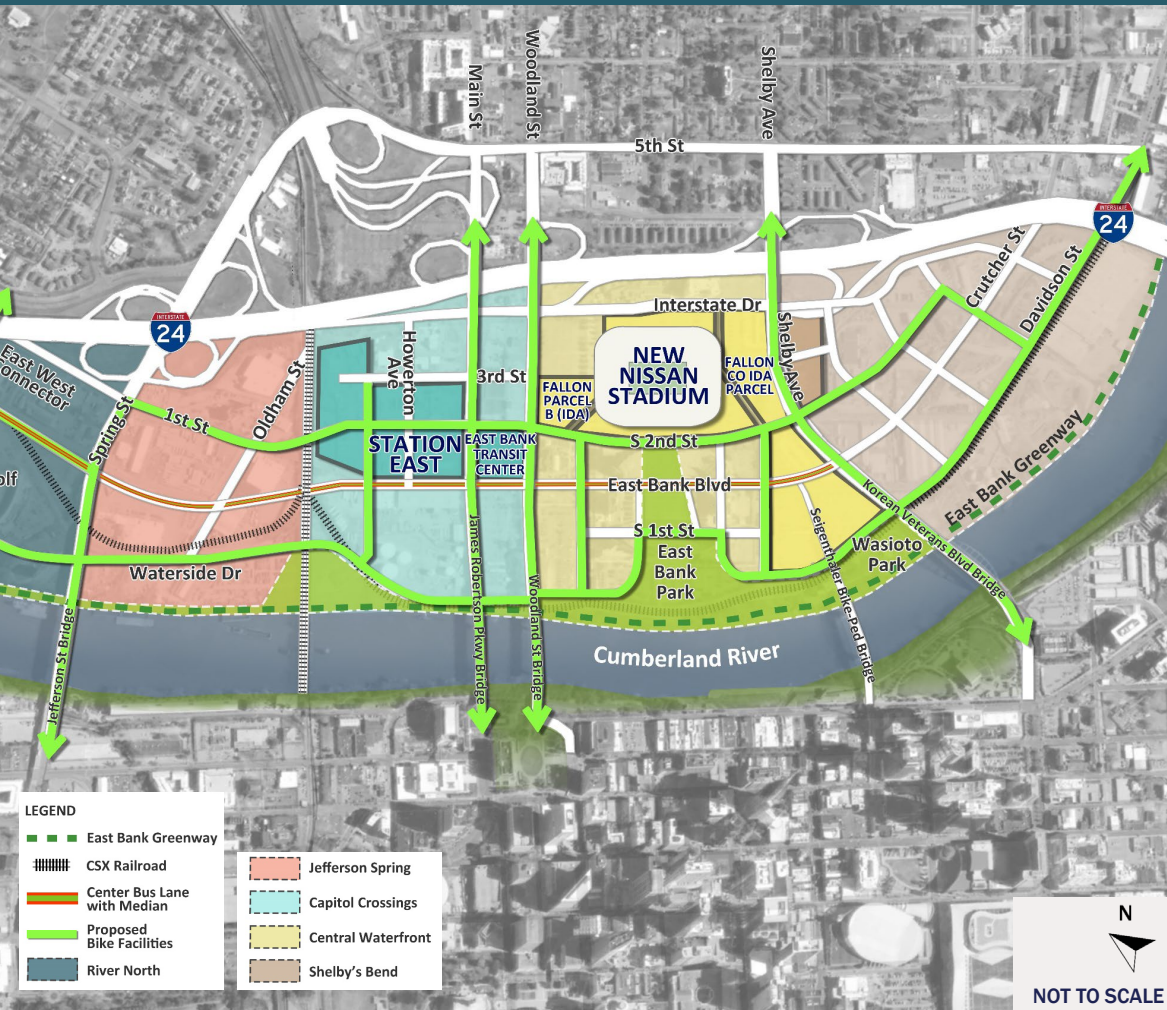
BOULEVARD IN EAST BANK PROPOSED ALTERNATIVE

(JEFFERSON SPRING, CAPITOL CROSSINGS, AND CENTRAL WATERFRONT NEIGHBORHOODS)



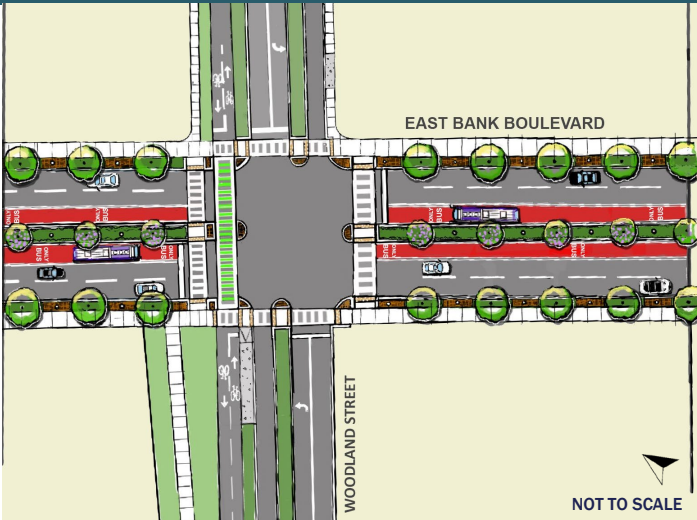
BOULEVARD IN EAST BANK PROPOSED ALTERNATIVE

(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.



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



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



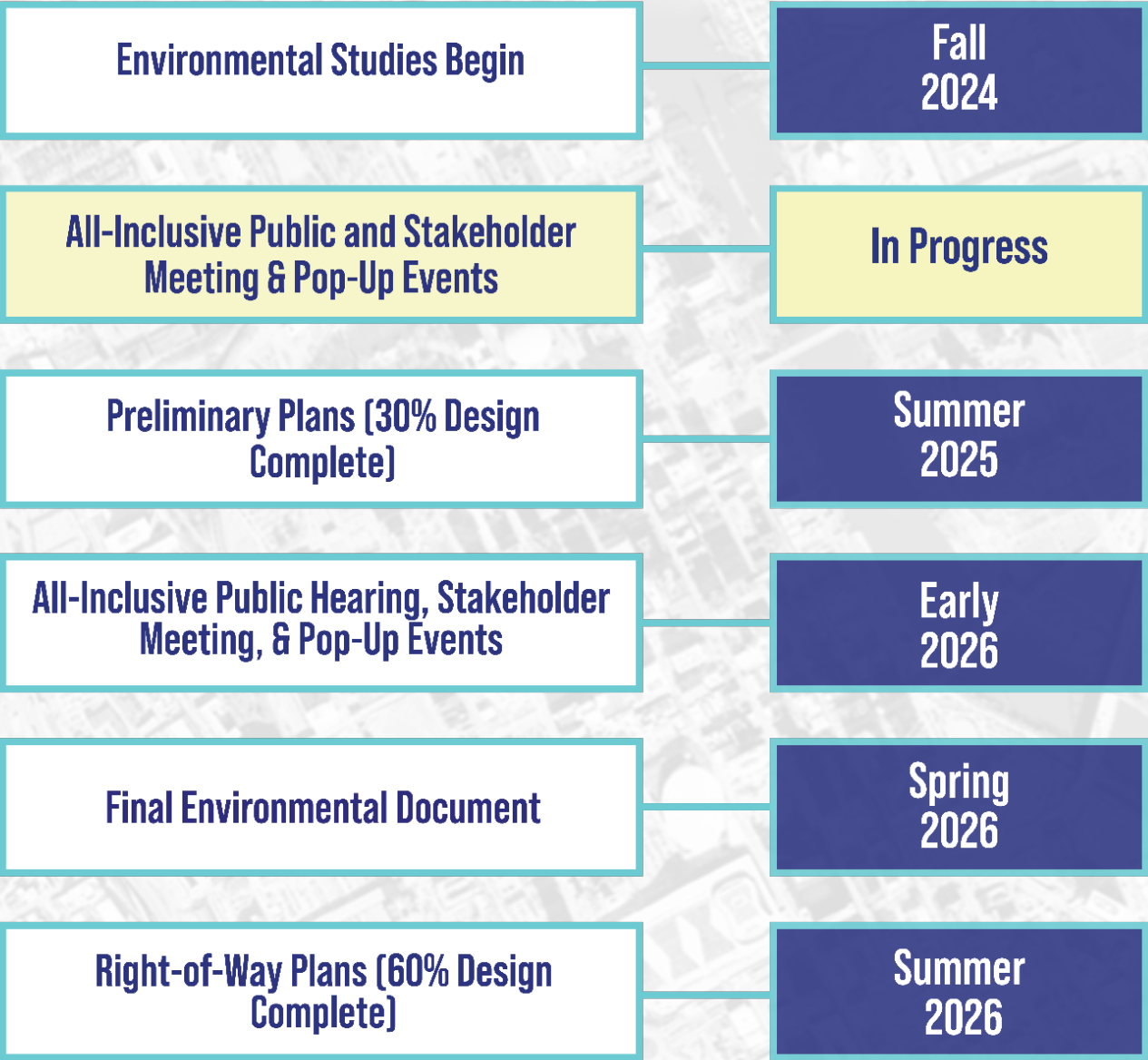
Incorporates landscape, green infrastructure, and streetscape elements into the corridor.

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



NEXT STEPS



Public and Stakeholder Involvement

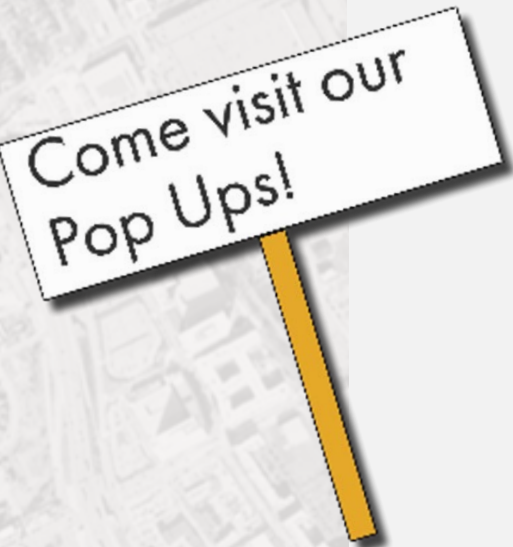
East Bank Boulevard Survey
[Survey will remain open until May 15th, 2025]





ABOUT THE PROJECT: EAST BANK BOULEVARD

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



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