

Frequently Asked Questions from East Bank Boulevard Public Outreach held between April 24, 2025 and May 15, 2025.

The East Bank Boulevard project team appreciates the strong community participation on this important project.

On April 24, 2025, attendees had the opportunity at an in-person meeting to learn about the project, speak with team members, and share their feedback. Participants could also sign up to receive project emails, view informational displays, watch a recorded presentation about the project, and submit comments in various ways (written, online, and through a court reporter). Additionally, two pop-up events were hosted during the comment period to reach more community members. A twenty-one day (21) public comment period followed the April 24, public meeting. The public comment period ended on May 15, 2025. Nearly 1,000 comments were received.

Following the April 24, 2025 public meeting, the meeting materials were made available on the project website.

The following addresses some frequently asked questions concerning the East Bank Boulevard project. East Bank Boulevard is one of multiple ongoing projects underway in Nashville's East Bank. For more information about other ongoing projects in Nashville's East Bank, please visit: <https://www.nashville.gov/featured-initiatives/east-bank-development>.

National Environmental Policy Act (NEPA)

1. What is NEPA?

NEPA sets forth a national environmental policy and procedural requirements for considering the environmental effects of proposed projects as part of Federal agencies' decision-making process. As such, it provides a framework for environmental planning and decision-making and establishes a review and documentation process that:

- Assesses social, economic, and environmental impacts of a proposed action
- Analyzes a reasonable range of alternatives based on the purpose and need for the project
- Considers avoidance, minimization, and mitigation
- Conducts interagency participation
- Conducts public involvement, including opportunities to participate and comment
- Documents and discloses impacts

The following resources are typically evaluated as part of the NEPA process:

<ul style="list-style-type: none">• Land use• Utilities• Historic and archaeological resources• Traffic, safety, transportation system linkages• Floodplains• Hazardous materials• Social/community resources• Economic/business resources• Ecology and natural resources	<ul style="list-style-type: none">• Visual quality• Air quality• Noise• Farmland• Section 4(f) resources, Land and Water Conservation Fund resources (Section 6f)• Parks and recreational resources• Geology/soils• Construction impacts
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NEPA does not require particular outcomes and does not require selection of the environmentally preferable alternative or prohibit adverse environmental effects.

The NEPA process will result in NEPA documentation. There are several levels of NEPA documentation as listed in the following table which explains the various levels of NEPA decision documents.

NEPA Decision Document	Description	When It's Used
Categorical Exclusion (CE)	A document stating that a project does not have a significant impact on the environment.	Used for projects that typically do not have significant environmental effects.
Environmental Assessment (EA)	A document that provides evidence and analysis to determine if a project will have significant environmental impacts.	Used when it's unclear if the project will have significant environmental effects.
Finding of No Significant Impact (FONSI)	A document stating that a project will not have significant environmental impacts, based on the EA.	Issued if the EA shows that the project's impacts are not significant.
Environmental Impact Statement (EIS)	A detailed document that describes the potential significant environmental impacts of a project and alternatives.	Used for projects expected to have significant environmental effects.
Record of Decision (ROD)	A document that records the decision made after an EIS, including the chosen alternative and mitigation measures.	Issued after the EIS process is completed.

Resources:

National Environmental Policy Act of 1969:

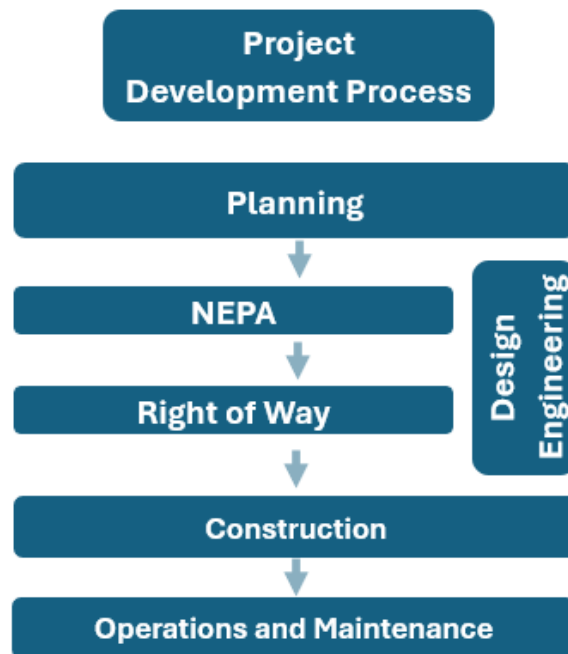
<https://www.govinfo.gov/content/pkg/COMPS-10352/pdf/COMPS-10352.pdf>

Council on Environmental Quality (CEQ): <https://ceq.doe.gov/index.html>

42 United States Code § 4331- <https://www.govinfo.gov/app/details/USCODE-2011-title42/USCODE-2011-title42-chap55-subchapl-sec4331>

2. Where does NEPA fit in the project development process?

The project development process is a term used to describe how a project advances from the project idea through design and construction and then becomes available for public use. NEPA serves as a tool to help agencies make informed, transparent decisions. The goal of this informed decision-making is for a project to reflect a balance of transportation needs with local priorities, environmental analysis, and engineering in the context of national policy. Planning level analysis is used to inform the design considerations as part of the project development process. Upon completion of a NEPA decision document, the phases of right of way, final design, construction, and operations and maintenance may advance. Below is a graphic outlining the major milestones in the project development process.



3. When does NEPA apply to a project and why is it being followed for East Bank Boulevard?

NEPA is a framework that incorporates environmental considerations into project development. NEPA requires projects receiving federal funding or requiring federal actions (e.g., authorization of funding or permits) to undergo an environmental review process. Prior to taking an action on a project the federal agency would be required to complete a NEPA decision document (as noted in the table above).

For roadway transportation projects, such as East Bank Boulevard, the lead Federal agency responsible for oversight of the NEPA process is the Federal Highway Administration (FHWA). FHWA NEPA procedures are codified in 23 CFR Part 771.

The NEPA process is being followed on the East Bank Boulevard project to maintain eligibility for future federal funding for transportation improvements along East Bank Boulevard. While no federal funding has been secured to date, it is anticipated that the project will receive support from the FHWA, making it a major federal action subject to NEPA compliance.

Once federal funding is secured and upon initiating the project with FHWA, they will make an official decision on the level of NEPA documentation that will be required. In the meantime, given the scope of the proposed transportation project, the project team has been working under the assumption that an EA with a FONSI will be the level of documentation that will be required for this project.

Resources:

National Environmental Policy Act of 1969:

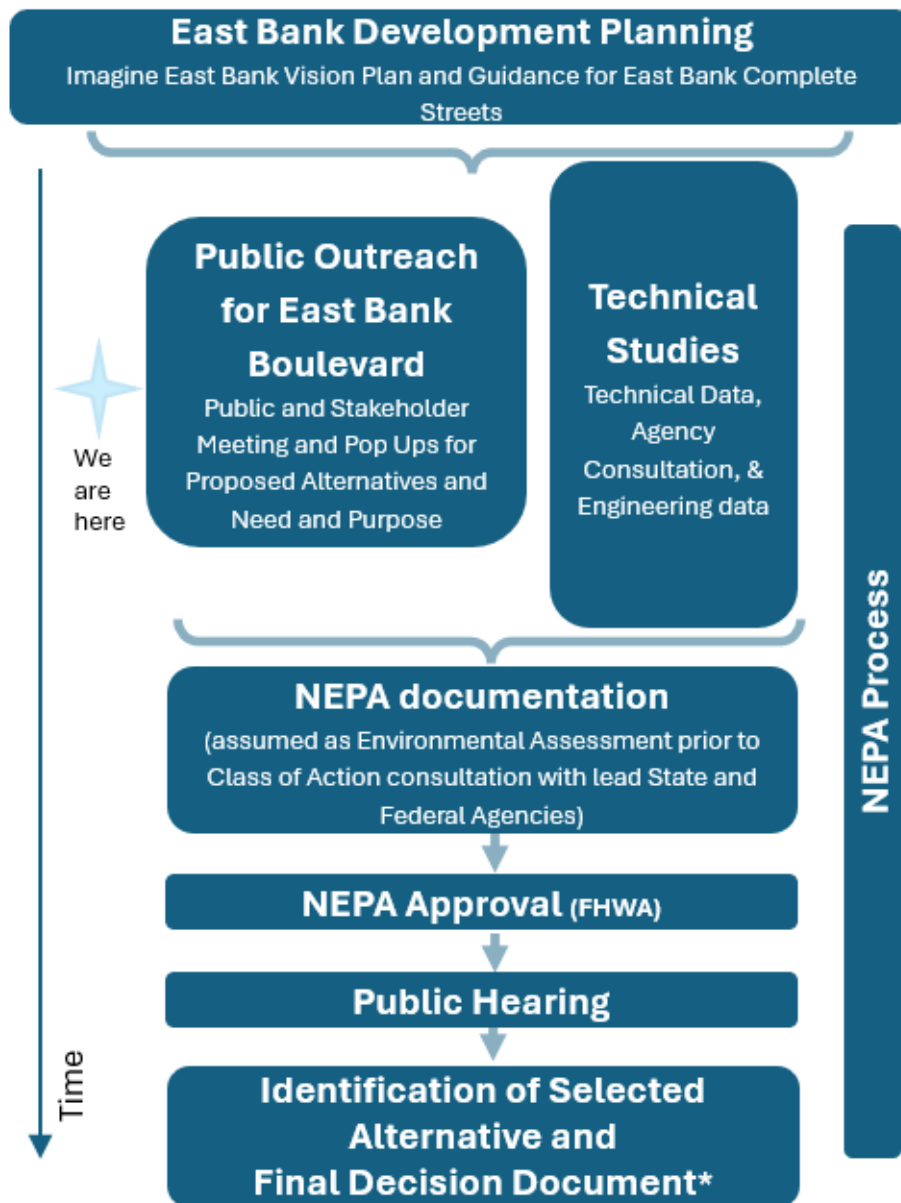
<https://www.govinfo.gov/content/pkg/COMPS-10352/pdf/COMPS-10352.pdf>

23 CFR 771: Environmental Impact and Related Procedures

<https://www.ecfr.gov/current/title-23/chapter-I/subchapter-H/part-771>

4. How does the NEPA process fit into project development for East Bank Boulevard?

The East Bank Boulevard project was identified during planning that occurred for East Bank Development as documented in the **Vision Plan (2022)** and **Guidance for East Bank Complete Streets (2023)**. In the case of East Bank Boulevard, NEPA sets the evaluation framework for the project to advance the identified needs of resiliency, multimodal transportation, connectivity and safety in East Bank. This includes assessing how the project integrates with overall community redevelopment plans, supports economic growth, and minimizes disruption to existing neighborhoods and natural resources like the Cumberland River. The NEPA and Design phases of the East Bank Boulevard project was initiated in 2024, with the advancement of the Draft Purpose and Need, identification of stakeholders, early coordination with agencies and stakeholders, environmental technical studies, and initiating design. Below is a flow chart overview of the planning, NEPA, public outreach, and design phases for East Bank Boulevard.



*Final Class of Action of NEPA document and timelines for agency approvals contingent upon agency coordination and a federal nexus.

5. Where does public involvement fit in the NEPA process?

Public involvement is a core principle of NEPA. It ensures that the voices of community members, stakeholders, and affected parties are heard and considered throughout the decision-making process. Public involvement promotes transparency and accountability in the decision-making process. By participating, the public provides input on the Purpose and Need and Alternatives as well as the analysis for assessing environmental, social, and economic impacts of a proposed project. Every comment is reviewed and considered. Public participation can inform project alternative/design, mitigation strategies, and decisions made by the local project sponsor, Metro Nashville & Davidson County in consultation with subject matter experts, including those at East Bank Development Authority (EBDA), Nashville Department of Transportation (NDOT), and Choose How You Move (CHYM).

The project schedule with opportunities for public input per the project’s Public Involvement and Coordination Plan is shown below. The next public outreach is expected to be the Public Hearing, currently anticipated in early 2026. At the Public Hearing, the NEPA document incorporating the technical analysis will be presented to the public and stakeholders.

Activity	Proposed Timeline *
Environmental Studies Begin	Fall 2024
Early Agency Coordination with Federal, State, local stakeholders	Spring 2025
All Inclusive Public and Stakeholder Meeting and Pop Ups	Spring 2025
Preliminary Plans (30% Design Complete)	Summer 2025
All Inclusive Public Hearing, Stakeholder Meeting, and Pop Ups	Early 2026
Final NEPA Document	Summer 2026
Right-of-Way Plans (60% Design Complete)	Summer 2026

* Schedule subject to change

Resources:

23 CFR 771.105(c): Policy

<https://www.ecfr.gov/current/title-23/chapter-I/subchapter-H/part-771/section-771.105>

23 CFR 771.111: Early coordination, public involvement, and project development

<https://www.ecfr.gov/current/title-23/chapter-I/subchapter-H/part-771/section-771.111>

6. What is a Purpose and Need statement and how are alternatives evaluated during the NEPA process?

A Purpose and Need statement is developed for a project to provide a clear framework for developing and evaluating project alternatives. It helps make sure that all proposed solutions are aligned with the project’s goals. The Purpose and Need statement is informed by project planning used to identify needs and potential transportation solutions. An alternative is a proposed solution or approach to meet the project's purpose and need.

Under NEPA, a well-defined Purpose and Need statement is a key factor in determining the range of alternatives considered and used to justify the selection of the preferred alternative. It also ensures that the chosen solution effectively addresses the identified needs and achieves the project’s objectives. Finally, a clear Purpose and Need statement helps facilitate meaningful involvement from the public and other agencies. It helps stakeholders understand the project’s goals and the reason behind the proposed action.

Alternatives include different methods, designs, or locations for the project. The National Environmental Policy Act of 1969, as amended, requires the study of a reasonable range of alternatives that are technically and economically feasible and meet the purpose and need of the proposed major federal action (project). It also requires study of the No-Action alternative (often referred to as the No-Build alternative). The No-Build alternative serves as a benchmark for

comparison against the Build alternatives. Build alternatives are various options for constructing the project, each with different designs, routes, or methods.

Environmental Assessments (EA) can have as few as two alternatives: the No-Action alternative and a Build alternative. Alternatives can also be eliminated from consideration during the NEPA process (23 CFR 771.123(c)).

For the East Bank Boulevard, the themes from the **Vision Plan** were compiled to serve as the foundation for the Purpose and Need statement required by NEPA for the East Bank Boulevard project (as noted on Board 3, *East Bank Boulevard's Purpose and Need*, from the Public Meeting displays). The full Purpose and Need for the East Bank Boulevard project is provided below:

Project Needs

- **Resiliency** – Due to increasing intense local storm events resulting in flash flooding in the East Bank area, 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. There is a need for a continuous north-south connection with ties to east (East Nashville) and west (Downtown) movements.
- **Safety** – Increasing numbers of pedestrians and vehicles in East Bank as a result of the planned development will result in increased opportunities for conflicts between modes. There is a need for addressing safety.

Project Purpose

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, resilient during flooding events, that connects with an urban street grid to accommodate safe, efficient north-south travel that prioritizes accessibility for transit users, pedestrians, and vehicles.

- **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 in East Bank. The transit facility would 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 in the urban street grid which would provide connectivity to employment opportunities and destinations within East Bank and River North to downtown Nashville and the surrounding area.

- **Safety** – East Bank Boulevard would provide continuous wide sidewalks, safe pedestrian crossings, and functional spaces for pedestrians, reducing the opportunities for conflicts.

Resources:

National Environmental Policy Act of 1969:

<https://www.govinfo.gov/content/pkg/COMPS-10352/pdf/COMPS-10352.pdf>

23 CFR 771: Environmental Impact and Related Procedures

<https://www.ecfr.gov/current/title-23/chapter-I/subchapter-H/part-771>

23 CFR Part 450 Planning Assistance and Standards

<https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450?toc=1>

23 USC 139: Efficient environmental reviews for project decision-making and One Federal Decision

<https://uscode.house.gov/view.xhtml?hl=false&edition=prelim&req=granuleid%3AUSC-2010->

[title23-section139&num=0](https://uscode.house.gov/view.xhtml?hl=false&edition=prelim&req=granuleid%3AUSC-2010-title23-section139&num=0)

[EBB-Public-Meeting-250424-Display-Boards.pdf](https://www.nashville.gov/sites/default/files/2025-04/EBB-Public-Meeting-250424-Display-Boards.pdf)

(<https://www.nashville.gov/sites/default/files/2025-04/EBB-Public-Meeting-250424-Display-Boards.pdf?ct=1745602964>)

Alternatives Analysis

7. What alternatives were identified for the East Bank Boulevard project?

The following terms describe the types of project alternatives during different times in the project development process. It is important to note that the range of alternatives becomes more refined as the project advances, based on public input, agency input, and findings of technical studies.

- **Range of Conceptual Alternatives:** These alternatives are broad, early-stage ideas or strategies developed to address the needs in East Bank. The Conceptual Alternatives for the East Bank Boulevard project were developed during the planning process, *Imagine East Bank Vision Plan (Vision Plan)* and the **Guidance for East Bank Complete Streets**. These alternatives are shown on Board 6 (*The Boulevard’s Conceptual Alternatives*) from the Public Meeting on April 24, 2025.¹
- **Recommended Proposed Alternative:** The Recommended Proposed Alternative was grounded in the Conceptual Alternatives, which had incorporated public feedback during the **Vision Plan**; the **Guidance for East Bank Complete Streets**, including the 2022 travel demand model/traffic study; and applied best available technical data to build on the previously identified Conceptual Alternatives. In addition, the project team prepared a Purpose and Need statement based on transportation needs and public input and evaluated the Conceptual Alternatives with the Purpose and Need to identify a **Recommended Proposed Alternative**. This **Recommended Proposed Alternative** was presented for public input during the public/stakeholder meetings and pop-up events in April/May 2025. The Recommended Proposed Alternative, comprised of the two sections of the corridor, is shown

¹ [EBB-Public-Meeting-250424-Display-Boards.pdf](https://www.nashville.gov/sites/default/files/2025-04/EBB-Public-Meeting-250424-Display-Boards.pdf) (<https://www.nashville.gov/sites/default/files/2025-04/EBB-Public-Meeting-250424-Display-Boards.pdf?ct=1745602964>)

on Board 9 (*Boulevard in River North Proposed Alternative*) and 10 (*Boulevard in East Bank Proposed Alternative*) from the Public Meeting on April 24, 2025.²

- **Preferred Alternative:** After completing technical studies, modeling detailed traffic projections, and considering public and agency input, Metro Nashville & Davidson County, in consultation with subject matter experts, including those at EBDA, NDOT, and CHYM, will identify the alternative which best meets the Purpose and Need of the project and avoids or minimizes environmental (e.g., natural, social, cultural and economic resource) impacts to be referred to as the Preferred Alternative. The Preferred Alternative will be evaluated as part of the Environmental Assessment (EA) and will be available to the public for review and to provide input during the **Public Hearing**, currently estimated to take place in early 2026.* The Preferred Alternative would be presented in the forthcoming NEPA document.
- **Selected Alternative:** The Selected Alternative is the alternative selected to move forward into final design and construction. The Selected Alternative is chosen after the public hearing for the approved NEPA document. Once the Selected Alternative is determined, the NEPA Decision Document will be reviewed by FHWA for final approval (anticipated to be in Summer 2026). Once FHWA approves the NEPA Decision Document, the project can move to the next phase of the project development process. The next phase of the project would be to take the preliminary designs used for the NEPA Decision Document to the final design stage. Final designs are a more detailed level of design that can be used to determine exact right-of-way needs, determine utility relocation information, and create construction plans. The Selected Alternative would be identified after the Public Hearing and documented in the Decision Document.

***Note**- Schedules are subject to change.

8. How were alternatives for the East Bank Boulevard project developed?

Alternatives development for the East Bank Boulevard project began with the **Imagine East Bank** planning process,³ which commenced in February 2021 and continued through 2022. During this period, the **Imagine East Bank**⁴ initiative facilitated a series of public meetings and distributed surveys to gather community input and received over 1,700 responses about the redevelopment of the East Bank. This feedback directly informed the creation of the **Vision Plan**, which was unanimously approved by the Metro Planning Commission in October 2022. The process included identifying the need for a new north/south street to connect the area. The most critical elements within East Bank Boulevard were identified as dedicated transit lanes, wide tree-lined sidewalks, and lush performative landscaping.

The following Conceptual Alternatives for East Bank Boulevard were identified in the **Vision Plan**:

² [EBB-Public-Meeting-250424-Display-Boards.pdf \(https://www.nashville.gov/sites/default/files/2025-04/EBB-Public-Meeting-250424-Display-Boards.pdf?ct=1745602964\)](https://www.nashville.gov/sites/default/files/2025-04/EBB-Public-Meeting-250424-Display-Boards.pdf?ct=1745602964)

³ For more information regarding the East Bank Development, please visit <https://www.nashville.gov/featured-initiatives/east-bank-development>

⁴ <https://www.nashville.gov/departments/planning/long-range-planning/local-planning-studies/east-bank-planning-study>

- Two (2) conceptual corridor alignments (dependent on the Titans stadium location, see page 63 of the **Vision Plan**⁴), and
- Three (3) conceptual cross-section alternatives (center running bus lane with two (2) motor vehicle lanes; center running bus lane with protected bicycle lanes and one motor vehicle lane; and center running bus lane with a two-way cycle track and one motor vehicle lane, see page 66 of **Vision Plan**⁴).

Since completion of the **Vision Plan**, these Conceptual Alternatives were further evaluated in light of the **Guidance for East Bank Complete Streets** (Complete Streets, 2023) and the travel demand projections. As part of these studies, a new Conceptual Alternative for River North was identified which consisted of a center running bus lane with two (2) motor vehicle lanes and a cycle track, specifically designed to address multimodal/bike transportation within an area which lacks parallel north-south bicycle connections in the River North neighborhood.

Building on the foundation of the **Vision Plan**, **Guidance for East Bank Complete Streets**, and travel demand projections, the East Bank Boulevard project advanced to begin the NEPA process for project implementation in 2024, including the development of a Draft Purpose and Need statement, presented during April 24, 2025 public meeting. As part of NEPA project implementation process, more data is gathered through field studies, such as environmental and survey, which informs the NEPA and engineering process.

9. How do the proposed alternatives for East Bank Boulevard incorporate safety?

Many multimodal and safety design features will be incorporated into the East Bank Boulevard's design, in order to help create a safe roadway for all users. These design features include:

- The maximum design speed for the Boulevard is 25 MPH which will also match the posted speed limit of 25 MPH.^{4,5}
 - Lowering speeds from 35 to 25 mph reduces the risk of fatal pedestrian crashes by 31%.⁵
- Maximum vehicular lane width of 10 feet which supports the 25 MPH design speed as noted above.⁶
 - Lane widths of 10 ft are appropriate in urban areas while discouraging speeding.⁶
- Intersections are designed with low-speed corner (turning) radii.⁶
- Implementation of an access management policy along the Boulevard limits or prevents driveways from accessing the Boulevard.⁵
 - This will reduce or eliminate driveway conflicts between vehicles and pedestrians and bicyclists.
- Leading Pedestrian Intervals (LPIs) at all traffic signals along the Boulevard.⁵
 - LPIs provide pedestrians with a head start to enter the crosswalk prior to vehicles moving. This allows pedestrians to better establish their presence and be more visible in a crosswalk prior to a vehicle making a turn.
- No Right-On-Red ⁵

⁵ Nashville Vision Zero Action Plan. NDOT (2022)

⁶ NACTO Urban Street Design Guide. NACTO (2013)

- Furnishing zones that incorporate street furniture, lighting, landscaping and green infrastructure will provide buffers between automobiles and pedestrians.⁶
 - Proposed buffer exceeds the minimum 2-foot buffer for street furniture and utilities listed in North American Cities and Transit Agencies (NACTO).
 - Integrated pedestrian-scale lighting within the furnishing zones will provide better visibility.⁵
 - Street trees and bioswales (such as vegetated, shallow channel designed to manage stormwater) not only help with placemaking but can also help to reduce stormwater runoff.
- Wide 10-foot unobstructed sidewalks will be provided along the Boulevard.⁶
 - Sidewalk width exceeds NACTO guidelines to enhance multimodal connectivity
- Landscaped medians will serve as pedestrian safety islands to reduce the pedestrian crossing distance for all crossings of the Boulevard.^{5,6}
- All pedestrian crossings of the Boulevard will be signalized and include painted crosswalks.⁵
- Integrate protected bike intersection features where proposed East-West bicycle facilities connect with the Boulevard in support of the East Bank bicycle network.^{7,8}

10. Who is responsible for choosing the alternative to be constructed?

The project sponsor is responsible for choosing the alternative to be constructed. In the case of the East Bank Boulevard project, Metro Nashville & Davidson County, in consultation with subject matter experts, including those at EBDA, NDOT, and CHYM, is the responsible party to choose the alternative to be constructed. East Bank Development Authority (EBDA) is responsible for day-to-day design considerations, technical analysis, contractor management, policy implementations, etc.

Travel Demand

11. How are traffic projections developed?

Traffic projections are developed using travel demand models. Travel demand models are forecasting tools used to predict how people will move through an area in a future design year, based on projected population growth, land use changes, and transportation infrastructure. These models help planners and engineers estimate traffic volumes, travel times, congestion levels, and identify and program future transportation infrastructure investments.

By comparing results across different scenarios, agencies can determine which alternatives most effectively address future transportation needs, reduce congestion, and support regional development goals. Once environmental resources are identified, avoidance and minimization measures are incorporated into the alternative that may refine the design. Environmental and technical data are key components in identifying the Preferred and ultimately the Selected Alternative. Generally, travel demand models are developed and updated by the local/regional Metropolitan Planning Organization (MPO) incorporating regional land use, development, and population growth projections for 20-25-year horizons. These travel demand models are usually updated every five years to assist local, regional, and state agencies in programming future

⁷ NDOT Complete Streets Implementation Guide. NDOT (2024)

⁸ FHWA Bikeway Section Guide. FHWA (2019)

transportation investments. The Greater Nashville Regional Council (GNRC) is in the process of updating the regional travel demand model; however, the model update is not completed nor available. Previous versions did not include redevelopment of the East Bank or East Bank Boulevard. Therefore, the MPO's regional travel demand model could not be used to derive future vehicular traffic volumes or evaluate infrastructure alternatives for the East Bank Boulevard.

As such, future traffic estimates were calculated based on the specific land uses and densities anticipated by the East Bank Development Authority (EBDA) on a block-by-block basis for the entire 550 acres of the East Bank. Then, peak hour capacity analyses were conducted to determine the infrastructure, traffic control, street cross-section, and intersection geometries that will be needed to accommodate the future vehicular traffic volumes as well as evaluate alternatives from the Imagine East Bank planning process. The proposed alternative for East Bank Boulevard results from the anticipated economic development planned for the East Bank.

12. What is the travel demand through the East Bank Development?

As depicted in the April 24, 2025 public meeting, and part of the East Bank planning process, trip generation and traffic analysis were conducted in 2022 to evaluate the transportation needs of the planned development across the East Bank neighborhoods, including River North, Jefferson-Spring, Capitol Crossings, Central Waterfront, and South of Shelby. This analysis served as a foundational tool in evaluating the feasibility of the Conceptual Alternatives.

Forecasted Travel Demand

Based on anticipated development densities, it was projected that full build-out of the East Bank Development would generate approximately 170,000 new daily person trips by the forecast year, 2055. These person trips were attributed to the planned development density with a mix of residential units, office space, hotels, and commercial uses and not special event traffic. For more information about the proposed East Bank Development, please visit <https://www.nashville.gov/featured-initiatives/east-bank-development/resources>.

Multimodal Adjustments

Recognizing the East Bank's emphasis on multimodal infrastructure, and complete neighborhood design, the model incorporated assumptions that:

- Approximately 60,000 of the 170,000 trips (about 35%) are expected to be made by transit, walking, or cycling. This is due to the high-quality pedestrian and bicycle facilities planned for the East Bank, the bus-only lanes along East Bank Boulevard, the future East Bank transit center, and the anticipated high-density development with a broad mix of land uses—all of which support travel within and to/from the East Bank by modes other than vehicular traffic.
- This adjustment reduced the projected vehicular trips that East Bank would need to accommodate to 110,000 per day.

Further refinement was made based on the City's investment in mobility demand management programs, such as Choose How You Move (CHYM). These programs are expected to further shift travel behavior toward non-vehicular modes, **reducing the projected vehicular demand to 80,000 daily trips.**

Street Network Distribution

The remaining 80,000 vehicular trips were then distributed across the planned East Bank urban street grid network, based on the assumption that vehicular traffic would not travel end-to-end on the north-south corridors. Instead, these streets are intended to provide local connectivity within the neighborhoods.

- **Realigned S. 2nd Street:** Assumed to accommodate approximately **20,000 vehicular trips/day**.
- **Secondary streets** (e.g., Waterside Drive, Davidson Street, Russell Street, Victory Avenue, Interstate Drive): Assumed to collectively accommodate **30,000 vehicular trips/day**.
- **East Bank Boulevard:** As the primary north-south connector, it was determined that it would need to accommodate the remaining **30,000 vehicular trips/day**.

This distribution directly informed the design and capacity requirements of the Proposed Alternatives (displayed during the April 24, 2025 public meeting), to support East Bank Boulevard accommodation of its share of vehicular demand while maintaining the project's and East Bank **Vision Plan's** multimodal, environmental, and community-oriented goals.

Bicycle Access

13. How would bicycle access be accommodated during special events associated with Nissan stadium?

During large events at Nissan Stadium, the to-be-realigned S. 2nd Street will generally be closed to vehicular traffic and will be open for non-motorized travel, including bicyclists.