

The background is a detailed architectural sketch of a waterfront development. In the foreground, a person with blonde hair and a backpack is seen from the side, looking out over the scene. The middle ground features a large, grassy park area with winding paths, trees, and several people walking or sitting. A body of water, likely a river or lake, is in the center, with several small boats and kayakers. In the background, a city skyline is visible, including a prominent tall skyscraper and other urban buildings. The overall style is a soft, painterly sketch with muted colors.

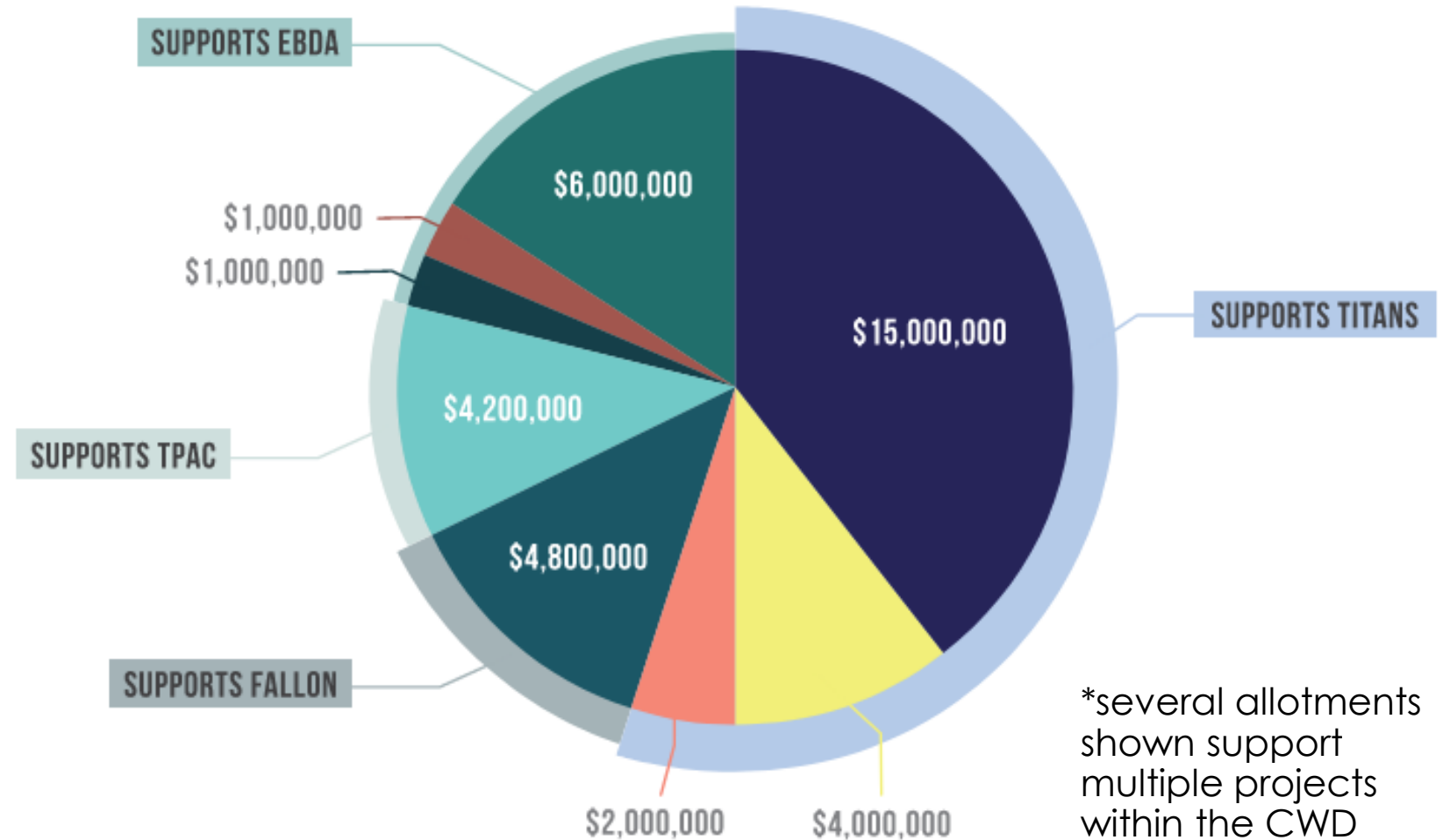
EAST BANK

EAST BANK DEVELOPMENT AUTHORITY 2026 CSP

December 11, 2025

EBDA – 2026 CSP

- Total EBDA Request - \$38M
- Metro ITS Request - \$5.6M



OFFICE OF MAYOR FREDDIE O'CONNELL

EAST BANK BOULEVARD DESIGN PROCESS UPDATE

December 11, 2025



Today's Key Points

- We are aligned in delivering the community's vision for East Bank Boulevard and multimodal connectivity.
- No design exists without transit on East Bank Boulevard.
- CHYM All-Access Corridors are the model for collaborative design process.
- We are prepared to engage on mobility as decisions occur around East Bank and CHYM.
- No final decision on the boulevard cross section has been made.



What We Heard

- Concerns about design achieving community vision for East Bank.
- Transparency around design options.
- Importance of placemaking, safe pedestrian, and comprehensive bike access in the area's street network.
- Shift transit off the boulevard?



Imagine East Bank Vision Plan

Robust planning and
public engagement
process



21
months



50+
public
meetings



200+
technical
meetings



1,100+
email
subscribers



1,200+
attendees



1,700+
survey
responses

Multimodal Network Highlights

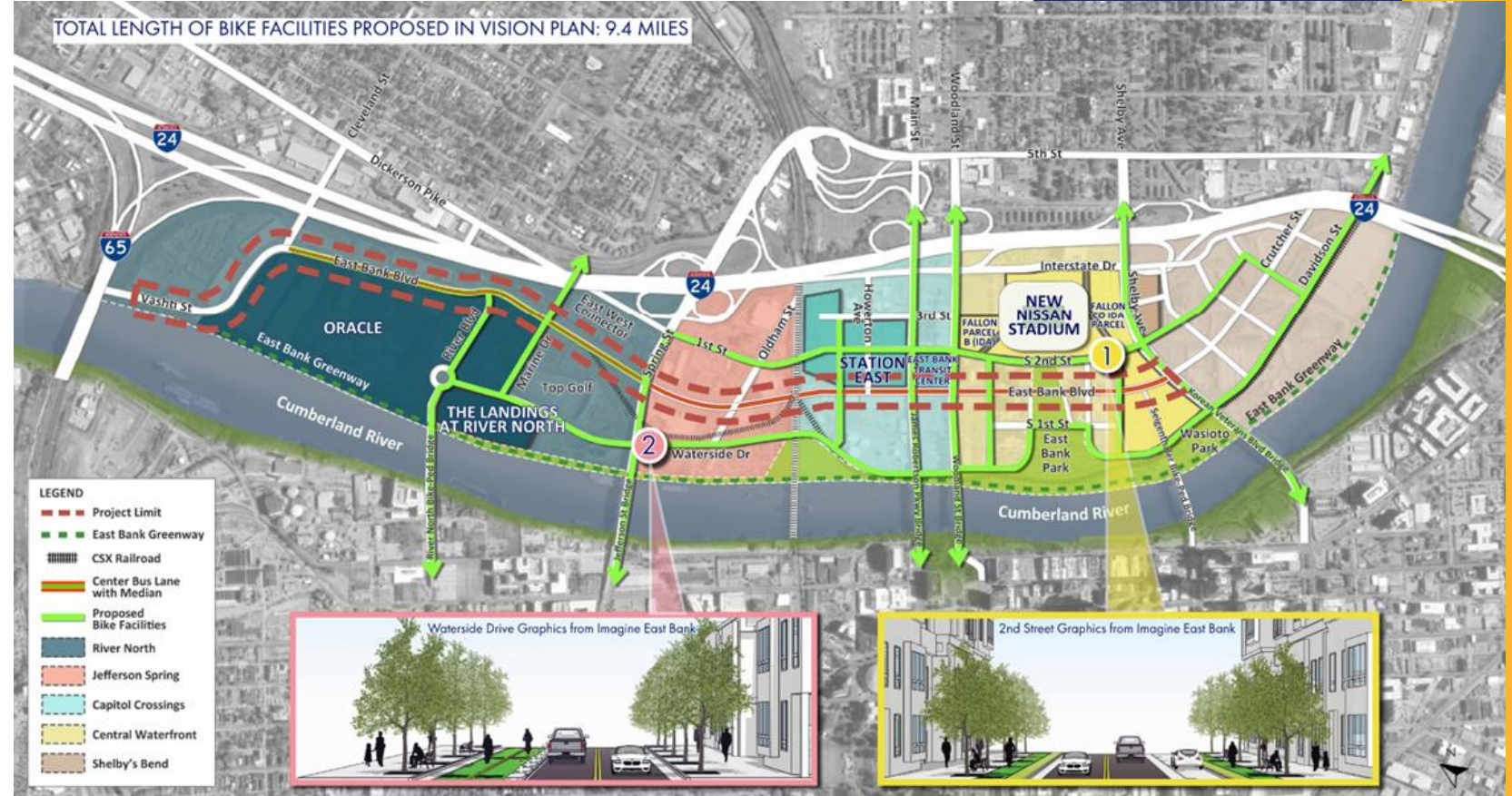
9.4 miles
dedicated bike facilities



city's 1st BRT
corridor

20 miles
new/widened sidewalks

1.7 miles
greenways



Taking Plans to Reality

Transit will be on East Bank Boulevard.

imagine eastbank vision plan

3,000+ touchpoints

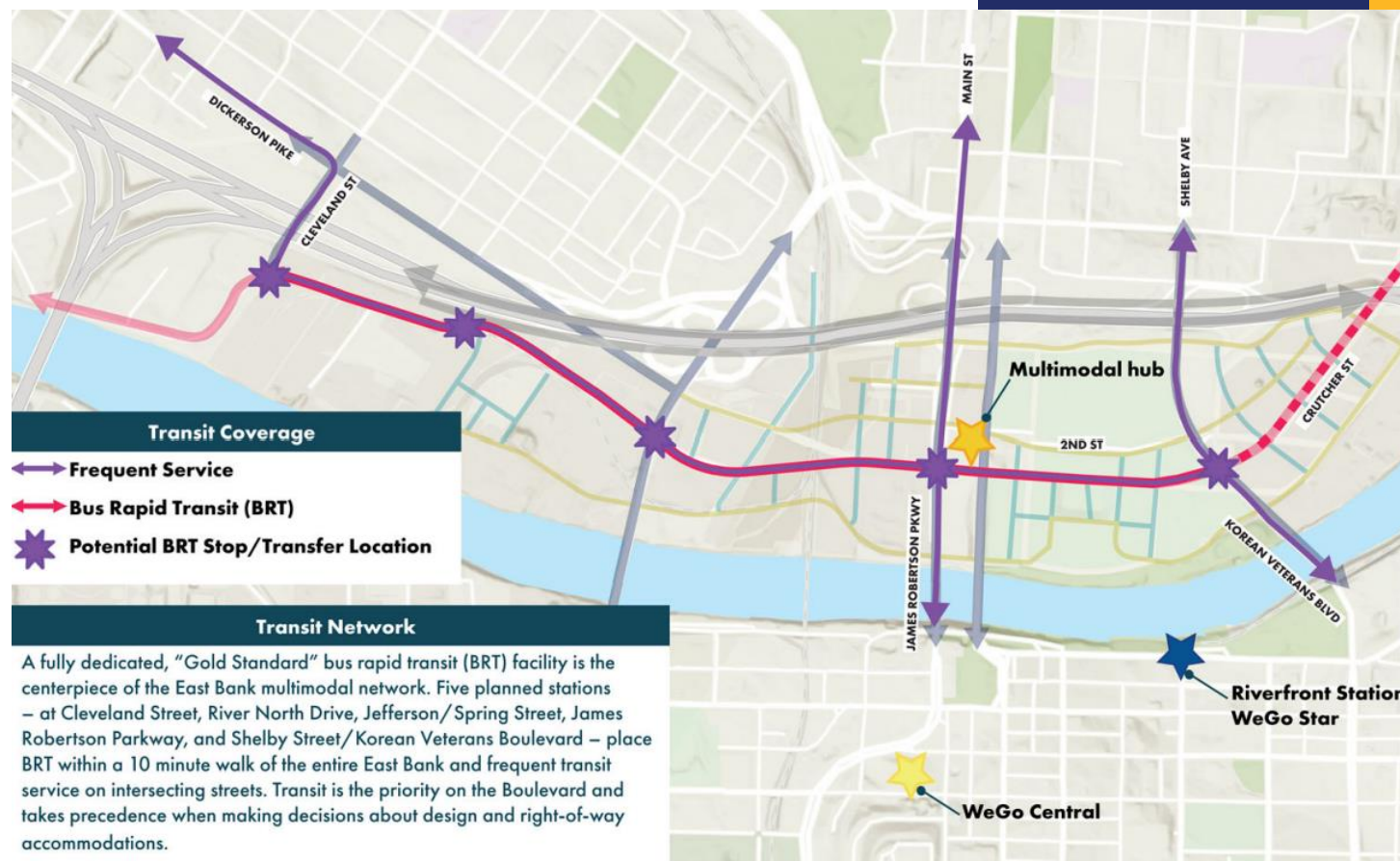


50,000+ touchpoints



10,200+ touchpoints

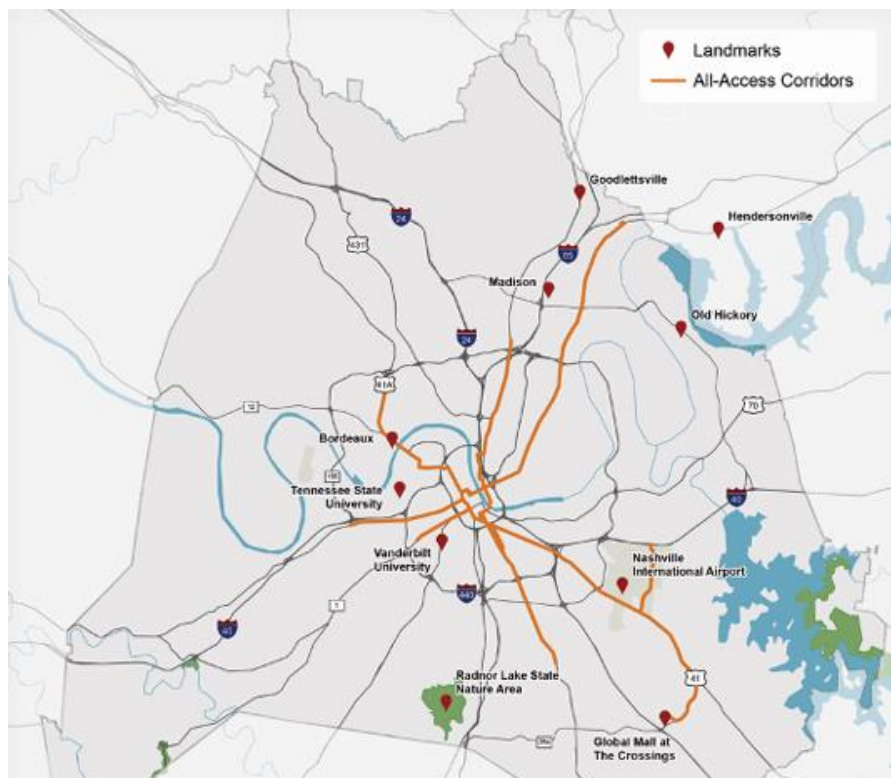
66% of voters



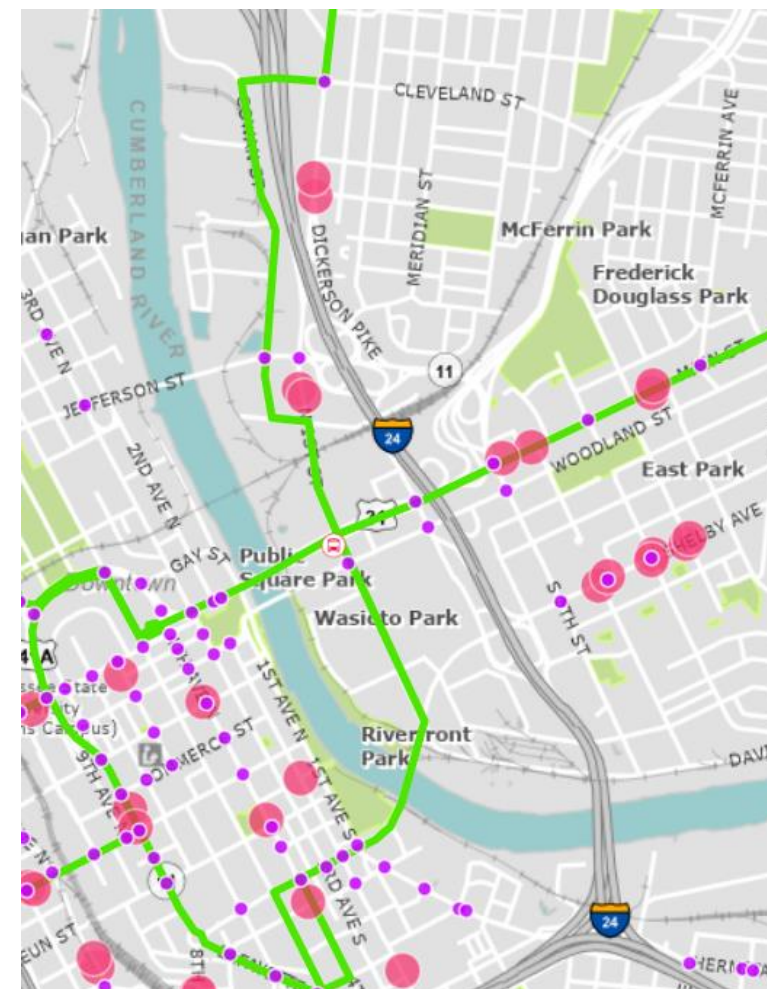
*Transit Concept of imagine East Bank Complete Streets Guidance

All-Access Corridors

East Bank Boulevard is the transit backbone for East Bank and connects to other All-Access Corridors.



- East Bank Transit Center
- To WeGo Central & SoBro Transit Centers
- Dickerson AAC to Skyline
- Gallatin AAC to Rivergate



*All-Access Corridor network from the CHYM Transportation Improvement Program



CHYM Collaborative Process

A. Critical agreements to execute with TDOT

Choose How You Move	East Bank Boulevard
CHYM will leverage federal funds. Process will follow rigorous USDOT CIG program.	EBB process is structured to preserve ability to secure future grant funds.
State approval required for dedicated BRT lanes (TN Code § 7-56-102).	State partnership critical to key East Bank elements (Stadium, TPAC, etc.).
89% of All-Access Corridors mileage are TDOT routes.	EBB is not a TDOT route, but key street connections are TDOT.

CHYM Collaborative Process

B. Align on connective pieces, parallel improvements

Choose How You Move	East Bank Boulevard
East Bank Boulevard is portion of All-Access Corridor network. Connects to Main/Gallatin and Dickerson AACs.	East Bank Boulevard is first dedicated BRT lanes. Connects to Main/Gallatin and Dickerson Pikes.
Connect to the East Bank Transit Center, as envisioned in Connect Downtown.	Connect to the East Bank Mobility Hub, as envisioned in Connect Downtown.
All-Access Corridors include study of parallel streets for comprehensive multimodal networks.	Imagine East Bank includes a network of parallel streets for multimodal improvements.



CHYM Collaborative Process

C. Nuanced approach by phase enables flexible improvements

Choose How You Move	East Bank Boulevard
Street designs must be a state partnership to deliver community vision based on CHYM outcomes.	Street design connects to East Bank elements with a state partnership to deliver Imagine East Bank vision.
Street designs may vary by block responding to infrastructure, building fabric, data, and narrow right-of-way.	Street design may vary by section responding to planned developments, data, and right-of-way.
Context approach and continuous improvement will deliver high-quality streets over time.	Phased approach and flexibility will deliver high-quality boulevard over time.

Continuous Improvement

All-Access Corridors



Streets that lack:

- Sidewalks
- Smart signals
- Safe crossings

However, they provide our most frequent transit service today.

**Existing
Conditions**

Continuous Improvement

All-Access Corridors



Posts and markings

Safer crossings



Bike facilities

**Existing
Conditions**



**Improvements
By Context**



Continuous Improvement

All-Access Corridors

24/7 service

Enhanced stops



New sidewalks



Dedicated transit lanes



Existing
Conditions



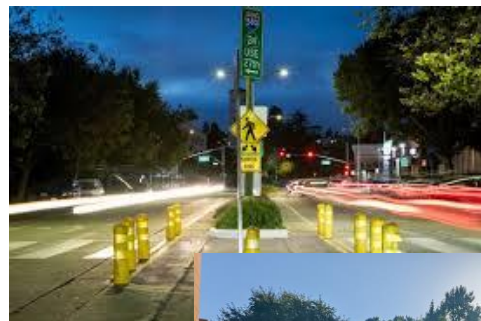
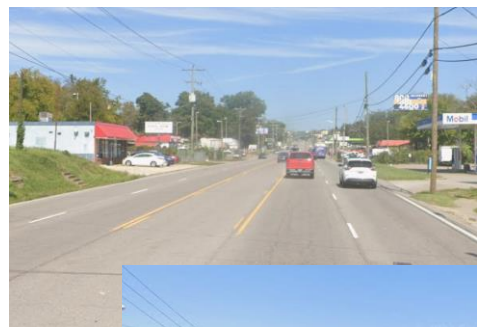
Improvements
By Context



Final Corridor

Continuous Improvement

All-Access Corridors



Existing
Conditions



Improvements
By Context

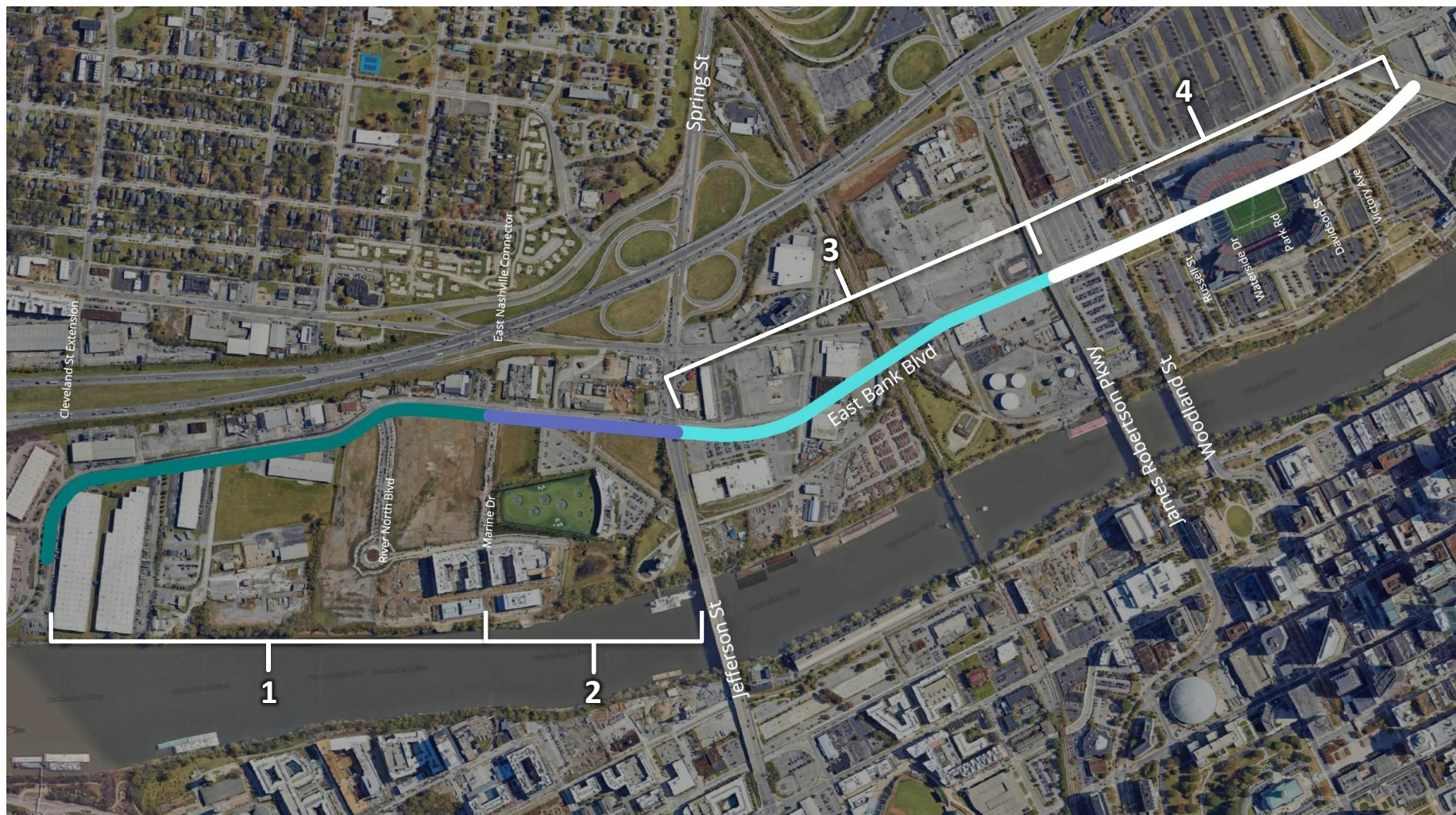


Final Corridor



Operate, Maintain, & Improve

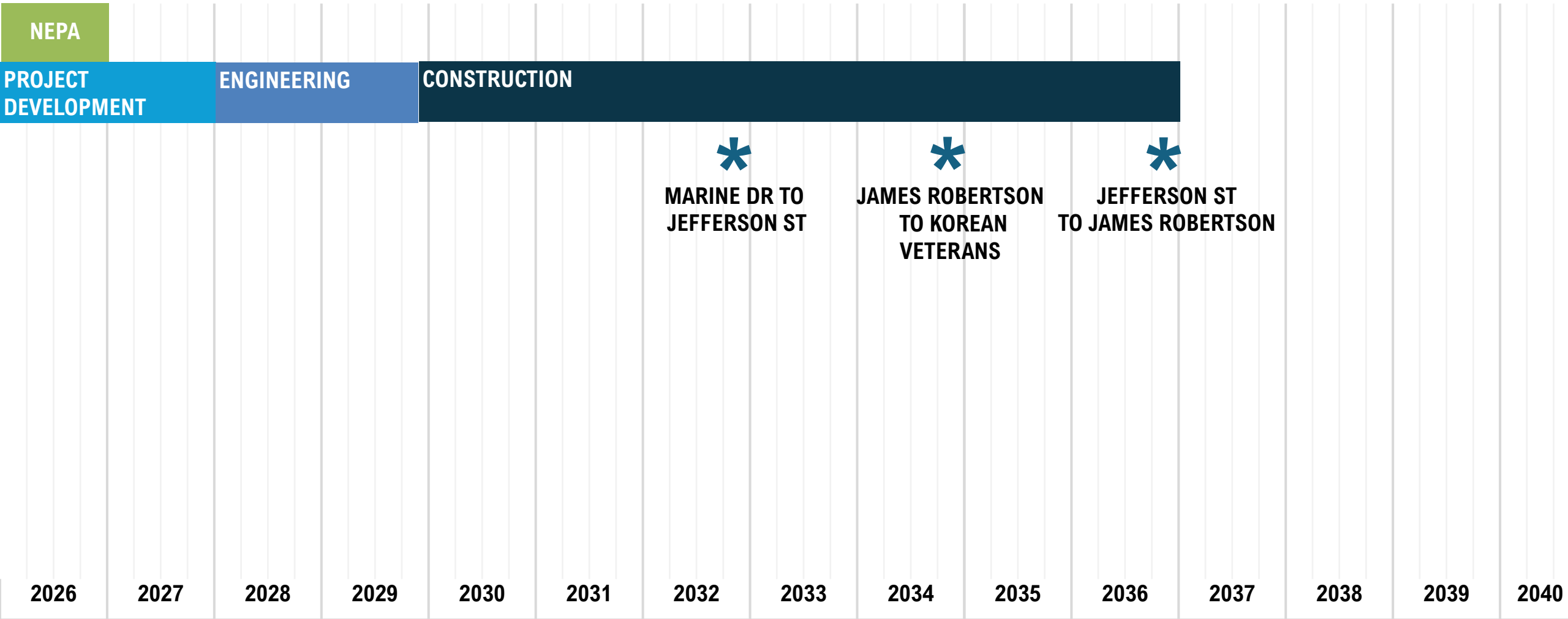
Right Sizing Phases



Projected Timeline

EAST BANK BOULEVARD

****SUBJECT TO CHANGE****



Projected Timeline

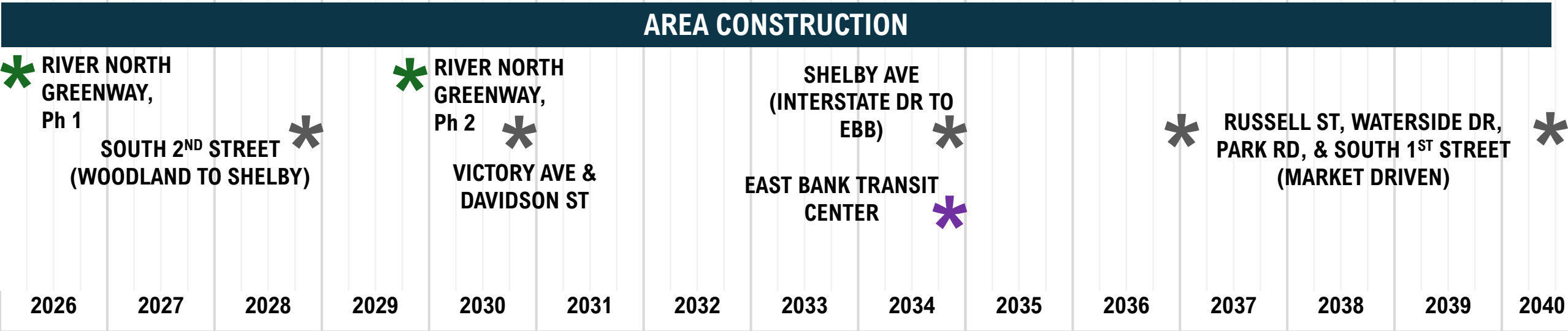
EAST BANK BOULEVARD

****SUBJECT TO CHANGE****



- MARINE DR TO JEFFERSON ST
- JAMES ROBERTSON TO KOREAN VETERANS
- JEFFERSON ST TO JAMES ROBERTSON

TRANSPORTATION NETWORK



Projected Timeline

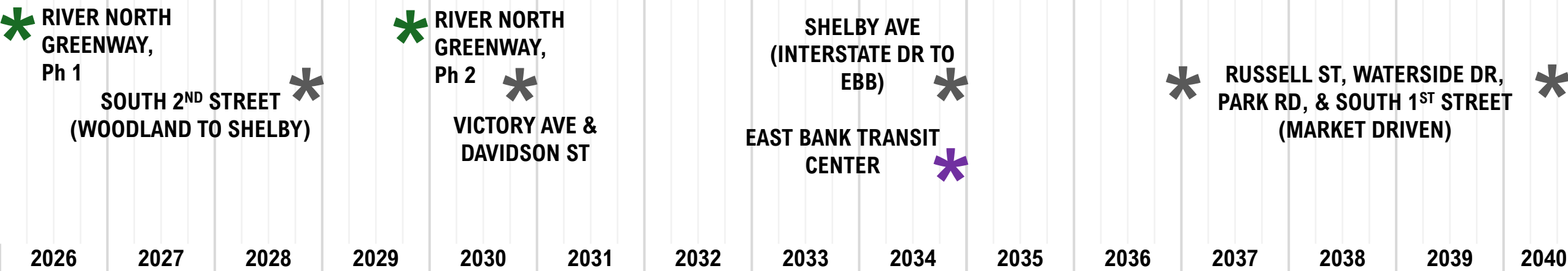
EAST BANK BOULEVARD

****SUBJECT TO CHANGE****



- MARINE DR TO JEFFERSON ST
- JAMES ROBERTSON TO KOREAN VETERANS
- JEFFERSON ST TO JAMES ROBERTSON

TRANSPORTATION NETWORK



MAIN/GALLATIN ALL-ACCESS CORRIDOR

Next Steps

- We have more work with you before final decisions on street design elements.
- Using a CHYM collaborative process, we will heavily evaluate street design by context with a flexibility lens.
- Community update and feedback on evaluation by Summer 2026 (Tentative)
- Compete for grant funding opportunities to construct EBB.



EVER EVOLVING EAST BANK



- Apr 25' EBDA staff officially hired
- Apr/May 25' first NEPA required public outreach for EBB
- Jun/Jul 25' onboarding new CHYM program team
- Aug 25' scrapyard sale and Nov 25' rezoning application
- Oct 25' Oracle density anticipated to be less than entitlements
- Dec 25' TPAC deal announced

Ongoing factors

- Awaiting FEMA adoption of USACOE/ MWS flood modeling and floodplain mapping
- Protective purchase of corridor thru Early Acquisition of ROW
- Uncertainty at the federal level with regards to NEPA

NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) PROCESS

- NEPA sets the process for conducting environmental review
- Following the NEPA process to preserve future eligibility for federal grants and financial assistance
- Very lengthy, technical process
- Requires the consideration of a reasonable range of alternatives and selection of a preferred alternative
- Federal government (through US DOT) must approve and co-sign the NEPA review
- We are still very early in the NEPA process



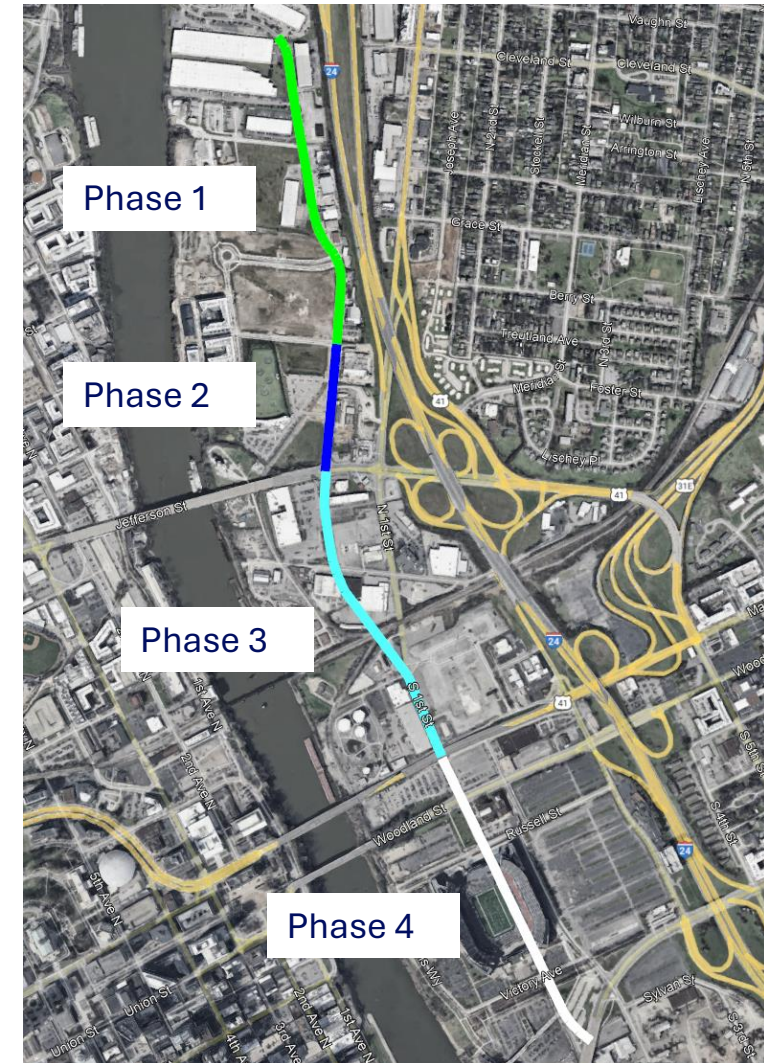
RIGHT SIZING PHASES BASED ON DEMAND

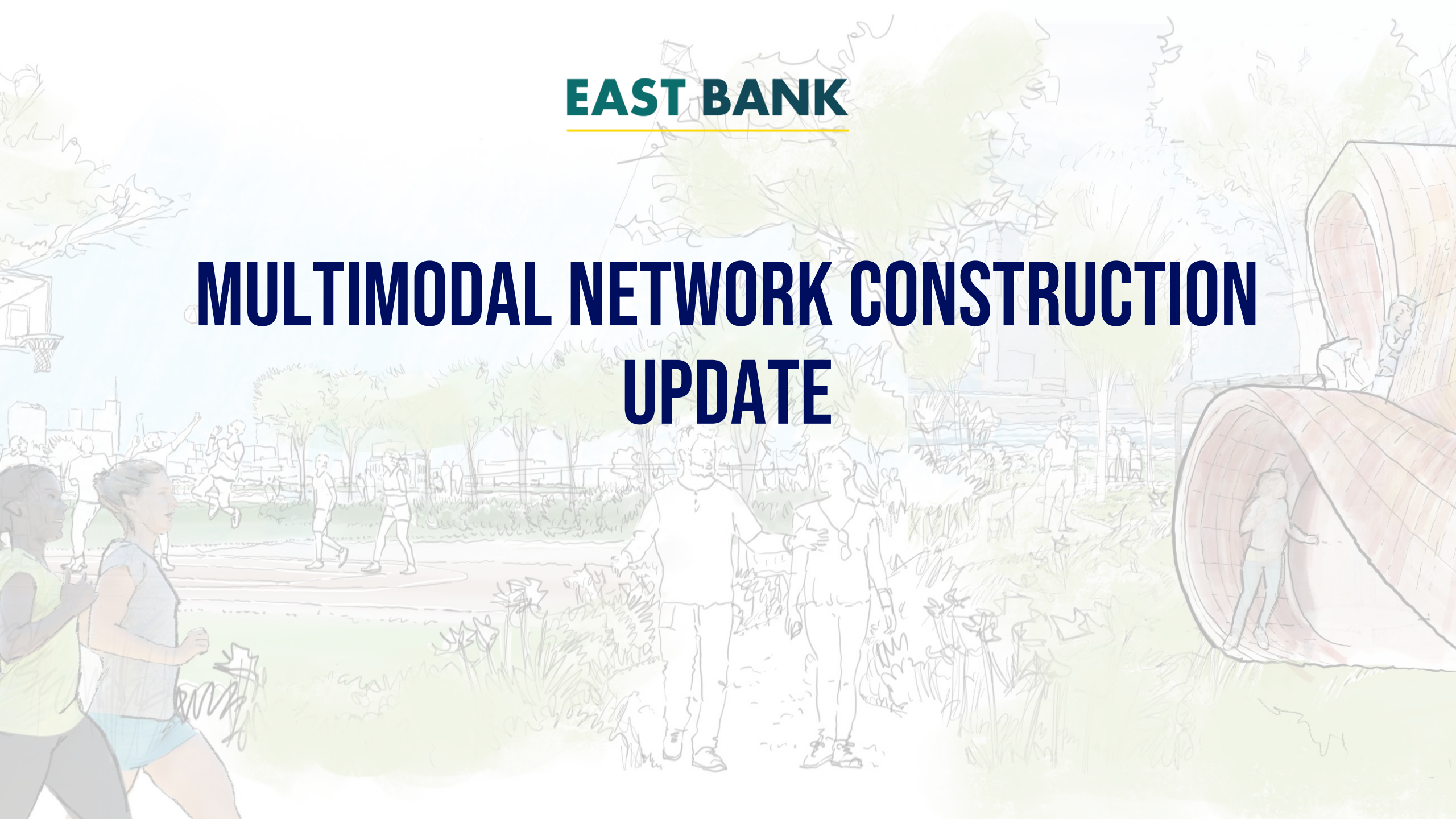
Need for phased approach and flexibility as the East Bank develops

Evaluate delay and queue lengths for each section in 2035 and 2055

Mode Split of 60/40, includes:

- 33% of assumed transit trips
- 7% of assumed active transportation trips





EAST BANK

MULTIMODAL NETWORK CONSTRUCTION UPDATE

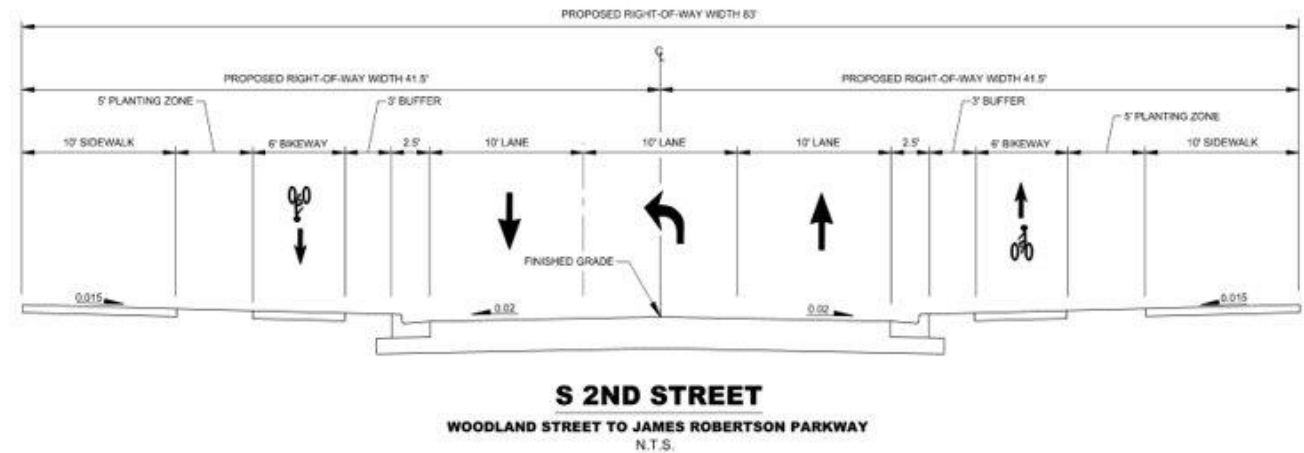
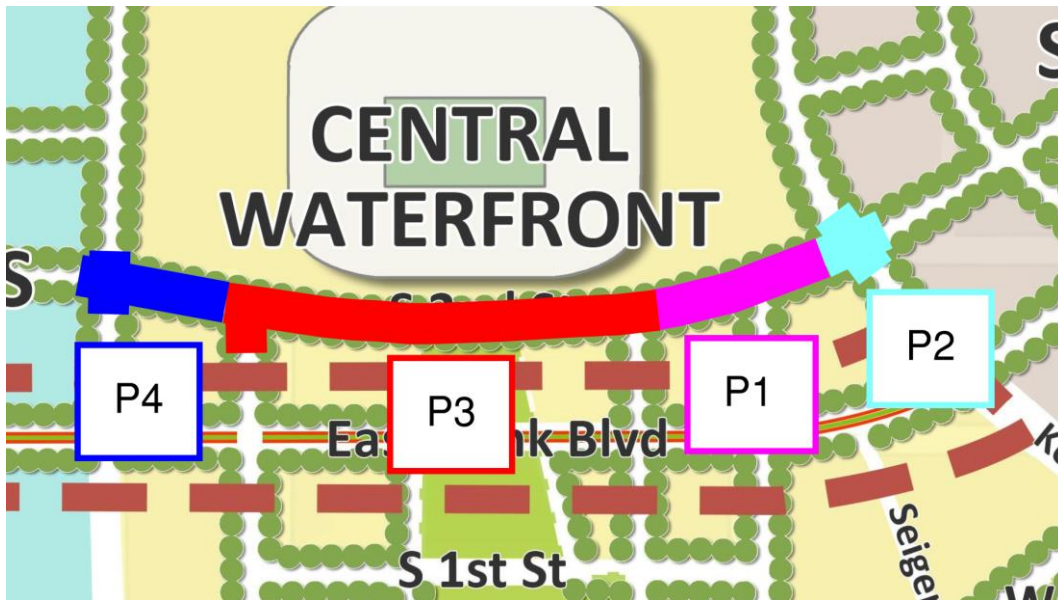
IMAGINE EAST BANK - S 2ND STREET

- **Bicycle/Pedestrian Priority**
- **North-south corridor** serving as the connector to the new Nissan Stadium
- **Features:**
 - Grade-separated protected bicycle lanes
 - Wide tree-lined sidewalks
 - One vehicular through travel lane in each direction



CURRENT S 2ND ST CONSTRUCTION PHASES

- Phase 1 and 2 open Aug 26'
- Phase 3 and 4 open Spring 28'



TODAY



Subgrade and path for the new S. 2nd street



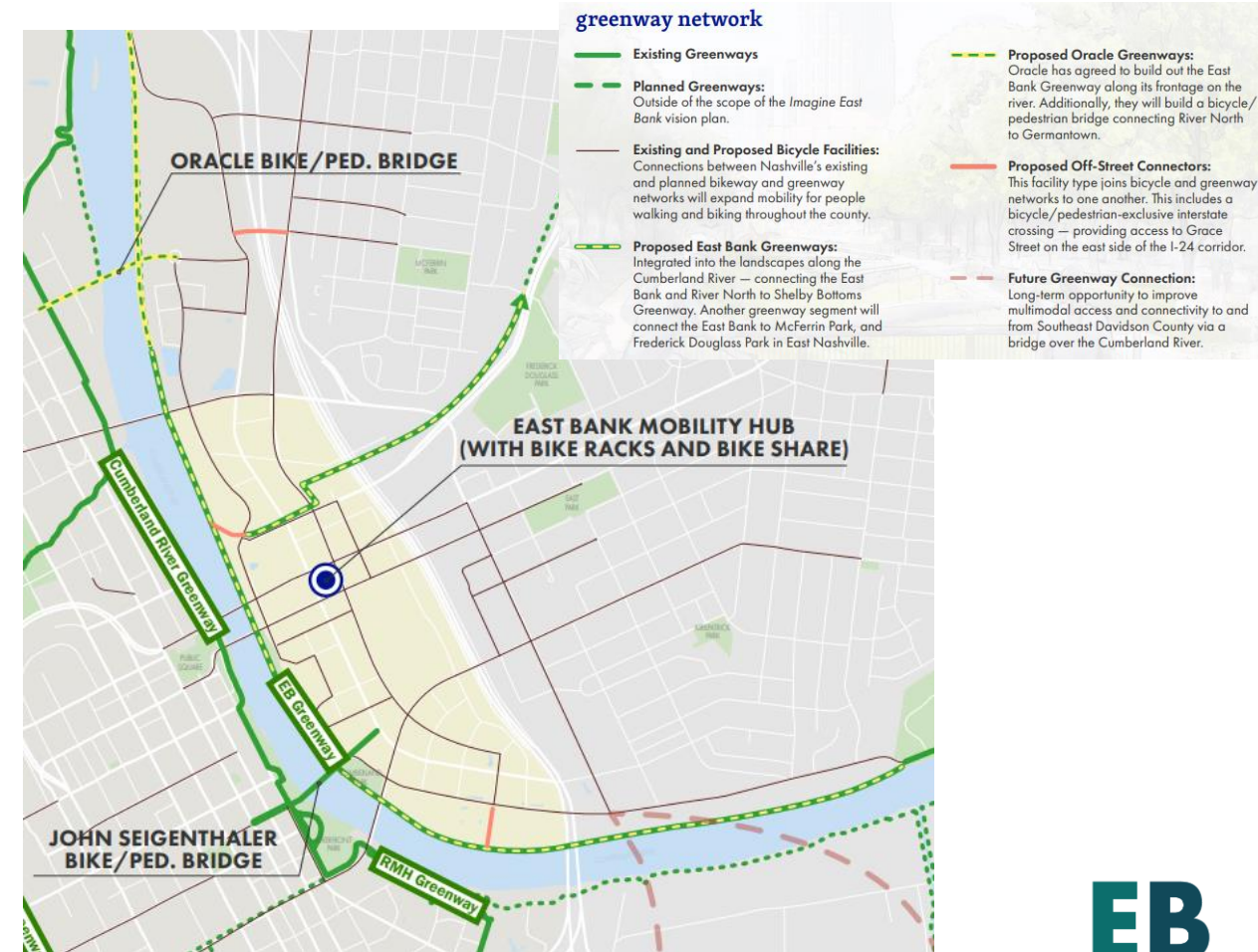
Tactile warning along S. 2nd street facing West.



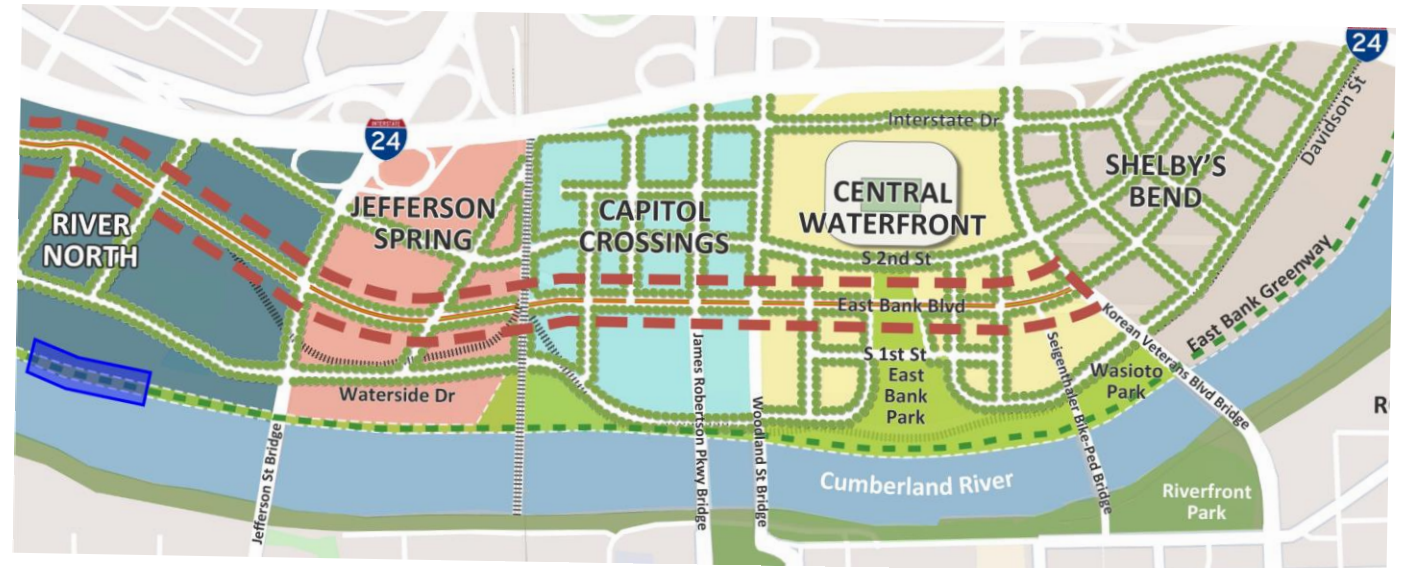
Mockup of the tactile warning strip

IMAGINE EAST BANK - GREENWAY

- **North-south corridor** spanning the entire bank of the Cumberland River in East Bank
 - Provides an exclusive route for cyclists and pedestrians free from vehicular traffic



CHRISTMAS 2025 OPEN: RIVER NORTH GREENWAY



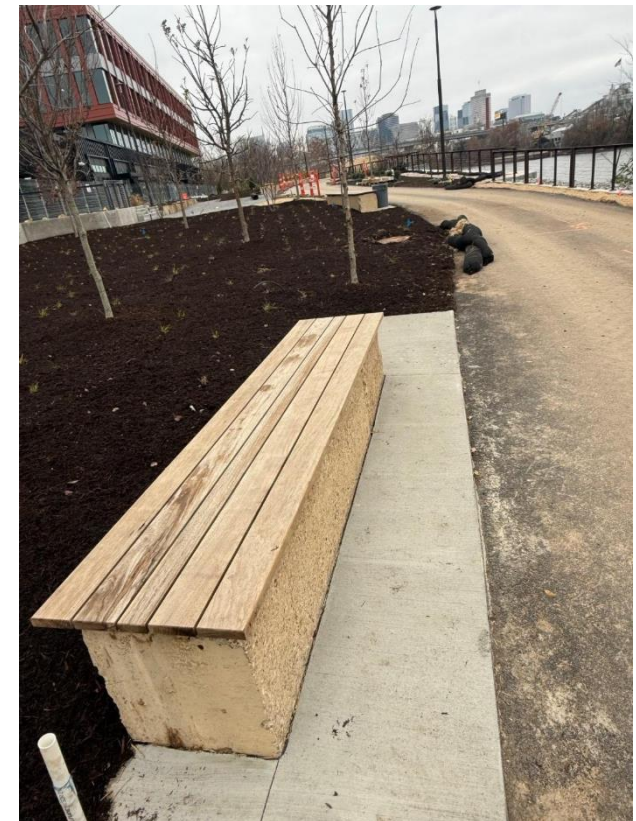
TODAY



Site lighting and landscaping along the walking path



Paver stones and benches built from existing concrete that was removed during demolition



NEXT STEPS ON EBB



- We have more work with you before final decisions are made all street design elements.
- Using a CHYM collaborative process, we will evaluate street design by phases with a flexibility lens.
- Community update and feedback on phased evaluation by Summer 2026 (tentative).
- Compete for grant funding opportunities to construct EBB.

