# FYs 14-17 TRANSPORTATION IMPROVEMENT PROGRAM GRANT APPLICATION

## Infrastructure

### PROJECT NAME
Transit Signal Prioritization and Pedestrian Access

### LEAD AGENCY
Metro Nashville

### PROJECT TYPE
- [x] On-Road Improvements
- [ ] Off-Road Improvements
- [ ] Amenities/Enhancements

### ROADWAY OR NEAREST INTERSECTION
Several corridors in Davidson County

<table>
<thead>
<tr>
<th>TERMINI (TO/FROM)</th>
<th>LENGTH (MILES)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Various</td>
<td>75.4</td>
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</tbody>
</table>

### COUNTIES
- [x] Davidson
- [ ] Rutherford
- [ ] Sumner/Robertson
- [ ] Williamson/Maury
- [ ] Wilson

### BRIEF DESCRIPTION
Upgrade signalized intersections along prospective “BRT-lite” corridors including Murfreesboro Pike and Nolensville Pike to include Signal Prioritization for transit vehicles, sidewalks and curb ramps, signal reconstruction and/or replacement of controllers, Central Signal Control Software, computers, work stations, and integration.

### PROPOSED ELEMENTS
- [x] Sidewalks
- [x] Curb Ramps
- [x] Crosswalk
- [x] Signalization/ Traffic Control
- [x] Intelligent Transportation System
- [ ] Signage
- [ ] Bus/ Transit Stop
- [x] Transit Service
- [x] Transit Capital
- [x] Pedestrian Amenities
- [ ] Bicycle Parking (Rack, Locker)
- [ ] Shared Lane
- [ ] New Greenway
- [ ] Greenway Extension
- [ ] Greenway Amenities
- [ ] Connection to School
- [x] Connection to Transit Stop

### PROJECT HISTORY
- [x] Project in TIP | ID#__2011-15-139_________
- [ ] Not in TIP, LRTP Project | ID#_1015-314_______
- [ ] Existing Project, Not in TIP or Plan
- [ ] New Project
- [ ] Other:__Increase scope of existing project_____

### GRANT FUNDING SUMMARY (NEW REQUESTS)

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Federal Requested</th>
<th>Match</th>
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</thead>
<tbody>
<tr>
<td>2014</td>
<td>$14,400,000</td>
<td>$3,600,000</td>
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<tr>
<td>2015</td>
<td>$9,760,000</td>
<td>$2,440,000</td>
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<tr>
<td>2016</td>
<td>$10,480,000</td>
<td>$2,620,000</td>
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<tr>
<td>2017</td>
<td>$1,840,000</td>
<td>$460,000</td>
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<tr>
<td><strong>Total</strong></td>
<td>$36,480,000</td>
<td>$9,120,000</td>
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</tbody>
</table>

*Please complete the PROJECT BUDGET WORKSHEET form and include any funding from other sources of revenue.*

### AGENCY CONTACT INFORMATION

<table>
<thead>
<tr>
<th>Name</th>
<th>Jonathan Cleghon</th>
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<tbody>
<tr>
<td>Title</td>
<td>Engineer 3</td>
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<tr>
<td>E-mail</td>
<td>Jonathan.cleghon @ nashville.gov</td>
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<tr>
<td>Phone</td>
<td>862-8595</td>
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<tr>
<td>Department</td>
<td>Public Works</td>
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<tr>
<td>Agency/Organization</td>
<td>Metro Nashville</td>
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</table>
The purpose of this project is to upgrade the signalized intersections along existing and prospective “BRT-lite” routes to current standards consistent with increased use by pedestrians and transit users. This project began with the need to provide signal prioritization for transit vehicles in order to improve bus travel time and schedule reliability. However, the proposed project adds to this by upgrading signal infrastructure, adding pedestrian indications where not already present, adding sidewalks where not already present, and curb ramps. Some of the intersections will require ROW acquisition to make the improvements possible. This project proposes a multi-year program to address specific radial transit corridors that already have “BRT-lite” (Gallatin Pike) or may have it in the future (Murfreesboro Pike, Nolensville Pike, and others).

This project is consistent with the MPO’s four Guiding Principles because convenient public transit with improved pedestrian access increases opportunities for affordable housing, education, jobs, recreation, and civic involvement without increasing the burden on citizens to enjoy their community. Convenient public transit, with improved pedestrian access, supports growth and prosperity without sacrificing the health, environment, natural and socio-cultural resources, or financial stability of this or future generations. Convenient public transit with improved pedestrian access contributes to the continued economic well-being of the greater Nashville area because it would be an investment in transportation solutions that increase access to education, jobs, and amenities, reduce the cost of living and doing business, and attract new investment to the region. Convenient public transit with improved pedestrian access in the identified corridors will recognize the multitude of needs and the variety of perspectives and backgrounds of the people that live and work in the greater Nashville area by promoting a range of transportation choices that are designed with sensitivity to the desired context. In addition to being consistent with the MPO Guiding Principles, the proposed project also contributes to Regional Goals because it supports the existing infrastructure, contributes to congestion management, encourages quality growth and sustainable land use, protects the region’s health and environment, and enhances at least two of the meaningful transportation choices (transit and walking). Furthermore, while the project responds to many of the specific MPO objectives, it is particularly noted that this project proposes to build out intersections that lack various elements of efficient bus transit and pedestrian mobility, thereby emphasizing quality and not just quantity.
The multi-year schedule for this project is proposed as follows:
FY 2014 – Nolensville Pike and Murfreesboro Pike
FY 2015 – Gallatin Pike and Hillsboro Pike
FY 2016 – West End Avenue and Charlotte Avenue
FY 2017 – Dickerson Pike

Funding for the Metro Nashville share would come from the local Capital Improvements Budget (CIB).
<table>
<thead>
<tr>
<th>FISCAL YEAR</th>
<th>PROPOSED PHASE/ TASK/ ACTIVITY</th>
<th>GRANT FUNDS</th>
<th>LOCAL MATCH</th>
<th>OTHER FEDERAL</th>
<th>OTHER LOCAL</th>
<th>OTHER SOURCE</th>
<th>TOTAL FUNDING</th>
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<tbody>
<tr>
<td>14</td>
<td>Central Signal Control software, computers, workstations, integration</td>
<td>$800,000</td>
<td>$200,000</td>
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<td>$1,000,000</td>
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<tr>
<td>14</td>
<td>Design, ROW, Construction Nolensville Pike 13.8 miles, 31 intersections</td>
<td>$6,000,000</td>
<td>$1,500,000</td>
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<td>$</td>
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<td>$7,500,000</td>
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<tr>
<td>14</td>
<td>Design, ROW, Construction Murfreesboro Pike 11 miles, 41 intersections</td>
<td>$7,600,000</td>
<td>$1,900,000</td>
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<tr>
<td>15</td>
<td>Design, ROW, Construction Gallatin Pike 11 miles, 45 intersections</td>
<td>$7,120,000</td>
<td>$1,780,000</td>
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<td>$8,900,000</td>
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<td>15</td>
<td>Design, ROW, Construction Hillsboro Pike 3.9 miles, 22 intersections</td>
<td>$2,640,000</td>
<td>$660,000</td>
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<td>$3,300,000</td>
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<td>16</td>
<td>Design, ROW, Construction West End Avenue 15.5 miles, 47 intersections</td>
<td>$6,880,000</td>
<td>$1,720,000</td>
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<td>16</td>
<td>Design, ROW, Construction Charlotte Avenue 8.4 miles, 32 intersections</td>
<td>$3,600,000</td>
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<td>17</td>
<td>Design, ROW, Construction Dickerson Pike 11.8 miles, 12 intersections</td>
<td>$1,840,000</td>
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