

1.1 JOHN A. MERRITT BOULEVARD

The formal campus access drive is along John A. Merritt Blvd. The street acts as the main access point to the campus for visitors. The street terminates on campus at a pedestrian drop off loop and offers limited vehicular parking opportunities as most of the parking is reserved for administrators. John A. Merritt Blvd. transitions into historic Jefferson St. at the intersection Ed Temple Boulevard/ 28th Avenue and then continues to downtown Nashville.

1.2 ED TEMPLE BOULEVARD/ 28th AVENUE NORTH

This continuous roadway is a major collector that brings the majority of students and visitors to the campus. It runs north and south, transitioning at the major vehicular intersection of John A. Merritt Blvd/ Jefferson Street on the southeastern edge of the campus. 28th Avenue North runs to the south of the intersection, and connects the campus with Interstate Highway 40, Albion St., and the residential neighborhoods to the south. Approximately one (1) mile south of the campus, 28th Avenue North intersects Charlotte Avenue which leads to downtown Nashville and the Avon Williams Campus. Ed Temple Blvd connects to. Walter S. Davis Blvd, Heiman Street, and further north to the Clarksville Highway.

1.3 ALBION STREET

Albion is a neighborhood street that defines the southern edge of the campus. The street has multiple campus entry points, accessing a majority of the campus student and faculty parking spaces. The southern edge of the street is fronted by neighborhood single family homes. The campus and Hadley Park define the northern side of the street. The majority of the vehicular traffic flows from 28th Avenue North. The intersection of 28th and Albion is directly adjacent to Interstate Highway 40 eastbound access. Albion is used for a growing number of vehicles. This condition is of concern to the residents who worry about safety.

1.4 39th STREET

39th Avenue North is a neighborhood street that creates the western edge of the campus. It operates as a minor campus entry point with access to multiple on campus parking lots. 39th Avenue North intersects with. Walter S. Davis Blvd where it then terminates at the Cumberland River.

1.5 . WALTER S. DAVIS BOULEVARD

Walter S. Davis Blvd creates a northern edge along the recreation district of the campus. It connects to the parking lot near the athletic and recreational core of the campus. TSU's experimental farmland lies to the north of the Boulevard within the Cumberland River floodplain. To the east, the Boulevard intersects Ed Temple Blvd. To the west it intersects Tiger Belle Dr. and 39th Avenue North before transitioning into Centennial Blvd. Centennial Blvd is the main westerly approach to the campus. Walter S. Davis Boulevard could become a major vehicular entry drive to TSU.

1.6 JEFFERSON STREET

Jefferson Street is a collector that runs east and west and connects the campus to downtown Nashville. At the major intersection of Ed Temple Boulevard/ 28th Avenue North, Jefferson Street transitions into John A. Merritt Boulevard, the "front door" of the campus. The street currently operates as a minor commercial corridor for the the North Nashville community. Jefferson has a long history of importance for the city, operating as one of America's best know districts of jazz, blues, and rhythm and blues. In 1994, a group of local merchants created "JUMP", the Jefferson Street United Merchants Partnership to create a framework for future advancement of the street.

2. INTERNAL ROADWAYS

Circulation within the TSU Campus is provided by several minor internal roadways. All roadways within the interior of the campus are two lanes and there are no signalized intersections.

The roadways primarily operate on the periphery of the campus connecting motorists with parking lots. By keeping the roadways and parking along the periphery of campus, the core of the campus operates as a primarily pedestrian-only space. Alameda Street runs east/west through the southern portion of campus. Operating in a similar way, 37th Avenue North runs north/south along the west edge of campus. Schrader Lane primarily acts a through way from Ed Temple Blvd to Dr. Walter S. Davis Blvd, it also allows for access to the large athletic parking lots, tennis facility, and maintenance headquarters. TSU also contains multiple long undesignated drive lanes that connect motorists to parking lots. Most of these connecting roadways are made necessary in order to gain access ot building service areas or other facility-based issues. It is unlikely that these roadways could be eliminated although the campus would benefit from having no vehicular traffic within its academic and student core.

3. VEHICULAR CIRCULATION

Wayfinding

In general, most entries into campus with the exception of those at Jefferson Street and John Merrit Boulevard, are ill-defined. As a result, it is not readily apparent to visitors where to enter campus or where to park creating confusion and frustration on the part of prospective students, faculty and staff. This is especially problematic for motorists approaching the campus from the northeast along Ed Temple. Thought should be given to

improving the wayfinding system campus-wide from the perspective of vehicular circulation, parking and pedestrian routes.

Proximity Parking

Campus parking lots are generally located at, or near, the perimeter of campus. Unlike many institutions which provide parking near the core of campus, TSU has already migrated parking to the edge of campus which simplifies the future development of campus facilities. Although preference should be given to convenience for visitors, faculty, staff and students when parking is concerned, the distance from most parking facilities to any of the surrounding office and classroom destinations is modest and typically less than a ten minute walk door to door. While on-site we observed vehicles waiting in parking lots in hopes of finding an available parking space or waiting for a parking space to open up, while at the same time parking lots one block away were half full. This circulation pattern of “stalking” creates unnecessary traffic congestion along surrounding roadways and increases the probability of conflicts developing between pedestrians and vehicles. Considerations should be given to reducing the “stalking” mentality by creating an even distribution of parking lots as well as a means of informing motorists where open spaces exist. Generally speaking, the campus should consider the gradual elimination of all parking facilities in the “core areas”, in preference to larger lots located along the periphery.

4. PEDESTRIAN / BICYCLE CIRCULATION

Currently, there are sidewalks for pedestrians and bicycles through much of the campus that provide access to and from campus facilities, but there are no routes designated exclusively for bicycles. However, minimal bicycle usage was observed on campus. Standard signage and striping for bicycle and pedestrian routes/crossings should be implemented to encourage this alternate mode of travel. Secure bicycle parking and racks should also be sensitively located and designated.

5. PUBLIC TRANSPORTATION

The Nashville Metropolitan Transit Authority (MTA) operates a public bus system and a commuter rail line. Two bus routes serve the TSU campus. One of the routes connects the campus downtown Nashville via Heiman. The other route runs down Jefferson Street connecting the campus with the northern edge of downtown and continues east across the Cumberland. The overall MTA ridership is approximately 8.5 million passengers per year.

6. ON-CAMPUS PARKING FACILITIES

There are approximately 4,895 parking spaces on the TSU campus. With a student headcount of 9,038 (2006) and a staff headcount of 1,660 (2006) the campus has a parking ratio of approx 0.46 parking spaces per person. This ratio is considered to be on the high end of the normal spectrum when compared to ratios ranging from 0.22 and 0.33 commonly found on other urban campuses across the county (*source; 2004 Institute of Transportation Engineers – Parking Generations, 3rd Edition*). TSU enjoys a substantial

parking advantage and should need only to add sufficient parking for new students and staff as growth occurs. This is not to say that parking is not a highly sensitive issue for campus administrators, all campus faculty, staff and students want to park at the front door of their immediate destination. It is safe to say, however, that TSU is not fighting to make up an existing parking deficit.

During peak periods, 10 AM to 2 PM, campus parking demand exceeds the capacity in several lots, especially those that lie closest to “core” campus facilities. Outlying lots such as the stadium lot, however, provide excess capacity to accommodate parking overflow during peak periods. During a typical weekday peak period (with no special event traffic) there is available parking on the campus. As is often the case, the most convenient parking spaces fill up first and there is not adequate event parking near Student Center for guests participating in events held there. This condition lies outside of the normal visitor expectation. Most visitors are not accustomed to significant walking distances between parking their car and their final destination.