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GREEN HILLS - MIDTOWN COMMUNITY PLAN

APPENDIX C

GREEN HILLS AREA TRANSPORTATION PLAN

The Green Hills Area Transportation Plan, adopted March 13, 2014, is attached to the Green Hills – Midtown Community Plan without changes.

GREEN HILLS AREA TRANSPORTATION PLAN

Planning Department
Metropolitan Nashville
Davidson County, Tennessee

Adopted March 13, 2014

NASHVILLE PLANNING A GREAT CITY DEPARTMENT METROPOLITAN PLANNING

Certified per TCA 13-4-202 as a part of the Nashville-Davidson County General Plan adopted by the Metropolitan Nashville-Davidson County Planning Commission and including all amendments to this part as of March 13, 2014.

Executive Secretary

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METROPOLITAN PLANNING COMMISSION
OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE

Resolution No. RS2014-64 and Resolution No. RS2014-65

"BE IT RESOLVED by The Metropolitan Planning Commission that 2013CP-010-005 is **APPROVED WITH CONDITIONS. (6-0)**

Conditions of Approval:

1. Identify an extension of the Sugartree Creek Greenway from Hobbs Road to Burton Hills along Sugartree Creek.
2. Include discussion in the plan of the realignment of Glen Echo Road and Crestmoor Road.
3. Update the plan to include Metro Nashville Public School's announcement to redevelop Hillsboro High School on the current property.
4. Update the plan to include an alternate conceptual location for a transit mini-hub in Green Hills and shift the conceptual transit routes accordingly.
5. Remove depictions of Phase 3, and emphasize Phases 1 and 2 access management approaches in the plan.
6. Add an appendix summarizing the results of the survey responses from the October 28 open house and the comments from the February 20 open house.
7. Grant staff permission to fix typographical errors.

WHEREAS, the *Guiding Principles of Mobility 2030* was adopted by the Metropolitan Planning Commission on September 27, 2007, as the Transportation Plan Functional Plan component of the General Plan of Metropolitan Nashville and Davidson County; and

WHEREAS, *Implementing Complete Streets: Major and Collector Street Plan of Metropolitan Nashville* was adopted on April 14, 2011; and

WHEREAS, the Metropolitan Planning Commission directed Planning Department staff to conduct open community meetings to provide the community the opportunity to work with the staff on adopting the *Green Hills Area Transportation Plan* an amendment to the *Green Hills-Midtown Community Plan: 2004 Update* that was adopted on July 28, 2005; and

WHEREAS, Metropolitan Planning Department staff worked extensively with residents, Council Members, property owners, civic and business interests, including conducting three community meetings which were held on October 28, 2013, November 18, 2013, and February 20, 2014 to discuss the recommendations of the *Green Hills Area Transportation Plan*; and

WHEREAS, a public hearing was held by the Metropolitan Planning Commission on February 20, 2014 to obtain additional input regarding the proposed *Green Hills Area Transportation Plan*; and

WHEREAS, the *Green Hills Area Transportation Plan* was prepared as amendments to the *Green Hills-Midtown Community Plan: 2004 Update* and *Implementing Complete Streets: Major and Collector Street Plan of Metropolitan Nashville*; and

WHEREAS, the Metropolitan Planning Commission finds that the adoption of the *Green Hills Area Transportation Plan* is warranted;

NOW, THEREFORE, BE IT RESOLVED that the Metropolitan Planning Commission hereby ADOPTS the *Green Hills Area Transportation Plan* as the basis for the Commission's development decisions in that area of the county in accordance with Section 11.504(e) of the Charter of the Metropolitan Government of Nashville and Davidson County.

James McLean /s/
James McLean, Chairman

Adoption Date: March 13, 2014

Attest:
Richard C. Bernhardt /s/
Richard C. Bernhardt, Secretary and Executive Director

ACKNOWLEDGEMENTS

The *Green Hills Area Transportation Plan* is based upon the *Green Hills Area Plan* completed in August 2011 by Parsons Brinckerhoff and Skycomp, Inc. The following people have helped advise the development of the *Green Hills Area Transportation Plan* in 2011 and 2014:

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Burkley Allen	Council Member - District 18
Steve Allen	Tennessee Department of Transportation
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Paul Ballard	Nashville Metropolitan Transit Authority
Katy Braden	Tennessee Department of Transportation
Michael Briggs	Metropolitan Nashville Planning Department
Norah Buikstra	The Mall at Green Hills
Jennifer Carlat	Nashville Metropolitan Planning Department
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Felix Castrodad	Nashville Metropolitan Transit Authority
Ed Cole	Transit Alliance of Middle Tennessee
Andrew Collins	Metropolitan Nashville Planning Department
Bill Coke	Mayor of Forest Hills
Charlotte Cooper	Green Hills Area Resident
David Crabtree	Brookside Properties
Laurel Creech	Metropolitan Nashville Mayor's Office
Doug Delaney	Parsons Brinckerhoff
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Alexia Poe	Metropolitan Nashville Mayor's Office
Larry Price	Metropolitan Nashville Library
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Jason Radinger	Nashville Metropolitan Public Works Department
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Kate Whelley	Nashville Metropolitan Transit Authority
Charlie Williams	Metropolitan Nashville Mayor's Office
Kathryn Withers	Metropolitan Nashville Planning Department
Ron Yearwood	Transit Now Nashville

Special thanks to the Middle Tennessee Boy Scouts of America, Hampton Inn & Suites - Green Hills, Calvary United Methodist Church, and Metro Public Library - Green Hills for hosting meetings.

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TABLE OF CONTENTS

Section 1: Green Hills Vision 1

Green Hills Area Transportation Plan Vision 1

Section 2: Vehicular Network Plan 2

Mobility 2030 - Nashville-Davidson County's Transportation Plan 2
Complete Streets 2
Figure 1: Vehicular Network Plan 4
Minor Vehicular Improvements 5
Moderate Vehicular Improvements 5
Major Vehicular Improvements 5
Recommended Street Connections 9
Access Management 16
Summary of Vehicular Network Improvements 20

Section 3: Mass Transit Network Plan 21

Figure 20: Mass Transit Network Plan 24
Strategic Transit Master Plan Update 25
Recommended Mass Transit Improvements 25
Summary of Mass Transit Network Improvements 28

Section 4: Pedestrian Network Plan 29

Figure 25: Pedestrian Network Plan 30
Recommended Pedestrian Facilities 31
Summary of Pedestrian Network Improvements 42

Section 5: Bicycle Network Plan 43

Type of Bicycle Riders 43
Figure 35: Bikeways Network Plan 45
Recommended Bikeway Facilities 46
Summary of Bicycle Network Improvements 56

Section 6: Implementation 57

Private Development 57
Potential Sources of Funding 57
Action Steps 59
Summary of Implementation 59

Section 7: Community Input 61

Section 8: Summary 63

Appendix: Meeting Results and Comments 64

GREEN HILLS VISION

In 2011, the *Green Hills Area Plan* was completed by the consultant team of Parsons Brinckerhoff and Skycomp, Inc. A Steering Committee and Resource Team composed of area stakeholders and residents guided the development and recommendations contained in the plan. In 2013, Metro Planning staff reviewed the recommendations and determined an approach was needed to keep pace with infrastructure as the Green Hills area experiences continuing redevelopment pressure. The 2011 Plan identified a number of strategies appropriate for Metro Nashville and the Tennessee Department of Transportation (TDOT) to pursue, but it had not been reviewed by the larger community for incorporation into the Green Hills/Midtown Community Plan and the Major and Collector Street Plan. It also had not been adopted by the Metropolitan Planning Commission for guidance and implementation.

This addendum was adopted by the Metropolitan Planning Commission on March 13, 2014, for inclusion into the Green Hills/Midtown Community Plan and the Major and Collector Street Plan. It summarizes the continued efforts to transform Green Hills into a more walkable and bikeable destination, recommends improvements involving streets, transit, walking, and biking, and identifies high priority projects for implementation by Metro and as private redevelopment occurs. A summary of the outreach process in 2013-2014 is presented and indicates a strong need for transportation investments in the region's premiere commercial and retail destination and surrounding neighborhoods. To help the reader decipher where new information was analyzed in 2013-2014 and where the 2011 Plan contributed to this addendum, the text of this document contains citations in italics and parentheses. Analysis from the 2011 Plan are noted with *(2011 Plan)*, and analysis from 2013-2014 are noted with *(2014 Update)*. Not all recommendations from the 2011 Plan are included in this adopted document.

Green Hills Area Transportation Plan Vision

Through the planning process conducted in 2013-2014, the vision and goals of the 2011 Plan still capture residents' and stakeholders' desires for the future of Green Hills. The initial vision and goals are intended to build on the previous plans and studies undertaken in the area.

Vision Statement

The Green Hills of 2050 will be a place where people want to live, work, and play. Balancing livability and growth, Green Hills will continue to be a destination for great shopping, a prestigious office location, a residential address featuring a variety of desirable housing choices, and a strong education center. Green Hills will be a community that is people-oriented and provides residents and visitors a range of transportation options to move both through and throughout the area. The Green Hills of tomorrow will contain a variety of open spaces, arts, and civic uses, interconnected with neighborhoods, housing, offices, stores, schools, and restaurants to encourage walking, bicycling, or the use of transit. Much as today, the area will continue to be a regional economic engine that is complementary to Downtown Nashville and other activity centers of the region.

Goal #1: Enhance the livability of the Green Hills community.

Goal #2: Support and expand the economic and environmental sustainability of the Green Hills area and its role as the economic center of the region.

Goal #3: Improve the integration of the Green Hills and regional transportation systems and expand mobility choices in the Green Hills area. *(2011 Plan)*

Mobility 2030 - Nashville-Davidson County's Transportation Plan

This study provides guidance, through the policies contained in the Green Hills/Midtown Community Plan, for the future growth and development of various corridors throughout the Green Hills area. It considers the needs of vehicular users, bicyclists and pedestrians. It utilizes *Mobility 2030* as its foundation. *Mobility 2030* is one of the functional plans of the General Plan adopted by the Planning Commission in September, 2007. It outlines seven guiding principles for land use and transportation network decisions.

1. Create efficient community form.
2. Offer meaningful transportation choices.
3. Sustain and enhance the economy.
4. Value safety and security.
5. Protect human health and the environment.
6. Ensure financial responsibility.
7. Address transportation from a regional perspective.

The guiding principles inform the broader objectives of context-appropriate transportation investments within the community to ensure a functional transportation network, promote economic development that reduces trip lengths, and provide transportation choices for all people. *Mobility 2030* and this addendum reaffirm the vision, goals, and objectives of the 2011 *Green Hills Area Plan.*

The Major and Collector Street Plan (MCSP), another functional plan of the General Plan, implements these principles through a "Complete Streets" approach.

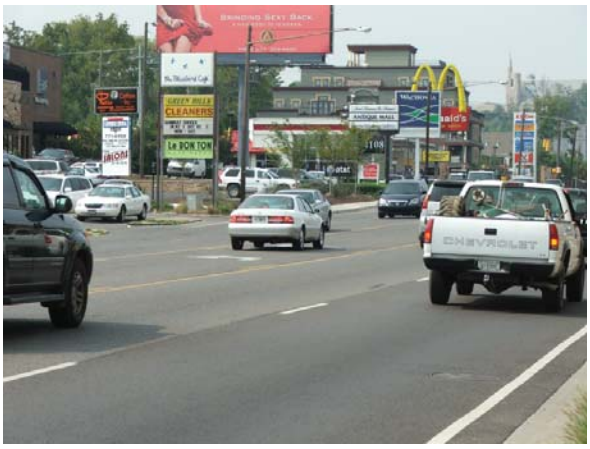
Complete Streets

Complete Streets ensures that the design and operation of corridors considers the needs of multiple users. Streets should work for drivers, transit users, pedestrians, bicyclists, freight operators, older adults, children, people with disabilities, and

others. Good design standards balance engineering judgment and user needs within the context of the street. Street design relies on the design professional's knowledge of elements such as travel speeds, volumes, horizontal and vertical alignments and sight lines. Complete Streets strive for a context sensitive approach to transportation planning by meeting users' needs with street components (bike lanes, sidewalk, and bus stops for example) that are based on the context--a rural street versus a suburban street, for example. This study utilizes a Complete Streets approach with vehicular network, mass transit network, pedestrian network, and bicycle network plans.

Note that since Complete Streets should be sensitive to their context, not all Complete Streets will look the same. While context, usage and constraints of one street will allow for travel lanes, separate bike lanes and sidewalk, on another street, the bikeway and sidewalk may be combined into a shared, multi-use path. The Complete Streets model is used to assess and plan for streets that serve the needs of all

users. It does not, however, mean that all streets will look the same.



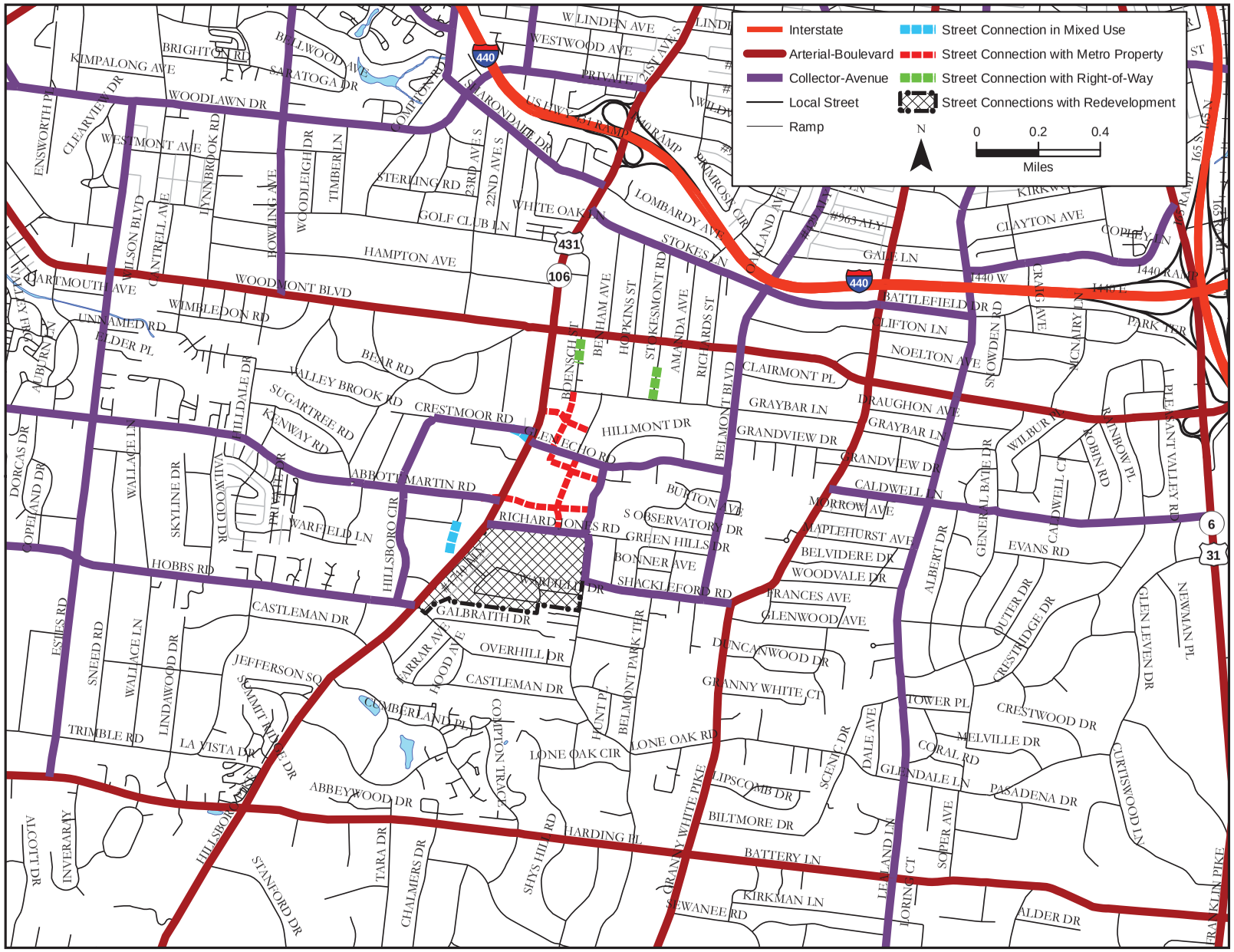
Community planning in Nashville-Davidson County recognizes the interconnected nature of community character, land use and transportation. The connection between land use and transportation is clear – some land uses such as mixed use, residential, office, and commercial require multiple transportation options and an interconnected street network to be viable and available to a variety of residents, consumers, and employees. Other uses, such as industrial or impact uses, may demand fewer modes of transportation, but still require sufficient access.

The connection between transportation and community character is also important – providing transportation options in the appropriate form helps a community to preserve or create a sense of place. For example, there are neighborhoods in rural, suburbs and urban settings. The street network, and the character of the streets themselves, should complement the rural, suburbs or urban setting present in those neighborhoods.

With these relationships in mind, Figure 1 shows the Vehicular Network Plan for the Green Hills area. It identifies the major (arterial-boulevards) streets in red and collector (collector-avenues) streets in purple. For Major and Collector Street Plan designations that provide guidance related to future design elements, one should consult the interactive GIS (http://maps.nashville.gov/mcsp). The future street connections and the area lacking connections identified will be discussed later in this document. *(2014 Update)*

The backbone of the vehicular network can be improved in the Green Hills area with improvements involving minor, moderate, and major improvements.

Figure 1: Vehicular Network Plan



For Major and Collector Street Plan designations access the interactive map at maps.nashville.gov/mcsp. Source: Metro Planning Department

Minor Vehicular Improvements

The operations of an intersection can often be improved without major construction or disruption to the flow of traffic. Instead, minor improvements (which are usually lower cost options) can be implemented, including:

Signal Timing

The reallocation of green time (i.e., time to pass through intersection from an approach) to other phases can result in the traffic signal operating more efficiently to move traffic. For instance, the side street may receive five seconds more green time while the major street would receive five seconds less green time. Finding the optimal timing for an individual intersection and/or the entire study area network is referred to as "optimization."

Signal Phasing

Changing the traffic signal phasing can be considered to accommodate heavier traffic movements. For instance, a left turn phase that normally yields to opposing traffic may be changed to a protective movement so that the movement can proceed without conflict from opposing traffic.

Turn Lane Restriping

The restriping of a turn lane or an approach may better serve an intersection. For instance, a shared left-through lane with an exclusive right-turn lane may be converted to a shared through-right turn lane with an exclusive left turn lane. This method can be used to change lane allocations if growth of one movement is greater than another. *(2011 Plan)*

As redevelopment along Hillsboro Pike occurs, Metro Planning, Metro Public Works, and TDOT should continue to evaluate opportunities to adjust signal timing and phasing and analyze potential turn lane restriping that can assist with traffic flow while also balancing the needs of pedestrians to traverse streets as the Hillsboro Pike corridor transitions to a variety of uses with greater walkability. *(2014 Update)*

Moderate Vehicular Improvements

Geometric changes such as extending existing turn lanes to increase storage or adding new turn lanes typically cost more than the minor improvements. Figure 2 depicts turn lane additions at key intersections. Metro Planning and Metro Public Works should evaluate opportunities to implement the following geometric changes at strategic intersections as redevelopment occurs.

Woodmont Boulevard and Hillsboro Pike

- Add dual left turn lanes to the eastbound and westbound approaches.
- Add an exclusive right turn lane to the southbound approach.

Richard Jones and Hillsboro Pike

- Add an exclusive right turn lane in the northbound direction.
- Add an exclusive left turn lane in the westbound direction. The additional westbound left turn only lane results in one left turn, one shared thru and left and one right turn lane in the westbound approach.

Warfield Drive and Hillsboro Pike

- Add an exclusive left turn lane to the westbound direction.

Hobbs Road and Hillsboro Pike

- Add an exclusive right turn lane in the eastbound direction.
- Add an exclusive left turn lane in the westbound direction.

Harding Place and Hillsboro Pike

- Add exclusive right turn lanes in the eastbound and westbound directions.

Major Vehicular Improvements

To address complex traffic issues, more significant projects are identified that will assist with traffic movements across Hillsboro Pike. These projects will require coordination with private property owners in the area as redevelopment occurs and a

significant investment on Metro Nashville's and/or TDOT's behalf.

Realignment of Abbott Martin Road/Richard Jones Road

The realignment of the intersections of Abbott Martin Road and Richard Jones Road with Hillsboro Road has been analyzed in past studies. This is due to the close proximity of the two intersections and the impact of that closeness on the traffic operations. This is shown in Figure 3. *(2011 Plan)* Redevelopment of the southeast side of Richard Jones and Hillsboro Pike is likely eminent. Although private property ownership precludes the realignment, an opportunity exists to utilize nearby Metro property to facilitate a street network to the east side of Hillsboro Pike. This conceptual network extends Abbott Martin Road to Hillmont Drive and is depicted in Figure 4. *(2014 Update)*

Realignment of Crestmoor Road/Glen Echo Road

As with Abbott Martin Road and Richard Jones Road, the realignment of the intersections of Crestmoor Road and Glen Echo Road has been considered as an option in past studies due to the close proximity of the two intersections. This is shown in Figure 5. *(2011 Plan)* It is likely that the commercial retail on both sides of Hillsboro Pike may redevelop in the future. With any redevelopment, discussions about the potential to align the intersection should be pursued with the property owners. Additionally, Metro property, or the Green Hills Library, is near this area where a finer street grid could be established to facilitate movements parallel to Hillsboro Pike. Figure 6 shows the potential for realignment and its relationship to future street connections. *(2014 Update)*

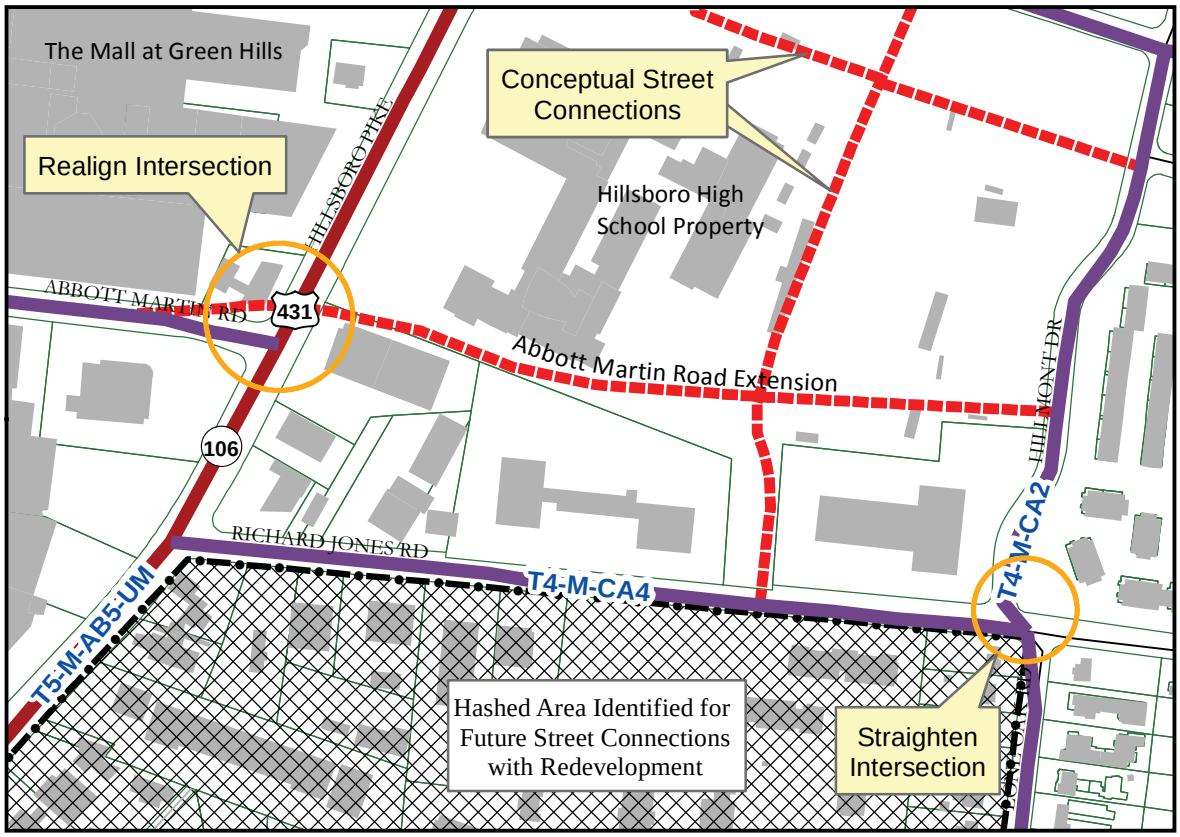
Figure 2: Summary of Turn Lane Improvements at Intersections

Source: 2011 Area Plan

Figure 3: Existing Alignment of Abbott Martin Road and Richard Jones Road

Source: 2011 Area Plan

Figure 4: Conceptual Street Network Including Abbott Martin Road Extension

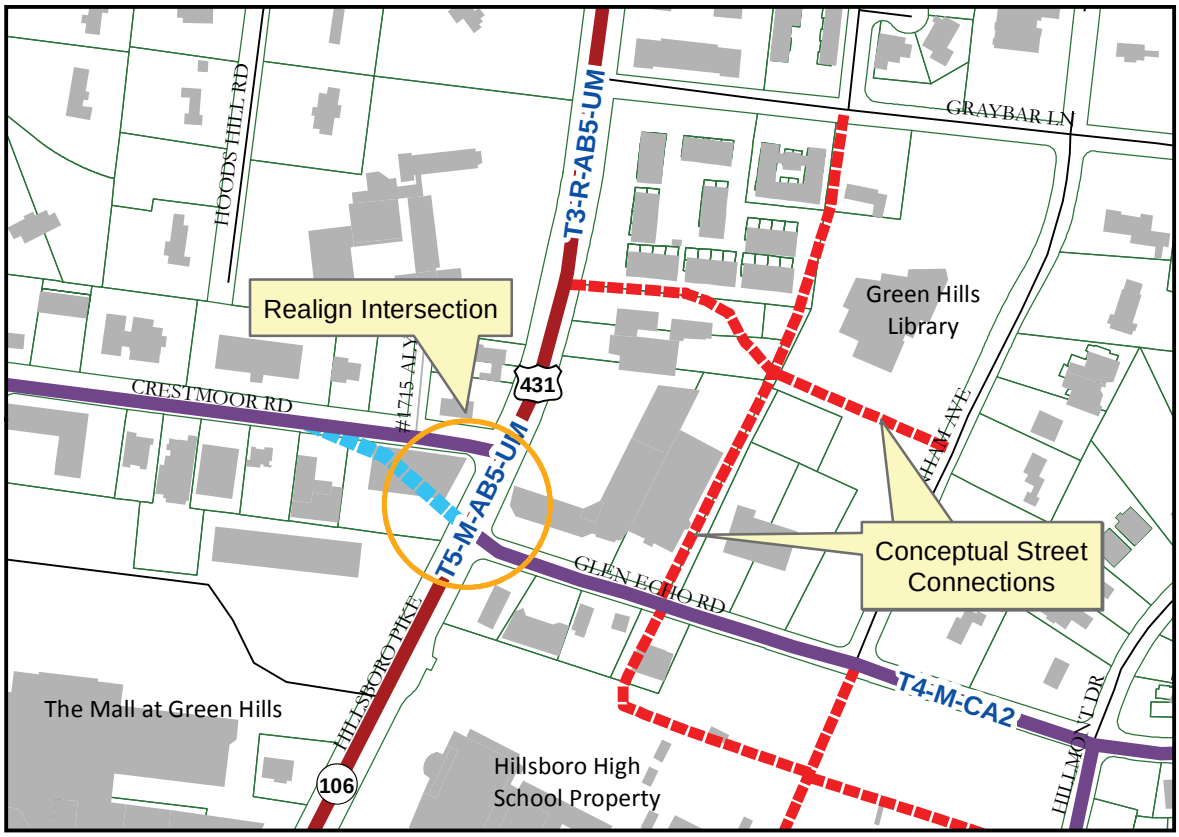


Source: Metro Planning Department

Figure 5: Existing Alignment of Crestmoor Road and Glen Echo Road

Source: 2011 Area Plan

Figure 6: Conceptual Street Network Including Crestmoor Road/Glen Echo Road Realignment



Source: Metro Planning Department

Recommended Street Connections

Much of the Green Hills area's street network was built during a period of development trends that encouraged a street network system composed of curvilinear streets and cul-de-sacs. This type of system pushes traffic to a few arterial streets like Hillsboro Pike creating peak hour congestion issues and the need to widen roadways more. A grid-like street network provides more connections and alternatives than utilizing a few arterial streets. The benefits of street connectivity include: more efficient service delivery, increased route options, decreased vehicle miles traveled (VMT), improved emergency access, and efficient subdivision of land.

This study recognizes that connectivity can have positive community benefits but possibly negative impacts to an individual property owner by alleviating congestion on primary arterials while some residential streets may experience more traffic. Residents that oppose street connections in their immediate area often do not realize the traffic load is then not dispersed in the community forcing some streets to bear the larger burden of traffic. In some cases, these are residential streets, too. Continuing the conversation with the community on balancing mobility options is needed because in high-demand, growing, and changing areas it can be difficult for most residents to live on streets with little traffic. The argument against local street connectivity only exacerbates the congestion on primary arteries like Hillsboro Pike and more residential streets like Glen Echo Road and Valley Brook Road. Additionally, improving walking and biking infrastructure can help reduce travel speeds and lessen ones need to make quick trips by car and lessen the negative impacts of increased traffic on residential streets.

Figure 7 illustrates how decisions were made based upon short term desires involving street connectivity or a lack of will to implement connections and not necessarily reflecting upon the long-range impacts of the decisions. Four street connections are highlighted that have never been made in the area bounded by Woodmont Boulevard, Estes Road, Abbott Martin Road, and Hillsboro Pike.

Noted as #1 in Figure 7, a paved connection between Valley Brook Place and Foxhall Road exists, but Foxhall Road is a private street and gated prohibiting the connection shown in Figure 8. This only allows vehicles within the area of Wimbledon Road and Foxhall Road to utilize Woodmont Boulevard for access.

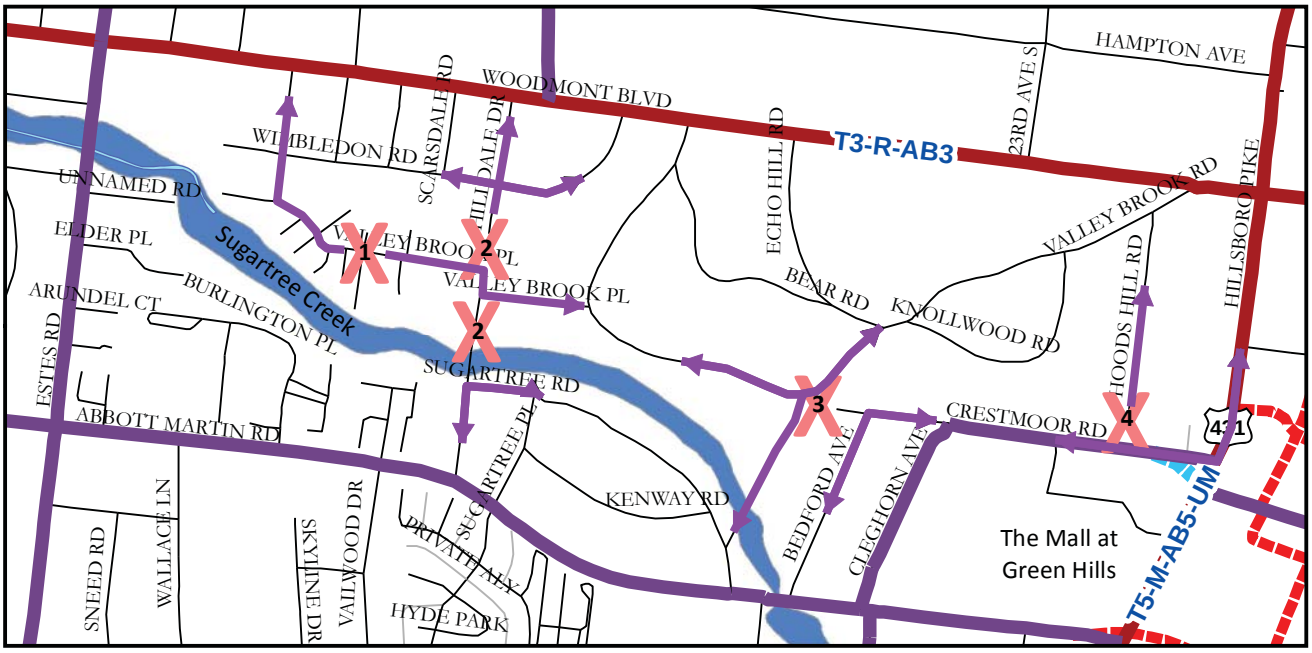
Noted as #2 in two places in Figure 7, Hilldale Drive had right-of-way to make a connection between Woodmont Boulevard and Abbott Martin Road in two areas. A Metro Council ordinance (#2007-1941) closed the right-of-way making that connection. This response to neighbors' fears was short-sighted because traffic is then funneled either onto Estes Road, Valley Brook Road, or Hillsboro Pike to make the connection between Woodmont Boulevard and Abbott Martin Road. A connection was also never made over Sugartree Creek.

Another connection noted as #3 in Figure 7 is shown between Crestmoor Road and Valley Brook Road and was when the Bedford Avenue area was redeveloped. This funnels traffic down to Abbott Martin Road increasing its congestion to get across Sugartree Creek.

Finally, a fourth connection noted as #4 in Figure 7 has never been made to link Hoods Hill Road to Crestmoor Road. This is significant in that it would alleviate some traffic that gets bogged down at the traffic signal on Hillsboro Road at Crestmoor Road. Travellers on Woodmont Boulevard would not have to rely on Hillsboro Pike to get to The Mall at Green Hills and The Hill Center.

The opportunity to make these connections are now gone. Other areas within Green Hills near Hillsboro Pike may be able to assist with future connections and are described further in this plan.

Figure 7: Example of a Lack of Street Connectivity



Source: Metro Planning Department

Figure 8: Gates that Prohibit the Connection of Foxhall Road and Valley Brook Place

Source: Metro Planning Department

The following areas within Green Hills have opportunities to improve street connectivity because right-of-way already exists, there is strong support as redevelopment occurs to complete a connection, the connections are adjacent to Metro-owned property, or there is a need with more comprehensive redevelopment to create a connection. A brief description of potential connections and their benefits are below.

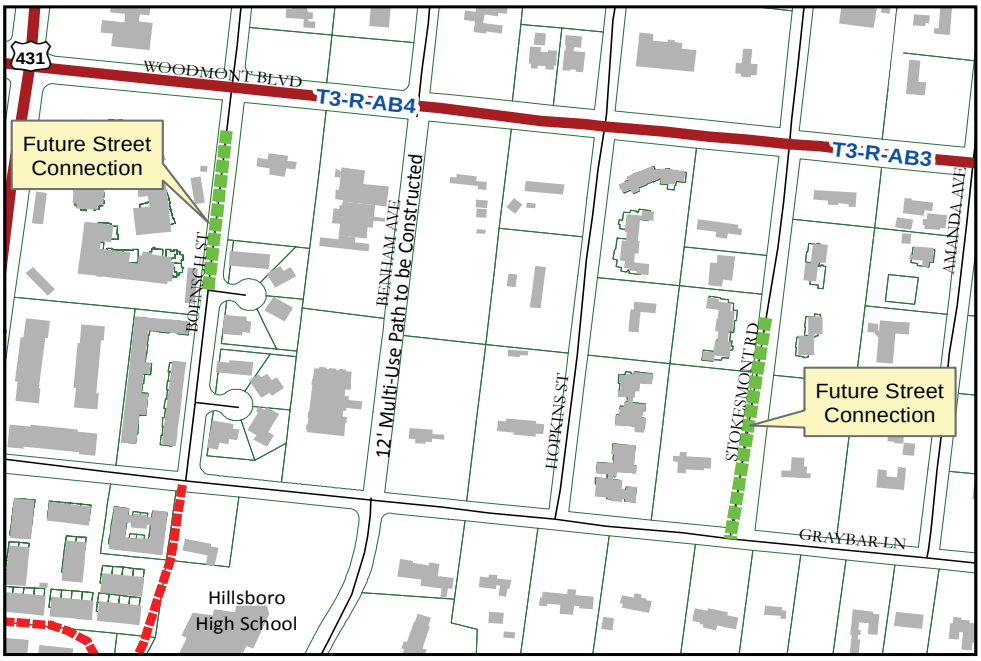
Street connections involving existing right-of-way

Two street connections to the east of Hillsboro Pike are identified in Figure 9 where there is existing right-of-way, but a street connection was never completed. This includes connecting Boensch Street between Woodmont Boulevard and Graybar Lane and extending Stokesmont Road to Graybar Lane. The Boensch Street connection would rely upon Metro to complete due to the uncertainty of redevelopment in the area in the future. The area is already developed with condos and residences. Restricting turns to right-in only along Woodmont Boulevard and right-out only on Boensch Street to Woodmont Boulevard is needed to address congestion caused by the traffic signal at Hillsboro Pike and Woodmont Boulevard.

Stokesmont Road currently terminates south of Woodmont Boulevard. As properties redevelop along Graybar Lane, making this connection is imperative to provide multiple alternatives between Woodmont Boulevard and Graybar Lane so that a more detailed street grid system is developed. Creating both street connections where right-of-way already exists will help alleviate some congestion along the parallel streets between Woodmont Boulevard and Graybar Lane and help alleviate some traffic that is congested at signals involving Woodmont Boulevard at Hillsboro Pike and Belmont Boulevard.

Note that right-of-way remains to connect Benham Avenue in the future between Woodmont Boulevard and Graybar Lane. With the planned development of properties to the east of this right-of-way, a multi-use path is planned to be constructed as part of that development providing a pedestrian/bicycle connection between the Green Hills Library and Woodmont Boulevard. It is envisioned that this segment of multi-use path would become part of a larger parallel multi-use path route along Hillsboro

Figure 9: Boensch Street and Stokesmont Road Connections

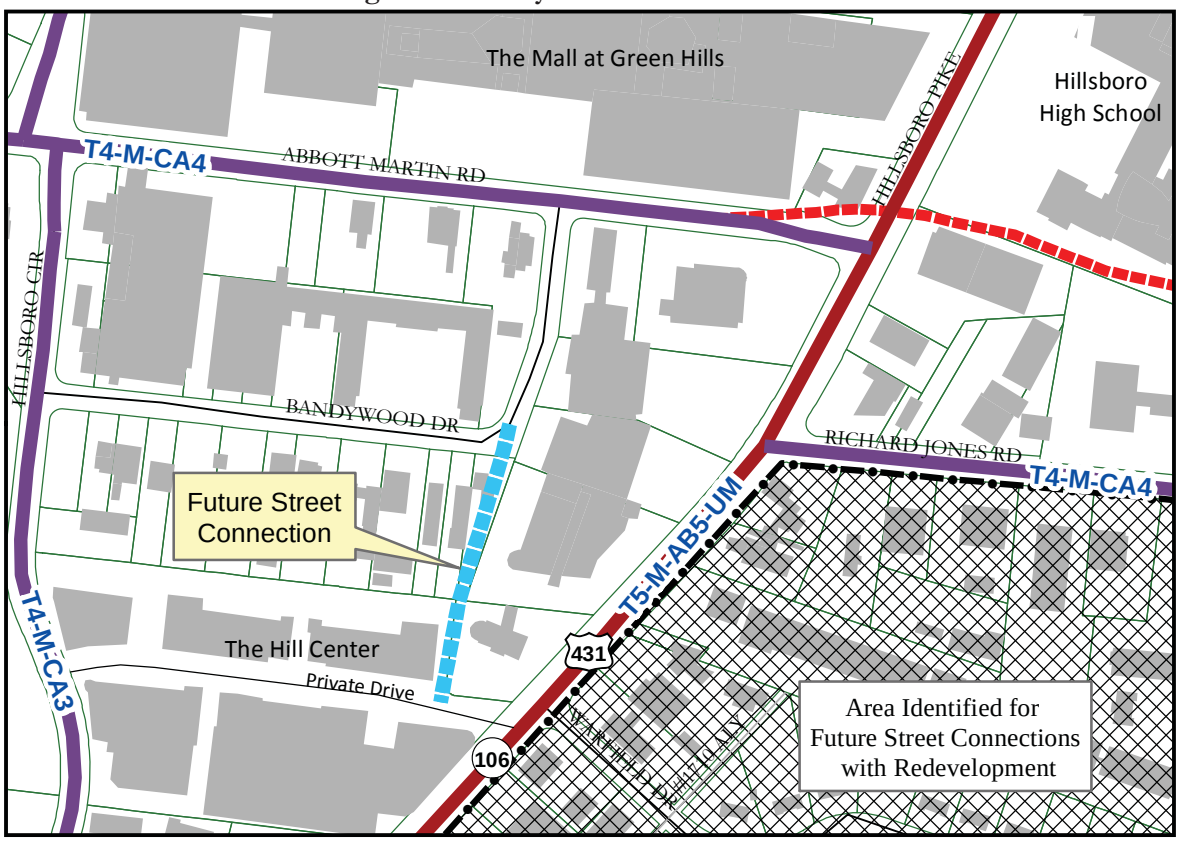


Source: Metro Planning Department

Street connection with strong support in a mixed use, transitioning area

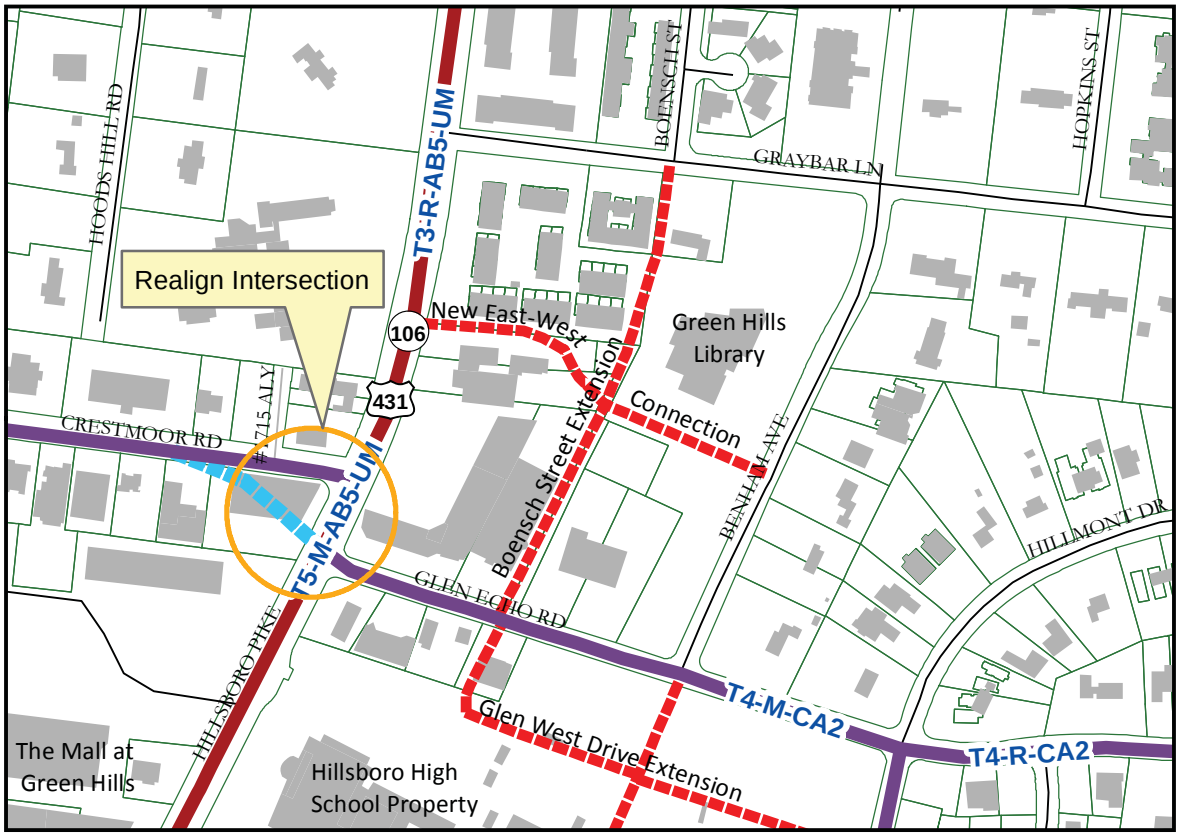
Figure 10 shows a connection between Bandywood Drive and The Hill Center creating a parallel street to Hillsboro Pike and another way of accessing The Mall at Green Hills. Currently, vehicles must utilize Hillsboro Circle or Hillsboro Pike and can get caught up in the congestion of east-west turning movements between Abbott Martin Road and Richard Jones Road. Community members indicated support of this connection because of the lack of residential immediately in the area and the potential for redevelopment of properties in the area.

Figure 10: Bandywood Drive Connection



Source: Metro Planning Department

Figure 11: Conceptual Street Network Adjacent to Green Hills Library



Source: Metro Planning Department

Street connections involving Metro-owned property

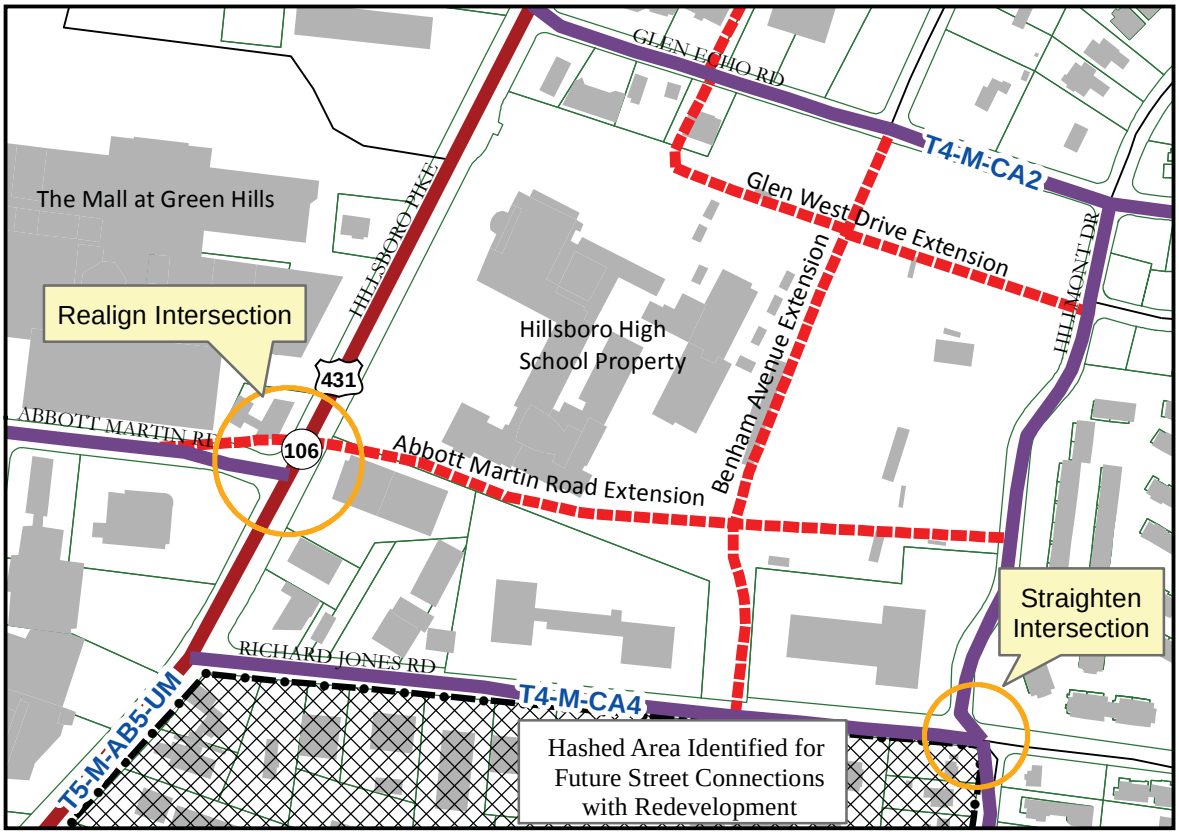
Two major civics uses, the Green Hills Library and Hillsboro High School, are located in Green Hills and adjacent to Hillsboro Pike. These properties could be further utilized over time to create a more effective street grid system to the east of Hillsboro Pike, improving access to new development and relieving additional turning movements upon Hillsboro Pike. It is likely that adjacent commercial properties will redevelop to higher intensities in the future in these areas.

A conceptual street network is shown around the Green Hills Library in Figure 11 that repurposes part of the parking lot with redevelopment to create a street grid. Metro is strongly encouraged to work with the adjacent properties owners and Nashville Electric Service to develop a street grid in this area.

Metro Nashville Public School's announced in February 2014 that it will asses the future of the current Hillsboro High School building. The facility is in need of major renovation. With their announcement, they indicated that the High School will stay on the current property.

Another conceptual street network is shown around Hillsboro High School. As discussions continue to take place about the renovation of the High School, Metro may capitalize on the value of the property to rethink how the classrooms and/or sports fields are housed on the property. Figure 12 is one concept that creates a more detailed street grid while leaving the existing building in place. It is important to facilitate additional traffic movements north-south and east-west across the property while aligning any future streets with Abbott Martin

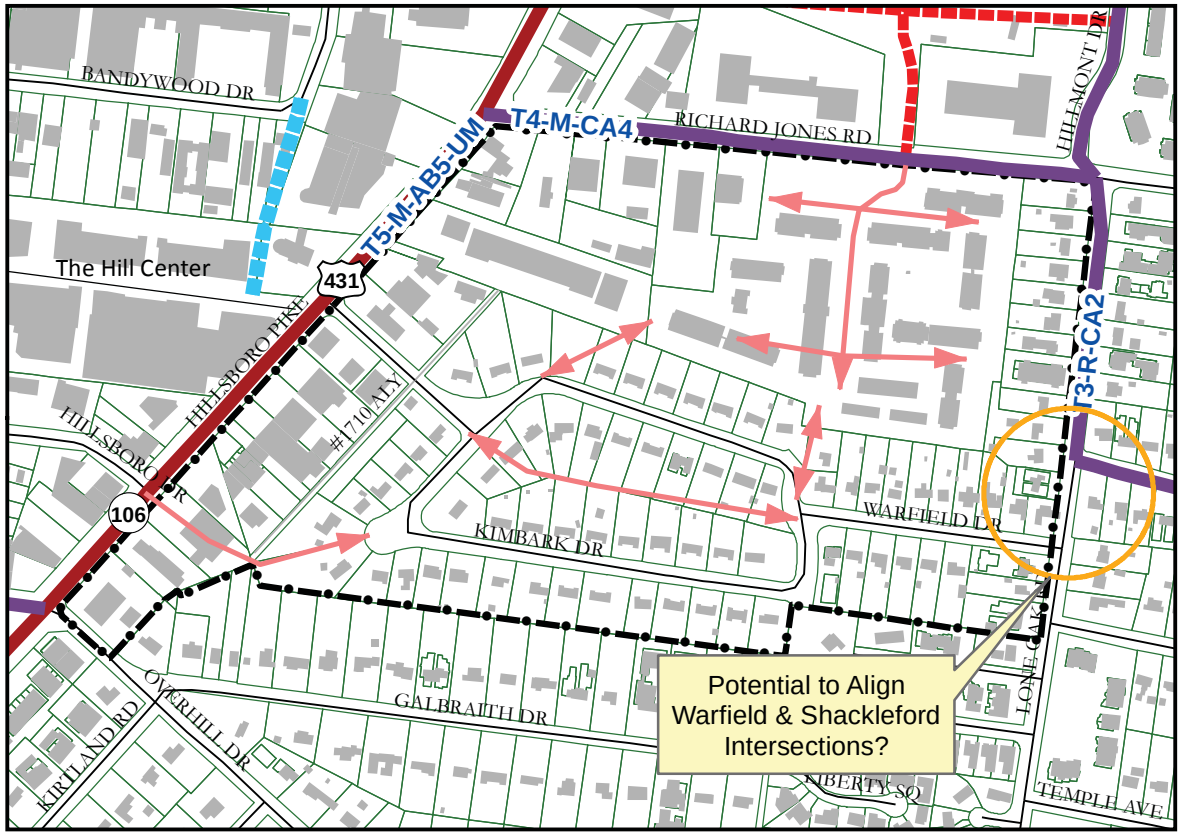
Figure 12: Conceptual Street Network Adjacent to Hillsboro High School



Source: Metro Planning Department

Road and straightening the intersection of Richard Jones Road and Hilmont Drive/Lone Oak Road. Other concepts should be analyzed that balance classroom needs, athletic functions, potential for redevelopment, and mobility. Connections with a multi-use path that parallels Hillsboro Pike are also needed along the property to connect neighborhoods to the center of Green Hills by bicycle. The proposed multi-use path is identified in the Bicycle Network Plan.

Figure 13: Conceptual Street Network Around Warfield Drive



Source: Metro Planning Department

Street connections involving significant, comprehensive redevelopment

Property along Hillsboro Pike is increasing in value and owners might pursue opportunities to redevelop their property in the future. One property that is of significant size is the current Royal Arms Apartments. In the future if this property owner seeks to redevelop, Metro should work to develop a street grid system in the area and improve connections to Warfield Drive and Shackleford Road. This area is hatched on many of the maps in this document. Figure 13 shows an example concept with some potential connection points identified in pink. The realignment of Warfield Drive with Shackleford Road is unlikely due to a zoning change approval in 2013 creating eight single-family dwellings along the west side of Lone Oak Road at Shackleford Road. However, depending upon the scale of redevelopment, Warfield Drive should be examined in the future for more direct street connections with Shackleford Road. *(2014 Update)*

Access Management

Growth and development in the Green Hills area has, for the most part, occurred on individual properties and has not been undertaken in a comprehensive manner. As a result, properties have developed with individual access points and parking areas. A few attempts have been made to share parking or driveways between businesses, but the overall pattern of development is of individual driveways and disconnected parking areas.

The number of access points or driveways and lack of connections between parking areas greatly affects the flow of traffic along Hillsboro Pike and other commercial streets in the Green Hills area. Motorists must rely on their car to get from one destination to another creating more traffic. In order to address these issues, a phased approach to access management is recommended. According to the National Cooperation Highway Research Program (NCHRP), access management involves "improvements in access control, spacing and design to preserve the functional integrity and operational viability of the road system. It attempts to balance the movement and access functions associated with streets and highways."

Because Hillsboro Pike serves travelers coming both to and through the Green Hills Area, the access management approach is focused on this main artery. However, the access management approach is transferable to other roads in the Green Hills Area.

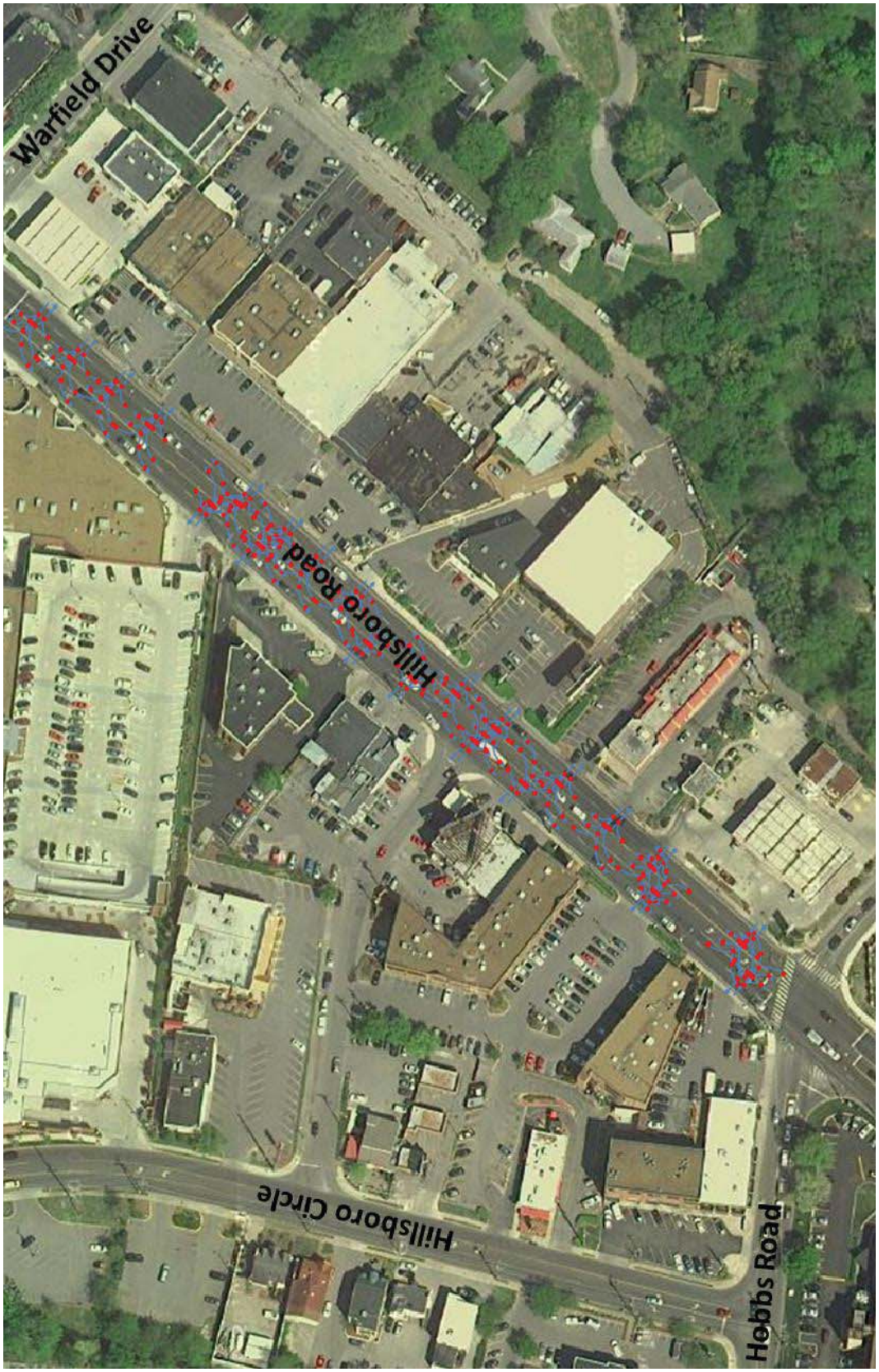
In many cases, business and property owners express concerns about access management because of concerns about loss of access or visibility to their business, but traffic and difficulty getting around the Green Hills area continues to be cited by residents and visitors. Access management has the potential to improve accessibility to the businesses in the area and make the area more inviting to pedestrians and bicyclists.

Implementation of an access management approach along Hillsboro Pike has the potential of improving the flow of traffic and addressing safety concerns involving cars turning into businesses and/or turning onto Hillsboro Pike. Figure 14 shows the number of turning movements (blue arrows) and the resulting conflict points (red dots) that result from each access point along a roadway.

Where multiple driveways exist (on both sides of the road), the turning movements and conflict points become intertwined. The result is a delay for the traffic along Hillsboro Pike to accommodate the cars that are making turns into and out of parking areas. In addition, the opportunity for crashes which can cause injuries, and further delay the movement of traffic, increase with the number of driveways and resulting conflict points.

The first phase of an access management approach along Hillsboro Road involves creating connections between parking areas and adjacent properties to allow vehicles to move more freely without having to exit onto Hillsboro Pike. Figure 15 shows how this initial phase of access management might be implemented along Hillsboro Pike.

The creation of internal connections would allow the implementation of a second phase of access management which involves reducing the number of driveways and access points along Hillsboro Pike. By reducing or consolidating the number of access points, the number of turning movements and conflict points is greatly reduced, thus improving the flow of traffic along Hillsboro Pike. Figure 16 shows how this second phase of access management could be implemented along a portion of Hillsboro Pike.



Source: 2011 Area Plan

Figure 14: Example of Driveway Access and Conflict Points

Figure 15: Example of Phase 1 Approach to Access Management

Source: 2011 Area Plan

Figure 16: Example of Phase 2 Approach to Access Management

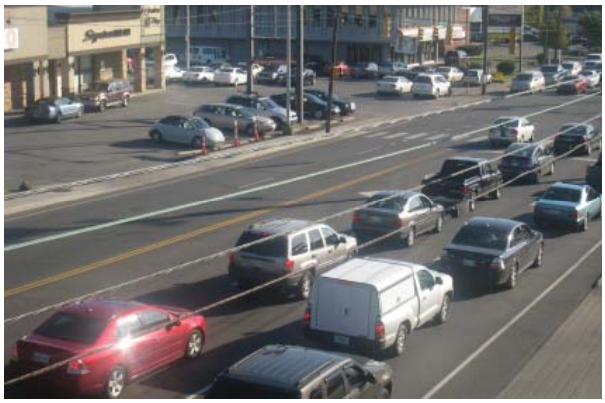
Source: 2011 Area Plan

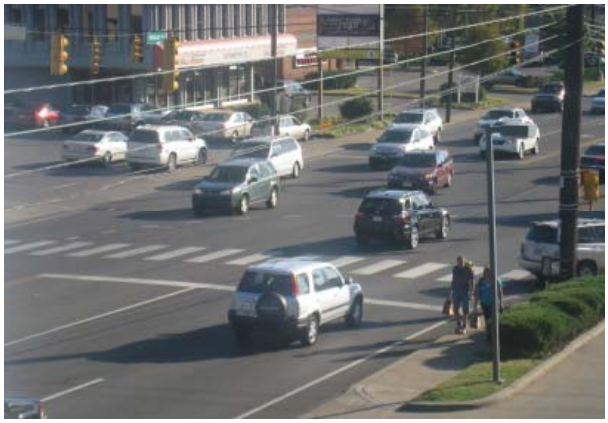
Finally, developing pedestrian crossing islands or refuge areas at strategic locations will be important in promoting walkability in the area. Pedestrian crossing islands are raised islands placed on a street at intersections or mid-block locations to separate crossing pedestrians from motor vehicles. The Federal Highway Administration encourages these treatments to promote safety on multi-lane roadways in urban and suburban areas where there is a mixture of significant pedestrian and vehicle traffic and intermediate or high travel speeds. They may reduce pedestrian crashes by 46 percent by allowing pedestrians a safe place to stop at the mid-point of a roadway before crossing the remaining distance. This is critical in areas where intersection crossing lengths may be widened to accommodate turning vehicles. They can also reduce the speed of vehicles approaching pedestrian crossings.

Implementing any of the access management approaches will need to be undertaken in cooperation with existing and planned businesses in the Green Hills area. *(2011 Plan)* The first and second phase approaches are strategies that can be implemented as redevelopment continues along Hillsboro Pike. These design solutions can be identified early on in the redevelopment process by Metro Planning and Metro Public Works Opportunities to improve walkability through access management techniques such as a strategic pedestrian refuge or medians are encouraged as redevelopment occurs. *(2014 Update)*

Summary of Vehicular Network Improvements

Each of the minor, moderate and major improvements shows positive benefits through traffic modeling efforts. The major improvements show that realigned intersections improve system performance, but they do not solve traffic problems in all areas. *(2011 Plan)* Smaller improvements such as improving signal timing, consolidating driveway access points, and completing recommended street connections can also improve the transportation network. Because of the variety of uses (residential, commercial, office, educational, etc.), the solution to the traffic problems in the area will need to be addressed through a comprehensive approach that includes improvements to the existing transit system, pedestrian infrastructure, and bicycle network. *(2014 Update)*



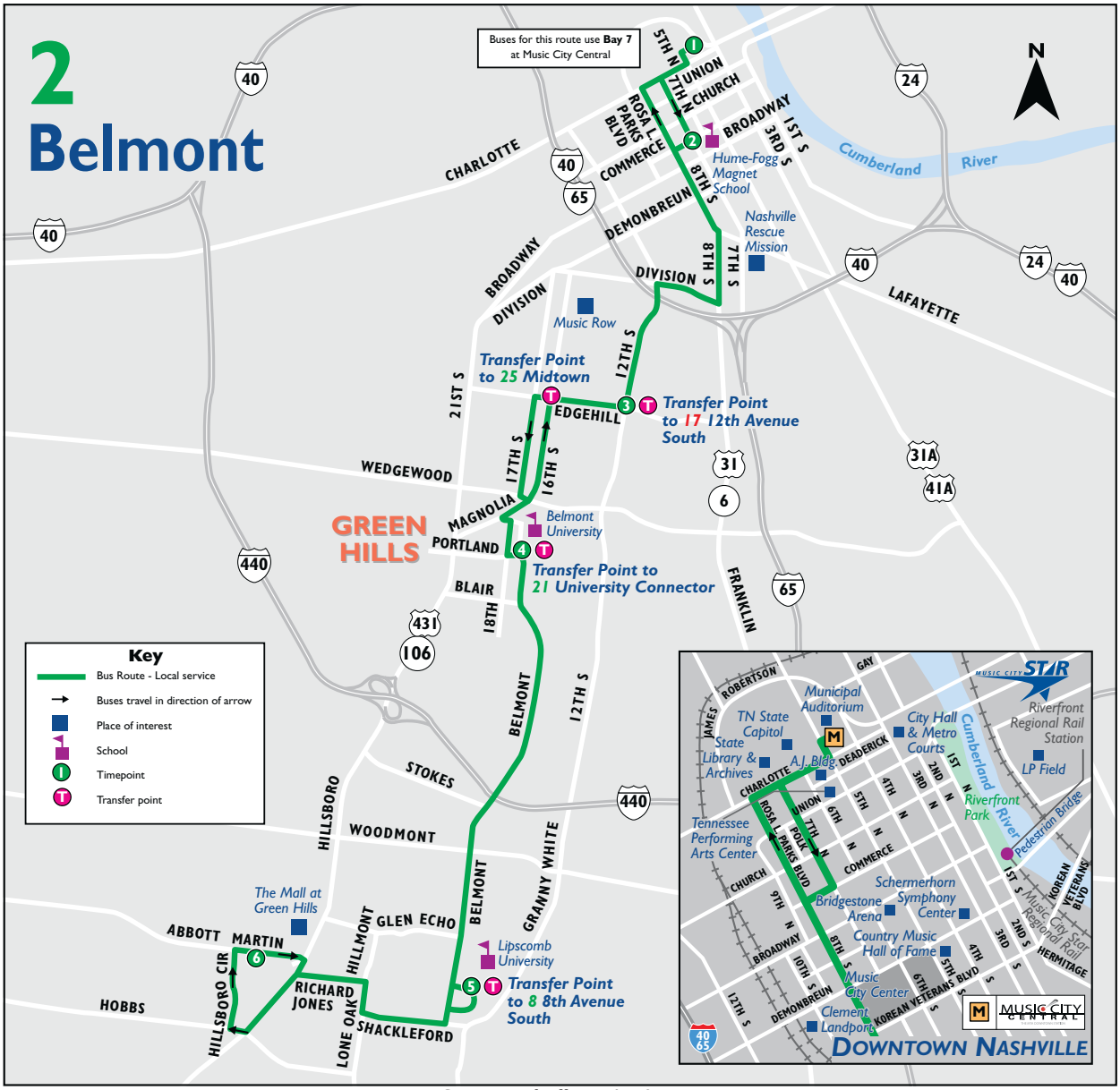


Transit service consisting of buses and other enhanced transit concepts provided by the Metropolitan Transportation Authority (MTA) are vital transportation links for the Green Hills area. MTA currently operates bus lines running in a "pulse network," meaning lines generally run in and out of downtown Nashville along the radial pikes (e.g. Hillsboro Pike and Charlotte Pike). The network was recently modified with the completion of the 28th Avenue - 31st Avenue Connector Bridge.

The #21-University Connector began service in 2012 as a crosstown connector making a connection between North Nashville and Tennessee State University, Fisk University, and Meharry Medical College; West End-Hillsboro areas and Vanderbilt, Belmont, and Lipscomb Universities; and The Mall at Green Hills.

Figures 17, 18, and 19 depict the three bus routes that serve the Green Hills area as of February 2014.

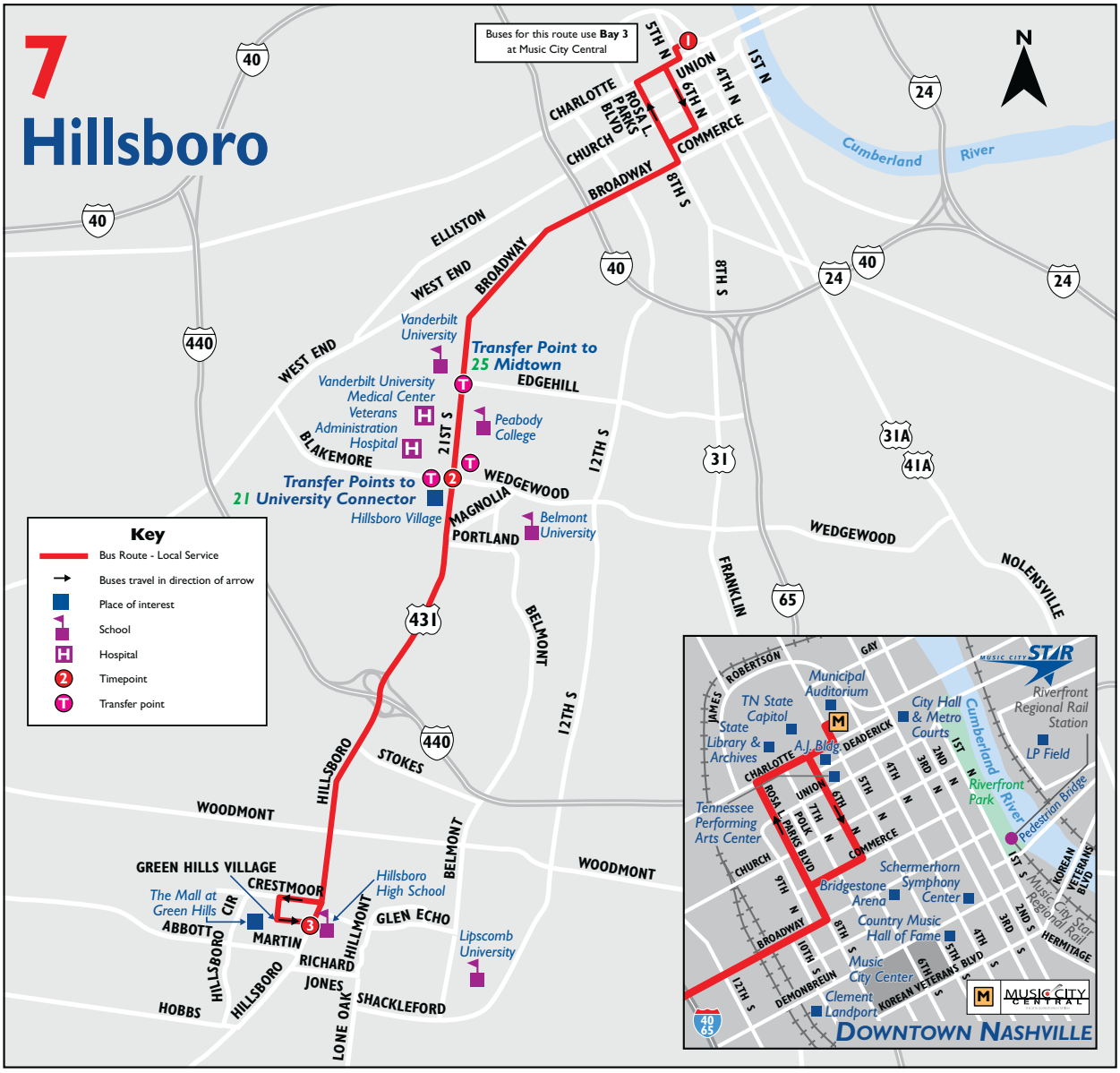
Figure 17: #2 Belmont Service Route



Source: Nashville MTA, 2014

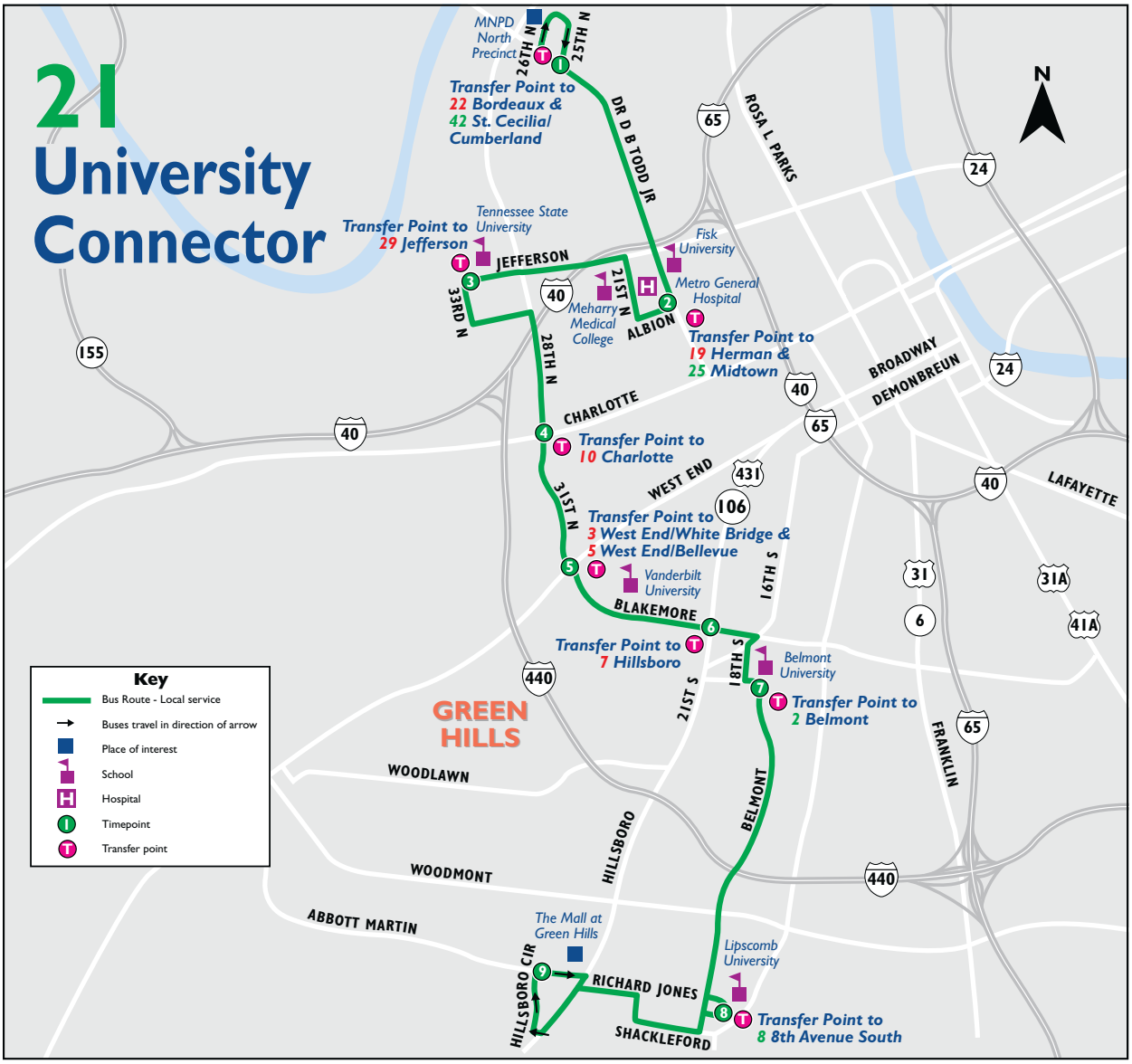
With these existing routes in mind and the potential for future expansion, Figure 20 depicts the future Mass Transit Plan for Green Hills. Components are discussed further in this study.

Figure 18: #7 Hillsboro Service Route



Source: Nashville MTA, 2014

Figure 19: #21 University Connector Service Route



Source: Nashville MTA, 2014

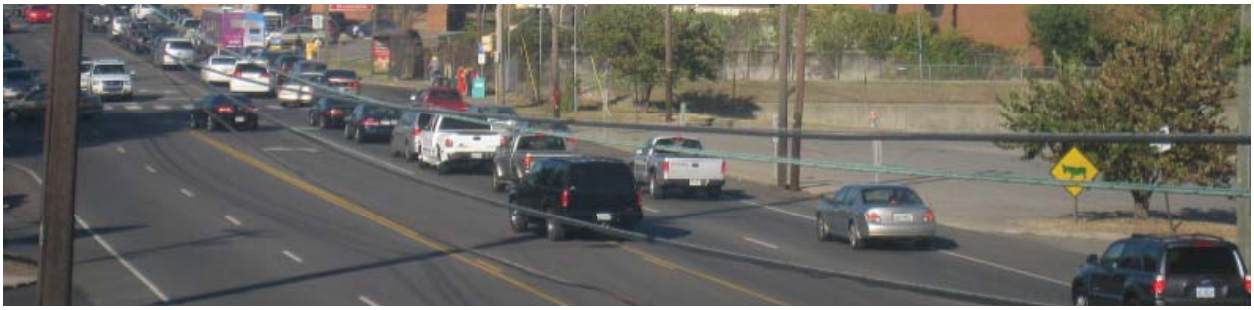
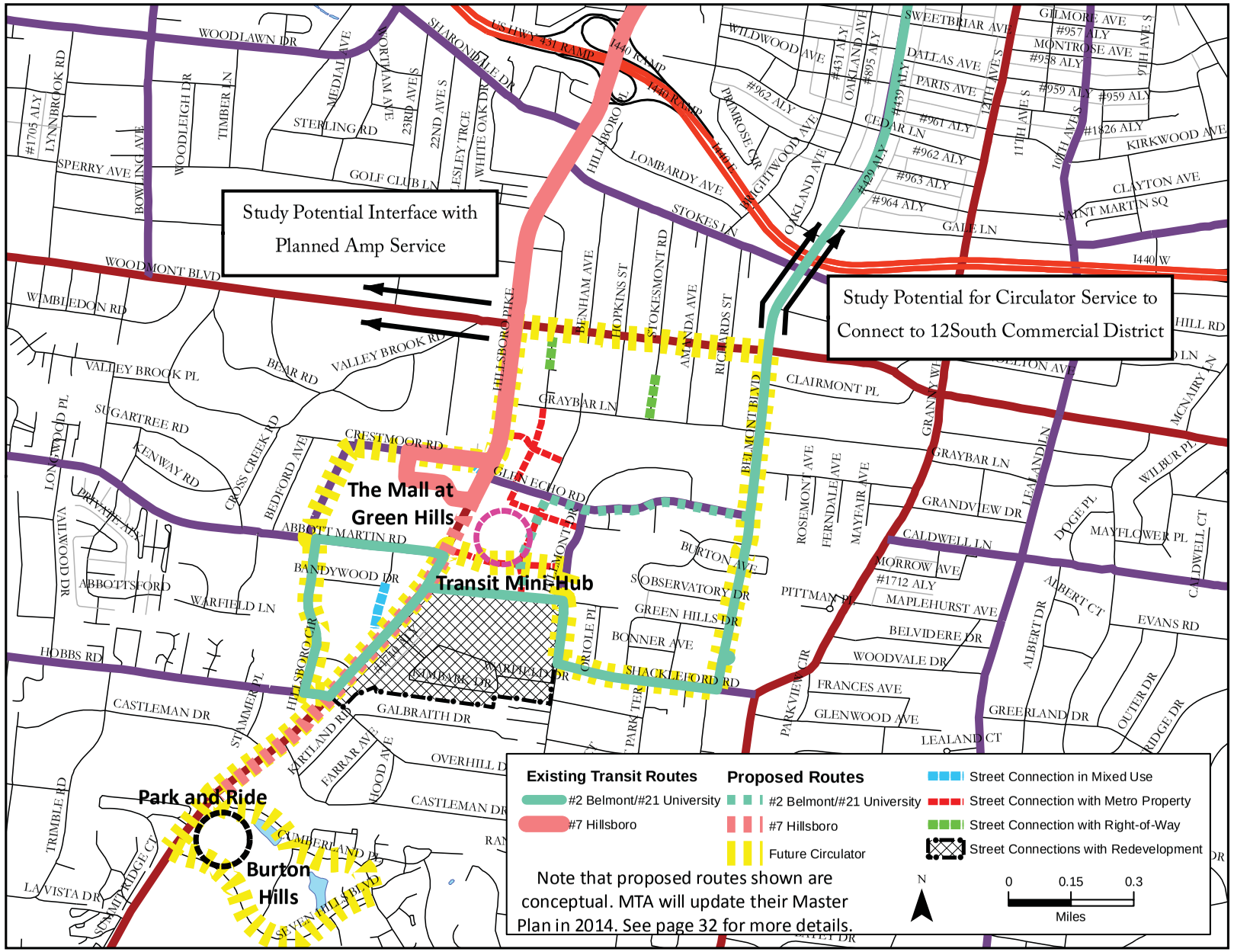


Figure 20: Mass Transit Network Plan



Source: Metro Planning Department

Strategic Transit Master Plan Update

MTA will update the Strategic Transit Master in 2014. The current plan was adopted in 2009 and establishes the guiding principles and policies for improving mass transit in Nashville and Davidson County. The Master Plan outlines a need to re-establish basic levels of transit service, improve competitiveness of transit, serve those in underserved areas, and attract new users. Five priority areas are identified:

- More buses, more often
- Faster transit trips
- Serve new or underserved areas
- Make service easier to use
- Improve the image of transit

Through the Strategic Transit Master Plan process, MTA includes projects that utilize federal transportation funds through the Nashville Area MPO's Regional Transportation Plan and Transportation Improvement Program. *(2014 Update)*

Recommended Mass Transit Improvements

The following improvements are possible enhancements and additions to broaden the availability and visibility of transit service in the area. It is recognized that in the longer-term, greater development densities in the area might make the development of bus rapid transit along Hillsboro Road or a streetcar within the Green Hills area attractive, but those services do not appear to be cost-effective to pursue in the short-term. There is also general support for transit improvements in the area and was cited by attendees at public meetings. Further study should be undertaken with the Strategic Transit Master Plan update in 2014 to determine which improvements to implement over time. For now, the highest priority projects include enhancements to existing transit stops and implementing of transit signal priority to equip the Hillsboro Pike corridor with infrastructure to support increased transit service in the future as redevelopment continues to occur.

Improve the accessibility and attractiveness of transit stops

Coordinated with improvements to the sidewalk system in the Green Hills area, accessibility improvements to bus stops in the area should be provided to make them all ADA-accessible. Accessibility improvements to stops along Hillsboro Pike, as well as in and around the mall area, are a recommended priority.

As an illustration of how a transit stop improvement might be developed, a review of the northbound bus stop on Hillsboro Pike north of Abbott Martin Road was conducted. Figure 21 shows an aerial view of the existing stop, which includes a pullout and limited pedestrian waiting area at the stop. Figure

Figure 21: Existing Stop Location and Amenities

Source: 2011 Area Plan

Figure 22: Illustration of Potential Bus Stop Improvements

Source: 2011 Area Plan

22 shows the type of improvements that could be provided that would eliminate the bus pullout and provide more pedestrian space at the stop. Such an improvement would also provide greater priority for buses at this location because they would not have to wait for a gap in traffic to pull back into the flow of traffic.

Give priority to transit vehicles along the Hillsboro Pike corridor

Associated with intersection improvements along Hillsboro Pike, transit signal priority (TSP) should be implemented at intersections along Hillsboro Pike south of I-440. These intersections should be given priority for TSP:

- Woodmont Boulevard
- Crestmoor Road
- Glen Echo Road
- Abbott Martin Road
- Richard Jones Road
- Warfield Drive
- Hobbs Road

The TSP would involve a green extension/red truncation treatment at these signal locations. Further assessment of the appropriate technology for bus detection and signal hardware/software modifications will be required. It is proposed that initially "conditional" priority be provided, triggering TSP only if the bus is behind schedule. The bus stops at these intersections should also be located on the far side of the intersection in order to maximize the effectiveness of the TSP operation.

Connect Green Hills area routes through a mini-hub

Figure 23 shows the existing bus stop location in front of Hillsboro High School along Hillsboro Pike. The improvements shown in Figure 22 could additionally be enhanced to develop a transit mini-hub for the routes serving the Green Hills area. This type of connection allows riders to transfer to different routes without travelling to Downtown reducing travel time. Figure 24 illustrates what such a stop could look like with a bus pullout area, enhanced shelters and other passenger amenities. *(2014 Update)*

Figure 23: Existing Stop Location Along Hillsboro Pike

Source: Metro Planning Department

Figure 24: Illustration of Potential Transit Mini-Hub

Source: 2011 Area Plan

Extend service to Burton Hills and develop a park and ride

The extension of service south along Hillsboro Pike to Burton Hills has strong support among residents. The office park and surrounding multi-family development would benefit from the connection into Downtown. A Park and Ride site could be developed through a joint use parking arrangement with the office park or on a new site in the vicinity. Depending upon future level of transit service in the area and the potential for a circulator service, the Park and Ride could also be used by those visiting Green Hills so that they would not have to drive into the activity center. This could lessen the traffic impacts that are so prevalent during peak shopping times in the area.

Start new local circulator service

This plan recommends the development of a new local bus circulator that would tie into the existing routes at a new mini-hub location is recommended. This concept is depicted in Figure 20 of the Mass Transit Plan. Such a circulator would connect the different retail/office areas in the Green Hills area, including serving the Burton Hills area, Lipscomb University and north to the 12South commercial district. This would provide another alternative to relying upon the automobile to get into Green Hills from the 12South, Hillsboro-Belmont, Battleboro, and Sunnyside neighborhoods. Further study should examine taking a circulator north of 12South and connecting to the Gulch circulator, providing for opportunities to take transit from retail and dining options in the Gulch, 12South, and Green Hills without relying on a car on Hillsboro Pike. *(2014 Update)*

Consider a potential interface with The Amp bus rapid transit corridor

Given the low-density residential nature of the Green Hills area west of the retail/office along Hillsboro Road, a fixed route bus circulator in that area does not appear to be feasible, illustrated through the low ridership on the BusLink demonstration project in 2007. However, it would be desirable to create a fixed-route transit link from The Mall at Green Hills and surrounding area retail/office area with the planned Amp corridor to the west. *(2011 Plan)* This is noted on Figure 20 of the Mass Transit Plan.

Summary of Mass Transit Network Improvements

Further study of the mass transit improvements identified will be needed. The update to MTA's Strategic Transit Plan in 2014 will be an opportunity to examine some of the more robust strategies presented. Smaller improvements such as adjusting service frequencies, routing, and enhancements to existing transit stops should be monitored for opportunities to implement as funding becomes available and redevelopment occurs. For the transit improvements to continue to be successful in resolving the community's mobility needs, implementing supportive walking and biking infrastructure is needed. *(2014 Update)*

PEDESTRIAN NETWORK PLAN

A complete transportation network provides options for pedestrians and cyclists, in addition to vehicles and transit. Providing true transportation options makes a community more welcoming to residents, employees and visitors and encourages healthy living. This study therefore includes recommendations on the following non-vehicular transportation networks: bikeways, sidewalks, multi-use paths, greenways, crosswalks, and pedestrian signs/signals.

Creating a walkable community requires more than installing a sidewalk or a crosswalk. It is also important to consider amenities like pedestrian countdown signals, street furnishings/buffers, and raised medians or pedestrian refuges. Below are descriptions and definitions of important pedestrian amenities:

A *Sidewalk* is a walkway that provides people with space to travel within the public right-of-way that is separated from roadway vehicles. Design guidelines recommend an adequate width that will allow two people to pass comfortably or to walk side-by-side. Wider sidewalks should be installed near commercial areas, in urban areas, or anywhere with high concentration of pedestrian traffic.

The *Furnishing Zone* is the area parallel to the roadway and is located between the roadway and the sidewalk to provide a buffer between pedestrians and vehicles. It may contain landscaping, public street furniture, transit stops, public signage, and/or utilities. The width of furnishing zones depends on the roadway classification.

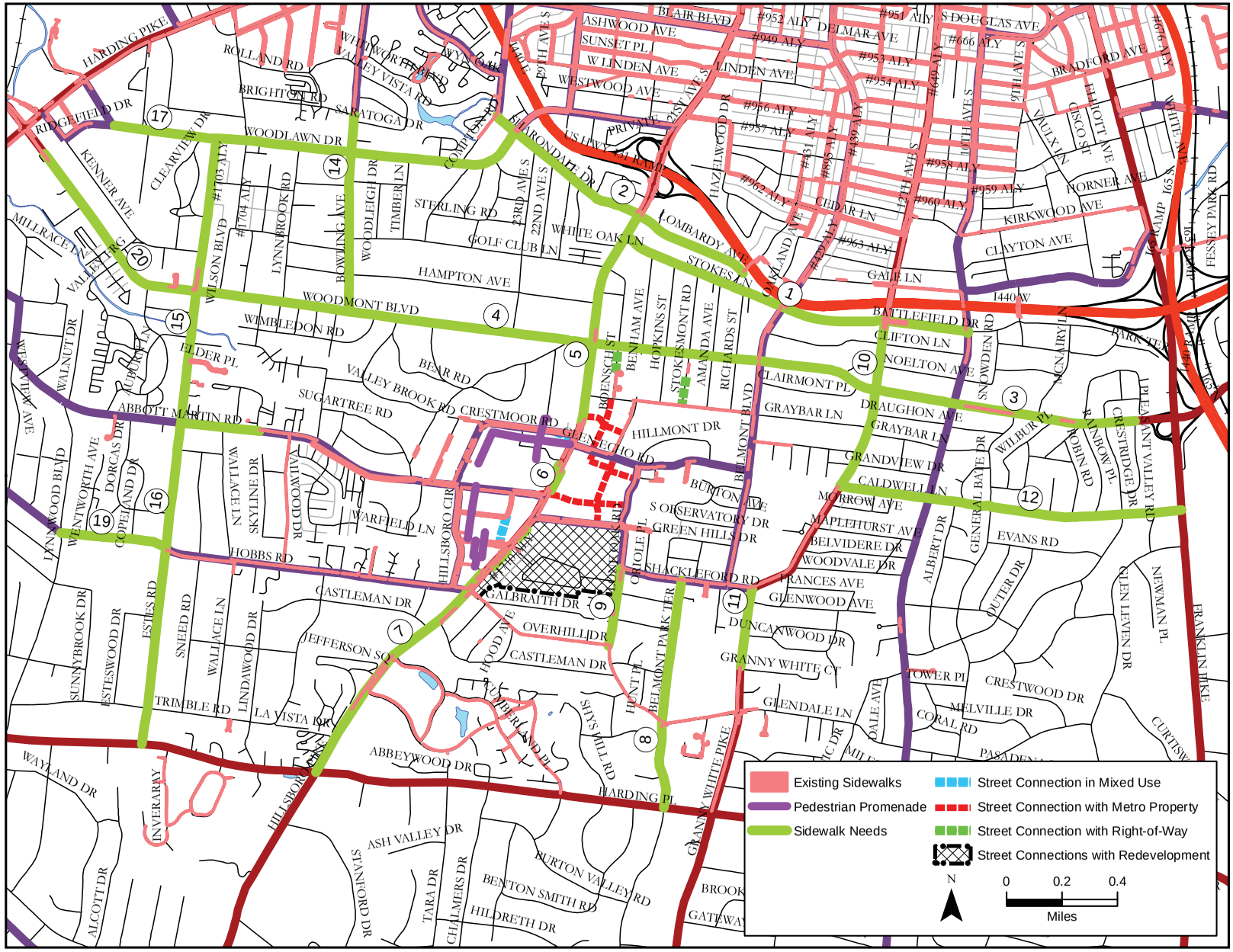
The *Curb Extension/Bulb Out* is the extension of the sidewalk curb into the roadway that serves the purpose of reducing crossing time for a pedestrian crossing the street, minimizing the pedestrian's exposure to vehicular traffic, and increasing convenience and safety of people crossing a roadway. Curb extensions are most effective on streets that include on-street vehicle parking.

Pedestrian Connections and Promenades are public walkways or pathways not adjacent to a street. They may connect between two public streets, or between a public street and a public facility such as a school, library, park, community center, etc. A promenade could enhance vacant or underutilized areas to create connections between major destinations.

Pedestrian Countdown Signals provide specific guidance to pedestrians as to when they have the right-of-way in the crosswalk; they are set to provide enough time for pedestrians to cross a roadway. All signalized intersections should include pedestrian countdown signals and crosswalk markings at each leg of the intersection, but these are especially important in areas with high pedestrian volumes, such as areas near schools or commercial centers.

Figure 25 depicts the existing sidewalk network and potential new projects focused on major and collector streets and local streets that make significant community connections. The recommended sidewalk projects are numbered for reference. A network of pedestrian promenades are shown in bright purple.

Figure 25: Pedestrian Network Plan



Source: Metro Planning Department

Recommended Pedestrian Facilities

Recommended pedestrian facilities for the Green Hills area based on community and Council Member input and the recommendations of Metro Planning staff are outlined in Table 1. Criteria are listed to assist in prioritizing potential projects with an emphasis on connecting commercial centers to established neighborhoods, providing sidewalks in areas lacking infrastructure and increased automobile traffic, and estimated cost. The table provides the following information which was used to judge and prioritize the many proposed sidewalk needs.

- The estimated length of each sidewalk project is indicated on the table. Unless noted, the costs and length are to construct sidewalks on one side of the street.
- The estimated cost of the proposed sidewalk project is included. In most instances in Green Hills, curb, gutter, and sidewalks are needed (meaning that to create a sidewalk, it will be necessary to provide stormwater management through pipes instead of a ditch – this results in highest cost). The cost range is a planning estimate based on recent, similar projects; once design work is complete a more definitive cost will be available. Projects with more types of environmental constraints are likely to have higher costs.
- It should be noted that the construction of curb and gutter increases the cost of sidewalk projects. New sidewalk installation is an opportunity to also implement low impact development principles for stormwater management. Considering low impact methods helps balance the management and maintenance of stormwater infrastructure while also providing infrastructure for pedestrians.
- The table notes which land uses flank each proposed sidewalk project because transportation planning and land use planning should be linked – prioritizing transportation options where the existing land uses are likely to generate walkers, cyclists and drivers Connections to commercial centers to obtain goods and services are vital; therefore, commercial center policies are underlined within the table to highlight potential projects providing that connectivity.
- Further aspects of the street that are noted in the table include the street's functional class, which describe the hierarchy of streets in the transportation network (arterial-boulevard, collector-avenue, or local street), and vehicle speed. Arterial-boulevards collect traffic from collector avenues at high speeds and are likely priorities for adequate pedestrian infrastructure.
- The Pedestrian Level of Service (PLOS) is included in the table. PLOS indicates the quality of existing pedestrian infrastructure. Infrastructure in good condition, adequately sized, and buffered from traffic is most likely indicated by a PLOS of A or B. Streets where there is no pedestrian infrastructure, or it exists, but it is in need of repair and poorly-size, have a PLOS of E or F.
- Factors involving the Metro Pedestrian Generator Index (PGI) and Sidewalk Priority Index (SPI) are highlighted. These are numerical values assigned to areas of Davidson County with higher scores on these indices indicating a stronger need for sidewalks. Projects flagged as "both" rank high on both indices while other projects may rank high on just one or neither index. For example, a street that connects a school to a community center will likely have a higher PGI and SPI than a street that connects homes along a cul-de-sac.
- Safety is an important component to analyze while considering sidewalk priorities. Crash data was utilized to determine the number of crashes involving pedestrians along the corridor. Those injury-related crashes are noted and are another factor in determining the need for pedestrian infrastructure.
- The table also provides a list of basic community services that are within a one-quarter mile of each proposed sidewalk project.

Sidewalk projects – whether sidewalk repair or new construction – that connect to centers and community services are higher priorities.

- Finally, stakeholders must balance each of the criteria and determine what priority a project can receive given the limited financial constraints. A project's priority (very high, high, medium, or low) considers all of the factors outlined and is noted in the last column.

Two sidewalk projects along Hillsboro Pike were identified during this planning process as very high priorities for the Green Hills area. Four other sidewalk projects were identified as high priorities. These projects would likely require public financing, except where redevelopment would necessitate an upgrade in the pedestrian infrastructure. These projects are only scoped for one side of the street unless noted. Two projects are recommended for a multi-use path to more appropriately fit the character of the corridor.

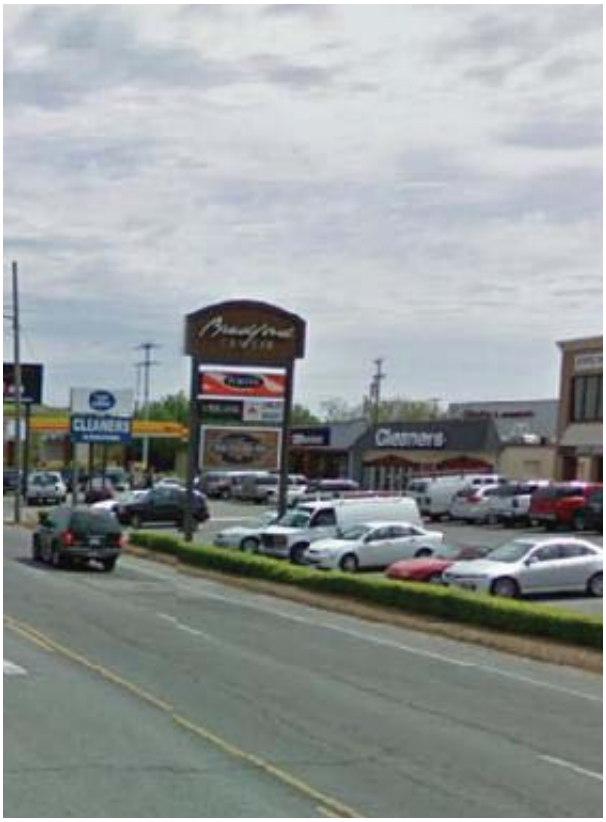


Table 1: Green Hills Area Sidewalk Projects

Map ID Number	Project	From	To	Approximate Length (mi)	Sidewalk Only	Sidewalk, Curb & Gutter	Estimated Cost Range	Constraints	Land Use Policies	Functional Design*	Vehicle Speed (mph)	Pedestrian LOS	Metro PGI/SPI Factors	2004-2008 Pedestrian Crashes	Within 1/4 Mile: School	Within 1/4 Mile: Civic Building	Within 1/4 Mile: Park	Within 1/4 Mile: Senior Facility	Within 1/4 Mile: Hospital	Within 1/4 Mile: Transit Route	Priority
6	Hillsboro Pike - Fill in Gaps on Both Sides	Crestmoor Road	Hobbs Road	0.3		X	$400,000 - $800,000	None identified	RAC OS	AB	35	D	Both	2 - Injury	X	X	X			X	Very High
7	West Side of Hillsboro Pike	Hobbs Road	Harding Place	0.9		X	$1,200,000 - $2,400,000	Floodplain impact 1 stream crossing Slopes	OC RMH RLM	AB	35/ 40	F	Both	0				X			Very High
8	Belmont Park Terrace	Harding Place	Shackleford Road	0.8		X	$1,100,000 - $2,100,000	None identified	RL RLM-SP12 OS	LS - flashing signal	30	n/a	Both	0	X		X				High
19	Hobbs Road	Estes Road	Lynnwood Boulevard	0.4		X	$528,000 - $1,056,000	None identified	RL	CA	35	D	One	0	X						High
5	Hillsboro Pike	Sharondale Drive	North of Crestmoor Road	0.8		X	$1,100,000 - $2,100,000	None identified	RMH RAC	AB	35/ 40	D/E	Both	2 - Injury	X	X	X			X	High
18	Lombardy Avenue	Brightwood Avenue	Hillsboro Pike	0.4		X	$528,000 - $1,056,000	None identified	RLM RMH	LS - traffic signal	30	n/a	None	1 - Injury[B]						X	High
9	Lone Oak Road	Overhill Drive	Shackleford Road	0.3		X	$400,000 - $800,000	None identified	RL RLM	LS	30	C	One	0						X	Quick Win - completes a significant sidewalk gap
20	Woodmont Boulevard	Estes Road	South of White Bridge Road	0.5		X	$660,000 - $1,320,000	None identified	RLM RM RH MU	AB	40	E	Both	1 - Injury			X			X	Medium
3	Woodmont Boulevard	Pleasant Valley Road	Hillsboro Pike	2.0		X	$2,600,000 - $5,300,000	Floodplain impact 1 stream crossing	RLM RL-SP14 RMH	AB	40	F	Both	2 - Injury		X	X			X	Medium
2	Sharondale Drive	Hillsboro Pike	Compton Road	0.6		X	$800,000 - $1,600,000	None identified	RLM	CA	35	D	One	1 - Injury[B]				X			Medium

Table 1: Green Hills Area Sidewalk Projects (continued)

Map ID Number	Project	From	To	Approximate Length (mi)	Sidewalk Only	Sidewalk, Curb & Gutter	Estimated Cost Range	Constraints	Land Use Policies	Functional Design*	Vehicle Speed (mph)	Pedestrian LOS	Metro PGI/SPI Factors	2004-2008 Pedestrian Crashes	Within 1/4 Mile: School	Civic Building	Park	Senior Facility	Hospital	Transit Route	Priority
4	Woodmont Boulevard	Hillsboro Pike	Estes Road	1.4		X	$1,800,000 - $3,700,000	None identified	RL RLM	AB	40	E	One	0			X				Medium
12	Caldwell Lane	Franklin Pike	Granny White Pike	1.2		X	$1,600,000 - $3,200,000	Adjacent floodplain 1 stream crossing Slopes	RLM RL MI	CA	30	D	Both	1 - Injury	X					X	Medium
15	Estes Road	Woodlawn Drive	Abbott Martin Road	1.0		X	$1,300,000 - $2,600,000	Adjacent floodplain 1 stream crossing	RLM OS	CA	35	E	One	1 - Injury[A]			X				Medium
14	Bowling Avenue	Brighton Road	Woodmont Drive	0.7		X	$900,000 - $1,800,000	None identified	RL	CA	35	E	None	0							Medium
13	Abbott Martin Road	Burlington Place	Estes Road	0.3		X	$400,000 - $800,000	Slopes	RLM RL	CA	35	D	One	1 - Injury[A]							Low
1	Stokes Lane/ Battlefield Drive	Lealand Lane	Hillsboro Pike	1.3		X	$1,000,000 - $2,700,000	None identified	RLM RMH	CA	30	E	One	0			X			X	Low
16	Estes Road	Abbott Martin Road	Harding Place	1.2		X	$1,600,000 - $3,200,000	None identified	RL	CA	35	E	One	1 - Injury[A]	X						Low
17	Woodlawn Drive	Sharondale Drive	Ridgefield Road	1.5		X	$2,000,000 - $4,000,000	None identified	RLM RM RL	CA	30	D	One	0					X	X	Low
10	Granny White Pike	Battlefield Drive	Caldwell Lane	0.6		X	$800,000 - $1,600,000	Historic walls	RLM RL-SP14 MI	AB	35	E	Both	1 - Injury	X					X	Recommend multi-use path
11	Granny White Pike	Shackleford Road	Granny White Court	0.3		X	$400,000 - $800,000	Historic walls	RLM OS	AB	35	D	Both	0	X		X			X	Recommend multi-use path

*Functional Design is Local Street (LS), Collector-Avenue (CA), or Arterial-Boulevard (AB).

[A]Same injury crash

[B]Same injury crash

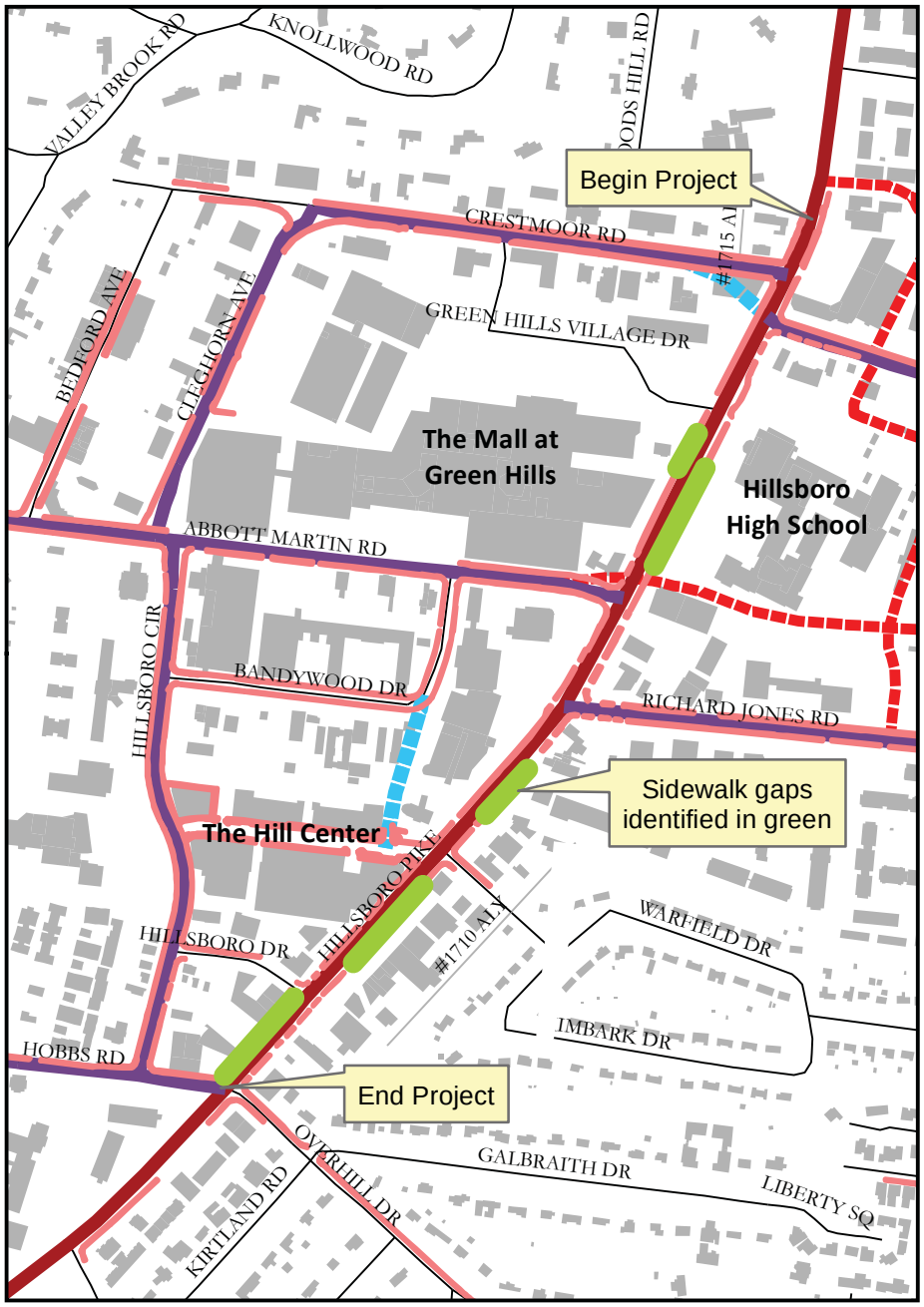
Addresses community need

Challenge/barrier to project

Fill in sidewalks gaps along both sides of Hillsboro Pike between Crestmoor Road and Hobbs Road

This portion of Hillsboro Pike depicted in Figure 26 is an Arterial-Boulevard and the center of the Green Hills activity center. The area provides connections to numerous amenities, services, and transit. Although the existing sidewalks in this area may not be ideal with a planting strip separating the walkway from the travel lanes, filling in the gaps of the network makes sense in this commercial area to continue improving walkability as the area redevelops over time.

Figure 26: Very High Priority - Complete Sidewalk Gaps on Hillsboro Pike

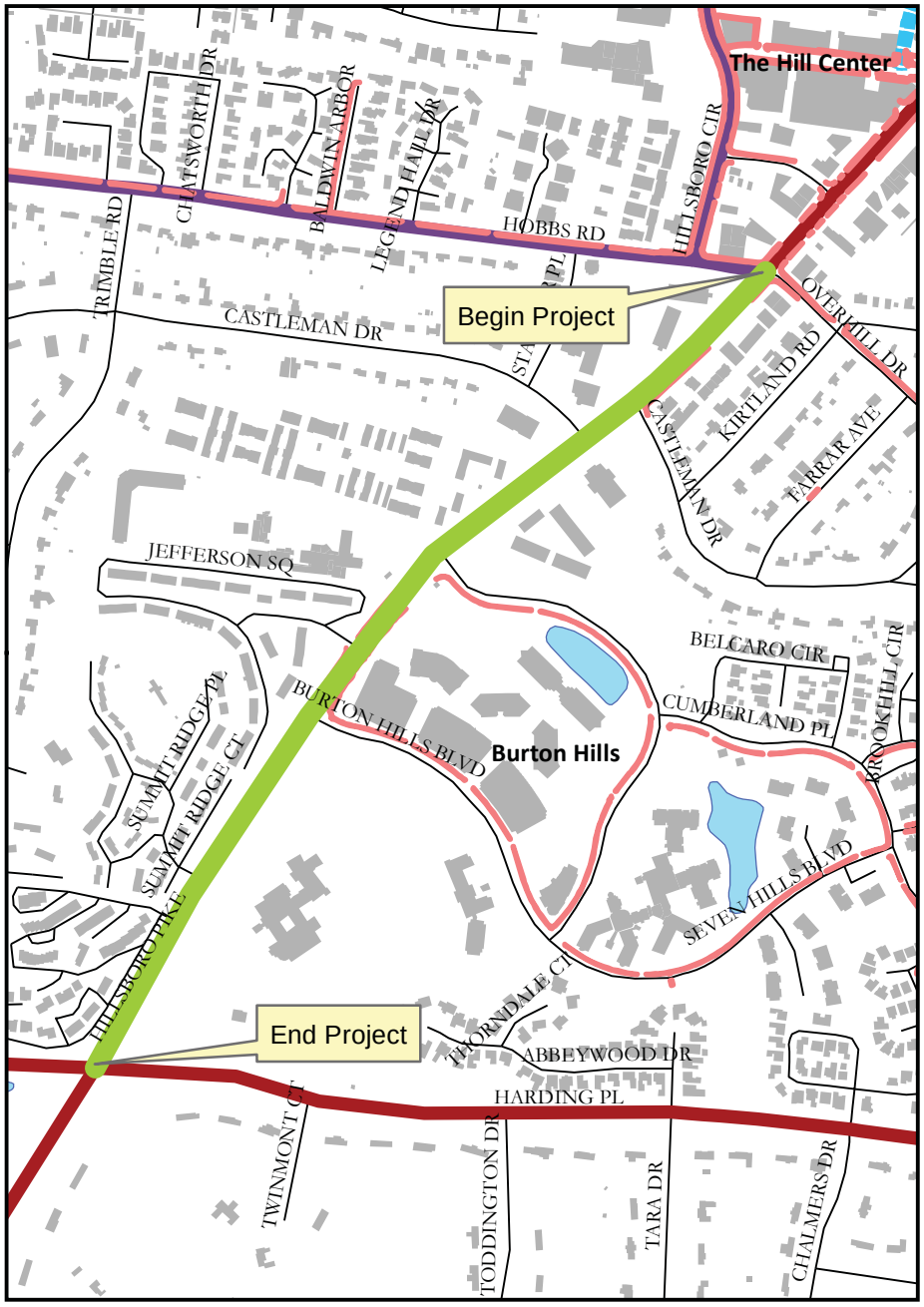


Source: Metro Planning Department

Construct sidewalks on the west side of Hillsboro Pike from Hobbs Road to Harding Place

Depicted in Figure 27 and just south of the Green Hills activity center, Hillsboro Pike connects multi-family residential developments and office uses to the commercial area. The west side of Hillsboro Pike has a significant concentration of multi-family residential that lacks no connection into Green Hills without a vehicle. A sidewalk on the west side of Hillsboro Pike will support residents' ability to walk to the area. Vehicular speeds in this area are posted for 40 mph and 35 mph. The existing PLOS is also an F indicating a strong need to improve the walking conditions along the street.

Figure 27: Very High Priority - Construct Sidewalks on West Side of Hillsboro Pike

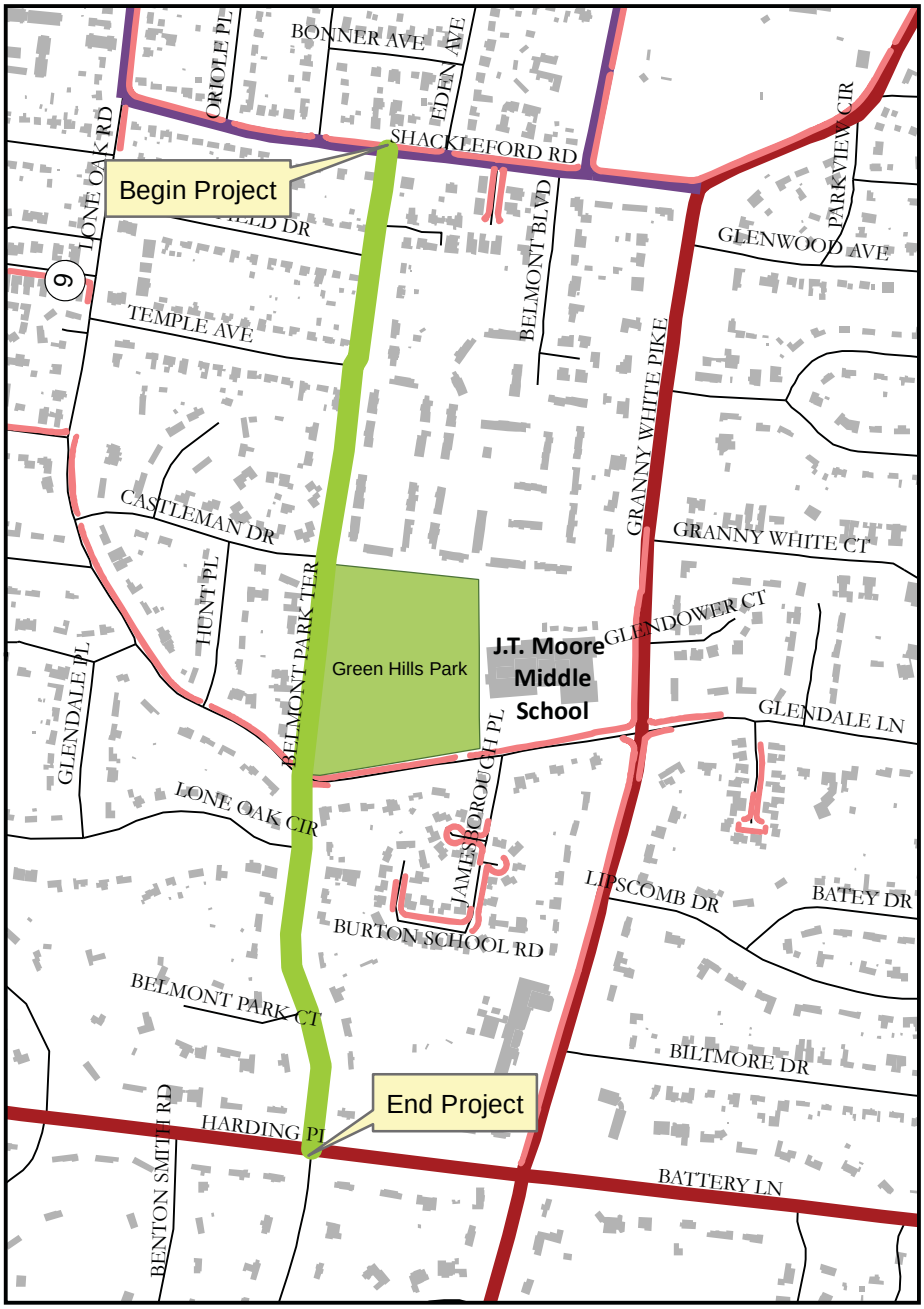


Source: Metro Planning Department

Construct sidewalks on one side of Belmont Park Terrace from Shackleford Road to Harding Place

The Major and Collector Street Plan identifies Belmont Park Terrace as a local street, but this street makes a significant connection to J.T. Moore Middle School and Green Hills Park between Harding Place and Shackleford Road. Although it is not equipped with a complete traffic signal, the intersection of Belmont Park Terrace and Harding Place has a flashing light due to a significant amount of traffic utilizing Belmont Park Terrace. Pedestrians need a dedicated pathway to access the school along the road. This area is depicted in Figure 28.

Figure 28: High Priority - Construct Sidewalks Along Belmont Park Terrace

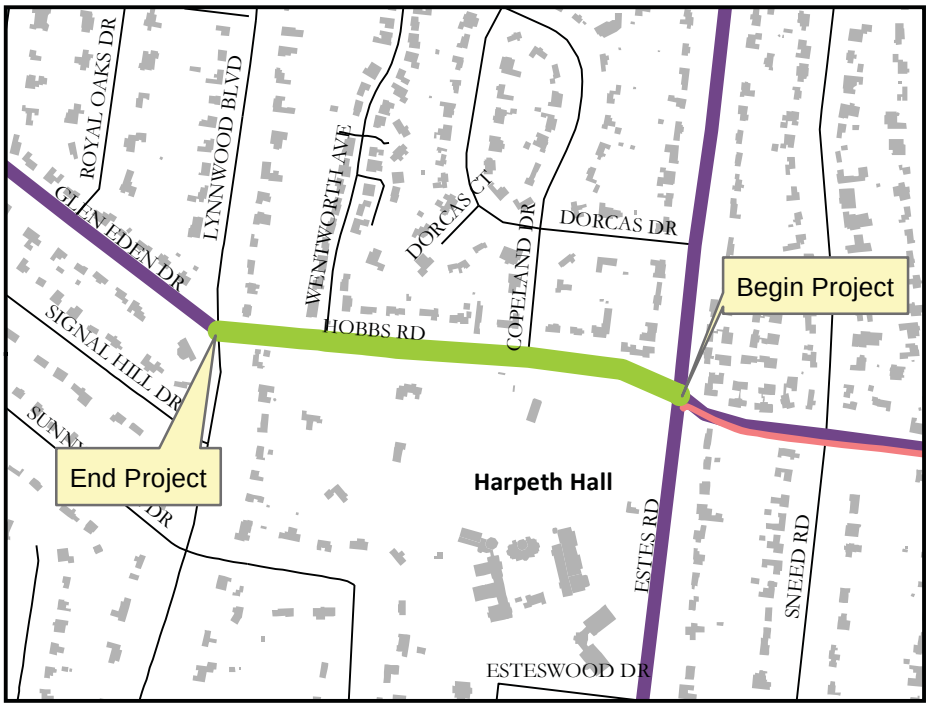


Source: Metro Planning Department

Construct sidewalks on the south side of Hobbs Road from Estes Road to Lynnwood Boulevard

Figure 29 shows the area of Hobbs Road. Hobbs Road to the east of Estes Road has sidewalks connecting to Julia Green Elementary. This project would extend sidewalks to Harpeth Hall making a complete sidewalk network between Hillsboro Pike and Lynnwood Boulevard along Hobbs.

Figure 29: High Priority - Construct Sidewalks Along Hobbs Road

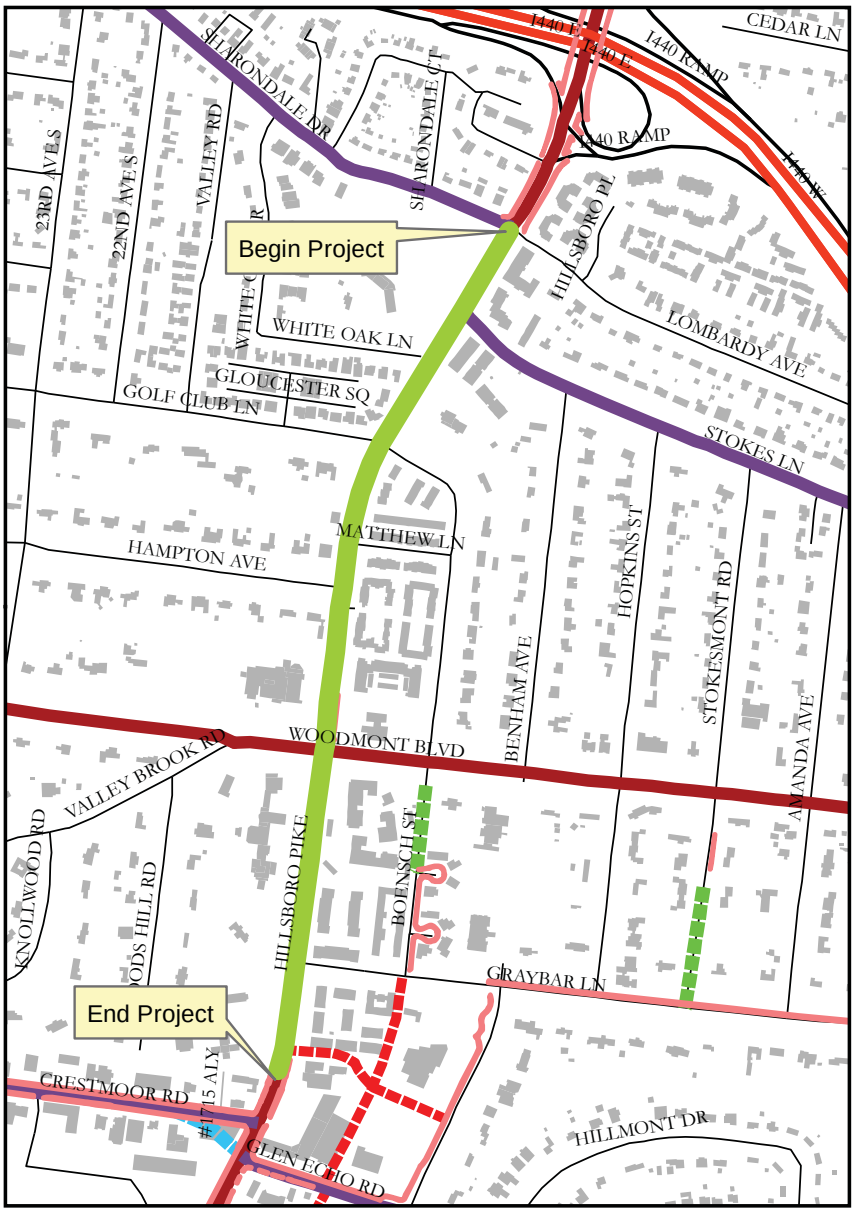


Source: Metro Planning Department

Construct sidewalks on one side of Hillsboro Pike from Sharondale Drive to Crestmoor Road

The vehicular speeds of 35-40 mph, five travel lanes, and amount of vehicles that pass through this area of Hillsboro Pike make walking very challenging. Constructing sidewalks in this area depicted in Figure 30 will also be difficult because of the topography and lack of right-of-way. TDOT recently completed implementation of a center turn lane which maximizes the pavement width in this area. Although that has greatly improved traffic flow in the area, it has negatively impacted the ability to walk along Hillsboro Pike and access the transit stops in this area. This portion of Hillsboro Pike has a PLOS of D and E indicating poor walking conditions. This sidewalk project along with projects to the south through the Green Hills activity center would make a complete sidewalk network south of I-440 along Hillsboro Pike to Harding Place.

Figure 30: High Priority - Construct Sidewalks Along Hillsboro Pike

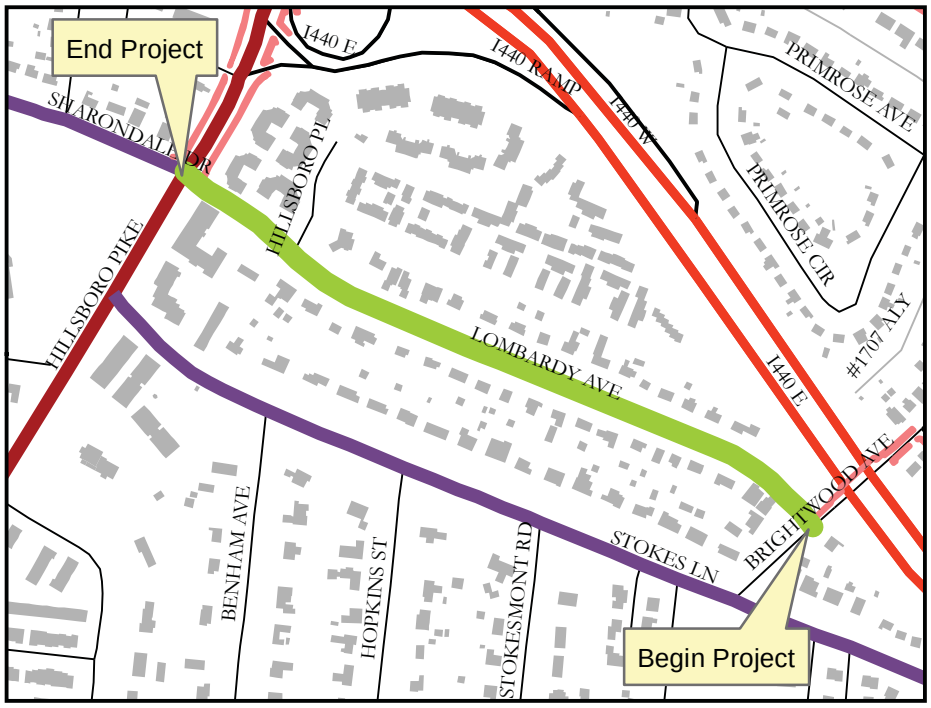


Source: Metro Planning Department

Construct sidewalks on one side of Lombardy Avenue from Brightwood Avenue to Hillsboro Pike

Residents of Lombardy Avenue have worked with Metro Public Works in the past to utilize traffic calming techniques along their street. Lombardy Avenue is identified as a local street in the Major and Collector Street Plan, but the traffic signal at Hillsboro Pike attracts vehicles to their street who make left-hand turns on Hillsboro Pike. The street is also narrow with grade changes making walking along it more difficult than other residential streets without sidewalks in Green Hills. The area is shown in Figure 31. *(2014 Update)*

Figure 31: High Priority - Construct Sidewalks Along Lombardy Avenue



Source: Metro Planning Department

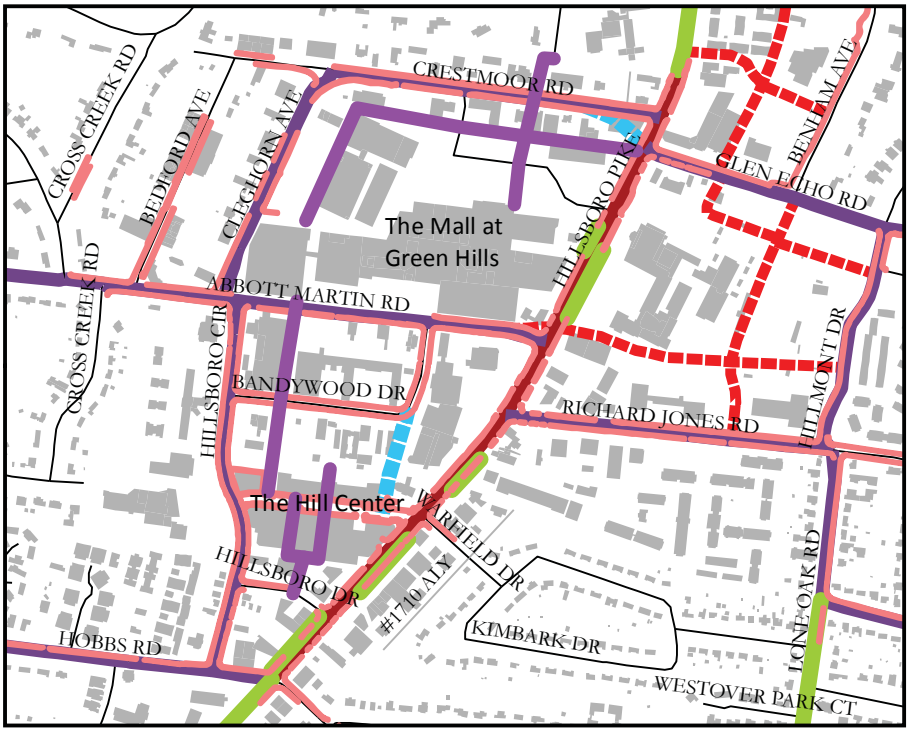
Develop a pedestrian promenade network

One of the issues that arose during the development of this study was the lack of informal connections between businesses. The issue was described by some members of the Resource Team involved in the 2011 Area Plan as, "...being able to view your destination but not knowing how to get there by foot, so you instead choose to hop in the car and drive." Based on this feedback, the idea of a pedestrian promenade network throughout the Green Hills area was developed.

The pedestrian promenade approach would enhance vacant or underutilized areas to create connections between major destinations in the Green Hills area. The approach would require cooperation between multiple private entities and Metro, but could potentially add to the walkability of the Green Hills area. The pedestrian promenade could involve a simple approach, such as painting symbols on the pavement and providing signage to direct people to their destination, or could be extensive and aid in the transportation of a particular property. *(2011 Plan)*

Figure 32 depicts this promenade network around The Mall at Green Hills and The Hill Center. The promenades are shown in bright purple, and the existing sidewalks are shown in pink. Sidewalk needs are shown in green. It is anticipated with the future mall expansion, that sidewalks will now cover the perimeter of The Mall at Green Hills' property. Figure 33 depicts the location of an underutilized area near The Hill Center. The Mall at Green Hills can be seen in the distance. An illustration of a more extensive pedestrian promenade treatment is depicted in Figure 34 connecting The Hill Center and The Mall at Green Hills. *(2014 Update)*

Figure 32: Pedestrian Promenade Network



Source: Metro Planning Department

Figure 33: Existing Location of Potential Pedestrian Promenade

Source: 2011 Area Plan

Figure 34: Illustration of Pedestrian Promenade

Source: 2011 Area Plan

Summary of Pedestrian Network Improvements

Green Hills, much like other growing areas of Davidson County during the 1960s through the 1980s, was primarily built around the automobile. Demographics and future desires of current residents have changed with less emphasis on driving and the ability to walk and bike to goods and services. A great challenge for the Green Hills area is to strategically identify locations where pedestrian infrastructure is strongly needed because there are so many streets without sidewalks. This plan through analyzing the community's walking needs and stakeholder engagement establishes high priorities for Metro Council Members and Public Works to consider for implementation. *(2014 Update)*

Bicycling on local streets can be an enjoyable form of recreation, but it is also a viable transportation option for many. Yet modern day cyclists face problems related to suburban sprawl, motor vehicle speed and traffic volume. The bikeways needed to maintain bicycling as a feasible transportation mode have been frequently overlooked in creating our transportation system. This situation has been changing in recent years, and now people want more ways to get around their communities and elsewhere via bicycle. People want to be able to make bicycling trips in a safe and enjoyable manner. Below are descriptions and definitions of important bikeway facilities pertinent to the Green Hills area:

A *Bikeway* is a generic term used to describe a roadway or path that in some form is specifically designated for bicycle travel. The more specific types of bikeways are defined below:

Bike Lanes are sections of a roadway that have been designated by striping, signing and pavement markings for the exclusive use of bicycles.

A *Bike Route* is a roadway designated with appropriate directional and informational route signage for bicycle travel. The type of bike facility is a "shared use" road with wide curb lanes or paved shoulders. It may be marked by a sharrow, a marking placed in the center of a travel lane to indicate that a bicyclist may use the full lane.

A *Multi-Use Path* is a path that is physically separated from motor vehicle traffic by an open space or barrier, used by bicyclists, pedestrians, joggers, skaters and other non-motorized travelers. The separation from the roadway should be at least six feet and in rural areas the separation should be incorporated through a swale or ditch. This may also be known as a greenway.

Bike Parking includes a designated area and secured equipment for safely parking bicycles. A lack of bicycle parking is a significant deterrent to bicycle use. The availability of safe and convenient parking is important at land uses such as commercial shops, libraries and schools in a community.

Type of Bicycle Riders

Different bikeways facilities are attractive to certain types of cyclists. As biking across the United States has improved over the last decade, there is greater awareness of developing bike facilities for a diverse range of users, particularly more novice riders. Table 2 summarizes the types of riders and most appropriate infrastructure. Within Green Hills, the high priority infrastructure recommendations are mostly geared to encourage those interested but concerned about biking.

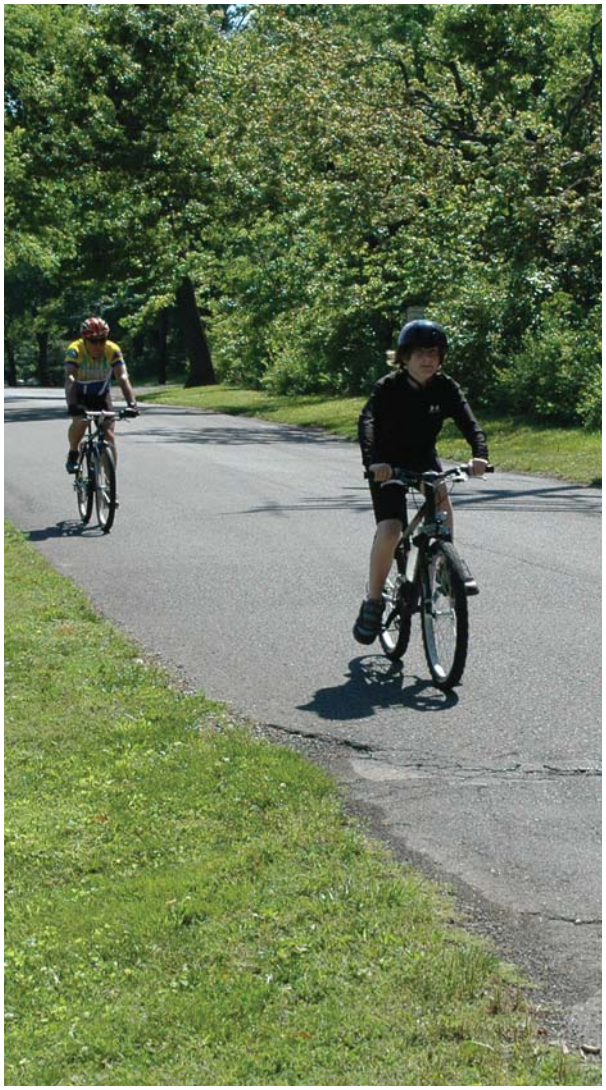


Table 2: Type of Bicycle Riders

Type of Bicycle Rider	Description and Most Appropriate Infrastructure
Not Interested	This group includes non-cyclist and/or people that feel there are enough bicycle facilities provided within the community. They find that no additional infrastructure is needed.
Interested but Concerned	This group includes the majority of casual riders. They may occasionally ride on trails or on bike lanes in their neighborhood, but are afraid to venture on to fast moving, busy streets. They would ride more if they felt more comfortable on the road with fewer and slower moving cars and if better bike facilities existed within the community. Appropriate Infrastructure: • Multi-Use Path • Greenway
Enthused and Confident	This group includes causal and frequent riders who feel more comfortable on busy streets with bike lanes. They are not quite ready to mix with traffic, but are more comfortable on the road than most riders. Appropriate Infrastructure: • Multi-Use Path • Greenway • Bike Lane
Strong and Fearless	This group includes a very small percentage of riders that are typically experienced cyclists that feel comfortable in most situations, but would like to see more bike facilities provided within the community. Appropriate Infrastructure: • Bike Lane or Ride in Traffic • Signed Bike Route • Wide Outside Lane or Shoulder

Figure 35 depicts the planned bikeway network for the Green Hills area consisting of multi-use paths, greenways, and bike lanes. Bikeway needs are numbered for reference. New streets that are built within the area to establish more of a grid system east of Hillsboro Pike should include bike lanes. Those bike lanes are not scoped in Table 3.

Future B-cycle Location
Multi-Use Path
Future Bike Lane
Existing Bike Lane
Future Street with Bike Lane
Street Connection in Mixed Use
Street Connection with Metro Property
Street Connection with Right-of-Way
N
0
0.15
0.3
Miles
Sevier Park
Gale Lane Community Park
Green Hills Park
I-440 W
I-440 RAMP
FRANKLIN PIKE
PLEASANT VALLEY RD
WOODHAVEN RD
RAINBOW PL
ROBIN RD
GLEN LEVEN DR
BROOKHAVEN DR
CRESTWOOD DR
CRESTBRIDGE DR
DUTTER DR
EVANS RD
CALDWELL CT
GENERAL BATTE DR
DOGE PL
ALBERT DR
GREFLAND DR
TOWER PL
LEAVANDI LN
CALDWELL LN
MORROW AVE
MAPLEHURST AVE
BELVIDERE DR
WOODVALE DR
FRANCES AVE
GLENWOOD AVE
BROOKMEADE DR
DUNCANWOOD DR
GRANNY WHITE CT
GRANNY WHITE PIKE
HARDING PL
BELMONT PARK TER
HUNT PL
GLENDALE PL
SHYS HILL RD
COMPTON TRACE
CASTLEMAN DR
OVERHILL DR
GALBRAITH DR
RICHARD JONES RD
LONE OAK RD
BONNER AVE
SHACKLEFORD RD
GREEN HILLS DR
S OBSERVATORY DR
BURTON AVE
BELMONT BLVD
HILLMONT DR
GRAYBAR LN
GRANDVIEW DR
EXCELLA PL
CLAIRMONT PL
NOELTON AVE
CLIFTON LN
BATTLEFIELD DR
MARENGO LN
MCNAIRY LN
WILDBERRY
RICHARDS ST
AMANDA AVE
HOPKINS ST
BENHAM AVE
WOODMONT BLVD
HILLSBORO PIKE
GLEN ECHO RD
CRESTMOOR RD
ABBOTT MARTIN RD
HILLSBORO CIR
FERRAR AVE
WOOD AVE
KERTLAND RD
SEVEN HILLS BLVD
TARA DR
TWINMONT CT
STEAMBER PL
WARFIELD LN
PRIVATE DR
PRIVATE ALY
VAILWOOD DR
SUMMIT RIDGE DR
JEFFERSON SQ
LINDAWOOD DR
TRIMBLE RD
LAVISTA DR
WALLACE LN
SNEED RD
HOBBS RD
SKYLINE DR
BURLINGTON PL
ELDER PL
WILSON BLVD
CANTRELL AVE
LYNNBROOK RD
ESTES RD
VALLEYBROOK PL
VALLEY BROOK RD
SUGARTREE RD
AVENWAY RD
WIMBLEDON RD
BEAR RD
TIMBER LN
WOODLEIGH DR
BOWLING AVE
LINDEN SQ
SARATOGA DR
WOODLAWN DR
NEW NATCHEZ TRACE
STERLING RD
GOLF CLUB LN
HAMPTON AVE
WHITE OAK LN
SHARONDALE DR
LOMBARDY AVE
STOKES LN
PRIMROSE CIR
OAKLAND AVE
CEDAR LN
PARIS AVE
GALE LN
BATTLEFIELD DR
CLAYTON AVE
KIRKWOOD AVE
DEMONBREUN ST
ELLIOTT AVE
CISCO ST
VAULX LN
COMPTON
9TH AVE S
10TH AVE S
11TH AVE S
12TH AVE S
22ND AVE S
23RD AVE S
BEECHWOOD AVE
#967 ALY
#959 ALY
#956 ALY
#957 ALY
#958 ALY
#968 ALY
#963 ALY
#962 ALY
#805 ALY
#451 ALY
#816 ALY
#1712 ALY
#1703 ALY
#1704 ALY
#1705 ALY
1440 RAMP
1440 RAMP
1440 RAMP

Recommended Bikeway Facilities

Table 3 outlines recommended bike facilities for the Green Hills area based upon community and Council Member input and Metro Planning staff recommendations. Criteria are listed to assist in prioritizing potential projects with an emphasis on connecting to commercial centers from established neighborhoods; providing bikeways in areas that lack bicycle infrastructure and have increased automobile traffic; and estimated cost. The estimated length of each bike project is indicated on the table. Other factors that were considered and included in the table include:

- The type of bike infrastructure installation. Options include – multi-use path, adding pavement with curb and gutter, or adding signs, sharrows, and bike friendly grates. Each type of installation tries to maximize the street infrastructure already present and enhance it with an appropriate and cost-effective solution. Multi-use path and adding pavement with curb and gutter are only outlined in the Green Hills area because of the condition of the existing street infrastructure.
- An estimated cost range, which is a planning estimate based on recent, similar projects; once design work is complete, a more definitive cost will be available.
- The number of vehicular travel lanes. Those streets with more lanes are more likely to have higher speeds and more traffic making bicycling more difficult.
- The potential rider type. This represents Planning staff's understanding of which rider type will be most attracted to the type of facility. This is included to ensure that there are some bikeways projects provided for all user types.
- A list of assumptions and constraints is also presented that might impact cost or make the installation of the bikeways more difficult.
- The table notes which land uses will flank each proposed bikeway project. Connections to commercial centers to obtain goods and services are vital; therefore, commercial center policies are underlined within the table to highlight potential projects providing that connectivity.
- The street's functional class is also listed, which describe the hierarchy of streets in the transportation network (arterial-boulevard, collector-avenue, or local street), and vehicle speed. Arterial-boulevards which collect traffic from collector-avenues at high speeds are likely top priorities for adequate bikeway infrastructure.
- The Bicycle Level of Service (BLOS) indicates the quality of existing bike infrastructure. Infrastructure in good condition provides a dedicated path for a bicyclist, adequately sized, and buffered from traffic is most likely indicated by a BLOS of A or B. Streets where the shoulder is narrow with high traffic speeds, no dedicated path for bicyclists, or exists but is in need of repair, have a BLOS of E or F.
- Bicycle crash data are included as another factor in determining the need for bike infrastructure.
- A list of basic community services that are within a quarter-mile of each proposed bikeway is also included. Bikeways connecting to centers and community services are likely to be prioritized higher if no walking and biking infrastructure currently exists.
- Finally, stakeholders must balance each of the criteria and determine what priority a project can receive given the limited financial constraints. A project's priority (high, medium, or low) considers all of the factors outlined and is noted in the last column.

Table 3: Green Hills Area Bikeway Projects

Map Project ID	Project	From	To	Approximate Length (mi)	Multi-Use Path	Add Pavement with Curb & Gutter	Estimated Cost Range	Number of Vehicule Travel Lanes	Potential Rider Type	Assumptions	Constraints	Land Use Policies	Functional Design*	Vehicle Speed (mph)	Bicycle LOS	2004-2008 Bicycle Crashes	Within 1/4 Mile: School	Civic Building	Park	Senior Facility	Hospital	Transit Route	Priority
5	Parallel Hillsboro Pike Multi-Use Path	I-440 Multi-Use Path	Glen Echo Road	1.1	X		$550,000 - $1,100,000	2+	"Interested but Concerned"	Need ROW; Utilize Library property	None identified	RLM RL-SP14 OS RM	LS/AB	30/40	D	0	X	X	X			X	High
6	Parallel Hillsboro Pike Multi-Use Path	Glen Echo Road	Overhill Drive	0.9	X		$450,000 - $900,000	2+	"Interested but Concerned"	Need ROW; Utilize High School property; Utilize alley?	None identified	OS RAC OC RMH RLM	AB	35	D	2 - Injury	X	X	X	X		X	High
10	Glen Echo Road Bike Lane	Belmont Boulevard	Hillsboro Pike	0.7		X	$740,000 - $2,800,000	2	"Enthused and Confident"	Rebuild roadway	None identified	MI RM-SP11 OS RAC	CA	30	D	1 - Injury	X	X	X			X	High
11	Sugartree Creek Greenway	Abbott Martin Road	Burton Hills Boulevard	0.8	X		$400,000 - $800,000	2+	"Interested but Concerned"	Need ROW	Adjacent floodplain; 1 stream crossing	RAC RMH OC	CA	30	D	0		X		X		X	High
1	I-440 Multi-Use Path	Park Terrace	Lealand Lane	0.6	X		$300,000 - $450,000	2	"Interested but Concerned"	Utilize some existing TDOT ROW	Adjacent floodplain	RLM PR in OS	LS/CA	30	B/C/D	0			X			X	Quick Win - Some land acquisition in progress
2	I-440 Multi-Use Path	Gale Lane	Hillsboro Pike	1.2	X		$600,000 - $900,000	2	"Interested but Concerned"	Utilize some existing TDOT ROW	440 Overpass	PR in OS SFD in NG NG NC RLM RMH	LS/CA	30	D	2 - Injury			X			X	Medium

Table 3: Green Hills Area Bikeway Projects (continued)

Map Project ID	Project	From	To	Approximate Length (mi)	Multi-Use Path	Add Pavement with Curb & Gutter	Estimated Cost Range	Number of Vehicule Travel Lanes	Potential Rider Type	Assumptions	Constraints	Land Use Policies	Functional Design*	Vehicle Speed (mph)	Bicycle LOS	2004-2008 Bicycle Crashes	Within 1/4 Mile: School	Civic Building	Park	Senior Facility	Hospital	Transit Route	Priority
9	Belmont Boulevard Bike Lane	Clayton Avenue	Shackleford Road	1.3		X	$1,400,000 - $5,100,000	2/3+	"Enthused and Confident"	Rebuild roadway; Area near 440 could be restriped	None identified	NC RLM RL-SP14 OS MI RM-SP11	CA	35	D	2 - Injury	X					X	Medium
3	Granny White Pike Multi-Use Path	Clayton Avenue	Belmont Boulevard	1.3	X		$650,000 - $1,300,000	2/3+	"Interested but Concerned"	Need ROW	Historic walls	RLM RL-SP14 MI NC RLM-SP12	AB	35	D	1 - Injury	X		X			X	Medium
4	Granny White Pike Multi-Use Path	Shackleford Road	Harding Place	0.8	X		$400,000 - $800,.000	2/3+	"Interested but Concerned"	Need ROW	Historic walls	RLM-SP12 OS RL	AB	35	D	0	X		X			X	Medium
12	23rd Avenue South-Hoods Hill Road Multi Use Path	Sharondale Drive	North of Crestmoor Road	1.2	X		$600,000 - $1,200,000	2	"Interested but Concerned"	Need ROW	None identified	RLM RL OT RAC	LS/AB	30/40	D	0	X	X	X			X	Medium
13	Abbott Martin Bike Lanes	Hillsboro Pike	Estes Road	1.3		X	$1,372,800 - $5,148,000	2+	"Enthused and Confident"	Rebuild roadway	Adjacent floodplain; 1 stream crossing; Slopes	RAC OT RL RLM	CA	35	D	1 - Injury	X	X		X		X	Medium
7	Sugartree Creek Greenway	Estes Road	Abbott Martin Road	1.3	X		$650,000 - $1,300,000	2	"Interested but Concerned"	Need ROW	Adjacent floodplain; 2 stream crossings	RLM RL OT	LS	30	D	0				X		X	Low

Table 3: Green Hills Area Bikeway Projects (continued)

Map Project ID	Project	From	To	Approximate Length (mi)	Multi-Use Path	Add Pavement with Curb & Gutter	Estimated Cost Range	Number of Vehicule Travel Lanes	Potential Rider Type	Assumptions	Constraints	Land Use Policies	Functional Design*	Vehicle Speed (mph)	Bicycle LOS	2004-2008 Bicycle Crashes	Within 1/4 Mile: School	Civic Building	Park	Senior Facility	Hospital	Transit Route	Priority
8	Overhill Drive Multi-Use Path	Hobbs Road	Belmont Park Terrace	2.0	X		$1,000,000 - $2,000,000	2+	"Interested but Concerned"	Expand existing sidewalks on Overhill	Adjacent floodplain	RMH OC RAC RLM RL OS	LS/CA	30	D	0	X					X	Low
14	Hobbs Road Bike Lane	Hillsboro Pike	Estes Road	1.1		X	$1,161,600 - $4,356,000	2+	"Enthused and Confident"	Rebuild roadway	Adjacent floodplain; 1 stream crossing	RAC RMH RM RLM-SP8 OS RL	CA	35	D	0	X			X		X	Low
15	Warfield Drive Bike Lane	Lone Oak Road	Hillsboro Pike	0.5		X	$528,000 - $1,980,000	2	"Enthused and Confident"	Rebuild roadway	None identified	RAC RLM-SP10 RM	LS	30	n/a	0				X		X	Low
16	Shackleford Road Bike Lane	Belmont Boulevard	Lone Oak Road	0.4		X	$422,400 - $1,584,000	2	"Enthused and Confident"	Rebuild roadway	None identified	RM RLM-SP12	CA	30	D	0	X					X	Low
17	Lone Oak Road Bike Lane	Overhill Drive	Richard Jones Road	0.4		X	$422,400 - $1,584,000	2	"Enthused and Confident"	Rebuild roadway	None identified	RL RLM RM RMH	LS/CA	30	D	0	X		X			X	Low
18	Hillmont Drive Bike Lane	Richard Jones Road	Graybar Lane	0.2		X	$211,200 - $1,584,000	2	"Enthused and Confident"	Rebuild roadway	None identified	OC OS RMH RM-SP11	CA	30	D	0	X		X			X	Low

*Functional Design is Local Street (LS), Collector-Avenue (CA), or Arterial-Boulevard (AB).

Addresses community need

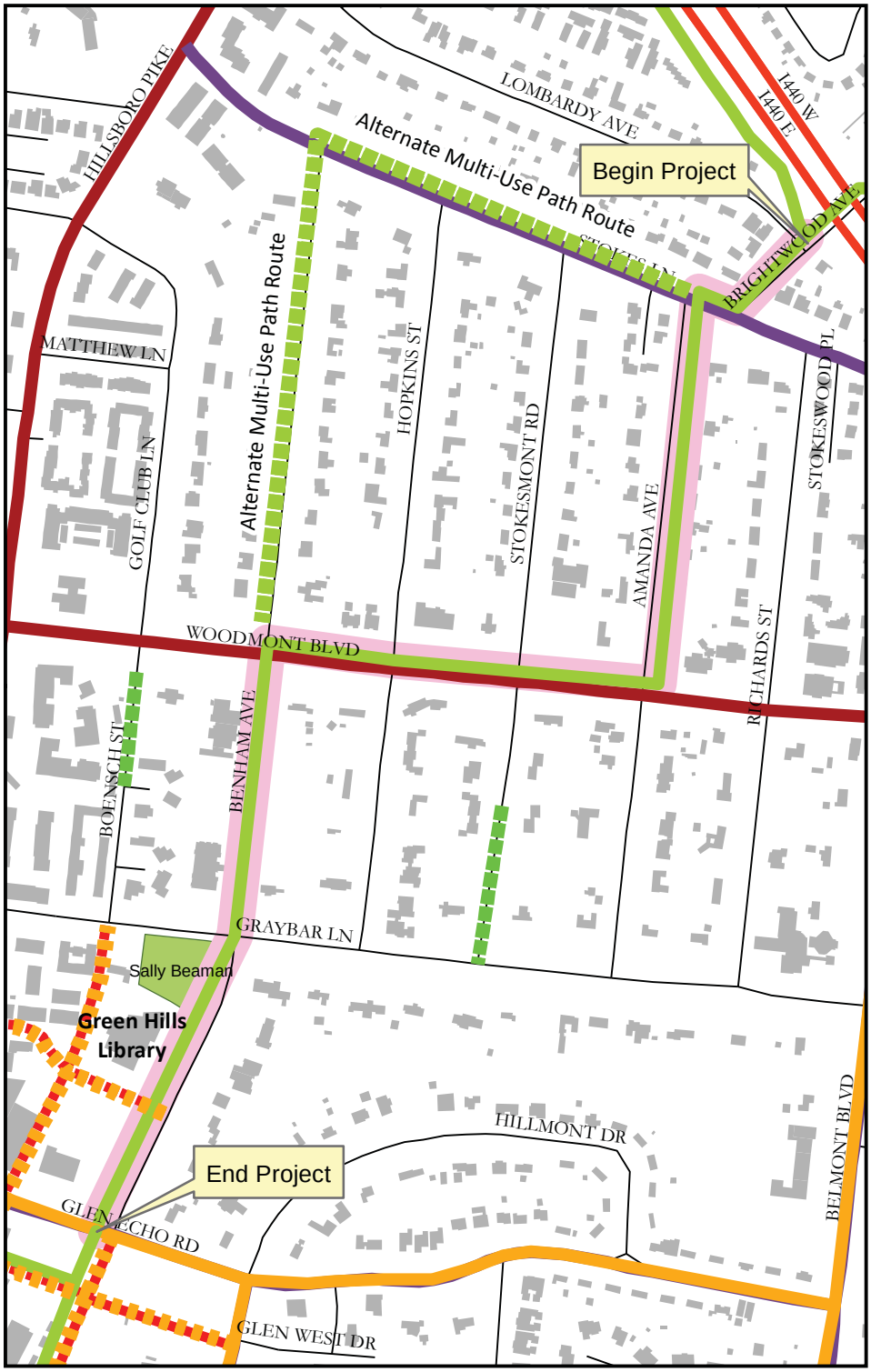
Challenge/barrier to project

Four bikeway projects were identified during this planning process as high priorities for the Green Hills area. These include two portions of a multi-use path adjacent to Hillsboro Pike, bike lanes along Glen Echo Road, and the initial phase of the Sugartree Creek Greenway. These projects would require public financing in most instances, but opportunities may arise to leverage infrastructure improvements as areas redevelop. Three additional B-Cycle Locations are also noted to expand the B-Cycle coverage area south of 12South and into Green Hills.

Develop a multi-use path to parallel Hillsboro Pike from the proposed I-440 Multi-Use Path to Glen Echo Road

This proposed multi-use path would allow bikers to connect from around I-440 and the 12South commercial area with the development of the 440 Bikeway into the Green Hills activity center. It would utilize a multi-use path that is being constructed with a new single family residential development between Woodmont Boulevard and Graybar Lane connecting Benham Avenue. It would connect to the Green Hills Library and expand the sidewalks in the area to accommodate separated biking and walking movements away from the roadway. This is one way of addressing the infrastructure needs for all skill levels of bicyclists. The proposed route is highlighted in pink in Figure 36. The multi-use path could also utilize any of the parallel streets between Stokes Lane and Woodmont Boulevard. One of those alternatives is depicted.

Figure 36: High Priority - Construct Multi-Use Path from I-440 to Glen Echo Road

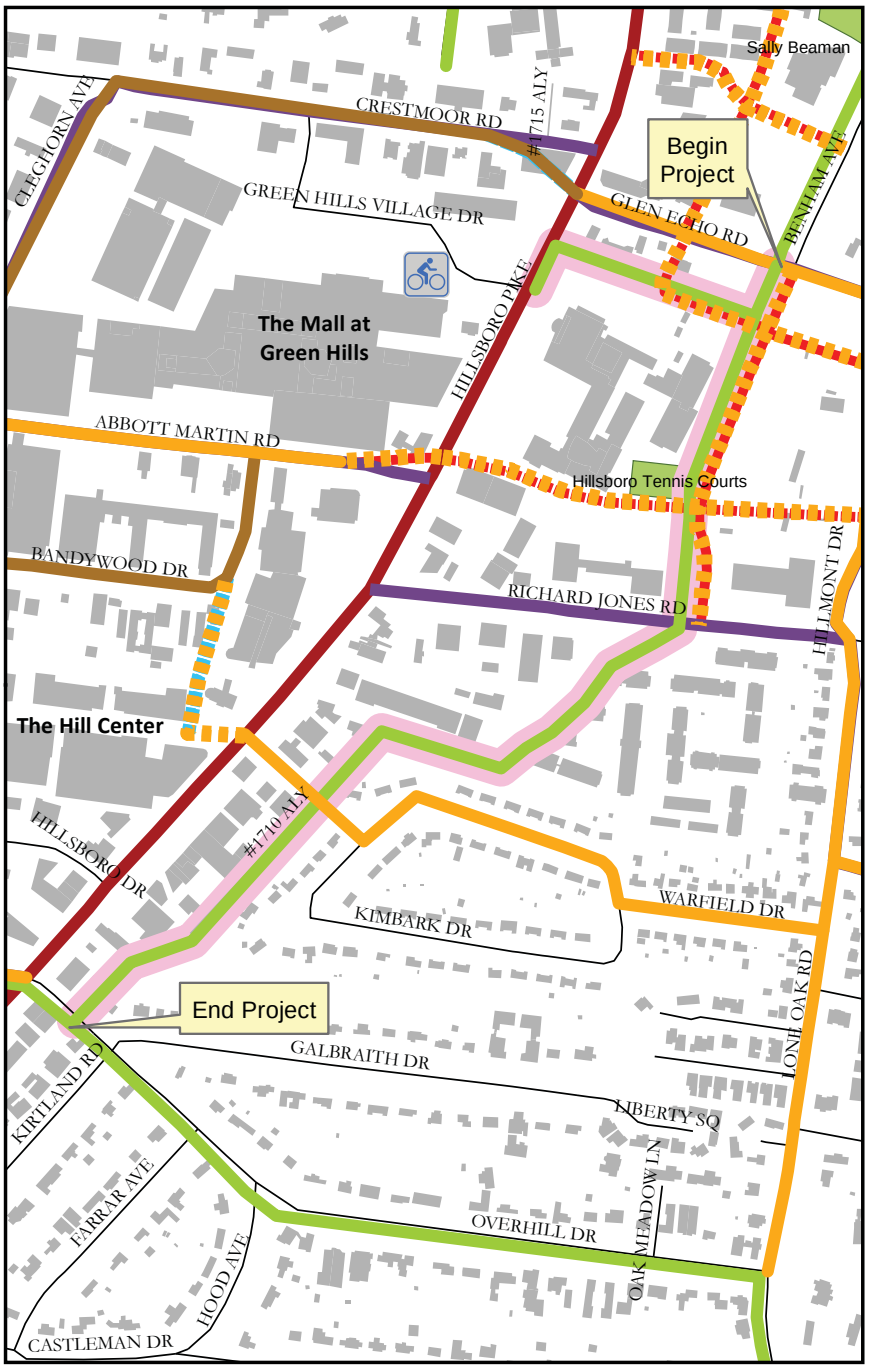


Source: Metro Planning Department

Develop a multi-use path to parallel Hillsboro Pike from Glen Echo Road to Overhill Drive

This project would extend the segment north of Glen Echo into and through the Green Hills activity center. It is depicted and highlighted in pink in Figure 37. There are opportunities within this area to coordinate redevelopment and the development of a multi-use path.

Figure 37: High Priority - Construct Multi-Use Path from Glen Echo Road to Overhill Drive



Source: Metro Planning Department

Construct bike lanes along Glen Echo Road from Belmont Boulevard to Hillsboro Pike

Glen Echo Road is identified as a Collector Avenue in the Major and Collector Street Plan. The most significant challenge for this project is the rebuilding of Glen Echo Road to accommodate the bike lanes on both sides of the street. This project addresses a different type of rider that is more comfortable riding in traffic. It would directly connect the Lipscomb University area to the Green Hills activity center (Figure 38).

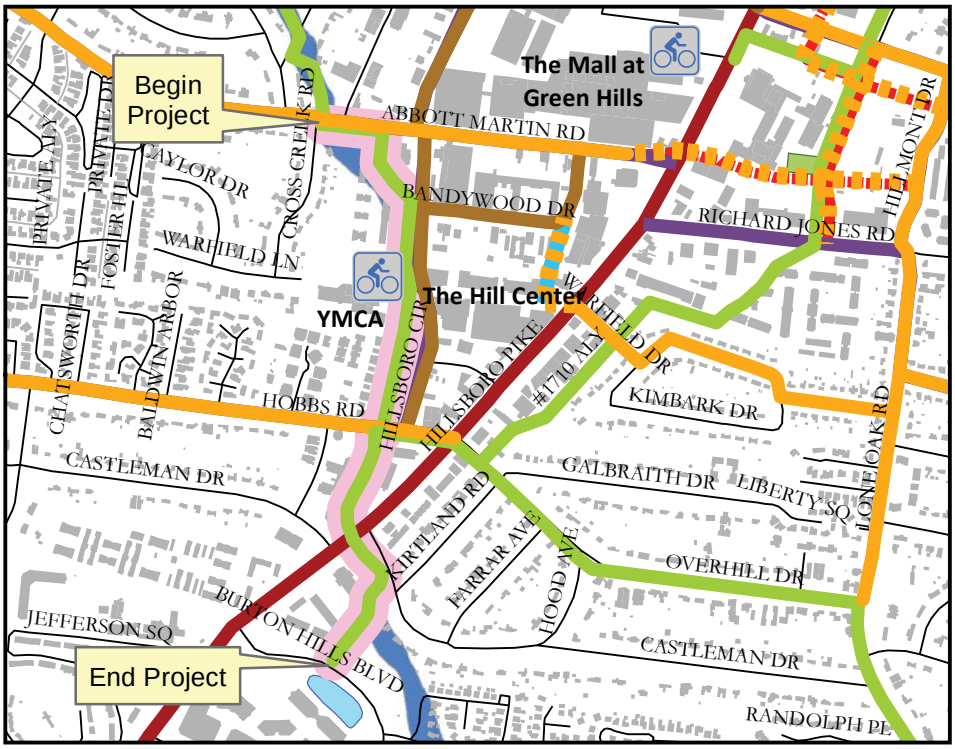
Figure 38: High Priority - Construct Bike Lanes Along Glen Echo Road

Source: Metro Planning Department

Construct the Sugartree Creek Greenway from Abbott Martin Road to Burton Hills

The portion of Sugartree Creek in Green Hills runs between areas of significant development and activity. This greenway segment travels between the Burton Hills office and residential development, under Hillsboro Pike, next to the Green Hills YMCA and The Hill Center, and terminates near the planned expansion of The Mall at Green Hills at Abbott Martin Road. Figure 39 highlights the potential greenway in pink. Note the adjacent existing bike lanes in the area that target the "enthused and confident" bicyclist. TDOT currently does not identify the bridge on Hillsboro Pike over Sugartree Creek in need of rehabilitation. Further discussion will be needed to complete the segment under Hillsboro Pike with the connection over to Burton Hills involving only two to three properties east of Hillsboro Pike.

Figure 39: High Priority - Construct Sugartree Creek Greenway



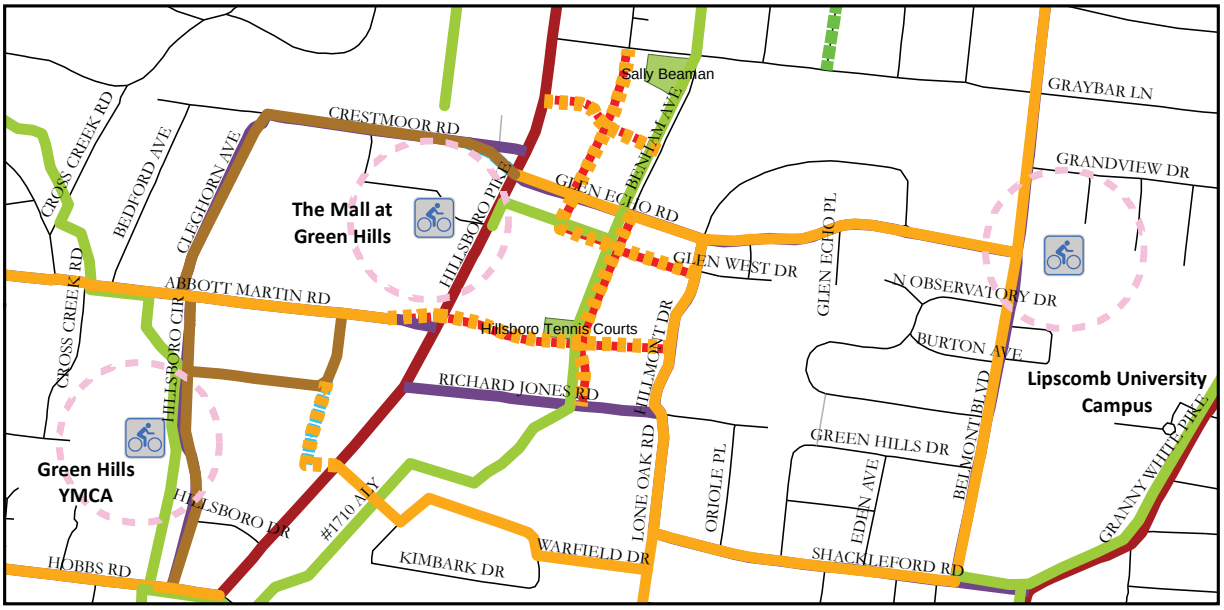
Source: Metro Planning Department

Add B-cycle Station Locations at Lipscomb University, The Mall at Green Hills and the Green Hills YMCA

Nashville B-cycle, the city's bike-sharing program, was launched in 2012. B-cycle is a fee-based bike-share initiative operated by the Nashville Downtown Partnership. There are 22 B-cycle stations dispersed throughout the city for residents and visitors to use. The program has been extremely popular in Nashville's destination areas such as Downtown and East Nashville. 12South has recently executed two additional B-cycle stations. One is located near the 12South Flats and another in Sevier Park.

Expansion of the B-cycle program to area universities and Green Hills would expand the program beyond the I-440 loop. This plan recommends an additional B-cycle Station location near Lipscomb University that could utilize a planned bike lane along Glen Echo Road and at The Mall at Green Hills or The Hill Center. Another potential location is the Green Hills YMCA. This would provide strategic points for bike-sharing between Downtown, the Gulch, 12South, and Green Hills. Funding will need to be identified to implement these future locations shown in Figure 40.

Figure 40: Potential B-cycle Locations



Source: Metro Planning Department

Summary of Bicycle Network Improvements

A cultural shift has occurred in Nashville and across the United States on the use of a bicycle for transportation. When I-440 was planned in the 1970s and built in the 1980s, a bikeway adjacent to the interstate was proposed. Strong opposition removed this concept from the design. Today, an adjacent bikeway is an attractive idea for many residents in the surrounding neighborhoods. The high priority bike improvements proposed in this plan are not the only projects to implement, but they try to address the needs of a range of users to encourage more people to bike to their destinations through separated or dedicated bicycle facilities that feel safer and more enjoyable than mixed in with traffic. This plan balances the biking needs of the community with stakeholder engagement to establish the priorities for Metro Council Members, Public Works, and Metro Parks and Greenways to consider for implementation. *(2014 Update)*

In order to accomplish the vision outlined in this study, a series of public and private infrastructure projects must be implemented. Limited public resources delay construction and implementation of these important improvements and creative partnerships will be vital to completing these improvements to ensure the continued vitality of Green Hills.

Private Development

An important approach currently used across the country is the capture of "added value" from private sector development and redevelopment. Where a city or a private landowner has vacant or underutilized land and the market exists for new development, the focus then becomes which of the public infrastructure activities would serve as an incentive to accelerate and/or intensity the private development. If that is accomplished, the new development becomes the beneficiary of the improvements (and the private sector might contribute to those costs) and the city benefits from the new taxes. The value added proposition is an important element of the financing programs that can be utilized.

Potential Sources of Funding

There exists a series of programs that can support the infrastructure needs of Green Hills. Some are cash contributions with no requirement for repayment by the private sector and others are financing programs where the public assistance amounts must be repaid from property taxes, assessments, or other means.

Capital Improvements Budget (CIB)

The Metro Capital Improvements Budget lays out the funding plans for roads, water, sewer, parks, and other public improvements. The primary funding for the CIB is allocated directly from the annual General Fund.

Each of the projects identified in this plan is eligible to be part of Metro CIB. Several of the projects identified as needed in Green Hills are identified in the CIB. Just as importantly, there are broad categories such as road reconstruction and sidewalks, that budget tens of millions of dollars without allocating funds to specific projects. Other categories do not have such robust budgets but allocate funds for bicycle lanes, traffic signal improvements, ADA compliance and median improvements without specifying where the work will be done.

State Transportation Funding

Hillsboro Pike is a State highway and eligible for Federal funding that passes through the State to the Nashville Area Metropolitan Planning Organization (MPO) based on its Transportation Improvement Program (TIP). The Nashville Area MPO leads the development of the region's long range transportation plan and the short range TIP. Improvements to Hillsboro Pike that rely upon State funding would need to be weighed with other priorities in the region. Projects that support the Nashville Area MPO's regional transportation vision with priorities on maintenance of the existing system, expansion of mass transit, and improving walking and biking conditions would likely rank higher than just capacity improvement projects in the region.

Economic Impact Tax Increment Financing

Under Tennessee law there are two approaches to using Tax Increment Financing (TIF) Districts, both of which are commonly employed in Nashville. One approach is through the Metropolitan Development and Housing Agency (MDHA), which has established a series of TIF Districts in Metro. A requirement of this type of TIF District is areas of high poverty or unemployment. The demographics of Green Hills do not exhibit unusually high poverty or unemployment, so it would be problematic to create a new TIF District or expand an existing District to be able to take advantage of this agency's approach.

A second, relatively simpler approach is to create a TIF District through the Industrial Development Board, which establishes Economic Impact TIF Districts. In consultation with local counsel, this approach would be more efficient and provide the highest prospect for success. It is here that the value added from the new private development generates additional property taxes that are captured within a TIF District and can be committed to repaying bonds issued to fund the needed public infrastructure.

The extent to which public infrastructure can be financed through a TIF District is totally dependent on the value of the new development and the tax increment revenues that the project will generate. When reviewing proposals from developers or end users, one of the initial tasks is to calculate the tax increment and determine the level of TIF financing that could be secured.

Assessment District Funding

Tennessee allows the creation of assessment districts, where the property owners agree to allow a lien against their property and from that lien an annual assessment, which again becomes a revenue source to support debt. A formal evaluation is done by qualified experts to determine the appropriate level of assessment based on the use type, be it office, hotel, retail, restaurant, theaters, or residential.

For new development projects, it has been found that an assessment in the .5% to .75% of the value of the new development does not affect the rents that can be achieved or the sale price of parcels. In addition, the assessment approach allows the purchaser of a parcel, who would otherwise be required to fund their pro-rata share of the off-site improvements, to utilize this financing method to pay their share over 25 to 30 years. The assessment bonds are also exempt from taxes on the interest earned by the bond owners, and therefore have lower interest rates than more traditional financing.

Assessment districts are fully supported by local government, as the full faith and credit of the local government is not pledged to repay the debt. Only the assessments on the properties and the liens that back the assessments are pledged.

The sale of any parcel would be subject to the new owner paying the assessments against that parcel. For projects developed and leased, the assessments would be passed through to the tenants just as property taxes, insurance and common area maintenance charges. The developer would be responsible for the payment of the assessments on any vacant parcel until such time as the parcel is sold or developed.

Assessment districts may also be formed in built up areas where the property owners agree to share in the costs of improvements in their area because they see the value in the proposed public improvements. A Business Improvement District (BID) is one type of Assessment District in which property owners vote to initiate, manage and finance supplemental services or enhancements above and beyond the baseline of services already provided by the local government.

Assessment districts are voluntary as it takes agreement from the majority of the properties included in the proposed district to accept liens on their properties and the corresponding annual assessments. The starting point is to identify which public improvements will directly benefit the property owners.

Along with that, the boundaries would be established identifying the properties that will benefit from the improvements. The next step is to carry out a rate and method process, which justifies the level of assessment against each property. Simple approaches would be the number of linear feet of roadway that front on each property. But more usually the assessments are based on the property and building uses, square

feet of building area and other calculations which more fairly distribute the assessments. *(2011 Plan)*

Action Steps

In outlining each of these funding sources, a lead agency or partner needs to champion and undertake specific steps to implement. A challenge for Green Hills is to coordinate these actions. As a significant regional activity center, Green Hills may look to the Nashville Downtown Partnership as a model to help carry out and champion implementation within a defined geographic area. The Nashville Downtown Partnership is a private sector non-profit corporation whose core purpose is "to make Downtown Nashville the compelling urban center in the Southeast in which to live, work, play and invest." Organized in 1994, the Partnership has transitioned into a downtown leadership organization that focuses on business recruitment and retention, residential and retail development, public space management, access and transportation, communications and marketing. The Nashville District Management Corporation is the 501 (c)(3) downtown Central Business Improvement District (CBID). Through annual assessments of privately owned properties within this CBID, $1.6 million will be added in downtown revitalization in 2014. The Partnership administers the CBID services. The public space management and access and transportation activities of the Partnership have been successful in implementing landscaping and improving aesthetics Downtown and launching transit circulator service, the Music City Circuit that was later run by Nashville MTA. A similar organization may be needed to organize and launch programs that implement the vision for Green Hills. *(2014 Update)*

Summary of Implementation

Understanding the potential sources of funding and potential mechanisms to carry out implementation of projects identified in the plan is important. A formal stakeholder committee should be formed to review the recommendations contained in this study and develop a plan based on the strategies and sources of funding outlined in this section. *(2011 Plan)*

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COMMUNITY INPUT

The Metro Planning Department began the process of reviewing the 2011 *Green Hills Area Transportation Plan* by reconvening members of the Steering Committee and Resource Team that developed the plan. The purpose of bringing these stakeholders together was to understand the need to adopt recommendations from the Transportation Plan, express potential concerns about the recommendations, and outline how Planning staff would review the plan with the community. The Steering Committee/Resource Team would meet jointly a total of three times during this process.

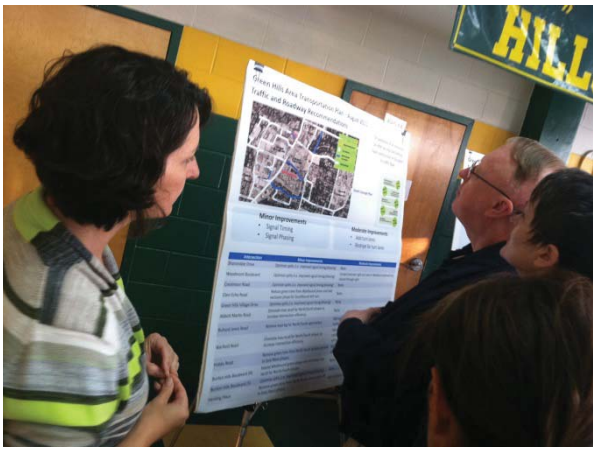
An open house-style community meeting was held on Monday, October 28, 2013 at Hillsboro High School from 5 p.m. to 8 p.m. Over 130 people attended the meeting. Community members were encouraged to stop by and ask questions of planners about the recommendations within the 2011 *Green Hills Area Transportation Plan*. A survey was available for attendees to fill out to help gauge the recommendations. The survey responses are included as an appendix at the end of this addendum. Many agreed with the goals of the Transportation Plan, but expressed anxiety about the current changes Green Hills is experiencing. There was strong support for signal timing/phasing improvements and road realignments involving Crestmoor Road/Glen Echo Road and Richard Jones/Abbott Martin Road. The interchange at 440 and Granny White Pike was mostly an unfavorable solution. Many seemed open to improvements to transit stops and frequency of bus service in the area and possibly a local circulator route. The lack of sidewalks was mentioned as a significant barrier to walking in the area with many indicating that Hillsboro Road should be a priority. The displays and survey feedback were posted on the Planning Department's website.

Another community meeting hosted by District 34 Council Member Carter Todd was held at Calvary United Methodist Church on Monday, November 18, 2013, at 6 p.m. A presentation was given by planning staff on current trends that Green Hills is experiencing and the Transportation Plan recommendations and current status of assessment. Attendees then asked questions of Metro Planning and Public Works staff. The presentation was posted on the Planning Department's website.

Planning staff also attended several additional meetings organized by various groups to present information about the 2011 *Green Hills Area Transportation Plan* to those in attendance, listen to feedback, and answer questions. These meetings included The Green Hills Action Partners (TGHAP) on November 21, 2013; a joint meeting of the Battleboro, Sunnyside, 12South, and Belmont-Hillsboro Neighborhoods on December 19, 2013; the Lombardy Avenue Neighbors on January 13, 2014; and Chamber West on January 15, 2014.

A final open house was held from 5 p.m. to 7 p.m. on Thursday, February 20, 2014, at Calvary United

Methodist Church. The public hearing was held before the Metropolitan Planning Commission (MPC) on Thursday, March 13, 2014 at 4 p.m. at the Howard Office Building. The MPC adopted this addendum that includes a number of the recommendations of the 2011 *Green Hills Area Transportation Plan* and additional multi-modal projects identified.



In addition to these outreach methods, over 200 e-mail addresses were compiled through the process and were used to communicate the progress of this amendment to the Green Hills/Midtown Community Plan and Major and Collector Street Plan. Planning staff replied to 150 e-mails related to questions and comments about the Transportation Plan and handled several phone calls inquiring about the plan.

SUMMARY

This addendum to the Green Hills/Midtown Community Plan and Major and Collector Street Plan relies upon many of the recommendations and analysis completed in the 2011 *Green Hills Area Plan*. Additional analysis was undertaken to assess the community's support for the range of projects identified. A vehicular, mass transit, pedestrian, and bicycle network are described with specific projects identified to improve each of these modes of transportation into a more robust and comprehensive transportation network in Green Hills. The changing transportation network should continue to support the character of the neighborhoods and enhance quality of life as redevelopment occurs. Implementation of the plan will rely upon decisions of the Metropolitan Planning Commission, the departments of Metropolitan Government, the Metropolitan Council, the Mayor, as well as residents, and developers within Green Hills. A champion will be needed among stakeholders and residents to move these strategies forward and address the mobility needs of the community. *(2014 Update)*

APPENDIX

October 28, 2013 Community Meeting Survey Results

February 20, 2014 Community Meeting Comments

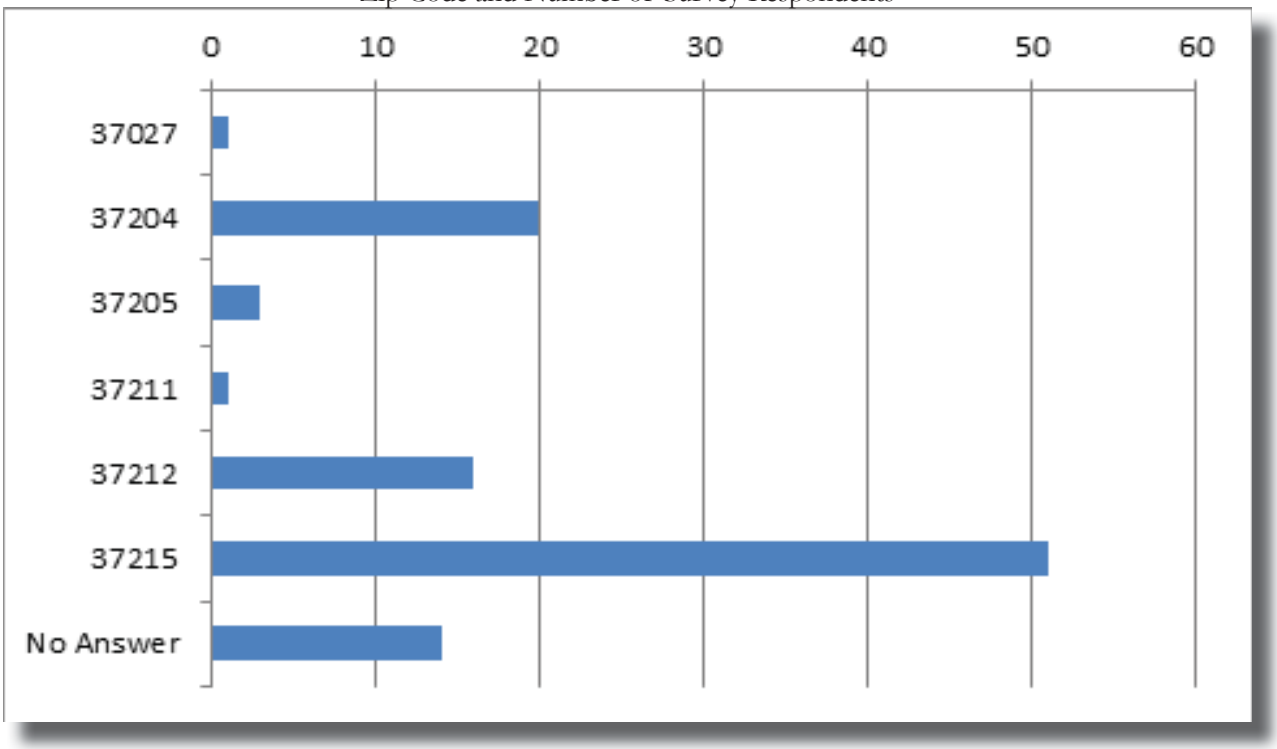
Community Meeting on October 28, 2013

The Metro Planning Department held a community meeting on October 28, 2013, from 5 p.m. to 8 p.m. at Hillsboro High School. A survey was available for participants to fill out. Highlights of the survey include:

- The survey was NOT a scientific survey. It gathers input on the ideas presented at the Open House and is used to inform staff planners of potential issues with recommendations contained in the Green Hills Area Transportation Plan.
- 137 people signed in as attending the Open House.
- Attendees of the Open House primarily resided in the 37215, 37204, and 37212 Zip Codes. More men participated than women, and the average age of participant was 54. Most attendees worked in Davidson County, particularly Green Hills, and Midtown. Few worked outside of Davidson County.
- Many agree with the goals of the Transportation Plan, but some question the recent growth pressure in Green Hills. There is anxiety concerning change and how the market changes can impact quality of life.
- There is strong support for realigning both Crestmoor Road/Glen Echo Road and Richard Jones Road/Abbott Martin Road. Coordinated signal timing/phasing is also supported. The construction of an interchange at 440 and Granny White Pike is viewed as an unfavorable solution.
- Many identified the realignments of Crestmoor Road/Glen Echo Road and Richard Jones Road/Abbott Martin Road as beneficial to relieving some congestion along Hillsboro Pike. Connecting The Hill Center to The Mall at Green Hills is favorable via Bandywood Drive. Street connections in residential areas are viewed unfavorably. This suggests that Hillsboro Pike will continue to be plagued with traffic congestion since many feasible street connections are unfavorable.
- Participants admit that they do not use transit as much as they probably could, but many *seemed* open to improvements to bus stops, frequency of service, and possibly a local circulator service. Some attendees were aware of the Amp and connections to it or a similar service to Green Hills.
- Sidewalks were mentioned numerous times. The lack of them and the fact that where existing they do not connect were cited as barriers to walking. Many indicate that Hillsboro Road should be a priority for sidewalks.
- Bike lanes and separated biking facilities such as greenways or multi-use paths and barrier protected lanes were ideas of participants.
- A few participants are skeptical of the transit, biking, and walking infrastructure solutions.

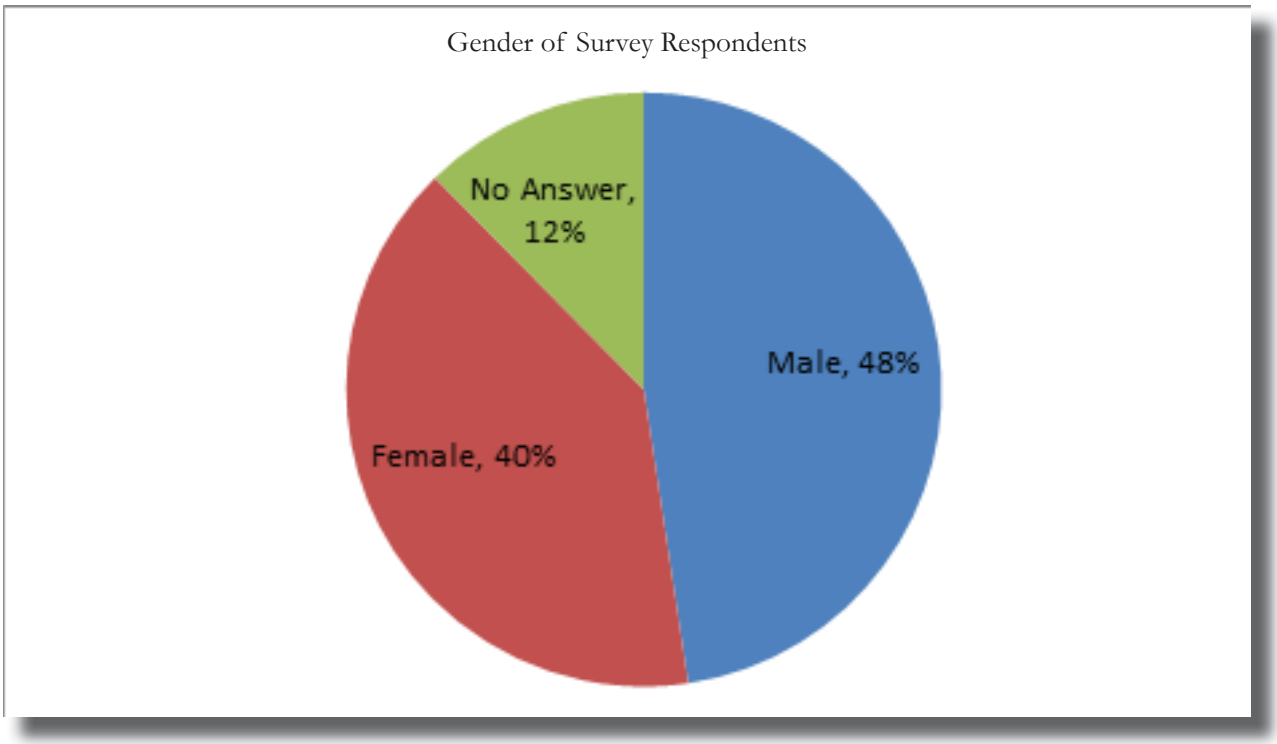
About the Participants

Zip Code and Number of Survey Respondents

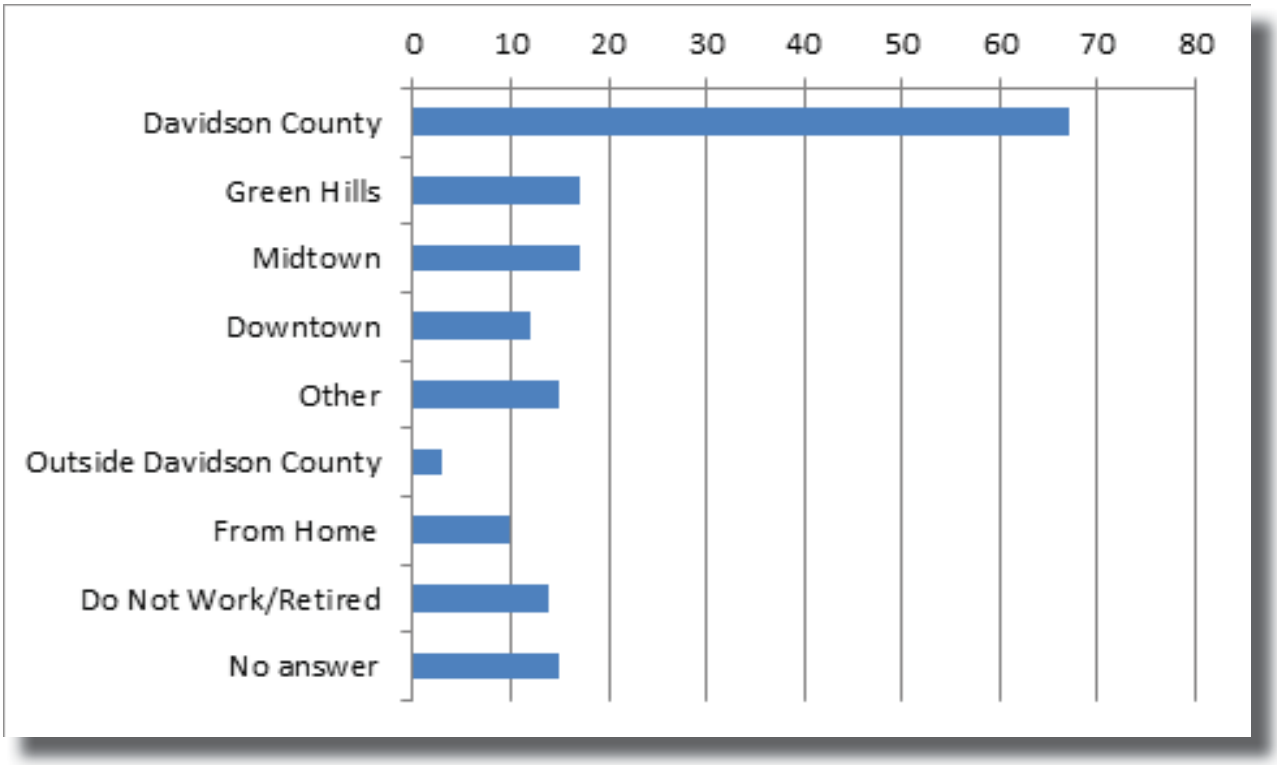


Average age of survey respondent is 54.

Gender of Survey Respondents

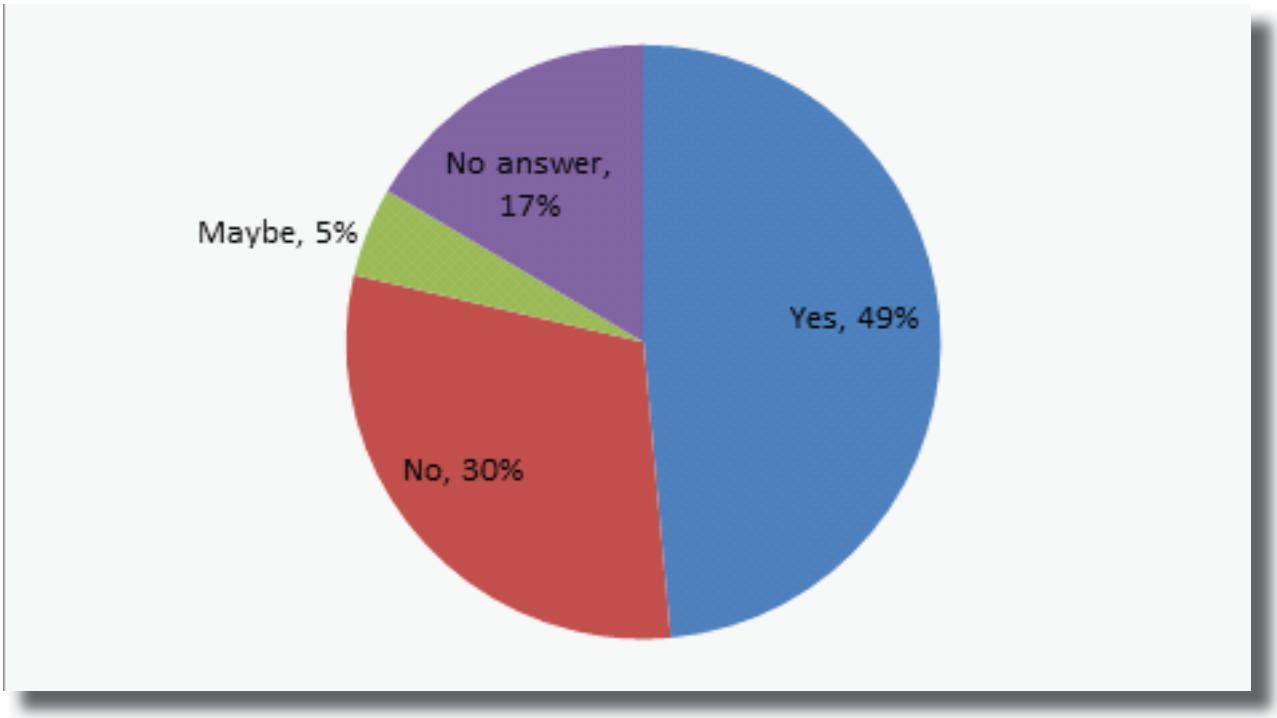


Work Location of Survey Respondents



QUESTION 1 - GOALS

Review Board 1. Do you agree with the Vision Statement and Goals of the Green Hills Area Transportation Plan?



If not, what would you change about them?

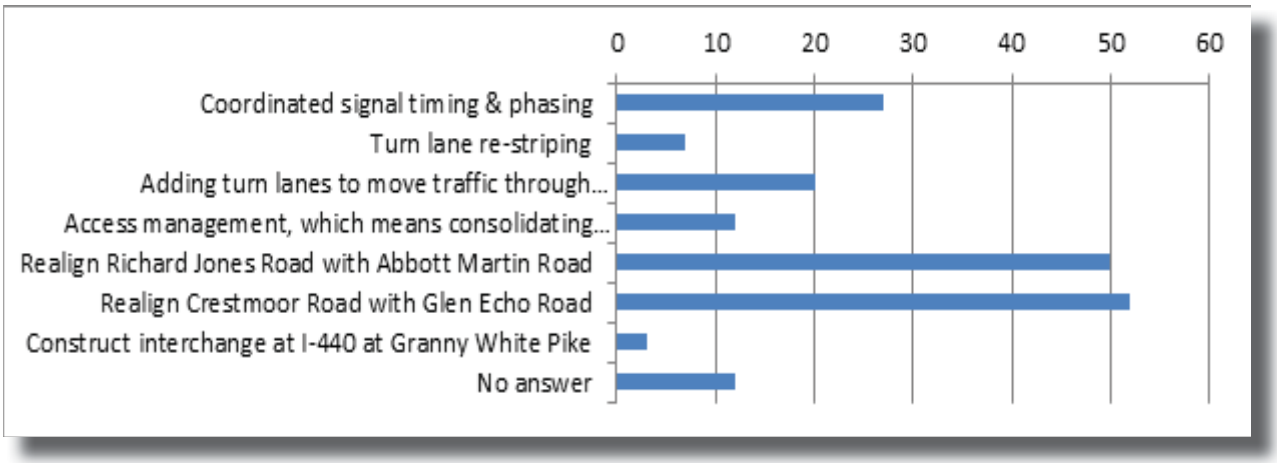
1. Recognize that Green Hills is commercial; eliminate green space, bike lanes, and Hillsboro High School to expand tax base.
2. ? In general, yes
3. Non-retail as a work type of job should be limited or eliminated i.e. retail development or restaurant is fine--more offices no. Emphasis should be placed on green spaces, more sidewalks. Population density needs to be addressed to insure less density
4. Agree with efforts to decrease congestion by increasing alternative transportation, decreasing auto traffic.
5. The inclusion of a future 440/Granny White exit/exchange is alarming. GW is a 2 lane street surrounded by residences, parks, bike lane, and heavily used by pedestrians. Soon a school will re-open on 10th/Lealand which will further increase pedestrian traffic. Please consider another means for moving vehicles around this n'hood.
6. It puts "Green Hills" as priority over surrounding areas where traffic would be diverted without even acknowledgement of the high traffic that already exists in the area. It benefits the developer over residents in the broader Green Hills area.
7. Yes, sort of. I do not agree with the addition of the interchange at Granny White.
8. "Balancing livability & growth" should be the guiding "vision". Livability usually gets left behind.
9. I would change it to be 2020. We can't wait until 2050!
10. No 440 outlet at Granny White!
11. Focus purely upon motor vehicle traffic. Given the bike lanes already added use is less than nominal--approaching anecdotal. This is just a sales pitch to spend tax dollars at the behest of miniscule interests. Fewer bus streaming about all day.
12. Do it faster. I'll be dead by 2050. Overall, more walkability and bike lanes.
13. Disagree regarding the additional interchange development at Granny White & Gale. Other options fine.
14. No interstate exist at Granny White Blvd.
15. Agree but goal #1 should be more specific. Livability is a broad term and not everybody shares its definition. Perhaps add "walkability" or some other concrete and measurable outcomes.
16. I fail to see what a grassy median would do to alleviate traffic.
17. I am particularly concerned about the proposed Granny White/I-440 interchange. This would dump a huge amount of traffic into a primarily residential area. Additionally, any impact on 12South would be untenable given overdevelopment in the area and various permitting encroachment on the sidewalks along 12South. I would support a greenway/bikeway.
18. Hard to argue with it.
19. Would not build a 22 story building at Richard Jones-Hillsboro intersection that will worsen congestion for years.
20. Improving management & connectivity is good….additional reliance on 440 exchange @ Granny White is not good.
21. Need more discussion
22. #2 - There is no sustainable economic development in Green Hills now because the infrastructure required to support a RAC doesn't exist, and likely never can exist. Also, goals #1 & #2 are somewhat mutually exclusive because increased development in the core is detrimental to residents on the periphery who cannot walk to their destination and will not be served transit.

23. The interchange at 440 & Granny White is a TERRIBLE IDEA. That is a beautiful residential area. Granny White is 2 lanes. 12th is 2 lanes. And no one wants a residential area ruined there. Hillsboro is a commercial area.
24. Expand mobility should specifically include a element noting the importance of improving walking & biking conditions.
25. 1.) four turn lanes over bike latent; 2.) correct streets before redevelopment; 3.) charge Williamson County residents too as they use Hillsboro Rd.
26. Agree that something needs to be done, but don't agree with lack of use of existing infrastructure. Need more sidewalks, bike lanes and to move away from hub & spoke bus routes.
27. I am adamantly against adding an interchange for I-440 at Granny White.
28. 440/Granny White Pike interchange-I believe the negative impact this will have on the neighborhoods and the traffic on 12South will be monumental. There is already too much traffic and nearly accidents on Gale Lane/Granny White every day. More traffic will be a disaster for anyone with children or dogs.
29. I am interested in no inner change onto 12 South. We have so much traffic and only 2 lanes. It would be devastating to this community. Our car was totaled on March 2013 @ the corner of Gale & Lealand & there needs traffic lights & sidewalks. No more cars.
30. It appears to be a master plan to bring in more cars and congestion. Stop building the mall. Bring more bikes, public transportation, greenways.
31. We already have the benefits here in Green Hills. Some can be unpaved, but we don't need more streets.
32. This plan strikes me as a costly "band-aid" approach to a larger problem of vehicle flow/back-up to the mall and the Hill Center. Please don't let this area become another Atlanta/Charlotte. Look forward toward: Metrorails, shuttle-buses, and long-term parking, etc.
33. In concept
34. Having any new interchange at 440/Granny White Pike is a reckless idea that will negatively affect the health, wealth, & well-being of the 12South/Granny White area.
35. Bike lanes on Hillsboro are a waste. No real plan to realign Richard Jones-Glen Echo. Median may work but extra space for greenway bike on each side waste of space.
36. AMP will disrupt traffic on Harding. Green Hills will be a true mess.
37. NO new roadway connection at Benham/Graybar - DO NOT WANT. NO interchange at 440 @ Granny White
38. I would say Green Hills may be expanded enough.
39. Environmental sustainability as it relates to Sugartree Creek and that watershed needs to be a priority.
40. Do not put a interchange at Granny White/440. We have finally a vibrant, walkable neighborhood--terrible shame to destroy that.
41. Goal #1 and Goal#2 are in conflict with each other! No more economic develop is needed! Have enough places to shop--We need breathing room!
42. 440 Interchange
43. I am very concerned about the new 20 story building going into Green Hills. Green Hills is overdeveloped and I realize traffic congestion is a problem, but it is not right that our pedestrian friendly neighborhoods have to suffer at the hands of Green Hills development.
44. Lofty goals-still unmet
45. Note: for the realization of this vision, the needs of business and resident must be considered simultaneously, and the needs of both much be weighted equally.

46. We need daily services to remain a community (village) such as shoe repair, hardware store, eye doctor, laundromat, so that neighbors can walk to the places they need to actually, LIVE. We do not want to be just a shopping mall neighborhood only.
47. Overall
48. The pictures are attractive, but where are the autos?
49. With respect to "arts" I would like to see Green Hills host music like the Sevier Park concert series.
50. No exit onto 12th/Granny White
51. Not feasible to obtain improvements by adding Granny White interchange on I-440.
52. NO interstate exit on Granny White Blvd.
53. I'm opposed to the construction of an interchange at Granny White

QUESTION 2 - STREETS

Review Boards 4 and 5. Traffic congestion is often identified as one of the top concerns of residents in Green Hills. Some minor and major improvements to streets can be made to improve traffic flow, but one project will not be able to fix all the traffic issues. Of the following street improvements below, which two projects do you feel are the most important to implement? SELECT ONLY TWO (2).



Is there a project you would eliminate? Which one and why?

1. Not sure about the new I-440 exchange at Granny White--would seriously impact that neighborhood in a negative way
2. Eliminate bike lanes. Bike traffic is predominantly recreational and not transportation.
3. Convert traffic lights to "blinking" during low-traffic hours (7 PM to 7:00 AM?)
4. Construction of an interchange at I-440 & Granny White would be terrible. It would change so much for the worse in that area. Traffic is already bad in 12 South at heavy times. The immediate vicinity of the exit would be drastically altered and cause the neighborhood to shift in feel.
5. Eliminate interchange at I-440 at Granny White.
6. Construct interchange at I-440 at Granny White Pike - this is a bad idea--horrible. My neighborhood will be ruined. My neighbors and I will FIGHT THIS.
7. I-440 interchange of Granny White Pike. Why wreck another neighborhood?

8. Interchange at I-440 and Granny White. Limited capacity at surface roads 12th <--> Granny White. Already congested. Do not feel that would relieve congestion in Green Hills shopping areas.
9. No! - Granny White/440 interchange. See above.
10. I would eliminate I-440 interchange @ Granny White. 12th Aven. Is already slowed with additional development both currently under construction and planned. I-440 already basked up past here at rush hour.
11. None, but perhaps the interchange at I-440 could only have access to I-440 not from I-440 to local roads.
12. Eliminate the interchange @ I-440 & Granny White; It will deteriorate the neighborhoods.
13. 440/Granny White - too residential; will kill the neighborhood
14. Place a traffic signal at Stokes Lane and Hillsboro Pike. The signal must be synchronized with the light at Lombardy Avenue and Hillsboro Pike. Stokes Lane is a collector street, Lombardy Avenue is not.
15. Please no! I-440 interchange.
16. *Eliminate off ramp @ I-440 and Granny White.
17. <-No to construct interchange at I-440 at Granny White Pike
18. No eminent domain theft! - realignments. I-440 @GWP interchange. Piping interstate access through quiet neighborhoods is reprehensible.
19. Granny White interchange opening these residential areas to what could be major traffic volume will be detrimental to these communities. I also think an unintended consequence will be that Granny White will become an alternate to these drivers trying to avoid the I-440/I-65 interchange to get to Brentwood from I-440.
20. I-440 interchange -- pouring traffic into the 12South Corridor is trading one problem for another. The growth in this area cannot sustain additional traffic flow.
21. Interchange at 440. Granny White seems too narrow to handle the excess traffic. And the stretch from the exist to Woodmont would be so short it would backup to the exits. Battlefield and Clifton residents wouldn't be able to use the Granny White intersections to easily cross or head in the 12th area.
22. Eliminate off ramp to 440 and Granny White
23. I-440 interchange at Granny White
24. Eliminate constructing I-440/Granny White interchange. Would do away with much needed green space, cause accident from already confusing & too close interchanges/exits & merging on 440. Would increase traffic on Granny White & Belmont & 12S areas that already are maxed out.
25. Go around Donut Den with realignment. Interchange I-440 at Granny White. Granny White is not equipped to handle the additional traffic!
26. Hillmont extension. This will create a "bypass" through Green Hills and exacerbate an existing problem with excessive speed and traffic count on Hillmont.
27. I-440 interchange @ Granny White. I strongly oppose this. Granny White is already congested but has a res. Neighborhood feel. This interchange would ruin this which is core to why 12th South has grown to be a really desirable neighborhood.
28. Please eliminate the I-440 interchange proposal. It is a 1950s solution to a 21st Century problem. Look instead at transit, walkability, active transportation -- ANYTHING BUT MORE FREEWAYS!!
29. The two projects checked (realignments) are the most important and should be given highest priority.
30. Yes, Interchange at Granny White & I440. This would be the single dumbest thing you could do. Makes zero sense.
31. I-440 & Granny White -- you would turn a residential area near a school & close to university into a freeway--it would destroy the community.

32. The I-440 interchange would be a disaster. The surrounding area is already too crowded traffic wise. It's too close to Sevier Park. It just doesn't seem necessary.
33. I-440 interchange at Granny White
34. Interchange would create too much gridlock in 12 South area.
35. Addition of an I-440 interchange will markedly increase traffic into the only escape route that avoids Hillsboro.
36. Consider a one way street around Green hills. Crestmoor to Cleghorn to Hillsboro Circle to Hobbs to Hillsboro Rd.
37. I would vote for realign Richard Jones Road and Abbott Martin Road if I had a 3rd choice. I think they have done a decent job w/ coordinate signal timing & phasing.
38. Granny White interchange! Limited function of existing 2-lane arterial roadway, shift access & function to Hillsboro considerations w/ access management, turn lanes, & timing of traffic control.
39. Eliminate interchange at I-440 at Granny White Pike
40. I'm 50/50 on the interchange at GW. It seems like Granny White would need more capacity (another lane). On the other hand some interchanges off 74 in Atlanta (Buckhead) are barely noticeable.
41. I think they are all valid ideas. If allowed to pick 3, I would have selected access mgmt, which is similar to realignment in that it decreases obstructions to traffic flow.
42. Please eliminate an interchange at Granny White. That is too close to Hillsboro. It is not going to solve the traffic issues on Hillsboro. It will CREATE more traffic issues.
43. I would eliminate any that take $ from sidewalks and bikeways.
44. Strongly oppose. I-440 interchange. First this property has historic value that would be destroyed (and should prevent the interchange in the first place). Next, it will just push more traffic into an already congested 12S area that has its own traffic needs. This can be fixed w/ better bus routes (closed loops).
45. I-440/Granny White interchange! It is a 2-lane residential street!
46. No, please, to the construct interchange at 440. I beg you not to do this. I love walking so much that I sold my car. That is a better solution--less traffic not more traffic. I will most likely have to buy a car so that I don't get run over walking.
47. This would ruin our neighborhood--sending too many cars into our neighborhood.
48. To improve traffic congestion improve mass transit decrease the number of cars on the road do not create new interchanges in neighborhoods that already have too much traffic. Improve green space, sidewalks, bike paths to get people out of cars and on their feet. The 440 Granny White interchange will change a neighborhood of families into a busy exit to improve access to a mall.
49. Interchange - NO NO NO NO NO NO !!! NO !! NO, pedestrian ways.
50. I-440 interchange! Please tell me how Granny White, Shackleford, and Warfield could support this without eminent domain.
51. Eliminate interchange. NO ---Really this is a residential area.
52. Eliminate the interchange at 440/Granny White Pike.
53. All the lane restriping and signals will not help until these T intersections are aligned.
54. AMP. Buses are already in place, & they are usually empty. The skyscraper will be the first of many skyscrapers = urban instead of suburban = greater crime & deterioration of quality of life.
55. Add bus rapid transit on Hillsboro Rd to Williamson Cty. Add shopping center & H H School related mass transit; Eliminate interchange @ Granny White/440. As 12S NA board member, participant in 12th Ave So DNDP, & President of Friends of Sevier Park, recommend consultation w/ entire 12S, Belmont

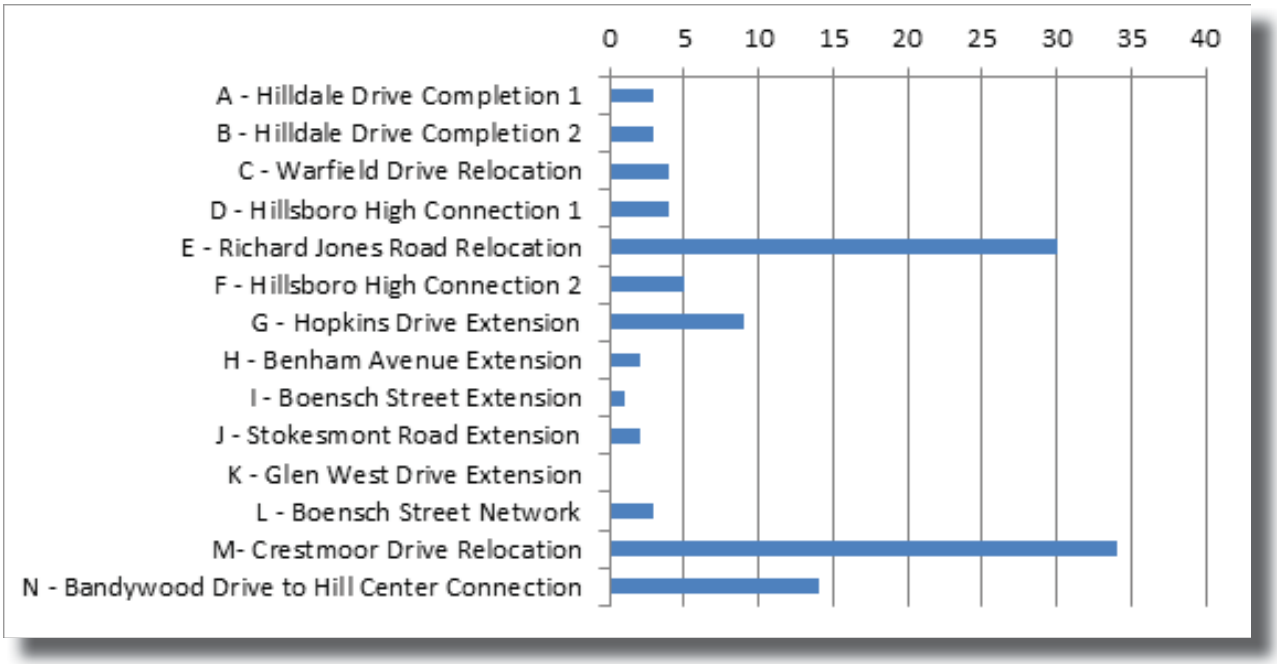
Hillsboro, & Battlemont Neighbors to develop Green Hills access to North.

56. Regarding interchange: NO! NO! NO NO NO NO Never over my dead body NO residential OMG no
57. Construction of the Granny White interchange would be the first item I would eliminate due to cost & impact on an already thriving neighborhood. This essentially shifts one set of problems from one corridor to another.
58. I-440 at Granny White. Residential neighborhood with houses & driveways too close to street. The other interchange (West End, Nolensville Rd and Hillsboro Rd) are in commercial/business areas and Granny White is schools/houses.
59. Too hard to choose one. What does the research say would be most effective/ineffective? Eliminate the ineffective.
60. Eliminate interchange.
61. !!! Eliminate I-440 exchange at GW Pike. Where would traffic go anyway?
62. Eliminate interchange! Develop 440 for bikeway and put a greenway at the intersection of 440 & Granny White. Improve North-South bikeways.
63. 440 Interchange
64. Eliminate the construction interchange @ 440 to Granny White Pike.
65. Regarding interchange: BAD IDEA! WOULD INCREASE TRAFFIC!!
66. *Very opposed to construction of this interchange
67. *The 440 interchange at Granny White. A single lane street w/o turn lanes cannot handle the added traffic of an Interstate exit. Franklin Rd would be a better place to add an interchange.
68. Please eliminate the interchange project. I OBJECT to the interchange of I440 & Granny White. I live in the neighborhood & feel there is already too much traffic congestion. This is a pedestrian neighborhood!
69. I-440 @ Granny White - much increased traffic flow than well established neighborhoods.
70. Eliminate turn lane re-striping. It is the least beneficial because the striping is already there.
71. Construct interchange at I-440 at Granny White Pike. This would never be approved by federal DOT. GWP is a two-lane road and the interchange would dump traffic in a quiet neighborhood. Also, when this was tried in late 70's/early 80's it was stopped by officials and a federal consent decree states there can be no interchange.
72. Granny White - street too narrow to handle traffic.
73. Realignments at intersections - These are dreadful bottlenecks. Going 50 & trying to turn for Post Office is a disaster. Acquire Gentlemen Wearhouse property & use that for curve of road. Acquire CVS property & use that for connection. Eliminate or modify to decrease impact of I440/12So interchange.
74. I-440 & Granny White
75. Support realignment of Richard Jones: This has repeatedly been a missed opportunity. Should have done it back in the post-Service Merchandise days! Adding turn lanes. I commute on bike and running & bus. *Ran home from downtown today to come to this meeting =)) I get tired of space that could be used for bike lanes, sidewalks, or rapid transit be given to a turn lane.
76. Regarding interchange: Very against this plan
77. Yes. Constructing an interchange at I-440 and Granny White. Why? Because Granny White is a smaller volume, historic roadway and the added value/impact to traffic in Green Hills will be minimal at best. The idea is to get people out of their cars, not create more spaces for cars in residential areas.
78. Construct interchange @ I-440 should be eliminated.
79. Interchange @ Granny White

80. Construct I-440 at Granny White Pike
81. Interchange at Granny White
82. Construct interchange at I-440 at Granny White Pike - because I live near there and do not want the increased congestion. 12South already is slow moving and has lots of pedestrian traffic.
83. Construction of an interchange at I-440 & Granny White Pike may help Green Hills traffic but it will change the character of that whole area with the danger that Granny White from Lipscomb to Brentwood will become impossible and there will be a move to widen that road and destroy the irreplaceable stone walls.
84. *No off ramp on Granny White.
85. Eliminate off ramp @ I-440 & Granny White

QUESTION 3 - STREET CONNECTIONS

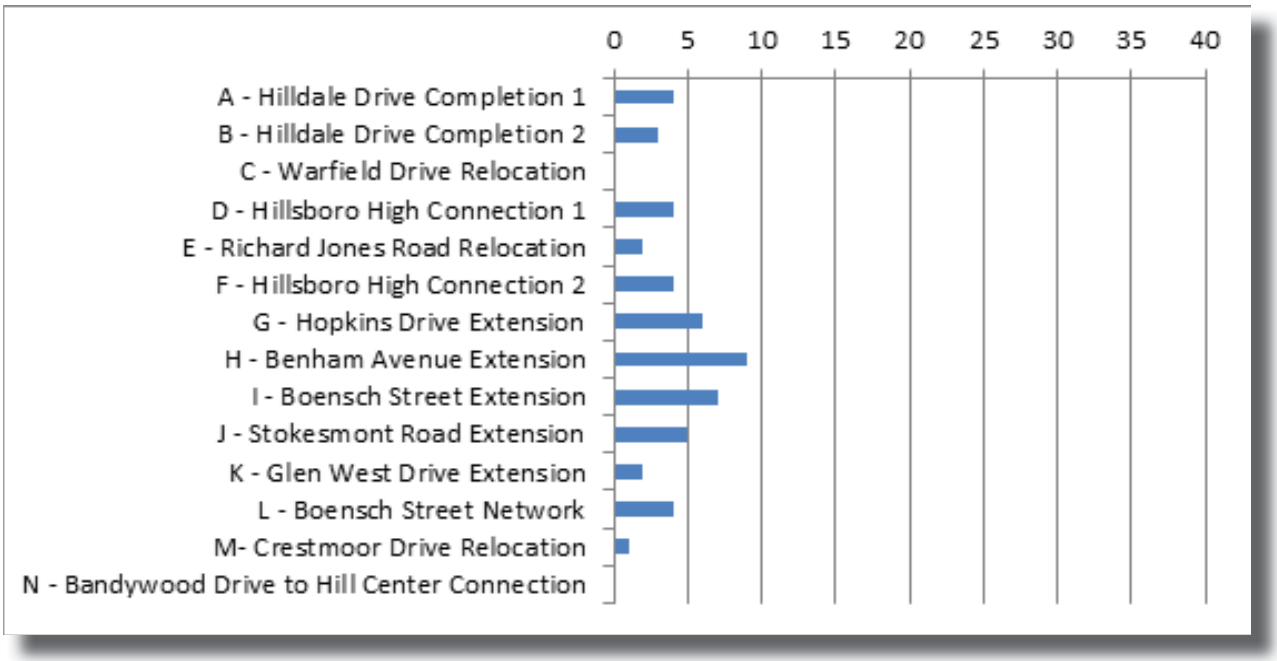
Review Boards 6 and 7. Strategic street connections can help disperse traffic onto multiple streets instead of funneled onto one primary road which becomes very congested. In some instances in Green Hills there is already right-of-way owned by Metro, but a street has not been built or gates are in place preventing traffic to use a street.



Other comments regarding these connections:

1. Any are fine
2. Really, anything to improve walkability.
3. Any street connections will help.
4. Crestmoor & Glen Echo - important bikeway connection between Crestmoor and Belmont Blvd.
5. Couldn't get close to boards
6. All proposals will reduce congestion, however exercising eminent domain to achieve objectives is strongly discouraged.
7. (All the green ones)

List the letter of the street connections you do not feel will help reduce congestion in Green Hills.



Why not?

1. (E & M) seems like it would be a lot of buy for the buck.
2. (D & F) Creating a new road add to traffic. Bad idea.
3. (D, F, & L) Too small an area, too residential
4. (L, G, K) Sub-urban or purely parking lot access.
5. (H, I, J) Making additional thru streets so close to the major intersection at Hillsboro & Woodmont is not going to improve traffic flow on Woodmont.
6. (H) see above - Hillmont extension. This will create a "bypass" through Green Hills and exacerbate an existing problem with excessive speed and traffic count on Hillmont.
7. Don't mind any of them, but build them as complete streets if you plan to build them at all.
8. All are lower priority than E & M.

9. Do not extend Boensch to Woodmont. Do not extend Benham to Woodmont. Graybar is already too busy in this area. Also, people try to turn left off of Graybar onto Hillsboro Rd. Most times of day, it is not possible. I would like to have a "no left turn" sign.
10. (A) Doesn't address major issues on Hillsboro.
11. (I, L) I live on Boensch & it is a wonderful dead end street. The traffic on Graybar is bad now with cut thru. Need to put a no left turn at Graybar & Hillsboro Rd.
12. Street connections that remove T intersections and improve traffic flow seem reasonable. Intersections that go through neighborhoods ruin what makes Nashville, Nashville. We are not a city defined by shopping malls, strip malls and condos.
13. (G,H, I, J) There is plenty of N-S access already between Woodmont and Graybar.
14. All would keep but E, M critical
15. (G, H) Too close to Woodmont/Hillsboro. This will not help anything but makes neighborhood streets less safe. Stop driving traffic off of main arteries & onto residential streets.
16. (A, B) Because it would put a road that would get in the way of possible greenway along Sugartree Creek.
17. (H) visibility on Woodmont at this potential intersection is horrible. The other N/S streets already handle this.
18. (H & J) Unless you put a light at Woodmont you can't turn from streets like Benham.
19. Any addition to Granny White Pike. No right-of-way exists to expand it.
20. (A & B) Too much impact on homes w/ small lots.
21. Ones in Graybar area - not a priority

QUESTION 4 - TRANSIT

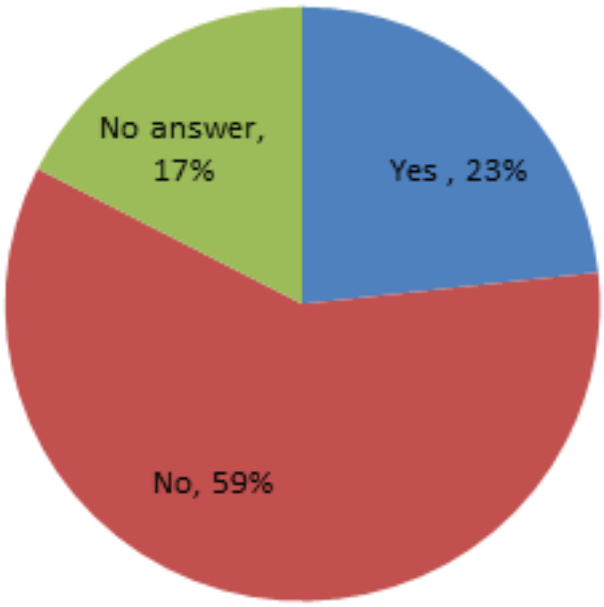
Review Boards 9 and 10. Mass transit can move many more people in one vehicle than several individual automobiles. The average bus capacity can range from 50 to 100 passengers or more. Currently, there are three bus routes that service the Green hills area. What type of transit do you want in Green Hills in the future?

1. Can't picture much more than buses. Something like light rail would be awesome.
2. Private automobile (no bikes) only.
3. Mass transit is the way of the future. Also need more routes for bikes & pedestrians.
4. buses that run regularly
5. any and all
6. Transit stop improvement is great. I doubt that people coming to Green Hills to shop or work would use a shuttle bus service or a bus. Americans are loathe to give up the automobile!
7. Increase connector route
8. A form of AMP for GH. If West End doesn't want AMP, give it to GH between GH and Vanderbilt.
9. Smaller transit vehicles which run on a more frequent, regular schedule.
10. Connection to AMP.
11. Circulator - park once and have access to all of GH.
12. More bus (mini) more often
13. Protected bike lanes
14. subway type
15. Better scheduled transit - buses or trolleys

16. Mass transit "can" but never does transport more than 4 people at a time. Reduce drastically to morning, noon, evening, and midnight runs ONLY. Do not cater to lower tax bases that contribute negligibly.
17. Buses would be fine with me although I am doubtful about how many typical Hillsboro drivers will use them. In these affluent areas, it should be recognized that the car is as much a status symbol & fashion accessory as it is a transportation device.
18. Trolley within shopping district
19. Small bus, bikes, walking
20. BRT or streetcar along the following route: GH terminus: Minihub @ Hobbs & Hillsboro to Hillsboro Circle to Crestmoor to Glen Echo to Belmont to 21st and then joining AMP route at Broadway/West End. Also, more frequent, later service.
21. Option 2-Board 9
22. AMP
23. I simply want the bus #2 & 7 to serve the John Trottwood More School-!
24. Mass transit is a great idea. The hard part is getting the public to leave their cars at home.
25. Increase bus transit is fine
26. Less
27. More frequent buses
28. Light rail connection
29. Increase more bus routes
30. I would prefer to see shuttle rather than large buses. I would also like to see mass transit run later at night and have more realistic routes for convenience.
31. Circulator
32. Bus - but need to connect the lines and have several shorter loops.
33. Light rail or buses with electric connection. The routes need not to all go downtown. This is not helpful. Circulator routes to major places.
34. More bus routes that actually make public transportation possible, later scheduled buses from 12South to East Nashville, Gulch, Green Hills, etc. that allow ppl to take buses but to dinner. Light rail, trolleys whatever it takes to get ppl out of cars.
35. Maximum bike/walk ways
36. Electric buses
37. Have we not learned by our low bus riders presently. We are not a bus community.
38. Light rail, bus
39. We need to decrease the buses; most of them are nearly empty.
40. 1.) Bus rapid transit Downtown to Williamson Ct via Hillsboro Rd.; 2.) Specialty transportation for shoppers & students
41. Bus service/possibly AMP
42. Rush hour is the real problem. Around Xmas, 4th of July, and summer months, traffic is reduced. Some of this is Lipscomb & Belmont students who would probably ride a little bus to mall.
43. Street cars or electric shuttles that travel the highway stretches in a circular fashion so running errands without a car is fun and possible.
44. Multimodal - bike & pedestrian
45. Crosstown route connecting to AMP, 100 Oaks, Woodbine, Mufr. Rd. BRT Lite, Charlotte BRT (future)
46. Walkways pathways

47. Golf carts
48. Provide trolley service in shopping district.
49. bus
50. like current uses
51. Extend #7 to Burton Hills
52. #7 is great, has to be more frequent & extend to Burton Hills as planned
53. Bus is good. Need sidewalks on Hillsboro between 440 & Woodmont to access stops.
54. None
55. Getting off & on buses is to me concerning- & consuming.
56. Express bus to downtown & West End. I ride #2 & 7. #2 takes way too freaking long to get downtown. I live by #2 bus stop but walk 15 minutes past that stop to #7 stop because #2 schedule sucks! Also, we need a B-cycle station!!! And, I want a Green Hills AMP.
57. buses fine but the bus stop are too close to Hillsboro Rd
58. Light rail, circuit bus routes
59. AMP
60. I don't know how feasible it is, but I would love public transit that doesn't share the road w/ cars so at times of heavy traffic, it is faster.
61. local circulator

Do you use transit?



What improvements can be made to the existing transit service that would make it more convenient for you to take transit? Are there adjustments to the route or frequency that would help?

1. Expand the routes further south on Hillsboro
2. Do cost/benefit analysis of MTA.
3. Route frequency would definitely help
4. Only auto
5. Connector routes to avoid trip downtown then out
6. An MTA app that gives automated arrival times for buses. PLEASE!
7. Great idea --> A local circulator service-tried (for too short a time) and discontinued. MTA should commit to this long-term!
8. There should be a bus that goes from 8th Avenue…Woodmont to connect to Harding Rd.
9. Extend to Burton Hills
10. But I would if times & day convenient late night cars a.m.
11. More frequent
12. Bus service to Harding along Granny White. But I would rather have.
13. Does not go where I go
14. N/A - responsible taxpayer with reliable transportation. I make an effort to appeal to employers, rather than spend effort legislating spite!
15. I live within walking distance to Lipscomb and would consider using transit if the buses ran all day. As it is currently, I believe the route changes after 5 pm which severely limits my options.
16. Later hours from downtown thru Belmont Blvd.
17. More into city center and to Green Hills Mall.
18. Would like to see continuation & connections on Belmont & even Woodmont
19. Every route in Nashville needs to be more frequent, run later, and be better served by connecting routes outside of the Downtown bus station.
20. Option 2 - Board 9
21. Consistent route with protected depots.
22. Greater frequency of bus service on Belmont Blvd.
23. Not really
24. Bring bus further south on Hillsboro.
25. They do a good job from Graybar (Starbucks) to Nashville.
26. Better pedestrian access to stops, including access along business/retail pathways
27. Contact businesses on how available the bus transit to employees & patrons
28. The frequency would have to be greatly improved.

29. Not practical for me b/c I work the majority of the time in Franklin and have frequent changes to my schedule.
30. Bus not often. Biking is more convenient.
31. Connect the 7 and 21. Need a 12S, Belmont, Lipscomb loop.
32. Better/more route options and later hours of operation.
33. Don't make every route go downtown. No spoke pattern for bus routes.
34. Later times
35. Parking next to bus stops.
36. Detailed schedules on bus stops 12 South
37. Increasing the frequency of existing transit and incorporating park n ride south of Green Hills to cut down on traffic into the area.
38. Hillsboro Rd (improvement and completion w/ crosswalks)
39. Street cars or electric shuttles that travel the highway stretches in a circular fashion so running errands without a car is fun and possible.
40. Read the info - build AMP
41. Would love to! No buses from my area to Vanderbilt
42. More frequency. Elimination of transfer penalty.
43. Make it subterranean
44. No one in the area is going to use transit to the extent that it will majorly impact traffic problems.
45. I work at the airport & would love to use mass transit as a commute to work. The bus routes need to be more coordinated and less hub and spoke. Transit authority needs to create more public awareness about public transportation & run routes later for people to use.
46. Establish free shuttle in and around Green hills commercial and residential areas. Create park n ride lots outside the most congested areas.
47. Yes - increase both routes and frequency
48. More frequent, #7, 4 x per hour
49. Sidewalks on Hillsboro & Bowling Avenue. SAFE way to cross Hillsboro Rd Between Woodmont & 440 - if ride bus to Green Hills southbound, can't cross safely where I go home northbound. Would walk the wife to Green Hills but no sidewalks.
50. Extend hours
51. increase frequency
52. Transit should include park & ride if you aren't going to go to Four Season, Georgetown area. I would love to catch an express bus at Kroger.
53. Circulating (yellow) route will be extremely useful to me and my neighbors who don't need to take my/ our cars into heart of Green Hills on the current daily basis. We are between Belmont & 12South.
54. Build AMP
55. Park n Ride, Expand #7 to Burton Hills, New local circulator

QUESTION 5 - PEDESTRIANS

Funds to build and maintain roads and transportation facilities have dwindled since the late 1990s. Metro has limited funds and many streets in Davidson County need sidewalks. Where should sidewalks be constructed first in Green Hills?

1. 1) In front of my house (Castleman Drive east side of Hillsboro).; 2) On Hillsboro - on both sides
2. No need
3. along Hillsboro Rd.
4. Along Hillsboro Rd going toward Harding Pl.
5. Gale Lane to Woodmont
6. Residential areas. New Commercial district/retailers should invest in making GH more pedestrian friendly.
7. Granny White Pike, Lone Oak, Hillsboro Road, Hobbs
8. Along 21st in the commercial areas between Hobbs Rd & Crestmoor
9. 1. residential streets that connect to Hillsboro Road; 2. Hillsboro road itself, all the way to Burton Hills
10. Hillsboro Rd., Shackleford, Warfield
11. Lombardy Avenue
12. Near JT Moore & Hillsboro H.S. please! Belmont Park Terrace to Harding & by Green Hills Park. Also, Lone Oak.
13. Mall area & across from mall where street can be crossed.
14. Yes
15. Where people already walk without them!
16. Because I think the sidewalks connecting the outlying residential areas are underutilized and unnecessary in this current car-centric environment, I would instead favor new sidewalks in high pedestrian neighborhoods where no continuous sidewalks currently exist. Best example: Belmont Blvd from Lipscomb Campus to Woodmont and Granny White from Lipscomb to 12th S Area.
17. As many as possible.
18. Everywhere
19. Would like to see continuation & connections on Belmont & even Woodmont
20. Funds are available through TDOT's Multimodal Access fund, Safe Routes to School fund, Transportation Alternatives program, as well as the MPO's Transportation Alternatives Program and Active Transportation Program, as well as Metro's Capital Improvements Budget. Tell Public Works to stop making excuses and finish the implementation of the Strategic Plan for Sidewalks and Bikeways. it is simply untrue to indicate that funding is drying up.
21. Board 11 Hillsboro Dr. needs full sidewalk; pedestrian promenade is a good idea; greenway is good, too Sidewalks needed - 1.)Warfield Drive; 2.) Lone Oak from Warfield to Richard Jones;
22. connect GH to BHN/Hobbs all way around to Glen Echo; sidewalks on Woodmont
23. Belmont Park Terrace!; Lone Oak complete the sidewalk; Complete the sidewalk on Granny White.
24. Hillsboro Rd.; other areas near commercial properties
25. Like sidewalks, but no opinion where they should be built in G.H.
26. Warfield - Lone Oak area to increase access from residential areas & reduce auto use.
27. On Lone Oak & Warfield
28. Glen Echo to Woodmont - extend sidewalk on Graybar to Hillsboro

29. From Burton Hills Phases to Hobbs (both sides) & Overhill
30. on the most heavily traveled (car) roads.
31. into residential areas, to limit need for cars
32. In the Woodmont corridor & 12South -> Lombardy, Stokes, Woodmont, Hopkins, Benham, Gale, etc.
33. Roads need to be paved.; Sidewalks need to be continuous.
34. Main arterials, then network into secondary streets.
35. Gale Lane, both sides of Richard Jones.
36. I would place more priority on repaving damaged roads than sidewalk, but sidewalks would be great all over as well.
37. Save $15 million & don't build interchange, instead have sidewalks everywhere.
38. On Gale Lane and all around the new community center on Lealand. It is very dangerous already & children are at risk.
39. Lombardy
40. Granny White from Lipscomb -> Burger Up
41. what about plumbing - we have old plumbing and the streets - that need repair
42. 12South
43. Main streets - connect all the separate strip shops.
44. Sidewalks should be for people who are already walking. Hillsboro Rd does not need more sidewalks.
45. Belmont Blvd & Granny White northward
46. Woodmont; Granny White; Hillsboro
47. Hillsboro Rd (improvement and completion w/ crosswalks)
48. where people walk
49. connecting shopping areas to reduce driving from parking lot to parking lot.
50. All collectors & arteries.
51. Connect existing retail & office.
52. 12South Granny White Pike from Battlefield to Woodmont
53. Re-direct funds from all the Downtown projects in the Gulch!
54. Granny White from 440 to Harding, Belmont Park Terrace
55. Funds are probably available - just not used for things that improve neighborhoods.
56. 12th Aven. Needs sidewalks all the way to the new walking park on Gale Lane (from Lealand to 12th) and Sevier Park needs sidewalks on its borders. Green Hills is not as pedestrian-friendly.
57. Belmont Park Terrace
58. Around schools first & foremost. Specifically John Trotwood Moore-Belmont Park Terrace & Lone Oak Road.
59. Construct sidewalks in residential areas first so the residents can walk to free shuttle stops. Commercial areas do not lack sidewalks.
60. N/A
61. On Hillsboro Road between Hobbs Road and Harding Place
62. Connect Abbottsford to the Mall
63. Woodmont & Hillsboro Rd see above; then Valley Brook & Cross Creek; Then Abbott Martin
64. Hillsboro in front of Hillsboro H.S.
65. There are many projects on the horizon- where is the tax money coming from?
66. Hillsboro Road to I-440. I run home & have to go out of my way to get home because I can't walk/run

down Hillsboro. Also, need to be able to bike on Hillsboro.
67. side streets.
68. especially around Abbott Martin/Richard Jones/Mall/HHS/Post Office; I walk in the grass too often! Trying to avoid parking & reparking.
69. Estes Rd, Lynnwood
70. Sidewalks are needed to connect shopping areas
71. Focus on building sidewalks around schools.

QUESTION 6 - BICYCLISTS

Many Green Hills residents cite the unsafe and unpleasant conditions along various streets as barriers to safe walking and biking. What additional strategies can be undertaken to improve biking and walking conditions in Green Hills?

1. Sidewalks are the most obvious strategy - bike lanes/greenways would be helpful too.
2. Walking & biking are recreational, not transportation.
3. Trees for shade and as a buffer from traffic. Landscaping to soften the street scape.
4. 1.) Limit on-street parking!; 2.)Include min. 10' landscape buffer next to any new sidewalk built!
5. Sidewalks
6. Traffic speed & right of way to bike or walk.
7. Consequences of changes in streets should be carefully considered by traffic experts.
8. Protected bike lanes, remove telephone poles from sidewalks.
9. Medians as the Plan.
10. Better sidewalks and lighting. More police presence.
11. Nothing - if you want to walk or bike, just do so. You are already equal to all other traffic. What we need is actual enforcement in the use of designated crosswalks whose use legally necessitate traffic to stop!
12. Biking & walking trails that do not hug the major thoroughfares and collector streets without an easement buffer. Example: Shackleford Drive & Granny White Pike around the Lipscomb Campus where the sidewalks come right up to the curb.
13. Sidewalks!
14. Stop duplex dual construction on one lot.
15. More sidewalks, more designated bike paths.
16. Remove center turning lanes. Replace with either medians or bike lanes (or both). Reduce widths of auto traffic lanes to reduce speed. Dedicated pedestrian/bicycle signal phases. Delight the eye of the pedestrian--ban billboards and obtrusive signage, improve aesthetic conditions of Hillsboro Rd.
17. Modern signals at all crossings with audible as well as visual signals at all corners.
18. Educate drivers and get pedestrians & cars out of bike lanes.
19. There should always be grass between sidewalk & street. There should be traffic calming "bumps" on Lone Oak across from J.T. Moore like there area on Glendale -- No more density until traffic is solved.
20. Educate people to walk on left side of street. I live on a street with new sidewalks & people still walk in the street. Educate bikers that they need to act like a car--maybe even make bikers have licenses & licenses for their bikes to pay for bike lanes.
21. Reduce volume of traffic.

22. More sidewalks to improve access from east side residential areas & Lipscomb University.
23. Bike lanes on Lone Oak, Warfield, Richard Jones, Hillmont. Sidewalks connecting to Hillsboro.
24. Graybar has a sidewalk & no one uses it. They walk & ride bikes in the road on the wrong side.
25. Repair sidewalks on Hobbs
26. Eliminate dangerous traffic situation at 3:00 on Hobbs when parents are lined up to pike up their children at Julia Green.
27. Wider streets w/ dedicate bike lanes & fully connected sidewalks on all streets.
28. More sidewalks, timed crosswalks, benches, trees.
29. More Lighting on 12th.
30. I'm not sure biking needs to be increased. More sidewalks for walking would be great.
31. I fully support bike lanes & sidewalks. They just need to be continuous.
32. Awareness campaigns and increase cycling incentives along all streets. When there are enough cyclists on the road conditions become safer.
33. I support adding additional sidewalks & bike lanes.
34. Light rail. Better mass transit. Less cars. Study Salt Lake City/Seattle.
35. Sidewalks, lighting, traffic lights, greenways. None are friendly.
36. Better Planning on front end which didn't happen--so now we must.
37. Lower speed limits, traffic calming
38. Take bikes off Hillsboro--too much space given to biker now. Many do not obey traffic laws--no enforcement. Drivers do not give them space leads to accidents. Best to keep them off main streets.
39. Stop diverting traffic from main arteries to residential streets. Stop high-density development in G.H. Develop other areas of Nashville.
40. Pedestrian crossings are abysmal--must improve.
41. Bikeways, not just lanes, Greenway on Sugartree Creek.
42. Sidewalks
43. Add trees, add median, eliminate excessive driveway entrances. Protected bike lane cycletracks connecting to Lipscomb & Belmont Blvd bike lanes.
44. Team up with the Green Way, create a bigger/wider path to include bikers as well. Make routes that run parallel to Hillsboro. That street is too busy for bikers.
45. More sidewalks
46. Elevated bridge crossings.
47. This is not Manhattan & walking to grocery stores, shopping etc. is never going to be practical. If the speed limits were enforced walking for exercise would be safer & more doable.
48. More sidewalks
49. Sidewalks & longer crossing times. I walk to work when weather permits & sometimes feel rushed to cross Hillsboro.
50. Sidewalks on one side of each street; more crosswalks and enforcement of pedestrian right of way; 20 mph speed limit throughout Green Hills (safer and less through traffic)
51. N/A
52. Improve the traffic lights at Burton Hills on Hillsboro to have a "walk" light
53. biking lanes don't drop off
54. Sidewalks!
55. By having ample space for pedestrians & cyclists, car drivers may become less important.

56. Get rid of rumble strips!!! And who's brilliant idea was it to put grates in so your tire gets stuck? Fortunately, I do think some have been fixed so thanks for that =)
57. Lower speed limits, encourage street parking
58. Better signal timing - would reduce time on street corners at risk of being hit by cars & trucks =)
59. Widen road beds & add bike lanes.
60. Build Amp.
61. I would like laws regarding biking, walking, and driving that affects walking and biking more strongly enforced. More sidewalks. Dedicate bike lanes preferably that have some sort of barrier/separation between bikes for traffic.

Other Comments Received

1. This is ridiculous. This plan has been in place for 2.5 years. We just heard about it--You want me to digest this and tell you what is good! NOT ENOUGH TIME!
2. Have not read, too much to consider all tonight. As 12S resident & 12SNA board member-concerned w/proposed I-440/Granny White Interchange. GW is historical, tight, 2-lane artery (not corridor, etc.) to the county line. Historically defended as such. Add 12South business district, also tightly and neatly streetscaped. Add newly regionalized Sevier Park, to service exploding young families w/ childrens. Add DNDP plan amendment to "complete" neighborhood w/ multi-transit control of vehicles. Add Mafiaoza's, Urban Grub, 12S Flats w/ "automobile"-based development.
3. *Stop overbuilding in Green Hills -- this would help transportation more than most of these ideas.
4. Thanks for asking!
5. Is this going to add travel time going through Green Hills--It is going to be slower.
6. The picture with median in Green Hills is pretty but median should be functional! Should be place to walk, bike, or have subway, or BRT there.
7. Please find funding for these ideas. They are wonderful & need to be implemented. No more studies, implement!
8. Bikes should be acknowledged to be encouraged on all roadways. Even Hillsboro.
9. Something like the Music City Circuit would be great in Green Hills/12South.
10. I walk to/from work.
11. I am sure I will think of something brilliant right after I turn this in!
12. Also take care for elderly parents in GH/sons graduated HHS in 2000/2003.

Community Meeting on February 20, 2014

A final open house was held on February 20, 2014 from 5 p.m. to 7 p.m. at Calvary United Methodist Church. The following comments were left by those that attended the open house. Planning staff responses, where appropriate, are in italics.

Comment

Stacked stone walls on Granny White – are of great importance historically. See historical marker on Granny White. People who know Nashville history would be very upset to see them moved-torn down-displaced in any way!

Response

The plan does not propose removing any of the historic walls along Granny White Pike. No major widening is shown of the street. A multi-use path, which is a 10'-12' asphalt path for bicyclists and pedestrians, is proposed along the length of Granny White Pike with the intent that study would need to be done to determine the best placement for the path and enhancing the character of the corridor by strategically using the stone walls to separate traffic from the multi-use path.

Comment

I don't see anyone trying to carry 3-4 bags of groceries from Kroger to Burton Hills or trying to wait and get onto a bus. Neither would they be able to get them into a basket of a bicycle. I have tried to get from one end of the mall to the other with packages. I cannot imagine trying to get from Bread and Company with purchases to CVS or Chico's etc. I drive Belmont Blvd. 3 times weekly…I have only seen 11 bikers in all the years I have been using that street.

If the parking access for 250 new apartments is onto Hillsboro Road this will overwhelm any traffic plans—will they be routed down Richard Jones Road? Infill housing is multiplying the number of cars right along Green Hills by 2, 3, 4 times according to how many house replace 1 on a lot.

How can we possibly have enough lanes on Hillsboro Road through Green Hills if we take up lanes for a median? It has to increase the time to drive from 1 end of Green Hills to another.

Response

Residents and attendees at the community meetings have repeatedly cited the lack of sidewalks as being a major barrier in Green Hills. Nashville was recently recognized as a bronze-level Bicycle Friendly City by the League of American Bicyclists. In 2013, the Nashville Area MPO performed bicycle and pedestrian counts at key locations in Nashville and surrounding counties in the morning and evening. At Belmont Boulevard and Bernard Avenue, they counted 67 bicyclists in the morning and 73 in the evening. That is 140 bicyclists over four hours on one day. You can review their data on their website.

Metro Public Works requires a traffic study to be completed with redevelopment at Richard Jones Road. Additions involving turn lanes, traffic and pedestrian signals, and sidewalks are anticipated.

There is no funding to undertake a project to install a median down Hillsboro Pike. Access management is described in the

plan with the ultimate goal of consolidating driveways and access points and providing strategic pedestrian refuges. The Federal Highway Administration has information and publications available on access management if you are interested in learning more about this strategy to improve traffic flow and safety. We will propose a staff condition to clarify access management along Hillsboro Pike to emphasize driveway consolidation and shared access.

Comment

1. Bicycle lanes: Planning Dept. has "no idea" about magnitude of bike transportation, yet we spend an inordinate amount of money on bike lanes which impede automobile traffic.
2. Traffic lights: Should turn to blinking during low-traffic times, roughly 7:00 pm to 7:00 am.
3. Hillsboro High School should be re-located to less valuable property; such as Hillsboro Park.
4. School buses: Implement Dr. Register's proposal to use MTA buses and routes instead.
5. Traffic light on Hillsboro Road at Burton Hills is more barrier than benefit.

Response

There are a few examples in Nashville where roads have had travel lanes removed in order to provide bike lanes. These have included Belmont Boulevard, Shelby Avenue, and Riverside Drive. Typically, these streets do not have peak congestion warranting the travel lanes that were removed. In most instances bike lanes are added where the pavement width already exists and are done when Metro or TDOT repaves the roadway.

We will be sharing your concerns involving the traffic signals with Metro Public Works.

Comment

Please don't sacrifice green spaces for roads. (Green Hills Library, HHS, etc.)

Comment

Please focus on walkability. There has been a lot of interest and improvements for bikes (which is wonderful and been fruitful). Now, it is time for the walkers to get their share! I urge you to consider building in connectivity at all possible places and break down the super-blocks. The more one can 'zip' over to a destination the better for all including businesses. Thank you for your efforts! –Stacy Dorris, Shade Parade Nashville

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Comment

First of all tearing down Firefly and destroying Bandywood in the name of progress is the direct reflection of poor decisions. This Transportation Plan is NOT designed to protect the environment. Folk who are native to Nashville, such as myself, have been watching the destruction of green spaces-i.e. yards-for several years now. The Metro Planning Commission has clearly not been having a good day at the office for quite some time now.

If you wanted to "protect human health and the environment" (p 7) you would leave the trees and green spaces that have been existing here longer than you have been working for this plan. p 6 The Green Hills of yesteryear had far more open spaces before all this poor planning took over. Too much infill of larges houses

crowding out the cottages and ranch homes that have given Nashville its appeal. For years and years people came here for the tree. You all are promoting GREED HILLS.

JUST SAY NO – is the phrase the Planning Commission needs to adopt. The high rise going up on Richard Jones is obviously not going to help the traffic situation. Nor does this add to the open space you so freely talk about. This Commission has been broken for a long time and many natives are disappointed. You all have ruined our character of Tennessee.

Response

This plan does not propose tearing down Firefly. It identifies a connection for when the area is ready for redevelopment in which a street could be built to help with mobility in the area. The Hill Center was designed to make the connection behind the existing Bank of America building. There is no funding to buy property and implement the street connections described at this time.

Comment

Would like to see mass transit map imposed on top of road improvement or change to be able to better see impact.

Response

The draft plan shows a map with the transit network and street connections. This will also be included in the final plan.

Comment

On the sidewalk plan, item 11 notes a historic wall which has its location noted incorrectly. This wall is on the opposite side of Granny White. The side of Granny White needing the sidewalk does not have a historic wall. Also that is a current sidewalk actually that has not been maintained by Metro. It has a curb and asphalt now at or below grade of Granny White due to resurfacing.

Response

None of the maps indicate the location of the historic walls. We will look into this further. We will make the correction described on the map related to the sidewalk in the final plan. Thank you for catching this.

Comment

Great ideas – especially want the sidewalk along Belmont Park Terrace from Shackleford to Harding.

Comment

I am very relieved to see plans to put in sidewalks on Belmont Park Terrace. It is very scary to walk from my home to the Green Hills Park and it seems all wrong to drive 3 blocks to a park to go for a walk!

Comment

Provide better vehicle detection at Hills (top of hill)/Burton Hills excessive delay when signal turns red on hills when no traffic on side street. Use video detection at all intersections. Improve maintenance of veh.

det. Need right turn lane or double right turn when realigned for turns into Crestmoor. Restrict further development that increases traffic unless infrastructure improvements completely offset traffic impact.

Response

We will be sharing your concerns involving the traffic signals with Metro Public Works.

Comment

Love the sidewalks along Belmont Terrace and Hillsboro! Love the multi-use path from Harding, down Granny White to 12South! Yes to a pedestrian promenade around the shops. Love a median down Hillsboro and a boulevard look. Connecting the parking lots along Hillsboro would help the stop and go traffic—would be helped by a sidewalk wide enough to push a cart or stroller (could go from shop to shop). Not sure if it was in the plan but buried utilities for new development would help property values of all. The idea of an assessment district (like CBID) for Green Hills would be great and benefit the businesses involved. Makes a lot of sense, rather than the general tax base paying for these improvements. Thanks! I hope these ideas are implemented within the next 5 years, so my kids can walk to school.

Comment

As in the past, most of this plan is "pie in the sky." Only the parts that will enable higher density and more development will be achieved. The bottom line is there is no money to do any of these things. GH was once a wonderful place to live; those of us who have lived here for many, many years and helped create GH as the great place is was, are saddened to see how Planning is trying to create their vision of how GH should look, completely ignoring what the actual residents want. Goals 2 and 3 of this plan are all about development.

I was sorry to see the potential exit from I440 onto Granny White completely deleted from this plan. I certainly understand the concerns of those who live in that area; however, this plan makes the point that sometimes connectivity is necessary for the greater good. Apparently using selective hearing, planners caved to the Granny White area residents, but failed to hear the many concerns of the Green Hills residents. We cannot continue to take the brunt of traffic from I440 heading south. This plan simply does not address traffic. It seems to be a guideline for density and more development.

Unfortunately, the Planning officials who actually end up deciding these plans are not elected, but appointed or hired. They are only accountable to the one who hired them or appointed them. There is no accountability to the residents. These Planning officials do not speak for the majority, nor do they represent us responsibly. Whatever their vision, it does not include the current residents. Most of us moved here to enjoy our community; to have convenient shopping, convenient churches, etc.; a place where our children can play safely—little by little that is all changing. Trying to get to the grocery store or the library or gas station is now an inconvenience. The Planning officials are trying to accommodate visitors and tourists, rather than accommodate us, the residents. We are willing to pay our share of high property tax dollars—when will you be willing to respect us and listen to us.

YOU SPENT OUR TAX DOLLARS, WASTED YOUR TIME AND OURS ON THIS TRANSPORTATION PLAN, YET IN THE END YOU FAIL. SHAME ON THE PLANNING DEPARTMENT.

Page 29 – Mass Transit

The future circulator will not serve residents of Green Hills. This proposal does not even go to the library or post office. Give GH residents something they might actually use.

Page 30

I actually cringe when I see any plan that involves the MPO—the biggest job around. MTA is bad enough but when you get mayors from surrounding counties, forget anything useful or sensible happening. Don't tie this plan to Strategic Master Plan or TOD. Money to improve mass transit should be spent where most needed-not GH.

Page 31

Are you kidding! Give transit vehicles transit signal priority. Have you actually driven on Hillsboro Pike during rush hour. Your intention might be "only if the bus is behind schedule" but get real.

Page 33 – Extend bus service to Burton Hills. Strong support among residents—really. Or is the support mainly from BH offices. As far as using park 'n' ride jointly for those visiting GH so they don't drive into activity center-most come from I440 and would drive through activity center to get to park 'n' ride—DUH!!!

Pedestrian Network – excellent – every very high and high priority proposed sidewalk should be the most important implementation of this plan.

Response

We have tried to address concerns of all with this plan and balance the mobility needs of the entire community while also responding to legitimate concerns about changing neighborhood character. Given today's financial constraints and the fact that Hillsboro Road cannot be widened, we think investments in maintaining infrastructure and expanding transit, walking, and biking opportunities to be of highest benefit. These strategies also support regional and local mobility goals adopted in the MPO's 2035 Regional Transportation Plan and Metro-Nashville's Mobility 2030 transportation plan. Redevelopment that supports these travel modes will also provide opportunities for people to enjoy Green Hills and not rely solely on a car. Our intent with this plan is not to make Hillsboro Pike a congestion-free route at all times of the day. That goal is admirable, but we think that is impossible because people will still want to shop and spend time in the area causing congestion at peak times. We want to expand the mobility options in the area so more people can enjoy living and visiting the area. Thank you for participating in this, and we hope you will continue to work with us.

Comment

-Please do more to control signage/clutter.

-Maybe work on changes in state law to establish an amortization system. And then change to zoning appropriately to give grandfathered businesses a time to recoup their investment and then move to a more appropriate area.

-More changes in local law to require NES to pay for moving poles (and then pass on the expenses to the rate payers).

Comment

I like the recommendations – when can we get started?!

Comment

Thanks for doing this! Please do not put a 440 exit at Granny White (or anywhere nearby) as part of this plan. Push these funds (should they ever come) toward other parts of this plan, like sidewalks and bike lanes!

Comment

Please include a sidewalk on Grandview on the north side of the Lipscomb University campus. This will create a full sidewalk supported loop around the campus for students and community members. In addition, please reconsider allowing developers to build two houses on one lot in Green Hills. It adds density and reduces green space.

Response

We will further examine a sidewalk along Grandview.

Typically one's zoning is the most critical factor in determining whether an existing house may be torn down and additional units built. The Planning Commission also recently updated regulations that help guide decisions involving compatibility with existing development when subdividing.

Comment

Very pleased with this most recent revision.

Comment

People will not walk from residences to Green Hills. I never see any people walking from the two apt/condo complexes to store along Richard Jones. Nothing will change that.

The major problem you do not address –infilling 2 for 1 or 4 for 1 housing. I have lived in Green Hills area for several decades and seen the infilling and increase of housing off Hillsboro south of Green Hills significantly increases traffic in G.H. More over the new housings are out of character with neighborhood—so area is less desirable except for young people or their first home before moving to Williamson County.

Nashville is not a bicycle city. Belmont Blvd has wide bike lanes that get very little use – driving back and forth on Belmont every day, I may see 1 or 2 bicycles in a week and most weeks none. Here people are not exchanging cars for bicycles. So most of the bicycles still wants money and do nothing for traffic except to slow traffic and make it worse. Most of the new sidewalks proposed will only be used by a few people a week for exercising. People will not walk from 440 to Harding Place on Hillsboro Road. Putting another road from the Hill Center to Bandywood would help Hillsboro traffic. Very few people will walk and carry packages from Hill Center to the Mall. Installing traffic button to allow pedestrians to cross will slow traffic even more.

A median on Hillsboro Road will be a disaster for traffic flow. What you need are more lanes through GH clearly around 440. The Abbott Martin and Crestmoor changes are important. Extending Richard Jones to Belmont would be very helpful to travel another exit for the new high rise.

Response

Nashville was recently recognized as a bronze-level Bicycle Friendly City by the League of American Bicyclists. In 2013, the Nashville Area MPO performed bicycle and pedestrian counts at key locations in Nashville and surrounding counties in the morning and evening. At Belmont Boulevard and Bernard Avenue, they counted 67 bicyclists in the morning and 73 in the evening. That is 140 bicyclists over four hours on one day. You can review their data on their website. Anecdotally, we see people walking up and down Hillsboro Pike, but we do not have counts for Hillsboro Pike in Green Hills. We will suggest that in the future.

Typically one's zoning is the most critical factor in determining whether an existing house may be torn down and additional units built. The Planning Commission also recently updated regulations that help guide decisions involving compatibility with existing development when subdividing.

There is no funding to undertake a project to install a median down Hillsboro Pike. Access management is described in the plan with the ultimate goal of consolidating driveways and access points and providing strategic pedestrian refuges. The Federal Highway Administration has information and publications available on access management if you are interested in learning more about this strategy to improve traffic flow and safety. We will propose a staff condition to clarify access management along Hillsboro Pike to emphasize driveway consolidation and shared access.

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The Planning Commission guides growth and development as Nashville and Davidson County evolve into a more socially, economically and environmentally sustainable community, with a commitment to preservation of important assets, efficient use of public infrastructure, distinctive and diverse neighborhood character, free and open civic life, and choices in housing and transportation.

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