



Belle Meade Mobility Study

*NASHVILLE DEPARTMENT of TRANSPORTATION
& MULTIMODAL INFRASTRUCTURE*

Tonight's Agenda

- Introduction
- Timeline
- Study Area & Development Descriptions
- Scope of Mobility Study
- Existing conditions
- Projected conditions
- Community Concerns
- NDOT Recommendations
- Questions & Answers

Timeline: How We Got Here

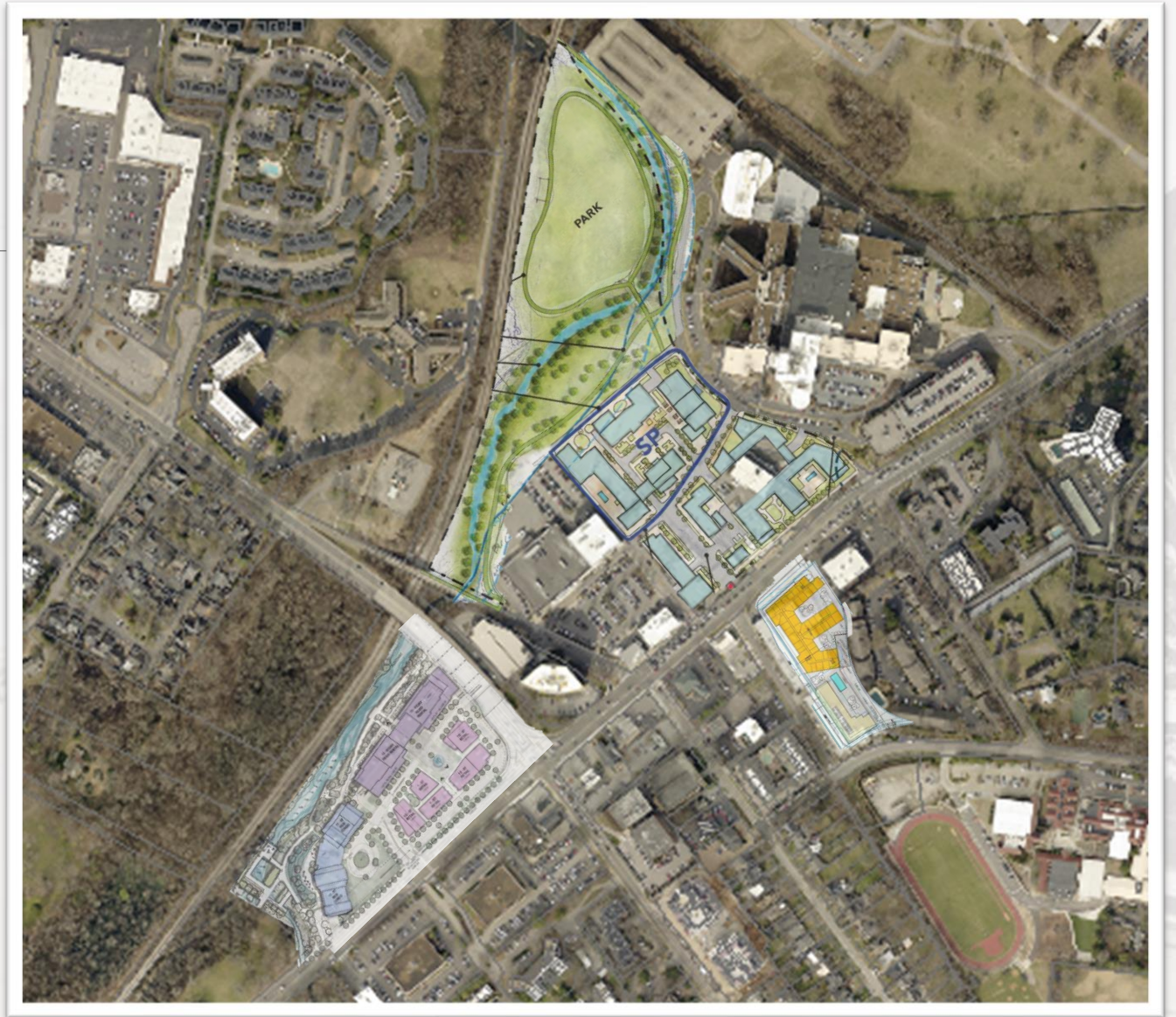
- Harding Town Center UDO Adopted in 2005
- The Harding Town Center officially becomes a T5 Regional Center in 2017, which supports mixed-use development patterns.
- November 2022, KCI requests to scope the site specific Belle Meade Plaza traffic study with NDOT.
- December 2022, with the knowledge of other redevelopments in the area, NDOT requests that KCI conduct a regional mobility study for the Harding Pike corridor.
- After community meetings in early 2023, NDOT took the feedback from the neighborhood to present the conditions/improvements the developments will be required to make.

Three Proposed Developments

Belle Meade Plaza

Harding Town
Center

4416 Ridgefield
Way



Belle Meade Mobility Study Area



Development Programs

Belle Meade Plaza

Commercial/Retail: 80,000 sf
Residential: 388 units
Hotel: 78 rooms

4416 Ridgely Way

Grocery: 60,000 sf
Residential: 304 units

Harding Town Center

Commercial/Retail: 62,000 sf
Residential: 332 units
Office/Medical Office: 200,000 sf
Hotel: 125 rooms

GRAND TOTAL

Commercial/Retail: 202,000 sf
Grocery: 60,000 sf
Residential: 1,024 units
Office/Medical Office: 200,000 sf
Hotel: 203 rooms

Belle Meade Plaza

Feature	Original Design (December)	Updated Plan After Community Feedback (February)	Change
Height	Building A: 212 feet Building B: 150 feet Building C: 160 feet Building D: 170 feet	Building A: 110 feet Building B: 138 feet Building C: 141 feet Building D: 149 feet	9% to 48% reduction in building heights; all buildings are now the same or lower height than the existing neighboring building
Density	500 residential units 120 boutique hotel rooms	388 residential units 78 boutique hotel rooms	22% to 35% reduction in units and 15% reduction in total square footage
Retail Options	20 shops/restaurants	30+ shops/restaurants	Minimum 50% increase in retail options compared to today
Parking	664 parking spaces	950 parking spaces	43% Increase in parking

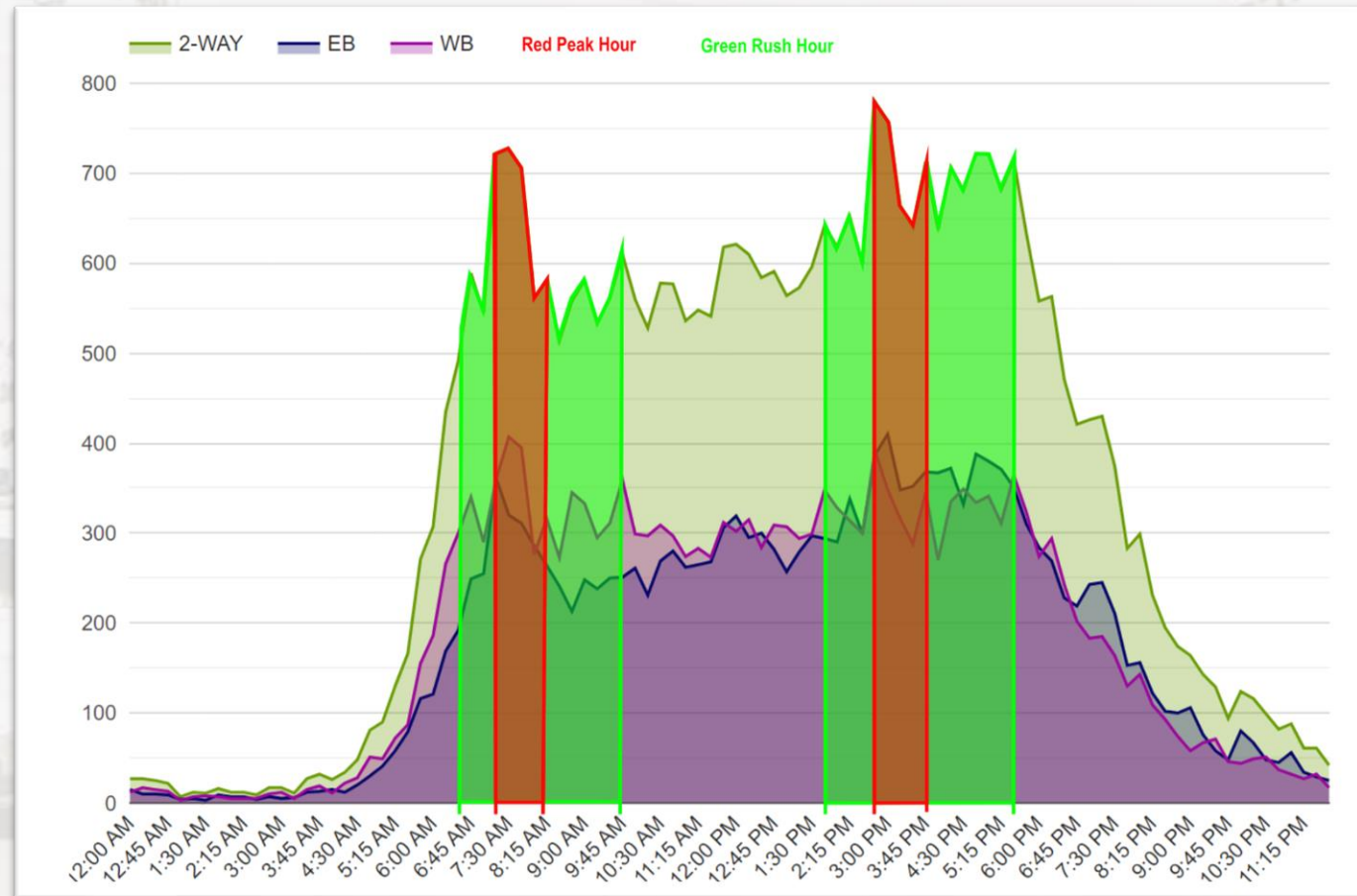
Scope of the Mobility Study

- Assess Existing Transportation Plans
 - Bikeways Plan
 - Sidewalk Plan
 - WeGo NMotion
 - Parks & Greenways Master Plan
 - Vision Zero – High Injury Network
- Incorporate Goals of those Plans
- Identify Transpo. Safety Deficiencies
- Evaluate Historical Traffic Growth
- Analyze Existing & Future Peak Hrs.
- Provide Recommendations



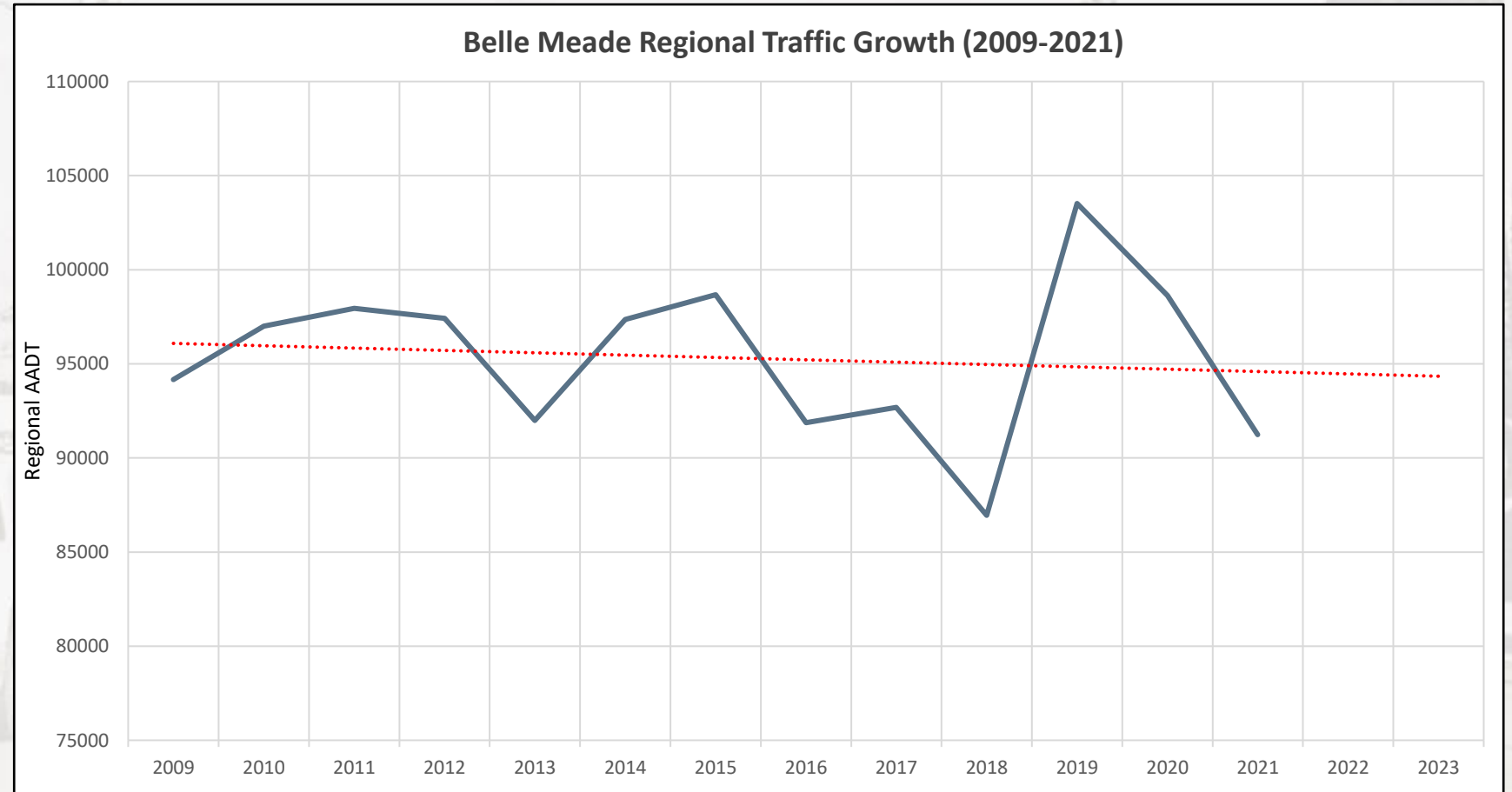
Peak Hour vs. Rush Hour

Example of
Harding Pike
traffic counts over
a 24hr period

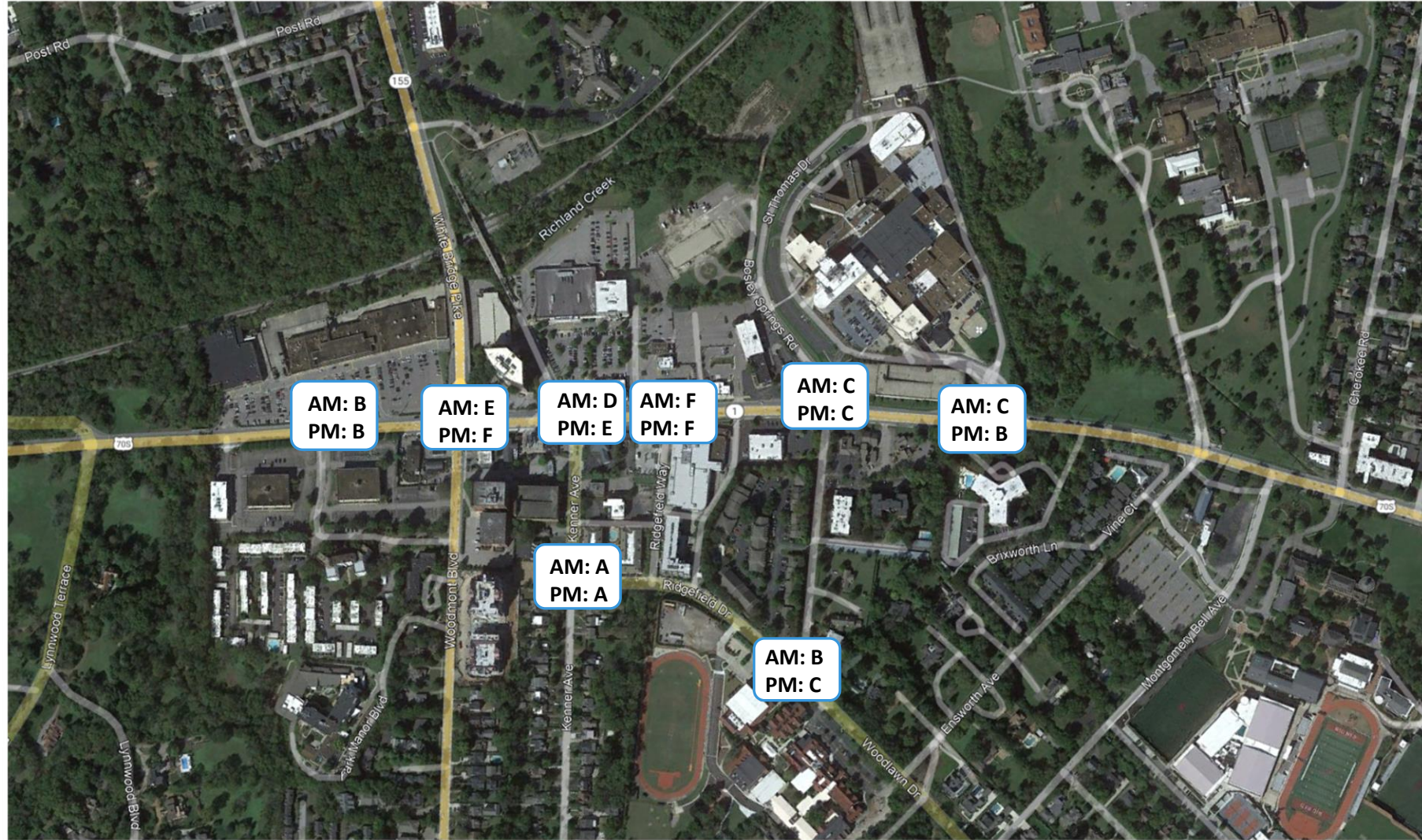


Traffic Growth Over the Past Decade

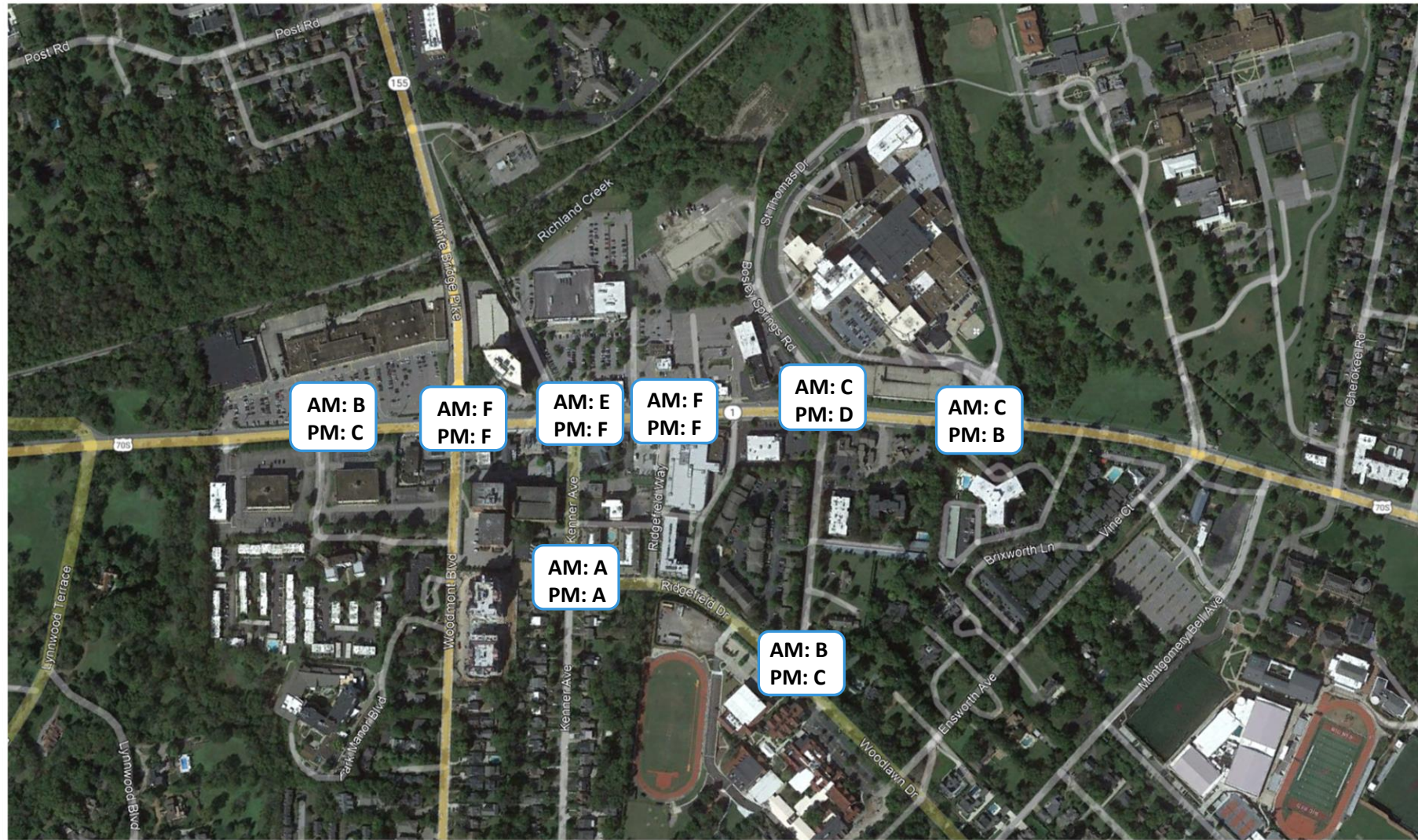
- Despite historical TDOT traffic counts trending negative over the last decade (avg. -0.7%/yr.) NDOT required KCI to growth the traffic by 1.5%/yr. to account for any discrepancies.



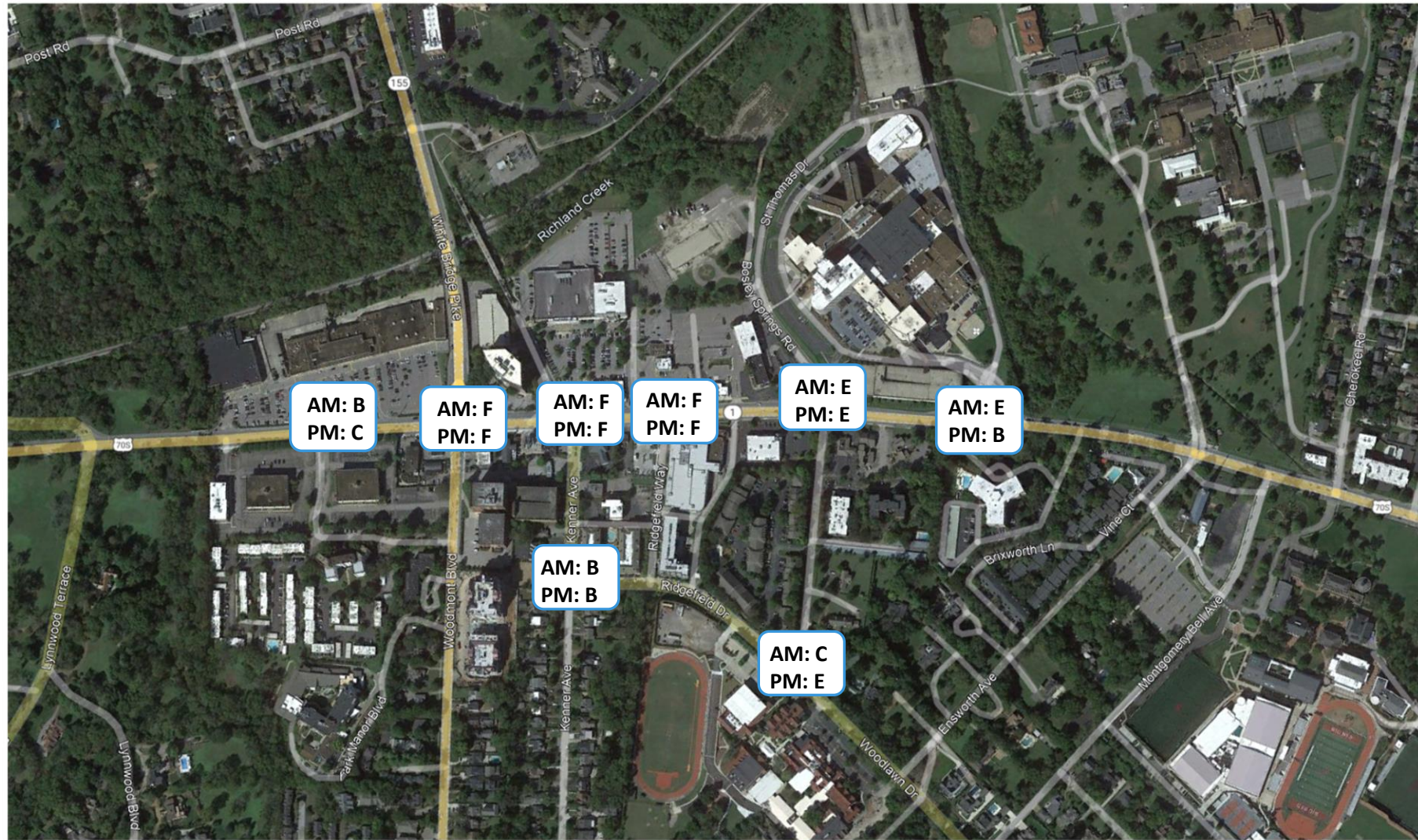
Existing Conditions



Future Conditions (2027)



Future Conditions (2032)



Community Meetings Summary: Top Concerns



Safety: Heavy traffic and lack of infrastructure creates safety concerns, especially for pedestrians.



Traffic: New development will increase the traffic on a corridor that is already heavily congested.



Roadway Design: Alterations to roadway design and signal placement needed to increase capacity and optimize traffic flow.



Land Use, Density, and Parking: Proposed land uses and density should be tailored to reduce traffic congestion during peak hours. Parking levels should be sufficient for anticipated density to avoid overflow issues.



Pedestrian and Transit Accommodations: Sidewalks and other pedestrian accommodations must be constructed to increase safety and comfort. Transit facilities along Harding must be enhanced.

NDOT Conditions/Improvements

- 1) All development projects within boundaries of the Nashville Next T5 Regional Town Center (MCSP) shall dedicate the necessary ROW for a 7-lane cross-section on Harding Pike.
- 2) Relocate the existing traffic signal from Kenner Ave to Ridgefield Way and restrict left turns with a center median, to improve overall traffic flow
- 3) At the intersection of Harding Pike & Ridgefield Way, an additional Northbound LTL shall be installed to decrease queuing pending analysis.
- 4) Retime the Harding Pike & White Bridge traffic signal to allow for more efficient traffic flow.
- 5) Upgrade the signal infrastructure to allow for real time signal adaptative capabilities that will improve traffic flow.
- 6) At the intersection of Woodlawn Dr & Ridgefield Dr, install a mini-roundabout to improve intersection safety, if ROW permits.
- 7) Upgrade the existing three transit stops on Harding Pike into “super stops.”
- 8) As Development occurs on Harding Pike, access management will be a priority to reduce conflict points.
- 9) Development specific traffic impact studies may be required as other properties redevelop along the Harding Pike corridor.
- 10) Due to the possible traffic impact on the surrounding neighborhoods, each development within the Belle Meade Regional Study will be required to contribute to NDOT’s traffic calming program.
- 11) Each development will be required to contribute to larger regional study that incorporates the neighborhoods surrounding the Harding Regional Town Center to identify improvements at a broader scale.
- 12) Each development will be required to contribute to a feasibility study to identify larger capacity improvements for Harding Pike.
- 13) The applicants shall work with NDOT’s Traffic Demand Management (TDM) coordinator to develop TDM strategies prior to the final approval of any of the three developments.

NDOT Conditions: Addressing Community Concerns



Comply with Major and Collector Street Plan (7-lane cross-section)



Signal relocation from Kenner to Ridgefield



Left turn restrictions with center median at Kenner



Northbound Left-turn lane on Ridgefield (pending analysis)



Traffic signal timing modifications

NDOT Conditions: Addressing Community Concerns



Improved intersection pedestrian infrastructure



Real time adaptive traffic signal capabilities



Roundabout at Woodlawn and Ridgefield



New transit “super-stops” along Harding



Access management for curb cuts along Harding

NDOT Conditions: Addressing Community Concerns



Funding for additional regional study



Contribution of funds to traffic calming program



Harding and White Bridge Geometric Impr. Study



Traffic Demand Management strategies



950 Parking Spaces (43% increase over original plan)

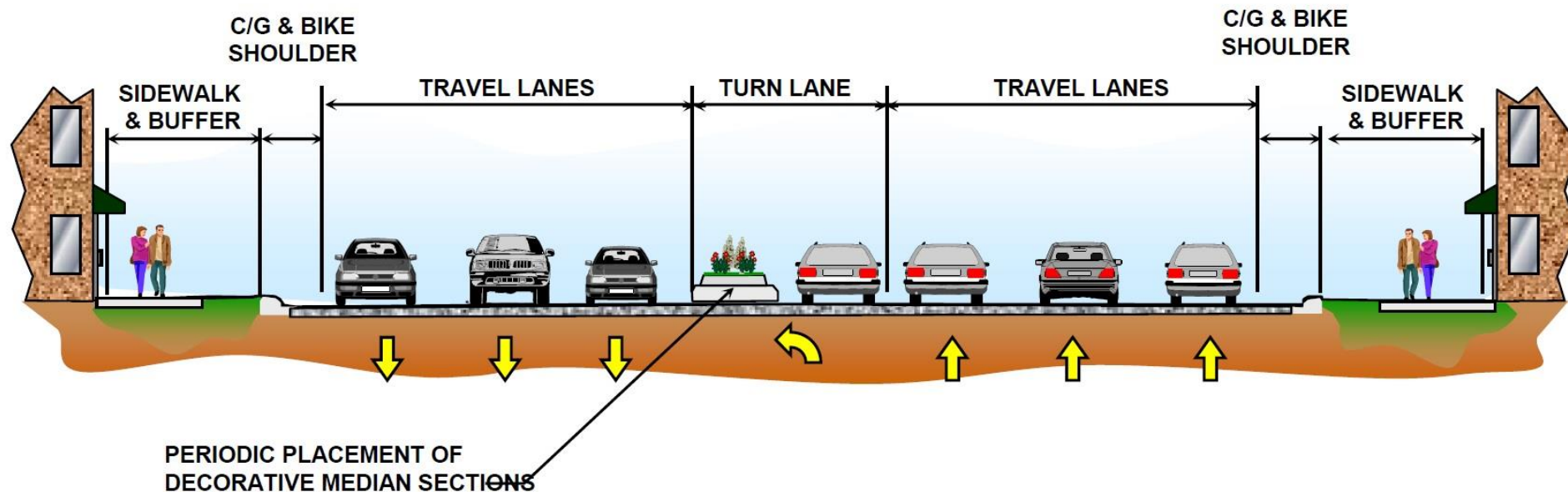


Major Collector Street Plan (MCSP)

- The Major Collector Street Plan (MCSP) is a planning documents that was developed to guide the growth and development of Nashville.
- T5-M-AB6
 - Mixed use
 - Arterial Boulevard
 - 6 lanes

Geometric Study for Improving Harding Pike & White Bridge Pike

Developments will fund an NDOT study to perform a preliminary design & feasibility study to widen Harding Pike through the intersection with White Bridge Road. NDOT will submit this as a request in this year's Capital Improvement Budget (CIB).



Traffic Adaptive Signal Control

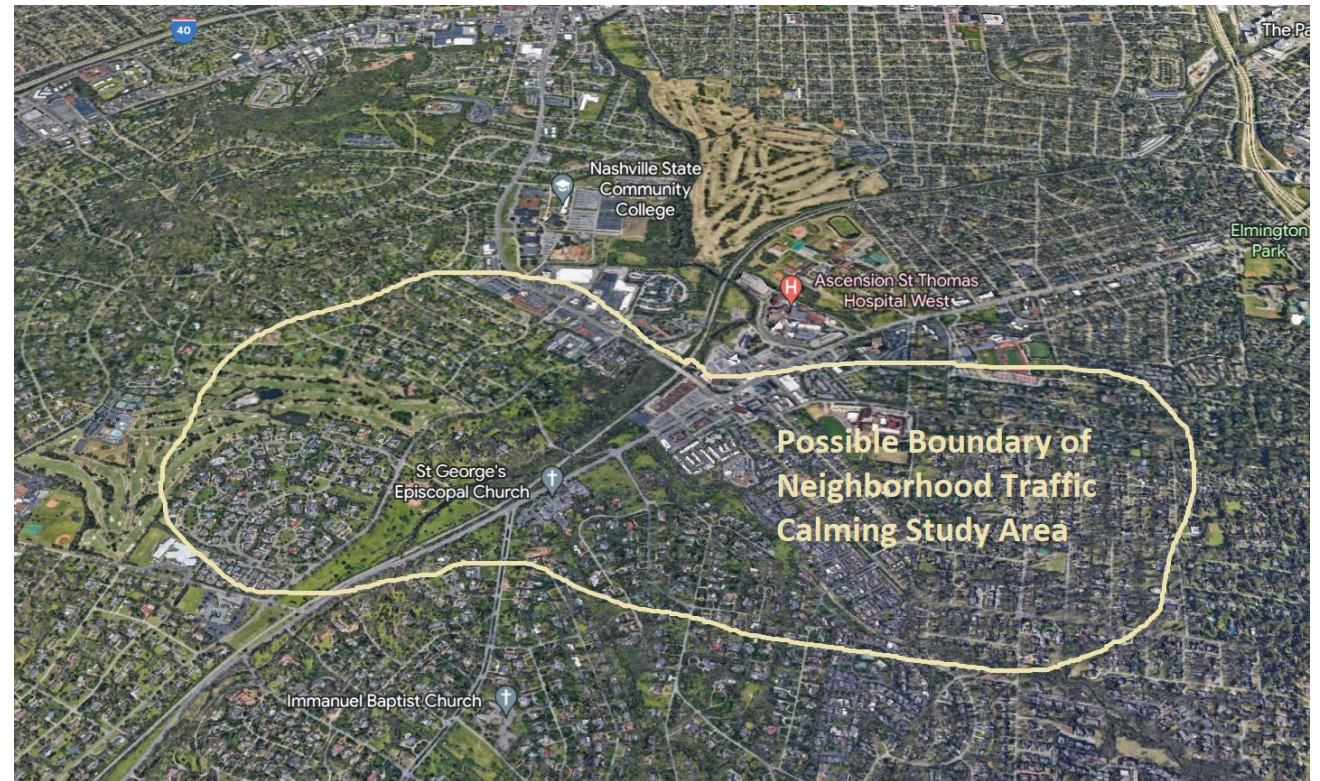


Upgrade traffic signal & communication infrastructure to accommodate smart traffic control technology at multiple intersections along Harding Pike.



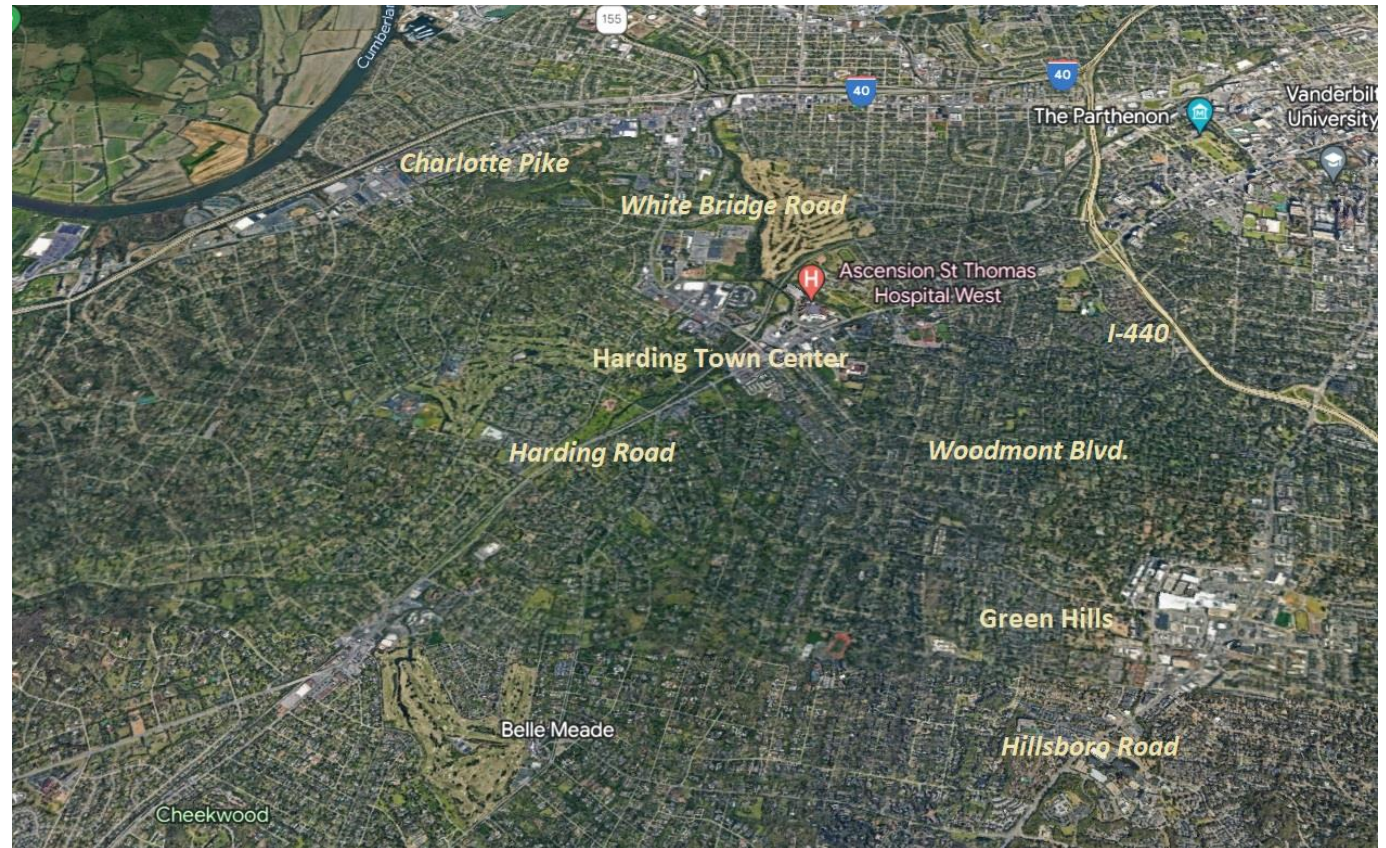
Neighborhood Traffic Calming Study

- Developments will make financial contributions to NDOT's traffic calming program.
- NDOT will work with District Council Members to identify appropriate study boundaries for a comprehensive analysis of the surrounding neighborhoods.



Regional Mobility Study

- Developments will make financial contributions to NDOT's to fund a larger regional mobility study to include preliminary engineering.
- NDOT will work with District Council Members to identify appropriate study boundaries for a comprehensive regional analysis.



THANK YOU!



NDOT



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Nashville.gov/departments/transportation