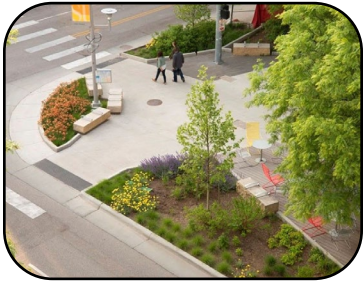
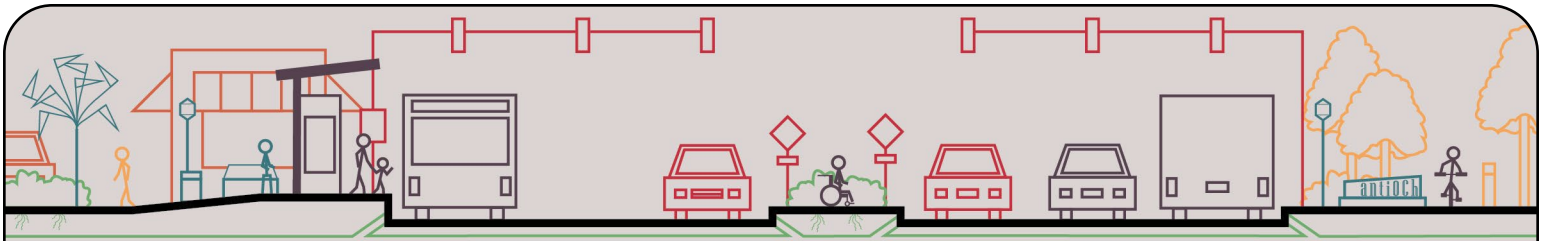


MURFREESBORO PIKE/BELL ROAD STUDY

November 2021 • Metro Nashville Planning Department





MURFREESBORO PIKE/BELL ROAD STUDY

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MURFREESBORO PIKE/BELL ROAD STUDY

Introduction • Metro Nashville Planning Department

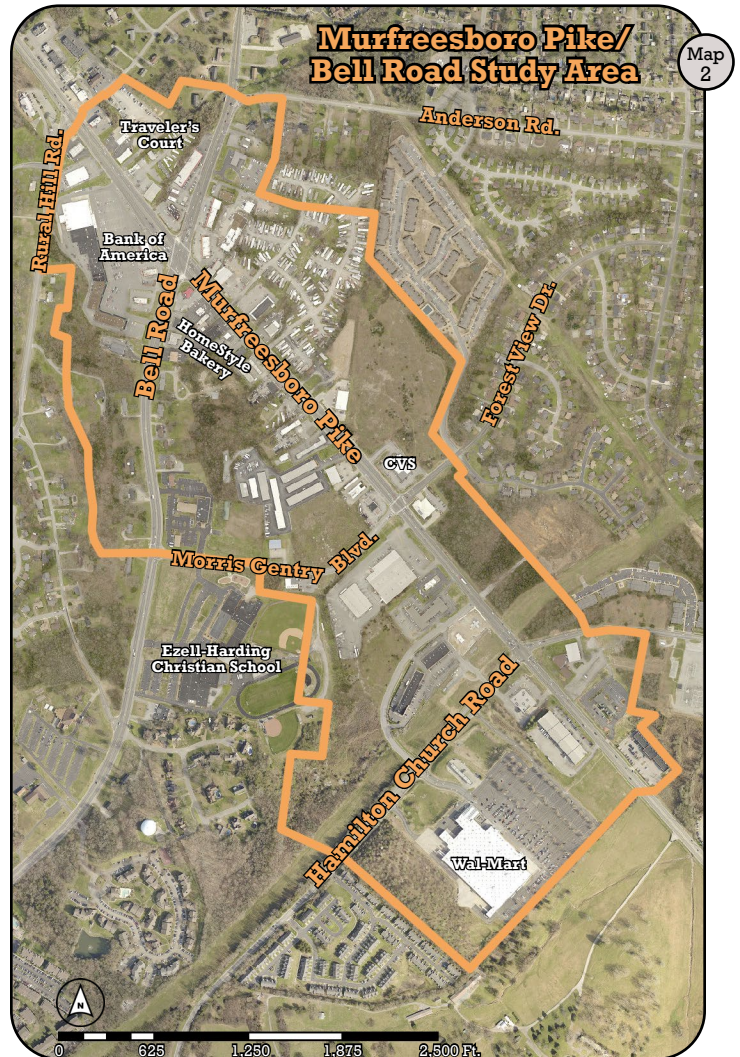
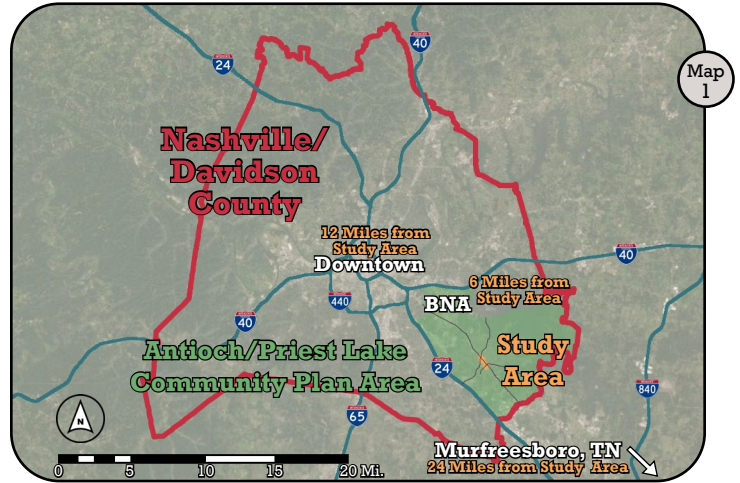
EXECUTIVE SUMMARY

The Murfreesboro Pike/Bell Road Study is a supplement to, and a part of, the [Antioch/Priest Lake Community Plan](#) of [NashvilleNext](#). Studies and small area plans are commonly used by the community, staff, the [Planning Commission](#), and Councilmembers as a starting point for discussing public and private investment in a designated area, including proposed zone changes and public infrastructure investments. Once adopted, this study serves as the primary guide for the area's future development and infrastructure priorities.

The vision of the study is to create a safe and beautiful, suburban mixed-use corridor along Murfreesboro Pike. Key themes are tree-lined streets, pedestrian enhancements, landscaping, and green space. Today, this area needs upgraded infrastructure, investment, and beautification. Planners worked with district Councilmembers and area stakeholders in early 2021 through conversations, a detailed online survey, and open houses to create a unique study document that emphasizes the Antioch community's concerns about inadequate and lacking infrastructure while being faced with pressures for additional population growth.

The study includes six fact sheets on topics that are desired to be improved within the study area - pedestrian zone, mobility options, streets, natural environment, open space, and the built environment. Each fact sheet topic includes key strategies that help advance the study's five overarching goals - complete streets, beautification, safety, green, and identity.

While the study area itself is small geographically, many of the concerns and issues raised by Antioch stakeholders apply to the larger community as well. The intent of the fact sheets is to highlight and prioritize infrastructure needs and discuss possible solutions through implementation projects and design. The fact sheets will assist in guiding equitable and sustainable infrastructure projects and development in this important center of the community.



STUDY AREA CONTEXT

The Antioch community is one of the fastest growing areas in Nashville/Davidson County. It has welcomed growth and development in recent years; however, enhanced infrastructure improvements have lagged. Antioch has many assets to offer including its range of housing options, suburban character, and proximity to other parts of the county.

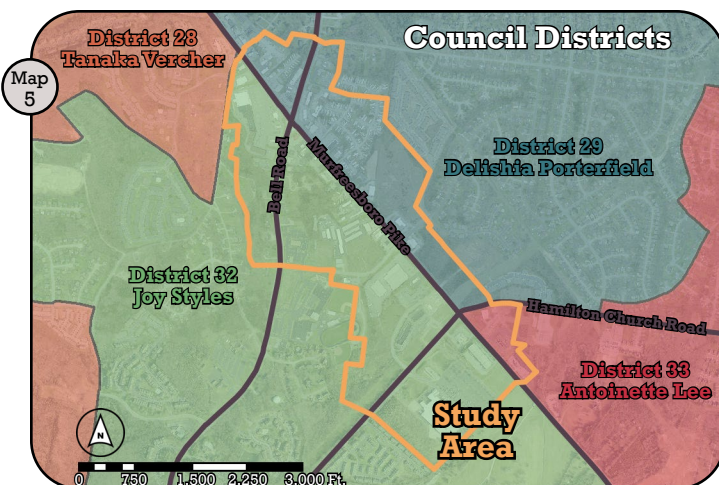
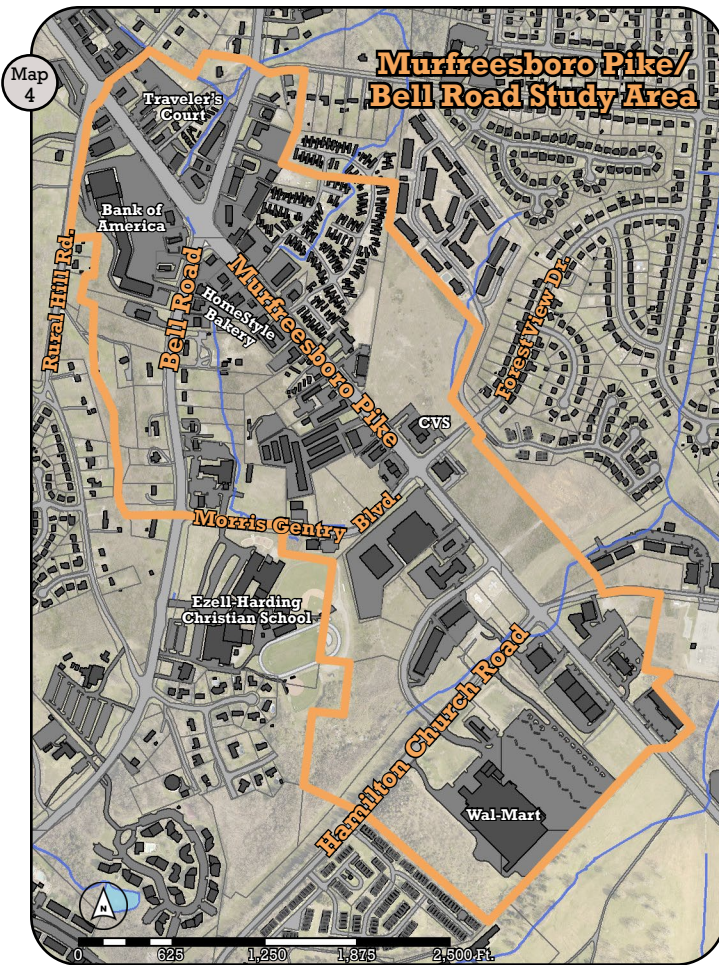
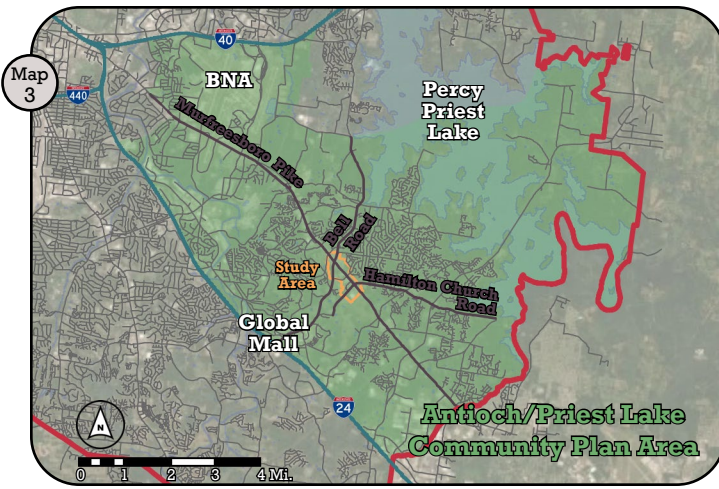
The intersection of Murfreesboro Pike and Bell Road and its immediate surroundings are the study area for this project. The yellow area highlighted in Map 4 to the left shows the full study area boundary. There are four Council Districts that overlap or abut the study area. District 29 and District 32 make up the majority of the study area. A small corner of District 33 is within the study area, and District 28 abuts the study area. These boundaries can be seen in Map 5.

Murfreesboro Pike is one of Nashville's major pikes with its own unique character. It is the primary corridor connecting Antioch to Downtown Nashville (to the north), and La Vergne, Smyrna, and Murfreesboro (to the south). The corridor is primarily fronted with commercial, a few industrial uses, and some residential uses. Additional residential areas abut the corridor. Murfreesboro Pike serves an important access point to businesses and residents that use this corridor daily to commute to work and obtain goods and services.

Bell Road is an important east-west connection in Davidson County. It connects the community of Antioch with other parts of Nashville and area interstates. In the immediate vicinity of the study area, there are commercial uses along Bell Road. Residential uses, like multi-family apartments front Bell Road, further out from the study area.

Hamilton Church Road is another east-west connection that passes through the study area. To the east, it connects with Mt. View Road and Hobson Pike. To the west, it connects with Bell Road. Commercial uses surround the intersection of Hamilton Church Road and Murfreesboro Pike; however, many residential uses are found along Hamilton Church Road outside of the study area.

While the current form and land use patterns are anticipated to remain in the short-term, the study area, just as the greater Antioch community has, will grow through development of vacant land and the redevelopment of properties that are currently being underutilized. However, planning staff and community stakeholders agree that the study area should maintain and enhance its suburban character.



DEMOGRAPHIC PROFILE



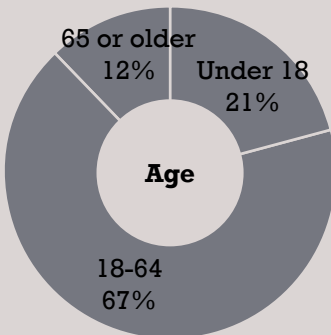
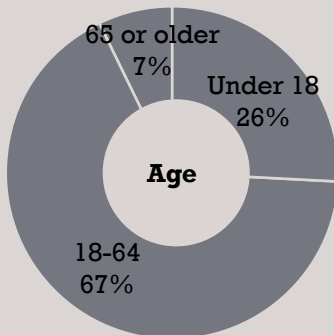
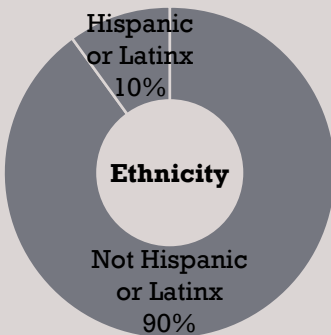
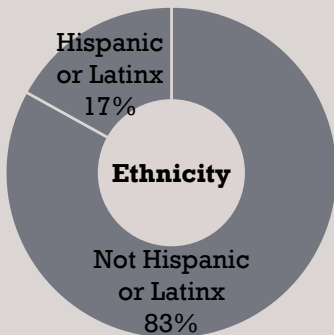
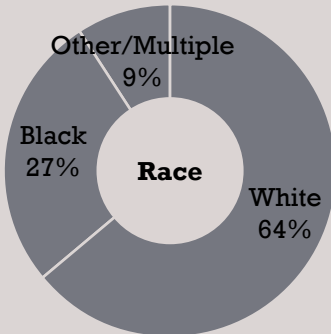
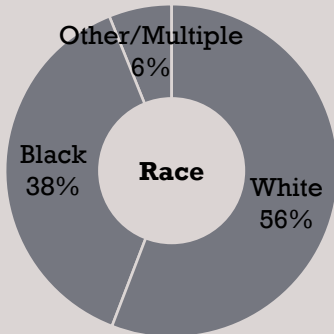
Demographic Profile Area

Davidson County

14,158

Total Population

687,488

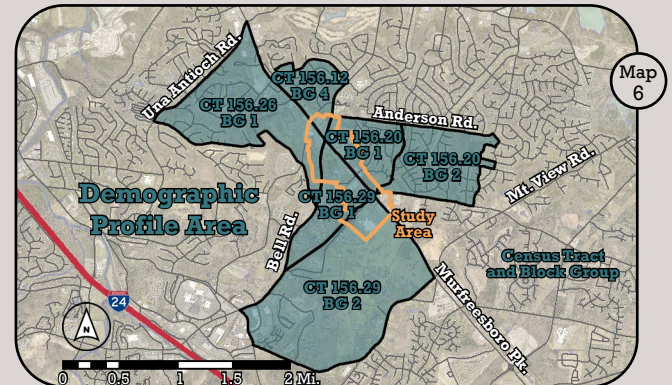


The study area is surrounded by neighborhoods that are home to many people with a wide range of demographic and socioeconomic characteristics.

The demographic profile area has a higher percentage of Black residents and a higher percentage of Hispanic/Latinx residents than Davidson County as a whole. Per Capita Income is only two-thirds of the county average, and almost a quarter of the population lives below the poverty level. This contrast is important to keep in mind when planning for the future of the community.

The following demographic profile is comprised of a different geographical area than our study area due to the availability of the data. This area, referred to as the demographic profile area, can be seen below in Map 6. For example, while the study area itself only has around 500 persons living in it, the profile covers some 14,000 persons.

Note: This data is from the 2019 [U.S. Census Bureau American Community Survey](#) 5-year estimates and does not show the impacts of COVID-19.



Demographic Profile Area



Davidson County

\$24,901

Per Capita Income

\$36,440

24%

Population below Poverty Level

15%

2%

Unemployment Rate

4%

Demographic Profile Area



Davidson County

2.6
people

Average Household Size

2.3
people

Housing Units in the Demographic Profile Area: 5,678

Owner-Occupied
41%

Renter-Occupied
54%

Vacant - 5%

Housing Units in Davidson County: 312,366

Owner-Occupied
49%

Renter-Occupied
41%

Vacant - 10%

EXISTING CONDITIONS

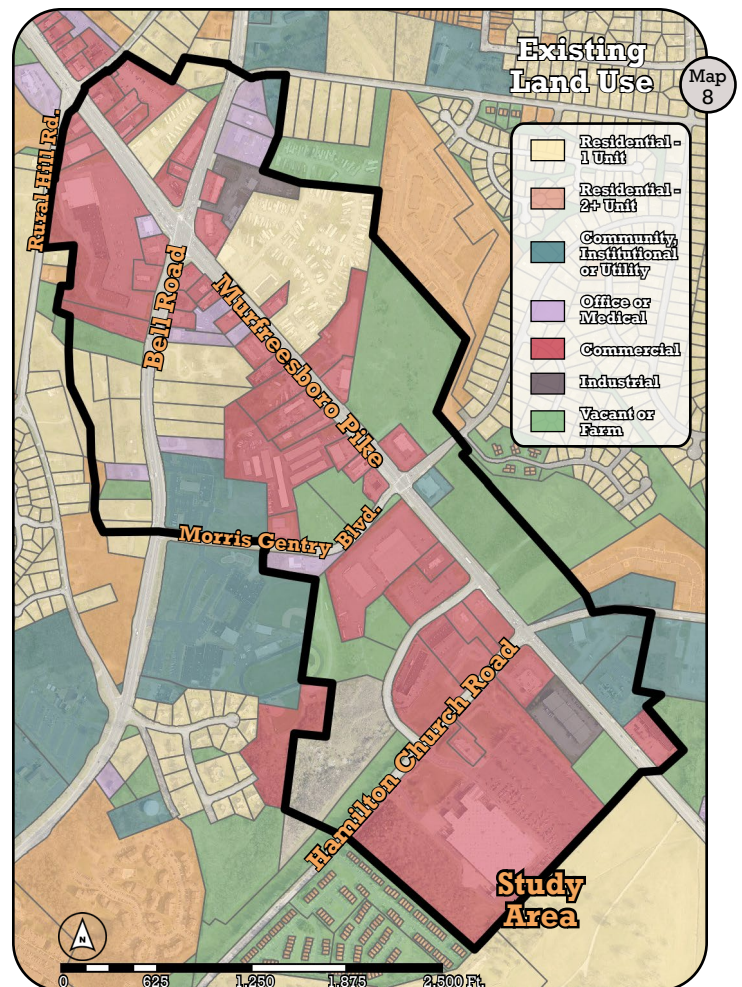
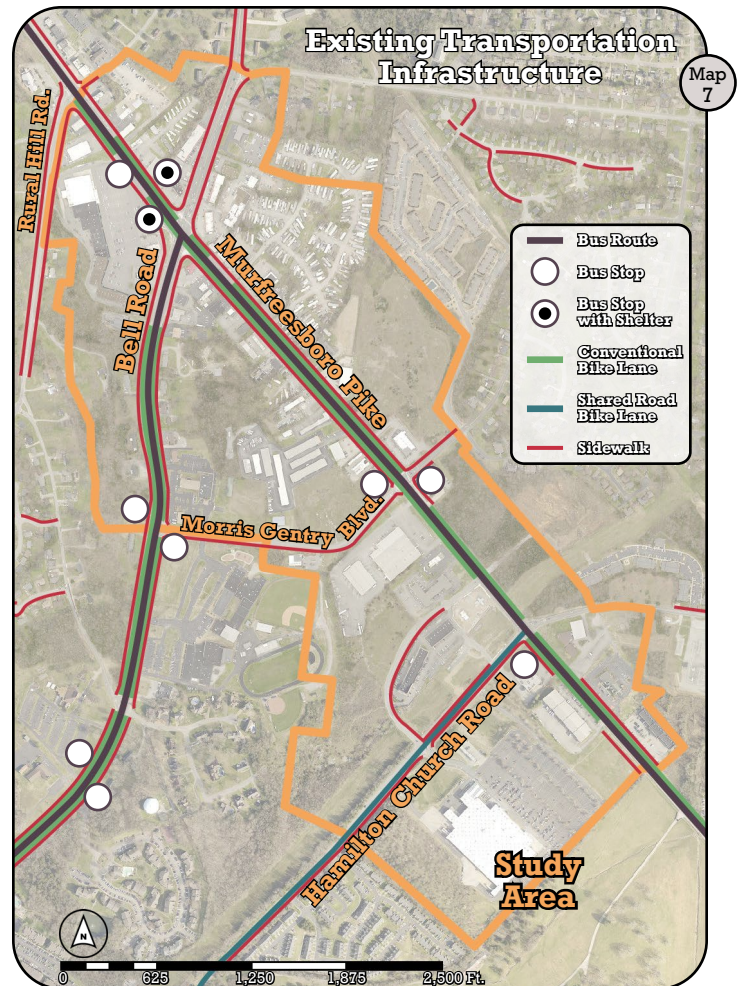
With easy access to interstates and other parts of Antioch, the Murfreesboro Pike corridor is currently most efficient for drivers. However, high speed limits, long crossing distances, the lack of buffers and/or median islands, and the sheer amount of vehicular traffic all make for an unacceptable environment for people walking, bicycling, or using transit. The area's existing sidewalks are incomplete and narrow making them unsafe for pedestrians. It's also not a pleasant driving experience as it looks currently, devoid of streetscape enhancements and lacking landscaping and green space.

For the stretch of Murfreesboro Pike between Rural Hill Road and Hamilton Church Road, there were about 30,000 - 33,000 trips per day in 2018. Between 2015 and 2019, there were 389 motor vehicle crashes (including 4 pedestrian crashes) within the study area. The majority of these crashes tended to occur during the evening hours and around major intersections. There have been 3 pedestrian deaths, 5 serious injuries, and 2 minor injuries from January 2018 through March 2021.

Some areas of Nashville have historically lacked access to trees and green space, high-quality transit service, jobs, and sidewalks - making them more vulnerable to climate hazards and traffic violence. Both natural or manmade landscaping, trees, and waterways are hard to come by. Instead, most of the study area is made up of surface parking lots, streets, and building footprints. Additionally, the study area's closest parks are all over a mile away. Five streams/tributaries flow through the study area; however, much of the floodplain area has been disturbed over the years due to the construction of buildings and surface parking lots.

Older commercial buildings are the primary use found near the intersection of Murfreesboro Pike and Bell Road. Newer construction, such as the Wal-Mart, can be found closer to the intersection of Murfreesboro Pike and Hamilton Church Road. New construction is still ongoing near this intersection.

Today, in the study area there are two mobile home parks and several single-family homes. Additional residential uses are found adjacent to and outside of the study area, including apartment complexes and townhomes along Hamilton Church Road. There are many garden-style apartment communities south of Murfreesboro Pike along Bell Road. Single-family homes are in neighborhoods north of Murfreesboro Pike. There is also a large farm of several hundred acres adjacent to the southern boundary of the study area. Despite community stakeholders' opposition, there has been interest among developers to build new multi-family housing on vacant land within the study area.



COMMUNITY INPUT

[CLICK HERE TO VIEW THE FULL SURVEY RESULTS, INCLUDING HUNDREDS OF DETAILED WRITE-IN RESPONSES.](#)

An online survey was the primary public engagement effort for the Murfreesboro Pike/Bell Road Study due to COVID-19 pandemic. The survey was posted as a link on the project website and was promoted by Metro Planning Staff and the study area's Councilmembers.



628 Total Survey Respondents

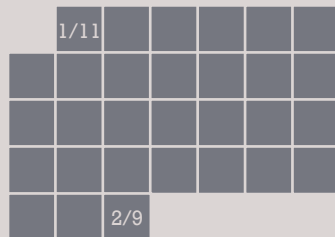
Full Survey Completion Rate **70%**

60 Total Questions

Average Completion Time (in minutes) **20**

The survey was advertised from January 11 to February 9, 2021.

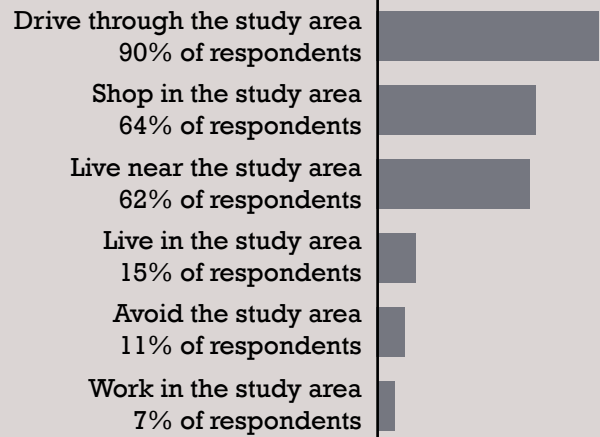
Over 400 responses came in during the first two days.



We kept the survey open to monitor any new comments through the entire planning process.

The following is a high-level overview of the survey results. Additional survey results are paired with each fact sheet.

How do you interact with the study area? Select all that apply.



85%

of respondents agree or strongly that this survey gave them a good opportunity to share their point of view

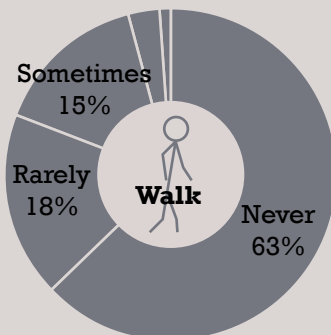
77%

of respondents do not think the study area has enough sidewalks

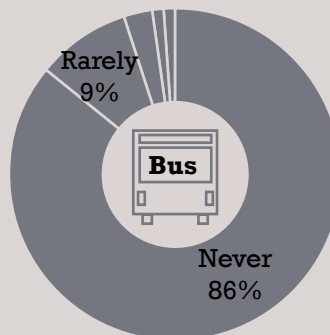
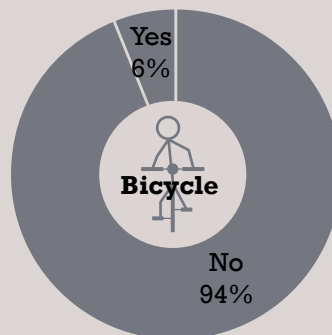
61%

of respondents do not think the study area has enough bikeways

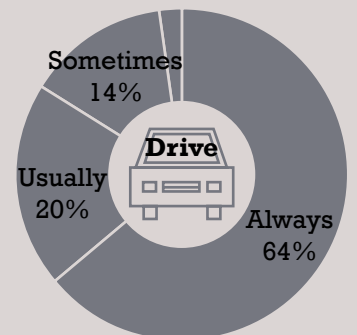
How frequently do you use different modes of transportation?



Usually - 3%
Always - 1%



Sometimes - 3%
Usually - 1%
Always - 1%



Rarely - 2%

What would encourage you to walk more?

- sidewalks
- lights
- safety
- green space
- places
- cleaner

What would encourage you to bike more?

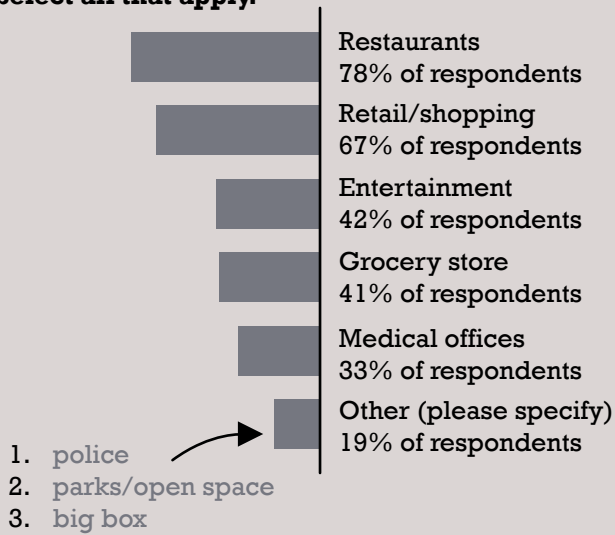
- bike paths
- safety
- greenways
- less traffic
- nothing
- speed limits

What would encourage you to ride the bus more?

- safety
- schedule
- routes
- convenient
- covered bus shelters

COMMUNITY INPUT CONTINUED

What services would you like to see in the area?
Select all that apply.



A NOTE ON EQUITY

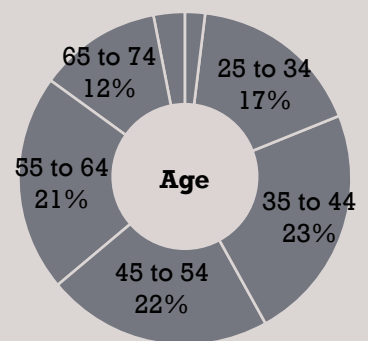
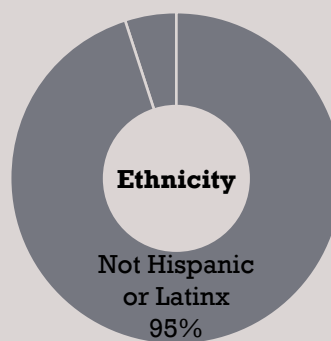
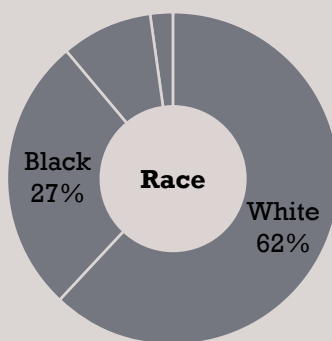
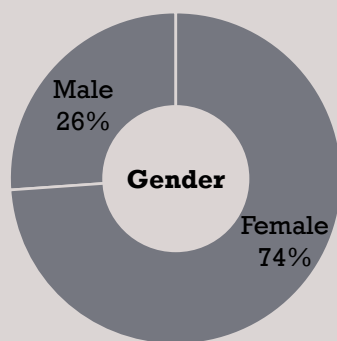
Three foundations of [NashvilleNext](#) are ensuring opportunity for all, expanding accessibility, and fostering strong neighborhoods. Equity is also woven throughout. Equity and inequity impact how easily people are able to access housing, jobs, schools, healthcare, groceries, and parks.

Affordability is a rising concern among Nashvillians. People must often choose between high housing costs or transportation costs. Gentrification is pushing long-time residents out of urban neighborhoods closer to downtown and into housing in suburban neighborhoods.

In turn, people spend more time and money to reach destinations and services, making it even more important for a complete, equitable transportation system throughout Nashville that supports choices in walking, biking, taking transit, or driving.

Demographic Characteristics of Survey Respondents

When compared to the demographic profile of the study area, the demographic data of survey respondents showed that certain groups were underrepresented – in particular, people of color. Survey respondents did include people of all ages. The Metro Nashville Planning Department is committed to engaging our community in inclusive and authentic ways. This means working diligently to actively involve all members of the community by strengthening relationships, improving communications, and removing barriers to public participation.



Respondents want to see the following amenities in the study area:

78%

want street trees

71%

want greenway connections

75%

want a small park

71%

want landscaped medians

22%

of respondents say there are stormwater/flooding issues in the study area

83%

of respondents think the study area is visually unattractive

72%

of respondents think the study area's storefronts are in poor condition

Which establishments do you patronize most?

1. Wal-Mart
2. Angelo's Picnic Pizza
3. Homestyle Bakery
4. CVS
5. Restaurants
6. Fat Boys BBQ

3%

of respondents have a disability that makes it difficult to move around

GOALS

Based on input from the community and additional research done by Metro Planners, five overarching goals have been set for the Murfreesboro Pike/Bell Road study area. One or more of these goals will be advanced for each strategy recommended in the study.

The goals include:



Complete Streets: Create complete suburban streets that are lively, equitable, and support mobility for all users.

Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are pedestrians, bicyclists, or transit-riders. Because we all share in the costs of building and maintaining our transportation network, it is inequitable to favor people who drive over those who access their destinations by other modes of transportation. Today, the Murfreesboro Pike corridor is primarily designed for vehicles and all other modes lack sufficient infrastructure. Efforts should be made to make the study area safer, more equitable, and more accessible to all modes of transportation.



Beautification: Improve area aesthetics and beautify the corridor to increase its attractiveness and visual quality.

Beautification is the process of making visual improvements to a place. This most often includes cleaning up trash, and maintaining streets, sidewalks, parking lots, and building facades. Additional efforts could include planting and maintaining landscaping and removing undesirable things such as overhead utility lines. Having clean and beautiful public and private realms encourages continued upkeep and cleanliness. It also can help attract visitors and future investment. The study area has various sidewalks, parking lots, and facades in disrepair. Trash has collected on the sides of Murfreesboro Pike and has disturbed some of the few green areas that currently exist. Small beautification projects would make a large impact.

In addition to the strategies, some goals have connections to each other. For example, complete streets help advance the goal of safety. And the goal of making the study area greener can help advance the beautification goal.



Safety: Increase public safety through the design and upkeep of the public and private realm.

Safety concerns have been voiced by the community. Additionally, the physical state of the study area (properties in disrepair, accumulations of trash, insufficient lighting, and incomplete sidewalks) contributes to the area feeling unsafe. The Murfreesboro Pike corridor has had the highest number of pedestrian/bicycle crashes in recent years when comparing Nashville's major pikes. For all of these reasons, it is a goal to make the study area safer for those who live, work, and visit it. This can be done by making improvements to the design of streets and adjacent properties.



Green: Provide green/open spaces for gathering and recreation, landscaping, and sustainable infrastructure.

Green is a term used to refer to anything that benefits the environment, or that makes the environment more prominent in our lives. In suburban settings, such as the study area, much of the natural environment has been eliminated or disturbed, or never provided in favor of large-scale commercial developments. It should be a priority to incorporate public and private open spaces, landscaping, and sustainable infrastructure throughout the study area. Elements like parks, greenway connections, street trees, landscaped median islands, and stormwater management can provide the public with great benefits on top of making an area greener.



Identity: Strengthen the identity of the area by making it a destination with unique characteristics.

The identity of a community can be enhanced by things such as public art, gateway markers, signage, decorative crosswalks, unique destinations, and more. A strong community identity can help foster a sense of unity, build bonds between neighbors, and develop a sense of pride for the community as a whole. With an increased sense of pride, the upkeep/presentation of properties can be improved, and stronger community relationships can help attract additional private and public investments. Any element that contributes to the identity of the community should reflect the diverse population that lives, works, and spends time in the study area.

FACT SHEET TOPICS

Metro Planners recognize the need for complete and improved infrastructure in the study area and its surroundings. The Murfreesboro Pike/Bell Road Study is designed around six fact sheet topics that look at these needed infrastructure improvements. By addressing the missing and insufficient infrastructure areas, many of the concerns voiced by stakeholders will also be improved. Additionally, the overarching goals that were formulated will be advanced by prioritizing these infrastructure improvements in making the area more accessible.

Each fact sheet includes a topic-specific look at existing conditions in the study area, example imagery and descriptions of potential elements, more insight from the stakeholders' survey, and how goals can be achieved through a concept called transit-supportive development, which shapes the built environment to support all types of movement. Each Fact Sheet is linked to applicable strategies in the implementation table and relates each strategy to the five overarching goals of the study.

The fact sheet topics include:

1 PEDESTRIAN ZONE

The pedestrian zone is the area adjacent to the street in which non-vehicular traffic moves. This area can include things like sidewalks, street furniture, wayfinding, public art, landscaping, and more. The pedestrian zone should feel safe and inviting. Generally, making sidewalks safe enough for children and people with disabilities ensures they are safe for everyone. Making a place more walkable can improve a person's health, access, and quality of life.

4 NATURAL ENVIRONMENT

Bringing more of the natural environment into the corridor is a benefit. This includes things like green infrastructure, stormwater management, and landscaping. While storm sewers are a common man-made way to manage rainfall, open space, tree canopy, and native vegetation all help to manage stormwater by infiltrating it into the ground. Street trees and other vegetation can improve air quality by pulling pollution out of the air.

2 MOBILITY OPTIONS

Today, many Nashvillians find it difficult to get around parts of the county without a car. People have expressed a desire to make communities more walkable, bikeable, and transit-friendly. Streets that only promote mobility (moving people and goods more quickly) for one mode of transportation are inherently unfair and leave few options. Efforts should be made to provide options by improving mobility for all modes and users, no matter their age or ability.

5 OPEN SPACE

Open space - things like parks, playgrounds, landscaped areas, and public gathering places - provides recreation and relaxation, alleviates stress, builds social cohesion, supports physical activity, and improves air and water quality. Trail and greenway connections connect different open spaces to one another. The parks and greenways system will expand as Nashville continues to grow. Private development can also provide open spaces to enhance communities.

3 STREETS

As in any growing city, traffic, congestion, and transportation access are critical concerns for Nashville. Safe street design, including overall street and individual lane widths, street crossings, speed limits, and signals, are important. How vehicles get on and off the street from private property is another important aspect. Shaping Nashville's roadways to create complete and green streets with upgraded infrastructure is a major undertaking.

6 BUILT ENVIRONMENT

Nashville includes many kinds of places, with very different characters. The built environment is what shapes these places whether it be a commercial corridor, a quiet neighborhood street, or an active mixed-use center. These places can be in urban, suburban, or rural settings. The land uses associated with an area have a great impact on the built environment and how people interact with it.

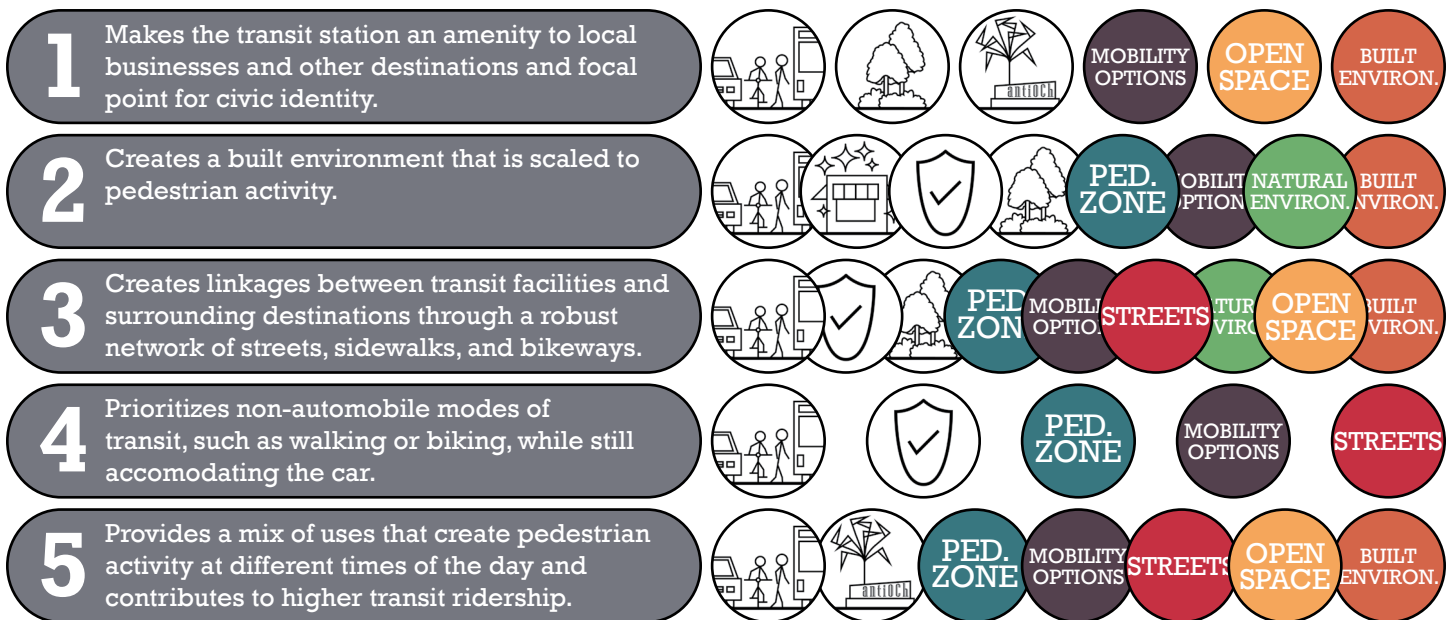
TRANSIT-SUPPORTIVE DEVELOPMENT (TSD)

Currently, the Murfreesboro Pike Frequent Service Network route connects Downtown Nashville to Global Mall via Murfreesboro Pike and Bell Road. The route has been identified in the [2020 Metro Nashville Transportation Plan](#) as a priority project. Over \$400 million is expected to be spent in upgrading the route to include majority dedicated lanes with iconic stations, off-board fare collection, platform-level boarding, high-capacity buses, and fast and frequent operations. The project would also include significant roadway, safety, traffic management/ITS, pedestrian crossing, and sidewalk improvements that are much needed along Murfreesboro Pike. As of September 2021, the Murfreesboro Pike Transit Signal Priority project has implemented state-of-the-art technology by enabling a bus that is 2+ minutes behind schedule to receive more traffic signal green time to traverse an intersection and get back on schedule. Additionally, improvements have been made to 42 traffic signal intersections along the Murfreesboro Pike corridor, including 12.5 miles of fiber optic cable that connect all signals to a central traffic control system. The project also includes five queue jumps which enable a bus to jump ahead of a queue of vehicles at intersections. With the current and future investment comes significant opportunities to encourage redevelopment along the corridor to create welcoming, vibrant areas around each station and to maintain and support housing that is attainable for all Nashvillians.

Transit-Supportive Development (TSD) puts people and places within an easy reach of transit. It seeks to create places that make transit work efficiently, even if high quality transit service hasn't yet arrived. With the BRT upgrades on their way, it is crucial to begin planning for this major investment with strategies that support transit-supportive development. The list below describes the five main components of TSD and how those components are addressed by the Murfreesboro Pike/Bell Road Study's goals and fact sheet topics.

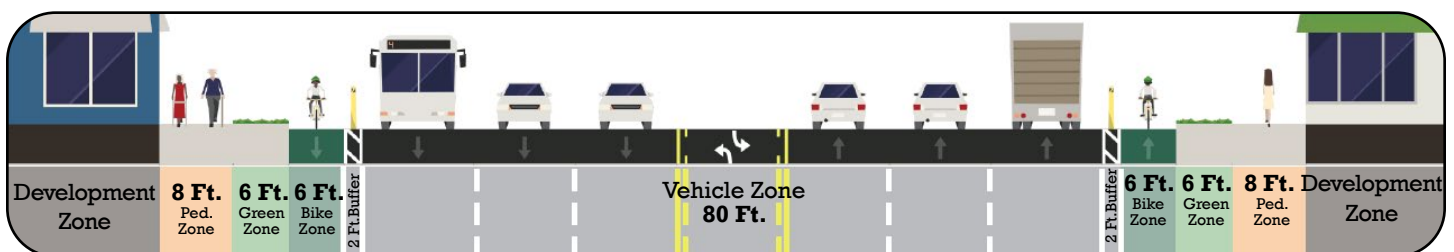
COMPONENTS OF TSD:

CORRESPONDING GOALS AND TOPICS



MAJOR AND COLLECTOR STREET PLAN (MCSP)

The segment of Murfreesboro Pike that calls for high-capacity transit needs 124 feet of right-of-way, per the [Major and Collector Street Plan \(MCSP\)](#). This segment is identified as T3-M-AB7-IM. This means that the segment is located in the suburban transect (T3), should have a mixed-use street context (M), an arterial-boulevard functional design type with seven lanes (AB7), and is an immediate-need multimodal corridor (IM). The cross section below shows the different zones, and dimensions, that should be included within the 124 feet of right-of-way desired by the current MCSP standards.



WHAT CAN TSD LOOK LIKE?

Often, transit-supportive development is thought of as a concept strictly used in urban settings. However, it is also necessary along suburban corridors with high-capacity transit, such as Murfreesboro Pike. Elements associated with TSDs can be scaled down in suburban settings to create a context-appropriate TSD.

Metro planners recognize how important it is for the study area to remain suburban. We must balance this with the incoming transit improvements to provide a plan for the study area that can achieve stakeholders' goals. TSD offers an opportunity to achieve these goals.



Medium scale mixed-use with landscaped walkways
Source: [EYA](#)



Small scale retail
Source: [IndyGo](#)



Bike parking, restaurants, and multi-family housing
Source: [Pennrose Properties, LLC](#)



Medium scale mixed-use adjacent to transit stop
Source: [TDK Construction](#)



Public gathering space, retail, and multi-family housing
Source: [Civitas, Inc.](#)



Small scale mixed-use
Source: [The Project Group](#)



Public gathering space, retail, and multi-family housing
Source: [Laulima Development](#)



PEDESTRIAN ZONE

Murfreesboro Pike/Bell Road Study • Fact Sheet 1 of 6 • [Metro Nashville Planning Dept.](#)

Note: The Pedestrian Zone (1) Fact Sheet works in tandem with the [Mobility Options \(2\)](#) and [Streets \(3\)](#) Fact Sheets.

EXISTING CONDITIONS

The study area's sidewalk network is incomplete and unsafe. Existing sidewalks are often narrow, not buffered from higher-speed vehicular traffic, and interrupted by many curb-cuts. Large retaining walls, around the intersection of Murfreesboro Pike and Bell Road, abut some sidewalks and contribute to an uncomfortable pedestrian experience. The corridor currently lacks pedestrian amenities such as street furniture, public art, wayfinding signage, and landscaping. A sidewalk project that will connect the northern side of Hamilton Church Road to Murfreesboro Pike is currently in the [Capital Improvements Budget \(CIB\)](#). This is an important connection as several pedestrian deaths have occurred in this area in recent years.



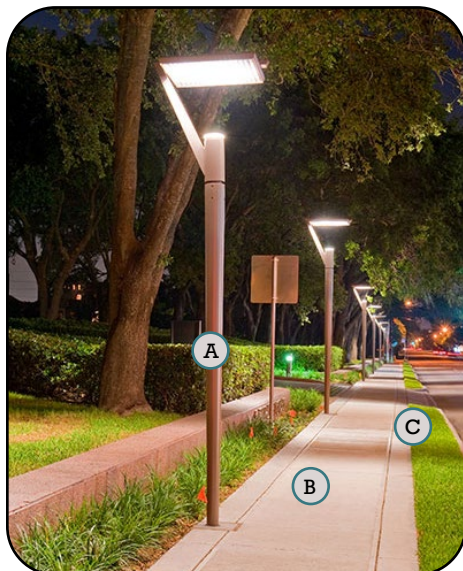
POTENTIAL ELEMENTS

[CLICK HERE TO VIEW MORE "PEDESTRIAN ZONE" PRECEDENT IMAGES.](#)

- A** Pedestrian-scaled lighting is provided to illuminate the sidewalk. This creates a safer setting for pedestrians.
- B** A complete network of sidewalks, paired with appropriate crosswalks, provides people with choices on how to get to their destinations.
- C** Landscaping, such as trees, grass buffers, and bushes, protects pedestrians from adjacent traffic, increases beautification, and helps green the area.

Seating, lighting, public art, bike racks, trash cans, and other street furniture can be placed within the pedestrian zone as amenities. These things help increase beautification and provide a sense of identity.

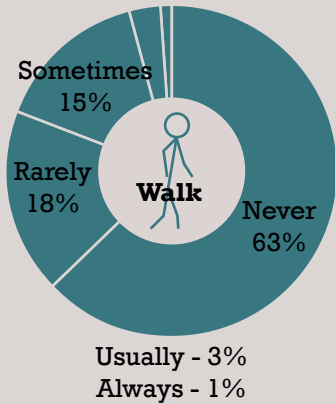
Wayfinding signage placed in the pedestrian zone directs people walking or cycling to different destinations. This signage could be designed by local artists to increase beautification and identity.



COMMUNITY INPUT

[CLICK HERE TO VIEW THE FULL SURVEY RESULTS, INCLUDING HUNDREDS OF DETAILED WRITE-IN RESPONSES.](#)

How frequently do you use sidewalks in the study area?



77% of respondents do not think the study area has enough sidewalks

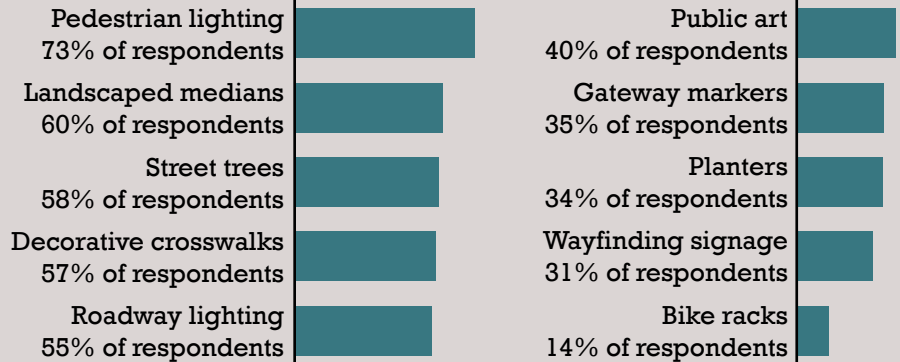
Where would you like to see additional sidewalks?

1. [Hamilton Church](#)
2. [Everywhere](#)
3. [Murfreesboro Pike](#)

What would encourage you to walk more?

1. [sidewalks](#)
2. [lights](#)
3. [safety](#)
4. [green space](#)
5. [places](#)
6. [cleaner](#)

Which streetscape elements would benefit the community most if added or upgraded in the study area? Select top three.



TRANSIT-SUPPORTIVE DEVELOPMENT (TSD)

Great transit systems are supported by connected pedestrian networks. A transit-supportive pedestrian zone provides a safe, accessible, comfortable, and prominent space for pedestrians to walk to and from transit stops to nearby destinations. Pedestrian zones are enhanced with amenities such as landscaping, bus stop amenities, and unique sidewalk patterns. Transit reaches its greatest potential in highly walkable places.

Wide sidewalks allow space for a bus stop loading zone that limits interference with pedestrians passing by.

A

Wide sidewalks connecting areas are lined with pedestrian-scaled lighting and buffered by planting strips and street trees; wide crosswalks are defined.

B



[CLICK HERE TO VIEW THE "PEDESTRIAN ZONE" STRATEGIES FOR THE STUDY AREA](#)



MOBILITY OPTIONS

Murfreesboro Pike/Bell Road Study • Fact Sheet 2 of 6 • [Metro Nashville Planning Dept.](#)

Note: The Mobility Options (2) Fact Sheet works in tandem with the [Pedestrian Zone \(1\)](#) and [Streets \(3\)](#) Fact Sheets.



EXISTING CONDITIONS

The existing infrastructure for pedestrians, bicyclists, and bus-riders is incomplete, insufficient, and unsafe. Continuing to invest in a transportation system that prioritizes driving above all other modes is not economically, financially, environmentally, or geographically sustainable. Bike lanes exist along Murfreesboro Pike and Bell Road; however, they are not buffered from adjacent vehicle traffic. The 55 Murfreesboro Pike bus runs from Downtown Nashville to Global Mall at the Crossings via Murfreesboro Pike and Bell Road. Two of the four stops within the study area include bus shelters. A left-turn queue jump on northbound Bell Road helps buses move through the area quicker.

POTENTIAL ELEMENTS

[CLICK HERE TO VIEW MORE "MOBILITY OPTIONS" PRECEDENT IMAGES.](#)

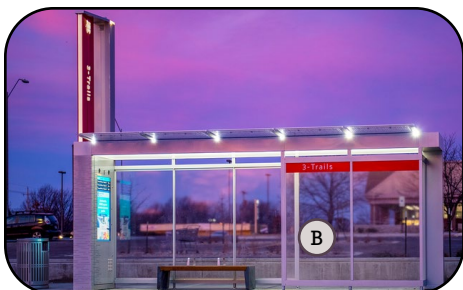
A Bus rapid transit infrastructure such as level boarding, dedicated transit lanes, and signal priority, helps to lower the travel times for public transit.

B Bus stops with covered shelters and amenities, such as lighting, seating, route information, and real-time tracking, increase comfort while waiting for bus.

C Landscaping, such as trees, grass buffers, and bushes, protects pedestrians from adjacent traffic, increases beautification, and helps green the area.

D Off-street shared-use path for bicyclists and pedestrians increases safety. Colored pavement helps designate the bike space from the pedestrian space.

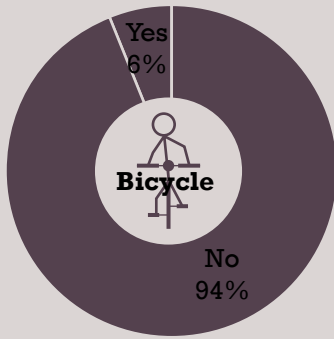
E On-street buffered bikeway is located between the sidewalk and vehicular travel lanes. Although the bikeway is still on the street, it has been buffered by trees and landscaping to keep bicyclists safe.



COMMUNITY INPUT

[CLICK HERE TO VIEW THE FULL SURVEY RESULTS, INCLUDING HUNDREDS OF DETAILED WRITE-IN RESPONSES.](#)

Do you ever bike in the study area?



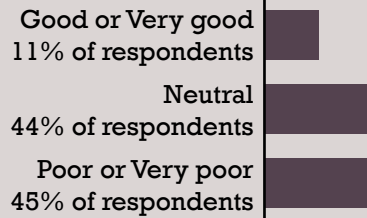
61%

of respondents do not think the study area has enough bikeways

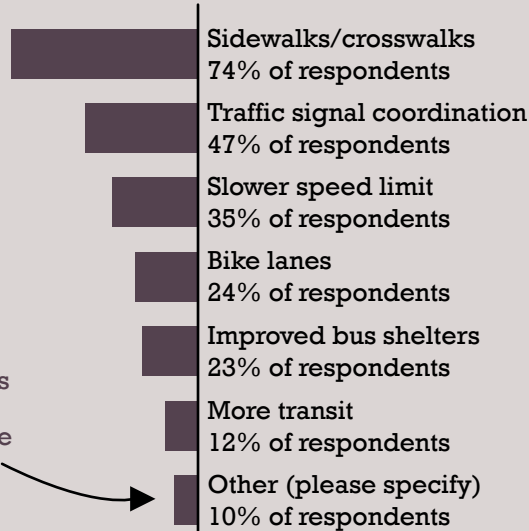
What would encourage you to bike more?

- | | |
|---------------|-----------------|
| 1. bike paths | 4. less traffic |
| 2. safety | 5. nothing |
| 3. greenways | 6. speed limits |
-
- | |
|--------------------|
| 1. police presence |
| 2. traffic calming |
| 3. lighting |

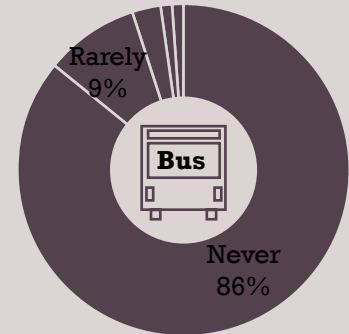
How would you rank the existing bus shelters in the study area?



Which infrastructure improvements do you most want to see in the area?



How frequently do you ride the bus in the study area?



Sometimes - 3%
Usually - 1%
Always - 1%

What would encourage you to ride the bus more?

- | | |
|-------------|-------------------------|
| 1. safety | 4. convenient |
| 2. schedule | 5. covered bus shelters |
| 3. routes | |

3%

of respondents have a disability that makes it difficult to move around

TRANSIT-SUPPORTIVE DEVELOPMENT (TSD)

Transportation modes are the different ways that people get around. A multimodal transportation network is more accessible, efficient, and equitable than one that works for only one mode. Providing mobility options is inherently transit supportive as it allows people to easily switch from one mode of transportation to another in a designated space.

Transit center provides off-street bus loading for multiple routes. A small open space sits adjacent with landscaping and public art. **A**

Bus stop provides a bike-share station and connections to nearby destinations via sidewalks, bikeways, and the street. **B**



[CLICK HERE TO VIEW THE "MOBILITY OPTIONS" STRATEGIES FOR THE STUDY AREA](#)



STREETS

Murfreesboro Pike/Bell Road Study • Fact Sheet 3 of 6 • Metro Nashville Planning Dept.

Note: The Streets (3) Fact Sheet works in tandem with the [Pedestrian Zone \(1\)](#) and [Mobility Options \(2\)](#) Fact Sheets.

EXISTING CONDITIONS

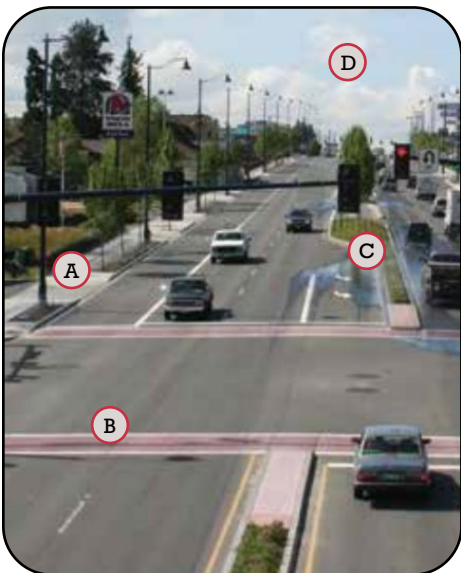
Traveling along Murfreesboro Pike by car is relatively easy, although traffic can get congested during peak travel times. Easy access to interstates, highways, and other areas is considered an asset for people driving. However, the 45 miles per hour speed limit, the 100+ ft. wide crossing distances, the lack of buffers and median islands, and the sheer amount of vehicular traffic within the study area all make for an unsafe and uncomfortable setting for other modes of transportation such as walking, bicycling, or transit.



POTENTIAL ELEMENTS

[CLICK HERE TO VIEW MORE "STREETS" PRECEDENT IMAGES.](#)

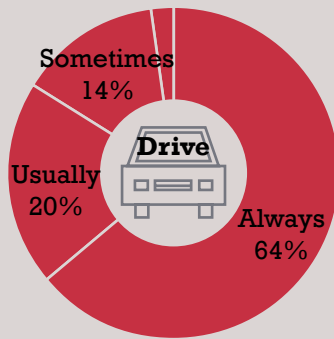
- A** A complete network of sidewalks, paired with appropriate crosswalks, bikeways, and transit routes, allows people to move around easier and safer.
- B** Decorative crosswalks and/or special pavement alerts drivers of the pedestrian space in the roadway.
- C** Landscaped median islands help decrease speeds of vehicular traffic. They also limit the areas where traffic can access private property by turning left.
- D** Consistency of streetlights placed at equal distances is appealing. New signage is limited to the ground or building facades except for a few already-existing pole signs or billboards. Overhead utility lines are placed underground, and streetlights are placed on poles, not hanging on lines.
- E** Pedestrian refuge islands (located at mid-block or intersection crossings) provide a protected space for people to stop and wait before continuing.



COMMUNITY INPUT

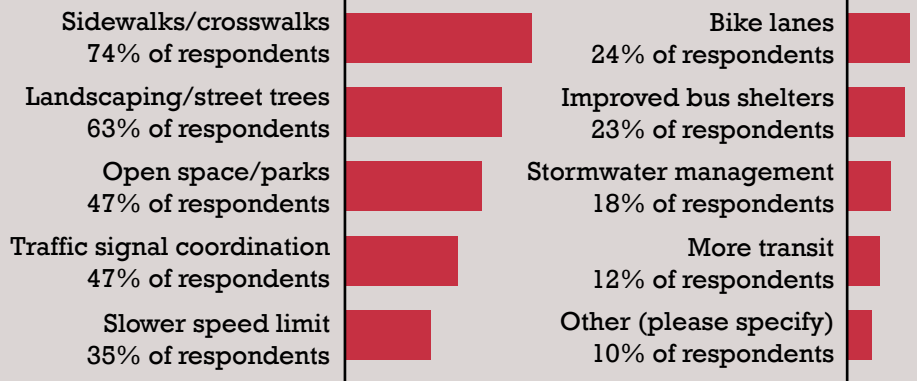
[CLICK HERE TO VIEW THE FULL SURVEY RESULTS, INCLUDING HUNDREDS OF DETAILED WRITE-IN RESPONSES.](#)

How frequently do you drive in the study area?

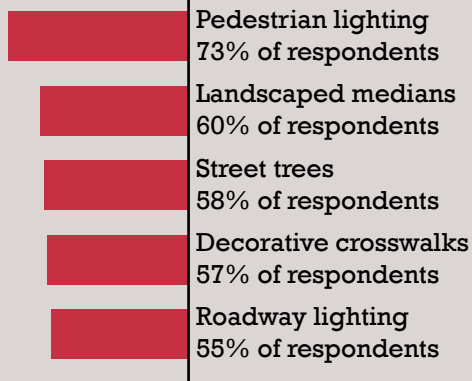


Rarely - 2%

Which infrastructure improvements do you most want to see in the area? Select top three.



Which streetscape elements would benefit the community most if added or upgraded in the study area?



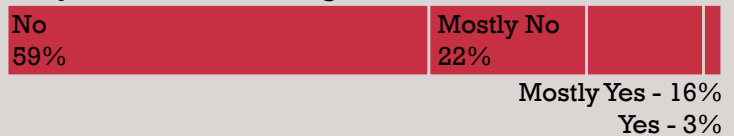
Do you feel safe crossing Murfreesboro Pike?



Do you feel safe crossing Bell Road?



Do you feel safe crossing Hamilton Church Road?



TRANSIT-SUPPORTIVE DEVELOPMENT (TSD)

A transit-supportive street is one that allows people to get to and from transit stops to nearby destinations in a safe and efficient manner. Complete sidewalk and bikeway networks, crosswalks with pedestrian refuge islands, access management, and lower speed limits contribute to a “complete street” that supports all travel modes and users - creating an equitable street.

The street and adjacent streetscape include a landscaped median, landscaped buffers, street trees, pedestrian-scaled lighting, and defined crosswalks. **A**

A bus approaches a stop along a suburban street with a pedestrian refuge median, landscape buffers, and a wide sidewalk. **B**



[CLICK HERE TO VIEW THE “STREETS” STRATEGIES FOR THE STUDY AREA](#)

NATURAL ENVIRONMENT

Murfreesboro Pike/Bell Road Study • Fact Sheet 4 of 6 • [Metro Nashville Planning Dept.](#)

Note: The Natural Environment (4) Fact Sheet works in tandem with the [Open Space \(5\) Fact Sheet](#).



EXISTING CONDITIONS

Five streams/tributaries flow through the study area, including the East Fork of Hamilton Creek in the southern portion of the area. Much of the floodplain area has been disturbed over the years due to the construction of buildings and surface parking lots. These things also contribute to the amount of impervious surfaces in the study area. In the 260 acre study area, approximately 117 acres are consumed by these elements. Tree canopy in the study area is limited to areas off corridors (primarily on private property).

POTENTIAL ELEMENTS

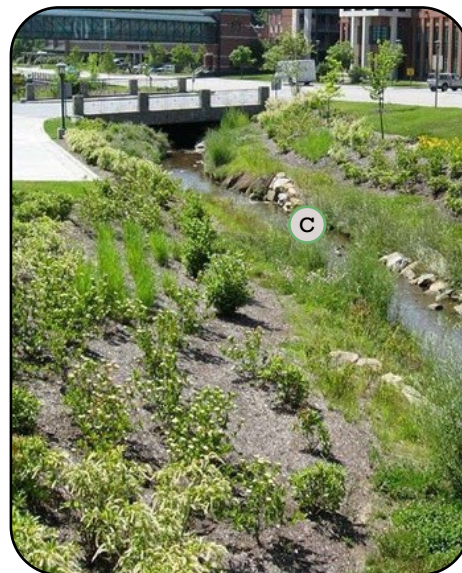
[CLICK HERE TO VIEW MORE "NATURAL ENVIRONMENT" PRECEDENT IMAGES.](#)

- A** Native landscaping is used on private property to help capture stormwater runoff and contribute to the identity of the development.
- B** Large rocks with gravel underneath help manage the flow of water in the stormwater system. This can be paired with plantings.
- C** A stream has been daylighted (restored), and native landscaping has been planted to absorb the natural flooding of the stream.

Landscaped median islands capture and absorb stormwater runoff, and provide a green, aesthetically pleasing, touch to an otherwise dull road.

Landscaping, such as trees, grass buffers, and bushes, protects pedestrians from adjacent traffic, increases beautification, and helps green the area.

Native landscaping is used in the median area of a crosswalk. This acts as a buffer for pedestrians and helps capture stormwater runoff from the street.



LOCAL (GREEN ISLANDS)

COMMUNITY INPUT

[CLICK HERE TO VIEW THE FULL SURVEY RESULTS, INCLUDING HUNDREDS OF DETAILED WRITE-IN RESPONSES.](#)

78%

of respondents would like to see street trees in the study area

72%

of respondents would like to see landscaped medians along Murfreesboro Pike

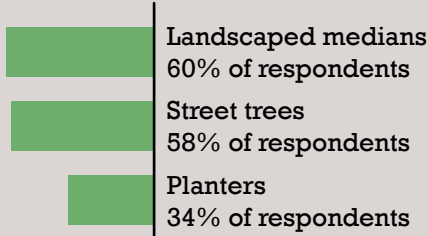
70%

of respondents would like to see landscaped medians along Bell Road

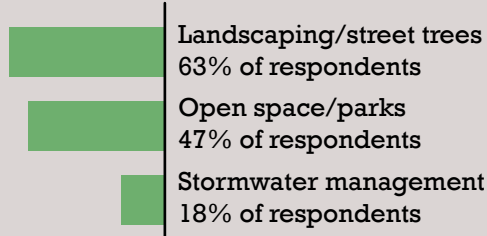
22%

of respondents say there are stormwater/flooding issues in the study area

Which streetscape elements would benefit the community most if added or upgraded in the study area?



Which infrastructure improvements do you most want to see in the area?



Top flooding locations:

1. Near Murfreesboro Pike and Hamilton Church Road
2. Near Murfreesboro Pike and Mt. View Road
3. Bell Road
4. Private property

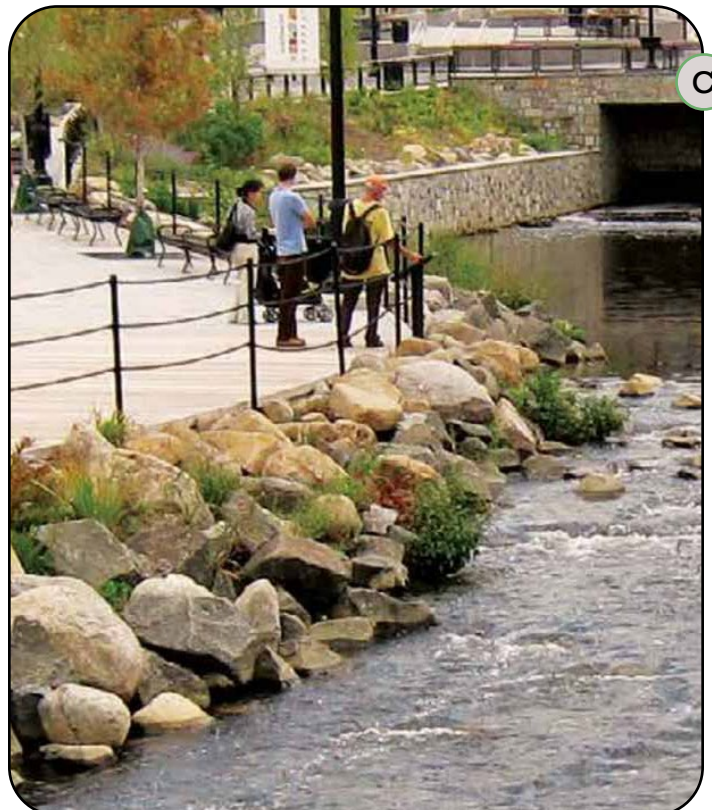
TRANSIT-SUPPORTIVE DEVELOPMENT (TSD)

The natural environment can be integrated into transit-supportive development through enhanced landscaping. Offering spaces of untouched or renewed natural environment amidst development or the streetscape improve area aesthetics, encourage walking and biking, and offer relief from the unnatural built environment. Natural areas help absorb stormwater runoff to reduce flooding and green streets.

A transit stop, sidewalk, and bike racks are framed by landscaping, trees, and grass. **A**

A central green area collects stormwater while also providing a place to sit or walk through. **B**

Restored waterways with landscaping provide places for exercise, opportunities to connect with nature, and aid in containing stormwater. **C**



[CLICK HERE TO VIEW THE "NATURAL ENVIRONMENT" STRATEGIES FOR THE STUDY AREA](#)

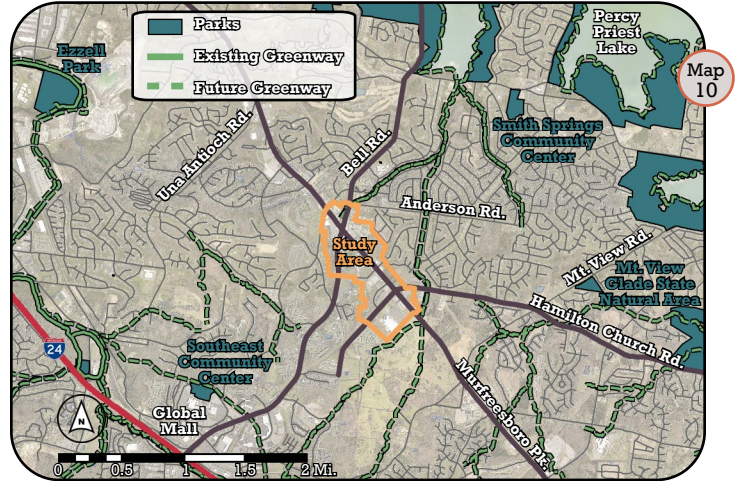
OPEN SPACE

Murfreesboro Pike/Bell Road Study • Fact Sheet 5 of 6 • Metro Nashville Planning Dept.

Note: The Open Space (5) Fact Sheet works in tandem with the [Natural Environment \(4\)](#) Fact Sheet.

EXISTING CONDITIONS

Currently, the study area does not offer any park or recreational space. There are no parks along Murfreesboro Pike for the entire stretch south of the airport to the county line. The Smith Springs and Southeast Community Centers include some open space but are located about 1.5 miles from the study area in either direction. Percy Priest Lake and its ample open space is about 3 miles from the study area. There are no existing greenway connections from the study area to other parts of Antioch, Davidson County, or Percy Priest Lake.



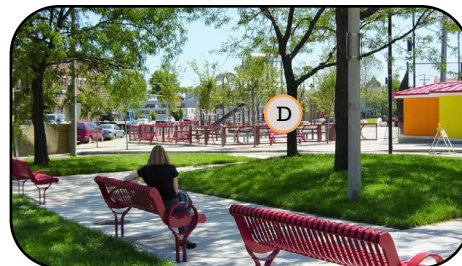
POTENTIAL ELEMENTS

[CLICK HERE TO VIEW MORE "OPEN SPACE" PRECEDENT IMAGES.](#)

- A** Community gathering places integrated into a private property help provide community benefits while alleviating costs and resources from the city.
- B** Flexible green spaces provide opportunities for gathering, recreation, and community services.
- C** Greenways provide alternative bicycle/pedestrian connection from one park, open space, or mixed-use center to another. Trail heads offer opportunities for small parks with simple amenities.

Open spaces have many different amenities that encourage people to use them regularly. These can include any combination of the following: playgrounds, seating, lighting, trash cans, water features, art/sculptures, informational kiosks/maps, dog parks, trail heads, and sports fields or courts.

Public or private streets adjacent to open spaces have the opportunity to temporarily close for large/unique events such as a farmer's market or an art fair.



COMMUNITY INPUT

[CLICK HERE TO VIEW THE FULL SURVEY RESULTS, INCLUDING HUNDREDS OF DETAILED WRITE-IN RESPONSES.](#)

75%

of respondents would like to see a small park in the study area

Where would you like to see a small park?

1. Near Hamilton Church Road
2. Near the intersection of Murfreesboro Pike and Bell Road
3. Anywhere/ Everywhere
4. As part of the new police precinct
5. Near Rural Hill Road

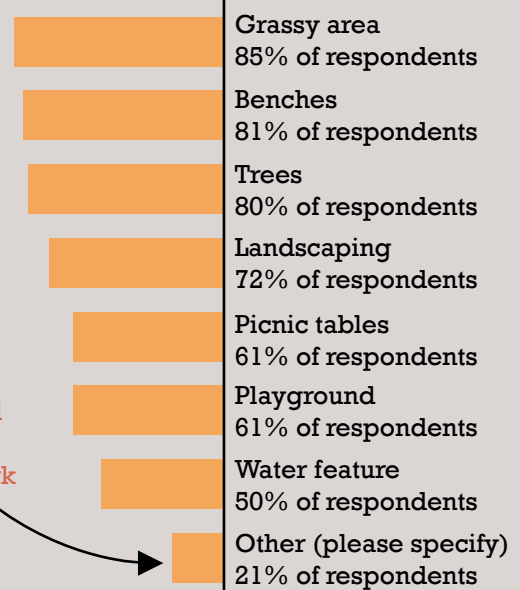
71%

of respondents would like to see greenway connections to/from the study area

Where would you like to see a greenway connection?

- | | |
|------------------------|----------------|
| 1. Percy Priest Lake | 4. basketball |
| 2. Hickory Hollow area | 5. art |
| 3. Mill Ridge Park | 6. splash park |
| 4. Not sure | |
| 5. Starwood area | |

What amenities would you like to see in a potential park in the study area? Select all that apply.



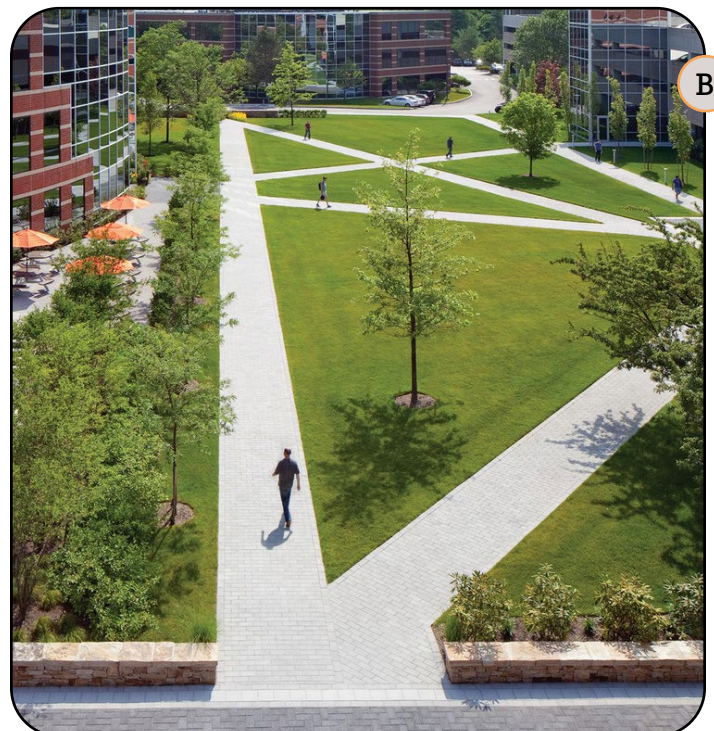
Note: Many respondents voiced concerns about the safety and upkeep of potential parks and greenways.

TRANSIT-SUPPORTIVE DEVELOPMENT (TSD)

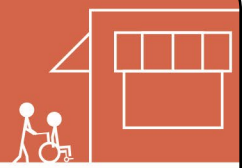
Transit-supportive open spaces are integrated into mixed-use developments or transit centers and should connect via sidewalks and bikeways to other destinations. Open spaces at transit centers provide pleasant spaces for people to comfortably wait for the bus, while open spaces within developments attract people to the businesses that surround them.

A mixed-use development frames a central open space that provides a variety of activities including farmers markets, movie nights, and playgrounds.

A central open space includes trees, landscaping, and sidewalks that connect various buildings and destinations, including outdoor dining.



[CLICK HERE TO VIEW THE "OPEN SPACE" STRATEGIES FOR THE STUDY AREA](#)



BUILT ENVIRONMENT

Murfreesboro Pike/Bell Road Study • Fact Sheet 6 of 6 • [Metro Nashville Planning Dept.](#)



EXISTING CONDITIONS

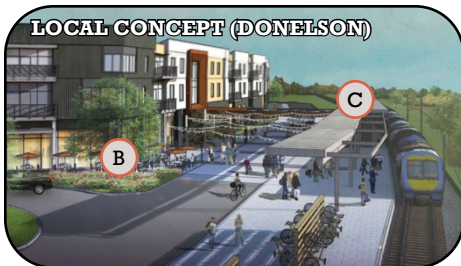
20 to 40 year-old commercial buildings are the primary use found within the study area. These come in the form of a large shopping center, several commercial strips, and many standalone buildings. Newer construction has been built around the Hamilton Church Road intersection. Residential uses are mostly located outside of the study area and include garden style apartments and single-family homes. Some properties within the study area have lower quality facades and poor screening of parking lots and back of house operations.

POTENTIAL ELEMENTS

[CLICK HERE TO VIEW MORE "BUILT ENVIRONMENT" PRECEDENT IMAGES.](#)

- A** A surface parking lot is positioned behind a wall and landscaping. This screens an unattractive necessity from the view of people passing by.
- B** Low-scale mixed-use development allows for more active uses within walking distance of each other, while maintaining its suburban context.
- C** Mixed-use development adjacent to a transit stop increases access to an area and provides opportunities for placemaking.

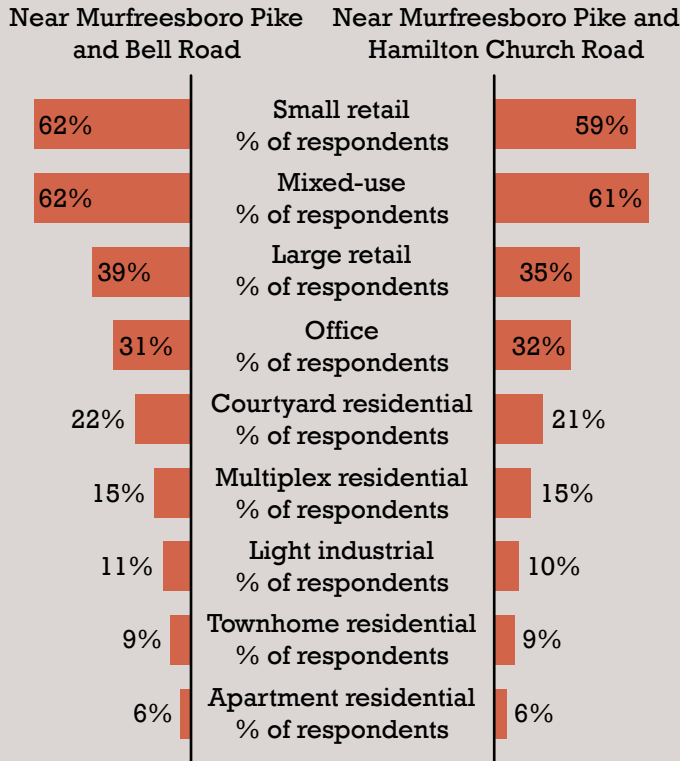
- D** High-quality building materials improve conditions of existing storefronts or in new construction and help in beautification and community identity.
- E** Landscaping and open space integrated into a private property provide community benefits while alleviating costs and resources from the city.
- F** Existing, underutilized buildings can be retrofitted. In this case, vacant stores were converted to government offices with a landscaped parking lot



COMMUNITY INPUT

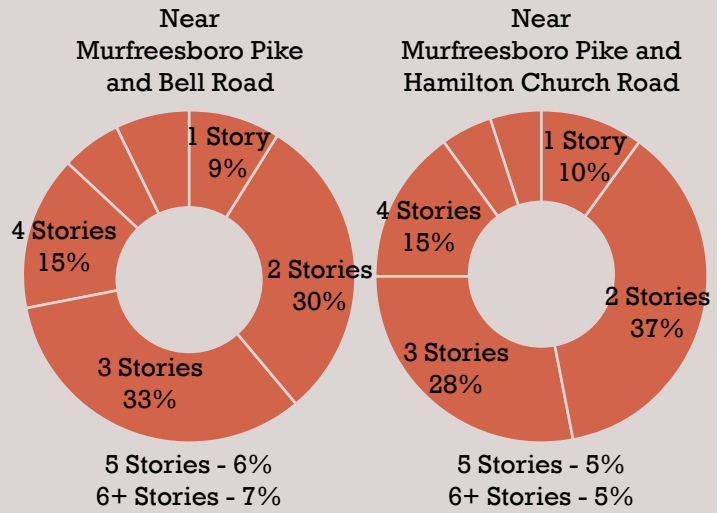
[CLICK HERE TO VIEW THE FULL SURVEY RESULTS, INCLUDING HUNDREDS OF DETAILED WRITE-IN RESPONSES.](#)

What kinds of buildings would you like to see in the study area? Select all that apply.



Note: The Antioch community feels strongly that the area has enough multi-family housing options.

What should the maximum height of buildings be in the study area?



Are there any historic buildings in the study area?

1. **Traveler's Court**
2. **Homestyle Bakery**

83%
of respondents think the study area is visually unattractive

72%
of respondents think the study area's storefronts are in poor condition

TRANSIT-SUPPORTIVE DEVELOPMENT (TSD)

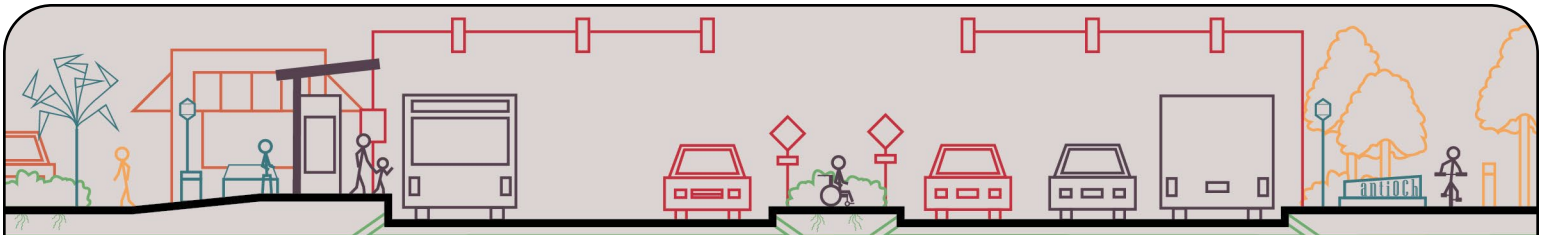
A transit-supportive built environment includes a mix of uses that create pedestrian activity at all times of the day and contribute to higher transit ridership. A robust network of sidewalks, bikeways, and streets provides seamless connections to and from destinations to transit stops. Buildings, especially at the ground floor where they define streets and other public spaces, create visual interest and relate to human scale. These elements contribute to quality of life improvements.

Although the buildings are built up to the street, smaller retail and restaurants provide a variety of destinations with sidewalks and landscaping. Offices and residential uses are provided above. **A**

Well-designed mixed-use buildings are enhanced by landscaping, fountains, and seating, while being connected with wide sidewalks to other areas. **B**



[CLICK HERE TO VIEW THE "BUILT ENVIRONMENT" STRATEGIES FOR THE STUDY AREA](#)



MURFREESBORO PIKE/BELL ROAD STUDY

Conclusion • Metro Nashville Planning Department

SUMMARY

The Murfreesboro Pike/Bell Road Study was informed by input from 628 stakeholders in a detailed survey, insight from four district Councilmembers, and analysis by planners. The six fact sheets organize necessary infrastructure improvements which help advance the study's [five overarching goals](#) - complete streets, beautification, safety, green, and identity.

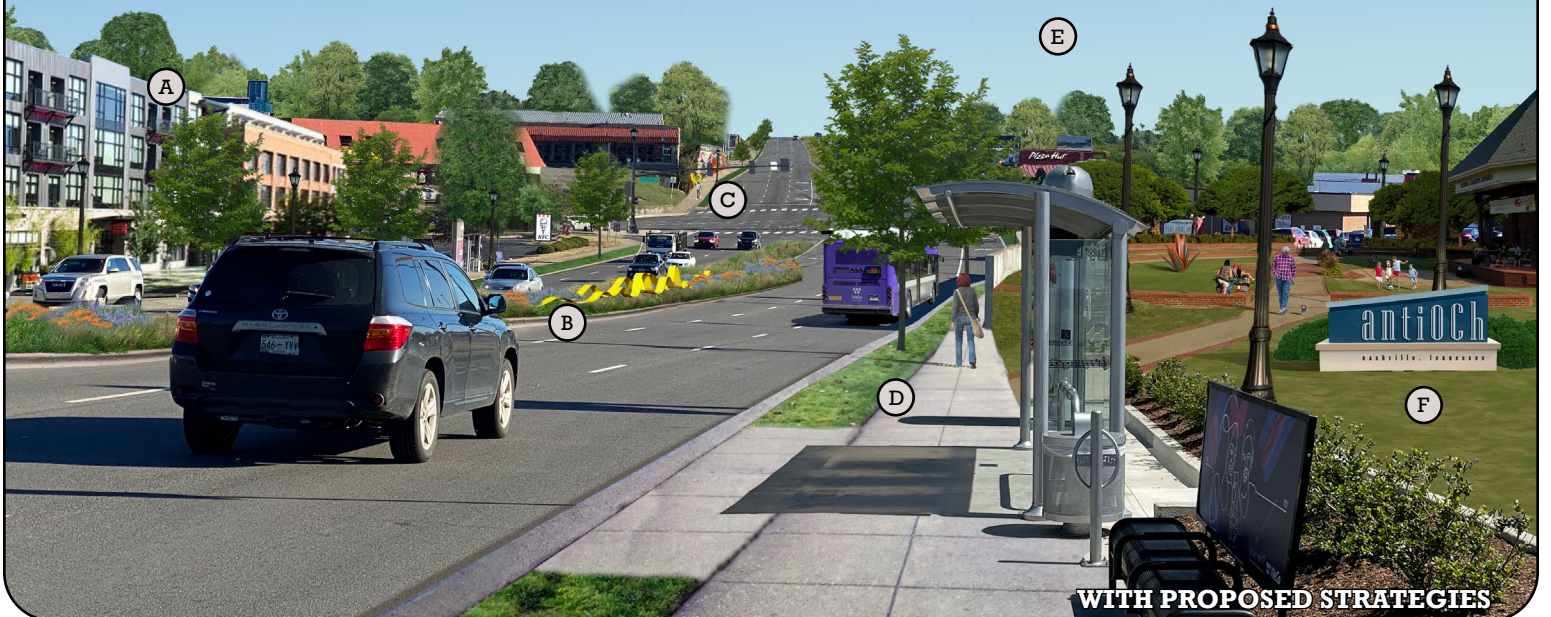
Parts of the study area with vacant land will continue to be developed; however, the existing buildings and land use patterns will remain in the short term. In the future, the community sees the study area growing, while remaining suburban in character, through the redevelopment and infill of currently under-used land. These developments and redevelopments will be accompanied by infrastructure improvements, such as sidewalks, transit enhancements, open spaces, and landscaping, that the community desires.

The below image illustrates a compilation of the strategies presented in this study. It is not intended to show exact or final designs, but instead to show how the recommended strategies *could* look in the context of the area.



CURRENT

- | | |
|--|---|
| <p>A Small scale mixed-use development at the key intersection.</p> <p>B Pedestrian refuge island with native landscaping and art.</p> <p>C Buffered multi-use trail on one side of the street.</p> | <p>D Sidewalks and bus stop buffered by grass strips and street trees.</p> <p>E Overhead visual clutter has been reduced.</p> <p>F Open space with grass area, stage, public art, and a gateway sign</p> |
|--|---|



WITH PROPOSED STRATEGIES

SUPPLEMENTAL POLICY

Supplemental policies provide an additional level of guidance beyond that provided by the [Community Character Manual \(CCM\)](#). Supplemental policies address unique features of the area and expand upon standard guidance of CCM in order to tailor policy to the needs of the study area and surrounding neighborhoods. Alone, the CCM policies applied to the study area do not provide the level of detail necessary to guide new development that is desired by community stakeholders. Note that existing entitlements allow property owners to develop without needing to rezone and without triggering the supplemental policy.

The following should be adopted as a Supplemental Policy to the [Antioch/Priest Lake Community Plan](#) for the Murfreesboro Pike/Bell Road study area:

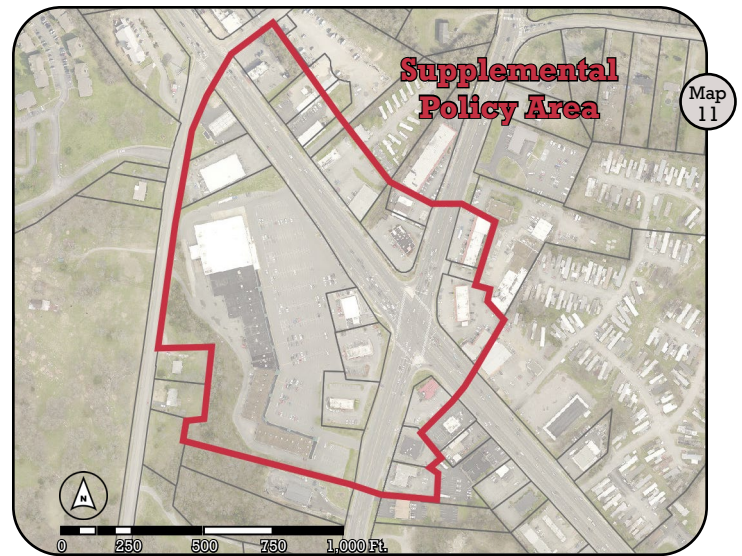
Zoning: Specific Plan (SP) zoning provides additional flexibility to create developments that meet the goals and objectives of [NashvilleNext](#) and the study in key properties around the Murfreesboro Pike/Bell Road intersection (Map 11) that require new public infrastructure to support development. Within a SP zoning district, permitted uses and design elements like height, size, setbacks, buffers, signage, and materials are determined for the specific development, often through preparation of a detailed site plan.

Consideration of SP zoning can achieve policy goals by incorporating desired elements such as publicly accessible green space, sidewalks, crosswalks, landscaping, and other pedestrian enhancements. This will enhance the walkability of this area and create continuity in improvements as development occurs around this intersection.

Height greater than three stories or intensity that is typically not supported by the policy may be incorporated into SP zoning as a trade-off if a proposed development meets multiple goals of the plan, such as the following:

- Accessible open space in the form of parks, plazas, playgrounds, and greenways.
- Installation of pedestrian and bike friendly infrastructure, enhanced bus stops, and/or the use of Transportation Demand Management strategies to reduce single occupancy vehicle trips.
- Daylighting and/or stream restoration of the creek.
- Consolidated access points.
- Relocation of utility poles off Murfreesboro Pike.

Where the Supplemental Policy is silent, the underlying CCM policy provides the appropriate guidance.



ZONING OVERLAYS

UDOS AND CDOS

The area along Murfreesboro Pike, within the study area, has an [Urban Design Overlay \(UDO\)](#) (adopted in 2013). Since then, the Planning Department has created another tool geared towards our major streets, the [Corridor Design Overlay \(CDO\)](#), that is better suited for development and redevelopment along suburban corridors. The CDO allows incremental improvements to commercial corridors through signage, landscaping, and building material standards. Neither the CDO or the UDO tool is able to control or limit land uses.

Although the current UDO includes more standards than the CDO, it is less specific than other UDOS. In addition, it has presented some challenges in practice as property and business owners attempt to make small changes to their property but are required to complete detailed site plans. Issues such as this can hinder redevelopment and property enhancements. In the short-term, Planning staff recommends that area Councilmembers work with planners and the community on evaluating and possibly replacing the UDO with a CDO, and potentially a CDO along a portion of Bell Road.

STREET TREE OVERLAY/STREETSCAPE PLAN

A zoning ordinance adopted in 2021 creates a mechanism and process for adopting street tree/streetscape plans for certain geographic areas. Murfreesboro Pike is anticipated to grow into a mixed-use suburban corridor. Since street trees are a community priority, a Street Tree/Streetscape Plan will be worked on soon after the adoption of this study to provide a framework for an iconic streetscape and acknowledge the important role of street trees in experiencing the enhanced streetscape. This plan will be applicable to all new construction, major renovations, and expansions within the designated area.

MEASURING EQUITY

The transportation networks that we all depend on each day have created and continue to exacerbate inequalities that make it more difficult for low-income people, people of color, and people with disabilities to get where they need to go, and can put them at greater risk. With limited funding available, measuring performance is used to engage the public in difficult decisions to prioritize infrastructure projects. Measuring success allows for better use of limited resources and allows decision makers and the public to see where funding is going, why, and how it's performing. It's also a way to create partnerships that can help identify priorities and build confidence in the idea of raising and investing more money in the system. Read more beginning on page 95 of the [2020 Metro Nashville Transportation Plan](#).

Metro uses the performance measures below to track progress toward attaining equity goals and objectives to ensure short- to long-term alignment with NashvilleNext and applicable Metro departments/ agencies. This relies on three frameworks when contemplating how we will advance a transportation system that supports equal access to opportunity for all users:

- Procedural equity – those who are most burdened by an out-of-balance transportation system are identified and engaged in the planning process.
- Distributional equity – ensures that the benefits and burdens associated with a transportation program are allocated equitably across the city's communities.
- Structural equity – recognizes and addresses past decision-making processes that have resulted in social challenges and strained or poor access to opportunities and quality of life.

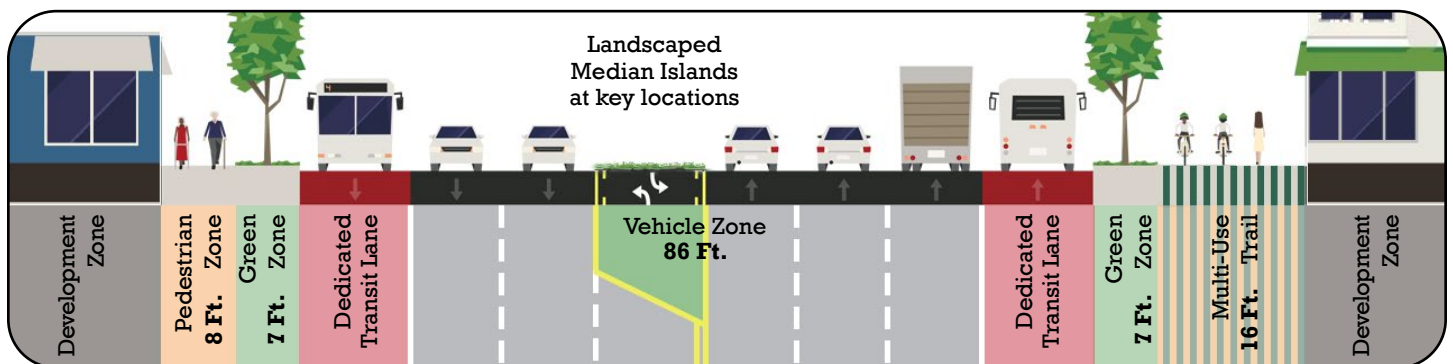
Equity in our system performance is well supported by including equity in the design of each project that makes up the system. Equity by Design asks questions, noting how the project design and implementation will support and be measured, about each project to support equity in our system performance.



FUTURE STREET SECTION

The strategies recommended as part of the Murfreesboro Pike/Bell Road Study include changes to the streetscape such as dedicated transit lanes, landscaped median islands at key locations, and a multi-use trail on one side of the road.

The below street section illustrates how the strategies presented in this study could look on the segment of Murfreesboro Pike between Rural Hill Road and Bell Road. It is not intended to show exact or final designs, but instead to show how the recommended strategies could look in the context of the area.



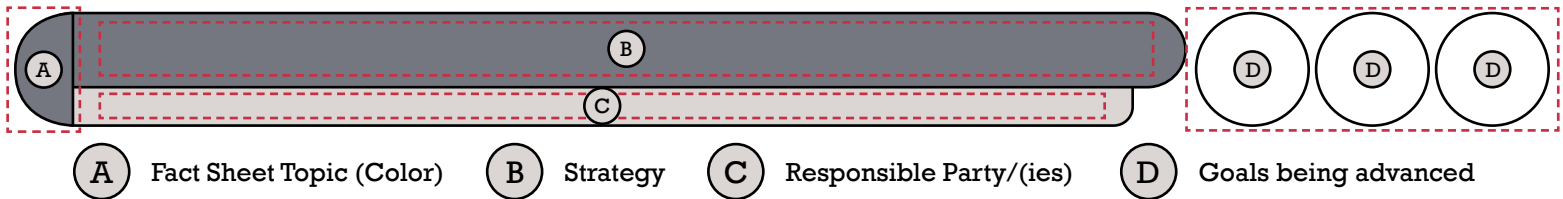
IMPLEMENTATION TABLE

The implementation table lists the strategies recommended by planning staff that will achieve the goals of the Murfreesboro Pike/Bell Road Study, and the needs identified by area stakeholders. Each implementation strategy has been assigned a timeframe to make the vision a reality.

The implementation table balances practicality, budget, and potential impact to categorize recommendations as short- (0-5 years), medium- (5-10 years), and long-term (10+ years). Short- and medium-term along with ongoing recommendations address the community's main priorities. These early achievements build excitement and can catalyze subsequent projects. In addition, some of these strategies are likely to be combined during development of a new project. For example, constructing a new sidewalk would likely be packaged with other strategies, including access management, new pedestrian signals, street trees, beautification, and sustainable stormwater collection.

These strategies have been vetted by multiple agencies prior to the adoption of the Murfreesboro Pike/Bell Road Study. However, implementing these strategies requires the coordinated resources of the responsible parties to more specifically define an individual strategy's scope following a detailed analysis and project development process. It is anticipated that many implementation strategies will move forward through the [Capital Improvements Budget \(CIB\)](#) or other funding resources, including grants.

It can be challenging to implement a vision given the limited regulatory tools and the financial constraints of Metro Government. Long term realization of the corridor vision requires multiple levels of execution - from acquisition of funding to ongoing promotion of the vision from community stakeholders. Some recommendations may be undertaken quickly and with minimal investment, while others will require large capital allocations or significant commitment from private developers through redevelopment and streetscape improvements.



UPON ADOPTION

Adopt a supplemental policy for the Murfreesboro Pike/Bell Road Study area.
Metro Planning Commission

Work on adoption of a [street plan overlay/streetscape plan](#) following the adoption of this study.
Metro Planning Commission; Planning Department; NDOT; Codes Department; Councilmembers

GOALS



ON-GOING

Utilize the Equity by Design tool to prioritize, measure, and gauge success of infrastructure projects.
Mayor's Office; Planning Department; NDOT

Ensure that sidewalk network, street crossings, and entrances to buildings and open spaces are accessible by those who use wheelchairs or have other mobility challenges.
TDOT; NDOT

Clear up visual clutter by burying utility lines, consolidating access points/curb-cuts, and encouraging pedestrian-scaled signage as redevelopment occurs.
Property owners; Development professionals; Councilmembers; Planning Department

Encourage the planting of additional trees and landscaping on private property and implementing low impact development standards to absorb stormwater runoff.
Property owners; Community; Beautification Commission; Tree planting non-profits
















IMPLEMENTATION STRATEGIES CONTINUE ON NEXT PAGES




IMPLEMENTATION TABLE CONTINUED

ON-GOING CONTINUED





















GOALS

Encourage redevelopment to include privately owned and operated open space.	Property owners; Development professionals; Councilmembers; Planning Department; Community			
Improve the condition of existing storefronts, facades, and parking areas by encouraging upkeep and regular maintenance.	Councilmembers; Community; Codes Department			
Encourage the adaptive reuse or retrofit of existing structures and spaces rather than demolishing and starting from scratch.	Property owners; Development professionals; Councilmembers; Planning Department; Community			
Encourage missing middle housing types as properties redevelop.	Property owners; Development professionals; Councilmembers; Planning Department; Community			
Explore opportunities to incorporate Transportation Demand Management (TDM) with new development projects.	NDOT			

ANNUALLY

Submit identified infrastructure projects for capital funding. Include projects identified in forthcoming studies.	Mayor's Office; Metro infrastructure departments; Councilmembers			
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SHORT-TERM

Prioritize completing sidewalk network along Murfreesboro Pike and Hamilton Church Road.	TDOT; NDOT			
Conduct a study to evaluate pedestrian and beautification improvements around the Murfreesboro Pike/Bell Road intersection, including pedestrian refuge islands.	TDOT; NDOT			
Study the timing of pedestrian signals at key intersections.	TDOT; NDOT			
Implement the WeGo Link pilot project (On-Demand Transit) in this area and its surroundings.	WeGo			
Continue work on the long-term desire of bringing Bus Rapid Transit to the corridor, including dedicated transit lanes and transit center.	WeGo; Mayor's Office; TDOT; NDOT			
Submit request for speed limit reduction for Murfreesboro Pike and Bell Road.	TDOT; NDOT			
Explore/identify potential targeted approaches for property standards violations.	Councilmembers; Community; Codes Department			
Evaluate replacing the Murfreesboro Pike Urban Design Overlay (UDO) district with a Corridor Design Overlay (CDO) that would add portions of Bell Road.	Planning Department; Councilmembers; Property owners; Community			

IMPLEMENTATION TABLE CONTINUED



SHORT- TO MEDIUM-TERM



GOALS

Provide bus stop amenity improvements, including shelters, benches, trash cans, route information, and lighting.			
WeGo			



MEDIUM-TERM




Consider a Park and Ride lot with bike racks/storage.			
WeGo			



Undertake an access management study for Murfreesboro Pike.			
TDOT; NDOT			




Upgrade stormwater infrastructure as needed to mitigate flooding issues.			
TDOT; Water Services; NDOT			




MEDIUM- TO LONG-TERM

Identify important sidewalk gaps off the main corridors not currently identified in the Priority Sidewalk Network to increase access from surrounding neighborhoods.			
NDOT			

Enhance the pedestrian zone with street furniture such as public art, gateway markers, wayfinding signage, and pedestrian-scaled lighting.			
TDOT; NDOT; Arts Commission			




Consider using decorative crosswalks and mid-block crosswalks.			
TDOT; NDOT			




Add additional landscaping such as street trees, grass buffers, and landscaped median islands near key intersections.			
TDOT; NDOT; Beautification Commission			

Achieve a network of meaningful public open spaces within the study area including recreational spaces and flexible green spaces.			
Property owners; Parks and Recreation; Councilmembers			




Explore utilizing suburban transit-supportive development and design to achieve multiple goals and strategies in key locations.			
Property owners; Development professionals; Councilmembers; Planning Department; Community			

LONG-TERM

Construct a wide multi-use trail on one side of Murfreesboro Pike to better separate pedestrians and cyclists from traffic.			
TDOT; NDOT; Parks and Recreation			

Study adding landscaped median islands along sections of Murfreesboro Pike.			
TDOT; NDOT			

Daylight/restore streams and reclaim previously disturbed floodplain areas to provide better resiliency, contribute to the green network, and provide greenway connections.			
Property owners; Water Services; Development professionals; Community; Parks and Greenways; Councilmembers			

Explore greenway connections that connect with Percy Priest Lake, Mill Ridge Park, and Southeast Park and Library.			
Property owners; Parks and Greenways; Planning Department			

RELEVANT TERMS/PLANS

Adaptive Reuse/Retrofit - The process of reusing an existing building for a purpose other than which it was originally built or designed for.

Antioch/Priest Lake Community Plan - Last updated in 2017, this community plan is a policy guide for decision-making regarding the future of the Antioch/Priest Lake community planning area (shown in [Map 3](#)). This study is an amendment/supplement to the Antioch/Priest Lake Community Plan.

Better Bus Program - Launched by WeGo as a network redesign which seeks to modernize the system by simplifying routes, increasing crosstown connections that avoid downtown altogether, improving service spans for later hours each day, and alternating visual communications to reduce rider confusion.

Bus Rapid Transit (BRT) - Nashville's version of BRT, referred to as BRT lite, is designed to move bus riders along the city's busiest corridors faster than buses on local routes. This service offers more frequent service, fewer stops, and a greener attitude. There are current plans to enhance Nashville's BRT lite routes to full functioning BRT with dedicated transit lanes and other improvements.

Capital Improvements Budget (CIB) - Metro Government implements numerous infrastructure projects through the CIB, an annual plan of proposed capital projects and the means of financing them. The CIB is a planning tool to prioritize and coordinate investments in long-term, durable projects. The Planning Commission's role is tied to infrastructure, which must be closely coordinated with land use regulations. The Planning Department is continually working to ensure that the CIB aligns with [NashvilleNext](#), is more accessible and transparent, and is data driven.

Community Character Manual (CCM) [part of [NashvilleNext](#)] - A comprehensive document that describes land use policy categories and characteristics. The city's [14 Community Plans](#) apply these land use policies to specific geographic areas along with any needed supplemental policy guidance.

Design Overlays - In addition to base zoning, some areas have overlays that work in cooperation with or in addition to the zoning code. The Corridor Design Overlay (CDO) is a zoning tool that requires specific design standards for development in a designated area, and applies to signage, landscaping, and parking. It can provide incremental improvements to commercial districts and corridors. The Urban Design Overlay (UDO) is a zoning tool that requires specific design standards for development in a designated area and can be very detailed. Neither overlay affects the uses allowed or prohibited on a property.

Green and Complete Streets - Promotes access, mobility and health for all people, regardless of their age, physical ability, or mode of transportation. Green and Complete Streets fairly balance the accommodation of all users of the transportation system, by prioritizing the needs of people who walk, bike, take transit, drive, transport freight, operate emergency vehicles, or own adjacent land, in that order. In 2016, Metro reaffirmed and expanded its complete streets strategy to strengthen the inclusion of green-street infrastructure elements to help ensure Nashville's infrastructure enhances environmental quality by reducing pollutants, temperature, and runoff impacts to local bodies of water.

Infrastructure - The part of the built and natural environment that conveys a public service. Examples include roads, sewers, schools, sidewalks, and parks. Some infrastructure is above ground and visible in our daily lives, and some is hidden, or underground. The cost of land, materials, construction, and upkeep all contribute to the expenses of infrastructure projects.

Land Use - The specific existing use(s) of a property. Land Use is determined by the zoning of a property - a particular land use may or may not be permitted within its underlying zoning district.

Major and Collector Street Plan (MCSP) [part of [NashvilleNext](#)] - A comprehensive implementation tool for guiding public and private investment in the major streets that make up the backbone of the city's transportation system. It provides a context-sensitive approach for each roadway segment and identifies the location of needed arterial and collector connectivity. The plan provides standards for the portions of Murfreesboro Pike, Bell Road, Hamilton Church Road, Rural Hill Road, and Morris Gentry Boulevard located within the study area.

Mobility - The ability to get from one place to another using one or more modes of transport. It is important that transportation options are provided so that everyone can get around. This includes driving, walking, biking, and taking transit.

RELEVANT TERMS/PLANS CONTINUED

[Metro Nashville Transportation Plan](#) - A 2020 plan that proposes \$1.6 billion in critical projects for community resilience, neighborhood livability, shared prosperity, and system preservation and performance. The plan recommends strengthening the Murfreesboro Pike BRT lite to fully functioning BRT with much of the route to feature dedicated transit lanes. The plan proposes iconic stations, off-board fare collection, platform-level boarding, high-capacity buses, and fast and frequent service for this route.

[Missing Middle Housing](#) - Building types, such as duplexes, fourplexes, cottage courts, and courtyard buildings that provide diverse housing options and support locally-serving retail and public transportation options. They are “Missing” because they have been underutilized in recent decades, and “Middle” because they sit in the middle of a spectrum between detached single-family homes and mid-rise to high-rise apartment buildings, in terms of form and scale, as well as number of units and often, affordability.

[Murfreesboro Pike Urban Design Overlay \(UDO\) District](#) - The intent of this UDO is to foster pedestrian-friendly suburban development, while still accommodating for the market needs of suburban development. This UDO focuses on broad design standards while emphasizing best practices for quality suburban design. The UDO boundary extends along Murfreesboro Pike from Rural Hill Road south to the county line.

[Nashville Connector](#) - A free resource to connect commuters and employers to sustainable commute options through marketing, behavior changes, and development review. Nashville Connector, housed within the Nashville Department of Transportation (NDOT), works closely with the Planning Department to ensure that new development is built and designed to advance multimodal connectivity and to manage transportation demand and to encourage future active transportation.

[NashvilleNext](#) - A 2015 general plan created by Nashvillians which guides Nashville through 2040. The plan provides policy direction on the physical structure of Davidson County - the things we build, how and where we build them, and the places we preserve. The plan brought together and updated [14 Community Plans](#), the [Community Character Manual](#), and the [Major and Collector Street Plan \(MCSP\)](#).

[nMotion](#) - A 2016 transit plan that includes strategic recommendations and key actions for improving transit in Middle Tennessee. nMotion calls for a transit center and other significant investment near the Murfreesboro Pike/Bell Road intersection.

Policy - Guidance that describes the intent, general characteristics, building form, site design, and appropriate zoning districts for that property. Land use policies for Nashville are found in the [Community Character Manual](#) and are implemented through the [14 Community Plans](#).

Transit-Supportive Development - A style of development that puts people and places within an easy reach of transit. Transit-supportive places present residents and workers with a range of mobility options, services, and recreational opportunities, as well as access to key destinations, like work and school, within a short distance from home. Transit-supportive development seeks to create places that make transit work efficiently, even if high quality transit service hasn't yet arrived.

[WalknBike](#) - A 2017 plan that aims to improve walking and biking in Nashville, connecting people to opportunity on a network of high-quality, comfortable, and safe sidewalks and bikeways. It supports the land use and transportation objectives of [NashvilleNext](#) and [nMotion](#) by connecting developing corridors and centers to transportation options. A more walkable and bikeable Nashville provides benefits that will address access, health, and environmental concerns.

[WeGo Transit Design Guidelines](#) - A 2018 plan that provide a baseline of requirements for new stops, shelters, transit hubs, and amenities within the WeGo network. The intent is to ensure higher quality transit improvements become the norm rather than the exception. WeGo works with other departments to implement these guidelines during review of private development requests and to conduct complete street redesign projects.

Zoning - A property's zoning district is law, and determines how land may be used and its development standards. For example, single-family homes within a neighborhood have different zoning than a gas station. You will rarely find the two right next to each other. Zoning is influenced by the policies outlined in Nashville's Community Plans.

BEAUTIFICATION RESOURCES

The primary strategy for beautification in the study area is for a grassroots-led effort to take the lead in efforts to rectify identified beautification issues. This grassroots effort can take the form of ordinary citizens coming together, or a single existing organization or a group of organizations in partnership working on beautification efforts in the study area. Metro Government is limited in what it has authority to do beyond citation and possibly legal action via Environmental Court. Community leaders can work with the online tools and departments listed below.



hubNashville - A comprehensive customer service system available through Metro Government, that enables people to connect with Metro representatives in order to make service requests, including to report beautification issues, ask questions, and share feedback. A one-stop shop available by phone and online, hubNashville is easy to use and a great tool for the community to report beautification issues.



NashView - An online map viewer designed to be a complement to hubNashville. In NashView residents can visualize reports reported through hubNashville in their neighborhoods. For example, residents can view maps of reported property standards violations in an area they can define and during a time period they define. Information on when each violation was reported and where it is at in the process is also available in NashView.



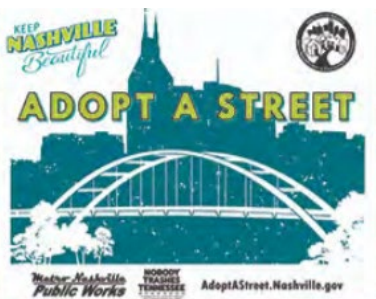
The Mayor's Office of Neighborhoods and Community Engagement - This office's mission is to improve the quality of life in Nashville's neighborhoods through a more informed, active, and involved citizenry and enhanced governmental response to community needs. A number of programs and initiatives operate under this office including the yearly Spring Clean-ups.

KEEP AMERICA BEAUTIFUL AFFILIATE

Metro's Beautification & Environment Commission - This commission works to make Nashville clean, safe, and attractive. A volunteer body, the Commission coordinates the efforts of volunteers, city departments, and business and community groups, to provide environmental programs, beautification projects, as well as training and educational opportunities. These include neighborhood clean-up efforts all year and the Mayor's Spring Clean-ups. The Commission is comprised of volunteer representatives from the 35 council districts appointed by the Mayor to serve three-year terms.



Neighbors Organized To Initiate Code Enforcement (NOTICE) - NOTICE was initially a program designed to train neighborhood associations on how to find and report property standards violations. It has evolved into a program that encourages communities to help neighbors fix property standard violations on their property. In some property standards violations the property owner is elderly, disabled, or financially unable to make the required repairs to their property. The Mayor's Office of Neighborhoods works with NDOT, Codes, and Hands On Nashville to empower community leaders to help their neighbors in need to clean up or fix up their properties instead of taking them to court.



Metro Beautification's Adopt-a-Street Program - Allows Nashvillians to help keep their neighborhoods clean by adopting a street for free. You must adopt at least four blocks and conduct a clean-up at least four times a year. The agreement is good for one year and can be renewed for as many years as requested. Metro Beautification provides safety guidelines, volunteer liability release forms, caution signage, bags, gloves, safety vests, and technical support.

HOMELESS SERVICES

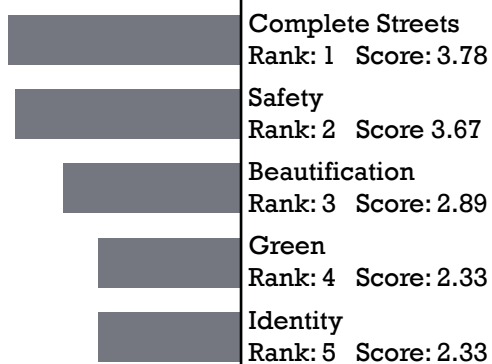
Some of the areas surrounding the Murfreesboro Pike/Bell Road study area have been identified as locations where people experiencing homelessness have sought shelter. Metro has established a [Homeless Impact Division](#) that offers several resources intended to assist those in need.



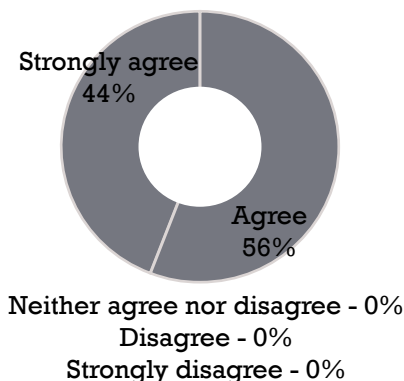
FEEDBACK SURVEY

A draft version of this study was posted online on September 30, 2021. A brief feedback survey was also posted and asked several questions regarding the contents of the study. Below is a summary of those results:

Rank the five goals, identified in the study, in regards to their importance to the study area.



To what extent do you agree, or disagree, with the following statement? It is crucial to begin planning for the major transit investments coming to the Murfreesboro Pike corridor with strategies that support transit-supportive development.



ACKNOWLEDGEMENTS

Thank you to all residents, stakeholders, and participants who have continually engaged in shaping the study and its recommendations.

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Council Member District 28

Metro Government

WeGo Public Transit

Information Technology Services (ITS)

Parks and Recreation

Nashville Department of Transportation (NDOT)

Water Services

Mayor's Office

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PEDESTRIAN ZONE



Wide sidewalks and grass buffer



Bus rapid transit station in pedestrian zone



Wide sidewalks with street furniture in a private development



Tree-lined landscape buffer



ADA ramps and corner landscaping



Wide buffered sidewalk



Wayfinding signage



Public art/bike rack

MOBILITY OPTIONS



Bike lane behind bus stop



Off-street bikeway adjacent to sidewalk



Bicycle underpass with landscaping



Real-time tracking



Park and ride



Dedicated transit lane



Route and frequency information at bus stop



Bike-share station adjacent to bus stop

STREETS



Rectangular Rapid Flashing Beacon (RRFB) activated by button



LOCAL (MURFREESBORO, TN)

Landscaped median islands



LOCAL (THE NATIONS)

Decorative crosswalk



Waiting area and "stand-back" line



Landscaped median refuge islands and decorative crosswalks

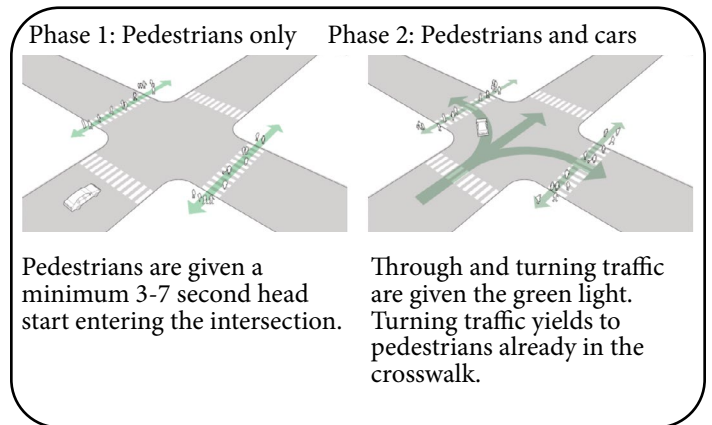


LOCAL (NOLENSVILLE PIKE)

Small median refuge island



Decorative crosswalks integrated into mixed-use project



Leading Pedestrian Interval (LPI)

NATURAL ENVIRONMENT



Stormwater management underneath sidewalk



Integrated into stormwater sewer



Integrated into median



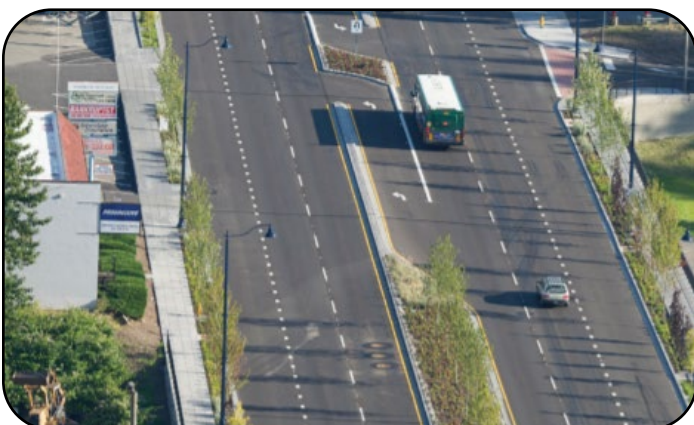
Permeable pavement in parking lot



Integrated into crosswalk curb extensions



Stormwater management system



Landscaped median island and street trees



Integrated into trail

OPEN SPACE



Adjacent to businesses



Adjacent to greenway/trail



Performance space/shelter



Closed streets for events



Open central area



Adjacent to mixed-use development



Greenway/trail head

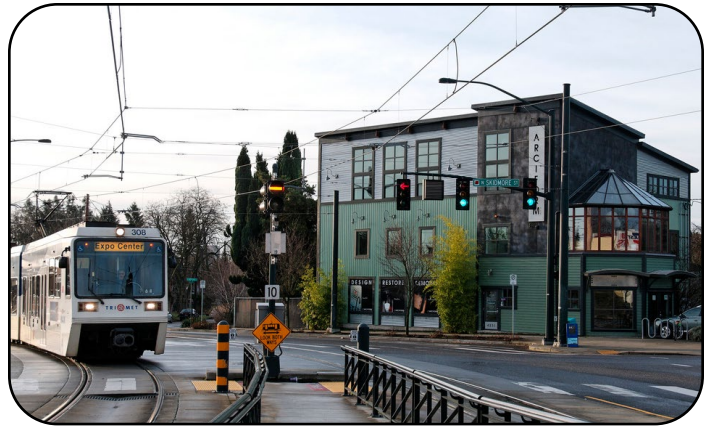


Landscaping and seating within a private development

BUILT ENVIRONMENT



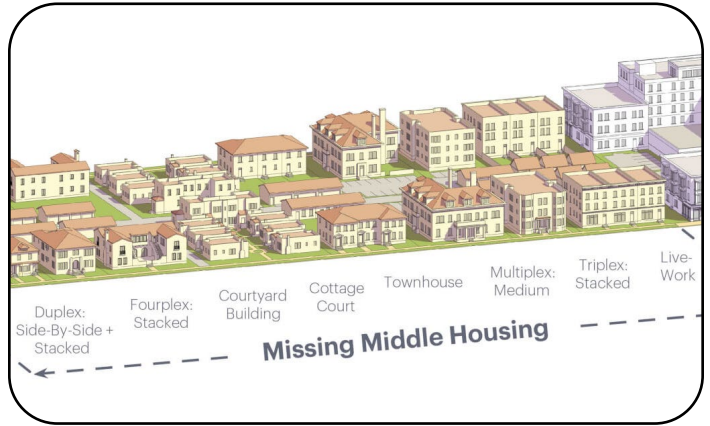
Shared courtyards/open spaces



Small scale mixed-use



Horizontal mixed-use development



Missing Middle Housing



Small scale mixed-use



Connected streets



Open space integrated into surface parking lot (adaptive reuse)



Pedestrian access through parking lots