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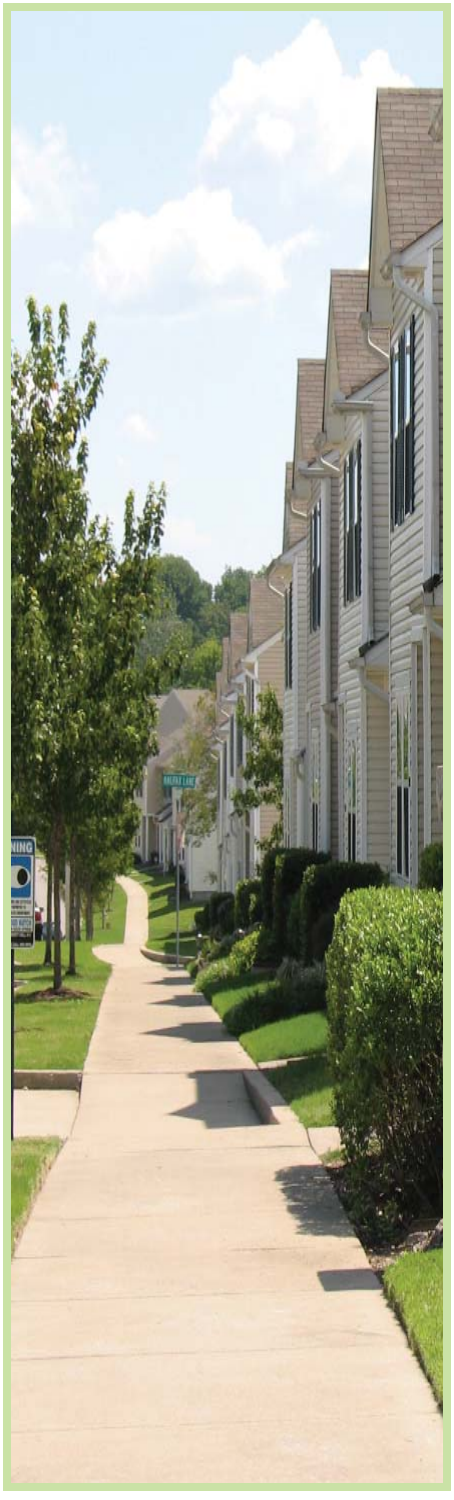
CHAPTER III TRANSPORTATION PLAN



Introduction – Transportation Plan

A complete, multi-modal and well-connected transportation network is essential to the success of the community. It assists in the movement of people and goods; connects neighborhoods, open space, and employment and retail centers; and provides residents, employees and visitors the opportunity to have healthier lifestyles through walking and cycling. The street and highway network in Antioch-Priest Lake is the backbone of the community's transportation system. This network will continue to evolve in the future as the range of transportation choices evolves to include more biking, walking, and mass transit options.

The Antioch-Priest Lake Community Plan provides guidance, through the transportation plan and associated Community Character Policies, for the future growth and development of various corridors throughout the community. The Community Character Policies found in Chapter II provide guidance on the appropriate character of land uses adjacent to the corridors taking into consideration the transportation function of the corridors. The Community Character Policies are supplemented by the Antioch-Priest Lake Community Plan's Transportation Plan – see Figure 1 and Figure 10.

Mobility 2030 – Nashville-Davidson County's Transportation Plan

In addition to community character, the Antioch-Priest Lake Community Plan's Transportation Plan considers the needs of vehicular users, bicyclists and pedestrians in its guidance and recommendations. It does so by utilizing Mobility 2030 as its foundation. Mobility 2030 is one of the functional plans of the General Plan adopted by the Planning Commission in September, 2007. It outlines seven guiding principles for land use and transportation network decisions:

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

The guiding principles inform the broader objectives of context-appropriate transportation investments within the community to ensure a functional transportation network, promote economic development that reduces trip lengths, and provide transportation choices for all people. The Major and Collector Street Plan (MCSP), another functional plan of the General Plan, implements these principles through a "Complete Streets" approach. The tenets of the Complete Streets approach may also be found throughout the Antioch-Priest Lake Community Character Policies in Chapter II.

Complete Streets

Complete Streets ensures that the design and operation of corridors considers the needs of multiple users. Streets should work for drivers, transit users, pedestrians, bicyclists, freight operators, older adults, children, people with disabilities, and others. Good design standards balance engineering judgment and user needs within the context of the street. Street design relies on the design professional's knowledge of elements such as travel speeds, volumes, horizontal and vertical alignments and sight lines. Complete Streets strives for a context sensitive approach to transportation planning by meeting users' needs with street components (bike lanes, sidewalks, and bus stops for example) that are based on the context – a rural street versus a suburban street, for example. The Antioch-Priest Lake Community Plan utilizes a Complete Streets approach with pedestrian and bicycle network, vehicular network, and transit network plans. Note that since Complete Streets should be sensitive to their context, not all Complete Streets will look the same. While context, usage and constraints of one street will allow for travel lanes, separate bike lanes and sidewalk, on another street, the bikeway and sidewalk may be combined into a shared, multi-use path. The Complete Streets model is used to assess and plan for streets that serve the needs of all users. It does not, however, mean that all streets will look the same.

Pedestrian and Bicycle Network Plan

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

The Antioch-Priest Lake Community Plan and its pedestrian and bicycle network do not exist in a vacuum, rather, the network is created in light of the pedestrian and bike systems in adjacent communities. For instance, the greenway along Mill Creek is part of an overall system to eventually connect to a greenway to Downtown. This infrastructure provides recreational opportunities for the region and opportunities for residents to shift some travel to active transportation modes. Recommendations in the Antioch-Priest Lake Community Plan encourage the careful coordination of its bike and pedestrian systems with that of adjacent communities.

The countywide Strategic Plan for Sidewalks and Bikeways (adopted by the Planning Commission in April, 2011), establishes high-priority sidewalk areas and outlines future sidewalk projects planned for the Antioch-Priest Lake community. The Strategic Plan can be viewed online and includes the Bikeways Vision Plan for the County. The Vision Plan identifies major and minor roadways that should be considered for bike lanes and bike routes. The overall purpose of the Strategic Plan is to enable Metro Nashville to effectively plan and implement sidewalks and bikeways that improve safety, enhance mobility, and promote a higher quality of life for Nashvillians.

Figure 11 (Bicycle and Pedestrian Plan) and the sections below outline existing on-road pedestrian and bikeway facilities in the Antioch-Priest Lake Community and planned sidewalks and bikeways that are found in the Strategic Plan for Sidewalks and Bikeways. Also included are recommendations from community meetings held during the Antioch-Priest Lake Plan update process and recommendations from Planning Department staff analysis regarding pedestrian networks and bicycle facilities in the community. Note that while greenways are included on Figure 11, they are discussed in detail in Chapter IV, Open Space Plan.

Pedestrian Facilities

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

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

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

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

Pedestrian Connections are public walkways or pathways not adjacent to a street. They may connect between two public streets, or between a public street and a public facility such as a school, library, park, community center, etc. The standard pedestrian connection includes a minimum five foot sidewalk and landscaped buffers on each side (which may also provide access for maintenance). Pedestrian connections may include other items such as street lighting.

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

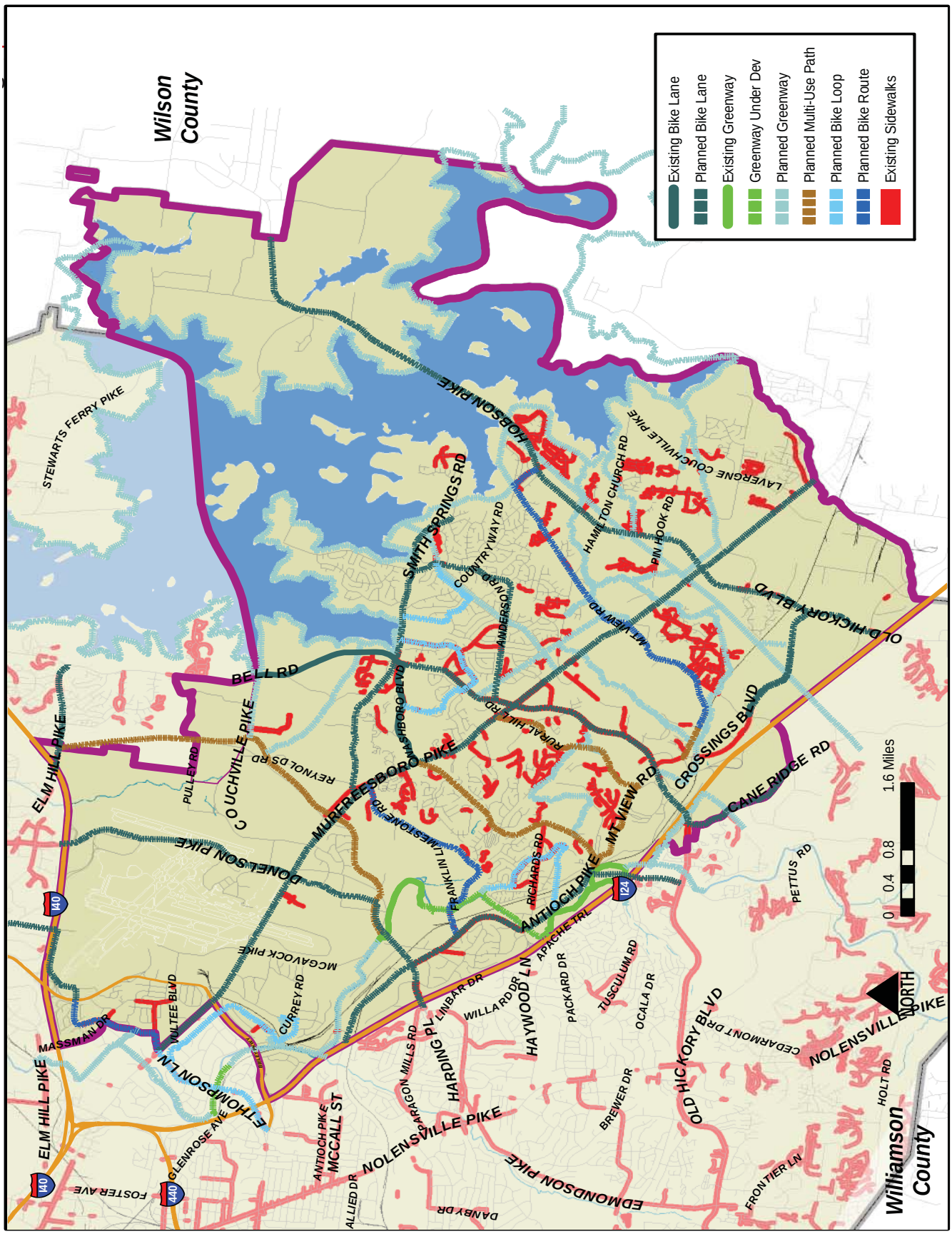


Figure 11: Antioch - Priest Lake Bicycle and Pedestrian Plan

Existing Pedestrian Facilities in the Antioch-Priest Lake Community

Since the Antioch-Priest Lake community is suburban and rural in character, there are few existing sidewalks. This lack of pedestrian connectivity can present problems. In areas where sidewalks are present, often they are only present on one side of the street because this was all that was required by the regulations at the time they were built. The established neighborhoods of Antioch-Priest Lake such as Castlegate, Bakertown Gardens, Percy Priest Meadows, and others generally lack sidewalk infrastructure connecting to commercial services. The most southern and most eastern portions of the community also lack sidewalks; these areas rely heavily upon automobile travel because of the more rural character.

Today, the city has sidewalks requirements in place to ensure that sidewalks are built as part of new development or in areas where sidewalks are not feasible, such as rural areas, payment into a sidewalk fund is made. In Nashville/Davidson County, future publicly-constructed sidewalk projects are planned based on the Pedestrian Generator Index (PGI) (a detailed explanation of the PGI can be found in the Strategic Plan). The PGI's criteria for sidewalks is generally based on whether the setting is rural, suburban or urban, proximity to schools, location of public parks and greenways, roadway classifications, and existing transit routes. Other factors that result in a higher score include proximity to hospitals, community centers, and public housing.

Subdivisions built in Antioch-Priest Lake since the early 1990s have sidewalks. Those neighborhoods include Provincetown, Hamilton Chase, Meadowood, Hickory Highlands, Chelsea Village, Cambridge Forest, Pleasant Colony, Four Corners, Asheford Crossing, Summerfield Village, Lakewalk, Lakewood Village, Weatherstone, Lakeside Cove at Percy Priest, Park Place Condos, and Ransom Park. Sidewalks were also completed in the industrial area of Airpark Center. According to the Strategic Plan for Sidewalks and Bikeways, sidewalks were completed most recently (as of August, 2012) in the following areas:

- Connecting the surrounding neighborhoods to Glenview Elementary School along Massman Drive from Patricia Drive to Glastonbury Road and Goodbar Drive from Kipling Drive to Vultee Boulevard.
- Along Glenpark Drive from Dunailie Drive to Finley Drive and along Finley drive near Glengarry Elementary School.
- In the neighborhoods near Moss Elementary School and Apollo Middle School on Artelia Drive from Dowdy Drive to Richards Road, Dowdy Drive from Artelia Drive/Bowfield Road to Reeves Road, and on Debra Drive from Richards Road to Bowfield Road.
- Along Blue Hole Road near Lighthouse Christian Academy.
- Near Lakeview Elementary along Bell Road from Mossdale Drive to Edge O Lake Drive, Mossdale Drive from Bell Road to Rural Hill Road and from Owendale Drive to Anderson Road, and Owendale Drive from Mossdale Drive to Anderson Road.
- Along Old Murfreesboro Pike and Murfreesboro Pike near Una Elementary and along Smith Springs Road between Murfreesboro Pike and Old Murfreesboro Pike.
- Figure 12 depicts the existing sidewalk system and Pedestrian Generator Index in the Antioch-Priest Lake Community as a "heat map" with the areas with the greatest pedestrian activity (and the greatest need for sidewalks) in a deep purple-blue color.

- The Pedestrian Level of Service (PLOS) is included in the table. PLOS indicates the quality of existing pedestrian infrastructure. Infrastructure in good condition, adequately sized, and buffered from traffic is most likely indicated by a PLOS of A or B. Streets where there is no pedestrian infrastructure, or it exists, but is in need of repair and poorly-sized, have a PLOS of E or F.

- The range for the Pedestrian Generator Index (PGI) is indicated. Higher scores indicate a stronger need for sidewalks based on the criteria that compose the PGI score. For example, a street that connects a school to a community center will likely have a higher PGI than a street that connects homes down a cul-de-sac.

- Health and safety are two components to analyze while considering sidewalk priorities. Providing active transportation options for populations more prone to health-related issues such as obesity and diabetes is another important factor in balancing pedestrian priorities. An assessment of the health by Census tract conducted by the Nashville Area MPO was analyzed on a scale from 0 to 6. Those tracts having a score of 4 or 6 have populations prone to these health-related issues. They are flagged 'yes.' Providing active transportation options in these areas are an additional component of trying to improve measures involving these diseases.

- Crash data was also utilized to determine the number of crashes involving pedestrians along that corridor. Those injury-related crashes are noted and are another factor in determining the need for bike infrastructure.

- The table also provides a list of basic community services that are within a half-mile of each proposed sidewalk project. Sidewalk projects – whether sidewalk repair or new construction - that connect to centers and community services are higher priorities.

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

Where sidewalks cannot be provided immediately, bike lanes are recommended as an interim solution. Three such sidewalk segments are flagged for interim bike lanes. Sidewalks are desired along these routes, and the routes currently have three vehicular travel lanes. A feasible, interim, alternative solution may be a road diet, which is where a road is reduced to two vehicular travel lanes and a bike lane by restriping the pavement. This is not an ideal solution to accommodate pedestrians, but a bike lane provides a buffer that can be utilized while walking and does not require more expensive treatments such as acquiring additional right-of-way and rebuilding a street's curb. Metro Public Works may consider and analyze the impacts of reducing the vehicular lanes to provide a bike lane as repaving occurs.

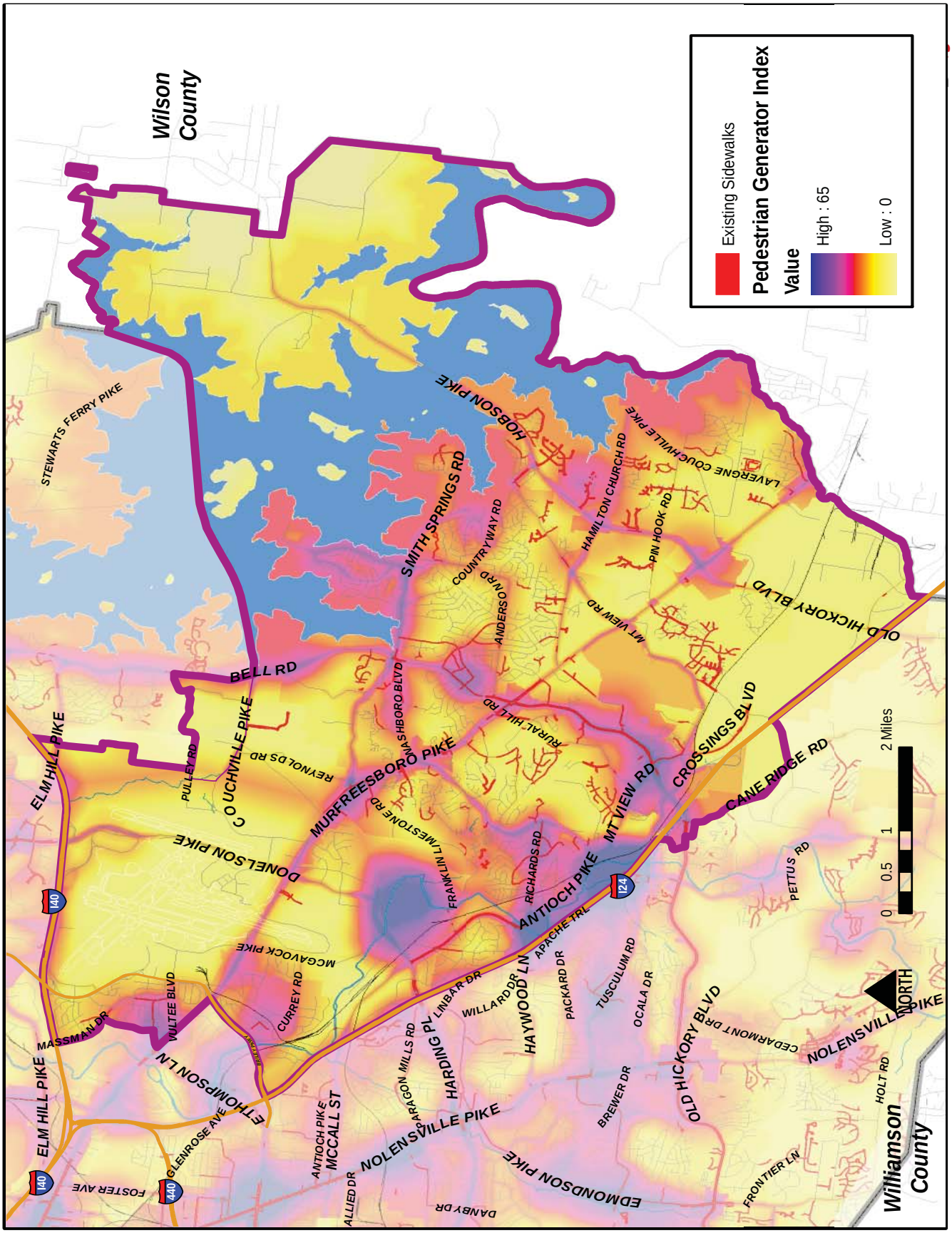


Figure 12: Pedestrian Generator Index (PGI) for Antioch - Priest Lake

Planned Pedestrian Facilities in the Antioch-Priest Lake Community – The Strategic Plan for Sidewalks and Bikeways

The Strategic Plan for Sidewalks and Bikeways establishes the vision for future pedestrian infrastructure in Antioch-Priest Lake. Within the plan, the following arterial-boulevards are identified for future sidewalks:

- East Thompson Lane, east of Interstate 24 to Lawndale Drive;
- Murfreesboro Pike, south of Briley Parkway;
- Donelson Pike, south of Interstate 40;
- Smith Springs Road, east of Murfreesboro Pike;
- Bell Road, south of Interstate 40;
- Mt. View Road, west of Bell Road;
- Hickory Hollow Parkway;
- Una Antioch Pike;
- Antioch Pike, north of Harding Place;
- Antioch Pike, south of Haywood Lane;
- Mt. View Parkway; and
- Old Hickory Boulevard/Hobson Pike, north of Interstate 24.

The following collector-avenues are identified for future sidewalks:

- Vultee Boulevard, east of Murfreesboro Pike to Goodbar Drive;
- Anderson Road, east of Bell Road to Forest Trace Drive;
- Richards Road, east of Antioch Pike to Lori Drive; and
- Hamilton Church Road, east of Murfreesboro Pike to Hobson Pike.

Additionally, a number of local streets are identified to complete gaps in the sidewalk system and connect established neighborhoods.

This list of planned sidewalks is not exhaustive and is subject to change with the utilization of the PGI matrix and further field analysis conducted by Metro Public Works. In all cases, for details of sidewalk projects and information about sidewalk maintenance and repairs per the Strategic Plan, Antioch-Priest Lake stakeholders are encouraged to consult the Strategic Plan for Sidewalks and Bikeways and/or contact Metro Public Works.

Recommended Pedestrian Facilities for the Antioch-Priest Lake Community

Table 3 outlines recommended pedestrian facilities for the Antioch-Priest Lake Community based on community and Council member input and the recommendations of Planning staff. Criteria are listed to assist in prioritizing potential projects with an emphasis on connecting commercial centers to established neighborhoods, providing sidewalks in areas lacking pedestrian infrastructure and increased automobile traffic, and estimated cost. The table provides the following information, which was used to judge and prioritize the many proposed sidewalk projects.

- The estimated length of each sidewalk project is indicated on the table.
- The cost of the proposed sidewalk project is included. In some instances where curb and gutter exist, the construction of only a sidewalk is necessary, but in most instances, curb, gutter and sidewalks are needed (meaning that to create a sidewalk, it will be necessary to provide stormwater management through pipes instead of a ditch – this results in a higher cost). The cost range is a planning estimate based on recent, similar projects; once design work is complete, a more definitive cost will be available. Environmental constraints are another factor impacting costs, which is especially pertinent in Antioch-Priest Lake. Projects that have more types of environmental constraints are likely to have higher costs.
- The table notes which land uses flank each proposed sidewalk project because transportation planning and land use planning should be linked – providing transportation options where the existing land uses are likely to generate walkers, cyclists and drivers.
- Connections to commercial centers to obtain goods and services are vital; therefore, commercial center policies are underlined within the table to highlight potential projects providing that connectivity.
- Further aspects of the street that are noted in the table include the street's functional class, which describes the hierarchy of streets in the transportation network (arterial-boulevard, collector-avenue, or local street), and vehicle speed. Arterial-boulevards collect traffic from collector-avenues at high speeds and are likely priorities for adequate pedestrian infrastructure.

Table 3: Recommendations for Pedestrian Facilities in Antioch - Priest Lake

Project	From	To	Approximate Length (mi)	Sidewalk Only	Sidewalk, Curb & Gutter	Estimated Cost Range	Constraints	Land Use Policies	Functional Design*	Vehicle Speed (mph)	Pedestrian LOS	Pedestrian Generator Index	SPI Greater Than 20	Health Impact Assessment (4 or 6)	2004-2008 Pedestrian Crashes	School	Civic Building	Park	Senior Facility	Hospital	Transit Route	Priority
Hobson Pike Sidewalks	Mt. View Elementary	JF Kennedy Middle School	1.3		X	$1,700,000 - $3,400,000	None identified	T3 CC D I T3 NE T3 POS	AB	35/ 45	D/ E	3 - 10	N	N	0	X						High
Pinhook Road Sidewalks	Bradburn Village Drive	Hobson Pike	0.6		X	$800,000 - $1,600,000	None identified	T3 CC T3 NE T3 POS	CA	45	D	14 - 21	N	N	0	X						High
Una-Antioch Pike/Nashboro Boulevard Sidewalks	Ransom Village Way	Glen Avenue	0.9	X		$400,000- $700,000	Slopes	T3 CM T3 NM	AB/C A	35	E/ D	11 - 19	N	Y	0			X			X	Medium
Murfreesboro Road Sidewalks	South of Nashboro Boulevard	Ransom Place	0.4	X		$200,000 - $300,000	None identified	T3 CM	AB	?	D/ E	17 - 19	N	Y	2 - Injury	X	X				X	Medium
Bell Road Sidewalks & Internal Connections	Interstate 24	Mt. View Road	1.1	X		$500,000 - $900,000	Floodplain impact	CO T3 CC T4 CC	AB	35	E/ D	20 - 30	Y	Y	2 - Injury	X	X	X	X		X	High
Mt. View Road Sidewalks	Bell Road	Rural Hill Road	0.3		X	$200,000 - $600,000	None identified	T4 CC T3 CC T3 RC	AB	35	D	28 - 30	Y	Y	0	X	X	X	X		X	High
Rural Hill Road Sidewalks	Took Drive	Mt. View Road	0.4		X	$240,000 - $720,000	Slopes	T3 NE T3 NM T3 OS T3 RC T3 CC T4 CC	CA	35	D	11- 25	Y	Y	0	X	X	X	X		X	High
Anderson Road Sidewalks	Bell Road	Alicia Lane	1.2	X		$600,000 - $1,000,000	Adjacent floodplain 1 stream crossing	T3 CM T3 NM	CA	35	E	11 - 14	Y	Y	0	X			X		X	High - Bike Lane Road Diet?

Pedestrian Priorities for the Antioch-Priest Lake Community

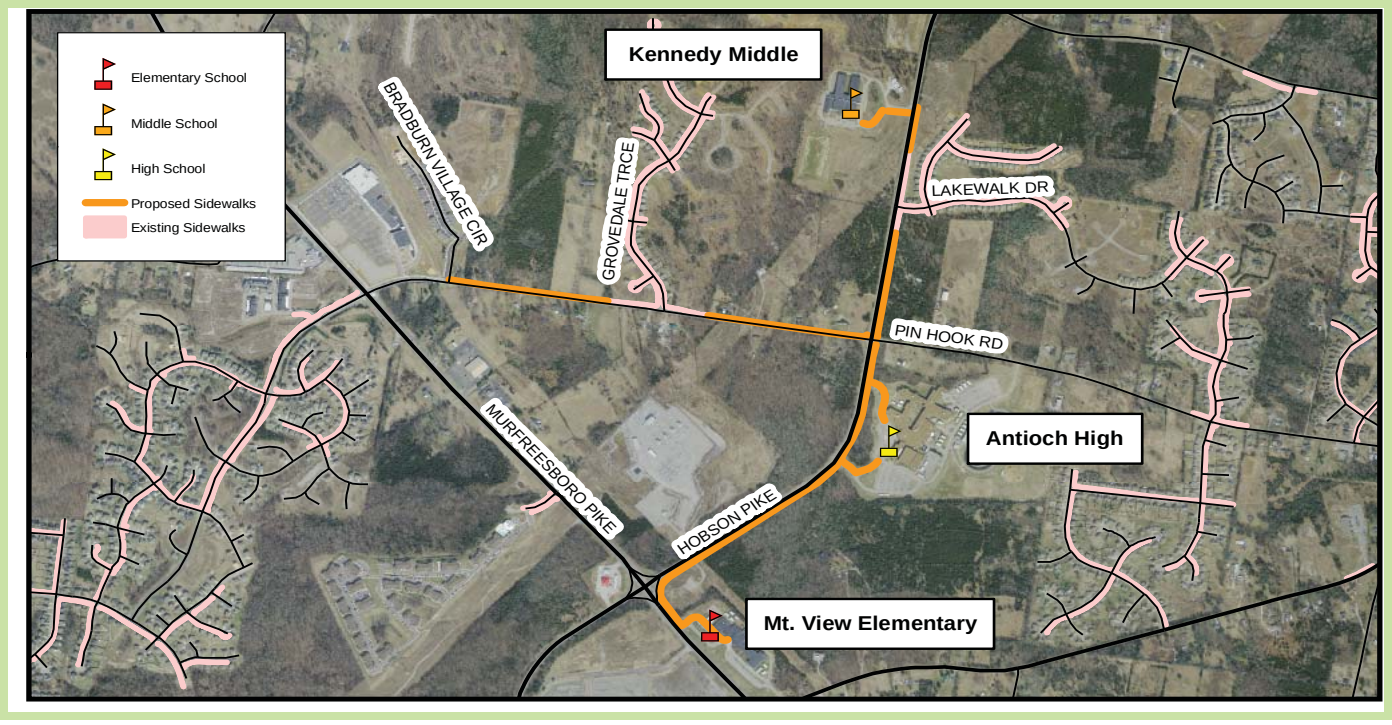
Three sets of sidewalk projects were identified for the Antioch-Priest Lake Community as high priorities. Residents voiced strong support for these projects. While many sidewalks projects are accomplished with private development, these projects would likely require public financing on some level.

Construct a sidewalk along Hobson Pike from Mt. View Elementary School to Kennedy Middle School and along Pinhook Road from Bradburn Village Drive to Hobson Pike

Within Antioch-Priest Lake, Metro Public Works has constructed sidewalks near several elementary and middle schools. In many instances, these schools are surrounded by residential neighborhoods. The southeast portion of the Antioch-Priest Lake community is still developing, and currently there are no sidewalks connecting the newly built residential areas to schools. Hobson Pike is a rural, two-lane arterial-boulevard with a PLOS of D and E indicating an unsafe walking environment, particularly for school-age children. Posted speed limits range from 35-45 mph. Pinhook Road is a rural, two-lane collector-avenue with a PLOS of D.
Figure 13 shows a map of the area and the school locations.

It is envisioned that the area will continue to see residential development. Constructing sidewalks now will assist in the future as this area continues to develop. Residents were highly supportive of this project during the planning process for Antioch-Priest Lake.

Figure 13: Sidewalk Priority - Hobson Pike and Pinhook Road



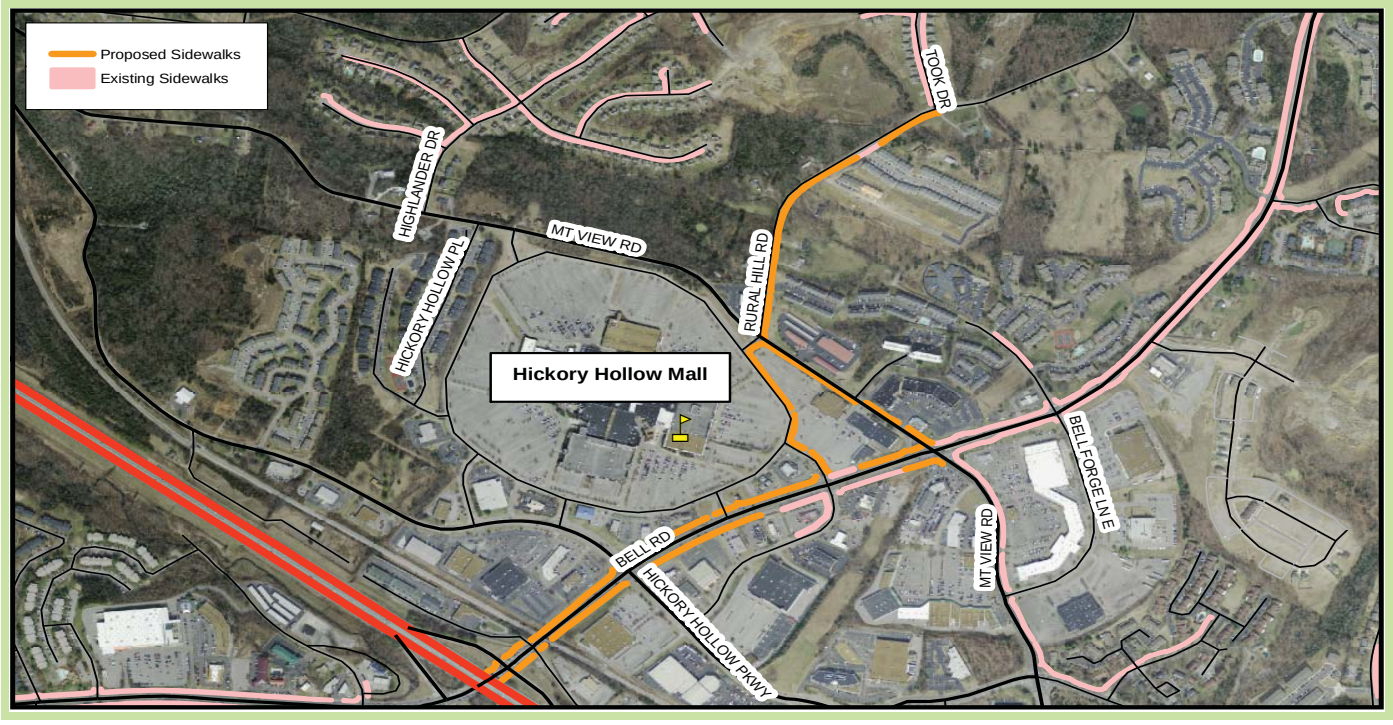
Construct sidewalks along Bell Road from Interstate 24 to Mt. View Road, along Mt. View Road from Bell Road to Rural Hill Road, and along Rural Hill Road from Took Road to Mt. View Road

The area around Hickory Hollow Mall will be transformed with the addition of Nashville State Community College, and a shared Metro Library, Community Center and Park. Figure 14 depicts the general area. During the planning process, stakeholders were highly supportive of the Mall's transformation and linking it better to the surrounding community through sidewalks and other active transportation means. As this area develops into these community uses and Nashville MTA continues to operate a Park and Ride at the former mall, connections to non-motorized travel modes will be important.

Bell Road has a PLOS of D and E and has had two pedestrian injury crashes. Rural Hill Road and Mt. View Road have a PLOS of D. Connecting Bell Road to the surrounding commercial services with sidewalks is important to provide a dedicated path of travel for pedestrians utilizing the mass transit options, services of the new community center, and transforming the area's character into a more walkable environment. Also, connecting the area to the surrounding residential along Rural Hill Road is key to providing additional active transportation options for the neighborhoods along the street.

Currently, there are no dedicated funds within the Capital Spending Plan to enhance the streetscape and sidewalk infrastructure leading up to the community center uses. Residents are encouraged to work with their elected officials to secure additional funding on this high priority project.

Figure 14: Sidewalk Priority - Bell Road near Hickory Hollow Mall



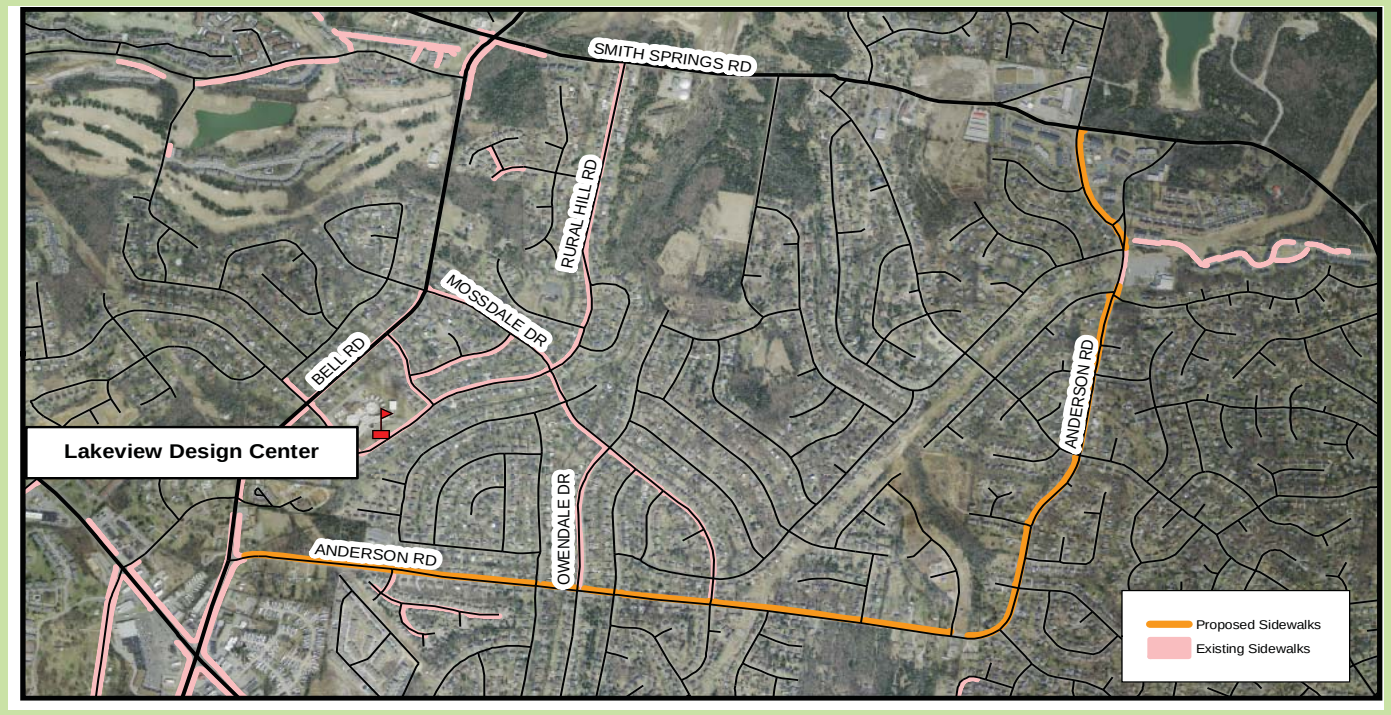
Construct sidewalks along Anderson Road from Bell Road to Smith Springs Road

The area bounded by Bell Road, Anderson Road and Smith Springs Road, including the subdivisions of Priest Lake Meadows and Castlegate, was mostly developed in the 1970s and 80s. At that time, sidewalks were not required as part of development. Metro Public Works has constructed sidewalks along key routes leading to Lakeview Elementary School, but sidewalks are still needed along Anderson Road connecting Bell Road to the community center at Smith Springs Road.

Anderson Road was constructed as a three-lane street with curb and gutter along most segments. It has a PLOS of E, indicating a strong need for pedestrian improvements. Anderson Road also connects to a number of destinations within walking distance and a residential population identified as a high health need according to the Nashville Area MPO's analysis of Census tracts. There have been two pedestrian injury crashes in the area. Installing sidewalks along the entire route would be expensive. Because there are no sidewalks, people often walk on the shoulder along Anderson Road. Adding bike lanes would encourage people to safely cycle in bike lanes rather than walk where there is no sidewalk. A study is needed to examine whether a road diet – where the street is reduced to two lanes and the extra pavement is used for bike lanes—might be an effective alternative. A bike lane would provide a dedicated path of travel for bicyclists and a buffer between pedestrians and traffic. A road diet would transform Anderson Road from a street with a center turn lane to a two lane facility with bike lanes through restriping and might be a more cost-effective alternative until financial resources are secured for sidewalk installation. Additional study of this alternative treatment is recommended and should include additional community input. Anderson Road is also identified as a high priority for bike lanes in this plan.

Residents living in the neighborhoods surrounding Anderson Road were highly supportive of new sidewalks during the planning process. Figure 15 shows the extent of proposed sidewalks along Anderson Road.

Figure 15: Sidewalk Priority - Anderson Road



Bicycle Facilities

The bikeways Vision Plan of the Strategic Plan for Sidewalks and Bikeways recommends a county-wide bicycle network. The Vision Plan recognizes that roadways will be improved and, at that time, options for including bikeways should be considered. The Strategic Plan recommends that if a roadway is designated in the Vision Plan to have bikeways, any future roadway improvement projects on those roads should include bikeways as an important component of the overall project plan and budget.

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

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

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

A Bike Route is a roadway designated with appropriate directional and informational route signage for bicycle travel. This type of bike facility is a “shared use” road with wide curb lanes or paved shoulders.

Shared Use Roadway and/or Wide Outside Lane are sometimes synonymous with a bike route. It is a roadway which is open to both bicycle and motor vehicle travel. This may be an existing roadway, street with wide curb lanes, or road with paved shoulders.

A Multi-Use Path is a path that is physically separated from motor vehicle traffic by an open space or barrier, used by bicyclists, pedestrians, joggers, skaters and other non-motorized travelers. The separation from the roadway should be at least six feet and in rural areas the separation should be incorporated through a swale or ditch. This may also be known as a greenway.
Bike Parking includes a designated area and secured equipment for safely parking bicycles. A lack of bicycle parking is a significant deterrent to bicycle use. The availability of safe and convenient parking is important at land uses such as commercial shops, libraries and schools in a community.

Types of Bicycle Riders

Different bikeway facilities are attractive to certain types of cyclists. During the Antioch-Priest Lake planning process, stakeholders were asked if they were a cyclist and, if so, what type of cyclist they were. Most indicated that they were interested in biking, but had certain safety concerns. The following summarizes most users of bikeways and lists the types of facilities that might be most appropriate.

During the Antioch-Priest Lake Community Plan update process, the majority of stakeholders who participated in the cyclist survey noted that they were interested in more cycling options, but did not want to ride on the community’s busiest streets. To address this request, the Transportation Plan proposes “bike loops.” These loops create routes through bike lanes and bike routes. These loops are more bike-friendly and intended to attract most riders onto low traffic streets for recreational purposes. In some cases, the bike loops connect to a bike lane or bike route on a busier street, if the rider wants to use the loop to avoid riding on the busier street for some distance, but then wants to use the busier street to get to a commercial or civic destination.

Table 4: Type of Bike Rider

Type of Bicycle Rider	Description and Most Appropriate Infrastructure	Approximate Percentage of Stakeholders
Not Interested 	This group includes non-cyclist and/ or people that feel there are enough bicycle facilities provided within the community They find that no additional infrastructure is needed.	Only one community member said (s)he was not interested in bike infrastructure.
Interested but Concerned 	This group includes the majority of casual riders. They may occasionally ride on trails or on bike lanes in their neighborhood, but are afraid to venture onto fast moving, busy streets. They would ride more if they felt more comfortable on the road with fewer and slower moving cars and if better bike facilities existed within the community. Appropriate Infrastructure: ● Multi-Use Path ● Greenway	The majority (approximately 70%) of Antioch-Priest Lake community members surveyed said they were interested in biking but had some concerns.
Enthused and Confident 	This group includes casual and frequent riders who feel more comfortable on busy streets with bike lanes. They are not quite ready to mix with traffic, but are more comfortable on the road than most riders. Appropriate Infrastructure: ● Multi-Use Path ● Greenway ● Bike Lane	A number of community members surveyed said they were enthusiastic about biking.
Strong and Fearless 	This group includes a very small percentage of riders that are typically experienced cyclists that feel comfortable in most situations, but would like to see more bike facilities provided within the community. Appropriate Infrastructure: ● Bike Lane or Ride in Traffic ● Signed Bike Route ● Wide Outside Lane or Shoulder	No community members responded to the survey that they were “strong and fearless” rider.

Existing Bikeways in the Antioch-Priest Lake Community

In the Antioch-Priest Lake Community, there are existing bike lanes (as of August, 2012) along:

- Nashboro Boulevard and
- Bell Road from Elm Hill Pike to Nashboro Boulevard.

In the Antioch-Priest Lake Community, there are existing bike routes (as of August, 2012) along:

- East Thompson Lane to Murfreesboro Pike;
- Knights of Columbus Boulevard between Briley Parkway and Interstate 40;
- Mossdale Drive from Bell Road/Pleasant Hill Road to Anderson Road;
- Owendale Drive from Hamitlon Church Road to Mss Springs Drive; and
- Country Way Road/Huntingboro Trail/Mt. View Road/Smith Springs Parkway between Anderson Road and Hobson Pike

Planned Bikeways in the Antioch-Priest Lake Community – The Strategic Plan for Sidewalks and Bikeways

The Strategic Plan for Sidewalks and Bikeways establishes the vision for future bike infrastructure in the Antioch-Priest Lake community. Within the plan, the following arterial-boulevards are identified for future bike lanes:

- Murfreesboro Pike
- Donelson Pike
- Antioch Pike
- Blue Hole Road
- Bell Road south of Nashboro Boulevard
- Smith Springs Road east of Bell Road
- Old Hickory Boulevard/Hobson Pike

The following collector-avenue is identified for a future bike lane:

- Franklin-Limestone Road

The following local streets are identified for future bike lanes:

- Apollo Drive
- Barclay Square Drive

Recommended Bikeways Facilities for the Antioch-Priest Lake Community

Table 5 outlines recommended bike facilities for the Antioch-Priest Lake Community based on community and Council member input and Planning staff recommendations. Criteria are listed to assist in prioritizing potential projects with an emphasis on connecting to commercial centers from established neighborhoods; providing bikeways in areas that lack bicycle infrastructure and have increased automobile traffic; and estimated cost. The estimated length of each bike project is indicated on the table. Other factors that were considered and are included in the table include:

- The type of bike infrastructure installation. Options include - shared use trail, adding pavement with curb and gutter, adding pavement with swale, restriping with curb and gutter, restriping with swale, or adding signs, sharrows, and bike-friendly grates. Each type of installation tries to maximize the street infrastructure already present and enhance it with an appropriate and cost-effective solution.

- An estimated cost range, which is a planning estimate based on recent, similar project; once design work is complete, a more definitive cost will be available.

- The number of vehicular travel lanes. Those streets with more lanes are more likely to have higher speeds and more traffic making bicycling more difficult.

- The potential rider type. This represents Planning staff's understanding of which rider type will be most attracted to the type of facility. This is included to ensure that there are some bikeway projects provided for all user types.

- A list of assumptions and constraints is also presented that might impact cost or make the installation of the bikeway more difficult.

- The table notes which land uses will flank each proposed bikeway project. Connections to commercial centers to obtain goods and services are vital; therefore, commercial center policies are underlined within the table to highlight potential projects providing that connectivity.

- The street's functional class is also listed, which describes the hierarchy of streets in the transportation network (arterial-boulevard, collector-avenue, or local street), and

vehicle speed. Arterial-boulevards which collect traffic from collector-avenues at high speeds are likely top priorities for adequate bikeway infrastructure.

- The Bicycle Level of Service (BLOS) indicates the quality of existing bike infrastructure. Infrastructure in good condition, provides a dedicated path for a bicyclist, adequately sized, and buffered from traffic is most likely indicated by a BLOS of A or B. Streets where the shoulder is narrow with high traffic speeds, no dedicated path for bicyclists, or exists but is in need of repair, have a BLOS of E or F.

- Health and safety are two components to analyze while considering bikeway priorities. Providing active transportation options for populations more prone to health-related issues such as obesity and diabetes is another important factor in balancing bikeway priorities. An assessment of the health by Census tract was analyzed, and those tracts with populations more likely to have these health-related issues are flagged 'yes.' Providing active transportation options in these areas are an additional component of trying to improve measures involving these diseases.

- Bicycle crash data are also included as another factor in determining the need for bike infrastructure.

- A list of basic community services that are within a half-mile of each proposed bikeway is also included. Bikeways connecting to centers and community services are likely to be prioritized higher if no walking and biking infrastructure currently exists.

- Finally, stakeholders must balance each of the criteria and determine what priority a project can receive given the limited financial constraints. A project's priority (high, medium, or low) considers all of the factors outlined and is noted in the last column. High priority projects are highlighted in pink. Projects that are currently not reflected in the Strategic Plan for Sidewalks and Bikeways are noted in the last column and are recommended to be added with any future update.

Table 5: Recommended Bikeway Facilities for Antioch - Priest Lake

				Project Type																										
Project	From	To	Approximate Length (mi)	Multi Use Path	Add Pavement with Curb & Gutter	Add Pavement with Swale	Restripe with Curb and Gutter	Restripe with Swale	Add Signs, Sharrows, Bike-Friendly Grates	Estimated Cost Range (millions)	Number of Vehicular Travel Lanes	Potential Rider Type	Assumptions	Constraints	Land Use Policies	Functional Design*	Vehicle Speed (mph)	Bicycle LOS	Health Impact Assessment (4 or 6)	2004-2008 Bicycle Crashes	School	Civic Building	Park	Senior Facility	Hospital	Transit Route	Priority
Murfreesboro Road Bike Lanes	East Thompson Lane	Donelson Pike	2.6					X		$120,000 - $160,000	5/7+	"Strong and fearless"	•Utilize existing swale and curb & gutter •No existing sidewalks except from Glengarry to south of Vultee •Mostly sufficient pavement width if travel lanes narrowed	Medians Vultee Blvd overpass Airport runway overpass	T3 CM T3 NM D I D OC	AB	45	A/C	Y	1 - Injury	X						X	Medium
Murfreesboro Road Bike Lanes	Donelson Pike	Bell Road	3.2		X					$3,400,000 - $12,700,000	5/6/7+	"Strong and fearless"	•Not enough existing pavement for most of the route	None identified	D I D OC T3 CM T3 NC T3 NM	AB	45	D/C	Y	1 - Injury	X						X	Medium
Murfreesboro Road Bike Lanes	Bell Road	County Line	4.2					X		$200,000 - $270,000	5/7	"Strong and fearless"	•Consistent 65' of pavement on most of route •Mostly sufficient pavement width if travel lanes narrowed	1 stream crossing	T3 CM T3 NE T3 CC (3) T3 NM D I	AB	45	D	N	2 - Injury	X						X	Medium
Bell Road Bike Lanes	Cane Ridge Road	Anderson Road	2.8				X			$150,000 - $180,000**	5+	"Enthused and confident"	•Consistent 65' of pavement on most of route •Mostly sufficient pavement width if travel lanes narrowed	Slopes 1 stream crossings Interstate 24 Underpass	T3 CC (2) CO T3 RC T3 OS T3 CM	AB	45/35	E/A/E/D	Y	1 - Injury	X	X	X				X	High
Bell Road Bike Lanes	Anderson Road	Nashboro Boulevard	1.1		X					$1,200,000 - $4,400,000	2/5+	"Enthused and confident"	•Not enough existing pavement for most of the route	Stream crossing Floodplain crossing	T3 CM T3 NM T3 OS	AB	35	D	Y	0	X						X	High
Antioch Pike Bike Lanes	Interstate 24 Overpass	Blue Hole Road	3.7		X					$3,900,000 - $14,700,000	2/5	"Enthused and confident"	•Not enough existing pavement on 2 lane sections •Pavement on 5 - lane section is narrow	2 stream crossings	D I D OC T3 CM CO T3 POS T3 NC	AB	35	D	Y	0	X	X	X					Medium
Harding Place Bike Lanes	Interstate 24	Donelson Pike	1.4					X		$700,000 - $900,000	5+	"Strong and fearless"	•A few small minor improvements where not enough pavement •Break out section from Railroad to Donelson	Railroad overpass 1 stream crossing Adjacent floodplain	D OC D IN D I CO	AB	45	D/A	Y	3 - Injuries	X	X	X				X	Medium
Donelson Pike Bike Lanes	Harding Place	Interstate 40	3.6				X			$190,000 - $230,000	4/5+	"Strong and fearless"	•Existing curb and gutter stays	Airport runway overpass	D IN D I D OC	AB	40	D/E	N	0			X				Low
Smith Springs Road Bike Lanes	Murfreesboro Pike	Bell Road	1.7		X					$1,800,000 - $6,700,000	2	"Enthused and confident"	•Higher costs because of adding curb and gutter	Adjacent floodplain Slopes	T3 NC (2) T3 OS T3 NM	AB	40	D	Y	0	X		X					Medium
Smith Springs Road Bike Lanes	Bell Road	Philhall Pkwy	1.9		X					$2,000,000 - $7,500,000	2	"Enthused and confident"	•Higher costs because of adding curb and gutter in floodplain	1 water crossing Floodplain crossing	T3 NC (2) T3 OS T3 NM T3 POS	AB/CA	35	D	Y	0		X	X				X	Medium
Harding Place Extension Multi- Use Path	Harding Place/Donelson Pike	Interstate 40	4.7	X						$2,400,000 - $4,700,000	4/6	"Interested but concerned"	•Adjacent to facility	1 floodway crossing Slopes	D IN D OC D I	F	55	n/a	Y	n/a								High

Table 5: Continued

				Project Type																										
Project	From	To	Approximate Length (mi)	Multi Use Path	Add Pavement with Curb & Gutter	Add Pavement with Swale	Restripe with Curb and Gutter	Restripe with Swale	Add Signs, Sharrows, Bike-Friendly Grates	Estimated Cost Range (millions)	Number of Vehicular Travel Lanes	Potential Rider Type	Assumptions	Constraints	Land Use Policies	Functional Design*	Vehicle Speed (mph)	Bicycle LOS	Health Impact Assessment (4 or 6)	2004-2008 Bicycle Crashes	School	Civic Building	Park	Senior Facility	Hospital	Transit Route	Priority
Franklin-Limestone Road Bike Route	Antioch Pike	Murfreesboro Pike	2.6			X				$1,400,000 - $1,700.000	2	"Strong and fearless"	•Steep swales and terrain •No existing shoulder for expansion	Railroad overpass 1 stream crossing 1 floodway crossing Slopes	T3 CM (2) D IN CO T2 NM T3 NM	CA	35	D	Y	0	X							Low - Change from Bike Lane to Bike Route in Strategic Plan
Una Antioch Pike Multi-Use Path	Blue Hole Road	Murfreesboro Pike	2.7	X						$1,350,000- $2,700,000	2	"Interested but concerned"	•No existing shoulder for expansion	2 floodway crossings Slopes	T3 NM T3 NC T3 NE T3 RC T3 OS CO T3 CM	AB	35	D	Y	1 - Injury	X						X	Medium - Change from Bike Route to Multi-Use Path in Strategic Plan per DNDP
Blue Hole Road Bike Lanes	Bell Road	Antioch Pike/Una Antioch Pike	1.0		X					$1,100,000 - $4,000,000	2	"Enthused and confident"	•No existing shoulder for expansion	Adjacent floodplain Interstate 24 bridge	T3 OS CO T3 NC	AB	40	D	Y	0	X	X	X					Medium
Cane Ridge Road Bike Lanes	Bell Road	Old Franklin Road	1.4			X				$740,000 - $920,000	2	"Strong and fearless"	•No existing shoulder for expansion	None identified	T3 CC T3 NE	AB	?	C	N	0								Low
Briley Parkway Bike Lanes	Interstate 24	Knights of Columbus Boulevard	3.4					X		n/a	4	"Strong and fearless"	•Bike lane generally not recommended on a freeway-type facility	Freeway-type facility	T3 NM T3 OS D OC D I	F	55	n/a	Y	2 - Injury		X						Remove from Strategic Plan
Thompson Place/Patricia Drive/Karen Drive Bike Route	Murfreesboro Pike	Briley Parkway	1.4						X	$50,000 - $70,000	2	"Enthused and confident"	•No major improvements	Slopes Crossing Briley	T3 CM T3 NM D I	CA	35	n/a	Y	1 - Injury	X						X	Medium
Knights of Columbus Blvd/McGavock Pike Bike Lanes	Briley Parkway	Elm Hill Pike	1.8			X				$950,000 - $1,200,000	2/4	"Strong and fearless"	•Existing curb and gutter to remain	Crossing Briley	D I D OC	CA	35	D	N	1 - Injury							X	Medium
Elm Hill Pike Bike Lanes	Interstate 40	Bell Road	1.3			X				$690,000 - $860,000	2	"Strong and fearless"	•No existing shoulder for expansion	1 floodway crossing	D I T2 NM	CA	40	E	Y	0			X					Low
Hobson Pike Bike Lanes	Interstate 24	Murfreesboro Pike	2.1					X		$100,000 - $130,000	2	"Strong and fearless"	•Existing shoulder adequate	None identified	D IN T3 CM D OC T3 NM T3 CC	AB	50	D	N	0								Low
Hobson Pike Bike Lanes	Murfreesboro Pike	Smith Springs Pkwy	2.3					X		$110,000 - $150,000	2	"Strong and fearless"	•Existing shoulder adequate	Adjacent floodplain	T3 CC T3 NE T3 CC T3 NM T3 NC	AB	35/45	C/D	N	0	X							Low
Hobson Pike Bike Lanes	Smith Springs Pkwy	County Line	4.3					X		$200,000 - $270,000	2	"Strong and fearless"	•Existing shoulder adequate •No bike lane on bridge over lake	Lake crossing Floodplain	T3 NC T3 OS T2 NM	AB	45	D	N	0			X					Low
Anderson Road Bike Lanes	Bell Road	Alicia Lane	1.2					X		$63,000 - $76,000	3	"Interested but concerned"	•Road diet to 2 lanes	Adjacent floodplain 1 stream crossing	T3 CM T3 NM	CA	35	D	Y	0	X			X		X	X	High - Add to Strategic Plan

Table 5: Continued

				Project Type																								
Project	From	To	Approximate Length (mi)	Multi Use Path	Add Pavement with Curb & Gutter	Add Pavement with Swale	Restripe with Curb and Gutter	Restripe with Swale	Add Signs, Sharrows, Bike-Friendly Grates	Estimated Cost Range (millions)	Number of Vehicular Travel Lanes	Potential Rider Type	Assumptions	Constraints	Land Use Policies	Functional Design*	Vehicle Speed (mph)	Bicycle LOS	Health Impact Assessment (4 or 6)	2004-2008 Bicycle Crashes	School	Civic Building	Park	Senior Facility	Hospital	Transit Route	Priority
Anderson Road Bike Lanes	Alica Lane	Smith Springs Road	1.0				X			$53,000 - $64,000	3	"Interested but concerned"	•Road diet to 2 lanes	1 stream crossing	T3 NM T3 NC	CA	35	D	Y	1 - Injury	X		X			X	High - Add to Strategic Plan
Mt. View Road Multi-Use Path	Una Antioch Pike	Rural Hill Road	1.2	X						$600,000 - $1,200,000***	2	"Interested but concerned"	•Rebuild roadway	Slopes	T4 CC T3 CC T3 CM	AB	35	D/C	Y	0	X	X	X	X		X	High - Add to Greenways Plan
Mt. View Road Multi-Use Path	Rural Hill Road	Baby Ruth Lane	1.0	X						$500,000 - $1,000,000	2/4	"Interested but concerned"	•Space to add path	None identified	T4 CC T3 CC T3 CM T3 NM T3 POS CO	AB	35	D/C	Y	2 - Injury		X		X		X	Medium - Add to Greenways Master Plan
Mt. View Road Bike Route	Baby Ruth Lane	Murfreesboro Pike	1.6			X				$850,000 - $1,100,000	2	"Strong and fearless"	•No existing shoulder for expansion	Slopes	T3 CM T3 NM T3 NE T2 NM	AB	35	D	N	0							Low - Add to Strategic Plan
Mt. View Road Bike Route	Murfreesboro Pike	Smith Springs Pkwy	2.5			X				$1,300,000 - $1,700,000	2	"Strong and fearless"	•No existing shoulder for expansion	None identified	T3 CC T3 NE T3 NM T3 OS	AB/CA	35	D	Y	0	X		X				Low - Add to Strategic Plan
Crossings Boulevard Extension Bike Lanes	Old Franklin Pike	Old Hickory Blvd	1.5		X					$1,584,000 - $5,940,000	3/4	"Enthused and confident"	•New roadway	None identified	T3 CM	AB	45	n/a	N	n/a	X						Low - Add to Strategic Plan

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

**Cost estimate does not include the reconstruction of the I-24 interchange and assumes utilizing existing curb to curb with a sharrow through the interchange.

***Cost estimate does not include significant grading work that may need to be done to build adjacent path with a rebuilt of the road.

Bikeway Priorities for the Antioch-Priest Lake Community

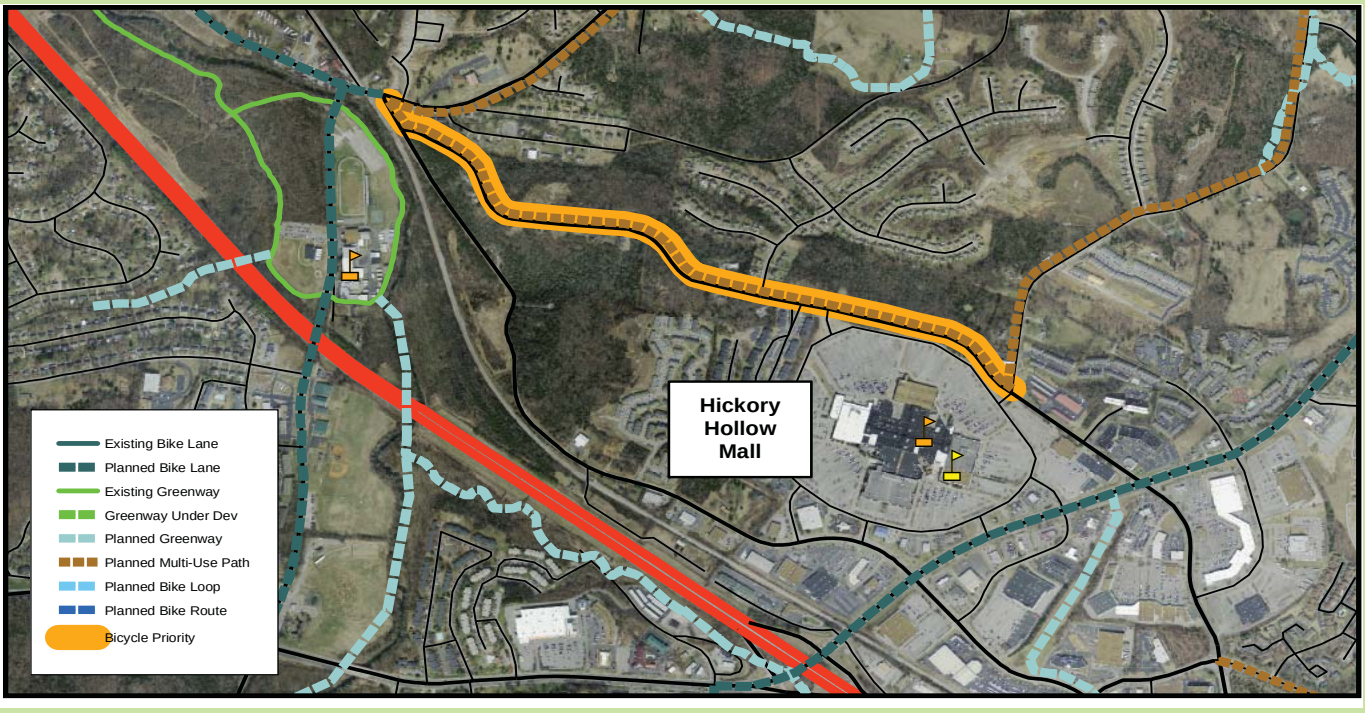
Two multi-use path projects and two bike lane projects project were identified by residents of the Antioch-Priest Lake Community as high priority bicycle projects. These projects would likely require public financing.

Construct multi-use path along Mt. View Road from Una Antioch Pike to Rural Hill Road

A multi-use path along Mt. View Road was identified in the Rural Hill-Moss Road Detailed Design Plan. With the development of Hickory Hollow into more significant community center uses, community support is still strong for this project. A multi-use path along Mt. View Road is geared towards the "interested but concerned" rider and provides a strategic connection to the new community center, library, park and schools under development at Hickory Hollow Mall. The slopes in the area are the most significant constraints particularly near the intersection with Hickory Hollow Parkway; a multi-use path verses a sidewalk is more adapt to areas with difficult topography. Rebuilding of the roadway and addition of the multi-use path will be necessary, so the costs involved may be more significant than the planning estimates generated in this process. The BLOS is currently a C and D along Hickory Hollow Parkway.

A multi-use path along Mt. View Road could also connect to the greenway that is under development along Mill Creek near Antioch Pike, possibly attracting more "interested but concerned" riders and linking it to the new community center at the Mall. Additional connections can be made through multi-use paths along Una Antioch Pike and Rural Hill Road to the surrounding neighborhoods. Figure 16 depicts these connections.

Figure 16: Multi-Use Path - Mt. View Road

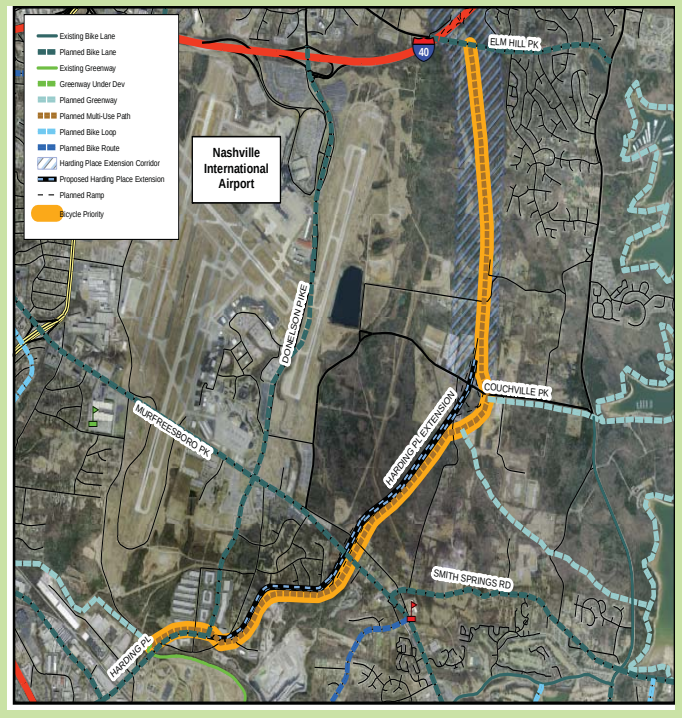


Develop a multi-use path adjacent to the Harding Place Extension

The Harding Place Extension is a planned limited-access facility to extend Harding Place from the intersection with Donelson Pike to Interstate 40. There are a limited number of north-south connections in the Antioch-Priest Lake Community, so the addition of such a route should consider multi-modal accommodations. This is an ideal opportunity as the project develops to include a multi-use path adjacent to the right-of-way of the extension. This type of bikeway infrastructure could attract all types of riders, since the cyclists will be physically separated from vehicles.

Figure 17 shows the most recent depiction of the Harding Place Extension. Currently, this project is in environmental review and the exact alignment is subject to change with engineering.

Figure 17: Multi-Use Path - Harding Place Extension



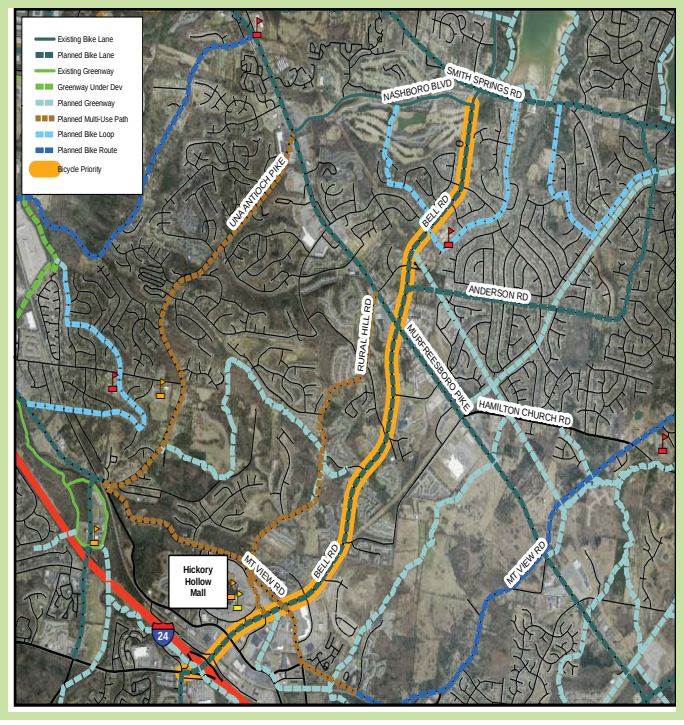
Construct bike lanes along Bell Road from Cane Ridge Road to Nashboro Boulevard

This project is composed of two segments and would extend the existing bike lane from Nashboro Boulevard to Interstate 24 (Figure 18). The bike lane would connect to the new community center, library, park, and schools under development at Hickory Hollow Mall and would be geared to the "enthused and confident" rider.

The first segment begins at Cane Ridge Road, proceeds north to Anderson Road, and assumes that the existing pavement width is adequate. Curb and gutter exists throughout much of this segment, so restriping when repaved might be a cost-effective solution. A barrier to the simple restriping is the complex Interstate 24 underpass. This may be a short portion of Bell Road where a separate bike lane cannot be achieved and the cyclist must ride with traffic. The BLOS along this portion of Bell Road is mostly D and E and the road has a number of destinations within a short proximity. There was one injury crash involving a bicyclist in this segment.

The second segment proceeding from Anderson Road to Nashboro Boulevard will require moving the existing curb and gutter sections. This segment is very costly and will be difficult to implement without substantial financial commitment. The BLOS is D, but the speed limit is lower at 35 mph along this stretch of Bell Road, making it a more attractive route for less experienced or confident cyclists. The portion of Bell Road from Anderson Road to Nashboro Boulevard where there is a planned bike lane is somewhat constrained. Therefore an alternative bike lane and route is planned on Anderson Lane. This will help connect neighborhoods with a new bike lane, and will serve the "interested but concerned" rider in this area.

Figure 18: Bike Lanes - The Proposed Southeast Parkway

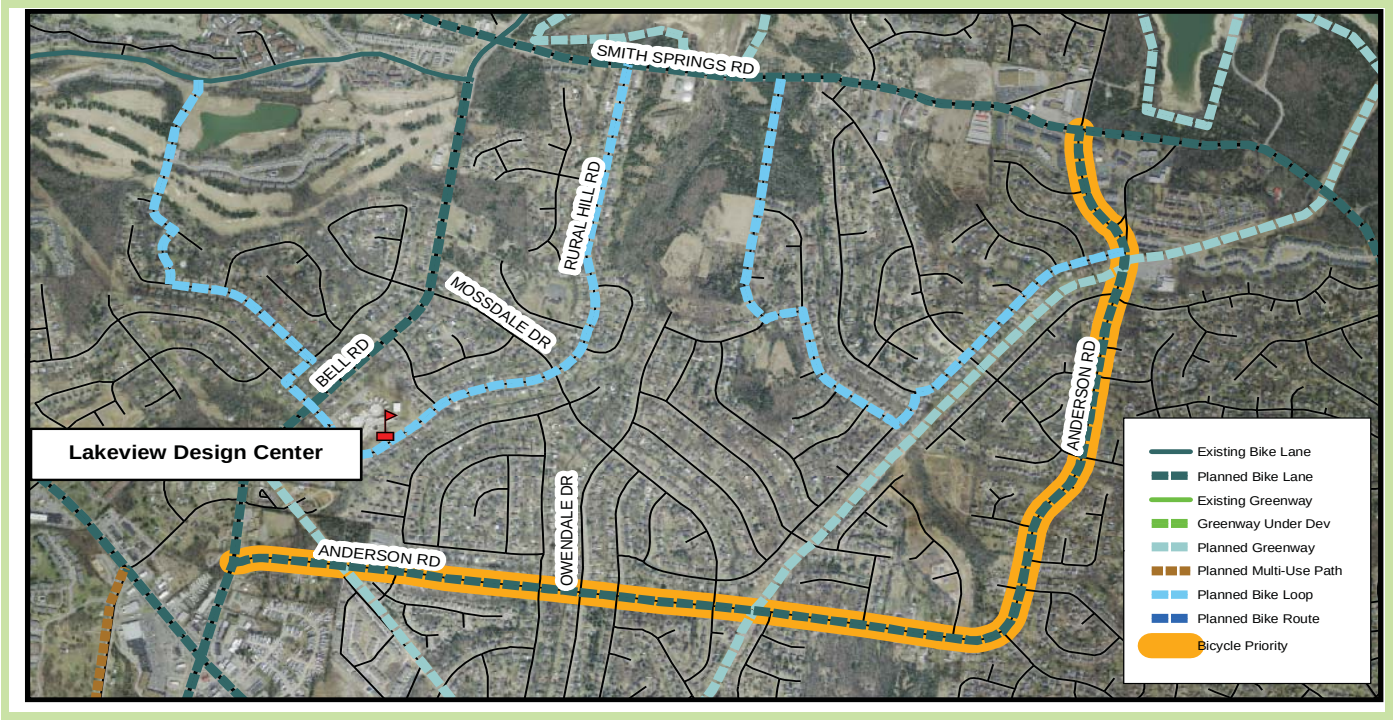


Construct bike lanes along Anderson Road from Bell Road to Smith Springs Road

Sidewalks are needed along Anderson Road, but a bike lane could be a more cost effective and immediate solution to serve bicycle travel. Traffic is moderate on Anderson Road, so additional study is needed regarding the elimination of a center turn lane on Anderson Road through a road diet.

Anderson Road currently has a BLOS of D and minimal constraints if only restriping. Implementation of a bike lane along this route may support both bicyclists and pedestrians. Figure 19 shows the extent of proposed bike lanes on Anderson Road.

Figure 19: Bike Lanes - Anderson Road



Vehicular Transportation Plan

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

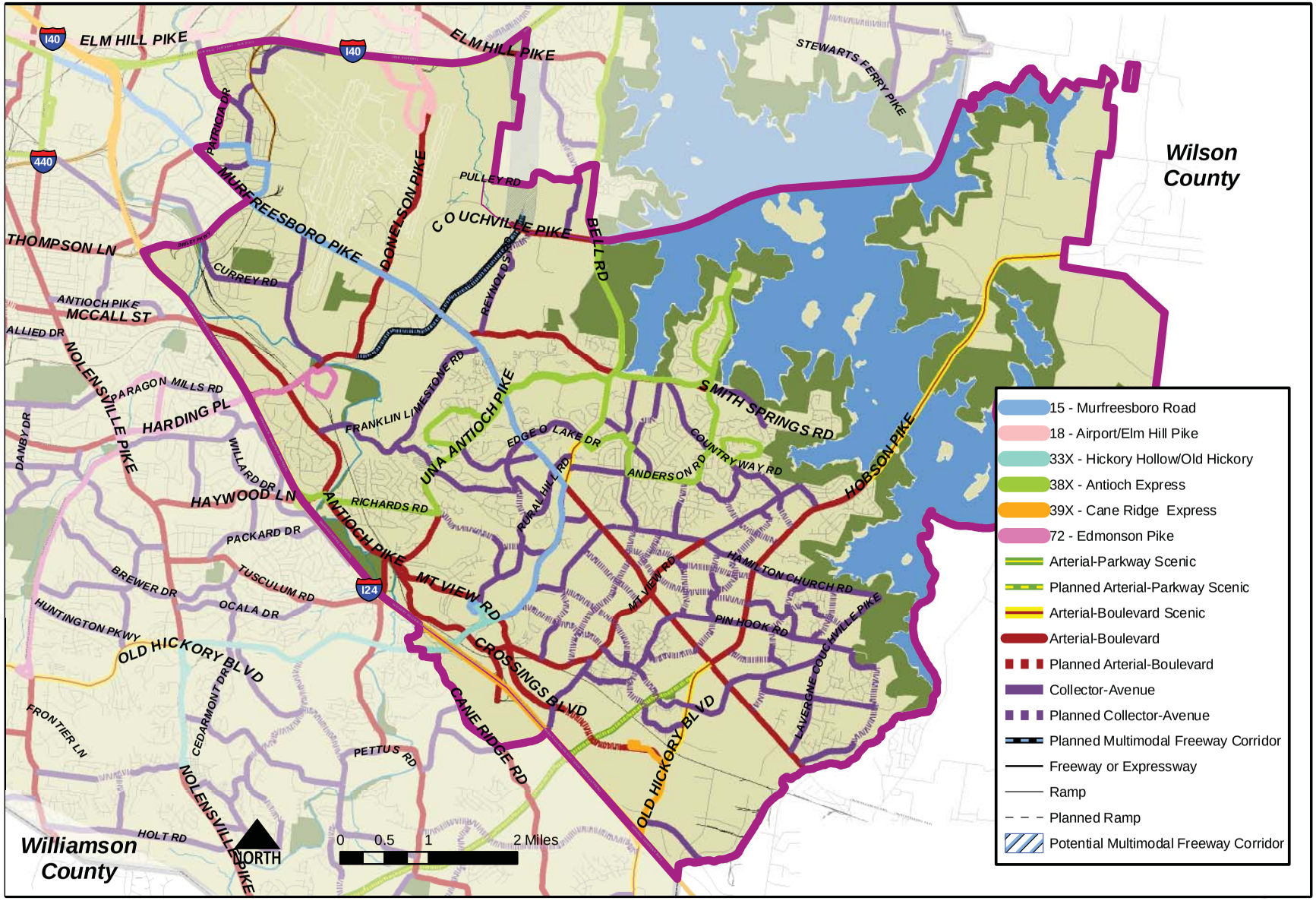
The connection between transportation and community character is also important – providing transportation options in the appropriate form helps a community to preserve or create a sense of place. For example, there are neighborhoods in rural, suburban and urban settings. The street network, and the character of the streets themselves, should complement the rural, suburban or urban setting present in those neighborhoods. Where rural roads are often narrower and curvilinear (following the land), streets in suburban areas may be slightly wider and may have more frequent intersections. Meanwhile, streets in urban neighborhoods are often linear with short block lengths and are designed to accommodate bikes and pedestrians.

With these relationships in mind, Figure 20 shows the Vehicular Transportation Plan for the Antioch-Priest Lake Community. A larger illustration of this transportation plan is on the reverse side of the Community Character Policy Plan fold-out map in the back of the Community Plan or online at www.nashville.gov/mpc.

A street or transit line's character should reflect its Transect Category (rural, suburban, urban, etc.). Streets and transit stops in Urban areas will redevelop over time to more formal urban standards with sidewalks, crosswalks, and bike lanes. Suburban streets will have sidewalks and varying levels of urban (curb and gutter) and natural (vegetated swales) drainage; other suburban streets may have a multi-use path. Rural streets are usually a sparse network of narrow rural roads with shoulder and ditch and perhaps a multi-use path.

Figure 20 (Vehicular Transportation Plan) and the sections below outline existing vehicular facilities in the Antioch-Priest Lake Community and planned improvements. Also included are recommendations from community meetings during the Antioch-Priest Lake Community Plan update process and Planning Department staff analysis regarding street networks in the community.

Figure 20: Antioch - Priest Lake Vehicular Transportation Plan



Existing Streets and Highways in the Antioch-Priest Lake Community

The Antioch-Priest Lake Community's existing vehicular transportation system is a network ranging from interstate highways to rural roads as shown in Table 6. Streets are broadly classified according to their function and design. The three broad classes are arterial-boulevard (major) streets, collector-avenue streets, and local streets.

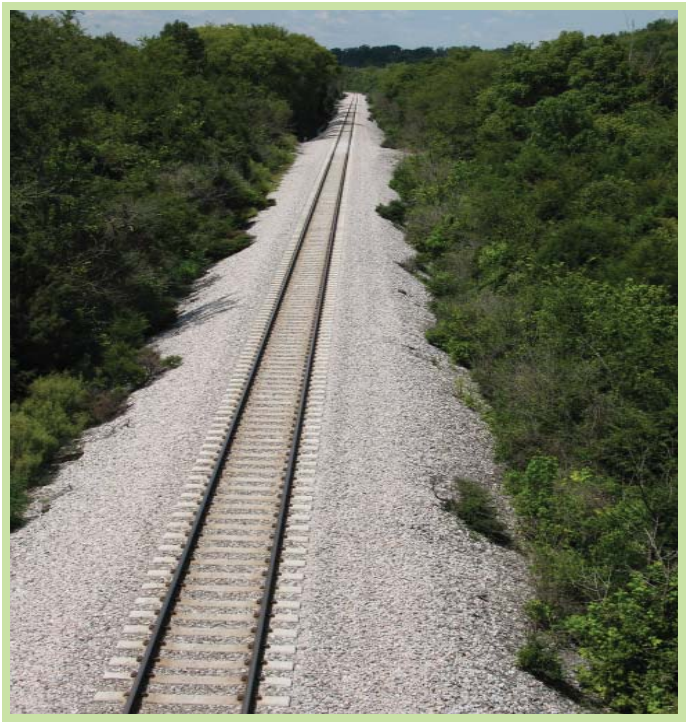
The arterial-boulevards and collector-avenues are established in the adopted Implementing Complete Streets: Major and Collector Street Plan of Metropolitan Nashville, A Component of Mobility 2030 (MCSP), which is the official plan for these types of streets. Table 6 lists streets and highways that are included in this plan and fall wholly or partially within the Antioch-Priest Lake Community.

Table 6: Antioch - Priest Lake Existing Vehicular Transportation System

Interstate	Arterial Boulevard Streets (Red)	Collector Avenue Streets (Blue)
I-24	East Thompson Lane	Massman Drive/Goodbar Drive
I-40	Murfreesboro Pike	Patricia Drive
	Donelson Pike	Thompson Place
	Antioch Pike	Vultee Boulevard
	Couchville Pike	Glastonbury Road
	Bell Road/Pleasant Hill Road	Knights of Columbus Boulevard
	Harding Place	Currey Road
	Mt. View Road	McGavock Pike
	Una Antioch Pike	Franklin-Limestone Road
	Haywood Lane	Nashboro Boulevard
	Blue Hole Road	Billingsgate Road
	Hickory Hollow Parkway	Pebble Creek Drive
	Crossings Boulevard	Edge O Lake Drive
	Smith Springs Road	Rice Road
	Hobson Pike	Rural Hill Road
	Old Hickory Boulevard	Richards Road
		Hickory Highland Drive
		Took Drive
		Old Franklin Road
		Zelida Avenue
		Hamilton Church Road
		Anderson Road
		Country Way
		Town Village Road
		Old Hickory Boulevard
		Pinhook Road
		LaVergne-Couchville Pike
		Asheford Trace
		Monroe Crossing
		Reynolds Road

The Antioch-Priest Lake Community's transportation system is largely established in terms of surface streets, highways and rail lines. These are shown in Figure 21. Interstates 24 and 40 serve controlled-access traffic. The arterial-boulevards highlighted in red and yellow on the map provide major surface street transportation throughout the community and connect the Antioch-Priest Lake Community to other communities adjacent to it. The collector-avenues highlighted in purple on the map serve as major connections internal to the Antioch-Priest Lake Community linking neighborhoods to one another. Finally, smaller local streets serve individual neighborhoods and subdivisions. As the map shows, a lack of transportation connectivity is a problem throughout the Antioch-Priest Lake Community. The lack of connectivity can make daily navigation of Antioch-Priest Lake – to go to work, school, the library or the grocery – a challenge. Providing additional connections in the future will be essential, so some additional street connections are described later in this section.

Although the transportation network is largely in place, a number of widening and improvement projects are proposed for major streets by Metro's MCSP and the Nashville Area Metropolitan Planning Organization (MPO).



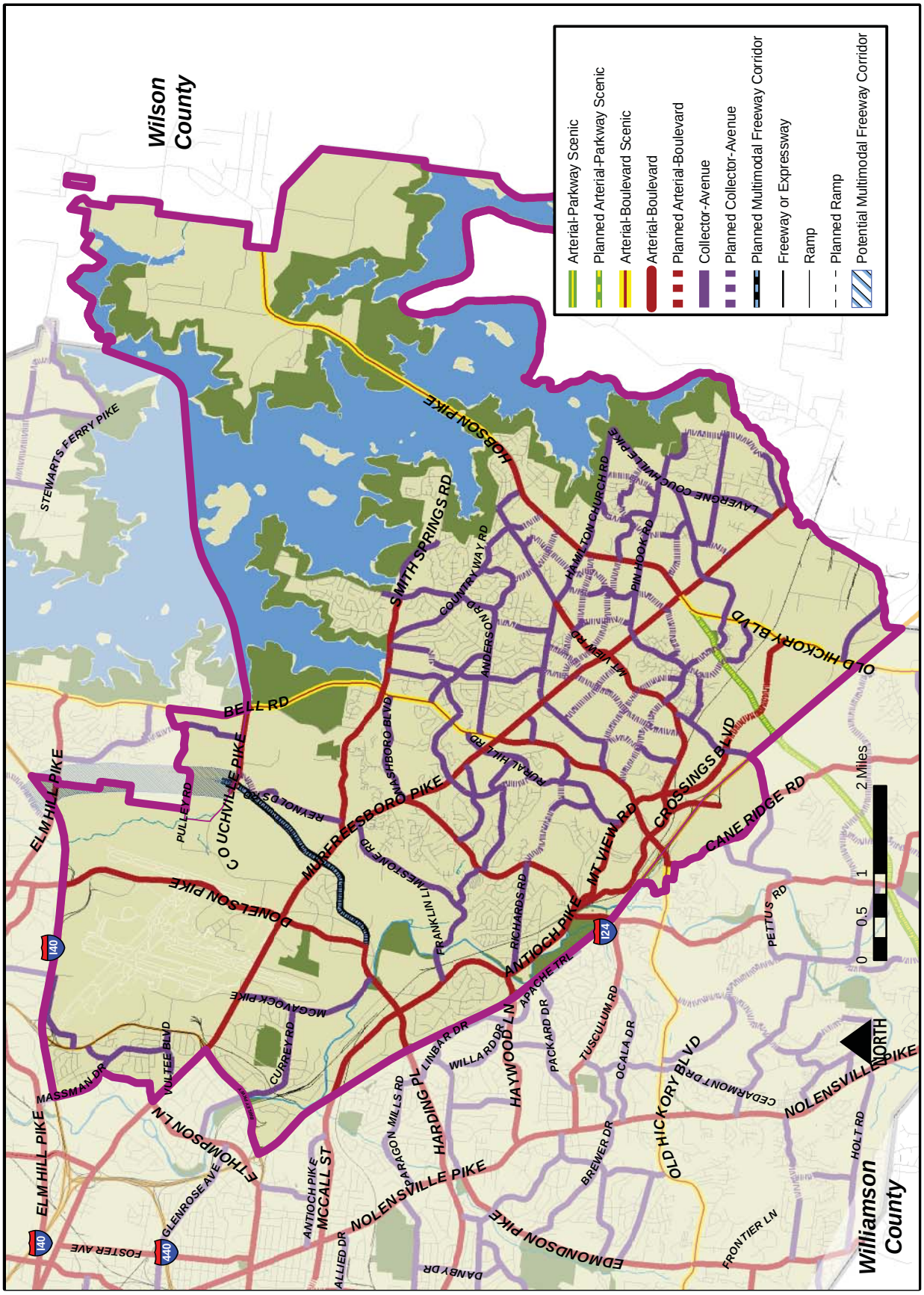


Figure 21: Antioch - Priest Lake Major and Collector Street Plan

Existing Transportation Plans

As previously discussed, the adopted Major & Collector Street Plan (MCSP) is the official Metro plan for the major street system. Implementation of the MCSP occurs through the programming and funding of projects at both the regional and local levels and, in some cases, through private development.

Federal and State Funded Projects. Projects that involve Federal and State funds are planned by the Nashville Area Metropolitan Planning Organization (MPO – the regional transportation planning agency for Davidson, Rutherford, Sumner, Williamson, Wilson Counties and the Cities of Springfield and Spring Hill). The MPO's Regional Transportation Plan (RTP) includes all of the projects that are planned long-term (25 years). Of the projects in the RTP, those that are implemented in the short-term are included in the MPO's five-year Transportation Improvement Program (TIP).

Locally Funded Projects. Locally funded projects, including those with both Metro and non-Metro funds, are programmed and funded in Metro's six-year Capital Improvements Program and Budget (CIB).

Historical traffic counts maintained by the Tennessee Department of Transportation (TDOT) and future travel demand projections by the MPO show that despite the build out of future and planned road improvements, very little progress will be made in addressing the congestion issues of the region through projects that simply increase road capacity. The fiscal and social costs of widening the majority of these major roads are expensive with little return on investment that improves the region's congestion. Access management along arterial-boulevards, managed freeway lanes, intelligent transportation systems (ITS) technology, enhanced regional mass transit service, bicycle infrastructure, and travel modes linked through pedestrian connectivity are more cost-effective, long-term sustainable solutions to the region's transportation needs.

Private Development. In some cases, private commercial, residential or other development may include the construction of new streets as per the MCSP, or, more commonly, improvements to existing streets in the MCSP.

Major & Collector Street Plan (MCSP) Recommendations

The MCSP was adopted in April, 2011. As part of each Community Plan update process, the streets identified in the MCSP are reexamined and analyzed with each Community Plan Update. This provides an opportunity to look at each street in light of the proposed new land use policies for an area, updated stakeholder and community input, and within the projected fiscal constraints. and more fiscally conservative approach. Amendments to the MCSP are outlined below in Figures 22 and 23 and Table 7. Because the MCSP is informed by the Strategic Plan for Sidewalks & Bikeways, the Metropolitan Park & Greenways Master Plan, and the Strategic Transit Master Plan, updates to those plans may be necessary to ensure coordination.

The MCSP incorporates Metro's commitment to complete streets and context sensitive solutions, which are described in greater detail earlier in this chapter. Major and collector streets are classified by their functional design as collector-avenues, arterial-boulevards, or arterial-parkways.

- Collector-avenues (CA) are relatively low-speed, low to medium volume streets that provide circulation within and between neighborhoods. Collector-avenues usually serve short trips and are intended for collecting trips from local streets and distributing them to the Arterial-Boulevard network. Examples of collector-avenues in Antioch-Priest Lake include Franklin-Limestone Road, Vultee Boulevard, and Pinhook Road.

- Arterial-boulevards (AB) usually serve longer trips with medium to high volume and are intended to collect trips from Collector-Avenues and distribute them to the larger network. Arterial-boulevards prioritize the mobility needs of multiple transportation modes over business and residence access. Examples of arterial-boulevards in Antioch-Priest Lake include Bell Road, Murfreesboro Pike, and Hobson Pike.

- Arterial-parkways (AP) usually serve longer trips, are high-volume, and are intended for distributing trips throughout the larger street network. Arterial-parkways are at-grade, limited access roadways. An example of an arterial-parkway in Antioch-Priest Lake is the proposed Southeast Parkway.

- In addition to functional design, some streets are also considered a Scenic Arterial (S) or an Urban (U)/Regional (R) Multimodal Corridor.

- Scenic Arterials are streets that are buffered with a required landscaping easement along the street as development occurs. This is to enhance the natural surrounding environment. Scenic arterials in Antioch-Priest Lake include Bell Road north of Murfreesboro Pike and Hobson Pike.

- Urban and Regional Multimodal Corridors are identified within the MCSP as routes that will serve Nashville with existing and future mass transit improvements. These major corridors have supported public transit in various forms and follow many of the "pikes" that connect Nashville to surrounding communities. Murfreesboro Pike is an urban multimodal corridor in the Antioch-Priest Lake Community that will be served by Bus Rapid Transit Lite. Murfreesboro Pike south of Bell Road is a regional multimodal corridor in Antioch-Priest Lake because it is a direct route to Murfreesboro in Rutherford County.

As noted above, the update of the Antioch-Priest Lake Community Plan is an opportunity to review all of the streets in the MCSP and see if any changes to the streets are needed. Changes that impact the designation and standard right-of-way needed to create the street are highlighted in red in Table 7. Additionally, some street designations will need to be updated with the adoption of the Antioch-Priest Lake Community Plan because the land use policies flanking the street are being updated in this community plan. These changes are restricted to the Environment (Transect symbolized by T and a #) and Street Context (symbolized by R [residential], M [mixed use], or I [industrial]) also shown in red on Table 7. These changes are incorporated as part of the adopted transportation plan on the reverse side of the Community Character Policy Plan fold-out map in the back of the Community Plan or online at www.nashville.gov/mpc - in the Community Plans section under the Antioch – Priest Lake Community, area number 13.

Figure 22 : Antioch - Priest Lake Major and Collector Street Plan Recommended Changes

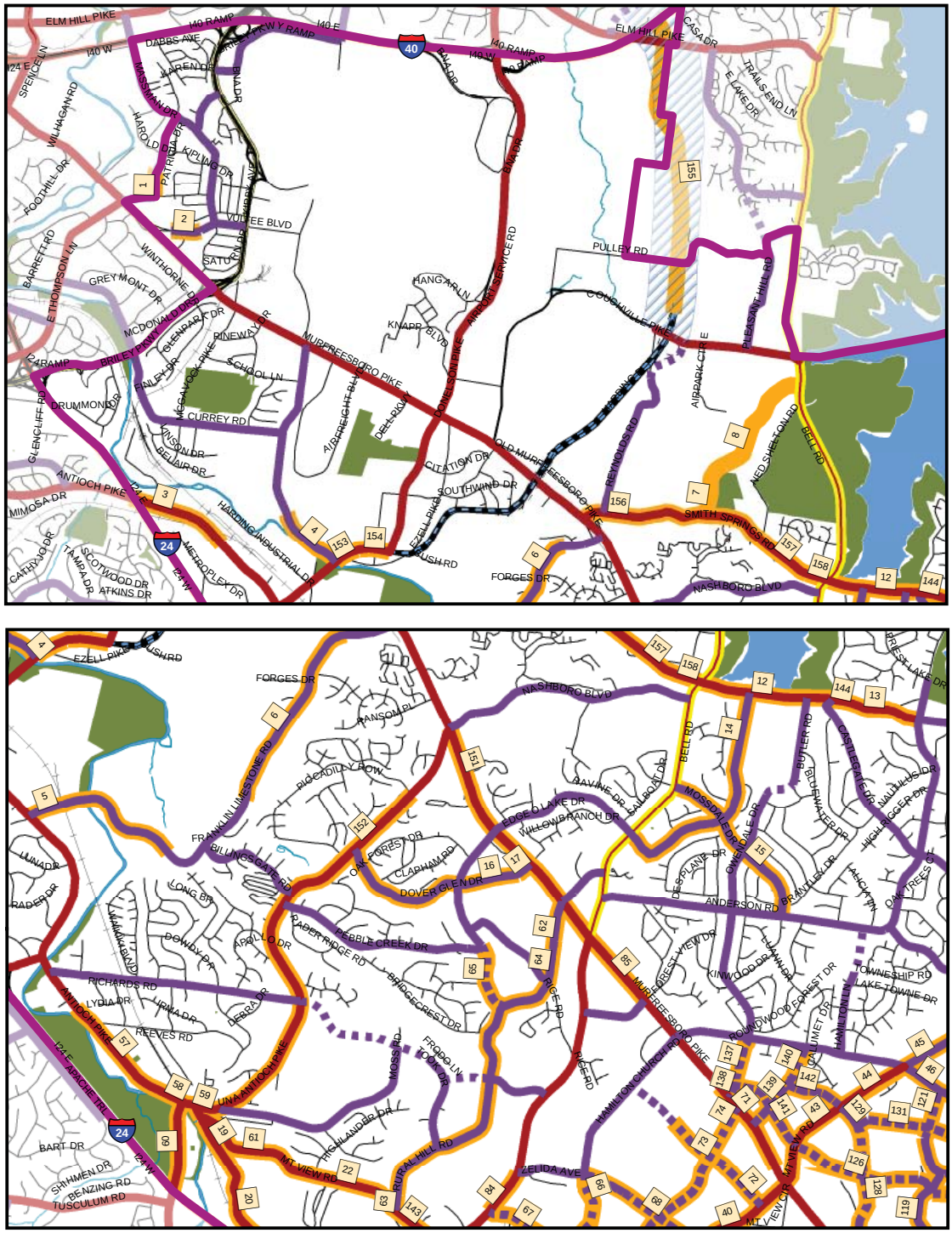
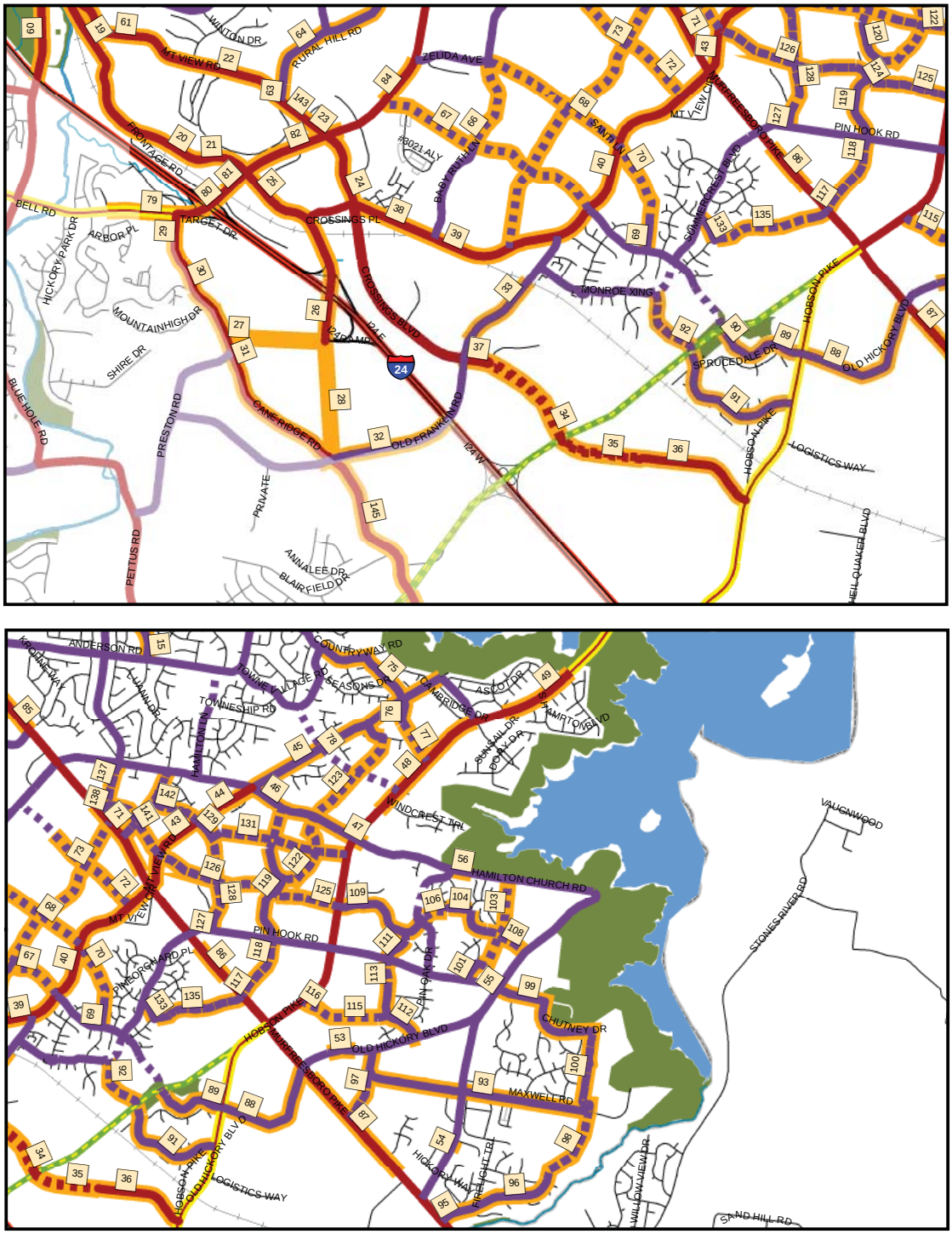


Figure 23 : Antioch - Priest Lake Major and Collector Street Plan Recommended Changes



The Elements of Each MCSP Designation

The three defining elements of each street segment include Environment, Street Context, and Functional Design Type. In some cases there is a fourth element that represents the Multimodal and/or Scenic Overlay.

T3 **Environment**	**M** **Street context**	**PCA2** **Functional Design Type**	**UM** **Multimodal or Scenic Overlay**
The Transect is the central organizing tool for Nashville's land use planning and policies. The Transect is a tool for categorizing a community's natural and built environment from rural to Downtown. Just as Nashville has a diversity of development and preservation areas, its streets should reflect the same diversity. Transect Categories indicate an area's general character and are therefore listed first in defining a street's character. This designation influences the scale, location and orientation of development in a given area (i.e. Rural ranging to Downtown) This example is T3 for Suburban.	The Street Context adds to the understanding of context by defining the predominant existing or intended development pattern flanking a given street section. This designation influences design elements like setbacks and sidewalks widths. The three Street Context designations used in this document are Residential (R), Mixed Use (M), and Industrial (U). This example is M for Mixed Use.	The purpose of the Functional Design Type is to classify streets according to the character of service they are intended to provide and to design those streets so that they fit their context and serve multiple users. Each street is labeled, in this document and in mapped form, with one of the three Street Types – Collector-Avenue (CA), Arterial-Boulevard (AB), and Arterial-Parkway (AP) with the number of travel lanes anticipated for the future. In some instances a P is included in the functional design type indicating a Planned facility. This example is PCA2 for a Planned Collector-Avenue with two travel lanes.	Multimodal Corridors may be urban (UM) or regional (RM). Multimodal Corridors are anticipated to serve a greater role in providing local and regional transit than other corridors with transit. Accommodating transit and support for bike/pedestrian access is critical. Streets designated as Scenic (S) connect areas of scenic and cultural significance and call for enhancement or preservation of existing natural areas on private property just outside the right-of-way. This example is UM for Urban Multimodal.

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Table 7: Antioch - Priest Lake Major and Collector Street Plan Recommendations

Street *Reason for Change*	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation				
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan
Patricia Drive *Reflects updated land use policy*	1	From Thompson Place to approx. 1,000' north of Thompson Place	T3-R-CA2	Bike Route Planned	51'	T3-M-CA2	Bike Route Planned	55'	X	X			
Vultee Blvd *Reflects updated land use policy*	2	From Vultee Boulevard ramps near Murfreesboro Road to approx. 550' west of Goodbar Drive	T3-R-CA2		51'	T3-M-CA2		55'	X	X			
Antioch Pike *Reflects updated land use policy and Transect*	3	From Interstate 24 overpass to approx. 3,000' north of Harding Place	T3-M-AB3	Bike Lane Planned	74'	D-I-AB3	Bike Lane Planned	77'	X				
McGavock Pike *Reflect updated land use policy and Transect*	4	From Harding Place to approx. 0.5 mi north of Harding Place	T3-M-CA2		55'	D-I-CA2		57'	X	X			
Franklin-Limestone Road *(5) Reflects updated land use policy* *(5, 6) Reflects updated Transect and bike infrastructure*	5	From Antioch Pike to approx. 0.25 mi west of Billingsgate Road	T3-M-CA2 T3-R-CA2	Bike Lane Planned	63' 59'	D-I-CA2	Bike Route Planned	57'	X	X	X		
	6	From approx. 1,000 feet north of Mullen Circle to Forge Ridge Circle	T3-R-CA2	Bike Lane Planned	59'	T2-R-CA2	Bike Route Planned	51'	X	X	X		
Una Recreation Road *Reflects more detailed study of airport area office concentration*	7	From Smith Springs Road to existing terminus of Una Recreation Road	T3-M-CA2 T3-R-CA2		51'	Local Street		50'	X	X			
Una Recreation Road Extension *Reflects need for a more detailed study of airport area office concentration*	8	From existing terminus of Una Recreation Road to Bell Road	T3-R-PCA2		51'	Delete		n/a	X	X			

Table 7: Major and Collector Street Plan Recommendations Continued

Street *Reason for Change*	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation: Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan
Smith Springs Road *(156) Reflects updated land use policy* *(156, 157, 158) Reflects updated bike facility* *(157, 158, 12) Reflects existing travel lane conditions* *(12) Reflects floodplain constraints* *(144, 13) Reflects future vehicular travel demand with left turns*	156	From Murfreesboro Road to Ned Shelton Road	T3-M-AB5 T3-R-AB5		88'	T3-**M**-AB5	**Bike Lane Planned**	**96'**	X	X	X		
	157	From Ned Shelton Road to approx. 750' west of Bell Road	T3-R-AB5		88'	T3-R-AB**3**	**Bike Lane Planned**	**74'**	X	X	X		
	158	From approx. 750' west of Bell Road to Bell Road	T3-M-AB5		88'	T3-M-AB**3**	**Bike Lane Planned**	**74'**	X	X	X		
	12	From Bell Road to approx. 325' west of Castlegate Drive	T3-R-AB5	Bike Lane Planned	96'	T3-R-AB**2**	Bike Lane Planned	**63'**	X	X			
	144	From approx. 325' west of Castlegate Drive to approx. 0.25 mi west of Anderson Road	T3-R-AB5	Bike Lane Planned	96'	T3-R-AB**3**	Bike Lane Planned	**74'**	X	X			
	13	From approx. 0.25 mi west of Anderson Road to Anderson Road	T3-M-AB5	Bike Lane Planned	96'	T3-M-AB**3**	Bike Lane Planned	**74'**	X	X			
Edge O Lake Drive/Rural Hill Road *Add since Owendale Drive/Butler Road connection does not exist*	14	From Bell Road to Smith Springs Road	Local Street		50'	**T3-R-CA2**		**51'**	X	X			
Mossdale Drive *Upgrade to Collector-Avenue based upon needs of transportation network*	15	From Bell Road to Anderson Road	Local Street		50'	**T3-R-CA2**		**51'**	X	X			
Oakwood Forest Drive/Dover Glen Drive *Upgrade to Collector-Avenue based upon needs of transportation network*	16	From Una Antioch Pike to approx. 400' south of Murfreesboro Pike	Local Street		50'	**T3-R-CA2**		**51'**	X	X			

Table 7: Major and Collector Street Plan Recommendations Continued

Street *Reason for Change*	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation: Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan
Dover Glen Drive *Upgrade to Collector-Avenue based upon needs of transportation network*	17	From approx. 400' south of Murfreesboro Pike to Murfreesboro Pike	Local Street		50'	T3-M-CA2		55'	X	X			
Hickory Hollow Parkway *(18) Reflects updated land use policy* *(19, 20, 21) Reflects anticipated travel demand* *(21, 25, 26) Reflects updated Transect based upon future redevelopment vision*	18	From Una Antioch Pike to Mt. View Road	T3-M-AB3		66'	T3-R-AB3		66'	X				
	19	From Mt. View Road to approx. 0.3 mi south of Mt. View Road	T3-R-AB5		88'	T3-R-AB3		66'	X	X			
	20	From 0.3 mi south of Mt. View Road to approx. 0.3 mi west of Bell Road	T3-M-AB5 T5-M-AB5		88' 96'	T3-M-AB3		66'	X	X			
	21	From approx. 0.3 mi west of Bell Road to Bell Road	T5-M-AB5 T5-M-AB4	Median	96' 115'	T4-M-AB4	30' Median	111'	X	X			
	25	From Bell Road to Mt. View Parkway	T5-M-AB4	Median	115'	T3-M-AB4	30' Median	107'	X	X			
	26	From Mt. View Parkway to proposed New Cane Ridge Road	T5-M-AB4		85'	T3-M-AB4		77'	X	X			
Mt. View Road *(61) Reflects updated land use policy and existing travel lane conditions* *(22, 143, 23, 24) Reflects updated Transect based upon future redevelopment vision* *(61, 22,) Add multi-use path*	61	From Hickory Hollow Parkway to Highlander Drive	T3-M-AB3 T3-R-AB3		66'	T3-R-AB2	Multi-Use Path Planned	84'	X	X	X	X	
	22	From Highlander Drive to Rural Hill Road	T5-M-AB3		74'	T4-M-AB3	Multi-Use Path Planned	96'	X	X	X	X	
	143	From Rural Hill Road to Curtis Hollow Road	T5-M-AB3		74'	T4-M-AB3		70'	X	X			
	23	From Curtis Hollow Road to Bell Road	T5-M-AB4		85'	T4-M-AB4		81'	X	X			
	24	From Bell Road to Mt. View Parkway/Crossings Boulevard	T5-M-AB5		96'	T3-M-AB5		88'	X	X			

Table 7: Major and Collector Street Plan Recommendations Continued

Street *Reason for Change*	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation				
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan
Crossings Boulevard Extension *(37) Reflects built portion* *(37, 34, 35, 36) Reflects potential for bike lane with new construction connecting to high school* *(35, 36) Conceptual to align with existing development and conditions*	**37**	From Old Franklin Road to Dana Way	T3-M-PAB4	24' Median	101'	T3-M-**AB**4	24' Median **Bike Lane Planned**	**109'**	X	X	X		
	34	From Dana Way to proposed Southeast Parkway	T3-M-PAB4	24' Median	101'	T3-M-PAB4	24' Median **Bike Lane Planned**	**109'**	X	X	X		
	35	Change depiction of proposed route from the proposed Southeast Parkway to existing terminus of Cane Ridge High School entrance	T3-M-PAB4	24' Median	101'	T3-M-PAB4	24' Median **Bike Lane Planned**	**109'**	X	X	X		
	36	Change depiction of proposed route from the existing terminus of Cane Ridge High School entrance to Old Hickory Boulevard	T3-M-PAB4	24' Median	101'	T3-M-**AB3**	**Bike Lane Planned**	**74'**	X	X	X		
Mt. View Road *(38) Add multi-use path* *(38, 39, 45) Reflects existing travel lane conditions* *(39, 40, 41, 43, 44, 45) Add bike route* *(39, 40, 41) Reflects updated Transect* *(39, 40, 43, 44, 45) Reflects updated land use policy*	**38**	From Crossings Boulevard to Baby Ruth Lane	T3-M-AB4		77'	T3-M-AB**3**	**Multi-Use Path Planned**	**96'**	X	X	X	X	
	39	From Baby Ruth Lane to Old Franklin Road	T3-M-AB4 T3-M-AB3 T4-R-AB3		77' 66'	T**3**-**R**-AB**2**	**Bike Route Planned**	**55'**	X	X	X		
	40	From Old Franklin Road to proposed New Collector	T4-M-AB3 T4-R-AB3		70' 66'	T**3**-**R**-AB3	**Bike Route Planned**	**66'**	X	X	X		
	41	From proposed New Collector to Murfreesboro Pike	T4-M-AB3		70'	T**3**-M-AB3	**Bike Route Planned**	**66'**	X	X	X		
	43	From Murfreesboro Pike to approx. 0.25 mi west of Apple Orchard Trail	T3-M-AB3 T3-R-AB3		66'	T3-**M**-AB3	**Bike Route Planned**	66'	X		X		
	44	From 0.25 mi west of Apple Orchard Trail to Hamilton Church Road	T3-R-AB3 T3-M-AB3		66'	T3-**R**-AB3	**Bike Route Planned**	66'	X		X		
	45	From Hamilton Church Road to Smith Springs Parkway	T3-M-CA3 T3-R-CA3		66' 62'	T3-**R**-CA**2**	**Bike Route Planned**	**51'**	X	X	X		

Table 7: Major and Collector Street Plan Recommendations Continued

Street *Reason for Change*	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation				
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan
Hamilton Church Road *(46, 56) Reflects updated land use policy* *(47) Reflects existing conditions*	**46**	From Mt. View Road to approx. 500' west of Hobson Pike	T3-M-CA3 T3-R-CA3		66' 62'	T3-R-CA3		62'	X	X			
	47	From 500' west of Hobson Pike to approx. 600' east of Hobson Pike	T3-M-CA2		55'	T3-M-CA3		66'	X	X			
	56	From Pin Oak Drive to approx. 500' west of South Shore Drive	T3-M-CA2		55'	T3-R-CA2		51'	X	X			
Pinhook Road *Reflects updated land use policy*	**50**	From approx. 125' west and approx. 300' east of the proposed extension of Pin Oak Drive	T3-M-CA2		55'	T3-R-CA2		51'	X	X			
	51	From approx. 250' west of Lavergne Couchville Pike to Lavergne Couchville Pike	T3-M-CA2		55'	T3-R-CA2		51'	X	X			
Old Hickory Boulevard *Reflects updated land use policy*	**52**	From approx. 175' west and approx. 150' east of Post Oak Drive	T3-M-CA2		55'	T3-R-CA2		51'	X	X			
	53	From approx. 1,000' east of Murfreesboro Pike to approx. 500' west of Maxwell Road	T3-M-CA2		55'	T3-R-CA2		51'	X	X			
Lavergne Couchville Pike *Reflects updated land use policy*	**54**	From Rockview Court to Rockland Trail	T3-M-CA2		55'	T3-R-CA2		51'	X	X			
	55	From approx. 250' south of Pinhook Road to approx. 250' north of Pinhook Road	T3-M-CA2		55'	T3-R-CA2		51'	X	X			
Antioch Pike *(57, 58) Reflects updated land use policy* *(57) Reflects existing conditions*	**57**	From approx. 0.25 mi south of Richards Road to approx. 0.10 mi west of Blue Hole Road	T3-M-AB3	Bike Lane Planned	74'	T3-R-AB2	Bike Lane Planned	63'	X	X			
	58	From approx. 0.10 mi west of Blue Hole Road to Hickory Hollow Parkway	T3-M-AB3	Bike Lane Planned	74'	T3-R-AB3	Bike Lane Planned	74'	X				
Una Antioch Pike *(59, 152) Add multi-use path* *(152) Reflects existing travel lane conditions*	**59**	From Hickory Hollow Parkway to Ottenville Avenue	T3-M-AB3	Bike Route Planned	66'	T3-M-AB3	Multi-Use Path Planned	96'		X	X	X	
	152	From Ottenville Avenue to Piccadilly Row	T3-R-AB3	Bike Route Planned	66'	T3-R-AB2	Multi-Use Path Planned	84'	X	X	X	X	

Table 7: Major and Collector Street Plan Recommendations Continued

Street *Reason for Change*	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation: Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan
Blue Hole Road *Reflects existing travel lane conditions*	**60**	From Interstate 24 Overpass to Antioch Pike	T3-R-AB3	Bike Lane Planned	74'	T3-R-AB2	Bike Lane Planned	63'	X	X			
Rural Hill Road *(63) Reflects updated land use policy* *(63, 64) Reflects existing travel lane conditions* *(63, 64, 62) Add multi-use path*	**63**	From Mt. View Road to approx. 400' north of Mt. View Road	T3-R-CA3		62'	T3-M-CA2	Multi-Use Path Planned	76'	X	X	X	X	
	64	From approx. 400' north of Mt. View Road to approx. 0.2 mi south of Murfreesboro Pike	T3-R-CA3		62'	T3-R-CA2	Multi-Use Path Planned	76'	X	X	X	X	
	62	From approx. 0.2 mi south of Murfreesboro Pike to Murfreesboro Pike	T3-M-CA3		66'	T3-M-CA3	Multi-Use Path Planned	88'		X	X	X	
Edge O Lake Drive Extension *Reflects future travel demand needs*	**65**	From current terminus of Edge O Lake Drive to Rural Hill Road	T3-R-PCA3		62'	T3-R-PCA2		51'	X	X			
Baby Ruth Lane Extension *Reflects updated Transect*	**66**	From current terminus of Baby Ruth Lane to Hamilton Church Road/Zelida Avenue	T4-R-PCA2		51'	T3-R-PCA2		51'	X				
Asheford Trace Extension *Reflects updated Transect*	**67**	From the intersection of Asheford Trace and Mt. View Road to Bell Road	T4-R-PCA2		51'	T3-R-PCA2		51'	X				
Zelida Avenue Extension *Reflects updated Transect and land use policy*	**68**	From the intersection of Zelida Avenue and Hamilton Church Road to Mt. View Road (proposed Murphywood Crossing Extension)	T4-M-PCA2 T4-R-PCA2		59' 51'	T3-R-PCA2		51'	X	X			
Murphywood Crossing *Upgrade to Collector-Avenue based upon needs of transportation network*	**69**	From Asheford Trace to current terminus of Murphywood Crossing	Local Street		50'	T3-R-CA2		51'	X	X			
Murphywood Crossing Extension *Reflects future street connection*	**70**	From current terminus of Murphywood Crossing to Mt. View Road (proposed Zelida Avenue Extension)				T3-R-CA2		51'	X				
New Collector *Reflects updated Transect*	**72**	From Mt. View Road approx. 1,500' from Hamilton Church Road	T4-R-PCA2		51'	T3-R-PCA2		51'	X				

Table 7: Major and Collector Street Plan Recommendations Continued

Street *Reason for Change*	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation				
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan
New Collector *Reflects updated Transect and future travel demand*	73	From Mt. View Road to approx. 500' south of Murfreesboro Pike	T4-R-PCA3		62'	T3-R-PCA2		51'	X	X			
	74	From approx. 500' south of Murfreesboro Pike to Murfreesboro Pike	T4-M-PCA3		70'	T3-M-PCA2		51'	X	X			
Country Way Road/ Huntingboro Trail *Upgrade to Collector-Avenue based upon needs of transportation network*	75	From Town Village Road to Mt. View Road	Local Street		50'	T3-R-CA2		51'	X	X			
Park Royal Lane *Upgrade to Collector-Avenue based upon needs of transportation network*	76	From Mt. View Road to current terminus of Park Royal Lane	Local Street		50'	T3-R-CA2		51'	X	X			
Park Royal Lane Extension *Reflects future street connection*	77	From current terminus of Park Royal Lane to Hobson Pike				T3-R-PCA2		51'	X				
New Collector *Reflects updated land use policy*	78	From approx. 250' north of Hobson Pike to approx. 250' south of Hobson Pike	T3-M-PCA2		55'	T3-R-PCA2		51'	X	X			
Bell Road *(80, 81, 82, 83, 84) Reflects updated Transect* *(80) Reflects pedestrian needs*	80	From Cane Ridge Road to CSX Railroad Bridge	T5-M-AB5	Bike Lane Planned	104'	T3-M-AB5	Bike Lane Planned and Pedestrian Tunnel/Bridge	96'	X	X			
	81	From CSX Railroad Bridge to Hickory Hollow Parkway	T5-M-AB4	Median Bike Lane Planned	128'	T3-M-AB4	35' Median Bike Lane Planned	120'	X	X			
	82	From Hickory Hollow Parkway to Mt. View Road	T5-M-AB4	Median Bike Lane Planned	128'	T4-M-AB4	35' Median Bike Lane Planned	124'	X	X			
	83	From Mt. View Road to approx. 1000' west of Eagle View Blvd.	T3-M-AB5	Bike Lane Planned	96'	T3-M-AB5	Bike Lane Planned	96'	X	X			
	84	From Eagle View Boulevard to Zelida Avenue	T4-R-AB5	Bike Lane Planned	96'	T3-R-AB5	Bike Lane Planned	96'	X				

Table 7: Major and Collector Street Plan Recommendations Continued

Street *Reason for Change*	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation				
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan
Murfreesboro Pike *(151, 85) Reflects proposed bus rapid transit* *(85) Reflects existing conditions* *(71) Reflects updated Transect* *(86, 87) Reflects updated land use policy*	**151**	From Una Antioch Pike to Rural Hill Road	T3-M-AB5-RM	Bike Lane Planned	98'	T3-M-AB5-UM	Bike Lane Planned	98'	X				
	85	From Rural Hill Road to Morris Gentry Boulevard	T3-M-AB5-RM	Bike Lane Planned	98'	T3-M-AB7-UM	Bike Lane Planned	120'	X	X			
	71	From approx. 0.35 mi south of Hamilton Church Road to approx. 600 feet north of Mt. View road	T4-M-AB5-RM T4-R-AB5-RM	Bike Lane Planned	102' 98'	T3-M-AB5-RM	Bike Lane Planned	98'	X	X			
	86	From approx. 500' south of Pin Hook Road to approx. 750' north of Mountain Springs Road	T3-R-AB5-RM	Bike Lane Planned	98'	T3-M-AB5-RM	Bike Lane Planned	98'	X				
	87	From approx. 300' south of Old Hickory Boulevard to approx. 250' north of Hurricane Creek Boulevard	T3-R-AB5-RM	Bike Lane Planned	98'	T3-M-AB5-RM	Bike Lane Planned	98'	X				
Old Hickory Boulevard *Upgrade to Collector-Avenue based upon needs of transportation network*	**88**	From Hobson Pike to Murfreesboro Pike	Local Street		50'	T3-M-CA3		66'	X	X			
Saddlecreek Way *Upgrade to Collector-Avenue based upon needs of transportation network*	**89**	From Hobson Pike to existing terminus of Saddlecreek Way	Local Street		50'	T3-R-CA2		51'	X	X			
Saddlecreek Way Extension *Reflects future street connection*	**90**	From existing terminus of Saddlecreek Way to proposed Asheford Trace Extension				T3-R-PCA2		51'	X				
Preserve Boulevard *Upgrade to Collector-Avenue based upon needs of transportation network*	**91**	From Hobson Pike to existing terminus of Preserve Boulevard at Sprucedale Drive	Local Street		50'	T3-R-CA2		51'	X	X			
Preserve Boulevard Extension *Reflects future street connection*	**92**	From existing terminus of Preserve Boulevard at Sprucedale Drive to proposed Monroe Crossing Extension				T3-R-PCA2		51'	X				

Table 7: Major and Collector Street Plan Recommendations Continued

Street *Reason for Change*	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation				
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan
Maxwell Road *Upgrade to Collector-Avenue based upon needs of transportation network*	93	From Old Hickory Boulevard to existing terminus of Maxwell Road	Local Street		50'	T3-R-CA2		51'	X	X			
New Collector *Reflects future street connection*	94	From Murfreesboro Pike to approx. 0.2 mi. east of Murfreesboro Pike				T3-M-PCA2		55'	X				
	97	From approx. 0.2 mi. east of Murfreesboro Pike to Maxwell Road				T3-R-PCA2		51'	X				
Hickory Woods Drive *Upgrade to Collector-Avenue based upon needs of transportation network*	95	From Murfreesboro Pike to approx. 700' east of Murfreesboro Pike	Local Street		50'	T3-M-CA2		55'	X	X			
	96	From approx. 700' east of Murfreesboro Pike to existing terminus north of Sunnyvale Drive	Local Street		50'	T3-R-CA2		51'	X	X			
Hickory Woods Drive Extension *Reflects future street connection*	98	From existing terminus of Hickory Woods Drive north of Sunnyvale Drive to Maxwell Road				T3-R-PCA2		51'	X				
Pin Hook Road/Chutney Drive *Upgrade to Collector-Avenue based upon needs of transportation network*	99	From Lavergne Couchville Pike to existing terminus east of Peppertree Drive	Local Street		50'	T3-R-CA2		51'	X	X			
Chutney Drive Extension *Reflects future street connection*	100	From the existing terminus east of Peppertree Drive to Maxwell Road				T3-R-CA2		51'	X				
Lakewood Village Drive *Upgrade to Collector-Avenue based upon needs of transportation network*	101	From Pin Hook Road to Dupree Point Drive	Local Street		50'	T3-R-CA2		51'	X	X			
Dupree Point Drive *Upgrade to Collector-Avenue based upon needs of transportation network*	102	From Lakewood Village Drive to existing terminus of Dupree Point Drive	Local Street		50'	T3-R-CA2		51'	X	X			

Table 7: Major and Collector Street Plan Recommendations Continued

Street *Reason for Change*	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation				
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan
Dupree Point Drive Extension *Reflects future street connection*	103	From existing terminus of Dupree Point Drive to Hamilton Church Road				T3-R-PCA2		51'	X				
Shoreline Lane *Upgrade to Collector-Avenue based upon needs of transportation network*	104	From Beachfront Avenue to Grace Falls Drive	Local Street		50'	T3-R-CA2		51'	X	X			
Grace Falls Drive *Upgrade to Collector-Avenue based upon needs of transportation network*	105	From Shoreline Drive to existing terminus of Grace Falls Drive	Local Street		50'	T3-R-CA2		51'	X	X			
Lakewalk Drive Extension *Reflects future street connection*	106	From the existing terminus of Grace Falls Drive to the existing terminus of Lakewalk Drive				T3-R-PCA2		51'	X				
Beachfront Avenue *Upgrade to Collector-Avenue based upon needs of transportation network*	107	From Shoreline Drive to the existing terminus of Beachfront Avenue	Local Street		50'	T3-R-CA2		51'	X	X			
Beachfront Avenue Extension *Reflects future street connection*	108	From the existing terminus of Beachfront Avenue to Lavergne Couchville Pike				T3-R-PCA2		51'	X				
Lakewalk Drive *Upgrade to Collector-Avenue based upon needs of transportation network*	109	From Hobson Pike to the existing terminus of Lakewalk Drive just east of Pin Oak Drive	Local Street		50'	T3-R-CA2		51'	X	X			
Pinelake Drive *Upgrade to Collector-Avenue based upon needs of transportation network*	110	From Lakewalk Drive to existing terminus of Pinelake Drive	Local Street		50'	T3-R-CA2		51'	X	X			
Pinelake Drive Extension *Reflects future street connection*	111	From existing terminus of Pinelake Drive to Pin Hook Road				T3-R-PCA2		51'	X				

Table 7: Major and Collector Street Plan Recommendations Continued

Street *Reason for Change*	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation: Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan
Post Oak Drive *Upgrade to Collector-Avenue based upon needs of transportation network*	112	From Old Hickory Boulevard to existing terminus of Post Oak Drive	Local Street		50'	T3-R-CA2		51'	X	X			
Post Oak Drive Extension *Reflects future street connection*	113	From the existing terminus of Post Oak Drive to Pin Hook Road				T3-R-PCA2		51'	X				
Peaceful Brook Drive *Upgrade to Collector-Avenue based upon needs of transportation network*	114	From Post Oak Drive to the existing terminus of Peaceful Brook Drive	Local Street		50'	T3-R-CA2		51'	X				
Peaceful Brook Drive Extension *Reflects future street connection*	115	From the existing terminus of Peaceful Brook Drive to approx. 250' south of Hobson Pike				T3-R-PCA2		51'	X				
	116	From approx. 250' south of Hobson Pike to Hobson Pike				T3-M-PCA2		55'	X				
Grovedale Trace Extension *Reflects future street connection*	117	From Murfreesboro Pike to approx. 500' north of Murfreesboro Pike				T3-M-PCA2		55'	X				
	118	From approx. 500' north of Murfreesboro Pike to Pinhook Road				T3-R-PCA2		51'	X				
Grovedale Trace *Upgrade to Collector-Avenue based upon needs of transportation network*	119	From Pin Hook Road to Rockglade Run	Local Street		50'	T3-R-CA2		51'	X	X			
Rockglade Run *Upgrade to Collector-Avenue based upon needs of transportation network*	120	From existing terminus just east of Grovedale Trace to the existing terminus of Rockglade Run	Local Street		50'	T3-R-CA2		51'	X	X			
Rockglade Run Extension *Reflects future street connection*	121	From the existing terminus of Rockglade Run to Hamilton Church Road				T3-R-PCA2		51'	X				

Table 7: Major and Collector Street Plan Recommendations Continued

Street *Reason for Change*	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation				
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan
Proposed Highwater Drive *Reflects future street connection*	122	From the existing terminus of Rockglade Run to Hamilton Church Road				T3-R-PCA2		51'	X				
McCumber Drive Extension *Reflects future street connection*	123	From the existing terminus of McCumber Drive to Hamilton Church Road				T3-R-PCA2		51'	X				
McCumber Drive *Upgrade to Collector-Avenue based upon needs of transportation network*	159	From Mt. View Ridge Drive to existing terminus of McCumber Drive	Local Street		50'	T3-R-CA2		51'	X	X			
Mt. View Ridge Drive *Upgrade to Collector-Avenue based upon needs of transportation network*	160	From Mt. View Road to McCumber Drive	Local Street		50'	T3-R-CA2		51'	X	X			
Harvest Grove Drive *Upgrade to Collector-Avenue based upon needs of transportation network*	124	Between the existing termini of Harvest Grove Drive	Local Street		50'	T3-R-CA2		51'	X	X			
Harvest Grove Drive Extension *Reflects future street connection*	125	From the existing terminus of Harvest Grove Drive to the intersection of Hobson Pike and Lakewalk Drive				T3-R-PCA2		51'	X				
Harvest Grove Drive Extension *Reflects future street connection*	126	From the existing terminus of Harvest Grove Drive to Mt. View Road				T3-R-PCA2		51'	X				
Bradburn Village Circle *Upgrade to Collector-Avenue based upon needs of transportation network*	127	From Pin Hook Drive to Bradburn Village Drive	Local Street		50'	T3-R-CA2		51'	X	X			

Table 7: Major and Collector Street Plan Recommendations Continued

Street *Reason for Change*	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation: Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan
Bradburn Village Drive Extension *Reflects future street connection*	**128**	From Bradburn Village Circle to existing terminus of unnamed collector				T3-R-PCA2		51'	X				
Collector *Upgrade to Collector-Avenue based upon needs of transportation network*	**129**	From Mt. View Road to Bradburn Village Drive Extension	Local Street		50'	T3-R-CA2		51'	X	X			
Collector *Upgrade to Collector-Avenue based upon needs of transportation network*	**130**	From Bradburn Village Drive Extension to existing terminus	Local Street		50'	T3-R-CA2		51'	X	X			
Proposed Collector *Reflect future street connection*	**131**	From existing terminus to Hobson Pike				T3-R-PCA2		51'	X				
Summercrest Trail *Upgrade to Collector-Avenue based upon needs of transportation network*	**133**	From Summercrest Boulevard to Shagbark Trail	Local Street		50'	T3-R-CA2		51'	X	X			
Shagbark Trail *Upgrade to Collector-Avenue based upon needs of transportation network*	**134**	From Summercrest Trail to the existing terminus of Shagbark Trail	Local Street		50'	T3-R-CA2		51'	X	X			
Shagbark Trail Extension *Reflect future street connection*	**135**	From the existing terminus of Shagbark Trail to the public terminus of Mountain Springs Road				T3-R-PCA2		51'	X				
Mountain Springs Road *Upgrade to Collector-Avenue based upon needs of transportation network*	**136**	From Murfreesboro Pike and only including the public portion of right-of-way for Mountain Springs Road to its existing terminus	Local Street		50'	T3-R-CA2		51'	X	X			

Table 7: Major and Collector Street Plan Recommendations Continued

Street *Reason for Change*	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation: Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan
New Collector *Reflect future street connection*	137	From the intersection of Owendale Drive and Hamilton Church Road to approx. 800' south of Hamilton Church Road				T3-R-PCA2		51'	X				
New Collector *Reflect future street connection*	138	From Murfreesboro Pike to approx. 800' north of Murfreesboro Pike				T3-M-PCA2		55'	X				
New Collector *Reflect future street connection*	139	From Murfreesboro Pike to approx. 1,500' north of Murfreesboro Pike				T3-M-PCA2		55'	X				
New Collector *Reflects future street connection*	140	From the intersection of Calumet Drive and Hamilton Church Road to approx. 1,000' south of Hamilton Church Road				T3-R-PCA2		51'	X				
New Collector *Reflects future street connection*	141	From Mt. View Road to proposed New Collector				T3-M-PCA2		55'	X				
New Collector *Reflects future street connection*	142	From Mt. View Road to proposed New Collector				T3-M-PCA2		55'	X				
Harding Place *Add multi-use path*	153	From McGavock Pike to approx. 250' west of Airpark Center Drive	D-I-AB5		101'	D-I-AB5	Multi-Use Path	120'		X	X	X	
	154	From approx. 250' west of Airpark Center Drive to Donelson Pike	D-I-AB4	15' Median	104'	D-I-AB4	15' Median Multi-Use Path	123'		X	X	X	

NOTE: Segment numbers 1 through 160 were used while analyzing the MCSP changes in Antioch-Priest Lake, Southeast, and Donelson-Hermitage-Old Hickory with this plan update. Segments 26-32, 79, 80, and 145-149 were used in the Southeast area. Segment number 155 was used in the Donelson-Hermitage-Old Hickory area. Segment numbers 9-11, 42, 48, 49, 132, and 150 were not utilized in the final adopted MCSP changes. These numbers are not listed in the tables or any maps. These numbers change as feedback is received from the community about proposed changes to the MCSP.

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2012-2018 Capital Improvements Budget (CIB) Recommendations

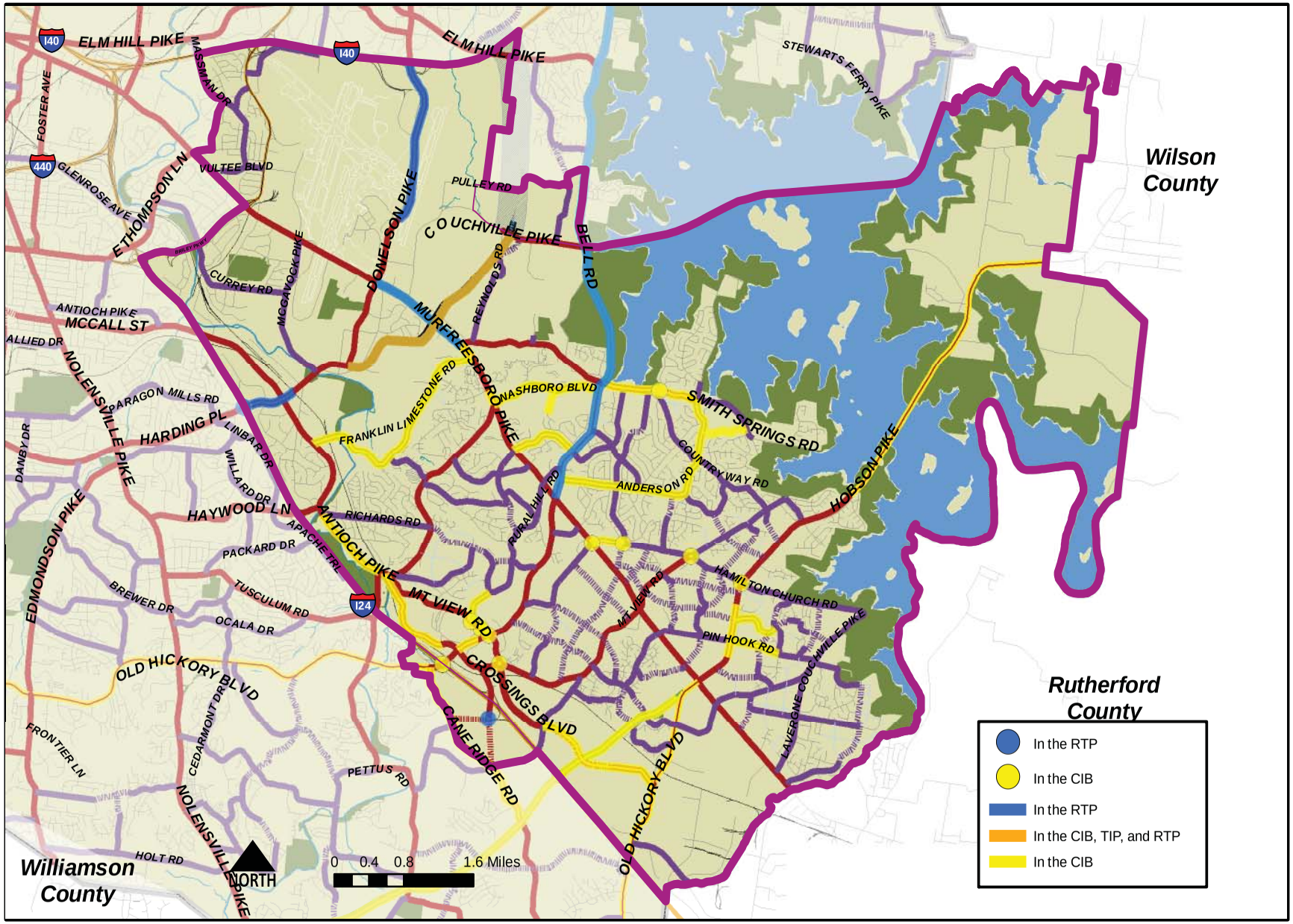
The Capital Improvements Budget (CIB) lists all potential capital improvement projects. Projects listed in the CIB are not ensured funding. Only when the project is included in the Capital Spending Plan (CSP) is money allocated for its completion. The CIB is used to plan for and create the CSP. See Figure 24 for a map of CIB projects in Antioch-Priest Lake.

The transportation projects in Antioch-Priest Lake include study and improvements to the Bell Road and Interstate 24 interchange, sidewalk construction along Bell Road, Curtis Hollow Road, Edge O Lake Drive, Hobson Pike, and other streets, and widening along Murfreesboro Pike consistent with the Major and Collector Street Plan. A major new roadway and high priority for Antioch-Priest Lake, Harding Place Extension, is included in the CIB with Federal funding. These projects and their proposed funding are listed in Table 8.

Several Antioch-Priest Lake transportation projects currently in the CIB are recommended to be amended. Some CIB projects are listed multiple times and should be combined. These include sidewalks along Anderson Road and widenings along Antioch Pike and Rural Hill Road. Project descriptions and financial considerations should also be updated for some widening projects, so their scope is more strategic in nature and reflects the recommendations of the Major and Collector Street Plan. Intersection improvements, such as addition of center turn lanes are encouraged because of financial constraints and in some instances topographic constraints that increase project costs. These include street widenings along Bell Road, Cane Ridge Road, Franklin-Limestone Road, Hickory Hollow Parkway, Rural Hill Road, and Smith Springs Road. These are described in Table 9.

There are five projects that are recommended to be removed from the CIB. These projects are road widenings or road extensions that conflict with character established in the Community Plan and recommended improvements in the Major and Collector Street Plan. The widenings recommended for removal are mostly flanked by areas that are already built-out. These projects are described in Table 10.

Figure 24: CIB, RTP, TIP Projects in Antioch - Priest Lake



*The RTP is the Regional Transportation Plan that establishes guiding principles, goals, and objectives for the enhancement of Middle Tennessee's transportation system over the next 25 years. The TIP is the Transportation Improvement Program which is a five-year work program that lists all regionally significant and federally-funded transportation projects and services in Middle Tennessee. The Nashville Area Metropolitan Planning Organization administers the RTP and the TIP.

Table 8: Captial Improvement Budget (CIB) Projects in Antioch - Priest Lake

Project	CIB ID	Description	Proposed G.O. Bonds	Federal Funds
Bell Road/I-24 Streetscape, Markers, Improvements	13PW0036	Improvements to the Bell Road/I-24 streetscape and markers	FY 13 - $50,000	
Bell Road/I-24 Traffic Study	13PW0037	Conduct a traffic study and analyze improvements around the overpass, railroad bridge, etc. at the Bell Road Exit at I-24	FY 13 - $10,000	
Bell Road Sidewalks	13PW0034	Construct sidewalks along Bell Road from 5325 Hickory Hollow Ln to Hickory Hollow Pkwy	FY 13 - $75,000	
Castlegate and Smith Springs Road Signalization	10PW0046	Signalization - At Forest Cove at Forest Trace on Anderson Road	FY 13 - $60,000	
Crossings Boulevard Extension	98PW014	Extend new road from Old Franklin Road to Old Hickory Boulevard	FY 15 - $250,000 FY 16 - $1,100,000 FY 17 - $2,200,000 FY 18 - $2,800,000 FY 19 - $2,800,000	
Curtis Hollow Parkway Intersection and Safety Improvements	08PW0017	Improve Curtis Hollow Pkwy intersection with Mt. View Road with handicap crossing and intersection safety enhancements	FY 13 - $100,000	
Curtis Hollow Road Sidewalks	10PW0035	Construct sidewalks along Curtis Hollow Road	FY 13 - $40,000	
Edge O Lake Drive Sidewalks	13PW0031	Construct sidewalks along Edge-O-Lake Dr from Bell Rd to Murfreesboro Rd on one side	FY 13 - $500,000	
Flintlock Court Street Lighting	11PW0014	Add street lighting along Flintlock Court to Musket Trail Street	FY 13 - $200,000	
Folkstone Drive Paving	13PW0044	Pave Folkstone Dr from Smith Springs Rd to Gondola Dr	FY 13- $42,100	
Gondola Drive Paving	13PW0045	Pave Gondola Dr from CDS Northeast to Folkstone to CDS W of Chelsea Way	FY 13 - $108,400	
Hamilton Church Road Bridge and Culvert Widening	13PW0043	Widen Hamilton Church Bridge and Culvert	FY 13 - $488,800	
Hamilton Church Road and Hobson Pike Intersection Improvements	08PW0021	Improve the Hamilton Church Road and Hobson Pike intersection	FY 13 - $500,000	
Hamilton Church Road and Mt. View Road Intersection Improvements	08PW0023	Improve the Hamilton Church Rd and Mt. View Rd. intersection and pave four-way stop	FY 13 - $250,000	
Hamilton Church Road and Murfreesboro Road Intersection Improvements	08PW0022	Improve the Hamilton Church Rd and Murfreesboro Rd intersection	FY 13 - $500,000	
Hamilton Church Road and Owendale Road Signalization	13PW0027	Signalize Hamilton Church Rd and Owendale Rd	FY 13 - $120,000	
Hamilton Church Road Sidewalks	10PW0049	Construct sidewalks along Hamilton Church Road from Murfreesboro Road to Owendale	FY 13 - $60,000	
Harding Place Extension	96PW506	Acquire right-of-way for new roadway from Ezell to Couchville Pike	FY 13 - $300,000 FY 14 - $1,700,000	FY 13 - $1,200,000 FY 14 - $6,800,00 FY 15 - $44,000,000 FY 16 - $55,000,000
Hobson Pike Sidewalks	13PW0040	Construct sidewalks along Hobson Pike from Pin Hook Rd to JFK Middle School	FY 13 - $1,000,000	
Hobson Pike Sidewalks	13PW0042	Construct sidewalks along Hobson Pike from Pin Hook Drive to Antioch High School	FY 13 - $600,000	

Table 8: Capital Improvement Budget (CIB) Projects in Antioch - Priest Lake Continued

Project	CIB ID	Description	Proposed G.O. Bonds	Federal Funds
Interstate 24 Signs and Arrows	13PW0039	Erect I-24 signs and arrows at intersection of Bell Rd / Mt. View Rd and Mt. View Rd / Crossing Pkwy	FY 13 - $2,500	
Mt. View Road Sidewalk and Handicap Access	08PW0016	Construct sidewalks and handicap access on Mt. View Road from Bell Road to Curtis Hollow Pkwy	FY 13 - $200,000	
Murfreesboro Road Sidewalks	13PW0028	Construct sidewalks along Murfreesboro Pike from Ransom Way to Nashboro Boulevard	FY 13 - $250,000	
Murfreesboro Road Widening	12PW0019	Widen from 4 to 6 lanes - From Donelson Pike SR -255 to Franklin Limestone Road. Includes cost for adding Bike Lanes	FY 16 - $1,100,000	
Nashboro Boulevard Sidewalks	13PW0032	Construct sidewalks along Nashboro Blvd from Bell Rd to Murfreesboro Pk to fill in incomplete areas	FY 13 - $1,200,000	
Pin Hook Road Sidewalks	13PW0042	Construct sidewalks along Pin Hook Rd from Pin Oak Dr to Antioch High School - on the side nearest to driveway	FY 13 - $600,000	
Rural Hill Road and Mt. View Road Intersection Improvements	08PW0018	Improve the Rural Hill Road at Mt. View Road intersection	FY 13 - $500,000	
Rural Hill Road Resurfacing	13PW0033	Resurface Rural Hill Road from Mt. View Rd Intersection to entrance of Free Will Baptist Church Headquarters	FY 13 - $50,000	
Smith Springs Road Sidewalks	13PW0030	Construct sidewalks along Smith Springs Rd from Bell Rd to Anderson Rd	FY 13 - $3,000,000	
Southeast Connector	06PW0012	Construct new roadway (Phase 1 from Concord Road at Nolensville Road to I-24E & Phase 2 From I-24 to Old Hickory Blvd)	FY 17 - $20,000,000 FY 19 - $30,400,000	
Windcrest Trail Subdivision Road Repairs	13PW0046	Repair dips within the Windcrest Trail Subdivision	FY 13 - $450,000	

Table 9: Capital Improvement Budget (CIB) Recommended Amendments

Project	CIB ID	Description	Proposed G.O. Bonds	Federal Funds
Anderson Road Sidewalks	08PW0015	Construct sidewalks on Anderson Road from Lakeshore Christian Church to the cul-de-sac. (Country Way road)	FY 13 - $264,000	
Recommended change to CIB Project: -Update project description to reflect need for sidewalks from Smith Springs Road to Bell Road. -Similar project as 13PW0029; consider combining projects for clarity.				
Anderson Road Sidewalks	13PW0029	Construct sidewalks along Anderson Road from Smith Springs Rd to Harbour Town: Construct Sidewalks, Right-of-Way and Stormwater Drainage	FY 13 - $250,000	
Recommended change to CIB Project: -Update project description to reflect need for sidewalks from Smith Springs Road to Bell Road. -Similar project as 08PW0015; consider combining projects for clarity.				
Antioch Pike Widening	92PW003	Phase I - Widen On Present Alignment From Richards Road To Reeves Road; Phase 2 - Construct On New Alignment From Reeves Road To Blue Hole Road Includes New Bridge Over Mill Creek And Roadway.	FY 13 - $350,000 FY 14 - $350,000 FY 15 - $700,000 FY 16 - $2,000,000 FY 17 - $4,692,000 FY 18 - $800,000	
Recommended change to CIB Project: -Widening of the entire corridor may not be feasible given financial constraints. The MCSP recommends widening only near the intersections of Richards Road and Blue Hole Road. -Update description to reflect addition of bike lane per the Strategic Plan for Sidewalks and Bikeways. -Similar project as 10PW0027 and 13PW008; consider combining projects for clarity.				
Antioch Pike Widening	10PW0027	Widen Antioch Pike from Richards Road to Hickory Hollow Pkwy	FY 17 - $12,900,000 FY 18 - $5,600,000	
Recommended change to CIB Project: -Widening of the entire corridor may not be feasible given financial constraints. The MCSP recommends widening only near the intersections of Richards Road and Blue Hole Road. -Update description to reflect addition of bike lane per the Strategic Plan for Sidewalks and Bikeways. -Similar project as 92PW003 and 13PW0008; consider combining projects for clarity.				
Antioch Pike Strategic Improvements	13PW0008	Widen from Haywood Lane to Blue Hole Road. Project includes signal upgrades, sidewalks and ROW acquisition. ROW, Eng, Design, Construction.	FY 13 - $200,000 FY 14 - $6,400,000	
Recommended change to CIB Project: -Widening of the entire corridor may not be feasible given financial constraints. The MCSP recommends widening only near the intersections of Richards Road and Blue Hole Road. -Update description to reflect addition of bike lane per the Strategic Plan for Sidewalks and Bikeways. -Similar project as 92PW003 and 10PW0027; consider combining projects for clarity.				

Table 9: Captial Improvement Budget (CIB) Recommended Amendments Continued

Project	CIB ID	Description	Proposed G.O. Bonds	Federal Funds
Bell Road Widening	01PW005	Widen Bell Road from I-40E To Smith Springs Rd	FY 13 - $600,000 FY 14 - $3,000,000 FY 15 - $3,000,000 FY 16 - $3,000,000	
Recommended change to CIB Project: - Widening of the entire corridor may not be feasible given financial constraints. The MCSP recommends widening only at key intersections. - A bike lane has been added from Elm Hill Pike to Nashboro Boulevard. Update description to reflect addition of bike lane per the *Strategic Plan for Sidewalks and Bikeways*.				
Cane Ridge Road Widening	04PW0019	Widen Cane Ridge Road (Phase 1 from Southeast Connector to Bell Road & Phase 2 from Old Hickory Blvd to Southeast Connector)	FY 13 - $500,0000 FY 14 - $500,000 FY 15 - $1,000,000 FY 16 - $6,000,000	
Recommended change to CIB Project: -Widening of the entire corridor may not be feasible given financial constraints. The MCSP recommends widening to three lanes from Chimney Top Road to just south of the proposed Southeast Connector. Update description to reflect change. -Widening south of the proposed Southeast Connector to Battle Road is not recommended at this time. The MCSP keeps this portion of the corridor as two lanes. -Update description to reflect the addition of a bike lane per the *Strategic Plan for Sidewalks and Bikeways*.				
Franklin-Limestone Road Widening	95PW007	Upgrade two lane road to include turn lanes from Antioch Pike to Murfreesboro Pike	FY 14 - $250,000 FY 15 - $250,000 FY 16 - $250,000 FY 17 - $250,000 FY 18 - $500,000 FY 19 - $12,000,000	
Recommended change to CIB Project: -Widening of the entire corridor may not be feasible given financial constraints. The MCSP recommends widening near the intersections of Richards Road and Blue Hole Road. -Update description to reflect addition of bike lane per the Strategic Plan for Sidewalks and Bikeways. -Similar project as 10PW0032; consider combining projects for clarity.				
Franklin-Limestone Road Widening	10PW0032	Widen Franklin Limestone Road from Antioch Pike to Murfreesboro Road	FY 13 - $250,000	
Recommended change to CIB Project: -Widening of the entire corridor may not be feasible given financial constraints. The MCSP recommends widening near the intersections of Richards Road and Blue Hole Road. -Update description to reflect addition of bike lane per the Strategic Plan for Sidewalks and Bikeways. -Similar project as 95PW007; consider combining projects for clarity.				

Table 9: Capital Improvement Budget (CIB) Recommended Amendments Continued

Project	CIB ID	Description	Proposed G.O. Bonds	Federal Funds
Hickory Hollow Parkway Extension	91PW002A	From Blue Hole Rd To Hickory Hollow Parkway Includes Phase I Engineering and ROW - Construct On New Alignment Bridge And Approaches Over Mill Creek And CSX RR, And Phase 2 - Roadway Up Grade Along Hickory Hollow Parkway	FY 13 - $1,000,000 FY 14 - $1,000,000 FY 15 - $5,000,000 FY 16 - $5,000,000 FY 17 - $5,000,000 FY 18 - $3,000,000	
Recommended change to CIB Project: -Widening of the entire corridor may not be feasible given financial constraints. The MCSP recommends widening only near intersections. -Update project descriptions to only include the addition of sidewalks as outlined as a high priority in the Community Plan.				
Rural Hill Road Widening	87PW004C	Widen Rural Hill Road from Murfreesboro Pike to Mt. View Road	FY 13 - $2,000,000 FY 14 - $2,000 FY 15 - $2,000,000 FY 16 - $2,000,000 FY 17 - $2,000,000 FY 18 - $3,500,000	
Recommended change to CIB Project: -Widening of the entire corridor may not be feasible given financial constraints. The MCSP recommends widening only near intersections. -Update project descriptions to only include the addition of sidewalks as outlined as a high priority in the Community Plan. -Similar project as 10PW0030; consider combining projects for clarity.				
Rural Hill Road Widening	10PW0030	Widen Rural Hill Road from Bridgecrest Drive to Mt. View Road	FY 13 - $5,000,000	
Recommended change to CIB Project: -Widening of the entire corridor may not be feasible given financial constraints. The MCSP recommends widening only near intersections. -Update project descriptions to only include the addition of sidewalks as outlined as a high priority in the Community Plan. -Similar project as 87PW004C; consider combining projects for clarity.				
Smith Springs Road Widening	85PW043	Widen Smith Springs Road from Bell Road to Anderson Road	FY 13 - $750,000 FY 14 - $6,750,000	
Recommended change to CIB Project: -Widening of the entire corridor may not be feasible given financial constraints. The MCSP recommends strategic widening to three lanes along the corridor. -Update description to reflect addition of bike lane per the Strategic Plan for Sidewalks and Bikeways.				

Table 10: Recommended Projects to be Removed from the Capital Improvement Budget (CIB)

Project	CIB ID	Description	Proposed G.O. Bonds	Federal Funds
Cane Ridge Road Widening	06PW0050	Widen from Pettus Road to Franklin Road	FY 13 - $500,000 FY 14 - $2,000,000 FY 15 - $2,000,000 FY 18 - $39,000,000	
Recommended change to CIB Project: -Remove from CIB. Project redirected to 04PW0019.				
Smith Springs Road Construction and Extension	99PW001	Extend Smith Springs Road from Anderson Road to Mt. View Road	FY 13 - $100,000 FY 16 - $500,000 FY 17 - $7,500,000 FY 18 - $7,500,000 FY 19 - $7,000,000	
Recommended change to CIB Project: -Remove from CIB. -Extending new road through U.S. Army Corps of Engineers property will be difficult and has not been identified as a need by the community. -Similar project as 09PW0002; recommend removing this project as well.				
Smith Springs Parkway Extension	09PW0002	Extend Smith Springs Parkway to Smith Springs Road	FY 13 - $3,000,000	
Recommended change to CIB Project: -Remove from CIB. -Extending new road through U.S. Army Corps of Engineers will be difficult. -Similar project as 99PW001; recommend removing this project as well.				
Una-Antioch Pike Widening	85PW016A	Widen Una-Antioch Pike from Murfreesboro Pike to 800 feet east of Hickory Hollow Parkway	FY 13 - $100,000 FY 14 - $100,000 FY 15 - $250,000 FY 16 - $250,000 FY 17 - $1,000,000 FY 18 - $1,000,000	
Recommended change to CIB Project: -Remove from CIB. -Widening of the entire corridor may not be feasible given financial constraints. The MCSP recommends widening only near intersections. -Similar project as 10PW0028; recommend removing this project as well.				
Una-Antioch Pike Widening	10PW0028	Widen Una-Antioch Pike from Hickory Hollow Pkwy to Murfreesboro Road	FY 13 - $20,500,000	
Recommended change to CIB Project: -Remove from CIB. -Widening of the entire corridor may not be feasible given financial constraints. The MCSP recommends widening only near intersections. -Similar project as 85PW016A; recommend removing this project as well.				

2035 Regional Transportation Improvement Program (RTP) Recommendations

Projects identified in the 2035 Regional Transportation Plan (RTP) typically have more regional impacts and will most likely need some portion of Federal funding to complete. The Antioch-Priest Lake stakeholders highlighted during meetings that they wanted to incorporate Complete Streets and Context Sensitive Solutions more thoroughly into the RTP projects and the project descriptions. Stakeholders wanted to ensure that community desires would be documented in initial discussions with the Tennessee Department of Transportation (TDOT) and/or Metro Public Works (MPW); early collaboration with such agencies are key in utilizing complete streets and CSS approaches. Several recommendations should be noted regarding projects in the RTP to ensure projects support the community's vision. Table 11 lists projects that are recommended to remain in the RTP, while Table 12 lists a recommended modification to a project in the RTP.

2011-2015 Transportation Improvement Program (TIP) Recommendations

Antioch-Priest Lake has one Transportation Improvement Program (TIP) project and it should proceed according to schedule. For a project to be included in the TIP, it must be identified in the adopted RTP with an upcoming horizon year. The TIP outlines those transportation projects with Federal funds to be expended over the next four years. Once funds are appropriated to a project in the RTP, it becomes part of the TIP until it is constructed, implemented, or amended. Projects slated for funding recommended to continue according to schedule are shown in Table 11 below.

Table 11: Projects Recommended to Remain in the Regional Transportation Plan (RTP)

2035ID	Horizon Year	Lead Agency	Project/Roadway Name	From	To	Description	Total Cost
1011-230	FY 2015	Metro	Harding Place Extension	Ezell Pike	Couchville Pike	Construct new roadway as 4/6 lanes. Location and ES, PE, ROW underway.	$ 11,370,000
1013-243	FY 2025	TDOT	I-24 E	Harding Place		Construct urban diamond interchange, Phase 1.	$ 5,920,977
1012-219	FY 2025	TDOT	Murfreesboro Pike (SR 1)	Donelson Pike	Smith Springs Road	Widen from 4 to 6 lanes including bike lanes.	$ 21,314,319
1014-216	FY 2035	TDOT	I-24 E	Hickory Hollow Pkwy	Bell Road (SR 254) Exit	Modify interchange to allow access to/from Cane Ridge Road.	$ 6,573,369
1012-158	FY 2035	TDOT	Donelson Pike	Hangar Lane	I-40	Realignment of Donelson Pike to allow airport expansion and modification of Donelson Pike/I-40 interchange to improve level-of-service and safety	$ 70,115,941
1012-151	FY 2035	Metro, TDOT	Harding Place (SR 155)	I-24	CSX Railroad	Widen from 5 to 7 lanes.	$ 15,760,935
1012-147	FY 2035	Metro	Bell Road	Murfreesboro Pike	Stewarts Ferry Pike	Widen existing 2-lane roadway to provide a center turn lane, bike lanes.	$ 43,822,463

Table 12: Projects Recommended to be Amended in Regional Transportation Plan (RTP)

2035ID	Horizon Year	Lead Agency	Project/Roadway Name	From	To	Description	Total Cost
1012-147	FY 2035	Metro	Bell Road	Murfreesboro Pike	Stewarts Ferry Pike	Widen existing 2-lane roadway to provide a center turn lane, bike lanes.	$ 43,822,463
Recommended Change to the RTP Project: - Widening the corridor to a continuous three-lane facility may not be feasible given financial constraints. - Future improvements should reflect the Major and Collector Street Plan, which envisions Bell Road as 2/3 lane facility in various segments with bike lane. - Future improvements should also reflect the improvements proposed in the Strategic Plan for Sidewalks & Bikeways.							

Table 13: Projects Recommended to be Remain in the Transportation Improvement Program (TIP)

Project ID	Lead Agency	Type of Work	Project/Roadway Name	From	To	Description	Total Cost	Programmed as of 2/1/2012
2008-11-027	Metro	New Road	SR 255 Harding Place Extension Phase 1	Murfreesboro Road	Couchville Pike	Construct new roadway.	$ 11,370,000	$ 2,870,000

Recommended Street Connections for the Antioch-Priest Lake Community

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

Some areas of the Antioch-Priest Lake Community Plan have opportunities to improve street connectivity through the construction of listed Required Street Connections, which are mapped, and through additional local street connections, which may not be mapped, but should occur through the subdivision and zoning processes. Consult the fold-out map of the Vehicular Transportation Plan for identified road segments that are intended to be connections. This map does not identify every possible local street connection. Additional staff analysis on a case-by-case basis within the framework of the overall transportation system and recommendations from the Planning Commission should be considered as these areas are developed.

Vehicular Network Priorities for the Antioch-Priest Lake Community

The following road reconstruction and connectivity projects were identified as being the highest priorities in the Antioch-Priest Lake Community and are depicted in the following maps. These projects would require public financing on some level as opposed to some widening and connectivity projects that may be constructed by an individual developer as development occurs.

Reconstruct the existing Interstate 24/Bell Road interchange

The existing Interstate 24/Bell Road interchange was repeatedly mentioned by stakeholders during the Antioch-Priest Lake Community Plan process as a constraint to future growth, development and success of the Hickory Hollow Mall area and the Crossings. Currently, over 140,000 vehicles travel over Bell Road each day on Interstate 24, and close to 40,000 vehicles travel through the interchange each day. The unusual column supports for Interstate 24 that divide the traffic and congestion were mentioned as detractors to economic development in the area. Additionally, there are no sidewalks forcing pedestrians to walk out in the street or straddle the area between the travel lanes and curb under the bridge. The illustrations on the following pages show the general area of the interchange, its proximity to Hickory Hollow Mall, and lack of sidewalk connectivity along Bell Road.

During the Antioch-Priest Lake Community Plan update process, the Nashville Civic Design Center examined the interchange and worked with Planning staff and the community to create several design scenarios that might accommodate both vehicular traffic and pedestrians. The Nashville Civic Design Center was given a task to create alternative scenarios for creating pedestrian connections at the interchange. Scenarios range from moderate levels of added amenities and alterations to existing infrastructure, to more intensive transformations of roadway networks and pedestrian-friendly connections.

To begin, the image above shows a lower-cost scenario for improving pedestrian and cyclist connections at the I24 Bell Road interchange. Those improvements primarily include minor alterations to the existing infrastructure, making room for paved sidewalks and bikeways. With minor excavation and alterations to the bridge's retaining walls, the CSX rail bridge has the potential to allow for two additional pedestrian/cyclist underpass bays.

This scenario includes the installation of new sidewalks and bikeways to connect to a nearby greenway, a new street and pedestrian scale lighting, burying overhead power lines, and the addition of street trees for their many benefits along the vehicular and pedestrian scale paths. .

Expanding on the previous alterations, a second phase could include new infill development along Bell Rd and Collins Park Dr. A larger and more open rail viaduct could be implemented, similar to the Bicentennial Mall viaduct. Creating more open bays beneath the railway allows for a complete and connected pedestrian network between two different commercial and future mixed-use developments.

With new, higher density infill projects in place, a higher frequency bus route and state of the art bus shelter could help create a true Transit Oriented Development along I-24. Connections with a local neighborhood circulator bus could be made to the new and future Bus Rapid Transit routes along Murfreesboro Pike and Nolensville Road.

Following the same concept as the Rail Bridge tunneling, the same could be accomplished with the I-24 overpass. Though requiring substantial excavation work, providing a safe and separated pedestrian scale tunnel beneath the interstate could easily provide solutions to many pedestrian issues around this intersection. Similar to the suggestions addressing the CSX bridge, the inclusion of new street trees, vegetative buffers and separated pedestrian/cyclist paths begin to create vibrant and safe connections through the large existing roadway infrastructure. The pedestrian scale tunnels could serve as both functional and aesthetic improvements to Antioch, with the addition of special lighting and art installations throughout the pathways. A floodplain and a tributary leading to Mill Creek and the Mill Creek Greenway also exists perpendicular to the vehicular network exists. This grouping of vehicular and train overpasses could become a major gateway into Antioch, providing safe and easy access to all modes of transportation, with a seamless integration of greenways and blueways into the predominantly vehicular network.

Another proposal for improving pedestrian connections along Bell Road is to build a pedestrian bridge over both I-24 and the elevated CSX railway. This solution could come in a variety of forms. This version shows a more simple bridge construction method connecting two opposite sides of Bell Road, one side landing along Target Dr and the other near future development along the North side of Bell Rd after the CSX viaduct.

Due to the elevation one must climb, it is reasonable to bridge over both interstate and rail bridge with a continuous structure. Vertical circulation could be staggered along the bridge with access to future Transit Oriented Development between the interstate and railway.

Pedestrian bridges have been utilized in many cities across the world as a symbol and gateway into the city. In these regards, a more elaborate designed bridge could create a similar notion for Antioch as one of the first major communities en route to downtown Nashville. Complete with pedestrian lighting and pedestrian plazas flanking bridge entrances, a new gateway bridge provides a bold statement for Antioch's progressive directions in development.

This bird's eye perspective highlights a new pedestrian bridge concept, traversing both I-24 and the CSX railway. With similar heights in elevation, Target Dr and the parking lot North of Bell Rd make for optimal anchors. Infill development will soon surround the entrances, connecting pedestrians to places of working, shopping and living. This rendering also shows additional railway for a potential commuter rail station and new Transit Oriented Development.

Another option for improving both vehicular congestion and pedestrian connections includes the revision and replacement of the I-24 interchange. Currently, I-24 and the CSX railway bridges over Bell Rd, creating a series of vehicular tunnels. With increased growth and vehicular traffic, the existing scenario will prove to be increasingly inefficient. This bird's eye perspective visualizes a new intersection that bridges Bell Road over both railway and interstate. A condensed exit ramp strategy maintains tight property boundaries and creates an integrated pedestrian network of sidewalks and crosswalks alongside vehicular paths.

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Construct the Harding Place Extension between Ezell Pike and Couchville Pike

The Harding Place Extension is a planned four to six lane freeway-type facility proposed between Interstate 24 and Interstate 40. It will connect to Harding Place and McCrory Creek Road, parallel Donelson Pike and Bell Road, and cross Murfreesboro Road. The adoption of the Major and Collector Street Plan (MCSP) in April, 2011 included the Harding Place Extension designated as a F6* or a freeway with six travel lanes. A notation was made on the designation as follows,

"*The proposed Harding Place Extension shall be designed as a multi-modal facility that adequately incorporates the needs of transit users, bicyclists, pedestrians, and other travelers adjacent to the corridor. It shall be re-designated to an appropriate MCSP designation(s) based on the finding of the environmental impact statement currently underway as of the original adoption date of this plan."

Additionally, the accompanying MCSP map was changed to depict the proposed Harding Place Extension as a Multimodal Freeway Corridor.

Since the adoption of the MCSP, some right-of-way for the Harding Place Extension has been acquired from Ezell Pike to Couchville Pike. Figure 25 shows the area that is high priority for completion because of the continued progress on this segment of the extension and more certainty of the alignment.

Meanwhile, the segment north of Couchville Pike (see Figure 26) is recommended to be shown in the MCSP as a conceptual corridor alignment and not a definitive alignment because of the challenges restricting the alignment alternatives and design of the roadway.

The northern portion of the Harding Place Extension from Couchville Pike to Interstate 40 is depicted as a conceptual alignment in the figure below and in the Major and Collector Street Plan. This segment is shown as a concept because many constraints exist that will need to be considered when determining the final alignment. A final alignment will only be determined after the constraints are studied further during the engineering and design phase of the new roadway.

The constraints that will be considered include the Nashville International Airport Master Plan's plans for the potential need for a future fourth runway and the associated runway protection zone (RPZ), the airport surveillance radar, Interstate 40/Harding Place Extension interchange location, and existing residential development to the east. All of these issues will have to be considered when a final alignment is being determined.

The Nashville International Airport's Master Plan's proposed fourth runway is shown in pink and the associated RPZ is in orange. The Federal Aviation Administration regulations restrict development within the RPZ. The airport surveillance radar requires a 1,000 foot buffer; it is outlined in graphic 20a as a dashed green line. in graphic 20a in (ADD color). The location where the proposed Harding Place Extension will create an interchange with Interstate 40 must also consider distances from existing interchanges to the east and to the west. Finally, the proposed Harding Place Extension must also consider impacts to adjacent residential neighborhoods. These Federal Administration regulations, and transportation and land use considerations will require additional study , therefore at this time this segment of the Harding Place Extension is shown as a conceptual alignment.

The ultimate design and right-of-way acquisition for the Harding Place Extension should consider a multi-use path. There are few north-south connections in Antioch-Priest Lake, so obtaining an additional non-motorized corridor will be integral to expanding travel and recreational options in this area of Davidson County and meet the intent of the MCSP.

Figure 25: Proposed Harding Place Extension - Donelson Pike to Couchville Pike

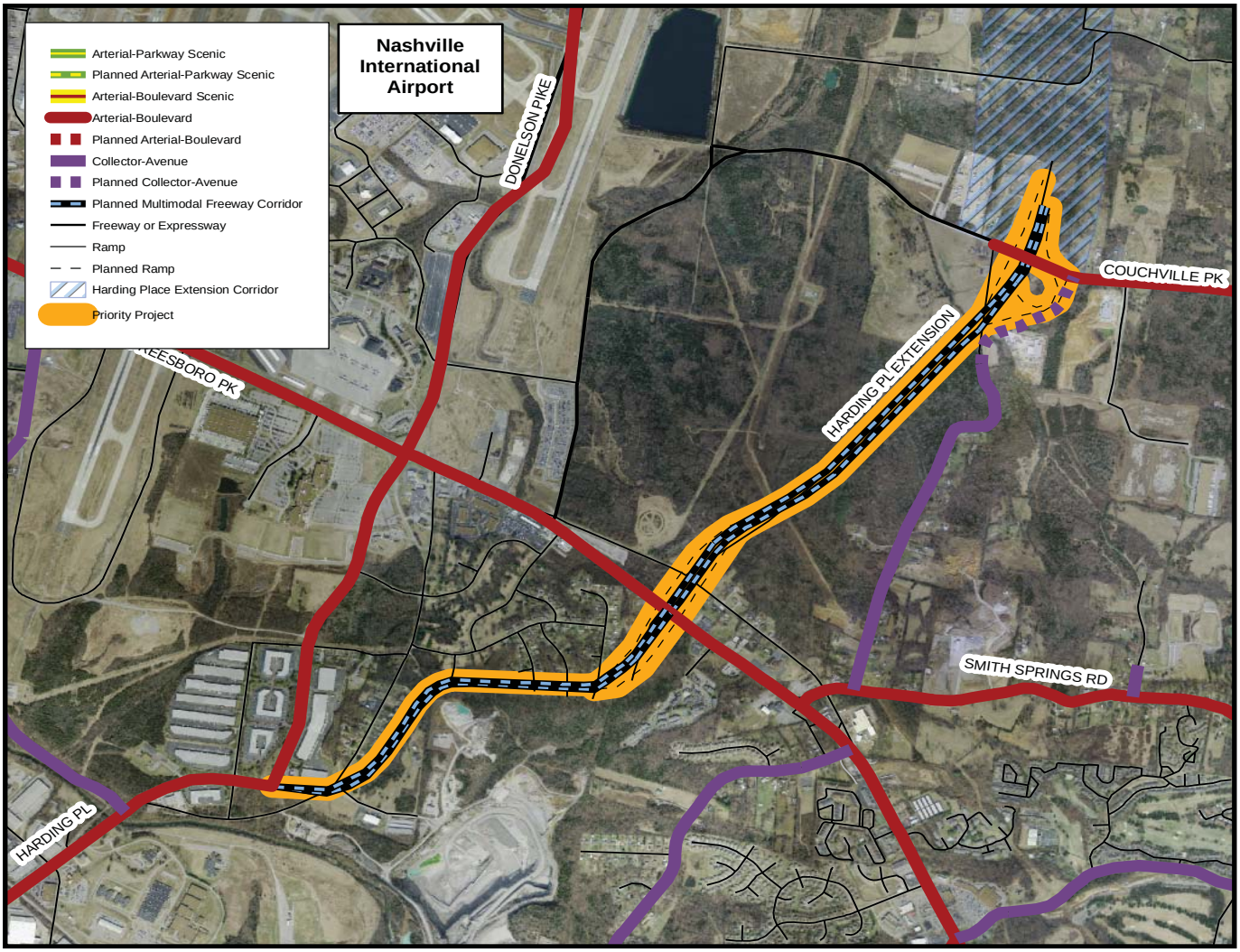
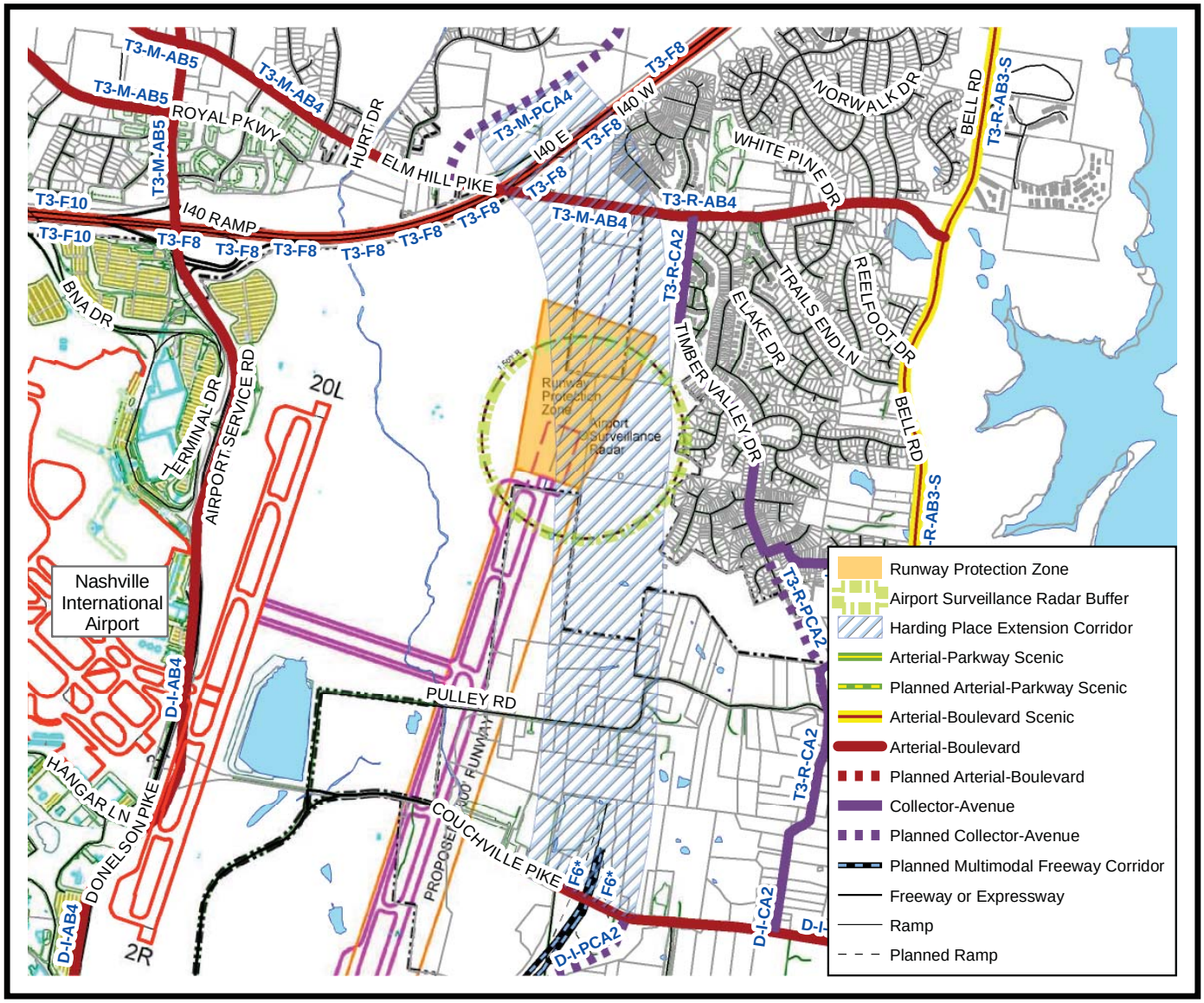


Figure 26: Proposed Harding Place Extension - Airport Runway Protection Zone and Survelliance Radar Bufffer



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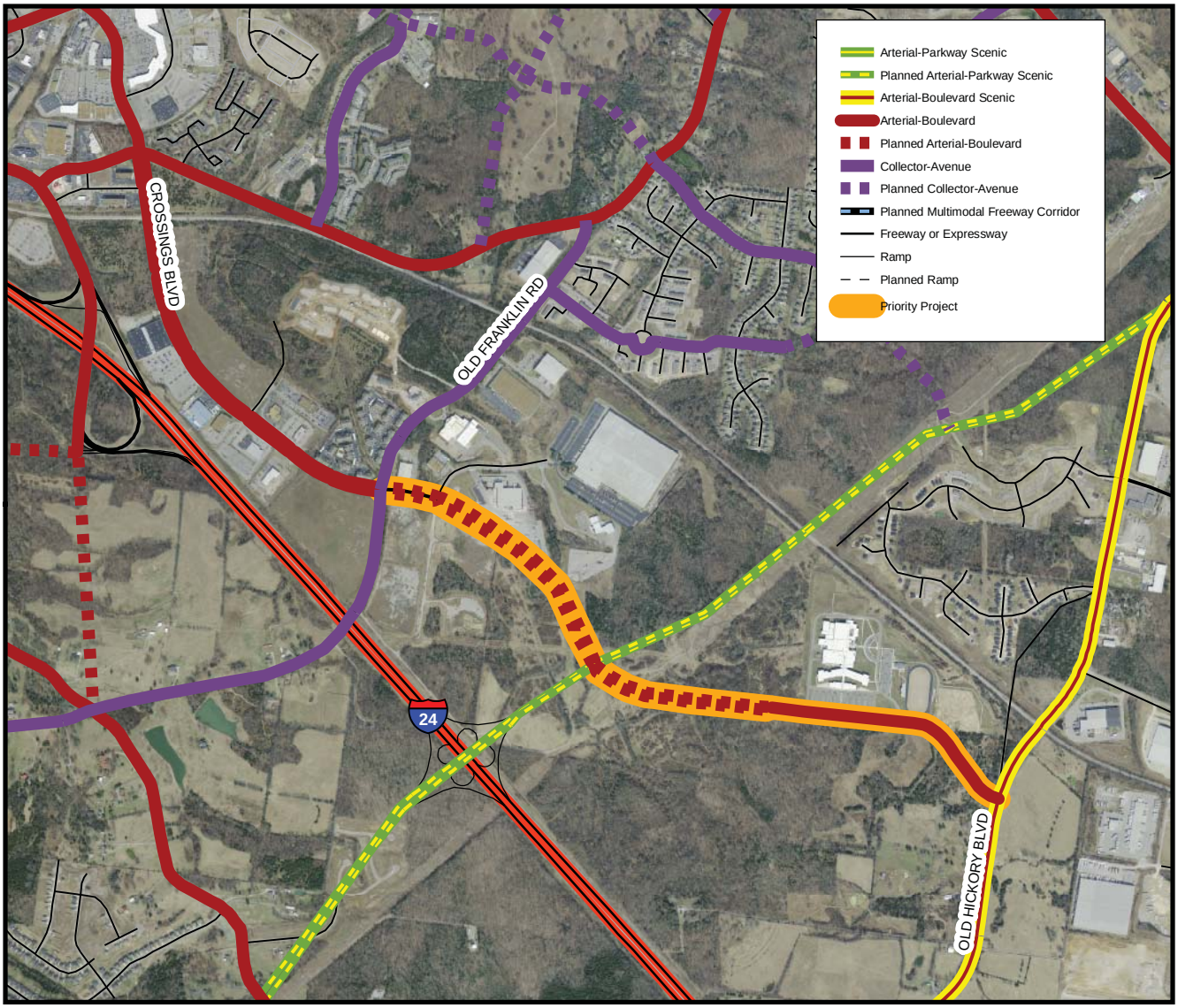
Extend Crossings Boulevard to Old Hickory Boulevard

There are few alternate routes that parallel Interstate 24 other than Murfreesboro Pike. Crossings Boulevard currently parallels the interstate between Bell Road and Old Franklin Pike. The development of a full interchange with Hickory Hollow Parkway and Old Franklin Pike will divert some traffic from the Bell Road/ Interstate 24 interchange. Extending Crossings Boulevard south towards Old Hickory Boulevard will provide another alternate route and create economic development opportunities that have been envisioned in the area for some time. Figure 27 depicts this potential connection.

Photo Top Right and Bottom Right - Existing Crossings businesses. Extention of Crossings Boulevard may provide better access to The Crossings Business park and planned mixed-use area.

Figure 27: Planned Crossings Boulevard Extension - Old Franklin Road to Old Hickory Boulevard



Conduct an alignment study of the Southeast Arterial Parkway

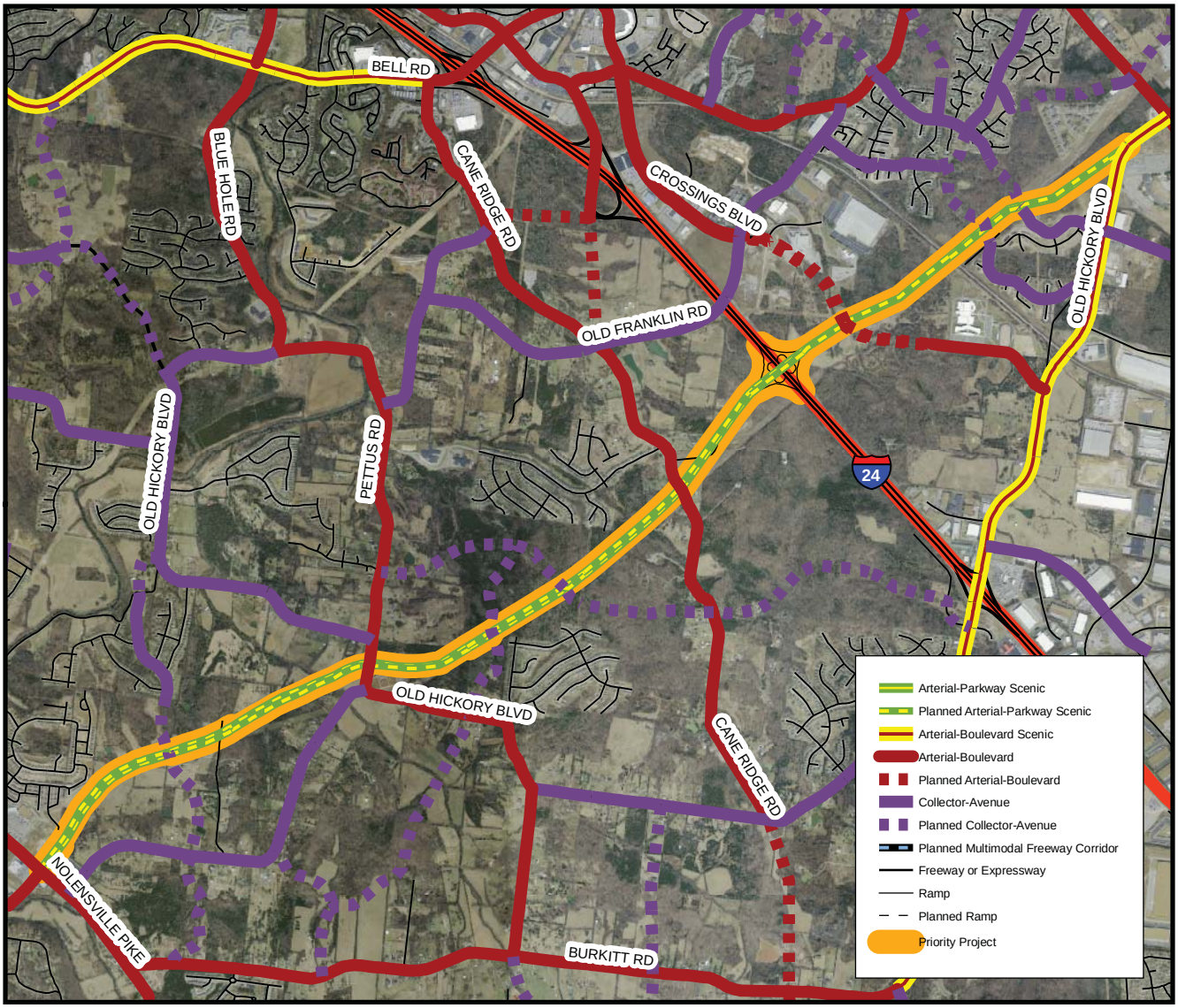
The proposed Southeast Arterial Parkway is planned to start near Nolensville Pike at Concord Road, intersect with Interstate 24, and end near Murfreesboro Road at Hobson Pike. It is depicted in Figure 28. This concept was envisioned in the early 1990s, and a more detailed study was completed in the mid-1990s when growth and development in this area of Davidson County was rapidly progressing.

The current alignment depicted in the MCSP follows the general alignment from the last study. Since the completion of these planning activities, Metro has required new development surrounding the proposed Parkway to dedicate right-of-way to accommodate a future Southeast Arterial Parkway alignment. Unfortunately, the amount of right-of-way dedicated has not been consistent along the identified alignment and some developments have dedicated right-of-way not within the suggested alignment. New development in southeast Davidson County has slowed due to the recent recession. Further study is needed to determine if the Southeast Parkway is a needed corridor, and if so, an appropriate right-of-way alignment should be identified so it can be acquired as development activity increases in forthcoming years.

The estimated cost of conducting a Transportation Planning Report, or TPR, that is an initial feasibility study of alignments is $50,000-$75,000 depending upon the size of the project.

Photo Top Right - Ashford Crossings where it should be extended to the proposed Southeast Parkway. Photo Bottom Right - Section of Old Hickory Boulevard. The proposed Southeast Connector will branch off of the existing Old Hickory Boulevard.

Figure 28: Planned Southeast Parkway - Old Hickory Boulevard to Nolensville Pike



Mass Transit Plan

Transit service consisting of buses and other enhanced transit concepts provided by the Metropolitan Transportation Authority (MTA) are vital transportation links for Antioch-Priest Lake. MTA currently operates bus lines running in a "pulse network," meaning lines generally run in and out of downtown Nashville along the radial pikes (e.g. Gallatin, Charlotte, Nolensville, Lebanon, Elm Hill, and Murfreesboro Pikes) rather than crossing each other on a widespread grid. This existing network may be modified in the future based upon implementation of recommendations within MTA's Strategic Master Plan that is discussed later in this section.

Existing Mass Transit in the Antioch-Priest Lake Community
Existing lines in the Antioch-Priest Lake Community Plan (as of August 2012) include:

- 15 – Murfreesboro Road
- 18 – Airport/Elm Hill Pike
- 33X – Hickory Hollow/Old Hickory
- 38X – Antioch Express
- 39X – Cane Ridge Express
- 72 – Edmondson Pike
- Antioch BusLink

There are several small park and ride locations in Antioch – Priest Lake; mostly self-created by transit riders. The most popular park and ride locations are at Hickory Hollow Mall and Cane Ridge High School. The Hickoy Hollow Park and Ride is on the 33 Express Route. It is managed through a shared agreement between Hickory Hollow Mall and MTA on the northeast side of the property near Mt. View Road. The Cane Ridge park and ride is on the 39 Express Route and is a partnership between Cane Ridge High School / Metro Schools and MTA.

Regional studies are underway by the Nashville Area MPO and MTA, examining mass transit opportunities along priority corridors, including Interstate 24 and surface streets that connect Downtown Nashville to Murfreesboro through Antioch-Priest Lake. There may be future opportunities to provide additional transit options to the Antioch-Priest Lake Community that connect to other travel modes.

Strategic Transit Master Plan Recommendations

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

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

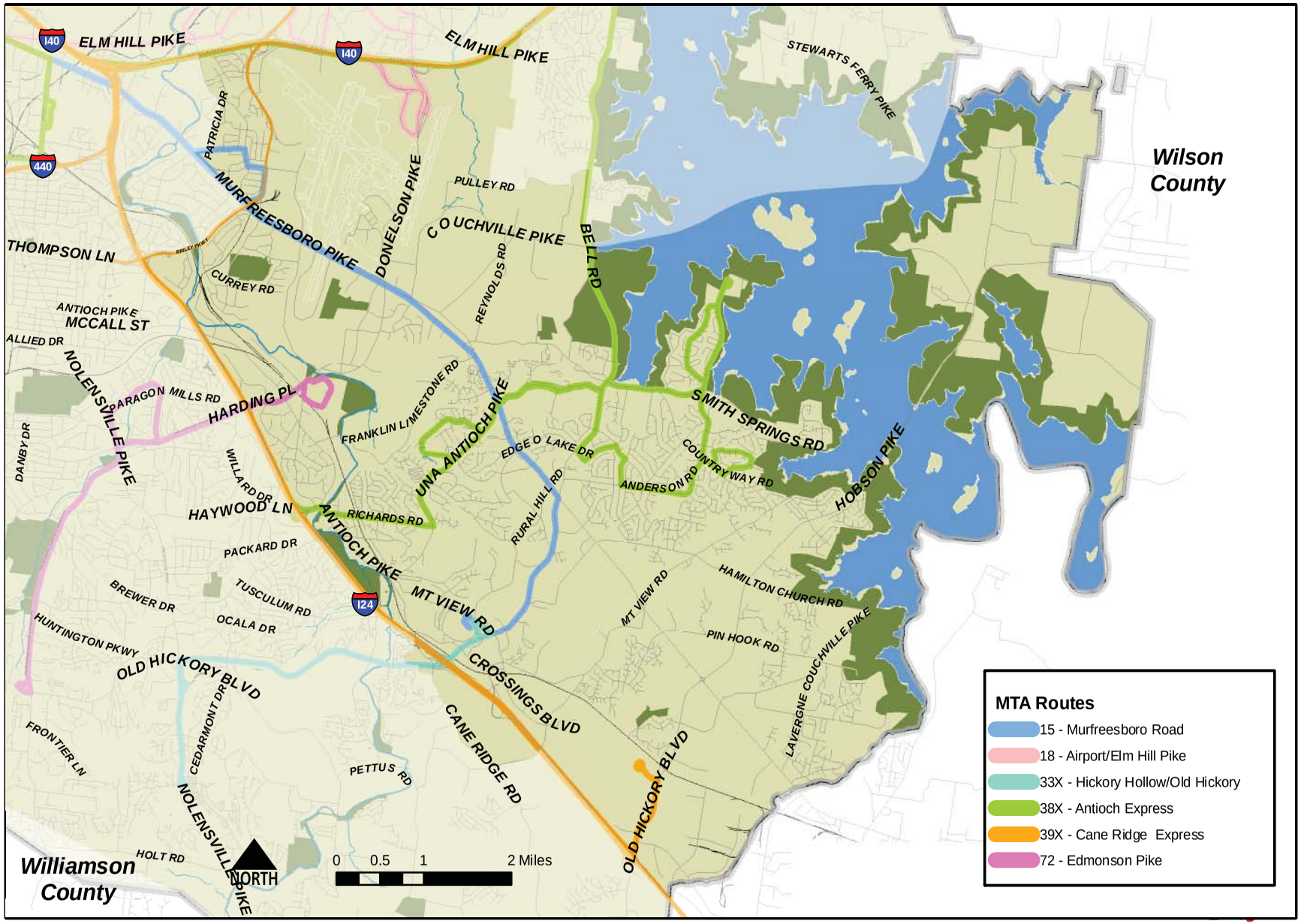
Through the Strategic Transit Master Plan process, MTA includes projects that utilize federal transportation funds through the Nashville Area MPO's RTP and TIP.

Within MTA's Master Plan, Route 15 – Murfreesboro Road is identified for improvements that include bus rapid transit elements and traffic signal priority. MTA recently announced funding dedicated to this project that will include BRT service, the development of enhanced stations with bus arrival times and departures, and the ability for prolonged green lights for buses running behind schedule at traffic signals. This is identified as a mid-term recommendation within MTA's Master Plan and will be implemented in 2013. Coordination between Planning, Public Works, and MTA is currently taking place regarding the stop locations and the identification of priority sidewalk segments.

Additional service is also outlined in the Strategic Transit Master Plan for 38X – Antioch Express. The neighborhoods served by this route are expected to reach densities that would justify more than peak hour service. The express bus services could be expanded throughout the day and into the early evening. Alternately, the service could be used to connect with regional high capacity service. This is identified as a long-term recommendation within the Master Plan.

Figure 29 depicts MTA's bus routes and bus stops in the Antioch-Priest Lake Community. For additional information about Nashville's bus routes, please refer to: www.nashvillemta.org.

Figure 29: Antioch - Priest Lake Metropolitan Transit Authority (MTA) Routes



Mass Transit Priorities in the Antioch-Priest Lake Community

Three mass transit projects were identified as high priorities for the Antioch-Priest Lake Community, which stakeholders supported.

Implement bus rapid transit along Route 15 – Murfreesboro Pike

The enhanced service that MTA and the Mayor announced in 2012 to be implemented in 2013 is a project that residents continue to support in Antioch-Priest Lake. The BRT would utilize a similar route as the existing Route 15 (see Figure X), but it would have more frequent service at stations with arrival and departures times and signal priority for buses along the route. Residents would like for bus service to be expanded south of Bell Road to the Hamilton Springs Walmart area.

Figure 30: Antioch - Priest Lake Metropolitan Transit Authority (MTA) Route 15

Construct a transit mini-hub at Hickory Hollow Mall

With the development of the community center, library, and schools at the former mall site, the Park and Ride has the ability to accommodate more riders. As MTA enhances its radial service with cross-town connectors, this is a logical community hub for a few routes within the system to connect. The mini-hub could be constructed to suit MTA's needs with a small waiting area and several bus bays integrated with the services offered at the site.

The Metro services at the former mall site are currently being designed. MTA is working with the project managers to best integrate the new bus rapid transit service's terminus with the site development, so not to preclude any development of a mini-hub in the future. Photos below are a mini-hub included shelters and bus bays in Cincinnati.

Develop a crosstown connector service between Nolensville Road and Murfreesboro Road

Currently for a rider in the Antioch-Priest Lake community to access services along Nolensville Pike, the transit user must travel Downtown to Music City Central to transfer to the Route 12 – Nolensville bus. This greatly extends the trip time. Developing a service along Bell Road or extending the 12 – Nolensville bus route to Hickory Hollow Mall where a future mini-hub may be developed and where the new bus rapid transit service will terminate will greatly reduce travel time for riders.

In addition to this crosstown connector, stakeholders are interested in exploring additional regional connectors possibly to the Brentwood/Maryland Farms area or the Cool Springs area.

Additional Mass Transit Network Considerations

MTA and its regional counterpart, the Regional Transportation Authority (RTA), along with the MPO have conducted major studies involving mass transit needs along several corridors in the region. The Southeast Corridor Alternatives Analysis was completed in 2007. This included the area generally along Interstate 24 and Murfreesboro Pike between Downtown Nashville and Murfreesboro. Broad recommendations from that study included enhanced transit service along Murfreesboro Pike with connector service leading into the system in areas such as Antioch and Lavergne. The MPO plans to reexamine the study in 2013 with the Southeast Corridor

Mobility Study that will outline different development scenarios along the corridor. This study will include much of the Antioch-Priest Lake area.

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