



October 3, 2023

# Research and Public Engagement Report for the Charlotte Corridor Rail-with-Greenway + Connections



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PARKS  
NASHVILLE**

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Charlotte Corridor

# RAIL - WITH - GREENWAY

Report

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Fisk University  
Meharry Medical College  
Tennessee State University  
Civic Design Center  
College Hill Neighborhood Association  
Congregational Health & Education Network (CHEN)  
Family and Children's Services  
Homeless Impact Division  
Jefferson Street United Merchants Partnership (JUMP)  
Legacy Families - Harris Family  
Nashville Organized for Action and Hope (NOAH)  
The Equity Alliance  
Urban League and North Nashville Coalition  
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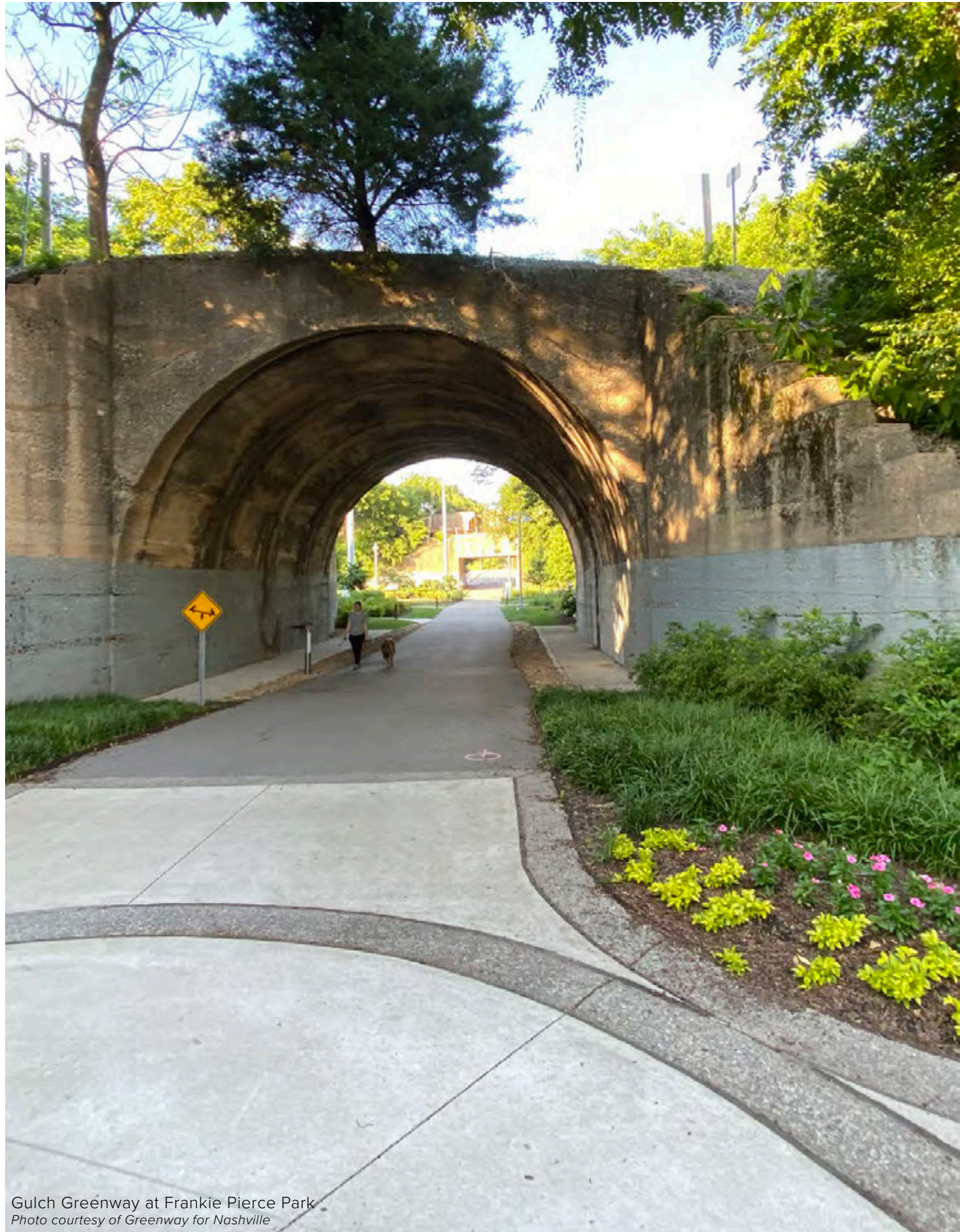
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Special thanks to the many stakeholders, residents and others who provided input on this project.



Gulch Greenway at Frankie Pierce Park  
Photo courtesy of Greenway for Nashville

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Stones River Greenway  
Photo courtesy of Greenway for Nashville

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**Section 1:** *Introduction and Research*

## INTRODUCTION

Metro Parks has an opportunity to pursue a Rail-with-Greenway, a linear park with a paved greenway trail for pedestrians and bicyclists, in the North Nashville area. The proposed greenway would tie into the existing 440 Greenway near Centennial Park, follow along an existing rail line owned by Cheatham County Rail Authority (CCRA), and extend to Frankie Pierce Park and the Nashville Farmers Market. Other possible connections to be made include Kossie Gardner Sr. Park, Watkins Park, William Edmondson Park, Meharry Medical College, and Fisk University.

This proposed ±4 miles of paved greenway pathway will provide residents of all ages and abilities with recreational space to enjoy nature, socialize, and enjoy the many health benefits of physical activity. This document catalogs the efforts to prepare this greenway segment—from the existing environmental conditions and regulatory context to the community engagement that informs the route and design characteristics. This summary report includes research on precedents, best practices for designing urban greenways, the economic impact of greenways, and a recommended phasing plan.

## WHY THIS SEGMENT?

The Charlotte Corridor Rail-with-Greenway project is a segment of Metro Parks' vision for the 35+ mile City Central Greenway System, an urban greenway loop encircling Nashville's core. This Rail-with-Greenway connection would link to existing greenway sections in the area including the 440 Greenway near Centennial Park, the Gulch Greenway downtown, and the Cumberland River Greenway. The segment is indicated in yellow on Figure 1-1, which is a diagrammatic plan of the City Central Greenway System.

The location of the segment is in North Nashville, which continues to grow and change due to redevelopment. It is important that the planning process begins before the opportunities for public greenspace, potential pathways, and connections are lost forever. The main goals through this process are to engage the community on their input, gather research, and determine a potential pathway for this segment.

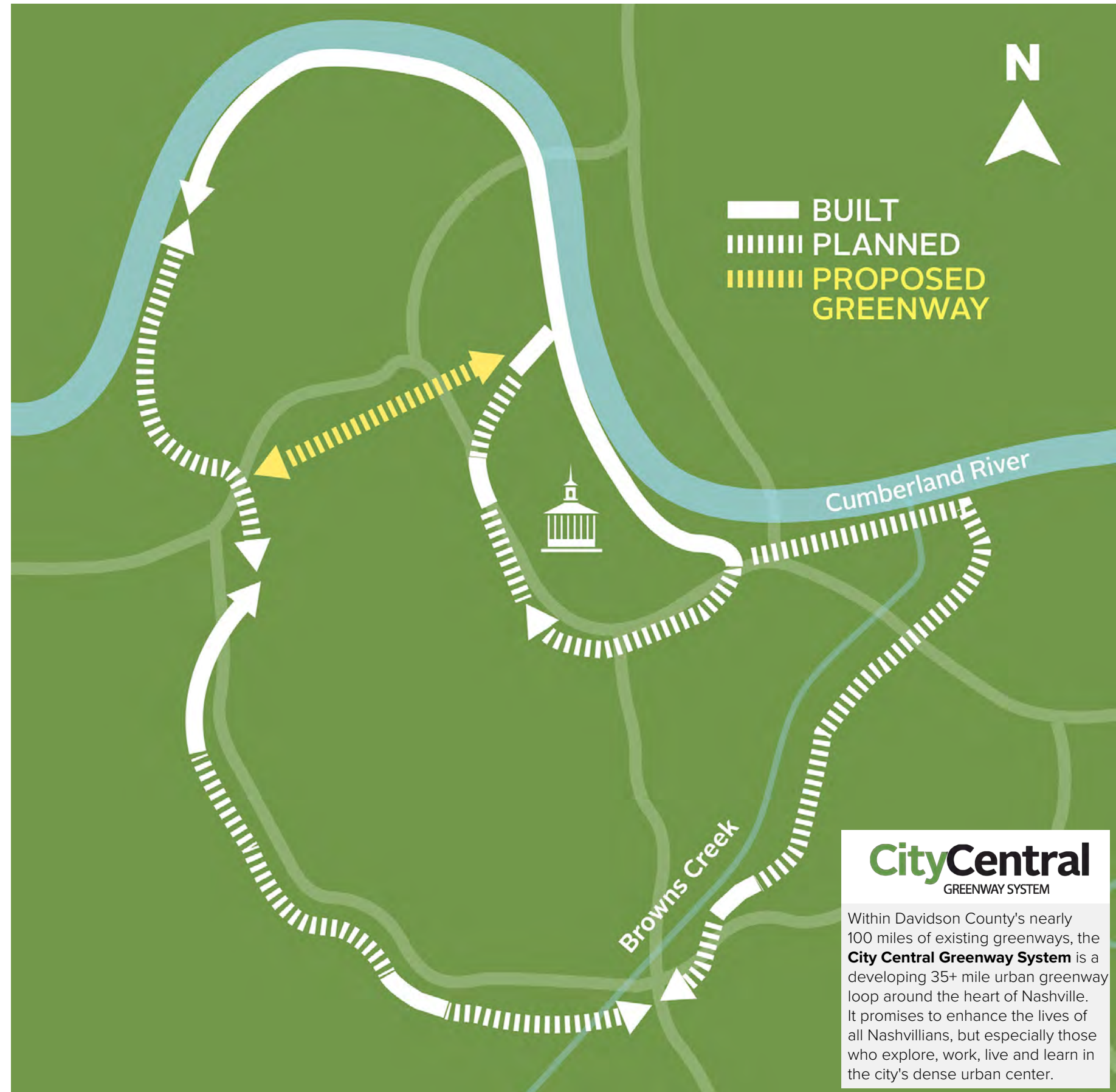


Figure 1-1: City Central Greenway System



# EXISTING REPORTS AND STUDIES

## Summary of Studies

Nashville has several existing reports and studies that highlight the City of Nashville's commitment to meet the current and future park and greenway needs of the community. Over the past five years, there have been three studies that involved a public input process and included the Charlotte Corridor as a potential location for the greenway. In addition, there was a transportation study that recommended an adjacent greenway along the active rail line and the nonprofit organization, Greenways for Nashville, commissioned a feasibility study of the potential greenway corridor.

Those existing reports include the following, which are summarized in this document.

- Plan to Play - Nashville's Parks & Greenway Master Plan (2017)
- WalknBike (2017)
- Northwest Corridor Transit Study (NWCTS) (2016)
- Greenways for Nashville Feasibility Study (2020)

## Plan to Play: Nashville's Parks & Greenway Master Plan

This comprehensive system-wide parks and recreation master plan is intended to offer a set of tools to guide decisions and address the community's needs and desires. It was adopted by the Parks and Recreation Board in 2017 and included a robust public input process.

Notably, participants of the public engagement process selected greenways as the top desired park facility. To address the demand, recommendations included expanding the greenway network by adding 53 miles of paved greenway and 50 miles of unpaved trails. The 10-year plan also identified the location of existing, priority and long-term vision greenways as shown in Figure 1-2: Greenway Priority Map.

The enlargement in Figure 1-3, shows the Charlotte Corridor as a greenway priority, though all of the proposed greenway alignments shown on the map are diagrammatic. While the exact alignment is not precisely defined, this map provides a framework for future greenways and provides the basis for this current effort.

## WalknBike

WalknBike serves as a blueprint for making Nashville more walkable and bikeable. The WalknBike Plan was released in 2017 and updated in 2022. The Plan laid the foundation for expedited delivery of projects that are needed and constructible. A key outcome of this planning process was a list of projects to guide Nashville Department of Transportation's (NDOT's) work program.

The 2017 WalknBike Plan incorporated the Greenway Priority Map as shown in Plan to Play. Although the 2022 plan does not include the existing or proposed greenways, the plan highlights the importance of connecting to greenways and the need for NDOT to coordinate with Metro Parks on projects and programs. Figure 1-4 is an enlargement of the Charlotte Corridor greenway and includes the existing and proposed bikeways in the area.

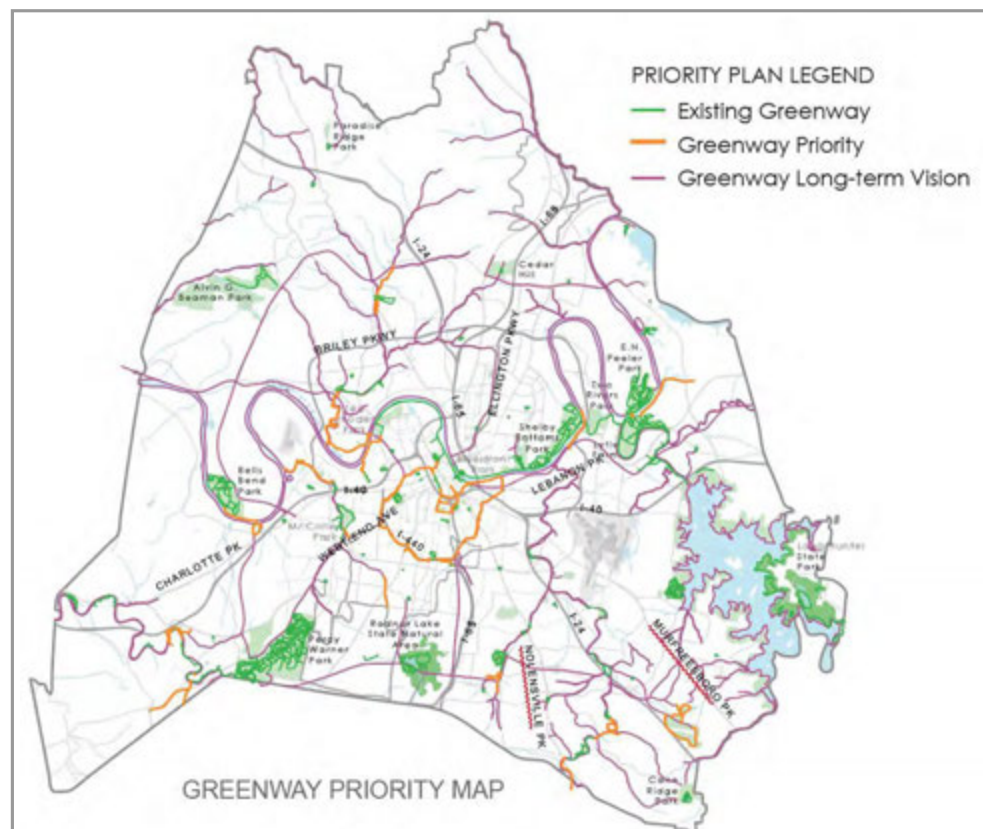


Figure 1-2: 2017 Greenway Priority Map from Plan to Play

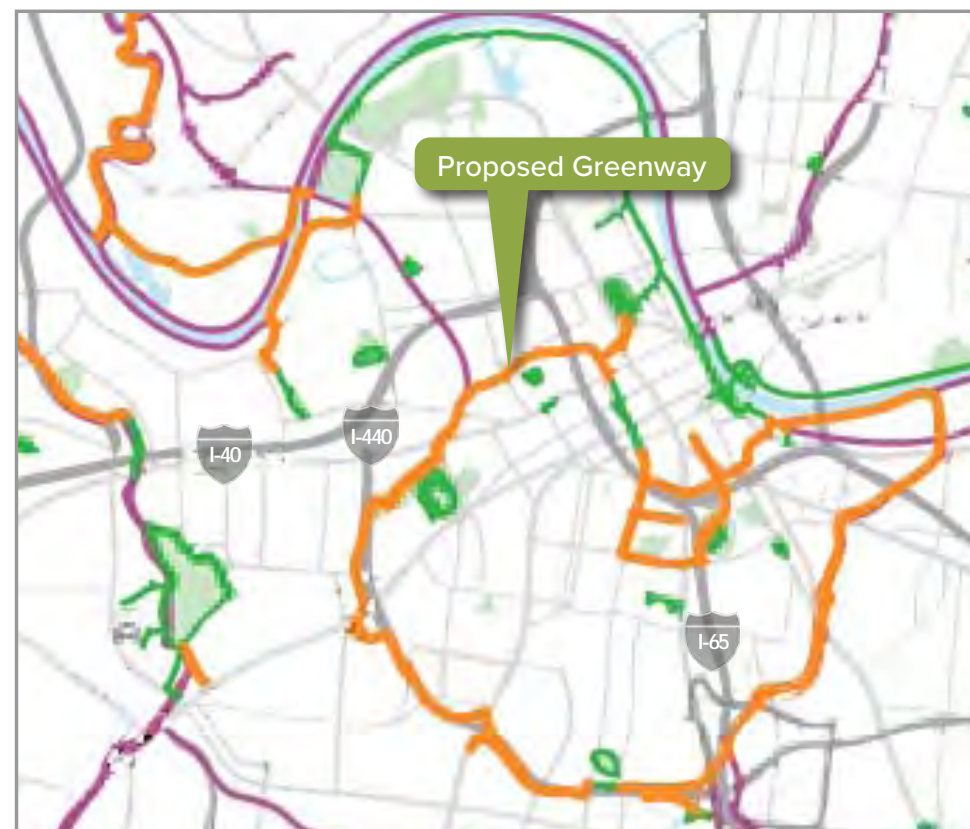


Figure 1-3: Enlargement of the 2017 Greenway Priority Map from Plan to Play

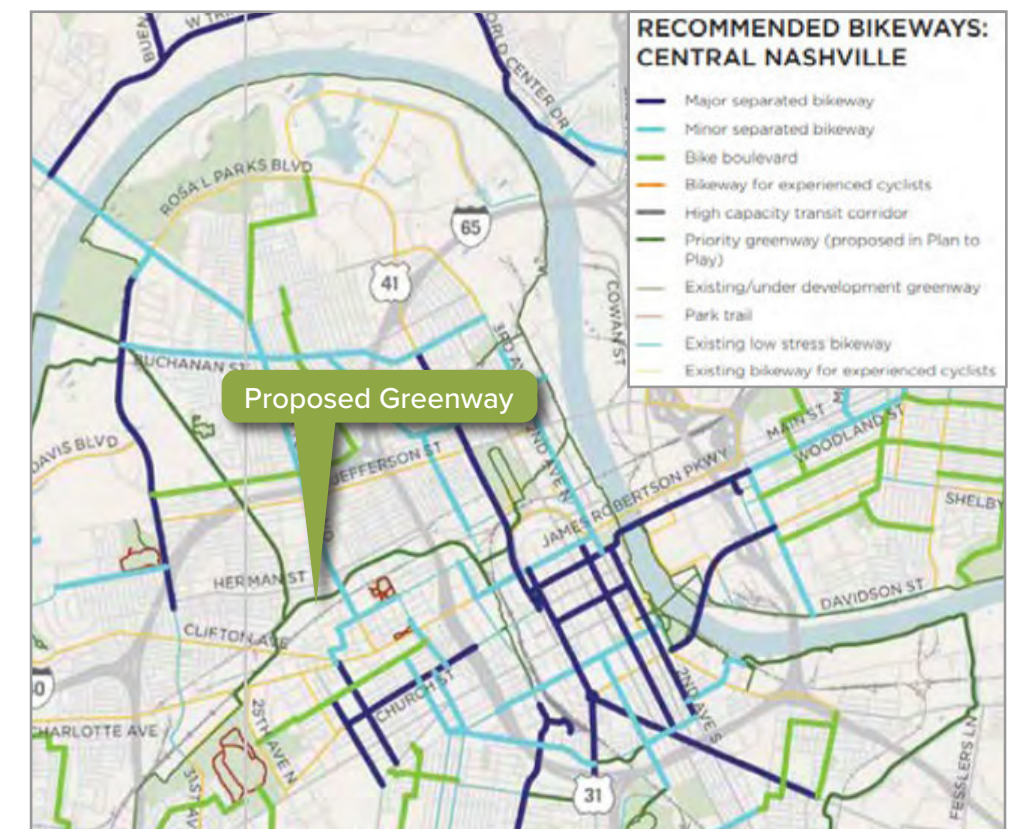


Figure 1-4: Enlargement of the Priority Bikeway Network from WalknBike

## Northwest Corridor Transit Study (NWCTS)

The Northwest Corridor Transit Study (NWCTS) was undertaken to examine the need for higher-capacity, higher-speed transit services in Middle Tennessee along the corridor from Nashville to Clarksville, Tennessee. The routes included a mixture of new and/or existing rights-of-way (ROW's) including the use/reuse of highway and railway infrastructure. The Regional Transportation Authority (RTA) of Middle Tennessee commissioned the study in late 2014 to explore alternatives for improving transit service between the two cities. The study includes information on the Nashville and Western Rail Corridor (NWR), which is a Class III short-line rail operation owned by the CCRA. Per the study, 6 to 8 trains run per week with 10 to 15 cars moving at relatively slow speeds of 25 mph or less. The track begins in downtown Nashville near 9th Avenue and Herman Street. The line then heads west under I-40 where it has a connection to a CSX line. The NWR mainline continues until close to 28th Avenue where the line reverses course and heads northwest through the Hadley-Washington neighborhood.

In the short-term actions (0 to 5 years), the study recommends that RTA/MTA and state and local partners move forward with next steps and “work on reserving and/or reacquiring the ROW for a transportation purpose in a rails-



Figure 1-5: Cover of the Northwest Corridor Transit Study (NWCTS)

Is this rail line active?



**YES!** and per the NWCTS, 6 to 8 trains run per week with 10 to 15 cars moving at relatively slow speeds of 25 mph or less.

with-trails environment.” While no action was taken, the report clearly illustrates the opportunity to have a greenway running parallel to the railroad (see Figure 1-6). The railroad tracks are shown as a grass area in this illustration. Facilities such as bike share, bike racks and shelters are included. One reason for having a parallel pathway along the rail line is safety. By providing an attractive alternative for pedestrians, rails-with-trails can eliminate the desire to use the tracks as a pathway or illegally cross rail lines.

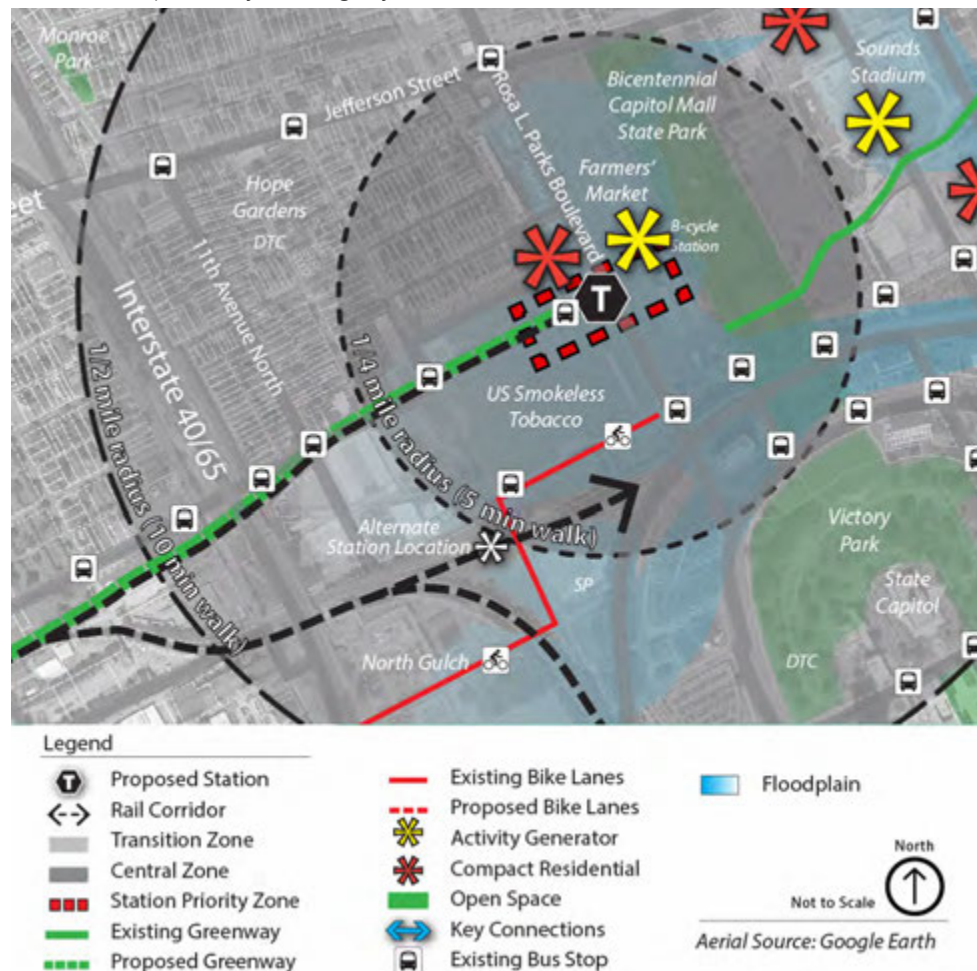


Figure 1-6: Transit-Oriented Development Image from the 2017 NWCTS

## Feasibility Study Summary

A feasibility study was conducted by a team lead by Hastings Architecture and Hodgson Douglas Landscape Architects (HDLA) in 2020 to determine the viability of the proposed 2.5-mile segment of greenway corridor from the existing 440 Greenway to the Farmers Market.



Figure 1-7: Greenway Feasibility Study Cover

The funding for this feasibility study was provided by Greenways for Nashville, a non-profit organization that works with the Metro Parks Department, and the Greenways & Open Space Commission to create, preserve, and promote a system of greenways in Nashville and Davidson County.

This study helped to define a vision for the future of the rail-with-greenway along the Charlotte Corridor. The goals and objectives from the study are listed below:

- Preserving the open space in the urban core
- Promoting health and wellness
- Creating a linear park connection between the 440 Greenway and Bicentennial Mall
- Creating and establishing an accessible pathway
- Prioritizing safety for pedestrians and cyclists alike
- Generating community support and enthusiasm for activating the Greenway
- Generating awareness for the importance of access to nature for all ages

Additional elements reviewed in the analysis included:

- Review of Precedents – The team studied several rail-with-trail precedents reviewing the best practices and noting the lessons learned.
- Adjacent Property Analysis – Over 160 parcels are near or adjacent to the CCRA rail line with approximately 80-110 unique owners.
- Transit Connectivity & Street Crossings – The accessibility of the proposed greenway to and from transit stops, bicycles and points of active street crossing with the CCRA rail line.
- Points of Interest and Areas of Constraint – Points were identified in each respective category; it was also noted that a detailed analysis of conditions would require a professional survey as well as discussions with current property owners.

## CORRIDOR AREA

The corridor area, shown in Figure 1-8, generally follows the CCRA rail line and includes Charlotte Avenue and the CSX Railroad to the south. To the north of the corridor area are neighborhoods bordered by the interstate. The interstate system built in the 1960s bifurcated this once thriving business and entertainment district of North Nashville as well as destroyed a large swath of residential homes. With the interstate to the north and railroads to the south, this area of Nashville has limited connectivity.

This greenway corridor is envisioned as a linear park that provides a meaningful connection between the existing 440 Greenway to the Gulch Greenway and the Cumberland River Greenway. The rail-with-greenway will create a unique outdoor experience that connects destinations along the corridor and provides a space for recreation, wellness, socialization, and access to nature.

By including the improvements on 16th Avenue North (see small arrows connecting Kossie Gardner Sr. Park to Edmondson Park) and 10th Avenue North (see small arrow connecting to Frankie Pierce Park) and tying into the existing bicycle lanes and sidewalks, the east to west connection greatly expands connectivity in the area.

Some of the many destinations include:

- 440 Greenway
- Centennial Park
- Tennessee State University
- Meharry Medical College
- Fisk University
- Kossie Gardner Sr. Park
- Watkins Park
- Martin Luther King Jr. Magnet High School
- Edmondson Park
- Frankie Pierce Park
- Gulch Greenway
- Farmers Market
- Cumberland River Greenway
- Bicentennial Capitol Mall State Park

Wayfinding signage should be provided along the greenway route to help guide users to the many destinations in the area.

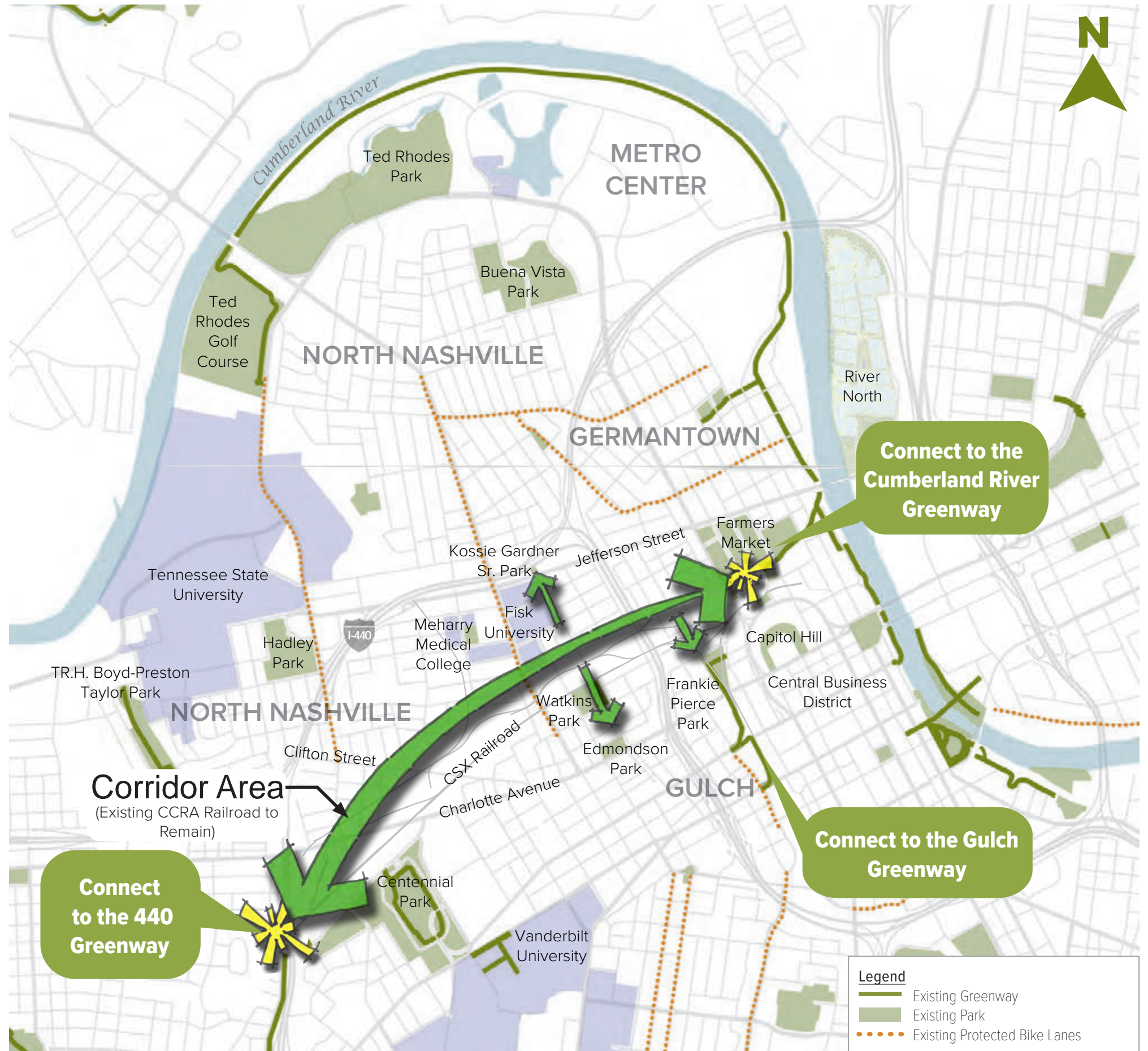


Figure 1-8: Corridor Area

# SITE CONTEXT AND RESEARCH

Preliminary cultural and historical research, including the review of maps from the Historical Maps of Nashville site and information gathered during the Feasibility study process, identified several significant buildings, structures, sites, and historic districts near the route that play an important role in Nashville's history. Some of the landmarks/sites are shown on Figure 1-10.

It is easy to see that the community is rich in history and culture, though it has changed over time. Throughout the community changes, the rail line has endured. Based on research, the railroad line has operated since at least 1888. Throughout that time, the railroad has divided the community. With this rail-with-greenway project, the team believes the corridor could be a destination instead of a divider. Looking forward, this project provides Nashville with an opportunity to come together and learn about its past while making new connections.

See Appendix A-1 for endnotes.



Figure 1-9: 1908 Map (altered)



**1 Centennial Park** - This 132-acre park features the iconic Parthenon, walking trail, arts activity center, an events shelter, sand volleyball courts, dog park, and more.<sup>1</sup>



**5 Pearl-Cohn Entertainment Magnet High School** - This campus merged Pearl High School and Cohn High School in the 1980's, and today attracts students from across the county.



**7** View looking east along Felicia Street behind Lentz Public Health.



**2 28th/31st Connector** - Opened in Fall 2012, this street by One City has bike lanes next to the sidewalk, then they transition to on-street lanes. The street also has vegetated swales and street trees.

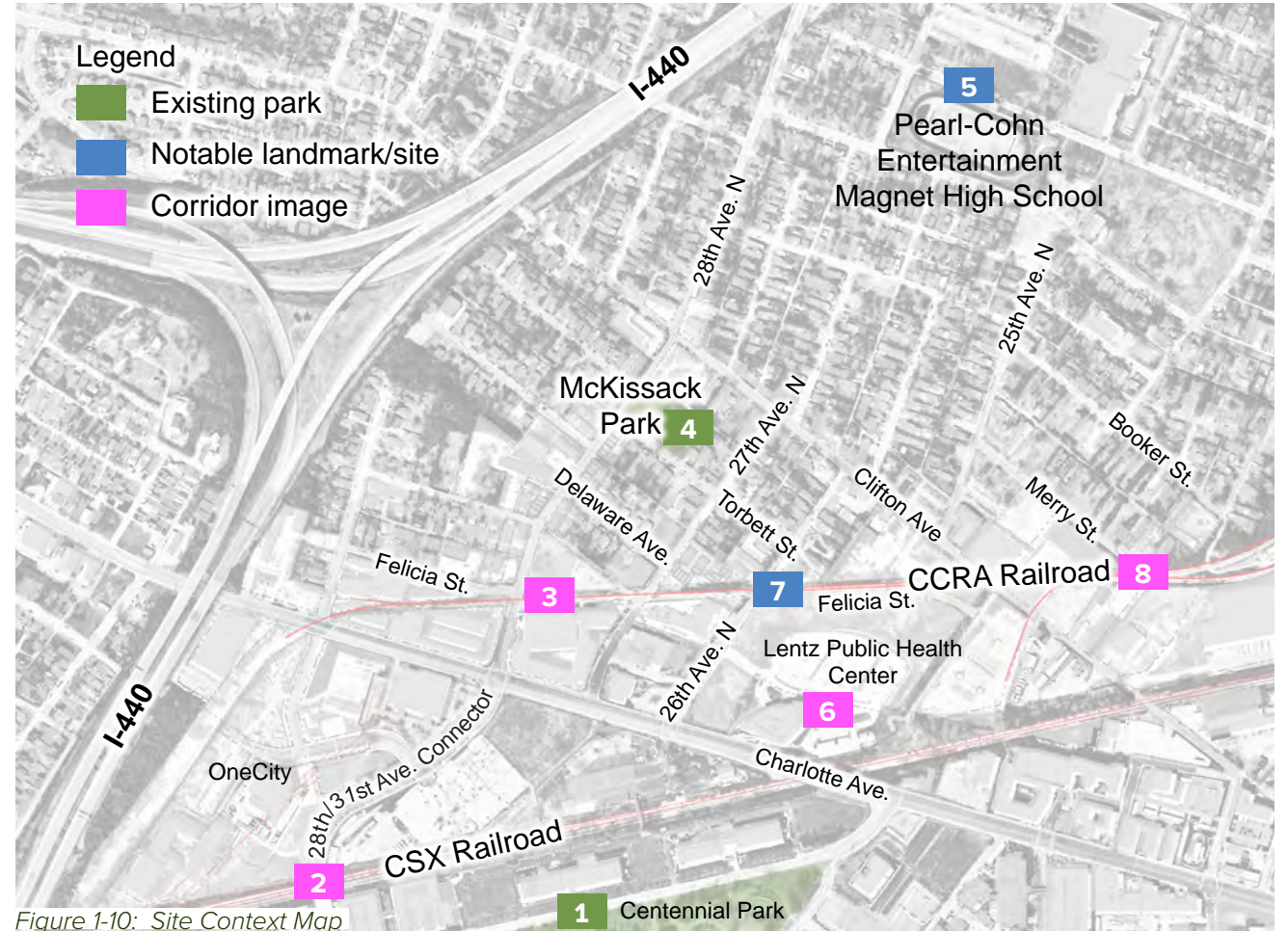


Figure 1-10: Site Context Map



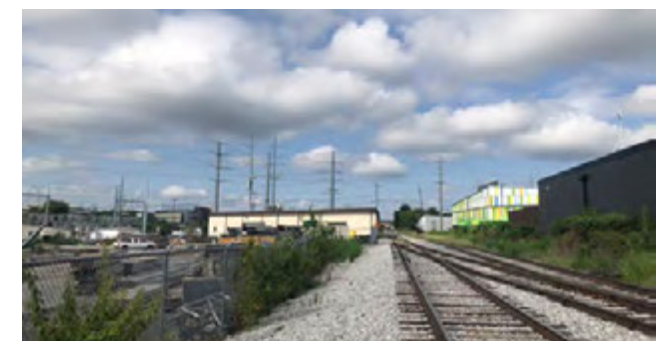
**3** View looking east along the tracks behind 2700 Charlotte Avenue Apartments.



**4 McKissack Park** - Originally the site of McKissack School, named for architect Moses McKissack III who founded the nation's first Black-owned architectural firm.<sup>2</sup>



**6 Lentz Public Health Center** - Named after Dr. John J. Lentz, the first health director in Nashville.



**8** View looking west along the tracks. The colorful building on the right is Family and Children's Service.



**9 Meharry Medical College** - First medical school for African Americans in the South, established in 1876.<sup>3</sup>



**11 Dr. David B. Todd Jr. Blvd.** - Named for the first black cardiovascular surgeon to practice in Nashville.



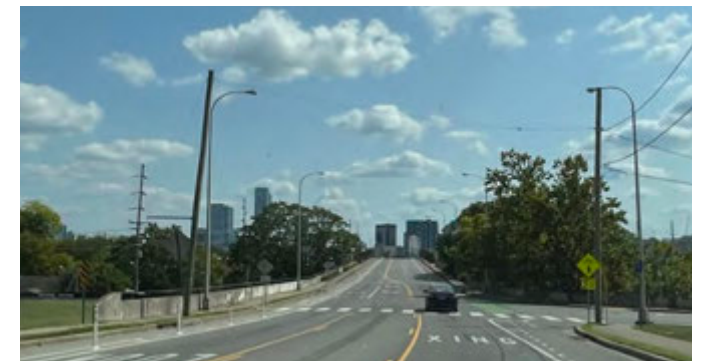
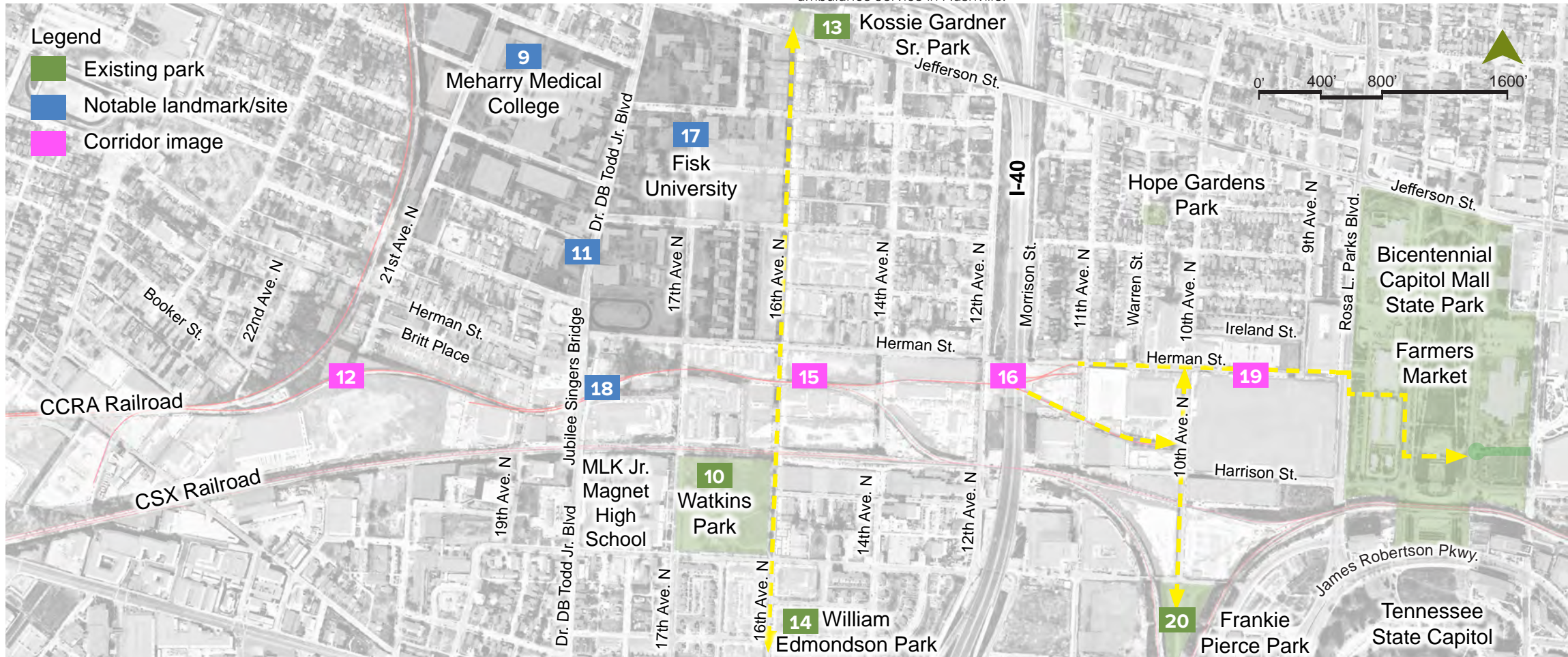
**13 Kossie Gardner Sr. Park** - Named after an entrepreneur and community leader who created the Bordeaux African American Gold Coast and operated the first motorized ambulance service in Nashville.<sup>5</sup>



**15** View looking north along the tracks behind new multifamily development.



**17 Fisk University** - Founded 1866, the first historically black university in Nashville. In 1978, it became a National Historic District. Image source: [www.tclf.org/fisk-university](http://www.tclf.org/fisk-university)



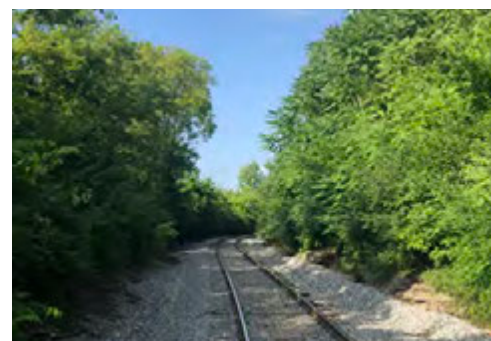
**18 Fisk Jubilee Singers Bridge** - Named for the famous African-American a cappella ensemble, which began in 1871. Credited for giving Nashville the name "Music City."<sup>7</sup>



**19** View looking west along the tracks, which are in the Herman Street roadway.



**10 Watkins Park** - Nashville's first public park that opened in 1901.<sup>4</sup>



**12** View looking west along tracks in the area with the most existing trees.



**14 William Edmondson Park** - Named after William Edmondson the first black artist to have his own exhibit at the Museum of Modern Art.<sup>6</sup>



**16** View looking east under the interstate 40 overpass.



**20 Frankie Pierce Park** - New park named after African American women's suffrage movement leader Juno Frankie Pierce.

## Soils Report

As part of the team's research, a soils report was generated using the Web Soil Survey (WSS) soil data. This online information is produced by the National Cooperative Soil Survey and operated by the USDA Natural Resources Conservation Service (NRCS). According to the report, all of the soils types are a type of urban land complex and none of the soils in the corridor are considered prime farmland. See figure and table below for more information.

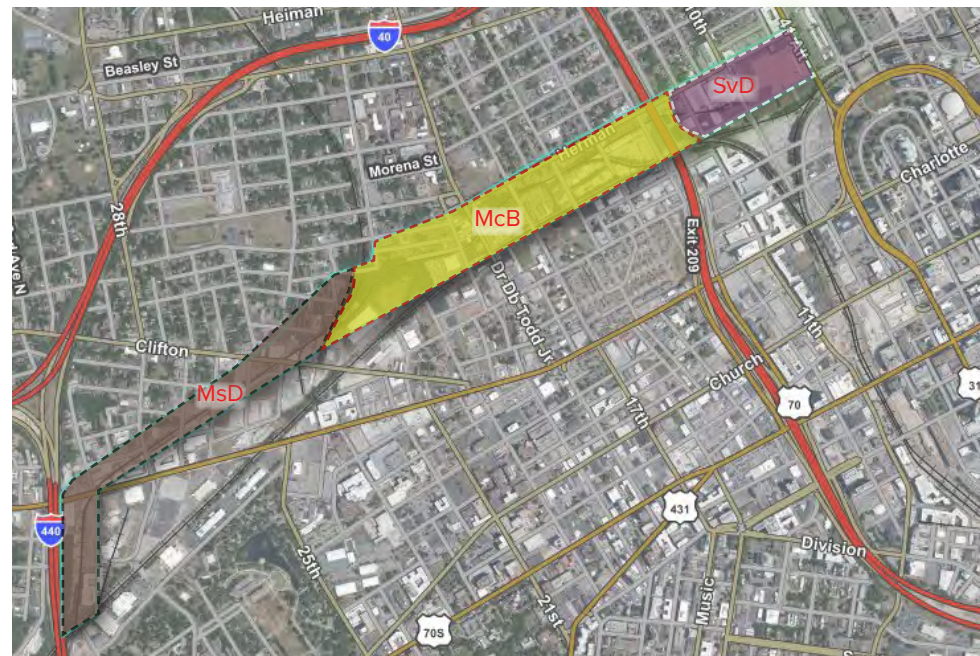


Figure 1-11: Soils Map

MsD McB SvD

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
McB	Maury-Urban land Complex, 2 to 7 percent slopes	94.0	50.2%
MsD	Mimosa-Urban land Complex, 2 to 15 percent slopes	60.6	32.4%
SvD	Stiversville- Urban land Complex, 3 to 25 percent slopes	32.7	17.4%
<b>Total for Area of Interest</b>		<b>187.3</b>	<b>100.0%</b>

## Flooding and Drainage Research

According to the National Flood Hazard Layer (NFHL), which contains information used to make flood hazard maps, a portion of the future greenway route is in the 500-year Floodplain (0.2% Annual Chance Flood Hazard). The NFHL was developed by the Federal Emergency Management Agency (FEMA), its mapping partners, and America's communities to help increase awareness on potential flood hazard.



Figure 1-12: Flood Hazard Areas

0.2% Annual Chance Flood Hazard (Zone X)

Given this greenway location along a railroad, it is critical to consider drainage from the onset of the project. The design of the rail-with-greenway must respect the integrity of the existing railroad drainage system, which has both lateral and cross roadbed drainage to keep water away from the tracks and ballast structure. The lateral drainage system is comprised of ditches parallel to the tracks and ballast. The cross-roadbed drainage system includes pipes under the tracks that connect to the lateral system. The design of the greenway must consider the impact of stormwater runoff and examine the existing railroad drainage system and maintenance practices during the planning phases.

## Inventory of Threatened and Endangered Species

The U.S. Fish & Wildlife Service (USFWS) provides an online portal for information on species and their critical habitats. Results indicate that no critical habitats are in the corridor. While no critical habitats exist in the corridor, the following is a list of mammals, insects, and plants that are threatened and endangered species in this area. Consideration should be given to providing habitats that support these species when feasible and applicable (see notes below).

### Flowering Plants

- Braun's Rock-cress, *Arabis perstellata* – Endangered
- Guthrie's (pyne's) Ground-plum, *Astragalus bibullatus* – Endangered
- Leafy Prairie-clover, *Dalea foliosa* – Endangered
- Prices Potato-bean, *Apios priceana* – Threatened
- Short's Bladderpod, *Physaria globosa* – Endangered

Important Note: These flowering plants may not survive in unprotected urban areas.

### Insects

- Monarch Butterfly, *Danaus plexippus* – Endangered

Important Note: These butterflies rely solely on the milkweed plant to survive. Open habitats including fields and meadows are preferred, though smaller stands can be beneficial if planted.

### Mammals

- Gray Bat, *Myotis grisescens* – Endangered
- Indiana Bat, *Myotis sodalist* – Endangered
- Northern Long-eared Bat, *Myotis septentrionalis* – Threatened

Important Note: These bats usually reside in caves, and while there are not caves in the corridor, evergreen and other types of trees with exfoliating bark could be beneficial.

## Environmental Conditions

Since at least 1888, this corridor has been used as a railroad and may have contamination due to this inherent use. Contamination does not necessarily prevent the development of a greenway along the rail if appropriate steps are taken to reduce exposure to potential contaminants. As part of this project, Barge conducted an Environmental Assessment of the rail corridor to identify recognized environmental conditions that may exist on the subject property. While the corridor has a historical mix of uses, including lumber mills, cotton mills, chemical plants, and a tannery, the area has been extensively urbanized/redeveloped since the 1980's and little of the historic infrastructure remains.

## Existing Research on Policies and Regulations

There are numerous policies and regulations that apply to the study area around the rail line (see Figure 1-13). The corridor study area is adjacent to the powerful economic engines of Downtown and Midtown that allow more intense development. This area serves as a transition between Midtown and the neighborhoods to the north.

In total, 10 different community plan policy categories, 10 different base zoning districts, and 8 different Specific Plan (SP) Districts have been applied to properties along the route. This means that there may not be a "one size fits all" solution to securing the route, constructing it, and ensuring that development along the route is responding sensitively to the trail. To simplify the analysis, the route was broken into six separate areas to understand the relationship between the community plan policy and the current zoning district classification and the likelihood that a property owner would seek rezoning to redevelop the property. These property owners could be identified to engage with early in the development of the route with the goal of designing the trail into new developments.

The properties along the railroad have long housed industrial businesses who utilized the rail corridor to move goods. Current trends have seen these properties repositioned for multifamily housing and other more intensive uses. It is likely this trend will continue, but it could also have the effect of making the industrial zoned land more permanent because there are becoming fewer and fewer industrial zoned lands close to downtown. The areas that are already zoned SP are unlikely to redevelop in the near future.

### Zoning Code Review and Available Tools

In a zoning context, the western portion of the corridor is a mix of new residential and transitioning to mixed use of higher intensity. The middle area of the corridor could be described as more industrial. Moving east, the area is mostly in SP zoning districts and has experienced heavy development activity in recent years. The eastern part of the corridor is in the Downtown Code (DTC). As mentioned above, zoning has not been applied uniformly along the route or within the different areas studied.

A review of the zoning code found that there is a Greenway Overlay District (17.36.130) that was adopted in 2015 but the district has not been utilized anywhere in the county. This could be a tool to use in this context as it would apply as an overlay on top of the variety of base zoning districts along the route. The district would need to be adapted to fit an urban context as it appears to be designed with primarily a residential development in mind. The metrics for the bonuses would need to be analyzed to understand if the incentives offered are consistent with current market demands.

### Subdivision Regulations

The Metro Nashville Subdivision Regulations have long established requirements for dedication, reservation, or improvement related to greenways



Figure 1-13: Table of Community Plan Policies and Zoning Districts

	Community Plan Policy	Zoning District
1	T5 MU – CENTER MIXED USE NEIGHBORHOOD (SPECIAL POLICY LIMITS HEIGHTS TO UP TO 20 STORIES)	SP, ONE CITY SPECIFIC PLAN
		IR, INDUSTRIAL RESTRICTIVE
		ORI-A, OFFICE/RESIDENTIAL INTENSIVE ALTERNATIVE (7 STORIES)
2	T5 MU – CENTER MIXED USE NEIGHBORHOOD (SPECIAL POLICY LIMITS HEIGHTS TO UP TO 20 STORIES)	IR, INDUSTRIAL RESTRICTIVE
		OL, OFFICE LIMITED
		MUI, MIXED USE INTENSIVE (UP TO 15 STORIES)
	T4 MU – URBAN MIXED USE NEIGHBORHOOD (4-6 STORIES)	SP, ORAL SURGICAL INSTITUTE 28TH AVENUE

adjacent to water bodies and buffers. It does not include a requirement for railroads, so these standards should also be updated to reflect this new route.

The policy from *Section 3-10 Requirements for Dedication, Reservations, or Improvements* is below for reference.

- Application. Where a proposed subdivision adjoins or encompasses either a Greenway Corridor shown on the County-wide Greenways Plan or County wide Parks Master Plan, a substandard street, or a route depicted upon the Major Street Plan or Collector Plan to be opened, widened, or realigned, or generates a need for increased recreational opportunities, then requirements of Section 3-10 shall apply.
- Conservation Easements for Greenways. Publicly accessible Greenway conservation easements shall be required in subdivisions along blue line streams identified in Community Plans and/or contiguous to greenways as indicated in the General Plan, including the Metropolitan Parks and Greenways Master Plan.

	Community Plan Policy	Zoning District
3	T4 MU – URBAN MIXED USE NEIGHBORHOOD (4-6 STORIES)	MUL-A, MIXED USE LIMITED ALTERNATIVE (4 STORIES)
		IR, INDUSTRIAL RESTRICTIVE
		MUG-A, MIXED USE GENERAL ALTERNATIVE (7 STORIES)
4	T5 MU – CENTER MIXED USE NEIGHBORHOOD (SPECIAL POLICY LIMITS HEIGHTS TO UP TO 20 STORIES)	MUI-A, MIXED USE INTENSIVE ALTERNATIVE (15 STORIES)
		CI, CIVIC
		MUI-A, MIXED USE INTENSIVE ALTERNATIVE (15 STORIES)
		IR, INDUSTRIAL RESTRICTIVE
5	T4 MU – URBAN MIXED USE NEIGHBORHOOD (4-6 STORIES)	IR, INDUSTRIAL RESTRICTIVE
		D IN - DISTRICT INDUSTRIAL
		TR- TRANSITION
		IR, INDUSTRIAL RESTRICTIVE
6	T4 MU, URBAN MIXED USE NEIGHBORHOOD (4-6 STORIES)	RS3.75, SINGLE FAMILY 3,750 SF LOT SIZE
		IR, INDUSTRIAL RESTRICTIVE
		RM20, MULTIFAMILY, 20 DWELLING UNITS PER ACRE
		IR, INDUSTRIAL RESTRICTIVE
		CS, COMMERCIAL SERVICE
		SPS - UNION BRICK, MARATHON, LOFTS AT MARATHON, 1404 CLINTON STREET, 1301 HERMAN STREET
6	T4 MU, URBAN MIXED USE NEIGHBORHOOD (4-6 STORIES)	MUL-A
		DTC, DOWNTOWN CODE
		T4 URBAN COMMUNITY CENTER (MIXED USE, 3-5 STORIES)
		T6 DOWNTOWN NEIGHBORHOOD
	T6 DOWNTOWN NEIGHBORHOOD	SP - 607 10TH AVE





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## **Section 2:** *Community Engagement*

# COMMUNITY ENGAGEMENT

## Background

Gathering input from the community is a critical component of any public project. A three-phased approach was used to determine if the community supported the project and to learn what questions they had.

The first phase of public input process began with stakeholder meetings. Next, the team promoted and facilitated community meetings. The last phase in this initial community engagement was an online survey. A summary of each step is provided on the following pages.

The team began with a kickoff meeting on January 14, 2022, for the Charlotte Corridor Rail-with-Greenway project, which was held at the Barge Design Solutions office. The planning team included representatives from Metro Parks, Greenways for Nashville, Hastings Architecture, HDLA, Wilmont Inc., Pillars Development, Varallo Public Relations, DuGard Communications, and Barge Design Solutions.

At the meeting shown in the images on the right, the team identified a list of potential stakeholders in the area and discussed details about the scope and process. The following pages include details about the stakeholder groups, community input meetings and an online survey.

## Three-Pronged Approach



## Key Considerations for the Master Plan

- Greenways are linear parks with barrier-free, off-street, paved multi-use trails that provide opportunities for recreation, relaxation, and enjoying nature. They conserve green space for public benefit and offer health benefits and low-stress transportation alternatives for pedestrians and cyclists. Greenways create access between neighborhoods, parks, schools, and commercial centers.
- This greenway trail is proposed to follow along the CCRA's active rail line. The rail line will remain active; therefore, the trail will not replace the railroad tracks but will instead run alongside them.
- The main greenway will link with Centennial Park and the 440 Greenway to the west and the Farmers Market to the east. The expected length of the system would be 4 to 4.5 miles, including connections.
- There is an opportunity to build connecting paths from the main greenway to the larger neighborhood. These are initially proposed along 10th Avenue North, linking the main greenway to the Gulch Greenway and Frankie Pierce Park.
- There is also an opportunity to build another street-side path along 16th Avenue North, linking Kossie Gardner Park, Fisk University, Watkins Park, and Edmondson Park to the main greenway.
- The corridor provides an opportunity to tell the history and stories of this area of North Nashville.
- This phase of the project is master planning. The final design documents will follow the completion of the master plan and may be constructed in phases.
- The exact route has not been determined. Community input, along with constructability characteristics of the land, will help inform the exact route. This is the start of the project and information collected will impact the direction the project takes moving forward. All public comments will be noted and considered.
- Metro Parks will be talking with property owners along the rail corridor to look at opportunities to set aside space for a greenway easement or dedicate property to Metro for public greenspace. Metro Parks will also discuss opportunities with landowners to partner with Metro on the construction and maintenance of the trail.
- Communication with the community will be important during construction. Good communication, signage, and other efforts to help mitigate the impacts will be critical during construction.
- Metro Parks Greenways are designed to be barrier free and ADA compliant.
- The greenways are open to all, and accommodate pedestrians and cyclists, including Class 1 and Class 2 electric bikes. Other motorized vehicles are not allowed with the exception of powered wheelchairs.



Photos of Kickoff Meeting

## Stakeholder Meetings

The initial outreach process focused on a series of stakeholder meetings and discussions. Initially, the stakeholder list was five meetings, though it quickly grew in number to over a dozen meetings. Most of the sessions were virtual meetings. They began with Metro Parks and members of the consultant team meeting with the two Council Members whose districts are in the rail-with-greenway corridor. The proposed route is partly in District 21 and then crosses into District 19. In addition to meeting with Council Members Taylor and O'Connell, the team met with the Women's Caucus of Metro Council.

The team met with the following groups:

- Metro Planning
- NDOT
- WeGo
- Greenways for Nashville Board of Directors
- Fisk University
- Meharry Medical College
- Tennessee State University
- World AfriCultural Community Project
- Congregational Health & Education Network (CHEN)
- Nashville Organized for Action and Hope (NOAH)
- The Equity Alliance
- Jefferson Street United Merchants Partnership (JUMP)
- Greenways for Nashville
- College Hill Neighborhood Association
- Family and Children's Services
- Urban League
- North Nashville Coalition

Insight from the participants in the meetings was helpful as the team prepared for the public meetings. Overall, the comments were positive, with many participants asking how they could help with the projects. Concerns raised include questions regarding right-of-way acquisition, safety, and parking, and the desire for additional park space along the corridor.



*“The proposed greenway has the potential to open connectivity throughout the North Nashville community for all neighbors. With the use of signage and design features, the greenway corridor provides opportunities to tell the history and stories of North Nashville. This greenway could create a place to enjoy nature while bringing together family, neighbors, and friends.”*

**-Council Member Brandon Taylor (District 21)**



*“It is critical to improve mobility access to Fisk University, Meharry Medical College, Tennessee State University, the Farmers Market, and other key destinations with this route and through protected bike lanes and sidewalk connections to the greenway.”*

**-Council Member Freddie O'Connell (District 19)**

*“The simple activity of walking has important health benefits from losing weight to improving your mood because it increases blood flow and blood circulation to the brain and body. Having safe and convenient places to walk in our city is key and this greenway would help connect residents to parks including Centennial, Watkins and Frankie Pierce Park.”*

**-Dr. Hildreth with Meharry Medical College**

## Stakeholder Meetings Input Summary

In summary, stakeholders provided the team with key insight on opportunities along the corridor and input other groups and individuals to meet with during the process. Below is a summary of the input from over a dozen meetings.

- All of the groups expressed their **appreciation** for being asked for input.
- Several were already avid greenway users and **supported additional greenways**.
- Support for building this proposed rail-with-greenway was **overwhelmingly positive** as long as no property would be taken away from existing residents.
- Many stakeholders recommended strong promotion of **health benefits to the community** that accompany a greenway investment.
- Several stakeholders expressed desire for about **minority participation during the construction phase**.
- Many emphasized that the **community's history** should be represented.

## Suggestion/Advice from Stakeholders

During the many stakeholder meetings, which were mostly held during the first half of 2022, participants provided suggestions and advice for the design and communications team members. The input from the stakeholders served as an introduction to the needs and desires of the community and helped the team prepare for the public open house meetings.

The stakeholders expressed the importance of using this opportunity to capture the history of the area's institutions and community and interpret it along the route in designated areas. There was a desire to continue to include North Nashville churches in the outreach process to share updates, to be sure that the information being shared speaks to all types of people/users and to not take lightly the fatigue that the community is feeling with all the development in this area. A summary of the input is shown in the graphic to the left.

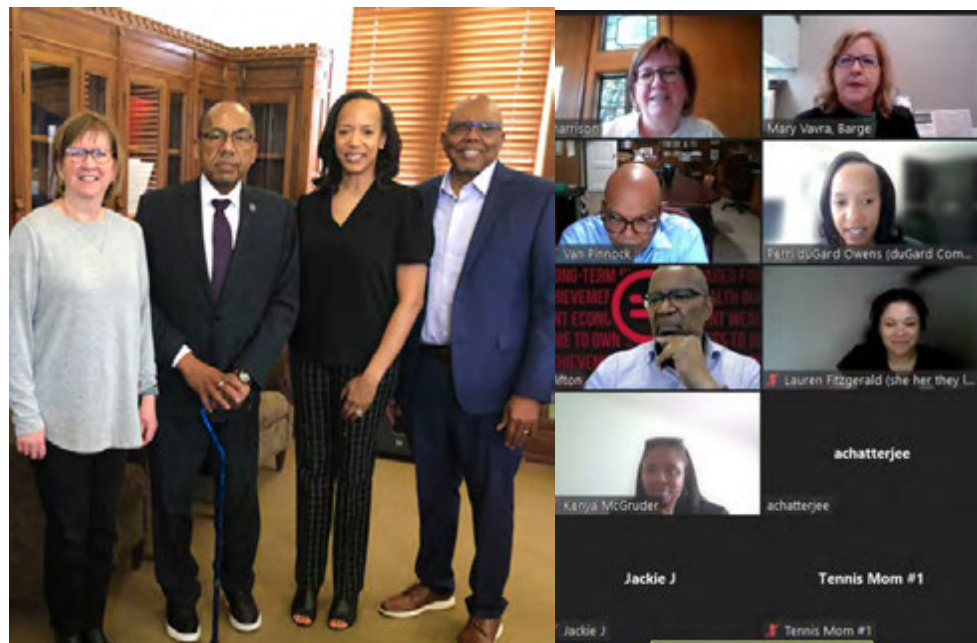
In addition, many stakeholders said they use greenways in Nashville and want to know how they can help with this proposed segment. We asked for support and later followed up with an email about the public meetings and again with the online survey. In both emails, we asked stakeholders to help us spread the word to increase our outreach and communication.

## Public Open House Meetings

Public forums were held to gather input from the community on June 9 and June 11, 2022, at Family and Children's Services, a local non-profit located at 2400 Clifton Avenue (along the rail line and proposed greenway corridor). A variety of methods were used to promote the event, including a press release, direct email, Metro Parks newsletter, news media coverage, and information on social media.

The meeting included a total of eight stations to gain input from residents and provide information about the project. After being greeted at the sign-in table, attendees traveled through an immersive experience with over a dozen image boards of greenways lining the corridor. Next, participants were presented with maps illustrating the overall greenway network in Nashville and a closer view of the study area. They were asked to place a flag where they live so that the planning team could understand their physical relationship to the rail-with-greenway route.

Toward the end of the corridor, participants were invited to stand at the large floor to ceiling window and imagine what the new greenway would look like to help them visualize the possibilities. This visualization activity helped them prepare for the next station, which provided information on how this greenway section is a part of the larger City Central Greenway System. The board also included a timeline for the project. Next, participants were asked for input on what the guiding principles for the design of this rail-with-greenway effort should be and what the project means to them.



Initial stakeholder meeting with Fisk University

Screenshot of one of the virtual stakeholder meeting



Stakeholder meeting with the Metro Council Women's Caucus



Entry to the Public Open House Meetings, displaying greenway imagery

In order to gather input on the greenway features and amenities that matter most, participants were provided four dots or "votes" to select their preferences. In addition, the boards included a space for individuals to write in comments if there were desired design features that were not included on the boards.

Located in the center of the community room, the team displayed a large area map. Team members helped residents orient themselves to the map. Many residents incorrectly thought the greenway might run along the existing CSX railroad. The map provided detailed information on destinations in the corridor and a suggested alignment; however, it did not indicate the exact route. The reason for not showing a potential route was to gather input from residents before designing the concept plan and collect comments on possible greenway features along the corridor. Team members explained that the CCRA railroad would remain active and that Metro Parks would talk with individual property owners along the rail corridor as they also look at opportunities to set aside space for a greenway easement. The team gathered public comments through sticky notes and comment cards.

Before leaving, we asked participants an open-ended question: "What does this proposed greenway need to be successful?" This station allowed participants to share anything related to the project not covered at the previous stations or anything they felt needed additional emphasis. Additionally, a kids' table was available with crayons and a coloring activity to help entertain children while parents provided input on the proposed project.

### Public Meetings Comments

The major objectives of the open-house forums were to engage the public and community members in information about the project and collect their ideas regarding challenges and opportunities along the proposed route. Hearing and receiving feedback from the people who live and work in and around the railway corridor was critical in identifying opportunities, challenges, goals, and priorities for the greenway trail. Comment cards were provided and a couple of comments are listed here. For a list of all comments, see the Appendix.

*We are very excited. The sooner, the better!*

*Incorporate directional signage and North Nashville history into murals*

*This greenway will provide a fantastic connection. Please ensure all crossings at streets are raised and comfortable for all ages and abilities. Focus on wayfinding that is integrated by bikeway wayfinding.*

*[Provide] interesting green spaces at intervals (art, history, etc.)*

*So excited about this greenway!*

### Media Interest in Rail-with-Greenway



The press release sparked interest from local news outlets and was promoted during news broadcasts and on news outlet websites and social media.

**Channel 5:**  
[www.newschannel5.com/news/new-greenway-proposed-for-north-nashville](http://www.newschannel5.com/news/new-greenway-proposed-for-north-nashville).

**VU News:**  
[news.vanderbilt.edu/2022/06/08/help-metro-parks-design-the-charlotte-corridor-rail-with-greenway/](http://news.vanderbilt.edu/2022/06/08/help-metro-parks-design-the-charlotte-corridor-rail-with-greenway/)

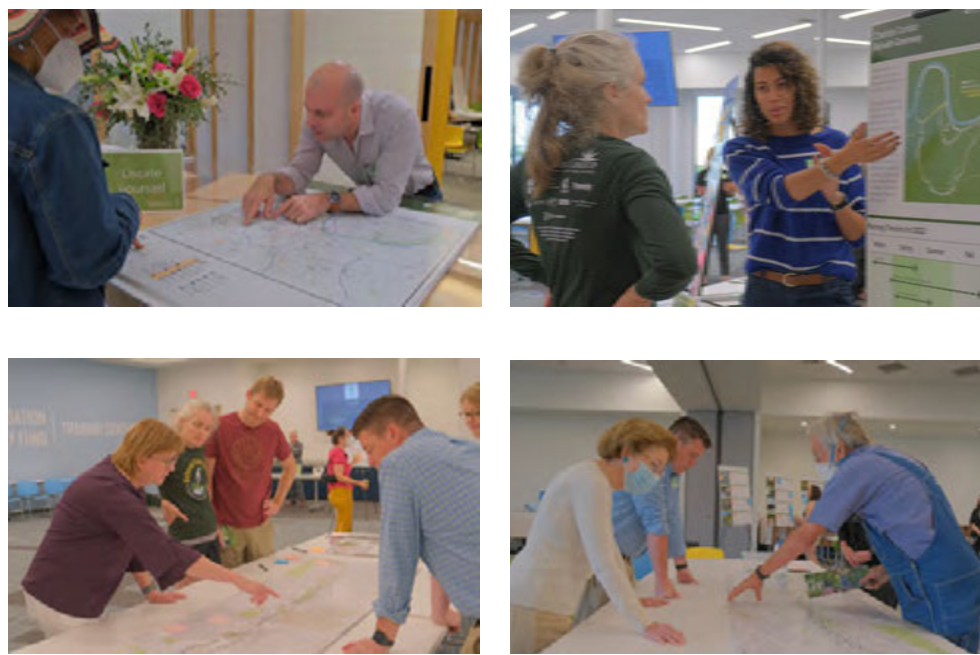
**Channel 4:**  
[www.youtube.com/watch?v=tR7RN6VyyUE](http://www.youtube.com/watch?v=tR7RN6VyyUE).



View of the potential greenway corridor



Prioritization activity at the Public Open House Meeting



Public Open House Meeting images

## Ideas from the Community

As noted previously, community meeting participants provided input on the guiding principles in response to the question, "What do these principles mean to you? Charlotte Rail-with-Greenway should be...", the participants expressed a range of opinions on each topic and provided suggestions on how the guidelines could apply to the design of the greenway. Of the ten items on the boards (see list below), safety had the most comments. Safety-related comments included creating a wide path with defined bike and pedestrian lanes; connecting to places that keep it in use during day and evenings; thinking about the seasons (snow removal in winter and access to drinking water in the summer); and clearing debris and creating safe crossings at all intersections.

Below is a summary of each of the ten items.

**Accessible to all** – make the greenway a safe environment in the daytime as well as the evening.

**Uniquely North Nashville** – provide historical markers to share Nashville's history and neighborhood history. Engage local, North Nashville artists to design sculptures/installments along the route.

**Designed with community input** – seek input throughout the process and create designs incorporating the community's feedback. Relevant and diverse – create spaces and connections that bring the community together.

**Green and sustainable** – provide native plants, encourage wildlife habitat, and incorporate environmentally beneficial practices.

**Beautiful** – create a well-maintained path that incorporates nature and art

**Safe** – create a safe route for all users throughout the day and throughout the year.

**A good investment** – develop a plan that benefits all

**Healthy** - encourage greenway use and provide exercise stations along the route.

**Fun** – provide activities along the route and encourage redevelopment to interact/respond to the greenway.

What are the **top priority design features** you would like to see implemented along the Charlotte Corridor Rail-with-Greenway?

This question board was provided with several options to add dot "votes" and comments. The answers are listed in order of emphasis given by the community members.

### Safe Crossings and Connections

- 1 "Please ensure all crossings at streets are raised and comfortable for all ages and abilities."

### Tree Canopy

- 2 "To encourage the summer use, it should be shaded enough."

### Park Space

- 3 "Park space for play and for native habitat for birds and wildlife."

### Way-finding including signs and maps

- 4 "Emergency systems like 'mile marker' with emergency info in way-finding signage."

### Lighting and Site Furniture

- 5 "Possibly consider solar-lighting to light the installations along the greenway."

## More Takeways


For the question, "What does this proposed greenway need to be successful?", several additional comments were received relating to:


- **Social benefits and sense of community:** Encouraging outdoor family time and interaction.
- **Awareness and understanding of values:** Awareness among community members regarding the importance of connections to the larger greenway network.
- **Safety and connections:** Well lighted and safely accessible roads and connections to other greenways.
- **Native habitat and trees:** Native tree plantings along the greenway to ensure habitat to wildlife.





## Key Insights

Over 50 community members visited the meetings and provided their opinions on multiple aspects of the project. The Key Insights from the results are listed below:

- 

Greenways need to be **safe**. Residents want to feel secure and not fearful when walking on the trail or crossing the street.
- 

Participants' concerns included addressing traffic issues in downtown Nashville, and suggestions supported incorporating more **walkable connections** into the city fabric.
- 

**Tree canopy** and landscaping are fundamental to the linear park design, though lighting, signage, and other amenities are critical to the success of the experience.
- 

The connection of the greenway to schools and business districts will allow employees and students to use the path for both **commuting and recreation**.



## Online Survey

An online survey was launched on August 8 and closed on September 2, 2022. Questions for the survey were developed with the goal of gaining initial input on the project intent and design. The consultant team worked with Metro Parks to refine questions. Given that the Metropolitan Government and Metro Parks, in particular, have released several recent surveys on various topics, the team decided to keep the survey brief with only ten questions total. Fortunately, over 600 individuals responded to the survey.

The survey was promoted through direct emails, newsletters, and social media outlets by Metro Parks, Greenways for Nashville, and the consultant team.

### Location and Demographics of Respondents

In the survey, the team included several demographic questions in order to determine if we were able to reach a typical community cross-section. While this information from respondents is optional and relies on the honesty of the individual, the consultants can compare the statistical significance of the sample. Using this comparison method, the consultants can determine if there is a difference in how certain response groups answered various questions. During the analysis, the consultants did not find cases of statistical significance between groups.

Responses to the survey were from 47 different zip codes. Twenty percent of the respondents were from 37209, 11% from 37205, 8% from 37206, and 7% from 37208 zip code. The remaining were 6% or lower. To summarize, below is a word cloud listing the 29 zip codes with three respondents or more from the same one. The larger the number, the more respondents. Along with receiving supportive input from zip codes within the corridor (37209 and 37208), the team also received supportive and encouraging comments from the greater community.



Figure 2-1: Word Cloud (larger numbers indicate more responses from that zip code)

The team also asked about gender. Based on the information provided, 43% of the respondents were female, with 5% preferring not to answer. Even though Nashville has roughly 51% female population,<sup>8</sup> which is a higher percentage of respondents, the team determined that the results were in an acceptable range for this survey, given that comments did not widely vary.

What is your gender?

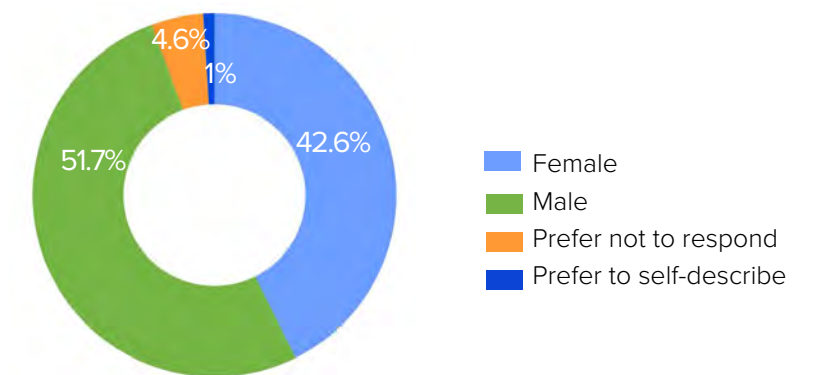


Figure 2-2: Gender of respondents

### Race and Ethnicity of Respondents

The respondents for the survey were primarily white or Caucasian at 83%, with 5% skipping the question. Roughly 4% indicated they were black or African American, and 3% selected Hispanic or Latino. Other choices in the survey included Asian or Pacific Islander, Multiracial or Biracial, and a race/ethnicity not listed here. All of those options each garnered 2%. No respondent selected Native American or Alaskan Native, which was also listed in this multiple-choice question on which race/ethnicity best describes you. The reason we ask this question is to determine if we are reaching a representative cross-section of the community. According to the US Census Bureau Quickfacts, Nashville's composition is estimated at 66% white and 27% black. During the survey, the team monitored the results and tried to target African Americans in the study area in order to increase the rate of response; however, we still had a lower response rate than desired, though it is possible that those who skipped the question could have been African Americans or another race/ethnicity.

To compensate for the lower response rate from those identifying as black or African American, the consultant team isolated responses to all the questions to determine if the outcomes would be vastly different and found that they were not. We also weighted comments from minority groups to address non-response bias, though again, we found that the responses were similar to the comments provided by those who selected white or Caucasian in the demographic question.

### Age of Respondents

Along with questions about gender and race, the team asked respondents to provide their age. A majority responded with 35-44 at 28%, with the 25-34 age group close behind at 27%. Note: the median age in Nashville is 34.2 according to the 2020 American Community Survey 5-Year Estimates.

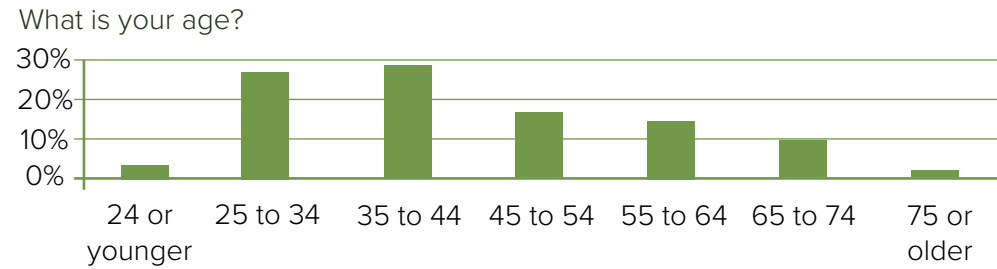


Figure 2-3: Age of Respondents

### Greenway Use

The goal of the survey was to give the community an opportunity to provide input on the project before decisions are made. The team wanted to engage the community by meeting people wherever they are, and online surveys do that best. It was critical to format the online survey for use on phones and mobile devices, which the team verified in the development process. In addition, the team kept the questions short and began with an easy question to engage the participants. It asked, "Do you use the greenways in Nashville?" This question included a summary and definition of a greenway from Metro Parks.

Do you use the greenways in Nashville?



Figure 2-4: Greenway Use

As showed in figure 2-4, 95% of the respondents have used a greenway in Nashville. Some of the respondents who said that they do not use the greenways expressed their frustration in the greenway comments. Within the 5% who said no, they also commented that they thought the project was a waste of money or they noted there are other pressing needs that the city should address before greenways.

### Guiding Principles

During the process, Metro Parks asked for public input in establishing guiding principles for this project. In the survey, the team provided a list of potential guiding principals and then asked for feedback on them. Below is a list as presented in the survey:

- Uniquely North Nashville
- Relevant and diverse
- Accessible to all
- Green and sustainable
- Beautiful
- Designed with community input
- Safe
- A good investment

Overall, respondents had supportive comments or they skipped the comment box. As part of analyzing the comments, the team grouped them into categories. The team also isolated the responses from North Nashville 37208 and 37209 zip codes and found mostly supportive comments with some mentioning the need to prioritize safety and connectivity or providing ideas on trail width or other suggestions.

**Wide enough for walkers and bikers in both directions.**

**Safe and functional is most important.**

**Including tree canopy and elements related to North Nashville history is important.**

**Investing in a safe & beautiful place exercise and add transportation for the public is always a good thing neighborhoods it touches**

**Should include focus on function as transportation corridor - i.e. connection for where we live, work, shop & play.**

**All good principles**

**All wonderful and appropriate guiding principles!**

**Sounds great!**

Next, the team wanted to know what are the design elements that most respondents support by asking, "What design elements along the greenway are most important to you? (Check all that apply)". Results below are listed by the priority ranked by respondents.

- 1 Safe crossings and connections
- 2 Tree canopy
- 3 Wayfinding including signage and maps
- 4 End-of-trip facilities (e.g., bicycle parking, water fountains, etc.)
- 5 Lighting and site furniture
- 6 Park space
- 7 Signage about North Nashville's history along the greenway
- 8 Public art
- 9 Other (please specify)
- 10 Sustainable

Figure 2-5: Priority of Design Elements

The comments provided under "Other (please specify)" included concerns about safety and designing a safe greenway. Some comments related to trail width, access, and activities that they would like to see along the trail (such as playgrounds, dog parks, and restroom facilities). When isolating the 37208 zip code, native plants and wildflowers were mentioned as an important design element.



### Open-ended Comments

At the end of the survey, the team asked respondents if they had any other comments, questions, or concerns. Of the over 210 additional responses, a handful of comments are in the speech bubbles below. (Note: the team edited for minor grammar corrections). The comments were primarily supportive, with concerns around connectivity and accessibility, safety, and maintenance .

Respondents also provide ideas on the design or ask questions about the process. For a complete list of the responses, please see the Appendix.

**Greenways are some of Nashville's only safe transportation infrastructure that keeps people safe from cars. Make them big enough to welcome everyone!**

**Well maintained, safe, accessible greenways are a valuable investment to quality of life and say much about a city's commitment to its residents.**

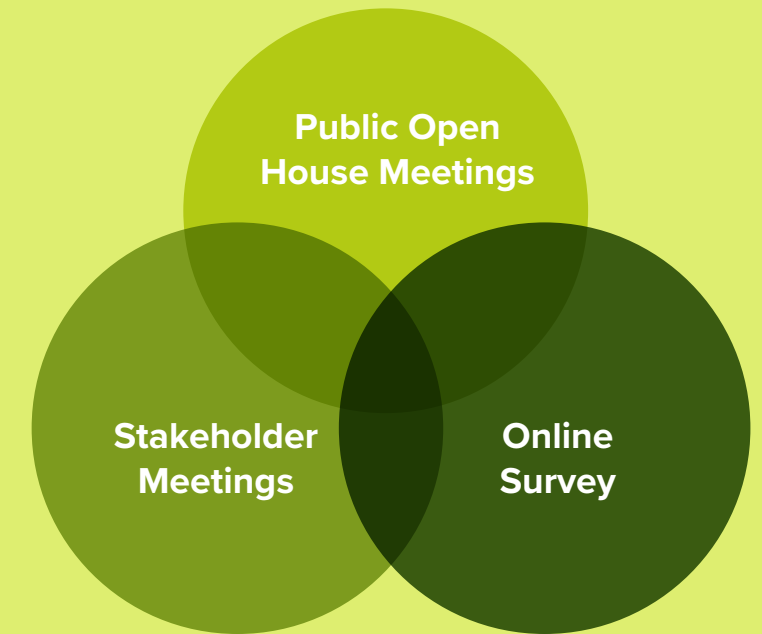
**North Nashville needs some love, this would be a step in the right direction.**

**This would be a huge improvement that would benefit so many people in the community.**

**Please leave green spaces as natural as possible. That's why we like them.**

### Conclusions

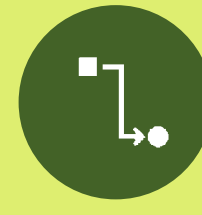
As outlined in this section, the planning process consisted of three methods to obtain project input: stakeholder/focus group meetings, public meetings, and an online survey. Across all three engagement methods, the team found strong support for the project. While maintenance and a wide range of design aspects are concerns, the consensus from the attendees, participants, and respondents is that the project should move forward in an intentional way. And as the project moves forward, it will be critical to keep the community engaged. The team will need to continue to gather input and provide updates in order to develop a greenway that is uniquely North Nashville.



### GOALS OF THIS RAIL-WITH-GREENWAY INCLUDE:



Make the Greenway Unique to North Nashville



Increase Connectivity and the Ability to Commute



Promote Health and Social Interactions



Conserve Open space and provide Tree Canopy



Create a Safe Experience



Enable Recreation Opportunities



Cumberland River Greenway in Nashville, Tennessee  
Photo courtesy of Greenway for Nashville

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## **Section 3:** *Preliminary Design Standards*

# PRELIMINARY GREENWAY DESIGN STANDARDS

The purpose of the Greenway Design Guidelines is to provide directions on the design and implementation process for greenway corridor trails and amenities. Guidelines will promote consistency throughout the system by requiring items such as the same paint, furnishings, and signage. The standards will help maintenance staff with repairs and replacement of items. In addition, having the same language of furnishing can help residents and visitors know that they are on a Metro Greenway. The guidelines are not meant to limit ideas but rather build upon early greenway implementation projects and create guidance on future designs.

Greenway design considerations should begin with the Guiding Principles, which are listed below.

- Uniquely North Nashville
- Relevant and diverse
- Accessible to all
- Green and sustainable
- Beautiful
- Designed with community input
- Safe
- A good investment

## Typical Sections

Greenways in Nashville are generally 12 to 14-foot-wide pathways with a 2-foot shoulder (see Figure 3-1).

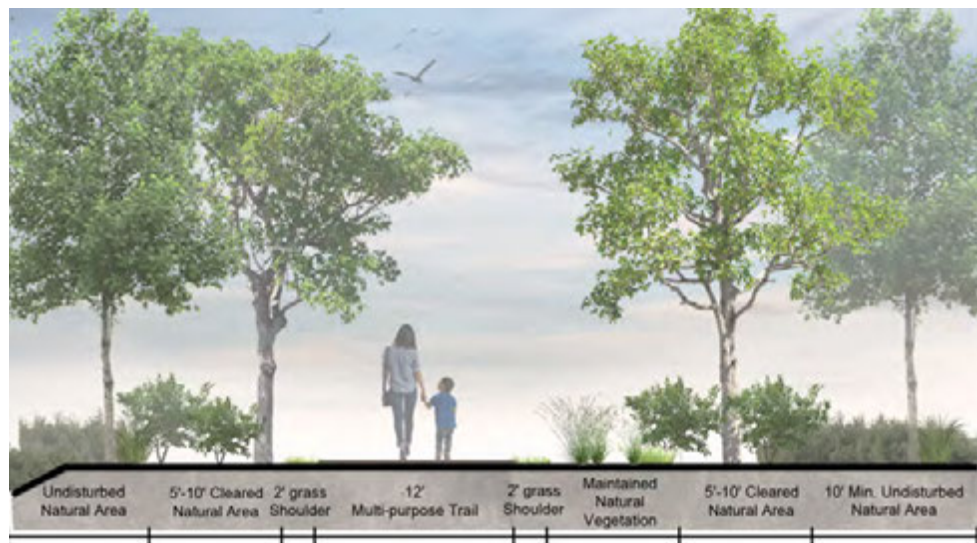


Figure 3-1: Typical Greenway Section

When developing an urban greenway section, which would be appropriate for this corridor, the intent is for a 14-foot-wide pathway with a 2-foot shoulder on each side, though that width may vary initially due to constraints along the corridor. Long-term, the goal is to resolve those issues to provide a trail that accommodates a high number of uses (see Figure 3-2).

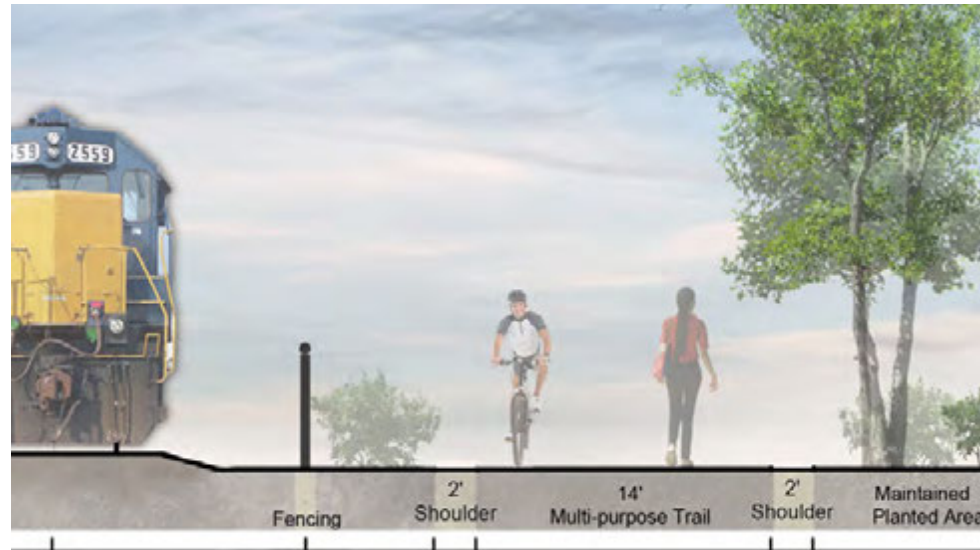


Figure 3-2: Desired Urban Greenway Section

## Paving Materials

The surface of a greenway trail can have a profound effect on the experience if the pavement is uneven or in poor condition. The issues can result in a trail user swerving or otherwise diverting attention away from an approaching object or worse, another trail user.

Currently, the majority of greenways in Nashville are asphalt. Asphalt is a common trail material, though it cracks and requires maintenance to be cost effective. This work includes cleaning and filling cracks in the pavement. Without maintenance, asphalt needs to be replaced every 15 to 20 years.

In the future, Metro may want to consider using alternate materials. For example, concrete requires much less maintenance than asphalt and can last up to 75 years. In addition, the use of recycled aggregates and applications such as roller-compacted concrete (RCC) and porous concrete should be considered. With the rising asphalt and oil costs, RCC can potentially be lower in price, though it may require control joints to improve appearance, thus increasing costs.

## Pavement Markings

Pavement markings play several key roles in communicating rules and regulations. They may stand alone, such in the case of painted crosswalk. In other cases, they are used to complement and reinforce the messages on signs. Markings can also help during low visibility; for example, markings that reflect can help at night or during rain, etc. All lines must meet the MUTCD standards for widths and patterns.



606 Trail in Chicago Illinois. Source: [www.choosechicago.com/articles/parks-outdoors/explore-the-606/](http://www.choosechicago.com/articles/parks-outdoors/explore-the-606/)

For higher-traffic, urban greenways, centerline striping may be needed to improve safety. The 606 Trail in Chicago has a yellow dash line in the center of trail. In Vancouver on the Spirit Trail, designers incorporated decorative markings to enhanced the asphalt surfacing and provide wayfinding.



Spirit Trail, Vancouver, British Columbia. Source: [www.cnv.org/parks-recreation/](http://www.cnv.org/parks-recreation/)

## Site Furnishings

When selecting site furnishing along the greenway, it is important to use standard elements adopted by Metro Parks, which will create a unified look for the overall system. By using consistent site furnishings and standard signage, it allows visitors to identify any greenway segment or pocket park as a Metro Park. In addition, maintenance time and costs may be reduced by items such as standard lighting and paint colors.

Metro Parks Greenways furnishing standards include, though are not limited to the following:



Benches



Trash receptacles



Dog bags and waste station



Water fountains



Bicycle repair station

Other items include bicycle racks, docking stations, and items unique to the greenway section such as art sculptures, murals, and other amenities.

*Note: Metro Parks Greenway furnishings shall be in accordance with Metro standards and match color swatch RAL6005 unless otherwise approved.*



## Signage

Along with site furnishings, having consistent signage along the greenways will help visitors easily identify that it is part of the Metro Parks system. Standards for signage should be approved as a group of coordinated elements and have a hierarchy. The signage should also be placed at consistent intervals with wayfinding signage and trail mileage markers at 1/4-mile intervals. Trailheads with kiosks should be placed approximately a mile apart in urban greenway areas. With a trailhead kiosk and map at the 440 Greenway Trailhead, at least one kiosk at the crossroads with Clifton is needed and then one at the Farmers Market is recommended. All of these locations have high visibility and the trailhead area should accommodate some parking spaces.

In addition to basic trail information and branding, signage along the corridor can inspire local pride by incorporating the history of a specific site in the overall design. As mentioned, signage standards can help brand the City Central Greenway as well as guide users along this segment. Below is an example signage hierarchy.

Signage Type	Notes	Example Images
Wayfinding Signage (offsite)	Offsite signage to direct users to the park and provide initial directional information, such as parking location.	
Directional Signage (onsite)	Onsite signage to direct users to facilities within the park. Directional signs posted intermittently; not only can serve to help people keep their bearings, but also feel located and secure.  International symbols should be used, when possible.	

Signage Type	Notes	Example Images
Park Maps/ Trailhead Signage	A signature kiosk with map should be located at entrances to help to increase the park users' knowledge and interest about the trail, site and its features. It can also point out highly used facilities like restrooms, water fountains, and concessions or other nearby destination.	
Rule Signage	Of all park signs, those in the warning category should be the most obvious to park visitors. Thoughtful and selective use of these signs makes it possible to notify visitors of rules of conduct or potential hazards without sacrificing park aesthetic objectives, thereby providing both a safe and enjoyable experience for visitors.	
Warning/Info Signage	Warning/Informational signs such as "No Parking" or "Recycle Here," MUTCD approved and international symbols should be used for ease of recognition by users. "No trespassing" signage is to be installed at the separation fence within 50 feet of each track at-grade crossing and at a maximum spacing of 500 feet along the separation fence.	

Signage Type	Notes	Example Images
Educational Signs	Educational signs such as those that share history about the site or cultural events in the area. They could also identify specific trees, flowers, or other elements of the natural environment as a fun way to engage people in interacting with the natural environment	
Mile Markers	Markers are great for branding the greenway, and these signs, typically placed at 1/4-mile intervals, help users track their progress. In addition, markers can be helpful for emergency personnel and assist staff with tracking maintenance needs.	

### Vegetation Removal and Planting Design

Tree preservation and planting is key to success of this linear park. As part of the land survey, trees should be located and identified along the corridor. Some vegetation will need to be removed as part of construction, though it should be limited to preserve existing trees. In addition, severe threat invasive plants as listed by the Tennessee Invasive Plant Council (see [www.tnipc.org](http://www.tnipc.org)) should be removed and replaced with appropriate plants.



In addition to following the Metro Landscape Ordinance, designers should reference Metro Parks guidelines such as the Natural Resource Management Plan (see <https://www.metroparks.net/about-us/natural-resource-management/>).

### Lighting

Lighting design should consider several factors including potential impacts to the train operations and neighboring buildings. Special consideration is required at all crossings.

The height of fixtures along the trail should be at a pedestrian scale, meaning that light poles should be between 14 feet to 18 feet in height maximum. The light posts should be installed outside of the 2-foot shoulder along the paved pathway and uniform lighting levels should be met throughout the corridor. All posts should include a number on them for visitors to report when a light is out or damaged. In addition, signage should include trail advisories that encourage users to wear reflective clothing and for bicyclists to also have proper lights and reflectors.

All lighting should meet Metro dark sky requirements (BL2020-535) to reduce light pollution consistent with International Dark Sky Association guidelines.



Light poles on the Chattanooga Riverpark Greenway

### Fencing

Fencing will be required along the railroad tracks to discourage and prevent conflicts. In addition, fencing may be needed in other areas to keep greenway users on the trail. Avoid using wood for fences, given the maintenance required. For separating the railroad, the fence should be metal and have a consistent style and color throughout (see example photos). The height of the fence should be approximately four feet in height.



Note: the proposed new fencing can limit the movement of wildlife; therefore, breaks and a high bottom rail should be considered in the design process. Concern for wildlife and how fences restrict movement was one of the comments in the public input survey.



Note: safety railings may be needed in some locations.

## Development Standards

The intent of these standards is to provide recommendations to guide future development along the greenway to create a safe, accessible, and attractive environment. The standards are modeled after language in the Nashville Downtown Code (DTC). In addition, the team reviewed the Charlotte, North Carolina, Rail Trail requirements RAILS with Trails Best Practices and Lessons Learned by the Federal Railroads Administration.

When considering the development standards along the greenway corridor, it is important to note that some of the proposed greenway is in the Gulch North Subdistrict of the DTC. Building on the standards outlined for this subdistrict, the following minimum requirements for buildings are proposed.

### Greenway Frontage (See figure 3-3)

- A** The building façade width along a greenway should have at least 60% of greenway lot frontage. Where frontage is not provided, a 10-foot-wide planting area must be provided.
- B** No storage or dumpster enclosures shall open toward the greenway.
- C** No dumpsters shall be within 50 feet of the greenway easement.
- D** No porches or stoops should directly connect onto the greenway.
- E** No signs or awnings should encroach into the greenway easement unless approved by Metro Parks.

### Fenestration and Glazing (See figure 3-4) on Greenway Facing Façade

- F** For the ground floor, 30% glazing is required from the ground floor to the finished floor of the second story.
- G** Façade glazing and opening standards shall include windows, doors, and openings in parking structures and shall apply to all areas of the building façade facing the greenway.
- H** First Floor: façade area measured from the finished floor to a height 14 feet above the finished floor
- I** Similar to the DTC, areas of the façade affected by building and mechanical systems, fire safety egress, and other building safety requirements shall not be counted toward minimum glazing requirements.

## Maintenance

As part of this process, team members met with Metro Parks staff to discuss maintenance. With over 15,000 park land acres to oversee in the system, Metro Parks will need to factor in new facilities, such as this linear park, and account for future maintenance needs. On average, the annual maintenance cost per mile for a greenway is over \$6,000; however, additional facilities, such as playgrounds, parking, and dog waste stations requested by the public,

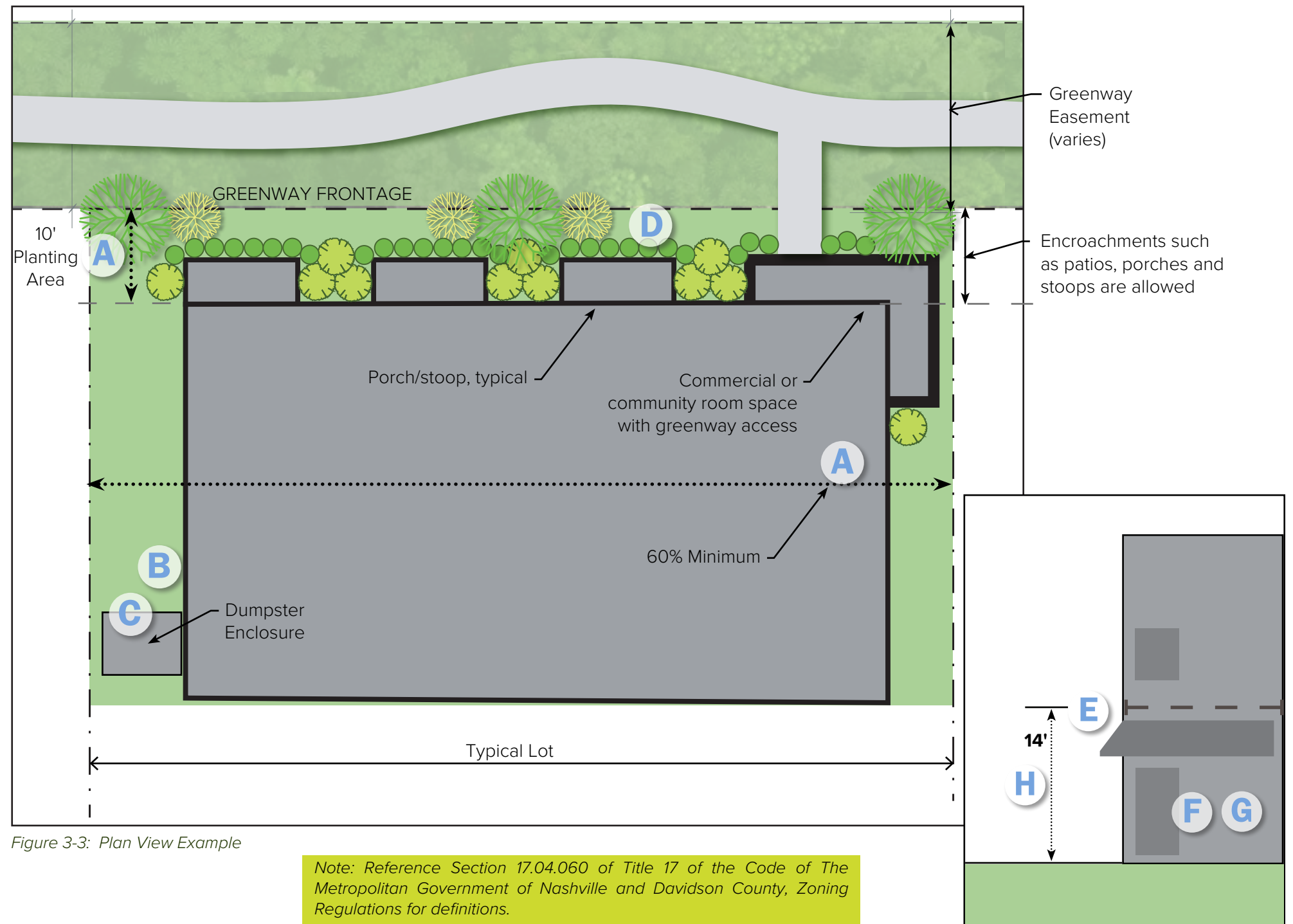


Figure 3-3: Plan View Example

Figure 3-4: Building Section

will increase the annual maintenance cost per mile. With staff shortages, the team recommends that Metro Parks work with owners and developers along the greenway to obtain their commitment to overseeing maintenance. Standards and agreements will be required to achieve the desired level of care. Establishing a business improvement district in the future could be the best solution to ensure long-term and consistent maintenance.



Shelby Bottoms Greenway in Nashville, Tennessee  
Photo Courtesy of Greenways for Nashville



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*Appendix*

# APPENDIX

## Work Cited

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- 8 U.S. Census Bureau (2020). Available at: <<https://www.census.gov/>> [Accessed 26 September 2022].

## Case Study Summary

Although there are no standard practices or policies related to rail-with-trail design, the team found there are lessons learned on the development, construction, and operation of rails-with-trails in reports such as the 2021 Federal Railroad Administration *Rails-with-Trails: Lessons Learned* report. Below are recommended practices from the report:

**Railroad Coordination:** Trail developers should engage railroads early and often. In addition to the railroad right-of-way owner, trail developers should also engage rail operators and freight customers. Railroad officials should be encouraged to voice their concerns or suggestions, and trail developers should be prepared to provide design and management solutions to address these concerns. In addition, understanding what might incentivize the railroad's approval or support, such as infrastructure improvements at crossings, eliminating at-grade crossings, improving access to the corridor for track maintenance, installing new signage to address safety concerns, and financial compensation, can help lead to a successful project.

**Determining Feasibility:** A proposed rail-with-trail project may need to undergo a comprehensive feasibility analysis to determine if the project is feasible, and, if so, how best to implement it. The feasibility analysis should address land ownership and acquisition methods, existing physical and environmental conditions, stakeholder engagement, design and construction considerations, trail use and maintenance, and funding mechanism(s).

**Locating Rails-with-Trails:** Prior to planning a rail-with-trail, identify and analyze alternatives that avoid locating the trail within a railroad's right-of-way. The planning process should consider whether routing the trail or segments of the trail outside of the railroad right-of-way is feasible, since doing so may simplify some aspects of corridor acquisition and trail development. If there are no viable alternatives to routing the trail within the active railroad right-of-way, plan the trail while considering the effective practices outlined in this report.

**Involving Stakeholders:** Identifying and involving stakeholders early in the rail-with-trail development process can help create an inclusive and open atmosphere, saving time and energy and helping to avoid conflicts down the line. Stakeholder groups that should be involved include utility companies; state and local transportation, parks and recreation, and health departments; law enforcement officials; adjacent landowners; trail user groups; community groups; and the general public.

**Environmental Review:** Become knowledgeable of required federal, state, and local environmental review, permitting processes and design standards. If needed, analyze the environmental impacts prior to acquiring land and designing the rail-with-trail.

**Consider Involving Intermediaries:** In the early stages of planning, identify the best agency or entity to lead negotiations and/or manage the project. Rail-with-trail project managers may benefit from intermediaries, such as a state DOT, negotiating with a railroad on their behalf.

**Right-of-Way Acquisition:** Governmental trail developers interested in pursuing a rail-with-trail should acquire the affected railroad property for public ownership whenever feasible, particularly if state law affords governmental entities greater protection from liability than private landowners.

Survey findings from groups such as The Rails-to-Trail Conservancy find some common characteristics in rail-with-trail Greenways such as:

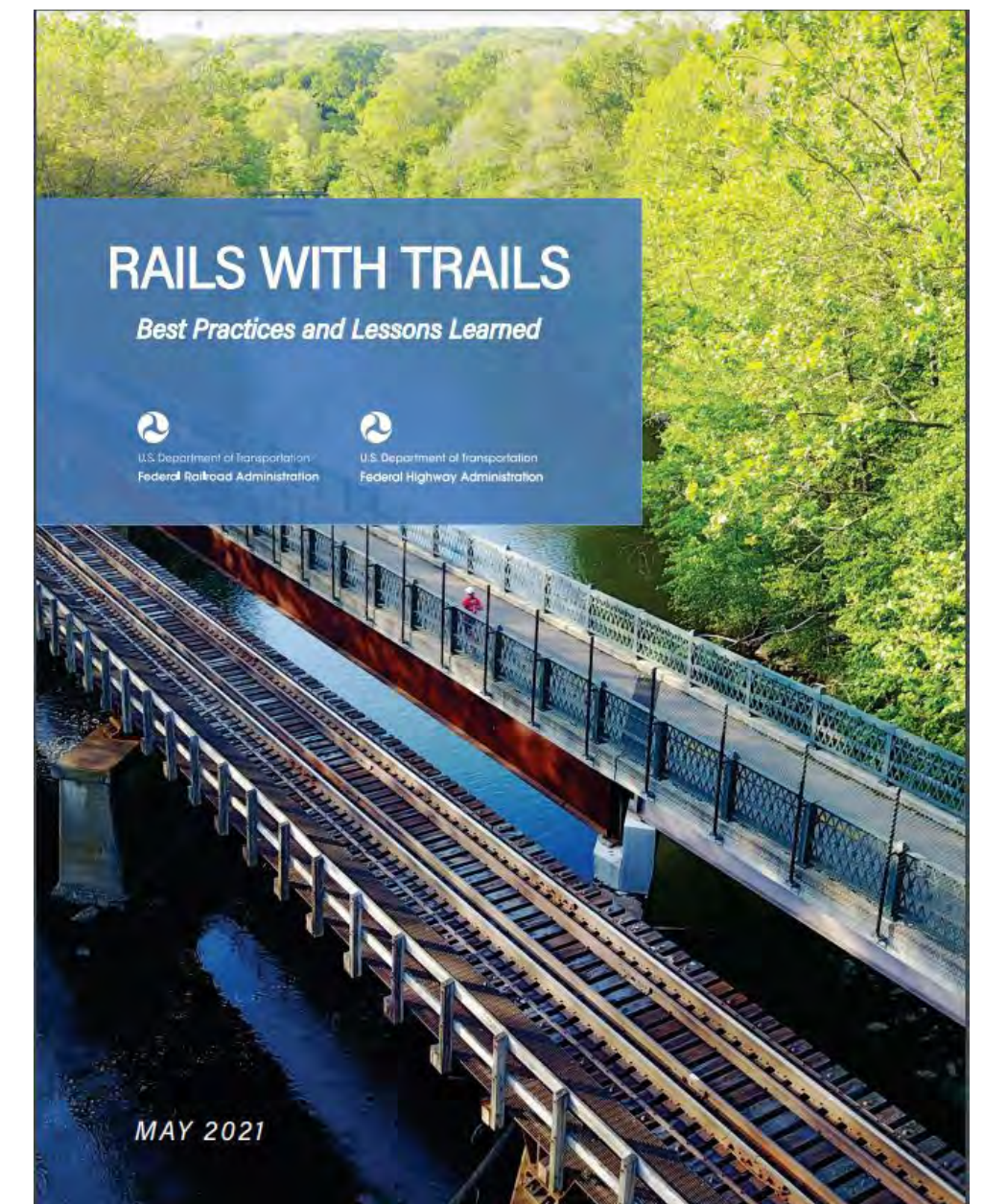
- Most of the rails-with-trails examined exist within or alongside privately owned rail corridors
- The average width is 10 feet
- The average length is 9.3 miles
- Trail surfaces differ, with some trails having more than one surface type; asphalt: 84%, Crushed stone: 20%, Concrete: 19%, dirt: 5%, other: 1%.

Source: <https://www.railstotrails.org/resourcehandler.ashx?id=2982>

Some effective policy approaches are implemented through:

- Transportation recommendations
- Mobility recommendations
- Recreation recommendations
- Open space recommendations
- Zoning overlay districts

What emerges from the case study research is that each site has its specific opportunities and constraints and there is no standard development process. Instead, development will differ depending on several factors, most significantly the location of the trail in relation to the rail right-of-way, the frequency, and the classification of the rail line.



Source: <https://railroads.dot.gov/sites/fra.dot.gov/files/2021-06/Rails%20with%20Trails%20Best%20Practices%20and%20Lessons%20Learned.pdf>

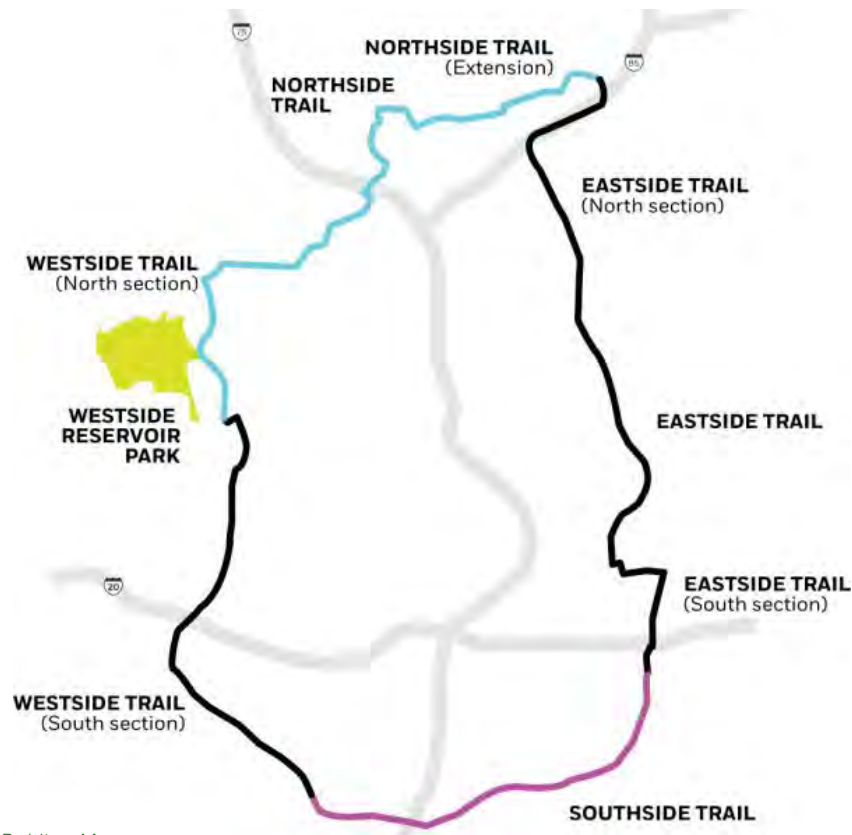
## Case Study Research

As part of the planning process, the team researched and compiled information on three case studies located in the Southeast. Although each case study and their opportunities and constraints are unique, they were ultimately chosen because of similarities in the population density that they serve, their similar site constraints and their location in or next to current or former rail lines.

These case studies include the Atlanta Beltline, the Charlotte Rail Trail, and the Greenville Swamp Rabbit Trail.

The **Atlanta Beltline** is a 22-mile multi-use greenway along a former rail corridor, which serves a population of 692,587<sup>8</sup> in the greater Atlanta area. Trail widths range from 14 -18 feet. Policy strategies included adoption of 10 Atlanta Beltline Subarea Master Plans into the Comprehensive Plan, inclusion in the Transportation plan, Mobility recommendations and Overlay Districts.

The map below illustrates the overall systems and highlights the recent trail sections. The trail sections shown in black are completed sections.

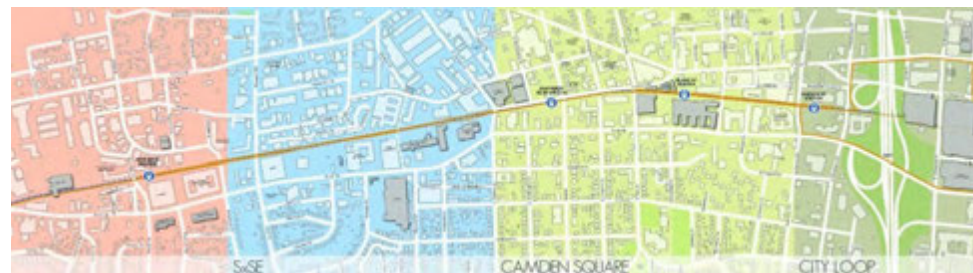


Atlanta Beltline Map  
Source: [beltline.org/2021/07/29/atlanta-beltline-design-and-construction-updates-july-2021/](https://beltline.org/2021/07/29/atlanta-beltline-design-and-construction-updates-july-2021/)



Atlanta Beltline near Ponce City Market. <https://www.exploregeorgia.org>

The **Charlotte Rail Trail** is a 3.5-mile trail along the Blue Line rail corridor that connects several downtown neighborhoods via the trail and serves a population of 498,772<sup>8</sup> residents. Trail widths range from 8-10 feet. Policy strategies included the 2011 Center City Vision Plan, 2013 Framework Plan, Mecklenburg County Greenway Plan and TOD Zoning.



Charlotte Rail Trail Map  
<http://www.charlotterailtrail.org/mission>



Constrained Section Charlotte Rail Trail  
[https://charlottenc.gov/planning/urbandesign/Rail%20Trail%20Photos/IMG\\_5168.JPG](https://charlottenc.gov/planning/urbandesign/Rail%20Trail%20Photos/IMG_5168.JPG)

The **Greenville Swamp Rabbit Trail** is a 22-mile multi-use greenway along a former rail corridor which serves a much smaller population of 69,003 residents<sup>8</sup>. Trail widths range from a minimum of 8 feet for a two-way bike path to 12 feet for higher mixed use traffic paths. Policy strategies included a Park Facilities Master Plan, Trails & Greenways Master Plan, Rabbit Trail Master Plan, and a form-based overlay.



Swamp Rabbit Trail



Swamp Rabbit Trail Map  
<https://greenvillerec.com/swamprabbit/>

After reviewing the case studies, the team had a further discussion with Alan Goodwin, the Senior Project Manager – Entitlement Services with the City of Charlotte Planning, Design, & Development Department, to discuss his experiences and insight with designing, implementing, and incorporating the greenway into their standards and design policies. Some of his recommendations were:

- Connect to the street network as much as possible
- Placemaking was important, no matter how small
- Incorporate art into the greenway
- Create and adopt design standards for the corridor

## Community Survey Questions

### Welcome to the Charlotte Corridor Rail-with-Greenway Survey

#### We need YOUR INPUT!

Metro Parks has an opportunity to pursue a Rail-with-Greenway in the North Nashville area. The proposed greenway would tie into the existing 440 Greenway near Centennial Park, follow along an existing rail line owned by Cheatham County Rail Authority (CCRA), and extend to Frankie Pierce Park and the Nashville Farmers Market.

Your participation in the survey is completely voluntary, and your contact information will remain confidential. Thank you for sharing your feedback!

City Central Greenway System Map



1. Greenways are linear parks with barrier-free, off-street, paved multi-use trails that provide opportunities for recreation, relaxation and enjoying nature. They conserve green space, offer health benefits and low-stress alternatives to vehicular travel around our city. **Do you use the greenways in Nashville?**

- Yes  
 No

Example images of Greenways in Nashville (photos courtesy of Greenways for Nashville)



2. Metro Parks is developing Guiding Principles for this project. Please see the list of draft guiding principles below and provide your input.

- Accessible to all
- Relevant and diverse
- Uniquely North Nashville
- Designed with community input
- Healthy
- Safe
- Green and sustainable design
- A good investment
- Beautiful
- Fun

Do you have any comments about the draft Guiding Principles?

3. What design elements along the greenway are most important to you? (Check all that apply)

- Public art  
 Signage about North Nashville's history along the greenway  
 Wayfinding including signage and maps  
 Park space  
 Lighting and site furniture  
 End-of-trip facilities (e.g., bicycle parking, repair stations, water fountains, etc.)  
 Safe crossings and connections  
 Tree canopy  
 Other (please specify)

4. What is your street address? (your information will remain confidential)

\* 5. In what ZIP code is your home located? (enter 5-digit ZIP code)

6. Please provide the name of your Metro Council Representative if known.

7. What is your gender?

Female

Male

Prefer not to respond

Prefer to self-describe

8. Which race/ethnicity best describes you? Note: this information helps us determine if we are reaching a representative cross-section of the community.

Asian or Pacific Islander

Black or African American

Hispanic or Latino

Native American or Alaskan Native

White or Caucasian

Multiracial or Biracial

A race/ethnicity not listed here

9. What is your age?

24 or younger

25 to 34

35 to 44

45 to 54

55 to 64

65 to 74

75 or older

10. Do you have any other comments, questions, or concerns?

Please submit this survey by clicking the "done" button below, and thank you for your valuable input!

Powered by  
SurveyMonkey  
See how easy it is to create a survey.

## SURVEY RESULTS

### Comments about accessibility

- "Cycle bikes need to be in parks, follow accessible to everyone."
- "Greenways are all the things you said, and they are also a vital element of the city's transportation plan. Greenways are essential parts of the cycling infrastructure in Nashville - not just fun and games."
- "I hate that you banned ebikes, I can't believe you would do this. I am so mad about this."
- "I love biking in Nashville and want it to get better and better! Accessibility is key!"
- "I bike West-Meade to downtown. Would be great to have more options for Greenway. I would use it if it's clean (free of rubble) safe, and aesthetically pleasing. I'd encourage others to do so as well."
- "Needs ample/large parking lots for busy times!"
- "Accessible means Port-a-Jons that accommodate wheelchairs, signage in languages in addition to English, ebikes, etc."
- "E-bikes should be allowed on Greenways!"
- "Keep BCycle on all greenways"
- "I think the greenways provide an excellent way to get around Nashville by bike and they should remain open to all bikes."
- "This is a great step to making downtown accessible by bike. Charlotte Ave has markings for biking but is not a safe route to bike."

### Concerns about Brookmeade Park

- "When will our once beautiful historic Brookmeade Greenway be cleaned up and given bath to the tax paying citizens to enjoy?"
- "Clean up Brookmeade Park instead of ignoring it! Bellevue matters too! How many more people have to die? How many businesses have to leave? How much harassment should residents put up with? Why is criminal activity ignored?"
- "Metro cannot/will not address the drug den encampment in Brookmeade park. This park/greenway has not been used by the public in 10 years"
- "Brookmeade park continues to be a disappointment to all who wish to utilize the greenway."
- "Fix the homeless problem at Brookmeade before you spend more money on a project like this."
- "Oh yes, I can not use my greenway at Brookmeade because it is a filthy hellhole for the homeless. It needs to be cleaned up before a single new one is added."
- "How are you going to make it safe? I wish it was assessable further out. The greenway closest to us is unusable to the public. I have a picture of my kids at the brookmeade park greenway in 2014(about). We saw homeless people coming out

of the woods and never went back. Both my kids and the camp have grown. It's sad. How do you keep that from happening to this new venture."

- "I wish you and the mayors office would come down to brookmeade park and clean up and get rid of the homeless drug addicts and thieves. It's dangerous and they pollute the Cumberland River. They use the River as their toilet and shower. The city has been negligent to us in the west. The businesses feel Like they need to close. It's a very terrible situation. It's dangerous for the homeless as well as the neighbors who wish to use this space. You're spending all this money to improve north Nashville For people That are new to Nashville and moving here. What about us who have supported you forever? Shame on Mayor Cooper and the rest of you."
- "Until Brookmeade Park Greenway is made safe and accessible to those in and near this area, there is absolutely no justification to add another Greenway to our area. I will vote against any candidate who is not proactively working to correct this situation of a public Greenway being unusable by the public as well as addressing the unhoused population crisis in our city."
- "I strongly feel that no new spending should happen until ALL Nashville parks and greenways are safe! Brookmeade Park is a haven for drugs, sex offenders and homeless. Why is this being ignored?"
- "FIX BROOKMEADE PARK!! It is outrageous that it has gotten to be drug den with people found dead there frequently and the city should be embarrassed!"
- "One of my concerns is the fact that Metro Parks abandons previous projects. A greenway (Brookmeade Park) was developed in my neighborhood which I used. However it is no longer safe or accessable because Metro Parks does not enforce laws and policies. It is very disappointing that our local government officials are so neglectful of some of our public parks."
- "Why are you adding new greenways when you can't maintain the ones you have. Specifically Brookmeade Park. This needs to be fixed first."
- "Why are the rules not apply to the Brookmeade Greenway. We as neighbors deserve to have a Greenway as everyone else does."
- "Before adding additional park space, money and resources should be used to clean up and properly maintain existing park space. The isles at Brookmeade Greenway have been going on for years and must be addressed. "
- "The city should be ashamed of itself. I CANNOT condone the plans for a new greenway when the city couldn't care less about the park and greenway that's nearest to me. It's pitiful, a disgrace, and absolutely infuriating that my tax dollars go to funding a park that's left behind. The current elected officials DO NOT care one bit what any of the residents want or need. This park is killing West Nashville businesses and residence which is a huge high income portion of the county. It's fascinating how we're just totally ignored in this part of town while the city tries to construct these new greenway plans when they can't even maintain the existing ones!! I so so so badly want to be able to enjoy the greenway and park near my house. It's part of the appeal of living in my neighborhood but that has been taken from me and I blame all the elected officials. It's so sad and only going to get worse."
- "Do something about Brookmeade Park!!!"
- "I use the greenways to bike, walk, and run. I love them! I feel sick that we lost the Brookmeade Greenway and the area between Metro Center and the downtown riverfront does not feel safe or clean with the homeless camp there."
- "Please reclaim Brookmeade Park and greenway from the homeless. I would love to be able to use it again and enjoy the Cumberland River on our side of town."

- "See #2. I would like to see the criminal element and homelessness addressed in Brookmeade before further development."
- "Please clean up Brookmeade!!!!"
- "We need more greenway in West Nashville. Brookmeade Park needs to be cleaned up and bridged to the other side of the river."
- "Address the horrendous condition at Brookmeade!"
- "Fix Brookmeade!!!!"
- "Again... Consider how some of these "guiding principles" are working out in Brookmeade: Accessible to all - NO Relevant and diverse - NO Designed with community input - Community does not want it to be what it is now. Healthy - Absolutely NOT Safe - Absolutely NOT Green and sustainable design - Absolutely NOT A good investment - Absolutely NOT Beautiful - Absolutely NOT Fun - Absolutely NOT"
- "Clean up brookmeade park! Please."

## Greenway Connections

- "Ensuring that the greenway connects to parks, residential developments, and retail destinations is important."
- "Greenway in this area connecting closer neighborhood areas to downtown is VERY important."
- "Connecting pathways is a great idea to provide longer routes for running, cycling, etc. It will also help with congestion and not be too crowded if spaced out."
- "Would like to see a more detailed map."
- "When are you going to connect Opry Mills to the Stones Creek Greenway as posted on the signage?"
- "Will this connect to the Shelby Bottoms Greenway?"
- "Only that it would be cool if greenways connected to neighboring counties greenways. Riverwalk greenway is the closest metro greenway to me."
- "I might not currently live in that area, but it's important for me and others to be able to bike or run or walk and connect to other parts of town."
- "I'm an East Nashville resident but love biking long rides and would enjoy rides out to North Nashville."
- "I would love to see a greenway in Bellevue along the rail tracks."
- "Very excited to see this in discussion continuing the connection of all the metro greenways."
- "Tie the greenways together."
- "Greenways are great ways to connect our community, except in the summer when it is SO HOT! LOL"
- "I like this idea of extending the greenway."

- "Connect Shelby Bottoms greenway to greenways planned for in/around downtown."
- "I love the greenways and go out of my way to be on them and travel by them. These additions would be a great asset to that part of town that I frequent often. As a runner, I feel they are safe and well maintained. Thanks to all who make that happen!"
- "Looking forward to connecting West and North Nashville!"
- "My family has lived in two neighborhoods that had direct access to a greenway, McCabe and Mill Creek Greenway at Whitsett Park. One of the benefits of McCabe greenway was that it connected to shopping (taking a walk to get ice cream is the best). Whitsett provided a safe path to a playground. We now live near Glenview Elementary and miss having a greenway. We still drive to Whitsett. It would be great to have a greenway along Mill Creek in that area."
- "This section is an amazing idea and would open up so many opportunities to travel to other areas and recreate. Getting closer to Percy Warner"
- "Try to extend to Ashland City like the Swamp Rabbit Trail in Greenville SC. 32 mile rail to trail attracts lots of tourists."

## Ideas for the project

- "When are we going to get something significant for South Nashville? The Murfreesboro road corridor is extremely dangerous and unbikeable. North Nashville has a beautiful protected bike lane corridor. The Napier area is left to fend for themselves."
- "We should close all greenways that merely circle golf courses, as well as the golf courses they surround."
- "The rendering shows a fence alongside the greenway - that screams extra \$ and maintenance and for what purpose? Additionally, I have concerns about fencing restricting wildlife movement in an urban setting. Please no fences."
- "Lighting, sidewalks, bicycle lanes, and seating along the way are most important to me."
- "The industrial area would benefit from trees and naturalized areas to match the green feeling of Frankie Pierce Park."
- "Please more playgrounds!"
- "Rest room facilities and water fountains are necessary for projects like this."
- "I would love to see Greenway spaces built in three areas: (1) Cowan St - this is an important road for cyclists leaving the city and going into north Nashville. Now that construction is happening there, it's a lot busier than it used to be. (2) Connecting Cleveland Park into the downtown area - perhaps along N 1st St. That neighborhood is an unknown gem and would be very walkable/bikeable if it were not ringed by highways. I love exploring there on my bike. I just can't get there safely on a bike (3) Along the Clarksville Pike Bridge - people do commute along that. It's quite scary. But does it really need 3 lanes of vehicle traffic going in each direction. Is a bit excessive. Thanks!"
- "As a runner, I'd love to see a water fountain included in the project. It's challenging to do the north greenway loop in the summer without taking water, which I think limits the number of people that go up there. I also think this would be an amazing spot for one of those sidewalk-level vertical water fountains that kids play in. I

imagine it'd get a lot of use in North Nashville and get folks onto the greenway that wouldn't be there otherwise!"

- "Separate bike and pedestrian lanes. I'm a courteous cyclist and constantly encounter pedestrian issues. Engage groups such as the Domestiques, the largest cycling team in metro Nashville."
- "Please consider utility as transportation when designing greenways, they should not simply be perceived as recreational. This city is greatly lacking in ways for pedestrians and cyclists to get where they are going."
- "Please build out the greenway system as much as possible and include wayfinding signage. Look to Minneapolis as an example - incredible system there that is great for bike commuters."
- "This could be an incredible amenity for north Nashville if it's done right. It needs to be a viable way for people to get places, not just an afterthought. Work with businesses along the route to provide access, parking, etc."
- "Keep Nashvilles character alive!"
- "Important to connect to Bicentennial Mall State Park and the Cumberland river Greenway (could be on street facilities)."
- "They make pedal carts specifically for use on old railroads—establishing a business running these from end to end along the rail could help pay to maintain the Greenway."
- "Is there any way you can connect the Mullins Park/Hartman Park greenway to Ted Rhodes Golf course greenway by building a bridge or safer pathway from that area that leads to downtown. I would love to ride my bike to work from the Bordeaux/Ashland City Hwy area but I find Ashland City Hwy and Clarksville Hwy too dangerous for cyclists."
- "We would love for Hillsboro/West End to be connected to the larger trail system via greenway."
- "Also allow (or place) some geocaches along the path. Greenways are great for geocaches, require very little maintenance, and are a great draw for tourists and locals to explore the greenway further."
- "I do not believe this project should continue at the expense of tax payers when our greenways, golf courses and parks are in shambles. Nashville is no longer the it city. It is now called the Pit city. Our local government has let our once beautiful city become a trash pit. "
- "No one park or greenways until you can clean up and maintain current ones!!"
- "Do not expand greenway until all are equally maintained."
- "Please apply your principles to all parks so everyone, especially our children, can enjoy them."
- "They keep coming up with new greenways. Why can't they fix the broken one in West Nashville? Nashville better get a grip on the situation, or someday all greenways will be homeless/drug enclaves."
- "I absolutely love greenways and if I ever get a bike plan to utilize them but it is

more convenient to walk around where I live than get in my car to drive to one to walk but I'm a big supporter of exercise and getting people outdoors. With that said, I firmly believe we need to clean up the greenways we have now before we work on creating new ones. City officials have been very derelict in their duties to some of Nashville's parks and areas that are overrun with homeless camps, drugs, violence, and people dying. It is irrational to create more areas until all current ones are cleaned up and our laws enforced and our neighborhoods protected. Nashville needs to do much better for its citizens!"

- "The existing Greenways are being neglected. Please maintain these before we build a new one. Private Partners should be asked help with other greenways first. There is serious neglect on the west side of the city."
- "Please don't treat this like all of the other greenways. It should serve a transportation focus FIRST and park second. If not, we'll miss a huge opportunity. Also, why aren't you applying for one of the grants like Reconnecting Communities? This project is perfect for it since it's taking transportation infrastructure that forms a barrier between communities and using the project to bring neighborhoods back together rather than divide."
- "This proposed greenway is not a smart investment. It is totally redundant because it parallels the Music City Bikeway which is about 1-2 blocks away. Use Metro Parks funds to improve/add to other greenways."
- "Well maintained, safe, accessible greenways are a valuable investment to quality of life and say much about a city's commitment to its residents."
- "What good does this do? All the input that was put in by citizens some years ago for the future of Lytle Park, formerly Ravenwood has been ignored since a few in the park system have decided to let this area revert back to its "natural state" with no development of a park for the people. It is atrocious how the whole area is overgrown where the people cannot use it at all as you bicycle around the outer edge. This potential park would have been the premier in Davidson County prettier than Percy Warner. Even the police have been told they can no longer harvest hay from the former farm for their horses. How stupid is that? So let's get hay from somewhere else that metro doesn't own at the cost of taxpayers. This potential park is being wasted just for the few deer and coyotes. It was supposed to have multiple uses for the people. You have let it be overgrown so much that now your excuse is it costs too much to mow and maintain. Who in God's name made this decision under the peoples nose? I guarantee you the press and tv would love to do a story on this scandal."

## Miscellaneous comments

- "Follow @brentToderian on Twitter and do everything he says. He is a city planner and global advisor on cities and knows what he's talking about. Nashville would do very well to listen to him."
- "Don't ask me about me my race or gender. Doesn't matter in a survey about green path space."
- "Interested in the timeframe for this project."
- "Most of the greenways in Nashville are not linear parks by definition, and your group does a disservice to Parks by stipulating this. Greenways should also be posited as part of a transportation backbone for people who walk, bike, and roll. An important purpose for any trail is transportation to and from schools, grocery stores, churches, etc. Before the planned sections are added, what kind of tie-in will Parks pursue with NDOT or other entities to make entry points more accessible?"

- "Great to keep the rail for future transit possibilities."
- "It's great you are using railway easements to develop trails. "
- "I use this route commuting by bike to work."
- "Please add additional rail lines."
- "Lighting is listed under possible attributes, but most/all greenways for are daytime only?"
- "Make the greenways relevant, relevant, relevant."
- "I live in Wilson County, but commute by train and bike to my job at NSCC."
- "Wish it was more clear how much construction would be taking place/what would actually change in the area."
- "Has any progress been made on building the connector to Opry Mills coming from the pedestrian bridge area?"
- "We would love to see BCycle stations along greenways."
- "Still support ebikes on the green way to allow to be a meaningful alternative for commuting. If we are investing in greenways versus protected bike lanes, which is fine, would like for commuting to be an option for their use."
- "Please make sure that this greenway is useful for more than just recreation. We need safe routes across town that are not accessed by vehicles. Also ebikes should be allowed."
- "I am also a bit concerned about the funding for this initiative. Nashville has a long-standing history of poor financial decisions and the taxpayers such as myself are tired of being left to pay the bill. I am in support of more greenways but this should be done in a fiscally responsible manner."
- "I would love to help. Can you do a public private funding to build? I am sure businesses would give money to have their names on parts of the greenway if tasteful. Also make them term out to help bring money in your very 5 years for maintenance and to continue expanding."
- "My age,sex and ethnicity should not be a question."
- "The ethnicity question should be removed as it has no relevant to the use of taxpayers' funds."
- "This survey didn't ask much about the plan for the greenway."
- "Sidewalk and bike lanes existing in neighborhoods in order to make greenways accessible."
- "I was excited to complete this survey, but it was a waste of time. There was more emphasis on demographic information than the actual greenway. Thank y'all for making progress in building a truly connected Greenway system, but my goodness, just build the trails. You strategically asked for most important design elements that all sound good. Why? Just do it. Yes, there is community outreach, but the people who really need a greenway, are they really completing this survey (not the people who are actively using the greenways)? Will your demographic questions answer that? And it's an online survey. Just keep planning physical events to get people out to physically see and experience what this city is doing. Quit with the dumb surveys and JUST DO.

- "Would love the section along 440 completed finally."
- "Thank you."
- "None other than previously mentioned."
- "Please leave green spaces as natural as possible. That's why we like them. Great job. Thanks."
- "I hope to see not only the greenways improved but also the parks in nashville!"
- "Nashville needs more parks for people to meet and picnic and play."
- "This is a waste of time if you don't address the rampant drug addiction problem. It is not homelessness."
- "Get real. There are FAR more pressing needs"
- "Waste of money for the relatively few people who will use it."

## Concerns about safety

- "Concerned for safety."
- "My only concern is with whether this follows an active or inactive railway and if active, please consider all safety concerns that may arise from proximity including noise and visibility. Happy to see more parks and amenities being considered!"
- "Nashville needs more greenways and safe streets for cyclists and pedestrians."
- "Greenways are some of Nashville's only safe transportation infrastructure that keeps people safe from cars. Make them big enough to welcome everyone!"
- "I really appreciate what you're doing! Safe, accessible, and convenient greenways are important to me."
- "Once again, more bike lanes and paths that SAFELY lead to places of enjoyment. I would love to be able to have a day or evening out on bicycle alone."
- "Enforce speed limits and rules for bikes and do not allow scooter on any Greenway. There needs to be more signage around town stating this and the rules of the road for bikes. Many bikers do not know the rules of the road as far as Greenways."
- "This area is a higher crime area/unhoused area which makes safety a huge priority when creating something like this."
- "I use the greenways daily. Continuing to connect them will only make walking and biking safer for pedestrians/cyclists and motorists."
- "ENFORCE NO HOMELESS CAMPING LAWS!"
- "There needs to be longer bike paths in nashville that are not on the road. The roads are not safe to bike on here."
- "Separate lanes for cyclists make this much more useful for alternative transportation and more safe for pedestrians. Signage indicating no walking on bike lanes."
- "Please put in trees, have safe we'll signalled crossings, and even subtle 'lanes' on the greenway for bikes, like in the gulch."



- "We need a safe connection to the Farmers Market and then to Cumberland River Greenway. Road crossings should be minimal and safe."
- "Safe connections/intersections and access to businesses are high priority."
- "I ride my bike into work several times a week. Looking for a safe route from Cumberland River Greenway which is the closest greenway to my house to my office in the Gulch. There is a section from Germantown to the Gulch greenway where you are on the streets that feels unsafe, and where you see some bike lanes cars are parked on them. Also of note are the tents and homeless camps along the route. Also, It would be nice to add some more shade on that route as during the day it can be a little uncomfortable to ride in during the hotter months."

## Supportive comments

- "Let's do it! I am an avid user of the greenway trails and would really enjoy the access from downtown to charlotte out west. I know the rails to trails track that is proposed and it would be an excellent use of space."
- "Great idea!"
- "As a cyclist I'm all for this. Especially more greenways/bikeways that connect together and make for longer loops and rides."
- "I love this. Please let me know if I can be of further service. Thank you -Tonya."
- "North Nash needs some love, this would be a step in the right direction."
- "Thanks for all you're doing to support and create more greenways in Nashville."
- "Nashville greenways is a terrific addition to Nashville. Let's keep it expanding."
- "Very excited about this great greenway opportunity for nashville!"
- "I am a high school cross country coach at MLK and we are so excited for this project."
- "Thank you for such an important project."
- "I support the Charlotte Corridor greenway."
- "This sounds like a great idea!"
- "I support Greenway designs fully as a great way to reclaim urban land and history as well as to improve quality of life much as FL Olmsted designed many of the original commuter rail neighborhoods. I would encourage study and imitation of Olmsted's methods and designs as well as more recent examples like NYC's Skyline for inspiration."
- "Love parks and greenways!"
- "More greenways!! We love them!! :)"
- "As a runner, it's so important to have these greenways as a safe way to run. THANK YOU."
- "The more Greenways, green space, and pedestrian/biker friendly routes in this city the better."
- "So excited to learn about this and other planned routes!"
- "Thanks for your work!"

- "Love the greenways!!"
- "Just One of the many great things about living in Nashville is the beautiful greenways we have. Family and friends really enjoy them. Thank you."
- "Always happy to support more greenways! This is a great project."
- "This would be a huge improvement that would benefit so many people in the community."
- "Thank you!"
- "I think Nashville has come a long way with its greenways and bike friendly initiatives. I look forward to this to continue."
- "Keep up the good work!"
- "Greenways are so so cool. And important for our city. Keep building whenever possible."
- "More greenways make Nashville a healthier and more connected community."
- "We love our greenways!"
- "During the COVID-19 pandemic, we took regular walks on greenways throughout Nashville as a safe activity & encountered many others doing the same. Greenways are important connectors and provide safe trails for people to walk, run and cycle. The more greenways, the better!"
- "Nashville's greenways are fantastic, but they are severely segmented and broken up. Connections like this are vital to that continued growth and development of pedestrian infrastructure in Middle Tennessee."
- "Thanks for doing this! Excited to see how it turns out."
- "These areas are essential to a growing Nashville."
- "So glad you all are doing this. I have supported greenways in the past. I need to renew my membership! Thanks for the reminder!"
- "Excited for this project."
- "Thank you for continuing this valuable Nashville resource."
- "I love our Greenways!!! We MUST make Nashville more walk & bike friendly!"
- "Seems like a great idea."
- "Nashville's greenways are an amazing asset that provide accessibility and recreation."
- "I love this rail-greenway plan. I walk and bike on both freeways, using the surface streets to get to the Cumberland River Greenway. Really hoping this moves forward."
- "Love these plans, thank you!"
- "More greenways!"
- "Love this idea, thanks!"
- "Excited for this project."

- "I'm always in support of more greenways!"
- "Love it, let's make it happen!"
- "Great idea!"
- "The more greenways/sidewalks the better. I'd like to be able to walk/cycle to downtown without getting smushed by a car or truck. I wish they'd at least build the greenways alongside the creeks (browns,seven mile, mill, whites, etc)."
- "Developing the greenway system and connecting them is top priority for our family and fully support this."
- "Our greenways are fantastic! Keep adding!"
- "This is a great idea!"
- "Keep up the great work!"
- "I am a frequent user of the Metrocenter Greenway and I usually get there via the Bicentennial Mall. This project would be fabulous!"
- "It sounds like this would be a game-changer to go from the germantown area to midtown! Excited to see what it becomes."
- "Fully support this concept. I'd love to be able to commute on bike all year in Nashville but summer heat and winter rain/slush makes that difficult. Anything that can be done to mitigate that in terms of covering and thick tree canopy would be welcome, as well as a flat grade to the path. Even better, ( although admittedly unrealistic) to have public showers, pay per use type showers on the end closest to town. Would also be really nice and unique if there was a commercial section only accessible by the path, or at least that has business fronts along the greenway as a main entrance almost as a sort of "boardwalk," with coffee shops/stands etc. so that you never have to jump off the path and bike or walk a long way just to grab a snack or a coffee."
- "Nashville needs to continue explaining its greenways!"
- "The more greenways, the better. Huge asset to all residents of Nashville."
- "Keep developing public greenways!"
- "Please build greenways and support better, greater, more reliable, cleaner bike infrastructure. Thanks!"
- "Quick quick quick."
- "More greenways, not bike lanes on busy roads where drivers despise cyclists, is what Nashville needs."
- "The greenways are fantastic, particularly when they connect areas with protected bike lanes to make bicycles a more viable option for regular transportation."
- "Love the proposal to extend 440 greenway."
- "Nashville Greenway are awesome! Please preserve the pedestrian and bike only access (i.e. no cars and scooters) and do not force street crossings or merging. For example, there are still a number of "blind" crossings on the Greenway in Germantown where cars blow across the Greenway without realizing there's pedestrian traffic. I'm sure it will get worse with all the development up there. These

type of intersections should be avoided and otherwise subject to stop signs and signals for the car traffic."

- "I'm glad this is being proposed, but wish progress was faster on already planned greenway sections. Nashville is so far behind peer cities."
- "This would be helpful if we can bike through this new area to avoid Charlotte Ave's bike lanes."
- "More bike infrastructure. Also needs to help develop bike community and awareness."
- "I really hope this greenway happens. Thank you for putting something like this in this neighborhood!"
- "Please make this and other greenway projects happen!"
- "I would like to use greenways/trails for transportation to work etc, not just for recreation."
- "Note we used to use the greenways in our previous neighborhoods (Germantown & Sylvan Park) We LOVED them! Unfortunately in the 16th District, the Mill Creek Greenway at Whitsett Park is only walking accessible to one neighborhood. We've tried walking there before but based on zero sidewalks, the blind spots on the curves, and the speed of drivers, it was too dangerous to get there for our family (Two adults, young child, and leashed dog)."
- "When we lived in Germantown, the greenway system was by far one of my favorite features - I ran on it several days per week, and we would frequently bike around Metrocenter. PLEASE expand it to a loop - this would be so great!"
- "Although I do not live in Metro Nashville I use the greenways as a destination for myself and family we enjoy using the greenways of Davidson county"
- "Greenways are critical transportation infrastructure; therefore, the greenway should remain open to the public 24/7 (and have good lighting overnight) and should remain open to e-bikes (with speed limits)."
- "I think Nashville is behind in the amount of greenways that we have. I would love to see a considerable amount more to provide safe alternatives to exercising on the roads."
- "My husband and I LOVE to ride the existing greenway and would get so much use out of an extended greenway. We tried to continue our path down Ed Temple blvd, but didn't feel very safe."
- "The more Greenway you guys build the more people who will use is and prioritize it."
- "I am less interested in greenways being unique and fun than I am interested in them just being built as fast as possible. I'm currently recovering from an injury sustained trying to ride around town on city streets- our miserable bike infrastructure needs urgent improvement. We [Should] make it look nice later, in my opinion."

- "I love greenways and have used them for cycling and roller skating, but I feel Nashville should invest in solving its homelessness and affordable housing crisis first before investing in more greenways."
- "This is not the best use of limited Metro /Parks budgets. It is completely redundant to the Music City Bikeway which is already established marked/signed. The streets, the Music City Bikeway has sidewalks and Charlotte Ave has sidewalks and marked bike lanes. Spend these funds where they can do more and provide greater value."
- "Preserve more greenspace, native habitat, native plants, grasses, trees for our birds, insects and people."
- "My primary interest is to move without a car but
  - a) The greenways require driving to in order to access and
  - b) I feel unsafe biking to anywhere from my neighborhood (Waverly/125) eg. Downtown, restaurants, etc.
  - c) Safe, CAR FREE movement.
- "It would be nice to plan the greenway near a state parking lot near the Nashville Farmers' Market. Both residents and Farmers Market customers would benefit from the close parking and safe commute. Also, more community events could be planned at or near the NFM utilizing the new greenway."
- "This greenway will provide a fantastic connection. Please ensure all crossings at streets are raised and comfortable for all ages and abilities. Focus on wayfinding that is integrated by bikeway wayfinding."
- "This is a great opportunity to expand the greenway and connect North Nashville to downtown. This is a great use and partnership with CCRA."
- "Successful greenway should connect to school and businesses as well as bring a pathway for recreation. Make it the easy choice for Vanderbilt students and employees to use for travel to and from the campus and around the city."
- "We are very excited. The sooner, the better!"
- "Would like to see greenway connected to Bell's Bend at Brookmeade Park greenway."
- "Would love to be able to commute to work –green hills to Downtown."
- "Lots of trees and nature!"
- "So excited about this greenway!"
- "More greenways please! Greenways are vital to prioritize in budget now because once gone, we will never be able to get it back. Green space is vital to a happy and healthy city for residents and wildlife. The influx of people has made traffic worse; these also provide alternatives."
- "Need proper signage for way finding; easy signage to remember."
- "I support this decision."

- "I am very excited about the potential of this greenway happening. I live in apartment complex right next to the rail corridor full of residents who would be able to use this greenway. There has been a lot of growth in the area as well so the greenway could connect many residents and businesses. I hope to see the greenway run directly behind the 2700 Charlotte Apartments. Having trees for shade in the summer and lighting for walking at night is important. I hope to see connections to other parks, greenways, developments, and points of interest."
- "I love the idea of having a new greenway! 100% support this. We need more of this. This is not enough. We need to build more greenways in Nashville so people could travel all over Nashville without interactions with cars."



Richland Creek Greenway  
Photo courtesy of Greenway for Nashville

