

RESOLUTION NO. RS2019 - 136

A resolution approving an application for a Multimodal Access Grant from the State of Tennessee, Tennessee Department of Transportation, to The Metropolitan Government of Nashville and Davidson County, acting by and through the Metropolitan Department of Public Works, for safety and access improvements at the intersection of Nolensville Pike (SR 11) and McNally Drive.

WHEREAS, the State of Tennessee, Tennessee Department of Transportation, is accepting applications for Multimodal Access Grants with an award of \$931,005.00 and a required cash match of \$49,000.00; and,

WHEREAS The Metropolitan Government is eligible to participate in this grant program; and,

WHEREAS, it is in the best interest of the citizens of The Metropolitan Government of Nashville and Davidson County that this grant application be approved.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY:

Section 1. That the grant application of The Metropolitan Government of Nashville and Davidson County, acting by and through the Metropolitan Department of Public Works, for a Multimodal Access Grant, is hereby approved, and the Metropolitan Department of Public Works is authorized to submit said grant application to the State of Tennessee, Tennessee Department of Transportation.

Section 2. This resolution shall take effect upon passage, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

RECOMMENDED BY:

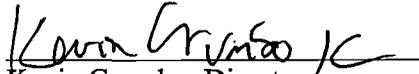
INTRODUCED BY:



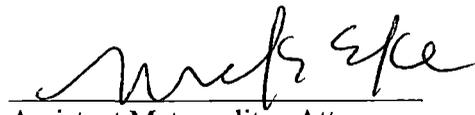
Mark Sturtevant, Director
Public Works

Council Member(s)

APPROVED AS TO THE
AVAILABILITY OF FUNDS: ✓ *GAM*
Fund No. 40119
Amount: \$49,000.25

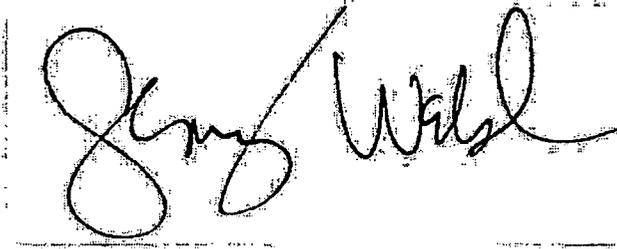

Kevin Crumbo, Director
Department of Finance

APPROVED AS TO FORM
AND LEGALITY:


Assistant Metropolitan Attorney

Electronic Signature Page

(Attach to Legislation Pursuant to Rule 8 of the Council Rules of Procedure)

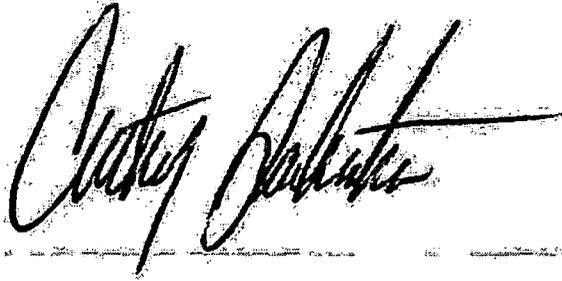
A handwritten signature in black ink, appearing to read "Ginny Welsch". The signature is written in a cursive style with a large initial "G" and a long horizontal stroke at the end. It is positioned above a horizontal line.

Ginny Welsch

Council Member, District 16

Electronic Signature Page

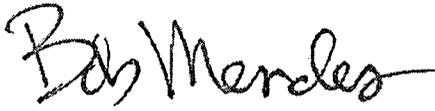
(Attach to Legislation Pursuant to Rule 8 of the Council Rules of Procedure)

A handwritten signature in black ink, appearing to read "Courtney Johnston", with a long horizontal stroke extending to the right.

Courtney Johnston
Council Member, District 26

Electronic Signature Page

(Attach to Legislation Pursuant to Rule 8 of the Council Rules of Procedure)

A handwritten signature in black ink that reads "Bob Mendes". The signature is written in a cursive style with a long horizontal stroke at the end.

Bob Mendes
Councilmember At-Large

Electronic Signature Page

(Attach to Legislation Pursuant to Rule 8 of the Council Rules of Procedure)

Angie E. Henderson

Angie Henderson
Councilmember, District 34

GRANT APPLICATION SUMMARY SHEET

Grant Name: Envision Nolensville : McNally Intersection Improvements 19-23
Department: PUBLIC WORKS
Grantor: TENNESSEE DEPARTMENT OF TRANSPORTATION
Pass-Through Grantor (If applicable):
Total Applied \$931,004.75
Metro Cash Match: \$49,000.25
Department Contact: Darrell Moore
862-7185
Status: NEW

Program Description:

This project will construct intersection improvements along Nolensville Pike at McNally Drive and Natchez Court that were identified in Envision Nolensville as critical to improving pedestrian access and safety along the growing corridor. Construction is estimated to occur during summer 2019. The McNally intersection was chosen for this funding opportunity due to high transit ridership, safety concerns, the connection to a variety of land uses, and a concentration of economically disadvantaged populations.

Plan for continuation of services upon grant expiration:

Not Applicable.

**APPROVED AS TO AVAILABILITY
OF FUNDS:**

^{✓ GRAM}
**APPROVED AS TO FORM AND
LEGALITY:**

Mark Greenberg 12/4/19 McKee 12/5/19
Director of Finance Date Metropolitan Attorney Date

**APPROVED AS TO RISK AND
INSURANCE:**

TCW 12/5/19
Director of Risk Management Date
Services

PART I

I. Project Information

- 1. Project Title:** Envision Nolensville: McNally Intersection Improvements
- 2. MPO/RPO:** Nashville Area MPO
- 3. Name of Applicant (County or City):** Nashville/Davidson County
- 4. Termini/Intersection (ex. Main Street from 1st Street to 5th Street):**
Nolensville Pike and McNally Drive
- 5. Applicant Contact Information:**
Contact Name: Laura Hardwicke
Contact Title: Grants Coordinator
Mailing Address: PO Box 196300
City and Zip Code: Nashville 37219-6300
Email Address: laura.hardwicke@nashville.gov
Phone Number: 615-862-7185

6. Funding

Total Amount of Funding Requested:
State (95%) \$931,005 Local (5%) \$49,000
Total: \$980,005

!! Applicants MUST fill out the attached Budget Template (Part II) in order to show a breakdown in project costs. Access recent TDOT average unit prices by item number at <https://www.tn.gov/content/tn/tdot/tdot-construction-division/transportation-construction-division-resources/transportation-construction-price-information.html>

Has the community sought funding from other sources for this project? Yes No

If yes, list the source(s) of funding that was sought?

Other portions on the Envision Nolensville intersection improvements project have been funded by the Public Investment Plan.

In some cases, TDOT may consider funding a portion of the proposed project. Would the applicant consider accepting a reduced project scope/amount of funding?

Yes No

If yes, how would you revise the project scope and/or limits?

If partially funded, the termini for the sidewalk additions would be adjusted to accommodate less funding.

7. Project Eligibility:

Please check only those eligibilities that apply. Please Refer to TDOT's Multimodal Project Scoping Manual for further guidance regarding appropriate facility type.

- Pedestrian crossing improvements, including signage, signalization, median pedestrian refuge islands and crosswalks
- Shoulders
- Sidewalks
- Bicycle Lanes (on-road facility delineated with pavement markings and signs)
- Improvements that address requirements of the Americans with Disabilities Act
- Multi-use paths located within the transportation corridor. Multiuse paths (pedestrian plus bicycle traffic) must be a minimum of 10 feet wide.
- Pedestrian-scale lighting
- Bus shelters and concrete pads
- Road diets or traffic calming measures that enhance bicycle and/or pedestrian safety
- Separated bicycle facilities
- Park and ride facilities for carpooling or access to transit
- Bus turnouts
- Utility Relocation (eligible as a project component if utilities are located on private property or as part of an urban revitalization plan)
- Other (Please explain):

8. Project Description:

Please provide a brief description (include termini and length) of the proposed project and the scope of all work to be performed. Applicant must illustrate the project's relationship to surface transportation in the project proposal. On a separate sheet, include a map(s) of the project area. Color photos of existing conditions are required.

Due to its proximity to Nashville's urban core, Nolensville Pike is a prime candidate to meet growing demand for housing and employment. To ensure the equity of existing, long-time residents, and unique immigrant communities along the corridor, Transportation for America in collaboration with local nonprofit Conexion Americas crafted Envision Nolensville Pike, an analysis that includes recommendations to make this auto-oriented corridor safer for everyone. Envision Nolensville has moved from plan to implementation with Phase 1 intersection improvements which were funded through the Mayor's Public Investment Plan (PIP). Additional funding is needed to complete subsequent phases.

This project will construct intersection improvements along Nolensville Pike at McNally Drive and Natchez Court that were identified in Envision Nolensville as critical to improving pedestrian access and safety along the growing corridor. Construction is estimated to occur during summer 2019. The McNally intersection was chosen for this funding opportunity due to high transit ridership, safety concerns, the connection to a variety of land uses, and a concentration of economically disadvantaged populations.

The following project elements are included in the scope and illustrated on the attached map:

- Pedestrian crossing improvements, including signage, signalization, lighting and crosswalks
- Connect bus stops to existing sidewalks
- Bus shelters, concrete pad, and ADA boarding pad

WeGo Transit currently operates high-frequency bus service on this corridor. This intersection features inbound and outbound stops for the WeGo Public Transit Bus Rapid Transit lines 52A and 52B which connect Hickory Hollow Mall and the Sheriff's Correctional Complex with Downtown Nashville via Nolensville Pike.

The Tennessee Department of Transportation recently striped buffered bike lanes on the corridor for 1.2 miles north and .5 miles south of McNally Drive. TDOT plans to extend the bicycle corridor further south for 3.3 miles to Swiss Avenue within the next year.

However, the current pedestrian surface transportation infrastructure is less robust. The corridor contains a patchwork of sidewalks and pedestrians rely on the recent bike lanes for safer travel options. At McNally, there are no sidewalks on the eastern edge of the road and the sidewalk on the western edge is dangerous due to multiple vehicle access points, and utility obstructions. The WalknBike Plan, Nashville's bicycle and pedestrian master plan, prioritizes needed sidewalk improvements on this section of Nolensville Pike, specifically within the category of Destination and Transit Access.

All of these existing and planned improvements to the corridor contribute greatly to multimodal access in the area. Due to high crash counts, a variety of destinations and land uses in the area, and the demographics of the surrounding residential neighborhoods, McNally Drive at Nolensville Pike is a priority intersection for bicycle, pedestrian, and transit improvements.

II. Evaluation Criteria

9. Safety: (Up to 30 points)

Please provide a brief description of how the proposed project will improve safety for pedestrians, bicyclists, and other transportation users.

Already in 2018 there have been two crashes at this intersection, one of which was an injury crash. Six other crashes have occurred within the immediate area of this intersection this year, resulting in 6 injuries. The map included in the attachments specifies crash locations. Improving the multimodal transportation infrastructure along Nolensville will make it safer and easier for people to connect with businesses and area residences via walking, biking, or using transit.

We can improve safety for transit riders and pedestrians greatly by moving the bus stop closer to the intersection at McNally. This allows people to cross the street behind the bus, rather than in front. In order to address immediate safety needs, Metro Public Works is installing crosswalks across Nolensville Pike at this intersection, but they lack connections to sidewalks. Installing lighting will make pedestrians more visible to cars and bicycles traveling through the intersection—improving safety for all users. Additionally, pedestrian count-down signals will show how much time people have to cross the street, which is especially important at wide and busy intersections like this one.

Installing curb and gutter sidewalks will provide a barrier between vehicular traffic and prevent pedestrians from walking in standing water, mud, or the roadway.

10. Connectivity: (Up to 25 points)

Please provide a brief description of how the proposed project will increase connectivity among a mixture of land uses and activity centers such as transit, residential neighborhoods, low-income housing, medical facilities, schools, retail, parks, employment centers, etc. Please include a color map that demonstrates these connections with your application.

Nolensville Pike at McNally Drive is part of the WalknBike plan's priority sidewalk network project recommendations. The specific project is prioritized based on destination and transit access, and extends from Wheeler Avenue to the eastern extent of the Zoo property.

The half-mile radius surrounding the intersection is home to 3,782 households or nearly 9,000 people. Schools in the area include Glenclyff Elementary and High Schools (1.5 miles), and Wright Middle (0.7 miles). These residents and area visitors enjoy a variety of land uses such as restaurants, retail, a bakery, international grocery stores, and community services like the WIC nutrition center in the area. Transit provides connections to dental facilities and the Plaza Mariachi community center as well as TriStar Southern Hills a few miles south. The importance of transit for these neighborhoods is underscored by the lack of open space in this part of Nashville. The attached map illustrated these connections, as well as employment clusters in the area.

11. Local Priority: (Up to 10 points)

Is this project identified in state and/or local plans (including, but not limited to, Bicycle and Pedestrian Master Plan, ADA Transition Plan, Long Range Transportation Plan, Corridor Study, etc.)?

Yes No

If yes, please list the date and name of plan(s). Please provide evidence documenting inclusion of proposed project in the listed plans. This can be a copy of a page from the plan where the project is listed; you do not have to include the entire plan.

Name of Plan	Date
Envision Nolensville Pike I, II	May 2017
WalknBike Nashville	May 2017
NashvilleNext	June 2015

Does your municipality have a Private/Public Sidewalk Installation Program, New Development Sidewalk standard, or Annual budgeted Sidewalk Project List? If yes, please explain.

Yes No

Ordinance No. BL2016-493 requires sidewalks when there are significant investments in appropriate geographic areas, such as centers and corridors as designated in NashvilleNext. It also coordinates with public investments and the Capital Improvements Budget process by making exceptions for required sidewalk installation where Public Works has funded and scheduled a sidewalk improvement project. More information can be found on the Public Works Sidewalk Tracker: <https://mpw.nashville.gov/sidewalks/>

Regarding the proposed project, please describe any public involvement meetings or partnerships that demonstrate coordination between local governmental agencies (i.e. Planning, Public Works, Transit Agency, etc.) and the public.

Several major efforts for public involvement have informed this project. Envision Nolensville Pike is a public private partnership led by the nonprofit Conexión Américas and funded by the Kresge Foundation. This project maps out the aspirations and dreams for the Nolensville Pike corridor as expressed by residents and business owners during community gatherings. Major partners include Nashville Area MPO, Transportation for America and the Nashville Civic Design Center, and the Metro Nashville Planning Department.

In early 2018 Metropolitan Transit Authority hosted high capacity transit corridor community meetings to discuss mobility improvements as part of the Let's Move Nashville transit referendum. The Nolensville Pike community came together on February 22, 2018 at Coleman Park Community Center

12. Project readiness: (Up to 25 points)

Has any level of environmental or preliminary engineering work been completed?

Yes No

If yes, please provide a brief explanation.

30% designs are complete for the bus stop shelter, but all other intersection improvements are currently in conceptual design

Is all land necessary for the project publicly owned or leased? Yes No

Is any part of the project to be constructed inside State or Federal highway right-of-way? Yes No

Will the project impact an existing or eligible National Register Historic Site or District? Yes No

Does the project include a pedestrian/bike bridge or tunnel or impact an existing TDOT structure? Yes No

Does the project exist within 200-ft of a railroad or will any part of the project impact a rail line? Yes No

13. Economic Impact: (Up to 10 points) How will this project aid economic development in the community or serve economically disadvantaged populations?

Nolensville Pike is bordered by some of the most diverse neighborhoods in Nashville, and its businesses and restaurants provide a wide variety of international food and goods to support this multicultural community. Improving conditions at transit stops can help increase the customer base of local businesses, which are at danger of displacement as the corridor redevelops, without introducing more automobiles to the corridor.

Improving multimodal connectivity and safety can provide more travel options for the neighborhoods surrounding McNally and Nolensville, as well as reduce travel time or costs. These infrastructure investments can positively impact the livability of the area which is home to economically disadvantaged populations. Almost one out of every 10 household lacks a vehicle, and over one fifth is below the poverty level. Approximately 22% of the population within a half mile of the intersection is Hispanic, while only 10% of Nashville-Davidson County is Hispanic. Additionally, there are nearly three times as many individuals with limited English proficiency in this community than county wide. The population within walking distance of the proposed project includes higher-than average vulnerable populations illustrated in the table included with the attachments.

Envision Nolensville Pike: McNally Intersection Improvements Attachments

- A. Budget
- B. Project Map
- C. Site Photos
- D. Bus Shelter 30% Design
- E. Safety, Connectivity, and Low-Income Map
- F. GNRC Crash Data
- G. Vulnerable Populations Table
- H. Letters of Support
 - 1. MTA Match commitment
 - 2. Council Member Freeman
 - 3. GNRC
 - 4. Salahadeen Center
 - 5. Conexion Americas
- I. Pages from plans
 - 1. Envision Nolensville Pike
 - 2. Map from WalknBike Nashville
 - 3. NashvilleNext

BUDGET TEMPLATE

Estimated Project Costs

Line items can be added or deleted as needed for any stage; however this is the format in which the budget must be submitted.

INSTRUCTIONS: List all items necessary to develop and construct the project. The applicant is responsible for verifying all costs for accuracy. Cost overruns will be solely the responsibility of the Local Government (Responsible Charge). This budget form may not be duplicated without permission.

LOCAL PROJECTS: Please note that the % match from the local government is cash only. In-kind match is not allowed. Also, all projects must be competitively bid and awarded to the lowest responsive bidder.

ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL	% STATE FUNDS	% LOCAL EXPENSE (Cash Match Only, Non-Reimbursible)
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Preliminary Engineering/Design/Environmental (PE)

Environmental Documentation, Preliminary Design Plans (Up to 80% of total PE budget)				\$ -	\$ -	\$ -
Local, State and Federal Permits				\$ 12,000.00	\$ 11,400.00	\$ 600.00
ROW/Construction Plans, Specs, & Estimate (PS&E) Document Completion				\$ 91,000.00	\$ 86,450.00	\$ 4,550.00
SUBTOTAL				\$ 103,000.00	\$ 97,850.00	\$ 5,150.00

Right-of-Way/Utilities (ROW)

ROW Acquisition				\$ -	\$ -	\$ -
License Agreements, Easements, Recording Fees				\$ 5,000.00	\$ 4,750.00	\$ 250.00
Utility Relocation/Certifications*				\$ -	\$ -	\$ -
SUBTOTAL				\$ 5,000.00	\$ 4,750.00	\$ 250.00

Construction (CONST)

All projects must be competitively bid and awarded to the lowest responsive bidder.

Site Preparation & Demolition	UNIT	QUANTITY	UNIT PRICE	TOTAL	% STATE FUNDS	% LOCAL EXPENSE
Clearing and Grubbing				\$ -	\$ -	\$ -
Removal of Obstructions				\$ -	\$ -	\$ -
Removal of Concrete Sidewalks	10	CY	\$ 100	\$ 1,000	\$ 950	\$ 50
Removal of Asphaltic Concrete Pavement	115	CY	\$ 100	\$ 11,500	\$ 10,925	\$ 575
Other				\$ -	\$ -	\$ -
Construction Items						
Mobilization				\$ 12,000	\$ 11,400	\$ 600
Traffic Control				\$ 47,000	\$ 44,650	\$ 2,350
Retaining Wall				\$ -	\$ -	\$ -
Earthwork (including general, drainage and structural excavation and back fill)	Var	Var		\$ 180,000	\$ 171,000	\$ 9,000
Curb and Gutter	825	ft	\$ 20	\$ 16,500	\$ 15,675	\$ 825
Concrete/Asphalt	65	CY	\$ 750	\$ 48,750	\$ 46,313	\$ 2,438
Culvert Extensions				\$ -	\$ -	\$ -
Pedestrian Bridges				\$ -	\$ -	\$ -

Pedestrian ADA Ramp	6	ramps	\$ 6,000	\$ 36,000	\$ 34,200	\$ 1,800
Bricked Stamp Pavers				\$ -	\$ -	\$ -
Striping	Var	Var		\$ 90,000	\$ 85,500	\$ 4,500
Crosswalk Signals	Var	Var		\$ 50,000	\$ 47,500	\$ 2,500
RR/Ped. Safety Upgrades				\$ -	\$ -	\$ -
Utility Relocation*				\$ -	\$ -	\$ -
Drainage	Var	Var		\$ 210,000	\$ 199,500	\$ 10,500
Other				\$ -	\$ -	\$ -
Other				\$ -	\$ -	\$ -
Other				\$ -	\$ -	\$ -
Other				\$ -	\$ -	\$ -
Other				\$ -	\$ -	\$ -
**Landscaping						
Trees				\$ -	\$ -	\$ -
Shrubs				\$ -	\$ -	\$ -
Mulch				\$ -	\$ -	\$ -
Native Species Plantings				\$ -	\$ -	\$ -
Topsoil				\$ -	\$ -	\$ -
Seeding/Sod	200	SY	\$ 10	\$ 2,000	\$ 1,900	\$ 100
Other				\$ -	\$ -	\$ -
Pedestrian Amenities						
Pedestrian Lighting				\$ -	\$ -	\$ -
Bike Racks				\$ 15,000	\$ 14,250	\$ 750
Other:bus shelter amenities				\$ 15,000	\$ 14,250	\$ 750
SUBTOTAL of Itemized Quantities Above				\$ 734,750	\$ 698,013	\$ 36,738
Administration Costs						
CONST. Survey & Layout		of CONST		\$ -	\$ -	\$ -
Construction Contingency	15%	of CONST		\$ 110,213	\$ 104,702	\$ 5,511
TDOT Engineering Services	EA	1		\$ 5,000	\$ 4,750	\$ 250
TDOT Materials & Testing		of CONST		\$ -	\$ -	\$ -
***Construction Engineering Inspection (CEI) and Contract/Construction Administration	3%	of CONST		\$ 22,043	\$ 20,940	\$ 1,102
TOTAL of Reimbursible Construction Expenses				\$ 137,255	\$ 130,392	\$ 6,863
GRAND TOTAL ALL PROJECT COSTS				\$ 980,005	\$ 931,005	\$ 49,000

* Relocation of utilities is eligible for reimbursement if and only if one of the following conditions are met: 1) The relocation is caused by this project and the utilities to be relocated are on private property, or 2) the relocation is caused by this project and is listed in a current urban revitalization plan. If these conditions are met, reimbursement is limited to 33% of eligible and reimbursable construction costs. Please insert the budget for the relocation work in the construction budget.

**Landscaping is limited to 25% of eligible and reimbursable construction costs and must be necessary to this project only.

*** The CEI Estimate may not exceed 20% but can be decreased by the local agency at their discretion depending on the scope and complexity of the project. If contract administrative duties are performed by a private firm other than the contracted CEI consultant, this firm must still be TDOT pre-qualified and a copy of the fully executed contract between them and the CEI consultant must be sent to TDOT electronically. Costs for contract administration must be included within the CEI budget.

TDOT Multimodal Access Grant - Nolensville Pike and McNally Drive



- ① Move bus stop closer to the intersection and make improvements outlined in attached 30% designs
- ② Add/improve crosswalks at all intersection legs, including ADA accessible curb ramps and pedestrian-scale lighting
- ③ Construct ADA accessible sidewalk, curb, and gutter to connect between crosswalks
- ④ Add pedestrian countdown signals at all legs
- ⑤ Add bicycle parking to supplement incoming bike lanes

Envision Nolensville: McNally Intersection Improvements

Site Photos

Existing Sidewalk Facing South



Existing Crosswalk (installed by Metro Public Works in September 2018 to address immediate safety needs, lacks sidewalk connection)



Envision Nolensville: McNally Intersection Improvements

Site Photos

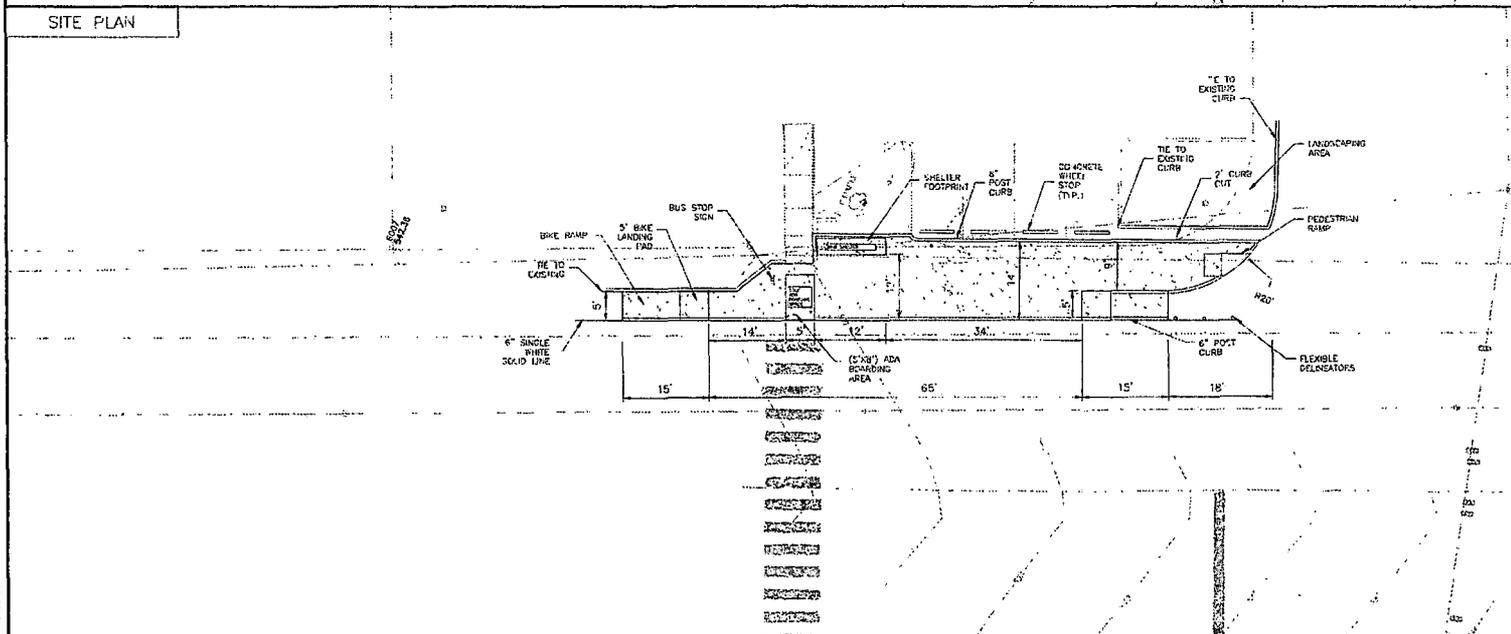
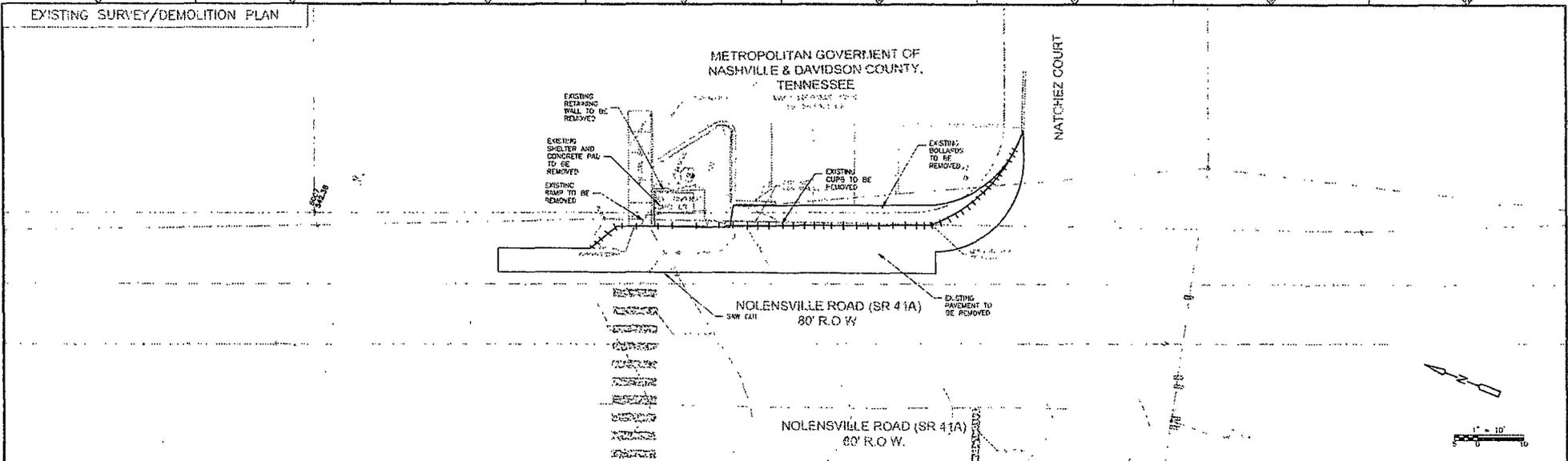
Existing Inbound Bus Shelter



Existing Outbound Bus Stop



THIS DRAWING IS THE PROPERTY OF CDM SMITH AND ARE NOT TO BE USED, IN WHOLE OR PART, FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF CDM SMITH.



- NOTES**
- 60 INCHES (5 FEET) MINIMUM CLEARANCE MUST BE MAINTAINED BETWEEN CURB FACE AND SHELTER FOR A PEDESTRIAN PATHWAY
 - MINIMUM 24 INCHES (2 FEET) CLEARANCE BETWEEN OVERHEAD CANOPY AND CURB FACE IS REQUIRED
 - SHELTER SHOULD BE LOCATED A MINIMUM DISTANCE OF 10 FEET FROM A NASHVILLE ELECTRIC SEPARATE POLE
 - ALL ANCHOR BOLTS MUST BE STAINLESS STEEL
 - MUST FOLLOW MANUFACTURER'S INSTRUCTIONS FOR SHELTER INSTALLATION. MUST BE SECURELY ANCHORED INTO THE GROUND WITH MANUFACTURER RECOMMENDED HARDWARE
 - SHELTER MUST BE LEVEL.
 - ALL HARDWARE SHOULD BE ASSEMBLED, INSTALLED AND TIGHTENED PROPERLY.
 - ALL PLASTIC AND/OR PAPER, STICKERS SHOULD BE REMOVED.
 - TRASH BAG SHOULD BE PLACED IN RECEPTACLE (IF APPLICABLE)
 - SITE SHOULD BE CLEARED OF ANY TRASH AND/OR DEBRIS CREATED DURING SHELTER INSTALL.

REV. NO.	DATE	BY	CHKD.	REMARKS

DESIGNED BY: JCS
 DRAWN BY: JCS
 CHECKED BY: JCS
 APPROVED BY: JCS
 DATE: DEC 22/18

CDM Smith
 CONSULTANTS & ENGINEERS
 200 CENTREWAY NORTH
 NASHVILLE, TN 37203-4646
 TEL: 615.252.5100 FAX: 615.252.5102

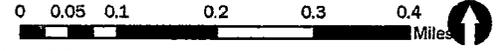
Nashville MTA

MTA NASHVILLE
 NOLENSVILLE SHELTERS

MCNALLY INBOUND STATION
 SHARED CYCLE TRACK STOP

PROJECT NO: 2017-013
 FILE NAME:
 SHEET NO:
C 14

McNally Dr. at Nolensville Pike

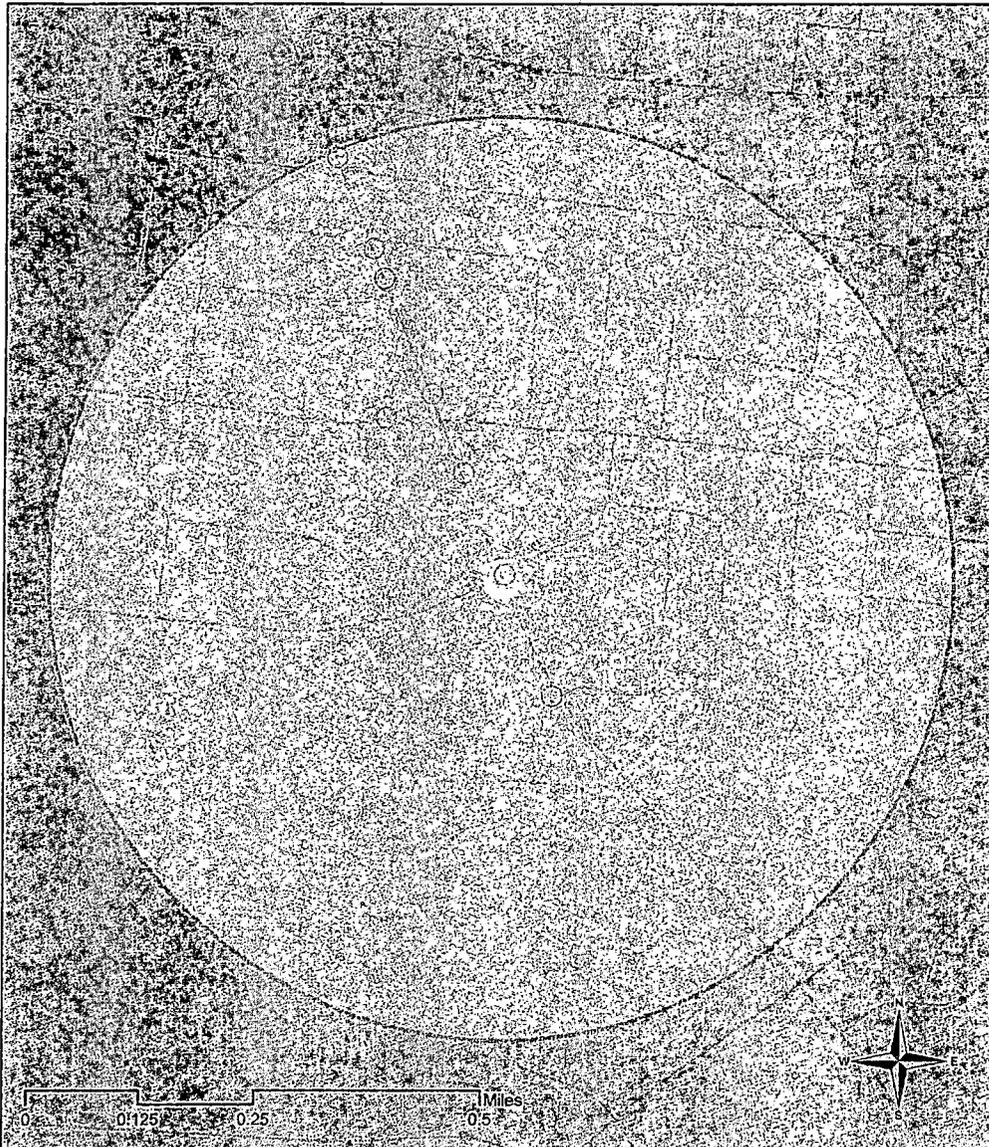


- Metro Public Schools
- MTA/RTA Stops**
 - MTA Stop
 - MTA Shelter
- Employment Centers**
 - 51 - 250
 - 250 - 250
 - 250 - 1665
- Metro Nashville-Davidson County Traffic Crashes 2018 YTD**
 - ≤3
 - ≤10
 - ≤25
- Land Use**
 - Residential
 - Park or Golf Course
 - Community, Institutional or Utility
 - Office or Medical
 - Commercial
- Percentage of Low Income HH***
 - 0% - 25%
 - 28% - 50%
 - 51% - 75%
 - 78% - 99%



*According to American Community Survey Census Block Groups_ACS16

Envision Nolensville:
McNally Intersection
Improvements
Bicycle and Pedestrian Crashes
2012-2017



PROJECT LOCATION	Metro Nashville
Total Crashes 2013-2017	429
Length of Proposed Project (miles)	0.00
Crashes per year	86
Bike Crashes	2
Pedestrian Crashes	6
Other Non-motorist	1
Serious Injuries	15
All Injuries	124
Fatalities	1
% of crashes with injuries or fatalities	29%
Non-Motorized Only	
Serious Injuries	1
All Injuries	8
Fatalities	0

Crash Type

- Other Non-Motorists
- Ped Crashes
- Bike Crashes
- Half-mile Buffer of Project



Envision Nolensville Pike: McNally Intersection Improvements Demographics

McNally Drive at Nolensville Pike	% Half-mile	Davidson
Below Poverty	30%	13%
Limited English	13%	4.3%
Disabled	18%	14%
No Vehicle	12%	7%
Single Mother	20%	17%
Not Hispanic Minority	26%	37%
Hispanic	22%	10%
Seniors	12%	10%
Total Population	7,052	667,885
Households	2,878	294,794

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates



www.nashvillemta.org

September 28, 2018

430 Myatt Drive
Nashville, TN 37115

615-862-5969
615-880-3945 Fax

Megan Barry
Mayor

Board of Directors

Gail Carr Williams
Chair

Janet Miller
Vice Chair

Hannah Paramore Breen
Member

Glenn Farmer
Member

Walter Searcy, III
Member

Stephen G. Bland
Chief Executive Officer

Edward W. Oliphant
Chief Financial Officer

India Birdsong
Chief Operating Officer

Rita Roberts-Turner
Chief Administrative Officer

Julie Navarrete
Chief Development Officer

John Schroer
Commissioner
Tennessee Department of Transportation
James K. Polk Bldg., Suite 700
Nashville, TN 37243

**RE: Match Certification by Nashville Metropolitan Transit Authority for
Metropolitan Government of Nashville & Davidson County 2018 Multimodal Access
Grant: Envision Nolensville: McNally Intersection Improvements**

Dear Mr. Schroer:

The Nashville Metropolitan Transit Authority (MTA) has committed \$49,000 of local funding from the approved capital budget of the Metropolitan Government of Nashville and Davidson County to match the State of Tennessee funds requested in the 2018 Multimodal Access Grant application for Envision Nolensville: McNally Intersection Improvements. Thank you for your consideration of this project.

Sincerely,

Edward W. Oliphant
Chief Financial Officer

EWO/bjh

September 14, 2018

Tennessee Department of Transportation
Office of the Commissioner, John Schroer
James K. Polk Building, Suite 700
505 Deadrick Street
Nashville, TN 37243

Dear Commissioner Schroer:

Please accept this letter of my committed support for Nashville MTA's (also known as WeGo Public Transit) Multimodal Access Program fiscal year 2019 grant application for pedestrian improvements to the intersection of Nolensville Pike and McNally Drive.

I enthusiastically champion this project, which will improve safety and connectivity for pedestrians and people using transit on the Nolensville Pike corridor. Safety is a major concern for everyone, as evinced by multiple crashes in area this year. Improving the multimodal transportation infrastructure along Nolensville Pike will make it safer and easier for people to connect with businesses and area residences via walking, biking, and using transit.

As Nashville continues to upgrade and expand its transit, bicycle, and pedestrian networks, it is increasingly important to ensure that people are able to connect from their neighborhoods to high-frequency transit lines like the one operating on Nolensville Pike. Enabling people along the Nolensville Pike corridor to safely access transit, cross major roadways, and walk to destinations in their own neighborhoods will be transformative in improving quality of life in an already vibrant area of Nashville. This intersection is a current pinch point, which this proposed project will meaningfully address. It is a vital link in the system and I give this project my highest level of support.

I respectfully ask that you consider this application in the upcoming funding process.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Freeman", written over a horizontal line.

Mike Freeman
Council Member, District 16
Metropolitan Government of Nashville & Davidson County



September 26, 2018

Mayor David Briley
Office of the Mayor
Metropolitan Government of Nashville and Davidson County
P.O. Box 196300
Nashville, TN 37219

RE: Letter of Support for TDOT Multimodal Access Grant Program

Dear Mayor Briley:

On behalf of the Greater Nashville Regional Council and the Nashville Area Metropolitan Planning Organization, I am pleased to offer you our support for your application to the State of Tennessee for Multimodal Access Grant funds to improve safety and access for people walking, bicycling, and using transit at the intersection of Nolensville Pike (SR-11) and McNally Drive. As proposed, the project includes construction of a crosswalk and other improvements to the WeGo transit stop at the intersection.

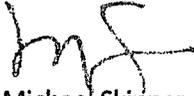
Non-motorized safety and access improvements are desperately needed on state and local roads across Tennessee, and we are grateful for your leadership and the steps that your staff have taken to address high rates of pedestrian and bicyclist fatalities. The intersection of Nolensville Pike and McNally Drive has a high pedestrian crash rate that extends southward for several miles. In fact, between 2012 and 2017, nine crashes involving a person on foot, bicycle, or other non-motorized mode occurred at the intersection or within a half mile of it, with eight of those resulting in injuries. Moreover, pedestrian and bicycle traffic is expected to remain high in this area due to its proximity to restaurants, shops, and other gathering spots for residents and visitors of the corridor.

This project is supported by the Envision Nolensville Pike Collaborative. This group represents a partnership among community-based organizations led by the Salahadeen Center of Nashville and Conexión Américas, and transportation professionals at the local, regional, and state levels - all working together to improve safety and access for people walking, bicycling, and using public transportation.

The proposed project is consistent with the goals and key strategies of the MPO's current regional transportation plan. Should the project be awarded funding by TDOT, we will move quickly to make any necessary changes to the region's Transportation Improvement Program.

I commend you and your staff for your efforts and willingness to commit so much of your personal and professional time to improving the lives of others. I wish you the best of luck in pursuing grant funds to make this project a reality.

Sincerely,

A handwritten signature in black ink, appearing to read 'MS', written over a faint, illegible typed name.

Michael Skipper, ACIP
Executive Director

Cc: Laura Hardwicke, Metropolitan Government of Nashville-Davidson County
Michael Briggs, Metropolitan Government of Nashville-Davidson County
Peter Bird, Metropolitan Government of Nashville-Davidson County
Mary Connelly, GNRC Transportation Planning Manager

Salahadeen Center of Nashville
364 Elysian Fields Ct.
Nashville, TN 37211



P.O.Box 111448
Nashville, TN 37222
Tel: (615)-333 0530
Fax: (615)-333 0570

September 28th, 2018

Mayor David Briley
One Public Square, Ste. 204
P.O. Box 196300
Nashville, TN 37219

RE: Letter of Support for TDOT Multimodal Access Grant Program

As co-chairs of the Envision Nolensville Pike Collaborative (ENPC), we offer our support for your application to the State of Tennessee for Multimodal Access Grant (MAG) funds to improve safety and access for people walking, bicycling and using transit at the intersection of Nolensville Pike (SR 11) and McNally Drive in Nashville. If the project is funded, Metro Nashville Public Works would construct crosswalk and WeGo transit stop improvements at this intersection. ENPC is led by community-based organizations and formed to collaborate with transportation professionals at the local, regional and state levels to improve safety and access for people walking, bicycling and using public transportation.

Safety and access improvements for pedestrians and bicyclists are greatly needed on state and local roads across Tennessee and we are grateful to TDOT for the role your leadership and staff have taken to address high rates of pedestrian and bicyclist fatalities through efforts like TDOT's Pedestrian Road Safety Initiative (PRSI). The intersection of Nolensville Pike and McNally Drive is included in the PRSI due to the high pedestrian crash rate at this particular site and stretching over several miles south of it. In fact, between 2012 and 2017, nine crashes involving a person on foot, bicycle or other non-motorized mode occurred at the intersection or within a half mile of it, with eight of those resulting in injuries. The intersection is near several restaurants, shops, gathering spaces, and homes and generates high traffic among pedestrians, bicyclists, people in a wheelchair and other non-motorized travelers.

In addition to seeking funding for improvements at McNally Drive and Nolensville Pike through this current MAG cycle, we will continue to request funding for improvements at other intersections identified in the Envision Nolensville Pike traffic study commissioned by Metro Public Works in 2017, notably Nolensville Pike and Elysian Fields Road. We will continue to work in partnership with TDOT, Metro Public Works, WeGo, Metro Planning, the other members of the ENPC and members of the community to design and fund safety improvements for people traveling on foot, bicycle and wheelchair along the Nolensville Pike corridor.

Please do not hesitate to reach out to us if you have any questions about our work on Nolensville Pike and our continued partnership with TDOT.

Sincerely,

Sincerely

A handwritten signature in black ink, appearing to read "Nawzad Hawrami". The signature is written in a cursive style.

Nawzad Hawrami

President

Salahadeen Center of Nashville



conexión
a m é r i c a s

September 28th, 2018

Located at Casa Azafrán
2195 Nolensville Pike
Nashville, TN 37211

Main: (615) 320-5152
Español: (615) 269-6900
conexionamericas.org

Mayor David Briley
One Public Square, Ste. 204

P.O. Box 196300

Nashville, TN 37219

RE: Letter of Support for TDOT Multimodal Access Grant Program

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Vanderbilt Law School

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Joey Hatch, Treasurer
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Vanderbilt University, Turner Family
Center for Social Ventures

M. Janelia Escobar, At-Large
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Merari Villatoro
Distribuidora Limeña

Nicholas S. Zeppos
Vanderbilt University

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Please do not hesitate to reach out to us if you have any questions about our work on Nolensville Pike and our continued partnership with TDOT.

Sincerely,

Renata Soto, Conexión América's Co-founder & Executive Director

... En 2018, el ... PRO-PEOPLE ...
... reaching opportunities ...
... and ...

► Recommendations

Reducing the risk of displacement for both residents and businesses along Nolensville Pike will require a coordinated approach among multiple actors, including Metro Nashville agencies, the Nashville Metropolitan Transit Authority, and the Nashville Area Metropolitan Planning Organization, and private sector entities including community organizations and foundations. These recommendations are examined in greater detail in the full body of this report.

Coordination and community engagement

- Create a Nolensville Pike Business Alliance
- Explore creation of a foundation-led collaborative
- Assess the potential for redevelopment districts and/or a corridor-based tax-increment financing district along Nolensville Pike

Data collection

- Conduct a community assessment
- Establish performance goals and measures

Transportation improvements

- Implement traffic calming measures and safety improvements
- Conduct a parking inventory
- Continue to pursue transit improvements
- Restore/establish the street grid in key locations

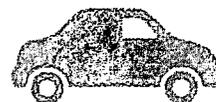
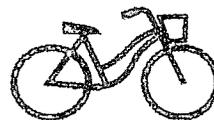
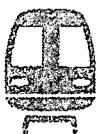
Business support

- Develop pathways for business owners to purchase commercial property
- Preserve and expand affordable commercial space
- Increase access to capital for small business growth

Affordable housing

- Increase production of affordable homes
- Preserve existing affordable homes
- Provide a property tax abatement for low-income homeowners
- Support job training and related services

Now is the time to take proactive measures to prevent displacement and preserve the unique identity of the area, while simultaneously making Nolensville Pike safer for everyone, improving the economic prospects (and equity) of the area, and providing new opportunities to add housing and jobs. By tackling these issues now, before development pressures have driven large-scale business closures or widespread displacement of current residents, the region will have the best chance of seeing its future growth occur in an equitable way, shared by all.



The traffic challenge

Nolensville Pike sees an average of 60,000 automobile trips every workday, making it one of the most highly visible corridors in the region. Yet far from being a boon to businesses located along the road, car traffic is a major concern. In fact, it was the number one issue raised by the businesses interviewed for this study. Fast-moving cars and unsafe intersections were cited as key reasons why few customers walk to local businesses. Virtually all customers drive, making parking a challenge.

Metro Nashville and the State of Tennessee should take steps to calm traffic on Nolensville Pike and provide more transportation options. Improved walkability is a goal in every one of the plans listed on p. 14. Some of the necessary changes will be the responsibility of property owners and developers (perhaps with support from the city), who can move parking lots to the side or back of buildings and create façade improvements and signage that will attract walkers and encourage drivers to stop and shop.

But many improvements fall within the public space.

These include more crosswalks, better crosswalk markings, extended crossing times, adding pedestrian refuge islands to major intersections, widening sidewalks and limiting curb cuts, and adding street trees and landscaping to provide a buffer between the street and the sidewalk. Over the longer term, walkability could be improved by recreating the street grid at key intersections to allow both vehicle and pedestrian circulation to and from businesses without always having to use the main road.

Plans for Nolensville Pike call for increased density in key locations. In time, that density could support a major transit investment in the corridor, such as a light rail line. Until that time, however, additional density will exacerbate traffic concerns unless alternatives to driving are provided. While the new express bus line has improved bus service along Nolensville Pike, buses remain underutilized in Nashville as a whole. Encouraging more transit and bicycling along the corridor and improving walkability from the surrounding neighborhoods to local businesses could help to expand the customer base without creating additional traffic.

Crash Reduction Factors

Install sidewalk to avoid walking along roadway	65-89
Increase enforcement to reduce speed	70
Install pedestrian refuge islands	56
Provide bike lanes	36
Add exclusive pedestrian phasing to signalized intersection	34

0%
DECREASE

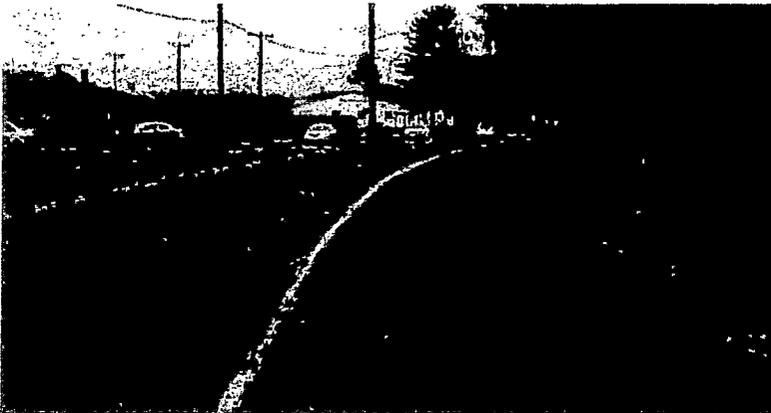
From the Federal Highway Administration, as shown in Nashville WalknBike Draft Plan. http://nashvillewalknbike.com/wp-content/uploads/2017/01/Nashville_WalkBike_Draft_forWeb.pdf

3. Transportation improvements

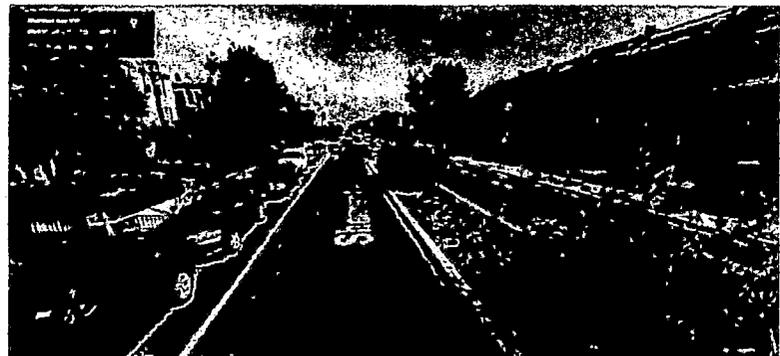
Implement traffic calming measures and safety improvements

The region's future plans for Nolensville Pike as a high-frequency transit corridor with walkable shopping districts and neighborhoods requires conversion of the current auto-focused traffic pattern into one that balances the needs of cars, transit, bicyclists, and pedestrians. As a first step, the city and state should prioritize traffic calming measures and safety improvements including:¹

- Adding additional crosswalks, better marking of existing crosswalks, and extended crossing times at key intersections;
- Adding medians to the roadway at key locations;
- Providing continuous, uninterrupted sidewalks;
- Placing street trees or furniture to provide a buffer between pedestrians and passing cars;
- Identifying hot spots for collisions and addressing the causes with better lighting, lane markings, pull-out lanes, or other improvements;²



The project on this street in Seattle, WA added a new curb, street trees and a buffer between traffic and pedestrians. Photos courtesy of the National Complete Streets Coalition.



With wide lanes and excess capacity, Sherman Ave in Washington, DC was unsafe for everyone who used it and was reconfigured to add a median, crosswalks, and bulbouts to improve safety and functionality for all. Imagery via Google Maps.

¹ Because it is a state road, the state must approve improvements on Nolensville Pike.

² This work has already begun in the Public Works Department's Pedestrian and Bicycle Safety Pilot Project, <https://www.cityofnashville.gov/transportation/transportation-services/pedestrian-and-bicycle-safety-pilot-project>

Other communities that have looked at addressing parking mismatches have started with an inventory of current supply and demand. These studies typically map or count available spaces within a defined area (including whether they are time-restricted and publicly or privately provided), as well as analyzing actual utilization of spaces at various times of day, including weekdays, evenings, and weekends. The Metropolitan Area Planning Council in Boston has guidelines on its website for local communities on how to do a parking study.¹

Continue to pursue transit improvements and multimodal connections

NashvilleNext calls for more places in Nashville to become walkable, mixed-use neighborhoods.² Nolensville Pike has the potential to support several higher-density, mixed-use districts along the corridor. In order to prevent this new development from choking the corridor with car traffic, transit solutions must be put into place. Residential neighborhoods must also be connected with safe bicycling and walking pathways to the commercial areas on Nolensville Pike, which will allow residents to get where they need to go without driving, whether to access the businesses along the corridor or transit services to go elsewhere in the region.

The strategic plan of the MTA and RTA, nMotion, focuses on improving access to opportunity, expanding travel options, and significantly increasing transit ridership.³ nMotion identifies light rail as the preferred transit option for Nolensville Pike. Before light rail is implemented, however, there are steps that can be taken to improve transit service and encourage additional ridership. Better signage and branding of the existing express bus route on Nolensville Pike could help to distinguish it from “ordinary” buses. More comfortable waiting areas, with a shelter and bench, could also improve the customer experience.



Metro Nashville Transit School students board the Nolensville Pike bus at Antioch Pike.

Most importantly, improving pedestrian safety along Nolensville Pike is critical to increasing transit ridership, as every transit rider is a pedestrian at some point in their trip. Since low-income and minority residents are more likely to ride transit, it is also important to address the need for affordable housing along the corridor (discussed in recommendation #5, below), so as not to lose an important ridership base for the planned rail line.⁴

1 “How to Do a Parking Study,” MAPC, www.mapc.org/resources/parking-toolkit/parking-study-howto.

2 NashvilleNext, Vol. II: Land Use and Infrastructure, p. 44, http://www.nashvillenext.com/wp-content/uploads/2016/08/MTA_RecommendedPlan-Draft.pdf.

3 “nMotion: Transit Plan Recommendations,” Nashville Metropolitan Transit Authority, 2016, http://nmotion2015.com/wp-content/uploads/2016/08/MTA_RecommendedPlan-Draft.pdf.

4 See “Who Relies on Public Transit in the U.S.,” Pew Research Center, 2016, <http://www.pewresearch.org/2016/02/25/who-relies-on-public-transit-in-the-u-s/>.

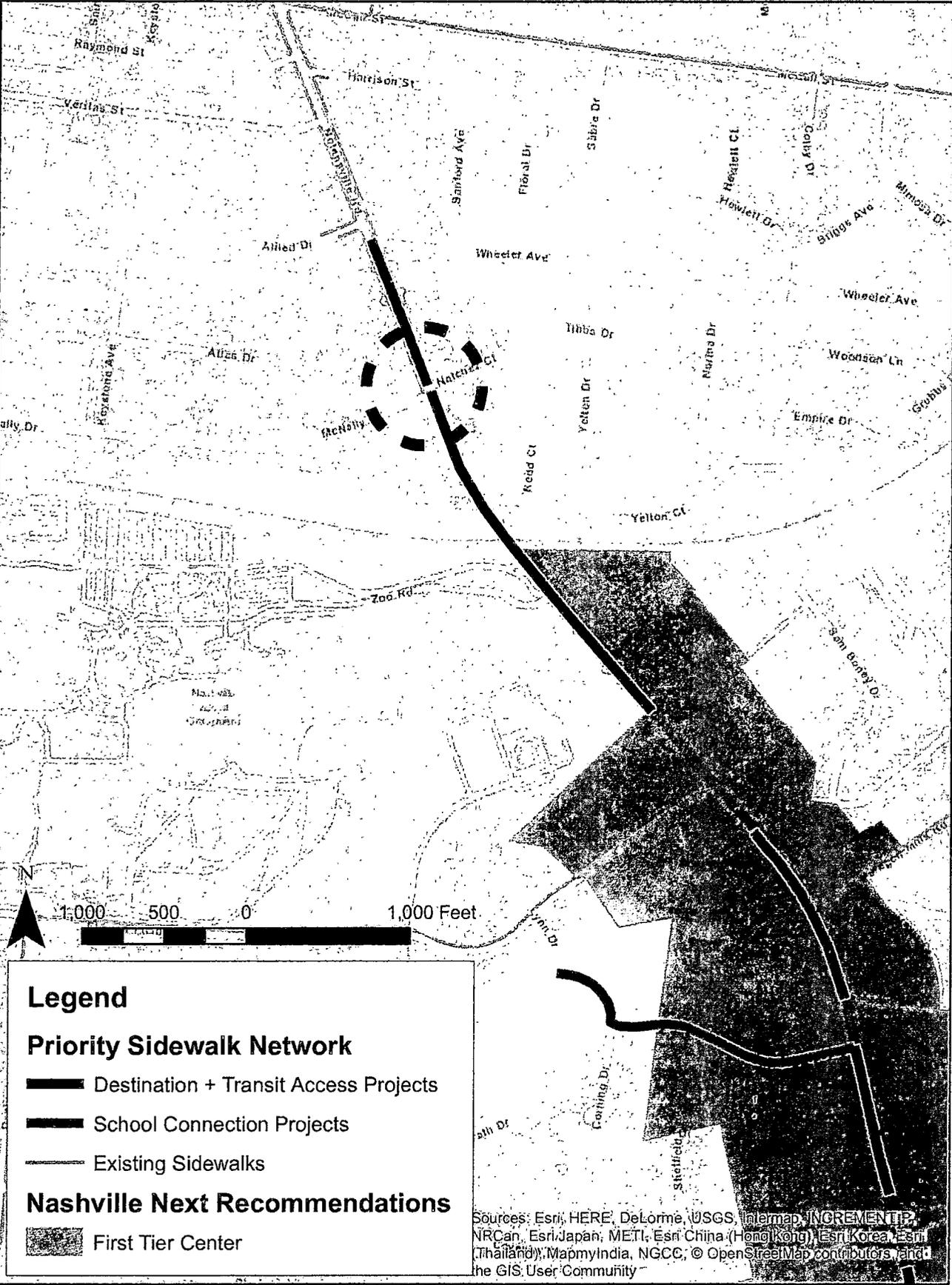
Action plan

As the Urban Land Institute put it in its Nashville study, "Nothing breeds success like success."¹ While encouraging appropriate redevelopment and preventing displacement along Nolensville Pike will be a long-term process, it is critical that the Metro government and other local leaders demonstrate momentum in addressing the situation with a few early "wins." These could include creation of a private-sector collaborative, creation of a Nolensville Pike Business Alliance, establishment of a new small business financing program, publication of a "community assessment," announcing funding for a beautification program for Nolensville Pike (such as lighting, landscaping, and signage), etc. The chart below identifies potential first steps for implementation of the recommendations in this paper.

Recommendation	Next step
Coordination and community engagement	
Create Nolensville Pike Business Alliance.	Survey business owners to identify interest and develop draft workplan, budget, and funding sources for the Business Alliance.
Explore creation of a foundation-led collaborative.	Identify possible corporate or foundation participants, including local CDCs and CDFIs.
Assess the potential for redevelopment districts and/or a corridor-based tax-increment financing district along Nolensville Pike.	Review state law to determine eligible uses of TIF districts and model potential scenarios using different boundaries for possible redevelopment areas.
Data collection	
Conduct a community assessment.	Determine length and width of corridor to focus on; identify and collect needed data.
Establish performance goals and measures.	Identify goals and measurable outcomes; establish baseline for future comparison.
Transportation improvements	
Implement traffic calming measures and safety improvements.	Continue to implement planned improvements and assess whether others are needed.
Conduct a parking inventory.	Map existing parking and current demand.
Continue to pursue transit improvements.	Continue improving service along Nolensville Pike, with stronger branding, better signage, and more shelters.
Restore/establish the street grid in key locations.	Identify priority intersections and possible sources of federal, state, or private funding.

1. "Placemaking through Walk and Corridor Redevelopment," Urban Land Institute, Rose Center Advisory Services Program, 2010, p. 24, www.uzli.org/nashville.gov/Portals/0/SiteContent/Planning/docs/subarea11/NashvilleUIIstudy.pdf

Nolensville Pike and McNally Drive WalknBike & Nashville Next Plan Recommendations



South Nashville

Access Nashville Walking Project #35

Murfreesboro Pike Complete Streets—Study opportunities to implement complete street components with sidewalks, protected bikeways, transit improvements, street crossings, and streetscaping from Spence Lane to East Thompson Lane. Implement as coordinated capital improvements projects and as redevelopment occurs.

Access Nashville Walking Project #36

Woodbine Area Walking Improvements—Improve street crossings along Nolensville Pike from Craighead Street to Zoo Road.

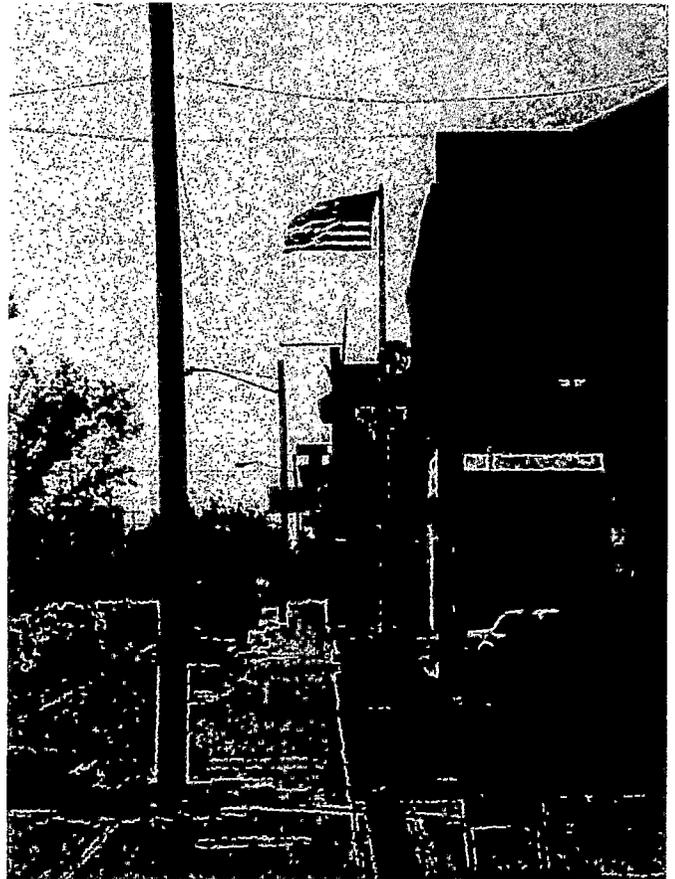
West Nashville

Access Nashville Walking Project #37

Charlotte Pike Sidewalks—Construct sidewalks along Charlotte Pike from White Bridge Road to Annex Avenue. (see related Street Project #27: Charlotte Pike Widening)

Access Nashville Walking Project #38

White Bridge Pike Walking Improvements—Improve street crossings on White Bridge Pike at Fountain Place and Brookwood Terrace.



Improving street crossings along Nolensville Pike in Woodbine is identified as a Countywide Critical Need.

BE NASHVILLE / ENSURE OPPORTUNITY FOR ALL



Students designing a bus shelter

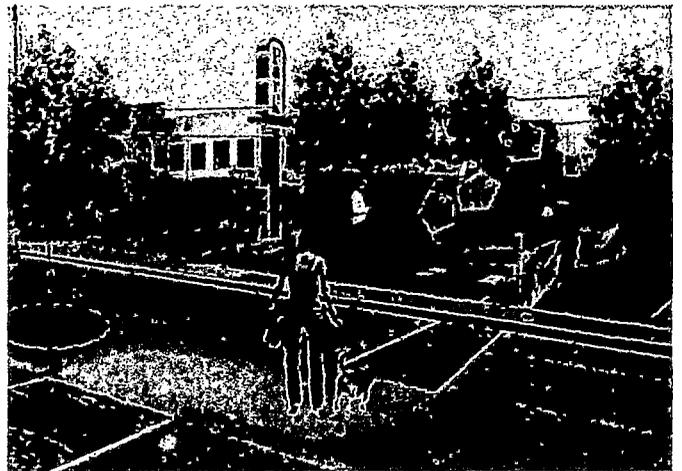


Community Conversation at Casa Azafrán

Envision Nolensville Pike: Community, Creativity and Imagination in Placemaking

During NashvilleNext, Nolensville Pike was identified as an immediate-need, high-capacity transit corridor, based on transit ridership, anticipation of intense corridor development, and connections to Tier One Centers. Conexión Americas, an organization housed in Casa Azafrán on Nolensville Pike, began a series of conversations with the community about a number of issues that affect South Nashville, including the needs of the community around using transit. The Nashville Area MPO, Transportation for America, and the Nashville Civic Design Center partnered with Conexión Americas in this effort.

During the Envision Nolensville Pike project, high school students were engaged to design and construct a bus shelter near Casa Azafrán, Conexión Americas captured oral histories from long-time residents, and four "Creative Labs" were held. Over 150 people participated, and each creative lab included three exercises, the third of which addresses the physical environment of Nolensville Pike.



Credit: Nashville Civic Design Center