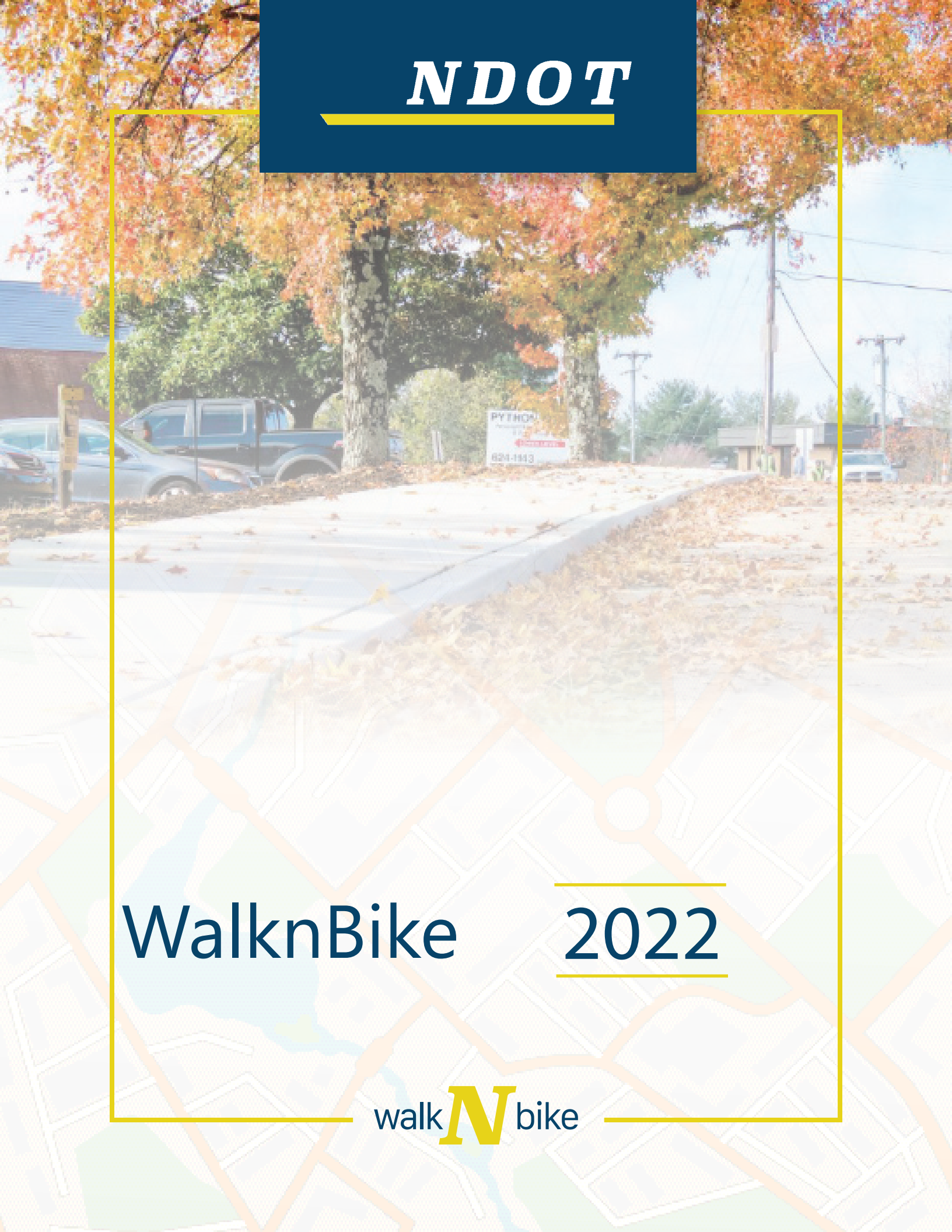
NDOT



WalknBike 2022

walk N bike

S

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Programmatic Priorities

1. Align with the immediate priorities of the Vision Zero Action Plan
2. Take action to deliver projects more quickly and at a lower cost
3. Assess the "priority needs" of sidewalks and bikeways– connectivity, access to transit, safety needs, health & equity
4. Revise the project selection and delivery process to identify projects that best meet the priority needs
5. Produce a WalknBike performance dashboard to provide progress of projects
6. Develop a robust GIS data collection effort to improve system analysis
7. Maintain consistent progress on the ADA Transition Plan
8. Perform annual review and planning process for priority need areas to verify appropriate projects are selected
9. Implement a process for Rapid Delivery Projects where ideal construction conditions exist and priority needs are met
10. Evaluate the standard cross sections applied to specific priority need areas
11. Assess capacity for faster project delivery and provide recommendations to NDOT on areas of opportunity
12. Identify additional areas and chances for street diets and complete street implementation

THANK YOU!

Thank you to the NDOT project team, steering committee members, focus group members and the Nashville community that provided valuable input and guidance to help develop this plan.

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1 Purpose of WalknBike 2022

WalknBike 2022 serves as a blueprint for making Metro Nashville more walkable and bikeable, which remains a strong public desire. WalknBike 2022 lays the foundation for expedited delivery of projects that are both needed and constructible. A key outcome of this planning process is a list of projects that will guide NDOT's work program over the next three years. Additionally, sidewalks and bikeways included in WalknBike 2022 may be implemented through the development review process. The complete list of WalknBike sidewalk and bikeways projects is included in **Appendix E and F**.

WalknBike Vision Statement

The Nashville bicycle and pedestrian system will be a network of high-quality, comfortable, safe sidewalks and bikeways, connecting people to opportunity. The system, inclusive to users of all ages and abilities, will promote and encourage safety, health, education, and active transportation.

Key Objectives for WalknBike 2022

WalknBike 2022 focuses on two key objectives: **plan implementation** and **project delivery**. In addition to re-evaluating the priority needs, the work plan takes constructability factors into consideration when identifying projects for advancement. By taking into consideration factors that can impede project delivery such as right-of-way acquisition and utility conflicts, this plan positions NDOT to move forward with a balanced list of priority projects that can be delivered in an expedited fashion and more challenging, high priority projects that have longer timeframes and greater costs.

Holistic Planning

WalknBike 2022 builds on previous planning efforts in Nashville-Davidson County, as well as takes into consideration several important planning projects recently completed or underway. All of the plans have active transportation components that impact WalknBike 2022. The list below outlines the major studies and plans. Additional information on each plan and study can be found in **Appendix A**.

- Downtown Neighborhood Traffic Study
- Vision Zero Action Plan
- East Bank Planning Study Phase I
- GNRC 2045 Regional Transportation Plan Update
- A Vision for Smart Mobility in Greater Nashville
- Statewide Active Transportation Plan
- Metro Nashville Transportation Plan
- Transition Plan Review and Procedures for Continued ADA Compliance
- nMotion Transit Plan
- Plan to Play: The Nashville Parks and Greenways Master Plan
- Gear Up 2020
- Nashville Next Volume 5
- Major and Collector Street Plan
- Multimodal Mobility Study
- Pedestrian and Bicycle Safety Pilot Project

WalknBike 2017 Action Items

One of the outcomes of WalknBike 2017 was a detailed list of action items that grouped recommendations and action items in four major categories. Topics included for each category can be found in **Appendix B**.

POLICY | PROGRAM MANAGEMENT | DESIGN | IMPLEMENTATION

2 Outreach & Engagement

Outreach efforts focused on meeting people where they are to inform them about WalknBike 2022 and engage them in dialog about sidewalk and bikeway needs in Nashville.

Community engagement helped us understand residents' interests, challenges, needs, and top priorities when walking, biking, and scootering in Nashville.

What We Did

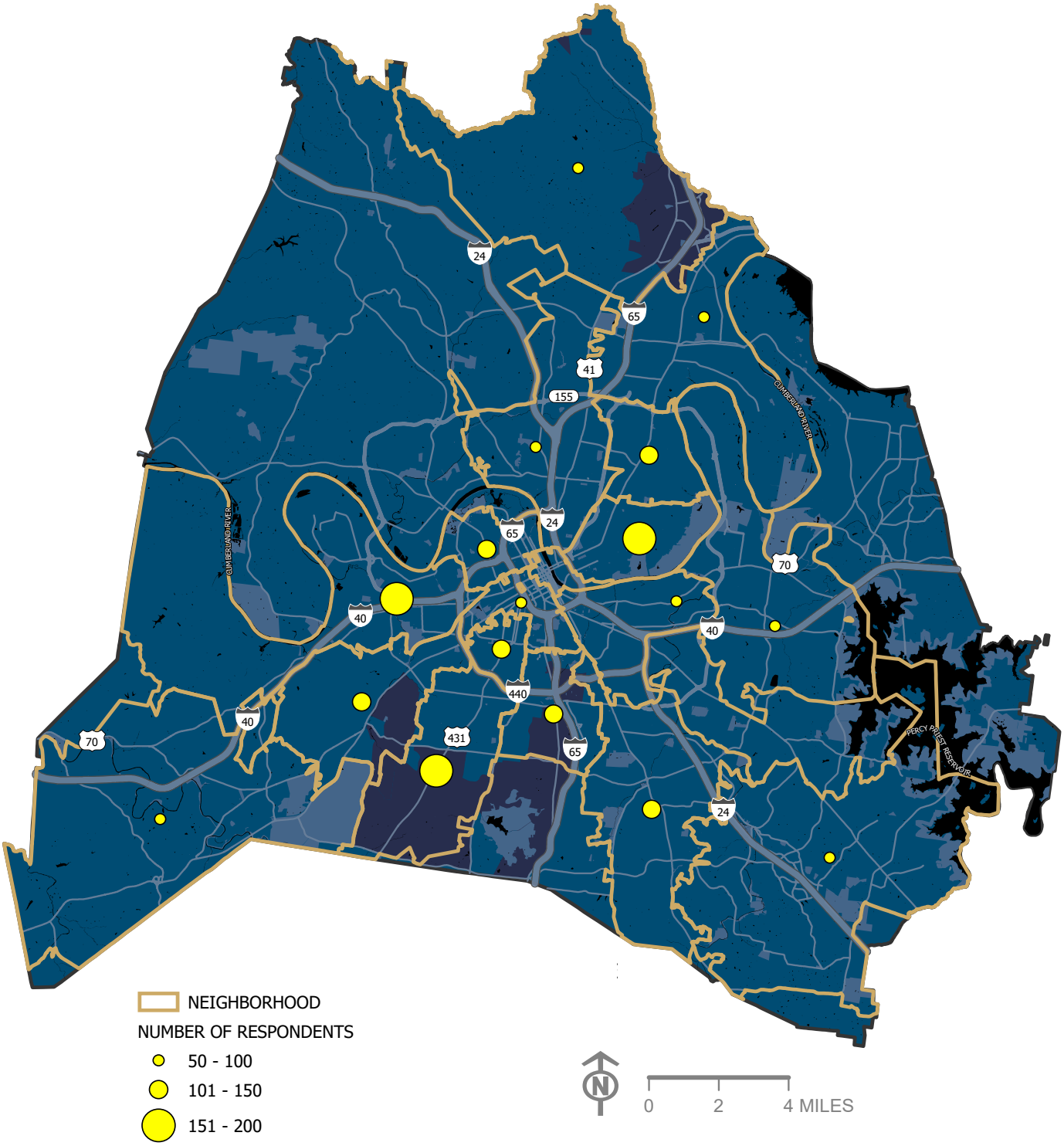
Steering Committee membership was expanded from WalknBike 2017 to include representatives from community organizations, underserved communities, and diverse groups including MNPS, Black Girls Do Bike, Walk/Bike Nashville, Conexión Americas, BCycle, APAC, and Empower Tennessee. Key activities of the Steering Committee meetings included:

1. Review of WalknBike 2017 and vision, overview of the 2022 planning process, and validating the overall vision.
2. Gather input on the prioritization process and overview of new MetroQuest survey.
3. Present survey results and establish next steps.

Community Survey

A public survey was developed for WalknBike 2022 using MetroQuest Studio. The questions within the survey were focused on gathering data on public opinion and priorities for sidewalks and bikeways around Nashville. The survey was available in English and Spanish from September 16, 2021 to November 15, 2021 and distributed at local community events, social media, NDOT's website, and local newsletters. The survey engaged **3,055 participants** with an estimated reach of over **10,000**.

COMMUNITY SURVEY PARTICIPATION BY ZIP CODE



What We Heard

- Stressed need for enhanced sidewalks in high injury areas
- Standard sidewalks are preferred in areas with lower injury
- Consistent theme of build more sidewalks
- Overall need for more bike/ped connections to work, transit, and school
- Connecting underserved communities is key
- Network connectivity is a top priority
- Connectivity is important for sidewalks, bikeways, greenways, and transit routes
- Strong feelings on protection for people walking and biking on heavily trafficked roads
- Need for improved crossings of busy streets

Survey Results: Usage Trends

Walking

TOP 2 REASONS residents are not walking

- **Scarce sidewalks**
- **Busy roads/too much traffic**

41%

of participants cited their community as very difficult or somewhat difficult to walk in

192

respondents have increased their walking to access transit

71%

of participants have started walking more since March 2020 due to health and fitness or recreation

Biking

52% of participants cited their community as very difficult or somewhat difficult to cycle in

217 **respondents bike to work**

287 **respondents bike to run errands**

TOP 2 REASONS residents are not cycling

- **Scarce bike facilities**
- **Busy roads/too much traffic**

Scooters

8% of respondents say their scootering has increased since March 2020 with the reason being recreation or to run errands

28%

of participants cited their community as very difficult or somewhat difficult to scooter in

TOP 2 REASONS residents are not cycling

- **Scarce scooter availability**
- **Busy roads/too much traffic**

Survey Results: Community Needs

Sidewalk Needs

53% of survey participants either strongly or mildly lean toward building standard sidewalk

Specific areas mentioned

- Lealand/Granny White
- McGavock
- Hermitage
- Polk Avenue
- Gallatin Pike

Many respondents stated that scooters should not be able to share the sidewalk with pedestrians

Biking Needs

68% of survey participants either strongly or mildly lean toward building protected trails/paths

Specific areas mentioned

- Nolensville and Bell Road
- Cane Ridge
- Antioch
- Hermitage
- South Nashville

Other issues:

- include traffic speeds and enforcement
- increasing the awareness of bikers to drivers

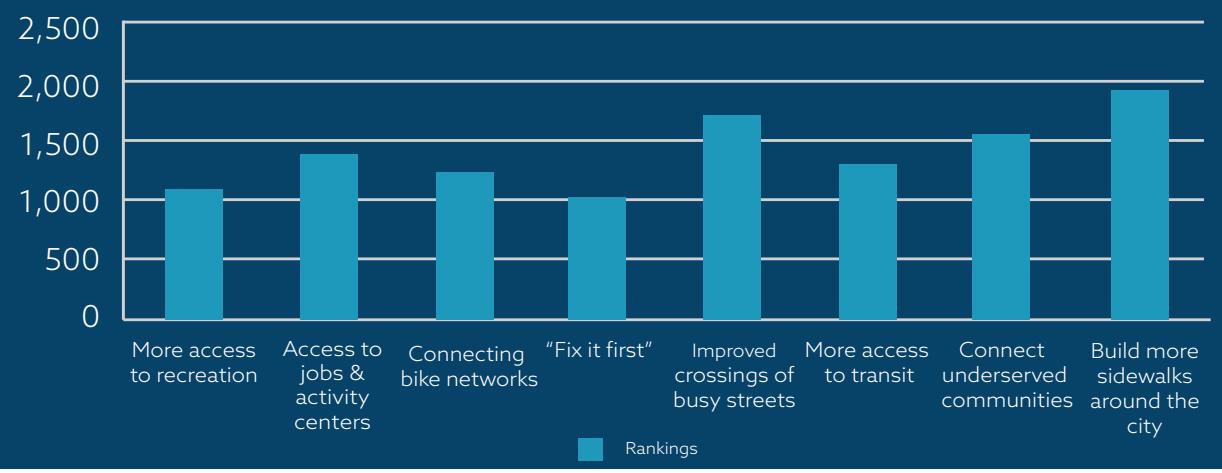
Connectivity Needs

54% of survey participants either strongly or mildly lean toward connecting bike/ped facilities to transit, work, school or errand locations

Specific areas mentioned

- Sevier Park
- 5 Points to Shelby
- Coleman Community Center
- E Thompson Ln to Nolensville Road
- East Nashville to Downtown via Korean Veterans Bridge & Blvd

All Rankings Bar Chart



3 Existing Sidewalk Network

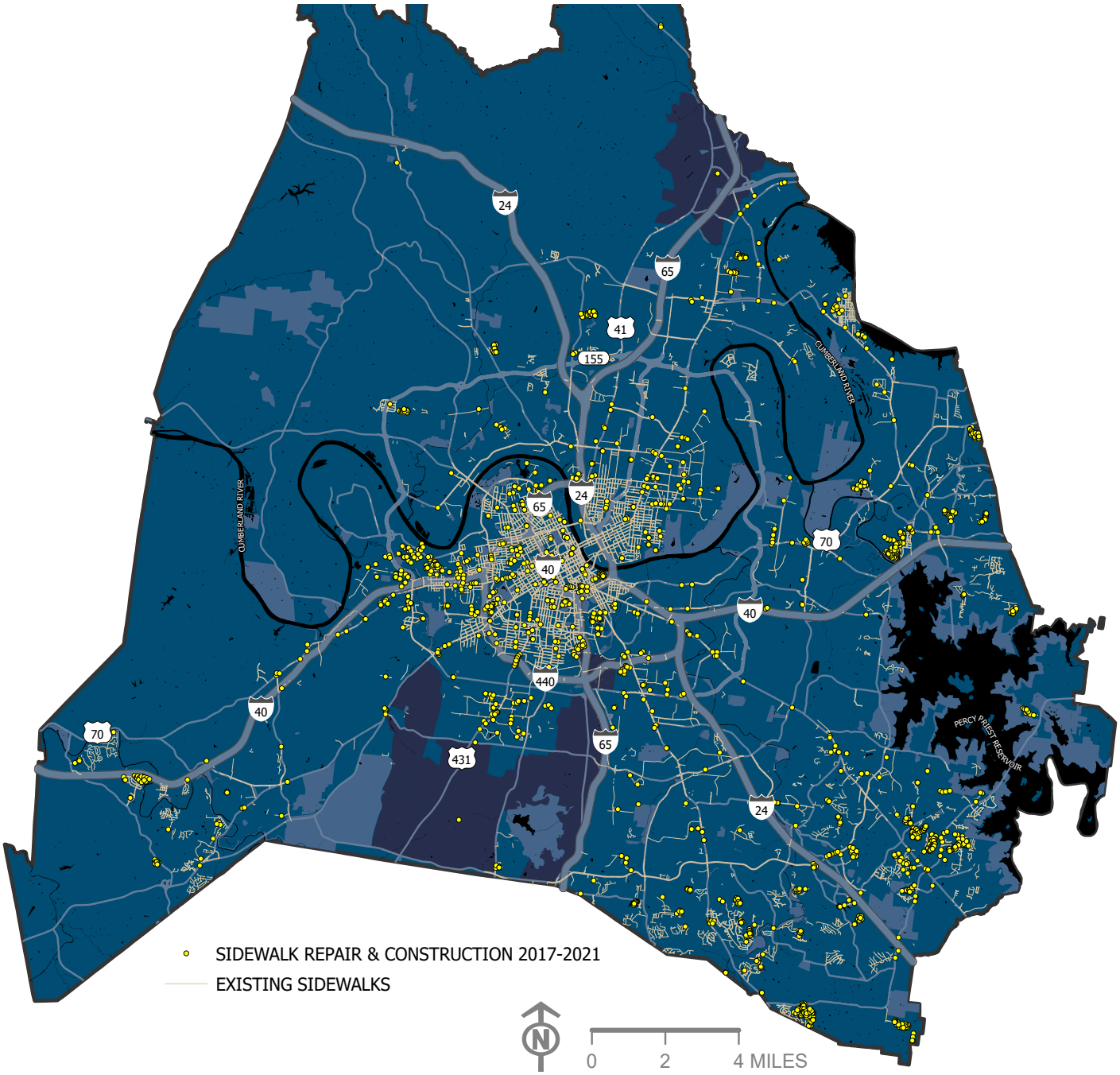
Developing a well-connected and safe sidewalk network provides for a more balanced transportation network and gives people more travel choices and improves access to transit. As of September 2021, the sidewalk network consists of 1,205 miles. A total of 93 miles were added to the network since the adoption of WalknBike 2017.

Sidewalks Identified in WalknBike 2017

A focus of WalknBike 2017 was to identify all missing sidewalk segments, areas with the greatest need for sidewalks, and balance improvements geographically across Davidson County. The projects selected for the Priority Sidewalk Network (PSN) were divided into four categories: Destination + Transit Access, School Connections, Vision Zero, and Sidewalk Gaps.

4,600	1,900	71
Miles of Missing Sidewalk Segments	Miles of Sidewalk With Greatest Need	Miles Included in the PSN

NEW & REPAIRED SIDEWALKS 2017-2021



Existing Sidewalk Conditions & ADA Compliance

In 2013, Metro Nashville collected over 1,150 miles of existing sidewalk to identify ADA issues and barriers within the right-of-way. The data collected was used to evaluate path of travel, surface conditions including cracks and cross-slope, and curb ramps. Using the ADA issue inventory, Nashville developed a condition rating for each block of sidewalk, as well as percent of damage by determining the length of sidewalk that would have to be replaced. Sidewalks were then categorized into Good, Fair, and Poor based on the percent of damage. Below represents the percent damage rating and number of miles for each rating.

0-20%
Good
925 Miles

21-50%
Fair
85 Miles

51-100%
Poor
140 miles

Given changes in the sidewalk network since 2013, there is a need for an update of the inventory.

Meeting and addressing ADA requirements is an important part of the sidewalk and bikeways program and ties into the 2019 Transition Plan Review and Procedures for Continued ADA Compliance. Currently, NDOT gives higher priority to sidewalk repair projects that address ADA deficiencies. Projects are selected through a two-level prioritization process. First, sidewalks serving the following types of destinations are prioritized, with emphasis on access to transit.

STATE & LOCAL GOVERNMENT FACILITIES & OFFICES

PLACES OF PUBLIC ACCOMMODATION

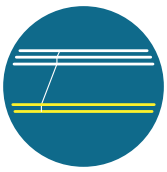
TRANSPORTATION FACILITIES

PLACES OF EMPLOYMENT

The second level of prioritization is based on the nature of deficiencies that are present, which include:

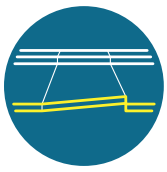
No Curb Ramp

Improper Width For Path or Travel

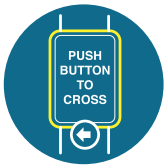


Non-Compliant Curb Ramp

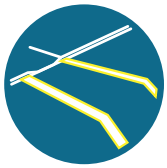
Broken Surface Material



Buckling Surface Material



Pedestrian Crossing Signal Access



Excessive Cross Slope

Changes In Level

Protruding Objects

Non-Compliant Curb Ramp Landing

4 Existing Bicycle Network

Providing an efficient and safe bicycle network provides a balanced transportation network and increases quality of life. Bikeways constructed from 2017 to 2021 consisted of 36 separate projects, across 75 roadway segments, spanning over 32 miles.

Bikeway Types

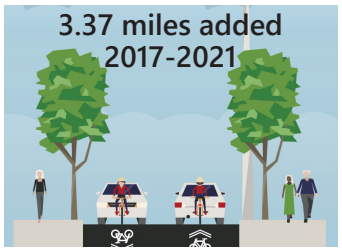
There are four main types of bikeways constructed by NDOT as part of the Bikeway Program. The main difference between each is level of protection. Each type is described below.

Protected Bike Lanes
bicycle lanes with a designated buffer space and physical separators offering the most protection

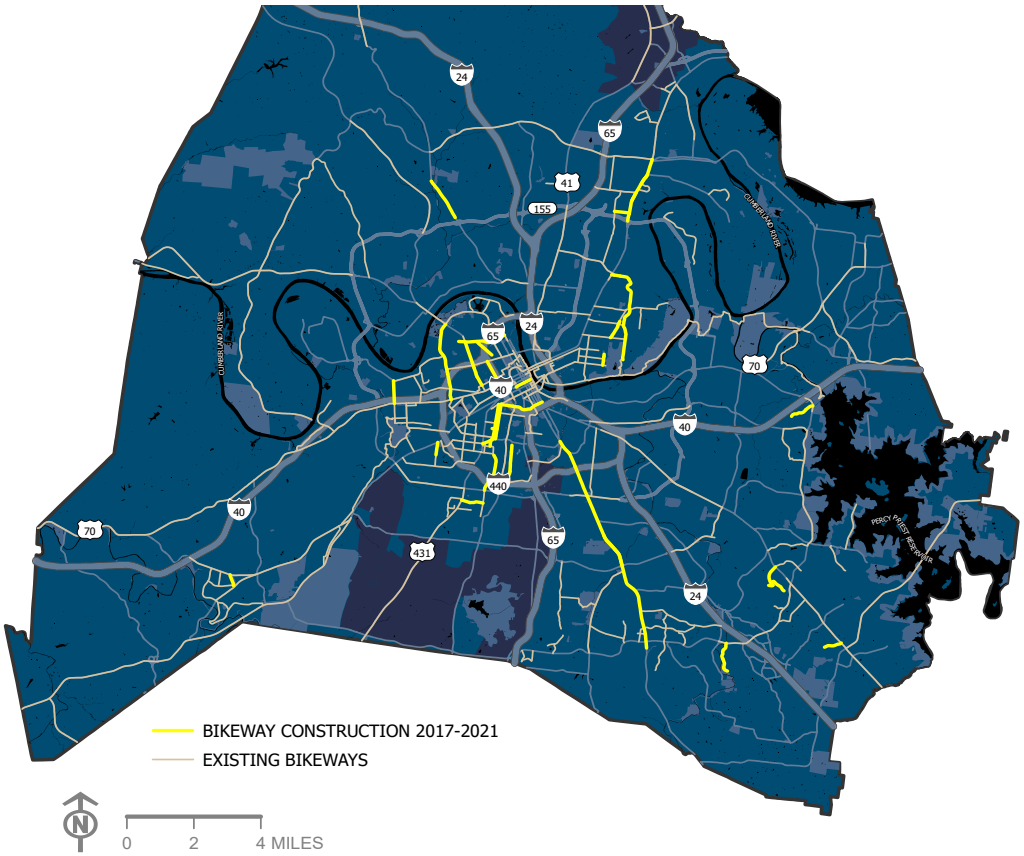
Buffered Bike Lanes
bicycle lanes with a designated buffer space offering a moderate level of protection

Bike Lanes
bicycle lanes designed as an exclusive space for bicycles with no buffer space offering little protection

Signed Share Routes
road markings and posted signs indicate a shared lane environment and are used for low traffic volume and speed



BIKEWAYS CONSTRUCTED 2017-2021



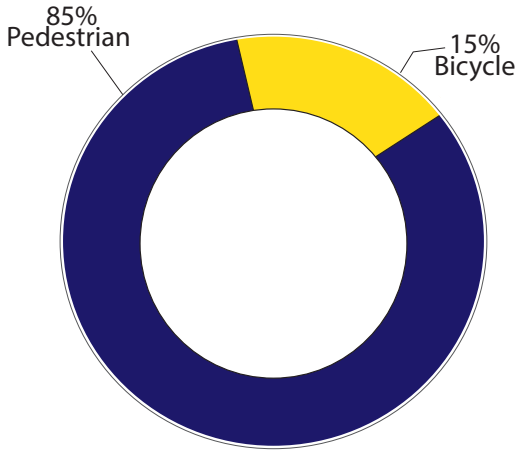
5 Safety for People Who Walk & Bike

Nashville ranks 24th nationally in traffic deaths per 100,000 residents. Along with Vision Zero, WalknBike 2022 strives to identify and prioritize projects that improve safety for people who walk and bike.

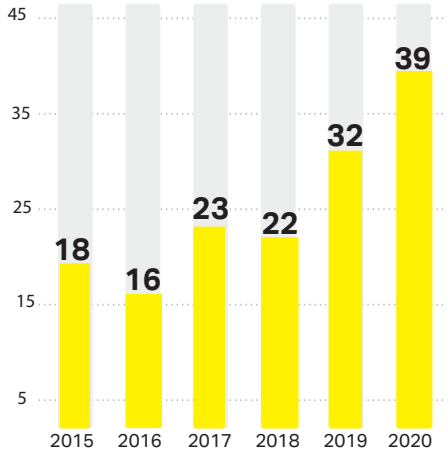
Analysis of Walking Safety

Smart Growth America's 2021 Dangerous by Design report states there are 1.5 pedestrian fatalities for every 100,000 residents making Nashville nearly double the national average. A safety analysis was conducted to review bicycle and pedestrian involved crashes and fatalities from 2015-2019 in Davidson County. Although similar data is included in the Vision Zero Action Plan, the data for our analysis was gathered from different sources and included different years.

Pedestrians are at the highest risk of being seriously injured or killed



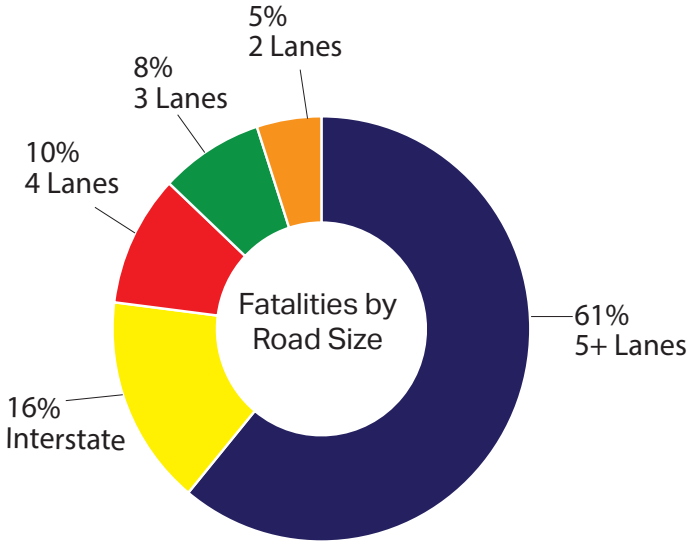
Between 2015-2019 a total of **2,523** crashes were reported

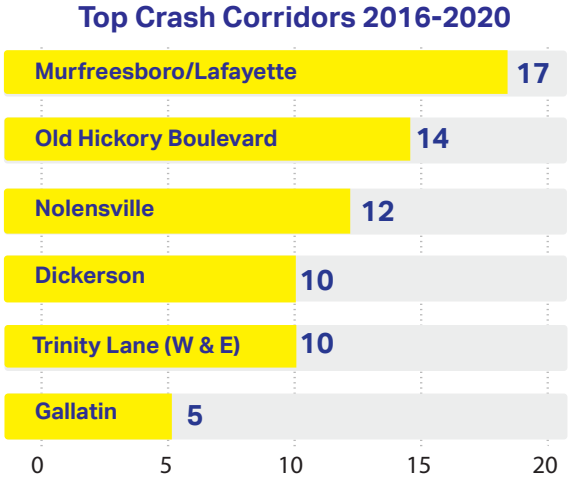


150 people walking have been killed and **248+** additional were injured in Nashville

80% of all pedestrian fatalities occur on wide, state controlled arterial roads

Arterial roads have speed limits over 30 mph, multiple lanes, few safe crosswalks, and high numbers of transit riders. Additionally, 75 percent of fatalities occurred at night with poor lighting as a contributing factor.

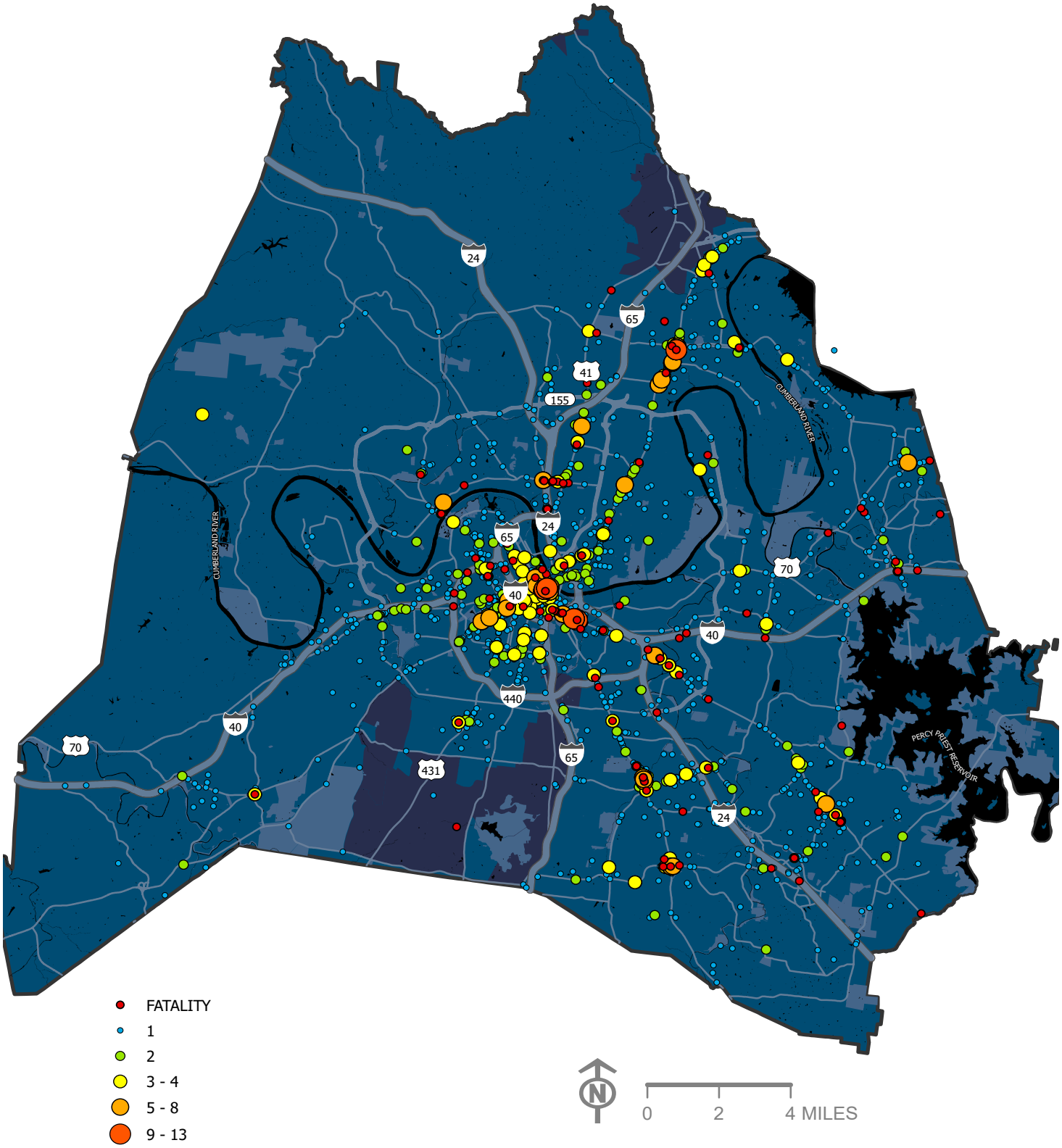




30% of all crashes occur in areas with a high concentration of poverty

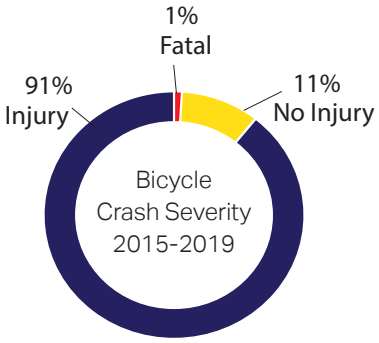
Tennessee Department of Safety TITAN database

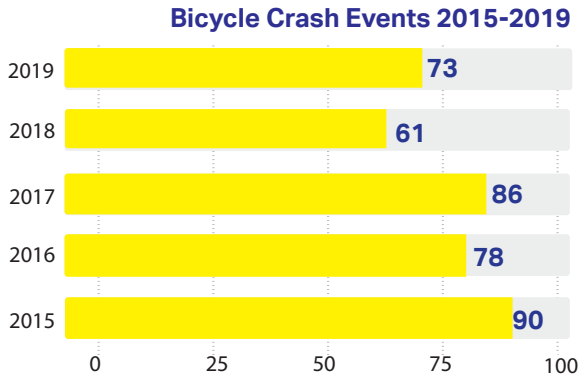
PEDESTRIAN CRASH & FATALITY LOCATIONS 2015-2019



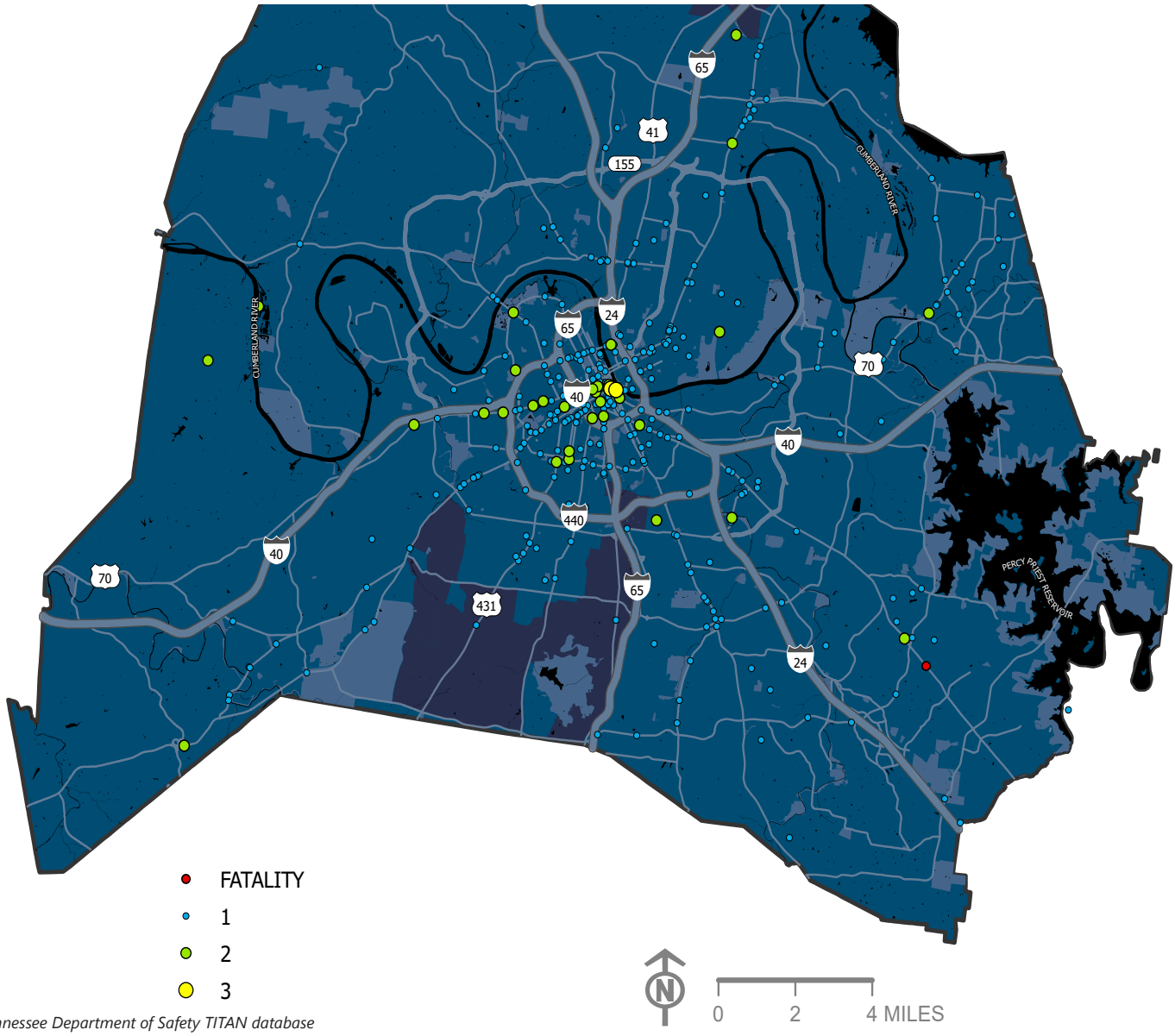
Analysis of Biking Safety

In an average year, 8 people riding bicycles are killed or seriously injured while traveling in Nashville, and less than 1% of streets account for 50% of all fatal and serious injuries.





BICYCLE CRASH & FATALITY LOCATIONS 2015-2019

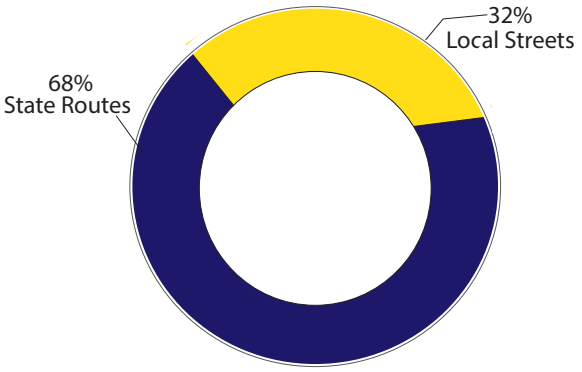


Tennessee Department of Safety TITAN database

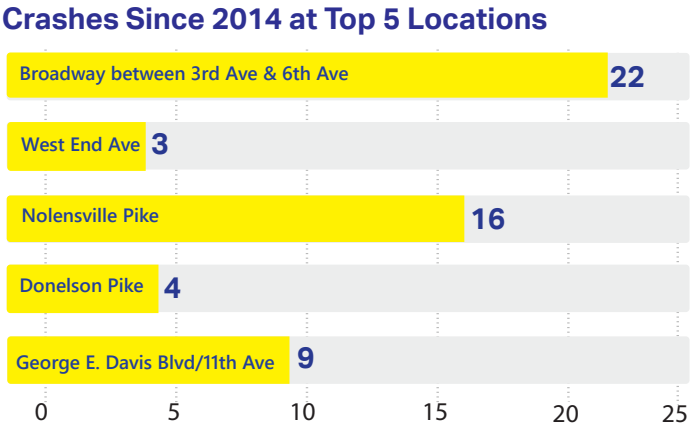
"Impossible Crossings"

In 2014, Metro Nashville's Pedestrian and Bicycle Safety Pilot Project report identified 50 locations in Nashville that were treacherous to cross if you were a pedestrian based on crash data from 2010-2013.

Since the report, 18 people have been killed & 257 injured at the 50 locations

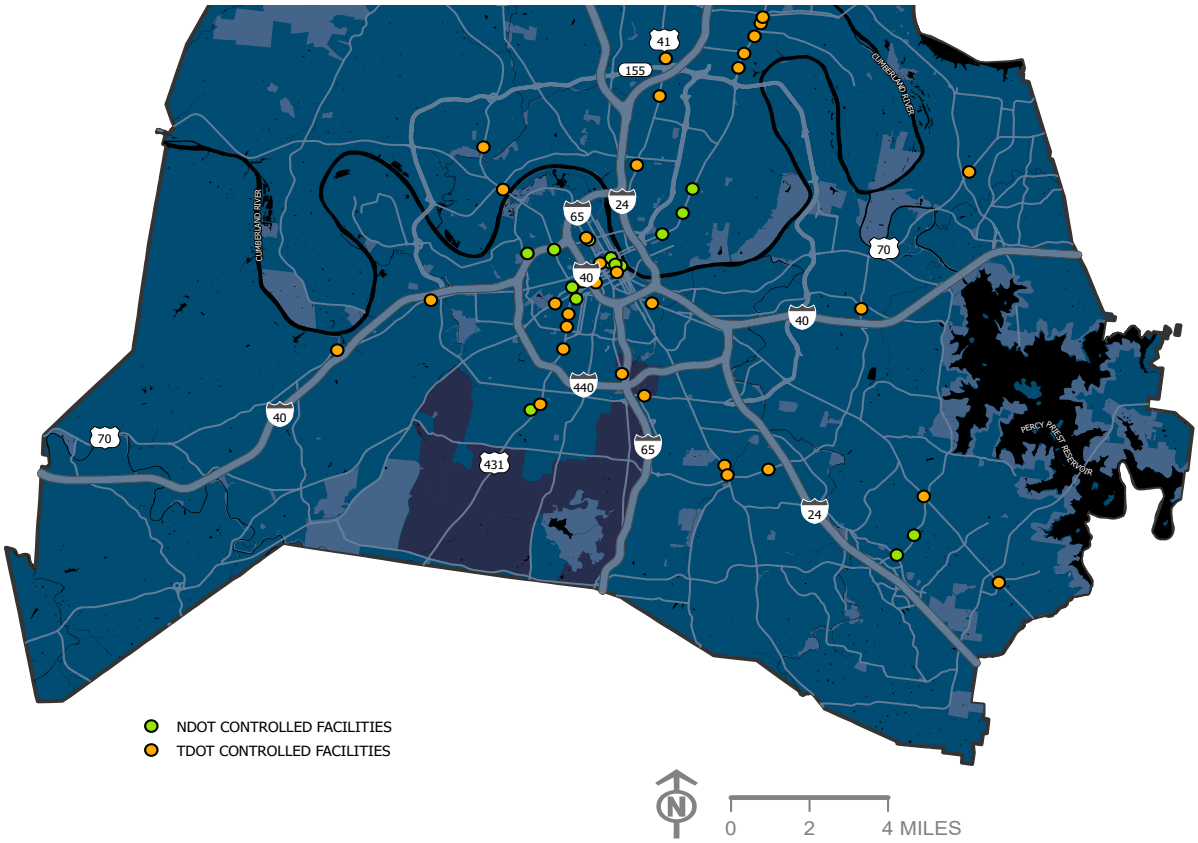


34 out of the top **50** are on state routes



50% of the local streets are in Downtown & Green Hills Midtown

IMPOSSIBLE CROSSINGS LOCATIONS



6 Multimodal Network Prioritization

Multimodal transportation needs and travel patterns continuously change within Metro Nashville due to shifts in destinations and populations, access to transit and jobs, mobility, and safety.

What the community needs from the network shifts along with the network characteristics, such as proximity to transit and connectivity. WalknBike 2022 captures these shifts and focuses first on addressing critical needs.

Prioritization Process

Community feedback received identified the top needs for the multimodal network to be **constructing more sidewalks**, **connecting underserved communities**, **improving crossings of busy streets**, and **providing access to jobs/activity centers**. In reviewing progress on the network since 2017 and based on community input, the following four factors emerged as critical needs:

SAFETY

One of the largest contributing factors in choosing not to walk or bike is safety. Safety data gathered from 2014-2021 that involved pedestrians and cyclists were the basis in evaluating this critical need.

Safety Scoring

Number of incidents by street length	0-25 points

CONNECTIVITY

Connectivity is the other largest contributing factor in choosing not to walk or bike. The evaluation specifically looked at areas with no sidewalks, gaps in existing sidewalks, and roadways with sidewalks on one or both sides.

Bikeway connectivity was evaluated based on historically planned bikeway routes, existing bikeway connectivity, and greenway access points. Scoring was based on amount of support to the existing bikeway network.

Sidewalk Connectivity Scoring

0 - 25% sidewalk	25 points
25-45% sidewalk	10 points
45-60% sidewalk	5 points
60-100% sidewalk	0 points

Bikeway Connectivity Scoring

Fills a gap in the network	25 points
Connects to the network	15 points
No network connection	5 points

ACCESS TO TRANSIT

This critical need is especially important for underserved and vulnerable areas. Connecting people walking/biking to transit allows these users to travel longer distances and provides access to education, jobs, and other primary activities. Transit ridership by stop was evaluated for this critical need.

Access to Transit Scoring

¼ mile > 250	25 points
¼ mile 100-200	17 points
¼ mile 20-100	12 points
¼ mile < 20	0 points

HEALTH & EQUITY

Health and equity specifically looks at number of households in poverty, unemployment, carless households, and seniors. Data from a recent GNRC study that identified degrees of vulnerability was used in the scoring.

Health and Equity Scoring

Highly Vulnerable Area	25 points
Vulnerable Area	15 points
No intersection	0 points

7

2022-2024 Work Plan

The WalknBike Team used the prioritized information to develop an actionable three year work plan for both sidewalks and bikeways.

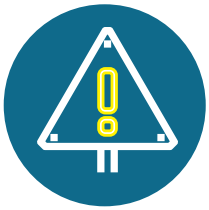
Key Factors of the Work Plan

The three year work plan also considers key factors for each project. These factors helped identify projects that can be delivered quickly and immediately address network needs, as well as projects with a longer delivery time.

Key Factors Considered in the Work Plan

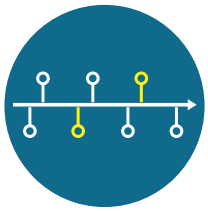
PROJECT COST & AVAILABLE BUDGET

FEASIBILITY



SEVERITY OF CRITICAL NEEDS

CONSTRUCTABILITY



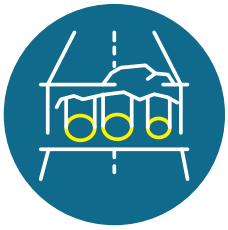
PROJECT DELIVERY TIMELINE

Sidewalk Implementation & Delivery

The goal of the implementation phase is to deliver constructed projects. Starting with the priority need score, segments were identified that either fill a gap or provide connectivity to transit stops. The projects identified ranged from short, easily constructible gaps to longer, full design projects. This process was used to generate a list of sidewalk projects that are immediately actionable in the work plan for the next three years. New projects can be executed under four programmatic types that include:

RAPID DESIGN

Rapid design projects are within the existing ROW and can be completed with conceptual design documents specifying the length and type of sidewalk to be installed. Typically these do not require permitting or utility coordination, and construction can begin quickly with minimal effort.



REPAIR PROJECTS

Repair projects are implemented by moving directly into construction. This type of project is located within the existing right-of-way and may complete a network gap or repair an existing issue with no design requirements.

STANDARD DESIGN

Standard design projects require significant engineering design, right-of-way acquisition, and typically construction contract procurement. A typical timeline for standard design is 2-3 years with an increased cost.

COMPLEX PROJECTS

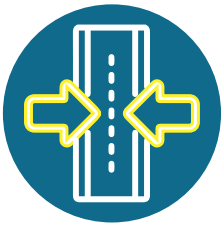
Complex projects can include interdepartmental or multi-jurisdictional coordination and/or funding. These projects typically require relocation/ construction of utility infrastructure in addition to the sidewalk. The extensive design, longer construction, and attention to coordination can extend the project well into 3–4 years and beyond.

Appendix C includes the 2022-2024 Work Plan for Sidewalks

Bikeway Implementation & Delivery

The goal of the implementation phase is to deliver constructed bikeway projects Two primary feasibility factors were considered when recommending bikeway installations or upgrades. First, if a bikeway can be aligned with an upcoming paving project there is an opportunity to deliver the project efficiently in conjunction with the planned paving project. Second, if a bikeway corridor has an existing bike lane with lower protection, the possibility of upgrading the route to a higher protection level can be pursued quickly.

Additional Factors Considered for Bikeways Work Plan



ROAD DIET STUDIES

PAVING SCHEDULES

RIGHT-OF-WAY REQUIREMENTS

AVAILABLE FUNDING

PROJECT COSTS

Several of the locations listed on the work plan are in close proximity to one another and may be advanced as a single project. For example, the group of projects known as the East Nashville Backbones will be considered together, as will several projects in close proximity in the Nations neighborhood. NDOT may design and implement more complex projects in phases as staff capacity and funding allows.

Appendix D includes the 2022-2024 Work Plan for Bikeways

The work plan is based on calendar years, not fiscal years. The work plan includes regionally significant projects that are aligned with GNRC's Long Range Transportation Plan and reflect coordination with NDOT paving program and development projects. NDOT will coordinate with GNRC and TDOT to include projects in GNRC's Transportation Improvement Program (TIP) in an appropriate manner. The work plan does not specify costs for individual projects, but at a high level each year's work plan is scaled to historic program funding levels and project delivery costs.

NEXT STEP:
NDOT staff should coordinate with Metro Planning to update the MCSP. The MCSP update should reconcile the priority sidewalks and bikeways identified in WalknBike 2022.

Appendix A: Major Studies & Plans

Downtown Neighborhood Traffic Study (Completion Scheduled for 2023) This plan is a joint project of the NDOT and WeGo to study transportation improvements that could be made in Downtown Nashville. The project will address traffic operations, opportunities for transit priority treatments, curbside management, and active transportation while also acknowledging the anticipated growth Nashville continues to face. Project completion will result in an action plan that outlines potential projects that prioritize equity and sustainability.

Vision Zero Action Plan (Completion Scheduled for 2022) This plan outlines a strategy for Nashville that follows the Vision Zero initiative to end all traffic-related fatalities and injuries. For both sidewalks and bikeways, the plan identified a high-injury network that should take priority in future transportation improvements. WalknBike 2022 was developed in conjunction with the Vision Zero efforts so that the maximum safety improvements can be made. A draft of the Action Plan was released in December 2021.

East Bank Planning Study Phase 1 (Completion Scheduled for 2022) The East Bank Planning Study is a project of the Metro Planning Department that will guide the future development of the rapidly changing east bank of the Cumberland River. The East Bank Study area is roughly 338 acres, bounded by I-24 to the east and south, the Cumberland River to the west, and Jefferson Street to the north. The project addresses circulation and mobility throughout the area and may result in changes to the Major and Collector Street Plan (MCSP) as well as the WalknBike 2022 project list. The concept of a new north-south multimodal spine is under consideration.

GNRC 2021-2045 Update to the Regional Transportation Plan (2021) The Greater Nashville Regional Council (GNRC) has updated regional transportation plan as per federal requirements for Metropolitan Planning Organizations (MPOs). This update plans for transportation improvements in the region from the present to 2045. This update includes a new Pedestrian Level of Service analysis for the region. Related to the update is the creation of a Pedestrian/Bicycle Vulnerability Index which represents the likelihood of a pedestrian/bicycle crash occurring using a systemic safety approach.

A Vision for Smart Mobility in Greater Nashville (2021) The Greater Nashville Regional Council (GNRC) has updated regional transportation plan as per federal requirements for Metropolitan Planning Organizations (MPOs). This update plans for transportation improvements in the region from the present to 2045. This update includes a new Pedestrian Level of Service analysis for the region. Related to the update is the creation of a Pedestrian/Bicycle Vulnerability Index which represents the likelihood of a pedestrian/bicycle crash occurring using a systemic safety approach.

Statewide Active Transportation Plan (2021) This plan is Tennessee's first statewide plan that focuses on walking, biking, and other forms of active transportation. The plan identifies goals and strategies for achieving the vision, Establishes a collaborative long-term vision, and calls on TDOT, its partners, and all stakeholders to take specific action steps. Key recommendations include:

- Develop more detailed policies, guidelines, and standards to include people walking/biking and other low-speed users across all project types and land use contexts (urban, suburban, and rural).
- Establish a standard set of multimodal measures to evaluate different options in all planning studies (e.g., consistency with local plans and public input, level of traffic stress, accessibility, and safety).
- Create a quick-build program to implement safety countermeasures at high-crash locations for people walking/biking and other low-speed users.
- Establish a Complete Streets program.

Metro Nashville Transportation Plan (2020) This plan is intended to provide the vision needed to catapult Nashville forward when an influx of funding becomes available. Key sections addressing active transportation include $200M Funding 80% of the remaining priority 75 miles of sidewalk, $175M Capping over I-65/I-40 with a park, $75M Safety/Vision Zero/Traffic Calming funding to address the backlog of traffic calming requests maintained by NDOT and operational safety improvements developed in the Vision Zero Action Plan process, and $35M Active Transportation/Bikeways/Greenways, would fund approximately seven miles of new bikeway every year, growing the network by 20% over five years.

nMotion Transit Plan (2016) The nMotion Transit Plan provides recommendations for immediate and long-term improvements to transit service in Middle Tennessee. Improving access to transit was one of the key recommendations of nMotion, including improved pedestrian facilities and better bicycle connections. The nMotion plan recommended improved sidewalks and crossings along all transit routes.

Transition Plan Review and Procedures for Continued ADA Compliance (2019) The 1990 Americans with Disabilities Act (ADA) requires state and local governments to conduct periodic self-assessments of ADA compliance with prepared Transition Plans that detail plans to correct any deficiencies. Metro Nashville prepared this Transition Plan Review and Procedures for Continued ADA Compliance in response to those requirements. The document addresses a wide range of accessibility issues, including accessibility issues related to transportation infrastructure, particularly sidewalks and intersections. The document identifies criteria for prioritizing accessibility projects such as sidewalk repairs and the removal of obstacles in the right of way.

Gear Up 2020: Rapid Goal Setting for a 21st Century Nashville (2016) Provides a set of actionable, short-term ideas to move Nashville forward by 2020. Areas of study include transportation and public safety, infrastructure and utilities, and quality of open space. In addition to recommending the establishment of a Nashville Department of Transportation, there were several recommendations that pertained to active transportation:

- Dramatically increase active transportation options
- Grow bikeshare fourfold (from 31 stations to 125)
- In rank order, address the 50 worst pedestrian and 25 worst bike crash intersections
- Commit to Vision Zero by 2025 by embracing the 5 E's and formalizing a Vision Zero program
- Create a Great Streets Corridor Program
- Build context-sensitive Complete Streets and default to pedestrians as priority
- Join National Association of City Transportation officials (NACTO)
- Accommodate all users for all construction projects
- Create a streetlight master plan

Nashville Next Volume 5: Access Nashville 2040 (2015) Nashville Next provides a comprehensive framework for the city's multimodal transportation network to support Nashville's quality of life and to manage growth, development, and preservation through 2040 and beyond. Pertinent recommendations included update the Strategic Plan for Sidewalks and Bikeways on a regular basis and restructure the planning process for sidewalks and bikeways to include low-stress bikeways and innovative bicycling infrastructure concepts being implemented in peer cities, the Metropolitan Parks and Greenways Master Plan, and the city's bikeshare system.

Major & Collector Street Plan (2015) The Major and Collector Street Plan (MCSP) is a comprehensive plan and implementation tool for guiding public and private investment in the major streets of the city. It is a part of Access Nashville 2040. The document provides design guidelines for bicycling, pedestrian, and transit facilities for different types of streets, such as collector-avenues, arterial-boulevards, arterial-parkways, and multimodal corridors (for transit only). This document now serves as the design standard for NDOT. An update of the MCSP is needed to incorporate projects identified in WalknBike 2022.

Multimodal Mobility Study (2014) The Multimodal Mobility Study was conducted to establish a mobility action plan for all modes of transportation in the Nashville region for the next 10 years. The study focuses on the downtown area. The study presents 79 project and policy recommendations that will help accommodate mobility needs and support future economic development. A primary goal of the bicycle recommendations is to significantly enhance the existing bicycle network by implementing protected bike lanes, standard bike lanes, and shared bike routes. Recommended bikeway projects include 5.27 miles of protected/buffered bike lanes, 4.11 miles of standard bike lanes, and 3.77 miles of shared bike routes. Some highlights of recommended improvements are to connect the existing Music City Bikeway and Rolling Mill Hill greenway and enhance the pedestrian environment of the downtown core and SoBro area, improve pedestrian mobility in Lower Broadway area, improve sidewalks in the SoBro area, improve pedestrian signal timing and implement advanced techniques. Recommendations are divided into short-term, mid-term, and long-term recommendations.

Pedestrian and Bicycle Safety Pilot Project (2014) This pilot safety improvement program identified high hazard safety locations within Metro Nashville and developed bike/pedestrian countermeasures. These were classified into three categories: conflicts, exposure, and vehicular speeds. The results of this pilot initiative have provided NDOT with a methodology and process for addressing bike/pedestrian e safety locations and cost-effective countermeasures for improving bike/pedestrian safety. Recommendations include implementing concept plan countermeasures and conducting after-studies to determine countermeasure effectiveness, formalizing the pilot study process as a formal practice within Metro Public Works' efforts to improve safety, and work with other departments and organizations to address non-engineering solutions.

Plan to Play: The Nashville Parks and Greenways Master Plan (2017) Plan to Play was developed by the Metro Parks Department to provide a 10-year vision for the Department's parks and greenways, including recommendations related to land, facilities, programs, operations, and funding. Since Nashville's greenways serve both recreational and transportation purposes, the Plan has relevance to this WalknBike 2022.

Appendix B: Status of WalknBike 2017 Action Items

Topic	Action Steps	2022 Status
Bike Share Integration	Develop strong partnership package with developers to fund stations	Metro does not currently operate bike share program. The BCycle bike share program has operated in partnership with the Nashville Downtown Partnership since 2012. BCycle closed in spring 2020 due to the COVID-19 pandemic and returned in spring 2021 with an all-electric fleet.
	Determine appropriate department to implement bike share as a part of a comprehensive transportation system.	
	Apply for additional federal and partnership grants for expanded stations and bike equity program funding.	
	Set goals and budget to support number of stations to be added each year (with partnerships and grants helping to accelerate the number).	
	Develop a public-private partnership to sponsor and fund bikeshare expansion and maintenance.	
Bike Parking	Propose policy amendment	Ongoing. To be addressed as part of implementing the Nashville Connector TDM program established since 2017 WalknBike.
	Develop program and design standards for owner-supplied bike racks in right of way	Complete. WeGo Transit Design Guidelines establish standards for bike rack design and placement.
	Develop program and policy for bike corral program and obtain approval from Traffic & Parking Commission	Ongoing. To be addressed as part of implementing the Nashville Connector TDM program established since 2017 WalknBike.
	Identify funding source and staff for implementation of City-provided bike rack program	Determined City cannot provide bike racks to private entities. Pursuing bike rack installation on public property with funding from 2016 and 2019 CMAQ grants.
Traffic Calming and Speed Reduction	Revise the application and implementation process to reduce application, review and implementation time	Complete. The Neighborhood Traffic Calming Process Manual and Toolkit was revised February 2021. The Neighborhood Traffic Calming Program typically accepts applications and selects projects twice per year, with approximately 25 projects selected per program cycle. Program coordinate directly with community and Council members to design projects based on individual street characteristics and neighborhood-specific concerns.
	Develop a phasing plan to change speed limit for all local streets to 25 mph	Complete. Metro Council approved ordinance BL2021-594 which lowered the speed limit on all neighborhood streets to 25 miles per hour (February 2021).

	Identify funding source for traffic calming program	Complete. Neighborhood Traffic Calming Program funded with Metro capital funding.
	Conduct targeted enforcement on neighborhood speeding	Metro's 2022 – 2026 Vision Zero Action Plan establishes strategies for reducing speeding through roadway design, speed limit reductions, and targeted education campaigns. The Action Plan also directs Metro to identify strategies for enforcement that respect the concerns of the community and reconsider the existing Metro policy that restricts automated enforcement.
	Identify 5 pilot projects for 20 mph slow zones. Install devices to monitor the speed of cars in these slow zones and identify opportunities for expansion and improvements in future phases	Complete. Slow Streets program piloted Spring 2020. Metro selected streets based on Neighborhood Traffic Calming Program applications, WalknBike priority networks, streets with nearby destinations such as parks, and streets without walking and biking infrastructure. Pilot included "road closed to thru traffic" signage and barricades to reduce driving and caution drivers while promoting walking and biking and increasing safety and comfort.
	Change signs and road markings, where applicable	Ongoing through routine NDOT processes such as the Neighborhood Traffic Calming Program implementation, responses to hubNashville requests, and other NDOT program implementation.
Bike/Ped Access During Street Closures	Evaluate existing fees and fee increases	Ongoing. NDOT continues to collaborate with partners such as Metro Parks to develop a program for ensuring that people walking and biking can access the active transportation network during development and event-related street closures. During lane closures, NDOT designates alternate paths of travel for people using all impacted modes, noting that the alternate path may be a shared facility for streets with one driving and one bike lane in each direction. In implementing this goal from WalknBike 2017 and 2022 as well as other planning processes, NDOT is also planning and designing the bikeway network to prioritize segments that can remain accessible during construction activities and events.
	Establish monitoring and enforcement program	
	Evaluate policy and how it addresses closures, maximum detour distances, and covered and protected walkways	
	Establish platforming for right-of-way (ROW) management	
	Develop guidebook	Incomplete

Regional Collaboration	Coordinate with satellite cities on bikeway and pedestrian projects	Ongoing. NDOT coordinates with the Greater Nashville Regional Council (GNRC) Regional Bicycle, including the Pedestrian Advisory Committee (BPAC) that reconvened in 2020. NDOT includes satellite community roadways in the multimodal High Injury Network analysis for 2022 – 2026 Vision Zero Action Plan. NDOT collaborates with municipalities as well as regional stakeholders such as TDOT and GNRC on the following programs: • Development review of proposals located on city/county borders • Specific cross-jurisdictional corridor projects (such as the Franklin Pike study with the City of Oak Hill) • Grant applications • Planning process such as the WalknBike update and Vision Zero Action Plan
	Work with municipalities to build development regulations and zoning codes that encourage or require land dedication or easements for the development of sidewalks	
	Work with municipalities to leverage partner funding and strengthen funding requests or grant applications for sidewalk and bikeway development	
	If needed, provide additional updates to WalknBike to reflect priorities and needs identified through regional collaboration	
Street Trees	Amend zoning code to allow for and/or require street trees	Complete. The following street tree ordinances passed: • BL2018-1416 (2019) allows street trees to count toward tree density requirements, increases tree density requirements for development which increases contribution to Tree Bank, uses Tree Bank to plant trees on public property including street trees • BL2020-288 (2020) requires street trees on commercial & multifamily residential developments in centers as designated in NashvilleNext • BL2021-619 (2021) authorizes the Metro Planning Commission to adopt a street tree plan for a specific geographic region
	Monitor whether street trees are planted around new development	Incomplete
	Cross reference tree canopy needs with sidewalk needs to determine where priorities align	Incomplete
	Allow flexibility in the MCSP to preserve mature trees during the design process	Metro only allows flexibility in the MCSP is a waiver or variance application is approved.
	Identify funding opportunities to increase street tree maintenance	In progress. Ordinance BL2021-972 (2021) identifies some funding sources for tree canopy restoration and maintenance and outlines parameters for allocating funding to implementation

		partners, though unlikely to result in additional street tree maintenance.
Public Art	Develop design standards and guidelines for public art incorporation into public right-of-way projects	In progress. NDOT and the Arts Council have partnered to outline a process which currently serves as a guideline for incorporating public art into right-of-way projects. Design standards have not yet been developed.
	Develop toolbox for public art or placemaking projects integrated into transportation infrastructure	Incomplete. The quick build toolbox in development as part of Vision Zero Action Plan implementation may include or enable placemaking elements.
	Recommend exploration of Public Works funding for public art/placemaking projects outside of the percent for art fund or outside of Metro Arts managed projects	Ongoing as part of collaboration with community groups such as Tactical URBanism Organizers (TURBO), Nashville Civic Design Center, and Walk Bike Nashville on projects, plans, grant opportunities, and other programs.
	Develop pre-qualified artist rosters for community groups, other Metro agencies, and private developers to access for projects	
Bicycle and Pedestrian Planning and Programs Staff	Meet with MTA, Parks, Public Works, and Planning to discuss the need to create a Bicycle and Pedestrian Division as well as to develop the responsibilities of this division	Complete. NDOT established in 2021 with Transportation System Development Group including multimodal transportation and walking and biking planners and technicians.
	Transition all staff who work on bikeway and sidewalk projects into a newly established Bicycle and Pedestrian Division	Complete. NDOT established in 2021 with Transportation System Development Group including multimodal transportation and walking and biking planners and technicians.
	Apply for federal and state funding for bike and pedestrian projects	Ongoing. Note this action item was being implemented prior to adoption of 2017 WalknBike, and NDOT continues to implement as part of routine program operations.
	Apply for Bicycle Friendly Community (BFC) Silver Designation and Walk Friendly Community (WFC) designation	In progress. Nashville awarded Bronze BFC designation in 2015. WFC designation still pending.
	Regularly update Mayor's BPAC on issues as the division evolves	Mayor's BPAC ended since 2017 WalknBike Plan adopted.
Transportation Demand Management	Develop a TDM Strategic Action Plan to identify priority actions, goals, and strategies for a Nashville TDM program	Ongoing. Nashville Connector TDM program launched in 2018. Additionally, these elements of the TDM program will be reviewed as part of the Downtown Neighborhood Traffic Study underway.
	Coordinate with Nashville MTA to develop commuter benefits for those who use transit	Ongoing. Nashville Connector TDM program launched in 2018.

	Work with employers to offer incentives for using alternative travel modes for commuting	Ongoing. WeGo Public Transit offers WeGo Ride program to employers. CMAQ-funded Nashville Complete Trips program facilitates strategic partnerships.
	Work with developers of high-density residential complexes to offer driving alternatives	Ongoing. Metro Traffic Impact Study guidelines for development proposals enable staff to require applicants to consider relevant TDM measures. NDOT development review and planning staff coordinating with Metro Planning on traffic analyses in high-density areas.
	Implement a marketing program to educate residents, workers, and visitors about available transportation options, including walking, biking, and transit	Ongoing. Nashville Connector launched in 2018.
	Routinely collect data and monitor progress; Issue an annual report that summarizes program activities and progress towards reaching goals	Incomplete. Reporting protocol established but not yet implemented as part of the Nashville Connector TDM program.
Safety Campaign	Implement education programming for K-12 schools and for seniors ages 65+	Vision Zero Action Plan directs NDOT to partner with Metro Nashville Public Schools (MNPS) in developing a Safe Routes to School program, in addition to other educational campaigns to promote safe transportation behaviors among all populations.
	Update “Moving in Harmony” campaign or create new pedestrian/bike/motor vehicle safety campaign	Ongoing. Moving in Harmony was enacted under a previous mayoral administration and is currently inactive. The Vision Zero Action Plan directs staff to develop a multimodal safety campaign as an immediate action step for 2022.
	Partner with Police Department to strategize and implement targeted enforcement, possibly in areas with high number of crashes or near schools	Vision Zero Action Plan establishes strategies for reducing speeding through roadway design, speed limit reductions, and targeted education campaigns. The Action Plan also directs Metro to identify strategies for enforcement that respect the concerns of the community and reconsider the existing Metro policy that restricts automated enforcement.
	Continue Safe Routes to School programming through Nashville MPO; Explore the possibility of expanding the program to more schools	Vision Zero Action Plan directs NDOT to partner with MNPS in developing a Safe Routes to School program
	Partner with local advocacy groups and nonprofit organizations to organize encouragement events to promote safe walking and biking	Ongoing. NDOT continues to collaborate with partners such as Walk Bike Nashville to promote safe and comfortable active transportation facilities; safety improvements for people walking, biking, and rolling; and encouragement events such as pop up/demonstration projects, including

		Walk Bike Nashville's annual Open Streets Nashville series.
Vision Zero Policy and Plan	Complete a Vision Zero Action Plan	As a priority of the Metro Transportation Plan adopted in 2020 under Mayor Cooper, NDOT initiated the Vision Zero action planning process in early 2021. The Vision Zero effort effort focused on community engagement around equity in both the planning process as well as the safety outcomes of implementation. NDOT released the draft Vision Zero Action Plan in December 2021 and anticipates final Action Plan February 2022.
	Adopt Vision Zero Action Plan	NDOT released the draft Vision Zero Action Plan in December 2021 and anticipates final Action Plan February 2022.
	Develop and implement targeted education programs geared towards improving pedestrian and bicyclist safety	Ongoing as part of Vision Zero Action Plan implementation. Targeted education campaign will require additional funding, with implementation anticipated for fiscal year 2022 – 2023.
	Target enforcement efforts towards top 50 high-crash intersections	Vision Zero Action Plan identifies immediate 2022 action step to conduct road safety audits and develop conceptual designs for safety improvements at top 25 High Injury Intersections.
	Collaborate with Nashville MTA to improve safety along transit corridors	WalknBike update and Vision Zero Action Plan prioritize safe access to transit in identifying priority sidewalk and bikeway network as well as High Injury Network and countermeasures.
Bicycle and Pedestrian Counts Program	Seek funding for a bicycle and pedestrian counts program; assign staff to manage counts program	Incomplete
	Determine locations for pedestrian and bicycle counts	Incomplete
	Conduct routine maintenance of counters	Incomplete
	Regularly review counts data to evaluate trends in bicycle and pedestrian travel	Incomplete
	Establish procedures for sharing counts data with the public	Incomplete

Wayfinding System	Conduct a wayfinding study and/or wayfinding plan; deliverables will include concepts and placement plan	Incomplete
	Consult NACTO Urban Bikeway Design Guide and MUTCD for design standards	Ongoing. NDOT planning and engineering staff apply NACTO and MUTCD guidelines as a matter of course in planning, designing, and maintaining assets such as wayfinding signage and pavement markings.
	Apply and obtain funding for a wayfinding system	Incomplete
	Install wayfinding signage and pavement markings	Ongoing. NDOT multimodal planning and engineering staff coordinate with NDOT sign shop to maintain wayfinding signage and pavement markings both in conjunction with construction projects and in response to community member requests via hubNashville.
	Conduct regular maintenance for wayfinding signs and pavement markings (if applicable)	
Batched Bikeway Projects	Identify funding strategies for bikeway projects	Ongoing. 2020 Metro Transportation Plan allocates significant funding to bikeways planning and implementation as a countywide priority. NDOT successfully pursues capital and grant funding for bikeways on annual basis through the Metro Council-approved Capital Spending Plan (CSP).
	Continue implementation of bikeway projects through street resurfacing	Ongoing. NDOT typically installs between 4 to 5 miles of new or improved bikeways annually in conjunction with the Metro resurfacing program. NDOT also coordinates with TDOT to installed bike facilities on TDOT roadways with resurfacing, as applicable (none 2019 – 2021).
	Engage business community and other private partners	Ongoing. NDOT continues to engage with business community partners such as the Downtown Partnership on projects like the Downtown Neighborhood Traffic Study (2021 – 2023).
	Engage neighborhood groups, advocacy groups, and other nonprofit organizations	Ongoing. NDOT continues to collaborate with partners such as Walk Bike Nashville to promote safe and comfortable active transportation facilities; safety improvements for people walking, biking, and rolling; and encouragement events such as pop up/demonstration projects. NDOT incorporates community engagement throughout the bikeway project development process from planning and design to construction. NDOT engages neighborhood groups through the Neighborhood Traffic Calming Program.

	Coordinate with Metro Parks on greenway and trail projects	Ongoing. NDOT coordinates with Metro Parks on projects and programs such as the East Bank Master Plan and bridge reviews where greenways/trails are planned. NDOT also provides support as needed to Metro Greenways Commission staff.
Utility and Fixed Object Coordination	Inventory obstructions and constrained widths in existing sidewalks that are part of the priority sidewalk network	Complete. Metro ADA Transition Plan Review and Procedures for Continued ADA Compliance includes inventory of sidewalk obstructions.
	Create a task list that outlines the obstruction, existing degree of obstruction, party responsible for relocation, and then prioritize items on the list	
	Work with NES and communication companies to identify a dedicated funding source to relocate utility poles from sidewalks. This should be a yearly recurring fund.	Ongoing. NDOT continues to coordinate with NES on an approach to payment for relocating utility poles as part of agency projects. Metro is currently working with NES to execute a MOU with scope to include relocating utility poles, payment, and other items.
	Work with MTA to develop a strategy and plan to relocate bus stops and benches outside of the sidewalk zone	Ongoing. NDOT and WeGo staff meet weekly to discuss coordination needs such as stop improvements related to development, sidewalk construction, and other activities, to ensure compliance with WeGo design standards.
	Create a guidebook to clearly outline the process to address obstacles in sidewalks	Incomplete
Tactical Urbanism Approach to Pedestrian & Bike Infrastructure	Implement citywide tactical urbanism policy to implement demonstration projects and low cost pedestrian projects	In progress. Vision Zero Action Plan identifies developing quick build toolkit and deploying pilot project as immediate 2022 action step.
	Partner with community organizations to implement temporary demonstration projects to test pedestrian and bike infrastructure treatments	Ongoing. NDOT continues to partner with organizations such as Nashville Civic Design Center, TURBO, and Walk Bike Nashville in implementing tactical urbanism projects, including reviewing projects and advising on community engagement and communications.
NACTO Involvement	Maintain membership in NACTO	Ongoing. Nashville continues to participate as NACTO Affiliate Member City. NDOT staff participate in NACTO consortiums and professional development opportunities.
	Adopt NACTO guidelines	Ongoing. Adopted plans such as Access Nashville 2040 (transportation element of the general plan, NashvilleNext) Major and Collector Street Plan (MCSP) and Metro Green and Complete Streets ordinance adopt NACTO guidelines and direct Metro to apply NACTO guidelines in designing roadway projects. Vision Zero Action Plan and Council resolution directs staff to develop and revise

		design guides which will incorporate NACTO standards.
	Conduct a study visit to an aspirational city in the U.S.	Metro staff typically participate in peer city visits as organized by the Nashville Chamber of Commerce. Staff also participate in professional organizations, such as the American Planning Association, that provide opportunities to visit peer/aspirational cities as part of conferences and mobile conference sessions. The Vision Zero Action Plan incorporates a peer/aspirational city analysis and report.
	Conduct a study visit to an aspirational city abroad	Incomplete
Bikeway Maintenance	Dedicate funding to bikeway maintenance	Ongoing. Bikeway program typically requests and receives approximately $500,000 annually for bikeway maintenance. NDOT staff currently conducting manual sweeping in protected bikeways, with street sweeper for protected bike lanes anticipated to be purchased in 2022. NDOT needs significant additional funding for a team of staff and additional machines to operate bikeway sweepers in an efficient manner countywide.
	Purchase appropriate equipment to maintain bikeways	In progress. NDOT purchasing street sweeper for protected bike lanes (2022).
	Establish routine schedule for maintenance of separated bikeways	In progress. Protected bike lane sweeping scheduled to be determined once protected bike lane street sweeper received and operational (2022).

Important Disclaimers for Appendices C - F

The work plans are based on calendar years, not fiscal years. These work plans include regionally significant projects that are aligned with GNRC's Long Range Transportation Plan and reflect coordination with NDOT paving program and development projects. NDOT will coordinate with GNRC and TDOT to include projects in GNRC's Transportation Improvement Program (TIP) in an appropriate manner. These work plans do not reflect changes related to programs such as pavement, which can change frequently.

Both the sidewalk and bikeways work plans do not specify costs for individual projects, but at a high level each year's work program is scaled to historic program funding levels and historic project delivery costs. Two important caveats should be noted. First, projects completed in the years immediately following WalknBike 2017 may be skewed toward projects that could be considered "low hanging fruit," projects without complicating factors that tend to increase the total cost of project construction. Hence, historic construction costs may underestimate the cost to deliver some of the more complex projects. Second, the high level of inflation the nation is currently experiencing will have an impact on the buying power of the budgets for sidewalks and bikeways. Cost estimates for individual projects will be developed based on project-specific considerations as those projects advance through the design phase.

Additionally, sidewalks and bikeways included in the 2022 - 2024 work plans, priority sidewalk and bikeway networks, and other sidewalk and bikeway planning efforts may be implemented through development review, maintenance, pavement management, and other programs. The complete list of projects on the Priority Sidewalk Network and Priority Bikeway Network is included in **Appendix E and Appendix F**.

Appendix C: 2022-2024 Work Plan for Sidewalks

On Street	From Street	To Street	Phase	2022	2023	2024	Length/ Feet	Council District
Maplewood Trace	Dickerson Pk	Walton Ln	CON	CON			2,311	08
Brick Church Pk	Village Trail	Mansonwood Dr	CON	CON			1,965	03
Annex Ave	Thunderbird Dr	Mall Entrance	CON	CON			1,994	20
Linbar Dr	Harding Place	Wallace Rd	ROW	ROW/ CON			1,627	30
Highway 70 S	Metro Park & Ride	Sawyer Brown Rd	ROW	ROW/ CON			2,566	22
Tusculum Rd	Nolensville Pk	Brewer Dr	ROW	ROW/ CON			4,526	30
Brewer Dr	Green Leaf Dr	Nolensville Pk	ROW	ROW/ CON			1,523	27
Stewarts Ferry Pk	Tennessee School for the Blind	Stones River Greenway	ROW	ROW/ CON			1,134	14
Hickory Plaza	Ocala Dr	Old Hickory Blvd	CON	DES/ CON			2,759	27
Andrew Jackson Pkwy	Lebanon Pk	Highland View Dr	CON	DES/ CON			4,055	11,12
Elm Hill Pk	Fesslers Ln	Spence Ln	CON	DES/ CON			6,361	19
E Thompson Ln*	Lawndale Dr	Murfreesboro Pk	DES	DES/ CON			340	16
Due West Ave*	Gallatin Pk	Coreland Dr	DES	DES/ CON			430	07
Foster Ave*	Murfreesboro Pk	Glenrose Ave	DES	DES/ CON			3,988	17
51st Ave N*	Alabama Ave	Charlotte	DES	DES/ CON			400	24
Craighead St*	Oceanside Dr	Bransford Ave	DES	DES/ CON			1,379	17
Highway 100*	Mid-Block	Collins Rd	DES	DES/ CON			261	35
Sawyer Brown Rd*	Highway 70 S	Todd Preis Dr	DES	DES/ CON			2,188	22
Cane Ridge Rd*	Bell Rd	Old Franklin Rd	DES	DES/ CON			6,773	33
Anderson Rd*	Bell Rd	Owendale Dr	DES	DES/ CON			3,200	29
Athens Way*	Rosa L Parks Blvd	Rosa L Parks Blvd	Planned	DES/ CON			368	02
Broadway	2nd Ave N	1st Ave N	CON	CON			270	19
W Hamilton Ave	West of Haynes Park Dr	Harold Prewett Dr	CON	CON			2,484	01
Herman St	12th Ave N	10th Ave N	CON	CON			1,318	19
Vailview Dr	Richmond Hill Dr	Parkwood Park Entrance	CON	CON			561	03

* ***Newly identified Sidewalk project based on priority scoring***

CON = Construction *ROW= Right-of-Way* *DES= Design*

On Street	From Street	To Street	Phase	2022	2023	2024	Length/ Feet	Council District
Old Lebanon Pk	J B Estille Dr	Lebanon Pk	CON	CON			1,055	15
Delmas Ave	Cherokee Ave	Gallatin Pk	CON	CON			2,352	05
Old Harding Pk	Hicks Rd	Highway 70 S	CON	CON			1,432	22, 34
Kings Ln	Phipps Dr	West of Clarksville Pike	CON	CON			2,759	01
Forest Park Rd	Lexington Garden Apartments	Neelys Bend Rd	CON	CON			985	09
Hamilton Church Rd	Murfreesboro Pk	East of Hamilton Creek Apartments	CON	CON			1,922	29, 33
Riverside Rd	1502 Riverside Rd	Twentieth St	CON	CON			2,281	11
Edge O Lake Dr	Deerpath Dr	Bell Rd	CON	CON			2,278	29
Bowling Ave	Richmeade Pl	Forest Park Ave	CON	CON			1,792	24
Davidson Rd	Hg Hill Middle School	Harding Pk	CON	CON			2,009	23
Asheford Trce	Murphywood	West of Bentwood Dr	CON	CON			139	32
Eastland Ave	N 16th St	Setliff Pl	CON	CON			744	06
Murfreesboro Pk*	Dover Glen Dr	Rural Hill Rd	DES	DES/ ROW	CON		530	29
Mt View Rd	Rural Hill Rd	Curtis Hollow Rd	CON	ROW	CON		746	32
Dickerson Pk	Dellway Dr	Donald St	ROW	ROW	CON		1,365	08
23rd Ave N	Cass St	St Louis St	ROW	ROW	CON		1,291	02, 21
Foster Ave	Whitsett Rd	Thompson Ln	ROW	ROW	CON		1,646	16
Murfreesboro Pk	British Woods Dr	Una Antioch Pk	ROW	ROW	CON		1,759	28
15th Ave N/Hynes St	Alley 372	Alley 243	ROW	ROW	CON		715	19
Shadowbrook Trl	Existing Sidewalk	Cane Ridge Elementary	ROW	ROW	CON		363	32
Brewer Dr	McMurray Dr	Green Leaf Dr	ROW	ROW	CON		1,055	27
Winthorne Dr	Glenpark Dr	Briley Pkwy	ROW	ROW	CON		2,755	13
Blue Hole Rd	Blue Hole Way	Henry Maxwell Elementary School	ROW	ROW	CON		919	31
Ordway Pl	N 16th St	N 17th St	ROW	ROW	CON		839	15
Lebanon Pk	Cottage Ln	Craigmeade Dr	ROW	ROW	CON		561	03
Stratford Ave	Oxford St	Kennedy Ave	ROW	ROW	CON		954	07

* ***Newly identified Sidewalk project based on priority scoring***

CON = Construction *ROW= Right-of-Way* *DES= Design*

On Street	From Street	To Street	Phase	2022	2023	2024	Length/ Feet	Council District
McGavock Pk*	Gallatin Pk	Bronte Ave	DES	DES	CON		172	07
Dickerson Pk*	Briley Pkwy Ramp	Homestead Rd	DES	DES	CON		2,766	02, 03
Charlotte Pk*	River Rd	Davidson Dr	DES	DES	CON		525	22, 35
Welshwood Dr*	Corning Dr	Nolensville Pk	DES	DES	CON		1,082	26
Murfreesboro Pk*	Crutchfield Ave	Spence Ln	DES	DES	CON		1,641	19
Myatt Dr*	Anderson Rd	N Dupont	DES	DES	CON		1,922	09
Gallatin Pk	120 Ft East of Cude Ln	Shepherd Hills Dr	CON		CON		648	10
Dickerson Pk	Duke St	180′ North of E Trinity Ln	CON		CON		292	05
Vaulx Ln	Inverness Ave	Kirkwood Ave	CON		CON		1,297	17
Old Hickory Blvd	Mill Creek Greenway	Bending Creek Dr	CON		CON		1,322	31
Hillsboro Pk	Graybar Ln	Crestmoor Rd	DES	DES	ROW	CON	430	25
Harris St*	Gallatin Pk	Mid-Block	DES	DES	ROW	CON	508	09
Gallatin Pk*	Myatt Dr	Conference Dr	DES	DES	ROW	CON	2,225	10
Doverside Dr*	Eaglewood Ln	Oakview Dr	DES		DES	CON	206	03
Dickerson Pk*	Oak Valley Dr	Ewing Dr	DES		DES	ROW	512	02
Murfreesboro Pk*	Bowwood Ct	Kermit Drq	Planned		DES	ROW	1,438	13, 16
Nolensville Pk*	Paragon Mills Rd	Welch	Planned		DES	ROW	266	26
Gallatin Pk*	Welworth St	One Mile Pkwy	Planned		DES	ROW	1,114	10
Harding Pl*	S Perimeter Park Dr	Antioch Pk	Planned		DES	ROW	1,273	13, 28
Brick Church Pk*	Masonwood Dr	Richmond Hill Dr	Planned		DES	ROW	1,801	03
Broadmoor Dr*	Dickerson Pk	Walton Ln	Planned			DES	1,837	08
Old Hickory Blvd*	Highway 70 S	Devon Valley Dr	Planned			DES	2,373	22, 34
Myatt Dr*	Gallatin Pk	500′ S of Spring Branch Dr	Planned			DES	1,625	10
Harrington Ave*	Gallatin Pk	Idlewood Ave	Planned			DES	866	09
Dickerson Pk*	Ben Alled Rd	Dellway Dr	Planned			DES	3,027	02, 08
Clifton Ave*	931 Aly	22nd Ave N	Planned			DES	400	21
Lebanon Pk*	J B Estille Dr	Old Lebanon Pk	DES			DES	592	15

* ***Newly identified Sidewalk project based on priority scoring***

CON = Construction *ROW= Right-of-Way* *DES= Design*

Appendix D: 2022-2024 Work Plan for Bikeways

On Street	From Street	To Street	Phase	2022	2023	2024	Length/ Feet	Council District
Monroe St	Arthur Ave	1st Ave N Greenway	CON	CON			4,860	19
20th Ave S	Charlotte Ave	Broadway	Planned		DES	CON	3,190	19, 21
E Thompson Ln	Thompson Ln	Murfreesboro Rd	Planned		DES	CON	8,702	16
3rd Ave N/S	Broadway	Union St	CON	CON			1,675	19
Jefferson St	Rosa L Parks Blvd	Cowan St	CON	CON			4,687	05, 19
Jonquil Dr	Harding Pl	Paragon Mills Rd	CON	CON			3,040	26
Heritage Dr/ Nesbitt Ln	Old Hickory Blvd	Gallatin Pk	Planned	CON			7,085	08
Cahal Ave	Gallatin Pk	Porter Rd	Planned	CON			5,140	07
KVB/Shelby Ave	8th Ave S	S 14th St	Planned		DES	CON	12,219	6, 19
6th Ave S	Lafayette St	Oak St	DES	CON			2,281	17, 19
Lindsley Ave	2nd Ave S	Hermitage Ave	DES	CON			1,904	19
Lindsley Ave	3rd Ave S	2nd Ave S	DES	CON			331	19
Hillside Ave	Olympic St	Wedgewood Ave	DES	CON			3,483	17
Dr Martin Luther King Jr Blvd	George L Davis Blvd	5th Ave N	DES	CON			3,612	19
12th Ave S	11th Ave S	Ashwood Ave	CON	DES/ CON			8,659	17, 18, 19
2nd Ave N	Gay St	Junior Gilliam Way	DES	DES/ CON			2,125	19
Demonbreun St	10th Ave S	1st Ave S	DES	DES	CON		3,239	19
Chestnut St	8th Ave S	Wharf Ave	DES	DES	CON		5,275	17
Edgehill Ave	16th Ave S	8th Ave S	DES	DES	CON		4,350	17, 19
Centennial Blvd/ Dr Walter S Davis Blvd	51st Ave N	Ed Temple Blvd	DES	DES	CON		9,664	20, 21
49th Ave N	Indiana Ave	Centennial Blvd	DES	DES	CON		2,177	20
Kentucky Ave	52nd Ave N	49th Ave N	DES	DES	CON		1,166	20
Georgia Ave	Delray Dr	52nd Ave N	DES	DES	CON		1,090	20
Indiana Ave	52nd Ave N	49th Ave N	DES	DES	CON		1,159	20
52nd Ave	Georgia Ave	Kentucky Ave	DES	DES	CON		1,653	20
Demonbreun St	Roundabout	14th Ave S	DES	DES	CON		1,013	20
East Nashville Backbones	1st Ave N	S 11th St	Planned	DES	CON		17,154	06, 19

Locations in close proximity to one another may be advanced as a single project.

CON = Construction *ROW= Right-of-Way* *DES= Design*

On Street	From Street	To Street	Phase	2022	2023	2024	Length/ Feet	Council District
25th Ave N	West End Ave	Park Plaza	Planned		DES	CON	3,003	21
40th Ave N	Charlotte Ave	Dr Walter S Davis Blvd	Planned		DES	CON	4,746	21, 24
Patterson St	25th Ave N	McMillan St	Planned		DES	CON	5,483	21
31st Ave N	West End Ave	Park Plaza	Planned		DES	CON	2,948	21
Long Blvd	31st Ave N	Acklen Park Dr	Planned		DES	CON	1,981	21
S 1st St/Davidson St	Seigenthaler Bridge	Shelby Park	Planned		DES	CON	7,907	6
Carroll St	Pedestrian Bridge	Charles E Davis Blvd	Planned		DES	CON	904	19
Gay St	James Robertson Pkwy	Cumberland River Greenway	Planned		DES	CON	1,004	19
Apache Ln/Bart Dr/Coleridge Dr	Haywood Ln	Tusculum Rd	Planned		DES	CON	12,957	30
Acklen Park Dr	Murphy Rd	Long Blvd	Planned		DES	CON	2,729	21, 24
Powell Ave	Thompson Ln	Sidco Dr	Planned		DES	CON	7,147	16
Sidco Dr	Harding Pl	Thompson Ln	Planned		DES	CON	11,159	16
Charles E Davis Blvd/Wharf Ave	Carroll St	Chestnut St	Planned		DES	CON	2,808	17, 19
Clarksville Pk	Clay St	Ed Temple Blvd	On hold				3,377	2, 21
Coley Davis Rd	Highway 70 S	Poplar Ridge Dr	On hold				9,270	22
Alabama Ave	51st Ave N	42nd Ave N	On hold				3,405	24
Colice Jeanne Rd	Highway 70 S	Baugh Rd	On hold				1,887	22
42nd Ave N	Murphy Rd	Alabama Ave	On hold				4,569	24
Fatherland St	S 5th St	S 19th St	On hold				8,179	6
S 14th St	Woodland St	Davidson St	On hold				5,209	6
N/S 17th St	Eastland Ave	Davidson St	On hold				8,156	6
Woodland St	S 11th St	S 17th St	On hold				3,026	6
Lawrence Ave	10th Ave S	12th Ave S	On hold				870	17
Holly St	S 17th St	S 19th St	On hold				958	6
Shelby Ave	S 14th St	S 20th St	On hold				3,218	6
51st Ave N/ Nebraska Ave	Wyoming Ave	440 Greenway	On hold				8,058	24
Cross Timbers Dr	Highway 70 S	Sawyer Brown Rd	On hold				4,367	22

Locations in close proximity to one another may be advanced as a single project.

CON = Construction *ROW= Right-of-Way* *DES= Design*

On Street	From Street	To Street	Phase	2022	2023	2024	Length/ Feet	Council District
3rd Ave S	Korean Veterans Blvd	Lindsley Ave	Planned		DES	CON	2,315	19
Clifton Ave	40th Ave N	Spruce St	Planned		DES	CON	9,156	21
Union St	2nd Ave N	Church St	Planned		DES	CON	3,074	19
Cass St	18th Ave N	I-65	Planned		DES	CON	5,563	2, 21
18th Ave N/Kellow St/10th Ave N	Clarksville Pk	Rosa Parks Blvd	Planned		DES	CON	5,408	2
Heiman St/11th Ave N	Ed Temple Blvd	Arthur Ave	Planned		DES	CON	8,524	21
14th Ave N	Heiman St	Buchanan St	Planned		DES	CON	3,019	21
5th Ave N	James Robertson Pkwy	Hume St	Planned		DES	CON	4,766	19
Country Hospital Rd	Briley Pkwy	Clarksville Pk	Planned		DES	CON	11,718	1, 2
21st Ave S	Charlotte Ave	Broadway	Planned		DES	CON	3,666	18,19, 21
East Nashville Backbones	1st Ave N	S 11th St	Planned	DES	CON		17,154	06, 19

Locations in close proximity to one another may be advanced as a single project.

CON = Construction *ROW= Right-of-Way* *DES= Design*

TDOT Bikeways Projects Included in the 2022-2024 Work Plan

On Street	From Street	To Street	Phase	2022	2023	2024	Length/ Feet	Council District
Thompson Ln	I-65	Nolensville Pk	Planned	DES	CON		1,653	20
SR-12/Rosa L Parks Blvd	Courtney Ave	James Robertson Pkwy	Planned	DES	CON		23,242	2, 19, 21
SR-1/ Murfreesboro Pk	15th Ave N	Fesslers Ln	Study	DES	CON		15,558	17, 19
SR-6/8th Ave	Broadway	Spring St	Study	DES	CON		15,920	5, 6, 19
SR-6/Gallatin Pk	Old Hickory Blvd	Sumner County Line	Study	DES	CON		22,638	8, 9, 10
SR-112/Clarksville Pk	Old Hickory Blvd	Courtney Ave	Study	DES	CON		35,809	1, 2, 3
SR-171/Old Hickory Blvd	I-24	Pilgrim Baptist Church	Study	DES	CON		45,878	32, 33
SR-45/Old Hickory Blvd	Whites Creek Pk	Dickerson Pk	Study	DES	CON		24,833	3
SR-1/Highway 70 S	Harpeth Valley Rd	Woodmont Blvd	Study	DES	CON		41,288	22, 23, 24, 34
SR-11/Springfield Hwy	Old Springfield Hwy	Williamson Rd	Study	DES	CON		18,361	10
SR-12/Ashland City Hwy	Bull Run Rd	Cato Rd	Study	DES	CON		36,428	1
SR-65/Whites Creek Pk	Clarksville Pk	Dickerson Pk	Study	DES	CON		53,973	1, 2, 3, 5
SR-106/Hillsboro Rd	Old Hickory Blvd	Harding Pl	Study	DES	CON		19,083	34
Charlotte Ave	Morrow Rd	28th/31st Ave Connector	CON	CON			10,093	21, 24
E Trinity Ln	Dickerson Pk	Gallatin Pk	CON	CON			8,919	05
Lebanon Pk	Stones River Greenway	Highland View Dr	BID	CON			10,633	11, 14

Timing of TDOT bikeway projects is dependent on TDOT scheduling and funding.

The following areas received high scores based on the critical needs analysis, meaning that there is an identified need for bikeways in these locations. These locations emerged through the critical needs analysis for WalknBike 2022 and were not included in the WalknBike 2017 Priority Bikeway Network. Community members will recognize that the streets listed represent complex roadways with significant demand for walking, driving, transit, and other uses in addition to biking. This list is not intended to prescribe bike facilities for these specific streets but rather to identify a broader area, which could include the street listed or an alternate street in the vicinity, for further study as to the feasibility of implementing a bikeway. NDOT will conduct robust community engagement and technical analysis as part of future bikeway planning efforts in these areas.

High Scoring Bikeways Identified in 2022

On Street	From Street	To Street	Phase	2024	Length/ Feet	Council District
Broadway	1st Ave S	8th Ave S	Potential	DES	2,564	19
McMillin St	Charlotte Ave	Church St	Potential	DES	1,255	19, 21
21st Ave S	Dixie Pl	Portland Ave	Potential	DES	2,744	17, 18
Spring St/Jefferson St	N 1st St	Cowan St	Potential	DES	475	5
John A Merrit Blvd	Ed Temple Blvd	TSU Campus	Potential	DES	2,613	21
Herman St	Dr DB Todd Jr Blvd	12th Ave N	Potential	DES	2,634	19, 21
S 7th St/Davidson St	Shelby Ave	S 12th St/Davidson St	Potential	DES	3,819	6
Poston Ave/Burch Ave/29th Ave N	27th Ave N	31st Ave N	Potential	DES	1,563	21
Wedgewood Ave/Walsh Rd	Martin St	Nolensville Pk	Potential	DES	3,521	17
10th Ave N	Monroe Ave	Jefferson St	Potential	DES	791	19
1st Ave N	Union St	Broadway	Potential	DES	1,929	19
8th Ave S	Korean Veterans Blvd	South St	Potential	DES	2,838	17, 19
3rd Ave S	Broadway	Korean Veterans Blvd	Potential	DES	1,612	19
6th Ave S	Demonbreun St	Lafayette St	Potential	DES	1,854	19
Jefferson St	Rosa L Parks Blvd	Ed Temple Blvd	Potential	DES	8,925	19, 21
Wedgewood Ave	12th Ave S	8th Ave S	Potential	DES	2,967	17
22nd Ave N	Charlotte Ave	Clifton Ave	Potential	DES	524	21
Acklen Ave	12th Ave S	10th Ave S	Potential	DES	983	17
Charlotte Ave	28th Ave N	George L Davis Blvd	Potential	DES	8,034	19, 21

Appendix E: Priority Sidewalk Network

On Street	From Street	To Street	Length/ Feet	Council District	Priority Score
Brick Church PK	Brick Church Ln	Chesapeake Dr	1,965	3	47
Vailview Dr	Richmond Hill Dr	Brickdale Ln	561	3	35
Delmas Ave	Cherokee Ave	Mid-block	2,352	5	25
Stratford Ave	Kingswood Ave	Oxford St	954	7	10
Maplewood Trce	Dickerson Pk	Hillside Rd	2,311	8	30
Forest Park Rd	Coventry Woods Dr	Neelys Bend Rd	985	9	40
Riverside Rd	Fourteenth St	Eighteenth St	2,281	11	10
Dodson Chapel Rd	Fleetwood Blvd	Seville Dr	2,978	14	10
Winthorne Dr	Dunailie Dr	Glenpark Dr	2,755	13	30
Old Lebanon Pk	Benson Rd	Lebanon Pk	1,055	15	57
Foster Ave	1863 Aly	Thompson Ln	1,646	16	62
Herman St	535 Aly	Morrison St	1,318	19	10
Annex Ave	Charlotte Pk	Mid-block	1,994	20	64
James Ave	Frisco Ave	23rd St	4,392	20	10
23rd Ave N	1610 Aly	Cass St	1,291	2	47
Old Hickory Blvd	Belle Forest Cir	Amberwood Cir	1,876	22	54
Davidson Rd	Mid-block	Post Rd	2,009	23	10
Bowling Ave	Bellwood Ave	Brighton Rd	1,23	24	5
Brewer Dr	Green Leaf Dr	McMurray Dr	1,523	27	35
Edge O Lake Dr	Deerpath Dr	Mid-block	2,278	29	25
Tusculum Rd	Madeline Dr	Raywood Ln	4,526	30	10
Mt View Rd	Private Dr	Rural Hill Rd	746	28	62
Old Harding Pk	Highway 70 S	Hicks Rd	1,432	22	47
Old Harding Pk	Olmstead Dr	Magnolia Hills Dr	875	35	25
Stewarts Ferry Pk	Blue Brick Dr	Blue Brick Dr	1,134	14	5
Blue Hole Rd	Blue Hole Way	Oak Chase Dr	919	31	25
Eastland Ave	N 16th St	Rudolph Ave	744	6	0
W Hamilton Ave	Haynes Park Dr	Clarksville Pk	2,484	1	47

On Street	From Street	To Street	Length/ Feet	Council District	Priority Score
Gallatin Pk	Thomas Ave	Elvira Ave	780	5	27
Charlotte Pk	Balmy Ave	Croley Dr	4,376	20	35
Harding Pl	Antioch Pk	Mid-block	1,156	13	64
Doverside Dr	Eaglewood Ln	Mid-block	362	3	35
Broadmoor Dr	Hillside Rd	Walton Ln	2,541	8	52
Spence Ln	Cornelia St	Murfreesboro Pk	1,642	15	52
Old Hickory Blvd	Mid-block	Highway 70 S	3,196	22	72
Spring Branch Dr	Myatt Dr	Cude Ln	1,882	10	59
Harrington Ave	Gallatin Pk	Idlewild Ave	1,991	9	65
Broadmoor Dr	Dickerson Pk	Hillside Rd	695	8	47
Foster Ave	Murfreesboro Pk	Woodycrest Ave	5,911	17	67
Brick Church Pk	Brick Church Pk RA	Briley Park Blvd S	2,535	3	47
Dickerson Pk	I-65 Ramp	I-65 Ramp	2,765	2	25
Anderson Rd	Kinwood Dr	Owendale Dr	3,456	29	45
Myatt Dr	N Dupont Ave	Roosevelt Ave	1,922	9	47
51st Ave N	Charlotte Ave	1,200 Aly	400	24	44
Craighead St	Mid-block	Oceanside Dr	1,379	17	35
Sawyer Brown Rd	Plantation Ct	Todd Preis Dr	2,188	22	30
Cane Ridge Rd	Bell Rd	Target Dr	7,357	32	25
Athens Way	French Landing Dr	Rosa L Parks Blvd	1,431	2	62
Lebanon Pk	Park Dr	Graylynn Dr	405	15	25
Hillsboro Pk	Woodmont Blvd	Graybar Ln	3,764	25	50
Millwood Dr	Murfreesboro Pk	Mid-block	3,856	15	80
Edmondson Pk	Nolensville Pk	Blackman Rd	2,760	26	47
Harding Pk	Cherokee Rd	Montgomery Bell Ave	3,709	24	25
Mt View Rd	Private Dr	Rural Hill Rd	2,362	28	62
Corning Dr	Lynn Dr	Welshwood Dr	2,060	26	47
Old Lebanon Pk	J B Estille Dr	Cliffdale Rd	1,867	15	17
Harris St	Gallatin Pk	Mid-block	858	9	80
Due West Ave	Gallatin Pk	Coreland Dr	4,184	7	69

On Street	From Street	To Street	Length/ Feet	Council District	Priority Score
E Thompson Ln	Murfreesboro Pk	Lawndale Dr	3,036	13	87
Hickory Hollow Pkwy	Bell Rd	Hickory Hollow Ln	1,501	32	35
Gallatin Pk	Haysboro Ave	Inglewood Dr	1,602	7	25
Charlotte Ave	Morrow Rd	54th Ave N	1,289	24	17
Murfreesboro Pk	Ransom Pl	Mid-block	3,357	28	27
Woodmont Blvd	Woodmont Blvd Ramp	Woodmont Blvd Ramp	3,399	25	10
Dickerson Pk	Mid-block	W Trinity Ln	4,344	5	49
Myatt Dr	Spring Branch Dr	Gallatin Pk	3,059	10	62
Lebanon Pk	Park Dr	Graylynn Dr	2,379	15	25
Plus Park Blvd	Mid-block	Pavilion Blvd	3,920	16	52
Gallatin Ave	715 Aly	W Greenwood Ave	591	5	34
E Thompson Ln	Murfreesboro Pk	Lawndale Dr	2,468	13	87
Edmondson Pk	Blackman Rd	Suter Dr	3,988	26	5
Mt View Rd	Private Dr	Rural Hill Rd	2,16	28	62
Gallatin Pk	Berkley Dr	Lakewood Dr	3,541	7	42
Nolensville Pk	Yelton Ct	Mid-block	3,311	26	59
Mt View Rd	Bell Forge Ln	Mid-block	4,182	32	22
Dickerson Pk	Mulberry Downs Cir	Barbett Dr	4,565	3	35
Old Lebanon Pk	Benson Rd	Lebanon Pk	897	15	57
31st Ave N	719 Aly	29th Ave N	1,916	21	30
Collier Ave	Dobbs Ave	Simmons Ave	2,254	16	47
Hillsboro Pk	Hobbs Rd	Castleman Dr	2,421	25	25
Dickerson Pk	Ben Allen Rd	Hillhurst Dr	1,753	2	32
Harding Pk	Kenner Ave	White Bridge Pk	3,105	24	27
Hickory St	Brawner Ave	2nd Ave	1,805	9	60
Powell Ave	Mid-block	Powell Pl	3,429	16	42
Hickory Hollow Pkwy	Private Dr	Bell Rd	3,011	32	35
Gallatin Pk	Thomas Ave	Elvira Ave	2,123	5	27
Murfreesboro Pk	Edge O Lake Dr	Martway Dr	2,541	28	32
Lebanon Pk	Briley Pkwy Ramp	Briley Pkwy Ramp	2,662	15	10

On Street	From Street	To Street	Length/ Feet	Council District	Priority Score
8th Ave S	Mid-block	Bradford Ave	717	17	0
Hillsboro Pk	Woodmont Blvd	Graybar Ln	969	25	50
Hickory Hollow Pkwy	Private Dr	Bell Rd	2,165	32	35
Spence Ln	Elm Hill Pk	I-40 Ramp	3,259	15	25
Neartop Dr	Vine Ridge Dr	Brookwood Pl	1,619	24	37
Gallatin Pk	Broadmoor Dr	Richmond Dr	745	7	5
19 Ave N	Warner St	Mid-block	1,225	21	47
Woodmont Blvd	Clairmont Pl	Noelton Ave	2,289	25	10
Murfreesboro Pk	Franklin Limestone Rd	Old Murfreesboro Pk	1,313	28	37
Nolensville Pk	Haywood Ln	Northcrest Dr	2,072	27	43
Gallatin Pk	Haysboro Ave	Inglewood Dr	4,230	7	25
Gordon Ter	Dickerson Pk	Gerald St	1,444	2	49
Elizabeth St	1,884 Aly	Tanksley Ave	1,043	16	47
Crestmoor Rd	Mid-block	Green Hills Village Dr	1,564	25	30
Elizabeth St	Collier Ave	1,884 Aly	507	16	47
Murfreesboro Pk	Railroad	Expressway Park Dr	598	19	49
State Rt 45	Gallatin Pk	Private Dr	2,132	9	47
Tanksley Ave	Unnumbered Aly	Nolensville Pk	2,349	16	47
Formosa St	545 Aly	22nd Ave N	748	21	25
Gallatin Pk	Welworth St	Old Dry Creek Rd	1,573	10	47
Bluefield Ave	Lebanon Pk	Spring Valley Rd	3,015	15	25
16th Ave N	Clinton St	Mid-block	738	19	52
Plus Park Blvd	Mid-block	Pavilion Blvd	757	16	52
Vultee Blvd	Murfreesboro Pk	Vultee Blvd	4,408	13	62
Hynes St	243 Aly	15th Ave N	243	19	27
State St	Bar-b-que Aly	Mid-block	659	21	27
Edmondson Pk	Blackman Rd	Suter Dr	5,628	26	5
Dickerson Pk	Old Trinity Ln	Duke St	1,928	5	59
Conference Dr	Gallatin Pk	Mid-block	1,291	10	34
Dickerson Pk	Dellway Dr	Lemuel Rd	2,249	2	47

On Street	From Street	To Street	Length/ Feet	Council District	Priority Score
Crenshaw St	1st Ave S	169 Aly	454	17	90
Athens Way	Ponder Pl	Dominican Dr	1,788	2	42
Mansion St	Overton St	Magazine St	197	19	17
Obrien Ave	White Bridge Pk	Midland Ave	2,238	20	52
Murfreesboro Pk	McGavock Pk	Mid-block	3,971	13	17
4th Ave S	Hart St	Houston St	183	17	37
N 12th St	Calvin Ave	727 Aly	181	6	27
Due West Ave	Milliken Bend Rd	Goldilocks St	3,742	7	35
Crestmoor Rd	Green Hills Village Dr	Cleghorn Ave	1,360	25	25
Bowwood Ct	Bowwood Dr	Vultee Blvd	2,957	16	50
Fort Negley Blvd	Bass St	Chestnut St	1,993	17	37
Sawyer Brown Rd	Highway 70 S	Plantation Ct	2,099	22	37
Alameda St	Mid-block	939 Aly	472	21	62
Orleans Dr	891 Aly	33rd Ave S	692	18	37
E Thompson Ln	Glenrose Ave	Glencliff Rd	1,556	16	25
30th Ave N	Mid-block	Clare Ave	410	21	47
Calhoun Ave	Fairfax Ave	Portland Ave	347	18	52
Whispering Hills Dr	McMurray Dr	Millerwood Dr	1,370	27	10
Stewarts Ferry Pk	Creekstone Cir	Creekstone Cir	2,859	14	25
Old Hickory Blvd	Belle Forest Cir	Amberwood Cir	4,251	22	54
Clover St	1,181 Aly	33rd Ave N	372	21	75
Woodyhill Dr	Jones Ave	Gordon Ter	2,594	8	35
Spring Branch Dr	Myatt Dr	Cude Ln	4,248	10	59
Clifton Ave	24th Ave N	931 Aly	1,573	21	52
Kings Ln	Phipps Dr	Drakes Branch Rd	4,165	1	22
Smith Springs Rd	Butler Rd	Smith Springs Rd	3,051	29	25
State Rt 45	Rio Vista Dr	Eagan Cir	3,824	9	35
Wimpole Dr	Browning Rd	Flushing Dr	2,972	16	35
Old Harding Pk	Morton Mill Rd	Morton Mill Rd	3,040	35	10
Spears Rd	Richmond Hill Dr	Wilmoth Rd	2,728	3	35

On Street	From Street	To Street	Length/ Feet	Council District	Priority Score
Linbar Dr	Wallace Rd	Wallace Rd	1,843	30	64
Trimble Rd	Hobbs Rd	Castleman Dr	2,724	34	10
Cross Creek Rd	Abbott Martin Rd	Warfield Ln	1,113	25	29
Windsor Green Dr	Hillshire Dr	Windsor Green Ct	4,904	33	10
7th Ave S	Fogg St	196 Aly	375	19	42
Hill Rd	San Marcos Dr	Hill Road Cir	2,948	4	10
Fowler St	Eleventh St	Cunningham St	3,817	11	25
Central Pk	Old Hickory Blvd	Burning Tree Dr	3,229	12	32
Blue Hole Rd	Mid-block	Bell Rd	2,560	31	35
Highway 100	Chaffin Dr	Stonemeade Dr	2,696	35	10
Bellshire Dr	Bellshire Ct	Banbury Dr	5,553	3	35
Cloverland Dr	Cloverland Park Dr	Saddlewood Ln	3,574	4	10
Jacksons Valley Rd	Old Lebanon Dirt Rd	Mid-block	1,944	12	42
Ironwood Dr	Ebony Dr	Susan Dr	6,729	14	25
Percy Warner Blvd	Harding Pk	Laurel Park Dr	2,818	23	10
Tusculum Rd	Mid-block	Shihmen Dr	3,825	30	35
Anderson Rd	Harvest Ct	Gondola Dr	4,365	29	40
Rosa L Parks Blvd	24th Ave N	Rosa L Parks Blvd	3,179	2	47
Gallatin Pk	Thomas Ave	Elvira Ave	2,524	5	27
Mcclurkan Ave	758 Aly	Brasher Ave	2,192	5	35
Straightway Ave	N 16th St	Scott Ave	3,449	6	35
Tammany Dr	Litton Ave	Marsden Ave	1,702	7	25
Tennessee Ave	53rd Ave N	54th Ave N	2,689	20	22
Ashland City Hwy	Eatons Creek Rd	Cato Rd	2,987	1	35

Appendix F: Priority Bikeway Network

On Street	From Street	To Street	Length/ Feet	Council District	Priority Score
42nd Ave N	Elkins Ave	1,198 Aly	4,563	24	10
45th Ave N	1,200 Aly	Alabama Ave	3,405	24	10
1st Ave S	Demonbreun St	Molloy St	3,197	19	55
Lafayette St	Wharf Ave	Claiborne St	2,580	19	75
Demonbreun St	13th Ave S	14th Ave S	1,006	19	50
Coley Davis Rd	Dona Mcpherson Dr	Harpeth Springs Dr	9,257	22	15
Georgia Ave	Delray Dr	Conway St	1,096	20	15
Michigan Ave	51st Ave N	52nd Ave N	1,657	20	25
Kentucky Ave	48th Ave N	49th Ave N	1,165	20	10
Old Hermitage Ave	Charles E Davis Blvd	Claiborne St	892	19	45
Hermitage Ave	172 Aly	Lindsey Ave	1,902	19	30
Charlotte Ave	49th Ave N	50th Ave N	10,055	24	30
Hickory Hill Ln	Lebanon Pk	Private	11,316	14	40
25th Ave N	West End Ave	Elliston Pl	3,055	21	50
Ezell Rd	Willard Dr	Haywood Ln	12,981	30	25
S 1st St	Mid-block	Davidson St	7,975	6	40
2nd Ave N	Mid-block	Gay St	2,130	19	25
James Robertson Pkwy	Gay St Connector	Public Sq	1,577	19	55
Sidco Dr	Thompson Ln	Fontana Dr	7,821	16	0
Armory Dr Ramp	Powell Ave	Armory Dr	7,156	16	15
Great Circle Rd	Mainstream Dr	Rosa L Parks Blvd	8,924	2	55
Lindsley Ave	2nd Ave S	Mid-block	297	19	30
Sidco Dr	Thompson Ln	Fontana Dr	11,152	16	0
Welch Rd	Shasta Dr	Jonquil Dr	3,034	26	35
W Argyle Ave	Elliott Ave	Hillside Ave	3,483	17	35
Cahal Ave	Branch St	Porter Rd	5,087	7	65
Broadway	7th Ave S	8th Ave S	9,076	19	55
State Rt 45	Gallatin Pk	Gallatin Pk	22,638	10	55

On Street	From Street	To Street	Length/ Feet	Council District	Priority Score
Bobel Ln	Clarksville Pk	Mid-block	35,809	1	30
Windcrest Trl	Hobson Pk	Bayshore Cv	45,878	33	15
Old Hickory Blvd	Lickton Pk	Blevins Rd	24,833	3	40
Highway 70 S	Colice Jeanne Rd	Mid-block	41,288	23	15
Kayla Dr	Springfield Hwy	Bailey View Ct	18,361	10	15
Ashland City Hwy	Amy Lynn Dr	Mid-block	34,454	1	40
Knight Dr	Judy Creek Rd	Whites Creek Pk	35,975	3	15
Old Hickory Blvd	Hillsboro Pk	Chickering Woods Dr	19,083	34	25
Broadway	1st Ave S	2nd Ave N	2,591	19	70
Childrens Way	21st Ave S	639 Aly	2,744	18	15
14th Ave N	Mid-block	Herman St	2,634	19	35
Union St	1st Ave N	2nd Ave N	1,929	19	40
8th Ave S	Mid-block	Wedgewood Ave	2,967	17	25
Clifton Ave	22nd Ave N	24th Ave N	524	21	55
12th Ave S	Acklen Ave	Acklen Ave	983	17	70
Jo Johnson Ave	Charlotte Ave	616 Aly	8,034	21	55
Korean Veterans Blvd	1st Ave S	Mid-block	29,047	19	80
New Sawyer Brown Rd	Dead End	Westfield Dr	2,708	22	15
Priest Lake Dr	Peninsula Ct	Stonewood Ct	5,826	29	15
Woodland St	S 11th St	239 Aly	1,326	6	30
Shelby Ave	S 10th St	292 Aly	1,649	6	40
Heritage Dr	Sixpence Pl	Nesbitt Ln	2,574	8	25
French Landing Dr	French Landing Dr	Dominican Dr	1,432	2	50
Wheless St	11th Ave N	539 Aly	2,677	21	35
James Robertson Pkwy	5th Ave N	6th Ave N	537	19	40
Arthur Ave	Monroe St	Cheatham Pl	763	19	55
Ed Temple Blvd	Beasley St	John A Merritt Blvd	228	21	50
John A Merritt Blvd	John A Merritt Blvd	Ed Temple Blvd	225	21	50

On Street	From Street	To Street	Length/ Feet	Council District	Priority Score
44th Ave N	Mid-block	Centennial Blvd	3,290	20	50
Clifton Ave	939 Aly	28th Ave N	4,322	21	50
Park Cir	Wrenwood Dr	Acklen Park Dr	487	24	0
Murphy Ave	901 Aly	21st Ave N	954	21	40
Lafayette St	Murfreesboro Pk	Railroad	4,326	17	40
Broadway	11th Ave N	12th Ave N	2,851	19	45
Ash St	3rd Ave S	147 Aly	321	19	70
George L Davis Blvd	Hynes St	Charlotte Ave	695	19	25
Broadway	1st Ave S	2nd Ave N	2,591	21	70
Childrens Way	21st Ave S	639 Aly	2,744	18	25
Ed Temple Blvd	Mid-block	Buchanan St	10,232	21	40
Bell Rd	Private Dr	Hickory Hollow Pkwy	10,232	32	40
12th Ave S	Bate Ave	683 Aly	10,462	17, 19	15
Meharry Blvd	17th Ave N	Dr D B Todd Jr Blvd	7,640	19, 21	50
Rosa L Parks Blvd	63 Aly	Commerce St	2,324	19	65
Bellfield Ave	Courtney Ave	Clarksville Pk	10,294	2, 21	40
21st Ave N	Elliston Pl	Church St	5,928	19, 21	30
Demonbreun St	13th Ave S	14th Ave S	6,639	19	50
Dew St	S 5th St	450 Aly	4,361	6	25
S 10th St	Russell St	Russell St	5,242	6	25
Sperry Ave	Bowling Ave	Lynnbrook Rd	9,697	24, 25	0
21st Ave N	Elliston Pl	Church St	4,176	19, 21	30
21st Ave N	555 Aly	Heiman St	10,948	2, 21	35
Broadway	3rd Ave S	Unknown Aly	5,261	19	90
Rosa L Parks Blvd	Rosa L Parks Blvd	Mid-block	4,801	19	35
Jo Johnston Ave	616 Aly	Pearl St	3,265	19, 21	55
8th Ave S	Mid-block	Bass St	7,306	17, 19	70
N 11th St	Gartland Ave	Gallatin Ave	5,762	6	15

On Street	From Street	To Street	Length/ Feet	Council District	Priority Score
Rosa L Parks Blvd	10th Cir N	Harrison St	7,906	19	25
E Thompson Ln	Glenrose Ave	Glencliff Rd	8,690	16	45
Korean Veterans Blvd	1st Ave S	Mid-block	4,764	6, 19	80
Union St	1st Ave N	2nd Ave N	8,056	6, 19	40
S Hamilton Rd	John Mallette Dr	River Rd	11,060	1, 2	35
Lafayette St	Murfreesboro Pk	Railroad	6,791	17, 19	40
Spring St	N 1st St	Cowan St	8,527	5, 19	85
31st Ave N	719 Aly	29th Ave N	6,775	18, 21	40
McMillin St	372 Aly	Charlotte Ave	1,584	19, 21	85
Foster Ave	1,863 Aly	Thompson Ln	5,108	16	50
Foster Ave	1,862 Aly	Jay St	9,728	16, 17	30
4th Ave S	Mildred Shute Ave	Chestnut St	9,410	17	45
21st Ave N	555 Aly	Heiman St	3,738	21	35
Broadway	15th Ave N	16th Ave N	8,622	19, 21	10
James Robertson Pkwy	2nd Ave N	3rd Ave N	6,161	19	55
20th Ave S	384 Aly	Broadway	2,798	19	15
Broadway	9th Ave S	10th Ave N	5,513	19	55
Roy St	W Trinity Ln	Mid-block	13,568	2	15
8th Ave S	403 Aly	389 Aly	6,708	17	60
Frith Dr	S 6th St	S 7th St	8,877	5,6	25
Chapel Ave	Eastland Ave	1,008 Aly	7,458	7	30
Acklen Ave	Natchez Trce	32nd Ave S	4,275	18	30
Hyde Park	Abbottsford	Cul-de-sac	12,564	25, 34	0
Carroll St	6th Ave S	5th Ave S	3,997	17, 19	50
Spurgeon Ave	Vashiti St	Napolean St	9,854	2, 5	25
Douglas Ave	N 12th St	1,020 Aly	8,878	6, 7	10
Parthenon Ave	701 Aly	Long Blvd	6,274	21, 24	15
Edwards Ave	Hart Ln	Virginia Ave	15,322	2, 8	40
Gale Ln	Vaulx Ln	Craig Ave	4,476	5, 17	15

On Street	From Street	To Street	Length/ Feet	Council District	Priority Score
Natchez Trce	Jess Neely Dr	Dudley Ave	9,203	18, 21	50
Dominican Dr	Mid-block	Rosa L Parks Blvd	2,789	19, 21	50
Division St	19th Ave S	Lyle Ave	4,718	19	55
Gulch St	Dr Walter S Davis Blvd	Clover St	6,387	21	50
4th Ave S	Hart St	Houston St	14,098	17, 19	35
Argle Ave	Neelys Bend Rd	Robinwood Ave	7,336	8	40
Magnolia Blvd	20th Ave S	Magnolia Blvd	7,508	18	50
Woodland St	S 15th St	Lindsley Park Dr	5,437	6	15
Bar-b-que Aly	377 Aly	Patterson St	5,491	21	40
Ireland St	9th Ave N	10th Ave N	10,277	19, 21	10
Woodland St	Unknown Aly	Mcferrin Ave	9,489	5, 6	30
Albion St	28th Ave N	1,177 Aly	3,126	21	60
Rosa L Parks Blvd	10th Cir N	Harrison St	7,292	19	25
Clifton Ave	34th Ave N	Mid-block	6,518	21	50
Belmont Blvd	Acklen Ave	Belmont Ave	7,536	18	45
Fatherland St	292 Aly	S 11th St	8,203	6	35
Charlotte Ave	51st Ave N	52nd Ave N	3,771	20, 24	30
E Trinity Ln	Ellington Pkwy Ramp	Ellington Pkwy Ramp	8,855	5	15
Ed Temple Blvd	Mid-block	Buchanan St	10,487	19, 21	40
Greenland Ave	Murray Pl	McGavock Pk	8,393	7	0
12th Ave S	Montrose Ave	958 Aly	5,173	17, 18	15
Woodlawn Dr	Natchez Trce	Mid-block	16,399	24, 25	15
Great Circle Rd	Mainstream Dr	Rosa L Parks Blvd	5,408	2	55
Hermitage Ave	Lea Ave	Middleton St	3,782	19	45
Collins Rd	Highway 100	Learning Ln	19,844	34, 35	25
Dickerson Pk	Mid-block	Cleveland St	7,542	5	50
W Trinity Ln	Monticello Dr	Liberia St	7,011	2, 5	50
21st Ave S	Bernard Ave	Blair Blvd	7,285	18	50
John L Driver Ave	38th Ave N	39th Ave N	4,651	5, 21	40

On Street	From Street	To Street	Length/ Feet	Council District	Priority Score
Nolensville Pk	Wingrove Ave	Walsh Rd	10,140	17	70
27th Ave N	943 Aly	Herman St	9,416	19, 21	35
Mossdale Dr	Sailboat Dr	Bell Rd	7,069	29	0
Jones Ave	Mid-block	Flamingo Dr	15,976	5, 8	70
Dickerson Pk	Grace St	Hancock St	12,265	5	50
Unnamed St	Dominican Dr	Dead End	4,266	5, 21	35
Belmont Blvd	Gale Ln	Mid-block	5,959	2, 25	35
Clifton Ave	40th Ave N	1,189 Aly	4,753	5, 24	50
Fairfield Ave	Mid-block	Mid-block	6,602	5, 19	35
Albion St	Mid-block	1,214 Aly	8,146	5, 21	35
Andrew Jackson Pkwy	Old Lebanon Dirt Rd	Stoners Glen Dr	16,806	5, 12	55
Charlotte Ave	51st Ave N	52nd Ave N	9,969	5, 24	30
Charlotte Ave	40th Ave N	40th Ave N	5,843	5, 24	50
Benjamin St	Scott Ave	Gentry Ave	12,726	5, 7	0
24th St	Elliott Dr	Dabbs Ave	13,566	5, 11	25
S 14th St	Holly St	733 Aly	5,213	5, 6	35
Oakhill Dr	732 Aly	Holly St	7,008	5, 6	15
Ashland City Hwy	Mid-block	Mid-block	11,605	5, 2	50
12th Ave S	Kirkwood Ave	Kirkwood Ave	5,804	5, 18	15
Aberdeen Rd	Mockingbird Rd	Cherokee Rd	7,157	5, 24	15
Gallatin Pk	Haysboro Ave	Inglewood Dr	16,778	5, 7	0
Heritage Ct	Heritage Dr	Heritage Square Dr	5,392	5, 8	25
8th Ave S	Bradford Ave	Melpark Dr	5,906	5, 17	0
Knob Rd	Kendall Dr	Kendall Dr	10,467	5, 24	35
8th Ave S	S Douglas Ave	Prentice Ave	3,103	5, 17	25
Oriole Pl	Richard Jones Rd	Shackelford Rd	6,726	5, 25	15
Brightwood Ave	962 Aly	Primrose Ave	5,197	5, 25	0
Woodland St	760 Aly	S 17th St	9,003	5, 6	15
Highway 100	Vaughns Gap Rd	Harpeth Trace Dr	22,444	5, 23	20

On Street	From Street	To Street	Length/ Feet	Council District	Priority Score
Hillside Dr	Blair Blvd	Chesterfield Ave	3,493	5, 24	15
Birch Ave	Dead End	Fern Ave	3,382	5	25
Highway 70 S	Colice Jeanne Rd	Mid-block	6,244	5, 22	15
Granny White Pk	Noelton Ave	Woodmont Blvd	7,163	5, 25	15
Frisco Ave	James Ave	1,503 Aly	8,023	5, 20	0
Andrew Jackson Pkwy	Old Hickory Blvd	Jackson Pass	13,150	5, 14	50
Lewis St	Hart St	694 Aly	8,917	5, 17	25
Alamo Pl	Croley Dr	Westboro Dr	8,511	5, 20	0
Woodmont Blvd	General Bate Dr	Lealand Ln	10,915	5, 25	0
Mainstream Dr	Great Circle Rd	Freelands Station Rd	6,267	5, 2	50
Sterling Boone Dr	Lutie St	Whitsett Rd	8,252	5, 16	15
Lemont Dr	Saunders Ave	Lemont Ct	18,311	5, 8	15
Louisiana Ave	49th Ave N	Centennial Blvd	2,472	5, 20	25
Antioch Pk	Avenal Ave	Kinross Ave	9,928	5, 16	0
Avalon Dr	1,035 Aly	Whites Creek Pk	10,987	5, 3	25
Baptist World Center Dr	Gooch St	Youngs Ln	5,870	2, 5	25
Riverside Dr	Fortland Dr	Brittany Dr	4,991	5, 6	15
Croley Dr	Laredo Ave	James Ave	9,548	5, 20	0
Moorewood Dr	Richmond Hill Dr	Wilmoth Rd	6,782	5, 3	25
Aberdeen Rd	Mockingbird Rd	Cherokee Rd	9,497	5, 24	15
Tucker Rd	Saint Marys Ln	Stokers Ln	2,337	2, 5	25
River Bend Ln	River Bend Rd	Morton Mill Rd	2,437	5, 35	0
21st Ave N	Jefferson St	Scovel St	8,925	5, 21	50
Spring St	N 1st St	Cowan St	2,311	5	85
Broadway	1st Ave S	2nd Ave N	951	5, 19	70
Shelby Ave	S 10th St	292 Aly	3,215	5, 6	40
Shute Ln	Mid-block	Dead End	9,259	5, 11	0
Rachels Ln	Hermitage Rd	Rachels Ln	6,503	5, 11	15
Two Rivers Pkwy	Mid-block	Two Rivers Pkwy Ramp	17,176	5, 15	25

NDOT