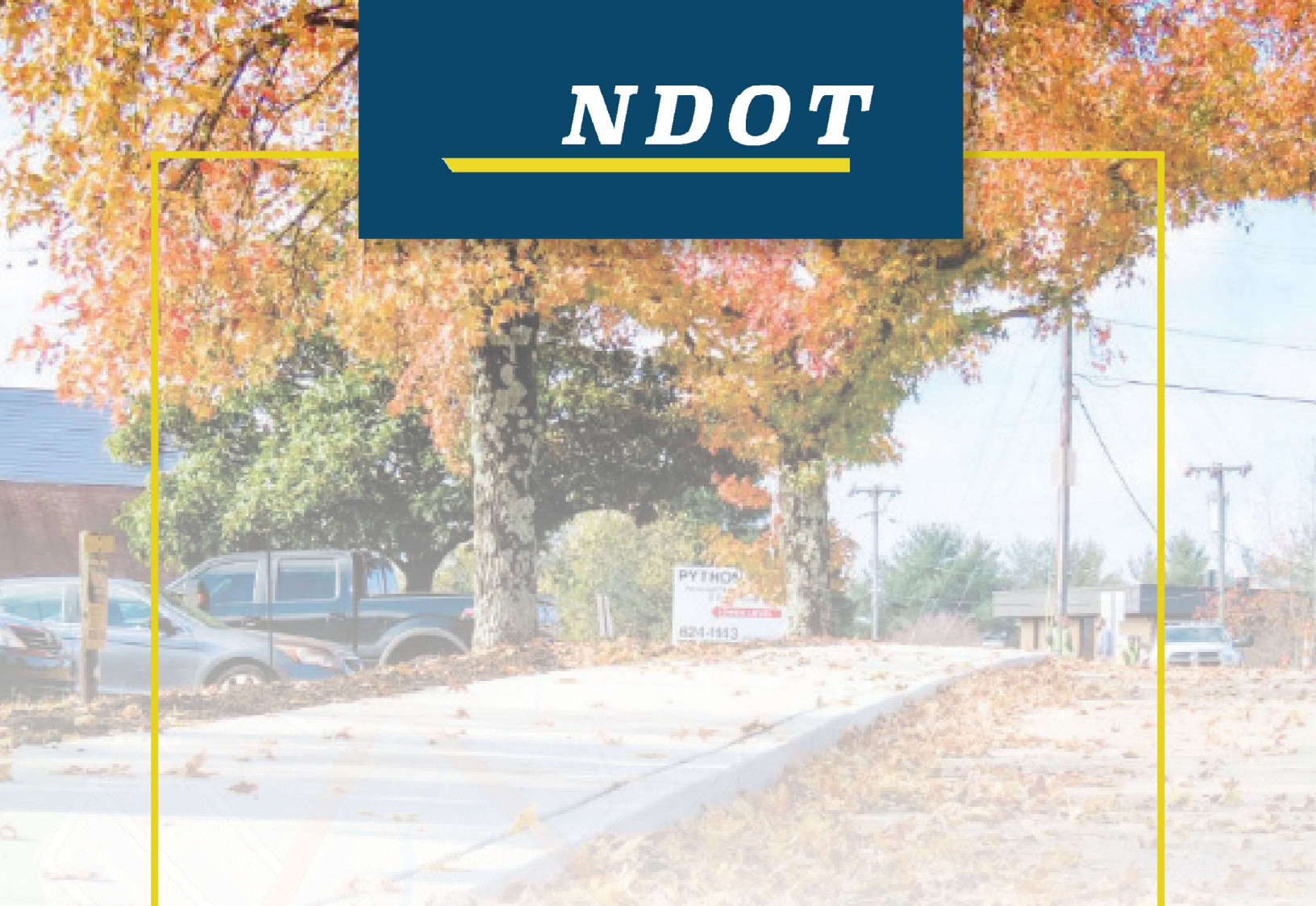

NDOT

WalknBike 2022

walk N bike

S

Table of Contents

1 Purpose of WalknBike 2022 4

2 Outreach & Engagement 7

3 Existing Sidewalk Network 13

4 Existing Bicycle Network 16

5 Safety for People Who Walk & Bike 18

6 Multimodal Network Prioritization 23

7 2022-2024 Work Plan 27

APPENDICES

A Major Studies & Plans 32

B Status of WalknBike 2017 Action Items 34

C 2022-2024 Work Plan for Sidewalks 43

D 2022-2024 Work Plan for Bikeways 47

E Priority Sidewalk Network 52

F Priority Bikeway Network 57

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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FAIRPOINTE PLANNING

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

WalknBike 2022 Implementation Notes

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 (PSN) and Priority Bikeway Network (PBN) are included in **Appendix E and Appendix F**. The PSN and PBN include all 2022-2024 Work Plan projects and remaining projects identified in the priority networks from 2017 WalknBike Plan that have not been completed.

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

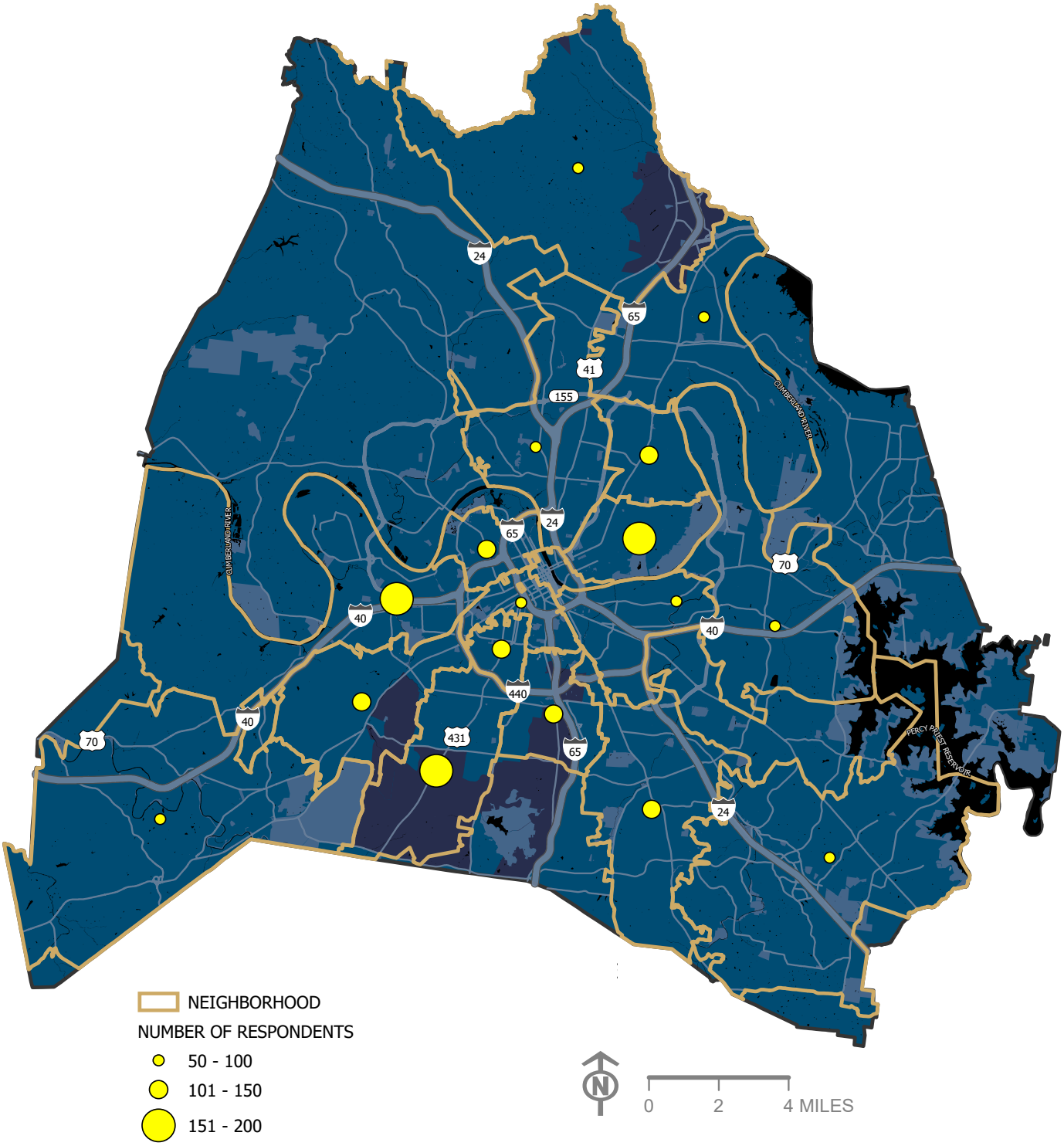
Steering Committee membership was expanded from WalknBike 2017 to include representatives from community organizations, underserved communities, and diverse groups including MNPS, Black Girls Do Bike, Walk/Bike Nashville, Conexión Americas, BCycle, APAC, and Empower Tennessee. Key activities of the Steering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

Metro Experience

LDA is a Certified Small Business Enterprise (SBE) with Metro Nashville

XX
Number of Metro Water Services (MWS) Projects

XX
Number of Nashville Department of Transportation and Multimodal Infrastructure (NDOT) Projects

XX
Number of Metro Nashville Programs involved in

Tennessee Experience

LDA is a Certified Small Business Enterprise (SBE) with Metro Nashville

XX
Number of Metro Water Services (MWS) Projects

XX
Number of Nashville Department of Transportation and Multimodal Infrastructure (NDOT) Projects

XX
Number of Metro Nashville Programs involved in

Team Members

8 Full time employees in local Nashville Office

2 team members staffed in Metro Program Offices that report directly to the Mayor's Office

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

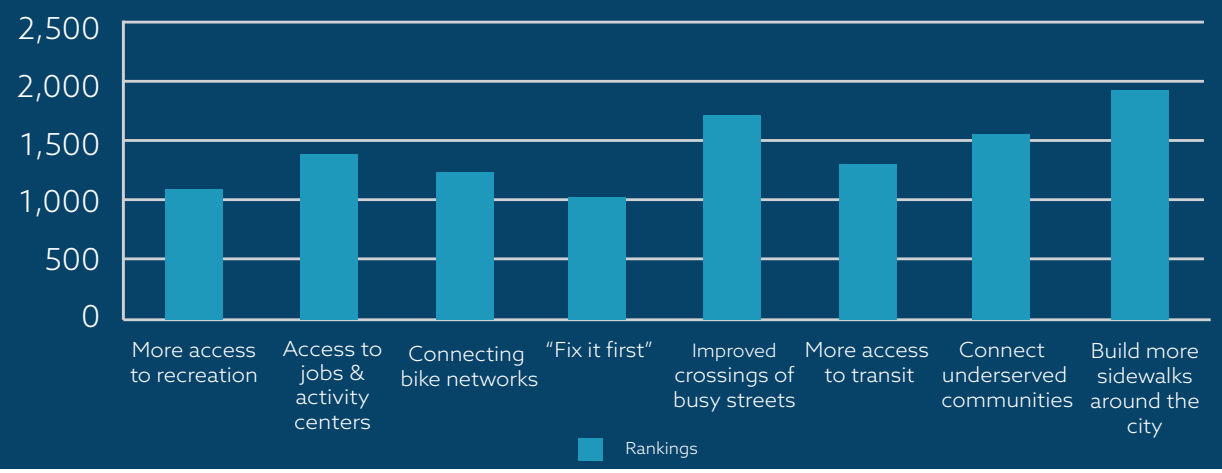
Connectivity Needs

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

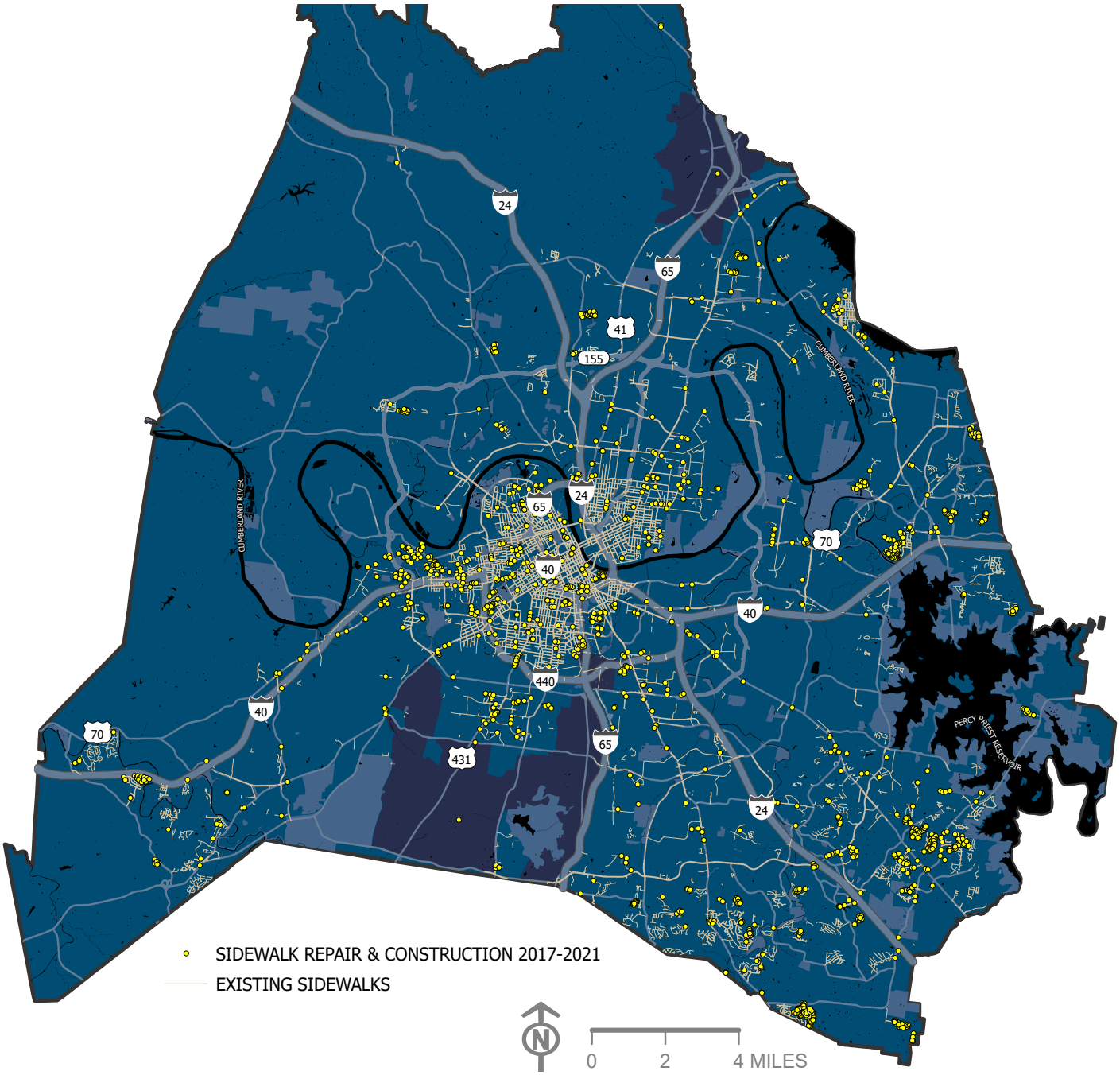
Developing a well-connected and safe sidewalk network provides for a more balanced transportation network and gives people more travel choices and improves access to transit. As of September 2021, the sidewalk network consists of 1,205 miles. A total of 93 miles were added to the network since the adoption 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%	21-50%	51-100%
Good	Fair	Poor
925 Miles	85 Miles	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

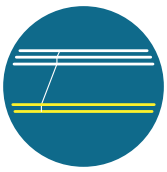
TRANSPORTATION FACILITIES

PLACES OF EMPLOYMENT

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

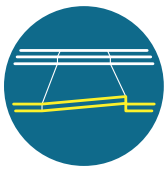
No Curb Ramp

Improper Width For Path or Travel

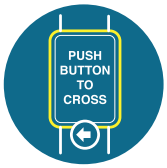


Non-Compliant Curb Ramp

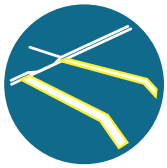
Broken Surface Material



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

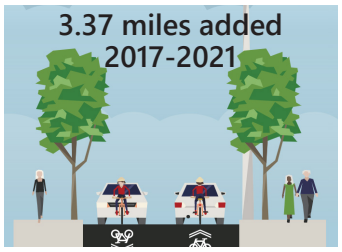
There are four main types of bikeways constructed by NDOT as part of the Bikeway Program. The main difference between each is level of protection. Each type is described below.

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

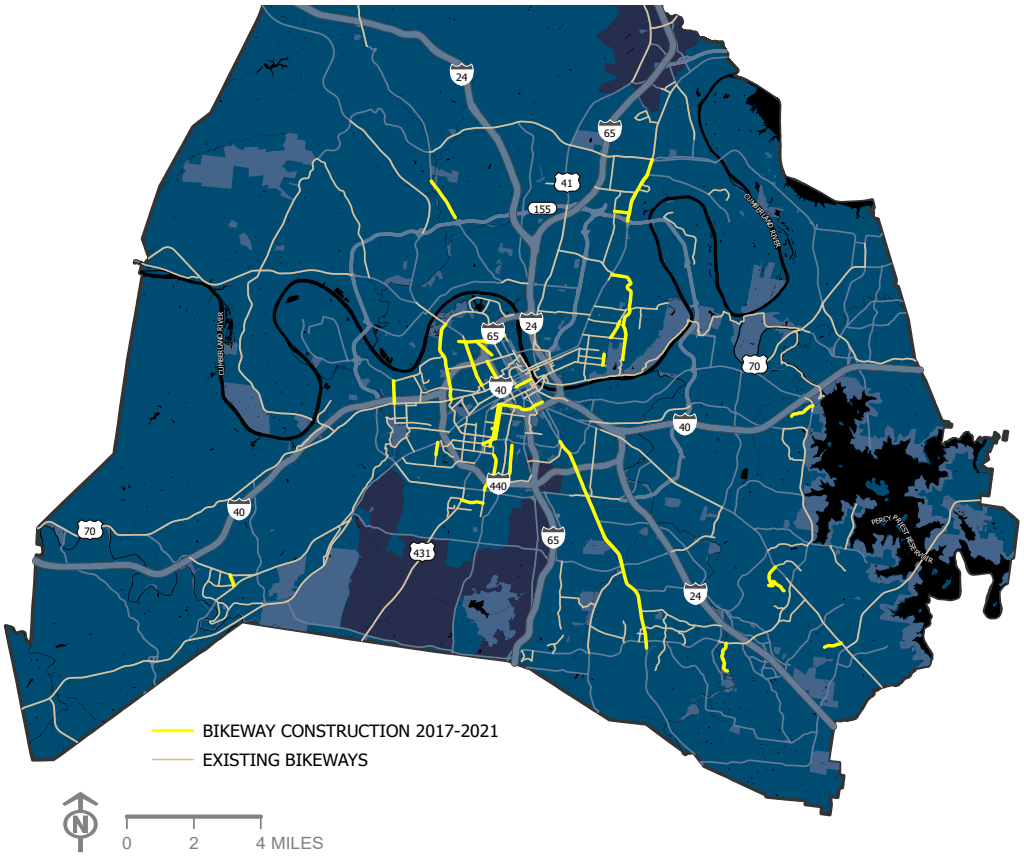
Buffered Bike Lanes
bicycle lanes with a designated buffer space offering a moderate level of protection

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

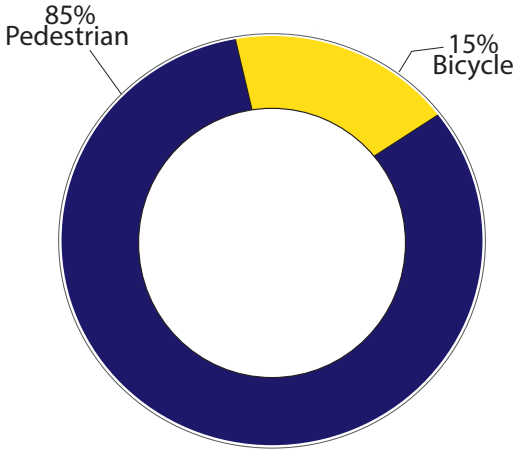
Safety for People Who Walk & Bike

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.

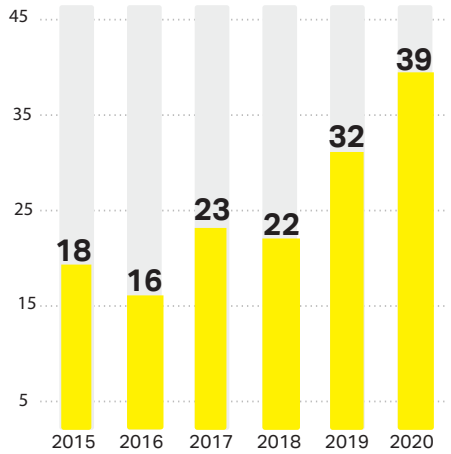
Analysis of Walking Safety

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. The 2022 WalknBike update and the Vision Zero Action Plan were under development at the same time, so the results of the Vision Zero systemic safety analysis were not available to be used for the WalknBike update. The safety analyses for the WalknBike update and the Vision Zero Action Plan are similar and resulted in similar findings: pedestrians are highly vulnerable, especially on high-speed arterial roadways, many of which are controlled by the state. NDOT will continue to monitor and analyze traffic safety performance on an ongoing basis as part of implementing both WalknBike and Vision Zero.

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



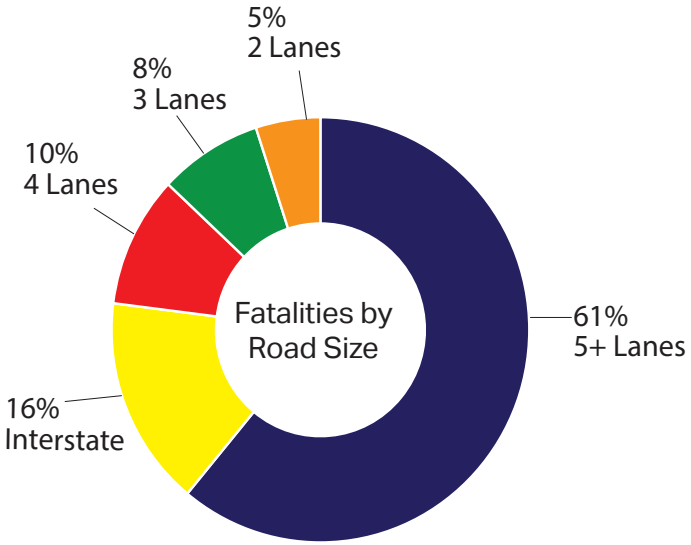
Between 2015-2019 a total of **2,523** crashes were reported



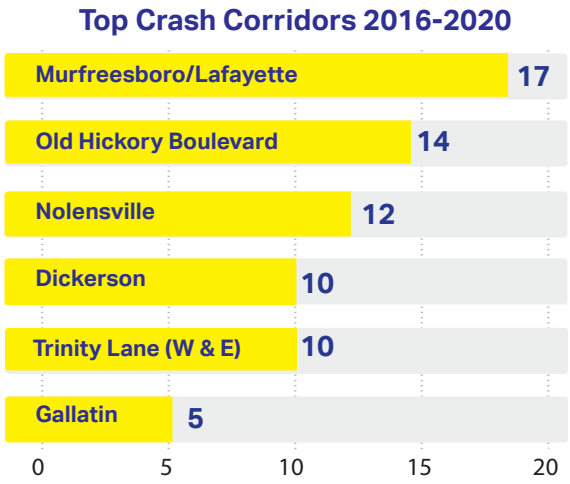
150 people walking have been killed and **248+** additional were injured in Nashville

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.

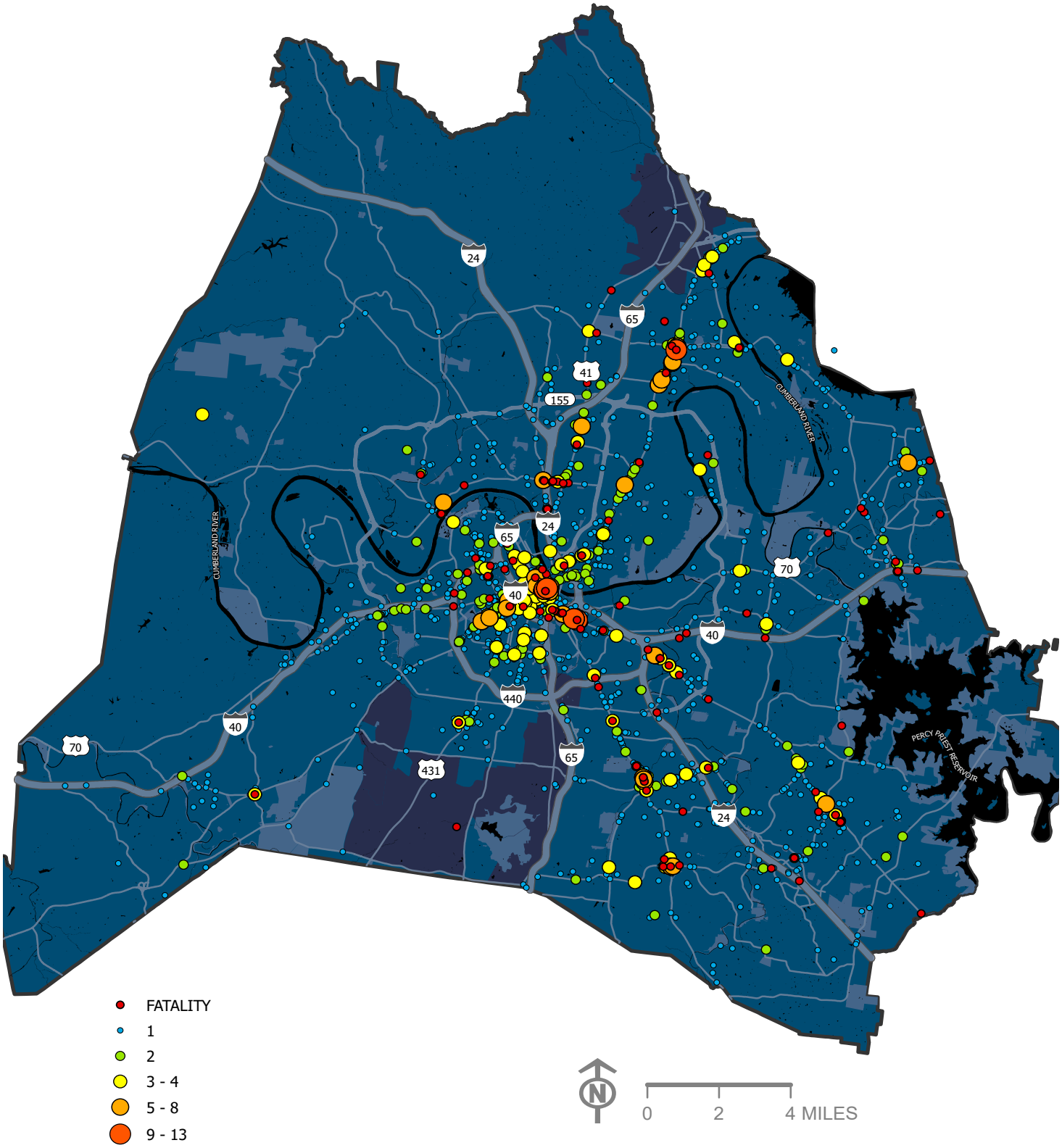


Tennessee Department of Safety TITAN database



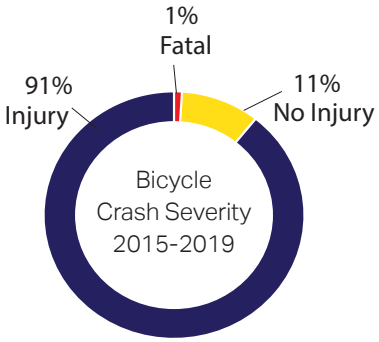
30% of all crashes occur in areas with a high concentration of poverty

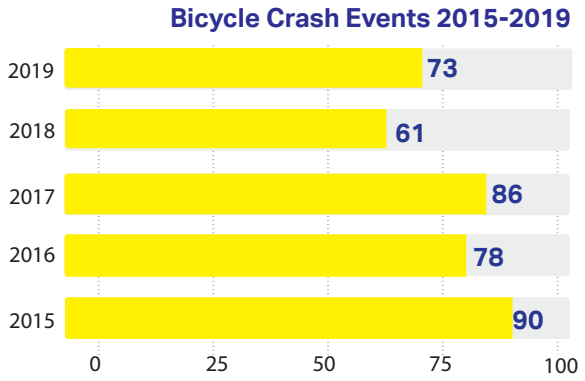
PEDESTRIAN CRASH & FATALITY LOCATIONS 2015-2019



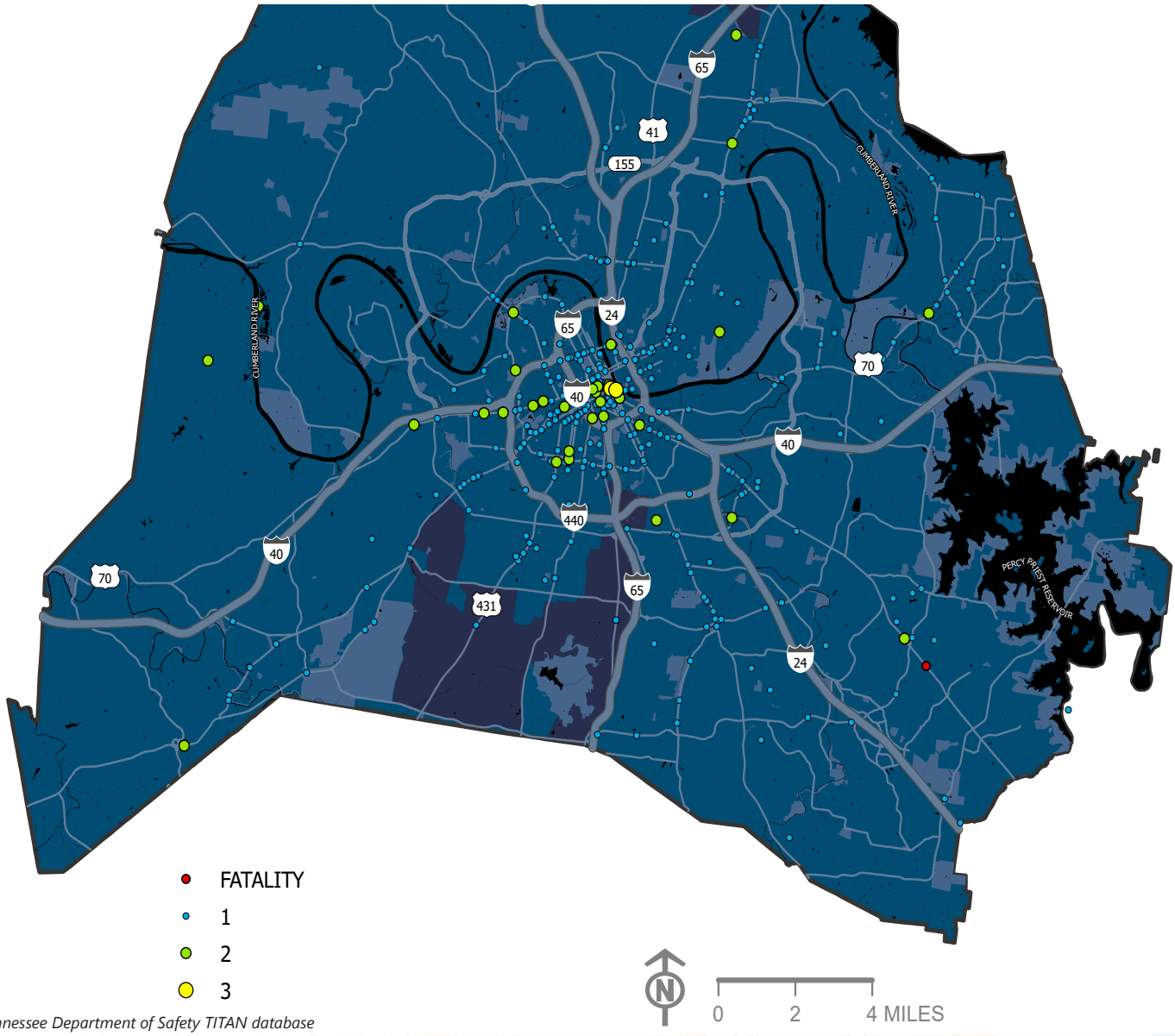
Analysis of Biking Safety

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

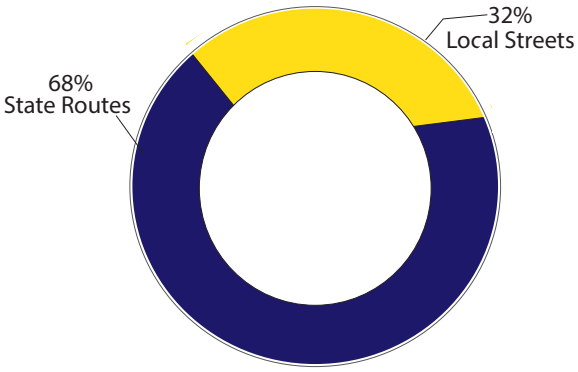


Tennessee Department of Safety TITAN database

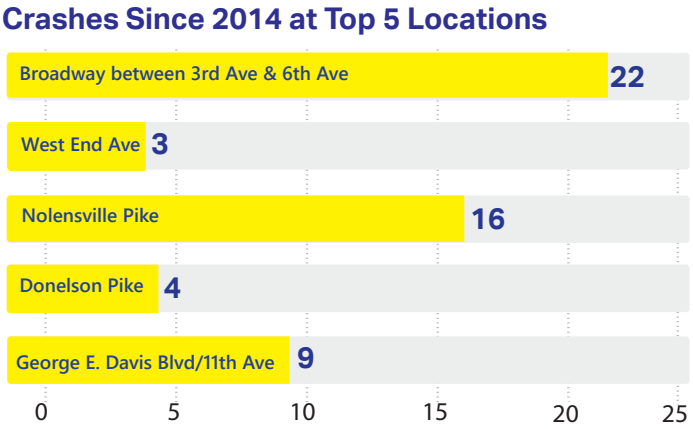
"Impossible Crossings"

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

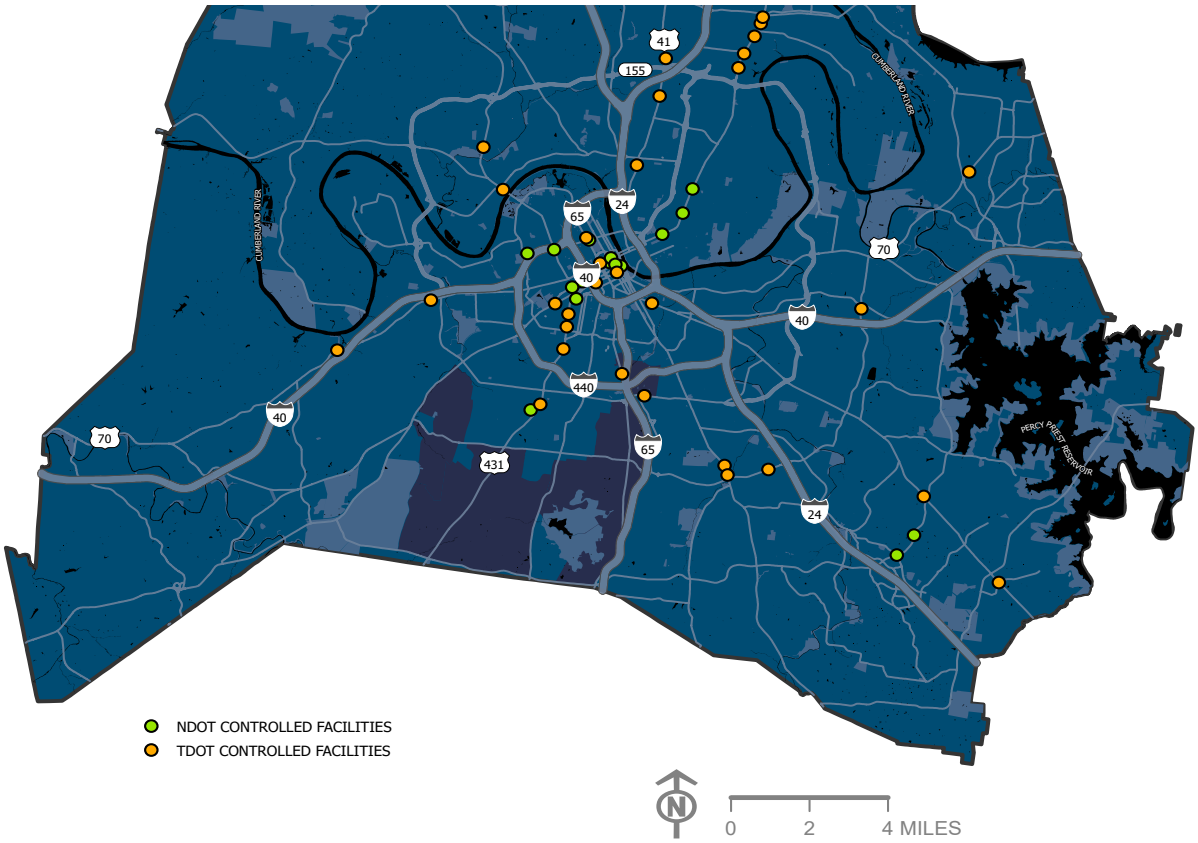


34 out of the top **50** are on state routes



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

25-45% sidewalk	25 points
0-25% 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	0 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 100-250	15 points
¼ mile 20-100	10 points
¼ mile < 20	0 points

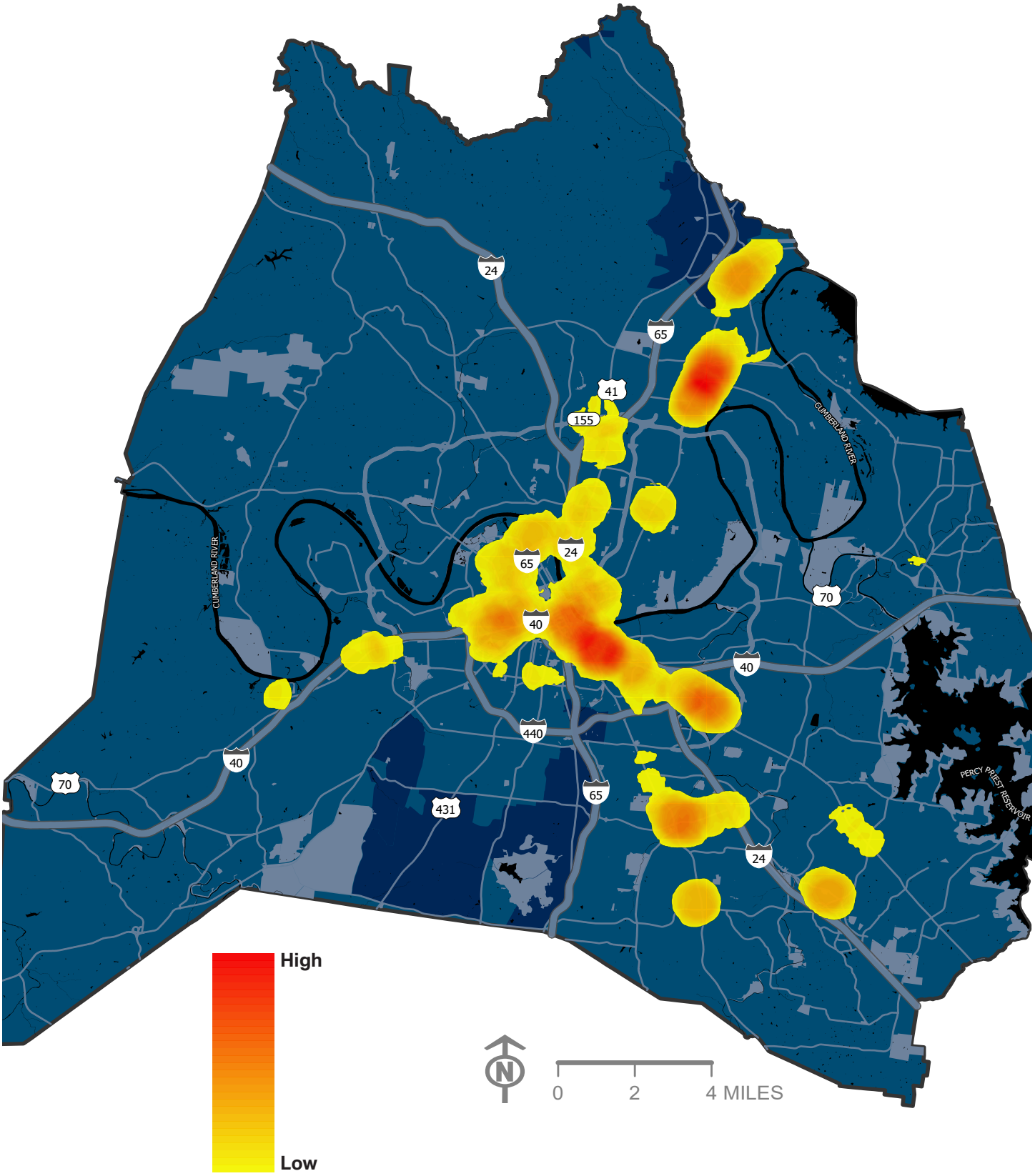
HEALTH & EQUITY

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

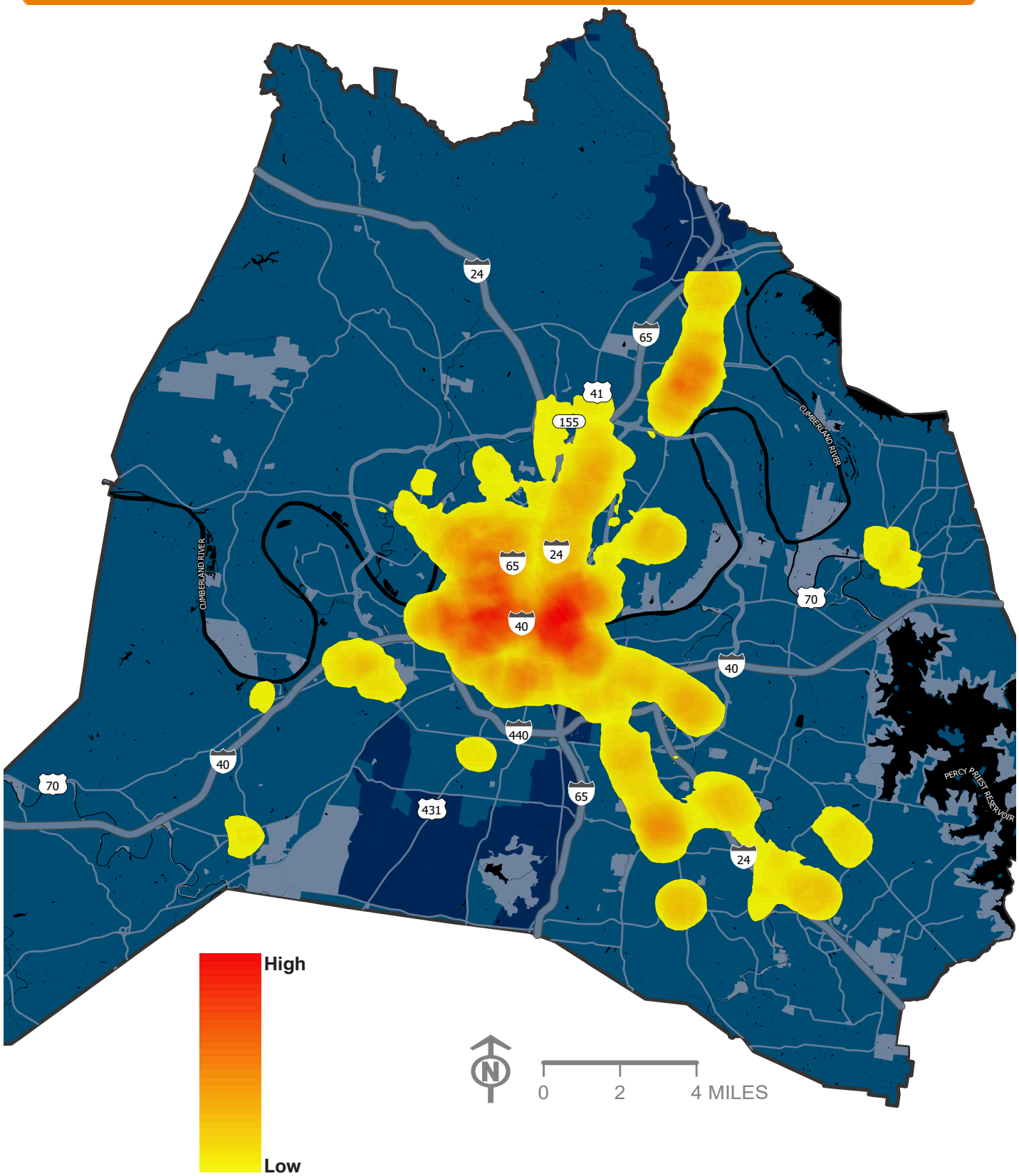
Highly Vulnerable Area	25 points
Vulnerable Area	15 points
No intersection	0 points

SIDEWALK CRITICAL NEEDS HEAT MAP



The heat map represents the areas of highest need for sidewalks based on the combined score of the four critical needs factors.

BIKEWAY CRITICAL NEEDS HEAT MAP



The heat map represents the areas of highest need for bikeways based on the combined score of the four critical needs factors.

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.

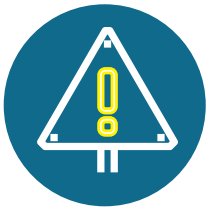
Key Factors of the Work Plan

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

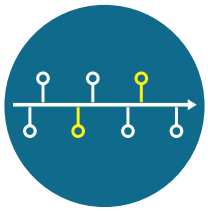
PROJECT COST & AVAILABLE BUDGET

FEASIBILITY



SEVERITY OF CRITICAL NEEDS

CONSTRUCTABILITY



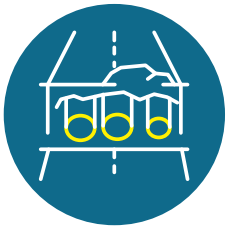
PROJECT DELIVERY TIMELINE

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

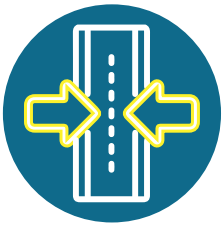
Complex projects can include interdepartmental or multi-jurisdictional coordination and/or funding. These projects typically require relocation/ construction of utility infrastructure in addition to the sidewalk. The extensive design, longer construction, and attention to coordination can extend the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

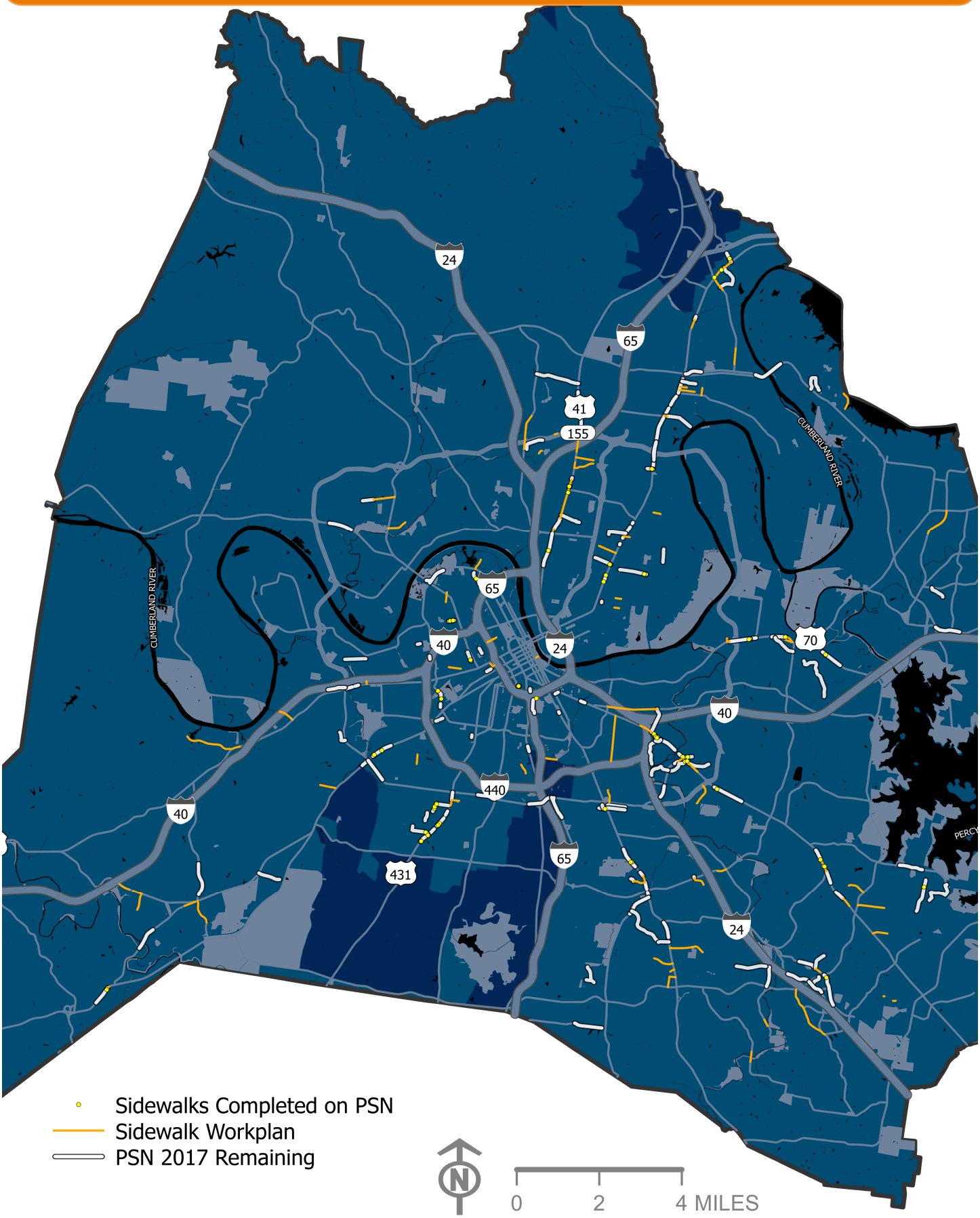
Several of the locations listed on the work plan are in close proximity to one another and may be advanced as a single project. For example, the group of projects known as the East Nashville Backbones will be considered together, as will several projects in close proximity in the Nations neighborhood. 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

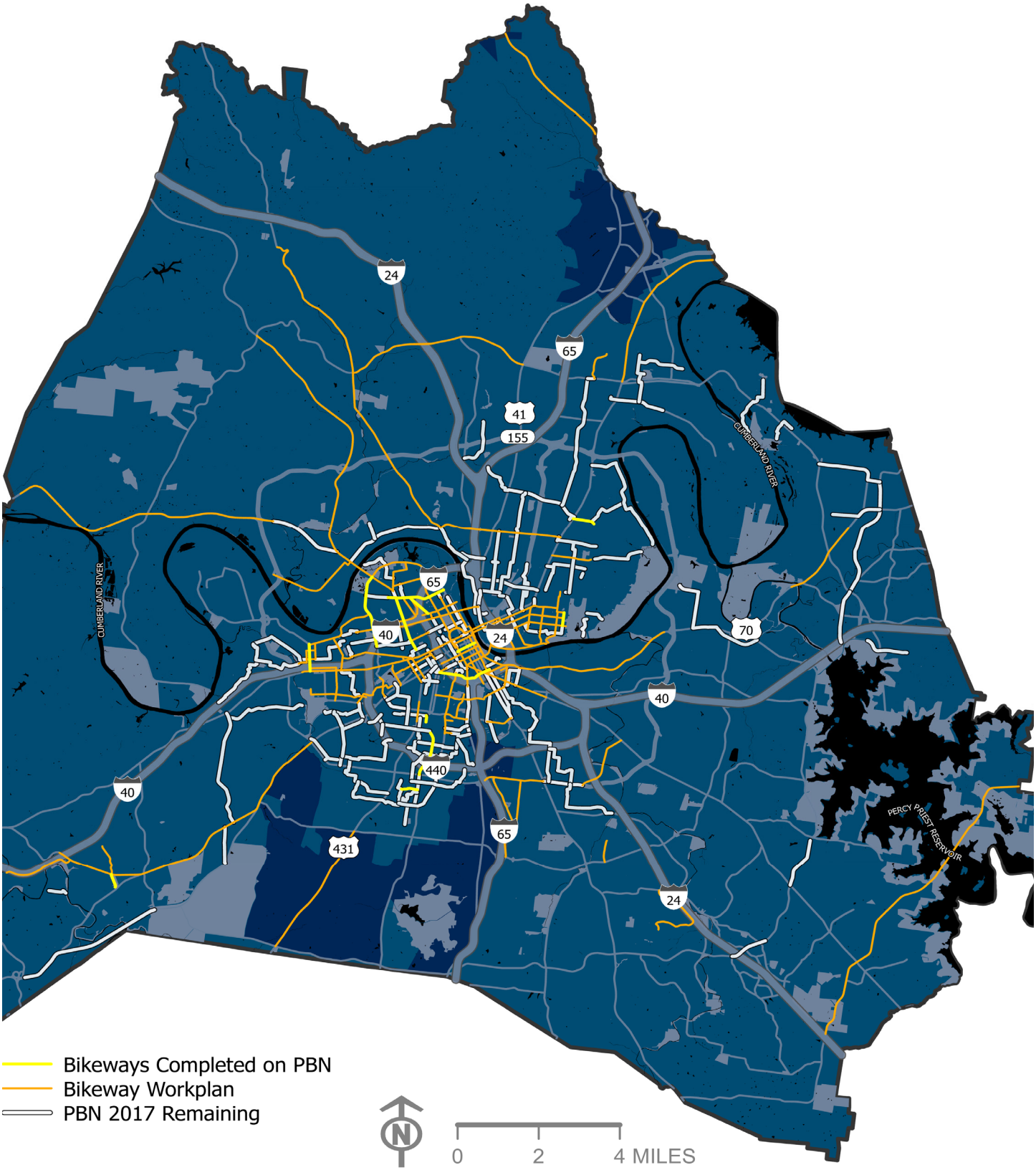
The work plan is based on calendar years, not fiscal years. The work plan includes regionally significant projects that are aligned with GNRC's Long Range Transportation Plan and reflect coordination with NDOT paving program and development projects. NDOT will coordinate with GNRC and TDOT to include 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.

SIDEWALK WORK PLAN & PRIORITY SIDEWALK NETWORK



BIKEWAY WORK PLAN & PRIORITY BIKEWAY NETWORK



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 (PSN) and Priority Bikeway Network (PBN) are included in **Appendix E and Appendix F**. The PSN and PBN include all 2022-2024 Work Plan projects and remaining projects identified in the priority networks from 2017 WalknBike Plan that have not been completed.

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	8
Brick Church Pk	Masonwood Dr	Village Trail	CON	CON			1,965	3
Annex Ave	Thunderbird Dr	Mall Entrance	CON	CON			1,994	20
Linbar Dr	Wallace Rd	Harding Place	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	27, 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, 15
Hickory Plaza	Old Hickory Blvd	Ocala Dr	CON	DES/ CON			2,759	27
Andrew Jackson Pkwy	Highland View Dr	Lebanon Pk	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	7
Foster Ave*	Glenrose Ave	Murfreesboro Pk	DES	DES/ CON			3,988	17
51st Ave N*	Charlotte	Alabama Ave	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*	Todd Preis Dr	Highway 70 S	DES	DES/ CON			2,188	22
Cane Ridge Rd*	Old Franklin Rd	Bell Rd	DES	DES/ CON			6,773	32
Anderson Rd*	Bell Rd	Owendale Dr	DES	DES/ CON			3,200	29
Athens Way*	Rosa L Parks Blvd	430′ N of 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	5
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	1
Forest Park Rd	Neelys Bend Rd	Lexington Garden Apartments	CON	CON			985	9
Hamilton Church Rd	Murfreesboro Pk	East of Hamilton Creek Apartments	CON	CON			1,922	29, 33
Riverside Rd	20th St	1502 Riverside Rd	CON	CON			2,281	11
Edge O Lake Dr	Deerpath Dr	Bell Rd	CON	CON			2,278	29
Bowling Ave	Forest Park Ave	Richmeade Pl	CON	CON			1,792	24
Davidson Rd	Hg Hill Middle School	Highway 70 S	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	6
Murfreesboro Pk*	Rural Hill Rd	Dover Glen Dr	DES	DES/ ROW	CON		530	28, 29
Mt View Rd	Curtis Hollow Rd	Rural Hill Rd	CON	ROW	CON		746	32
Dickerson Pk	Donald St	Dellway Dr	ROW	ROW	CON		1,365	8
23rd Ave N	St Louis St	Cass St	ROW	ROW	CON		1,291	2, 21
Foster Ave	Thompson Ln	Whitsett Rd	ROW	ROW	CON		1,646	16
Murfreesboro Pk	Una Antioch Pk	British Woods Dr	ROW	ROW	CON		1,759	28, 29
15th Ave N/Hynes St	Alley 243	Alley 372	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	Henry Maxwell Elementary School	Blue Hole Way	ROW	ROW	CON		919	31, 32
Ordway Pl	N 16th St	N 17th St	ROW	ROW	CON		839	6
Lebanon Pk	Craigmeade Dr	Cottage Ln	ROW	ROW	CON		561	15
Stratford Ave	Oxford St	Kennedy Ave	ROW	ROW	CON		954	7

* ***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	7
Dickerson Pk*	Homestead Rd	Briley Pkwy Ramp	DES	DES	CON		2,766	2, 3, 8
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, 16, 17
Myatt Dr*	N Dupont	Anderson Rd	DES	DES	CON		1,922	9
Gallatin Pk	120 Ft East of Cude Ln	Shepherd Hills Dr	CON		CON		648	10
Dickerson Pk	180′ North of E Trinity Ln	Duke St	CON		CON		292	5
Vaulx Ln	Kirkwood Ave	Iverness Ave	CON		CON		1,297	17
Old Hickory Blvd	Bending Creek Dr	Mill Creek Greenway	CON		CON		1,322	31
Hillsboro Pk	Crestmoor Rd	Graybar Ln	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	3
Dickerson Pk*	Ewing Dr	Oak Valley Dr	DES		DES	ROW	512	2, 8
Murfreesboro Pk*	Kermit Dr	Bowwood Ct	Planned		DES	ROW	1,438	13, 16
Nolensville Pk*	Welch	Paragon Mills Rd	Planned		DES	ROW	266	26
Gallatin Pk*	One Mile Pkwy	Welworth St	Planned		DES	ROW	1,114	10
Harding Pl*	S Perimeter Park Dr	Antioch Pk	Planned		DES	ROW	1,273	13, 28
Brick Church Pk*	Richmond Hill Dr	Masonwood Dr	Planned		DES	ROW	1,801	3
Broadmoor Dr*	Dickerson Pk	Walton Ln	Planned			DES	1,837	8
Old Hickory Blvd*	Devon Valley Dr	Highway 70 S	Planned			DES	2,373	34
Myatt Dr*	500′ S of Spring Branch Dr	Gallatin Pk	Planned			DES	1,625	10
Harrington Ave*	Gallatin Pk	Idlewood Ave	Planned			DES	866	9
Dickerson Pk*	Dellway Dr	Ben Allen Rd	Planned			DES	3,027	2, 8
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	Broadway	Charlotte Ave	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	Planned	CON			1,675	19
Jefferson St	Rosa L Parks Blvd	Cowan St	Planned	CON			4,687	5, 19
Jonquil Dr	Harding Pl	Paragon Mills Rd	Planned	CON			3,040	26
Heritage Dr/	Old Hickory Blvd	Nesbitt Ln	Planned	CON			4,511	8
Cahal Ave	Gallatin Pk	Porter Rd	Planned	CON			5,140	7
KVB/Shelby Ave	8th Ave S	S 14th St	Planned		DES	CON	12,219	6, 19
6th Ave S	Oak St	Lafayette 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	Wedgewood Ave	Olympic St	DES	CON			3,483	17
Dr Martin Luther King Jr Blvd	George L Davis Blvd	Rosa L Parks Ave	DES	CON			2,371	19
12th Ave S	Ashwood Ave	11th Ave S	DES	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	19
East Nashville Backbones	3rd Ave N	S 11th St	Planned	DES	CON		17,154	6, 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	Acklen Park Dr	31st Ave N	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	Bank St	1st Ave N	Planned		DES	CON	1,004	19
Apache Ln/Bart Dr/Coleridge Dr	Tusculum Rd	Haywood Ln	Planned		DES	CON	12,957	30
Acklen Park Dr	Murphy Rd	Long Blvd	Planned		DES	CON	2,729	21, 24
Powell Ave	Sidco Dr	Thompson Ln	Planned		DES	CON	7,147	16
Sidco Dr	Harding Pl	Thompson Ln	Planned		DES	CON	11,159	16
Charles E Davis Blvd/Wharf Ave	Chestnut St	Carroll St	Planned		DES	CON	2,808	17, 19
3rd Ave S	Lindsley Ave	Korean Veterans Blvd	Planned		DES	CON	2,315	19
Clifton Ave	40th Ave N	Spruce St	Planned	DES/ CON			9,156	21
Union St	Church St	3rd Ave N	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
County Hospital Rd	Briley Pkwy	Clarksville Pk	Planned		DES	CON	11,718	1, 2
21st Ave S	Broadway	Charlotte Ave	Planned		DES	CON	3,666	18,19, 21
Jefferson St	Ed Temple Blvd	Rosa L Parks Blvd	Planned	DES/ CON			8,925	19, 21
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
Clarksville Pk	Ed Temple Blvd	Clay St	On hold				3,377	2, 21
Coley Davis Rd	Poplar Ridge Dr	Highway 70 S	On hold				9,270	22
Alabama Ave	51st Ave N	42nd Ave N	On hold				3,405	24
Colice Jeanne Rd	Baugh Rd	Highway 70 S	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	Davidson St	Woodland St	On hold				5,209	6
N/S 17th St	Davidson St	Eastland Ave	On hold				8,156	6
Woodland St	S 11th St	S 17th St	On hold				3,026	6
Holly St	S 17th St	S 19th St	On hold				958	6
Lawrence Ave	12th Ave S	10th Ave S	On hold				870	17

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	16, 17
SR-12/Rosa L Parks Blvd	James Robertson Pkwy	Courtney Ave	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	Courtney Ave	Old Hickory Blvd	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	Williamson Rd	Old Springfield Hwy	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	Dickerson Pk	Clarksville 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	5
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	8th Ave S	1st Ave S	Potential	DES	2,564	19
McMillin St	Church St	Charlotte Ave	Potential	DES	1,255	19, 21
21st Ave S	Portland Ave	Dixie Pl	Potential	DES	2,744	17, 18
Spring St/Jefferson St	Cowan St	N 1st St	Potential	DES	475	5
John A Merrit Blvd	TSU Campus	Ed Temple Blvd	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	S 12th St/Davidson St	Shelby Ave	Potential	DES	3,819	6
Poston Ave/Burch Ave/29th Ave N	31st Ave N	27th Ave N	Potential	DES	1,563	21
Wedgewood Ave/Walsh Rd	Martin St	Nolensville Pk	Potential	DES	3,521	17
10th Ave N	Jefferson St	Monroe Ave	Potential	DES	791	19
1st Ave N	Broadway	Union St	Potential	DES	1,929	19
8th Ave S	South St	Korean Veterans Blvd	Potential	DES	2,838	17, 19
3rd Ave S	Korean Veterans Blvd	Broadway	Potential	DES	1,612	19
6th Ave S	Lafayette St	Demonbreun St	Potential	DES	1,854	19
Sawyer Brown Rd	Highway 70 S	Westfield Dr	Potential	DES	2,708	22
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
Priest Lake Dr	Anderson Rd	Anderson Rd	Potential	DES	5,826	29
Pennington Bend Dr/ Lock Two Rd	Valley Bend Dr	Lock Two Park	Potential	DES	9,587	15
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
*BROADWAY	2ND AVE N	1ST AVE N	270	19	65
*ANNEX AVE	THUNDERBIRD DR	MALL ENTRANCE	1,994	20	64
*OLD LEBANON PK	J B ESTILLE	LEBANON PK	1,055	15	57
*DELMAS AVE	CHEROKEE AVE	GALLATIN PK	2,352	5	57
*MAPLEWOOD TRCE	DICKERSON PK	WALTON LN	2,311	8	54
*BRICK CHURCH PK	MASONWOOD DR	VILLAGE TRL	1,965	3	47
*W HAMILTON AVE	WEST OF HAYNES PARK DR	HAROLD PREWETT DR	2,484	1	47
*HERMAN ST	12TH AVE N	10TH AVE N	1,318	19	47
*OLD HARDING PK	HICKS RD	HIGHWAY 70 S	1,432	22, 34	47
*KINGS LN	PHIPPS DR	1095' WEST OF CLARKSVILLE PK	2,759	1	47
*FOREST PARK RD	NEELYS BEND RD	LEXINGTON GARDEN APARTMENTS	985	9	40
*HAMILTON CHURCH RD	MURFREESBORO PK	133 FT EAST OF HAMILTON CREEK APARTMENTS	1,922	29, 33	37
*VAILVIEW DR	RICHMOND HILL DR	PARKWOOD PARK ENTRANCE	561	3	35
*RIVERSIDE RD	20TH ST	1502 RIVERSIDE RD	2,281	11	25
*EDGE O LAKE DR	DEERPATH DR	BELL RD	2,278	29	25
*BOWLING AVE	FORREST PARK AVE	RICHMEADE PL	1,792	24	10
*DAVIDSON RD	HG HILL MIDDLE SCHOOL	HIGHWAY 70 S	2,009	23	10
*ASHEFORD TRCE	MURPHYWOOD	W OF BENTWOOD DR	139	32	10
*EASTLAND AVE	N 16TH ST	SETLIFF PL	744	6	5
*E THOMPSON LN	LAWNDALE DR	MURFREESBORO PK	340	16	87
*HICKORY PLZ	OLD HICKORY BLVD	OCALA DR	2,759	27	75
*DUE WEST AVE	GALLATIN PK	CORELAND DR	430	7	69
*FOSTER AVE	GLENROSE AVE	MURFREESBORO PK	3,988	17	67
*ANDERSON RD	BELL RD	OWENDALE DR	3,200	29	67
*ATHENS WAY	ROSA L PARKS BLVD	430' N OF ROSA L PARKS BLVD	368	2	62
*ANDREW JACKSON PKWY	HIGHLAND VIEW DR	LEBANON PK	4,055	11, 12	52
*ELM HILL PIKE	FESSLERS LN	SPENCE LN	6,361	19	47
*51ST AVE N	CHARLOTTE	ALABAMA AVE	400	24	44
*SAWYER BROWN RD	TODD PREIS DR	HIGHWAY 70 S	2,188	22	37
*CRAIGHEAD ST	OCEANSIDE DR	BRANSFORD AVE	1,379	17	27
*CANE RIDGE RD	OLD FRANKLIN RD	BELL RD	6,773	33	27
*HWY 100	MID-BLOCK	COLLINS RD	261	35	25
*LINBAR DR	WALLACE RD	HARDING PL	1,627	30	72
*HIGHWAY 70 S	METRO PARK & RIDE FACILITY	SAWYER BROWN RD	2,566	22	59
*TUSCULUM RD	NOLENSVILLE PK	BREWER DR	4,526	30	57
*BREWER DR	GREEN LEAF DR	NOLENSVILLE PK	1,523	27	47
*STEWARTS FERRY PK	TENNESSEE SCHOOL FOR THE BLIND	STONES RIVER GREENWAY	1,134	14	15
*MURFREESBORO PK	RURAL HILL RD	DOVER GLEN DR	530	29	69
*WELSHWOOD DR	CORNING DR	NOLENSVILLE PIKE	1,082	26	80
*DICKERSON PK	HOMESTEAD RD	BRILEY PKWY RAMP	2,766	2, 3	75
*MCGAVOCK PK	GALLATIN PK	BRONTE AVE	172	7	72
*MURFREESBORO PK	CRUTCHFIELD AVE	SPENCE LN	1,641	19	72
*CHARLOTTE PK	RIVER RD	DAVIDSON DR	525	22, 35	70

** Projects included in the 2022-2024 Work Plan for Sidewalks*

On Street	From Street	To Street	Length/ Feet	Council District	Priority Score
*MYATT DR	N DUPONT	ANDERSON RD	1,922	9	50
*DICKERSON PK	DONALD ST	DELLWAY DR	1,365	8	64
*23RD AVE N	ST LOUIS ST	CASS ST	1,291	2, 21	62
*FOSTER AVE	THOMPSON LN	WHITSETT RD	1,646	16	62
*MT VIEW RD	CURTIS HOLLOW RD	RURAL HILL RD	746	32	60
*MURFREESBORO PK	UNA ANTIOCH PK	BRITISH WOODS DR	1,759	28	52
*15TH AVE N/HYNES ST	ALLEY 243	ALLEY 372	715	19	42
*SHADOWBROOK TRL	EXISTING SIDEWALK	CANE RIDGE ELEMENTARY	363	32	40
*BREWER DR	MCMURRAY DR	GREEN LEAF DR	1,055	27	35
*WINTHORNE DR	GLENPARK DR	BRILEY PKWY	2,755	13	30
*BLUE HOLE RD	HENRY MAXWELL ELEMENTARY SCHOOL	BLUE HOLE WAY	919	31	25
*ORDWAY PL	N 16TH ST	N 17TH ST	638	6	25
*LEBANON PK	CRAIGMEADE DR	COTTAGE LN	839	15	25
*STRATFORD AVE	OXFORD ST	KENNEDY AVE	954	7	10
*GALLATIN PK	120 FT EAST OF CUDE LN	SHEPHERD HILLS DR	648	10	72
*DICKERSON PK	180' NORTH OF E TRINITY LN	DUKE ST	292	5	59
*VAULX LN	KIRKWOOD AVE	INVERNESS AVE	1,297	17	22
*OLD HICKORY BLVD	BENDING CREEK DR	MILL CREEK GREENWAY	1,322	31	10
*HARRIS ST	GALLATIN PK	MID-BLOCK	508	9	80
*GALLATIN PK	MYATT DR	CONFERENCE DR	2,225	10	74
*HILLSBORO PK	CRESTMOOR RD	CRESTMOOR RD	430	25	70
*DOVERSIDE DR	EAGLEWOOD LN	OAKVIEW DR	206	3	70
*NOLENSVILLE PK	WELCH RD	PARAGON MILLS RD	266	26	72
*MURFREESBORO PK	KERMIT DR	BOWWOOD CT	1,438	13, 16	70
*DICKERSON PK	EWING DR	OAK VALLEY DR	512	2	69
*GALLATIN PK	ONE MILE PKWY	WELWORTH ST	1,114	10	69
*HARDING PL	S PERIMETER PARK DR	ANTIOCH PK	1,273	13, 28	69
*BRICK CHURCH PIKE	RICHMOND HILL DR	MASONWOOD DR	1,801	3	67
*OLD HICKORY BLVD	DEVON VALLEY DR	HIGHWAY 70 S	2,373	22, 34	72
*DICKERSON PK	DELLWAY DR	BEN ALLEN RD	3,027	2, 8	69
*MYATT DR	500' S OF SPRING BRANCH DR	GALLATIN PK	1,625	10	67
*CLIFTON AVE	931 ALLEY	22ND AVE N	400	21	67
*HARRINGTON AVE	GALLATIN PK	IDLEWOOD AVE	866	9	65
*LEBANON PK	J B ESTILLE DR	OLD LEBANON PK	592	15	57
*BROADMOOR DR	DICKERSON PK	WALTON LN	1,837	8	52
PENNINGTON BEND RD/LOCK TWO RD	VALLEY BEND DR	LOCK TWO PARK	9,587	15	25
HILLSBORO PK	HILLSBORO DR	WOODMONT BLVD	2,984	25	55
MURFREESBORO PK	SPENCE LN	MILLWOOD DR	3,856	15, 16	77
NOLENSVILLE PIKE	EDMONDSON PK	ELYSIAN FIELDS RD	2,194	26, 30	75
HARDING PK	SUGARTREE CREEK	CHEROKEE RD	3,709	24	37
MT VIEW RD	HIGHLANDER DR	RURAL HILL DR	2,362	28, 32	62
CORNING DR	LYNN DR	WELSHWOOD DR	502	26	47
OLD LEBANON PK	LEBANON PK	J B ESTILLE DR	1,867	15	25
GALLATIN PK	DUE WEST AVE	MAPLE ST	4,184	7, 8, 9	72
MURFREESBORO PK	BOWWOOD CT	PHILFRE CT	1,009	13, 16	70

** Projects included in the 2022-2024 Work Plan for Sidewalks*

On Street	From Street	To Street	Length/ Feet	Council District	Priority Score
MURFREESBORO PK	SHUMATE LN	UNA ANTIOCH PK	1,598	28, 29	69
LEBANON PK	FAIRWAY DR	MCGAVOCK PK	753	15	34
E THOMPSON LN	WIMPOLE DR	PATRICIA DR	1,664	13, 16	70
EDMONDSON PK	SUTER DR	NOLENSVILLE PK	3,389	26, 27	47
RURAL HILL RD	MT VIEW RD	TOOK DR	2,167	28, 32	60
DICKERSON PK	HART LN	HILLHURST DR	481	2, 8	57
WOODMONT BLVD	VALLEY FRG	HARDING PK	3,105	24	40
GALLATIN PK	DOZIER PL	HOME RD	2,123	5, 7, 8	62
MURFREESBORO PK	LAKE VILLA DR	EDGE O LAKE DR	1,263	28, 29	44
LEBANON PK	CRAIGMEADE DR	FAIRWAY DR	2,662	15	25
SPENCE LN	MURFREESBORO PK	ELM HILL PK	3,259	15, 19	52
MURFREESBORO PK	BRITISH WOODS DR	FRANKLIN LIMESTONE RD	1,313	28, 29	37
GALLATIN PK	WELWORTH ST	EDGEMEADE BLVD	459	10	47
VULTEE BLVD	MURFREESBORO PK	GOODBAR DR	2,726	13	62
DICKERSON PK	DUKE ST	DONALD ST	1,636	2, 5, 8	72
CONFERENCE DR	GALLATIN PK	RIVERGATE DR	1,291	10	34
DUE WEST AVE	CORELAND DR	FERNBANK DR	3,361	7	52
LAWNDALE DR	E THOMPSON LN	MURFREESBORO PK	2,957	16	50
OLD HICKORY BLVD	BELLE FOREST CIR	WOODBURY FALLS DR	4,251	22, 23	54
WOODYHILL DR	DICKERSON PK	JONES AVE	2,594	8	49
SPRING BRANCH DR	MYATT DR	GALLATIN PK	4,248	10	59
KINGS LN	SHADY DALE RD	PHIPPS DR	1,406	1	22
LINBAR DR	HARDING PL	ESIENHOWER DR	216	26	45
HIGHWAY 100	TRACESIDE DR	COLLINS RD	2,436	35	10
HICKORY HOLLOW LN	HICKORY HOLLOW PKWY	BELL RD	1,501	32	52
GALLATIN PK	BROADMOOR DR	JOYCE LN	1,602	7, 8	25
CHARLOTTE PK	ORLANDO AVE	MORROW RD	1,289	24	37
WOODMONT BLVD	CRESTRIDGE DR	POWELL AVE	3,432	16, 17, 25	34
DICKERSON PK	LIGON AVE	TRINITY LN	4,344	5	69
PLUS PARK BLVD	SHADOWBLUFF APARTMENTS	MURFREESBORO PK	3,920	16	52
GALLATIN AVE	SHARPE AVE	W GREENWOOD AVE	381	5, 6	34
GALLATIN PK	WALTON LN	DUE WEST AVE	3,541	7, 8	72
NOLENSVILLE PK	ELYSIAN FIELDS RD	NATCHEZ CT	2,749	16, 26	67
CROSSINGS BLVD	882 ' W OF CROSSINGS CIR	BELL RD	4,182	32	29
DICKERSON PK	DOVERSIDE DR	DUE WEST AVE N	4,565	3, 8	75
31ST AVE N	500 ' N OF BURCH AVE	PARK PLZ	1,916	21	60
COLLIER AVE	278 ' E OF NOLENSVILLE PK	DOBBS AVE	2,254	16	47
HILLSBORO PK	JEFFERSON SQ	HOBBS RD	2,421	25, 34	25
HICKORY ST	GALLATIN PK	IDLEWILD AVE	1,805	9	60
POWELL AVE	ARMORY OAKS DR	THOMPSON LN	3,429	16	49
HICKORY HOLLOW PKWY	FRONTAGE RD	BELL RD	3,011	32	35
8TH AVE S	PRENTICE AVE	BRADFORD AVE	717	17	0
HICKORY HOLLOW PKWY	CROSSINGS PL	BELL RD	2,165	32	35
BROOKWOOD PL/NEARTOP DR	WHITE BRIDGE PK	VINE RIDGE DR	1,619	24	37
BROADMOOR DR	PORSHA DR	GALLATIN PK	745	8	20
19TH AVE N	WARNER ST	HERMAN ST	1,225	21	79

On Street	From Street	To Street	Length/ Feet	Council District	Priority Score
WOODMONT BLVD	BELMONT BLVD	GRANNY WHITE PK	2,289	25	10
NOLENSVILLE PK	FAIRLANE DR	HAYWOOD LN	2,072	27, 30	43
GALLATIN PK	INGLEWOOD DR	WALTON LN	4,314	7, 8	72
TANKSLEY AVE	LOUISE DR	NOLENSVILLE PK	1,043	16	47
CRESTMOOR RD	CLEGHORN AVE	175 ' W OF HILLSBORO PK	1,564	25	30
ELIZABETH ST	TANKSLEY AVE	COLLIER AVE	507	16	47
MURFREESBORO PK	NASHVILLE AND EASTERN RR	EXPRESSWAY PARK DR	598	17, 19	49
STATE RT 45	GALLATIN PK	DELAWARE AVE	2,132	9	52
TANKSLEY AVE	NOLENSVILLE PK	DOBBS AVE	2,349	16	47
FORMOSA ST	23RD AVE N	21ST AVE N	748	21	25
BLUEFIELD AVE	LEBANON PK	DONELSON PK	3,015	15	42
16TH AVE N	CLINTON ST	NASHVILLE & WESTERN RR	738	19	52
PAVILION BLVD	PLUS PARK BLVD	MURFREESBORO PK	757	16	52
STATE ST	17TH AVE N	16TH AVE N	659	21	27
WHISPERING HILLS DR	MCMURRAY DR	EDMONDSON PK	5,628	27	35
CRENSHAW ST	2ND AVE S	1ST AVE S	454	17	90
ATHENS WAY	DOMINICAN DR	PONDER PL	1,788	2	42
MANSION ST	MAGAZINE ST	OVERTON ST	197	19	17
OBRIEN AVE	LELLYETT ST	WHITE BRIDGE PK	2,238	20	52
MURFREESBORO PK	MCGAVOCK PK	AIR FREIGHT BLVD	3,971	13	37
4TH AVE S	HOUSTON ST	120 ' N OF HART ST & 4TH AVE S	183	17	42
N 12TH ST	CALVIN AVE	195 ' S OF STRATTON AVE	181	6	27
CLEGHORN AVE	200' N OF ABBOTT MARTIN RD	800' S OF CRESTMOOR RD	286	25	22
FORT NEGLEY BLVD	CHESTNUT ST	BASS ST	1,816	17	37
ALAMEDA ST	28TH AVE N	EXISTING SIDEWALKS ON ALAMEDA ST	472	21	62
ORLEANS DR	ACKLEN AVE	175' E OF 32ND AVE S	692	18	37
E THOMPSON LN	GLENCLIFF RD	CSX TRANSPORTATION RR	1,556	16	30
30TH AVE N	BATAVIA ST	CLARE AVE	410	21	62
CALHOUN AVE	PORTLAND AVE	FAIRFAX AVE	347	18	52
MCMURRAY DR	WHISPERING HILLS DR	NOLENSVILLE PK	1,370	27	25
STEWARTS FERRY PK	MCCAMPBELL AVE	HICKORY HILL CT	2,859	14	40
CLOVER ST	33RD AVE N	32ND AVE N	372	21	75
SMITH SPRINGS RD	BUTLER RD	ANDERSON RD	3,051	29	35
OLD HICKORY BLVD	RIO VISTA DR	HICKORY INDUSTRIAL DR	3,824	9, 11	40
LAWNDALE DR	FLUSHING DR	E THOMPSON LN	2,972	16	35
OLD HARDING PK	MORTON MILL RD	CLOFTON DR	3,040	22, 35	10
SPEARS RD	RICHMOND HILL DR	MOOREWOOD DR	2,728	3	35
TRIMBLE RD/CASTLEMAN DR	HOBBS RD	HILLSBORO PK	2,724	34	10
CROSS CREEK RD	WARFIELD LN	ABBOTT MARTIN RD	1,113	34	29
COUNTRY RIDGE DR/HILLSHIRE DR	COUNTRY WAY RD	SMITH SPRINGS RD	4,904	33	22
7TH AVE S	DIVISION ST	FOGG ST	375	19	42
HILL RD/SAN MARCOS DR	WAKEFIELD DR	BROADWELL DR	2,948	4	10
MARTINGALE DR/9TH ST/ FOWLER ST	ROBINSON RD	CUNNINGHAM ST	3,817	11	25
CENTRAL PK	OLD HICKORY BLVD	VALLEY GROVE DR	3,229	12	35

On Street	From Street	To Street	Length/ Feet	Council District	Priority Score
BLUE HOLE RD	BELL RD	TUSCULUM RD	2,560	31	50
BELLSHIRE DR	BRICK CHURCH PK	DICKERSON PK	5,553	3	35
CLOVERLAND DR	CLOVERLAND PARK DR	GRAND OAK WAY	3,574	4	10
JACKSONS VALLEY RD	MARKET SQ	OLD LEBANON DIRT RD	1,944	12	42
IRONWOOD DR/SURREY RD	MCCRORY CREEK RD	MCCAMPBELL AVE	6,729	14	25
PERCY WARNER BLVD	HARDING PK	VAUGHNS GAP RD	2,818	23	10
TUSCULUM RD	OCALA DR	SHACKLETT LANE CT	3,825	30, 31	37
ANDERSON RD	TOWNE VILLAGE RD	NAUTILUS DR	4,365	29, 33	40
ROSA L PARKS BLVD	CLARKSVILLE PK	MAINSTREAM DR	3,179	2	47
KEELING AVE/ELVIRA AVE	THOMAS AVE	GALLATIN PK	2,524	5	47
MCCLURKAN AVE	INGA ST	GALLATIN AVE	2,192	5	47
STRAIGHTWAY AVE	LITTLE AVE	PORTER RD	3,449	6, 7	47
TAMMANY DR	PORTER RD	MARSDEN AVE	1,702	7	37
TENNESSEE AVE	MORROW RD	51ST AVE N	2,689	20	22
ASHLAND CITY HWY	CATO RD	HYDESDALE LN	2,987	1	35

Appendix F: Priority Bikeway Network

On Street	From Street	To Street	Length/ Feet	Council District	Priority Score
*MONROE ST	ARTHUR AVE	GREENWAY (1ST AVE N)	4,860	19	65
*6TH AVE S	OAK ST	LAFAYETTE ST	2,281	17, 19	55
*3RD AVE N/S	BROADWAY	UNION ST	1,675	19	90
*JEFFERSON ST	ROSA L PARKS BLVD	COWAN ST	4,687	5, 19	80
*LINDSLEY AVE	2ND AVE S	HERMITAGE AVE	1,904	19	30
*CHARLOTTE AVE (TDOT)	MORROW ROAD	28TH/31ST AVE CONNECTOR	10,093	21, 24	60
*LEBANON PK (TDOT)	STONES RIVER GREENWAY	HIGHLAND VIEW DRIVE	10,633	11, 14	65
*E TRINITY LN (TDOT)	DICKERSON PK	GALLATIN PK	8,919	5	60
*LINDSLEY AVE	3RD AVE S	2ND AVE S	331	19	30
*JONQUIL DR	HARDING PL	PARAGON MILLS RD	3,040	26	35
*HILLSIDE AVE	WEDGEWOOD AVE	OLYMPIC ST	3,483	17	50
*CHARLOTTE AVE	GEORGE L DAVIS BLVD	5TH AVE N	3,612	19	70
*HERITAGE DR	OLD HICKORY BLVD	NESBITT LN	7,085	8	40
*CAHAL AVE	GALLATIN PK	PORTER RD	5,140	7	65
*12TH AVE S	ASHWOOD AVE	11TH AVE S	8,659	17, 18, 19	75
*2ND AVE N	GAY ST	JUNIOR GILLIAM WAY	2,125	19	25
*EDGEHILL AVE	16TH AVE S	8TH AVE S	4,350	17, 19	60
*DEMONBREUN ST	10TH AVE S	1ST AVE S	3,239	19	75
*CHESTNUT ST	8TH AVE S	WHARF AVE	5,275	17	70
*49TH AVE N	INDIANA AVE	CENTENNIAL BLVD	2,177	20	25
*DEMONBREUN ST	ROUNDABOUT	14TH AVE S	1,013	19	40
*CENTENNIAL BLVD / DR WALTER S DAVIS BLVD	51ST AVE N	ED TEMPLE BLVD	9,664	20, 21	50
*GEORGIA AVE	DELRAY DR	52ND AVE N	1,090	20	15
*INDIANA AVE	52ND AVE N	49TH AVE N	1,159	20	15
*52ND AVE	GEORGIA AVE	KENTUCKY AVE	1,653	20	15
*KENTUCKY AVE	52ND AVE N	49TH AVE N	1,166	20	25
*THOMPSON LN (TDOT)	I-65	NOLENSVILLE PK	7,821	16, 17, 25	50
*SR-12 ROSA L PARKS BLVD (TDOT)	JAMES ROBERTSON PKWY	COURTNEY AVE	23,242	2, 19, 21	75
*EAST NASHVILLE BACKBONES	3RD AVE N	S 11TH ST	17,453	6, 19	90
*SR 1 MURFREESBORO PK (TDOT)	15TH AVE N	FESSLERS LN	15,558	17, 19	80
*SR 6 8TH AVE (TDOT)	BROADWAY	SPRING ST	15,920	5, 6, 19	65
*SR 6 GALLATIN PK (TDOT)	OLD HICKORY BLVD	SUMNER COUNTY LINE	22,638	8, 9, 10	65
*SR 24 LEBANON PK (TDOT)	BROADWAY	COTTAGE LN	29,047	15, 19	80
*SR 112 CLARKSVILLE PK (TDOT)	COURTNEY AVE	OLD HICKORY BLVD	35,809	1, 2, 3	60
*SR-171 OLD HICKORY BLVD (TDOT)	I-24	PILGRIM BAPTIST CHURCH	45,878	32, 33	50
*SR 45 OLD HICKORY BLVD (TDOT)	WHITES CREEK PK	DICKERSON PK	24,833	3	40
*SR 1 HIGHWAY 70 S (TDOT)	HARPETH VALLEY RD	WOODMONT BLVD	41,288	22, 23, 24, 34	65
*SR 11 SPRINGFIELD HWY (TDOT)	WILLIAMSON RD	OLD SPRINGFIELD HIGHWAY	18,361	10	15
*SR 12 ASHLAND CITY HWY (TDOT)	BULL RUN RD	CATO RD	36,428	1	50
*SR 65 WHITES CREEK PK (TDOT)	DICKERSON PK	CLARKSVILLE PK	53,973	1, 2, 3, 5	70
*SR 106 HILLSBORO RD (TDOT)	OLD HICKORY BLVD	HARDING PL	19,083	34	20
*CHARLES E DAVIS BLVD/WHARF AVE	CHESTNUT ST	CARROLL ST	2,808	17, 19	75
*CARROLL ST	PEDESTRIAN BRIDGE	CHARLES E DAVIS BLVD	892	19	40

** Projects included in the 2022-2024 Work Plan for Bikeways*

On Street	From Street	To Street	Length/ Feet	Council District	Priority Score
*21ST AVE S	BROADWAY	CHARLOTTE AVE	3,666	18, 19, 21	55
*20TH AVE S	BROADWAY	CHARLOTTE AVE	3,190	19, 21	85
*40TH AVE N	CHARLOTTE AVE	DR WALTER S DAVIS BLVD	4,746	21, 24	50
*PATTERSON ST	25TH AVE N	16TH AVE N	5,483	21	50
*25TH AVE N	WEST END AVE	PARK PLAZA	3,003	21	55
*31ST AVE N	WEST END AVE	PARK PLAZA	2,948	21	50
*LONG BLVD	ACKLEN PARK DR	31ST AVE N	1,981	21	50
*ACKLEN PARK DR	MURPHY RD	LONG BLVD	2,729	21, 24	25
*E THOMPSON LN	THOMPSON LN	MURFREESBORO RD	8,702	16	80
*APACHE LN/BART DR/COLERIDGE DR	TUSCULUM RD	HAYWOOD LN	12,957	30	30
*CASS ST/DOMINICAN DR	18TH AVE N	I-65	5,563	2, 21	60
*18TH AVE N/KELLOW ST/10TH AVE N	CLARKSVILLE PK	ROSA PARKS BLVD	5,408	2	60
*HEIMAN ST/11TH AVE N	ED TEMPLE BLVD	ARTHUR AVE	8,524	21	60
*14TH AVE N	HEIMAN ST	BUCHANAN ST	3,019	21	60
*S 1ST ST/DAVIDSON ST	SIGENTHALER BRIDGE	SHELBY PARK	7,907	6	50
*GAY ST	BANK ST	1ST AVE N	1,004	19	40
*5TH AVE N	JAMES ROBERTSON PKWY	HUME ST	4,766	19	60
*SIDCO DR	HARDING PL	THOMPSON LN	11,159	16	0
*CLIFTON AVE	40TH AVE N	SPRUCE ST	9,156	21	65
*UNION ST	CHURCH ST	3RD AVE N	3,074	19	65
*POWELL AVE	SIDCO DR	THOMPSON LN	7,147	16	15
*COUNTY HOSPITAL RD	BRILEY PKWY	CLARKSVILLE PK	11,718	1, 2	60
*KVB/SHELBY AVE	8TH AVE S	S 14TH ST	12,219	6, 19	80
*3RD AVE S	LINDSLEY AVE	KOREAN VETERANS BLVD	2,315	19	70
*42ND AVE N	MURPHY RD	ALABAMA AVE	4,563	24	25
*51ST AVE N/NEBRASKA AVE	WYOMING AVE	440 GREENWAY	858	24	15
*ALABAMA AVE	51ST AVE N	42ND AVE N	3,405	24	30
*LAWRENCE AVE	12TH AVE S	10TH AVE S	870	17	25
*WOODLAND ST	S 11TH ST	S 17TH ST	3,026	6	30
*S 14TH ST	DAVIDSON ST	WOODLAND ST	5,209	6	50
*FATHERLAND ST	S 5TH ST	S 19TH ST	8,179	6	65
*N/S 17TH ST	DAVIDSON ST	EASTLAND AVE	8,156	6	45
*HOLLY ST	S 17TH ST	S 19TH ST	958	6	25
*SHELBY AVE	S 14TH ST	S 20TH ST	3,218	6	25
*CROSS TIMBERS DR	HWY 70S	SAWYER BROWN RD	4,367	22	15
*COLICE JEANNE RD	BAUGH RD	HWY 70S	1,887	22	25
*COLEY DAVIS RD	POPLAR RIDGE DR	HWY 70S	9,270	22	45
*CLARKSVILLE PK	ED TEMPLE BOULEVARD	CLAY STREET	3,377	2, 21	75
*BROADWAY	8TH AVE S	1ST AVE S	2,564	19	90
*MCMILLIN ST	CHURCH ST	CHARLOTTE AVE	1,255	19, 21	85
*21ST AVE S	PORTLAND AVE	DIXIE PL	2,744	17, 18	85
*SPRING ST (CONNECTS TO JEFFERSON ST)	COWAN ST	N 1ST ST	475	5	85
*JOHN A MERRIT BLVD	TSU CAMPUS	ED TEMPLE BLVD	2,613	21	85
*HERMAN ST	DR DB TODD JR BLVD	12TH AVE N	2,634	19, 21	85
*S 7TH ST/DAVIDSON ST	S 12TH ST/DAVIDSON ST	SHELBY AVE	1,365	8	64

** Projects included in the 2022-2024 Work Plan for Bikeways*

On Street	From Street	To Street	Length/ Feet	Council District	Priority Score
*POSTON AVE/BURCH AVE/29TH AVE N	31ST AVE N	27TH AVE N	1,563	21	85
*WEDGEWOOD AVE/WALSH RD	MARTIN ST	NOLENSVILLE PK	3,521	17	85
*10TH AVE N	JEFFERSON ST	MONROE AVE	791	19	85
*1ST AVE N	BROADWAY	UNION ST	1,929	19	80
*8TH AVE S	SOUTH ST	KOREAN VETERANS BLVD	2,838	17, 19	80
*3RD AVE S	KOREAN VETERANS BLVD	BROADWAY	1,612	19	80
*6TH AVE S	LAFAYETTE ST	DEMONBREUN ST	1,854	19	80
*JEFFERSON ST	ED TEMPLE BLVD	ROSA L PARKS BLVD	8,925	19, 21	80
*WEDGEWOOD AVE	12TH AVE S	8TH AVE S	2,967	17	80
*22ND AVE N	CHARLOTTE AVE	CLIFTON AVE	524	21	80
*ACKLEN AVE	12TH AVE S	10TH AVE S	983	17	80
*CHARLOTTE AVE	28TH AVE N	GEORGE L DAVIS BLVD	8,034	19, 21	80
PENNINGTON BEND RD/LOCK TWO RD	VALLEY BEND DR	LOCK TWO PARK	9,587	15	15
BELL RD	CANE RIDGE RD	BELL FORGE LN E	4,940	32	55
11TH AVE S/PINE ST	12TH AVE S	GLEAVES ST	1,325	19	55
DR DB TODD JR BLVD	BUCHANAN ST	CLAY ST	994	21	50
DEMONBREUN ST	14TH AVE S	10TH AVE S	2,436	19	65
S 9TH ST/SEVIER ST	S 14TH ST	S 10TH ST	2,908	6	40
LYNNBROOK RD/GRAYWOODAVE/ WIMBLEDON RD/ETC.	SPERRY AVE	HILLSBORO PK	9,697	24,25	50
CHURCH ST	21ST AVE N	GEORGE L DAVIS BLVD	4,176	19,21	50
HEIMAN ST	BUCHANAN ST	CASS ST	258	2,21	50
CHARLOTTE AVE	5TH AVE N	3RD AVE N	820	19	60
11TH AVE N	CHARLOTTE AVE	JO JOHNSTON AVE	1,071	19	60
JO JOHNSTON AVE	CHARLOTTE AVE	16TH AVE N	3,265	19,21	75
ROSA L PARKS AVE	CHURCH ST	CHARLOTTE AVE	1,074	19	55
N 11TH ST	WOODLAND ST	GALLATIN AVE	944	6	30
EAST OF I-24 RAMP	S 4TH ST	WOODLAND ST	448	6	55
S 1ST ST	RUSSELL ST	SPRING ST	3,364	6,5	70
31ST AVE/BLAKEMORE AVE	WEST END AVE	24TH AVE S	3,787	18,21	55
16TH AVE N	CHARLOTTE AVE	CAPITOL PT	329	19	80
THOMPSON LN	NOLENSVILLE PK	SOUTHLAKE DR	5,108	16	50
21ST AVE N	TERMINUS OF 21ST AVE N	HEIMAN ST	3,738	21	50
16TH AVE/17TH AVE	DIVISION ST	PATTERSON ST	4,857	19,21	55
3RD AVE N	VAN BUREN ST	UNION ST	6,161	19	75
BROADWAY	DIVISION ST	16TH AVE N	2,798	19	15
PALMER PL/10TH AVE S/10TH AVE N/10TH AVE CIR N/NELSON MERRY ST	JO JOHNSTON AVE	8TH AVE S	5,513	19	55
BUENA VISTA PK/W TRINITY LN	CLARKESVILLE PK	WHITES CREEK PK	13,568	2	70
8TH AVE S	BRADFORD AVE	SOUTH ST	6,708	17	60
N 7TH ST/RAMSEY ST/N 8TH ST	SHELBY AVE	MARINA ST	558	5,6	70
PORTER RD	154 FEET WEST OF GREENWOOD AVE	MCKENNIE AVE	7,458	6,7	50
ACKLEN AVE	NATCHEZ TRACE	MAGNOLIA BLVD	4,275	18	85
SUGARTREE/ABBOTTSFORD/ WARFIELD/HILLMONT/BENHAM	SUGARTREE RD	GRAYBAR LN	12,564	25,34	65

** Projects included in the 2022-2024 Work Plan for Bikeways*

On Street	From Street	To Street	Length/ Feet	Council District	Priority Score
VASHTI ST/COWAN ST/ OLDHAM ST	INTERSTATE 24 SB	BAPTIST WORLD CENTER DR	9,854	2,5	50
N 14TH ST/STRAIGHTWAY AVE/ DOUGLAS AVE	EASTLAND AVE	PORTER RD	8,878	6,7	60
HILLHURST DR/SUNSET DR/ HART LN	EWING DR	GALLATIN PK	15,322	2,8	50
24TH AVE S/JESS NEELY DR/ VANDERBILT PL/NATCHEZ TRCE	BLAIR BLVD	WEST END AVE	9,203	18,21	50
19TH AVE S/CHET ATKINS PL	EDGEHILL AVE	BROADWAY	4,718	19	50
2ND AVE S/4TH AVE S/ NOLENSVILLE PK	WALSH RD	ASH ST	14,098	17,19	70
NEELYS BEND RD	DOUGLAS ST	RANDY RD	7,336	8,9	75
PRIMROSE AVE/CEDAR LN/ HAZELWOOD DR/ALTURA PL/ LINDEN AVE/20TH AVE S	BRIGHTWOOD AVE	MAGNOLIA BLVD	7,508	18	50
PATTERSON ST	21ST AVE N	20TH AVE N	790	21	40
10TH AVE N	HARRISON ST	JEFFERSON ST	2,143	19,21	65
MCFERRIN AVE/LAURENT ST/ SEYMOUR AVE	WOODLAND ST	DOUGLAS AVE	9,489	5,6	65
ALBION ST	CLARE AVE	28TH AVE N	3,126	21	65
5TH AVE	HUME ST	GARFIELD ST	3,029	19	35
39TH AVE N/BATAVIA AVE N/38TH AVE N	CLIFTON AVE	CLARE AVE	1,668	21	60
BUCHANAN ST/GARFIELD ST	ED TEMPLE BLVD	3RD AVE N	2,867	21	60
KENNEDY AVE/MURRAY PL	GREENFIELD AVE	RIVERWOOD DR	5,537	7	15
SWEETBRIAR AVE/MONTROSE AVE	ALTURA PL	9TH AVE S	5,173	17,18	25
KENNER/WOODMONT/ OAKLAWN/SPERRY/GOLF CLUB/23RD/WOODLAWN	RICHLAND CREEK GREENWAY/ TERMINUS OF N KENNER AVE	NATCHEZ TRACE	16,399	24,25	65
MIDDLETON ST	2ND AVE S	ACADEMY PL	2,206	19	70
HIGHWAY 100	NATCHEZ TRACE PKWY RAMP	OLD HICKORY BLVD	19,844	34,35	35
CLEVELAND ST/W EASTLAND AVE	N 1ST ST	GALLATIN AVE	7,542	5	65
CHESTERFIELD AVE/BLAIR BLVD	MARLBOROUGH AVE	BELMONT BLVD	7,285	18	60
BRANSFORD AVE/WEDGEWOOD AVE/MARTIN ST	CRAIGHEAD ST	CHESTNUT ST	7,096	17	85
HERMAN ST/19TH AVE N	28TH AVE N	DR DB TODD JR. BLVD	6,782	21	55
BELL RD	MURFREESBORO PK	NASHBORO BLVD	7,069	29	70
LISCHEY AVE/VERNON WINFREY AVE/N 6TH ST/DOUGLAS AVE/ JONES AVE	MARINA ST	HART LN	15,976	5,8	70
MARINA ST/GRACE ST/MERIDIAN ST/DOUGLAS AVE	MARINA ST RAILROAD TRACK	E TRINITY LN	12,265	5	55
BELMONT BLVD	SHACKLEFORD RD	WOODMONT BLVD	4,331	25	35
WHARF/GREEN/PERKINS/ CLAIBORNE/GREEN/FAIRFIELD	TRIMBLE ST	HERMITAGE AVE	6,450	17,19	55
INDIANA AVE/44TH AVE/ALBION ST/ALAMEDA ST	MORROW RD	39TH AVE N	6,992	20,21	60
ANDREW JACKSON PKWY	OLD HICKORY BLVD	SAUNDERSVILLE RD	16,806	11,12	65
36TH AVE/PILCHER AVE/ SENTINEL DR/CHAMBERLIN ST/ ELKINS AVE/38TH AVE/PARK AVE	NEBRASKA AVE	CHARLOTTE AVE	5,843	24	55
LITTON AVE/SCOTT AVE	EASTLAND AVE	E TRINITY LN	12,726	5,6,7	50
ELLISTON ST/THIRTEENTH ST/ MERRITT ST/RIVERWAY DR	TERMINUS OF RIVERWAY DR/ FUTURE GREENWAY	DONELSON AVE	13,566	11	25

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ELLISTON ST/THIRTEENTH ST/ MERRITT ST/RIVERWAY DR	TERMINUS OF RIVERWAY DR/ FUTURE GREENWAY	DONELSON AVE	13,566	11	25
SEVIER CT/S 15TH ST/ELECTRIC AVE/S 19TH	S 14TH ST	SHELBY AVE	4,323	6	15
ASHLAND CITY HWYHYDES FERRY PK	JORDONIA STATION RD	CLARKSVILLE PK	9,631	1,2	50
BRIGHTWOOD AVE/CEDAR LN/ KIRKWOOD AVE/SHERBOURNE AVE/KNOX AVE/9TH AVE	PRIMROSE AVE	MONTROSE AVE	5,804	17,18	45
SLOAN RD/ABERDEEN RD/ PRINCETON AVE/CHRISTOPHER ST/BOWLING AVE	SLOAN RD/RICHLAND CREEK GREENWAY	WEST END AVE/MURPHY RD	7,157	24	35
MOSS ROSE DR/CLAYPOOL ST/ RIVERWOOD DR/BRUSH HILL RD/ HAYSBORO	MCGINNIS DR	GALLATIN PK	16,778	7	30
OLD HICKORY BLVD	E MARTHONNA RD	HERITAGE DR	849	8	40
9TH AVE S/BRADFORD AVE/ LAWRENCE AVE	MONTROSE AVE	S DOUGLAS AVE	5,031	17	15
FLEETWOOD DR/KNOB RD	BROOK HOLLOW RD	TERMINUS OF GREENWAY GLEN WAY	10,467	20,23,24	60
S DOUGLAS AVE	12TH AVE S	8TH AVE S	3,103	17	45
BELMONT PARK TER/ORIOLE PL/ GREEN HILLS DR/N OBSERVATORY DR	LONE OAK RD	BELMONT BLVD	6,726	25	15
AMANDA AVE/BRIGHTWOOD AVE	GRAYBAR LN	PRIMROSE AVE	5,197	18,25	30
RICHARDSON AVE/ MARLBOROUGH AVE	ELMINGTON AVE	FAIRFAX AVE	3,493	18,24	25
WEAKLEY AVE/FERN AVE	BAPTIST WORLD CENTER DR	DICKERSON PK	3,382	2,5	50
SHACKLEFORD RD/GRANNY WHITE PK	LONE OAK RD	WOODMONT BLVD	7,163	25	35
JAMES AVE/MORROW RD	CROLEY DR	GEORGIA AVE	8,023	20	15
BELL RD/DODSON CHAPEL RD	S NEW HOPE RD	OLD HICKORY BLVD	13,150	12,14	50
FOREST PARK RD/BIXLER AVE/ ROOSEVELT AVE	NEELYS BEND RD	ANDERSON LN	13,753	9	50
POLK AVE/HACKWORTH ST/ WOODYCREST AVE/FACTORY ST/1ST AVE S	WHITNEY AVE	CHESTNUT ST	8,917	17	50
CABOT DR/THUNDERBIRD DR/ IVY ST	UPTON LN	CHARLOTTE PARK	8,511	20	30
GRAYBAR LN/WOODMONT BLVD/ MCNAIRY LN	BELMONT BLVD	BATTLEFIELD DR	8,783	25	30
FREELANDS STATION RD/ MAINSTREAM DR/24TH AVE N/ MCKINNEY AVE	CUMBERLAND RIVER GREENWAY	18TH AVE N	6,267	2	60
HARTFORD DR/WHITSETT RD/ STERLING BOONE DR/PEACHTREE/ MILLER	THOMPSON LN	FOSTER AVE	8,252	16	40
SAUNDERS AVE/E MARTHONA RD	HART LN	OLD HICKORY BLVD	18,311	8	50
TUGGLE AVE/TANKSLEY AVE/ WINGATE AVE/ANTIOCH PK/ MCCALL ST	THOMPSON LN	761 FEET EAST OF ANTIOCH PK	9,928	16	50
LOCK RD/BAPTIST WORLD CENTER DR	VASHTI ST	W TRINITY LN	5,870	2	40
HUNTLEIGH DR/FORTLAND DR	EAST NASHVILLE FARMERS' MARKET	TERMINUS OF FORTLAND DR	4,991	6	25
CROLEY/LAREDO/RIES/LARAMIE/ WACO/NALL/DEAL/STEVENSON/ MAXON/SNYDER/URBANDALE	JAMES AVE	DELRAY DR	9,548	20	30

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MOOREWOOD DR	BRICK CHURCH PK	VILLAGE TRL	6,782	3	35
WILSON BLVD/WHITLAND AVE/ MAYFAIR RD/MOCKINGBIRD RD	OAKLAWN AVE	ABERDEEN RD	9,497	24	25
BUENA VISTA PK/TUCKER RD	BUENA VISTA PK	SAINT MARYS LN	2,337	2	25
RIVER BEND RD/RIVER BEND LN	RIVER BEND WAY	MORTON MILL RD	2,437	35	0
DICKERSON PK	SPRING ST	GRACE ST	2,311	5	60
SHUTE LN/SAUNDERSVILLE RD	OLD HICKORY BLVD	ANDREW JACKSON PKWY	9,259	11	20
RACHELS LN/LEBANON PK	TERMINUS OF RACHELS LN	ANDREW JACKSON PKWY	6,503	11	40
TWO RIVERS PKWY/MCGAVOCK PK/LEBANON PK/MUSIC CITY STAR LINE	STONES RIVER GREENWAY	STEWARTS FERRY PK	17,176	15	35
VAUGHNS GAP RD/BROOK HOLLOW RD	HIGHWAY 100	CHARLOTTE PK	21,162	23	35
JOHN L DRIVER AVE/JOHN A MERRITT BLVD	39TH AVE N	JOHN A MERRITT BLVD	2,491	21	40
GALE LN/VAULX LN	I-440 GREENWAY	9TH AVE S	4,476	17	25