

# Nashville Area Metropolitan Planning Organization Tri-County Transportation & Land Use Study of Robertson, Sumner, Wilson Counties

Steering Committee Meeting  
December 15, 2009



LandDesign • Kimley-Horn & Associates, Inc.  
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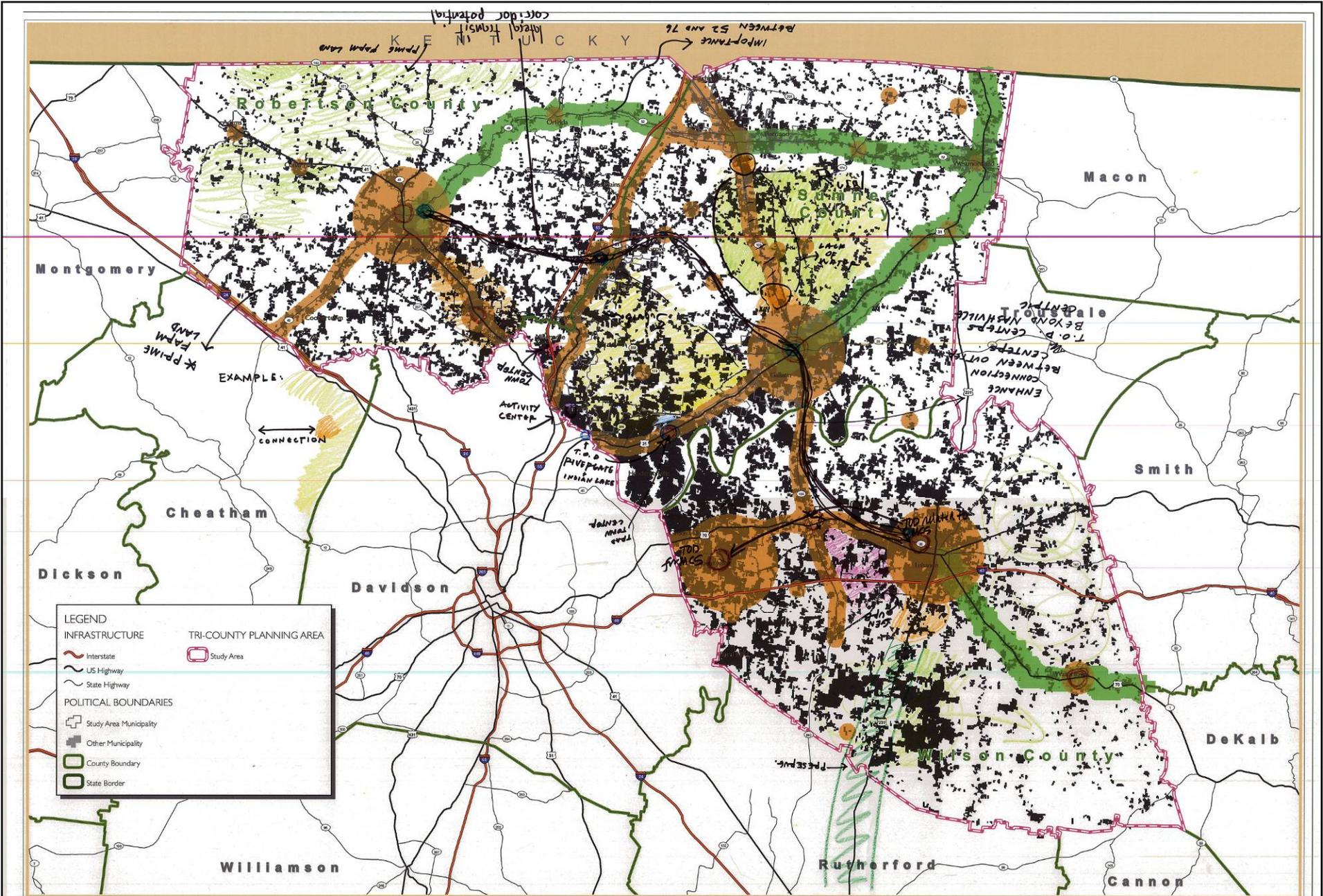
# Agenda



- Recap public workshops
  - Summary and synthesis of input
- Discussion about a preferred alternative
  - Elements to include, based on input received
  - Adjustments to character areas
  - Finalize the set of 10 strategic corridors
- Summary of information from KHA fieldwork
  - Proposed segments
  - Selection of final 10
- Four focus areas
  - Presentation of potential areas
  - Selection of four areas
- Next steps and key dates

# Community Meetings





**LEGEND**

<b>INFRASTRUCTURE</b>		<b>TRI-COUNTY PLANNING AREA</b>	
	Interstate		Study Area
	US Highway		
	State Highway		
<b>POLITICAL BOUNDARIES</b>			
	Study Area Municipality		
	Other Municipality		
	County Boundary		
	State Border		

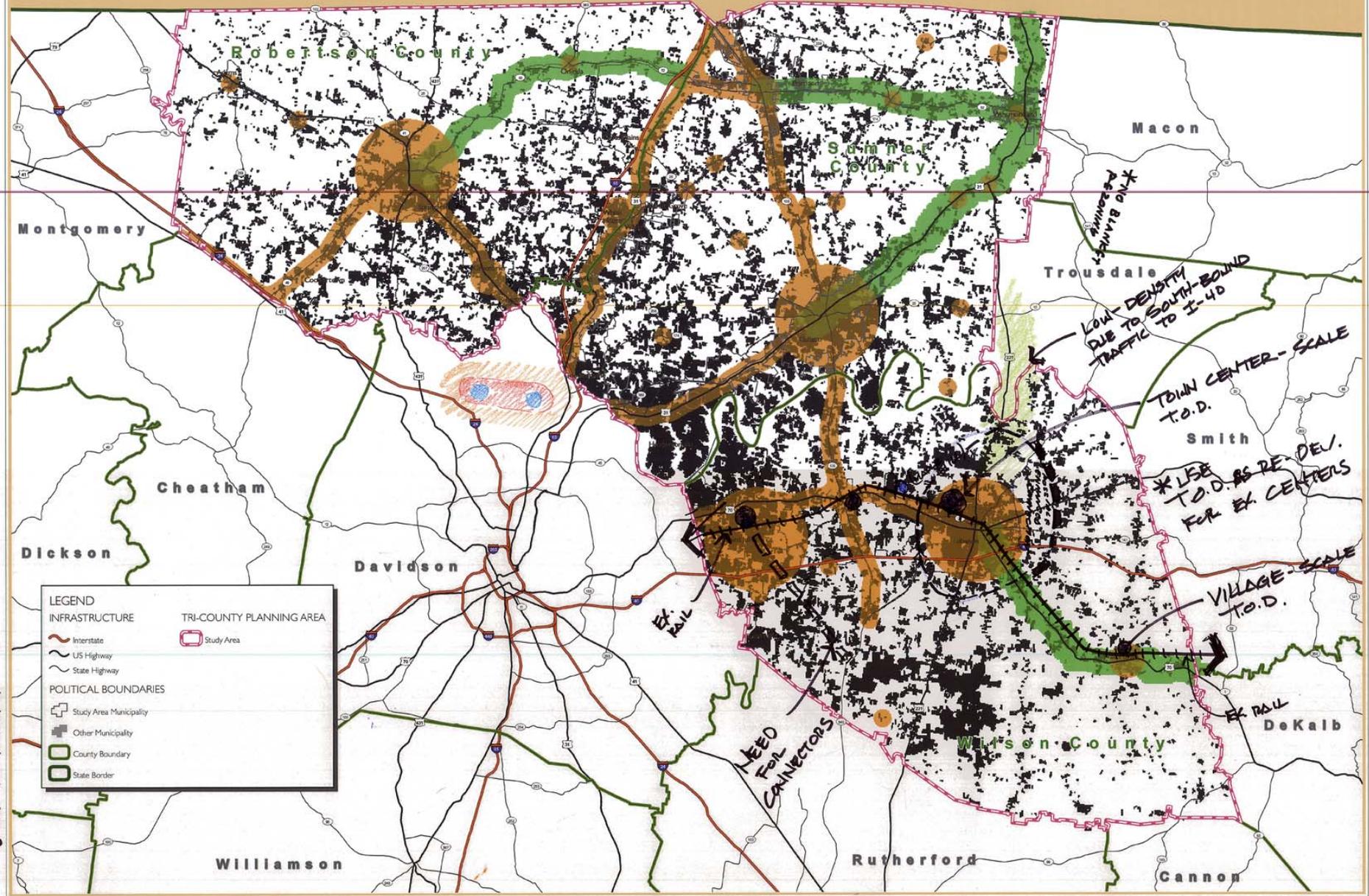
**CENTERS AND CORRIDORS  
PREFERRED GROWTH AREAS**  
Tri-County Transportation and Land Use Study  
Robertson Co. - Sumner Co. - Wilson Co.

1 inch = 9,000 feet  
0 1 2 4  
Miles  
Source: Tennessee State Dept. of Transportation

Open House  
12.8.09  
NB Bartholomew DRAFT



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LEBANON MTB DTC 8

**LEGEND**

<b>INFRASTRUCTURE</b>	<b>TRI-COUNTY PLANNING AREA</b>
Interstate	Study Area
US Highway	
State Highway	
<b>POLITICAL BOUNDARIES</b>	
Study Area Municipality	
Other Municipality	
County Boundary	
State Border	

**CENTERS AND CORRIDORS  
PREFERRED GROWTH AREAS**  
Tri-County Transportation and Land Use Study  
Robertson Co. - Sumner Co. - Wilson Co.

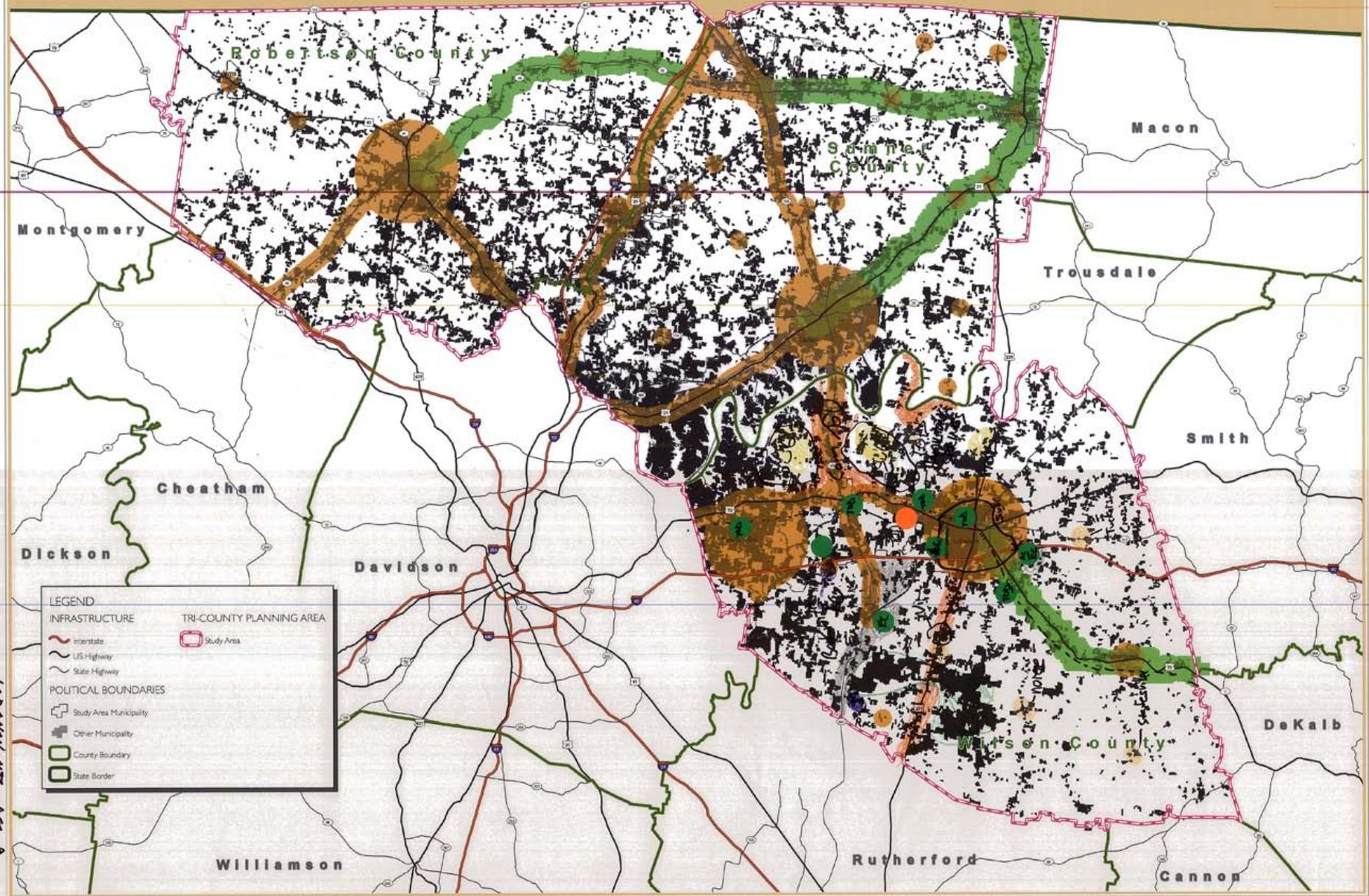
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1 inch = 9,000 feet  
0 1 2 4 Miles



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KENTUCKY



LEBANON MTB Dec 8

**LEGEND**

**INFRASTRUCTURE**

- Instate
- US Highway
- State Highway

**POLITICAL BOUNDARIES**

- Study Area Municipality
- Other Municipality
- County Boundary
- State Border

**TRI-COUNTY PLANNING AREA**

- Study Area

**CENTERS AND CORRIDORS  
PREFERRED GROWTH AREAS**  
Tri-County Transportation and Land Use Study  
Robertson Co. - Sumner Co. - Wilson Co.

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**bbpc**  
Bicycle and Pedestrian Planning Center

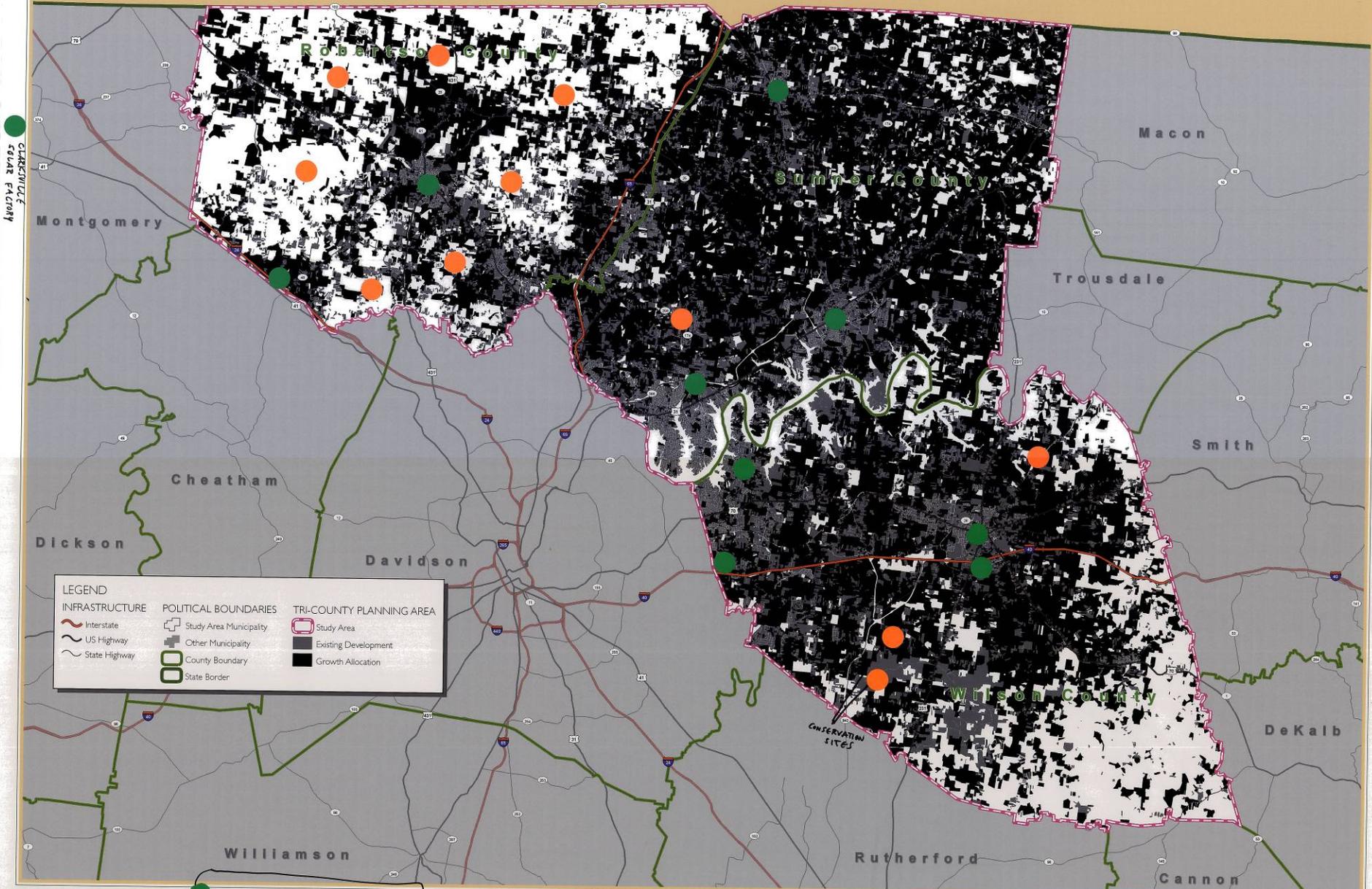
**Sterling**  
COMMUNITY DEVELOPMENT

1 inch = 9,000 feet  
0 1 2 4 Miles  
Scale: State Plane Kentucky Northcentral

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**DRAFT**

KENTUCKY



LEGEND		
<b>INFRASTRUCTURE</b>	<b>POLITICAL BOUNDARIES</b>	<b>TRI-COUNTY PLANNING AREA</b>
Interstate	Study Area Municipality	Study Area
US Highway	Other Municipality	Existing Development
State Highway	County Boundary	Growth Allocation
	State Border	

GROWTH = green dot  
 NO GROWTH = red dot

# BAU GROWTH ALLOCATION

Tri-County Transportation and Land Use Study  
 Robertson Co. - Sumner Co. - Wilson Co.

LandDesign

Kinley-Horn and Associates, Inc.

bbpc ASSOCIATES

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1 inch = 9,000 feet  
 0 2 4 Miles

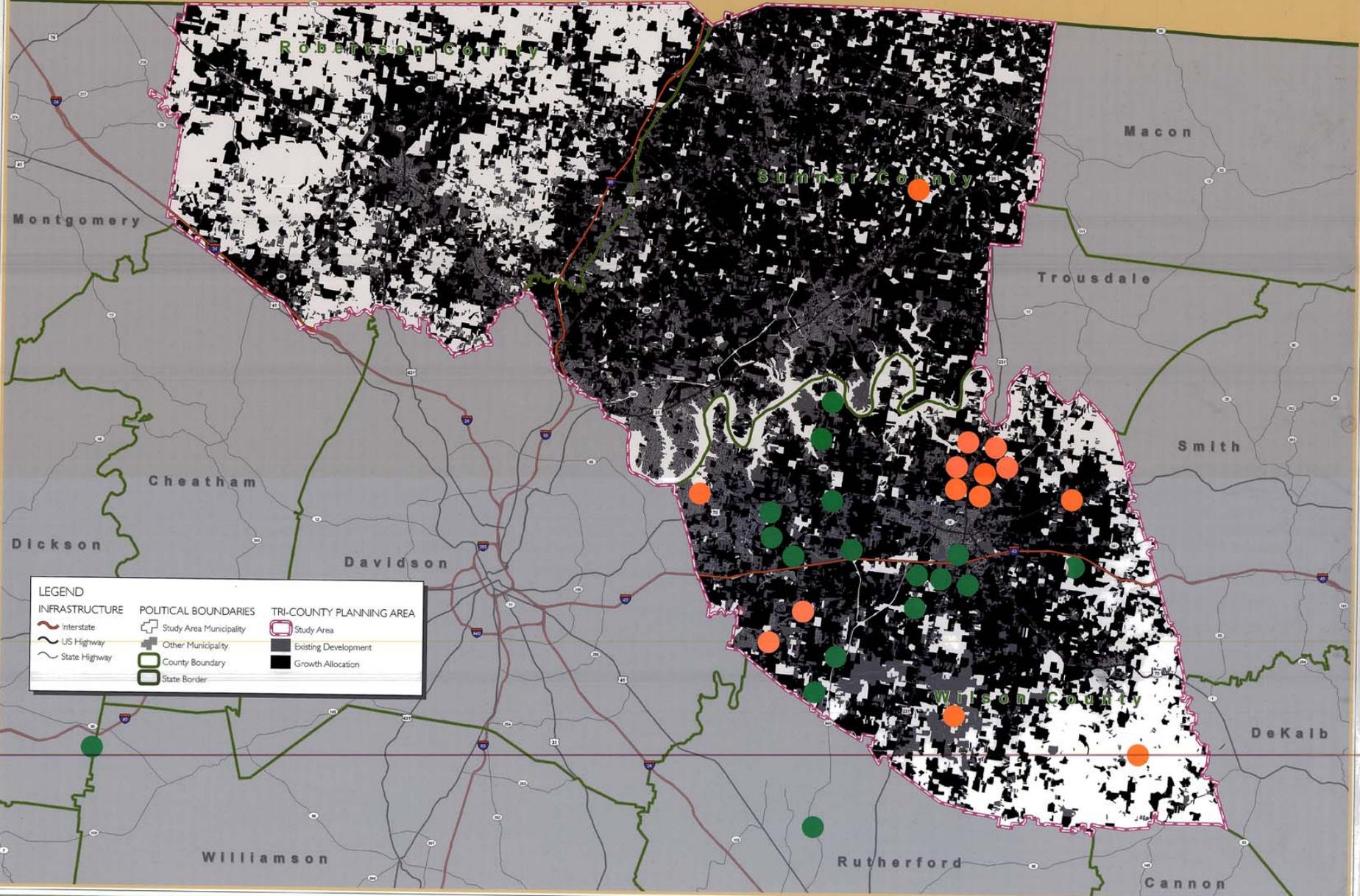
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KENTUCKY



LEGEND		
<b>INFRASTRUCTURE</b>	<b>POLITICAL BOUNDARIES</b>	<b>TRI-COUNTY PLANNING AREA</b>
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Sterling  
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# BAU GROWTH ALLOCATION

Tri-County Transportation and Land Use Study  
 Robertson Co. - Sumner Co. - Wilson Co.

1 inch = 9,000 feet

0 1 2 4 Miles

Source: North Carolina State Data Center - WebMapping.org

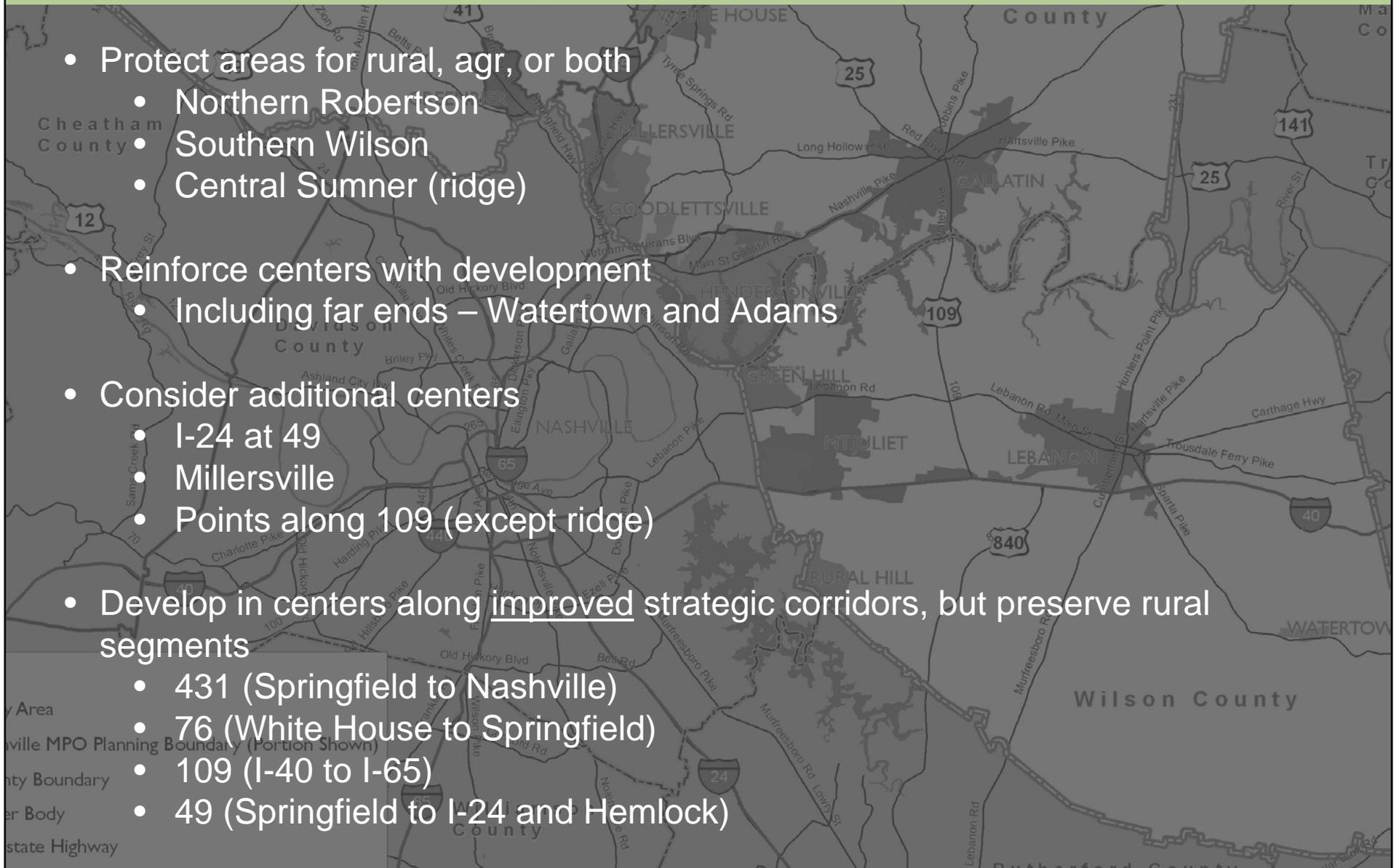
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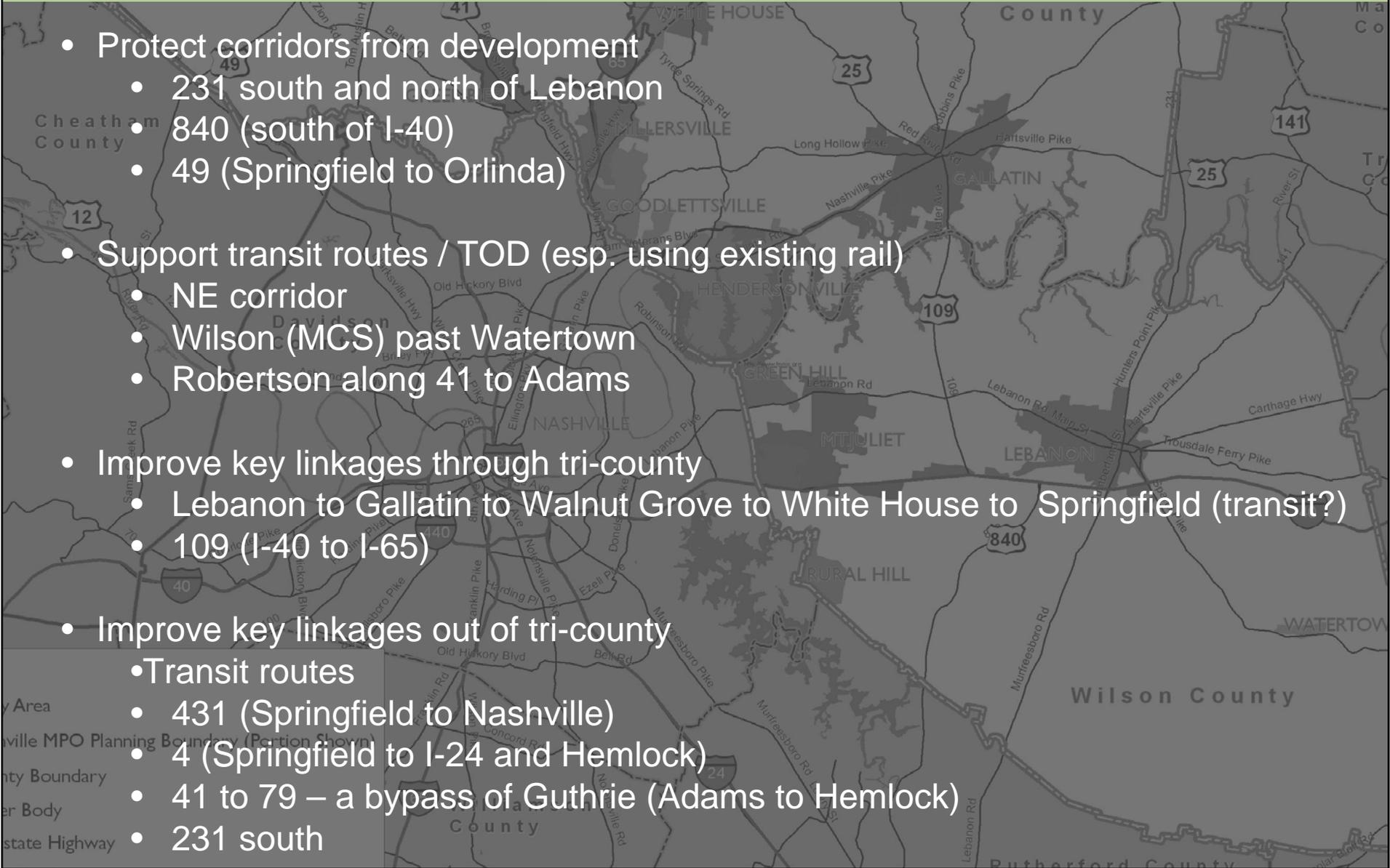
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# SUMMARY OF INPUT

- Protect areas for rural, agr, or both
  - Northern Robertson
  - Southern Wilson
  - Central Sumner (ridge)
- Reinforce centers with development
  - Including far ends – Watertown and Adams
- Consider additional centers
  - I-24 at 49
  - Millersville
  - Points along 109 (except ridge)
- Develop in centers along improved strategic corridors, but preserve rural segments
  - 431 (Springfield to Nashville)
  - 76 (White House to Springfield)
  - 109 (I-40 to I-65)
  - 49 (Springfield to I-24 and Hemlock)



# SUMMARY OF INPUT

- Protect corridors from development
    - 231 south and north of Lebanon
    - 840 (south of I-40)
    - 49 (Springfield to Orlinda)
  - Support transit routes / TOD (esp. using existing rail)
    - NE corridor
    - Wilson (MCS) past Watertown
    - Robertson along 41 to Adams
  - Improve key linkages through tri-county
    - Lebanon to Gallatin to Walnut Grove to White House to Springfield (transit?)
    - 109 (I-40 to I-65)
  - Improve key linkages out of tri-county
    - Transit routes
      - 431 (Springfield to Nashville)
      - 4 (Springfield to I-24 and Hemlock)
      - 41 to 79 – a bypass of Guthrie (Adams to Hemlock)
      - 231 south
- 

# Preferred Alternative?



# Strategic Corridors



# STRATEGIC CORRIDORS

## *New Shackle Road*

---

Limits: SR 386 to Island Brook

2-lane north of 386

5-lane around 386 interchange

3-lane south of 386

Rolling topography, curvy road

Blind curves, hidden driveways

Interchange with 386 (signalized ramps)

Speed Limits: 40mph

Truck traffic

Creek adjacent to road near Willow Park Circle

Park and ride lot opposite Hospital south of SR 386



# STRATEGIC CORRIDORS

## *Coles Ferry Pike*

---

2-lane road from SR 109 to US 231

Rolling topography

Blind curves and hidden driveways throughout corridor

Signals:

- Hartman Drive
- Castle Heights Ave N

Speed Limit: 45, 40 and 30 mph

School crosswalk (unsignalized) at N. Greenwood Extended – Coles Ferry Elem. School

Friendship Christian School located at Holt Road

Dangerous curve at Lebanon Country Club

Sight distance issues throughout the corridor

Inconsistent signage: (concealed driveway, concealed driveway ahead, hidden driveway, blind drive)

Landscape needs to be pruned and/or removed

Heavy school bus traffic



# STRATEGIC CORRIDORS

## *Hartman Drive*

---

2-lane road from US 70/SR 26 (W. Baddour Pkwy to W. Main Street)

4-lane median divided road (W. Main Street to Old Murfreesboro Road)

3-lane road (Old Murfreesboro Road to Murfreesboro Road)

Level Topography

Diamond interchange at I-40 – Ramps unsignalized

Signals:

- US 70
- Hickory Ridge Road
- Leeville Pike
- Franklin Road
- Old Murfreesboro Road
- Murfreesboro Road

Speed Limit: 45 mph

Ramps with I-40 spaced too close to Franklin Road (Signals) north and south to be signalized. Intensification of traffic will require a new layout of interchange or realignment of Franklin Road(s).



# STRATEGIC CORRIDORS

## *Mt Juliet Road*

---

Limits: Central Pike towards Pleasant Glen Road

5-lane road

Rolling Topography

Modified Diamond interchange at I-40

Vertical topo concerns on the south side of I-40 interchange

45 mph

Signals:

- I-40 WB Ramp
- I-40 EB Ramp
- Belinda Pkwy/Adams Lane
- Crossing Circle
- Providence Pkwy
- Central Pike

Turn lanes needed on Central Pike Road.



# STRATEGIC CORRIDORS

## *State Route 109 – Gallatin to I-40*

---

Limits: Cherokee Dock Road towards Bates Road

2-lane road, straight section of roadway

Trestle bridge over Old Hickory Lake

Heavy trucks; 1 in 10 heavy truck vehicle

New 109 alignment 4 miles south of Hwy 76 under construction; stimulus project

Rolling terrain; some vertical curve sight distance problems (Bloodworth Road)

Passing zones throughout corridor

Speed limit: 45 mph



# STRATEGIC CORRIDORS

## *State Route 109 – Portland to Gallatin*

---

Limits: Hwy 76 to Old Bruch Cemetery Road

2-lane Road

No traffic signals, flasher at Boiling Springs Road

Rural housing and farming

New 109 alignment 4 miles south of Hwy 76 under construction; stimulus project

Rolling terrain; some vertical curve sight distance problems (Centerpoint Road)

Speed limit: 55 mph south of Hwy 76

45 mph south of Roberts Road

New 109 alignment is 4-lane divided; avoids the curvy mountainous sections south of Hollis Chapel Road

4-lane section resumes south of Douglas Lane around Gallatin to a "T" intersection at S. Water Avenue. (Partial control of access) Speed limit 55 mph.

Interchanges at:

- SR 386/174 (Diamond)
- US 31E (Modified Clover)



# STRATEGIC CORRIDORS

## *State Route 109 – Downtown Portland*

---

Limits: Morningside Drive to W. Knight Street

2-lane road being widened to 5-lanes from SR 76 to Sumner Street

4-lane Road through downtown Portland

2-lane Road north of Morningside drive

Traffic Signals:

- SR 52
- Market Street
- Church Street
- McGlothin Street
- College Street

No curb and gutter north of downtown; open curb cuts.

Speed Limit 30 mph

Heavy Truck Traffic

No Pedestrian Amenities at traffic signals other than crosswalks



# STRATEGIC CORRIDORS

## US 70

---

2-lane east of downtown

4-lane road – Maple Street to Hartman Drive

5-lane road – Hartman Drive to SR 109

Rolling topography

Bike route on wide shoulders

Interchange with 109 and I-40

Signals:

- Maple Drive
- Greenwood Avenue
- S. Tarver Avenue
- Pennsylvania Avenue
- Castle Heights Avenue
- Oak Hill Drive – too close to Oak Street
- Oak Street
- Clearview Drive
- West End Heights – too close to Hartman - remove
- Hartman Drive
- Kroger/K-Mart Shopping Centers
- Winwood Drive
- Maple Hill Road

Speed Limits: 30 mph from maple to Hartman, 35 mph from Hartman to maple Hill Road,

Truck traffic



# STRATEGIC CORRIDORS

## US 52

---

2-lane road

3-lane Road

(2lanes WB/1 lane NB) – US 31E for 800 feet

4-lane at Ranch Road (curb and gutter)

Rolling topography

Bike route on wide shoulders

Signals:

- US 31 E

Flasher at Oak Grove Community – SR 174

Speed Limits: 55 mph, 45 mph in Oak Grove Community, 50 mph to Ranch Road, 40 mph at Ranch Road

Truck traffic



# STRATEGIC CORRIDORS

## *US 431*

---

2-lane road from SR 257

3-lane Road

Passing lanes (2lanes SB/1 lane NB) – mile marker 4 to Springfield limits (Mariview Drive)

Passing lanes (1 lane SB/2 lanes NB) – S. Main Street to Hospital Driveway

3-lane road from Hospital driveway (1NB, TWLTL, 1SB) to US 41 (Memorial Blvd)

Rolling topography

Bike route ends at S. Main Street

Signals:

- US 41 Memorial Blvd
- 22<sup>nd</sup> Avenue
- Nicklaus Drive

Speed Limit: 55 mph and 40 MPH near hospital

Heavy truck traffic



# STRATEGIC CORRIDORS

## *Long Hollow Pike*

---

Limits: Center Point Road towards Buchanan Circle

3-lane road from Buchanan Circle to in front of school (Senior High)

2-lane road from SR 109 to US 231

Rolling topography

Blind curves and hidden driveways throughout corridor

Bike Route: wide shoulders

Signals:

- New Shackle Island Road

Speed Limit: 50 mph, 15 mph during school hours

Heavy school bus traffic

Dangerous intersection at Center Point Road/ Happy Hollow Road: vertical and horizontal curve, offset T intersection (wrong way)

Cross walks on northbound approach of Shackle Island Road and westbound approach of Long Hollow Pike, ped heads as well, but no sidewalks. Push buttons are located behind guardrail for both approaches.



# STRATEGIC CORRIDORS

## *US 31 E Gallatin Pike/ West Main Street*

---

Limits: New Shackle Island Road to Sanders Ferry Road

5-lane road

6-lane road – 2 westbound, TWLTL, 3 eastbound (Imperial Blvd to Sanders Ferry Road)

Rolling topography

Acceleration and deceleration lanes, numerous driveway cuts, strip commercial; Wide shoulders in areas

Signals:

- New Shackle Island Road – no ped accommodations
- Imperial Blvd – no ped accommodations
- Stadium Drive – crosswalk on west side only, no ped heads
- Old Shackle Island Road and Walton Ferry Road – Offset T intersection – correct direction – no ped accommodations
- Sanders Ferry Road – cross walk on west side only no ped heads

Signals are coordinated throughout the corridor

Park at river

Sidewalks on both sides of the corridors (5') Executive Park Drive to Sanders Ferry Rd

Sidewalks on south side from Executive Park Drive to Imperial Drive

Speed Limit: 45, 40 mph

Bridge over railroad at New Shackle Island Road – no sidewalks but a wide shoulder



# STRATEGIC CORRIDORS

## *US 31E*

---

Limits: Gallatin to Westmoreland

5-lane north of SR 109

4-lane divided at Water Avenue

3-lane at Joann Street

2-lane at Airport Road –wide shoulders

Rolling topography

Interchange at SR 109 and SR 386

Awkward intersection at Waters Avenue (scissor intersection)

Railroad crossing south of Red River Road



# STRATEGIC CORRIDORS

## *Drakes Creek Road*

---

Limits: SR 386 to Jones Road

2-lane north of 386

Rolling topography, curvy road

Blind curves, hidden driveways

Interchange with 386 (signalized ramps)

Speed Limits: 40mph, 30 mph north of Stop 30 Road

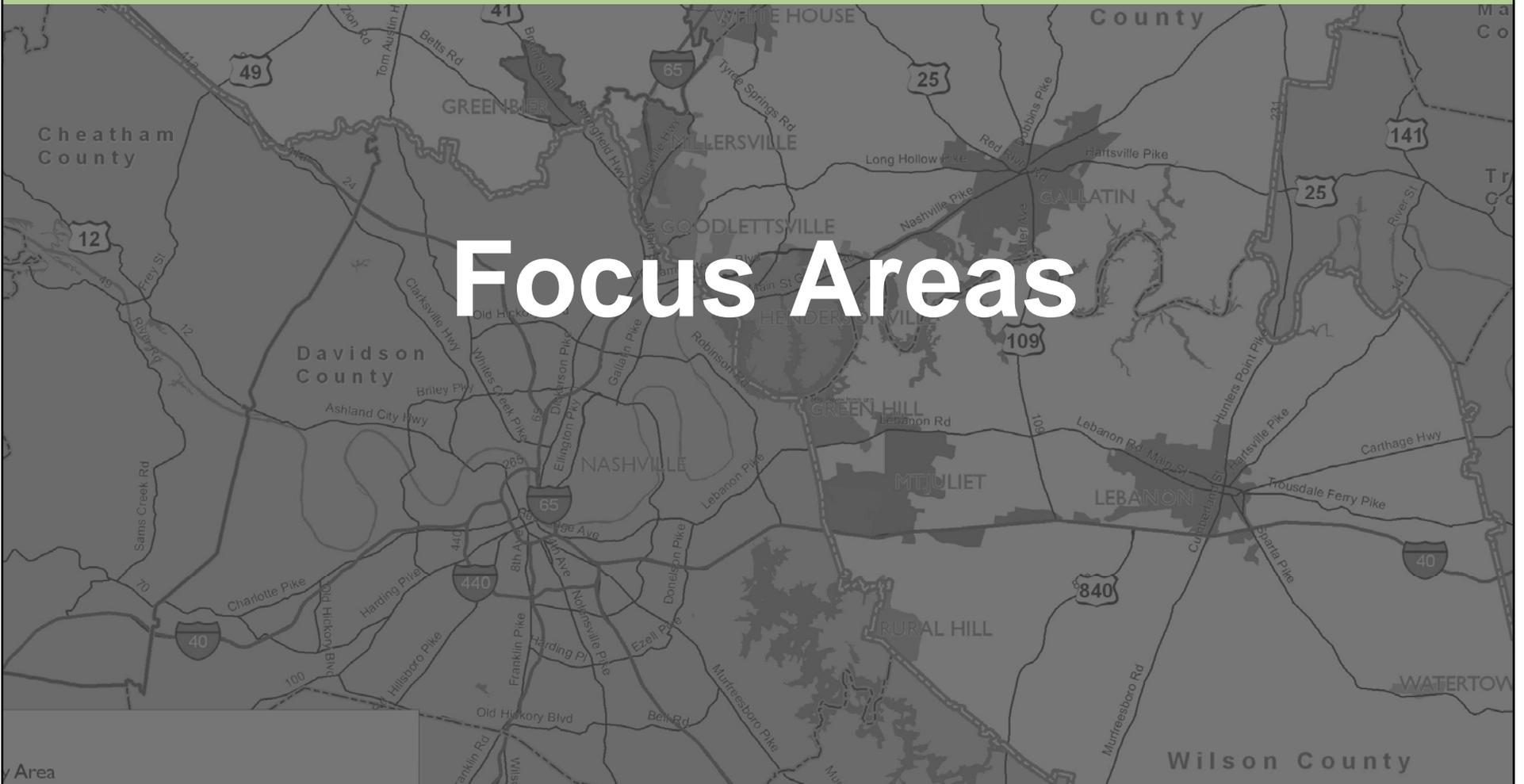
Creek adjacent to road throughout corridor (meanders in and out)

Bad intersection with Stop 30 Road (vertical topo, road floods, poor sight distance)

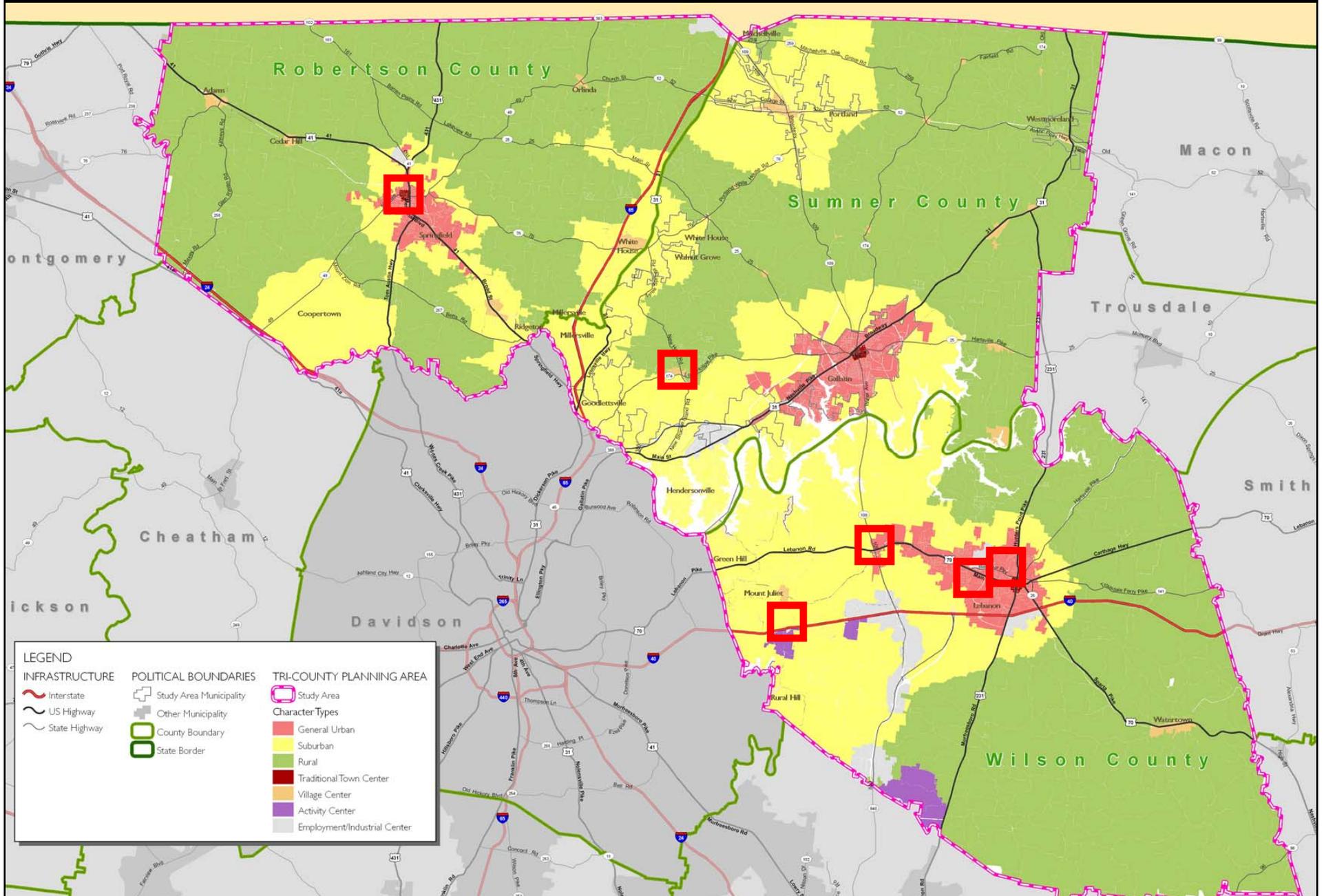
Narrow bridges throughout the corridor



# Focus Areas



# POTENTIAL FOCUS AREAS



- Robertson
- Traditional Town Center
- Strategic Corridor: 11 – Memorial Blvd (redevelopment and diet/retrofit)



- Sumner
- Suburban / Rural
- Strategic Corridor: Long Hollow Pike (2-lane)

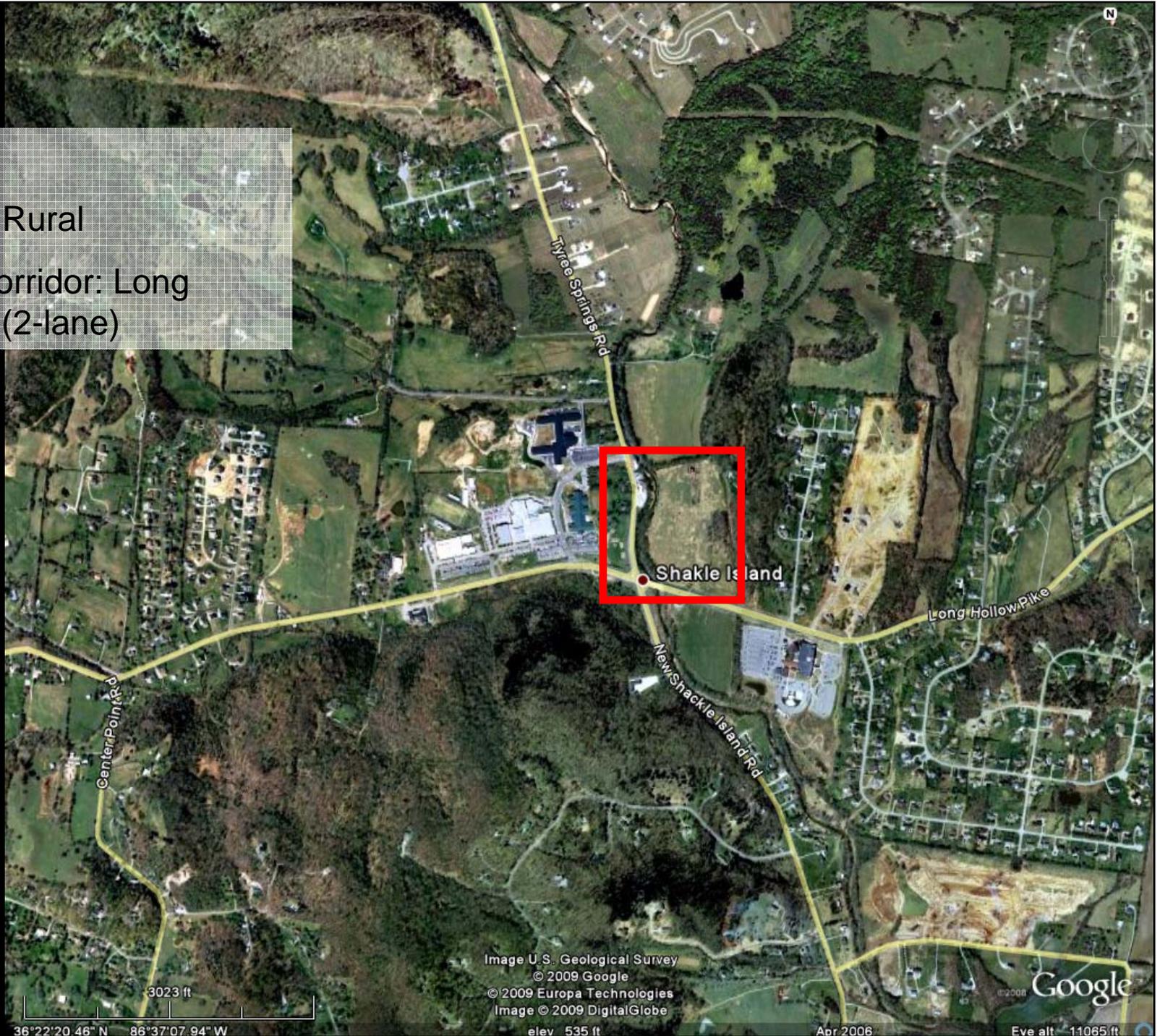


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36°22'20.46" N 86°37'07.94" W

elev 535 ft

Apr 2006

Eve alt 11065 ft

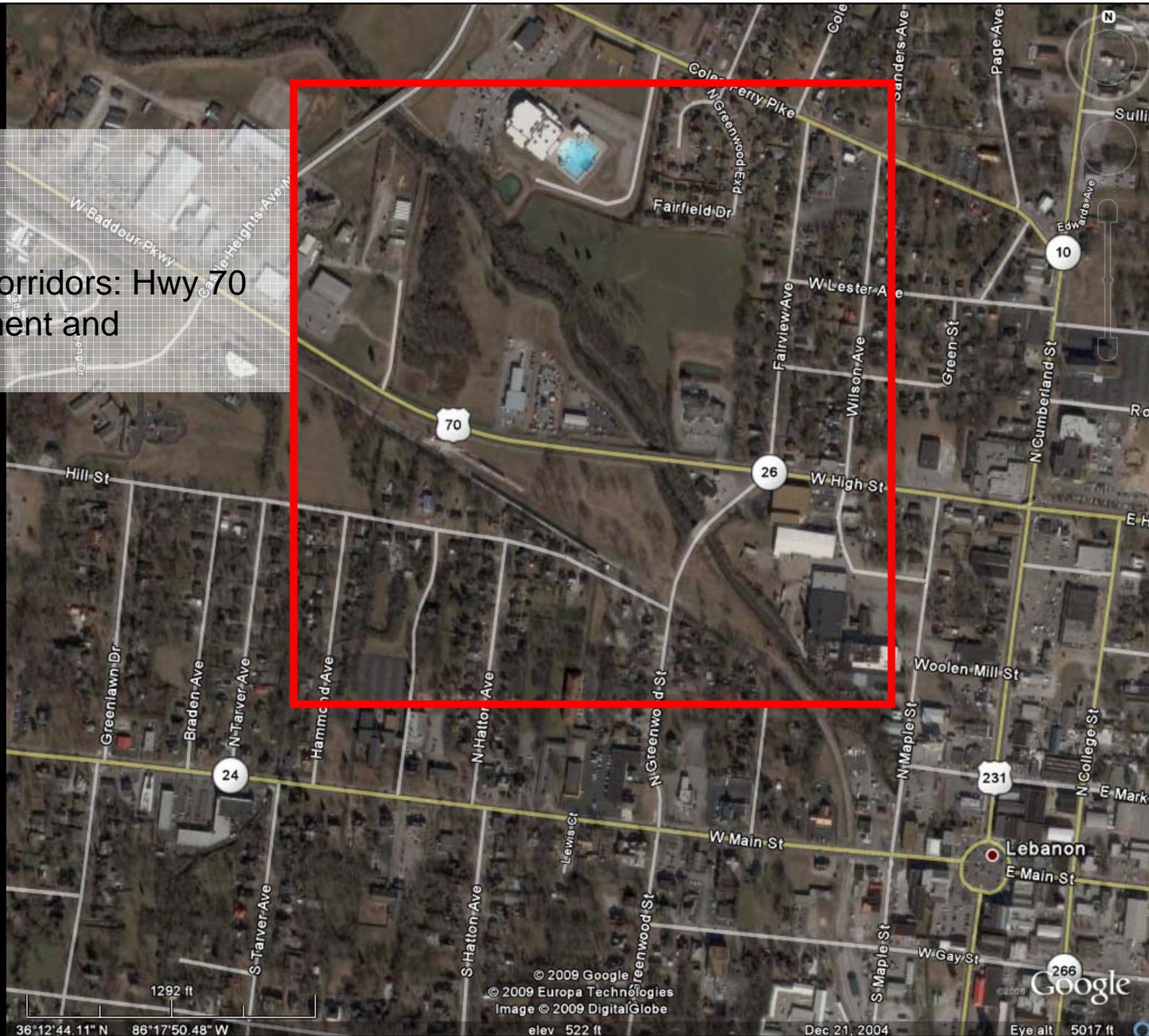
- Wilson
- General Urban / TOD??
- Strategic Corridors: Hwy 70 (redevelopment and diet/retrofit) and South Hartmann Drive (new 4-lane divided)



- Wilson

- TOD

- Strategic Corridors: Hwy 70 (redevelopment and diet/retrofit)



36°12'44.11" N 86°17'50.48" W

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elev 522 ft

Dec 21, 2004

Eye alt 5017 ft

- Wilson
- Rural
- Strategic Corridors: Hwy 70 (redevelopment and diet/retrofit) and Hwy 109



3386 ft  
36°13'50.98" N 86°25'36.52" W

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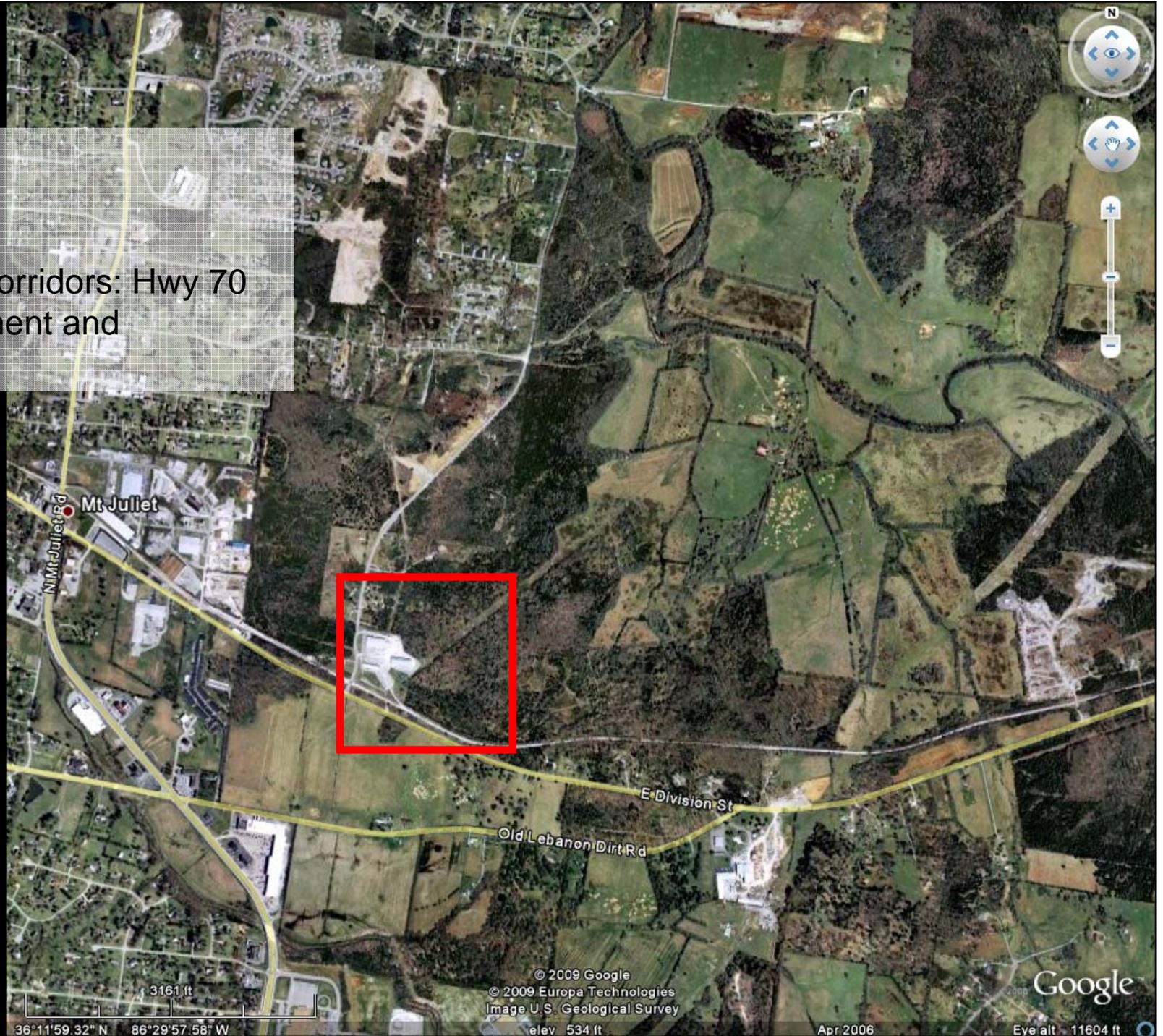
elev 518 ft

Apr 2006

Google

Eye alt 12298 ft

- Wilson
- Suburban
- Strategic Corridors: Hwy 70 (redevelopment and diet/retrofit)



# SAMPLE PRODUCTS (FOCUS AREAS)

