



**Nashville Area MPO
Regional Bicycle and Pedestrian Planning Project
Davidson County Stakeholder Meeting Notes**

December 3, 2008

Programs & Project Initiatives

- Metro is working on Wayfinding Program which could be important to directing folks throughout the downtown metro area
- Walk/Bike Nashville – has played a role in education and awareness
- Walk/Bike Nashville – has a 2 hour education program for biking on the road in Nashville “Bicycle Street Smarts” – which includes an on-street ride as part of the course (trying to get Metro to promote). Also has practicum course for education of elected officials.
- Metro – has recently created a bicycle and pedestrian advisory committee (BPAC) to deal with metro related walking and biking needs
- Belmont is going to be using Rose Park for some of their sporting activities (as such, the Belmont will be providing walking and biking enhancements to encourage folks to walk/bike between the park and the campus as opposed to driving)
- Belmont has made good use of MTA student Id swipe card program as well as Music City Star transportation (free transportation to students and employees), and Flex car program “zipcar” (low cost cars available to students and faculty). Belmont – has seen a drop in students bringing a car (down from 80% to 69% over three years) as a result of these initiatives.
- Successful greenways program viewed as an attractor for bicycle and pedestrian trips

Funding

- Metro has expended nearly \$70 million on sidewalks and \$1.8 million on bikeways/bike routes since 2002 (figures stated were offered as rough amounts and may not be accurate)
- Metro sees the opportunity to expand bikeways through Metro’s resurfacing program
- Metro annually requests funds for sidewalks and bikeways (not always a guarantee) – having a bicycle and pedestrian plan has given Metro the ability to implement improvements
- Metro – having a plan Metro sees the possibility of 20% of sidewalks and bikeways in Metro being implemented by developers (given the fact that they have a vision/plan for sidewalks and bikeways in Metro)
- Lots of sidewalks/bikeways are implemented as part of other Metro capital projects
- Stand alone bike/ped projects have to compete with all other capital projects
- Coordination with other county facilities should be considered as part of project funding priority

Opportunities & Constraints

- In general - schools, hospitals, universities and colleges, parks, are all important destinations
- Retail developments are important destinations (relative to Belmont examples include 12th Avenue South, Hillsboro Village, Music Row)

- Trevecca – campus located 3 miles from downtown (lots of students work downtown or frequent restaurants, etc.) would be nice to have students that could safely walk or bike from campus
- Metro – plans for walking and biking need to be flexible as lots of changes occur (example MTA studying ridership – changes in stops and routes, addition of greenways)
- Metro – filling in the gaps is an important item when dealing with addressing walking and biking (these are hot items in Nashville)
- Metro – bike parking is becoming an increasing item of need (lots of requests from citizens)
- Metro – there is a high level of need for education (both for motorists and cyclists/walker)
- Presence of large employers gives opportunities for company-sponsored bike/ped incentives. These would encourage other employers to do similar programs.
- There is a need to educate elected officials about the importance of walking and biking accommodations
- There is a need to educate city/county staff with regards walking and biking accommodations (importance, opportunities, etc.)
- There is a need to ensure walking and biking options for people that don't have the luxury of an automobile
- At a regional level connecting/filling-in the gaps are important
- Coordination between counties
- Belmont is interested in increasing use of alternative means of travel for its students and faculty and creating incentives to encourage this mode shift (bike sharing and other incentive programs used in other communities/universities was discussed) – has impacts on parking provision/requirements
- Trevecca has four major components to its campus (church, university, senior towers, and assisted living) – results in different bike/ped needs from different kinds of users
- Trevecca has some employees that ride in (example Elm Hill Pike and even from Franklin)
- Trevecca is a walkable campus (80 acres)
- Belmont is very walkable as well (less than 80 acres)
- Belmont has seen an increase in bike use (having to provide more facilities for parking/locking given the increase)
- Belmont – safety is a big concern (example Edgehill area)
- Trevecca – sees the lack of housing near campus makes walking and bike less of an appeal (barrier)
- Trevecca – lack of grocery store near campus (barrier), no adjacent residential community
- Trevecca does not promote biking given safety issues outside the campus, campus size makes internal biking unnecessary
- Sumner – lack of ability to require developers to include walking and biking amenities (can do in PUDs but not under a straight zoning) – changes make this an opportunity
- Obstacles - day-light savings, weather, shower/changing facilities at work
- Educational needs – how to commute by bike/walk (items - ride safely, transporting stuff, staging, shower facilities, logistics, etc.)
- Implementation plan must be flexible, easily phased
- Plan needs a champion to be successful
- Important to consider socioeconomic aspects of communities when setting project priorities (auto ownership, etc)

Constituents Saying

- Metro – 8 years ago walking and biking was viewed as recreational– today, very much a transportation need
- Safety major issue (roadways and lack of facilities)
- Education of motorists and cyclists/pedestrians needed
- Organizers like Walk-Bike Nashville continue to have strong voice in implementation/policy

**Nashville Area MPO
Regional Bicycle and Pedestrian Planning Project
Rutherford County Stakeholder Meeting Notes**

December 5, 2008

Programs & Project Initiatives

- County - getting ready to select a consultant to develop a comprehensive plan and update of subdivision regulations (working to coordinate with MPO)
- Smyrna – just completed a comprehensive plan (lot of support for greenways, walking and biking)
- Countywide (Rutherford County Health Dept) – has incentives “PR” to showcase developments that are walkable, etc. – this is through their active living by design initiative)
- LaVergne - All developments required to construct sidewalks or funding in lieu of
- Rutherford County School Health – all schools in TN (asking questions of students health – as part of the state’s coordinated health program) – within the county system, targeting students and families at 5 elementary and middle schools – to promote healthy living – currently focused inside the school day but interested in expanding) - Murfreesboro school system has a coordinator as well
- Murfreesboro - third Half-Marathon Event – becoming larger and bigger (has increase awareness of the walking, greenway, and other facilities within the community) – had 2,000 runners (community really coming being it and supporting the event (spectators)
- Greenways events by Parks Dept (art displays, etc.)
- Smyrna building sidewalk as part of widening – Planning Commission has authority to require sidewalk as part of subdivision approval

Funding

- Murfreesboro has CIP (variety of funding – local, state, federal, developer)
- Murfreesboro – city doesn’t have program of management/maintenance for greenways (have had offers to dedicate or construct greenways – but City has not accepted given the lack of)
- Murfreesboro - developers have to build/re-build streets which includes the construction of sidewalks (accept payment in lieu of – city has a dedicated fund)
- No communities (County or Cities) have applied for SRTS funds (not yet)
- Murfreesboro – looking at ways to get more revenues (sales tax, etc.)
- Some facilities done as part of street widening
- Smyrna has federal greenway funds (80% federal/20% non-federal match)

Opportunities

- City/County Schools have not yet participated in walk to school day event
- Residential growth an opportunity for new facilities
- County - parks have seen “build it and they will come” success – greenways, etc. – people are coming out and using these facilities – trend of leisure time spent actively
- Murfreesboro - Stones River Greenway expanding - (early 90’s got first grant – finally finished reporting out in 2006 just as a result of using enhancement funding - Phase 2 under construction, Phase 3 and 4 in planning/design process) – will be expanding southwest of interstate
- Murfreesboro - lots of people are coming out and using the greenways as a result of programs/events “greenways art festival” – second year – people seeing it for the first time – being used some for transportation

- Murfreesboro - cable channel 3 – have used to aware folks of amenities within the city - (70 to 80 percent of on the air is about parks and greenways) – a must to get people aware of these resources
- Need to show taxpayers value of dollars expended
- Health Dept focused on getting Rutherford County residents more active
- Greenway trailheads opportunity for other park amenities
- Need to show a vision for what can be achieved (folks having hard time seeing the long term opportunities at times)
- Murfreesboro – now 100,000 (place now more than ever to begin to think more urban – given the growth in number and outside people/new comers to the area)
- Seeing a lot of people moving from Nashville to Rutherford County area (looking for amenities)

Obstacles

- County – narrow county roads
- County – highway superintends wont maintain sidewalks (developers responsibility), therefore rarely constructed
- County - lack of sidewalk connections
- Safety (personal safety, physical environment)
- Weather
- No mid-points if you need to stop
- Very auto friendly which makes it difficult for biking or walking (e.g. lack of facilities for walking/biking)
- No place to lock your bike and no showers
- Funding (smaller communities can't even get a match for grants)
- Distance (how far apart job is from home, etc.)
- Land use patterns (housing not close to shopping or employment opportunities)
- Lack of facilities on outskirts of Murfreesboro (no place outside city to ride)
- Barfield Crescent Road Area – road too dangerous to ride to the park (lack of sidewalks, high speed, gravel shoulders, or no-shoulders)
- LaVergne Parks Master Plan (2000) – developers didn't follow/happen as the master plan called for – some lost opportunities
- Use of funds (too much regulatory process) effects use of funds and implementation – can do it locally faster any day of the week (grant regulatory process is off the wall) – slowing the process down - need to streamline process (to implement facilities)
- Current development pattern makes it almost completely impractical to walk or bike (things are so spread out)
- Cultural perception (not built in the mindset of walking and biking for work – mainly recreation)
- Easier to connect outskirts than city centers
- Personal safety (Parks Dept doesn't recommend lone usage) – promoted by media
- Changes in lifestyle – not used to being outside
- Immense programmatic, regulatory obstacles of federal funding (ex. SRTS funding, enhancement funding - not worth regulatory complications of using it)

Constituents Saying

- Why don't we have sidewalks? (people choosing to build too far out – can't afford it)
- People want to be healthy but there are a lot of other priorities (schedule, work, activities, family, etc.)
- Parents – I don't have time (drop off by car versus walking)
- Taxpayers want more and more but don't want to pay for it
- Best usage comes when bicycle and pedestrian travel can become part of routine

Important Destinations

- New schools (Rockvale, Hwy 99, Almaville Road, Browns Chapel) – County building one school per year over the next 5 years
- Stewart Creek (new park – 80 acres) – Almaville area, edge of City Limits, not currently addressed by greenway plan
- Tunneling under Thompson Lane (to Walter Hill Park) all off street (working with Corps of Engineers on a north connector route – tie in with LaVergne and Smyrna)
- Oaklands Park (Discovery Center) – road improvements in Oaklands should have facilities
- Good job connecting outskirts but not in the city (e.g. difficult as it would have to be on-street)
- Downtown an important destination/MTSU
- Planning Rockvale neighborhood around school
- Beginning to look at development in urban growth boundary (given the development pressures) – urban issues to be carefully considered
- Major barriers (I-24, railroad, SR-840)
- Almaville Road Area (several large subdivisions out there that needs to be linked – major corridor)
- Blackman area (no real good connection to the rest of the city)
- Blackman area not currently served by transit (lots of requests)
- Saint Andrews (Veterans Parkway area)
- New development Christiana area - PUD for over 1,000 lots “Tan Oaks”
- LaVergne developments - Lake Forest, (redevelopment activities – Waldren Road (lot of development and potential development)
- Commuting areas – Blackman, Christiana, Almaville Road, Leanna
- Hwy 231 big barrier for schools in Christiana (at least to walk to – given the roadway and the school zone which is along the highway)
- Smyrna commercial area on Sam Ridley Parkway
- Smyrna’s airport, hospital, and Nissan as major employers

**Nashville Area MPO
Regional Bicycle and Pedestrian Planning Project
Sumner County Stakeholder Meeting Notes**

December 1, 2008

Programs & Project Initiatives

- Increase in biking and running events locally
- Hendersonville building sidewalks (required of new developments – both sides)
- Hendersonville is building sidewalks in older neighborhoods
- Hendersonville building greenways, example in Indian Lake Village development
- Gallatin sidewalks are required in new developments
- Gallatin is building new sidewalks thru public works to address gaps in sidewalk system
- Hospital area is an example of recent addition of sidewalks
- Long Hollow Pike - in lieu of fund for development – north side – south side developer builds sidewalk as part of development (county gets three bids to determine value developer must contribute to fund). This initiative established by County's Long Hollow Pike Land Use and Transportation Plan.
- Sumner County requires sidewalks on both sides in PUDs only (no authority to require sidewalks in traditional subdivision submittals)
- Greenways being encouraged within developments in County – HOA maintains (development can count toward open space requirements). Developers generally agreeable to provision of paths as an amenity.
- Sumner County requiring developments to stub out sidewalks (for future connections) and off road paths (where feasible)
- Hendersonville is also encouraging developers to include greenways with their developments, examples on Saundersville Rd and Saunders Ferry Rd
- Gallatin has installed wider streets through routine paving to accommodate bicycles (this is not a requirement of developments so to speak)

Funding

- Hendersonville has an in lieu of fund which developers can pay into opposed to constructing sidewalks (typically used when the sidewalk need is not yet needed)
- Developers regularly add greenways to development (plus for city and development)
- Enhancement funding being used by many local entities – Gallatin, Hendersonville, Portland, Whitehouse, and Sumner County – some being used to connect off-road facilities to generators
- Gallatin recently received enhancement funding and funds through TIP for downtown sidewalks and Town Creek Greenway (which is under development)
- Sumner County received enhancement grant for sidewalk improvements in Union School Road (County provided local match through in-kind construction services)
- Gallatin has applied for SRTS funding (no funding yet) area was associated with South Waters
- Gallatin, public works has some funding for new sidewalks
- Gallatin has talked about a local in lieu of fund for funding sidewalks (topic failed)
- TDOT is providing sidewalks at North Water and Broadway as part of intersection project. Also incorporated bike lane as part of Greenlee Boulevard extension.
- Sumner County Greenway Committee applies for grants
- Sumner County recently hired new planner in part given walking and biking needs

Opportunities & Constraints

- TDOT's non-motorized accommodation policy (if followed would have a tremendous impact on the provision of sidewalk and bikeway facilities)
- More interest in facilities and safe walking to schools
- Gas prices
- Awareness – example Sumner Regional Health Systems Family Fitness event
- Interest/Support – Greenway Committee at County level being re-activated
- The need to include school plans in the process - schools has large share of County budget and network of school should be a driver of bike/ped needs
- Funding often an issue for school siting decisions
- Great participation and involvement in new school siting (opportunity for greater coordination)
- Safety an issue for greenways (often no funding for law enforcement, access for would-be criminals – due to lighting and other design/placement issues)
- Better lighting and early involvement of law enforcement in the design of greenway noted
- There were comments of support for lighting policies
- Gallatin involves law enforcement in the development review process (environmental review process) which allows for enforcement concerns to be raised and resolved early on in the project review/development process
- NE Corridor Study & Tri-County Study – linkage with transit stations/stops and transit oriented developments
- Future School locations
- Schools located in rural areas where land is cheaper
- Transportation is a big percent of schools budget (could save money if sidewalks existed)
- Public transit needing to accommodate more bikes on buses (e.g. inside vehicles)
- Sumner County Schools policy of guaranteed transport for students ¼ mile or more from school – aligning with state policy of 1 ¼ mile might create more walk/bike incentive

Constituents Saying

- Weather is always a factor
- Safety
- Parks are always filled (organized sports – see lots of walking and biking)
- Folks using walking and biking trails around the parks will kids are doing organized sports)
- Topography
- Developers beginning to embrace the inclusion of sidewalks and greenways in their developments
- Sumner County has new developments that will include all of the amenities for walking and biking – examples are Kennesaw (300 acres) and Lockett (525 acres)
- Walk/bike for commute not widespread, but would occur in pockets of community

**Nashville Area MPO
Regional Bicycle and Pedestrian Planning Project
Williamson County Stakeholder Meeting Notes**

December 2, 2008

Programs & Project Initiatives

- Franklin beginning a planning effort looking at greenway and open space needs within city and urban growth boundary
- Brentwood – bicycle and pedestrian plan is part of the City’s Comprehensive Plan
- Spring Hill – there is a growing interest locally in walking and biking (emerging grassroots effort)
- Schools in Thompson’s Station and Nolensville recently received SRTS funding (\$250K each) deals with connectivity of neighborhoods to schools
- Williamson County School Board has made major efforts to increase walking or biking to schools (examples include the Buckner Road area, the Chapman’s Retreat area, and North Duplex Road area in Spring Hill) other areas that still need better connectivity include Longview Elementary and access to Heritage Elementary and Middle Schools - these schools are bike attractors and need connectivity.
- New schools needed and school siting with developments is important
- Nolensville has an annual walk to school day (600+ kids/parents) recently participated
- Franklin has a review process for developments that allows for early review by other agencies as part of development review process (items included in the review often include walking and biking needs/opportunities)
- Franklin neighborhood watch – officers on bikes, bicycle training, bike rodeos, and registered bikes
- Brentwood has a long-range maintenance program for multi-use paths/greenway system
- Franklin trains officers to ride bikes
- Franklin has initiated a greenway and bike plan for its urban growth boundary
- Franklin has mounted patrols on bikes and the City is beginning to look at segways to patrol greenways
- Williamson County High Schools – are being taught about bicycle travel through State Driver Safety Program (TDOT/Dept of Safety)
- Franklin – Developers required to make connections to greenways
- Franklin – New developments required to provide sidewalks
- Brentwood has a review process for developments that allows for early review by other agencies as part of development review process (items included in the review often include walking and biking needs/opportunities)
- Franklin considering sustainability in all that the City does (greater interest and awareness)
- Brentwood – trails are color coded
- Brentwood – city uses “water rises rapidly signs” along trail in areas that are prone to flooding
- Brentwood – developers can dedicate park land to meet open space requirements
- Rules of the Road Program in City/County Schools

Funding

- Brentwood has a capital improvement fund for greenways (5 year plan)
- Franklin does not have any dedicated funding specifically for sidewalk and bikeway improvements
- Williamson County Schools has assisted communities in seeking grants for sidewalk and biking construction
- Developers are beginning to provide walking and biking facilities as a means to implement portions of the City’s plans (both in Franklin and Brentwood)

- Franklin – has a capital improvement program which includes funding for greenways and sidewalk replacement. Funding from hotel motel tax is used for parks improvements (e.g. greenways etc.)
- Brentwood – has capital improvement program
- Brentwood – developers building facilities, passive parks, and providing easements on properties
- Brentwood - easements and greenways are obtained apart of new developments
- Brentwood manages a lot of its construction projects (e.g. sidewalks & greenways)
- Franklin bike police program is funded locally (general fund – no grants)
- Franklin has received a variety of grants in the past to implement sidewalk and bikeway improvements
- Maintenance is being done thru city/county staff

Opportunities & Constraints

- Franklin requires sidewalks as part of new developments (which allows for opportunities to connect to existing developments)
- Growth in Williamson County is a big opportunity for developers to contribute to walking and biking facilities
- Safety major concern of parents (not actually walking and biking but child being abducted/harmed)
- Franklin has plans for future development that would require sidewalks – for example along Columbia Pike (however, it is hard for people to see today the need – given existing conditions not future vision)
- Brentwood requiring sidewalks outside of project limits (e.g. further outside the developments)
- Development patterns and suburban land uses not conducive to walk/bike trips
- Williamson County - Biggest issue at high schools (car parking – not enough)
- Wide streets could be converted to accommodate biking facilities
- Lack of Time/Our Schedules
- Better signing and information would increase use, make users more aware
- Perceived (or reality) lack of safety of on-road facilities
- Need for better education of existing facilities and routes/connectivity (example – Fieldstone Farms Funding (opportunity and constraint) – Williamson County in the past has had funds to build facilities (given economic strength) – constraint (current economic state has most communities with very little funding at the moment for implementation)
- Lack of space to provide facilities (e.g. available right-of-way)
- Williamson County – ability to have educational programs (maybe cycling clubs could get into the schools to education students about their opportunities and proper use – to promote greater use by kids – e.g. high schools).
- Weather is an constraint
- Office limitations in terms of shower facilities
- Relative convenience of automobile & multiple trips is an obstacle to walking or biking more
- Future developments allow for expansion/connectivity of walking and biking facilities
- Franklin – Annexation (as new developments occur looking at opportunities for incorporation/connectivity)
- Franklin - Wayfinding system (recently implemented in the City)
- Regional connectivity (looking to connect across municipal boundaries)
- Franklin - now looking at ways to incorporate sustainability into all practices and projects
- Views of sustainability, open space, and other new ideas are coming to the forefront (positive opportunity when considering walking and biking accommodations)
- Westhaven/McEwen (under construction) developments including bike sharing program
- Money (has allowed for improvements but there is a decrease in available funds which is also a constraint)
- Roads not necessarily being designed to accommodate bicycle and pedestrian needs

- Land costs (obstacle)
- Distance is an issue (e.g. live and work or general destinations from one location to another)
- Topography (obstacle)
- I-65 is a barrier
- Subdivisions/existing development limits new connections
- Lack of education relative to facilities and the connectivity of these facilities
- Weather (obstacle)
- Coordination between cities and the state (opportunity)
- Regulatory process (feds/state) is sometimes a major constraint

Constituents Saying

- Williamson County - We need facilities and law enforcement to let kids walk to and from school
- Citizens want walking opportunities where the school is located in a neighborhood
- People want schools located close in their neighborhoods
- Franklin Rec Center has more people riding bikes to it – they hear people say they need more bike parking as a result
- Brentwood – most greenway requests seem to be more recreational not so much for transportation
- Brentwood – west side of I-65 wants to know when they can be connected to the greenway system
- Franklin – citizens want connections to greenway system and trails
- Safety is an issue (don't feel safe, no addressing along trails which makes EMS/Police calls difficult)
- Socio-economics – why kids don't walk and bike in Williamson County is relative wealth in the community (e.g. families can afford to drive or provide kids with their own car)
- Lighting (after school)
- Distance is an issue to facilities (e.g. home to schools and schools to home)
- Need for call boxes in Franklin on trails
- Trails should be divided (no pets)

**Nashville Area MPO
Regional Bicycle and Pedestrian Planning Project
Wilson County Stakeholder Meeting Notes**

December 4, 2008

Programs & Project Initiatives

- Mt. Juliet working on a green initiative
- Mt. Juliet - three subdivision near commuter rail station seeking to get to train station either by walking or biking – development of the Division Street Greenway is to fill this need (City seeking enhancement funding to construct the project, has potential for private partnership)
- Lebanon – city received SRTS funding (at Walter J Baird School two cross-walks and an educational component will occur as part of the grant – learning from past grant denials)
- Lebanon – using walking audit survey online (Planning Dept gets info from responses) – provide walking experience information (survey from SRTS website), survey not yet widely publicized
- Watertown - has several scenic routes; does not go through downtown (they are taking a preservation initiative for the downtown) – potential destination; Lebanon Hwy/West Main; need to maintain their sidewalks (no maintenance funding, sidewalks considered property of parcel owner); have nice park (activities there) – destination for bike riders (Bike Ride Across TN has frequently made Wilson County/Watertown a destination); jazz festival; public arts program under development
- Cumberland University – interested in some sort of bike share program
- Lebanon has submitted phased Greenways Plan to state
- Mt. Juliet – has a parks master plan

Funding

- Mt. Juliet – submitted SRTS grant, enhancement grant (West Division Greenway)
- Mt. Juliet – interest at the local level from private donations (some banks are looking for community service interest/partnership opportunities)
- Mt. Juliet – gets a lot of land donation/easement from developers, using for parks/educational areas
- Mt. Juliet – received 4 park sites in last 6 months from private landowners to city also South Greenhill Road
- Lebanon – has a couple of staff working on walking and biking (Planning & Engineering)
- Mt. Juliet – has an active parks board (City using citizen volunteers to assist in important interests - Sally Robinson – commutes by train then bike rides to Nashville Tech)
- Staff at cities have one or so persons that assist in grant applications (they also rely on assistance from GNRC and consulting agreements)
- Wilson County – highway Department not so supportive of bike use on certain roadways
- Wilson County – being able to get developers to do greenways (but mainly within the development), trying to plan for connectivity, where feasible
- Lebanon – sidewalks in subdivisions required (city has an in lieu of fund - \$10 per square foot)
- Lebanon – resistance by some developers to construct sidewalks given lack of connection to other destinations – long stretches between, cost, and the fact that some roadways are to be widened and constructing sidewalks would be torn up to widen the road (Maddox-Simpson Pkwy as an example)
- Mt. Juliet – does not have a local property tax (effects implementing capital projects)
- Mt. Juliet – looking at a new town center development (using zoning overlay, includes a strong commitment to sidewalks) – within the overlay city looking at sidewalk fund

Opportunities & Constraints

- Striping roadways which are wide (for bike use) – opportunity for safety, comfort
- Could add more asphalt if the roadway has a wide enough shoulder for bike use – opportunity
- Mt. Juliet & Lebanon – are becoming more interested in alternative means of travel (sidewalks, greenways, bikeways) – as a result of new residents (many retirees) and changes in mindsets are resulting in folks seeking more walking and biking opportunities
- Some view school bus use as undesirable
- Strong parks/recreation facilities need to be supported by bicycle and pedestrian accommodations
- Mt Juliet – because of no property taxes, some industries willing to partner on facilities as quality of life amenity
- Lebanon development creating walk trips that were unexpected (even where no sidewalk is present)
- Current school siting methods mean fewer neighborhood schools
- Jimmy Floyd Center
- Lebanon – considering road diet on (3 lanes versus 4) from Square outward
- Mt. Juliet - City Manager rode bike from his home to office and was surprised at how difficult given traffic and physical environment
- Wilson County & Lebanon Schools - 2 out of 5 students obese; 80% of students don't wear helmets; Walter J Baird School has a lot of parents walking kids to school (but no sidewalks); working on physical education program which includes bike safety component
- Lebanon – Lack of sidewalks (example Castel Heights Avenue)
- Safety, Cultural limitation (why parents don't let kids walk)
- Lebanon – sees lots of business owners that say “no one will ever walk to my business” which makes it difficult to ensure the provision of sidewalks
- Lebanon – will soon be participating in walk to school day (associated with SRTS grant)
- “Walk to lunch day” seems more realistic than “walk to work”
- Need to report pedestrian and bike crashes at the MPO level to get the message out
- Need to show/account for all users on sidewalk (especially skateboards and those that are dependent “e.g. captive users)
- Sky-ride from commuter rail station and downtown Lebanon (could be a way of making this portion of the county distinct from other regions)
- Wilson County has many connecting state routes that could be bicycle connectors

Constituents Saying

- Community still see walking and biking as a recreational item not so much as transportation at this moment
- Roads are still more important (sidewalk and bike facilities are not as high a priority by residents)
- Public lost faith in ability to plan, manage roadways (ex. High School in Mt Juliet sited on Curd Road which cannot be improved)
- Skateboarding and “necessity cyclists” becoming more prevalent

Important Destinations

- Parks and schools (e.g. Lebanon High School)
- Leeville Pike, Hickory Ridge, Hwy 70
- Don Fox Community Park
- Cumberland University
- Connecting Wilson County Fairgrounds to the rest of town
- SR 109 bridge (potential destination)
- Cedars of Lebanon

- Boy Scott Camp
- Lebanon – Cedar City Trail (portions run along Sinking Creek – City has submitted to TDOIT for enhancement funding (ties in school and park); there is interest in connecting to Cumberland University and even the farmers market)
- Mt. Juliet - Charles Daniels Park, new skate park
- Mt. Juliet - Soccer complex, connection to Charles Daniels Park (working on another greenway) received \$70k from developer to build bridge
- Mt. Juliet – 92 acre park near Beckwith Road (working on development with mixed uses surrounding)
- Central Pike – see bike use (very dangerous)
- Long Hunter State Park
- Laguardo
- Cedar Creek Marina – interest in development
- Tate Lane – narrow (some want to see it closed and open as a greenway) – provides link between West Division and US 70 in Mt. Juliet
- Providence development as golf-cart community
- Lebanon Music City Star station
- Tuscan Gardens parkland in Mt. Juliet