Goodlettsville Bicycle and Pedestrian Plan

July 2010

In Cooperation with the Nashville Area Metropolitan Planning Organization

RESOLUTION NO. 10 - 428

A RESOLUTION TO ADOPT THE GOODLETTSVILLE
BICYCLE AND PEDESTRIAN PLAN
AS AN OFFICIAL PLAN OF THE CITY OF GOODLETTSVILLE

WHEREAS, it is the intent of the City of Goodlettsville to maintain an appropriate quality of life for its citizens, businesses and visitors, and

WHEREAS, a variety of safe and effective means and modes of transportation enhance the quality of life of a city, and

WHEREAS, the City of Goodlettsville, in cooperation with the Nashville Area Metropolitan Planning Organization (Nashville MPO) has developed a plan to enhance bicycle and pedestrian traffic throughout the City and which compliments a similar regional plan developed by the MPO;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSONER SOF THE CITY OF GOODLETTSVILLE, TENNESSEE THAT THE GOODLETTSVILLE BICYCLE AND PEDESTRIAN PLAN, DEVELOPED IN COOPERATION WITH THE NASHVILLE AREA MPO BY RPM TRANSPORTATION CONSULTANTS, LLC, IS RECOGNIZED AS AN OFFICIAL PLAN OF THE CITY OF GOODLETTSVILLE.

THIS RESOLUTION IS EFFECTIVE UPON FINAL PASSAGE, THE WELFARE OF THE CITIZENS OF GOODLETTSVILLE REQUIRING IT.

Adopted July 8, 2010

Mayor

Claudia Davis
City Recorder

Approved as to form and legality

City Attorney

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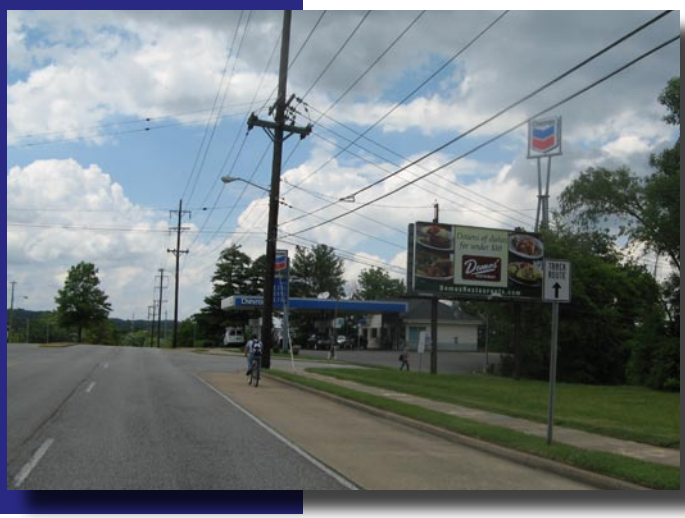
1.0 Introduction

Progressive and forward thinking communities across the country are creating environments that promote walking, biking, and transit use as alternatives to vehicular trips. These communities are creating a more livable, sustainable environment where walking and biking are common trip types for utilitarian trips as well as recreational travel. For communities to reach this point where walking and biking are common trip types well designed facilities should be planned, constructed, and maintained as part of a comprehensive transportation program.

In late 2008, the City of Goodlettsville through the Nashville Metropolitan Planning Organization (MPO) retained RPM Transportation Consultants to create a Bicycle and Pedestrian Plan. The plan is meant to encourage and promote walking and biking by creating a transportation system that will be safe and easy to use for pedestrians and cyclists. The plan will enhance the existing transportation infrastructure by providing additional safe travel options for the Goodlettsville community.

Development of the bicycle and pedestrian plan shows the commitment by the City of Goodlettsville to create a multi-modal transportation system. Implementation of the plan will benefit the City of Goodlettsville and its citizens in many ways. Some of the potential benefits worth noting include greater mobility, lower personal transportation costs, safer streets, cleaner air, less traffic congestion, lower healthcare costs, and an improved quality of life. The Bicycle and Pedestrian Plan for the City of Goodlettsville establishes the framework for a bicycle and pedestrian friendly community.



1.1 Purpose of Plan

The purpose of this study is to establish a comprehensive bikeway and pedestrian plan that enables the City of Goodlettsville to plan and implement facilities that improve safety, enhance mobility, and promote a higher quality of life. The plan identifies a comprehensive range of opportunities to improve bicycle and pedestrian travel within the city.

The Goodlettsville Bicycle and Pedestrian Plan is comprehensive in that it identifies existing facilities, establishes locations for new facilities, recommends policy changes to encourage walking and biking, and identifies programs to promote safety and encourage more pedestrian and cycling trips. Also, enforcement recommendations are made to create a safer environment for walking and cycling. In order to implement all these aspects of the plan, funding sources are identified. In order to address these items the plan includes:

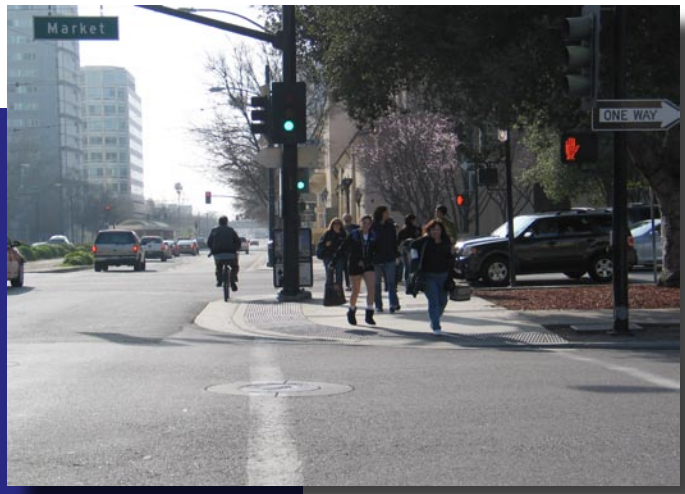
- A detailed inventory of existing bicycle and pedestrian facilities, including gaps in the existing facilities.
- An evaluation of land use and development patterns in the city to identify locations for bicycle and pedestrian connectivity.
- Policies that ensure new roadways will include bicycle and pedestrian facilities where appropriate.
- Recommendations aimed to maximize walking and biking trips on existing streets.
- Encouragement programs that are intended to increase the number of walking and biking trips taken in the City of Goodlettsville.
- Facilities that are designed to provide safe and efficient bicycle and pedestrian access, while minimizing conflicts between motorists and pedestrians and/or cyclists.
- Recommendations of facilities to provide connectivity between existing bicycle and pedestrian infrastructure.
- Cost estimates, implementation strategies, and potential funding sources.
- Education programs that teach proper sharing of the road for motorists, cyclists, and pedestrians.

1.2 Planning Process

The planning process began in late 2008 with the inventory and data collection. As part of the inventory, roadway characteristics were collected and existing bicycle and pedestrian facilities were located. Along with the field work, the data collection included identifying programs and policies in the City of Goodlettsville that affect pedestrian and bicycle facilities. Using the information collected in the field during the inventory process, an evaluation of the existing conditions was conducted. From this information the pedestrian level of service (PLOS) and bicycle level of service (BLOS) were determined for each roadway that was inventoried. In order to determine the locations with the highest probability of producing walking and biking trips, a non-motorized trip model was created based on the land use patterns in the City of Goodlettsville. Throughout the process, public input was obtained through various avenues. The public input along with the results of the analysis were used to make recommendations for the location and type of bicycle and pedestrian facilities. The recommendations include specific facility locations which are identified on a map. Strategies on how to implement the plan are also recommended. Planning level cost estimates were prepared and funding strategies were identified.

1.3 Public Involvement

As previously mentioned, an important component of the Goodlettsville Bicycle and Pedestrian Plan included stakeholder and public involvement. This consisted of meetings with key stakeholders and the general public. Two stakeholder meetings were held. These meetings consisted of a kick-off meeting held in December 2008 and a meeting in May 2009 to present an update of the project status and the next steps involved. In August 2009, a public meeting was held to present the analysis of the existing conditions and to get input from the public regarding the obstacles and opportunities for bicycle and pedestrian facilities in the City of Goodlettsville. In addition to these meetings, a special project website was created to provide project information throughout the duration of the planning effort.



1.4 Benefits of a Multi-Modal Transportation System

The benefits seen by communities that have a complete transportation system with safe, easy to use, well maintained facilities are immense. A large part of increasing the number of bicycle and pedestrian trips is changing the attitudes of individuals so that the benefits are understood. This is accomplished by providing well-designed bicycle and pedestrian facilities and through education and encouragement activities. Benefits of walking and biking can be divided into benefits experienced by the whole community and benefits experienced by individuals.

Community Benefits

Communities that have more walking and biking trips historically see reduced healthcare costs, improved air quality, better mobility, safer streets for all users, and a greater sense of community. These communities provide safe, well-designed and constructed facilities for bicycle and pedestrian travel that provide connectivity between residential areas and schools, parks, offices, and retail areas.

Environmental

The state of the environment in our cities is a concern to many. Vehicular emissions are a major contributor to poor air quality since these emissions create ground level ozone. Most of the environmental damage by vehicular emissions occurs during the first couple minutes after ignition. Therefore, shorter trips that can easily be replaced with walking or biking trips contribute significantly to better air quality.

Transportation System

The transportation system as a whole benefits from individuals choosing to walk and bike by decreasing the number of motor vehicles using the roadway network. If individuals chose to walk or bike for trips less than 2 miles, that would account for 40% of all trips (1995 National Personal Traffic Survey). Decreasing some of the vehicular trips from the roadways would considerably improve traffic flow in the City of Goodlettsville.

Safety

Properly designed, constructed, and maintained bicycle and pedestrian facilities make it easier for vehicular users to predict the movement of bicycle and pedestrian users. In cities where adequate facilities are constructed bicycle and pedestrian injury and fatality rates are lower per user.

Development

Cities that provide bicycle and pedestrian facilities are often perceived as being more livable with an improved quality of life and sense of community in the city. Cities that are more livable attract more companies of all sizes as well as individuals that are relocating. Providing bicycle and pedestrian facilities creates an atmosphere with a greater sense of community.

Individual Benefits

Individual benefits include the ability to make trips without relying on an automobile, lowering personal transportation costs, and improving health.

Non-Vehicular Trips

There are individuals who want an alternative to driving an automobile. There are also some individuals who have no choice but to walk or bike to get somewhere. Properly designed pedestrian and bicycle facilities that connect residential areas with destinations such as schools, parks, retail, and office areas are important to those that desire or require an alternative to a vehicular trip.

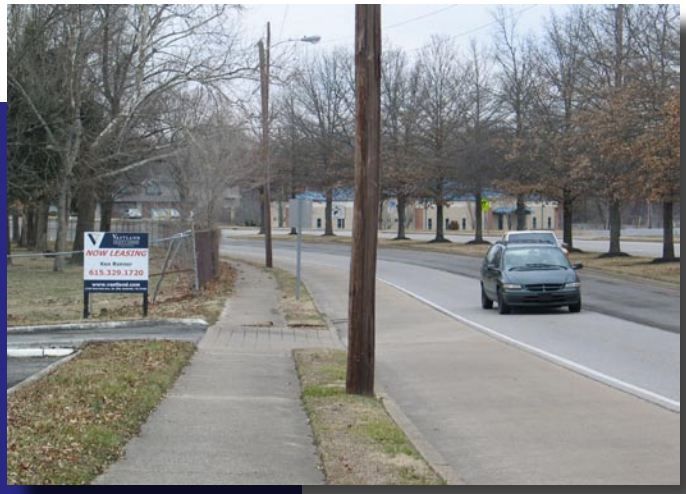
Lower Personal Transportation Cost

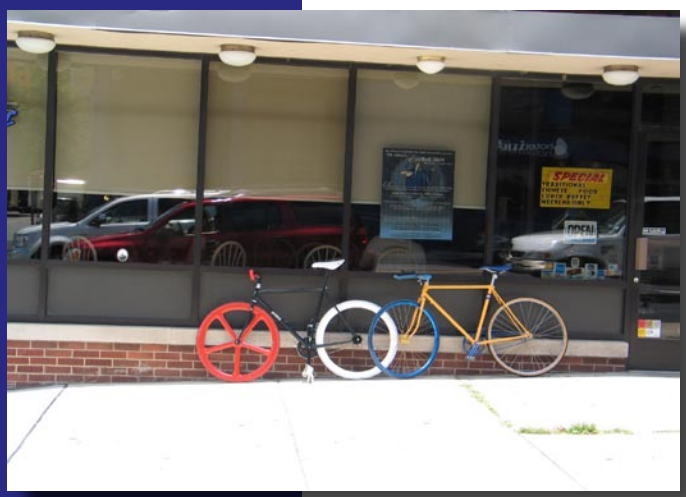
With the rising cost of gas, walking and biking are affordable options to vehicular trips. Walking is virtually free and bicycling is relatively inexpensive. If walking and biking are a safe, reasonable option many people will consider these modes for short distance trips to save money.

Health

Not only does walking and biking help combat obesity it also helps prevent coronary heart disease, stroke, certain types of diabetes, colon cancer, hypertension, and depression. Making walking and biking part of a daily routine makes it easier for most individuals to be healthy rather than requiring extra time to exercise which takes more discipline and effort. In order for walking and biking trips to become part of a daily routine, the location of land uses must be where walking and biking trips are viable options. Also, adequate facilities need to be provided that create a safe, friendly environment for walking and biking.

Tennessee ranks as one of the more obese states in the U.S. and was recently found to have *31%* of its *adult population* labeled as *obese* according to the *2007 Behavioral Rick Factor Surveillance System data.* The study found that *17%* of the *youth* in *Tennessee* are obese as well.





2.0 Goals & Objectives

As part of the development of the Goodlettsville Bicycle and Pedestrian Plan, goals and objectives were established to guide the recommendations and implementation of the plan. The goals represent the desire of the city to promote options to vehicular trips. The objectives are action items that will support the goals of the city.

Goal 1: Promote alternatives to auto travel by providing realistic transportation options for pedestrians and cyclists.

Objective 1a. Construct new bicycle and pedestrian facilities connecting destinations
Objective 1b. Incorporate bicycle and pedestrian facilities into major transportation projects.
Objective 1c. Encourage street interconnectivity.
Objective 1d. Educate Goodlettsville's citizens in "Share the Road" concepts.

Goal 2: Provide safe and accessible facilities for all of Goodlettsville's pedestrians and cyclists.

Objective 2a. Upgrade existing facilities to meet or exceed current state and federal standards for safety and accessibility.
Objective 2b. Promote uniformity in the designation and operation of bicycle and pedestrian facilities (e.g. consistent pavement markings, signage, pedestrian signals, etc.)
Objective 2c. Balance the needs of replacing sub-standard facilities with providing facilities where none currently exist.

Goal 3: Encourage bicycle and pedestrian facility use for all types of users.

Objective 3a. Develop bicycle and pedestrian linkages between potential high-use locations. (e.g. schools, parks, etc.)
Objective 3b. Plan for off-street (greenway) facilities to encourage not only recreational use but greater opportunities for all trip purposes.

Goal 4: Follow organized, rational, and systematic methods of project implementation.

Objective 4a. Incorporate the Goodlettsville Bicycle and Pedestrian Plan into the MPO's and TDOT's planning process.

Objective 4b. Prioritize needs based on use, funding availability, and non-motorized demand analysis.

Objective 4c. Structure planning methods to maximize eligibility for state and federal grants for implementation.

3.0 Existing Conditions

3.1 Types of Pedestrian and Bicycle Facilities

A large part of promoting walking and biking is to provide safe, easy to use facilities for users. Walking trips are more likely to occur where there are sidewalks with buffers, lighting, pedestrian scale amenities in the store front area, as well as intersections designed with crosswalks, ramps, and pedestrian signals. There are several types of on-street bicycle facilities including bike lanes and shared roadway facilities (e.g. signed bike routes, wide outside lanes, and paved shoulders). Off-road bicycle and pedestrian facilities are referred to as greenways or multi-use paths.

Pedestrian Facilities

Sidewalks and walkways are pedestrian facilities used for walking that are provided in the public right-of-way separate from the vehicular travel lanes. Crosswalks, ramps, and pedestrian signals are other facilities provided for pedestrians to help them safely cross intersections.

Bicycle Facilities

Bike Lanes

A bike lane is a portion of the roadway that has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists. In general, bike lanes are always located on both sides of the road (except one-way streets), and carry bicyclists in the same direction as adjacent motor vehicle traffic.

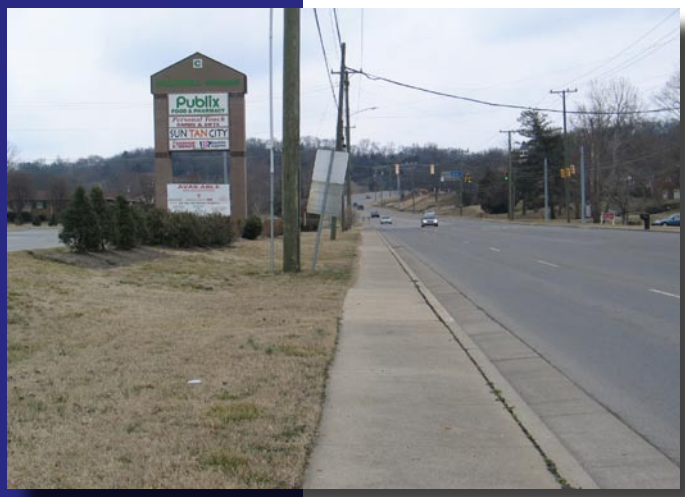
Shared Roadways

Shared roadways that are provided on the paved roadway include signed bike routes, wide outside lanes, and paved shoulders. Signed shared roadways are a commonly used bike facility using signs to designate a travel lane as being shared by vehicles and bicycles. Wide outside lanes are provided in the travel lane closest to the curb and provide 14 to 15 feet of pavement. A paved shoulder refers to the part of the highway that is adjacent to the regularly traveled portion of the roadway and is on the same grade as the roadway.

Off-Road Bicycle and Pedestrian Facilities

Greenways (or multi-use paths) are non-motorized facilities most often built on exclusive rights-of-way with limited motor vehicle crossings. These facilities are shared-use paths that are physically separated from motor vehicle traffic by an open space or barrier, and may be within the roadway right-of-way or within an open space. Paths are normally two-way facilities and are used by a variety of users (cyclists, runners, walkers, skaters, etc.) with varying skill levels.

In many cases, these shared-use paths are used to serve corridors not served by streets and highways or where wide utility or former railroad right-of-way exists, permitting such facilities to be constructed away from parallel streets carrying vehicular traffic.



3.2 Opportunities and Challenges

As the City of Goodlettsville has grown over the years, the transportation system has developed in a way that has created challenges to walking and biking trips. However, there are opportunities in the City of Goodlettsville through new development, redevelopment, and policy changes to improve facilities, improve safety, and increase the amount of walking and biking trips in the city.

As part of the public input process for the Goodlettsville Bicycle and Pedestrian Plan, the public was asked to identify some of the opportunities and challenges for bicyclists and pedestrians. In the following text, the opportunities and challenges that were identified are broken down into the categories of facilities, development, education, and enforcement.

Opportunities

Facilities and amenities to be provided should include:

- Bicycle trails to transit and park-and-ride lots
- Bus service (connect residential to lots – e.g. Park-and-Ride lots at K-Mart and Rivergate)
- Connections to greenways
- Safe routes to shopping and parks
- Recommended greenways from the 2009 Greenway and Open Space Plan

- Bicycle facilities on major corridors like Long Hollow Pike
- Utilizing freeway right-of-way for connections
- Adequate facilities
- Better connections
- Buffer area between travel lane and sidewalk
- Constructing more greenways
- Connecting facilities to greenways, neighborhoods, shopping, and schools
- Good signage
- More landscaping
- More lighting
- Pedestrian bridges, crosswalks with pedestrian signals
- Providing a safe place to ride
- Providing end of facility accommodations (e.g. lockers, showers, water fountains, bathrooms, bike parking, etc.)
- Providing secure storage for bicycles
- Retrofiting neighborhoods with sidewalks

Development – Planning

- Using improved bicycle/pedestrian facilities to develop tourism
- Having more mixed-use development
- Connections to new commercial development near neighborhoods (e.g. Publix)
- Constructing facilities with meaningful destinations in mind

Education

- Educate citizens on benefits of exercise (better health)
- Educate citizens on how bicycling and walking can lead to a better quality of life (for all)
- Educate all users on sharing the road
- Educate all ages on how to cycle
- Educate users regarding the facilities
- Outreach with schools to increase awareness of bicycling and walking
- Give people a reason to ride
- Greater respect from drivers (e.g. improved driver behavior)
- Encourage more bicycle and pedestrian clubs
- Encourage park activities, rides, runs, walks by city or community
- PR/awareness to senior centers and chamber of commerce

Enforcement

- Additional laws and enforcement of laws
- More visible police enforcement

Challenges

Facilities

- Lack of bicycle facilities
- Lack of bicycle parking
- Improper drainage inlets
- Lack of good maintenance practices (e.g. not repaving complete shoulder of roadway)
- Lack of sidewalks
- Lack of understanding of cyclists and pedestrians needs
- Limits to use on trails
- Narrow roads and no shoulders
- Narrow roads in older subdivisions
- No crosswalks or pedestrian signals
- Poor signage/markings
- Rumble strips
- Safety issues (general)

Development Planning

- Development is too spread out
- Geography/topography is not conducive to walking and cycling

Education

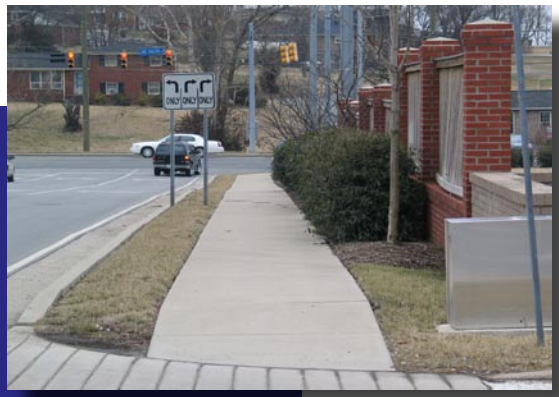
- Inconsiderate drivers
- Lack of education on sharing the road
- Lack of understanding/education on riding safely
- Safety issues
- Unobservant drivers

Enforcement

- Lack of enforcement of laws
- Speeding
- Unleashed pets

3.3 Evaluation of Programs and Policies

There are a number of planning related tools that can be used at the local level to increase walking and biking opportunities within a community. These include regulatory or statutory requirements, plans and policies as well as programs. The following provides a summary of those items in use and/or available to the City of Goodlettsville.



Subdivision and Zoning Regulations

Subdivision and zoning regulations are the primary regulatory tools that local municipalities use to require certain provisions relative to the development of land and buildings. A large number of communities through their subdivision and zoning regulations require sidewalk and bikeway accommodations as part of residential, commercial, and mixed-use developments. In addition to these provisions, a number of communities also require certain types of developments to include the provision of bike racks, benches, and other amenities to complement non-motorized user accommodations.

Goodlettsville Subdivision Regulations – There are a number of provisions within the City's Subdivision Regulations which support the provision of sidewalk and bikeway facilities. In general, sidewalks are required on both sides of the road where a development has a lot size of 20,000 square feet or less. For lot sizes greater than 20,000 square feet sidewalks are required on one side of the road. Sidewalks are required to be a minimum of 5 feet wide and have a buffer area with a minimum width of two feet. The buffer area is a grass strip or landscaped area between the roadway and sidewalk.

In addition to required sidewalks along roadways, the Subdivision Regulations also allow the City at its discretion to require a 20 foot easement for pedestrian access from the street to schools, parks, playgrounds, or other nearby streets. The Subdivision Regulations also allow the City to require bicycle paths or bike lanes where it is determined such paths would be beneficial to a development and to the city to meet alternative transportation needs. Other discretionary provisions include requiring pedestrian walkways, not less than 10 feet wide for any street block more than 800 feet long as well as for dead-end public streets and cul-de-sacs to provide circulation or access to schools, playgrounds, shopping centers, transportation facilities or other community facilities.

Goodlettsville Zoning Ordinance – The City's Zoning Regulations includes a number of provisions pertaining to sidewalk and pedestrian access as part of certain developments. Examples of these provisions range from a minimum sidewalk width of 10-feet in the Commercial Core Overlay (CCO) District to sidewalk and trail accommodations in buffer yards.

Goodlettsville Streetscape Plan - Another planning tool local municipalities use to address aesthetic and pedestrian scale activities in their communities are streetscape master plans. These plans typically focus on an area of a community, such as a downtown or an area that a community is looking to

redevelop at a pedestrian scale. In 2004 the City of Goodlettsville adopted a Main Street Streetscape Plan which provides a range of aesthetic design elements and functional strategies to improve pedestrian and vehicular circulation along Dickerson Pike, Rivergate Parkway, and Long Hollow Pike. The Streetscape Plan is an important planning tool which is referenced within the City Zoning Regulations and provides the City the ability to achieve certain roadway and development standards which are largely pedestrian oriented in nature.

Goodlettsville Design Review Manual – The City of Goodlettsville uses a design review process as part of the City's development review process to achieve certain design qualities throughout the City. The review process is intended to ensure quality in design and to promote, preserve, and enhance building design, proper site development as well as preserve natural environmental aspects in the city. A Design Review Manual outlines the City's design review process and design review standards, which include a number of provisions relative to pedestrian facilities including sidewalk provisions, pedestrian circulation, and lighting.

Greenway and Open Space Master Plan - Much like a bicycle and pedestrian master plan, which largely deals with on-road sidewalk and bikeway facilities, greenway master plans deal with off-road accommodations for non-motorized users. Typically a greenway master plan will include the same elements of a traditional bicycle and pedestrian plan; an inventory of existing conditions, a listing of current policies and practices, and conclude with a list of facility recommendations along with design guidelines and policies. In 2009 the City of Goodlettsville adopted a Greenway and Open Space Master Plan which provides for nearly 14 miles of greenways providing the City with a comprehensive network of pedestrian and bicycle trails connecting city parks, schools, neighborhoods, and commercial destinations within the City. Typically these type of facilities are off-road accommodations and are supported by a network of sidewalk and bikeways which are part of or adjacent to the roadway.

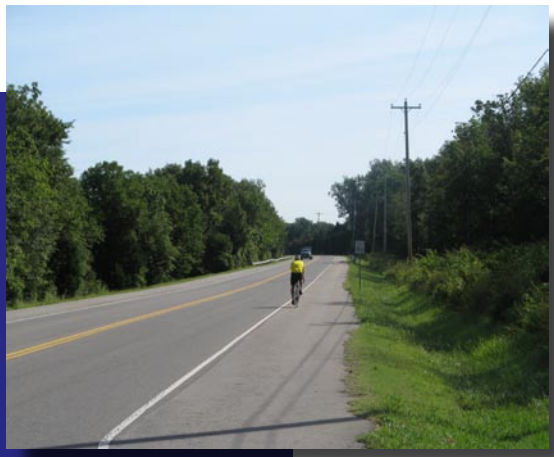
Madison Community Plan - Much like subdivision and zoning regulations, comprehensive plans, land use plans, and subarea studies, which are policy plans, are an effective means by which local governments can encourage greater walking and biking provisions within their community. In 1988, the Metro Nashville Planning Department began creating "community plans", looking at growth, development and preservation in fourteen "communities" each of which has its own Community Plan. The Madison Community Plan: 2009 Update (Madison Community Plan) adopted in April of 2009 was created with the help of Madison residents, property owners, business owners,

institutional leaders, development professionals and elected and appointed officials, working together with planners from the Nashville Metropolitan Planning Department and the City of Goodlettsville Planning Department. The Madison Community Plan which covers the Davidson County portion of the City of Goodlettsville provides a solid foundation of support for sidewalk and bikeway investments within the community. The Madison Community Plan includes a number of land use and design principles intended to increase walking and biking within the City of Goodlettsville.

Metro Strategic Sidewalk and Bikeway Plan – The Strategic Plan for Sidewalks and Bikeways developed by Metro Nashville establishes high-priority sidewalk areas and outlines future sidewalk projects planned within Nashville-Davidson County. The Strategic Plan also includes the Bikeways Vision Plan for the County. The Vision Plan identifies major and minor roadways that are desirable for bike lanes and bike routes. The overall purpose of the Strategic Plan is to enable Metro Nashville to effectively plan and implement sidewalks and bikeways that improve safety, enhance mobility, and promote a higher quality of life for Nashvillians. As previously mentioned, a portion of the City of Goodlettsville is located within Nashville-Davidson County. Metro's Plan calls for a number of sidewalk and bikeway improvements within the City of Goodlettsville. Such corridors include Dickerson Pike, Rivergate Parkway, Long Hollow Pike, Conference Drive, and Alta Loma Road.

Metropolitan Park and Greenways Master Plan – In 2008, Metro Parks updated the Metropolitan Parks and Greenways Master Plan, which describes Nashville's existing parks and greenways and establishes the goals, objectives, policies and plans for parks and greenways throughout the Nashville-Davidson County. There are a number of planned greenways within Metro Nashville which would allow for connection of Goodlettsville's existing and planned greenway system and create an even larger network of walking and biking opportunities for residents within Goodlettsville.

Nashville MPO Regional Bicycle and Pedestrian Plan - In November 2009 the Nashville Area Metropolitan Planning Organization (MPO) developed a Regional Bicycle and Pedestrian Plan which includes sidewalk and bikeway recommendations for the five county region which includes the City of Goodlettsville. The significance of this document to the City of Goodlettsville is that it provides a range of project and policy recommendations which directly support sidewalk and bikeway investments along arterial and other major commuting corridors in Goodlettsville and other communities in the MPO region. This is important to



Goodlettsville as the city explores future MPO funding for walking and biking needs within the City.

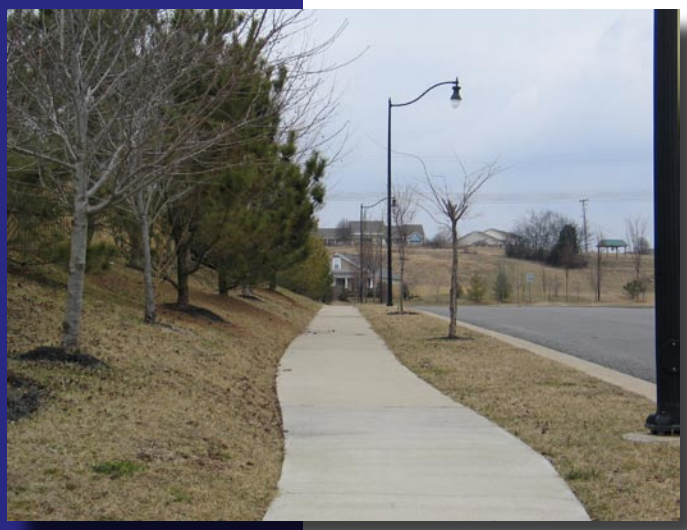
Other Plans, Policies, and Laws

There are other state plans, policies, and laws that pertain to walking and biking and are important to Goodlettsville's efforts to improve pedestrian and bicycling opportunities. These include:

- Tennessee Statewide Bicycle and Pedestrian Plan - Adopted by the Tennessee Department of Transportation (TDOT) in 2005 as a component of the State's Long-Range Transportation Plan, the Statewide Bicycle and Pedestrian Plan serves as an information and policy plan to guide the development and maintenance of a statewide bicycle network over the next 25 years. Of the statewide bicycle network, nine routes currently exist with plans for eight additional statewide bike routes. Also, the plan identifies nine new state connector routes which would provide important connections to key destinations throughout Tennessee. The plan also addresses support facilities and other programs for pedestrians and bicyclists in Tennessee. These policies address important issues related to Tennessee's bikeways and walkways such as planning, community involvement, utilization of existing resources, facility design, multi-modal integration, safety and education, support facilities, as well as specific programs, implementation, maintenance, and funding.

- Tennessee Accommodation Policy - Many of Tennessee's laws and policies originate from Federal laws that require planning for non-motorized transportation. As a result of U.S. DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure, TDOT adopted its accommodation policy. The policy of TDOT is to routinely integrate bicycling and pedestrian facilities into the transportation system as a means to improve mobility and safety of non-motorized traffic. The policy contains a series of conditions for which TDOT is committed to providing sidewalk and bikeway facilities both as part of a new roadway and/or as part of a reconstruction project. The policy also includes a number of exceptions for when accommodations should and should not be provided.

- State of Tennessee Codes Annotated (TCA) – There are a number of state laws pertaining to walking and biking within Tennessee. In large part these laws are intended to promote a safe transportation system for all users (pedestrian, cyclist, and motorist). These statutes address safety issues for both pedestrian and cyclists as well as for the motorist among these user groups.



4.0 Evaluation of Existing Conditions

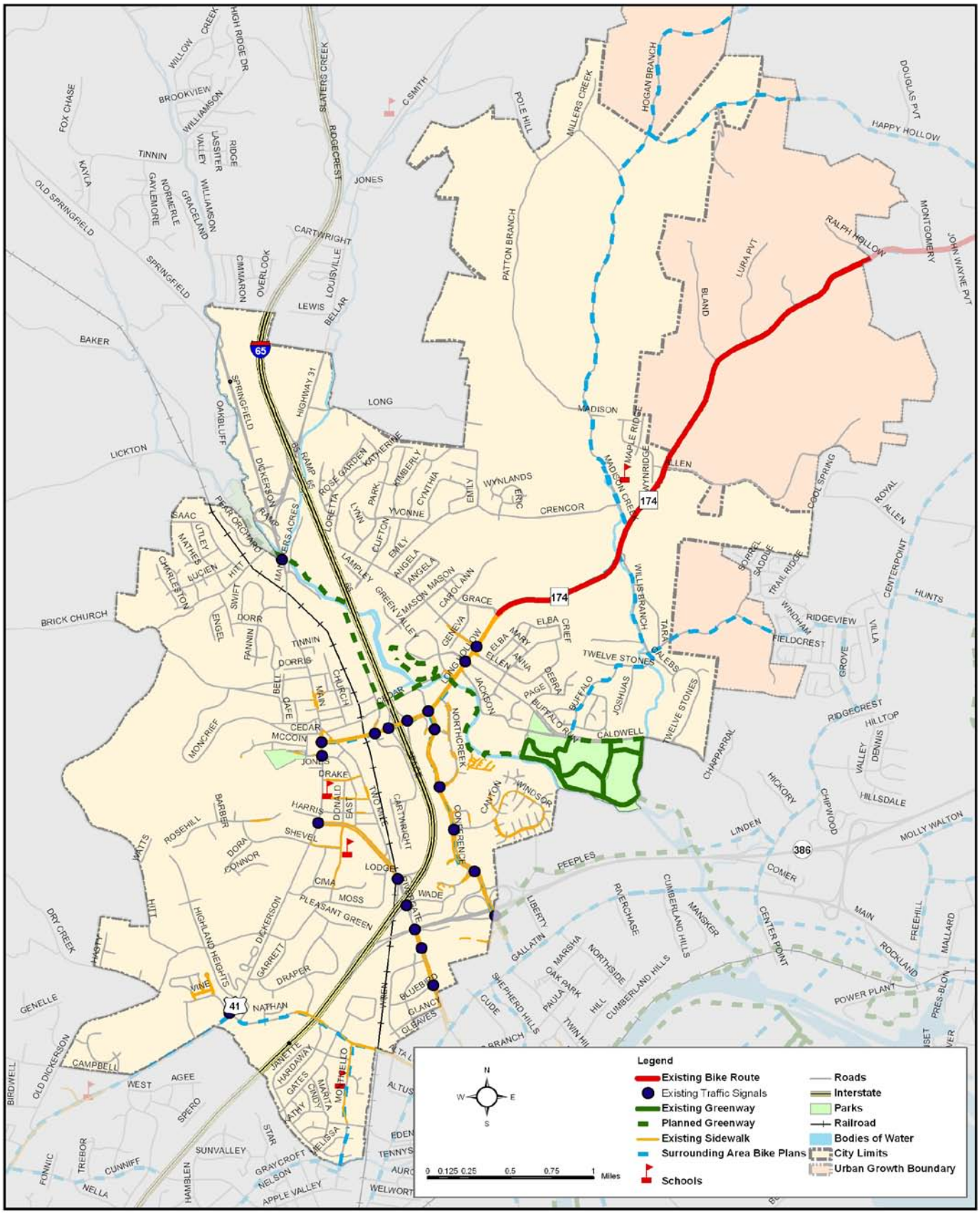
A major part of the Bicycle and Pedestrian Plan in Goodlettsville was an inventory of the existing on and off road bicycle and pedestrian facilities. The analyses resulted in a bicycle level of service and a pedestrian level of service. Also, the inventory information was used to evaluate the potential for new bicycle and pedestrian facilities. In addition, land use and development patterns were analyzed to determine the demand for bicycle and pedestrian trips.

4.1 Inventory of Existing Bicycle and Pedestrian Facilities

A comprehensive inventory of all major roadways in the City of Goodlettsville was undertaken. The inventory process included fieldwork and data obtained from the MPO and TDOT's Tennessee Roadway Information Management System (TRIMS). Approximately 55 miles of roadways were inventoried whereby roadway conditions (number of lanes, roadway speed, traffic volume, pavement width, and bicycle accommodations) as well as the presence of sidewalk facilities (along roadways classified as arterials or collectors) were identified. The inventory is included in the Appendix.

Map 1 shows the existing sidewalk and bicycle facilities. The inventory process revealed that a segment of Long Hollow Pike is signed as a bike route for 2.5 miles. In addition, there are currently 2.7 miles of greenways in Moss Wright Park. There are several locations with sidewalks in the City of Goodlettsville, such as segments of Long Hollow Pike, Conference Drive, the streets within subdivisions such as Windsor Green, and the north and south segments of Rivergate Drive. In total there are just under 14 miles of sidewalks in Goodlettsville.

Map. 1 Existing Pedestrian and Bicycle Facilities



4.2 Bicycle and Pedestrian Level of Service

Various tools have been developed in recent years to assist engineers and planners in evaluating the ability of roads to serve pedestrians and bicyclists. Similar to the vehicular Level of Service, there are models that have been developed to evaluate the comfort level of the pedestrian and bicyclist on the roadway. Both the Bicycle Level of Service (BLOS) and the Pedestrian Level of Service (PLOS) models were developed using input from actual pedestrians and bicyclists on various roadway segments. There are various factors used to evaluate the comfort level of users which involve the roadway geometry, motor vehicles using the road, and the presence and condition of pedestrian and bicycle facilities.

Bicycle Level of Service (BLOS)

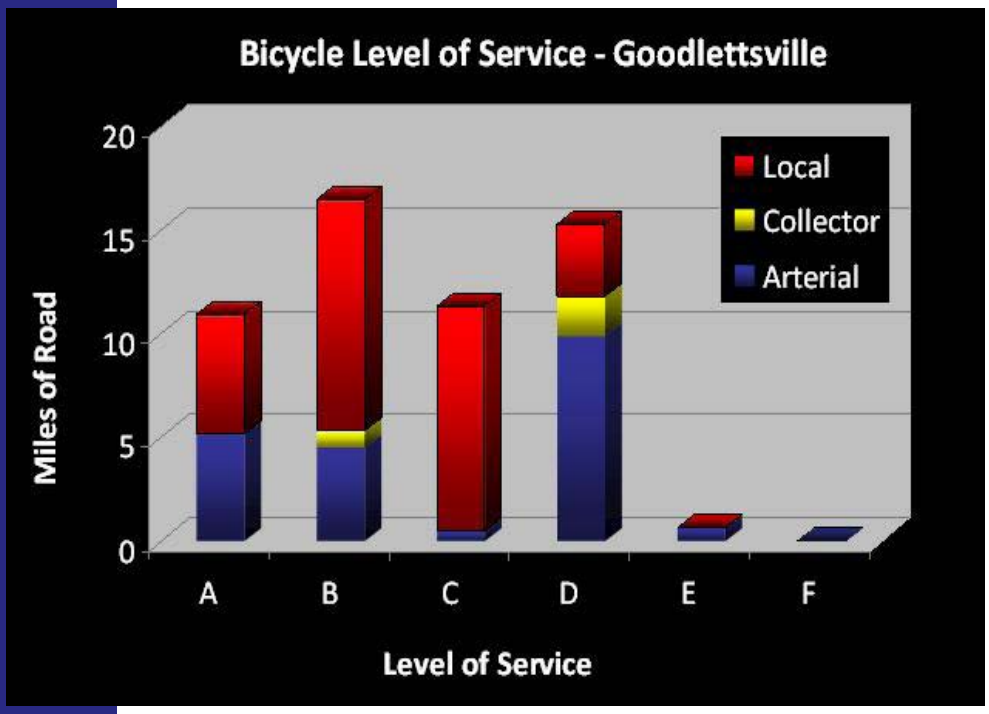
A BLOS analysis, based on the National Cooperative Highway Research Program (NCHRP) Report 616 on Multimodal Level of Service Analysis for Urban Streets, was conducted for roadway segments inventoried in the City of Goodlettsville. The BLOS equation uses some of the same measurable traffic and roadway factors that transportation planners and engineers use for other travel modes. The factors used in the calculation include the Average Daily Traffic (ADT) volume, number of through lanes on the roadway segment, speeds, percentage of trucks, the width of the outside travel lane, shoulder, and bike lane, the condition of the pavement, and the occupancy rate of on-street parking.

The BLOS score resulting from the application of the equation is then converted to an LOS ranging from A to F. As shown in the chart and on Map 2, the City has approximately 38 miles (71%) of the roads analyzed operating at BLOS A, B, or C. There are approximately 15 miles (28%) of the roadways analyzed operating at BLOS D and only 1 mile (1%) operating at BLOS E or F. Results of the BLOS analysis are included in the Appendix.

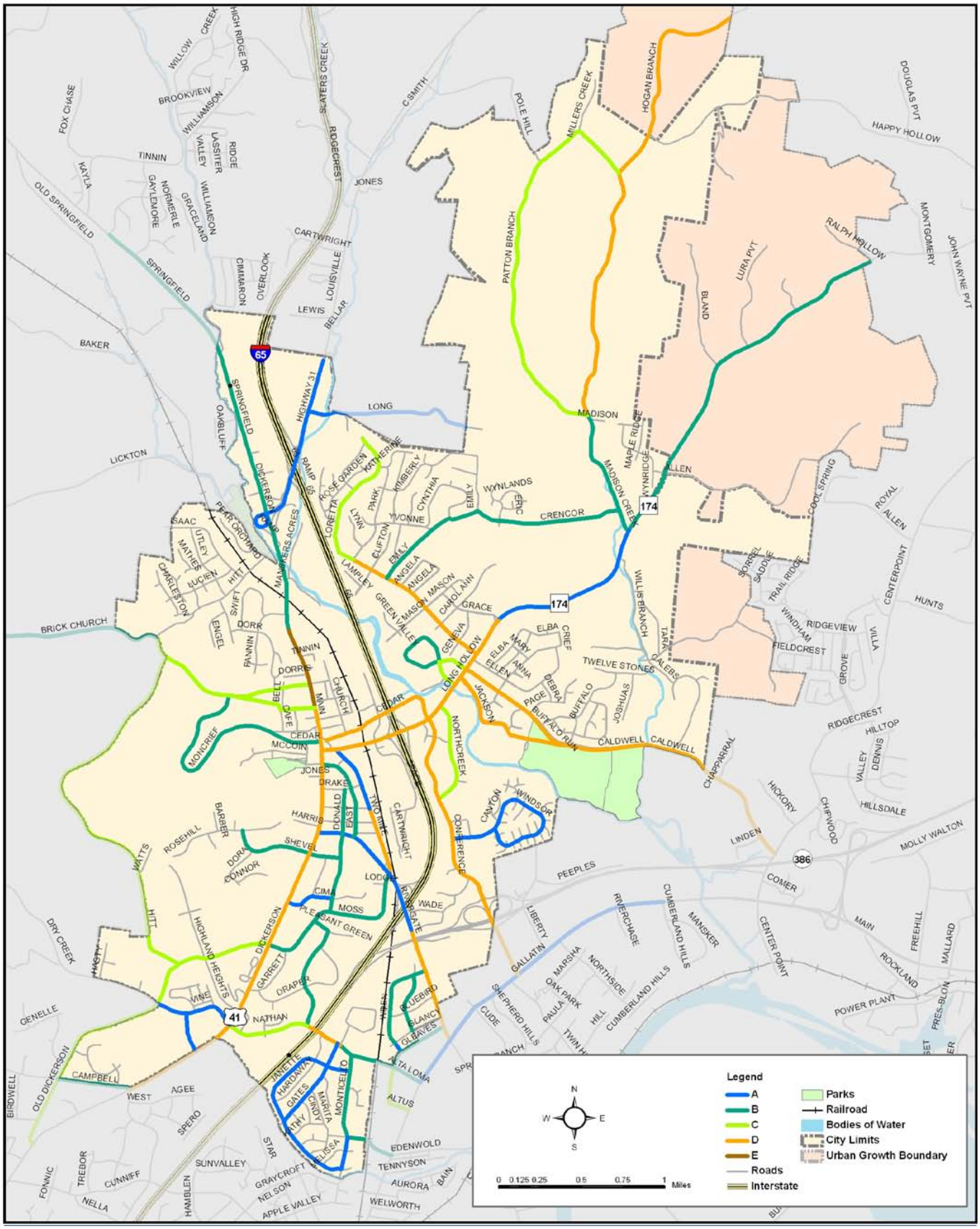
Pedestrian Level of Service (PLOS)

Similar to the BLOS analysis, a PLOS analysis for the City of Goodlettsville was conducted based on NCHRP Report 616. The analyses were performed on the roadway segments inventoried in the City.

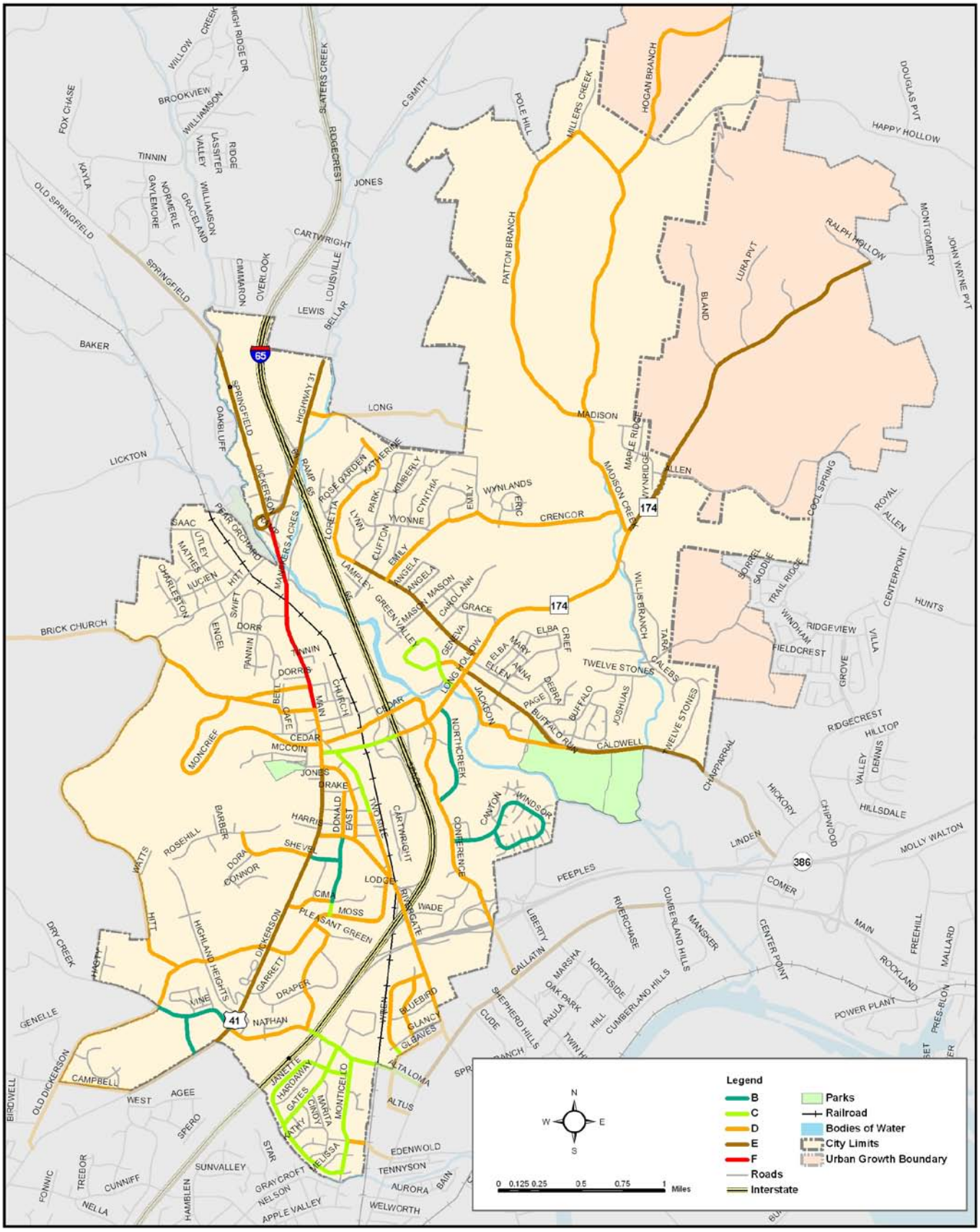
As shown in the chart and on Map 3, approximately 8 miles of the roadways analyzed, which is about 15%, operate at PLOS A, B, or C. The remaining 47 miles of the roadways analyzed (or 85%) currently operate at PLOS D, E, or F. Lack of sidewalks is the primary reason for these poor PLOS results. Results of the PLOS analysis are included in the Appendix.



Map. 2 Bicycle Level of Service



Map 3. Pedestrian Level of Service



4.3 Non-Motorized Demand Analysis

Land use and development patterns directly impact the level of walking and bicycle travel. As part of the Goodlettsville Bicycle and Pedestrian Plan, a Non-Motorized Demand Model (Trip Model) was used to give planners and engineers a tool to determine the real need for walking and biking facilities within the City. It has been documented that cyclists are comfortable with trips less than 3 miles and pedestrians are comfortable with trips less than one quarter mile. Due to the shorter nature of these trips, the use of parcels to project demand produces more accurate and meaningful trip generation results. Analysis of areas larger than 0.25 square miles compromises the accuracy of the predicted walking and biking trips. The Trip Model is a microscopic model, producing a fine-grained, parcel-level analysis for walking and biking trips.

The Trip Model uses land use, demographic, and proximity data for every parcel in the study area to predict the trip making characteristics of each individual parcel. The Trip Model is based on data from national and local sources, such as the 2001 National Household Transportation Survey and US Census Data. The Trip Model uses eight specific trip types for walking and five trip types for cycling. These trip types include travel to school, travel to recreation, travel to shop, travel to work, travel to errand, walk to transit, walk from transit, and walk from parking.

Although trips are attributed only to the originating parcel, there must be a suitable destination in proximity for the trip to occur. To estimate the walking or cycling trips for a parcel, several things must be known about that parcel: namely, its household count, employment, and shortest distance to the nearest school, recreational facility, retail area, and transit stop. Also, some information relative to its proximity to employment in the study area and whether any substantial public parking exists is important.

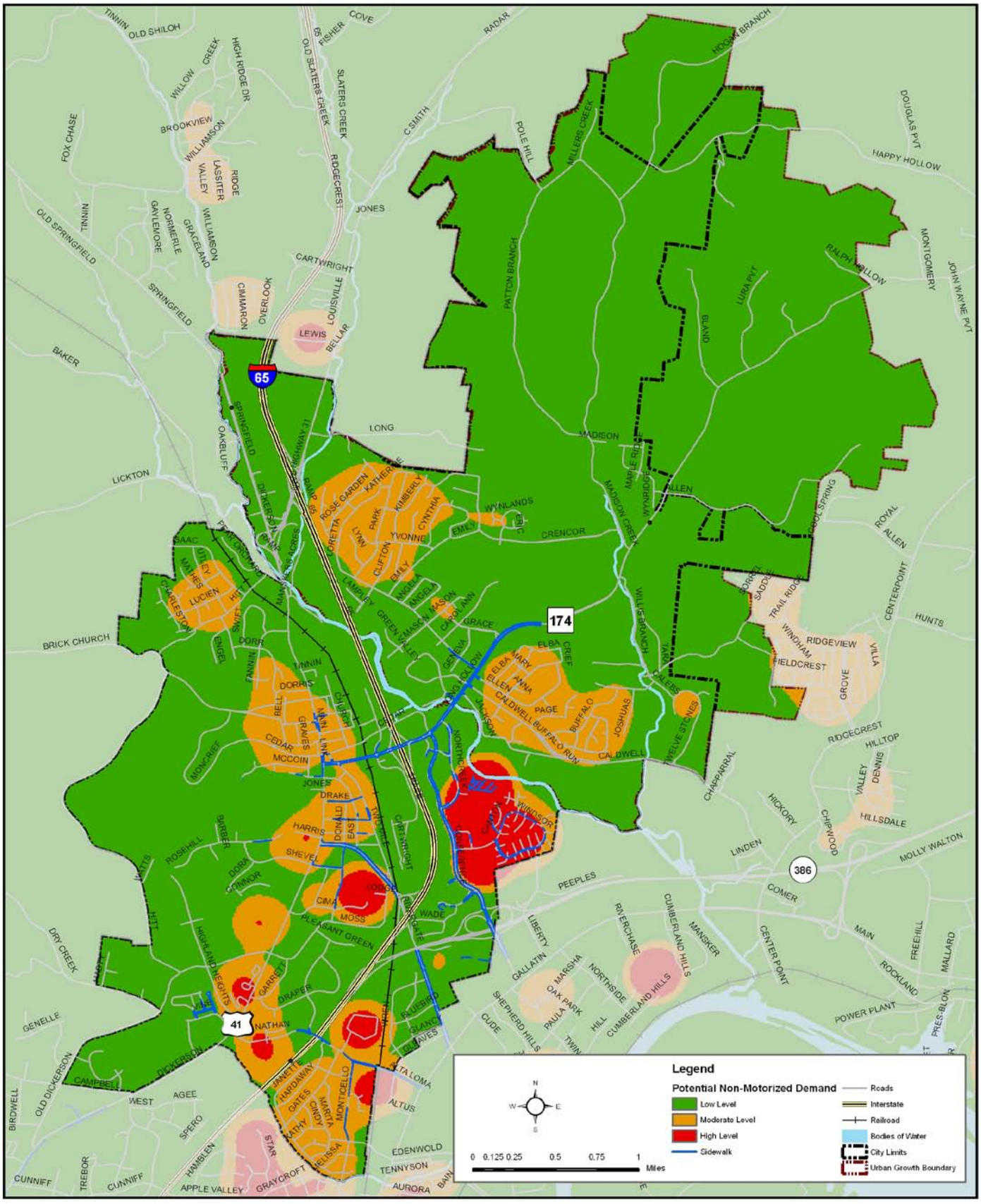
Once the distance relationships to other land uses are known, the effect of distance on making the walk or bike trip is quantified. This is done using a series of distance impedance curve equations developed by RPM from data in the National Household Travel Survey. The closer the land use, the more likely the trip will be made by walking or cycling.

The equation predicts the number of walking and cycling trips for each trip type. The results can be reported individually by trip type or summed to obtain the total number of one-way walking and cycling trips on a typical work/school day.

The results can be reported on a parcel level as well as by blocks or neighborhoods. In addition, the trips can be aggregated to a street network to allow a roadway segment analysis of non-motorized trips. The potential intensity for walking and biking trips for a quarter mile radius around each parcel for all eight of the trip types for Goodlettsville is shown on Map 4.

As shown on Map 4, the highest concentration of non-motorized trips is expected along Northcreek Road, Conference Drive, Dickerson Pike, and several neighborhoods in the City. These areas have residential developments close to commercial, office, retail, and school uses.

Map 4. Non-Motorized Demand



5.0 Recommendations

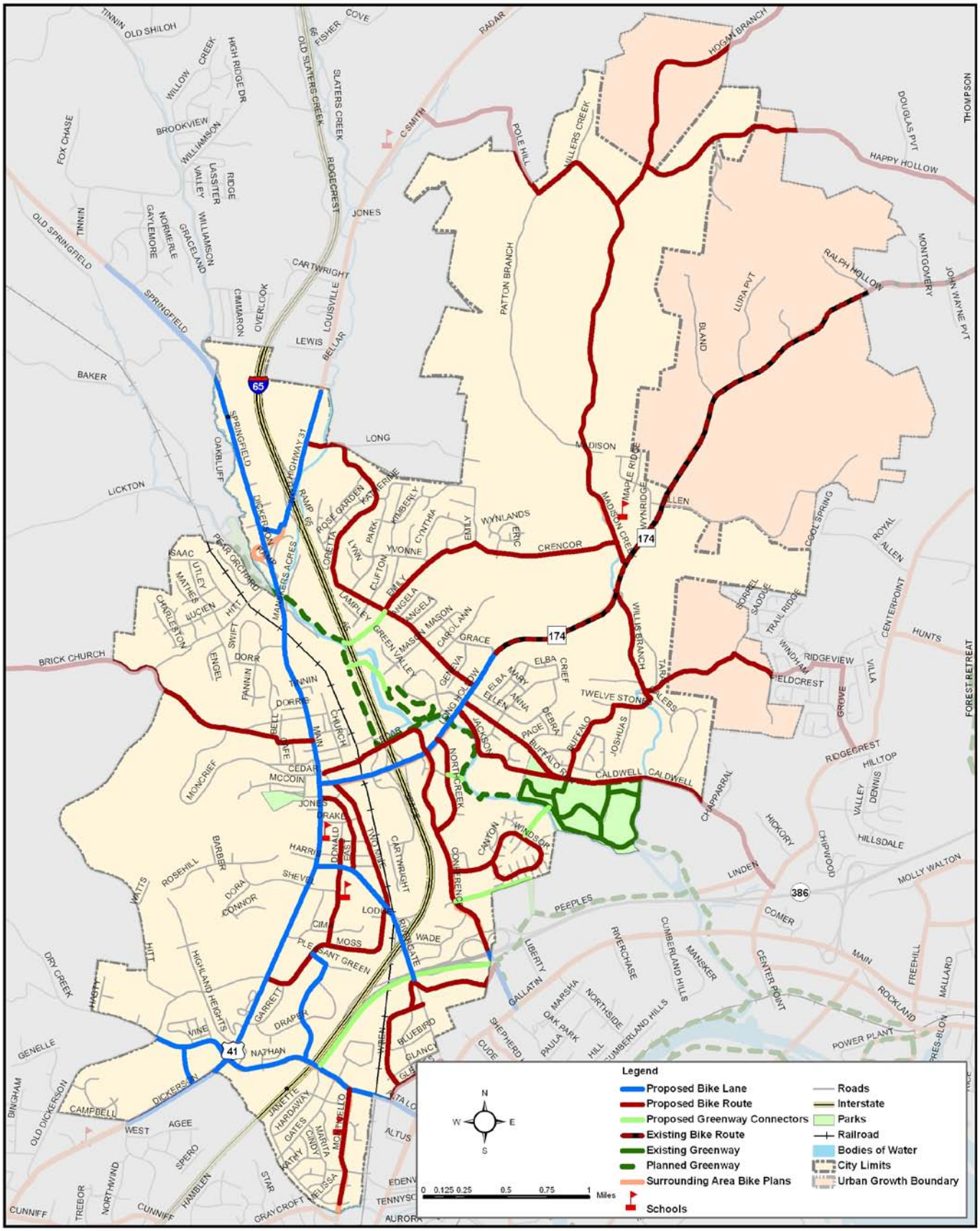
Currently Goodlettsville only has a few miles of bicycle facilities and sidewalks, however, the City has many opportunities to build upon these facilities and create a more versatile transportation system. The creation of this plan gives Goodlettsville a guide to implement bicycle facilities and sidewalks as opportunities for such arise. An increase in the number of constructed facilities along with the implementation of policies and programs that encourage multi-modal trips will help the City to convert some motor vehicle trips to walking and biking trips.

5.1 Bicycle Network Recommendations

The recommendations for the Goodlettsville Bicycle Network were developed to complement the Regional Bicycle Network developed as part of the Nashville MPO Regional Bicycle and Pedestrian Study. The recommended bikeways were selected based on the connectivity between major destinations and residences, identified by the public as desirable, or located near major destinations that have potential to generate bicycle activity, such as parks, schools, or employment centers. The network is provided mainly on arterial and collector roadways in the City. However, to ensure a complete bicycle network there are some facilities recommended on local roads as well as some multi-use trails.

Map 5 shows the City of Goodlettsville Recommended Bicycle Network. The Recommended Bicycle Network is intended to ensure that bicycle facilities are incorporated into the design of future roadway projects. The projects are intended to be constructed as part of new construction projects, redevelopment projects, or resurfacing projects. There are approximately 11 miles of bike lanes, 35 miles of bike routes, and 3 miles of greenway connectors to be constructed as part of the plan. In addition to the greenway connections shown as part of the Goodlettsville Bicycle Network, the greenways included in the 2009 Greenway and Open Space Plan should be constructed which will provide approximately 14 miles of greenways.

Map 5. Recommended Bicycle Network

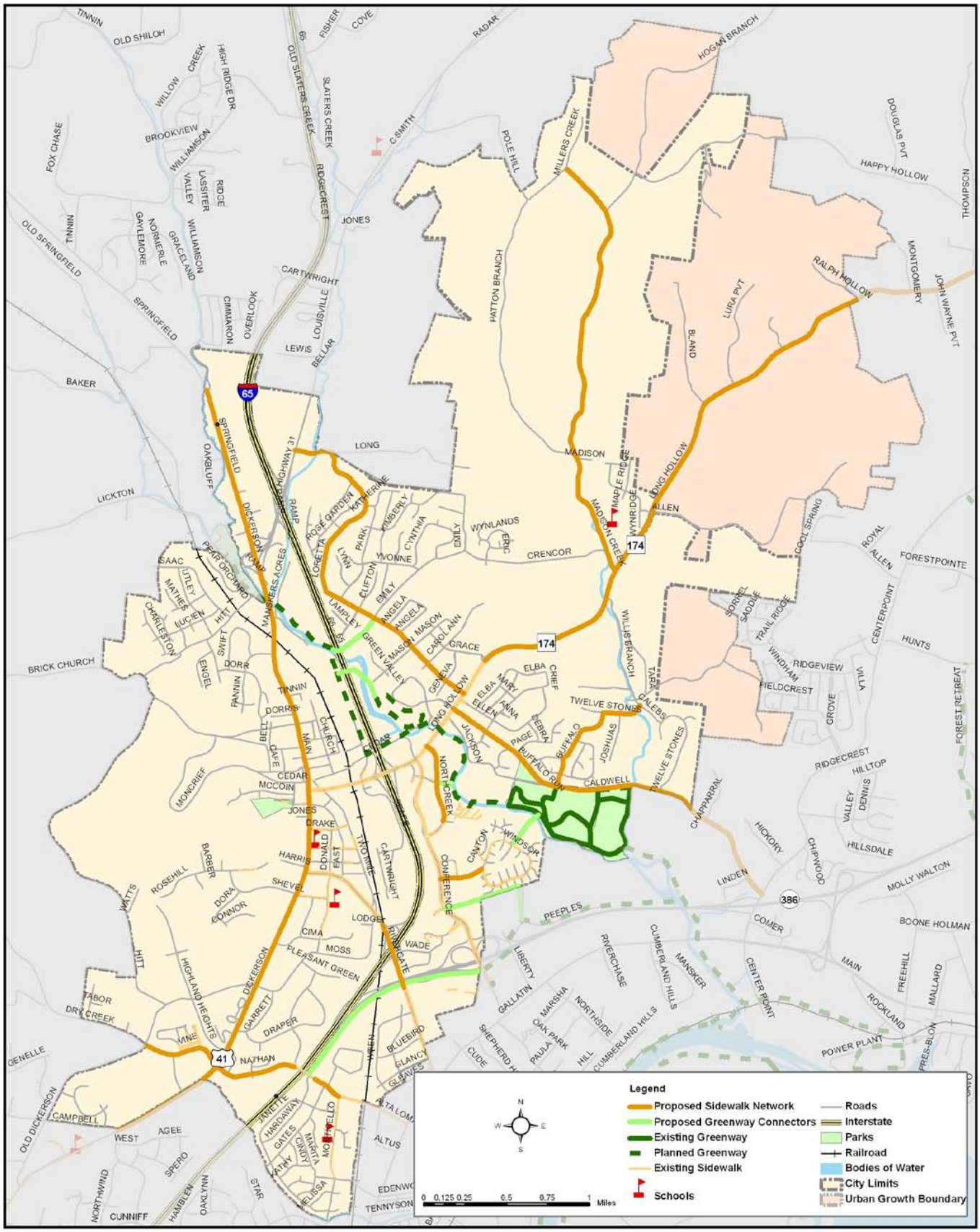


5.2 Pedestrian Network Recommendations

Recommended sidewalk improvements provide an effective system of pedestrian accommodations throughout the City of Goodlettsville. Recommendations build upon the MPO and Nashville-Davidson County's plans calling for sidewalk facilities along major commuting corridors, commercial corridors, corridors of commerce, and connections to activity centers and major destinations. This will complement the City's Subdivision Regulations requiring sidewalks in residential developments as well as commercial. Recommendations also support the implementation of sidewalk facilities along key collector and local roads that complement the overall sidewalk system for the City of Goodlettsville.

The recommended sidewalk locations are shown on Map 6. The major roadways in Goodlettsville where sidewalks are recommended include Dickerson Pike/ Main Street, Rivergate Parkway, Alta Loma Road, Dry Creek Road, Northcreek Boulevard, Loretta Drive, Caldwell Drive, and Windsor Green Boulevard. Roadways, such as Rivergate Parkway and Northcreek Boulevard, which have existing segmented sidewalks need to have sidewalk gaps constructed in order to provide a continuous pedestrian network. There are approximately 13 miles of sidewalk shown on Map 6.

Map 6. Recommended Pedestrian Network



5.3 Priority of Bicycle and Pedestrian Networks

As part of the Regional Bicycle and Pedestrian Study prepared for the Nashville Area MPO, a non-motorized project prioritization system was developed to evaluate and prioritize bicycle and pedestrian needs throughout the region for MPO funding consideration. The prioritization system was developed based on citizen input obtained throughout the region and from the objectives and strategies of the Regional Bicycle and Pedestrian Study.

The project prioritization system was developed with the intent that local municipalities could use the structure to assist them in determining their own local priorities. Additionally, by using the prioritization system, communities would be able to best understand how local project priorities may be worthy of future funding through the MPO. However, as roadway projects are undertaken the vision networks should be reviewed so that pedestrian and bicycle projects on these roads are constructed as part of the project irrespective of the phase of the project.

The prioritization is a two step process. The first step takes into consideration the BLOS/PLOS and the non-motorized trip demand of the roadway segment. The second step considers:

- Connectivity
- Safety
- Congestion Mitigation
- Community Goals
- Health Impact

A more detailed description of the prioritization process is included in the Appendix.

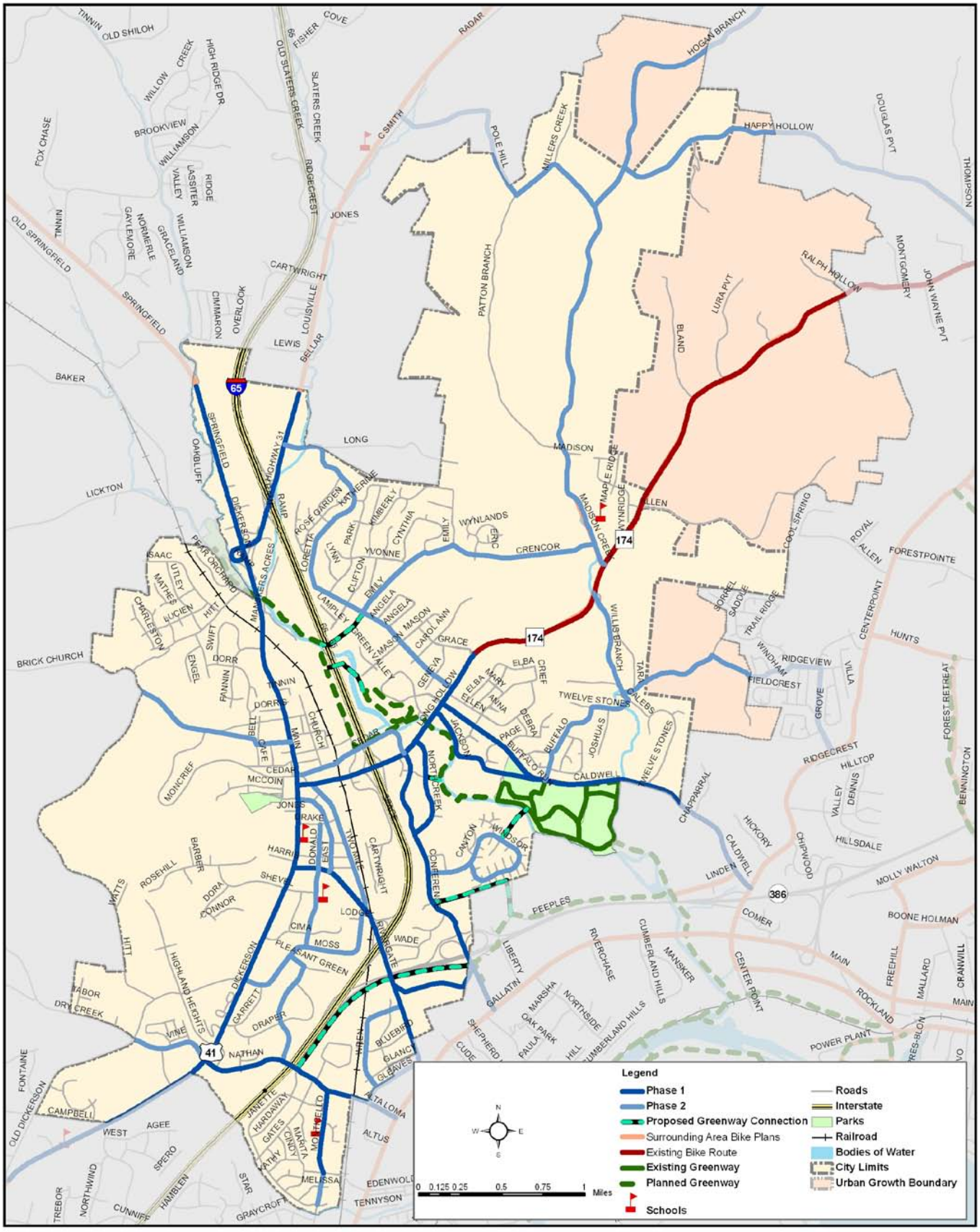
The results of the prioritization process for the Recommended Goodlettsville Bicycle Network are shown on Map 7. As shown on the map, Phase 1 includes all of Dickerson Pike within the City limits, Long Hollow Pike to the Urban Growth Boundary, Loretta Drive, Caldwell Drive, Alta Loma Drive, and Conference Drive. Also included in Phase 1 are sections of Rivergate Parkway, Highway 31, Two Mile Parkway, Northcreek Drive, and Madison Creek. These projects are identified as the ones to be completed first as funding becomes available. Completion of these

bicycle routes will lay a foundation for an effective city-wide bicycle network.

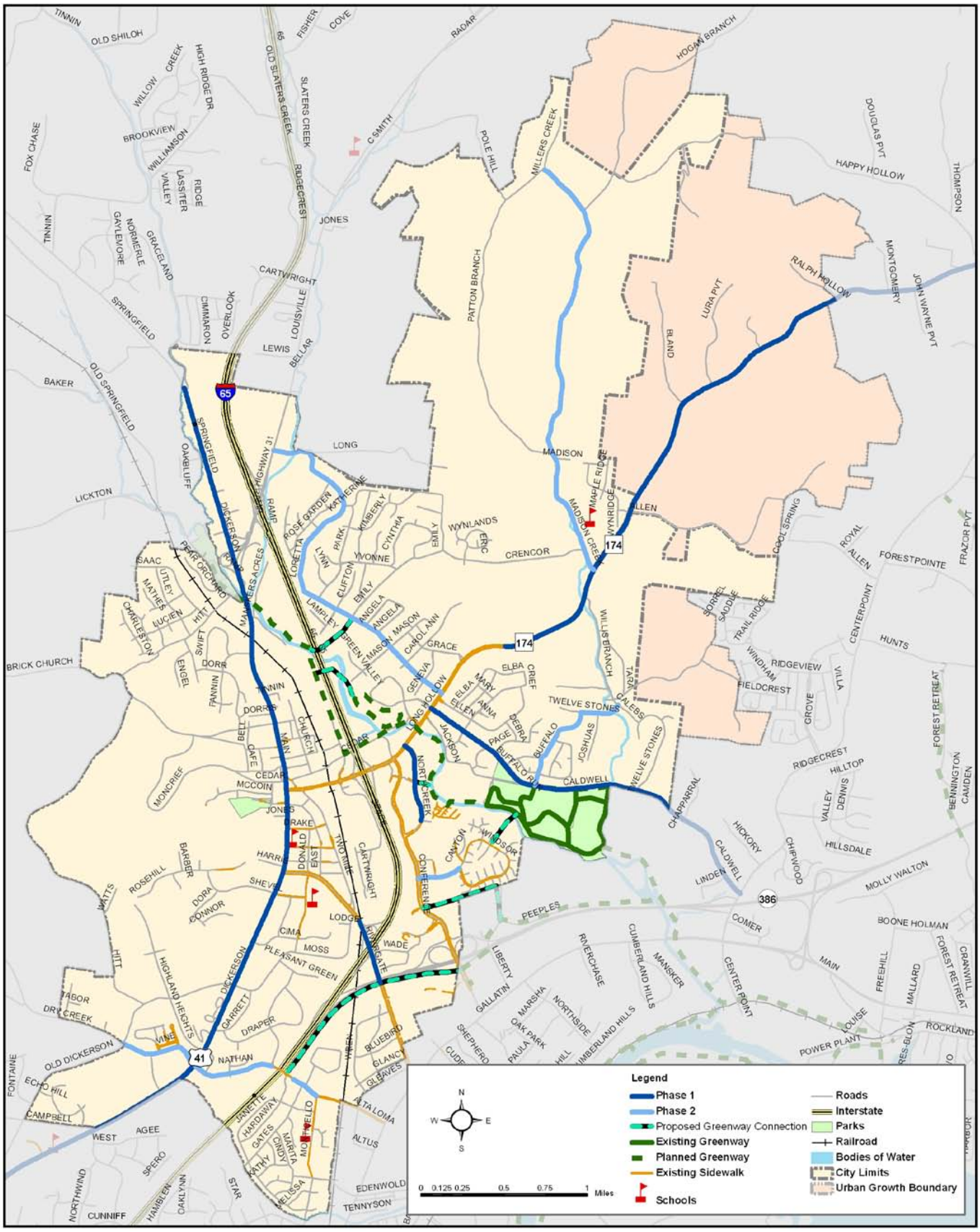
The Recommended Pedestrian Network was prioritized with the same process as the Bicycle Network. Map 8 shows that the roads included in Phase 1 are Dickerson Pike, Caldwell Drive, Northcreek Road, and Rivergate Parkway. Although the local roads were not evaluated as part of the priority process, sidewalks should be installed as funding becomes available and/or as development or redevelopment occurs on local roadways as well.

Greenways, as part of the adopted Greenways Master Plan, were not evaluated as part of the prioritization process since they were assumed to be committed facilities and a critical component of the City's overall non-motorized infrastructure. Lastly, it should be noted that the prioritization of projects does not preclude construction of sidewalk and bicycle facilities if the opportunity arises through other projects.

Map 7. Potential Phasing of Recommended Bicycle Network



Map 8. Potential Phasing of Recommended Pedestrian Network



6.0 Project Cost, Funding Sources, and Implementation Strategies

This section includes planning level cost estimates, a list of potential funding sources, implementation strategies for the facilities, and recommended programs and policies.

6.1 Project Cost Estimate

Planning level cost estimates were prepared for both the bicycle and pedestrian networks. The cost estimates are calculated in 2010 dollars and it is assumed these are all stand alone projects (i.e. not part of a road construction, repaving, widening, or other project).

Table 1 shows the cost for the recommended sidewalks on the City of Goodlettsville Pedestrian Network and the recommended bicycle facilities included on the Goodlettsville Bicycle Facilities Network. The cost for sidewalks includes cost for 5 foot concrete sidewalks on both sides of the roadway. The cost for drainage and additional right-of-way, if needed, and the cost for pedestrian facilities at intersections, i.e. ramps, crosswalks, and pedestrian signals, are not included in the total cost, which is typical for a system-level planning cost estimate. The cost for the bike lanes assumes a four foot facility will be added in both directions of travel for the roadway and the bike routes are assumed to have signage only, pavement marking are not included. The greenway connections are assumed to be 12 foot paved asphalt.

Table 1. Planning Cost for Recommended Bicycle and Pedestrian Facilities

Facility	Pedestrian Mileage	Bicycle Mileage	Total Cost
Sidewalks	13	-	$ 2.83 Mil
Bike Lanes	-	11	$10.30 Mil
Bike Routes	-	35	$ 0.09 Mil
Greenway Connectors	-	3	$ 3.00 Mil
Pedestrian Signal and Crosswalk Improvements (21 Intersections)	-	-	$ 0.33 Mil
Total	13	49	$16.55 Mil
Greenways*	-	14	$14.91 Mil
Total	13	63	$31.46 Mil

* From 2009 Greenway and Open Space Master Plan

6.2 Potential Funding Sources

There are a variety of funding sources including local, state, federal, and private that can be used to fund bicycle and pedestrian projects and programs. Most are competitive and involve the completion of extensive applications with clear documentation of the project need, costs, and benefits.

Almost all the major Federal-aid highway, transit, safety, and other programs can be used for bicycle and pedestrian projects. In order to be eligible for federal funding bicycle and pedestrian projects must be designed and located pursuant to the transportation plans required of States and MPOs.

Table 2 lists the numerous federal, state, and private funding sources available for use for bicycle and pedestrian projects and programs. The table contains information on the funding source purpose and eligibility, the primary agency responsible for the funding source, and the match requirements for use of the funding.

Table 2. Potential Funding Sources for Bicycle and Pedestrian Projects and Programs					
Funding Program	Source	Agency	Primary Purpose	Eligibility	Match Requirements
Interstate Maintenance (IM)	Federal	TDOT	Funding is targeted at maintaining and improving the Nation's Interstate highway system.	IM funds may be used for resurfacing, restoration, rehabilitation, and reconstruction (4R) projects. The inclusion of pedestrian safety and bicycle facilities that are incorporated in the design of new/reconstructed interchanges and/or overpasses are eligible.	90% Federal / 10% Non-Federal
National Highway System (NHS)	Federal	TDOT	Improvements to roads that are part of the NHS and NHS Intermodal connectors.	Construction of pedestrian and bicycle facilities on land adjacent to any highway on the NHS system.	90% Federal / 10% Non-Federal
Surface Transportation Program (STP)	Federal	MPO/TDOT	Construction, resurfacing, and operational improvements for highways and bridges, including transit and other modes.	Construction of pedestrian/bicycle transportation facilities; Non-construction projects for safe bicycle use; Upgrade public sidewalks to comply with the ADA.	80% Federal / 20% Non-Federal
Transportation Enhancement (TE) Activities	Federal	TDOT	Funds twelve specific activities that include pedestrian and bicycle facility development, and safety/education activities.	3 of the 12 categories are pedestrian and bicycle facilities, safety and education for pedestrians and bicyclists, and rail-trails.	80% Federal / 20% Non-Federal
Congestion Mitigation and Air Quality (CMAQ)	Federal	MPO/TDOT	Funds projects in nonattainment and maintenance areas that reduce transportation related emissions.	Construction of pedestrian/bicycle facilities; Non-construction projects for safe bicycle use. Projects do not have to be within the right-of-way of a Federal-aid highway, but must demonstrate an air quality benefit.	* 80% Federal / 20% Non-Federal
High Priority Projects (HPP) Program	Federal	Congress	Congressionally designated funding for specific project in federal highway transportation bill.	Only those projects specifically identified in SAFETEA-LU Act.	80% Federal / 20% Non-Federal
Highway Bridge Program (HBP)	Federal	TDOT	Funding for States to improve the condition of their highway bridges through replacement, rehabilitation, and systematic preventive maintenance.	Pedestrian/bicycle facilities on highway-bridges. If a highway bridge deck is replaced or rehabilitated, and bicycles are permitted at each end, then the bridge project must include safe bicycle accommodations.	80% Federal / 20% Non-Federal
Recreational Trails Program (RTP)	Federal	TDEC	Develop and maintain recreational trails and trail-related facilities for non-motorized/ motorized recreational trail uses.	Motorized and non-motorized trails. Eligible categories are trail maintenance and rehabilitation, trailside or trailhead facilities, construction and maintenance equipment, trail construction, trail assessments, and trail safety and environmental protection education.	80% Federal / 20% Non-Federal
Transportation, Community, and System Preservation (TCSP) Program	Federal	FHWA	To address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships.	Sidewalk and bikeway improvements are eligible for funding under this program as are other activities such as traffic calming measures.	80% Federal / 20% Non-Federal
National Scenic Byways Program	Federal	FHWA	The program recognizes roads having outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities and provides for designation of these roads as National Scenic Byways, All-American Roads or America's Byways.	Development and provision of tourist implementation, construction of bicycle and pedestrian facilities, interpretive facilities, overlooks and other enhancements for byway travelers.	80% Federal / 20% Non-Federal
Federal Lands Highway Program (FLHP)	Federal	FHWA	Provides for transportation planning, research, engineering, and construction of roads and parkways and transit facilities that provide access to or within public lands, national parks, and Native American reservations.	Sidewalks, greenways, trails, and bicycle facilities that provide access to or within public lands, national parks, and Native American reservations.	80% Federal / 20% Non-Federal
Safe Routes to School (SRTS)	Federal	TDOT	Enable and encourage children, including those with disabilities, to walk and bicycle to school; Make bicycling and walking to school a safer and more appealing transportation alternative; Facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.	On-street and Off-street bicycle and pedestrian facilities; Secure bicycle parking facilities; Pedestrian and bicycle crossing improvements; facilities; Traffic calming, diversion, and speed reduction improvements; Public awareness campaigns and outreach; Traffic education and enforcement; Student sessions on bicycle and pedestrian safety, health, and environment; Funding for training, volunteers, and managers of safe routes to school programs.	100% Federal

Table 2. Potential Funding Sources for Bicycle and Pedestrian Projects and Programs

Funding Program	Source	Agency	Primary Purpose	Eligibility	Match Requirements
Highway Safety Improvement Program (HSIP)	Federal	TDOT	Reduction in traffic fatalities and serious injuries on public roads.	Improvements for pedestrian/bicyclist safety; Installation of pedestrian/bicycle crossing signs. Correction of hazardous locations including roadside obstacles, railway-highway crossing needs, and poorly marked roads that constitute a danger to bicyclists/pedestrians. Highway safety improvement projects on bicycle/pedestrian pathways or trails.	* 90% Federal / 10% Non-Federal
State and Community Highway Safety Grants (Section 402)	Federal	GHSO	To assist states and communities in the development and implementation of highway safety programs designed to reduce traffic crashes, deaths, injuries and property damage.	Funds may be used for a wide variety of highway safety activities and programs including those that improve pedestrian and bicycle safety. A minimum of 40% of a state's 402 funds must be expended by local governments or be used for the benefit of local governments.	80% Federal / 20% Non-Federal
State Planning & Research (SPR) Funds	Federal	TDOT	Planning and research funds for state DOTs to address federal statewide planning requirements and to conduct research, development, and technology activities relating to highway, public transportation, and intermodal systems.	Systems and sub-regional planning and research, development, and technology activities in accordance with the provisions of 23 U.S.C. 505(b). Funding is eligible under this program for bicycle and pedestrian planning and research.	80% Federal / 20% Non-Federal
Metropolitan Planning (PL) Funds	Federal	MPO	Funds are for MPOs to carry out federal transportation planning activities within a metropolitan planning area. Activities include administering the planning process, development of a regional multimodal long range transportation plan, and maintaining a multiyear transportation improvement program.	Funding can be used for regional, sub-regional, and other modal planning activities including plans, studies, and programs for bicycle and pedestrian accommodations.	80% Federal / 20% Non-Federal
Urbanized Area Formula Grants (Section 5307)	Federal	Transit Agency/ TDOT	Transit capital and planning assistance to urbanized areas of over 50,000 and operating assistance to areas with populations of 50,000 - 200,000.	Improve bicycle and pedestrian access to transit facilities and vehicles, including bike stations.	* 80% Federal / 20% Non-Federal
Job Access and Reverse Commute Grants	Federal	TDOT	Intended to transport welfare recipients and eligible low-income individuals to and from employment.	Can fund pedestrian and bicycle-related services.	50% Federal / 50% Non-Federal
Paul S. Sarbanes Transit in Parks Program	Federal	FTA/Interior	Funds alternative transportation that helps visitors access destinations in federally-owned or managed parks and public lands.	The program funds capital and planning expenses for alternative transportation systems such as shuttle buses and pedestrian and bicycle trails in national parks and public lands.	100% Federal*
Land and Water Conservation Fund (LWCF)	Federal	TDEC/ NPS	Build a variety of park and recreation facilities, including trails and greenways.	Greenway and trail facilities.	50% Federal / 50% Non-LWCF
EPA Climate Showcase Communities Grant	Federal	EPA	Assist local governments in developing plans, conducting demonstration projects, and implement projects that reduce greenhouse gas (GHG).	Activities must achieve reductions in GHG emissions by addressing one of ten priority areas including land use, transportation, and community planning and include reductions in vehicle miles traveled.	50% Federal / 50% Non-Federal
Community Development Block Grant (CDBG)	Federal	City/HUD	Directly provides funds to cities and towns for projects with community-wide benefits. Activities must benefit low to moderate income persons.	Sidewalks, greenways, trails, and bicycle facilities that provide increased safety, access, and transportation options.	100% Federal
Local Parks and Recreation Fund (LPRF)	State	TDEC	To provide grants to all eligible local governmental entities for the purchase of lands for parks, natural areas, greenways, and land for recreation facilities.	The funds may be used for trail development and capital projects in parks, natural areas, and greenways. At least 60% of the funds allocated go to municipal governments as authorized by the Act.	50% State / 50% Non-LPRF
Natural Resources Trust Fund (NRTF)	State	TDEC	To protect the endowment represented by the land and minerals owned by the State; and to ensure that development of state-owned non-renewable resources will proceed in a manner which is economically sound, and that revenues received from disposal of those resources is used for the public.	Grants from the NRTF may be awarded to all eligible local governmental entities and state agencies for outdoor recreation, historical or archaeological sites, the acquisition of lands, waters, or interests in lands and waters.	50% State / 50% Non-NRTF

Table 2. Potential Funding Sources for Bicycle and Pedestrian Projects and Programs					
Funding Program	Source	Agency	Primary Purpose	Eligibility	Match Requirements
Bikes Belong Coalition	Private	Bikes Belong Coalition	Bikes Belong will accept requests for funding of up to $10,000 for facility and advocacy projects.	Fundable projects include paved bike paths and rail-trails as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives.	None, but encouraged
Kodak American Greenway Awards	Private	Foundation	In general, grants can be used for all appropriate expenses needed to complete, expand or improve a greenway project including planning, technical assistance, legal and other costs. Most grants range from $500 to $1,000. The maximum grant is $2,500.	Grants may be used for activities such as: mapping, ecological assessments, surveying, conferences, and design activities; developing brochures, interpretative displays, audio-visual productions or public opinion surveys; incorporating land trusts, building a foot bridge, planning a bike path, or other creative projects.	None, but encouraged
Fish America Foundation	Private	Foundation	Grant system includes several changing grant categories, each with different application cycles and some of which can include greenways that enhance or conserve water resources.	Projects must result in on-the-ground habitat restoration, clearly demonstrate significant benefits to marine, estuarine or anadromous fisheries resources, particularly sportfish, and must involve community participation through an educational or volunteer component tied to the restoration activities.	One for One Match
National Trails Fund	Private	American Hiking Society	Gives resources necessary to build or repair new or existing trails, protect trail corridors, and support trail outreach and volunteer programs.	Grants range from $500 to $10,000 per project and are awarded to nonprofit organizations that help build and maintain hiking trails, preserve lands, and promote trail volunteerism throughout America.	None, but encouraged
Global ReLeaf Program	Private	American Forests	Funding for planting tree seedlings on public lands, including trailsides.	Emphasis is placed on diversifying species, regenerating the optimal ecosystem for the site and implementing the best forest management practices. This grant is for planting tree seedlings on public lands, including along trail rights-of-way.	None, but encouraged
Robert Wood Johnson Foundation (RWJF)	Private	RWJF	Active Living Research - supports research to identify promising policy and environmental strategies for increasing physical activity, decreasing sedentary behaviors and preventing obesity among children and adolescents.	Funds support research examining how environments and policies impact physical activity, especially among ethnic minorities and children living in low-income communities. Findings are expected to inform environmental and policy changes that will promote active living among children and families.	Varies
REI Environmental Grants	Private	REI (Recreational Equipment Incorporated)	Annually, REI dedicates a portion of its operating profits to help protect and restore the environment, increase access to outdoor activities, and encourage involvement in responsible outdoor recreation.	REI employees nominate organizations, projects, and programs in which they are personally involved to receive funding or gear donations. In 2009 $2 million was donated to more than 250 local and national groups.	Varies
Lyndhurst Foundation	Private	Foundation	Private foundation focused on the enrichment and enhancement of the social, natural, and built environment in Tennessee and the surrounding southeastern region,	Unsolicited requests are reviewed twice a year. The total pool of funds available for all unsolicited requests is $500,000 per year. Walking and biking programs/initiatives are eligible.	None, but encouraged
Trust for Public Land	Private	Foundation	A land conservation and open space resource for landowners, government agencies and community groups interested in protecting land for human enjoyment.	Technical assistance in defining conservation priorities, identifying lands to be protected, and other legal and financial technical assistance services.	Varies
Advocacy Advance Grants	Private	Alliance for Biking & Walking	Startup/Capacity Grants assist organizations with matching grants. The goal of these grants is to leverage private & public investment and launch campaigns that demonstrate an ability to grow/ sustain biking & walking organizations.	Non-profit bicycling and/or walking advocacy organization that are members of Alliance for Biking & Walking. For organizational development, to hire staff, to stimulate membership, and for other organizational tools to foster a sustainable advocacy. Grant awards of $5,000 to $30,000.	One for One Match

Notes: * Funding match levels may vary; Agency refers to lead agency with regards to funding source (MPO – Metropolitan Planning Organization, FHWA – Federal Highway Administration, FTA – Federal Transit Administration, TDOT – Tennessee Department of Transportation, TDEC – Tennessee Department of Environment and Conservation, GHSO – Tennessee Governor's Highway Safety Office, NPS – National Park Services, HUD - U.S. Department of Housing and Urban Development)

In addition to the funding sources listed, there are a number of local and state funding programs that can be used for pedestrian and bicycle accommodations within Tennessee. In addition to these sources, there are other funding strategies available for funding pedestrian and bicycle improvements. The following provides a summary of these sources and funding strategies which are also listed in Table 3:

State of Tennessee Taxes - The State of Tennessee collects a variety of taxes that can be used to fund transportation projects. Some of these taxes, all of which either have no restrictions on their use or have restrictions on their use that include roads and highways, are shown in the table below.

While the state and local municipalities from time to time use these funding sources to provide sidewalk and bikeway accommodations, currently within the region no municipality dedicates on an annual basis funding for such purposes from these funding sources.

Another Tennessee state-sponsored tax is the Tennessee Hotel Motel Tax, which is applied at the local level. Tennessee general laws provide for levying a hotel-motel tax in home rule cities and metropolitan governments. Private act chartered cities and most general law chartered cities (mayor-aldermen, manager-council, and modified-manager council chartered cities) must be authorized by private act to levy the tax. There are exceptions for certain general law cities, which may levy the tax by ordinance passed by a two-thirds vote of the governing body. In Tennessee, the City of Franklin uses a portion of their hotel-motel tax revenues for greenway improvements.

Table 3. State Funding Sources - Tennessee		Restrictions of Use
Fuel and Vehicle Tax	Tennessee levies four main taxes on petroleum products: 1) a gasoline tax, 2) a (diesel) motor fuel tax, 3) a special petroleum tax, and 4) an environmental assurance fee.	Roads & Mass Transit
	The Gasoline Tax was first imposed by the legislature in 1923. The current tax rate is $.20 per gallon. The gasoline tax is the largest shared revenue source for combined county and municipal governments. Shared gasoline tax revenues are restricted to funding street and road construction and mass transit systems.	
	The Motor Fuel Tax was enacted in 1941. The tax is imposed on the sale of diesel fuel and alternate vehicle fuels. The tax is $0.17 per gallon. The state highway fund receives 66.8 percent (these funds are used on 100% state funded projects), state general fund receives 1.2 percent, counties receive (for their highway fund) 21.3 percent, and municipalities receive 10.7 percent.	Roads & Mass Transit
	The Gasoline Inspection Tax was enacted in 1899 for the purpose of assuring that gasoline and oil sold in the state met minimum quality standards. The state highway fund receives 98 percent of the net collections and the general fund receives two percent. However, before the revenue is distributed, an annual amount of $12,017,000 is to be set aside monthly to a local government fund to be spent solely for county roads and city streets.	Roads
Sales and Use Tax	The retail sales and use tax, imposed in 1947, immediately became the state's largest single revenue source. The major purpose in enacting the sales tax was to provide for state and county education programs. The current state sales and use tax rate is seven percent and is applied to the sale, use, consumption, distribution, lease, or rental of tangible personal property and of selected services.	None
Hall Income Tax	The Hall Income Tax was enacted in 1929 and is levied on certain types of dividend and interest income from stocks and "bonds" as broadly defined in the Tennessee Code Annotated (TCA) Section 67-2-101.	None
Other State Shared Taxes	Alcoholic Beverage, Beer Excise, Wholesale Beer, Corporate Excise, Severance - Crude Oil/ Natural Gas, and TVA Payments	None
	Mixed Drink	50% Education
	Severance - Coal	Education & Highways

6.3 Facility Development Strategies

A set of recommended implementation strategies are presented in this section. Proposed strategies are intended to promote greater consideration, education, awareness, and accommodations for non-motorized users within the City of Goodlettsville.

Education

- Increase pedestrian and bicyclists awareness and provide education for motorists through brochures that emphasize the "share the road" message. Distribute the brochure through the Department of Motor Vehicles or through utility bills.
- Work with the school board to integrate bicycle and pedestrian skills training into appropriate school curricula. Educational materials that could be used include *The Basics of Bicycling*, published by the Bike Federation of America and the TDOT video entitled *Safe Cycling - Do You Know the Rules?*
- Launch a mass media advertising campaign to address driver awareness of pedestrians and bicyclists and include pamphlets that illustrate bicycle and pedestrian safety geared towards children and geared towards adults.
- Collaborate with local media outlets to educate people about walking and bicycling and distribute the pamphlets through the Parks and Recreation Department and local bike shops.
- The City of Goodlettsville should adopt policies that require the transportation engineers and planners to consider Complete Streets, Road Diets, and other accommodation practices as a means of accommodating pedestrian and bicycling improvements into all roadway projects.

Enforcement

- Work with the City of Goodlettsville police department to establish enforcement strategies that increase safety for cyclists and pedestrians.
- Focus enforcement on cyclists who travel against the flow of traffic, at night without headlamps, and fail to obey traffic control signs and signals. Also focus on pedestrians that are alcohol-impaired.
- Enforcement for motorists should be focused in areas that have a high number of crashes and heavy bicycle and pedestrian traffic.

Facilities and Maintenance

- Designate and implement a Goodlettsville Bicycle Network consisting of routes that connect to facilities from other jurisdictions, provide connectivity, and make sensible connections to bicycle destinations. The network should consist of corridors and roadways that link residential communities, activity centers, and other destinations.
- Encourage and support the completion of greenway facilities within the City of Goodlettsville as viable transportation facilities.
- Provide connectivity of sidewalks, bike lanes, and greenways. Connections should link neighborhoods and activity areas such as commercial areas, schools, parks, and park and ride lots.
- Provide appropriate facilities at intersections for pedestrian and bicycle crossing, i.e. crosswalks, pedestrian signals and pushbuttons, and ramps.
- Increase availability of bicycle parking and support facilities at destinations and park and ride lots.
- Policies should be adopted to provide on-going maintenance of the bicycle network and to establish procedures for monitoring the implementation of the network. Examples of such maintenance activities include regular street sweeping of the roadway and bicycle facility, debris removal, and sign and striping replacement.
- Evaluate existing corridors for the potential for complete streets and road diet design.
- Construct new bicycle and pedestrian facilities to meet current AASHTO standards and use innovative designs, as appropriate, to expand and enhance walking and biking opportunities in the region.

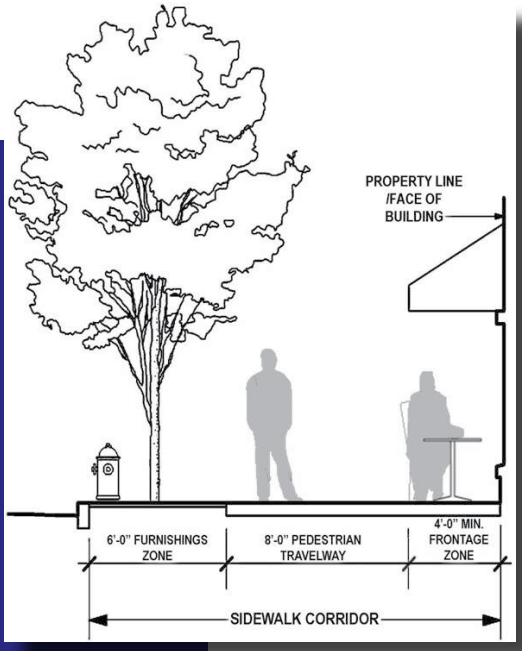
Encouragement

- Work with the Nashville MPO and other organizations to implement pedestrian and bicycle media campaigns and promotional materials such as brochures to promote walking and bicycling as a safe, healthy, cost effective, environmentally beneficial transportation choice.
- Work with employers to provide incentives to employees who utilize options other than private vehicles to commute.
- As facilities are constructed create and distribute a bicycle facility map in PDF format.

6.4 Program/Policy Implementation

Policy and Program recommendations are necessary to advance the number of walking and biking trips seen in the City. The recommendations are based on the review of codes and ordinances in the City and successful practices that have been employed throughout communities in the United States.

- Complete Streets policies are being adopted by municipalities throughout the country as well as across Tennessee. Complete Streets policies ensure that transportation facilities are designed to accommodate all levels and all types of users including pedestrians, bicyclists, transit riders, and motorists. The City should consider adopting a Complete Streets Policy.
- Policies supporting the routine accommodation of non-motorized transportation users have been adopted by TDOT. This ensures construction and reconstruction transportation projects completed by TDOT will consider walkways and bikeways. The City of Goodlettsville should consider adopting such a policy.
- Some jurisdictions throughout Tennessee and the Southeast allow “in-lieu-of” payments to the communities sidewalk fund. By collecting equal payments in lieu of actual on-site sidewalk construction, more strategic choices can be made regarding where and when sidewalks are built. Use of this practice should be considered by the City of Goodlettsville.
- Amend existing zoning ordinance and subdivision regulations to require developers to construct sidewalks with buffer zones along all roadways. The required buffer zone width should be a minimum of 4 feet.
- Dedicate an annual allocation within the City’s budget for sidewalk and bikeway improvements.
- Integrate consideration of walking and bicycle travel into all transportation planning, design, construction and maintenance projects.
- Work with school systems to develop school siting and child school zoning recommendations to ensure that bicycling and walking are safe and effective options for children.



- Promote and encourage land use decisions that provide a meaningful and context-appropriate mixture of uses that are supportive of increased walking and bicycling.
- Encourage greater use of neighborhood traffic management programs, as a means of making residential streets safer for pedestrians and cyclists.
- Create a process to incorporate bicycle accommodations into the normal resurfacing projects.

6.5 Design Standards

Issues that concern pedestrians and bicyclists most are often overlooked during the planning, design, construction, and maintenance of roadways. In recent years, Complete Streets policies have been adopted throughout the U.S. at all levels of government, to ensure the consideration of all modes of travel in the transportation system. In general, Complete Streets policies cover multiple modes of transportation including walking, bicycling, automobiles, transit, and freight. The policies address the needs of all users including those with disabilities, the young, and older adults.

Complete Streets policies ensure that all modes of transportation are considered from the beginning of all transportation projects. By implementing this process in all planning, design, and construction projects a continuous and consistent transportation system for bicyclists, pedestrians, and transit users is created.

Consideration of pedestrian facilities at the beginning of a transportation project helps to ensure a safe, friendly, cost effective facility is planned and constructed. Neighborhoods that have high-quality pedestrian facilities typically have more pedestrian activity. Creating a high-quality, pedestrian-friendly facility involves more than installing a sidewalk. Pedestrian facilities need to be accessible to everyone, comfortable, inviting, and, above all, safe. If people are not walking, it is probably because the pedestrian system lacks one or more of these qualities.

In order to increase the number of trips made by bicycle, it is important that accommodations for bicycling be considered early in the planning phase,

and fully integrated into transportation projects. Although bicycling is a popular form of exercise, with increasing gas prices and congestion, a growing number of people are commuting by bicycle and otherwise bicycling as a means of transportation. With the increase in bicycling trips, there is a need to make bicycle travel safer and a more accessible option.

As part of the Nashville MPO Regional Bicycle and Pedestrian Study, Bicycle and Pedestrian Facility Design Guidelines were created. The guidelines include design standards for pedestrian facilities and bicycle facilities both on-road and off-road facilities. These design standards which follow the 2009 Manual on Uniform Traffic Control Devices (MUTCD) standards, the American Association of State Highway and Transportation Officials (AASHTO) guidelines, and Americans with Disabilities Act (ADA) design standards should be used when designing facilities in the City of Goodlettsville.

The Design Guidelines prepared for the Nashville MPO area are available online at: http://www.nashvillempo.org/regional_plan/walk_bike/regional_study09.aspx

Appendix

Inventory

City of Goodlettsville
Bicycle and Pedestrian Plan
Field Inventory

STR_NAME	FROM_	TO_	FUNC_CLASS	AADT	SPD_LIMIT	THRU_LANES	PVMT_WID	LN_WIDTH	SHLDR_WID	ROAD_W_SW	SW_WIDTH	BUFFER_WID	LENGTH
ALTA LOMA RD	DRY CREEK RD	PLEASANT GREEN DR	LOCAL	1000	30	2	22	11					0.64
ALTA LOMA RD	GALLATIN PK	GATES RD	ARTERIAL	4813	30	2	39	19.5		100	5		0.56
ALTA LOMA RD	GATES RD	DRY CREEK RD	ARTERIAL	4813	30	2	24	12		100	5		0.23
ALTUS AVE	GALLATIN PK	CRESTVIEW DR	LOCAL	2500	30	2	36	12					0.13
BRICK CHURCH PK	HITT LN	GOODLETTSVILLE CITY LIMIT	LOCAL	934	40	2	20	10					1.12
BUSINESS PARK	CALDEWLL DR	JACKSON RD	LOCAL	2500	30	2	32	16	1				0.58
CALDWELL DR	N CENTER POINT RD	LONG HOLLOW PK	ARTERIAL	7954	30	2	22	11					2.34
CALDWELL DR	LONG HOLLOW PK	BUSINESS PARK/JACKSON RD	LOCAL	2500	30	2	22	11	1				0.18
CAMPBELL RD	OLD DICKERON PK	DICKERSON PK	LOCAL	1000	30	2	20	10					0.44
CEDAR LN	LONG HOLLOW PK	TWO MILE PK	LOCAL	4000	30	2	21	10.5					0.77
CIMA DR	DONALD AVE	DICKERSON PK	LOCAL	1000	21	2	20	10					0.29
CONFERENCE DR	GALLATIN PK	VIETNAM VETERANS BLVD	ARTERIAL	19212	40	4	66	11		100	5		0.40
CONFERENCE DR	VIETNWM VETERANS BLVD	WIDNSOR GREEN BLVD	ARTERIAL	17564	40	4	44	11		100	5		0.55
CONFERENCE DR	VIETNWM VETERANS BLVD	NORTHCREEK BLVD	ARTERIAL	17564	40	4	44	11		100	5		0.81
CONFERENCE DR	NORTHCREEK BLVD	LONG HOLLOW PK	ARTERIAL	17564	40	4	55	11		100	5		0.52
CRENCOR DR	MADISON CREEK RD	EMILY DR	LOCAL	1500	30	2	23	11.5					0.88
CRESTVIEW DR	ALTUS AVE	ALTA LOMA RD	LOCAL	2500	30	2	26	13	0				0.22
DICKERSON PK	CAMPBELL RD	RIVERGATE PKWY	ARTERIAL	17864	40	4	60	12					2.00
DICKERSON PK	RIVERGATE PKWY	HOLLYWOOD ST	ARTERIAL	17864	40	4	60	12		100	10	3	0.07
DICKERSON PK	HOLLYWOOD ST	EAST AVE	ARTERIAL	17864	40	4	60	12					0.41
DONALD AVE	MOSS TR	CIMA DR	LOCAL	1500	30	2	26	13					0.08
DONALD AVE	CIMA DR	RIVERGATE PKWY	LOCAL	1500	30	2	24	12		100	4		0.40
DONALD AVE	RIVERGATE PKWY	DRAKE ST	LOCAL	1500	30	2	21	10.5					0.27
DRY CREEK RD	ALTA LOMA RD	DICKERSON PK	ARTERIAL	4813	30	2	33	16.5					0.50
DRY CREEK RD	DICKERSON PK	OLD DICKERSON PK	LOCAL	2000	30	2	37	18.5		100	5	7	0.50
EAST AVE	RIVERGATE PKWY	ROSCOE ST	LOCAL	1000	30	2	21	10.5					0.55
EMILY DR	LORETTA DR	CRENCOR DR	LOCAL	1500	30	2	20	10					0.71
GALLATIN PK	ALTA LOMA RD	RIVERGATE PKWY	ARTERIAL	27685	45	4	73	11	9				0.31
GALLATIN PK	RIVERGATE PKWY	CONFERENCE DR	ARTERIAL	38658	45	4	73	11	9				0.58
GALLATIN PK	CONFERENCE DR	CUMBERLAND HILLS DR	ARTERIAL	25066	45	4	72	11	8.5				1.01
GATES RD	ALTA LOMA RD	JANETTE AVE	LOCAL	1000	30	2	25	12.5					0.58
GLEAVES ST	ALTA LOMA RD	RIVERGATE PKWY	LOCAL	1000	30	2	20	10					0.40
HIGHWAY 31	DICKERSON PK	CREEKSIDE DR	ARTERIAL	17594	40	2	51	11	9				1.25
HITT LN	BRICK CHURCH PK	WATTS RD	LOCAL	1500	40	2	18	9					1.79
HITT LN	WATTS RD	OLD DICKERSON PK	LOCAL	1500	40	2	20	10					0.66
JACKSON RD	BUSINESS PARK	LONG HOLLOW PK	LOCAL	2500	30	2	33	16.5					0.18
JACKSON RD	CALDWELL DR	LONG HOLLOW PK	LOCAL	2500	30	2	15	7.5					1.32
JANETTE AVE	MONTICELLO AVE	MONTICELLO AVE	LOCAL	1000	30	2	26	13					1.24
LONG DR	LOUISVILLE HWY	EASTERN TERMINI	LOCAL	500	30	2	22	11					1.11
LONG HOLLOW PK	WILLIS BRANCH RD	GRACE DR	ARTERIAL	9984	45	4	70	10					0.87
LONG HOLLOW PK	GRACE DR	I-65	ARTERIAL	22166	40	4	55	11		100	5		0.93
LONG HOLLOW PK	I-65	TWO MILE PK	ARTERIAL	18949	40	4	55	11		100	5		0.37
LONG HOLLOW PK	TWO MILE PK	MAIN ST	ARTERIAL	18949	40	4	55	11		100	5		0.26
LONG HOLLOW PK	MADISON CREEK RD	BLAND PASS	ARTERIAL	9984	50	2	41	11					1.28
LONG HOLLOW PK	BLAND PASS	MADISON CREEK RD	ARTERIAL	9984	45	4	66	11					0.29
LONG HOLLOW PK	LURA LN	CENTER POINT RD	ARTERIAL	9980	50	2	41	11	9	0	0	0	2.14
LORETTA DR	LONG HOLLOW PK	PARK AVE	LOCAL	6246	30	2	20	10					0.95
LORETTA DR	PARK AVE	PAIGE PARK LN	LOCAL	6246	30	2	36	18					0.93
MADISON CREEK BRANCH	LONG HOLLOW PK	MADISON CT	COLLECTOR	3103	30	2	34	12	5				0.76
MADISON CREEK RD	MADISON CT	MILLERS CREEK RD	COLLECTOR	3103	30	2	20	10					1.91
MAIN ST	EAST AVE	LONG HOLLOW PK	ARTERIAL	22117	40	4	55	10	2.5	100	5		0.08
MAIN ST	LONG HOLLOW PK	PAYNE ST	ARTERIAL	22117	40	4	58	10	4	100	5		0.21
MAIN ST	PAYNE ST	OLD BRICK CHURCH PK	ARTERIAL	22117	40	4	52	10	2	100	6	8	0.06
MAIN ST	OLD BRICK CHURCH PK	N OF RAILROAD TRACKS	ARTERIAL	22117	40	4	50	10					0.70
MAIN ST	N OF RAILROAD TRACKS	HWY 31	ARTERIAL	22117	40	2	58	10.5	8				0.71
MEADOWLARK LN	GLANCY ST	WREN RD	LOCAL	1000	30	2	22	11					0.36
MONCRIEF AVE	OLD BRICK CHURCH PK	CEDAR ST	LOCAL	1500	21	2	18	9					1.21
MONTICELLO AVE	W MONITCELLO AVE	ALTA LOMA RD	LOCAL	1000	30	2	19	9.5		100	3		0.50
MONTICELLO AVE	JANETTE AVE	W MONTICELLO AVE	LOCAL	1000	30	2	27	13.5					0.20
MOSS TR	DICKERSON PK	TWO MILE PKWY	LOCAL	1500	30	2	20	10					1.05
NEW BRICK CHURCH PK	N MAIN ST	HITT LN	LOCAL	934	30	2	20	10					1.08
NORTHCREEK BLVD	CONFERENCE DR	LENOX GATE	LOCAL	2500	30	4	44	11		100	4		0.15
NORTHCREEK BLVD	LENOX GATE	LONG HOLLOW PK	LOCAL	2500	30	4	44	11		100	4	8	0.48
OLD BRICK CHURCH PK	MAIN ST	BRICK CHURCH PK	LOCAL	1500	30	2	19	9.5					0.51
OLD DICKERSON PK	DICKERSON PK	DICKERSON PK	LOCAL	934	40	2	18	9					2.09
PATTON BRANCH RD	MADISON CREEK RD	MADISON CREEK RD	LOCAL	1500	30	2	17	8.5					2.43
PLEASANT GREEN DR	MOSS TR	ALTA LOMA RD	LOCAL	1000	30	2	20	10					0.11
RIVERGATE PKWY	GALLATIN PK	BLUEBIRD DR	ARTERIAL	33472	40	4	72	12	1.5	100	5	5	0.28
RIVERGATE PKWY	BLUEBIRD DR	I-65 RAMP	ARTERIAL	33472	40	4	72	12		100	6		0.42
RIVERGATE PKWY	I-65 RAMP	DICKERSON PK	ARTERIAL	11837	40	2	42	11	9	100	5	3	0.90

City of Goodlettsville
Bicycle and Pedestrian Plan
Field Inventory

STR_NAME	FROM_	TO_	FUNC_CLASS	AADT	SPD_LIMIT	THRU_LANES	PVMT_WID	LN_WIDTH	SHLDR_WID	ROAD_W_SW	SW_WIDTH	BUFFER_WID	LENGTH
ROBERT CARTWRIGHT DR	DRY CREEK RD	DICKERSON PK	LOCAL	1000	30	2	37	18.5		100	5	7	0.23
SHEVEL DR	DONALD AVE	DICKERSON PK	LOCAL	1500	30	2	22	11		100	4	11	0.19
SHEVEL DR	DICKERSON PK	ROSEHILL DR	LOCAL	1500	30	2	23	11.5					0.50
SPRINGFIELD HWY	HIGHWAY 31	WILLIAMSON RD	ARTERIAL	20593	50	4	69	11	7				1.04
SPRINGFIELD HWY	WILLIAMSON RD	GAYLEMORE DR	ARTERIAL	20593	55	4	69	11	7				0.98
TWO MILE PK	RIVERGATE PKWY	ROSCOE ST	LOCAL	2500	30	2	20	10					0.42
TWO MILE PK	ROSCOE ST	LONG HOLLOW PK	LOCAL	2500	30	2	29	10	9.5				0.42
W CEDAR ST	MAIN ST	MONCRIEF AVE	LOCAL	1500	30	2	22	11					0.33
W MONTICELLO AVE	GALLATIN PK	MONTICELLO AVE	LOCAL	1000	30	2	20	10					0.29
WINDSOR TR	WINDSOR GREEN BLVD	WINDSOR GREEN BLVD	LOCAL	750	25	2	28	14		100	4	5	0.88
WINDSOR GREEN BLVD	CONFERENCE DR	WINDSOR TR	LOCAL	750	25	2	49	24.5					0.26
WREN RD	GLEAVES ST	GLANCY ST	LOCAL	1000	30	2	43	12	8				0.06
WREN RD	GLEAVES ST	RIVERGATE PKWY	LOCAL	1000	30	2	20	10					0.57

NOTE: Str_Name-Name of street the segment is located on; From_-where the segment begins;To_-where the segment ends; FUNC_CLASS- roadway classification;AADT- Average Annual Daily Traffic;SPD_LIMIT-posted speed limit;THRU_LANES-number of thru lanes;PVMT_WID-total pavement width;LN_WIDTH-width of outside lane;SHLDR_WID-width of shoulder;ROAD_W_SW- amount of roadway segment with sidewalk;BUFFER_WID-width of buffer area;LENGTH-length of roadway segment

BLOS/PLOS

City of Goodlettsville
Bicycle and Pedestrian Plan
BLOS/PLOS Analysis

Street Name	From	To	BLOS	BLOS	PLOS	PLOS
MEADOWLARK LN	GLANCY ST	WREN RD	1.89	B	3.62	D
WREN RD	GLEAVES ST	GLANCY ST	-5.15	A	2.88	C
CRESTVIEW DR	ALTUS AVE	ALTA LOMA RD	3.24	C	3.64	D
WREN RD	GLEAVES ST	RIVERGATE PKWY	2.19	B	3.73	D
GLEAVES ST	ALTA LOMA RD	RIVERGATE PKWY	2.19	B	3.73	D
ALTUS AVE	GALLATIN PK	CRESTVIEW DR	3.36	C	3.74	D
ALTA LOMA RD	DRY CREEK RD	PLEASANT GREEN DR	1.72	B	3.62	D
ALTA LOMA RD	GALLATIN PK	GATES RD	2.33	B	2.53	C
ALTA LOMA RD	GATES RD	DRY CREEK RD	3.51	D	2.77	C
DRY CREEK RD	ALTA LOMA RD	DICKERSON PK	2.87	C	3.68	D
OLD DICKERSON PK	DICKERSON PK	DICKERSON PK	2.84	C	4.17	D
MOSS TR	DICKERSON PK	TWO MILE PKWY	2.45	B	3.81	D
TWO MILE PK	RIVERGATE PKWY	ROSCOE ST	3.58	D	3.96	D
TWO MILE PK	ROSCOE ST	LONG HOLLOW PK	-0.12	A	3.14	C
RIVERGATE PKWY	GALLATIN PK	BLUEBIRD DR	3.82	D	3.88	D
RIVERGATE PKWY	BLUEBIRD DR	I-65 RAMP	4.22	D	4.23	D
RIVERGATE PKWY	I-65 RAMP	DICKERSON PK	0.68	A	3.65	D
PLEASANT GREEN DR	MOSS TR	ALTA LOMA RD	2.02	B	3.73	D
HITT LN	BRICK CHURCH PK	WATTS RD	2.87	C	4.22	D
HITT LN	WATTS RD	OLD DICKERSON PK	2.64	C	4.09	D
JANETTE AVE	MONTICELLO AVE	MONTICELLO AVE	1.03	A	3.41	C
CAMPBELL RD	OLD DICKERON PK	DICKERSON PK	2.02	B	3.73	D
W MONTICELLO AVE	GALLATIN PK	MONTICELLO AVE	2.19	B	3.73	D
MONTICELLO AVE	W MONITCELLO AVE	ALTA LOMA RD	2.33	B	2.62	C
GATES RD	ALTA LOMA RD	JANETTE AVE	1.22	A	3.46	C
MONTICELLO AVE	JANETTE AVE	W MONTICELLO AVE	1.01	A	3.37	C
GALLATIN PK	ALTA LOMA RD	RIVERGATE PKWY	0.96	A	5.00	E
GALLATIN PK	RIVERGATE PKWY	CONFERENCE DR	1.08	A	5.45	E
GALLATIN PK	CONFERENCE DR	CUMBERLAND HILLS DR	1.23	A	4.95	E
CONFERENCE DR	GALLATIN PK	VIETNAM VETERANS BLVD	4.05	D	3.51	D
CONFERENCE DR	VIETNWM VETERANS BLVD	WIDNSOR GREEN BLVD	4.05	D	3.51	D
WINDSOR GREEN BLVD	CONFERENCE DR	WINDSOR TR	-6.22	A	2.49	B
WINDOSR TR	WINDSOR GREEN BLVD	WINDSOR GREEN BLVD	0.08	A	2.12	B
NORTHCREEK BLVD	CONFERENCE DR	LENOX GATE	3.12	C	2.41	B
NORTHCREEK BLVD	LENOX GATE	LONG HOLLOW PK	3.12	C	2.41	B
CALDWELL DR	N CENTER POINT RD	LONG HOLLOW PK	3.88	D	5.03	E
CALDWELL DR	LONG HOLLOW PK	BUSINESS PARK/JACKSON RD	3.24	C	3.74	D
BUSINESS PARK	CALDEWLL DR	JACKSON RD	2.46	B	3.31	C
JACKSON RD	BUSINESS PARK	LONG HOLLOW PK	2.72	C	3.35	C
JACKSON RD	CALDWELL DR	LONG HOLLOW PK	3.8	D	4.32	D
SHEVEL DR	DONALD AVE	DICKERSON PK	2.36	B	2.45	B
SHEVEL DR	DICKERSON PK	ROSEHILL DR	2.23	B	3.64	D
CIMA DR	DONALD AVE	DICKERSON PK	1.44	A	3.55	D
DONALD AVE	MOSS TR	CIMA DR	1.63	B	3.49	C
DONALD AVE	CIMA DR	RIVERGATE PKWY	1.93	B	2.41	B
DONALD AVE	RIVERGATE PKWY	DRAKE ST	2.33	B	3.75	D
EAST AVE	RIVERGATE PKWY	ROSCOE ST	2.04	B	3.67	D
DICKERSON PK	CAMPBELL RD	RIVERGATE PKWY	4.24	D	5.04	E
DICKERSON PK	RIVERGATE PKWY	HOLLYWOOD ST	4.24	D	3.50	C
DICKERSON PK	HOLLYWOOD ST	EAST AVE	4.24	D	5.04	E
LORETTA DR	LONG HOLLOW PK	PARK AVE	4.08	D	4.61	E
LORETTA DR	PARK AVE	PAIGE PARK LN	2.96	C	3.89	D
LONG HOLLOW PK	WILLIS BRANCH RD	GRACE DR	0.84	A	4.17	D
LONG HOLLOW PK	GRACE DR	I-65	4.45	D	4.05	D
LONG HOLLOW PK	I-65	TWO MILE PK	4.05	D	3.50	C
LONG HOLLOW PK	TWO MILE PK	MAIN ST	4.05	D	3.50	C
MONCRIEF AVE	OLD BRICK CHURCH PK	CEDAR ST	2.02	B	3.75	D
W CEDAR ST	MAIN ST	MONCRIEF AVE	2.2	B	3.69	D
MADISON CREEK BRANCH	LONG HOLLOW PK	MADISON CT	1.97	B	3.64	D
MADISON CREEK RD	MADISON CT	MILLERS CREEK RD	3.89	D	4.29	D
PATTON BRANCH RD	MADISON CREEK RD	MADISON CREEK RD	2.79	C	4.01	D
LONG DR	LOUISVILLE HWY	EASTERN TERMINI	0.99	A	3.54	D

City of Goodlettsville
Bicycle and Pedestrian Plan
BLOS/PLOS Analysis

Street Name	From	To	BLOS	BLOS	PLOS	PLOS
EMILY DR	LORETTA DR	CRENCOR DR	2.45	B	3.81	D
CRENCOR DR	MADISON CREEK RD	EMILY DR	2.07	B	3.64	D
NEW BRICK CHURCH PK	N MAIN ST	HITT LN	3.49	C	3.78	D
MAIN ST	EAST AVE	LONG HOLLOW PK	4.02	D	4.32	D
MAIN ST	LONG HOLLOW PK	PAYNE ST	3.52	D	4.27	D
MAIN ST	PAYNE ST	OLD BRICK CHURCH PK	4.16	D	3.69	D
MAIN ST	OLD BRICK CHURCH PK	N OF RAILROAD TRACKS	4.64	E	5.86	F
MAIN ST	N OF RAILROAD TRACKS	HWY 31	1.98	B	7.10	F
SPRINGFIELD HWY	HIGHWAY 31	WILLIAMSON RD	1.84	B	5.16	E
SPRINGFIELD HWY	WILLIAMSON RD	GAYLEMORE DR	1.88	B	5.37	E
DRY CREEK RD	DICKERSON PK	OLD DICKERSON PK	0.41	A	2.15	B
CONFERENCE DR	VIETNWM VETERANS BLVD	NORTHCREEK BLVD	4.05	D	3.51	D
ROBERT CARTWRIGHT DR	DRY CREEK RD	DICKERSON PK	-1.45	A	2.00	B
CONFERENCE DR	NORTHCREEK BLVD	LONG HOLLOW PK	4.05	D	3.51	D
OLD BRICK CHURCH PK	MAIN ST	BRICK CHURCH PK	2.57	C	3.87	D
BRICK CHURCH PK	HITT LN	GOODLETTSVILLE CITY LIMIT	1.97	B	4.01	D
CEDAR LN	LONG HOLLOW PK	TWO MILE PK	3.77	D	4.13	D
HIGHWAY 31	DICKERSON PK	CREEKSIDE DR	0.73	A	4.97	E
LONG HOLLOW PK	MADISON CREEK RD	BLAND PASS	1.57	B	5.34	E
LONG HOLLOW PK	BLAND PASS	MADISON CREEK RD	-0.11	A	4.05	D

Prioritization Methodology

PRIORITIZATION METHODOLOGY FOR ON-ROAD FACILITIES

Bicycle and pedestrian priorities are evaluated separately but follow the same evaluation methodology.

STEP 1

The first step is based on the bicycle or pedestrian level of service (BLOS or PLOS) and the potential for walking and biking trips. This step of the prioritization methodology is used to determine the roadway segment improvements that will benefit the region the most based on the segment's current conditions and the walking and biking demand for the facility. The formula determines a numerical priority value for each roadway segment. The highest priority projects, i.e. the projects that will provide quality facilities where the demand is highest, will be given a score of 24-points. The variables of the Step 1 process include:

Step 1: 24-Points Max = 12-pts (LOS) + 12-pts (NP)

Level of Service (*Goal – Provide Facilities*)

Pedestrian and Bicycle (LOS) - is determined for each roadway segment separately based on the existing conditions. A few of the roadway characteristics used to determine the BLOS and PLOS include outside lane width, presence of sidewalks, buffers, or barriers, shoulder widths, traffic volumes, and speed. The LOS is determined to be an A through F with A being the best level of service and F the worst. Based on the LOS a numerical score ranging from 2 to 12 points is assigned to the results with LOS A receiving 2-points, LOS B 4-points, LOS C 6-points, LOS D 8-points, LOS E 10-points, and LOS F 12-points. This allows a roadway segment with poor biking and walking conditions to have a higher priority.

Non-Motorized Potential Trips (*Goal – Provide Facilities*)

Non-Motorized Potential (NP) - is a factor related to the number of potential bicycling or walking trips along a particular road segment as assessed by the non-motorized demand analysis. Based on the demand analysis the potential pedestrian trips within ½ mile for each segment are assigned to that roadway segment. Also based on the demand analysis the potential bicycle trips within 1 mile for each roadway segment are assigned to that segment. The demand is assigned a numerical score ranging from 2 to 12 points for each roadway segment analyzed based on the potential non-motorized trips. To normalize trips, the total trips for the segment should be converted to an equivalent number of trips per block as given by the following equation:

$$NP = 0.075 (n/l)$$

Where n = walking trips in ½ mile buffer area or biking trips in 1 mile buffer area
l = length of segment in miles

All trips are divided into 6 quantiles. The roadway segments that are expected to accommodate the most non-motorized trips would receive 12-points (e.g. top quantile) and the roadway segment expected to accommodate the least non-motorized trips would receive 2-points (e.g. lowest quantile).

Summary

There are two types of criteria for assigning points in this part of the evaluation process. The first criteria assigns 24-points to all roadway segments on the MPO's Regionally Designated Bicycle Facilities Network and on all Arterial roadways within an Urban Growth Boundary in the MPO. The second criteria assigns points to the remaining roadway segments in the evaluation pool using the formula for Step 1. Again, this candidate listing would depend on the level of geography being evaluated (e.g. regional level, sub-regional level, or sub-area level).

STEP 2

The second step in the process is to consider the five other variables that help shape the overall prioritization system and add them to the results from Step 1. This step of the prioritization methodology is used to determine the roadway segment from Step 1 that provides the greatest opportunity for system connectivity (e.g. linking and/or extending a bicycle or sidewalk facility to another); addresses and/or improves a safety issue; serves as a congestion mitigation strategy which is consistent with the MPO's congestion management process; supports community goals as defined in locally adopted plans that include bicycle and pedestrian recommendations; and serves as a viable investment to high health impact areas within the MPO. These variables include:

Step 2: 24-Points Max = 6-pts (CN) + 6-pts (SAF) + 6-pts (CM) + 3-pts (PLC) + 3-pts (HHI)

Connectivity (*Goal – Provide Facilities*)

System Connectivity (CN) – this is a factor related to linking/connecting existing and future sidewalk and bikeway improvements to increase overall system connectivity. If a candidate segment links both ends, or has multiple connections to an existing sidewalk or bikeway facility (which is greater than a ¼ mile in length), a maximum of 6-points are assigned to that segment. If the segment connects to one end or has one connection to an existing sidewalk or bikeway facility (again, which is greater than a ¼ mile in length), 3-points are assigned to the segment. If no connection occurs, zero points for connectivity are assigned.

Safety (*Goal – Provide Facilities*)

Safe (SAF) – the safety factor is based on crash data. The roadway segments with high crash rates involving bicyclists and/or pedestrians will be given a higher priority. If a candidate segment is determined to have a high crash rate based on crash data, a maximum of 6-points are assigned to that candidate segment. If no crash data exists and/or is not considered a high crash rate location, zero points for safety are assigned.

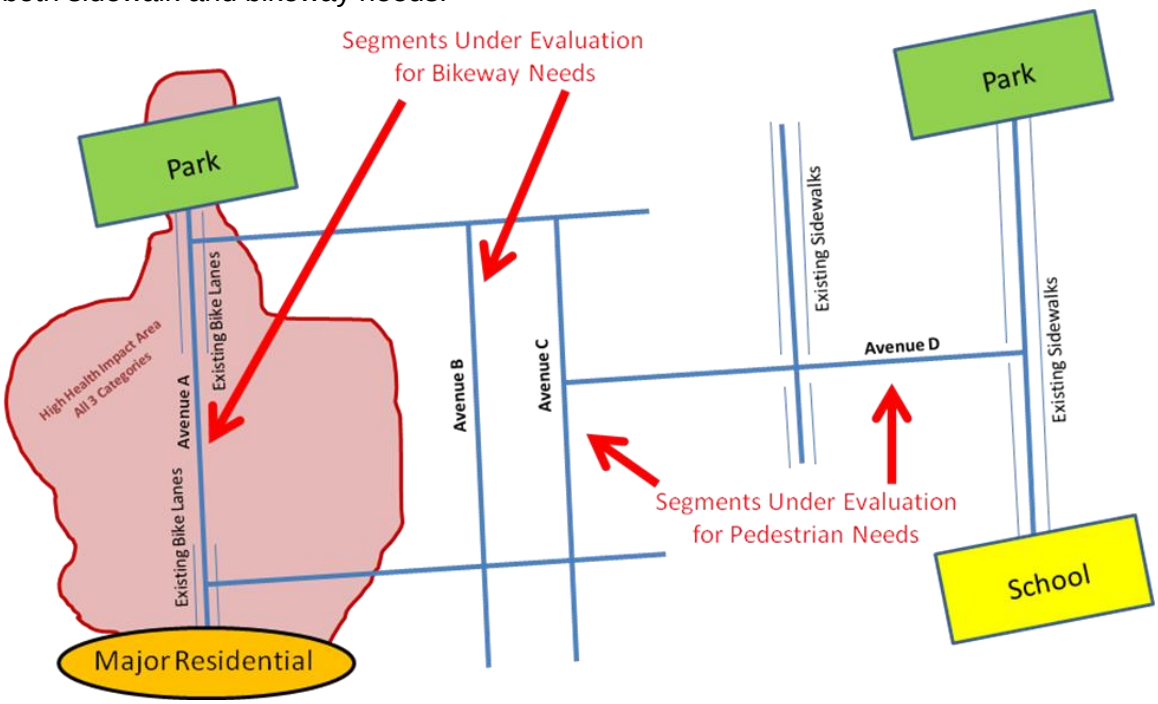
Congestion (*Goal – Create Policies & Programs*)

Congestion Mitigation (CM) – the congestion mitigation factor is based on the MPO's Congestion Management Process. If the segment is on the list of congested corridors or identified as part of the MPO's Congestion Management Process, the segment is assigned a maximum of 6-points for being considered a congested corridor and/or serving as a congestion mitigation strategy. Zero points are assigned to the segment if it is not considered a congested corridor.

Consistency with Local Plans (*Goal – Create Policies & Programs*)
Consistent with Locally Adopted Plans (PLC) – this factor is included in the evaluation process to identify and add significance to roadway segments if the improvement is identified in a locally adopted plan such as a bicycle and pedestrian plan, greenway plan, corridor study, subarea study, streetscape plan, and/or community plan. Three-points (3-points) are assigned to the local plan variable if the improvement on the segment is in a locally adopted plan. Zero points are assigned to the segment if the improvement is not on a locally adopted plan.

High Health Impact Area (*Goal – Create Policies & Programs*)
High Health Impact Area (HHI) – this factor in the evaluation process is included to account for areas that are considered high risk health areas, which typically have a higher percentage of people that are low-income, minority, or elderly (over the age of 65). Each of the high risk health categories was divided into four quartiles. If a segment falls within a top quartile for below poverty level, over the age of 65, or minority, 3-points are assigned to the segment. If the segment falls within two of the three high health area categories top quartiles, 2-points are assigned to the segment. If the segment falls within one of the three high health area categories top quartiles, 1-point is assigned to the segment. If the segment does not fall within the top quartile for any of the high health area categories, zero points are assigned to the segment for high health impact.

The following is an example of how this evaluation process would work in evaluating both sidewalk and bikeway needs:



Example Area

Bicycle Project Evaluation Process

Current Conditions							
Segment	**BLOS**	**Non-Motorized Potential**	**Connectivity**	**High Crash Location**	**Congested Corridor**	**Local Plans**	**Health Impact**
Avenue A	D	High	2	Yes	Yes	Yes	3
Avenue B	C	Low	0	No	No	No	0

Evaluation Process & Point Results								
Segment	**BLOS**	**NP**	**CN**	**SAF**	**CM**	**PLC**	**HHI**	**Evaluation Score**
Avenue A	8	12	6	6	6	3	3	**44**
Avenue B	6	2	0	0	0	0	0	**8**

Pedestrian Project Evaluation Process

Current Conditions							
Segment	**PLOS**	**Non-Motorized Potential**	**Connectivity**	**High Crash Location**	**Congested Corridor**	**Local Plans**	**Health Impact**
Avenue C	F	Low	0	Yes	Yes	Yes	0
Avenue D	F	High	2	Yes	Yes	Yes	0

Evaluation Process & Score Results								
Segment	**PLOS**	**NP**	**CN**	**SAF**	**CM**	**PLC**	**HHI**	**Evaluation Score**
Avenue C	12	2	0	6	6	3	0	**29**
Avenue D	12	12	6	6	6	3	0	**45**

City of Goodlettsville
Bicycle and Pedestrian Plan
Prioritization Score for Recommended Bicycle Network

Str_Name	From_	To_	FUNC_Class	Length	Tot_Priori
ALTA LOMA RD	GALLATIN PK	GATES RD	ARTERIAL	0.56	15.00
ALTA LOMA RD	GATES RD	DRY CREEK RD	ARTERIAL	0.23	18.00
ALTA LOMA RD	DRY CREEK RD	PLEASANT GREEN DR	LOCAL	0.64	10.00
BRICK CHURCH PK	SHAW RD	DICKERSON PK	LOCAL	5.24	8.00
BUSINESS PARK	CALDEWLL DR	JACKSON RD	LOCAL	0.58	16.00
CALDWELL DR	N CENTER POINT RD	LONG HOLLOW PK	ARTERIAL	2.34	25.00
CALDWELL DR	LONG HOLLOW PK	BUSINESS PARK/JACKSON RD	LOCAL	0.18	18.00
CEDAR LN	LONG HOLLOW PK	TWO MILE PK	LOCAL	0.77	14.00
CIMA DR	DONALD AVE	DICKERSON PK	LOCAL	0.29	9.00
CONFERENCE DR	GALLATIN PK	VIETNAM VETERANS BLVD	ARTERIAL	0.40	13.00
CONFERENCE DR	VIETNAM VETERANS BLVD	NORTHCREEK BLVD	ARTERIAL	0.81	17.00
CONFERENCE DR	NORTHCREEK BLVD	LONG HOLLOW PK	ARTERIAL	0.52	15.00
CRENCOR DR	MADISON CREEK RD	EMILY DR	LOCAL	0.88	9.00
DICKERSON PK	CAMPBELL RD	RIVERGATE PKWY	ARTERIAL	1.28	25.00
DICKERSON PK	RIVERGATE PKWY	HOLLYWOOD ST	ARTERIAL	0.07	25.00
DICKERSON PK	HOLLYWOOD ST	EAST AVE	ARTERIAL	0.41	25.00
DICKERSON PK	OLD DICKERSON RD	DRY CREEK RD	ARTERIAL	1.40	29.00
DICKERSON PK	I-65	LAKE RD	ARTERIAL	1.06	26.00
DONALD AVE	MOSS TR	CIMA DR	LOCAL	0.08	14.00
DONALD AVE	CIMA DR	RIVERGATE PKWY	LOCAL	0.40	10.00
DONALD AVE	RIVERGATE PKWY	DRAKE ST	LOCAL	0.27	14.00
DRY CREEK RD	ALTA LOMA RD	DICKERSON PK	ARTERIAL	0.50	16.00
DRY CREEK RD	DICKERSON PK	OLD DICKERSON PK	LOCAL	0.50	13.00
EAST AVE	RIVERGATE PKWY	ROSCOE ST	LOCAL	0.55	7.00
EMILY DR	LORETTA DR	CRENCOR DR	LOCAL	0.71	16.00
GATES RD	ALTA LOMA RD	JANETTE AVE	LOCAL	0.58	8.00
HIGHWAY 31	DICKERSON PK	CREEKSIDE DR	ARTERIAL	1.25	36.00
HITT LN	WATTS RD	OLD DICKERSON PK	LOCAL	0.66	10.00
HOGAN BRANCH RD	NEW SHACKLE ISLAND RD	NORTH OF LONG HOLLOW PK	LOCAL	3.57	13.00
JACKSON RD	BUSINESS PARK	LONG HOLLOW PK	LOCAL	0.18	18.00
JACKSON RD	CALDWELL DR	LONG HOLLOW PK	LOCAL	0.86	24.00
JANETTE AVE	MONTICELLO AVE	MONTICELLO AVE	LOCAL	1.24	8.00
LICKTON PK	DICKERSON PK	OLD HICKORY BLVD	COLLECTOR	9.26	9.00
LONG DR	LOUISVILLE HWY	EASTERN TERMINI	LOCAL	1.11	6.00
LONG HOLLOW PK	I-65	TWO MILE PK	ARTERIAL	0.37	26.00
LONG HOLLOW PK	TWO MILE PK	MAIN ST	ARTERIAL	0.26	31.00
LONG HOLLOW PK	GRACE DR	WILLIS BRANCH RD	ARTERIAL	0.87	33.00
LONG HOLLOW PK	I-65	GRACE DR	ARTERIAL	0.51	38.00
LONG HOLLOW PK	MADISON CREEK RD	LURA LN	ARTERIAL	1.25	33.00
LONG HOLLOW PK	WILLIS BRANCH RD	MADISON CREEK RD	ARTERIAL	0.18	30.00
LONG HOLLOW PK	LURA LN	CENTER POINT RD	ARTERIAL	2.14	33.00

City of Goodlettsville
Bicycle and Pedestrian Plan
Prioritization Score for Recommended Bicycle Network

Str_Name	From_	To_	FUNC_Class	Length	Tot_Priori
LORETTA DR	LONG HOLLOW PK	PARK AVE	LOCAL	0.95	16.00
LORETTA DR	PARK AVE	PAIGE PARK LN	LOCAL	0.93	16.00
MADISON CREEK BRANCH	LONG HOLLOW PK	MADISON CT	COLLECTOR	0.76	15.00
MADISON CREEK RD	MADISON CT	MILLERS CREEK RD	COLLECTOR	1.91	13.00
MAIN ST	EAST AVE	LONG HOLLOW PK	ARTERIAL	0.08	25.00
MAIN ST	LONG HOLLOW PK	PAYNE ST	ARTERIAL	0.21	25.00
MAIN ST	PAYNE ST	OLD BRICK CHURCH PK	ARTERIAL	0.06	25.00
MAIN ST	OLD BRICK CHURCH PK	N OF RAILROAD TRACKS	ARTERIAL	0.70	25.00
MAIN ST	N OF RAILROAD TRACKS	HWY 31	ARTERIAL	0.21	29.00
MEADOWLARK LN	GLANCY ST	WREN RD	LOCAL	0.36	12.00
MONCRIEF AVE	OLD BRICK CHURCH PK	CEDAR ST	LOCAL	1.21	7.00
MONTICELLO AVE	JANETTE AVE	W MONTICELLO AVE	LOCAL	0.20	15.00
MONTICELLO AVE	W MONITCELLO AVE	ALTA LOMA RD	LOCAL	0.50	13.00
MOSS TR	DICKERSON PK	TWO MILE PKWY	LOCAL	1.05	11.00
NORTHCREEK BLVD	CONFERENCE DR	LENOX GATE	LOCAL	0.15	16.00
NORTHCREEK BLVD	LENOX GATE	LONG HOLLOW PK	LOCAL	0.48	12.00
OLD BRICK CHURCH PK	MAIN ST	BRICK CHURCH PK	LOCAL	0.51	11.00
OLD DICKERSON PK	DICKERSON PK	DICKERSON PK	LOCAL	2.09	10.00
PATTON BRANCH RD	MADISON CREEK RD	MADISON CREEK RD	LOCAL	2.43	10.00
PLEASANT GREEN DR	MOSS TR	ALTA LOMA RD	LOCAL	0.11	16.00
RIVERGATE DR	RIVERGATE PW	CONFERENCE DR	LOCAL	0.58	16.00
RIVERGATE PKWY	GALLATIN PK	BLUEBIRD DR	ARTERIAL	0.28	26.00
RIVERGATE PKWY	BLUEBIRD DR	I-65 RAMP	ARTERIAL	0.42	15.00
RIVERGATE PKWY	I-65 RAMP	DICKERSON PK	ARTERIAL	0.90	12.00
ROBERT CARTWRIGHT DR	DRY CREEK RD	DICKERSON PK	LOCAL	0.23	9.00
SHEVEL DR	DONALD AVE	DICKERSON PK	LOCAL	0.19	13.00
SHEVEL DR	DICKERSON PK	ROSEHILL DR	LOCAL	0.50	9.00
TWO MILE PK	RIVERGATE PKWY	ROSCOE ST	LOCAL	0.42	12.00
TWO MILE PK	ROSCOE ST	LONG HOLLOW PK	LOCAL	0.42	16.00
US 31 W	BETHEL RD	CREEKSIDE DR	ARTERIAL	4.10	30.00
W CEDAR ST	MAIN ST	MONCRIEF AVE	LOCAL	0.33	11.00
W MONTICELLO AVE	GALLATIN PK	MONTICELLO AVE	LOCAL	0.29	14.00
WINDSOR TR	WINDSOR GREEN BLVD	WINDSOR GREEN BLVD	LOCAL	0.88	6.00
WINDSOR GREEN BLVD	CONFERENCE DR	WINDSOR TR	LOCAL	0.26	10.00
WREN RD	GLEAVES ST	GLANCY ST	LOCAL	0.06	16.00
WREN RD	GLEAVES ST	RIVERGATE PKWY	LOCAL	0.57	10.00

NOTE: Str_Name-Name of street the segment is located on; From_-where the segment begins;To_-where the segment ends; FUNC_CLASS-roadway classification;LENGTH-length of roadway segment;Tot_Priori-priority for roadway segment for step 1 and step 2

City of Goodlettsville
Bicycle and Pedestrian Plan
Prioritization Score for Recommended Pedestrian Network

Str_Name	From_	To_	ROAD_W_SW	SW_WIDTH	FUNC_Class	Length	Tot_Priori
ALTA LOMA RD	GALLATIN PK	GATES RD	0	0	ARTERIAL	0.56	21.00
CALDWELL DR	N CENTER POINT RD	LONG HOLLOW PK	0	0	ARTERIAL	2.34	33.00
DICKERSON PK	I-65	LAKE RD	0	0	ARTERIAL	1.06	32.00
DICKERSON PK	CAMPBELL RD	RIVERGATE PKWY	0	0	ARTERIAL	1.28	34.00
DICKERSON PK	RIVERGATE PKWY	HOLLYWOOD ST	100	10	ARTERIAL	0.07	31.00
DICKERSON PK	HOLLYWOOD ST	EAST AVE	0	0	ARTERIAL	0.41	31.00
DICKERSON PK	OLD DICKERSON RD	DRY CREEK RD	0	0	ARTERIAL	1.40	32.00
DRY CREEK RD	ALTA LOMA RD	DICKERSON PK	0	0	ARTERIAL	0.50	18.00
LORETTA DR	LONG HOLLOW PK	PARK AVE	0	0	LOCAL	0.95	24.00
LORETTA DR	PARK AVE	PAIGE PARK LN	0	0	LOCAL	0.93	21.00
MAIN ST	N OF RAILROAD TRACKS	HWY 31	0	0	ARTERIAL	0.30	29.00
MAIN ST	EAST AVE	LONG HOLLOW PK	100	5	ARTERIAL	0.08	31.00
MAIN ST	LONG HOLLOW PK	PAYNE ST	100	5	ARTERIAL	0.21	31.00
MAIN ST	PAYNE ST	OLD BRICK CHURCH PK	100	6	ARTERIAL	0.06	28.00
MAIN ST	OLD BRICK CHURCH PK	N OF RAILROAD TRACKS	0	0	ARTERIAL	0.70	28.00
MAIN ST	N OF RAILROAD TRACKS	HWY 31	0	0	ARTERIAL	0.21	29.00
NORTHCREEK BLVD	LENOX GATE	LONG HOLLOW PK	100	4	LOCAL	0.48	27.00
RIVERGATE PKWY	BLUEBIRD DR	I-65 RAMP	100	6	ARTERIAL	0.42	41.00
WINDSOR GREEN BLVD	CONFERENCE DR	WINDSOR TR	0	0	LOCAL	0.26	23.00

NOTE: Str_Name-Name of street the segment is located on; From_-where the segment begins;To_-where the segment ends; ROAD_W_SW- amount of roadway segment with sidewalk;SW_WIDTH-width of sidewalk;FUNC_CLASS- roadway classification;LENGTH-length of roadway segment;Tot_Priori-priority for roadway segment for step 1 and step 2

Goodlettsville Bicycle and Pedestrian Plan

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