





TOWN OF NOLENSVILLE MAJOR THOROUGHFARE PLAN



JUNE 2022

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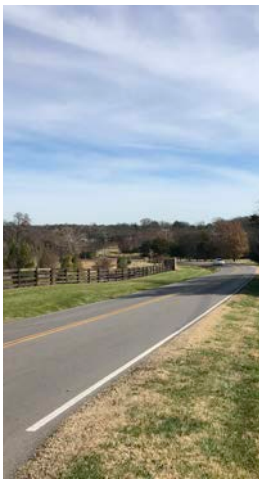

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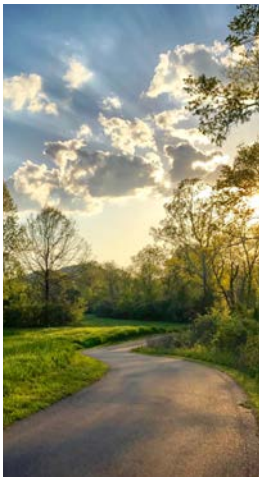

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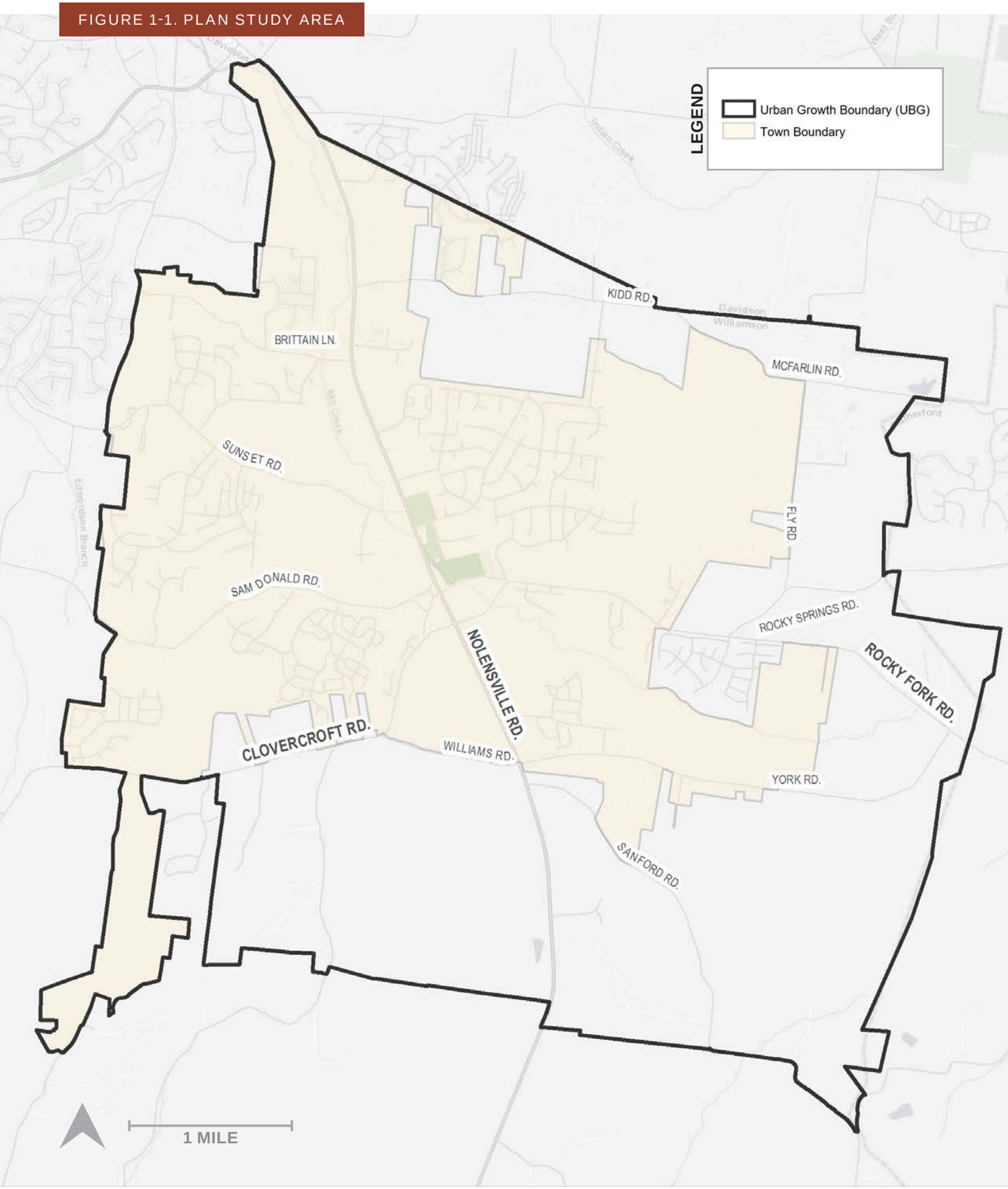
1

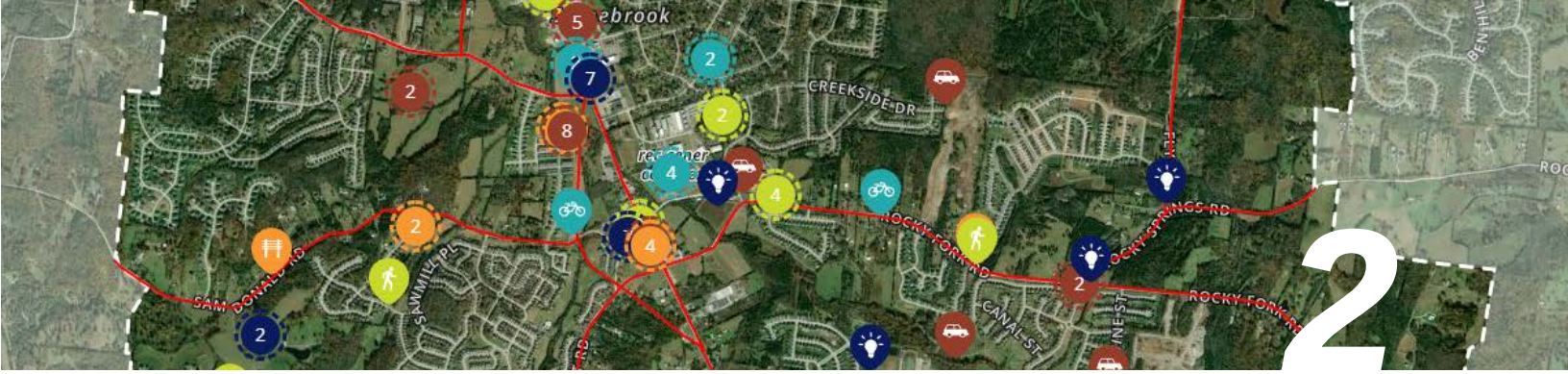
INTRODUCTION

The Town of Nolensville is located in the northeast corner of Williamson County and borders both Davidson and Rutherford Counties. Its central location between Nashville, Franklin, Brentwood, and Smyrna has fueled its growth and popularity for residents and businesses in Middle Tennessee. The purpose of the Major Thoroughfare Plan (MTP) is to guide the development of the Town's major street system – its arterials and collectors – and support the community's long-range vision for growth. Based on a comprehensive assessment of Nolensville's major thoroughfare system, the MTP delineates existing and planned arterial and collector streets to meet current and future travel needs. The study area (Figure 1-1) includes the Town of Nolensville and its urban growth boundary (UGB).

The MTP is the Town of Nolensville's general plan for major street system improvements and its primary objective is to ensure adequate right-of-way and appropriate locations and alignments for the orderly development of the thoroughfare system. Importantly, to provide transportation options for people of all ages and abilities, the MTP incorporates walkways and bikeways into the major street improvements and also includes a greenway system plan. Implementing the MTP will require ongoing cooperation, advanced planning, and continued community engagement.

FIGURE 1-1. PLAN STUDY AREA





COMMUNITY ENGAGEMENT

Two rounds of public and stakeholder engagement shaped the development of the MTP's vision, goals and objectives, and its final recommendations. The first round focused on understanding the opportunities and challenges facing Nolensville's transportation system while the second round of engagement centered on the draft improvements for the street, bicycle, pedestrian, and greenway networks. Please see Appendix A for a detailed engagement summary.

2.1 TRANSPORTATION OPPORTUNITIES AND CHALLENGES

The initial round of engagement included a community workshop, stakeholder meetings, and an online survey and interactive map. The project website attracted more than 5,600 visits during the first round, with more than 300 online surveys completed and over 160 comments added to the online map. Key opportunities and challenges identified included:

- Increase street connectivity throughout the study area either by extending existing streets or requiring new collectors;
- Improve intersection operations throughout the study area either through geometric design, including realignment, turn lanes, and potentially roundabouts, or signal timing;
- Revisit the 2005 Tennessee Department of Transportation (TDOT) Nolensville Road (US 31-A/41-A/SR 11) bypass concept, including its termini, alignment, and number of lanes, with a strong preference for a 3-lane facility;
- Make the Town more pedestrian and bicycle friendly, with an emphasis on pedestrian safety and comfort in the historic district, along major streets, and around schools and parks; and
- Identify greenway and shared use path opportunities linking neighborhoods, schools, and the historic district.

2.2 TRANSPORTATION IMPROVEMENTS

The second phase of community engagement gathered feedback on the draft transportation improvements, including the Nolensville Road bypass alternatives. Much of the discussion at the community workshop involved the bypass alternatives, and almost half of the comments on the interactive map also addressed the bypass. Takeaways from the second round of engagement highlighted:

- Support for increased street connectivity, particularly development driven connections;
- General support for roundabouts, especially where they can create a gateway into the Town of Nolensville;
- General support for a one-way pair using Nolensville Road and King Street over the other bypass options and concerns regarding property and environmental impacts with the other alternatives; and,
- Support for the greenway and sidepath recommendations.



3

VISION, GOALS, AND OBJECTIVES

Importantly, a community's vision – or how it wants to develop – lays the foundation for subsequent goals, objectives, and actions. Through the MTP's community engagement process, the Town of Nolensville defined a vision for its transportation system, one that reflects the Town's comprehensive plan guiding principles and their emphasis on sense of place, quality of life, and protecting the natural environment. And, while specific areas of interest varied across the workshops and engagement tools, five goals and related objectives underscore a communitywide approach to improving the transportation system in Nolensville. The transportation system vision, goals, and objectives (Figure 3-1) for the Town of Nolensville guide the MTP and will serve as a benchmark for future decision making.

FIGURE 3-1. TRANSPORTATION VISION, GOALS, AND OBJECTIVES

VISION

The Town of Nolensville is a community with a multimodal transportation system of safe, reliable, and accessible streets, walkways, and bikeways that connects people efficiently to neighborhoods, businesses, schools, parks, and other local and regional destinations

GOALS AND OBJECTIVES

SAFETY

- Provide a transportation network that is safe and comfortable for users of all ages and abilities.
- Ensure local residential streets remain safe for walking and bicycling with lower traffic volumes and vehicle speeds.

CONNECTIVITY AND MOBILITY

- Build a connected street network to increase access to destinations throughout the Town.
- Provide walking and bicycling connections between neighborhoods, businesses, schools, parks, and other community destinations, especially for shorter trips.

MAINTENANCE AND COST EFFECTIVENESS

- Preserve and maintain transportation infrastructure in a state of good repair.
- Pursue state and federal grant opportunities to assist in developing Nolensville's multimodal transportation system.

HEALTH AND THE ENVIRONMENT

- Minimize increases in impervious surface area and address and mitigate stormwater runoff in all transportation projects.
- Limit impacts on natural and cultural resources, including the community's character, steep slopes, riparian habitats, and agricultural and forested lands.

LOCAL SUPPORT

- Prioritize projects that are consistent with local plans and have local support.



4

EXISTING CONDITIONS AND TRENDS

The community's vision, goals, and objectives establish a framework for evaluating the Town of Nolensville's existing and future transportation system. Before turning to the transportation system, it is important to consider the factors fueling change in Nolensville, namely population growth and land development.

4.1 DEMOGRAPHICS

Nolensville is located in northeastern Williamson County, approximately 18 miles south of downtown Nashville. The 2020 Census reported a Town population of 13,829, a 135.0% increase since 2010. Projected population and employment changes between 2017 and 2045 are shown in Figures 4-1 and 4-2. Nolensville is primarily a bedroom community, with 96.0% of the working population commuting elsewhere for work – nearly 90.0% to Davidson and Williamson Counties. Key employment destinations for commuters include downtown Nashville, Franklin, Cool Springs, and Smyrna. General employment and wage data are shown in Table 4-1 and highlight the relatively strong economic conditions in the Town.

TABLE 4-1. EMPLOYMENT AND WAGE TRENDS

	AVERAGE EMPLOYMENT RATE (2015-2019)	AVERAGE MEDIAN HOUSEHOLD INCOME (2015-2019)
NOLENSVILLE	73.5%	$134,740
STATE OF TN	61.0%	$53,320

SOURCE: U.S. CENSUS

FIGURE 4-1. PROJECTED POPULATION CHANGE, 2017-2045 (NASHVILLE AREA MPO)

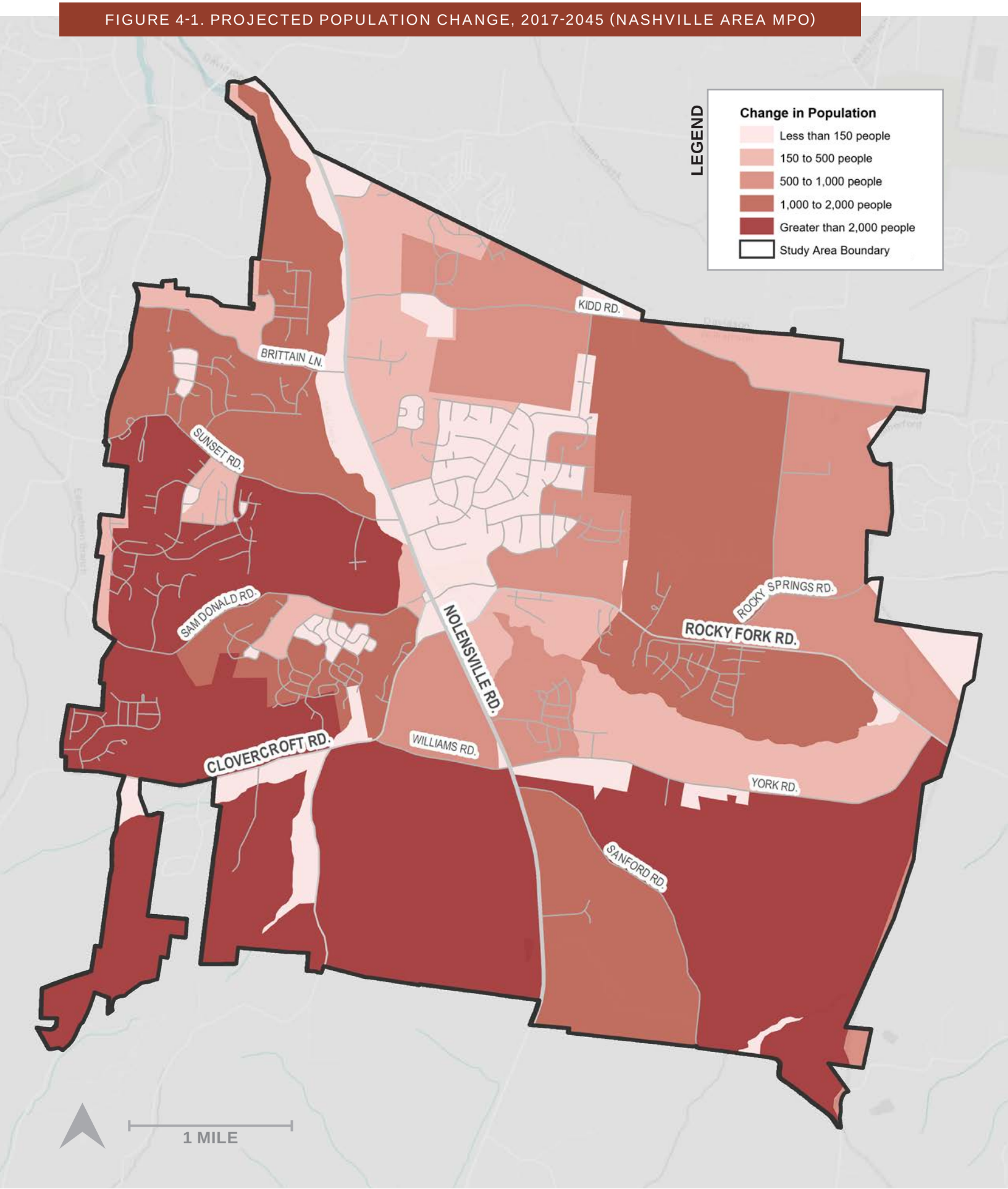
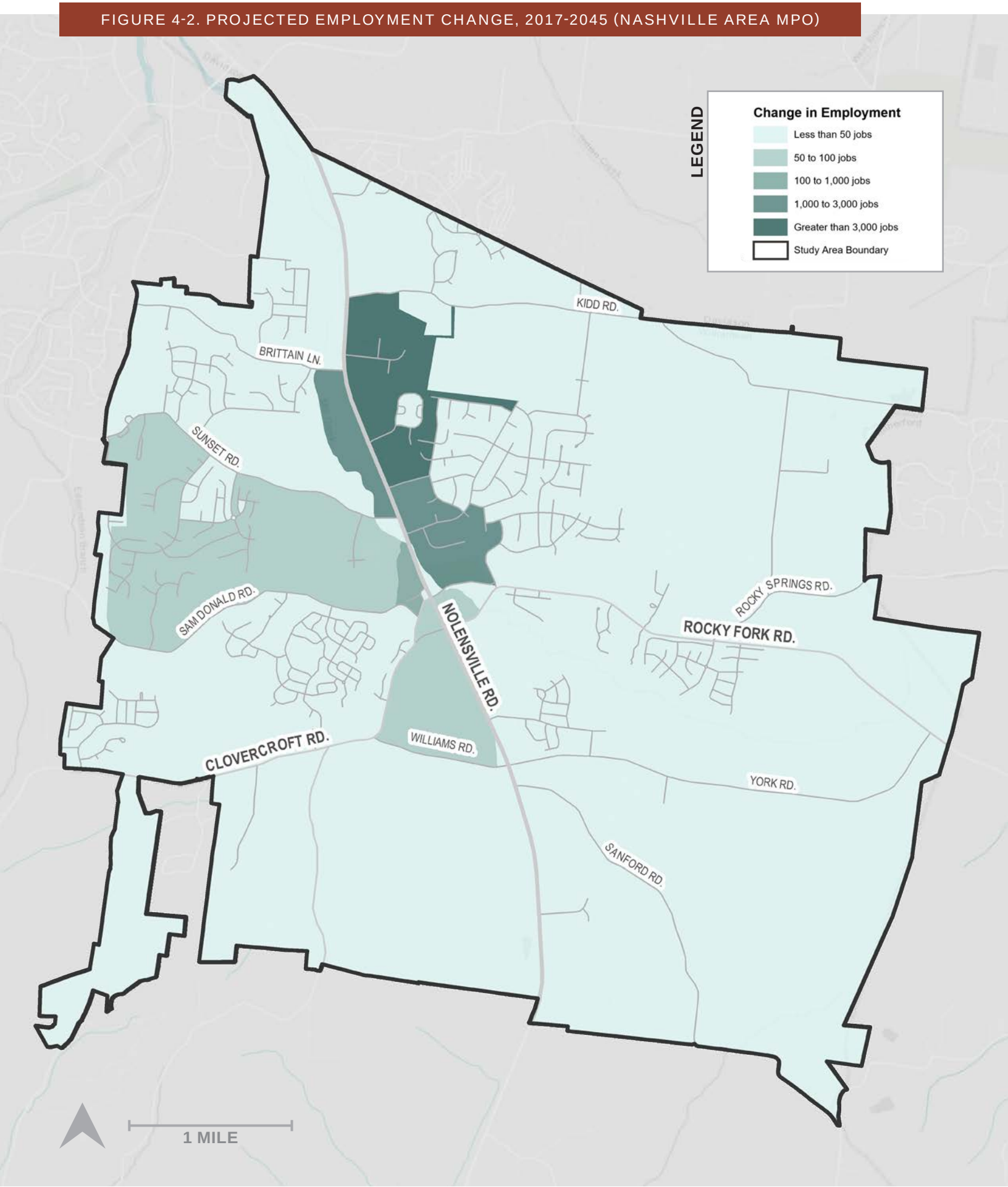


FIGURE 4-2. PROJECTED EMPLOYMENT CHANGE, 2017-2045 (NASHVILLE AREA MPO)



4.2. ZONING AND FUTURE LAND USE POLICY

Nolensville is predominantly residential, with 88.8% of the Town's acreage zoned for residential uses. The remainder of the Town is zoned for commercial (4.1%), village (3.2%), office industrial (2.4%), and public institutional (1.5%) uses. Existing zoning (Figure 4-3) reinforces Nolensville's largely residential character and future residential growth. In 2021, the Town of Nolensville's Planning Department initiated a zoning ordinance update, expected to be completed in 2022. Similarly, Nolensville's future land use policy plan (Figure 4-4) anticipates low medium density residential in undeveloped areas within the Town's current boundaries and mostly low density residential in areas extending to the urban growth boundary. Two special development policy areas – calling for master planned mixed residential and commercial development – are included in the future land use policy plan south of Clovercroft Road and Williams Road west of Nolensville Road and drive much of the projected growth captured in Figure 4-1.

4.3. ENVIRONMENTAL RESOURCES

In addition to its historic center and neighborhoods, Nolensville is perhaps best known as the headwaters for Mill Creek, a 27.9-mile-long tributary of the Cumberland River bisecting the Town. Mill Creek and its smaller tributaries crisscross the Town and help shape the community's distinctive character of rolling hills and wide floodplains. They also provide critical habitat for the endangered Nashville crayfish, *Faxonius shoupi*, which is the only federally protected crayfish in Tennessee, and the streamside salamander, *Ambystoma barbouri*. According to the U.S. Fish and Wildlife Service's Species Status Assessment Report for the Nashville crayfish, development pressures in Nolensville and along Mill Creek have the potential to further degrade water quality and threaten the Nashville crayfish. Mill Creek's floodway (Figure 4-5), the primary conveyance area of the creek's flood waters, occupies much of the land between Nolensville Road and Mill Creek north of Sunset Road. Stretching southwest from Sunset Road toward York Road, Mill Creek's floodplain, including the floodway and the area susceptible to a 100-year flood, is the primary landscape feature. Mill Creek's many tributaries also extend throughout and across Nolensville, with Bent Creek and its floodplain figuring prominently near Sam Donald Road and Old Clovercroft Road and reaching south of Clovercroft Road.

Four structures within the study area are listed on the National Register of Historic Places and include the Bank of Nolensville, the Sherwood Green House, the George W. Morton House, and Nolensville School. These sites are located along Nolensville Road and Rocky Fork Road. Public recreation areas are limited to Nolensville Park and the Gregory Park Soccer Field, located almost entirely within the Mill Creek floodplain east of Nolensville Road.

Steep slopes, in excess of a 15.0% change in elevation, are primarily located south of Williams Road as part of a ridge stretching east to west through the study area and along the western Study Area Boundary near Sam Donald Road and Clovercroft Road. Steep slopes are considered environmentally sensitive lands that are at greater risk of erosion if developed. Nolensville's zoning ordinance prohibits development on slopes 20.0% or greater, and for areas with slopes 15.0% or greater, 40.0% of the site must remain undeveloped.

FIGURE 4-3. TOWN OF NOLENSVILLE ZONING

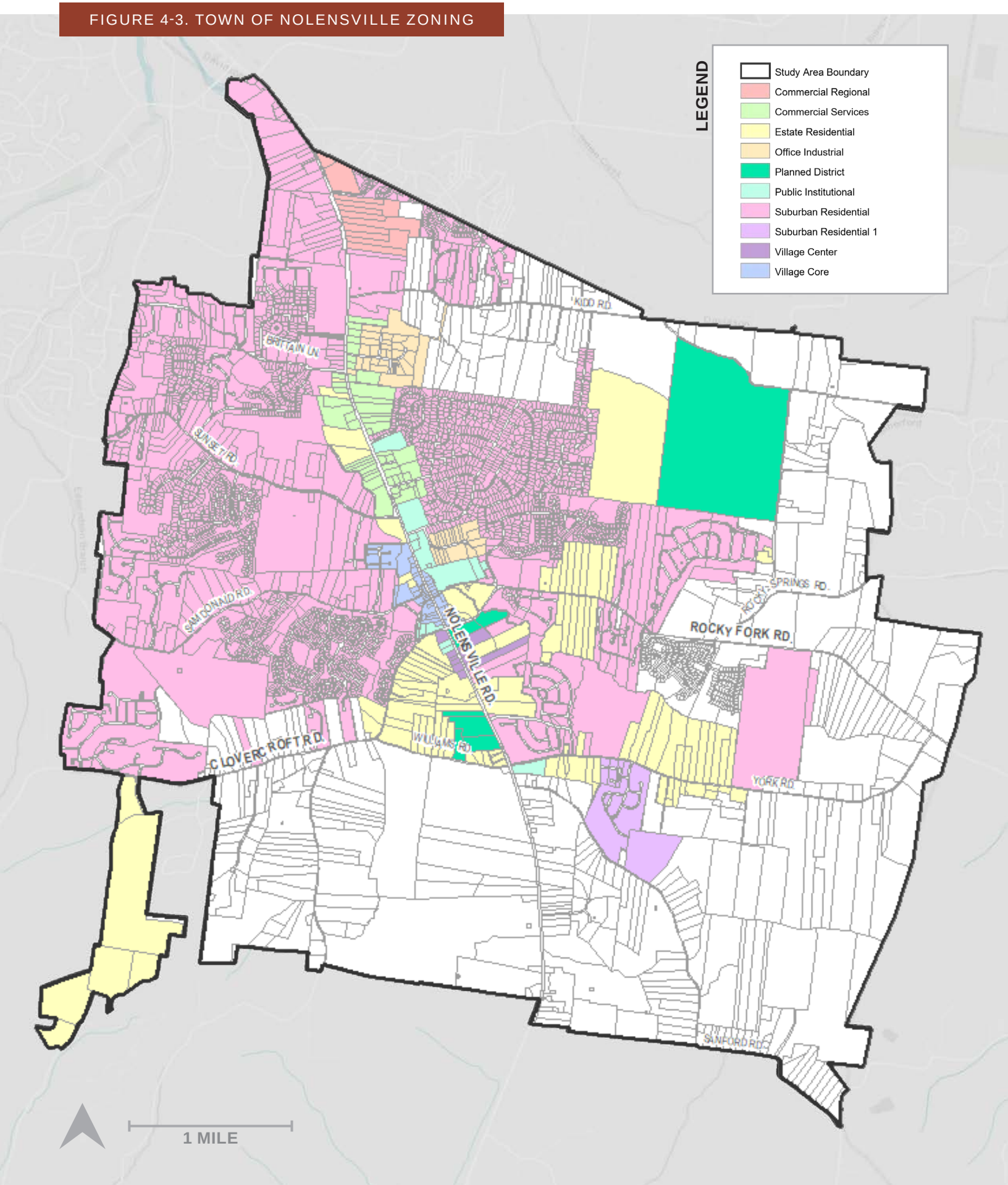


FIGURE 4-4. STUDY AREA: FUTURE LAND USE POLICY PLAN

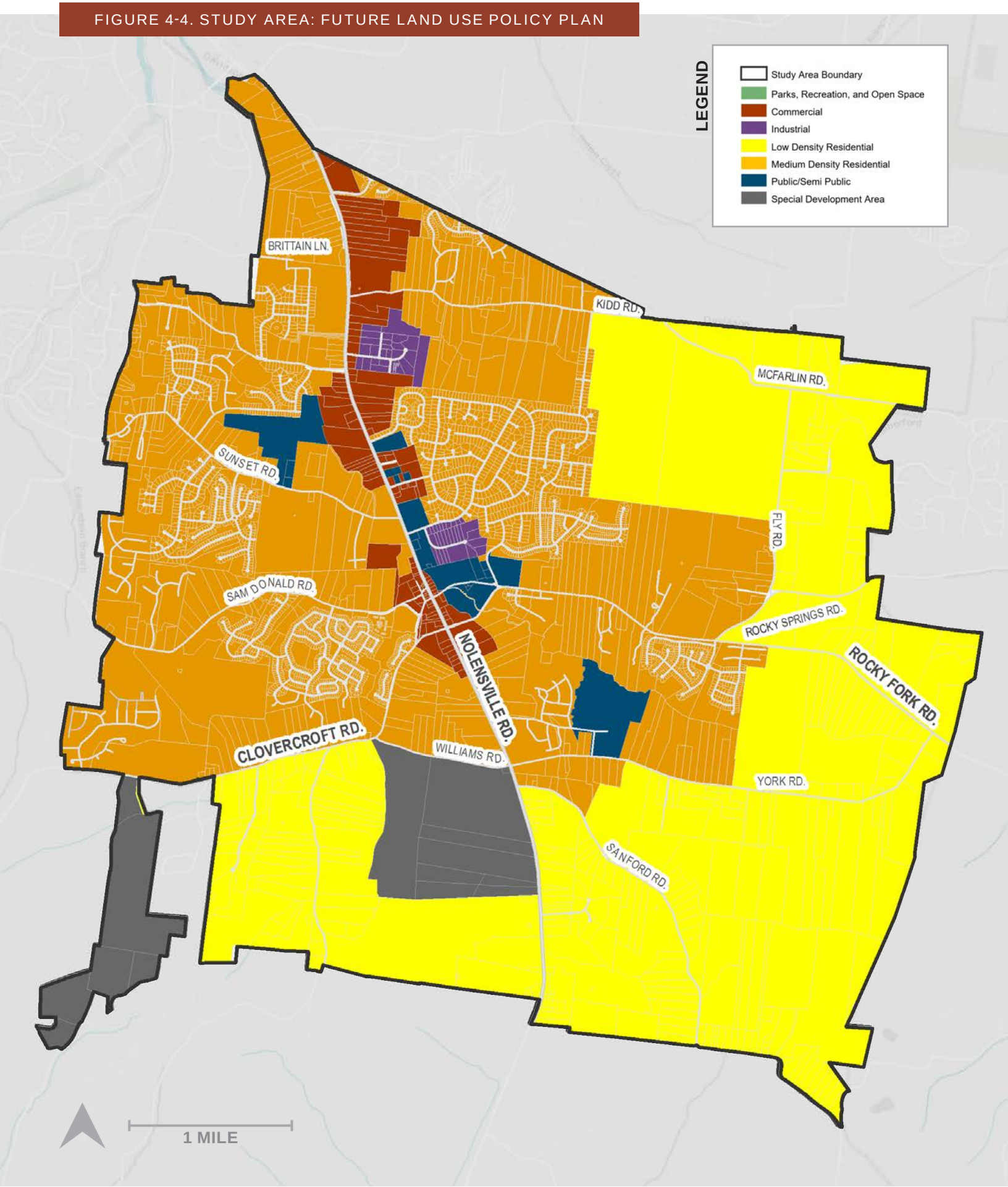
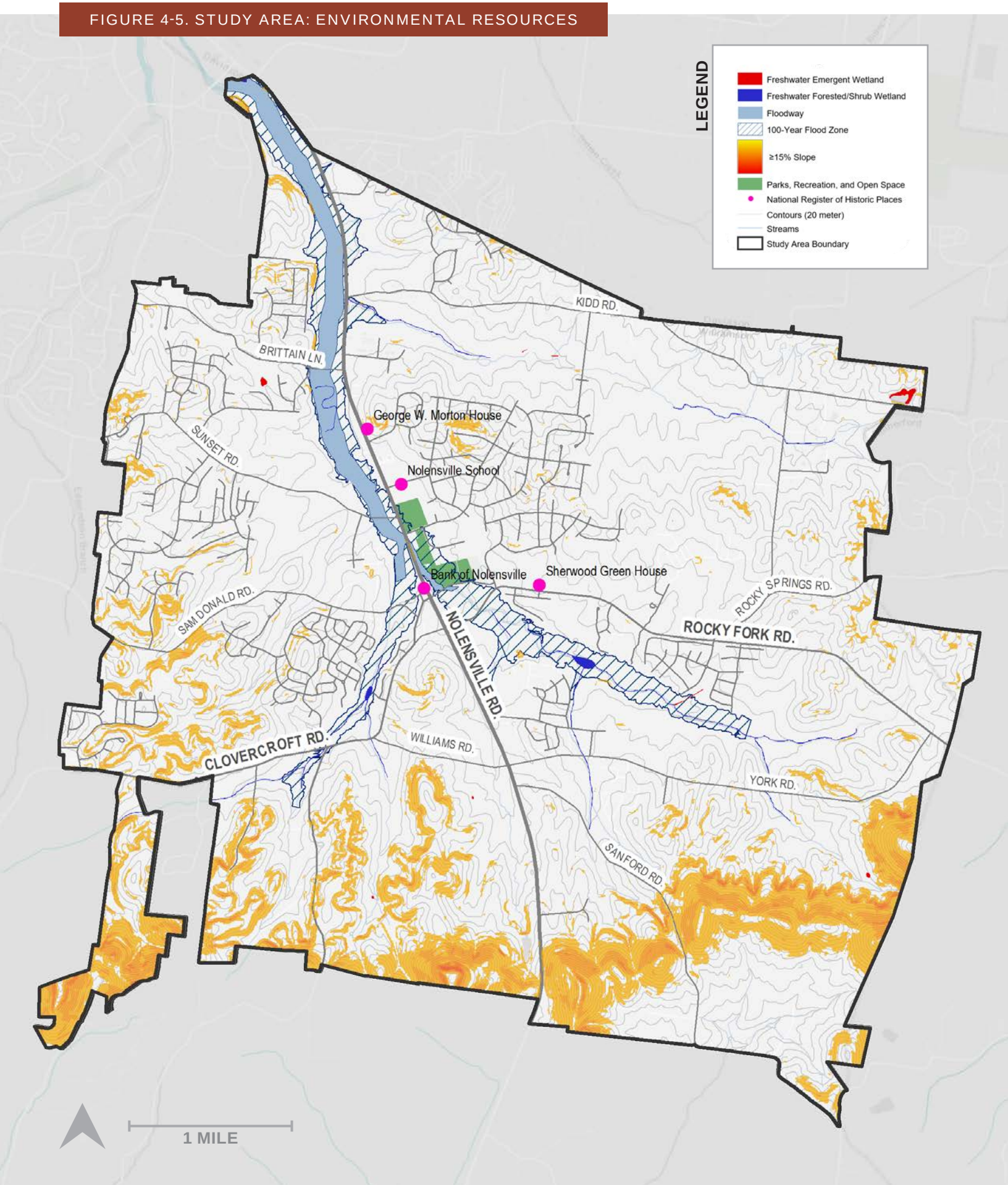


FIGURE 4-5. STUDY AREA: ENVIRONMENTAL RESOURCES



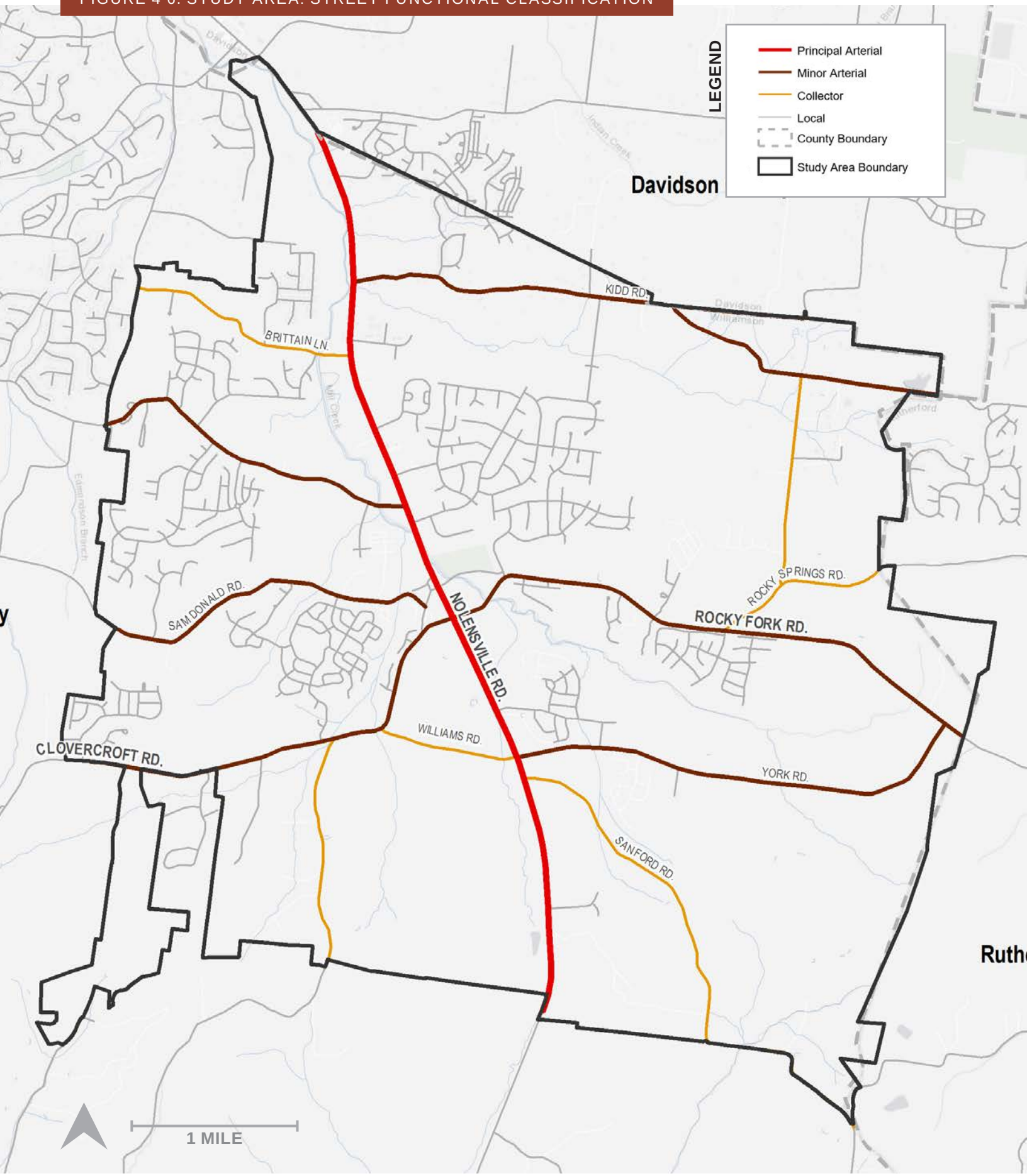


4.4. STREET NETWORK

The functional classification system for roadways defines the role individual streets play in the transportation network primarily for motor vehicles as well as the general parameters for street design, capacity, speed, and the relationship to adjacent land uses. Central to the functional classification system is the trade-off between mobility and access and where each street falls along that spectrum. Greater mobility typically implies less access to adjacent properties and a desire to support longer motor vehicle trips and higher traffic volumes more efficiently on the area's major roads. Conversely, local streets often involve frequent access to individual properties, lower traffic volumes, slower speeds, and shorter trips. While the functional classification system remains the predominant street categorization method at the federal, state, and local levels, increasingly, jurisdictions at all levels are adopting more context based classifications to reflect the full range of transportation users and built environments. Nolensville's current zoning update may describe new or additional contexts to consider. Figure 4-6 shows the existing functional classification system in Nolensville. The MTP addresses major arterials, minor arterials, and collectors, including future major streets.

In addition to mobility and access, there is an important trade-off between major street spacing and scale – or the width of streets. Closer spacing among arterials and collectors allows a community to reduce the scale of major streets, benefiting intersection operations, pedestrian activity, and community character. In Nolensville, the spacing of north-south major streets is limited largely to Nolensville Road with Burke Hollow Road, Fly Road, and Sanford Road currently serving smaller roles. Consequently, local streets, such as Stonebrook Boulevard, are used as alternate routes. East-west major streets are spaced between 0.5 and 1.0 mile west of Nolensville Road but are similarly limited east of Nolensville Road except for Rocky Fork Road and York Road.

FIGURE 4-6. STUDY AREA: STREET FUNCTIONAL CLASSIFICATION





4.5. TRAFFIC VOLUMES AND OPERATIONS

Average daily traffic (ADT) volumes range from 255 vehicles per day on Burke Hollow Road, a 2-lane collector, to 16,640 vehicles per day on Nolensville Road, a 2-lane major arterial, between Sunset Road and Clovercroft Road. The heaviest volumes along Nolensville Road and Rocky Fork Road occur during the morning peak period. Figure 4-7 reports existing and projected ADT volumes. Future traffic volumes are expected to nearly double or more than double on many of Nolensville's major streets over the next 20 years, including Nolensville Road. Other major streets forecasted to experience large increases in traffic are many of the east-west corridors at the Town's urban growth boundary, such as Clovercroft Road, Kidd/McFarlin Road, Rocky Fork Road, and Sunset Road.

Closely associated with the street functional classification system and traffic volumes is the concept of Level of Service or LOS. Level of Service compares motor vehicle travel demand or volume and motor vehicle street capacity to broadly describe traffic conditions and operations. A street's functional class and number of lanes define motor vehicle capacity, and LOS utilizes a letter grade system of A to F, where LOS A supports free flow conditions and LOS F represents the point at which demand exceeds capacity, to summarize conditions. LOS D (acceptable) and LOS E (congested) are generally recognized thresholds for less developed and more developed areas, respectively. Figures 4-8 and 4-9 report the study area's existing and projected levels of service during the morning peak period. Between 2017 and 2045, the percentage of major streets operating at LOS D or better, the more conservative threshold, will fall from 48.0% to 27.0%. Consistent with projected traffic volumes, deteriorating LOS is notable on several major streets south of Sam Donald Road and Rocky Fork Road. While LOS focuses only on street capacity and only one mode – motor vehicles, it does allow for a general assessment of existing and expected traffic conditions based on broad population and employment changes in the Study Area and the larger Nashville region.

FIGURE 4-7. STUDY AREA: EXISTING AND PROJECTED TRAFFIC VOLUMES, 2017 AND 2045 (NASHVILLE AREA MPO)

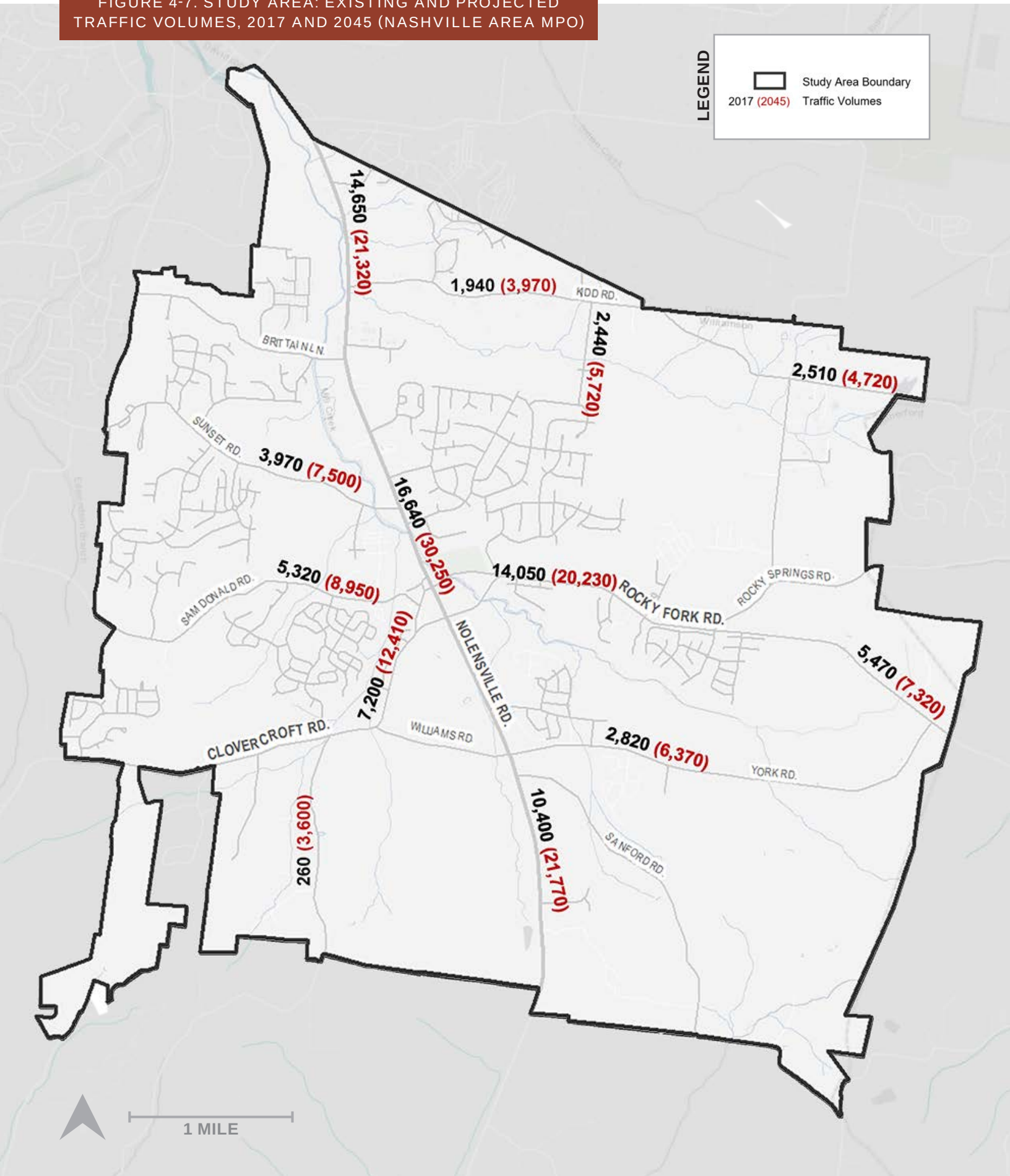


FIGURE 4-8. STUDY AREA: AM PEAK VEHICLE LEVEL OF SERVICE (LOS), 2017

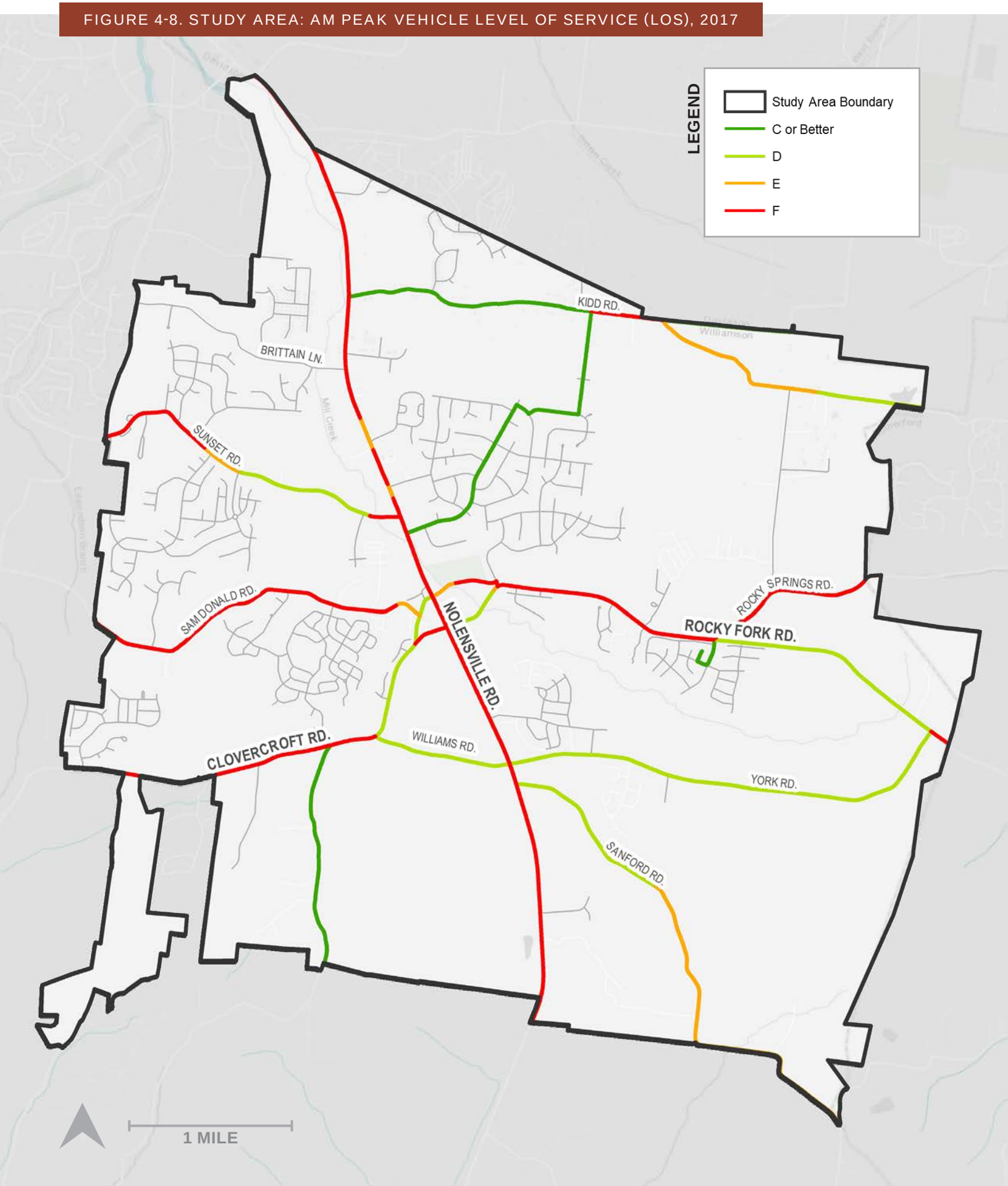
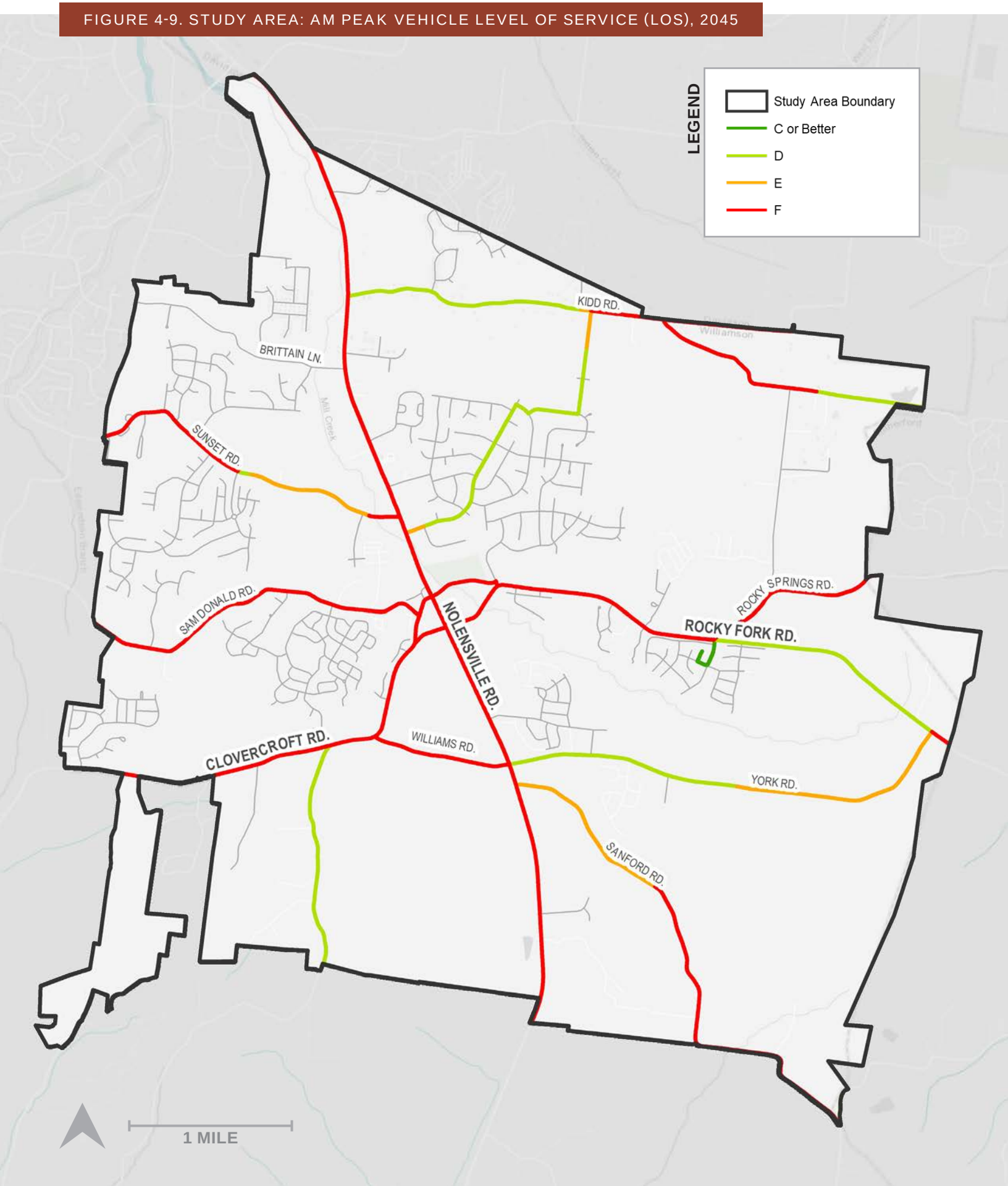


FIGURE 4-9. STUDY AREA: AM PEAK VEHICLE LEVEL OF SERVICE (LOS), 2045





4.6. VEHICLE CRASHES

Over a 5-year period between 2016 and 2020, 809 vehicle crashes occurred in the study area. Figure 4-10 maps the location and severity of these crashes, three of which resulted in a fatality and 10 of which resulted in a serious injury. Notably, crashes are concentrated on Nolensville Road at the Kidd Road, Sunset Road, Stonebrook Boulevard, Old Clovercroft Road/Nolensville Park Road, Clovercroft Road/Rocky Fork Road, and Williams Road/York Road intersections.

While crashes are concentrated at intersections on Nolensville Road, an analysis of crash types indicates that more than two-thirds of the crashes in Nolensville were either rear-end crashes (32.0%), typical of intersections, or no collision with vehicle crashes (35.0%), which often involve single vehicles leaving the roadway (Figure 4-11). For this latter type of crash, contributing causes can include both human factors, e.g., traveler behavior, and roadway factors, including access points, shoulder widths, and horizontal and vertical curvature typical of older roads in less developed areas.

FIGURE 4-10. STUDY AREA: VEHICLE CRASHES, 2016-2020

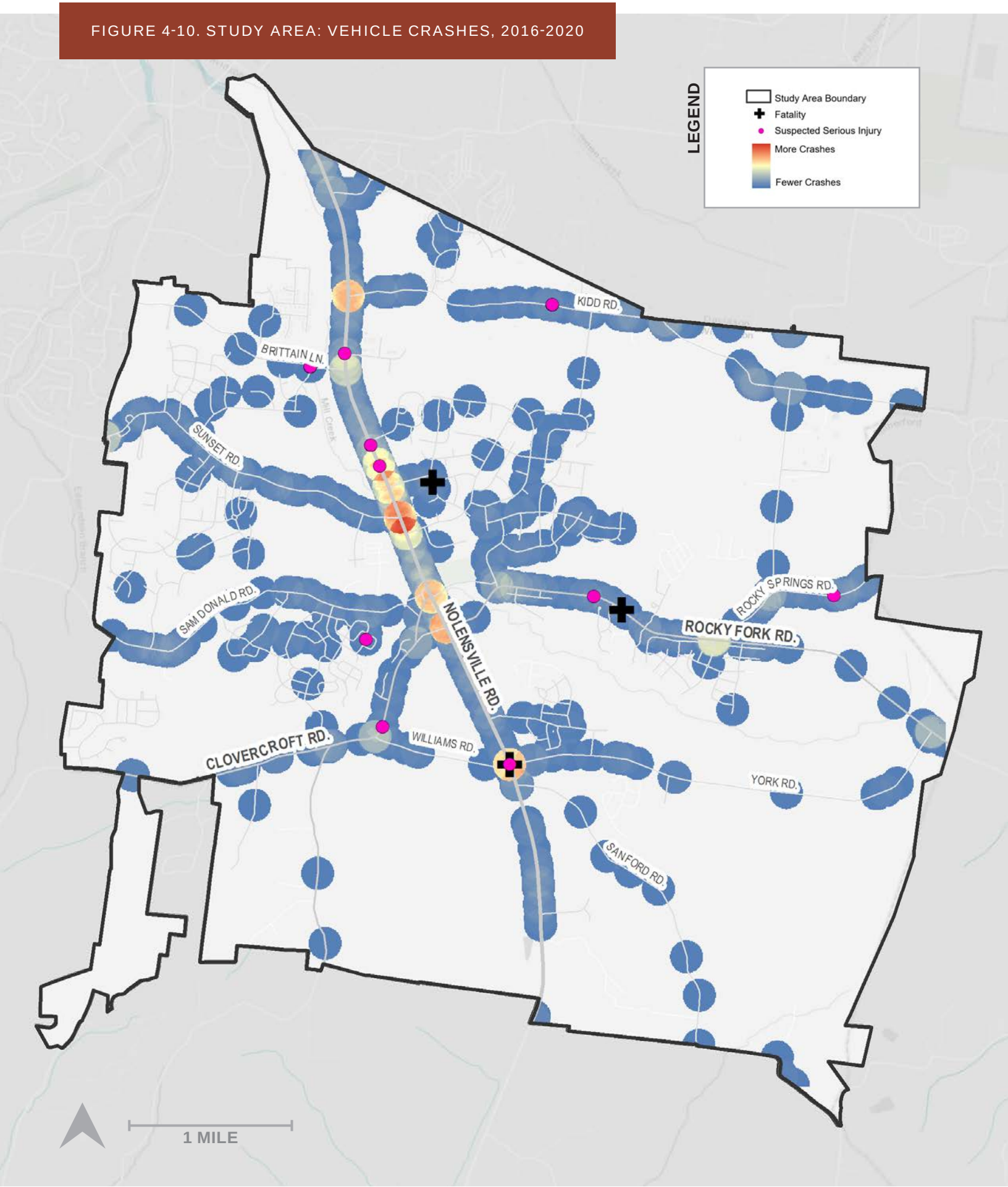
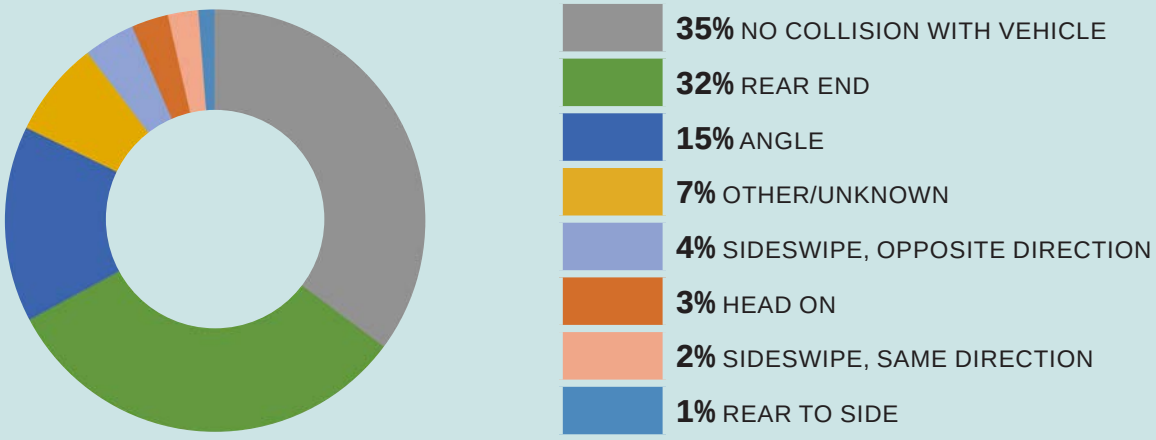


FIGURE 4-11. STUDY AREA: VEHICLE CRASH TYPES, 2016-2020



4.7. BICYCLE AND PEDESTRIAN NETWORKS

Nolensville's existing and growing network of neighborhood paths, sidewalks, and greenways (Figure 4-12) offers residents and visitors a number of ways to walk and bike in the community. Existing pedestrian facilities, however, are primarily located along local roads in residential subdivisions, limiting transportation options along major streets in the study area. Nolensville's existing greenway network lies mostly east of Nolensville Road and connects Mill Creek Elementary School, Mill Creek Middle School, Nolensville High School, Nolensville Elementary School, Nolensville Park, and the Williamson County Recreational Complex. Neighborhood paths and a sidepath along Sunset Road help extend both the sidewalk and greenway networks. Additionally, the Town's current Zoning Ordinance and Subdivision Regulations require sidewalks in several residential and commercial zoning districts as well as dedications for planned greenways, supporting the long-range buildout of walkways and bikeways in the community.

Similar to Level of Service for motor vehicles, Level of Traffic Stress (LTS) describes operating conditions or the experience of pedestrian and bicyclists on the street network using a scale of LTS 1 to LTS 4. Because they represent more comfortable or lower stress conditions for the majority of people, many communities set LTS 1 (e.g., most children) and LTS 2 (e.g., most adults) as the goal for their walkway and bikeway networks. LTS 1 and LTS 2 streets typically have lower posted speed limits, fewer traffic lanes, and dedicated walking and bicycling infrastructure. LTS 3 (e.g., experienced adults who interact with traffic but prefer dedicated bikeways and walkways) and LTS 4 (e.g., experienced adults who tolerate mixing with heavy or fast traffic) are generally assigned to higher speed roadways with a greater number of lanes. These roadways are considered high stress unless a shared use path and/or separated bikeway exists. In the study area, approximately 56% of streets have a pedestrian LTS score of 1 or 2 (Figure 4-13), and approximately 65% percent of streets have a bicycle LTS score of 1 or 2 (Figure 4-14). Comfortable LTS scores for both pedestrians and cyclists are found primarily on local streets within subdivisions. High-stress arterial and collector streets act as barriers to crosstown bicycle and pedestrian trips, as does a general lack of connectivity between neighborhoods on local streets.

FIGURE 4-12. STUDY AREA: EXISTING BICYCLE AND PEDESTRIAN NETWORKS

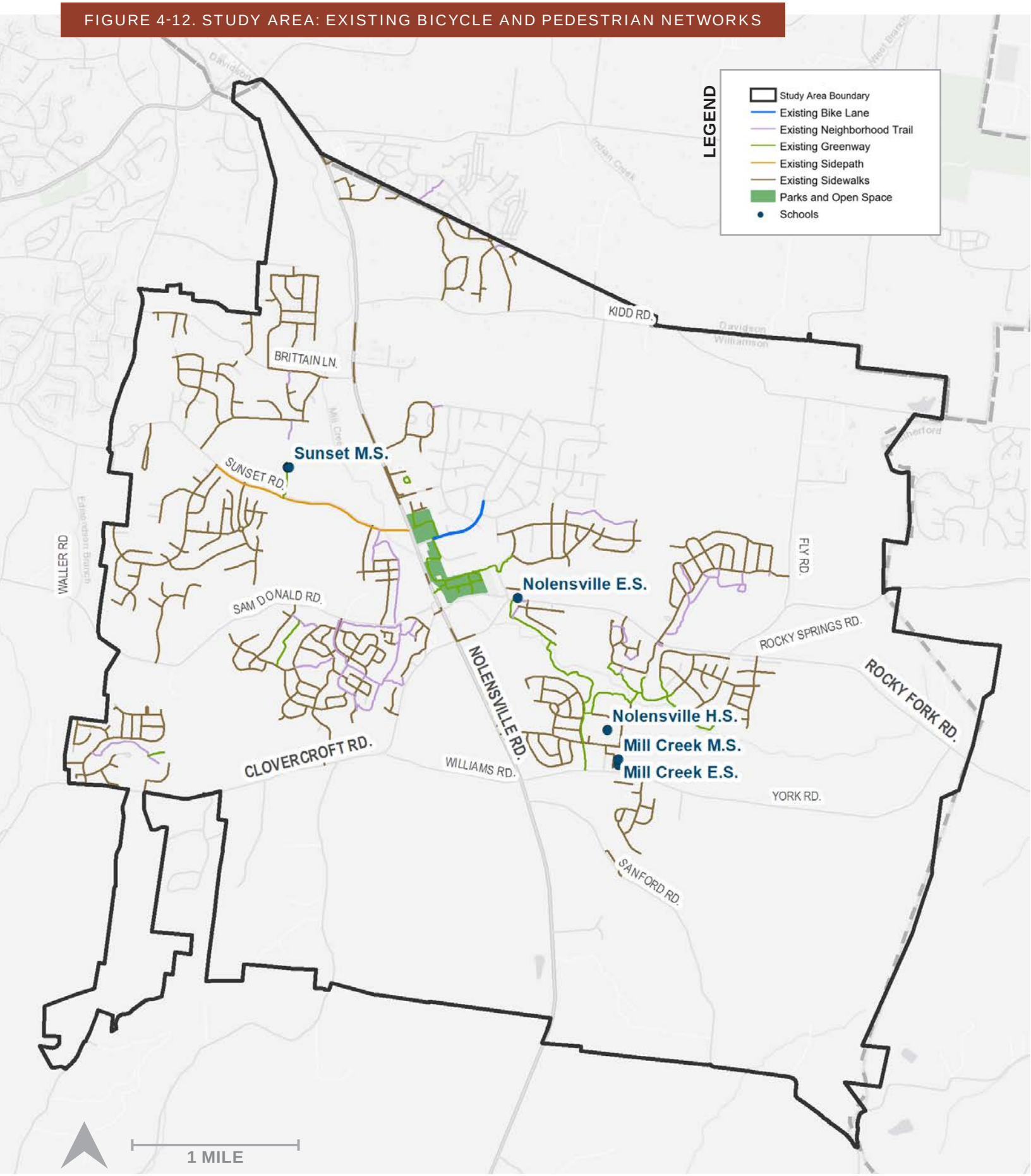


FIGURE 4-13. STUDY AREA: PEDESTRIAN LEVEL OF TRAFFIC STRESS (LTS)

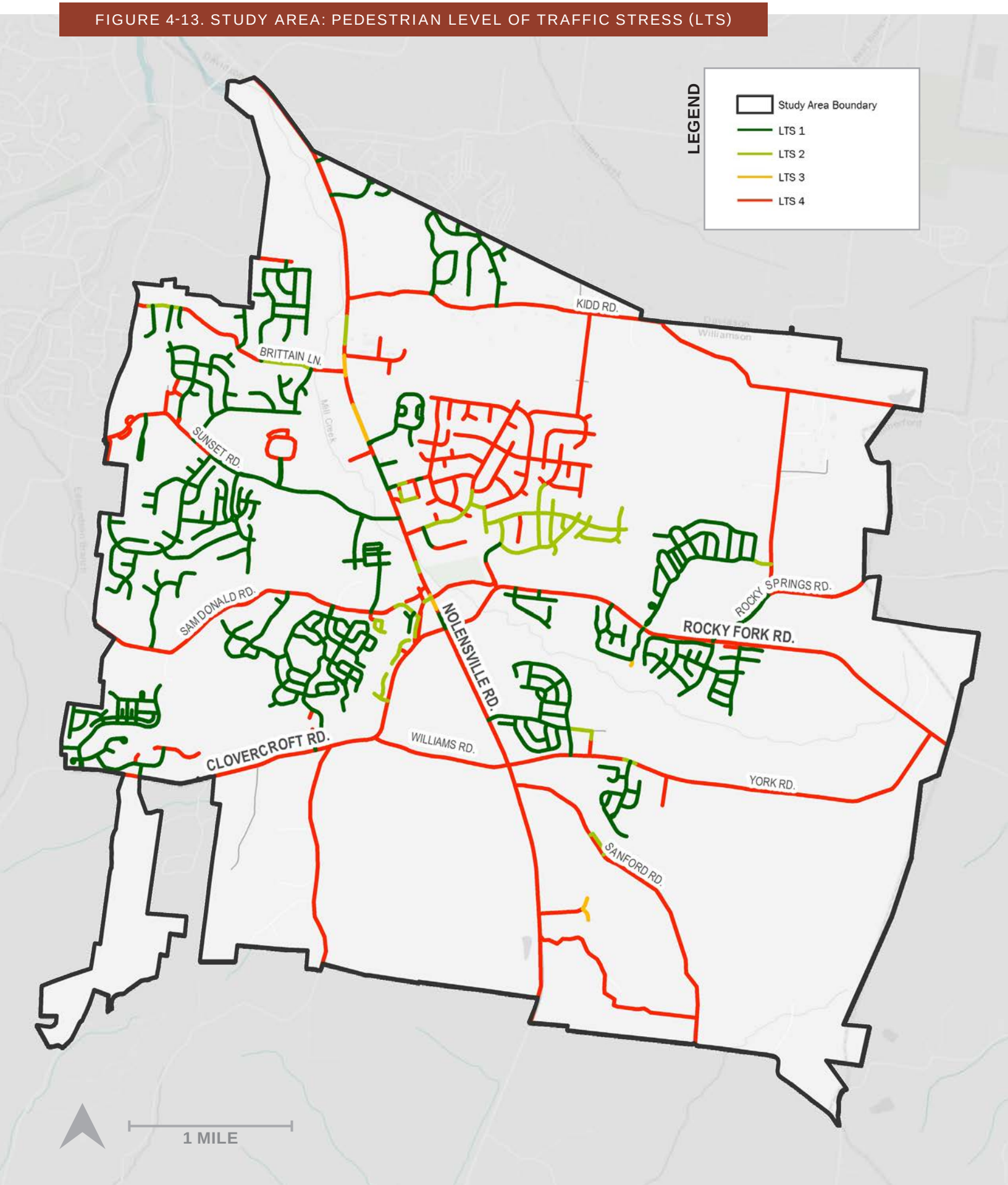
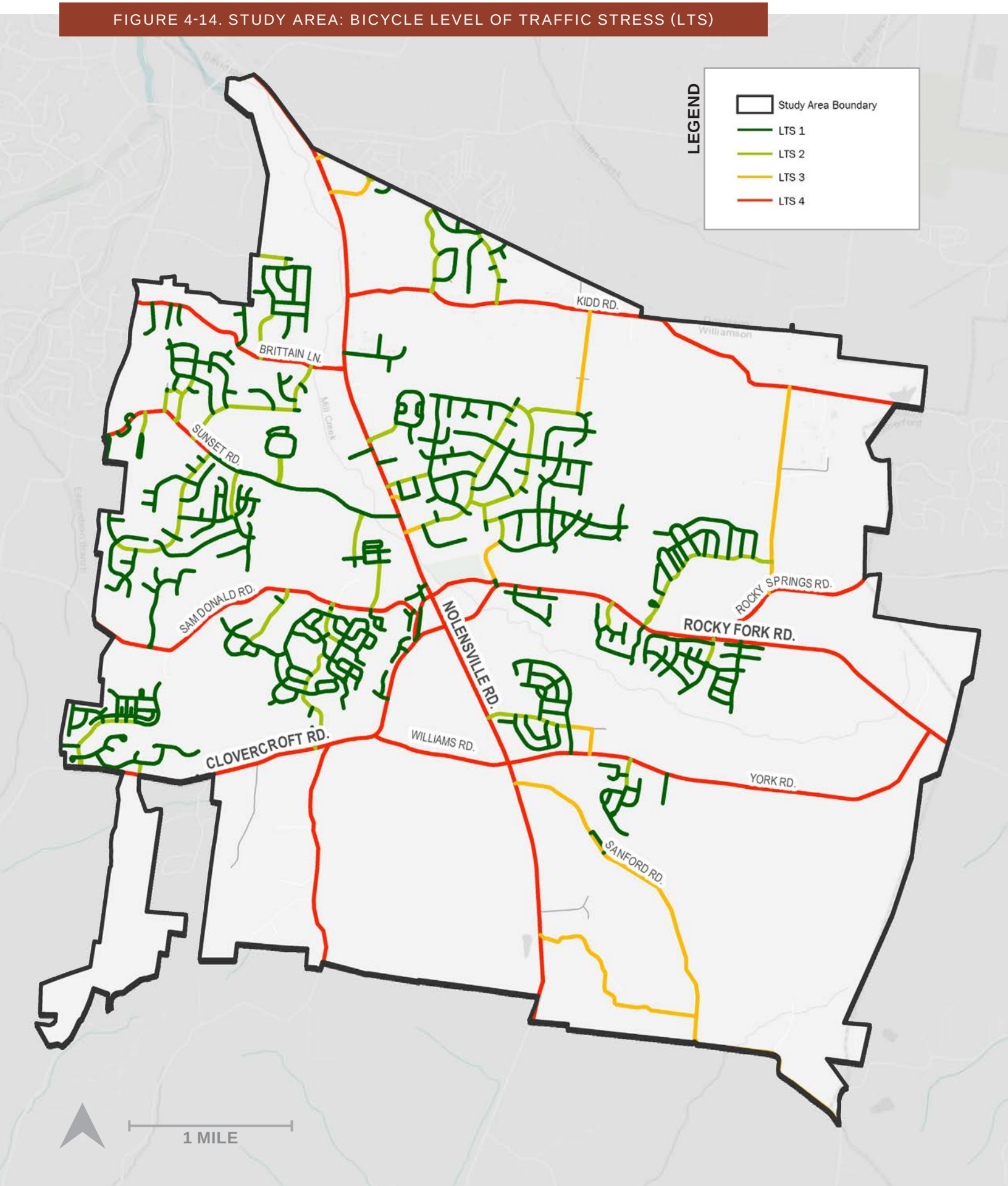


FIGURE 4-14. STUDY AREA: BICYCLE LEVEL OF TRAFFIC STRESS (LTS)



4.8. DEFICIENCIES AND NEEDS

The Town of Nolensville is a fast growing community centrally located in Middle Tennessee. Its central location approximately five to seven miles from Interstate 24 and Interstate 65, respectively, has allowed the community to retain much of its rural character while presenting local and regional transportation issues for its growing population. Building on the opportunities and challenges discussed during the community engagement process, the existing conditions and trends analysis highlighted the following existing transportation deficiencies and future needs. Table 4-2 summarizes existing and projected volumes and LOS for motor vehicles and existing LTS for bicyclists and pedestrians.

- Spacing of north-south major streets is limited largely to Nolensville Road with Burke Hollow Road, Fly Road, and Sanford Road currently serving smaller roles. East-west major streets are spaced between 0.5 and 1.0 mile west of Nolensville Road but are similarly limited east of Nolensville Road except for Rocky Fork Road and York Road.
- Future traffic volumes are expected to nearly double or more than double on many of Nolensville's major streets over the next 20 years, including Nolensville Road. Other major streets forecasted to experience large absolute increases in traffic are many of the east-west corridors at the Town's urban growth boundary, such as Clovercroft Road, Kidd/McFarlin Road, Rocky Fork Road, and Sunset Road.
- Between 2017 and 2045, the percentage of major streets operating at LOS D or better will fall from 48.0% to 27.0%. Consistent with projected traffic volumes and growth, deteriorating LOS is notable on several major streets south of Sam Donald Road and Rocky Fork Road in the study area.
- Between 2016 and 2020, 809 vehicle crashes occurred in the study area. Not surprisingly, crashes are concentrated at intersections on Nolensville Road between Kidd Road and Williams Road/York Road.
- While crashes are concentrated at intersections on Nolensville Road, an analysis of crash types indicates that 35.0% are no collision with vehicle crashes, which often involve single vehicles leaving the roadway. For this type of crash, contributing causes can include both human factors, e.g., traveler behavior, and roadway factors, including access points, shoulder widths, and horizontal and vertical curvature typical of older roads in less developed areas.
- Nolensville's existing and growing network of neighborhood paths, sidewalks, and greenways offers residents and visitors a number of ways to walk and bike in the community. Existing pedestrian facilities, however, are primarily located along local roads in residential subdivisions, limiting transportation options along major streets.
- Comfortable LTS scores for both pedestrians and cyclists are found primarily on local streets within subdivisions. High-stress arterial and collector streets act as barriers to crosstown bicycle and pedestrian trips, as does a general lack of connectivity between neighborhoods on local streets.

TABLE 4-2. STUDY AREA: DEFICIENCIES AND NEEDS SUMMARY

Streets	From	To	Functional Class	ADT (2017)	ADT (2045)	AM LOS (2017/ 2045)	Bike/Ped LTS
Brittain Lane	Western Study Area Boundary	Nolensville Road	Collector	N/A	N/A	N/A	N/A
Burke Hollow Road	Clovercroft Road	Southern Study Area Boundary	Collector	255	3,595	C / D	4
Clovercroft Road	Western Study Area Boundary	Williams Road	Minor Arterial	9,333	15,820	F / F	4
Clovercroft Road	Williams Road	Old Clovercroft Road	Minor Arterial	7,202	12,413	D / F	4
Clovercroft Road	Old Clovercroft Road	Nolensville Road	Minor Arterial	7,666	12,008	F / F	4
Fly Road	Rocky Springs Road	McFarlin Road	Collector	N/A	N/A	N/A	4
Kidd/McFarlin Road	Nolensville Road	Baronswood Drive	Minor Arterial	1,940	3,972	C / D	4
Kidd/McFarlin Road	Baronswood Drive	McFarlin Road	Minor Arterial	4,375	9,687	F / F	4
Kidd/McFarlin Road	McFarlin Road	East of Fly Road	Minor Arterial	2,508	4,720	E / F	4
Kidd/McFarlin Road	East of Fly Road	Eastern Study Area Boundary	Minor Arterial	2,508	4,720	D / D	4
Rocky Fork Road	Nolensville Road	Newsom Lane	Minor Arterial	7,772	12,532	D / F	4
Rocky Fork Road	Newsom Lane	Rocky Springs Road	Minor Arterial	14,050	20,025	F / F	4
Rocky Fork Road	Rocky Springs Road	York Road	Minor Arterial	5,465	7,323	D / D	4
Rocky Fork Road	York Road	Eastern Study Area Boundary	Minor Arterial	8,850	14,946	F / F	4
Rocky Springs Road	Rocky Fork Road	Eastern Study Area Boundary	Collector	7,975	11,308	F / F	4
Sam Donald Road	Western Study Area Boundary	Brooksbank Drive	Minor Arterial	5,316	8,946	F / F	4
Sam Donald Road	Brooksbank Drive	Old Clovercroft	Minor Arterial	5,316	8,946	F / F	4
Sanford Road	Nolensville Road	McCannless Road	Collector	2,306	4,369	E / F	4
Sunset Road	Western Study Area Boundary	Benington Place	Minor Arterial	4,989	11,081	F / F	4
Sunset Road	Benington Place	Briarcliff Drive	Minor Arterial	4,989	7,501	E / F	1
Sunset Road	Briarcliff Drive	Madison Mill Drive	Minor Arterial	3,971	7,501	D / E	1
Sunset Road	Madison Mill Drive	Nolensville Road	Minor Arterial	3,971	7,501	F / F	1
Nolensville Road	Northern Study Area Boundary	Sunset Road	Major Arterial	13,528	28,121	F / F	4
Nolensville Road	Sunset Road	Clovercroft Road	Major Arterial	16,641	30,246	F / F	4
Nolensville Road	Clovercroft Road	Williams Road	Major Arterial	12,102	23,033	F / F	4
Nolensville Road	Williams Road	Southern Study Area Boundary	Major Arterial	12,705	26,141	F / F	4
Williams Road	Clovercroft Road	Nolensville Road	Collector	2,689	9,473	D / F	4
York Road	Nolensville Road	Batey Road	Minor Arterial	2,816	6,369	D / E	4
York Road	Batey Road	Rocky Fork Road	Minor Arterial	2,816	6,369	D / D	4



5

RECOMMENDED NETWORKS

The Town of Nolensville's transportation vision, goals, and objectives emphasize safety, mobility, connectivity, and community character and provide the basis for addressing the deficiencies and needs identified during the community engagement process and in the existing conditions and trends analysis. It is important to underscore, however, that the identified deficiencies and needs reflect existing conditions and, in the case of projected traffic volumes, a future planning horizon year of 2045 shaped by population and employment estimates. As Nolensville experiences additional growth, the Town will face new and unexpected opportunities and challenges that will test some of the plan's assumptions, and it will be necessary to revisit the MTP's recommended major street, bicycle, and pedestrian networks through the Town's established planning and development review processes and adjust the transportation networks as needed.

5.1 RECOMMENDED MAJOR STREET NETWORK

The recommended major street network (Figure 5-1) builds on the 2017 MTP and subsequent community discussions in 2019, combining many of the safety, mobility, and connectivity improvements proposed in those two planning initiatives. Recommendations carried forward from the 2017 MTP include:

- **SAFETY:** Improve 2-lane typical cross section (e.g., shoulder width, lane width)
  - Brittain Lane
  - Burke Hollow Road
  - Fly Road
  - Rocky Springs Road
  - Sanford Road
- **MOBILITY:** Widen to 3 lanes and improve intersection capacities
  - Clovercroft Road
  - Kidd/McFarlin Road
  - Rocky Fork Road
  - Sam Donald Road
  - Sunset Road
  - Williams Road
  - York Road

To substantially improve major street spacing and transportation options in Nolensville, the MTP adds a series of new collectors to the recommended network. The MTP anticipates that many of these new collectors will be funded and constructed concurrently with adjacent private development. Table 5-1 provides a complete list of all recommended major street improvements including planning level cost estimates utilizing TDOT's cost estimating tool. Cost estimates were developed for the following six improvement types recommended in the MTP and applied on a cost per mile basis:

- Widen to 3 lanes, sidepath only (ditch/shoulder);
- Widen to 3 lanes, sidepath (ditch/shoulder) and sidewalk (curb/gutter);
- Widen to 3 lanes, sidepath (curb/gutter) and sidewalk (curb/gutter);
- New 2-lane road, sidepath only (ditch/shoulder);
- New 2-lane road, sidepath (curb/gutter) and sidewalk (curb/gutter); and
- Improved 2-lane road (safety improvements/widen shoulders).

The cost estimates assume overhead distribution lines and underground water, gas, communications, and sewer lines are present and will require relocation for existing roadways. Right-of-way (ROW) acquisition was calculated by multiplying the average land value per area (based on data from the Town of Nolensville Online Interactive Zoning and GIS Data website) along the roadways identified for improvement by the area of ROW to be acquired per mile per improvement type. The 3-lane improvements assume a ROW of 72 feet and 2-lane improvements assume a ROW of 60 feet. A factor of two was applied to conservatively account for rapidly increasing property values in the region. Separate average land values were used for parcels within the Town and for parcels in the UGB. Finally, bridge widenings were factored into individual improvements to account for the proposed number of lanes on Rocky Fork Road, Sam Donald Road, Williams Road, and York Road.

In addition to the roadway improvements, a number of intersections issues were identified through the stakeholder engagement process. These intersections, listed below, should be analyzed for potential changes to traffic operations, reconfiguration to roundabouts, or necessary geometric improvements to improve operational efficiency:

- Rocky Fork at Newsome Lane;
- Nolensville Road at Sunset Road;
- Nolensville Road at Williams Road/York Road; and
- Clovercroft Road at Old Clovercroft Road.

With implementation of the recommended improvements, daily operation of Nolensville's roadways are largely acceptable with most major facilities operating at LOS D or better as shown in Figure 5-2. Primary exceptions are portions of Nolensville Road, Clovercroft Road, and Rocky Fork Road. During the AM peak, however, levels of service will continue to deteriorate in Nolensville with many of the Town's major roadways operating at LOS E or F in 2045 as shown in Figure 5-3. Despite poor LOS, additional connectivity afforded by many of the proposed projects will provide alternative routes for residents thereby dispersing traffic throughout the Town during peak hours. A detailed comparison of network performance on major roadways is provided in Table 5-2.

FIGURE 5-1. RECOMMENDED MAJOR STREET NETWORK

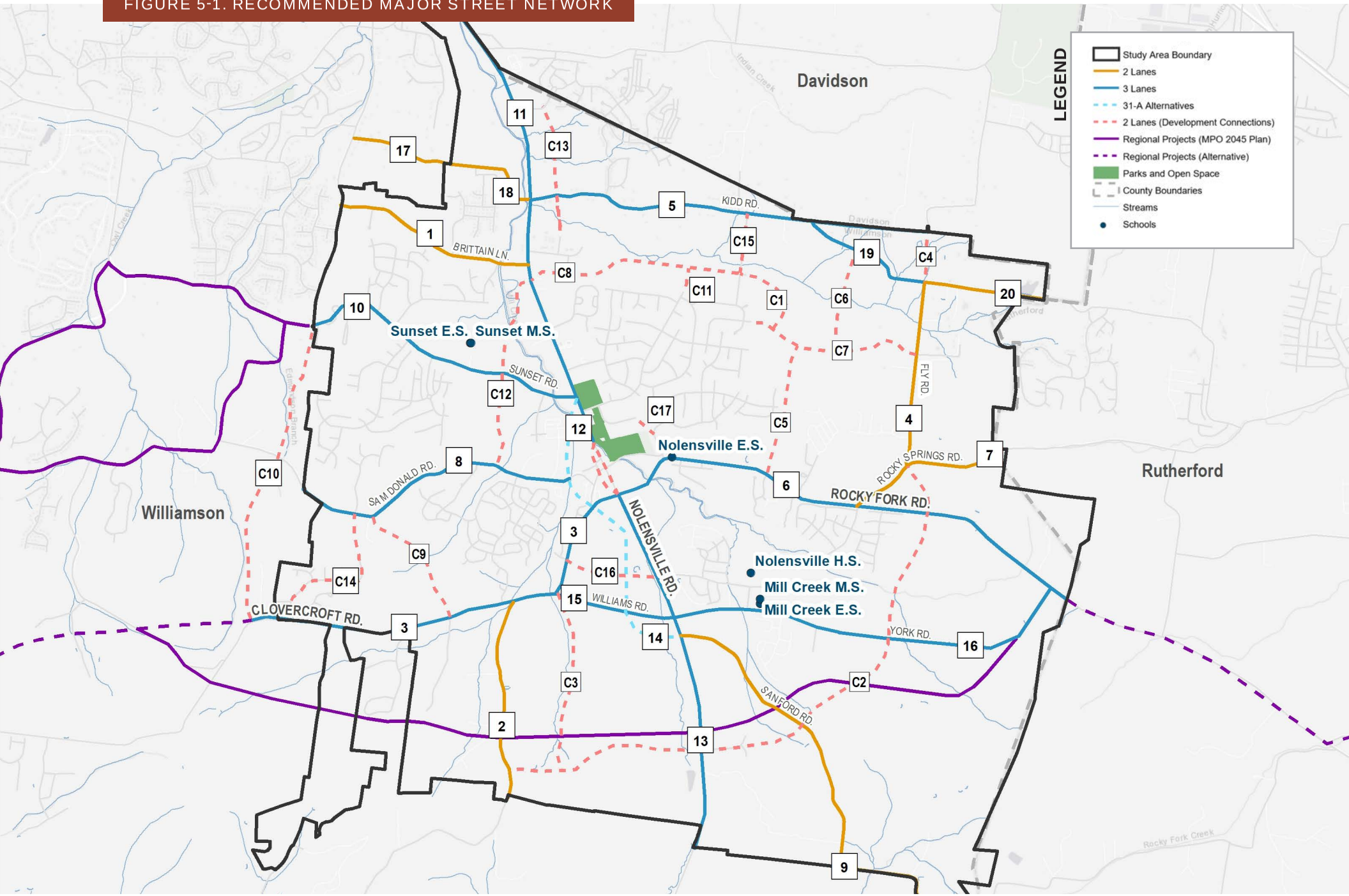


TABLE 5-1. RECOMMENDED MAJOR STREET NETWORK IMPROVEMENTS

	ID	Street	Project Description	From	To	Functional Classification	Total Length (Miles)	Planning Level Cost Estimate
ROADWAY IMPROVEMENTS	1	Brittain Lane/Maxwell Lane	Construct improved 2-lane typical section	Western Study Area Boundary	Nolensville Road	Collector	1.33	$8,340,000
	2	Burke Hollow Road	Construct improved 2-lane typical section	Clovercroft Road	Southern Study Area Boundary	Collector	1.33	$8,980,000
	3	Clovercroft Road	Widen to 3-lane typical section	Western Study Area Boundary	Nolensville Road	Minor Arterial	2.80	$27,970,000
	4	Fly Road	Construct improved 2-lane typical section	Rocky Springs Road	McFarlin Road	Collector	1.19	$7,460,000
	5	Kidd/Battle Road	Widen to 3 lane typical section	Nolensville Road	Eastern Study Area Boundary	Minor Arterial	2.59	$25,510,000
	6	Rocky Fork Road	Widen to 3 lane typical section	Nolensville Road	Eastern Study Area Boundary	Minor Arterial	3.24	$33,620,000
	7	Rocky Springs Road	Construct improved 2-lane typical section	Rocky Fork Road	Eastern Study Area Boundary	Collector	1.00	$6,770,000
	8	Sam Donald Road	Widen to 3-lane typical section	Western Study Area Boundary	Old Clovercroft	Minor Arterial	1.90	$19,760,000
	9	Sanford Road	Construct improved 2-lane typical section	Nolensville Road	McCannless Road	Collector	3.06	$20,650,000
	10	Sunset Road	Widen to 3-lane typical section	Western Study Area Boundary	Benington Place	Minor Arterial	1.92	$19,160,000
	11	Nolensville Road	Widen to 3-lane typical section	Northern Study Area Boundary	Sunset Road	Major Arterial	3.04	$30,390,000
	12*	Nolensville Road	To be determined	Sunset Road	Clovercroft Road	Major Arterial		$-
	13	Nolensville Road	Widen to 3-lane typical section	Clovercroft Road	Southern Study Area Boundary	Major Arterial	2.37	$23,360,000
	14*	Nolensville Road Bypass	To be detemined	Sunset Road	Clovercroft Road	Major Arterial		$-
	15	Williams Road	Widen to 3-lane typical section	Clovercroft Road	Nolensville Road	Collector	0.78	$8,110,000
	16	York Road	Widen to 3-lane typical section	Nolensville Road	Rocky Fork Road	Minor Arterial	2.63	$26,470,000
	17	Maupin Road	Construct improved 2-lane typical section	Waller Road	Nolensville Road	Collector	0.99	$6,530,000
	18	Maupin Road (new)	Extend Maupin to Nolensville Road	Waller Road	Nolensville Road	Collector	0.31	$3,830,000
	19	McFarlin Road	Widen to 3-lane typical section	Kidd Road	Fly Road	Minor Arterial	0.87	$8,720,000
	20	McFarlin Road	Construct improved 2-lane typical section	Fly Road	Eastern Study Area Boundary	Minor Arterial	0.77	$5,210,000
DEVELOPMENT CONNECTIONS	C1	Baronswood Connector	Construct new 2-lane collector	Baronswood Drive	Mer Rouge Extension	Collector	0.56	$6,910,000
	C2	Burke/Fly Bypass Connector	Construct new 2-lane collector	Burke Hollow Road	Fly Road	Collector	3.99	$43,870,000
	C3	Clovercroft Road Extension	Construct new 2-lane collector	Clovercroft Road/Williams Road	Burke/Fly Bypass Connector	Collector	1.18	$12,460,000
	C4	Battle Road Connector	Construct new 2-lane collector	Battle Road	McFarlin Road	Collector	0.33	$3,500,000
	C5	Kirkpark Extension	Construct new 2-lane collector	Kirkpark Court	Mer Rouge Extension	Collector	0.86	$10,620,000
	C6	McFarlin Road Connector	Construct new 2-lane collector	McFarlin Road	Mer Rouge Extension	Collector	0.67	$8,310,000
	C7	Mer Rouge Extension	Construct new 2-lane collector	Baronswood Connector	Fly Road	Collector	1.16	$14,370,000
	C8	Nolensville Road to Baronswood Connector	Construct new 2-lane collector	Nolensville Road	Baronswood Drive	Collector	1.38	$15,360,000
	C9	Sam Donald Road to Clovercroft Road	Construct new 2-lane collector	East of Brooksbank Drive	Artesian Drive	Collector	0.86	$10,610,000
	C10	South Waller Road Connector	Construct new 2-lane collector	Waller Road	Clovercroft Road	Collector	2.01	$21,270,000
	C11	Stonebrook Boulevard Extension	Construct new 2-lane collector	Stonebrook Boulevard	Baronswood Connector	Local	0.16	$1,960,000
	C12	Sunset Road Connector	Construct new 2-lane collector	Nolensville Road	Sam Donald Road	Collector	1.28	$15,880,000
	C13	Burkitt to Haley Connector	Construct new 2-lane collector	Burkitt Place Drive	Haley Industrial Drive	Local	1.05	$13,040,000
	C14	Scales Homestead Connector	Construct new 2-lane collector	Sam Donald Road	Clovercroft Road	Collector	1.08	$13,370,000
	C15	Kidd to Baronswood Drive Connector	Construct new 2-lane collector	Kidd Road	Baronswood Connector	Collector	0.38	$4,390,000
	C16	Summerlyn Connector	Construct new 2-lane collector	Dante Ranch Lane	Summerlyn Drive	Collector	0.60	$7,410,000
	C17	Johnson Industrial to Rocky Fork Connector	Construct new 2-lane collector	Johnson Industrial Boulevard	Rocky Fork Connector	Collector	0.16	$1,980,000

**These projects have been identified as needed improvements. Additional coordination and analysis regarding preferred alignment, cross-section, and timeline for implementation is needed.*

FIGURE 5-2. STUDY AREA: DAILY VEHICLE LEVEL OF SERVICE (LOS), 2045 BUILD

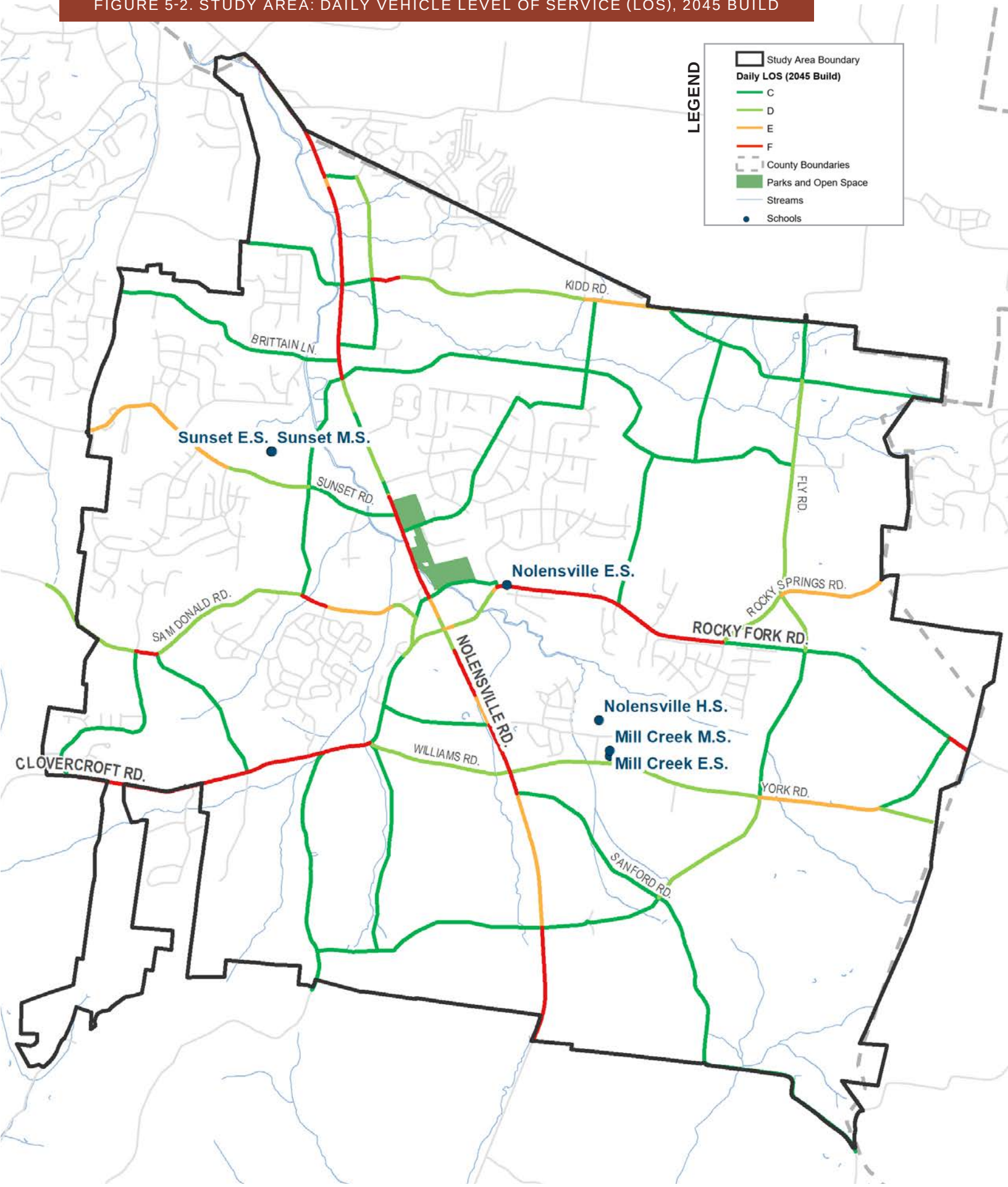


FIGURE 5-3. STUDY AREA: AM PEAK VEHICLE LEVEL OF SERVICE (LOS), 2045 BUILD

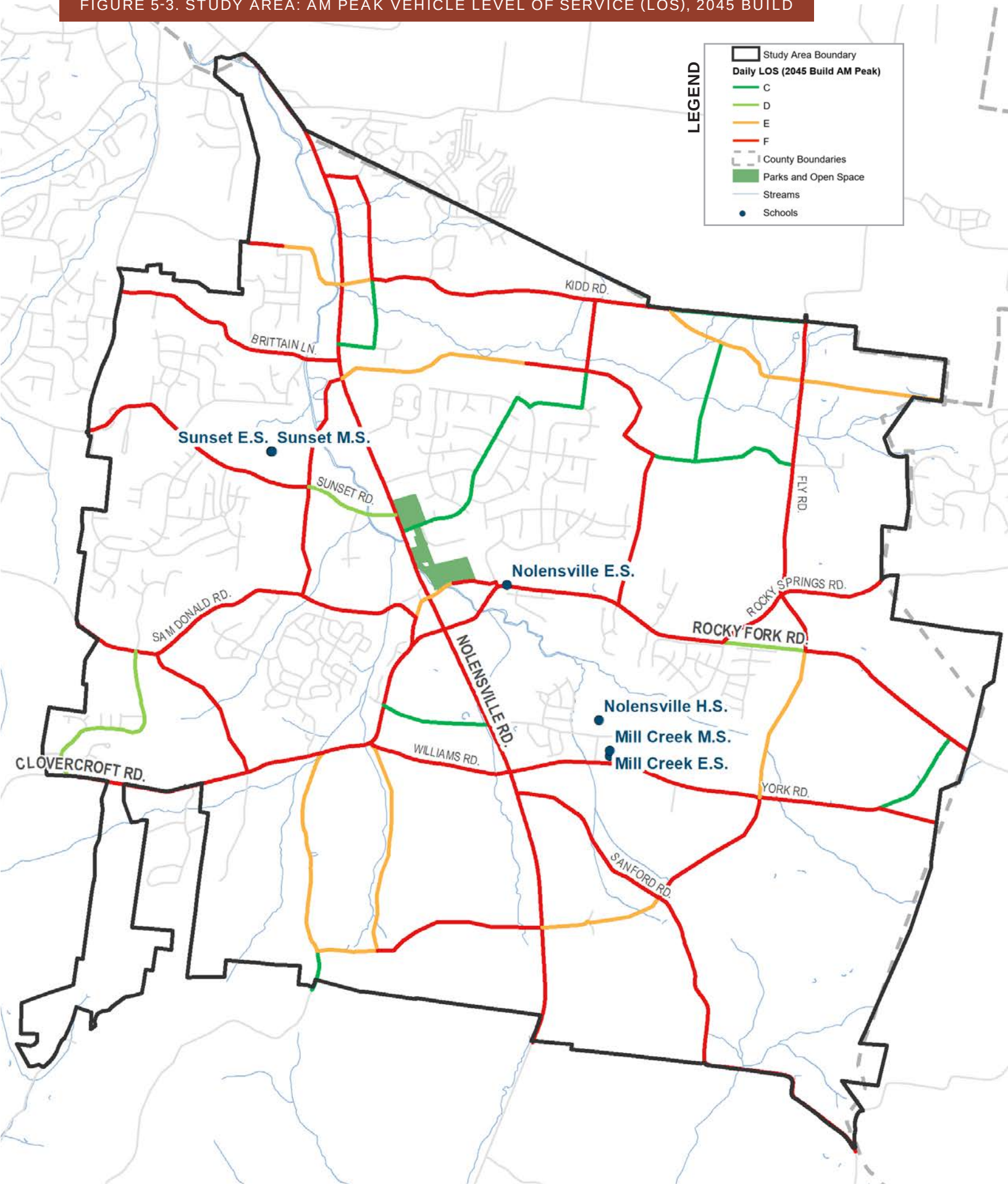


TABLE 5-2. RECOMMENDED MAJOR STREET NETWORK PERFORMANCE

	ID	Street	From	To	Total Length (Miles)	ADT No-Build (2045)	AM LOS No-Build (2045)	ADT Build (2045)	AM LOS Build (2045)
ROADWAY IMPROVEMENTS	1	Brittain Lane/Maxwell Lane	Western Study Area Boundary	Nolensville Road	1.33	N/A	N/A	7,689	F
	2	Burke Hollow Road	Clovercroft Road	Southern Study Area Boundary	1.33	3,596	D	3,199	D
	3	Clovercroft Road	Western Study Area Boundary	Nolensville Road	2.80	15,285	F	14,166	F
	4	Fly Road	Rocky Springs Road	McFarlin Road	1.19	N/A	N/A	11,942	F
	5	Kidd/Battle Road	Nolensville Road	Eastern Study Area Boundary	2.59	5,239	F	9,627	F
	6	Rocky Fork Road	Nolensville Road	Eastern Study Area Boundary	3.24	12,866	F	12,625	F
	7	Rocky Springs Road	Rocky Fork Road	Eastern Study Area Boundary	1.00	11,309	F	13,001	F
	8	Sam Donald Road	Western Study Area Boundary	Old Clovercroft	1.90	8,946	E	11,348	F
	9	Sanford Road	Nolensville Road	McCannless Road	3.06	4,370	E	8,710	E
	10	Sunset Road	Western Study Area Boundary	Benington Place	1.92	9,251	F	13,912	F
	11	Nolensville Road	Northern Study Area Boundary	Sunset Road	3.04	26,373	F	25,716	F
	12	Nolensville Road	Sunset Road	Clovercroft Road	0.73	27,090	F	10,634	F
	13	Nolensville Road	Clovercroft Road	Southern Study Area Boundary	2.37	19,203	F	14,670	F
	14	Nolensville Road Bypass	Sunset Road	Clovercroft Road	N/A	N/A	N/A	N/A	N/A
	15	Williams Road	Clovercroft Road	Nolensville Road	0.78	9,473	F	10,969	F
	16	York Road	Nolensville Road	Rocky Fork Road	2.63	6,370	E	11,083	F
	17	Maupin Road	Waller Road	Nolensville Road	0.99	N/A	N/A	5,690	F
	18	Maupin Road (new)	Waller Road	Nolensville Road	0.31	N/A	N/A	6,292	F
	19	McFarlin Road	Kidd Road	Fly Road	0.87	4,721	F	8,821	F
	20	McFarlin Road	Fly Road	Eastern Study Area Boundary	0.77	4,721	E	8,921	E
DEVELOPMENT CONNECTIONS	C1	Baronswood Connector	Baronswood Drive	Mer Rouge Extension	0.56	N/A	N/A	7,548	F
	C2	Burke/Fly Bypass Connector	Burke Hollow Road	Fly Road	3.99	N/A	N/A	7,458	E
	C3	Clovercroft Road Extension	Clovercroft Road/Williams Road	Burke/Fly Bypass Connector	1.18	N/A	N/A	4,763	D
	C4	Battle Road Connector	Battle Road	McFarlin Road	0.33	N/A	N/A	7,617	E
	C5	Kirkpark Extension	Kirkpark Court	Mer Rouge Extension	0.86	N/A	N/A	5,597	E
	C6	McFarlin Road Connector	McFarlin Road	Mer Rouge Extension	0.67	N/A	N/A	125	C
	C7	Mer Rouge Extension	Baronswood Connector	Fly Road	1.16	N/A	N/A	5,460	E
	C8	Nolensville Road to Baronswood Connector	Nolensville Road	Baronswood Drive	1.38	N/A	N/A	6,621	E
	C9	Sam Donald Road to Clovercroft Road	East of Brooksbank Drive	Artesian Drive	0.86	N/A	N/A	4,030	E
	C10	South Waller Road Connector	Waller Road	Clovercroft Road	2.01	N/A	N/A	7,763	E
	C11	Stonebrook Boulevard Extension	Stonebrook Boulevard	Baronswood Connector	0.16	N/A	N/A	351	C
	C12	Sunset Road Connector	Nolensville Road	Sam Donald Road	1.28	N/A	N/A	7,435	F
	C13	Burkitt to Haley Connector	Burkitt Place Drive	Haley Industrial Drive	1.05	N/A	N/A	8,439	D
	C14	Scales Homestead Connector	Sam Donald Road	Clovercroft Road	1.08	N/A	N/A	6,773	D
	C15	Kidd to Baronswood Drive Connector	Kidd Road	Baronswood Connector	0.38	N/A	N/A	7,609	F
	C16	Summerlyn Connector	Dante Ranch Lane	Summerlyn Drive	0.60	N/A	N/A	2,829	C
	C17	Johnson Industrial to Rocky Fork Connector	Johnson Industrial Boulevard	Rocky Fork Connector	0.16	N/A	N/A	N/A	N/A

The No-Build scenario accounts for the Nashville Area MPO's fiscally-constrained long range transportation plan, representing 2045 conditions without MTP improvements, whereas the Build scenario incorporates all MTP projects.

N/A fields indicate that the specific roadway segment was not included in the travel demand model for the applicable scenario.

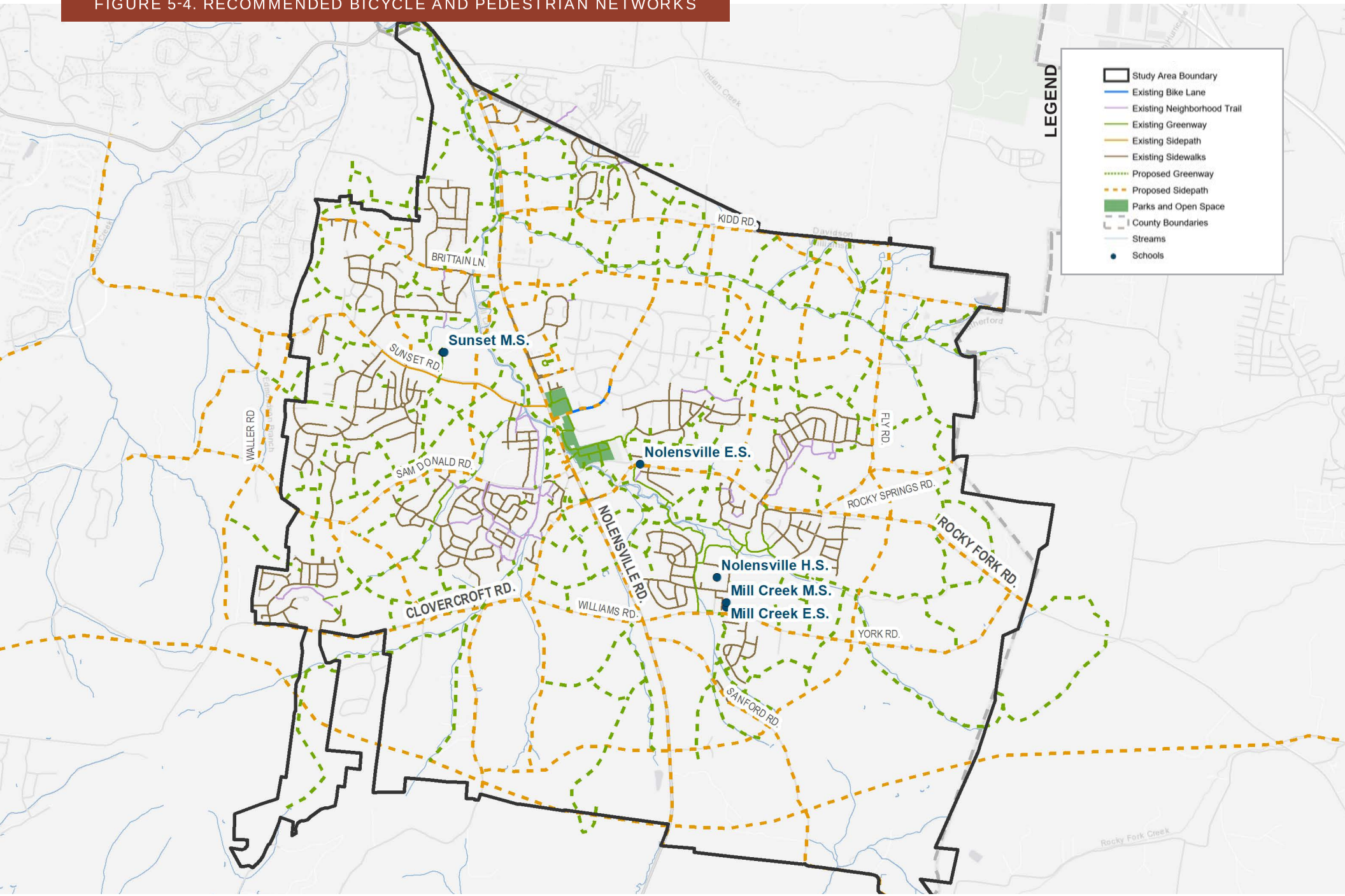


5.2 RECOMMENDED BICYCLE AND PEDESTRIAN NETWORKS

The projected population and employment growth in Nolensville will continue to put pressure on the Town's transportation system. As such, it is vital that future roadway improvements incorporate walkway and bikeway infrastructure to provide options for residents. Working in tandem with the proposed major street network, the recommended bicycle and pedestrian networks (Figure 5-4) will help achieve the Town's vision for a transportation system with safe, reliable, and accessible streets, walkways, and bikeways. The guiding principle for both pedestrians and bicyclists is to provide a transportation network that is safe and comfortable for users of all ages and abilities – the plan's first objective. Consequently, the bicycle and pedestrian recommendations rely substantially on building a system of sidepaths, or paved trails in the public right-of-way, in conjunction with future street improvements. Sidepaths, typically 10 feet wide and separated from adjacent motor vehicle travel lanes by a planted buffer, e.g., Sunset Road, make most transportation corridors significantly more comfortable for adults and children alike and often deliver the least stressful (LTS 1) experience.

To complement the network of sidepaths, sidewalks, and neighborhood paths, the MTP also recommends an extensive system of greenways, or trails outside the public right-of-way. Linking neighborhoods, parks, and schools, Nolensville's approximately five miles of existing greenways already represent a tremendous and much valued community asset. Expanding the greenway network more than tenfold, as proposed, will yield numerous community benefits – from more transportation options and improved public health to enhanced property values and protected environmental resources. In some cases, persistent challenges like access and traffic congestion around schools can be partially addressed through a more connected and complete greenway and sidepath system.

FIGURE 5-4. RECOMMENDED BICYCLE AND PEDESTRIAN NETWORKS





6

IMPLEMENTATION PLAN

While the recommended major street network extends across the Town and the UGB, there are a number of corridors that face pressing safety and mobility needs today. To help identify short-term priorities, the MTP screened the proposed major street improvements against three primary transportation deficiencies.

- The number of fatal and serious injury crashes (2016-2020);
- The number of total crashes per mile (2016-2020); and
- The existing level of service (LOS).

Table 6-1 lists the scores for the major street improvements, highlighting the importance of Nolensville Road north of Sunset Road and through the historic village as well as Rocky Fork Road, Kidd/Battle Road, and Rocky Springs Road. Notably, the MTP proposes bikeways and walkways, specifically sidepaths, in all of the major street corridors and those improvements will occur as part of each project. There are, of course, many other variables that influence project selection and development, including but not limited to the following, and they will play a critical role in the capital planning and programming process as the Town works to implement the MTP with its state and regional transportation partners.

- Community support;
- Available funding;
- Timing of related transportation projects;
- Adjacent development; and
- Environmental impacts.

TABLE 6-1. MAJOR STREET NETWORK PRIORITIES

ID	Street	Project Description	From	To	Fatal/Serious Injury Crash Score	Crashes per Mile Score	LOS Score	Total Score
11	Nolensville Road	Widen to 3-lane typical section	Northern Study Area Boundary	Sunset Road	6.0	8.4	10.0	24.4
12	Nolensville Road	To be determined	Sunset Road	Clovercroft Road	0.0	10.0	10.0	20.0
6	Rocky Fork Road	Widen to 3-lane typical section	Nolensville Road	Eastern Study Area Boundary	4.0	4.9	10.0	18.9
5	Kidd/Battle Road	Widen to 3-lane typical section	Nolensville Road	Eastern Study Area Boundary	4.0	4.4	10.0	18.4
7	Rocky Springs Road	Construct improved 2-lane typical section	Rocky Fork Road	Eastern Study Area Boundary	2.0	6.2	10.0	18.2
13	Nolensville Road	Widen to 3-lane typical section	Clovercroft Road	Southern Study Area Boundary	2.0	3.0	10.0	15.0
15	Williams Road	Widen to 3-lane typical section	Clovercroft Road	Nolensville Road	2.0	6.1	6.0	14.1
10	Sunset Road	Widen to 3-lane typical section	Western Study Area Boudary	Benington Place	0.0	3.2	10.0	13.2
8	Sam Donald Road	Widen to 3-lane typical section	Western Study Area Boundary	Old Clovercroft	0.0	2.5	10.0	12.5
19	McFarlin Road	Widen to 3-lane typical section	Kidd Road	Fly Road	0.0	4.3	8.0	12.3
3	Clovercroft Road	Widen to 3-lane typical section	Western Study Area Boundary	Nolensville Road	2.0	0.0	10.0	12.0
16	York Road	Widen to 3-lane typical section	Nolensville Road	Rocky Fork Road	2.0	1.6	6.0	9.6
9	Sanford Road	Construct improved 2-lane typical section	Nolensville Road	McCannless Road	0.0	0.9	8.0	8.9
20	McFarlin Road	Construct improved 2-lane typical section	Fly Road	Eastern Study Area Boundary	0.0	2.3	6.0	8.3
2	Burke Hollow Road	Construct improved 2-lane typical section	Clovercroft Road	Southern Study Area Boundary	0.0	0.0	4.0	4.0
4	Fly Road	Construct improved 2-lane typical section	Rocky Springs Road	McFarlin Road	0.0	2.4	0.0	2.4
1	Brittain Lane	Construct improved 2-lane typical section	Western Study Area Boundary	Nolensville Road	2.0	0.0	0.0	2.0
17	Maupin Road	Construct improved 2-lane typical section	Waller Road	Nolensville Road	0.0	0.0	0.0	0.0
18	Maupin Road (new)	Extend Maupin to Nolensville Road	Waller Road	Nolensville Road	0.0	0.0	0.0	0.0

APPENDIX A. SUMMARY OF PUBLIC AND STAKEHOLDER ENGAGEMENT

The community engagement strategy for the MTP update included outreach to the public as well as technical meetings with Town of Nolensville staff and the Planning Commission. Feedback from the public was used to develop the vision statement, goals and objectives, performance measures, and project concepts.

STAKEHOLDER MEETINGS

A stakeholder committee was developed to provide feedback on each stage of the MTP planning process, and stakeholders provided guidance on a variety of topics, including issues and opportunities within the roadway network, project concepts, the public engagement strategy, and technical analysis. Members of the stakeholder committee included representatives from the Planning Commission; Zoning Commission; Trees, Trails, and Creeks; Streetscapes and Public Spaces; and additional representatives from the Town of Nolensville.

COMMUNITY WORKSHOP AND ONLINE ENGAGEMENT

The Town hosted two rounds of in-person community workshops over the course of the MTP planning process. The first workshop was held during August and September 2021 and focused on opportunities and challenges facing Nolensville's transportation system. The second community workshop was held in November 2021 and included a presentation of the prioritized project concepts, four 31-A Bypass alternatives, and additional draft recommendations.

COMMUNITY WORKSHOP #1, SURVEY, AND INTERACTIVE MAP

The first community workshop presented the results of the existing conditions analysis, including level of service for roadways, level of traffic stress for walking and biking, and initial alternatives for the Nolensville Road bypass. Participants provided feedback on their priorities for transportation system goals, project types, and bicycle and pedestrian facility types, as well as general comments about opportunities and challenges. In addition to the stakeholder meetings and community workshop, a project webpage was available that included an interactive map and survey. A summary of the more than 300 comments from the community workshop and online engagement is included in Table A1.

TABLE A1. COMMUNITY WORKSHOP #1 AND ONLINE ENGAGEMENT COMMENT SUMMARY

Location	Summary Comment
Brittain Lane	Improve pedestrian facilities along Brittain Lane
	Add traffic light or roundabout at Brittain Lane and Nolensville Road intersection
	Consider realigning Brittain Lane with SouthWalk housing development
Burke Hollow Road	N/A
Clovercroft Road	Create collector roadway between Clovercroft Road and Sam Donald Road
	Widen to 4 lanes total
	Roundabout at Clovercroft/Williams Road
	Separate southbound right turn lane at Nolensville Road intersection
Fly Road	Extend Fly Road north to Battle Road
	Realign intersection with Rocky Springs Road, consider roundabout
Kidd/McFarlin Road	Construct collector connection between Kidd Road and Stonebrook Boulevard
	Consider roundabout at Kidd Road/Nolensville Road intersection and Kidd Road/McFarlin Road intersection
	Realign Kidd Road and connect with a new Maupin Road extension to create four-way intersection with Nolensville Road
	Create collector between Kidd Road and Haley Road
Rocky Fork Road	Create collector between Rocky Fork and Nolensville High School campus
	Pedestrian safety improvements along Rocky Fork Road
	Consider roundabout near Nolensville Elementary school
	Extend north and southbound turn lanes at Nolensville Road intersection
Rocky Springs Road	T-up intersection to Rocky Fork Road, consider roundabout
Sam Donald Road	Create collector to Clovercroft Road
	Reduce speed limit, install guardrails in areas with no shoulders, and install lighting
	Create walking paths between Bent Creek and downtown Nolensville
Sanford Road	Create collector between York Road and Sanford Road
Sunset Road	Roundabout at Sunset and Hyde Lane
	Create collector between Sam Donald Road and Sunset Road
	Roundabout at Sunset and Nolensville Road
	Realign Sunset Road to connect with Oldham Road, consider roundabout or traffic light at new four-way intersection, or consider realignment to Stonebrook Boulevard
Nolensville Road	Consider additional traffic lights or roundabouts along Nolensville Road at existing intersections
	Consolidate driveway access and remove access from Nolensville Road
	Lengthen turn lanes where appropriate, restrict left turns off Nolensville Road during peak hours
	Install pedestrian and bicycle facilities along Nolensville Road, install pedestrian-scale lighting
Highway-31A Bypass	Use Sam Donald Road and Old Clovercroft Road to connect southern end of Bypass. Keep Nolensville Road three lanes.
	Consider extending Bypass south to a new signalized intersection with Summerlyn Drive and to Williams Road
Williams Road	Improve alignment between Williams Road with York Road
	Install roundabout at intersection of Williams Road and York Road
York Road	Consider southbound left turn lane at York/Nolensville Road intersection
	Traffic calming from Telfair to Bradfield Drive within Nolensville High School zone
Greenway Connections	Greenway/multi-use path from Brittain Lane, south along Mill Creek, connecting to Sunset Road
	Greenway/multi-use path from Bent Creek to Village District along Clovercroft Road
	Greenway between Scales Farmstead and Bent Creek
	Connect Nolen Mill shared-use path to Mill Creek pedestrian crossing into downtown
	Convert bridge near Nolensville Park Road to a pedestrian bridge and walkway
	Greenway/path along Kidd Road
	Greenway/path between Nolensville Elementary School and Ballenger Farms Subdivision

The first survey was available online from August to September 2021 and was completed by 261 respondents. Respondents provided information about travel behavior, mode choice, goals and priorities for Nolensville's transportation system, and preferred roadway and traffic improvements. Key results are as follows:

- Typical travel behavior: 97% primarily drive alone, 25% walk, 15% bicycle, and 14% carpool. Respondents were able to select more than one travel option.
- Desire to walk or bicycle more: 29% prefer to walk or bike whenever the opportunity exists, 25% would walk or bike if their destination were within a mile from their starting location, 23% prefer motor vehicle travel over walking and bicycling.
- Goals and priorities: 82% prioritized improving traffic operations, 50% chose maintenance of existing roadways and sidewalks as the second most important goal, and 49% chose improving access to transportation choices as their third most important transportation goal.
- Preferred roadway and traffic improvements: Additional or lengthened turn lanes at intersections (39%) were the preferred improvement, followed by roundabouts at key intersections (30%) and the use of technology to manage roadways (8%).
- Preferred bicycle and pedestrian improvements: More sidewalks on major roads (30%) was the most important improvement type, followed by improved walking and bicycling connections between neighborhoods (22%), and safe routes to school (21%).

COMMUNITY WORKSHOP #2 AND ONLINE ENGAGEMENT

The second community workshop gathered feedback on the draft recommendations for the street, bicycle, pedestrian, and greenway networks. In addition to the in-person community workshop, the project webpage included an interactive map, survey, and recording of the in-person meeting presentation and discussion session. A summary of the more than 80 comments from the community workshop and online engagement are included in Table A2.

The survey was available online from November to December 2021 and was completed by 40 respondents. Respondents provided feedback about their preferred roadway cross-section for Nolensville Road/Highway 31-A and selected their preferred bypass option from four alternatives. Key results follow:

- More than 80% of respondents prefer a 3-lane cross-section for the entire length of Nolensville Road through the study area.
- 55% of respondents preferred Idea #4 (one-way pair using Nolensville Road and King Street) when asked to select their preferred bypass option. Zero respondents selected Idea #1 (2005 TDOT alternative).

TABLE A2. COMMUNITY WORKSHOP #2 AND ONLINE ENGAGEMENT COMMENT SUMMARY

Location	Summary Comment
Burke Hollow Road to York Road Connector	Concern for impacts to existing structures
Burkitt Place Drive	Concern about cut-through traffic and congestion near Burkitt Place
Bypass	Minimize impacts to homes when evaluating Bypass options
Bypass	Incorporate flood control into Bypass options
Bypass	Minimize environmental impacts when evaluating Bypass options
Bypass	Don't provide traffic lights on Bypass
Bypass	Preference for Bypass option 2 as a two-lane facility
Bypass	Consider the cost of the Bypass options when evaluating their feasibility
Bypass	Consider alternatives to a Bypass to alleviate north/south traffic
Bypass	Evaluate the impact of the Bypass options relative to all other roadway concepts and all roadway concepts relative to the regional projects
Bypass	Interest in understanding the timelines and funding sources for the construction of a future Bypass, including potential new funding sources from the federal infrastructure bill
Bypass	Concern about impact of Bypass options on historic landmarks, existing homes, and cemetery
Bypass	Consider how to construct Bypass Idea #2 in tandem with development driven connections
Bypass	Connect Idea #2 from Williams Road to Sanford Road
Bypass	Major concerns regarding property impacts, lack of transportation improvement, loss of neighborhood character, environmental and recreational impacts, impacts to businesses, impacts to cemetery.
Countryside Drive	Support for speed reduction and traffic calming measures
Dortch Lane	Suggested connector from Dortch Lane/Rolling Hills Drive and proposed connector
Kidd Road	Consider connections to I-24 from Kidd Road and other east-bound routes from Nolensville
Kidd Road	Consider connection between Kidd Road and Brittain Lane
Kidd Road	Consider connection between Kidd Road and Maupin Road
Newsom Lane	Concerns about school-related traffic
Nolensville Elementary School	Consider roundabout at school entrance
Nolensville High School	Consider providing alternative access to high school besides Nolensville Road south to Summerlyn, such as connection from Rocky Fork
Nolensville Park Road	Consider making one-way to limit left turns onto Nolensville
Nolensville Road	Provide access to new and existing commercial (Publix, Kroger, historic areas)
Nolensville Road	Evaluate the impact of TDOT's construction activities on north-bound Nolensville traffic
Nolensville Road	Support for wider Nolensville cross-section north of Nolensville historic district; consider planted medians and other streetscaping
Nolensville Road	Support for widening Nolensville Road to add center turn lanes, but maintain as narrow cross section as possible through historic downtown
Nolensville to Sam Donald Road Connector	Support for this connector to be considered a bypass, rather than the other bypass options.
Oldham Drive Connector	Support for Nolensville Road to Oldham Drive Connector
Regional Projects	Interest in understanding the eventual route of the proposed regional projects south of Nolensville
Rocky Fork	Consider roundabout at Rocky Fork and Rocky Springs
Sam Donald to Clovercroft connector	Consider speed cushions (not speed bumps) to reduce speeds, accommodate emergency vehicles and minimize cut through traffic. Maintain on-street parking
Sam Donald to Clovercroft connector	Consider speed bumps, eliminate parking
Sam Donald to Clovercroft Road Connector	Support for traffic calming on future Sam Donald to Clovercroft Road Connector
Summerlyn Drive	Consider Bypass connections to Nolensville Road that won't cause intersections to fail and consider the traffic impacts of future development, school traffic, etc.
Sunset Road	Support for sidepaths over bike lanes
Sunset Road	Connect Sunset Road to Rocky Fork Road via Johnson Industrial Blvd.
Waller Road connector	Support for this connector
Waller Road Extension	Support for Waller Road Extension

TABLE A2. COMMUNITY WORKSHOP #2 AND ONLINE ENGAGEMENT COMMENT SUMMARY, CON'T

Location	Summary Comment
Waller Road, Southern regional project, connector roads	Emphasize "outer loop" as a Bypass alternative
General	Focus on turn lanes as opposed to simply widening to three lanes
General	Consider additional east-west connectivity, particularly for regional projects east of Nolensville
General	Support for roundabouts, some concern about their function under heavy traffic volumes
Greenways/Trails/ Sidepaths	Provide north end trailhead and park
Greenways/Trails/ Sidepaths	Connect old existing bridge between Nolen Mill and historic downtown
Greenways/Trails/ Sidepaths	Support for proposed greenways, particularly connection between Sunset neighborhoods to rear of Pork Belly restaurant
Greenways/Trails/ Sidepaths	Support for greenways, multiuse trails
Greenways/Trails/ Sidepaths	Priorities: connect trails, sidewalks, destinations; small trailheads, similar signage; update and improve maps of trails on Town website
Greenways/Trails/ Sidepaths	Support for all greenway recommendations. Preference for widest, most-separated facilities.

KEY FINDINGS

The first phase of public and stakeholder engagement focused on understanding the opportunities and challenges facing Nolensville's transportation system. Input from the stakeholder meetings, community workshop, online survey, and interactive map helped inform the vision statement, goals, and objectives that provided the framework to develop project recommendations. Key findings from the first round of engagement included:

- Increase street connectivity throughout the study area either by extending existing streets or requiring new collectors;
- Improve intersection operations throughout the study area either through geometric design, including realignment, turn lanes, and potentially roundabouts, or signal timing;
- Revisit the 2005 TDOT Nolensville Road/US 31-A bypass concept, including its termini, alignment, and number of lanes, with a strong preference for a 3-lane facility;
- Make the Town more pedestrian and bicycle friendly, with an emphasis on pedestrian safety and comfort in the historic district, along major streets, and around schools and parks; and
- Identify greenway and shared use path opportunities linking neighborhoods, schools, and the historic district.

The second phase of public engagement gathered feedback on draft project recommendations, including Highway 31-A Bypass alternatives. Much of the discussion at the community workshop centered on the bypass alternatives, and almost half of the comments on the interactive map focused on the bypass. Key findings included:

- Support for increased street connectivity, particularly suggested development connections;
- General support for roundabouts, especially where they can create a gateway into the Town of Nolensville;
- General support for Idea #4 (one-way pair using Nolensville Road and King Street) over the other bypass options. Major concerns regarding property and environmental impacts with the other three alternatives; and,
- Support for recommended greenway and sidepath recommendations.