

**BRENTWOOD BICYCLE AND PEDESTRIAN  
AD HOC COMMITTEE**

**SUMMARY REPORT OF FINDINGS**

**AUGUST 2016**

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## **CHAPTER 1 – REPORT PURPOSE AND OVERVIEW**

### **Charge of Committee**

In June of 2015, the Brentwood Board of Commissioners (the “Board”) created a new Bike and Pedestrian Ad Hoc Committee (the “Committee” or “BPAC”) to provide the Board with recommendations for the short-term and long-term improvement or expansion of bicycle and pedestrian facilities and programs in Brentwood. The Committee is charged with making a final report to the Board of Commissioners by the summer of 2016.

The primary objectives of the Ad Hoc Committee are outlined in Resolution 2015-49, adopted on June 22, 2015.

- The City of Brentwood (the “City”) desires to provide a safe and convenient system of bicycle and pedestrian movement within the City;
- Opportunities may exist that have yet to be identified for improvement of the City’s bicycle/pedestrian facilities and programs;
- Greater connectivity for Brentwood’s trail systems is a stated goal (IV.D.1) of the Brentwood 2020 Comprehensive Plan; and
- An ad hoc committee of residents could assist in identifying potential projects and improvements that would aid in the attainment of this goal.

The Brentwood Bike and Pedestrian Ad Hoc Committee consists of the following members:

<b>Name</b>	<b>Address</b>	<b>E-Mail</b>
Graf Hilgenhurst, Chairman	9625 Deer Tract Court	ghilgenhur@aol.com
Richard Hunter, Vice-Chair	5215 Williamsburg Road	richardkhunter@gmail.com
Cynthia Shelden, Secretary	6011 Foxland Drive	cshelden@me.com
Barry Pittenger	9311 Fall Ct. East	barry@thepittengers.net
Kurt Schusterman	1045 Falling Leaf Circle	kschusterman@gmail.com
Tom Spear	1306 Knox Valley Drive	tomspear@hotmail.com
Brad Winkler	6916 Southern Woods Drive	winklerbs@pbworld.com

## **Value to the Community**

The BPAC believes that incorporation of an effective bicycle and pedestrian network will only enhance a community's value. The BPAC sees potential benefits to the Brentwood Community in the areas of:

- Reductions in vehicular traffic as more utilitarian and leisure trips are taken via other modes.
- Improved network user safety
- Improved accessibility to schools and local businesses
- Shared amenities that increase property value
- Better Access to exercise/fitness opportunities
- Healthier communities

## **Report Structure**

The following are Chapter highlights of the different BPAC focus areas:

- Chapter 2 –** This chapter documents the findings from community outreach activities. The BPAC conducted a survey during the summer of 2016 and this chapter discusses the survey process and findings. This section also includes a discussion focused on the public meeting held in January of 2016.
- Chapter 3 –** This chapter discusses the process and early results of the League of American Bicyclists - Bicycle Friendly Community Application. The BPAC prepared and submitted this to gather feedback and baseline how Brentwood measures up to other communities in this regard. The second part of this chapter mentions a BPAC field trip to Bloomington, Indiana. A detailed summary report specific to that trip is available in Appendix A.
- Chapter 4 –** The BPAC presents areas of immediate concern that should be implemented to improve the safety of existing areas for pedestrian and bicycle mobility throughout the city. This includes implementing an awareness campaign to encourage safety for all citizens.

- Chapter 5 –** The BPAC presents a series of medium term options that will help improve pedestrian and bicycle mobility throughout the city. These are generally lower cost options of manageable size that can be implemented as funding becomes available.
- Chapter 6 –** The BPAC presents suggested improvements focused on east-west connectivity but acknowledges that these are longer term, higher cost options.
- Chapter 7 –** The BPAC presents a set of recommendations and suggested next steps for the City's consideration

## CHAPTER 2 – COMMUNITY INPUT

A survey was placed on the Brentwood website for approximately three (3) months and 537 responses were received and reviewed. In addition, the public was invited to a town meeting which was attended by approximately 100 people who provided comments. The overwhelming response from both the survey and the town meeting were positive, with strong community support for improved bicycle and pedestrian resources. The following presents some of the key points.

**#1 Item:** The single most mentioned item was the need for improved connectivity between the East and West sides of Brentwood.

**Other high-priority items:** Need for better bicycle and pedestrian services on Franklin Road, Concord Road, Wilson Pike, Murray Lane, Maryland Way, Granny White Pike, and Williamsburg Road.

**Surprise item:** The need for improved access to mountain biking (specifically at Smith Park) was surprisingly high on the list (12 write-in comments, despite not even being on the survey).

### **Insightful comments/quotes:**

- Sweep the shoulder to keep the debris off Wilson Pike.
- We need mountain bike trails at Ravenswood Park.
- How about a bench here and there? I can't walk that far.
- People are becoming much more health conscious and they will walk or ride bikes if the facilities are there.
- Connecting neighborhoods to schools (Crockett, Woodland Middle).
- It seems ridiculous to live so close to the school, yet not have a direct, safe way to get thereby bike or walking.

- Recreational trails are nice, but more critical is a system of destinations within the city.
- Fast track the mountain bike trails in Smith Park.
- From Westside—I want to walk and ride to YMCA, Recreation Center and Library. We need this to improve car traffic.
- Pedestrian and bike route up Wilson Pike Road to Wilson Pike Circle, across I-65 to Franklin Road.
- Please provide a safe way across Concord Road into Owl Creek Park from the neighborhoods across from it.

**Recurring themes:** Connecting East Brentwood to West Brentwood should be #1 priority. Safe routes to schools should be high-priority with Scales and Edmondson Elementary Schools mentioned multiple times. More signs, better signs. More crosswalks, better crosswalks. Bike racks at schools, bike racks in commercial areas.

**From town meeting:** Improve all crosswalks to “International” standards, consider strobes on red lights, consider adding sound to crosswalks, consider high visibility signs and/or additional lighting at crosswalks.

## CHAPTER 3 – BICYCLE FRIENDLY COMMUNITIES

### The League of American Bicyclists Bicycle Friendly Community Application, spring 2016

The League of American Bicyclists (LAB) is America's foremost bicycle advocacy group. It was founded in 1880 as the League of American Wheelmen. Bicyclists, known then as "wheelmen," were challenged by rutted roads of gravel and dirt and faced antagonism from horsemen, wagon drivers, and pedestrians. The League spearheaded the Good Roads Movement in the early 20<sup>th</sup> century, promoting better, safer roads and improved access for the cyclist.

As part of their advocacy work, the League rates states and communities in what is known as the Bicycle Friendly States and Bicycle Friendly Community (BFC) programs. Tennessee currently ranks 20<sup>th</sup> in being a Bicycle Friendly State, up from 22<sup>nd</sup> in 2014.

The Bicycle Friendly Community program is available for those communities that wish to become more bicycle friendly. This involves an online application to assess the community's infrastructure and bicycle facilities. Nationally, there are only 5 Platinum-level communities: Boulder, Colorado; Davis, California; Fort Collins, Colorado; Madison, Wisconsin; and Portland, Oregon.

The closest Gold level community to Brentwood is Bloomington, Indiana. There are four (4) Bicycle Friendly Communities within Tennessee: Chattanooga (Silver), Nashville (Bronze), Memphis (Bronze), and Knoxville (Bronze).

The League provides a tool kit so that communities can become more bicycle friendly. Communities are evaluated using what is known as the "5 Es": **Engineering** – creating safe and convenient places to ride and park; **Education** – giving people of all ages and abilities the skills and confidence to ride; **Encouragement** – creating a strong culture that welcomes and celebrates bicycling; **Enforcement** – ensuring safe roads for all users; and **Evaluation and Planning** – planning for bicycling as a safe and viable transportation option.



In their tool kit, they chronicle the advantages of becoming a bicycle friendly community. This includes dramatic health benefits, reduced congestion, increased property values, and more money in the pockets of the local community. This, in turn, attracts tourism, cuts parking costs and decreases carbon emissions. Today, more than 600 communities have applied for BFC status. As of May 2016, the League has formally recognized 386 communities, across all 50 states, as BFCs.

There are different levels of application for Bronze, Silver, Gold or Platinum designation (there is an Honorable Mention category as well). Each applicant receives customized feedback and technical assistance. Some communities have initially attained Bronze status and, in subsequent years, have reapplied to obtain a higher level status. Bloomington, Indiana first applied in 2003, and achieved bronze status. They achieved Silver in 2010, Gold in 2014, and are in the process of applying for Platinum status. Specific questions in the tool kit include:

**Engineering:** Does your community have a comprehensive, connected and well-maintained bicycling network? Is bicycle parking readily available throughout the community? Is there a Complete Streets policy that mandates the accommodation of cyclists on all road projects?

**Education:** Is there a community wide Safe Routes to School program that includes bicycling education? Are there education courses available for adults in the community? Does your community educate motorists and cyclists on their rights and responsibilities as road users?

**Encouragement:** Does your community have an up-to-date bicycle map? Does the community celebrate bicycling during national Bike month with community rides, bike to work day or media outreach? Does the community post any major community cycling events or rides? Is there an active bicycle advocacy group within the community?

**Enforcement:** Do law enforcement officers receive training on the rights and responsibilities of all road users? Does your community have law-enforcement or other Public Safety Officers on bikes? Do local ordinances treat bicyclists equally?

**Evaluation:** Is there specific plan or program to reduce cyclist/motor vehicle crashes? Does your community have a current Comprehensive Bicycle Plan? Is there a Bicycle Advisory Committee that meets regularly (usually defined as monthly)? Does your community have a bicycle program manager?

### **Brentwood Assessment**

The BPAC prepared and submitted an application for the Bicycle Friendly Community at the bronze level. The application was reviewed in the LABs Spring 2016 report. All scores received are on a scale of 1 to 10 with 10 being high.

- Category scores: Engineering (bicycle network and conductivity): **1**
- Education (motorist awareness and bicycling skills): **0**
- Encouragement (mainstreaming bicycling culture): **1**
- Enforcement (promoting safety and protecting bicyclist's rights): **1**
- Evaluation and planning (setting targets and having a plan): **1**

### Key Outcomes

- **Ridership:** Percent of communities who bike (average bronze = 1% versus Brentwood = 0.1%).
- **Safety measures, crashes:** per 10,000 bicycle commuters (average bronze = 370, Brentwood 0).
- **Safety measures, fatalities:** per 10,000 bicycle commuters (average bronze = 4, Brentwood = unknown).

### Building blocks

Ten Building blocks of a bicycle friendly community include:

- Arterial and major collector streets with bike lanes (average bronze = 33%, Brentwood = 0%).
- Total bicycle network mileage to total road network mileage (average bronze = 26%, Brentwood = 24%).
- Public education outreach (average bronze = some, Brentwood = little).
- Share of transportation budget spent on bicycling (average bronze = 5%, Brentwood = 1%).
- Bike month and bike to work events (average bronze = good, Brentwood = none).
- Active bicycle advocacy group (average bronze = maybe, Brentwood = yes).
- Active bicycle advisory committee (average bronze = maybe, Brentwood = monthly).
- Bicycle friendly laws and ordinances (average bronze = some, Brentwood = few).
- Bike plan is current and being implemented (average bronze = maybe, Brentwood = no).
- Bike Program to staff population (1 per 77,000 = bronze, Brentwood = none).

The recommendation was made that Brentwood re-submit our application after improvements have been made. A recommended goal for the City of Brentwood would be to achieve Bronze status within five (5) years.

### **Bloomington, Indiana: BPAC Visit on June 4, 2016**

The city of Bloomington, Indiana has faced similar challenges to those we currently face in Brentwood today. They initially had very little infrastructure for bicycles and pedestrians. Through a dedicated and systematic approach, they have been able to make huge progress in the last 20 years. On June 4, 2016, BPAC committee members conducted a reconnaissance visit to Bloomington. They met with city officials and toured the area to gather information on how the City of Bloomington has developed its bicycle and pedestrian work programs. A detailed summary of this visit is available in Appendix A.

## CHAPTER 4 – SHORT TERM RECOMMENDATIONS

The BPAC offers the following discussion as items that can be addressed in the near term with low cost solutions that we believe will improve overall safety and functionality of existing facilities.

### Signs and Paint

The BPAC recommends the City implement an awareness campaign to share the road, which may include putting signs throughout the City to “Share the Road” and advertising on the local City channel.

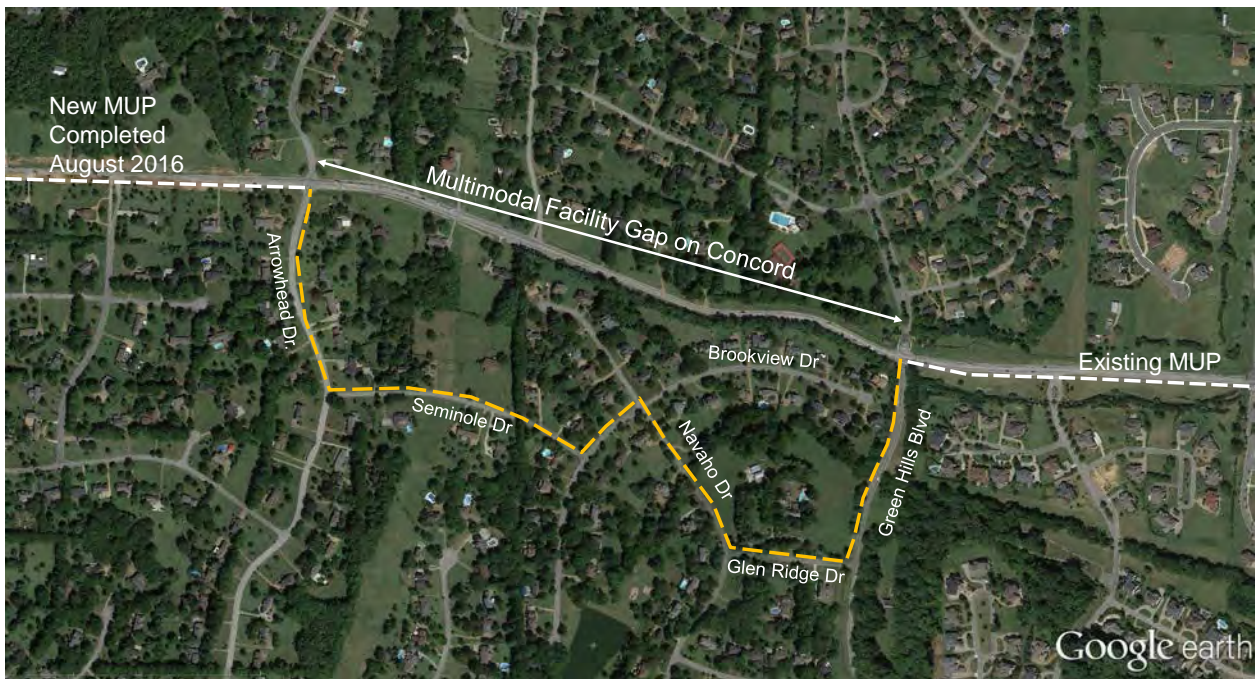
The BPAC also recommends some ideas to bring immediate fixes to help the safety of the citizens:

- Bike Route signage for Concord Bypass Route (Glen Ridge/Navaho/Brookview/Seminole/Arrowhead) See **Figure 4.1**.
- Add bike lanes to Maryland Way
- Insert bike lanes, or at least make a shoulder, for all new pavement projects
- Zebra stripe pedestrian crossings to improve citizen safety and bring more awareness to drivers.
- On Granny White Pike, the BPAC recommends adding a northbound bike lane by narrowing the middle “turn” lane. Then marking the southbound lane with “sharrows”. This would allow riders to ride on the proper side of the road, bring awareness to drivers, and leave the sidewalk open for pedestrian use only.
- The BPAC would recommend requiring bike racks as part of any new commercial building project. Also, bike racks are needed at schools and commercial locations around the City.
- Identify and fix safety issues that can be modified with minimal costs – (i.e. drainage grates that are not turned correctly.<sup>1</sup>)
- Schedule regular sweeping of debris from bike paths, shoulders (Wilson Pike) and multi-use trails.

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<sup>1</sup> The City of Nashville implemented a grate replacement program (~4000 parallel grates) in response to litigation and liability exposure.

- Maintain existing signs and introduce signs that are easier to read and understand with a consistent look and feel.
- BPAC requests that the City take an aggressive approach to correcting existing infrastructure deficiencies that are not up to standards of the the Americans with Disabilities Act (“ADA”). The City should commit the time and resources to catalog areas of deficiencies and develop a corrective action plan. One recurring issue is the location of existing utility poles (See **Figure 4.11**) and signs in sidewalks that prevent the ability to use the sidewalks in accordance with ADA requirements



**Figure 4.1 – Safety Connecting Multi-Use Paths (“MUP”) with signs and paint.**

The following photos highlights areas of concern:



**Figure 4.2 - Zebra stripes across Franklin Road from UMC church to Chick Fil A**



**Figure 4.3 - Zebra Stripes needed for safety to cross Franklin Road on North and South side of Maryland Way intersection.**





**Figure 4.4 – Evaluate Maintenance Plan for pavement markings**



**Figure 4.5 – Drainage grate installed incorrectly on Alamo Road**



**Figure 4.6 – Drainage grate in Crockett Park in the middle of the road is not ideal.**



**Figure 4.7 - Knox Valley Drive**





Figure 4.8 - Re-apply decals and striping where worn



Figure 4.9 – Some existing signs are difficult to read and process



Figure 4.10 – Introduce easier to read signs



Figure 4.11 – Utility Conflicts and ADA Violations



**Figure 4.12 – The BPAC has identified a lack of accessible bicycle racks as a deterrent to the successful use of alternative modes of travel.**





**Figure 4.13 – Vegetation removal to improve site plans**



**Figure 4.14 – Improved crosswalk needed**



**Figure 4.15 – Sidewalk at Brentwood High School**

## **CHAPTER 5 - MEDIUM TERM FIXES**

Over the course of the last year, the BPAC has conducted a survey, performed research, conducted site visits, and collaboratively discussed areas of need and potential options that might be available for implementation. The following discussion highlights some of the findings and recommendations that the BPAC encourages the City to explore further as part of strategy to improve City access for pedestrians and bicyclists.

### **Neighborhood Bike Trains**

Bike trains (See **Figure 5.1**) enable students to get to school while enjoying the outdoors and the company of other bicyclists. Best suited for children in upper elementary and middle school grades, bike trains are led by adults - one at the front and one at the rear of the train - that accompany students as they bike to and from school. From one or two neighbors biking together, to a route with multiple “stations” where more riders join in, bike trains can be a great way to instill a love of bicycling, developing life-long safety skills and get great exercise daily. The website, [www.walkbiketoschool.org](http://www.walkbiketoschool.org), provides a Bike Train Planning Guide to help those neighborhoods interested in getting started.



**Figure 5.1 - Neighborhood “Bike Train”**

### **Walking School Buses**

Walking school buses (See **Figure 5.2**) are groups of children who walk designated routes to school under adult supervision, picking up kids along the way just like a bus. For some neighborhoods this would be a casual group walk, while others would set up a formal plan with adults scheduled to walk on certain days. [www.walkbiketoschool.org](http://www.walkbiketoschool.org) provides a Walking School Bus Guide to help those neighborhoods interested in getting started.



**Figure 5.2 - Neighborhood “Walking School Bus”**

### **Multi-Use Path (MUP)**

The U.S. Department of Transportation Federal Highway Administration defines a multi-use path as physically separated from motorized vehicular traffic by an open space or barrier, either within a highway right-of-way or within an independent right-of-way, and usable for transportation purposes.

Brentwood has a strong and growing connected network of MUPs on the east side of Brentwood. With the benefit of newer neighborhoods building MUPs into the development, along with arterial road updates, east Brentwood today has fairly good connectivity. West Brentwood (west of I-65) does not enjoy the same. Currently the [City of Brentwood’s Trail System Map](#)<sup>2</sup> only displays a map east of I-65. Citizens want a way to connect neighborhoods, schools, city government, retail and our developing City Center. Recommendations to consider are outlined below.

### **Granny White Pike (Murray Lane to Old Hickory)**

The sidewalk from the Brentwood Middle School north to Powell Park, Virginia Way and Maryland Way on the east side of Granny White is heavily used by walkers, runners and even cyclist today. This street has wide travel lanes north and south and a wide turning lane. The turning lane is rarely used as there are only a few houses on the east side of Granny White. The opportunity exists, with minimal cost of signs

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<sup>2</sup> Link: <http://brentwood-tn.org/modules/showdocument.aspx?documentid=4351>

and paint, to create a bicycle lane on the east side going north and a bike sharrow (See **Figure 5.3** for examples) on the west side going south.



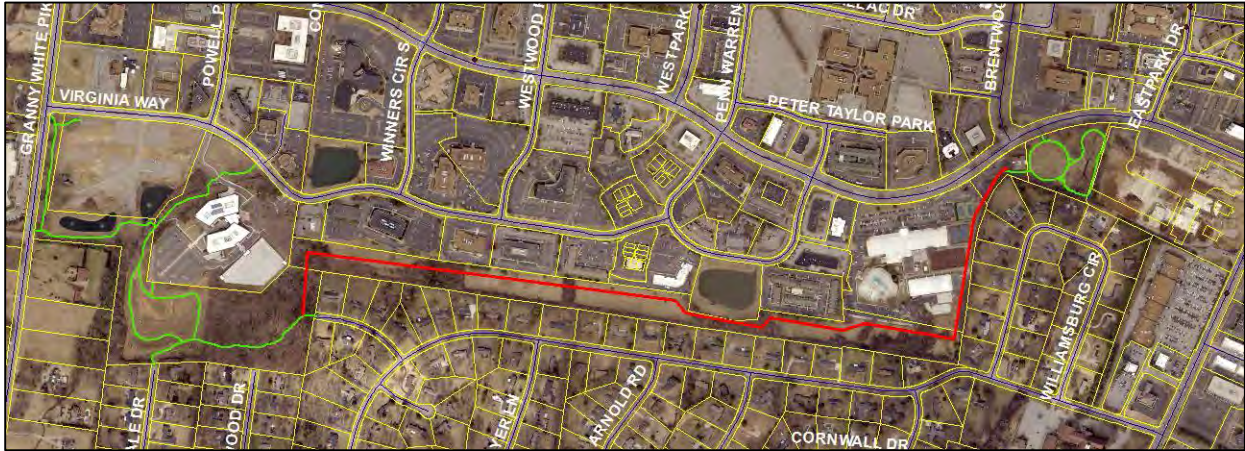
**Figure 5.3 – Bike Lane to left and Sharrow Above**

#### **Powell Park to Hill Center**

**Figure 5.4** presents a conceptual alignment for an MUP to connect the Hill Center to Powell Park via an existing parcel of land owned by the City. While the City owns the property shaded in green, Ordinance 97-01 prohibits development or use of this property for walking paths in Special Restriction Section 3. Nearby citizen input is being collected and the City should consider rezoning this property for a MUP. This path would provide many benefits:

- allow for neighborhoods west of Granny White to connect to Brentwood City Center
- allow for connection to City government, Maryland Farms YMCA, Hill Center and City Park
- reduce lunchtime traffic for connected businesses
- allow businesses to invest in a “bike share” program. Employees of Tractor Supply, for example, could ride a bike-share bike to City Park for lunch or lunchtime errands

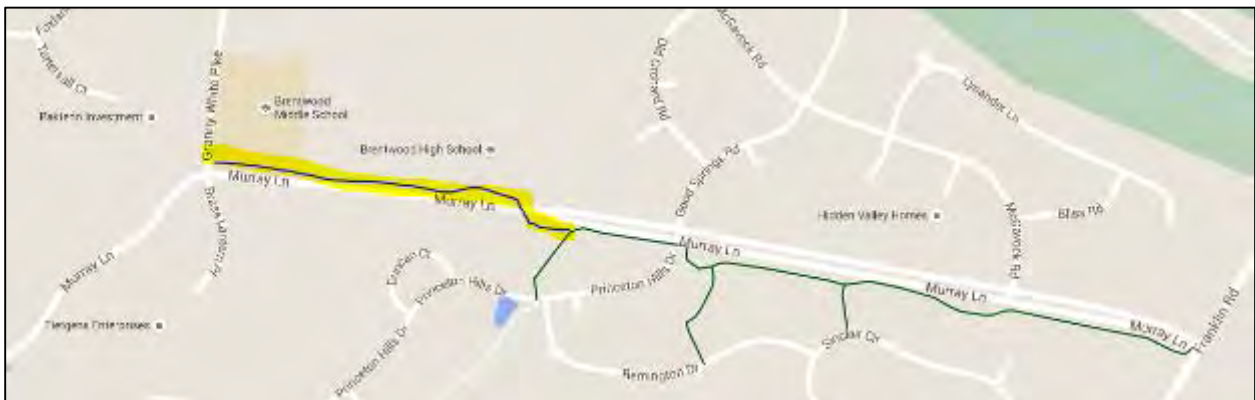




**Figure 5.4 – Powell Park MUP Connector**

#### **Princeton Hills to Brentwood Middle and High Schools**

The City should consider ways to extend the existing Multi-Use Paths within Princeton Hills to connect to Brentwood Middle and High Schools (area highlighted in **Figure 5.5**). This could be accomplished with a wider and more visible crosswalk at the appropriate connection point on Murray Lane and with widening of the sidewalk on the north side of Murray Lane in front of BHS and BMS. Williamson County Schools are currently conducting space planning for the BHS campus. As plans are developed and advanced through the design phase, there is an opportunity to update the bicycle/pedestrian facilities as part of that project.

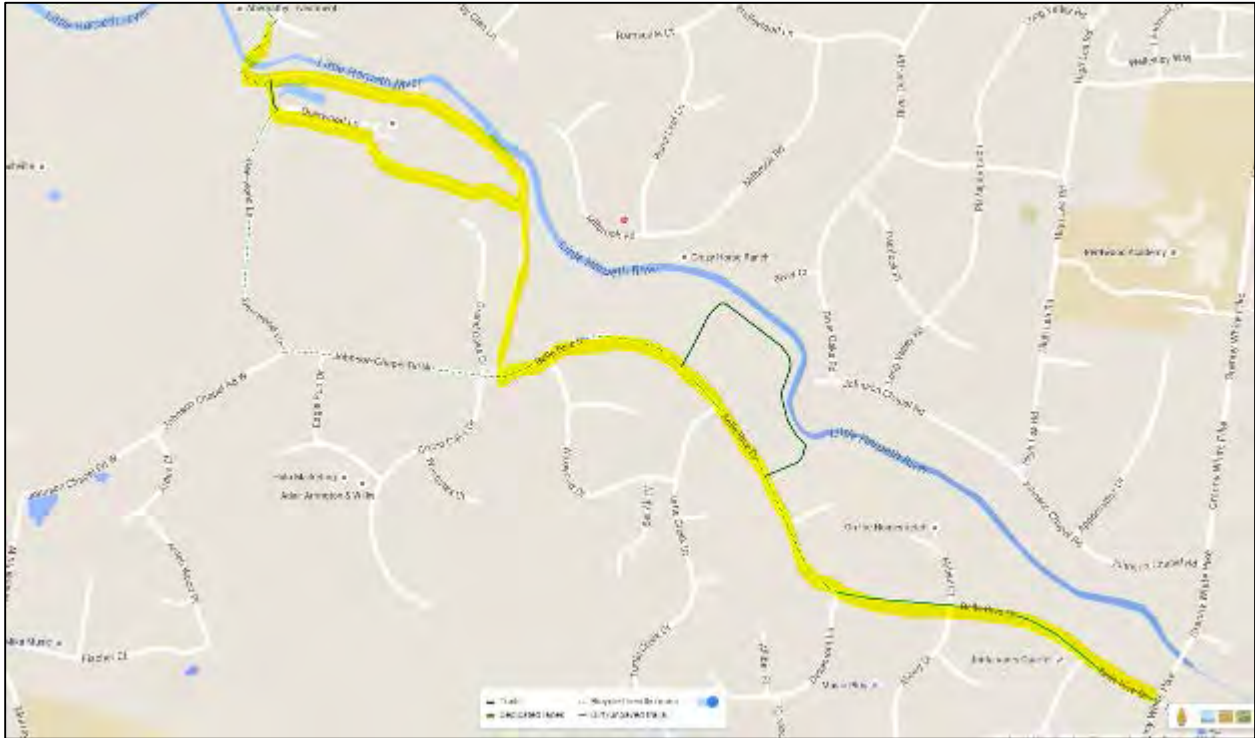


**Figure 5.5 – Improvement from Princeton Hills to Brentwood School complex Area**

#### **Wildwood/Arboretum to Granny White**

The City should endeavor to further connect the Brentwood Arboretum Multi-Use Path to Granny White. This area is highlighted in **Figure 5.6**. There are multiple options to consider including:

- approaching the Belle Rive community HOA about the use of their property adjacent to the Little Harpeth River
- approaching neighbors whose property adjoins the Little Harpeth River about their willingness to provide usage rights for a MUP
- bicycle sharrow lane markers both east and west on Belle Rive Drive from Grand Oaks Drive to Dekemont intersection (where the bicycle lanes end).



**Figure 5.6 – Wildwood/Arboretum Alignments**

### **Safe Routes to Schools**

The BPAC believes that providing safe facilities to each of the City's schools is an important element that should be included in near-term planning and implementation activities. Improvement strategies may range from small projects to much larger infrastructure type projects. The area of Brentwood High and Brentwood Middle is discussed earlier in the chapter. The City is currently implementing a planned path in the area of Crockett Elementary and Woodland Middle School described in detail below.

The BPAC has also reviewed a number of locations and offers additional illustrative examples of potential improvements that should be considered with various levels of investment required by



the City and potentially the Williamson County School System for both Scales Elementary and Edmondson Elementary. These are described in detail later in the chapter.

### **Woodland Middle and Crockett Elementary**

**Figure 5.7** depicts the new trails (in red) planned within and adjacent to the Witherspoon development on Crockett Road. The green lines denote existing trails/bike lanes. The goal of these trail additions is to facilitate bike and pedestrian connectivity to Crockett Elementary, Woodland Middle, and Crockett Park. The trail system to be constructed within the Witherspoon subdivision will connect to the Oakhall Subdivision and the existing public trail along Raintree Parkway within the Raintree Forest Subdivision. These connections will give both of those subdivisions direct and safe bike and pedestrian access to the schools and park that does not exist today and should facilitate more non-vehicle access to the schools and park. Note that a small section of the trail across the Somerset subdivision open space property adjacent to Crockett Road will be funded by the developer of the Witherspoon subdivision.



**Figure 5.7 –Improvements Underway near Woodland Middle and Crockett Elementary**

### Scales Elementary Sidewalks

Scales Elementary is located on Murray Lane in an area where there are currently sidewalks provided. **Figure 5.8** highlights two potential work areas where sidewalk additions could provide an opportunity to encourage students and parents to walk in a safe environment.



**Figure 5.8 - Overview Map of Scales Elementary with Proposed Work Areas Highlighted**

Work Area 1 (**Figure 5.9**) is a section of Murray Lane from the School entrance to Dahlia Drive. This section of sidewalk connects two neighborhoods to the school property. The concept is laid out in such a manner as to minimize impacts to the adjacent drainage canal and stream. Currently, there is an existing paved shoulder on this stretch of roadway that could be replaced with curb and gutter and sidewalk.





**figure 5.9 – Conceptual Improvement Strategy for Area 1**

Summary of Improvements for Area 1 include:

- Construct new sidewalk, curb, and gutter along north side of Murray Lane
- Provide crosswalk at Johnson Chapel Road
- 900 LF of sidewalk
- Total estimated cost: \$150,000

Area 2 is a secondary option to improve pedestrian access to Scales Elementary. However, this option would only be proposed once Area 1 was in place and if a proposed future sidewalk (as marked in **Figure 5.10**) is completed as part of a land development project on the tract of land between Scales and Forest Park Drive. This proposed section of sidewalk would extend from Forest Park Drive to Murray Lane. This concept would work best if there were additional pedestrian enhancement projects slated for either Murray Lane north or on Holly Tree Gap Road.



**Figure 5.10 – A Secondary Improvement on Murray Lane**

This secondary improvement area can be summarized as:

- Construct new sidewalk, curb, and gutter on northeast side of Murray Lane
- Provide crosswalk at Forest Park Drive to connect to future sidewalk
- 500 LF of sidewalk
- Total estimated cost: \$100,000

### **Edmondson Elementary Sidewalks & Path**

Edmondson Elementary sites on Edmondson Pike currently has no pedestrian infrastructure available in close proximity to the school. **Figure 5.11** highlights two potential work areas where infrastructure improvements could provide an opportunity to encourage students and parents to walk in a safe environment.





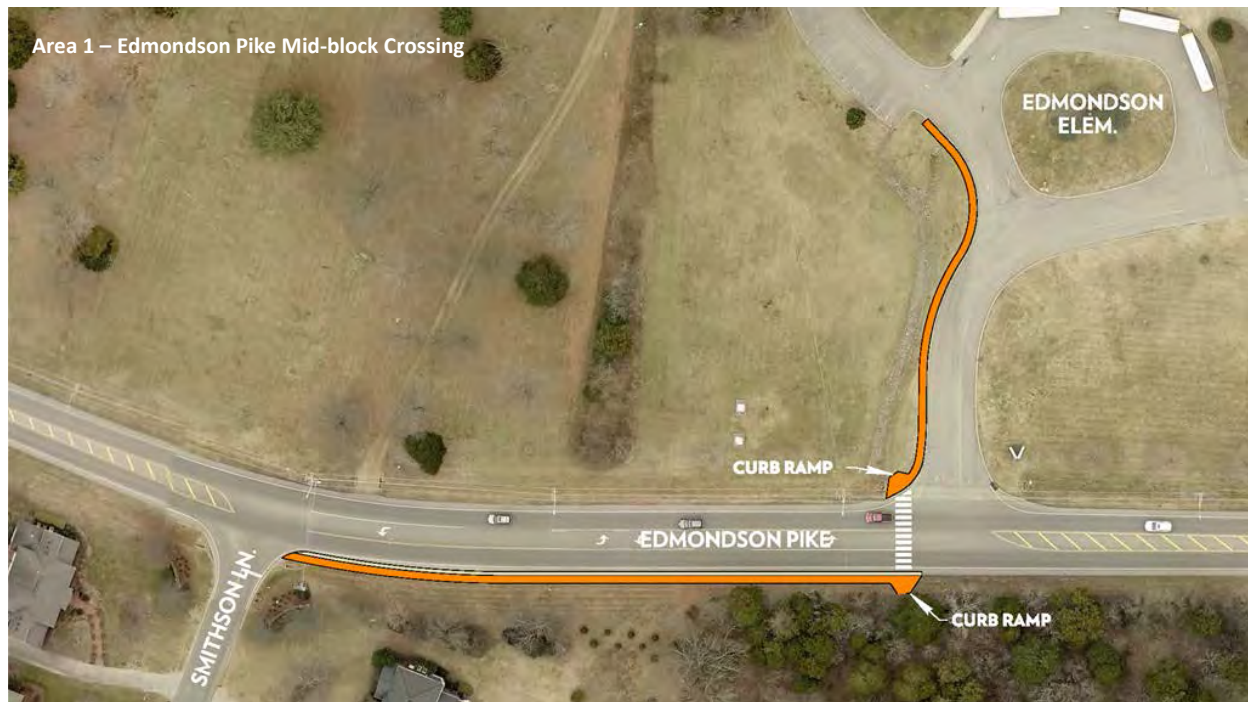
**Figure 5.11 – Edmondson Elementary with Proposed Work Areas Highlighted**

Area 1 is located on Edmondson Pike. There are currently no pedestrian provisions in place. From the overview map, it is noted that Smithson Lane (the Chenoweth Subdivision) is a short distance (450 feet) to the north of the school drive. **Figure 5-12** presents photos along Edmondson Pike in the area of the school entrance.



**Figure 5.12 – Images along Edmondson Pike at the School Entrance**

**Figure 5.13** highlights the proposed works that could be completed to improve pedestrian mobility. The City could construct a sidewalk between Smithson Lane and the entrance to the school. This work would include a mid-block pedestrian crossing. The City could partner with Williamson County Schools to have an additional section of sidewalk constructed on school property. This would provide the missing safe passage area for students.



**Figure 5.13 – Conceptual Work Plan for Sidewalk Connectivity**

In Summary, the Area 1 proposed work plan would include:

- Construct new sidewalk, curb, and gutter on west side of Edmondson Pike
- Provide pedestrian crossing at school driveway
- Extend sidewalk to school entrance
- 700 LF of sidewalk
- Total estimated cost: \$100,000

The Second potential work area is from Sunset/Liberty Church Road across the back of the school property to the school. **Figure 5.14** presents photos from this area. The idea for this concept is to



provide a pathway for pedestrians to access the school in a safe manner. Currently, sidewalk along Sunset Road ends just east of the Liberty Church intersection. This area accesses a significant population of school age children. Currently, most if not all, are required to ride the bus or ride in a car (minus a couple of golf carts that drive up and down the hill).



**Figure 5.14 – Images from Area 2**

**Figure 5.15** depicts a proposed path alignment to connect the adjacent street to the school building area. This alignment traverses a significant grade change. As a result, the path has switchbacks and flat areas so that it remains compliant with the ADA standards. The orange/black segment further highlights a section of stairs that could be added as an option for pedestrians.



**Figure 5.15 – Conceptual Layout for path connecting Sunset Road to the School**

In Summary, the Area 2 proposed work plan would include:

- Max slope 1:12 (8.33%)
- Maximum rise: 30 inches (Between land areas)
- Requires 5'x5' landing at beginning and end of each ramp
- Total estimated cost: \$350,000

### **Mountain Bike Trail at Smith Park**

The BPAC understands that a mountain bike trail is in the master plan for further development at Smith Park. The BPAC is in support of this plan and encourages the City to move forward with steps necessary to begin implementing the mountain bike trail component of the plan. Many comments received during the public engagement phase and survey process highlighted this area as a highly desirable amenity for the community.

## **Bike Share Programs**

The BPAC reviewed existing bike share programs in the region and believe that this may become a viable option for the Brentwood community, particularly in the retail, commercial, and office areas of Maryland Farms and City Park.

A bicycle sharing program is a service in which bicycles are made available for rent via kiosks located throughout an area. A rider could rent a bicycle from one location and return it to a different location, depending on the trip needs. The program could be set up to allow users to purchase passes, memberships, subscriptions, or simply pay each time they wanted to use a bicycle. Now, smartphones and mobile apps can be used to submit payment and reduce infrastructure costs associated with operation and maintenance of pay stations. Often times, bike stations/kiosks, are placed in locations in partnership with local retailers and businesses.



**Figure 5.16 – Bike Share Kiosk**

## **CHAPTER 6 – LONG TERM RECOMMENDATIONS**

From survey data collected, anecdotal evidence, and individual observations and experiences of the BPAC members, east-west connectivity, as well as the connection to the City's retail district, are critical issues that need to be addressed in order to improve multimodal viability for the City. The BPAC also understands that addressing these issues will require planning, consensus building, and a substantial financial investment. As a result, these recommendations are offered as long term options for the City's consideration.

### **East-West Connectivity**

One of the resounding issues from the community outreach efforts was the need to improve bike and pedestrian connectivity in an east-west pattern across Brentwood. Due to the layout of I-65, there is not an easily accessible crossing point north or south of Concord Road. The closest crossing opportunity to the north is at Church Street/Maryland Way, 2.6 miles away. To the south, Moores Lane offers a crossing opportunity, but it is 2.2 miles away.

Significant Brentwood investments have been made along Concord Road to provide for additional traffic capacity as well as greater mobility options for pedestrians and bike users via the addition of a multi-use path. However, there are a couple of segments where gaps in multi-use paths still exist. Once all roadway construction is completed there will be a section of Concord Road, from Arrowhead Drive to Green Hills Boulevard, where neither a sidewalk nor a multi-use path exists. One low cost, short- to mid-term fix for this segment is to add signing and pavement markings along connecting streets, as discussed earlier in Chapter 4.

The second gap is more critical. A multi-use path does not exist from Franklin Road to Wilson Pike, minus a small section that fronts the Brentwood Library. This section of Concord Road typically has significant congestion during peak periods and; during the off peak period, vehicles typically travel at a higher rate of speed than most bicyclists find comfortable.

I-65 bisects this segment of roadway and provides an operational barrier to most pedestrians and bicyclists as well, due to the congested and complex nature of the ramp terminals with Concord Road. During the BPAC survey and public meeting process, crossing I-65 was identified by citizens as one of the most challenging areas in the City, and many did not feel sufficiently safe when riding their bikes along this section of roadway. This barrier is the primary reason that sufficient east-west connectivity does not exist from a bicycle/pedestrian perspective.

The Draft Brentwood 2040 Major Thoroughfare Plan identifies a multiple-use path project, from Franklin Road to Wilson Pike, as Project 106. As this has not been programmed and budgeted, the BPAC considered several options to address this need that may be more feasible than waiting for Project 106 to actually be constructed.

### **Bisecting the Turner Property**

There is a long-term vision that perhaps one day the Turner property will become available for purchase. If this were to happen, it might be possible to run a multi-use path across that property to connect east-west via Franklin Road, in the Murray Lane area, to Concord Road, in the Tower Park area. The Draft Brentwood 2040 Major Thoroughfare Plan lists this option as Project 12 (Trail Crossing of I-65).

### **New Pedestrian Bridge(s)**

A second option would be to construct a separate pedestrian crossing over I-65 and over the CSX railroad facility. Whether this new crossing would be connected to the existing bridges at I-65 on the south side, or if it were to connect somewhere further south, would require more detailed study. What is understood is that the cost magnitude of such an option would be in the multi-million dollar range. Proper programming, budgeting, planning and design would be needed to implement this strategy on a long-term basis.



### Mid-Term Fix Through Interchange Area

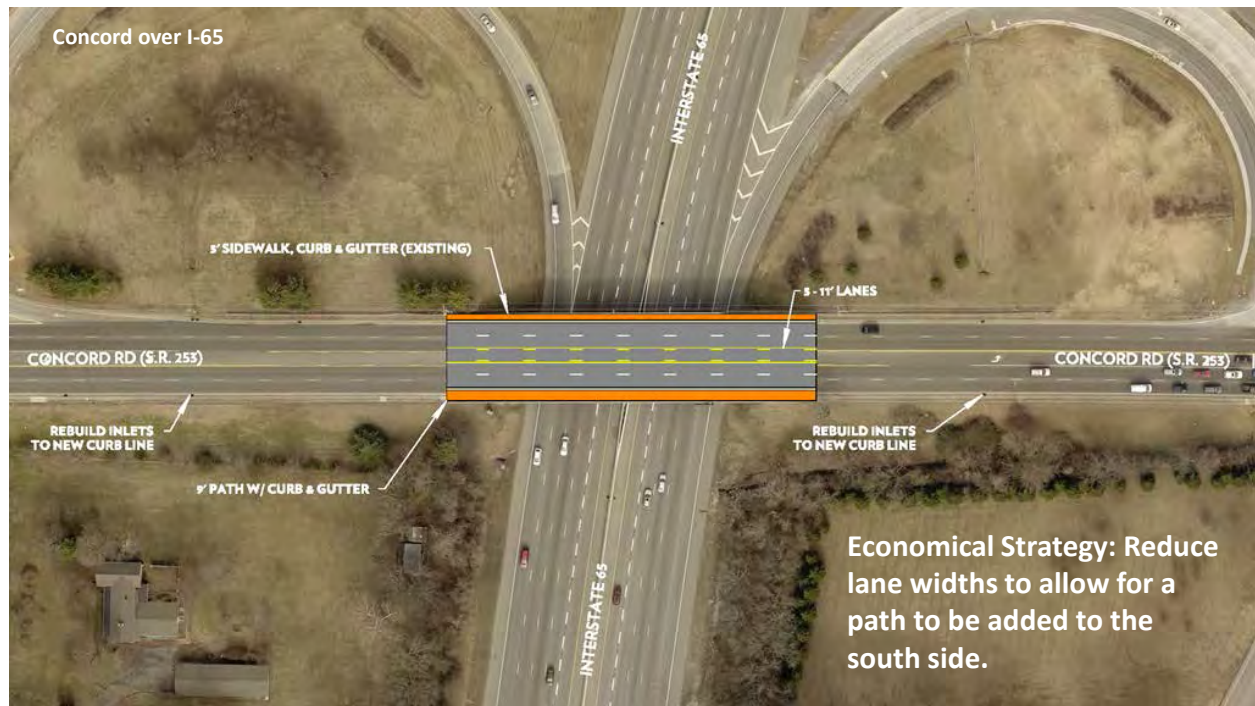
One option the BPAC explored was to create a multi-use path on the south side of Concord Road, between Franklin Road and the Lipscomb Elementary School Area (See **Figure 6.1**).



**Figure 6-1. Low cost option to add an MUP in I-65 interchange area.**

This would be done within the existing roadway limits by reducing the lane widths by at least a foot and holding the north edge of pavement. By doing this across 5 lanes, the south side of the roadway could be reconstructed as an 8-10' paved (asphalt or concrete) multi-use path. This approach would allow the city to make the modifications without the need to widen the bridges over I-65 and the CSX railroad. **Figure 6-2** depicts a small section of the route in the area of the bridges.

Recent ramp work at I-65 (northbound right turn lane addition on Concord) has applied this theory of a minor lane width reduction. Few travelers probably notice this adjustment as they drive through the area.



**Figure 6.2 Concept highlights minor lane width reduction and addition of MUP on south side.**

In summary, this potential option would:

- Reduce lane widths from approximately 12' to 11'
- Shift travel lanes to north
- Extend curb, gutter, concrete (or asphalt path) on south side to create an 8-10 foot wide path
- Rebuild catch basins to align with new curb line
- Estimated cost: \$200,000
- This concept would be repeated for the bridge over CSX for another \$200,000.

### **Franklin Road from Concord north to Maryland Way**

The widening of Franklin Road from Moores Lane to Concord Road includes an MUP for the east side. This construction project is still several years away from completion. But once built, where do users of the path go when they get to Concord Road? Concord Road does not have comparable facilities from Franklin Road to the Brentwood Library area. Solutions for this are discussed



above. The other area of need is on Franklin Road from Concord Road to the north. Even if a bisection of the Turner property becomes reality, this section of Franklin Road remains a need that should be addressed. Given that the completion of the MUP south of Concord Road is a few years away, now is the time to plan infrastructure improvements north of Concord Road. **Figure 6.3** highlights an infrastructure gap for safe bicycle accommodation. It is noted that from Murray Lane to the north, a sidewalk does exist on the west side. However, neither sidewalk nor MUP exists south of Murray Lane.



**Figure 6.3 – Franklin Road Bicycle/Pedestrian Infrastructure Gap**



At this time, a conceptual layout has not been developed. However, improvements to this section would require coordination with the Tennessee Department of Transportation (“TDOT”) as this is a state route. There will also be utility conflicts, environmental concerns, and potential right-of-way issues, depending on the extent of proposed modifications. Costs for adding a MUP along Franklin Road from Concord to Church Street (a distance of over 2.5 miles) could easily exceed millions of dollars.

## **CHAPTER 7 – FINAL RECOMMENDATIONS/NEXT STEPS**

### **Benefits to the Community**

The BPAC believes that incorporation of an effective bicycle and pedestrian network will only enhance a community's value. The BPAC sees potential benefits to the Brentwood Community in the areas of:

- Reductions in vehicular traffic as more utilitarian and leisure trips are taken via other modes.
- Improved network user safety
- Improved accessibility to schools and local businesses
- Shared amenities that increase property value
- Better Access to exercise/fitness opportunities
- Healthier communities

### **Next Steps**

The BPAC presents this report, which documents the findings and research conducted by the BPAC over the previous year, to the City of Brentwood for consideration and action. The BPAC believes the chances for success in implementing a viable multimodal system would be improved by advancing the following actions and recommendations.

- The City should move forward with items identified in the Short-Term section (Chapter 4). City resources can be utilized for many of these items. The addition of signs, pavement markings, and an effort to correct ADA deficiencies and utility conflicts on existing pedestrian facilities is needed and can be completed with modest financial commitments.
- The BPAC presents a series of improvement strategies and ideas in the mid-term and long-term chapters (4 and 5). We believe that these areas could be a focus of the Committee moving forward working in collaboration with other City committees, boards, and staff resources.

- The BPAC recommends that the City establish a dedicated budget item and commitment to implement multimodal improvements throughout the City. For example, the City of Bloomington, Indiana pledged \$500,000 per year for 10 years with the goal being to make a substantial impact to improving the opportunities for alternative modes of transportation. The BPAC believes a similar commitment from the City of Brentwood is feasible and could yield city-wide benefits.
  
- The BPAC believes that there is a need for the continuation of BPAC activities and that the City should consider creating a permanent Bicycle and Pedestrian Committee (or Board) with a charge to continually monitor, evaluate, and make recommendations for necessary infrastructure additions, improvements or alterations.

# **APPENDIX A**

## **Bloomington Reconnaissance Summary Report**

**Bloomington, Indiana**  
**BPAC Visit on June 4, 2016**  
**Graf Hilgenhurst and Tom Spear**

The city of Bloomington, Indiana has faced similar challenges to those we currently face in Brentwood today. They initially had very little infrastructure for bicycles and pedestrians. Through a dedicated and systematic approach, they have been able to make huge progress in the last 20 years. Here is a brief synopsis of how they were able to achieve this.

In the fall of 2000 they formed a citizen led steering committee of 16 citizens of diverse backgrounds. A Bicycle Pedestrian Advisory Committee (BPAC) was formed, and began to meet monthly to advise the City on the needs of the community. Two public workshops were held to gain public input. The city was divided into “central city”, “urbanizing ring”, and “outer fringe” areas. Ratio Architects of Indianapolis were hired to outline provide the design guidelines.<sup>1</sup> A Strategic Plan was written. Initial funding sources for this plan included the City of Bloomington Planning Department, Parks and Recreation Department, and Public Works Department. Routes were designated as follows:

**Signed Bike Route** - A street that is safe for use by both vehicles and bicycles without the designated bike facility. These routes are identified with appropriate signage.

**Bike Lane** – A portion of the road that has been designated and design for the exclusive use of bicycles with distinct signage and pavement markings.

**Side path** –A hard surface physically separated from the road with a grass or tree line within the right-of-way for use by two-way bicyclists, pedestrians, and other non-motorized users.

**Sidewalk** – A hard surface path within the street right-of-way that is designated for the exclusive use of pedestrian traffic.

**Multi-use Trail** – A hard surface, off-road path for use by bike, foot, and other non-motorized traffic typically not within the road right-of-way.

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<sup>1</sup> Alternative Transportation & Greenways System Plan, Ratio Architects, Inc.

The BPAC developed a Strategic Plan which listed areas of concern:

1. People want to be out of their cars but conflicts with the vehicular traffic and the lack of linked destinations prevents them from doing so.
2. Sprawling development patterns and increased volume and speed of cars decrease desire and ability to safely walk and bike.
3. Parents drive children to school because there is a lack of safe sidewalks and bicycle and pedestrian facilities and many neighborhoods.
4. Currently people have to drive to locations that are safe for recreational bicycling.
5. Bicycle and pedestrian facilities establish for commuting need to be easy to navigate and efficient.
6. Education and enforcement of rules of the road is needed for both motorists and bicyclists.
7. Separate pedestrians, bicycles and cars were possible.
8. Volume and speed of vehicular traffic is a major barrier for cycles and pedestrians.
9. Clearly marked routes, especially at intersections are needed to lessen conflict for pedestrians, bicyclists, and motorists.

### **Objectives**

1. Create bicycle and pedestrian facilities that are safe:
  - A. Where possible, use sidewalks, side pass and multiuse trails to physically separate pedestrians and bicyclist from traffic.
  - B. Designated bicycle lanes, signed bike routes, and signage should be designated to safely accommodate bicyclists.
  - C. Incorporate signage at key points, especially intersections and mid street crossings to remind users and motorists of the rules of the road.

2. Create routes that are as direct as possible: Routes that are more accessible and direct for pedestrians and bicyclist will encourage more people to leave their cars at home for short frequent trips. Clearly mark individual routes and the overall system.

- A. Each route and intersection in the system must be clearly marked with signs and striping. Pedestrians and bicyclists should be able to easily distinguish if they are on a designated bicycle and pedestrian facility.
- B. Develop themes for key thoroughfares such that users can refer to a segment of the bicycle and pedestrian facility by name or unique features and clearly identifiable from other routes.
- C. Conduct regular educational and awareness program for users. Provide educational programs and events which lead to greater awareness of the system. Provide incentives for individuals who commute using alternate transportation and disincentives for motorists.
- D. Prepare bicycle and pedestrian facility maps to make them available to the public.<sup>2</sup> Clearly identify citywide bicycle and pedestrian routes in addition to trailheads. Trailheads should be coded as to what amenities are available (public restrooms, storage, etc.). Clearly mark park-and-ride locations and public transit stops. Collect and analyzed crime data. Track accident reports relating to bicyclists or pedestrians versus cars, and bicyclists versus pedestrians. Areas that have repeated accidents will need to be reviewed for redesigned for additional safety measures.
- E. Track criminal activity and bicycle and pedestrian facilities. Such statistics should indicate criminal activity along routes will be significantly less than elsewhere in the community. This information will prove valuable if the city is being challenged publicly on safety and security issues.

3. Connectivity:

**Key Destinations** are places people want or need to get to. These may include: School, work, shopping, parks, entertainment and transit stops. The intent of this Plan is to better connect such

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<sup>2</sup> Bike Map, City of Bloomington



Key Destinations with bicycle and pedestrian routes in an effort to lessen the number and frequency of vehicular trips.

Dedicate at least one City staff person within Planning or Public Works to coordinate and facilitate public, private, and nonprofit bicycle and pedestrian projects. Such coordination will ensure successful implementation of the Alternative Transportation and Greenways System Plan.

Developing Key Destinations: Determine and prioritize Key Destinations for bike, pedestrian and transit communities. Good connectivity is essential to the success of this Plan. Land use patterns will dictate how successful linking destinations will be.

Establish a hierarchy of bicyclist and pedestrian routes. Establish a land acquisition program for alternative transportation that is equivalent in importance to roadway construction projects. Where possible, the city should purchase desired parcels of land to develop bicycle and pedestrian facilities.

The city should adopt policy that will attempt to develop trail systems in cooperation with willing land sellers. In the event that an agreement cannot be reached, the city will exercise authority of eminent domain, which shall be used as a last resort for the purpose of completing the goals of this plan.

Provide secure bike parking. Establish secure parking areas at Key Destinations such as employment centers, schools, transit stops and park- and-rides. Ideal parking facilities for bike commuter should be covered, safe, and well illuminated.

The City Council has allocated \$500,000 annually to form the development of Alternative Transportation and Greenways System Plan. However, in order to get people out of their cars and using bicycle and pedestrian routes for commuting and recreation, additional funds may be needed to build as many connections as possible in the shortest amount of time. Creative

solutions to funding can be found with collaboration and cooperation of public funds as well as private donations.

Potential funding sources Include: Federal programs for transportation, community development and conservation. State programs for recreation, transportation, conservation and water quality. Local taxes, impact fees, bond reference, improvement programs and private participation through land trust, foundations, local businesses, generous individuals and volunteers.

**Bicycle Friendly Community status:** As a benchmark for their progress, Bloomington applied for bicycle friendly community status. The League of American Bicyclists (LAB) has a Bicycle Friendly Community program which involves an on-line application. There are five designated level of achievement: Honorable Mention, Bronze, Silver, Gold, and Platinum. Their initial application was rewarded with "Bronze" status in 2003. They continued to work on improvements, and resubmitted their application. The 2nd submission was rewarded with a "Silver" level Bicycle Friendly Community status in 2010. At the end of a 10-year period, they were able to achieve "Gold" status (2014). Their current application is for "Platinum" status, and is expected to be reviewed later this year<sup>3</sup>. This represents enormous improvements in overcoming the challenges to being bicycle and pedestrian friendly.

**Government involvement:** The citizens petitioned the City to take an active role in making Bloomington more bicycle friendly. The City made a pledge of \$500,000 per year for a 10-year period.

The BPAC prioritized the obstacles, and assigned an importance and a timeframe to each. Of note, the most significant impediment to Bloomington was the presence of state Route 46 (SR 46), which essentially bisects the city of Bloomington. This is a busy arterial road at surface level, which had no suitable pedestrian or bicycle crossings. After several years of negotiation, they

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<sup>3</sup> League of American Bicyclists Bicycle Friendly Community Application, Bloomington, IN 2016.

were able to come up with a solution. The final plan consisted of a bicycle pedestrian underpass, which removed a conflict between automobile traffic and bicycles and pedestrians.



**Figure A.1 – Pedestrian Underpass in Bloomington.**

Most of the other changes were much easier to implement. They involved adding bicycle lanes where feasible, re-striping pavement, and adding signs to make automobile traffic more aware of bicycles. Bike racks were added in downtown locations. Pedestrian crosswalks were made more visible, and additional lighting was installed.



**Figure A.2 – Bike lanes, Sharrows and Pedestrian Crosswalks in Bloomington.**

A **“Rails-to-Trails”** conversion through the center of town became known as the **“B-line”**. This formed the "backbone" of the bicycle pedestrian transportation system in Bloomington. Bicycle maps were printed and made available, and large scale versions were placed at key locations. The CSX Rails-to-Trails conversion (B-line) was put into the 2004 proposed project list, and used up \$400,000 of the total budget. The State Route 45/46 Bypass was initially studies in 2004-2005.



Figure A.3 – MUP with intermittent bike rack



Figure A.4 – Facility Mapping Example.





**Figure A.5 – Integrate form and function.**

### **Sidewalk improvement**

The city of Bloomington has a 50/50 program to share the cost of installation and repair of sidewalks with property owners. While this program has been successful, sidewalk construction is very expensive for both the city and land owner. This plan recognizes sidewalks as an essential component of the alternative transportation in Greenway System.



**Figure A.6 – Pedestrian refuge area in crosswalk zone.**

## Signs

Money for signage, awareness, and education was included in the first three years of the budget. A year by year itemized list was drawn up, with each year's total expenditure equal to \$500,000.



Figure A.7 – Bike route signage.

## Other improvements

Other innovative solutions included a "road diet" where two-lane roads were converted to a one lane road with a bike path, sometimes including on street parking. In some instances, bicycle traffic was deliberately routed in the opposite direction from automobile traffic. Additional signs, traffic lights, and warnings were installed in these situations. Some roads were converted to bicycle boulevards which encouraged free flow of bicycle traffic but limited car traffic. This also had the desired effect of slowing the speed of automotive traffic.





**Figure A.8 – Pavement treatment for bike lane demarcation.**

### **Proposed improvements**

Currently projects pending approval include an underpass under I-69/SR 37. This will use the existing railroad underpass, and replace the earthworks grading with a retaining wall. Estimated cost is \$1,000,000. The lead agency is the Public Works Department, in conjunction with Monroe

County and INDOT. A report by DGF Consulting Engineers outlined the three (3) possible solutions and made recommendations.<sup>4</sup>

In May, 2010 the City passed Resolution 10-10, which created the Platinum Biking Task Force. For 2016 their goal is to achieve the LABs “Platinum” status (By way of reference, the only cities to achieve this are Davis, CA, Boulder, CO and Portland, OR). Beginning in September 2010, the Task Force held a series of public meetings. The City provided core support, and was joined at times by departments of Engineering, Legal, Parks and Recreation, Police, and Economic and Sustainable Development. Public input was sought.

A Bike Summit was held April 28th 2011, and attracted more than 60 people. A page of the City’s website was dedicated to the task Force, and contained information on time and place of future meetings, summaries of previous meetings, and information on best practices. The Bloomington Platinum Biking Task Force report proposal was submitted and approved by the Bloomington Common Council at their November 9, 2011 meeting by a vote of 7-0. The final report of the Bloomington Platinum Bicycle Task Force was issued in November 30, 2011.<sup>5</sup>

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<sup>4</sup> State Road (SR) 37 Grade Separated Crossing Feasibility Analysis and Design project. DGF Consulting Engineers

<sup>5</sup> Breaking Away: Journey to Platinum. Bloomington Platinum Bicycle Task Force Final Report, November 30, 2011

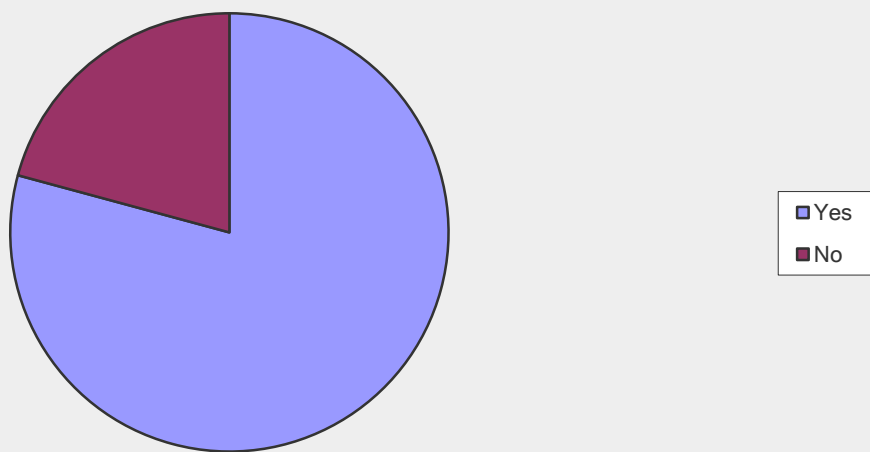
## **APPENDIX B**

### **Brentwood Bike & Pedestrian Survey Results**

Brentwood Bike and Pedestrian Ad Hoc Committee

Q1. Was bicycling or walking friendliness an important consideration in your choice of where to live?		
Answer Options	Response Percent	Response Count
Yes	79.2%	300
No	20.8%	79
<i>answered question</i>		379
<i>skipped question</i>		2

Q1. Was bicycling or walking friendliness an important consideration in your choice of where to live?

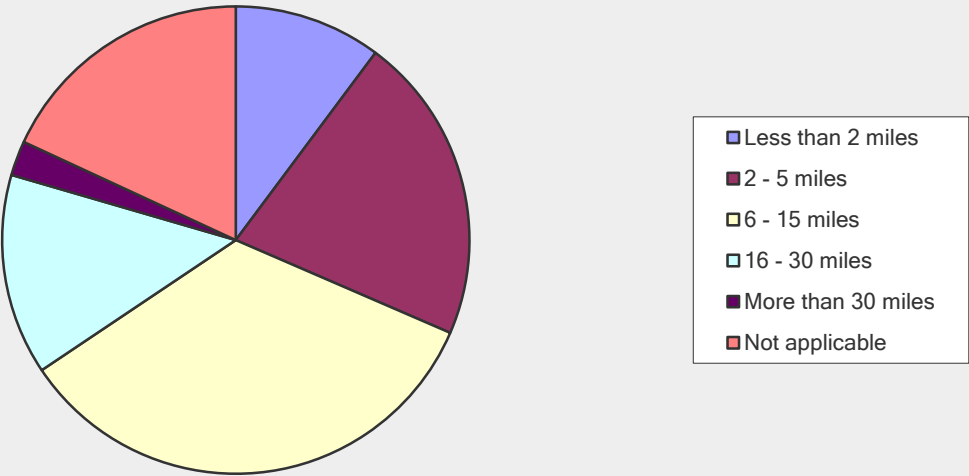


Brentwood Bike and Pedestrian Ad Hoc Committee

Q2. How long is your regular commute to work or school?

Answer Options	Response Percent	Response Count
Less than 2 miles	10.2%	39
2 - 5 miles	21.3%	81
6 - 15 miles	34.1%	130
16 - 30 miles	13.9%	53
More than 30 miles	2.4%	9
Not applicable	18.1%	69
<i>answered question</i>		381
<i>skipped question</i>		0

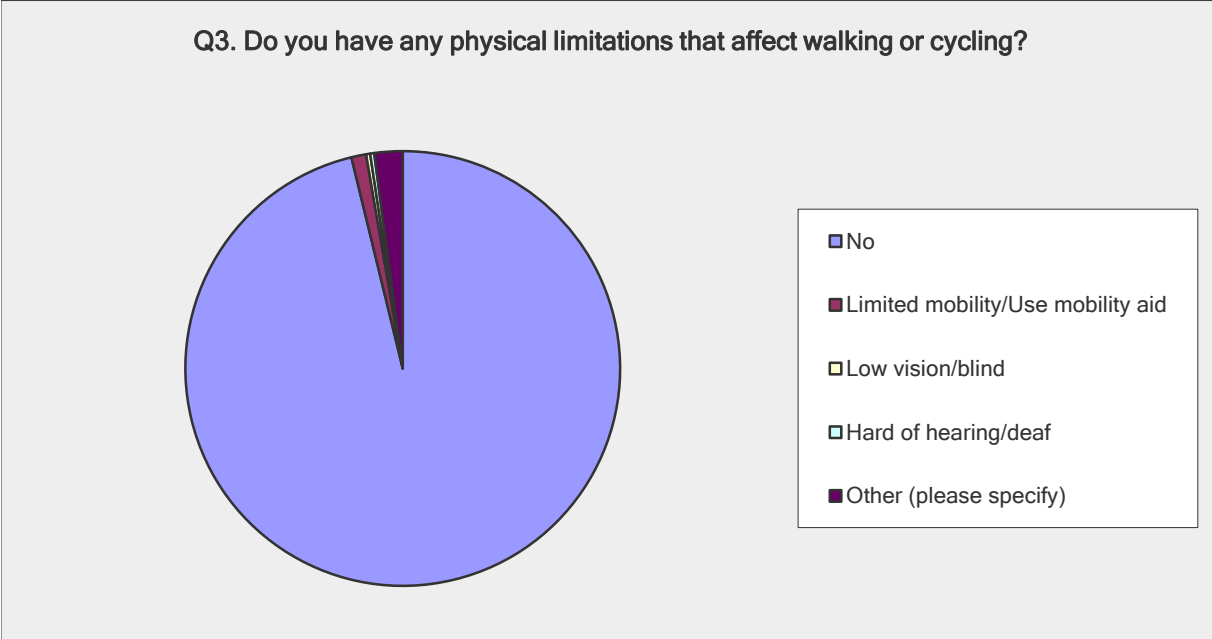
Q2. How long is your regular commute to work or school?





Brentwood Bike and Pedestrian Ad Hoc Committee

Q3. Do you have any physical limitations that affect walking or cycling?		
Answer Options	Response Percent	Response Count
No	96.3%	366
Limited mobility/Use mobility aid	1.1%	4
Low vision/blind	0.3%	1
Hard of hearing/deaf	0.3%	1
Other (please specify)	2.1%	8
answered question		380
skipped question		1



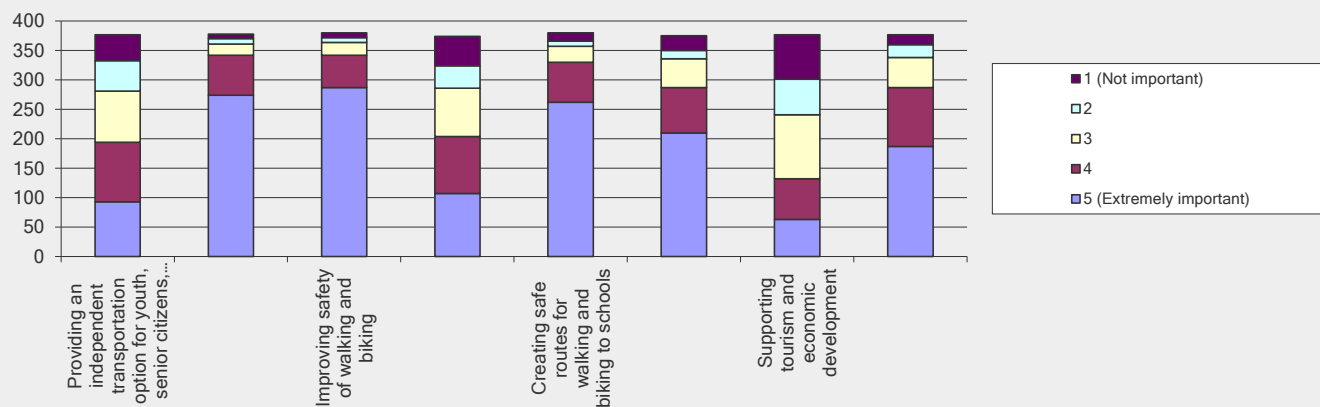
Number	Other (please specify)
1	Age
2	Don't have a bike, don't want one, use treadmill to walk!
3	I can only walk about 20-25 minutes at a time. A bench here and there along trails or sidewalks is really appreciated!
4	Bad knees but like to bike
5	No problem biking but problem with long walks.
6	Just age. At 82 I'm not into either very much.
7	Prosthetics
8	Member of family has Special Needs.

## Brentwood Bike and Pedestrian Ad Hoc Committee

**Q4. What do you consider the most important reasons for investing in cycling and walking? Please rate the importance of each of these items on a scale from 1 "Not important" to 5 "Extremely important".**

Answer Options	1 (Not important)	2	3	4	5 (Extremely important)	Response Count
Providing an independent transportation option for youth, senior citizens, people with disabilities, and others with limited access to a private vehicle.	44	52	87	101	93	377
Increasing health and physical activity	8	9	19	68	274	378
Improving safety of walking and biking	8	8	22	55	287	380
Support the environment by offering low-impact transportation options	50	38	82	97	107	374
Creating safe routes for walking and biking to schools	14	9	27	68	262	380
Creating safe routes for walking and biking to community centers, worship locations, shopping, etc.	25	14	49	77	210	375
Supporting tourism and economic development	76	60	109	69	63	377
Enhancing access to and experience of the natural environment	17	22	51	100	187	377
Other (please specify)						30
<b>answered question</b>						<b>380</b>
<b>skipped question</b>						<b>1</b>

**Q4. What do you consider the most important reasons for investing in cycling and walking? Please rate the importance of each of these items on a scale from 1 "Not important" to 5 "Extremely important".**

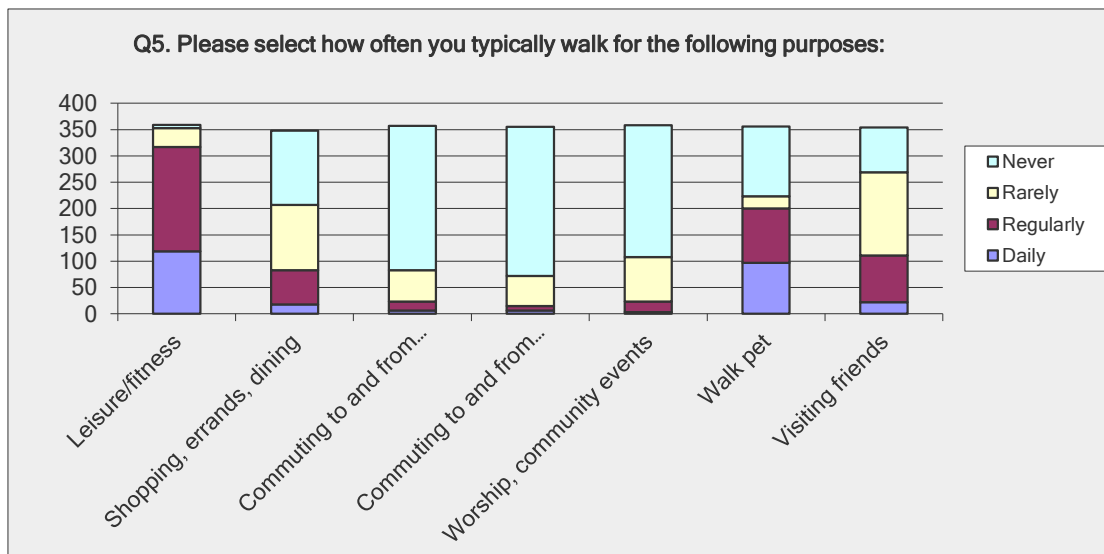


1	No amount of cycling or walking paths are going to help the elderly or disabled get around safely. No amount of walking or biking paths are going to offer enough people alternate ways to get to work to be of any use in this area. Don't waste money on "paths" until you figure out mass transit, ie, buses for instance, which you have voted against.
2	Traffic consideration ... can't pass a biker on roads such as parts Wilson Pike and backs up traffic.
3	Building community and connectedness
4	Safe riding and bike lock-up to community events: 10K runs, homecoming parade, concerts at parks, athletic events, etc.
5	Reduce pressure on auto traffic systems
6	Provide recreation near workplaces and homes that is accessible and affordable to all
7	There are currently not any mountain bike trails in Brentwood, top rated cities have a variety of outdoor options. Those options include biking both on and off pavement.
8	Improved quality of life
9	The more we encourage the "walkability" and "cycling-friendliness" of our community, the more a sense of "community" will be a reality, as opposed to the usual rushing around in closed-cell vehicles. Walking and cycling causes us to slow down a bit, view others a bit more close-up and travel together without the barriers vehicles give us.
10	more bike lanes!
11	Improving relations between cyclists and drivers
12	many schools could be easily reached by bike or walking if it was safer for the students to do that and if it was actively encouraged by the schools
13	investing in cycling is of no importance at all
14	It would be great if at some point, the Maryland Farms area could be connected to River Walk area via walking paths versus taking your life in your hands on Franklin and Concord Roads. I am a big runner and bike rider so I run/ride these roads all the time but get limited to one side of 65 or the other. I would be fantastic if they were connected!
15	Mountain biking and cycling is huge for our family
16	Would u consider putting a bike path along the Little Harpeth River to run from Hillsboro Pike to Wilson Pike it could connect Brentwoods residents. As well as provide a safe way to get to downtown Brentwood. Could also be a cart path in the future reducing the number of cars on the road
17	I live in north Brentwood in Meadow Lake. If I could safely walk to and between shops, my car wouldn't be clogging up the parking lots and streets.
18	I have lived in Fountainhead for 18 years and regularly bike. I have to go into Princeton Hills to get on a bike path to Franklin Rd. I would like to see a sidewalk added to Fountain head. My family and I bike and enjoy riding to Brentwood to shop and eat. As well as for family exercise. I would love to see Brentwood more bicycle friendly. Living in Fountainhead I do not have a way safely to get to Concord parlor the libraries biking paths. I have to take my car to get to one our cities best biking trails. Please consider making a route or side walk along Concord as well. Thank you.
19	community connectivity
20	We need more neighborhood sidewalks. We love to walk/ride bikes in our neighborhood, but the street we live on is a major cut through from Concord to Nolensville Rd so we have lots of cars flying through. Sidewalks would be a great addition!
21	Brentwood will either become another Green Hills (disaster), or become a chattanooga (awesome). It is your choice. Lets become pedestrian friendly, and do what Franklin did near Franklin HS by putting a walkway under Franklin Rd & bridge over I65. Biking and walking is the future for residents of Brentwood. Thank you
22	we need sidewalks too!!! please please!!
23	introduce bikes only days and zones during weekends.. could be interesting
24	Promoting non digital relationships with real people. Especially for adolescents and teens.
25	Since most of the city does not have sidewalks we need more trails and bike paths through the city. A big reason we chose our home was access to trails
26	We have multiple parks in Middle Tennessee where folks can ride their bikes. I am totally opposed to spending my hard earned tax dollars to widen roads just to allow people to ride their bikes.
27	We need mountain bike trails at Ravenswood Park
28	Be able to safely cycle or walk is most important
29	improving vehicular traffic by taking cars off the road.
30	Holly Tree Gap and parts of Murray have a ton of bikers and only a matter of time before a distracted driver kills someone- then...as typical government does...reacts to improve bike paths. It is nice to see the government being proactive for once.

## Brentwood Bike and Pedestrian Ad Hoc Committee

Q5. Please select how often you typically walk for the following purposes:

Answer Options	Never	Rarely	Regularly	Daily	Response Count
Leisure/fitness	6	36	198	119	359
Shopping, errands, dining	141	124	65	18	348
Commuting to and from school	274	60	17	6	357
Commuting to and from work	283	57	9	6	355
Worship, community events	250	85	20	3	358
Walk pet	133	23	103	97	356
Visiting friends	85	158	89	22	354
Other (please specify)					18
<i>answered question</i>					<b>363</b>
<i>skipped question</i>					<b>18</b>

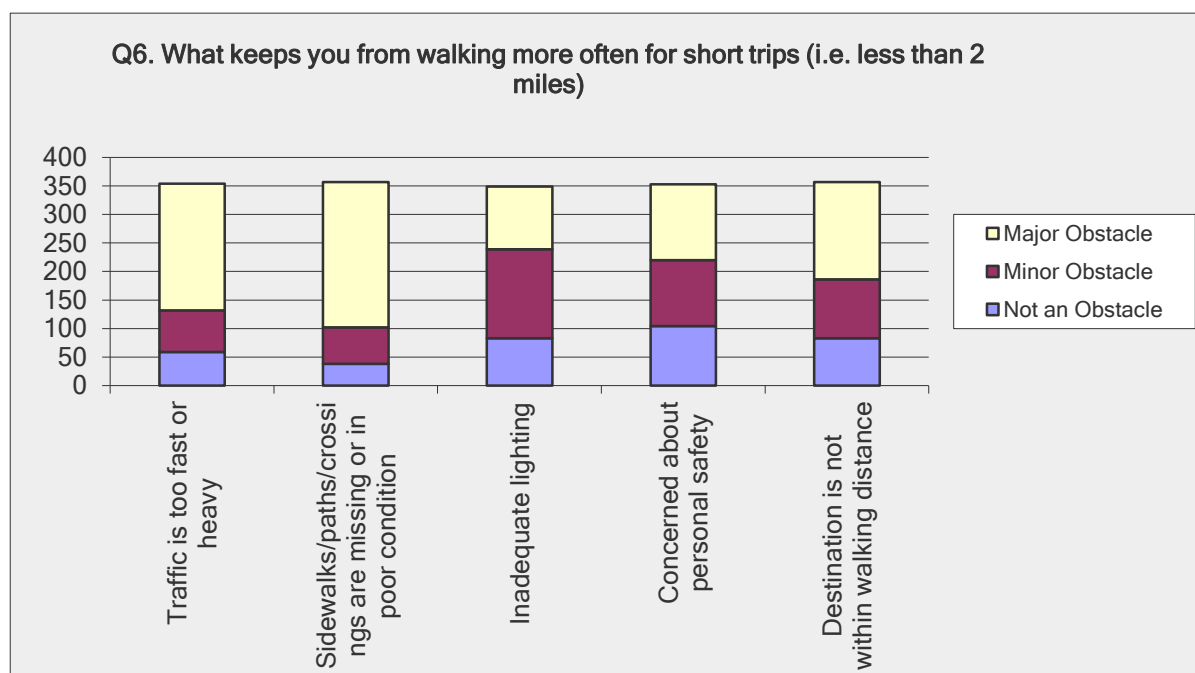


Number	Other (please specify)
1	Exploring the city
2	No sidewalks in our area to walk places
3	I would walk or ride for all of the above if it was safe.
4	Would walk Regularly in all areas marked never if safe accommodations existed.
5	I would walk more if safe paths and short-cuts were available
6	I bike ride daily weather permitting.
7	mountain bike
8	Son rode to Brentwood middle, he was envy of our adult friends
9	I actually add to traffic because I drive to Granny White Park to walk. My neighborhood does not have sidewalks and cars go too fast. My neighborhood is not walkable.
10	work commute is a partial walk
11	I would do all routinely if sidewalks were available
12	I have lived in cities and would walk everyday if a safe option were available.
13	I would bike/walk to work or shopping if we had access to sidewalks
14	I don't actually walk/bike every day, but I should and it's my 2016 goal to do so!!!
15	We do not live close enough to shopping to walk
16	I don't walk--I bike with my dog
17	I walked to the bus stop to get to work prior to the city ending the participation in RTA. A huge loss for the City.
18	Rarely walking. We bike and run/jog every day on trails

## Brentwood Bike and Pedestrian Ad Hoc Committee

### Q6. What keeps you from walking more often for short trips (i.e. less than 2 miles)

Answer Options	Major Obstacle	Minor Obstacle	Not an Obstacle	Response Count
Traffic is too fast or heavy	222	73	59	354
Sidewalks/paths/crossings are missing or in poor condition	255	64	38	357
Inadequate lighting	110	156	83	349
Concerned about personal safety	133	116	104	353
Destination is not within walking distance	171	103	83	357
Other (please specify)				28
<i>answered question</i>				362
<i>skipped question</i>				19



Number	Other (please specify)
1	Depending on function -- e.g., could walk to grocery store, but transporting groceries home a challenge
2	Traffic is minor, but is growing fast
3	Tried riding bike to rec center on Heritage from Foxboro/Brentmeade. Sidewalk was buckled and traffic fast. Didn't enjoy or feel safe..
4	I live north of Concord Road. Concord Road is a huge barrier. I have no way to cross it.
5	No sidewalks in our area
6	inadequate or unsafe crosswalks
7	Murray Lane....people speed tooooo fast by Scales & no room on Murray Lane from HollyTree to bike to Franklin road
8	We need safe ways to cross and travel along Concord Road (from Foxboro subdivision).
9	Too much texting-while-driving
10	There is missing infrastructure. The lighting and sidewalks are not consistent.
11	Distracted drivers
12	We need to vastly improve the crosswalks on franklin rd around the hill center.
13	No safe way to walk out of Meadow Lake. Crosswalks across Franklin Road are not well marked and are unsafe.
14	The intersection of Fountainhead and Franklin Pike is going to be the site of a deadly accident
15	speeding in school zones!!!



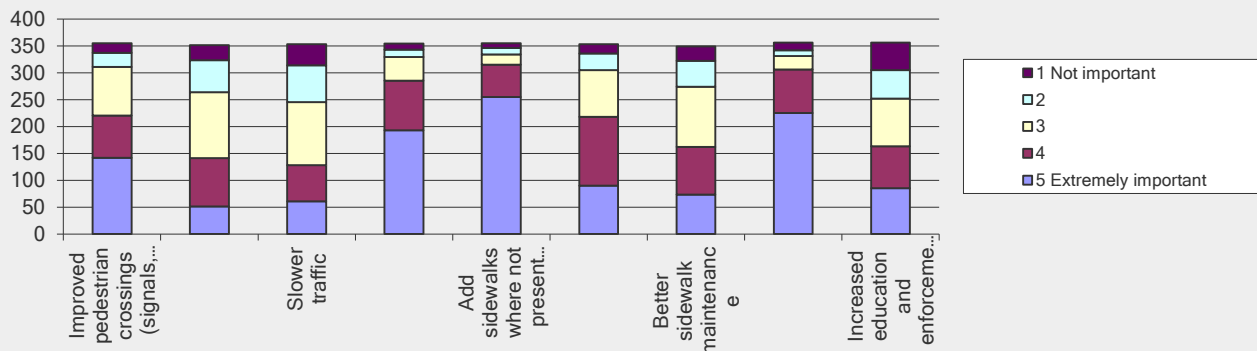
16	I can't leave my house without walk 3/4 a mile to the closest sidewalk. With small children this can be very scary with cars driving on the road where we are walking.
17	don't really understand the question
18	There is a bike path that can get me to Cool Springs, but it isn't direct and would take 45 minutes vs. a 7 minute drive - so if we had more direct paths that cut down on the distance that would be helpful
19	Try crossing Franklin rd at Maryland Farms and Church street. Or try crossing Old Hickory and Franklin Rd. OR, try crossing Franklin Rd at Murray Lane.
20	I applied these to biking
21	Coyotes present in neighborhood
22	Eastwood Drive from Raintree parkway to The Reserve entrance needs trail or sidewalk, especially if more homes are built in the Reserve. I walk along that road every day and it gets dangerous with all the cars wizzing by. Its also hard for kids to get to the park safely without sidewalks along that stretch. There is room!!
23	In Twelve Oaks- no sidewalks to connect Concord or on Crockett
24	Bike lanes end/don't exist to get to shopping.
25	Time
26	Not have public transportation bike baths in critical main arteries is an inhibitor
27	traffic doesn't expect pedestrian traffic
28	It would be great to have a sidewalk extend all the way down Williamsburg Road until it reaches Franklin Road so that it would be a safer walker friendly pathway!

## Brentwood Bike and Pedestrian Ad Hoc Committee

**Q7. What facilities or programs are most needed to promote walking in Brentwood? Please rate the importance of each on a scale from 1 "Not important" to 5 "Extremely important".**

Answer Options	1 Not important	2	3	4	5 Extremely important	Response Count
Improved pedestrian crossings (signals, crosswalks, warning signals)	18	26	91	78	142	355
Improved curb ramps and accessibility for people with disabilities	28	59	123	90	51	351
Slower traffic	39	69	117	67	61	353
Improved sidewalks (wider, fewer obstructions, and more buffer from vehicles)	11	14	44	92	193	354
Add sidewalks where not present today	9	12	19	60	255	355
Better lighting or security measures	17	31	87	128	90	353
Better sidewalk maintenance	27	48	112	89	73	349
More walking paths and multi-use trails	14	11	25	81	225	356
Increased education and enforcement of pedestrian traffic laws	51	53	89	78	85	356
Other (please specify)						23
						<b>answered question</b>
						<b>359</b>
						<b>skipped question</b>
						<b>22</b>

**Q7. What facilities or programs are most needed to promote walking in Brentwood? Please rate the importance of each on a scale from 1 "Not important" to 5 "Extremely important".**



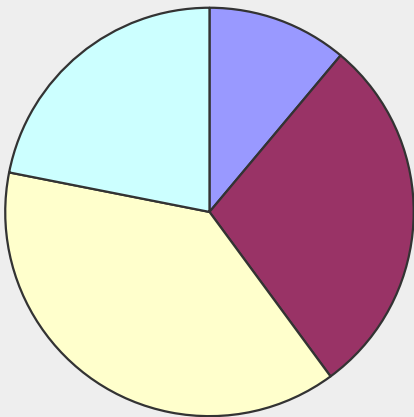
Number	Other (please specify)
1	destinations w/in reasonable proximity.
2	paths need to connect. we currently have a mishmash of paths that go no where, are not loops or don't continue to a worthwhile destination
3	biking to elementary school or middle school would be great for children
4	More greenway paths away from major roads
5	Walking flags can be stationed and used at crosswalks
6	enforcement of texting laws
7	There are very few if any sidewalks in the western side of 65 , need to add pathways,
8	The most dangerous place to cross with a pedestrian light is at Brentwood High School coming out of Princeton hills. My daughter has almost been hit crossing the street as a jogger. I have witnessed a horrible scene of a dog being hit by a speeding car. Drivers do not stop for the red light they run it frequently
9	The sidewalks need to be WIDER and set back from traffic. I don't feel safe walking on them along Franklin Road and I sure won't let my healthy kids walk on them either.
10	Sidewalks just aren't there. Please build more!
11	slow down traffic in school zones!!!
12	I would love to walk to grocery shop or take my kids to the park, but there are no sidewalks connecting the Fountainhead neighborhood to where the sidewalk starts at Murray. If there were, I would walk up Franklin Road to go to restaurants and shop rather than driving and adding to the congestion of Franklin Road.
13	I just need sidewalks. I can use my own flashlight. I just need a separate place to walk.
14	Few pedestrians know rules of the road for safety.
15	More general parking, so cars can be left for an hour and errands/shopping could be done on foot without leaving your car in a specific retailers parking spot.
16	train bikers to alert walkers (especially with pets) that they are approaching!!!!
17	Again I applied these questions to biking
18	Restrict use of bicycles on Franklin Road. Use bicycle in neighborhoods only
19	Additional Bike Paths are needed along major roads.
20	Once again, we have parks where cars are not allowed. Our roads should be for vehicles.
21	Elevated cross bridge over Franklin rd to make crossing safer and would unite both sides of town
22	I think the people who want to walk are already walking.
23	Brentwood does not have any public bike paths and Franklin Rd does not support pedestrian traffic very well

Brentwood Bike and Pedestrian Ad Hoc Committee

Q8. How would you describe your level of comfort or confidence bicycling?

Answer Options	Response Percent	Response Count
I don't ride a bicycle and have no plans to start cycling	11.1%	40
Less confident: only feel safe on separated paths with few traffic crossings and local streets	28.8%	104
Casual: prefer separated paths, but still ride some on roads where space is available and traffic is manageable	38.2%	138
Experienced: confident and comfortable riding with traffic on the road in most traffic situations	21.9%	79
<i>answered question</i>		<b>361</b>
<i>skipped question</i>		<b>20</b>

Q8. How would you describe your level of comfort or confidence bicycling?



- ☐ I don't ride a bicycle and have no plans to start cycling
- ☐ Less confident: only feel safe on separated paths with few traffic crossings and local streets
- ☐ Casual: prefer separated paths, but still ride some on roads where space is available and traffic is manageable
- ☐ Experienced: confident and comfortable riding with traffic on the road in most traffic situations

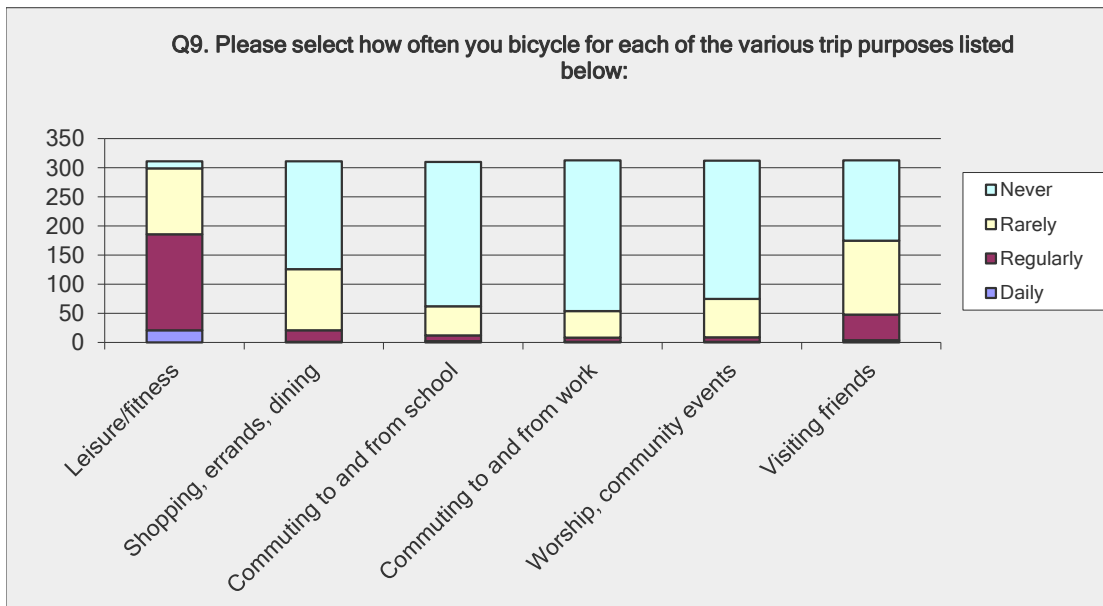
## Brentwood Bike and Pedestrian Ad Hoc Committee

Q9. Please select how often you bicycle for each of the various trip purposes listed below:

Answer Options	Never	Rarely	Regularly	Daily	Response Count
Leisure/fitness	12	113	165	21	311
Shopping, errands, dining	185	105	20	1	311
Commuting to and from school	248	50	10	2	310
Commuting to and from work	259	46	7	1	313
Worship, community events	237	66	8	1	312
Visiting friends	138	127	44	4	313
Other (please specify)					12

answered question 314

skipped question 67



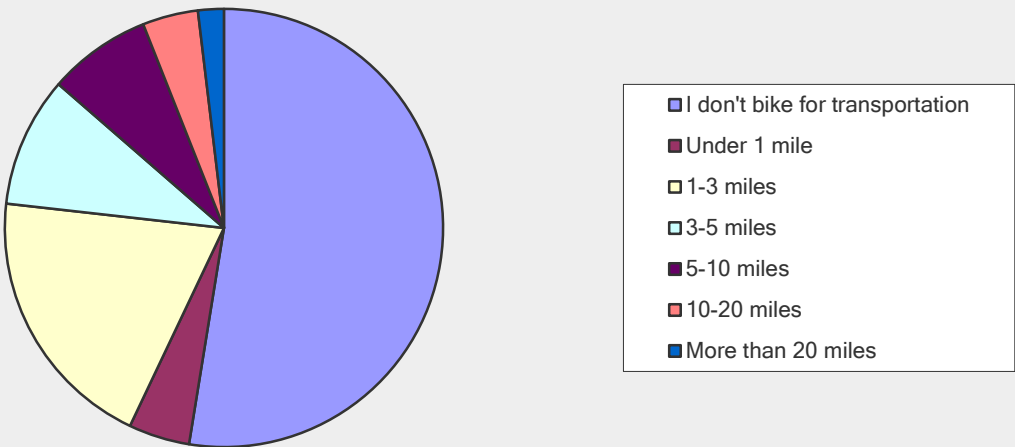
Number	Other (please specify)
1	don't now because there aren't paths from my neighborhood
2	must mountain bike out of city - no option in Brentwood
3	More likely to walk to have better control
4	Used to bike more when I was younger, but too much traffic now
5	We need more places to bike
6	If It was safer I would ride to shops and restaurants in Brentwood we live in Heathrow Hills but Franklin Road is like a freeway. It's even dangerous in a car to exit Woodway onto Franklin Rd. Most cars r going over 60 miles an hour in a 45 mph zone it is extremely dangerous for cyclers
7	INAVALE Subdivision does not have access to ANY BIKE/WALKING trail to be able to ride anywhere in the city unless you haul your bike to a trail. Edmonson School is nearby and has NO sidewalks for children to even think of walking or riding a bicycle to school.
8	I have small children. Biking is not on my list of 'to dos' right now. But I'm sure it will be in a couple of years. Then I will need a safe place to bike with my kids.
9	Mostly for exercise
10	Leisure/fitness spring-fall
11	I believe it important for the committee to consider two classes of bicyclists. Those who slowly ride on sidewalks for a short trip to a park or playground (often with children) and those who ride roadbikes for exercise. These two types of riders have different needs. For the first, safety and visibility at high-risk areas are a major concern. For those seeking exercise on a road bike, a dedicated shoulder - free of debris and without any curbs - is preferable.
12	Due to the location of where I live and no bike lanes on roads it is not feasible

Brentwood Bike and Pedestrian Ad Hoc Committee

Q10. What is the distance of your typical ride for transportation purposes (i.e. not including fitness riding)?

Answer Options	Response Percent	Response Count
I don't bike for transportation	52.5%	165
Under 1 mile	4.5%	14
1-3 miles	19.7%	62
3-5 miles	9.6%	30
5-10 miles	7.6%	24
10-20 miles	4.1%	13
More than 20 miles	1.9%	6
<i>answered question</i>		314
<i>skipped question</i>		67

Q10. What is the distance of your typical ride for transportation purposes (i.e. not including fitness riding)?



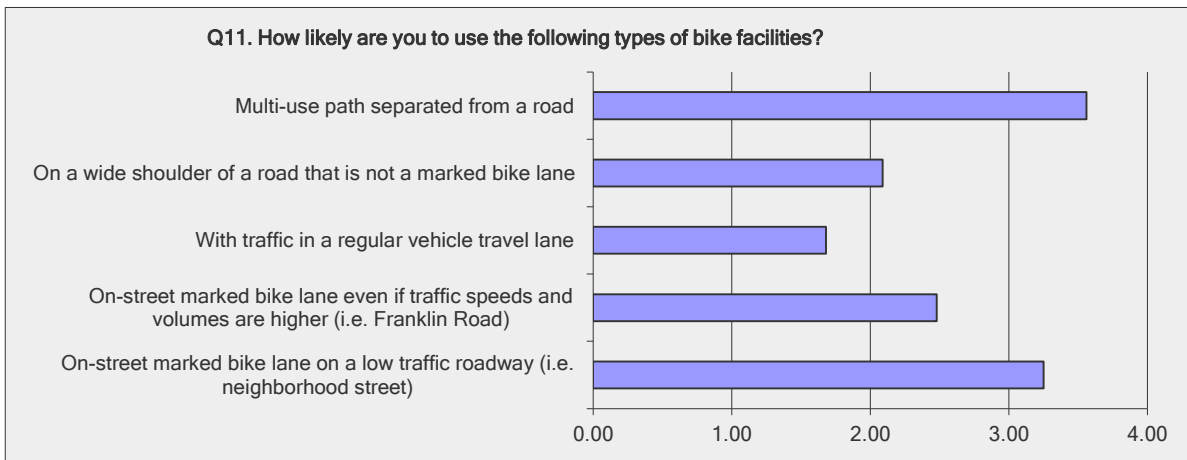


## Brentwood Bike and Pedestrian Ad Hoc Committee

### Q11. How likely are you to use the following types of bike facilities?

Answer Options	Very Unlikely	Somewhat Unlikely	Somewhat Likely	Very Likely	Rating Average	Response Count
On-street marked bike lane on a low traffic roadway (i.e. neighborhood street)	30	27	89	165	3.25	311
On-street marked bike lane even if traffic speeds and volumes are higher (i.e. Franklin Road)	96	59	64	90	2.48	309
With traffic in a regular vehicle travel lane	182	63	44	20	1.68	309
On a wide shoulder of a road that is not a marked bike lane	120	82	71	38	2.09	311
Multi-use path separated from a road	18	19	45	230	3.56	312
Other (please specify)						12

*answered question* 312  
*skipped question* 69

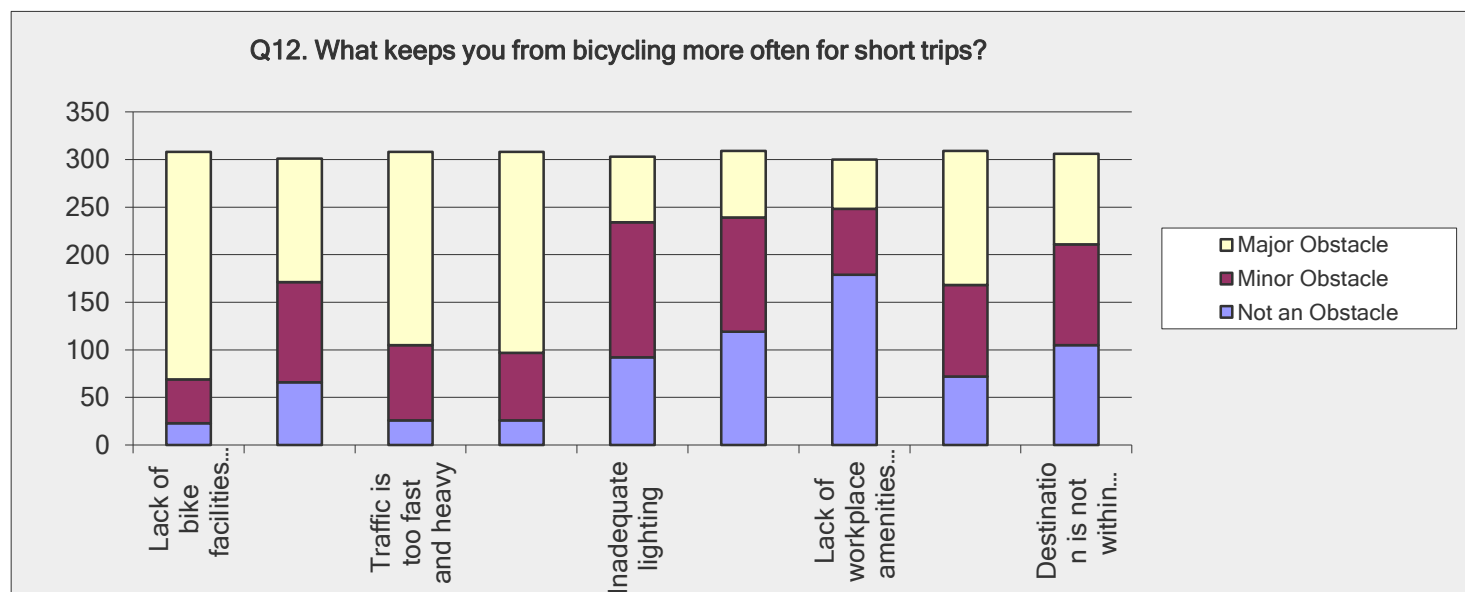


Number	Other (please specify)
1	for safety and comfort it would be great if paths were in areas with trees overhead or nearby. i.e. through parks or shaded neighborhoods
2	I'll use a sidewalk if there is no marked bike lane.
3	On sidewalks, when pedestrians are not present.
4	No cell phone use while driving
5	Speeds along Granny White r generally ok. But Franklin Road and Concord speed r extremely high. I would like to ride from Heathrow Hills to Crockett Park but Pedaling along Concord would be not acceptable. Speeds and truck traffic r very high
6	I do not bicycle, but I would appreciate bicyclists having somewhere safe to ride. Also, the rules aren't well known: May my son ride on the sidewalk to BHS?
7	I used to ride to and from work in Washington DC. Living in Brentwood, I am surprised by the number of roads with no shoulder, no curbs, fast cars and very little room for error. Wilson Pike is an example of this type of road. I would not feel comfortable riding to work now because of these types of road.
8	Can you ride on sidewalks? I'd ride there.
9	None of the main streets through B'wood are safe to even think about biking on
10	My wife is sighted in only one eye so riding a bike is easy but not if traffic immediately beside bike lane
11	I live in Meadow Lake. My typical cycling trips from my house are as follows: with my young children (5 and 7) riding through the neighborhood, thru Smith park, down Granny White Pike to Granny White Park (playground or school). I also ride a mountain bike with street tires, ususally from my house thru the park to Belle Rive, then using the multi use trail that crosses the river from the Arboretum to Wildwood. From there I ride backroads in Davidson County to Radnor Lake and back. For road bike trips, I generally meet friends off Hillsboro Road and we ride in a visible group on Moran, Old Hillsboro, Natchez trace, etc. I would not be comfortable to ride fast in Brentwood at this time. I will occasionally ride on Franklin Road north to Radnor lake on an early weekend morning. There are some minor improvements that could be made to my neighborhood that would make it easier for my family to ride to church (Brentwood United Methodist), and the Hill Center and other shopping areas. however, it is so congested at REI/Freshmarket and even more so on other side of Franklin Road that I don't feel safe to ride their on my own, and especially not with young children.
12	We would use main road if they had bike lanes and better traffic controls

## Brentwood Bike and Pedestrian Ad Hoc Committee

### Q12. What keeps you from bicycling more often for short trips?

Answer Options	Major Obstacle	Minor Obstacle	Not an Obstacle	Response Count
Lack of bike facilities (i.e. bike lanes, paths, wide shoulders)	239	46	23	308
Poor condition of bike facilities (i.e. bike lanes, paths, wide shoulders)	130	105	66	301
Traffic is too fast and heavy	203	79	26	308
Motorists don't exercise caution around cyclists	211	71	26	308
Inadequate lighting	69	142	92	303
Lack of secure bicycle parking	70	120	119	309
Lack of workplace amenities (i.e. showers, lockers, etc.)	52	69	179	300
Concerned about personal safety	141	96	72	309
Destination is not within reasonable biking distance	95	106	105	306
Other (please specify)				12
<i>answered question</i>				<b>312</b>
<i>skipped question</i>				<b>69</b>

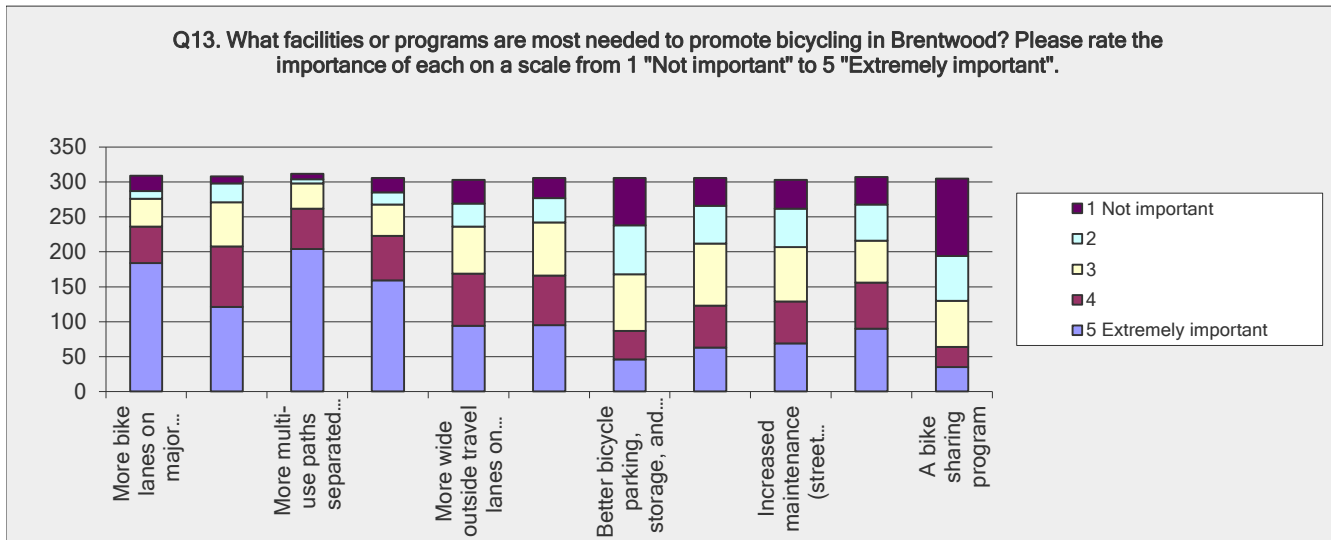


Number	Other (please specify)
1	Bike access north of Concord Road is poor !!
2	major issue: lack of path from neighborhoods to Brentwood facilities I use : dry cleaner, grocer, drug store, restaurants, church, library, concert areas, YMCA
3	I am a stay-at-home mom and would not feel safe taking my childrenp along the major roads due to traffic, no crosswalks and no buffer by
4	no bike path connecting east-west Brentwood
5	Not a good connection between Belle Rive and Brentwood Library
6	Mom in a large family means most trips "to town" involved either hauling loads of things (groceries) or people.
7	I am afraid of people driving and handling their cell phone and not seeing a bicyclist in time
8	No cell phone use while driving
9	I just live too far away from things.
10	There are no bike lanes leading to any shopping for those of us west of I-65.
11	Usually I am transporting children.
12	Too many stops and too many purchases to carry

## Brentwood Bike and Pedestrian Ad Hoc Committee

**Q13. What facilities or programs are most needed to promote bicycling in Brentwood? Please rate the importance of each on a scale from 1 "Not important" to 5 "Extremely important".**

Answer Options	1 Not important	2	3	4	5 Extremely important	Response Count
More bike lanes on major streets (i.e. Franklin Road, Concord Road, etc.)	22	11	40	52	184	309
More bike lanes on minor streets	10	27	63	87	121	308
More multi-use paths separated from roads	8	6	36	58	204	312
Paved shoulders on narrower roads	21	17	45	64	159	306
More wide outside travel lanes on major streets (easier to share lane with cars)	34	33	67	75	94	303
More signage and shared lane markings (sharrows)	29	35	76	71	95	306
Better bicycle parking, storage, and workplace amenities (i.e. showers)	68	70	81	41	46	306
More and better bike route wayfinding signs and bike maps	40	54	89	60	63	306
Increased maintenance (street sweeping, pothole repair, etc.)	41	55	78	60	69	303
Increased education and enforcement of bicycling traffic laws	39	52	60	66	90	307
A bike sharing program	111	64	66	29	35	305
Other (please specify)						16
<b>answered question</b>						<b>312</b>
<b>skipped question</b>						<b>69</b>



Number	Other (please specify)
1	Bike access north of Concord Road is poor !!
2	better East West access through brentwood. Idea: Extend Old Smyrna Road from Franklin, over/under railroad and 65, over Wilson Pike. Traffic light, Wilson and Old Smyrna, Widen, Pave and Add Bike Path on 1 side. Restrict commercial traffic to residential (deliveries only)
3	need bike path on Wilson Pike north of Concord
4	I would love more paths away from roads, connecting neighborhoods to parks, the YMCA, etc.
5	To many people texting while driving, hard enough being in a car
6	need off road options - mountain bike trails
7	It would go a long way to improve shareability of roads like Wilson Pike south of Concord Road to keep the shoulder that is there swept clean regularly! Cyclists can't count on having a clear shoulder, even when it's wide, on which they can avoid hazards like glass, gravel, and other debris which can cause both crashes and flat tires.
8	connections between multi use paths. like arboretum to crockett park etc.
9	Please enforce all these
10	Highest priority need is a way to safely bike between the two east/west halves of Brentwood, i.e. across I-65 and along Franklin Rd north of Concord. There might as well be a wall between the two halves of our city, since one can't bike from the east side of Brentwood (i.e. Concord/library area) to the west half and main business area of Brentwood. It's really sad that this bike divide exists.
11	I don't think we are going to see a lot of people commute to work via bike, but I'd like to see more kids riding their bikes to school or to their friends houses as well as people exercise more.
12	No bicycles on Franklin Road

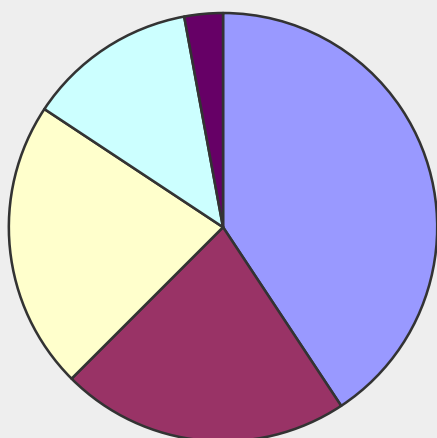
13	Please consider getting rid of rumble strips or moving them just to the left of white line. Currently a cyclist isn't has to ride to the far right of them or get ripped by the rumbles.
14	Collect information from residents who already use bicycles on where they see a need for improvement. Encourage businesses to mark parking areas for bicycles, away from employee smoking areas (I'm calling out Kroger here). Make a plan to connect major points of interest in the community: Parks, Schools, YMCAs, Library, Municipal Building. Fix major safety hurdles (crossing Concord Rd at Library, for example)
15	Sharing the Road without designated bike lane is not going to help the cyclist due to unawareness and attitudes towards pedestrian/cyclist sharing the road with cars
16	safe connector for east and west Brentwood across I-65

## Brentwood Bike and Pedestrian Ad Hoc Committee

Q14. How likely would you be to use a bike share program if one became available in Brentwood (in Maryland Farms, for example)?

Answer Options	Response Percent	Response Count
Very Unlikely	40.7%	127
Somewhat Unlikely	21.8%	68
Somewhat Likely	21.8%	68
Very Likely	12.8%	40
Don't Know enough about bike share programs to answer	2.9%	9
Comment		32
<b>answered question</b>		<b>312</b>
<b>skipped question</b>		<b>69</b>

Q14. How likely would you be to use a bike share program if one became available in Brentwood (in Maryland Farms, for example)?



- Very Unlikely
- Somewhat Unlikely
- Somewhat Likely
- Very Likely
- Don't Know enough about bike share programs to answer

Number	Comment
1	I would like to ride my own bike into the city of Brentwood. Infrastructure should be the priority especially with current traffic situation in Brentwood. Then work on amenities.
2	The bikes get stolen. Horrible idea
3	In order for a bike share program to be effective in Brentwood, proper bike lanes or multi use pathways must first be provided. It would not be a good use of resources to have a bike share program, yet no safe options to get anywhere. I appreciate the thought, but the roads must first be improved upon. I would foresee most people using the sidewalks on Maryland Way since this street has no bike lane at present and I don't feel that's a safe option for cyclists. Sidewalks are for walking/running.
4	I can't imagine riding any bike but mine. :)
5	Great for universities, maybe schools, I would rather be able to use my own bike
6	don't be a liberal....check out how bikes are never used in Metro....waste of taxpayer money....if you can afford to live here, then you can afford to buy a bike from Walmart or Goodwill or REI
7	prefer to ride own bike



8	We love them and use them in other cities.
9	I have my own bike and live close enough to city center. It's a wonderful idea for workers who could use bikes at lunch hour for exercise and to reduce traffic.
10	Loved using bike share throughout Taipei, Taiwan. Bike stations available throughout the city. That's why it worked.
11	waste of tax payer money
12	because I have a good bike and wouldn't need to use the bike share
13	Yes---this is a great alternative for those who can't transport a bike to an available place for riding.
14	These are a waste of money. Bikes are sub \$100 now. Make walking and biking paths but don't buy onto bike rental
15	I would prefer to have the proper bike paths to get to Maryland Farms or the like to be able to ride my own bike.
16	I already own two bikes, so I probably wouldn't need this. However, this would be a good idea in order to promote riding to people who don't own a bike.
17	huge waste of money - everyone in bwd has access to a bike
18	I don't think Brentwood has enough common shopping or entertainment destinations to support bike sharing. Most bike lanes would be used by residents who have access to their own bikes. No need to support tourists like downtown Nashville.
19	Need other places than just Maryland Farms--Closer to area off of Concord and Edmondson Pike
20	I wouldn't live close to one of these, so it's sort of a moot point for me
21	I would be afraid to bike on the streets of Maryland Farms
22	If I worked up there, I would like that.
23	We moved to Brentwood from Sylvan Park in Nashville about a year ago. We lived near a bike share station at the McCabe Community Center and truly miss this service.
24	I have several bikes
25	Would helmets be included?
26	I own several bikes. These programs are great for those without such access
27	Who would use a bike share in Maryland farms? You'd get killed on the roads there during the day.
28	I have my own bike.
29	If it was in a busy area like Maryland Farms, I would use it. If there was one located in Crockett Park, I would not use it.
30	Given current infrastrucutre for biking, I don't beleive I would use a bike in ML Farms area. perhaps the library would be an option. I could see dropping my daughter at soccer practice at Crockett Park and riding to the library to read.
31	We need more a complete community awareness program regarding biking for Brentwood; marketing; PR; awareness campaign
32	Only bc I have 2 small children and round have no way to commute with them.

## Brentwood Bike and Pedestrian Ad Hoc Committee

**Q15. Identify and discuss specific roadway/intersection locations or destinations where you think bicycle and pedestrian facilities would be most beneficial.**

Number	Response Text
1	Belle Rive Dr/Johnson Chapel Road
2	anything on Murray Road
3	It would be great to have paved bike path along Franklin Road from Concord road to Maryland Way on the west side of Franklin Rd so that people in those subdivisions could ride their bikes to the retail destinations. (Fountainhead, Princeton Hills, Woodland Hills, etc..)
4	Franklin Rd
5	I want to get across I-65 safely, walking and cycling. So we need sidewalks on at least one side of Concord Road.
6	Crossing I-65
7	Concord Rd; Wilson Pike headed north to Church St.; Franklin Rd headed north to downtown Brentwood from Concord
8	Franklin Road/concord Road/Moores Lane. issue is not just in Brentwood. many people work in Franklin and Nashville and the facilities cannot just stop at the City limits line. This has to be a regional fix.
9	Concord all the way to Nolensville Pike; Wilson Pk/Concord - designated bike lane marked; Moores Lane all the way esp RR overpass; Connection from Split Log to Concord
10	There needs to be an east-west connector that is safe. I can use a lot of back streets but cannot get those last few blocks along Wilson Pike and Church St safely.
11	2 lane roads where there are no shoulders or sidewalks that make it dangerous to ride on them: moores lane, franklin road, wilson pike etc
12	Crockett Road from 4way stop at Raintree to Wilson Pike
13	I live in Indian point...publix in cool springs is not really that far...its just not safe to ride a bike to the grocery...Crockett road not safe...Wilson pike could be ok (I'd go in sidewalk since cars are not considerate of bikers) and moores lane is a mess...
14	Wilson Pike - too narrow for traffic as is and bicyclists add to slowing and hazardous conditions. Moores Lane - while not a narrow roadway, bicyclists still create issues with safety as well as hindering vehicular traffic.
15	Wilson Pike!!!!
16	?
17	We usually put our bikes in the truck and drive to River Park to ride. We would love to be able to get to the trails from our house in Foxboro Estates.
18	Wildwood to BHS and BMS via Bell Rive. Bell Rive is hard to ride because of parking on street and busy traffic in morning on way to school.
19	Steeplechase and Concord Road.
20	Carondelet, Brentmeade, Foxboro, Saratoga we seem to be left out if this plan!!!!
21	Concord and wilson pike
22	I think you should look at where the residents live and help get them to work/retail so a study on that could help
23	Franklin roadConcord Rd.
24	The path needs to be connected along Concord Rd. Franklin Rd. and Wilson Pike need to be addressed as well.

25	Franklin rd, concord moores ln, Mallory ln Hwy 96 Franklin
26	Franklin road between OHB to south of hill center / Brentwood Methodist church
27	Brentwood/Nolensville area (Sunset Road, Nolensville Road)
28	Crossing concord rd
29	North of Concord, East of Wilson Pike
30	Old Smyrna Road: Bike path from Edmondson to Franklin Rd. Edmondson: Bike Path Old Hickory to Concord Connect Whetstone end-nowhere paths to Chenoweth paths, connect to Crocket Park paths Wilson Pike: rideable from Church to 96
31	Sunset road
32	Wilson Pike north of Concord Road. I would bike to Brentwood shopping district if I could safely get there! Maybe a bike path could run along the train tracks.
33	Murray Lane....lots of cyclists Holly Tree Gap Road.....needs lots of help here; no room
34	Sunset road and mcewen road
35	Wilson and Concord
36	Concord road
37	Bike paths leading to downtown Brentwood and connecting subdivisions on the east side of 65 to the west side of 65
38	Concord and Franklin Road, Wilson Pike are in need of safety improvements.
39	areas around Brentwood high school and middle school- around Murray Lane and Granny White, and roads surrounding Concord Rd. YMCA, including Franklin Rd.- so kids can ride their bikes to school
40	There's no safe way to cross 65 from east Brentwood to west Brentwood. Franklin Rd has zero shoulder making it especially dangerous! I would definitely run or ride my bike if it was safer.
41	Steeplechase at Concord Road. A multi-use trail from the neighborhoods on the north side of Concord (Foxboro, Brent Meade, etc.), up to Wilson Pike so that we could cross Concord Rd. to the library and park. More signage and maybe bike lane markings are needed within these neighborhoods to slow down speeding cars within our neighborhood!
42	1) Adding a bike/pedestrian crossing directly at/over Wilson Pike & Crockett would make it more convenient to connect the trail & neighborhoods to Crockett Park & area schools 2) Have bike racks installed in Cool Springs & Brentwood commercial areas - are already existing sidewalks in many areas but can't ride to the grocery or restaurants if there's nowhere to park your bike
43	None, bikers are generally rude & inconsiderate.
44	Along concord road, crossing available over Concord. Between neighborhoods on north side of concord and South side (so North side has access to trail system
45	Take advantage of the lengthy utility right-of-ways in west Brentwood for more/longer recreational trails. This could later be used to tie into the McEwen multi-use trail on Franklin's master plan. Note that a trail crossing at Sunset should be part of the upcoming Ragsdale(?) intersection redesign.
46	Along Wilson Pike from Concord to Church - Need Secondary access into Brentwood Commercial Area
47	Franklin Rd and Concord Rd West of Hwy 65, Downtown Brentwood
48	Franklin Road from Princeton Hills to Moores Ln. There are no shoulders for biking or walking.

49	300 block of Franklin Road Maryland Farms
50	We NEED a way to get east to west along Concord Road. That means completing sidewalks at the very least along Franklin Road and all the way across Concord to connect the business area of town with our rec centers, library and churches. People are becoming much more health conscious and they WILL walk or ride bikes if the facilities are there. With the way traffic is increasing, five years from now, we will be very sorry if we do not begin a dramatic improvement of ped and bike facilities NOW.
51	Franklin Rd business areas - Kroger, new Kroger, etc.
52	Wilson Pike, Franklin Road, Concord Road, Church Street
53	Wilson Pike between Concord and Church. Super scary biking to Brentwood from the Foxboro/Chenoweth side. Also Church between Wilson Pike and Franklin.
54	6-mile loop around Brentwood: Maryland Farms, Franklin, Murray, Granny White. Along creek on Turner property.
55	Moore's Lane and Carothers Parkway, Franklin Road and Concord Road.
56	Path along Wilson Pike circle from Franklin Road to commercial area along RR tracks. Build bridge over 65 to hook up with Tower Park
57	Path on Concord between Green Hills and Indian Point to complete in the system from the library to Nolensville Road. Then add path from Library to Franklin Road.
58	Edmondson Pike from County Whetstone Path that currently dead ends at Edmondson Right-of-Way South to intersection at Concord. This would also be a shared path for safe route to school for many who walk to Edmondson Elementary from both Whetstone and Chenoweth. A path along Edmondson with appropriate crosswalks at the school and at the Edmondson/Concord intersection would be huge.
59	Granny White Pike and Foxland Drive
60	Many part of the west side of I65 and Brentwood have nice lanes. Some sidewalks and bike lanes. However, there is not good way to cross over to the Brentwood Library. Franklin Road is unsafe and Concord is even worse. We would like to see a nice bike lane connect the West side with the East side.
61	Franklin pike, but I don't think the city has the funds to accomplish this task
62	Smith Park - mountain bike trails
63	concord road at Willowmet subdivision.
64	Franklin road and Concord road to library corridor. Maryland farms to library
65	Bicycle lanes on Old Hickory and Franklin road.
66	Concord Rd - to be able to safely cross over I65 from east Brentwood to west Brentwood; Wilson Pike
67	OHB and Franklin Road, OHB and Granny White, Franklin Road and Concord Road
68	Granny White and Maryland Way; Wilson Pike & Concord Road; Franklin Road & Old Hickory; Franklin Rd & Williamsburg Wilson Pike and Concord Road Franklin Road and Old Hickory
69	I live in Meadowlake and work on the Vanderbilt Campus. I would love to ride to work. I urge the committee to explore the possibility of negotiating a lane on the railroad property that runs from Brentwood downtown. A separated, narrow path is all we would need to create the first bike "freeway" into the city, such as some European cities are already implementing.

70	Wilson Pike, Franklin Road
71	The intersection of OHB and 31 is a nightmare!
72	All Wilson Pike intersections where traffic lights already exist. Install buttons within reach of cyclists on the roads in a bike lane (is one suggestion). The City of Phoenix has these (I'm sure others do as well). Franklin Road, Maryland Way/Church and Concord Road need bike lanes with dedicated cyclist crossing buttons for the traffic lights.
73	Down Wilson Pike
74	Franklin Rd/Concord Rd. I cannot get across I-65 with my child to go to the Library or Y and it is only 4 miles from my house. Please connect "Old Brentwood" to "New".
75	connecting arboretum to crockett park without having to go on Concord road
76	new bwood center
77	Belle Rive/Johnson Chapel
78	Around Brentwood High and Middle. Murray Lane and Granny White are not bike friendly for children unless they ride on sidewalks.
79	around new shopping area near H.G.. Hill centers
80	Connect via Concord east and west I65. Connect Crockett Park with Brentwood.
81	Franklin road/concord road
82	Franklin road. 6 mile loop in Brentwood.
83	Bike lanes on granny white, franklin and Wilson pike. Concord road is crazy on a bike. Concord is the most dangerous.
84	Concord Rd and Wilson Pike intersection. Would love to see better access to the trail system for residents to the northeast of this crossing.
85	Franklin rd intersections from old hickory south on Franklin rd to Murray lane. Also down Maryland farms.
86	Between residential communities and area shopping and parks.
87	Maryland Farms and Downtown Brentwood
88	Franklin road and Concorde road. A path from Concorde near the I65 South on ramp down to the mall would effectively connect the commerce area of Maryland farms to Cool Springs Mall.
89	From west side of Franklin Rd to east side. Concord and Franklin.
90	City Park and Franklin Road areas. Murray Lane
91	None.
92	murray lane and holly tree gap. very scary
93	Wilson Pike
94	We need a connection to Twin Springs without using Wilson Pk or Concord are.
95	West side of I 65
96	Smith Park
97	Hill Center and Kroger Center r important. Town Center. Maryland Farms area Murray Lane to Hillsboro. Concord east to west. Make a bike path/ cart path along The full length of the Little Harpeth connecting west and East Brentwood. Get over or under I-65 if the Little Harpeth passes under 65 why can't there be a path with it
98	Hillsboro road, Old Hillsboro rd, Franklin Rd
99	Sneed Rd Vaugh Rd Old Hickory. Tyne Rd. Temple Rd. Hwy31. Mallory. Maryland Way.
100	Getting into and around Cool Springs / the business offices off Carothers Pkwy so we can bike to/from work. McEwan (from Wilson Pike) is too windy and narrow for bikes now.
101	Wilson Pike north and south of Concord Rd.
102	franklin road, concord road, old hickory, murray lane, granny white, etc.

103	from Murray Lane to Kroger shopping center area
104	Franklin Road between Methodist Church and Chick fil a is a place where people want to cross, but there is no actual crosswalk. People stand there sort of puzzled. All of North Brentwood would benefit from crosswalks that are intensely striped. The crosswalks are half-hearted at best right now. Do not invite confidence.
105	Old Hickory and Franklin Road Franklin Road and Maryland Way Franklin Road and the road to the Roundabout
106	concord road / Edmondson Maryland farms
107	Franklin Rd at Concord Concord Rd at Lipscomb Elementary
108	Carve an access point from Wilson Pike (around Ravenwood) to Cool Springs.
109	Wilson Pike and Split Log have high volumes of traffic, so a separate bike lane would be beneficial. The entire stretch of Concord Road needs a bike lane for easier access to Brentwood Town Center from the "east side" of Brentwood.
110	1. Granny White to Maryland Farms 2. Maryland Farms up Franklin Road to Granny White Park 3. Connect Granny White Park to River Park via Tower Park. (Maybe also include a connection to the new Flagpole area parks when available.) 4. Cool Springs to Crockett Park and Marcella Smith Park.
111	Bike paths on Concord, Sunset, Waller and Maxwell Lane that would allow Brentwood residents on the east side walking/biking access to shopping/restaurant areas in Nolensville
112	Fountainhead and Franklin Pike
113	I'd like to see a bike/pedestrian path down Sunset.
114	If the bikeway is not segregated from major roadways I will not be on it. You can not adequately educate teenagers to watch out for bikes.
115	NONE
116	Concord Rd Crossing I-65 @ Lipscomb Elementary
117	City park and new h g hill center, crosswalks marked near Brentwood middle and high
118	Concord Rd west of I-65, and Franklin Pike entire length.
119	Continue sidewalk from downtown brentwood out franklin road past princeton hills, to fountainhead, bwd hills, etc. Connect to concord road too for walking access to library.
120	The older west side of Brentwood has far fewer multi purpose trails than the newer east Brentwood communities. Extending the existing Deerwood Arboretum trail to connect to Tower Park would be a great way to link West Brentwood into the broader network.
121	Concord Road! I can't believe that there is going to be one section west of Green Hills Rd where there is no sidewalk connection between east of Green Hills and the area around Indian Point.
122	Wilson Pike, Concord Road, Moore's Lane to Cool Springs
123	From concord Rd to Brentwood's shopping district, Franklin Rd and Fountainhead and Concord Rd to Brentwood library.
124	Maryland Way, Franklin Road, Granny White, (loop)
125	1. Murray Lane 2. Granny White Pike
126	Franklin Road south of Brentwood, Concord Road west of I-65
127	bike paths into "commercial Brentwood" - where the restaurants, shops, grocery stores are located. Widen sidewalks along Franklin Rd to multi-purpose for walkers and bikes.



128	1. Inavale Estates to Edmonson Pike to get to the Edmonson Elementary School, Concord Road and then to a bike path. Edmonson Pike along the school could be like Franklin Road with sidewalks for walking. There is alot of growth on this end of Brentwood.[]
129	West side of Brentwood connecting neighborhoods to Scales area to Deerwood Arboretum, Johnsons Chapel to Granny White
130	Franklin road toward concord
131	Connecting the Fountainhead neighborhood to the Franklins Road sidewalk that ends at Murray Lane.
132	Murray lane, Maryland way, franklin rd
133	Wilson Pike, Green Hills Blvd.
134	Belle Rive to Murray Lane. Murray Lane past windstone to holly tree gap. All along Beech Creek. Wilson Puje.
135	Franklin Road
136	Through Maryland Farms
137	1. Concord between Franklin to Nolensville Pike[] 2. Sunset to Ragsdale to Split Log[] 3. Sunset to Nolensville Pike
138	between Concord Road and Maryland Way
139	Bellerive
140	Franklin Rd, Concord Rd
141	Franklin Road between Mack Hatcher and Old Hickory blvd.
142	Franklin Road, Mallory Ln., Concord Road, Carothers Pkwy, Maryland Way, In particular where biking to a shopping center - grocery, drugstore, school
143	Concord road, old hickory, Wilson pike, clovercroft, split log, Crockett, mckewen, carothers
144	Corner of Old Hickory Blvd and Franklin Road[]
145	Moore's Lane and Wilson Pike. There is no east-west bike path along that route, as a result anyone wanting to bike in to Cool Springs has to take a circuitous route with the last stretch either being on a narrow sidewalk next to a busy road or through a subdivision. I want to take my whole family on a bike trip to get ice cream but the last little bit getting to Carothers is a little scary with little kids.
146	Concord Rd
147	Town Center Round-about.
148	Brenthaven / Crockett hills subdivision
149	Brentwood east around Nolensville. Concord road from Nolensville to franklin road and into Brentwood
150	Moore's lane from Wilson pike to carothers, Gordon petty, covington
151	Concord & Franklin Rd
152	Concord and Nolensville. This area is well within biking distance and has a lot to offer, but it's heavily congested and I'm intimidated to bike there.
153	Concord Road so we can bike to the YMCA and library!
154	We need a separated bike lane all the way down Franklin Road, from Wilson Pike Circle to Moore's Lane. We need a bike lane on Moore's Lane from Franklin Road to Mallory Lane or further. We really need a bike lane to cross over I-65 on Concord Road safely, so the residents west of I-65 can ride over to Crockett Park.
155	To/From High Schools
156	Concord nightmare. Mallory lane headache. Crockett insanity.
157	An extension of paths near Ravenwood high school. Possibly one on clovercroft and a pathway that would lead all the way into Cool Springs.
158	Raintree Forest - Split Log - Wilson Pike - Concord Road - Franklin Road
159	Along Franklin Rd. & I Concord

160	Franklin Road, Granny White Pike, Murray Lane
161	Moore's lane, Wilson Pike
162	Maryland Way and safer on Franklin Road. Ability to get from Mallery Lane to Library and use those facilities
163	All stop lights on Franklin Road between Old Hickory Boulevard and Concord Road. There are many retail and restaurant establishments, but crossing, especially with children, can be quite dangerous. Well-marked crossings could encourage people to park and walk, rather than congesting the area by driving from one parking lot to another just across the street.
164	Old Hickory, Franklin Rd, and try crossing over Bridge on Concord Rd. Try riding along Wilson Pike between Concord Rd and Church Street.
165	Foxboro with access to Crockett Park
166	Franklin road. Concord road Wilson pike Edmondson pike Hillsboro Rd old hickory Blvd
167	In neighborhoods where people could ride to stores
168	Connecting neighborhoods to schools (such as Crockett Road to Crockett Elementary and Woodland Middle). It seems ridiculous to live so close to a school, yet not have a direct, safe way to get there by bike or walking)
169	Franklin Rd, Concord Road, Church Street, Cleveland, Edmondson Pike, Holt Road.
170	Sidewalks on every street and bike paths along every major thoroughfare such as Wilson Pike and even the Foxboro/Coxboro corridor.
171	Granny white, Franklin road, Murray lane, Maryland farms, Concord road
172	No specific intersections. Lack of sidewalks in residential areas creates safety issue for young children who are old enough to ride bikes, but too young to really ride on streets. This is also a safety issue for pedestrians.
173	Franklin and Concord Roads Also, connect downtown Brentwood to Crockett Park via a path through/around Turner farm (or along L. Harpeth)
174	Granny white <--> Maryland Way Or Virginia Way to Maryland Way <--> Franklin Road Belle Rive Blvd (is a cut through to Johnson Chapel --> Murray Lane)
175	all roads leading to Maryland way office lots, Wilson Pike, Edmondson Pike, Franklin Pike
176	Belle Rive Neighborhood
177	All along Concord road from Franklin Road to Nolensville Road.
178	path along Concord road and then one along Franklin road north to town
179	I would love to have a safe means to travel across (or under) I-65 - Ideally, connect Winkle Road by means of a bike/walking path under the highway. It would ride from my house to the library, River Park and Crockett Park if we had good access there.
180	Between Stonehenge/Brentwood South area and through Concord down Franklin Road to Murray Lane. Since you can take Murray Lane around Brentwood quite easily that gets you out of the traffic zone. At minimum we should have bike lane, but a sidewalk or separate path would be ideal.
181	I thought all parks would be connected with pathways that could be biked or walked. Where are we with that plan???
182	Franklin Road Concord Road Moore's Lane
183	There should be sidewalks from Moore's Lane all the way through Brentwood and on Concord Road all the way to Nolensville.

184	We have lived in Twelve Oaks for 21 years. I would be ecstatic if there were connectivity from our subdivision and the others on Crockett Road to The Crockett Trail System. The most dangerous part of every ride I take is leaving our subdivision and riding the short distance on Crockett Road (which has no shoulder or bike path) to Green Hills Blvd. where I can turn off Crockett Road. I have been hit one time already. I still ride, but am always nervous doing it.
185	Granny White could use a bike lane. As could Holly Tree Gap, Johnson Chapel West (finishing out what is on Belle Rive Dr), and Murray Lane. Any major path leading to a school. Also around the YMCA's like Concord Rd.
186	Franklin road/concord road could benefit having sidewalks for people who want to walk to LES, library of the Y. Also Franklin road to moores lane for shopping, eating,
187	Belle Rive Drive
188	None
189	Concord Road Cross 65
190	Wilson Pike really needs sidewalks and bicycle lane access. This way, you can ride from Concord Road, onto Wilson Pike to get to the main part of Brentwood.
191	All of Wilson Pike, Edmondson Pike, Church Street, connectors needed between subdivisions,
192	Belle Rive Drive and Granny White - kids from Belle Rive need safer crossing with sidewalks to walk/bike to/from middle school and Granny White Park.
193	Our parks!!!!
194	Moores Lane from Carouthers to Wilson Pike
195	Concord rd and Franklin rd intersection
196	murray lane to johnson chapel to Deerwood to Granny white
197	Clockwise Concord to Sunset to Split Log to Wilson Pike. Would be a beautiful loop for Road cyclists.
198	Wilson Pike and Church; Franklin and Church
199	Franklin road, Moores Ln, Concord Rd
200	From Maryland Farms to Concord Library and Y, and Crockett Park
201	On Edmondson to connect the current paths at Concord to the shopping centers at Nippers corner.
202	A longer sidewalk (block long) leading to Crockett School on Aberdeen. Kids have to cross the street within a block of a very busy intersection of Crockett and Aberdeen. Maybe extend the side walk a little bit more so they can cross over sooner.
203	Developing bike specific paths that connect to other communities to promote distance riding & paths to shopping areas for daily use.
204	I can't think of any.
205	Add sidewalk on east side of road between McEwen rd and Ravenwood h.s. Would cut way down on traffic for school activities. Many people would walk or bike. Then a way to ride from H.S. to concord park on road safely. If possible, connect path from Wilson pk to Carothers rd. For access to shopping.
206	Crosswalk on Franklin Rd. Between Brentwood UMC and Chik-Fil-A. Also sidewalk there.
207	ML Farms and Franklin Road shopping centers. Make it easy for workers and residents to walk or bike to lunch, shopping, etc.
208	Hill Center Development;
209	To and from the new and existing shopping/business centers on Franklin Road and in Maryland Farm
210	Murray Lane near Scales Elementary and Murray lane over to Granny White. Basically, we need a bike lane to get residents from the West side of Murray Lane over the the retail/schools/maryland farms area.

<b>211</b>	Murray Lane, Johnson's Chapel Rd, Maryland Way, Old Hickory, Franklin Rd
<b>212</b>	The entrance of Meadowlake and Franklin Road
<b>213</b>	A pedestrian/bike pathway for crossing I-65 that is safe. Concord Rd., Church Street, and Moores Lane are not safe. We need a way to get from the east Brentwood shops, offices to west Brentwood - library, parks, YMCA, etc. ▯
<b>214</b>	Murray Lane
<b>215</b>	Connection from Granny White through MeadowLake to the heart of Brentwood's commercial area (near Chick-fil-a)
<b>216</b>	Franklin road all the way to Murray lane
<b>217</b>	Near commercial area of Fresh Market shopping center.

## Brentwood Bike and Pedestrian Ad Hoc Committee

### Q16. Are there any specific locations where you think bicycle and/or pedestrian safety concerns need to be addressed?

Number	Response Text
1	bikers on Franklin road are not safe
2	Having a bike path would fix a lot of concerns.
3	Franklin Rd
4	Sunset/Ragsdale/Split Log from Concord Road to Wilson Pike
5	All the roads listed in my answer above
6	no
7	RR overpass @ Moores lane nr Wilson Pk
8	I think all locations need to be addressed. I attended a city meeting and felt that education of the public and enforcement of current laws was glossed over by city admin.
9	Concord Rd, Crockett Rd....what idiots would bike on Crockett Rd. but I've seen plenty!!
10	See question 15 answer
11	Crockett road from 4 way stop at Raintree to Wilson Pike
12	actually during certain times riders and walkers/runners are in each others way. It would be nice to either have riders slow down or that they have there own path next to the walker/runners.
13	Wilson Pike along its entirety and Moores Lane from Caruthers Pkwy to Wilson Pike.
14	Wilson Pike!!!! Moores Lane, Crockett Road
15	no
16	Wilson Pike is a frustrating place to have bikes for the car and bike. ☹
17	Bell Rive Blvd and Old Hickory Blvd from hillsboro to Granny White. Hillsboro would be nice to ride on as well.
18	Steeplechase and Concord Road. Those north of Concord need a way across. Underpass or something.
19	No
20	Franklin Rd between concord and OHB
21	The path created along Concord Rd. will still stop in the middle. Doesn't allow safe commutes to facilities, i.e., the parks, the YMCA, the library. No paths along Crockett Rd. to serve as an alternative.
22	Any high traffic areas
23	Williams County Schools. Be great if more kids could safely bike to/from schools. Ensure safe lock-up during the day. Promote with an All Bike Day once better paths are set-up.
24	Motorist awareness of pedestrians and cyclists in Maryland Farms area and downtown Brentwood
25	Again, I would like to see the bike path come north on Wilson Pike to bike to the Brentwood bke path near Crockett Park and the Brentwood Y area.
26	Murray Lane all of it....especially to help children bike to Scales or Brentwood Middle
27	Wilson and Concord
28	Crossing franklin road safely
29	Same as above

30	areas around Brentwood high school and middle school- drivers are not always stopping for pedestrians
31	Sunset Road, Split log Road, Waller Road
32	Franklin Rd where there is zero shoulder. Concord Rd where it crosses 65 and connects to Franklin Rd has zero shoulder.
33	All of the above.
34	East Moore's Lane today lacks a completed sidewalk (sidewalk is missing between Wilson Pike & the Nashville Golf Club). As Moore's Lane is narrow & curves in this area it is not safe to walk or ride along the shoulder. Could then more easily connect from the trail system & surrounding neighborhoods to commercial areas
35	Wilson Pike, from top to bottom. Trail system, walker friendly, not necessarily bike friendly.
36	In our parks.
37	Crossing Concord
38	Wilson pike between concord and church...from a driver's point of view.
39	All roads. I used to ride 150 miles per week in D.C. but have not ridden even 1 mile since moving to Brentwood one year ago due to safety concerns. I even have this concern of the streets of my own neighborhood (Fountainbrooke).
40	Wilson Pike from Concord to Church - Perhaps Jones Parkway would be Alternative
41	Franklin Rd and Concord Rd West of HWY 65, Downtown Brentwood
42	Franklin Rd from Concord Rd to Moores Ln.
43	Murray Lane at BHS Franklin Rd at Church/Maryland Farms Concord at Franklin
44	Auto drivers speeding along long stretches of neighborhood streets. Two of those in my neighborhood needed stop signs or speed humps: Princeton Hills Drive and Remington Drive. Our association's board has looked into this and the city's procedures for getting those installed are very cumbersome.
45	Wilson Pike north of Concord Rd. no shoulder. Full length of Concord Rd! Particularly between Wilson Pike and Franklin Rd.
46	Wilson Pike, Franklin Road, Concord Road, Church Street
47	Same.
48	Concord Road from Wilson Pike to Franklin Road. Franklin Road north of Concord to Brentwood retail areas.
49	Franklin Road; Concord Road
50	Old Smyrna Road could use a separate path behind the stone wall. Unusually large percentage of walkers use this road for exercise. Very dangerous during peak hours.
51	Edmondson Elementary School - many walk and there are no designated paths or crosswalks to do so.
52	Concord and Franklin
53	Yes, the crosswalk from Foxland Hall to BMS
54	Concord Road to Franklin Road is a death trap.
55	Franklin Road
56	concord road at Owl creek park and Willowmet subdivision
57	See above
58	all of Brentwood



59	Carothers Pkwy between McEwen and Moores Lane;
60	Same as above
61	Franklin Road between Old Hickory and Concord
62	Franklin Road needs a better/separated bike lane and an improved, wider sidewalk between downtown Brentwood all the way to Moores Lane.
63	Wilson Pike, Franklin Road
64	Maryland Way and 31 is another dangerous intersection.
65	Wilson Pike south of Concord Road, in particular (until the section north of there gets some shoulder) could be greatly improved by simply keeping the shoulders swept clean of debris. Cyclists can't use the shoulder when there are hazards in it such as glass, gravel, sticks, etc. and most hazards like glass are difficult to see from a distance, so those shoulders are generally avoided because they are not generally swept. Sweeping it seems like a relatively inexpensive way to help the situation for both cyclists and motorists (who are actually the same people, for the most part!) Wilson Pike is a major cycling artery to get out of town and onto more rural roads for folks who cycle 15-60+ miles for fitness on a regular basis. The lack of shoulder coupled with the lack of sweeping on the existing shoulder makes it difficult for cyclists to have an option to ride there to allow faster motor traffic to pass.
66	Wilson Pike, Concord need bike lanes
67	All of Brentwood!!! Pray every time I am on the bike.
68	See above
69	around brentwood high and middle school . allow biking through Granny White Park as it is a nice back road to the school for kids.
70	Meadowlake has a large population of families with children and is used frequently by running groups, yet it has no sidewalks and limited visibility! (Hills, curves)
71	Belle Rive / Johnson Chapel
72	Maryland farms business park bike lanes. Connecting West Brentwood to East Brentwood. Partner with a non profit to purchase greenway space along the little Harpeth thru the Turner property. It is in a flood plain but could be used for a public bike path with minimal disturbance to the existing property. Would take some coordination with the existing property owners.
73	Franklin road between Murray lane and concord road. WIDE Bike lane needed; WIDE bike lane on Concord road between franklin road and wilson pike
74	Franklin rd. Old hickory Blvd. concord rd.
75	Concord
76	Around hill center
77	Connect Deerwood with the other Brentwood parks
78	Franklin Road
79	Along Franklin rd past Princeton hills.
80	Murray Lane
81	No.
82	holly tree gap
83	Wilson Pike
84	Wilson Pike
85	Franklin Road from Concord to downtown. Murray Lane from Hillsboro to Franklin Road. Concord Road from Nolensville to Franklin Road.
86	Old Hillsboro Road, Del Rio
87	Hwy 31 any where up old hickory thru Maryland way
88	Crossing Concord Rd area to get to trails.

89	Cyclists on Holly Tree Gap Rd and Murry lane near the three-way stop with Holly Tree Gap Rd. Cycling in those areas either needs to be prohibited or lanes for those activities created.
90	franklin road, concord road, old hickory, murray lane, granny white, etc.
91	same as 15
92	same as above
93	The street lights along Split Log Road (from the split with Ragsdale all the way to the Cromwell subdivision) are still non-functional. Major safety concern for those using the multi-use trail at night.
94	Concord Road and Wilson Pike currently have heavy bike traffic, so signage with "Share the Road" could benefit the area.
95	Concord Road and Franklin Road Cool Springs area
96	Bike paths are needed on Concord from east of Sunset that connect to the bike path at Sunset and Concord. I believe the Concord expansion project will address this, which was great thinking on the part of the city.
97	From concord to old hickory
98	Definitely on Ragsdale.
99	Our narrow, shoulder less roadways are unsafe, yet I frequently see bikers on them. The bikers are a danger.
100	nONE
101	Concord Rd Crossing I-65 @ Lipscomb Elementary
102	Belle reve drive and near bms and bhs
103	Riding or walking along Wilson Pike south of Split Log, and along Wilson Pike north of where the existing bike path turns west a bit north of Moores Ln.
104	In front of bms and bhs. My kids like to walk to and from school, and the speeding is outrageous!!!
105	See above. It just isn't practical to expect bikers and walkers to get from Deerwood Arboretum to Tower Park on the other side of I-65.
106	Even after the current Concord Road construction is finished, there will be no sidewalk connection east of Green Hills Rd. No choice except t ride in the road or walk in the ditch. Bike lanes need to added on Franklin Road north of the Concord Rd intersection.
107	Concord and Franlin Rd. As well as more signs for bicycles.
108	Concord and Knox Vally
109	1. Murray Lane 2. Granny White Pike
110	Bikers should be discouraged from using Wilson Pike north of Concord Road as there is inadequate shoulders and limited visibility. Encourage bikers to use the streets of BrentMeade and Carondolet as a safer alternative
111	Franklin Rd and Concord Rd
112	Murray Lane near Scales, hook around Johnsons Chapel
113	Franklin Rd
114	Murray lane
115	Belle Rive near deerwood to Murray lane
116	Franklin Road
117	See 15
118	Wilson Pike
119	Wilson Pike and Franklin Road
120	Crossing busy intersections like Granny White and Franklin Rd.
121	Franklin Road is very dangerous with bicyclists

122	All locations where there are no bike lanes or sidewalks.
123	Franklin road
124	Yep! on the actual trails. Right now when I take my dog for a walk on a short leash, I try not to go when it is busy. The bikers pedal very fast and the majority of them do not alert people they are flying by. My dog & I have on occasions almost collided with a biker. Biker signs need to be posted in big letters that state that they MUST SHOUT OUT "TO YOUR LEFT" or similar words to alert the walkers. It is particularly bad at the Wikle Road entrance leading to both the YMCA and Crockett Park. It would be nice for the bikers to have their own trail. Even though your dog is kept on a short leash they will still have enough lead to venture out into the middle of the trail. Most bikers will not give you enough time to pull back your dog! Unless the purpose of the city is to have all pet walkers out on the grass.
125	Lights on paths connecting library to Crockett park
126	Mckewen, clovercroft, sunset, cool springs Blvd, old hickory
127	Concord and Wilson Pike. There is a gas station there and there is no way to bike or walk to it. There is a bike path in the subdivision that connects to the Brentwood trail system but it stops 50 feet from Concord road and then you have to walk through the grass. All we need is about 100 feet more of sidewalk and a good crosswalk and the entire bike trail system in Brentwood connects to the Concord Market. Again, I wanted to take my children on a bike ride to get ice cream and the last little bit killed the plan because it's just to tricky to navigate with kids.
128	Wilson Pike Circle needs sidewalks both north and south of Church Street.
129	Covington drive Knox valley & Lipscomb
130	Wilson Pike.
131	Moore's lane
132	No
133	Concord and Nolensville.
134	We need better road markings in general -- crosswalks and bike lanes.
135	Concorde from Sunset to Frankly n Rd
136	Crossing concord road by the library to Tower Park.¶ A bridge would better connect the areas.
137	Raintree Forest - Split Log road with the islands in the middle of the road where bicycles and cars/trucks have to merge, no safety for bicyclists, cars get very upset
138	Franklin road has several bikers but the narrow road and winding curves with high traffic volume in between concord road to Moore's lane make it very unsafe for bikers.
139	The roads mention in previous question.
140	The Brentwood "Block" needs a specific bike path/lane
141	Williamsburg Road in Meadow Lake. This is one of the most walkable neighborhoods in Brentwood, with great access to nearby amenities. There is a sidewalk near the shopping center, but it doesn't go far enough. Please extend the sidewalk At least to the first side stree or two so that walkers can choose a safer route to the amenities. Cars go very fast on this road! I've been run off the road more than once by speeding cars, while pushing a stroller of little ones.
142	Franklin Rd and Church street, Old Hickory and Franklin Rd etc
143	Wilson Pike should be off limits until there is a bikeway/walkway.
144	Franklin and Hillsboro old hickory
145	Anywhere there is traffic!
146	Everywhere where sidewalks and bike paths are missing.
147	Restrict bucycles from busy city streets

148	Bikes should stay on the paths for them. Not in the road.
149	Same as above
150	See #9
151	Franklin Rd going south...Very dangerous with curbs and no shoulder. No sidewalk South past Princeton Hills
152	Granny white <--> Maryland Way Or virgina Way to Maryland Way <--> franklin road Belle Rive Blvd (is a cut through to Johnson Chapel --> Murray Lane)
153	If there were bike paths along franklin road, I'd suggest City Center for its central location in commercial district.
154	The walking trail behind the Concord YMCA frequently has bikers who are riding for speed and have injured pedestrians on several occasions.
155	Granny white pike has no shoulder north of old hickory.
156	Belle Rive Drive, east of Turtle Creek intersection. Johnson chapel, west of Waxwood Dr.
157	along wilson pike and edmondson pike
158	No
159	Franklin Road Concord Road Moores Lane
160	Franklin Road and Wilson Pike
161	Crockett Road / Wilson Pike / Franklin Road / Moores Lane
162	Not that I can think of. Turning left is always a little tricky, so proper marking of where a biker should go would be helpful (good examples can be found on Hillsboro Rd at Fieldstone Parkway).
163	No
164	Wilson Pike and other north/south roads.
165	Belle Rive Drive - fast cars, sidewalk ends abruptly. Sidewalk needs to be continued through neighborhood. Kids should be able to walk to friends homes and the Arboretum safely. Where Belle Rive turns into Johnson Chapel Rd. Road is narrow and is curvy. Dangerous for bikers and cars. Needs a bike lane or at least a shoulder - desperately. Many bikers use this road.
166	No....parks don't allow cars. Ride in the parks.
167	johnson chapel road west to granny white
168	All, but Split Log in particular needs shoulder or bike lane.
169	Along wilson pike and along Concord
170	Greenways ....walkers need to be more observant of bikers. Also near soccer and ball fields...parents should not place lawn chairs on pathways
171	Everywhere in Brentwood. Not bike friendly at all.
172	Wilson pike - no sidewalks or shoulders to access paths or roads with sidewalks - franklin and concord
173	The entire north east side of town is void of paths.
174	Franklin Road/ Maryland Way
175	Wilson Pike near McEwen. Maybe work with Franklin to extend a separate pathway all the way down Wilson Pike to Clovercroft.
176	Concord Rd, Moores Ln, Wilson Pike and Franklin Rd

177	Franklin Road, Maryland Way, OHB, Granny White. Riding these biways is basically a death-wish!! □ As a family, you can't bike most of our major roads without riding on the sidewalks.
178	I used to ride my bike for exercise on the bike path from River Park to Crockett and around the various paths. I would ride 10 miles or so at a time. Then the rule went out that bikes couldn't be ridden fast on the "bike path" so I stopped riding my bike, and largely stopped exercising. Bike riding is dangerous enough in a park--I will never ride in traffic as I've heard about too many life-altering accidents, which also seems like a liability to the city. With all the distracted driving, bike lanes are just as dangerous as no bike lanes.
179	See above
180	I live on Smithson Lane less than one mile from Edmondson Elementary. I would love for my kids to walk or bike to school but sadly it's not safe to cross Edmondson Pike. I would love for something to be done so our children can walk to school.
181	All major traffic axes: Franklin Road, Wilson Pike, Concord Road. I think a path from ML Farms to Library would be a huge step forward. □ Within neighborhoods, speed limits should be enforced more forcefully (it's 30 in my neighborhood but I frequently observe people going 40MPH+) and bike lanes established where possible.
182	Holly tree gap
183	Franklin Rd
184	Maryland Farms, new Hill center, Kroger shopping center. It is difficult to walk from Kroger to chic fil A.
185	Granny White pike has become a death defying act of courage. The commuters leaving Maryland Farms have NO respect for walkers or bikers at all! They have almost run over many people.
186	Johnson's Chapel Rd
187	The entrance of Meadowlake and Franklin Road and in the neighborhood. People drive much too fast through there.
188	see above and along Franklin Rd from Moores Lane north through Brentwood and across Old Hickory Blvd.
189	Need a crosswalk at Johnson Chapel entrance to River Oaks at Granny White for school kids etc. □ Also, very dark on River Oaks streets at night.
190	Meadowlake subdivision-Williamsburg road needs to have a sidewalk extending from Franklin road all the way to the end of the street ( especially near the dangerous curve at the front of neighborhood by house numbers 5015 and 5017). A speed bump would be beneficial there too! Many teens walk by on a daily basis while vehicles are driving too fast. A sidewalk would provide safety for pedestrians and speed bump would slow down vehicles.
191	Franklin road□ Murray lane by BHS/BMS
192	In and around school zones.

**Brentwood Bike and Pedestrian Ad Hoc  
Committee**

**Q17. Please provide any specific ideas you have for improving cycling and walkability in Brentwood.**

Number	Response Text
1	none
2	Seperate bike paths would be better than a bike lane on a high speed road like Franklin Road. Unsure about or Maryland Farms. Can we look at some suburban cities that have done this before so we do not reinvent anything and maybe we can interview them and see what they would have done different?
3	Make sidewalks where there aren't any
4	More sidewalks and bike paths are needed
5	Would like to see more non road cycle areas, it's just too dangerous around cars for family cycling. Also refer to Netherlands specific CURBED designated bike lane in heavier traffic areas to help prevent cars from crossing into a bicycle area
6	More sidewalks along the main roads would be a start
7	Need to allow for more small neighborhood commercial areas to allow people to have more close access to destinations like shopping and dining. I would walk and bike to the store more often if it were connected and closer.
8	Widen streets 3' for bike able shoulder; street sweep shoulders so bikes can actually use those that exist
9	We have great leisure trails currently - we need a way to link them. I think it's sad to hear that we will connect to Franklin and the metro greenway but can't get into the city of Brentwood for shopping and dining. Bike racks would also be appreciated.
10	My subdivision joins one of the parks so I am not concerned with walking in Brentwood....very confident about safety as it is.
11	Sidewalks are not common throughout brentwood in neighborhoods/ city streets. Most cities outside nashville have building codes that require sidewalks
12	Again, deal with mass transit first. Walking and biking paths are a luxury not a necessity.
13	Create a long range budget and specific areas on all sides of town to be included. Ensure zoning is in place to require all new development to have a sidewalk plan in the development, especially on roadway sides of the development and widen roads in development to allow for bicycle lanes.
14	Love walking on the trails...just keep connecting them! It's sooo wonderful to be able to enjoy the trails...we live right by them!
15	cyclists having there own lane even on paths like Crockett Park. they usually go way too fast.
16	Continue expansion of our bike paths and walkways. A lack of sidewalks is not conducive to walking, even within subdivisions.
17	Bike Lanes, sidewalks and shoulders on roadways
18	more trails....and wider for both cycling and pedestrians
19	Slow down the cars! It seems that every car in Brentwood is speeding. I know for a fact that most cars on Concord Road are exceeding the posted 25 mph zone. Drivers just do not care.
20	If there were bike lanes on Concord, Moore, Murray, Franklin Road, with education on how to use them. it would be great. Bike lanes to the high schools.



21	I think it's mostly cultural. People get into a rush or leave late, so when they encounter cyclists, they become hostile. I think education/enforcement is the most effective counter. But having separate bike paths is great too!
22	More greenways on west side of Brentwood!
23	I am good with bike lanes for the most part, but also like the dedicated trails especially when we ride as a family, my youngest is only 10.
24	Make a better survey. You are blending too much here. For example, there is a BIG difference between amenities like a place to safely lock up your bike and having showers at work. We need many more places to lock up our bikes but it is unrealistic to expect places to have showers. You also blend bike lanes on roads with trails too much especially early in the survey. I run and bike on our trails and roads. Our trail bikers are VERY different than our road bikers. It is a completely different experience. I want improvements but, if you are basing it on this survey, you have truly missed the mark. I know I'm one voice and it will be lost in all the surveys and that's a shame because I'm confident you missed the mark and decisions will be made with poor data. But I had to try.
25	We need sidewalks in older neighborhoods like Foxboro. We need a way to cross Concord Road to get to the trail system (like an underpass), if not a trail system for north of Concord.
26	See #15
27	bike lanes
28	more education about the availability and connectivity. I live in Franklin and have ridden in Brentwood, but on bike it is hard to know where the connections are. Maps and signage would help.
29	Better transportation for youth. Encourage exercise for all
30	First connect the path along Concord Rd. Then address Franklin Rd. and roads such as Wilson Pike, Crockett Rd.
31	Car awareness enforcing the 3 ft. Law!
32	More connections between already established bike paths, but I think you are already working on that.
33	See 15. In Kettering, OH there are wonderful paths built from abandoned trail lines for Biking, running, walking, Well-shaded for cool summer riding. Lit and emergency phones along the way. Look into that if possible for this area.
34	Connecting and extending the bikeways
35	Connect a bike path close to the train tracks off of Wilson Pike behind New Hope Church area all the way to Concord Road and the opposite direction to Church Street
36	Thank you for putting this committee and survey together.
37	I don't like bicycle paths near heavy traffic. Who wants to breathe in exhaust
38	Walking and bike paths from neighborhoods to parks and greenways. Adequate sidewalks connecting retail in the heart of Brentwood.
39	Partnering with Franklin to increase cycling routes.
40	Bike lanes on Franklin, Murray, Granny White, and Maryland Farms Roads would be wonderful!!!
41	Add designated bike/pedestrian lanes or paths. It's sad how behind Brentwood is.
42	I'd love to see speed bumps, signage and other methods of slowing down traffic, in addition to sidewalks set back from the roads. More trails connecting neighborhoods, parks and public facilities would be amazing, so that kids and families could safely bike from one place to another.
43	Connect more neighborhoods, with bike/pedestrian paths. Not for cars, that would just increase side street traffic, and potential dangers for walkers and cyclists.

44	A marked bike lane on northbound and southbound Wilson Pike. More speed monitoring on Wilson Pike. Bike lanes on north and south Franklin Road, with more speed monitoring. Concord Lane from Franklin road east, bike lanes.
45	Walkability is the Commissions "feel good" effort but has little practical relevance. They think we are small town USA but proceed with density expanding, traffic generating, tax generating projects.
46	Tunnel/tunnels under concord at Steeplechase/Arrowhead
47	It will certainly be a difficult task to establish a "bike culture" in a city where very little facilities currently exist. Besides the lack of connected trails, there is not even a bicycle shop here other than maybe REI. Besides building facilities, something must be done to remove the current culture of "driving fast while texting"-- it is the biggest safety concern for me here.
48	More Connections from Major Developments Along Concord Road into Brentwood Commercial Area
49	Allow bikes and pedestrians to use existing sidewalks and all new sidewalks multiuse/wider. All new construction parking lots more park like. Minimum one tree for every 4 parking spaces.
50	Sidewalks!! The stretch of Franklin Rd from Concord Rd to Moores Ln should have the trees and brush removed to improve line of sight and have sidewalks along one side of the road. There are so many neighborhoods with runners and walkers who would like to connect to Brentwood on bike or foot. ☐
51	Please put in sidewalks and lighting throughout the city. Please make it safe to cross Franklin to get to Civitan and the library from both the east and west.
52	Finish the sidewalks on both sides in downtown from Kroger to OHB. Then pedestrians could park in one spot and walk from Kroger to Puffy Muffin to Bank of America. Or, they could walk from BUMC (that's hundred's of people) to breakfast after church to any number of restaurants up the street. People WILL walk if they have the destinations and the facilities to do so. (ie downtown Franklin) It would reduce car traffic, too!
53	More signage to cars that bicycles have a right to use the roads. More bike lanes.
54	Bike Paths and Sidewalks ... we have many but need them on key roadways ... Wilson Pike, Franklin Road, Concord Road, Church Street
55	More connecting bike paths
56	More connections to workplaces, shopping and restaurants.
57	MUST connect the east, commercial area of Brentwood to the bike trails on the west side to allow easy access to library, rec center, Y, etc.
58	Connectivity to neighborhoods which have dead end paths such as Whetstone.
59	Sidewalks to Woodway
60	Bicycling should be allowed in Granny White Park!!The path should allow bikes!
61	Smith Park - mountain bike trails
62	Connect Deerwood and Lipscomb/WSM Tower, ideally along Little Harpeth.
63	More bike lanes marked on roads; more signage about sharing the road
64	More bike lanes and better road sharing education are critical to making our community healthier and more pedestrian/cyclist-friendly!
65	See my answers to 15 and 16. Also, an overpass or underpass on Franklin Road between the REI complex and the new development across the street. Someone is going to get hit, despite the nice crosswalk.
66	Turn shoulders into dedicated bike lanes.
67	More signage that alerts drivers to cyclist and pedestrians would be huge. Chattanooga has done a great job with this!

68	Complete/connect sidewalks into Brentwood city from East Brentwood via Church Street AND Concord Road/Franklin Road. Add shoulders (which are kept swept) if not walk/bike paths along Wilson Pike between Church St. and Concord Road.
69	Would love more bike paths.
70	Tunnel under or widen overpass on I-65 and make a path for family friendly biking/commuting. Please Mr. Turner!!!!
71	students living within half a mile of a school should be encourage to bike to school and have much higher parking rates if they still want to drive to school. also need bike racks at school. walkway on Granny white needs to go all the way up to entrance of Middle school. bike safety and distance to bicyclist needs to be part of driver's ed. hand held cell phones should not be allowed like in many countries.....
72	Please add sidewalks to residential neighborhoods!!
73	Providing a safe path to the arboretum would be very beneficial to all those who live within three miles of it.
74	Maintain & extend sidewalks where needed in high traffic areas such as Franklin Road. Cycle lanes are impractical.
75	Stop building buildings. You are contesting traffic more.
76	Same as previous
77	Bike lanes and education of the drivers.
78	Bigger more visible crossings, longer times to cross rd when crosswalk button is activated.
79	Separate the walking/biking lanes from the traffic lanes. Marked shoulders DO NOT keep walkers and bikers safe.
80	MUST connect the west and east sides of town somehow! Specifically access to Concord Road by way of a bike path vs roadway.
81	None.
82	More paths are needed on the West side of I65
83	No cell phone or texting while driving
84	Sidewalks in good condition crossing streets like Murray Lane (even with a crossing light) r dangerous. Traffic is normally traveling to fast to stop for animals or pedestrians. Light isn't long enough to get across the street. Traffic on Franklin Road is too fast. Coming into town speeds r 50 miles an hour. Or more where it's posted 35 mph. Franklin Road needs to be boulevarded with turn islands and landscaping like McKuen Rd between Mallory and Cools Springs Blvd. it is gorgeous and slows down the traffic Would eliminate all the head on collisions in Brentwoods center turn lanes. Also put the noise pavement between the bicycle lane and car lanes
85	We already know that sneed and Vaugh or both large bike pathways because of Natchez please make it safer to ride here
86	signage, reduced speed limits, lighting, etc.
87	When you add bike lanes, really add bike lanes. Narrowing the driving lanes by just adding lines is not, in my opinion, adding bike lanes.
88	Phase in wide sidewalks where they would most be used...around schools and shopping areas. Then, phase into fronts of subdivisions where traffic is heaviest, to encourage people to walk out of them. Work your way back from there.
89	I live near the wonderful Deerwood Arboretum. I would like to see a sidewalk added along Johnson Chapel and Deerwood Road to make a loop connecting the current terminals of the Deerwood paved trail. I would also like to see the trail extended thru Belle Rive along the river preferably; if cant do that then a separate lane along the road, ending at a safe crossing on Granny White. There it would connect to other parks and trails.
90	It is disappointing that this survey did not address anything regarding mountain biking. "Cycling" isn't strictly a paved path or road discipline.

91	Wider shoulders on roads so cyclist can ride on the road.
92	Sidewalks along Franklin Pike and in neighborhoods
93	Just increase the pathways to more parts of Brentwood.
94	KEEP BIKES ONLY ON EXISTING PATHS
95	Enforce the 3 foot law
96	Bike paths linking neighborhoods, extend bike path on belle rive drive, increase awareness with an article on Brentwood homepage and Brentwood living magazine
97	Create a bike path to safely link the two halves of Brentwood (i.e. each side of I-65/Franklin Rd.). I am an experienced rider but won't ride my bike on Concord Road west of Lipscomb Elementary, and especially would never ride on Franklin Rd. Too dangerous for experienced adult riders, and especially for kids. I would love to be able to reach all areas of our city by bike.
98	See above
99	Would lie to see bike path connection from east of Green Hills & Concord to the greenway trail system.
100	Build access to Cool Springs and downtown Brentwood from other Brentwood areas. Perhaps link to Nashville as well?
101	The shrubs and trees need to be better maintained between Brentwood Country club and Brentwood United Methodist Church several times they are over grown into the side walk. When walking you can walk around it but on a bicycle it has been dangerous. ¶ There needs to be a safer way to get from Franklin Rd to our bike paths on Concord Rd.
102	Wider walking sidewalks through Franklin Road shopping area
103	Work with county to have a bike lane on Murray Lane
104	Connection under I65 to residents on west side can access trails on east side (library, Crockett park)
105	Area around Edmonson Elementary School--Inavale Estates. Children in Chenoweth and Inavale could walk or bike to school but there are NO sidewalks. NO crosswalk. Sidewalks/bike route along Edmonson Pike in Brentwood from elementary school to get to the nice wide bike path running along the Hampton Reserves.
106	Please provide sidewalks all the way down Murray Lane from at least the three way (Holly Tree Gap Rd.) to Currey Ingram, as well as improved sidewalks around Johnsons Chapel hook (or provide bridge) access to Deerwood Arboretum and on to Granny white from Murray Lane by Scales
107	Bike lanes are needed
108	Sidewalks in all neighborhoods.
109	Education for bikers, pedestrians, motorists, dog walkers. trail rules should mimic road rules.
110	Trail from the library to the City Park area
111	sidewalks
112	Add wide biking sidewalks on streets that can connect to parks and recreational/ natural trail systems...like Crockett Park
113	Sidewalks, bike lanes, and enforcement of safety (i.e. 3 foot rule) are the major things needed.
114	Bike lanes so I could answer yes to your survey on shopping, riding to work or friends etc. Franklin Road needs them desperately.
115	See above. Very frustrating to walk on a beautiful day and keep vigilant outlook for bikers whizzing by. Many walkers use earplugs and cannot hear upcoming bikers unless they will shout out their arrival. I hope you will address this problem

116	Path connecting tower park to downtown Brentwood.
117	Greenways and paths interconnecting to other parts of greater Nashville with over or underpasses, shoulders on suburban major thoroughfares( Crockett)
118	Sidewalk Access everywhere
119	I think one factor is that it's so hot in TN during the summer and most places of work don't have adequate shower facilities. Between the months of April to October I would be a sweaty mess (from a work point of view) if I road my bike more than a mile so there absolutely no way I'm going to commute to work (or even run errands). So maybe if Brentwood started partnering with health clubs in the area to provide for low cost memberships to use the shower facilities?
120	I believe since we are continuing to clutter the intersection of Franklin Rd and Maryland way, there should be improved, bold signage and lights for pedestrians, such as the new light configuration at Murrly Lane and Granny White in front of BMS. As far as adding more and more concrete to Brentwood, I am not in favor! We have a lot of places to run and play. I am not a cyclist, so I should not comment on preexisting paths. I WILL say, my family and I have been commenting for years on the safety of those who choose to bike on the Davidson side of Granny White or the occasional cyclist who chooses to go down Old Hickory Bld toward Hillsboro Rd at 5:00.
121	Some areas are just too steep to make bike-riding to work feasible.
122	More Sidewalks needed in existing neighborhoods
123	Increased law enforcement and placement of signs that clearly state the 3-feet to pass law.
124	More sidewalks and paths
125	more sidewalks
126	More public education, more signage, wider roads/paths.
127	Barcelona has an extensive bike lane system throughout the city. I especially like the rubber "bumps" that separated traffic from bikes on busier roads that didn't have a separated bike path. Google "Barcelona bike lanes", then click on images to see some examples.
128	Shoulders in streets!!!!!!!
129	Longer trails to connect different areas of the city. A trail connecting the west side of I65 and the east side of I65.
130	No narrowing of 3 lane roads into 2 lanes - extremely dangerous doe bicyclists.
131	more sidewalks please!
132	Just develop separate bike and pedestrian lanes.
133	I'd love to see more sidewalks and bike lanes in Brentwood.
134	Better connectivity of paths to major shopping and dining areas.
135	Underpass (Franklin Rd) & Overpass to get over I65. Extend all asphalt walk ways through west Brentwood.
136	Add a bike lane in Crockett park. We have been almost knocked to our feet many times with cyclists not giving adequate warning/driving too fast where walkers/runners are present.
137	Living east of I-65 limits the amount of "transportation" cycling simply due to the fact that there is very little commercially to bike or walk to. East Brentwood walking and cycling is more for exercise, but there is an opportunity to increase walking/cycling to schools with the addition of more bike/walking path directly connecting neighborhoods with schools
138	I like that there are bike paths being created however one must first address the lack of lanes being created in Concord Rd that can ease the increased traffic we've received over the years. That should have been done first before putting in a bike/walking path!

139	It complete routes were in place from residential areas to commercial areas they would be used.
140	Lay sidewalks in every neighborhood. First phase would include neighborhoods with existing curbs and storm sewers such as Chenoweth. The cost should be born by each homeowner for the particular work needed via a multi-year special assessment, e.g. a Chenoweth homeowner would be assed a lower amount than a Brenthaven homeowner who would require storm sewer and curb work, but each might be be able to pay for the work over 5 or 10 years.
141	Restrict bicycles to neighborhood streets
142	Bikers should not be allowed to use our narrow roads. There are a lot of bike trails and even then the bikers are in the roads instead of the trails. They are a danger to themselves as well as the cars. They should be given a ticket.
143	Designate bike lanes and educate motorists
144	Brentwood already has good biking and walking trails. I encounter more problems with adult bicyclists who run stop signs, turn without looking or signals, etc. That seems to be the worst problem in residential areas - they ignore both laws and safety.
145	Place bike rental pods in Maryland Farms and near Kroger parking lot. Encourage school kids to ride to school and provide bike racks. Provide path or sidewalks from town to library and Indoor Rec Center
146	Granny white <--> Maryland Way Or virgina Way to Maryland Way <--> franklin road   Belle Rive Blvd (is a cut through to Johnson Chapel --> Murray Lane)
147	Publicity to motorists about the rules. Less honking and fist shaking (the nicest way to refer to hand gestures) would make cycling more enjoyable and less controversial.
148	Existence of more "greenway" bike/walking paths throughout the city/neighborhoods.
149	I prefer bike/walking paths separate from the road. I don't think TN drivers are safe with respect to emergency vehicles never mind bicycles and pedestrians! Thank you for providing a forum for change.
150	Bike lanes and/or path that tie Stonehenge/Brentwood South to Woodway or Fountainhead and thus gain access to sidewalks available through to Brentwood. I would use this route daily on a bike if available as I work in Maryland Farms, but it's currently not safe enough to take Franklin Road in without some buffer lane.
151	see above
152	Slower Traffic, more bike lanes. Greater enforcement of cars not giving 3 feet.
153	More wide trails and connect them all together. Need signs telling walkers to stay on right and not meander around the trails with headphones and yapping on the phone. Also do some enforcement of short leash and leashes on dogs. I ride Nd jog daily between library and Crocker park daily and always people causing issues. And I have a dog we walk on trails with short leash. Guns banned (against the US Constitution) but have never seen a single patrol of parks except for concerts and fireworks. City will be liable for injuries and death if ever in park since right to defend self is illegally restricted.
154	See #9
155	More bicycle paths or wide shoulders on every road in Brentwood. I would rarely use my car if I were able to bike safely to work (Cool Springs area)
156	Bike lanes are crucial with the traffic that we now have in our city.
157	Sidewalks on Belle Rive Drive all the way through to Murray Lane...at least back to Belle Rive Highlands
158	Enforce laws for bicyclists. Make them signal and stop when required. Do not let them ride around cars. discourage their use on major highways.
159	I would love to see east and west Brentwood connected by a bike/walking path. I know this is no small feat.



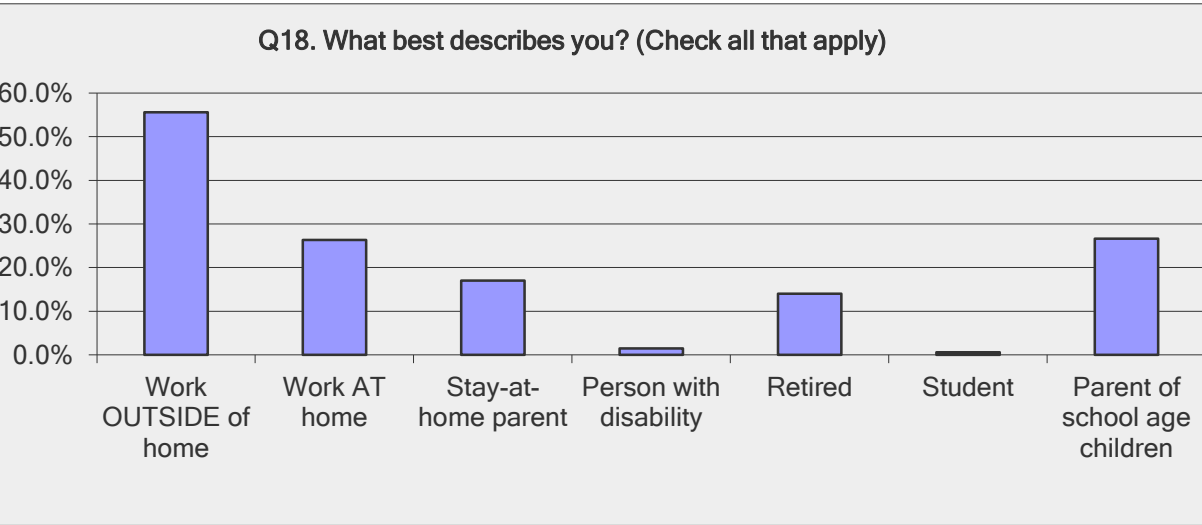
160	Make it against the law to ride in vehicle lanes on our major roads. Many of the bikers are rude and ride during rush hour creating a bad traffic/safety issue.
161	Add mountain bike trails in Ravenswood Park
162	more sidewalk or bike paths
163	Add continuous sidewalks along major roads wilson pike; franklin; concord
164	Maps, education. Sidewalks
165	Connect the paths at Concord-Edmondson area to the shopping area at Nippers corner. Also paths on Cloverland to connect to Brentwood center shopping.
166	Brentwood is going to be a bustling place very soon. We will have to address the effect that this will have on the traffic on Franklin Road and Maryland Way. More walkways for people living and working in surrounding neighborhoods would be extremely beneficial to lessen the traffic that will no doubt become a major issue very soon!!
167	While Brentwood has several wonderful parks, they are not well connected. I use the trail system daily but the parks are not connected together & to run or bike any true distance you must cross major road or run/bike on those roads to access the other parts of the trail system. Gaps in the trail system make for unsafe crossings/connections & make shopping via foot or bike impossible.
168	Having separate bikelanes would be ideal. You simply can't ride a bike north and south throughout our city.
169	Brentwood is a suburb and has been built out as such. Without mass destruction of current landscape (stacked stone walls, etc.) I will never be able to ride a bike as transportation--there's simply no route that would be safe and direct enough. I'm fine with that--I chose that when I moved here. We are not an urban area.
170	all these neighborhoods without sidewalks and narrow streets is a major detractor. I would never allow for my child to walk/bike to school, yet there are bike paths very close--we just can't easily access them. I can't believe sidewalks weren't required previously. I used to be an avid walker, yet never walk in my own neighborhood (Liberty Downs) because there are no sidewalks (even though we have really wide streets). It's too hilly and often pedestrians/cyclists are in danger because of blind spots. It's frustrating because we are easily linked in to Indian Point, and therefore Crockett Park, but we worry about accessing the park because there are no sidewalks (particularly in Liberty Downs). I came from a neighborhood in Franklin that was older than the one I currently live in, and the sidewalks were amazing. I walked all the time. Would love to be able to walk more here.
171	I really wish there was a park north of Concord Road that I could safely bike to. Our park and trail system south of Concord is fabulous but I'm nervous about crossing Concord Road with my kids. I would like to see an above street crosswalk over Concord Road to help those of us in the north side of the community safely access the trail system on the south side of Brentwood.

172	<p>Make it easy for residents to send pictures of high-risk areas to the city and start fixing these. Use low-cost methods like striping/shoulders to make it more clear that bikes and pedestrians are sharing back roads. Use technology to see where people cycle/run. For example, many cyclists and runners use "map my run" or Strada apps to track their run. These runs are then published so another app user can see where locals run. This can highlight popular running routes and allow the city to learn from what works.¶</p> <p>Find partners to work with. The YMCAs for example, or the group of runners that meets weekly at the shoe store near TJ Maxx off Franklin Road. Many employers are implementing programs encouraging healthy lifting. See if one of the major employers in ML Farms or north end of Cool Springs would be interested in collaborating. ¶</p> <p>Finally, public transport (in a very broad sense) ties in with this. For example, bike share at Brentwood Middle might work for kids to ride home after extracurricular activities. Or perhaps parents would ride to school for special events (especially when parking is limited) and then take uber or a shuttle bus back. Some type of shuttle or trolley that could transport bikes would be nice, perhaps along those high traffic high risk corridors where we simply don't have room to have dedicated safe bike lanes.¶</p> <p>Think about a bridge over the railroad tracks behind the Kroger shopping center to connect to the brentwood skate center, driving schools, and tutoring services there.¶</p> <p>Use technology. Tap into existing exercise apps like Map My Run and Strada to gain intelligence. Provide an app that folks can use to seek out pedestrian routes.¶</p> <p>Look at the student population: Our students are overly reliant on parent transportation for all extracurricular activities.</p>
173	Designated bike lanes along Franklin Rd and other main corridors along with traffic/pedestrian signals
174	Replace old lighting with LED or brighter lights in neighborhoods and have a shoulder or side-walk on at least the main road in neighborhoods.
175	Create bike lanes and more paths.
176	Creation of sidewalks and bike paths.
177	The planned separate pathway along Franklin Rd south of town will help. A pathway along the south side of Concord Rd, unless we could somehow use Cal Turner's cattle tunnel to put a pedestrian/bike path under the interstate!.
178	Would love to see a connection into Arboretum from River Oaks. Would connect Meadowlake all the way to Wildwood.
179	<p>More speed enforcement ¶</p> <p>Better/more sidewalks</p>

Brentwood Bike and Pedestrian Ad Hoc Committee

Q18. What best describes you? (Check all that apply)

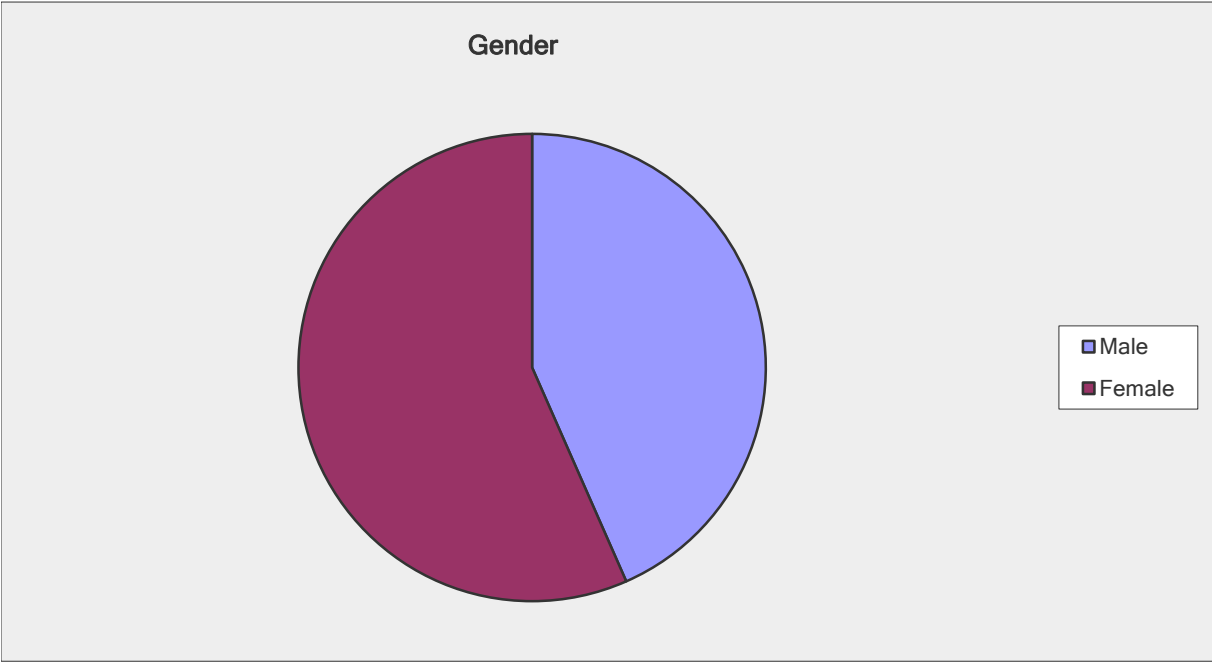
Answer Options	Response Percent	Response Count
Work OUTSIDE of home	55.6%	190
Work AT home	26.3%	90
Stay-at-home parent	17.0%	58
Person with disability	1.5%	5
Retired	14.0%	48
Student	0.6%	2
Parent of school age children	26.6%	91
Other (please specify)		9
<i>answered question</i>		<b>342</b>
<i>skipped question</i>		<b>39</b>



Number	Other (please specify)	Categories
1	Parent of 3 school aged children and work outside the home	
2	Grandparent of school age children	
3	Cyclist, runner, motorist	
4	I am a tennis player at Maryland Farms, workout, and walk. Have two adult children one a race car driver both live in Brentwood Three grandchildren attending Brentwood schools and husband is an executive at CHS which used to be based in Brentwood live in Heathrow Hills for the last 20 years kids raised here and father is 96 years old lives in Wildwood at hold court at Brentwoods Starbucks every weekday morning	
5	minor mobility issues. walking more would help my condition, but is difficult to integrate walking into my routine because of lack of proper sidewalks and crosswalks.	
6	We bicycle for exercise as a family and for fun adventures exploring our city.	
7	Very health conscious	
8	Also, have a child with disability	
9	Active	

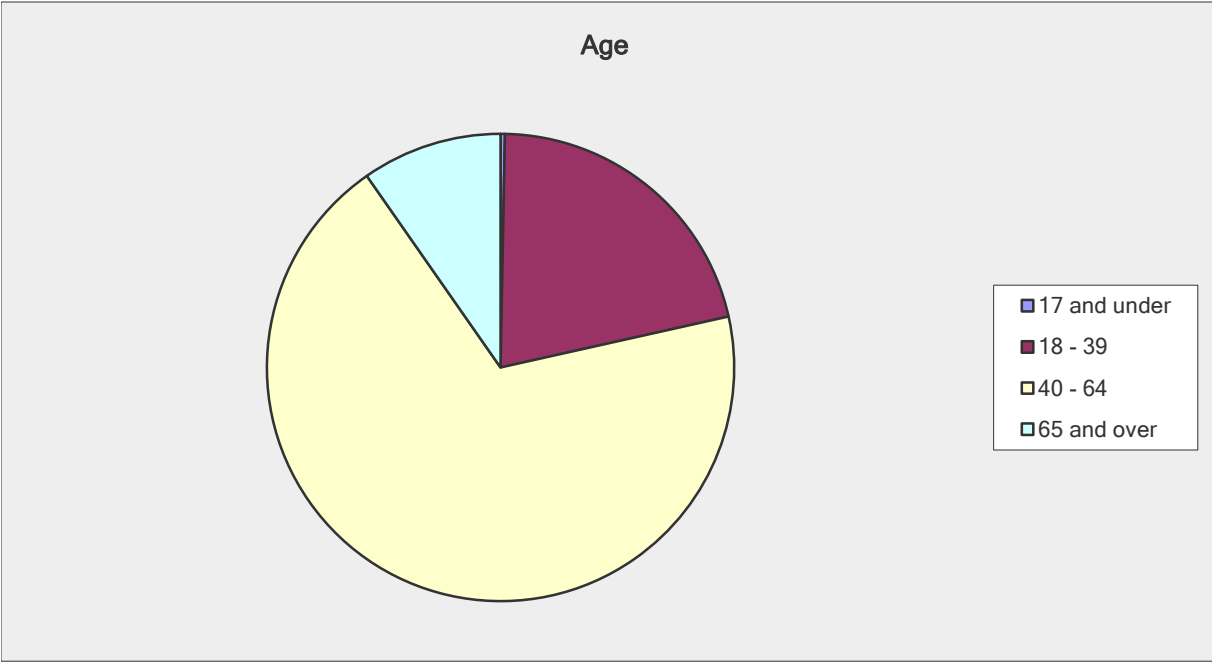
Brentwood Bike and Pedestrian Ad Hoc Committee

Q19. Gender		
Answer Options	Response Percent	Response Count
Male	43.4%	149
Female	56.6%	194
<i>answered question</i>		343
<i>skipped question</i>		38



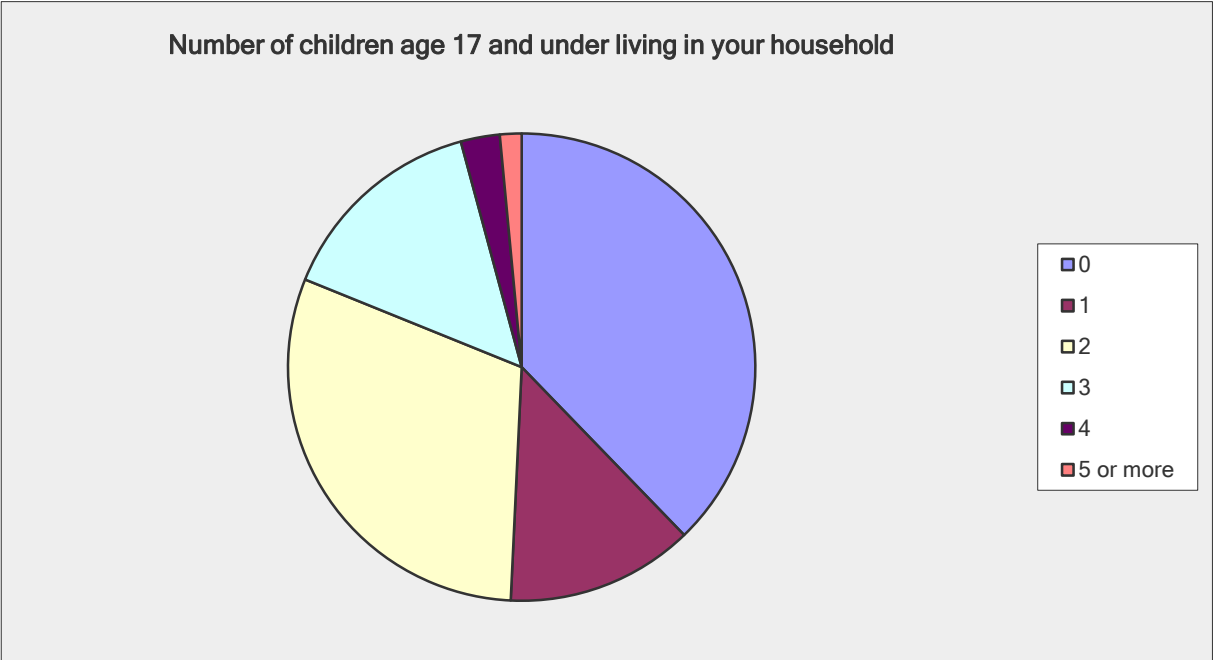
Brentwood Bike and Pedestrian Ad Hoc Committee

Q20. Age		
Answer Options	Response Percent	Response Count
17 and under	0.3%	1
18 - 39	21.2%	72
40 - 64	68.8%	234
65 and over	9.7%	33
<i>answered question</i>		<b>340</b>
<i>skipped question</i>		<b>41</b>



Brentwood Bike and Pedestrian Ad Hoc Committee

Q21. Number of children age 17 and under living in your household		
Answer Options	Response Percent	Response Count
0	37.8%	128
1	13.0%	44
2	30.4%	103
3	14.7%	50
4	2.7%	9
5 or more	1.5%	5
answered question		339
skipped question		42



Brentwood Bike and Pedestrian Ad Hoc Committee

Q22. Please provide the age ranges of the children living in your household.

Number of Children

Answer Options	0	1	2	3	4	5+	Response Count
0 - 5	30	44	27	0	0	0	101
6 - 10	13	74	33	2	1	0	123
11 - 15	11	62	27	6	0	1	107
16 - 18	10	57	11	0	0	0	78

						Question Totals
<i>answered question</i>						230
<i>skipped question</i>						151



## Brentwood Bike and Pedestrian Ad Hoc Committee

Q23. If you are a Brentwood resident, what neighborhood or subdivision do you live in or nearest to?

Answer Options	Response Count
	319
<i>answered question</i>	319
<i>skipped question</i>	62

Number	Response Text
1	12 oaks
2	annandale
3	Annandale
4	Arden Woods
5	Arden Woods
6	beech grove farms
7	Belle Rive
8	Belle Rive
9	Belle Rive
10	Belle rive
11	Belle Rive
12	Belle Rive
13	Belle Rive
14	Belle Rive
15	Belle Rive
16	Belle Rive 2
17	Belle Rive 2
18	Belle Rive 2
19	Belle Rive I
20	Belle Rive II
21	Belle Rive II
22	Belle Rive/chapel hill
23	Bellerive
24	Bonbrook
25	Bonbrook
26	Bonbrook
27	Bonbrook
28	Borgata
29	Brent Meade
30	Brent Meade
31	Brente Meade
32	Brenthaven
33	Brenthaven
34	Brenthaven
35	Brenthaven
36	Brenthaven
37	Brenthaven
38	Brenthaven
39	Brenthaven
40	Brenthaven
41	Brenthaven
42	Brenthaven
43	Brenthaven
44	Brenthaven
45	Brenthaven
46	Brenthaven

47 Brenthaven  
48 brenthaven  
49 Brenthaven  
50 Brentmeade  
51 Brentmeade  
52 Brentwood Country Club  
53 Brentwood Glen  
54 Brentwood Hills  
55 Brentwood Hills  
Brentwood Meadows (though city has  
allowed signs for Brenthaven to be  
56 installed, but that's another issue)  
57 Brentwood Pointe I subdivision  
58 Brentwood South  
59 Brentwood South  
60 Brentwood South  
61 Brentwood South  
62 Brentwood Trace  
63 Brentwood Trace  
64 Bridgeton park  
65 Brille rive  
66 Brookfield  
67 Brookfield  
68 Brookfield  
69 Brookfield and Chestnut Springs  
70 Carondelet  
71 Carondelet  
72 Carriage Hills  
73 Carriage Hills  
74 Carriage Hills  
75 Chardonnay, a mile from Brentwood.  
76 Chenoweth  
77 Chenoweth  
78 Chenoweth  
79 Chenoweth  
80 Chestnut Springs  
81 Cloverland Acres  
82 Concord Forest  
83 Concord Hunt  
84 Concord Hunt  
85 Courtside  
86 Courtside at Southern Woods  
87 Courtside of Southerwoods  
88 Deerwood  
89 Derby Glen  
90 Derby Glen  
91 DO NOT LIVE IN SUBDIVISION  
92 Elmbrooke  
93 Elmbrooke  
94 Elmbrooke  
95 Forest of Brentwood  
96 Forest of Brentwood  
97 Forest Park  
98 Fountainbrooke  
99 fountainbrooke  
100 Fountainhead  
101 Fountainhead  
102 Fountainhead

103 Fountainhead  
104 Fountainhead  
105 Fountainhead  
106 Fountainhead  
107 Fountainhead  
108 Fountainhead  
109 Fountainhead  
110 fountainhead  
111 Fountainhead  
112 Fountainhead since 1997  
113 Foxboro  
114 Foxboro  
115 Foxboro  
116 foxboro  
117 Foxboro  
118 Foxboro  
119 Foxboro  
120 Foxboro  
121 Foxboro  
122 Foxboro  
123 Foxboro  
124 Foxboro  
125 Foxboro  
126 Foxboro  
127 Foxboro  
128 Foxboro Estates  
129 Foxboro Estates  
130 Foxboro Estates  
131 Foxboro estates  
132 Foxborough Sq. W.  
133 Foxland Hall  
134 Foxland Hall  
135 Foxland Hall  
136 Foxland Hall  
  
137 Franklin resident cycle through Brentwood  
138 Glen Abbey off of Split Log.  
139 Governors Club  
140 Governors Club  
141 Governors Club  
142 Governors Club  
143 Governors Club  
144 Governor's Club  
145 Heathrow Hills  
146 Highland Park  
147 Highland View  
148 Highland View  
149 Highland View  
150 Highlands of Belle Rive  
151 Highlandview  
152 Hillview Estates  
153 Holly Tree Farms  
154 Holly Tree Farms  
155 I live in Chenoweth  
156 Inavale  
157 Inavale Estates  
158 Inavale Estates  
159 Indian Point

160 Indian Point  
161 Indian Point  
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175 Indian Point  
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177 indian point  
178 Indian Point  
179 Indian point  
180 Indian Point  
181 Indian point  
Indian Point - chose location because of  
non-vehicle access to schools and parks  
182  
183 Indian Point Crockett side  
184 Indian point!  
185 Indian Pt  
186 Indian pt  
187 Inglehame  
188 Inglehame  
189 Iroquois Estates  
190 King's Crossing  
191 King's Crossing  
192 Landmark  
193 Lansdowne  
194 Laurelwood  
195 Lenox Park  
196 Liberty Downs  
197 Magavock Farms  
198 Magnolia Vale  
199 McGavock Farms  
200 McGavock Farms  
201 MCGAVOCK farms  
202 McGavock Farms  
203 McGavock.  
204 Meadow Lake  
205 Meadow Lake  
206 Meadow lake  
207 Meadow Lake  
208 Meadow Lake  
209 Meadow LAKE  
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235 Meadowlake  
236 meadowlake  
237 Meadowlake  
238 Meadowlake  
239 Meadowlake  
240 Meadowlake  
241 Meadowlake - Iroquois  
242 Meadowlake/ Iroquois subdivision  
243 Montclair  
244 Montclair  
245 Mooreland Estates II  
246 Murray Estates  
247 Murray Lane  
248 Northumberland  
249 Northumberland  
250 Northumberland  
251 Oakhall  
252 Oakhall  
253 Owl Creek / Brookfield  
254 PH  
255 Princeton Hills  
256 Princeton Hills  
257 Princeton Hills  
258 Princeton Hills  
259 Princeton Hills  
260 Princeton Hills  
261 princeton hills  
262 Princeton hills  
263 Princeton Hills  
264 Princeton Hills  
265 Princeton Hills  
266 Princeton Hills  
267 Princeton Hills  
268 Raintree  
269 Raintree  
270 Raintree Forest  
271 Retreat at Williams Grove  
272 River Oaks  
273 River Oaks

274 River Oaks  
275 River Oaks  
276 River Oaks  
277 River oaks  
278 River Oaks  
279 River Oaks  
280 River Oaks  
281 Saratoga  
282 Saratoga Hills  
283 Saratoga Hills  
284 Shadow Creek  
285 somerset  
286 Southern Woods  
287 Stonehenge  
288 Stonehenge  
289 Stonehenge  
290 stonehenge  
291 Stonehenge  
  
292 Sunset Park in Nolensville/Brentwood area  
293 Tuscany Hills  
294 Tuscany Hills  
295 Tuscany Hills  
296 Tuscany Hills  
297 Tuscany Hills  
298 Tuscany Hills  
299 Tuscany Hills  
300 Twelve Oaks  
301 Twelve Oaks  
302 Twin Springs  
303 Walnut hills  
304 Walnut Hills  
305 Whetstone  
306 whetstone  
307 Whetstone  
308 Wildwood  
309 Wildwood  
310 Wildwood  
311 Williams Grove  
312 Willowick  
313 Willowick Dr.  
314 Windstone  
315 Windstone  
316 Windstone  
317 Windstone  
318 Woodlands of Copperstone  
319 Woodway