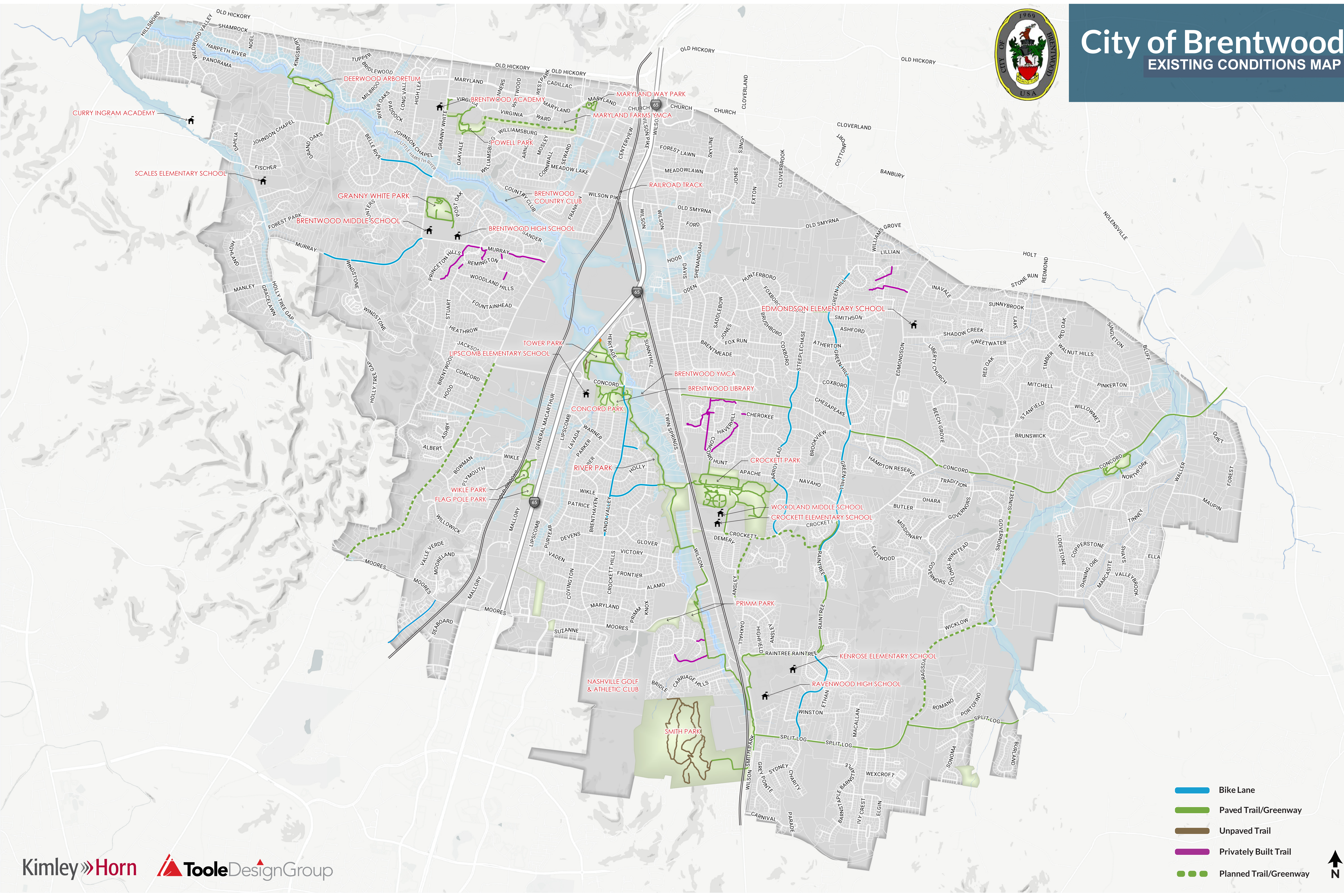




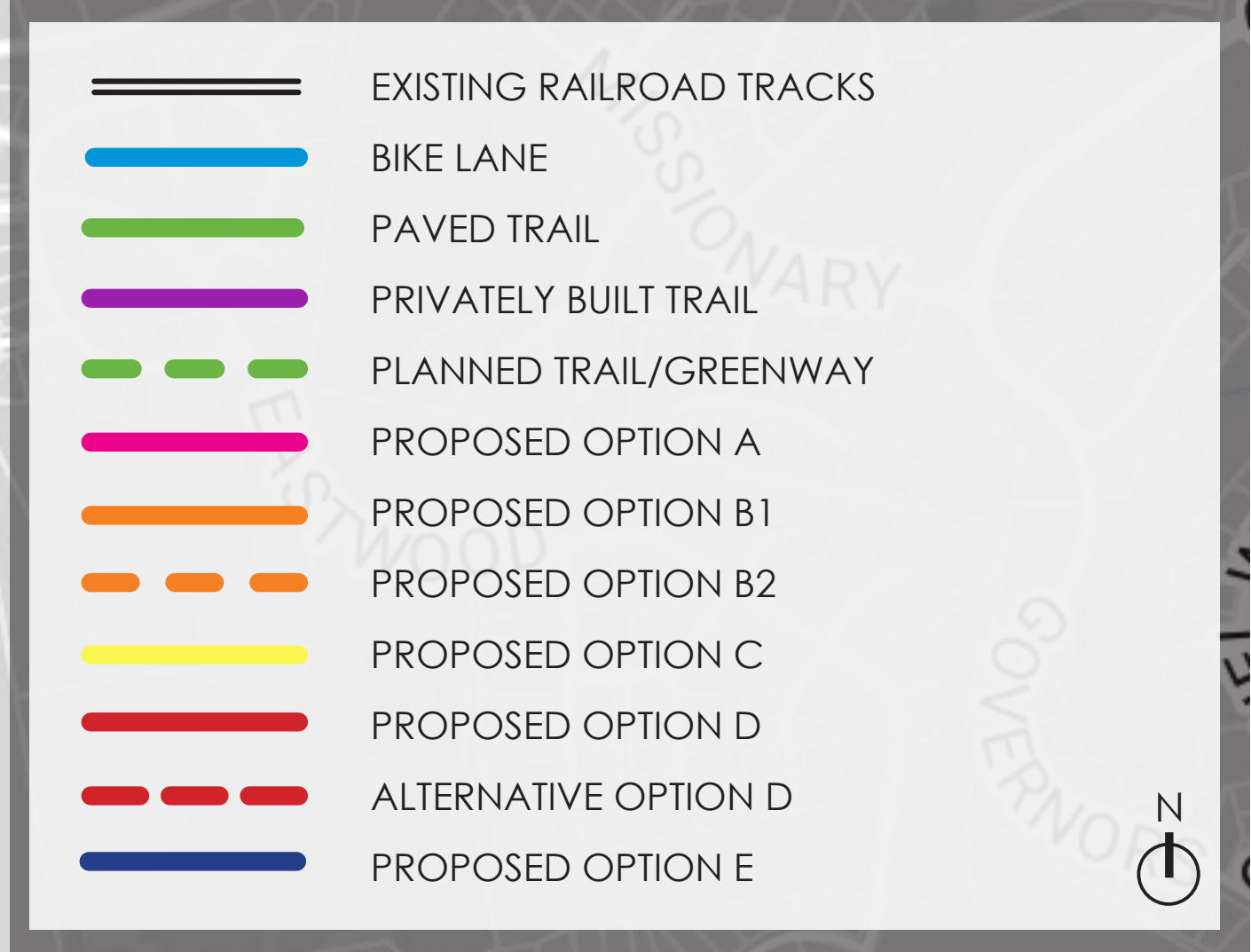
City of Brentwood

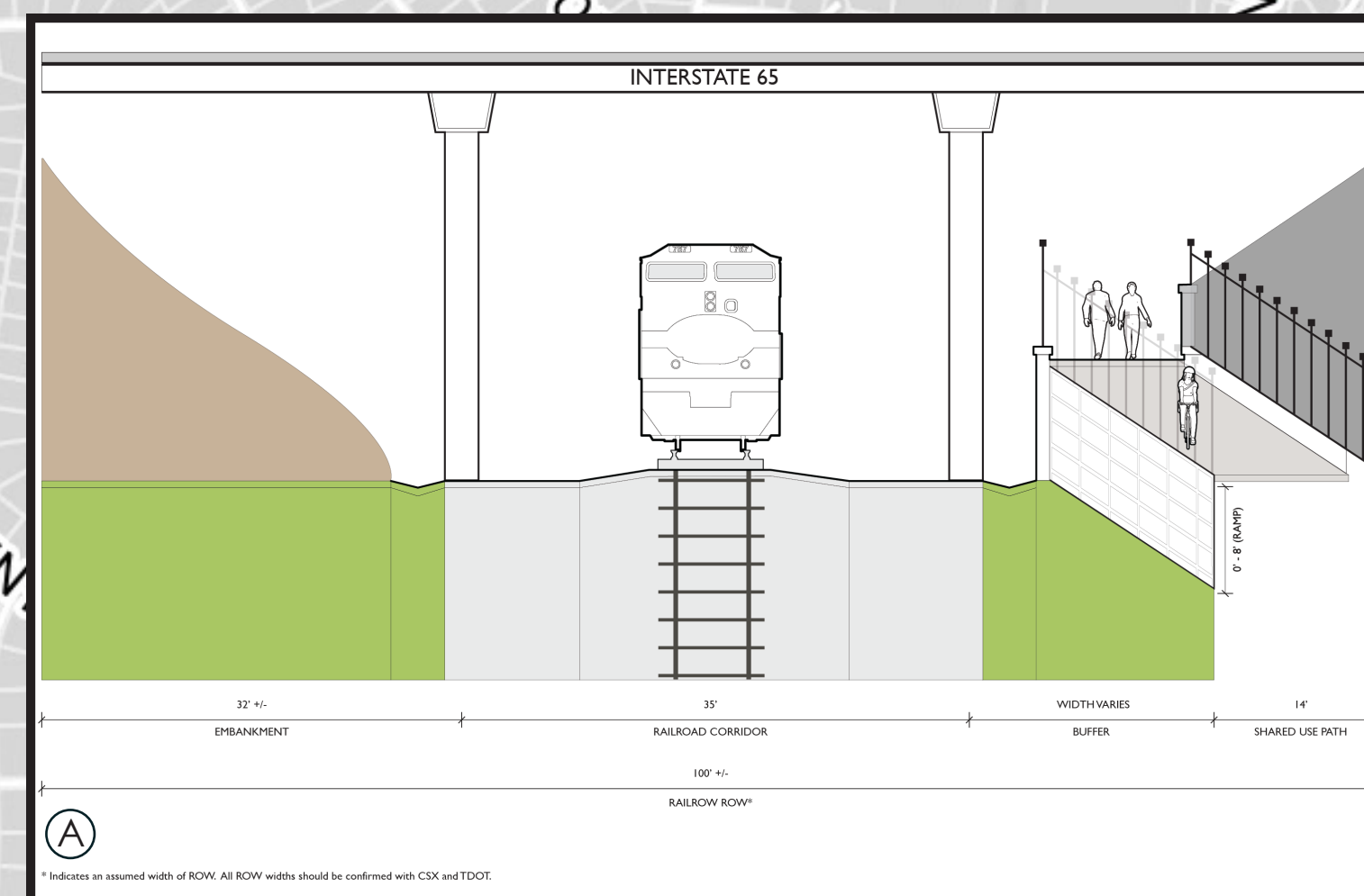
EXISTING CONDITIONS MAP



- Bike Lane
- Paved Trail/Greenway
- Unpaved Trail
- Privately Built Trail
- Planned Trail/Greenway



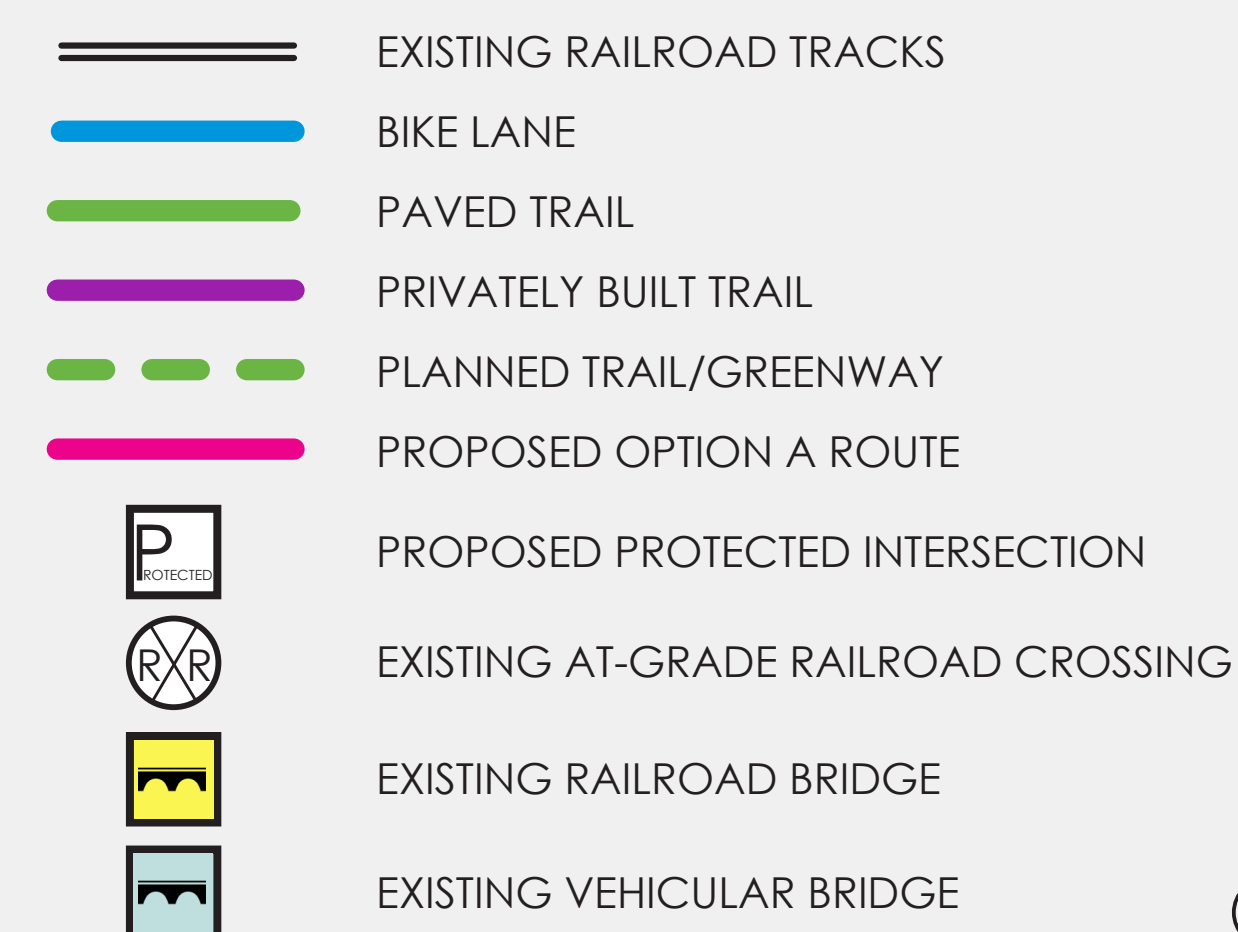




Connecting from the existing bike lane on Knox Valley Drive, this route heads east on Concord Road by way of a proposed multi-use trail. Along Concord Road, the route crosses two existing bridges that travel over a CSX railroad line and the Little Harpeth River, connecting back to an existing multi-use path at Wilson Pike. This route will include protected intersections at main routes to create a safer commute for pedestrians and bikers. The route turns off Concord Road and heads north along the existing CSX railroad right-of-way, passing underneath Interstate-65 until reaching Wilson Pike Circle. Here, the route heads west along Wilson Pike Circle by way of a multi-use path, ultimately connecting to Franklin Road.

1. Use of level grade CSX right-of-way for easier bikability
2. Reduced traffic conflicts
3. CSX right-of-way offers a natural, aesthetic route alternative

1. Concord Road bridge and roadway constraints
2. CSX train safety measures and approvals
3. Acquisition of private property



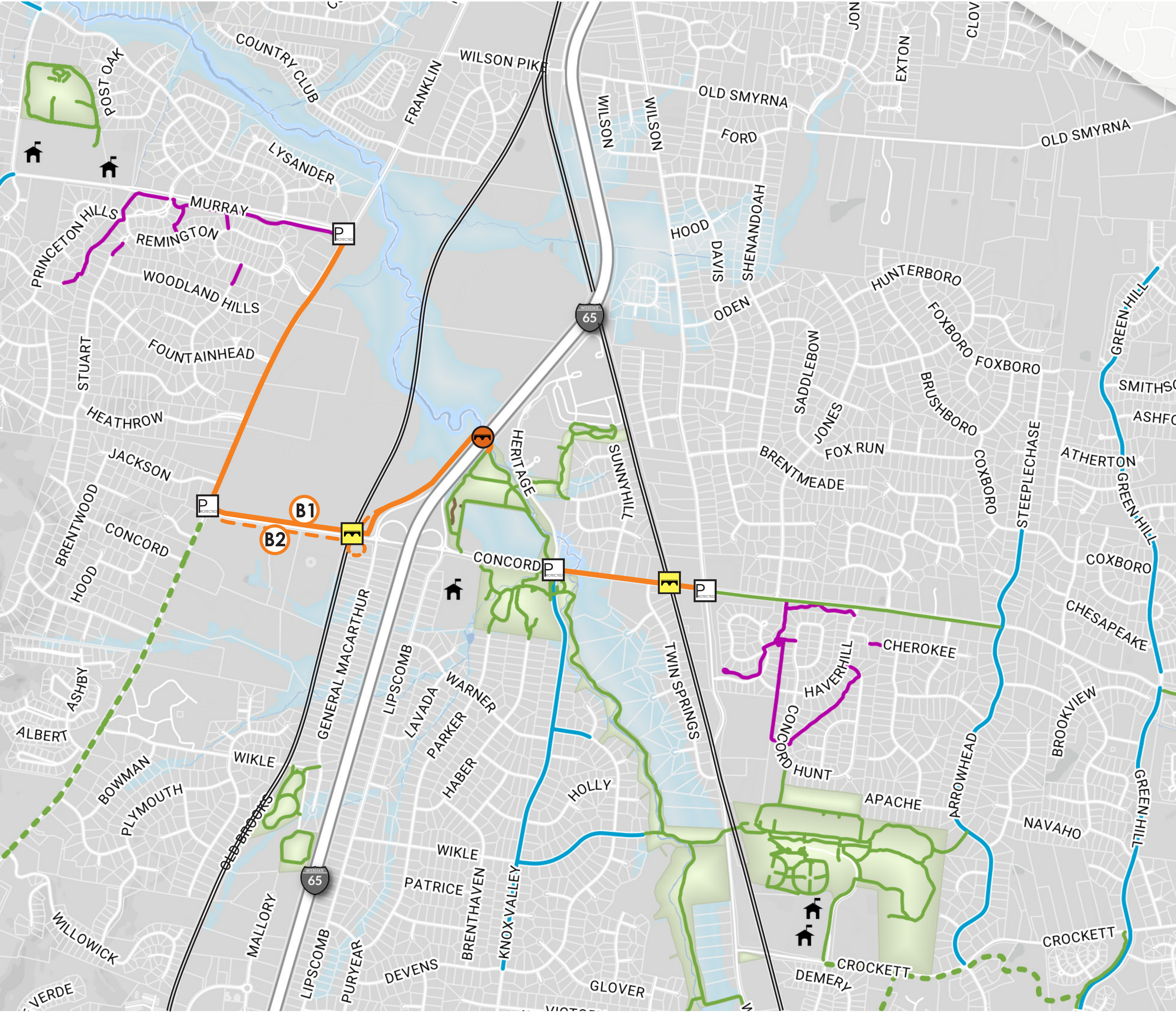
TRAIL SECTION



TRAIL ENLARGEMENT

Brentwood, Tennessee

January 2018



City of Brentwood

DRAFT Connectivity Map

DESCRIPTION

Connecting from the greenway trails of Tower Park, this route heads west underneath Interstate-65 by one of two options: taking advantage of the existing culvert, or boring a new tunnel underneath Interstate-65. Once through, the route travels south along the TDOT exit-ramp right-of-way until reaching Concord Road. Here, the route travels west along Concord Road by way of a proposed multi-use path, crosses an existing bridge that passes over a CSX railroad line, and continues until reaching Franklin Road.

BENEFITS

- 1. Short route allows convenient connectivity
- 2. Reduced traffic conflicts
- 3. Aesthetic park connection

CHALLENGES

- 1. Concord Road bridge and roadway constraints
- 2. TDOT right-of-way availability
- 3. Acquisition of private property
- 4. Need to continue north along Franklin Road to connect to Commercial District

| | |
|--|-------------------------------------|
| | EXISTING RAILROAD TRACKS |
| | BIKE LANE |
| | PAVED TRAIL |
| | PRIVATELY BUILT TRAIL |
| | PLANNED TRAIL/GREENWAY |
| | PROPOSED OPTION B1 ROUTE |
| | PROPOSED OPTION B2 ROUTE |
| | PROPOSED PROTECTED INTERSECTION |
| | EXISTING AT-GRADE RAILROAD CROSSING |
| | EXISTING RAILROAD BRIDGE |
| | EXISTING VEHICULAR BRIDGE |
| | EXISTING CULVERT |

Option B: Tower Park Connection

Brentwood, Tennessee

January 2018



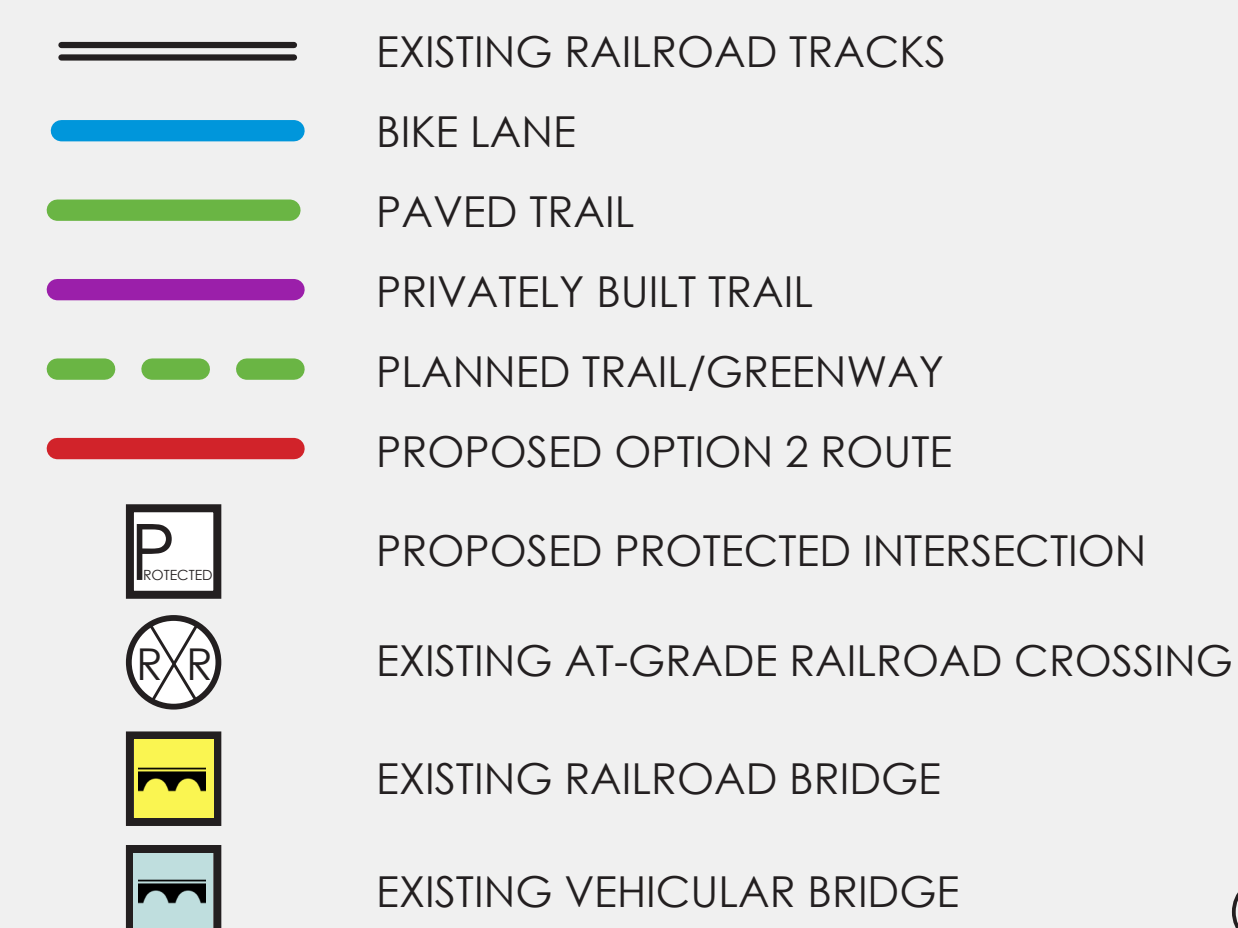
Connecting from the greenway trails of Tower Park, this route heads west underneath Interstate-65 by one of two options: taking advantage of the existing culvert, or boring a new tunnel underneath Interstate-65. Once through, the route travels south along the TDOT exit-ramp right-of-way and travels beneath the existing railroad bridge until reaching Concord Road. Here, the route travels west along Concord Road by way of a proposed multi-use path, crosses an existing bridge that passes over a CSX railroad, and continues until reaching Franklin Road.

BENEFITS

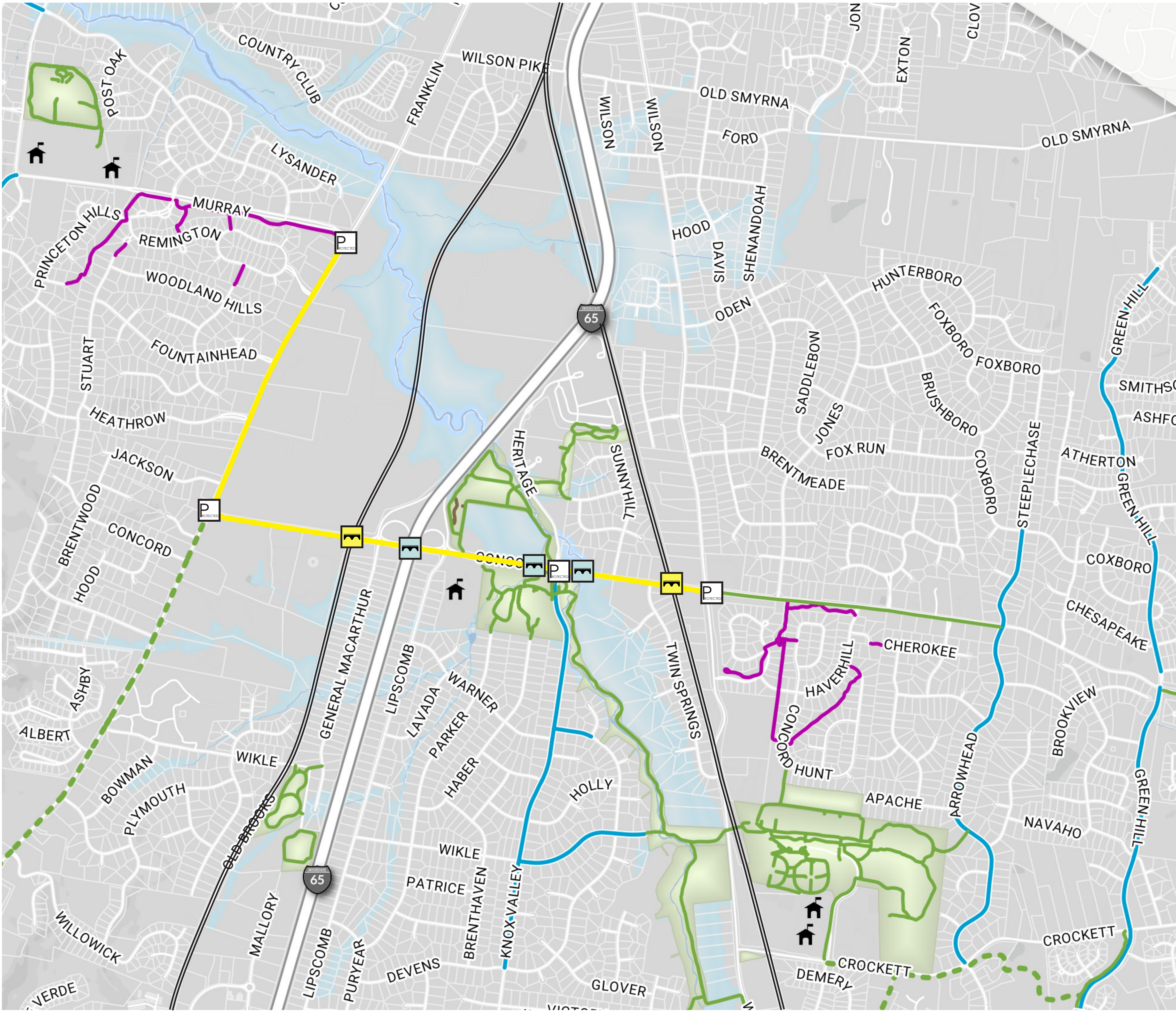
1. Short route allows convenient connectivity
2. Reduced vehicle pedestrian conflicts
3. Aesthetic park connection

CHALLENGES

1. Concord Road bridge and roadway constraints
2. TDOT right-of-way availability
3. Acquisition of private property
4. Need to continue north along Franklin Road to connect to Commercial District



Brentwood, Tennessee



City of Brentwood

DRAFT Connectivity Map

DESCRIPTION

Connecting to the existing shared used path along Concord Road, this option utilizes the Concord Road right-of-way and five existing bridges to cross Interstate 65 and the CSX rail corridor. With options to fit within the existing bridge width or to construct new, standalone bridges, this becomes a restricted and potentially costly option. This route provides multiple connections to Tower Park and Concord Park and continues to Franklin Road. Various protected intersections will be considered throughout this corridor.

BENEFITS

1. Direct route makes travel easy
2. Connections to many existing parks and greenways
3. Path already exists on the southside.

CHALLENGES

1. Multiple Concord Road bridges and roadway constraints
2. Many traffic conflicts
3. High cost due to potential bridges and retaining wall applications
4. Need to continue north along Franklin Road to connect to Commercial District

| | |
|--|-------------------------------------|
| | EXISTING RAILROAD TRACKS |
| | BIKE LANE |
| | PAVED TRAIL |
| | PRIVATELY BUILT TRAIL |
| | PLANNED TRAIL/GREENWAY |
| | PROPOSED OPTION C ROUTE |
| | PROPOSED PROTECTED INTERSECTION |
| | EXISTING AT-GRADE RAILROAD CROSSING |
| | EXISTING RAILROAD BRIDGE |
| | EXISTING VEHICULAR BRIDGE |

RECOMMENDATION FROM THE BRENTWOOD BICYCLE PEDESTRIAN
ADHOC COMMITTEE REPORT

Option C: Concord Road Connection

Brentwood, Tennessee

January 2018



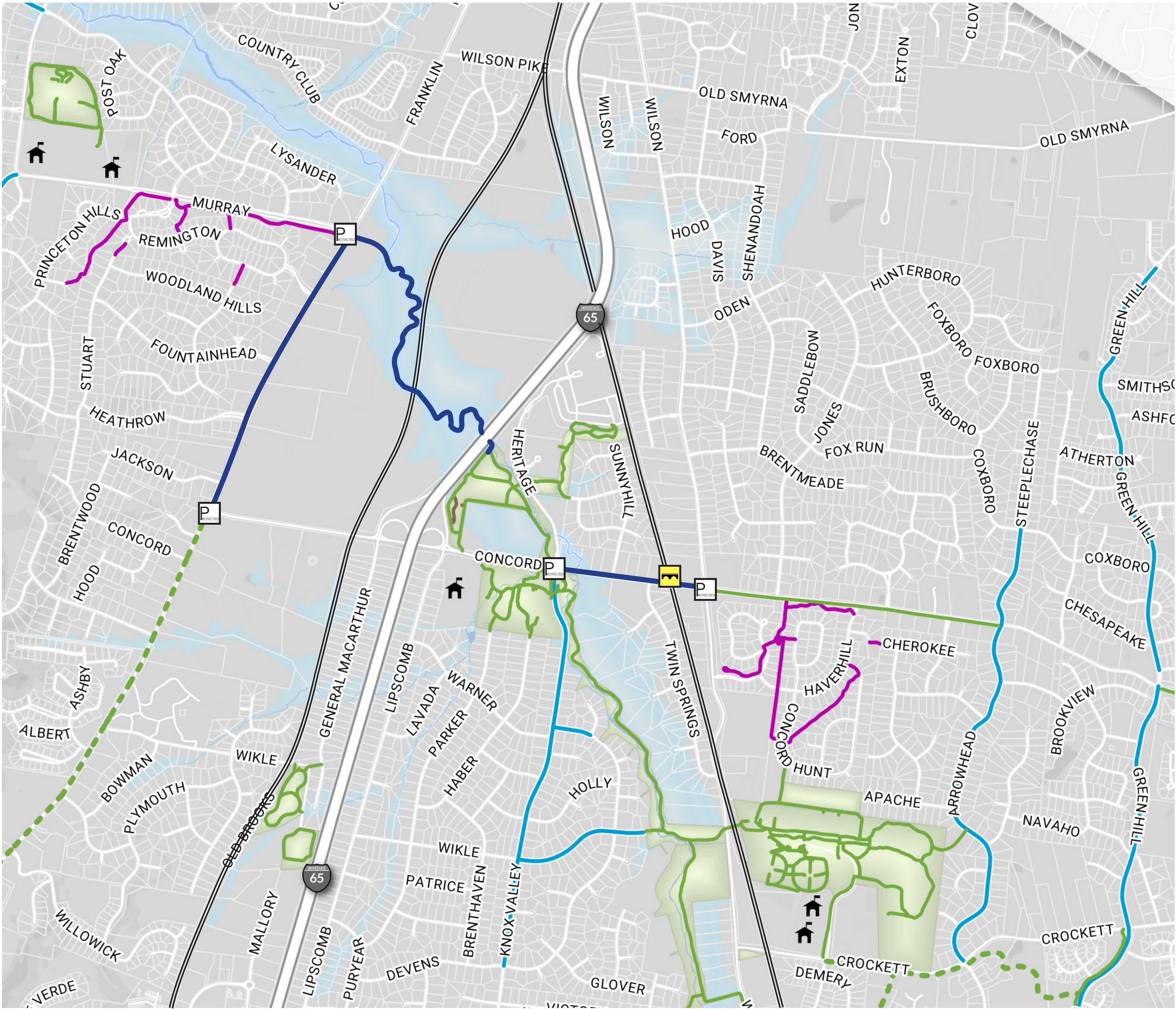
Connecting from Knox Valley Drive, this route travels west on Wikle Road by way of a shared-use travel lane. Once the route meets Interstate-65, it will transfer into a greenway trail, traveling over the interstate. Once over, the trail traverses north through Flagpole Park and Wikle Park until reaching Wikle Road once again, taking advantage of the existing at-grade crossing. Here, the route becomes a multi-use trail until reaching a proposed protected intersection at Franklin Road.

1. No conflicts with high-volume roadways
2. Connects directly to Crockett Park
3. Aesthetic connection through Wikle Park
4. Iconic Gateway/Entrance into Brentwood.

1. Proposed traveling over Interstate-65
2. Shared-use travel lane is not safe for pedestrian use
3. Route is further south, creating longer commutes to the north side of Brentwood
4. Need to continue north along Franklin Road to connect to Commercial District
5. Acquisition of private property



Brentwood, Tennessee



City of Brentwood

DRAFT Connectivity Map

DESCRIPTION

Connecting from the greenway trails of Tower Park, this route heads west under Interstate-65. Then the route travels north along the Little Harpeth River until reaching Franklin Pike. Here, it turns south until it reaches a protected intersection at Murray Road and Franklin Road.

BENEFITS

1. Short route allows convenient connectivity
2. Reduced vehicle pedestrian conflicts
3. Aesthetic park connection

CHALLENGES

1. Only feasible under a development plan or city aquisition of property
2. Concord Road bridge and roadway constraints
3. TDOT right-of-way availability
4. Need to continue north along Franklin Road to connect to Commercial District

| | |
|--|-------------------------------------|
| | EXISTING RAILROAD TRACKS |
| | BIKE LANE |
| | PAVED TRAIL |
| | PRIVATELY BUILT TRAIL |
| | PLANNED TRAIL/GREENWAY |
| | PROPOSED OPTION E ROUTE |
| | PROPOSED PROTECTED INTERSECTION |
| | EXISTING AT-GRADE RAILROAD CROSSING |
| | EXISTING RAILROAD BRIDGE |
| | EXISTING VEHICULAR BRIDGE |

Option E: Little Harpeth River Option

Brentwood, Tennessee

January 2018