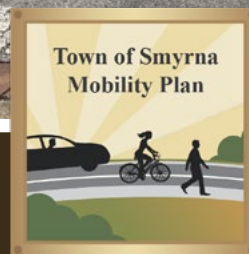
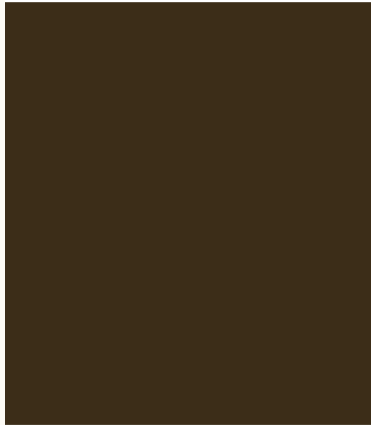


# Smyrna Mobility Plan An Update to the Major Thoroughfare Plan and Bicycle and Pedestrian Plan



May 2025

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# 1 Introduction



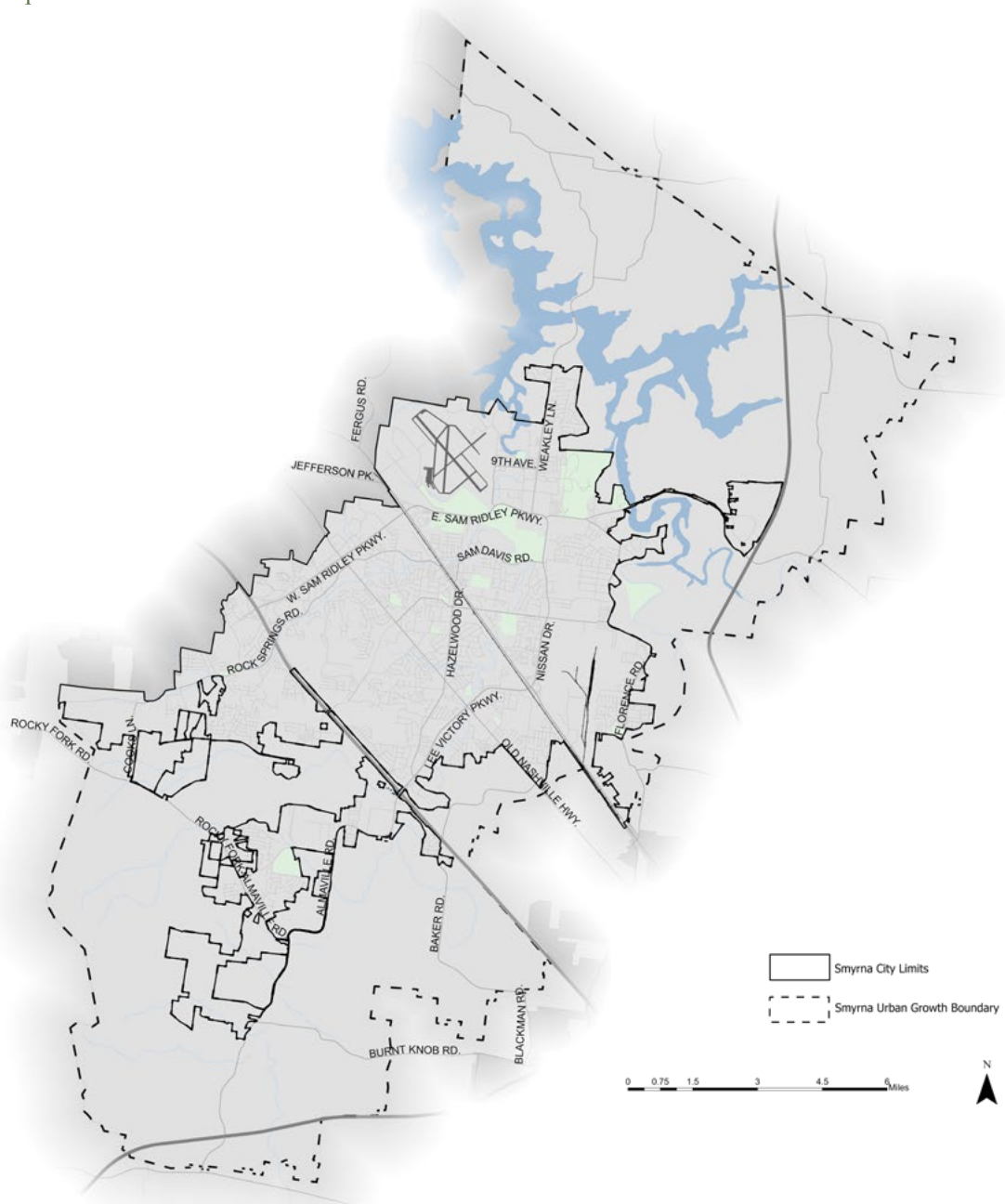
As one of the fastest-growing communities in Middle Tennessee, Smyrna faces increasing demands on its transportation network. Rapid population and economic growth have led to rising traffic congestion, evolving travel patterns, and heightened infrastructure needs. The Mobility Plan serves as a strategic framework to guide the development of a safe, efficient, and well-connected transportation system within the Town and its Urban Growth Boundary (UGB).

The Mobility Plan serves as a strategic guide to ensure a safe, efficient, and well-connected system of roadways, bikeways, and walkways.



The purpose of this plan is to provide a strategic guide for the Town of Smyrna that supports continued growth while preserving mobility and quality of life. Updated approximately every 10 years, the plan addresses the current state and future needs of the Town’s transportation system, including roadways, bikeways, and walkways. It identifies infrastructure priorities, supports coordinated development efforts, and creates new opportunities for enhancing connectivity and accessibility. By aligning infrastructure priorities with projected development patterns and community needs, the Mobility Plan ensures that Smyrna can proactively meet future transportation demands while fostering accessible mobility options for all residents and businesses.

Figure 1. Study Area Map



# 2

# Baseline Conditions



# Growth Trends

Smyrna has experienced rapid population growth, doubling in size between 2000 and 2020, and projections indicate that the population will double again by 2050. In the past 10 years alone, the Town has approved permits for approximately 3,350 new single-family homes and 2,770 apartment/townhomes. Historically, the population center has been concentrated between I-24 and Lowry Street, where much of the town’s early development occurred. However, the majority of vacant and developable land as well as sanitary sewer infrastructure is located west of I-24, concentrating future growth in this area.

Key growth hotspots are anticipated around Rocky Fork Road and Rock Springs Road, where new residential developments are continuing to emerge. Areas around the 840/Jefferson Pike interchange and Couchville Pike are expected to see increased non-residential growth in the future. This ongoing expansion will place increased pressure on infrastructure, requiring careful planning to ensure adequate transportation capacity, multimodal accessibility, and land use coordination to support future demand.

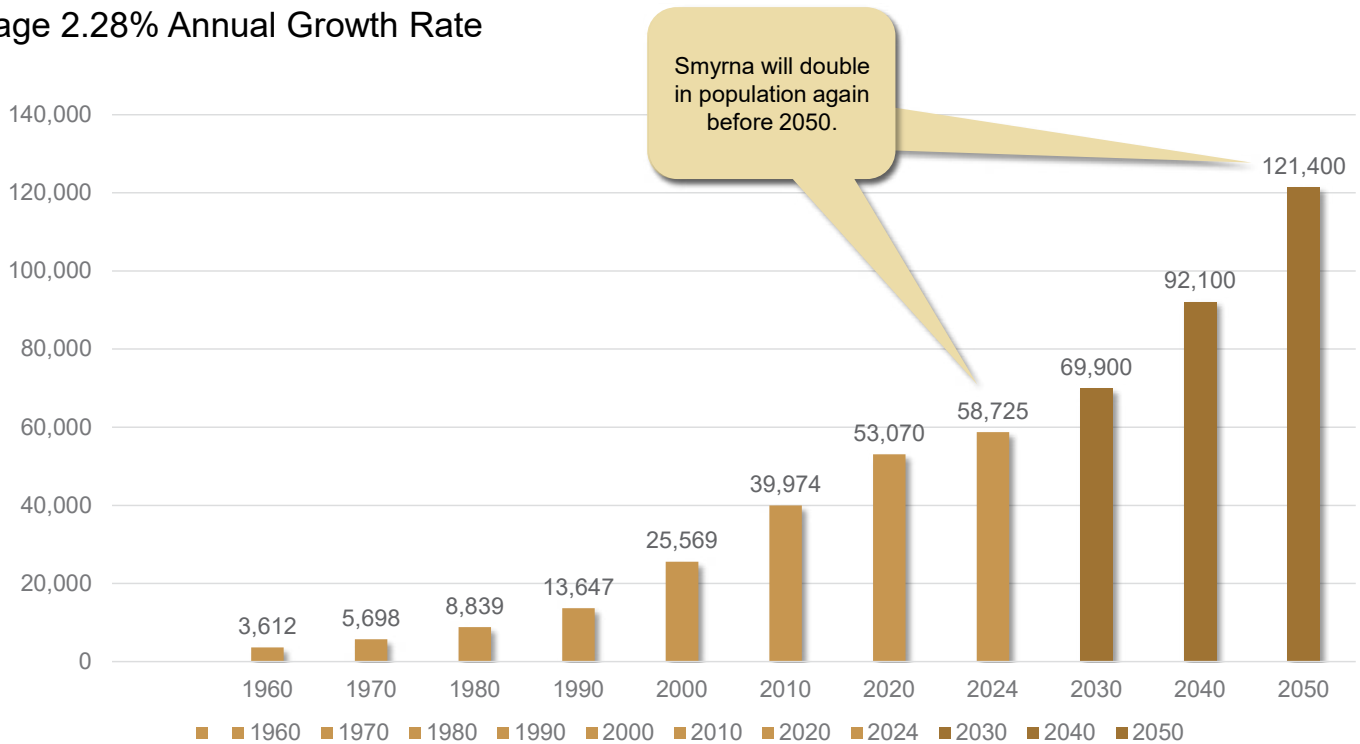
Smyrna’s population is increasingly diverse, with 44% identifying as a racial or ethnic minority. The largest minority groups include African American and Hispanic populations, which continue to grow alongside the town’s overall population increase. Smyrna is also experiencing a demographic shift toward younger families, reflecting an influx of new residents, while a significant number of middle-aged and retired lifetime residents remain in the community.

**Smyrna’s population is booming, with growth shifting westward making infrastructure planning crucial for the future.**



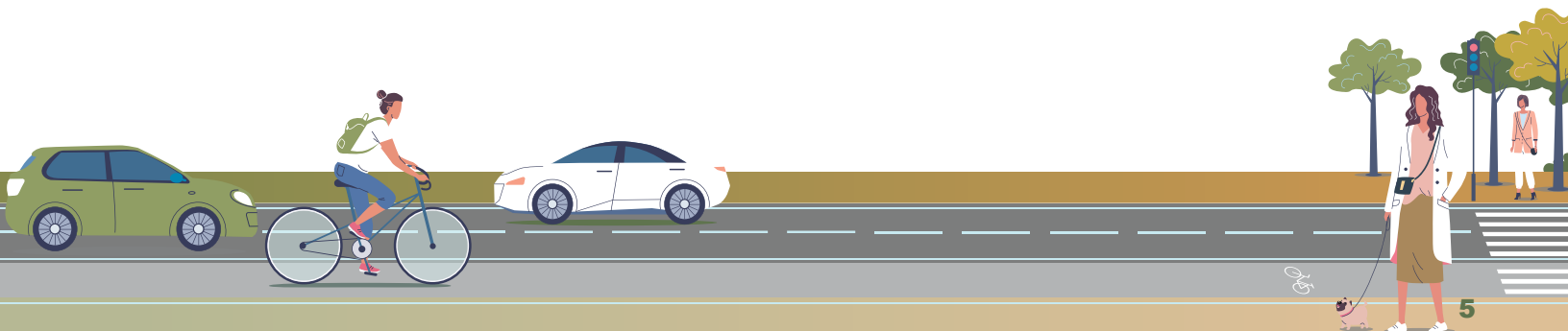
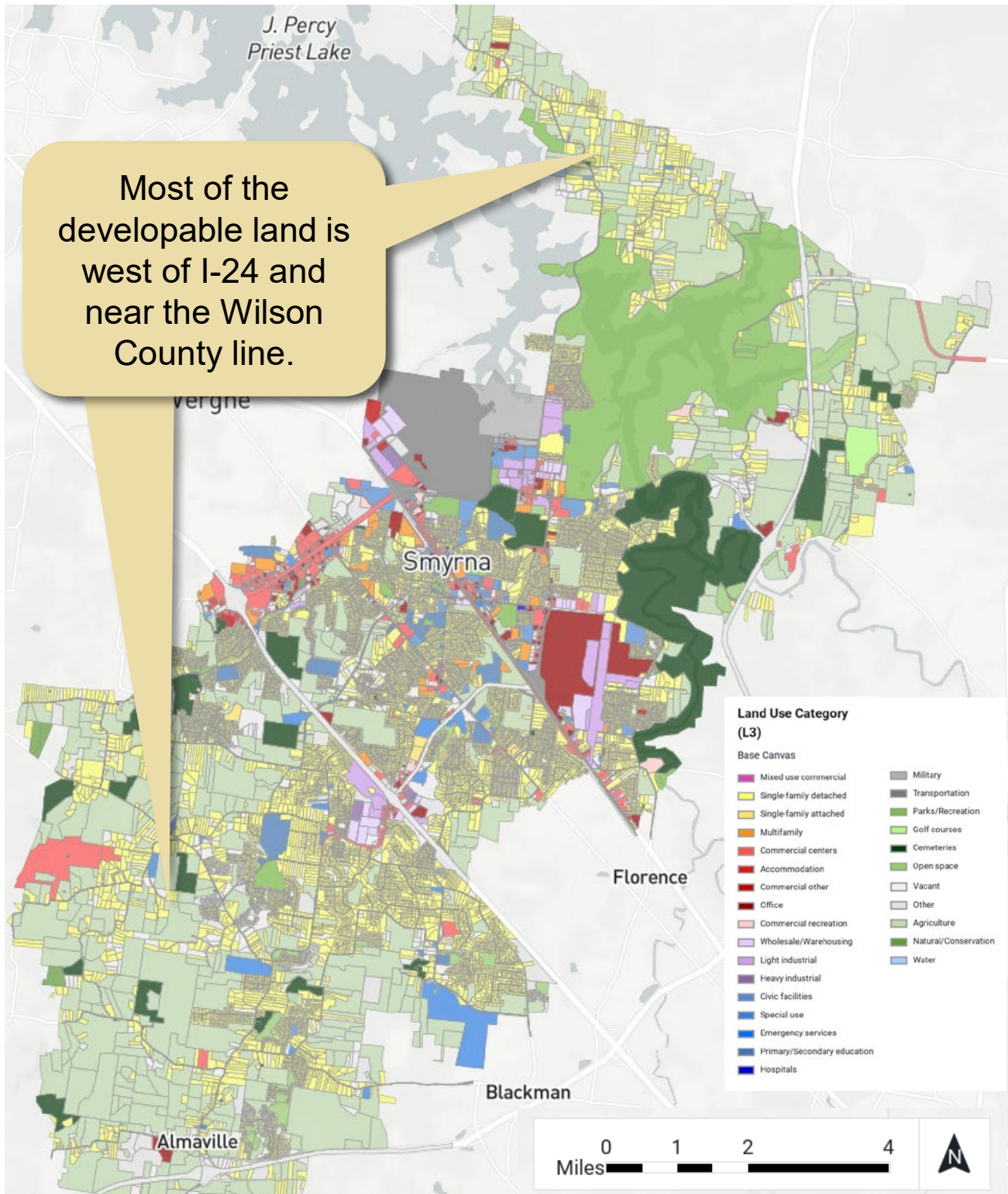
Figure 2. Population Projections

## Average 2.28% Annual Growth Rate



Source: UTK Tennessee State Population Center, World Population Review, <https://data.census.gov>

Figure 3. Existing Land Use



# Demographics

In terms of socioeconomic conditions, certain areas within Smyrna face higher levels of economic disadvantage and transportation barriers. Notably, the Weakley Lane and Sam Davis Road corridors have been identified as disadvantaged communities under federal standards, highlighting the need for equitable transportation investment and improved multimodal options in these areas to support both mobility and economic opportunity.

Travel demand in Smyrna is highest in several key areas, particularly along Sam Ridley Parkway, Almadale Road from I-840 into the Town, areas surrounding the airport, and the Nissan assembly plant, which serve as major economic and employment hubs. The I-24 corridor dominates regional travel patterns, with many residents using the corridor to commute regionally for work, reinforcing the Town’s role within the greater Nashville region.

Smyrna’s population is shifting, with increasing racial and ethnic diversity, younger families moving in, and a need for equitable transportation investments in disadvantaged areas.



Figure 4. Race in Smyrna

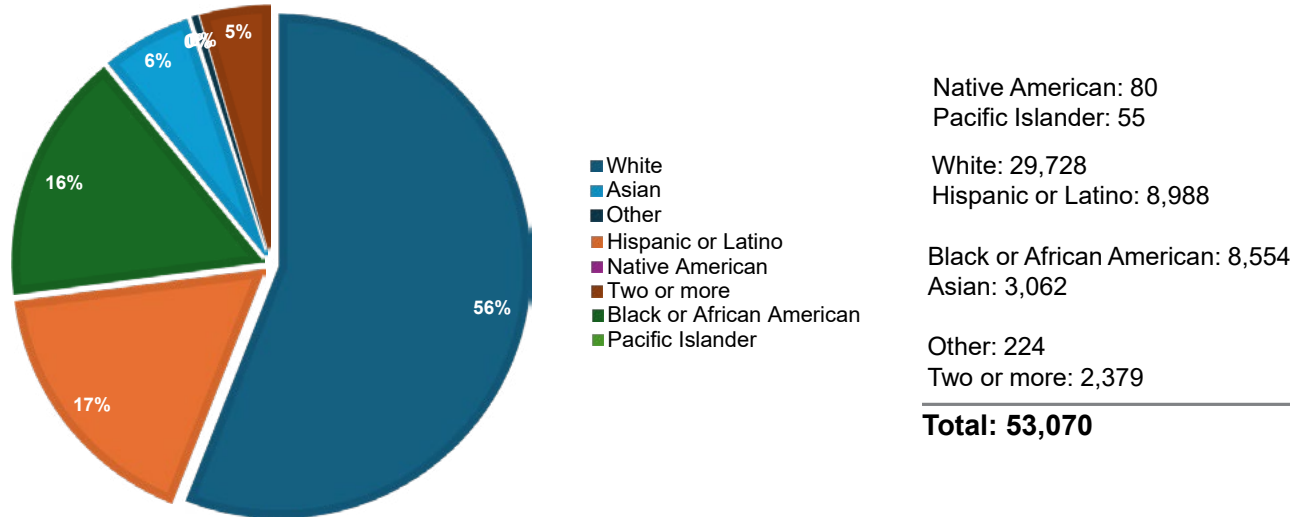


Figure 5. Age-sex Pyramid

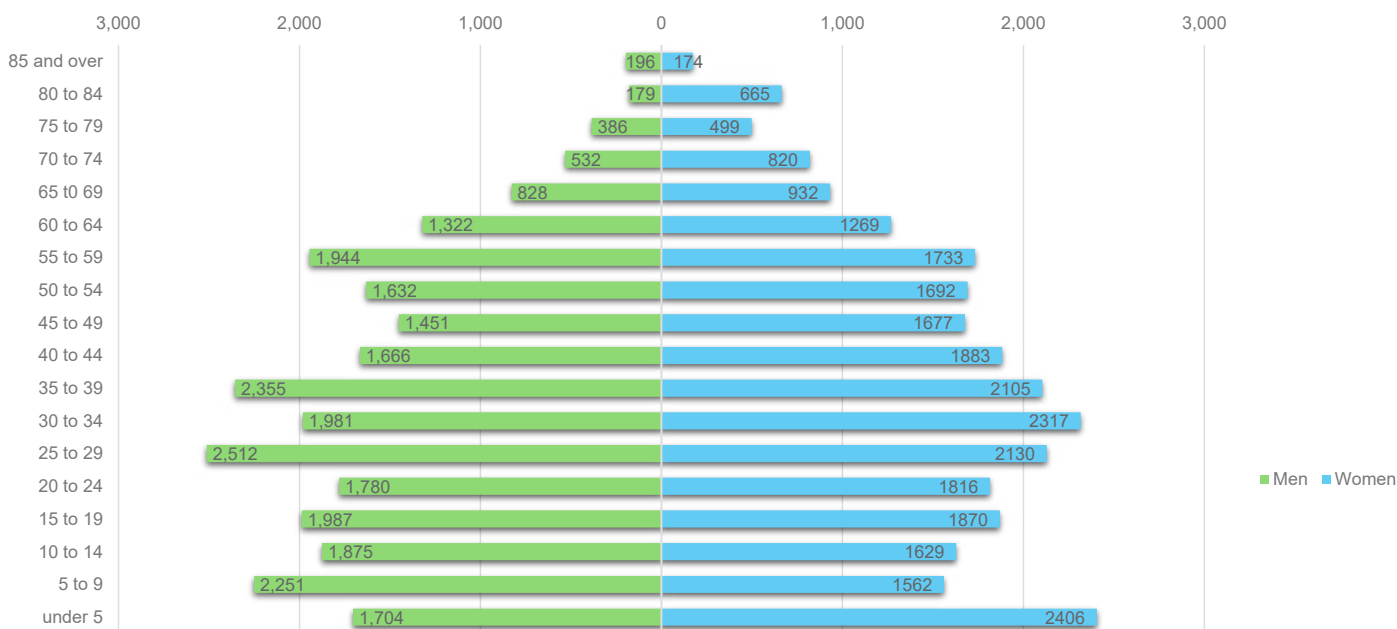
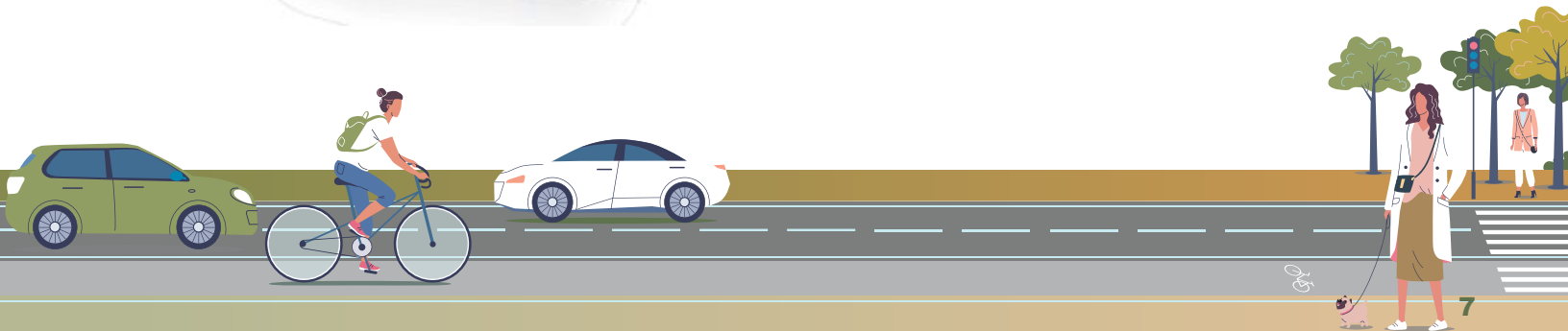
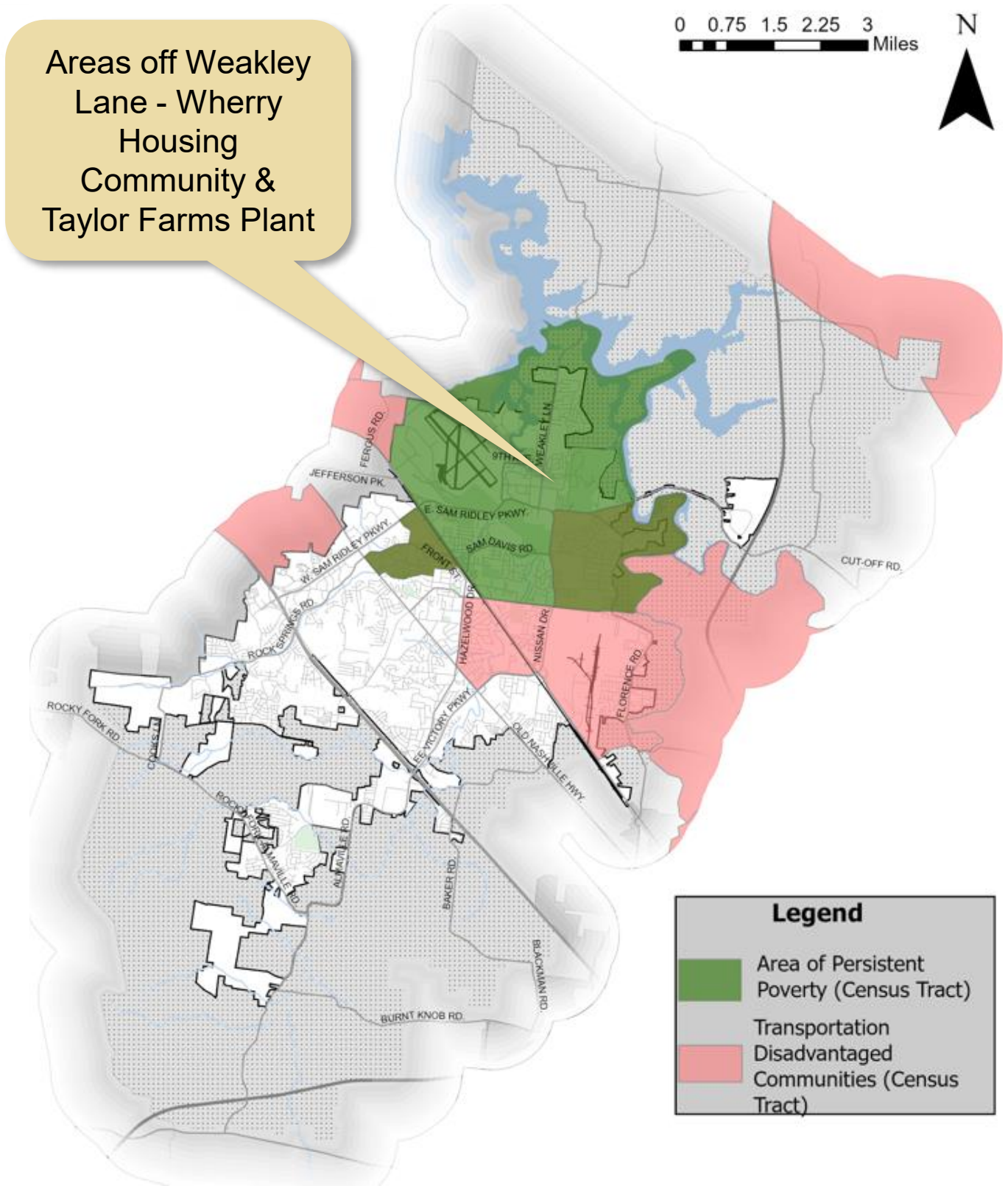


Figure 6. Disadvantaged Communities



# Travel Patterns

Travel demand in Smyrna is highest in several key areas, particularly along Sam Ridley Parkway, Almadale Road from I-840 into the Town, areas surrounding the airport, and the Nissan assembly plant, which serve as major economic and employment hubs. The I-24 corridor dominates regional travel patterns, with many residents using the corridor to commute regionally for work, reinforcing the Town's role within the greater Nashville region.

**Smyrna's travel demand is driven by major job hubs, with more workers commuting in than out, increasing pressure on regional roads.**



A notable trend is that Smyrna imports more workers than it exports, meaning a significant number of people travel into the Town for employment, particularly at large industrial and commercial sites such as Nissan. However, very few Smyrna residents work within the Town itself, indicating a high level of outbound commuting, primarily toward Nashville, Murfreesboro, and Williamson County. This reliance on regional travel increases demand on the interstates and major arterials and underscores the need for enhanced local job opportunities and transportation system improvements to support daily commuting patterns.

Figure 7. Daily Vehicle Miles Traveled

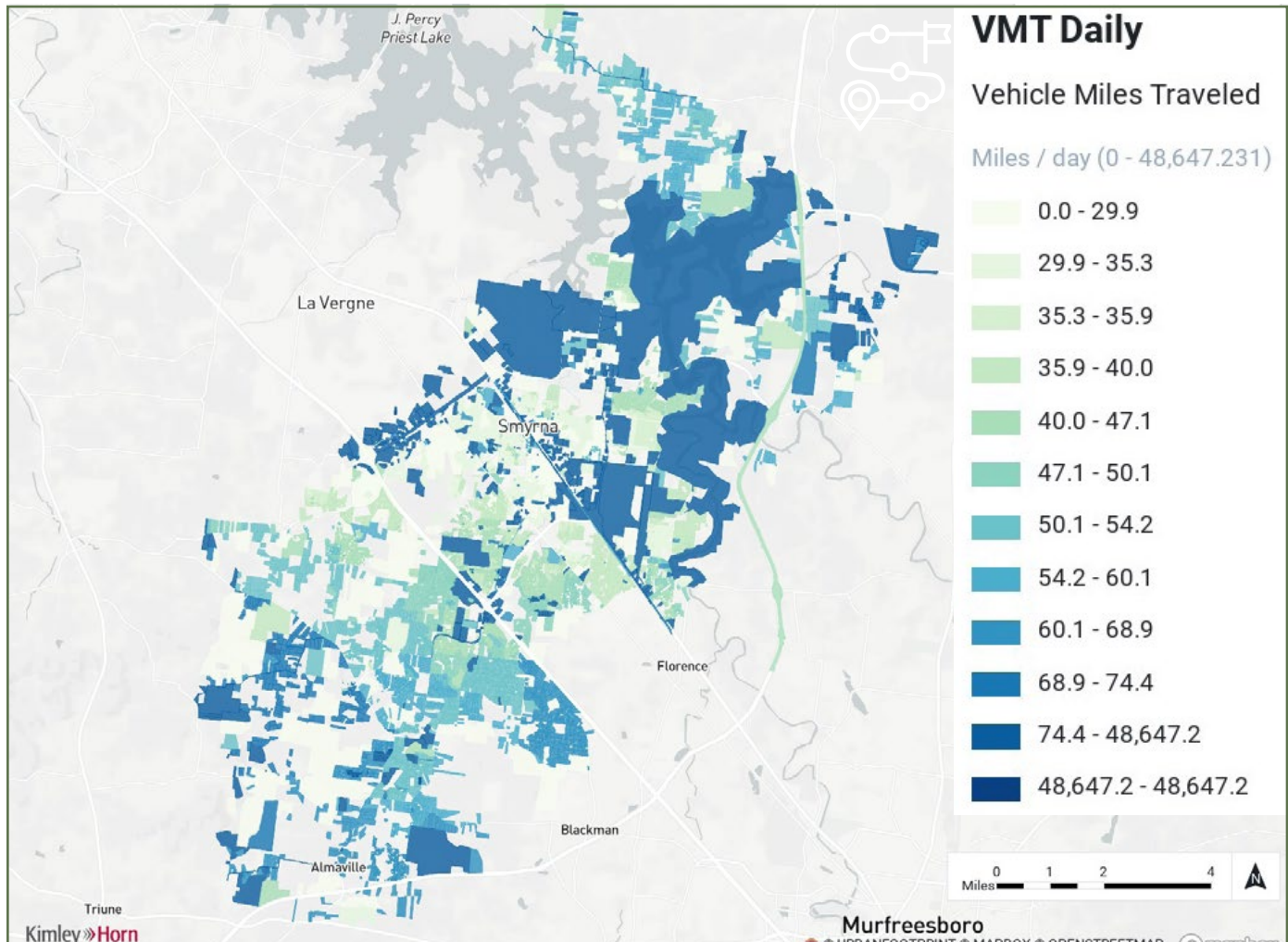


Figure 8. Commuter Workflows

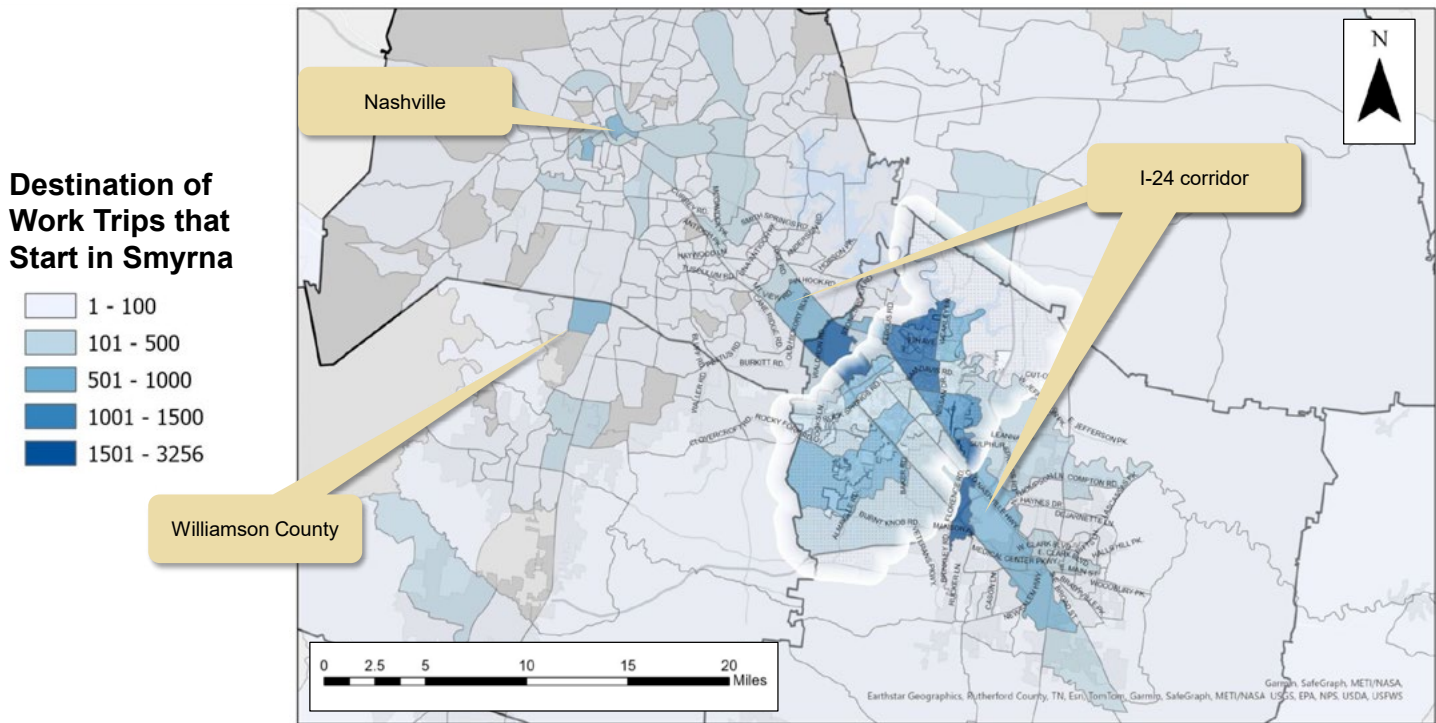
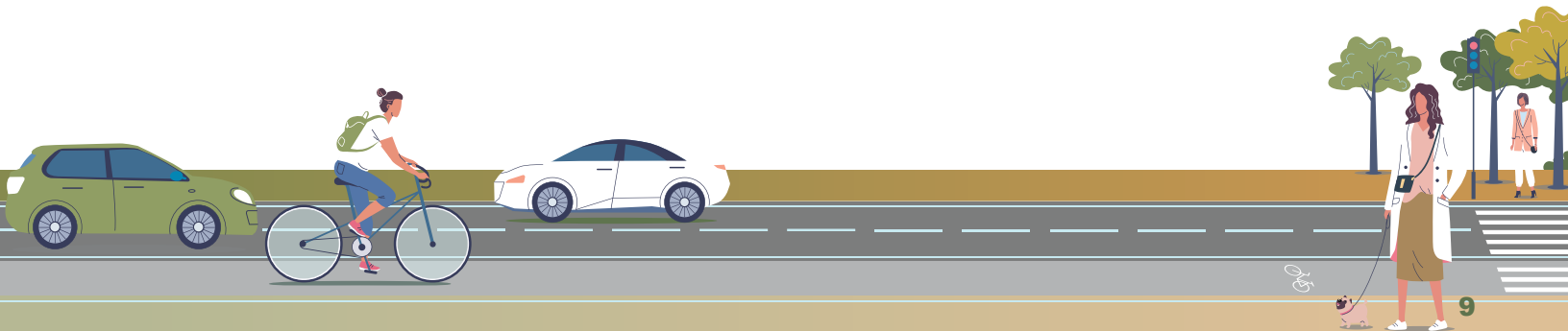
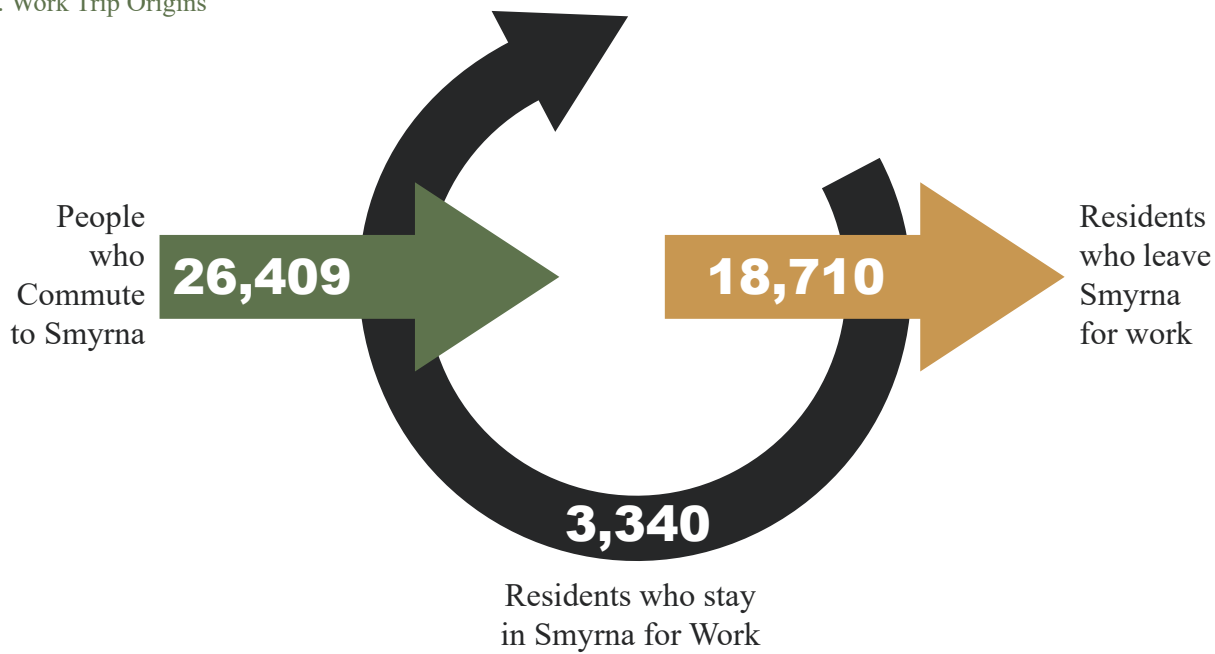


Figure 9. Work Trip Origins



# Street Network

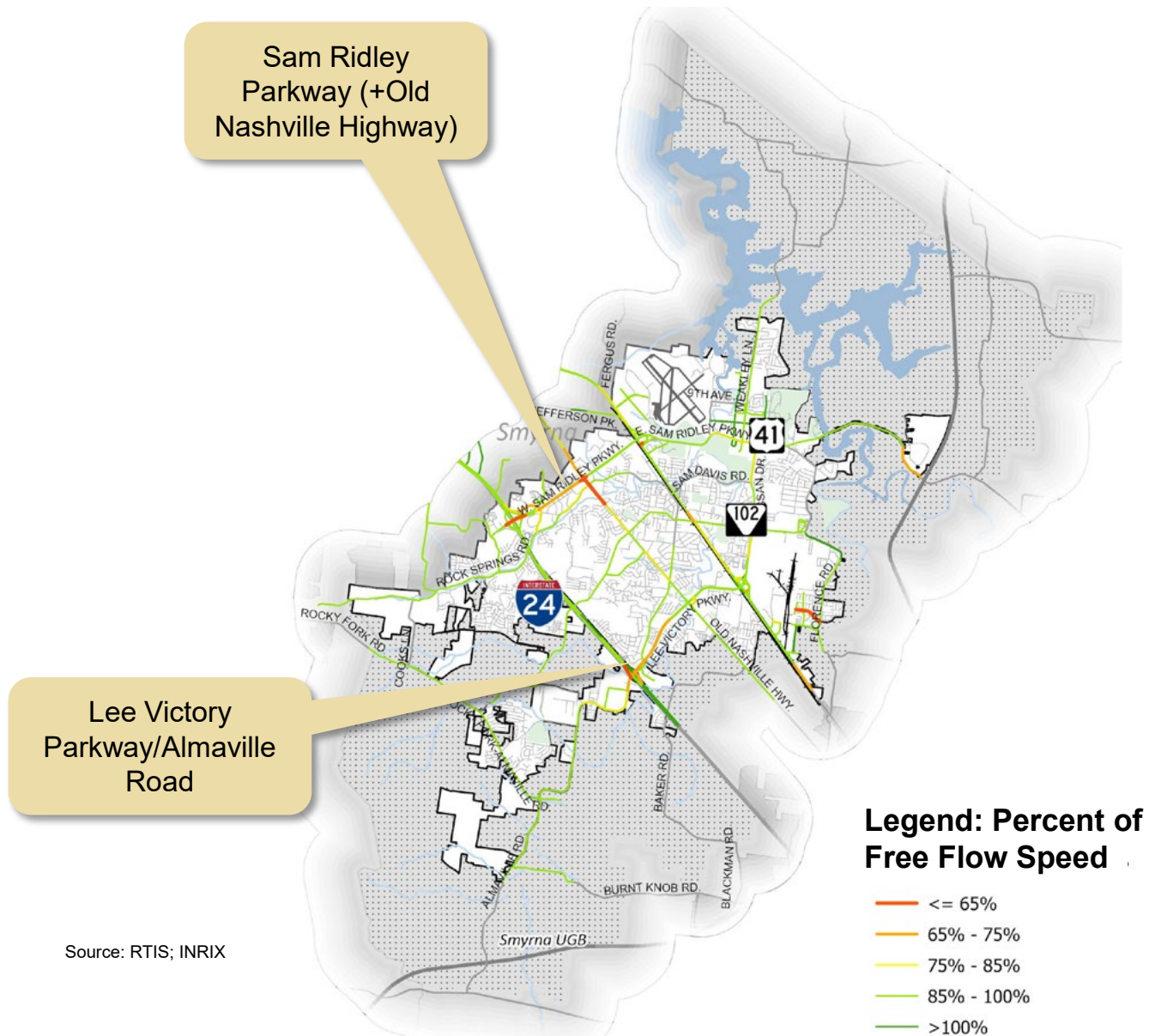
Smyrna’s road network faces significant congestion, with several key hotspots experiencing heavy delays. Sam Ridley Parkway is the most congested corridor, particularly at major intersections, followed by Old Nashville Highway, especially at its intersection with Sam Ridley Parkway. Almadale Road/Lee Victory Parkway at I-24 also serves as a major bottleneck due to high commuter and freight traffic volumes. Additional congestion points include Weakley Lane and Sulphur Springs Road, both of which experience heavy travel demand.

Smyrna’s roads are increasingly congested, with major corridors nearing capacity—requiring capacity improvements.



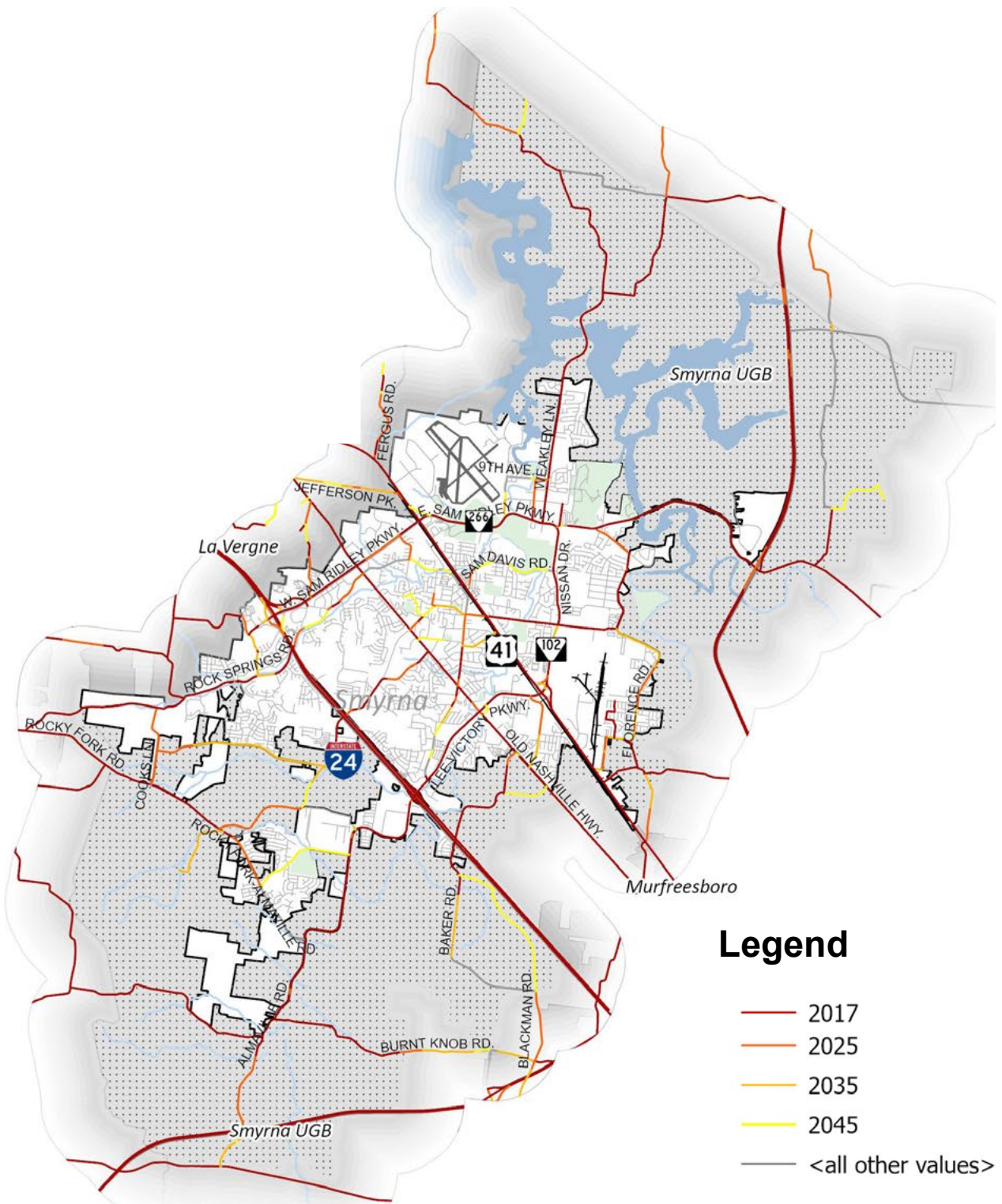
Looking ahead, most of Smyrna’s thoroughfares are projected to be congested by 2045, with traffic volumes expected to exceed roadway capacity. The volume-to-capacity (v/c) ratio analysis indicates that many major roads will operate at or beyond their design limits, leading to slower travel speeds and longer delays. While some planned and programmed roadway improvements aim to alleviate congestion, the rapid pace of growth may outstrip these mitigation efforts, necessitating further strategic planning and investment in infrastructure upgrades.

Figure 10. Existing Congestion and Delay

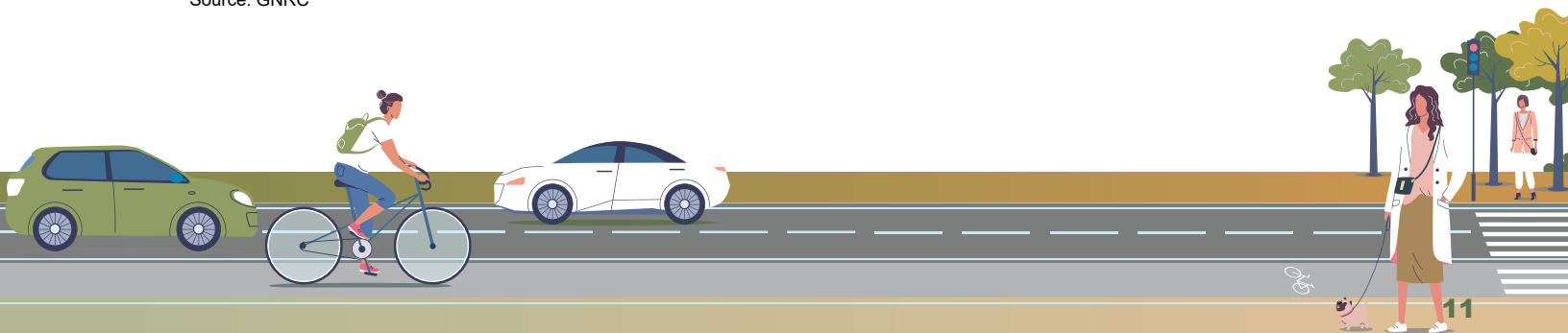


Source: RTIS; INRIX

Figure 11. Projected Roadway Congestion



Source: GNRC



# Multimodal Mobility

Smyrna’s multimodal transportation network, which includes dedicated facilities for walking and cycling, is limited. Although some neighborhoods have sidewalks, these networks are often disconnected and do not provide direct access to commercial centers or key thoroughfares. Neighborhood streets tend to have lower levels of traffic stress, making them more suitable for walking and cycling, but they lack connections

to essential destinations like schools or recreational opportunities. In contrast, major thoroughfares present high-stress environments for pedestrians and cyclists due to wide cross sections with multiple lanes, high vehicle speeds, and limited safe crossings. Smyrna’s land development regulations require new development to build sidewalks if they are located within 2,000 feet of a public facility, and the Town intends to include facilities for pedestrians and cyclists within road construction when feasible.

Walkability varies across the city, with 53% of residents living within walking distance of a park, 38% within walking distance of retail stores, and 22% within walking distance of a school. However, large portions of Smyrna remain auto-dependent, and the absence of dedicated multimodal infrastructure presents challenges for expanding pedestrian and bicycle accessibility to these destinations. Addressing these gaps will require better sidewalk connectivity, improved crossings at major thoroughfares, and the integration of pedestrian infrastructure into future roadway connections.

Smyrna’s limited disconnected sidewalks but accessible recreation opportunities highlight the need for improved pedestrian and bike infrastructure.



Figure 12. Existing Bicycle and Pedestrian Infrastructure

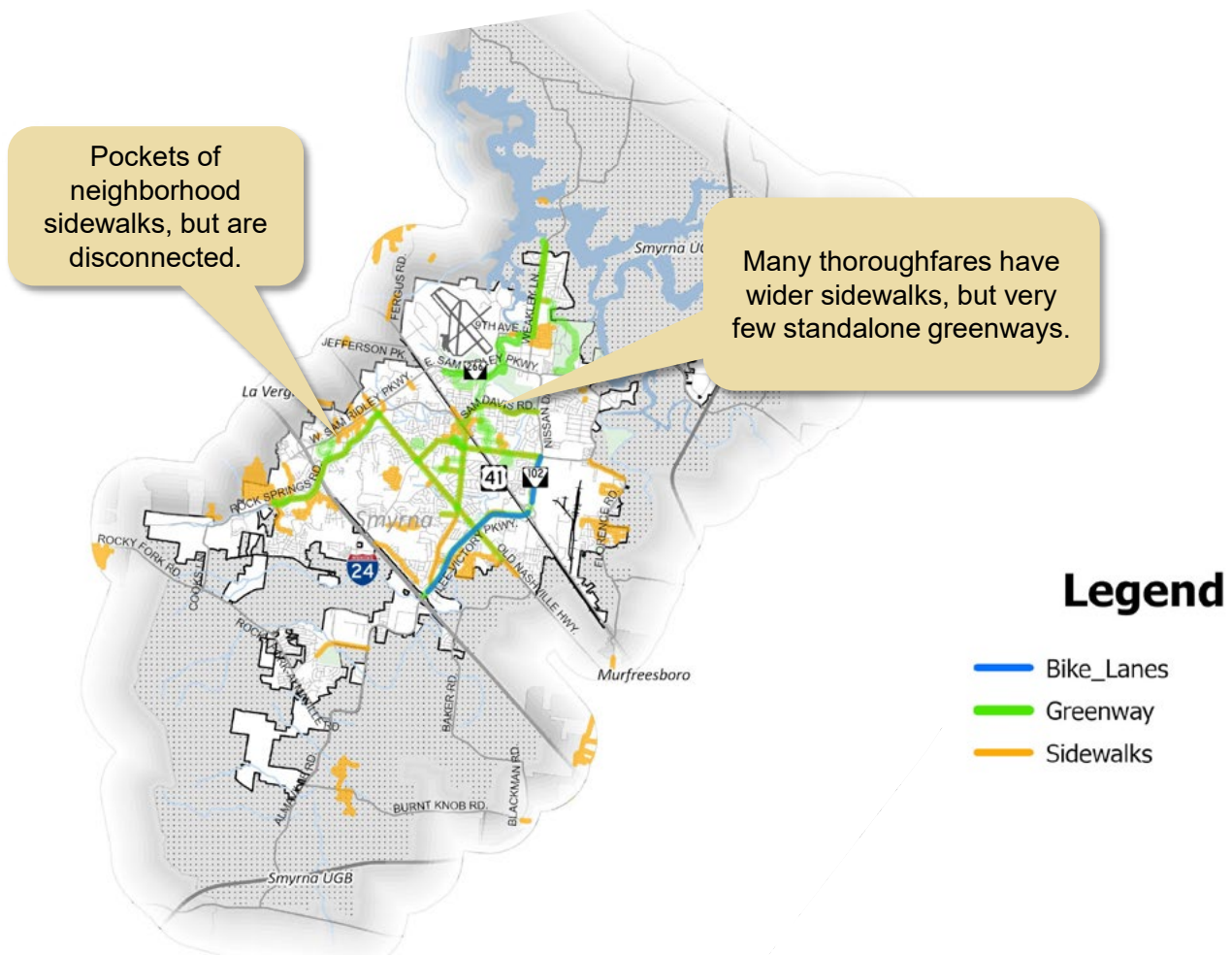


Figure 13. Level of Traffic Stress

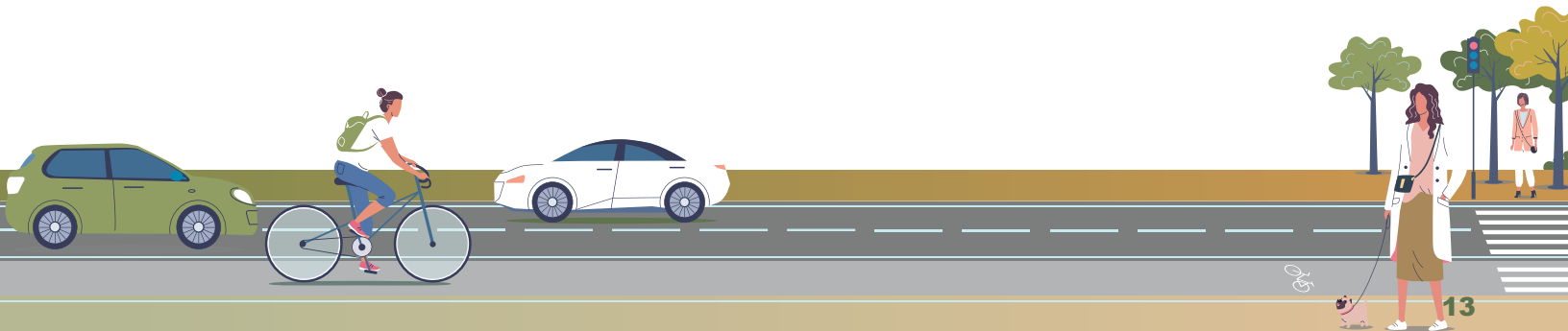
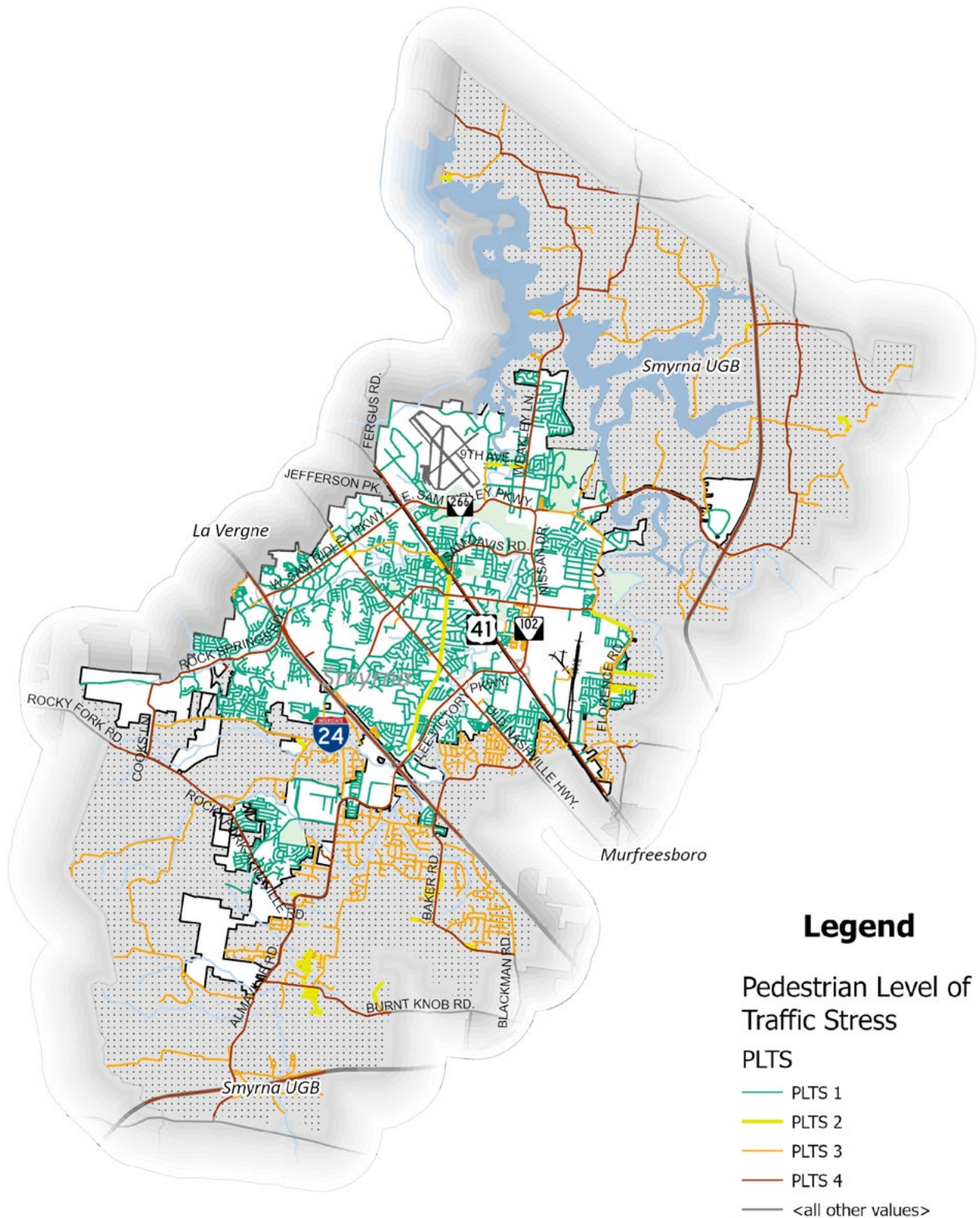
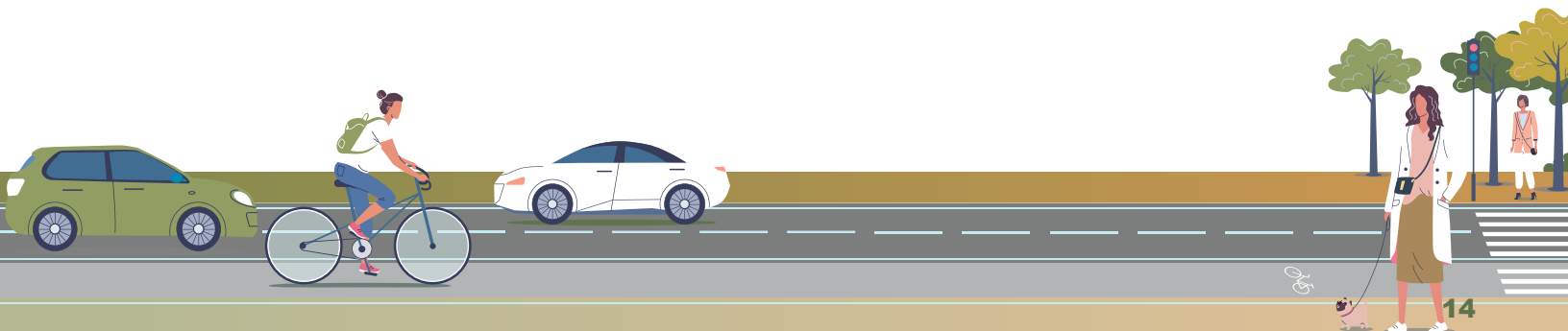
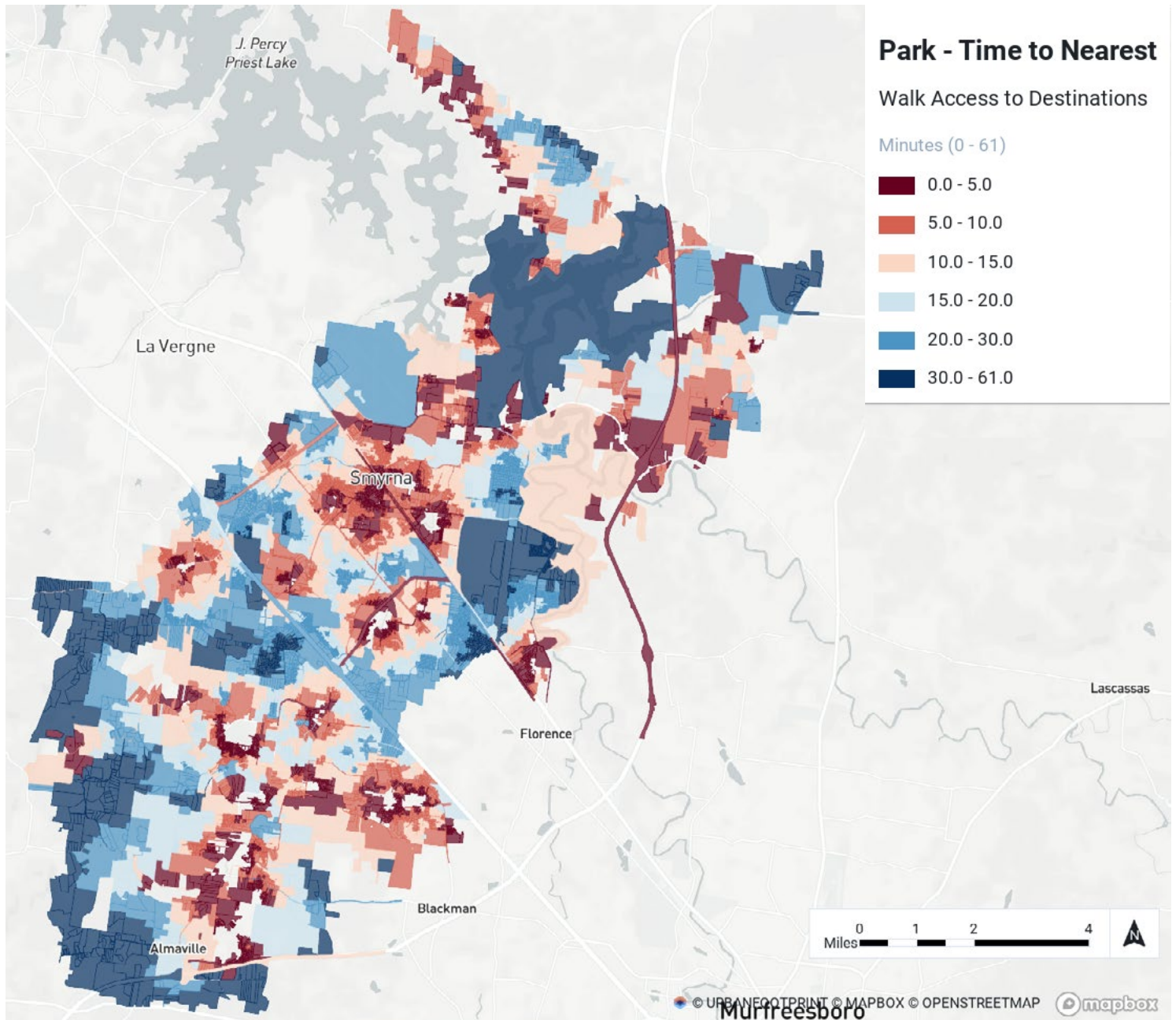


Figure 14. Walk Time to the Nearest Park



# Safety

Safety remains a critical concern, with several high-crash locations identified across Smyrna. Sam Ridley Parkway, Weakley Lane, Almadillo Road/Lee Victory Parkway, and Lowry Street experience the highest rates of vehicle collisions. Between 2019 and 2022, a total of 5,875 crashes occurred, resulting in 127 serious injuries and 29 fatalities. Bicycle and pedestrian crashes are relatively low in number, with 32 total incidents, including six serious injuries and three fatalities. However, this may be attributed to lower levels of pedestrian and cycling activity rather than the presence of safe multimodal infrastructure. The lack of sidewalks and dedicated bike facilities contributes to ongoing safety risks for these vulnerable roadway users. As Smyrna continues to grow, improving roadway safety will require a combination of infrastructure enhancements, enforcement measures, and multimodal safety initiatives to reduce collisions and create a safer transportation environment for all users.

With nearly 6,000 crashes in five years, Smyrna is prioritizing safety improvements to protect all road users.



Smyrna is in the process of developing a Safety Action Plan (SAP) for the Town funded through the Federal Highway Administration’s Safe Streets and For All (SS4A) Grant Program. The SAP will identify projects and strategies that address Smyrna’s most critical transportation safety needs. The recommendations of this Mobility Plan have been closely coordinated with the Safety Action Plan.

Figure 15. Crash Locations

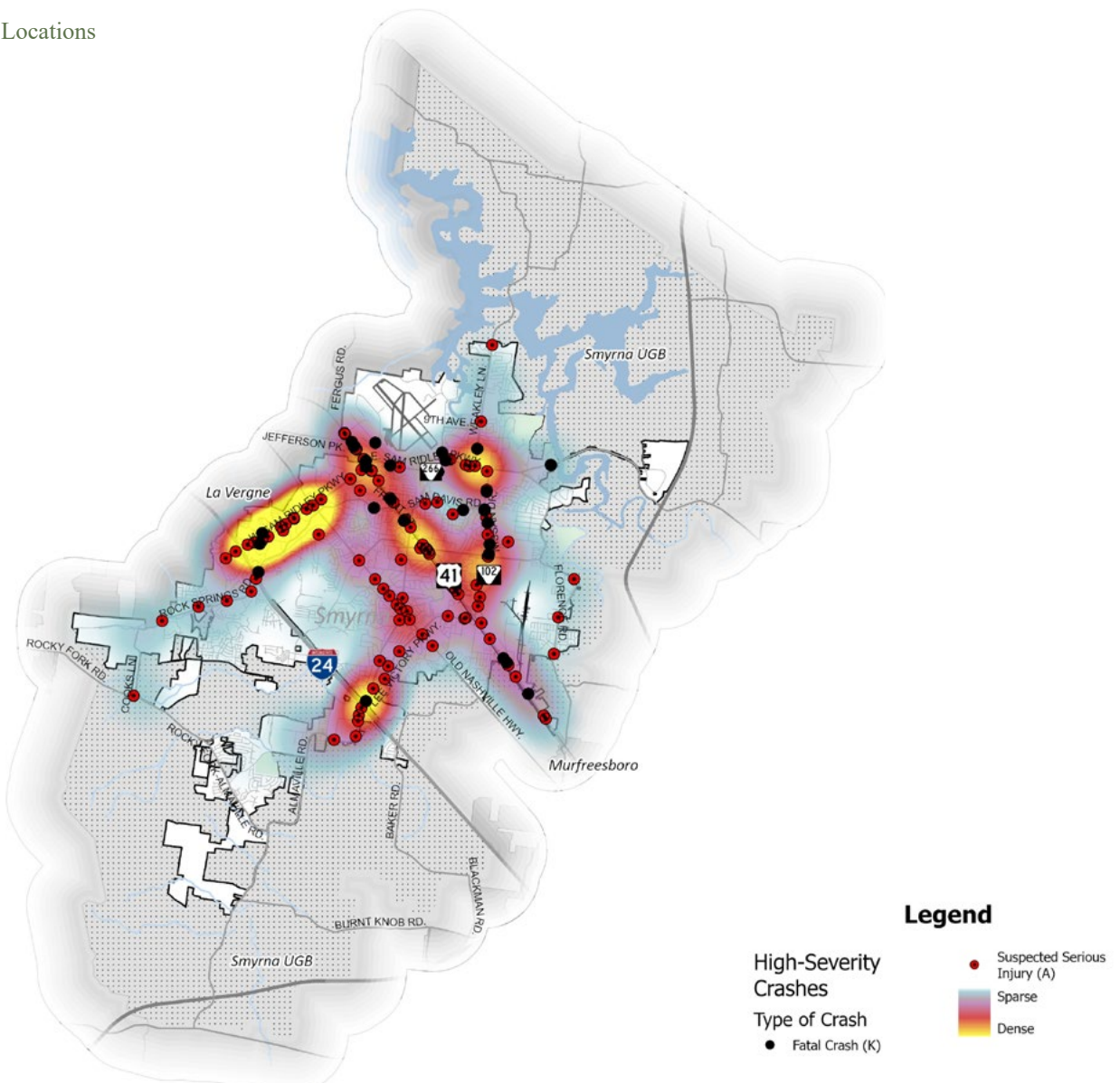
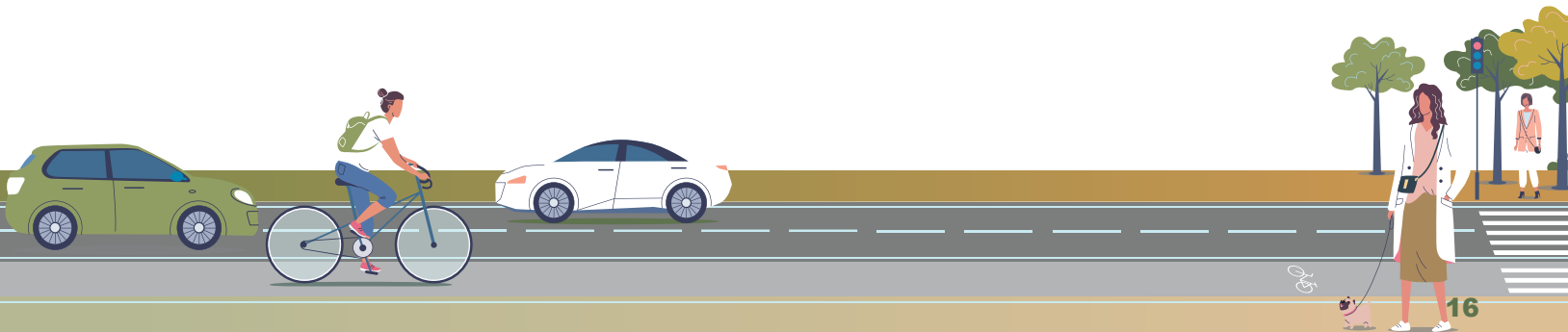
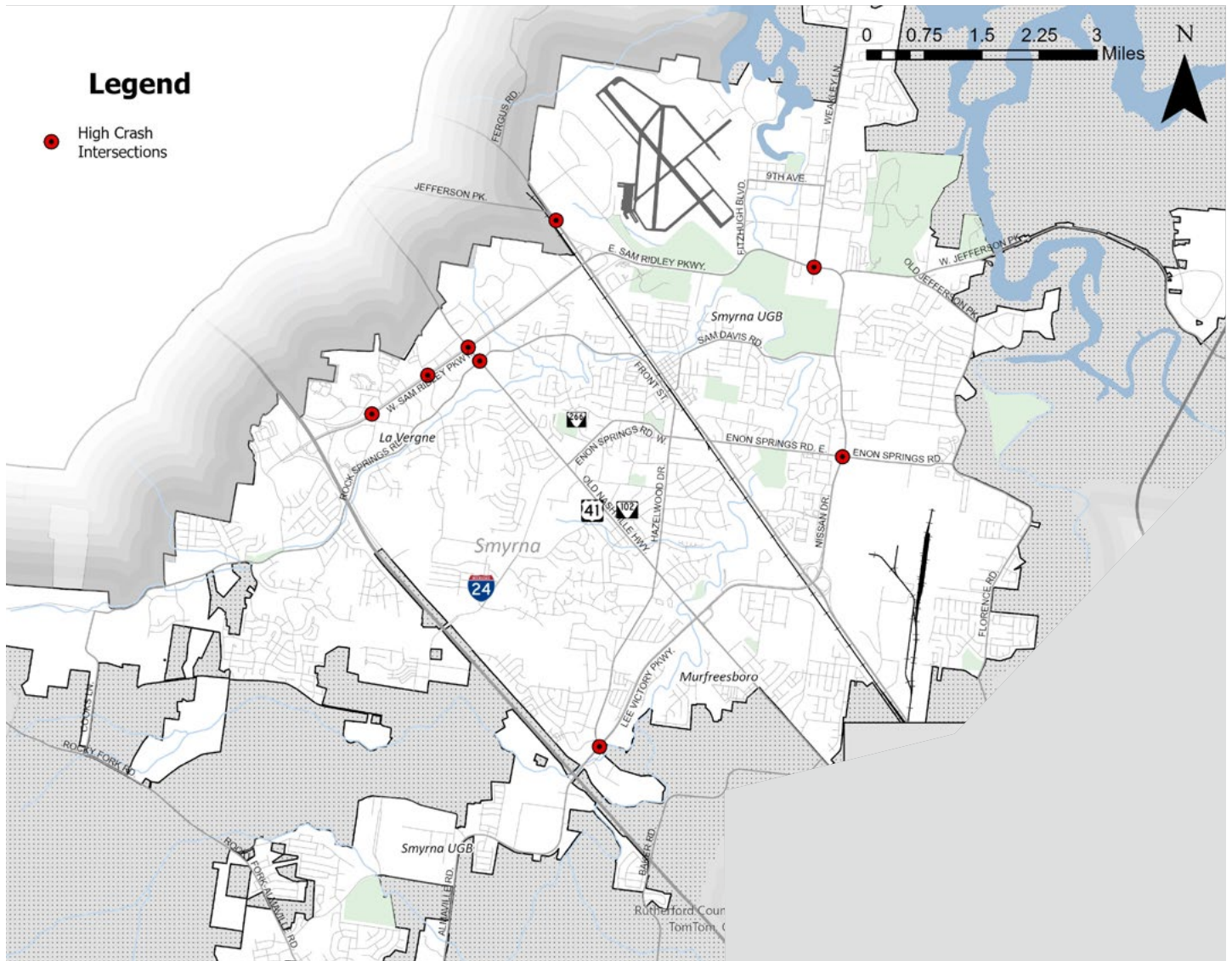


Table 16. High-Crash Intersections



# Freight and Goods Movement

Freight drives Smyrna's economy, but rising truck traffic demands infrastructure upgrades to balance growth and mobility.



Freight transportation plays a vital role in Smyrna's economy, with several major freight activity clusters driving commercial and industrial growth. Key locations include the Smyrna/Rutherford County Airport, the Nissan plant, and retail and distribution centers along Sam Ridley Parkway and Almadale Road at I-24. Major freight corridors serving these industries include I-24, I-840, Sam Ridley Parkway, Jefferson Pike, Lee Victory Parkway, and Nissan Drive, all of which facilitate the movement of goods within and beyond the region. The presence of large industrial employers, such as Nissan (over 6,000 employees), Vi-Jon Inc. (1,100 employees), and Federal-Mogul (600 employees), further emphasizes the importance of an efficient freight network. However, increasing freight activity also contributes to traffic congestion, roadway wear, and potential safety concerns, necessitating infrastructure upgrades, designated freight routes, and traffic management strategies to support continued economic growth while minimizing impacts of freight transportation.

Figure 17. Freight Dependent Employment

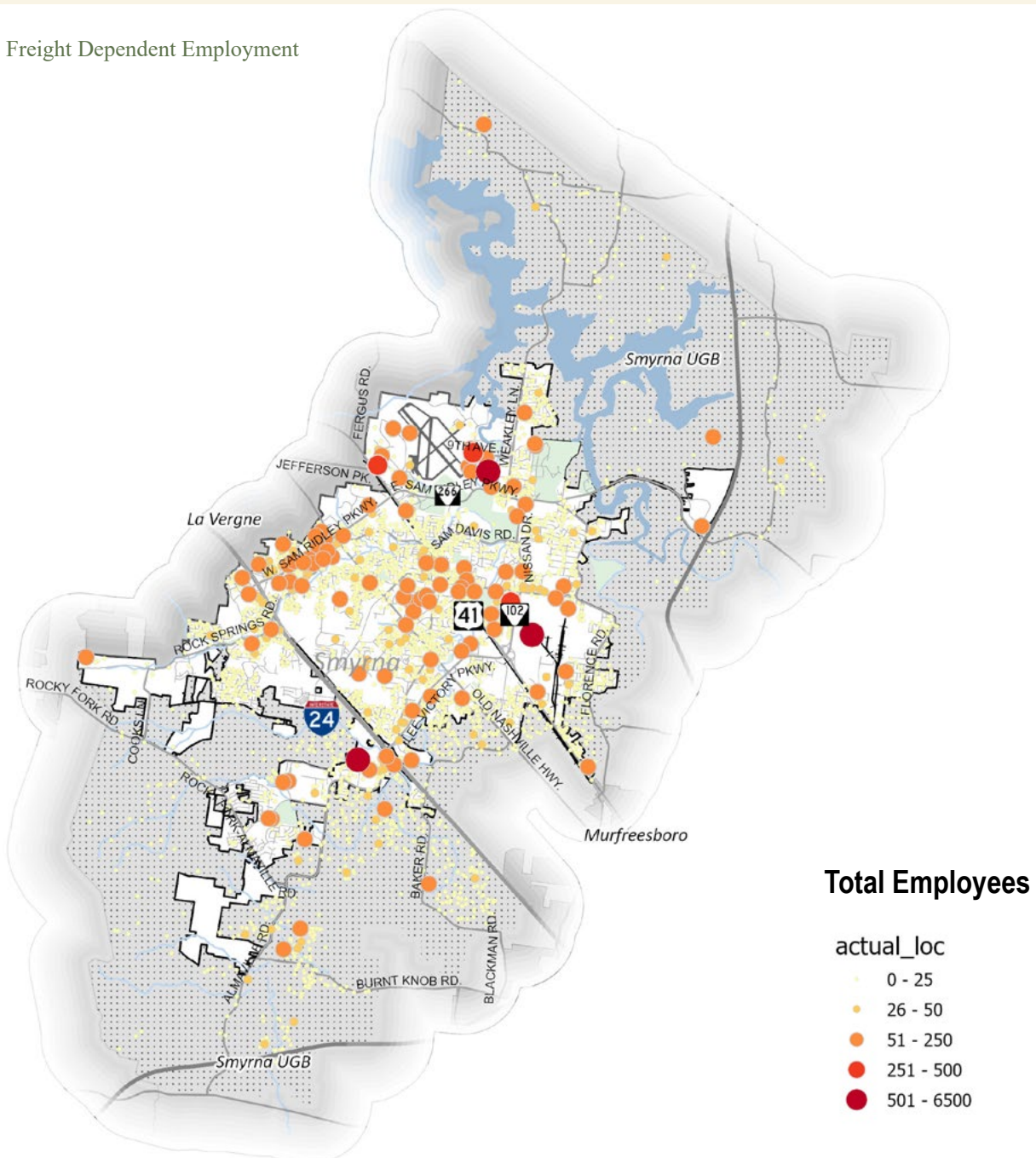
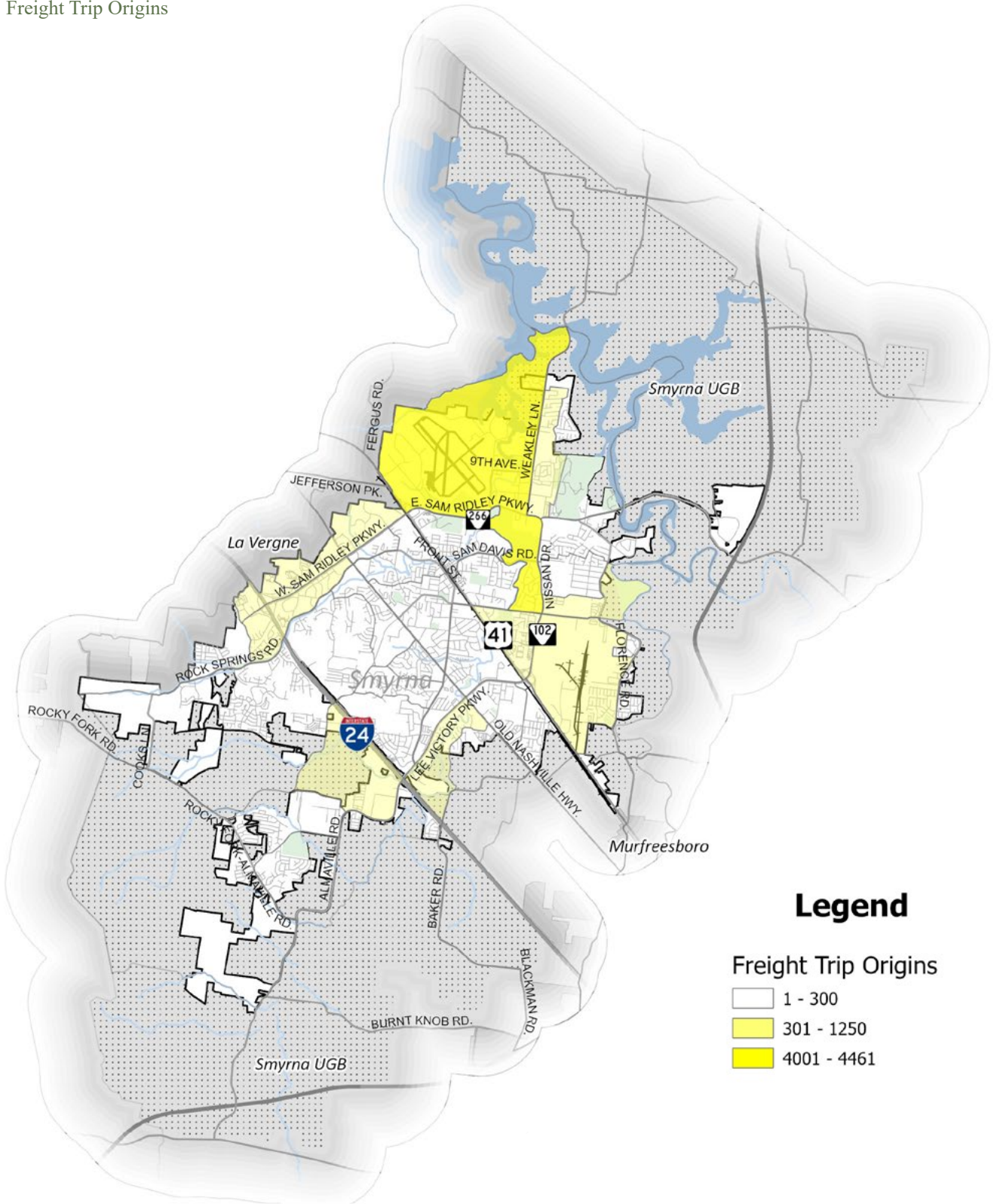


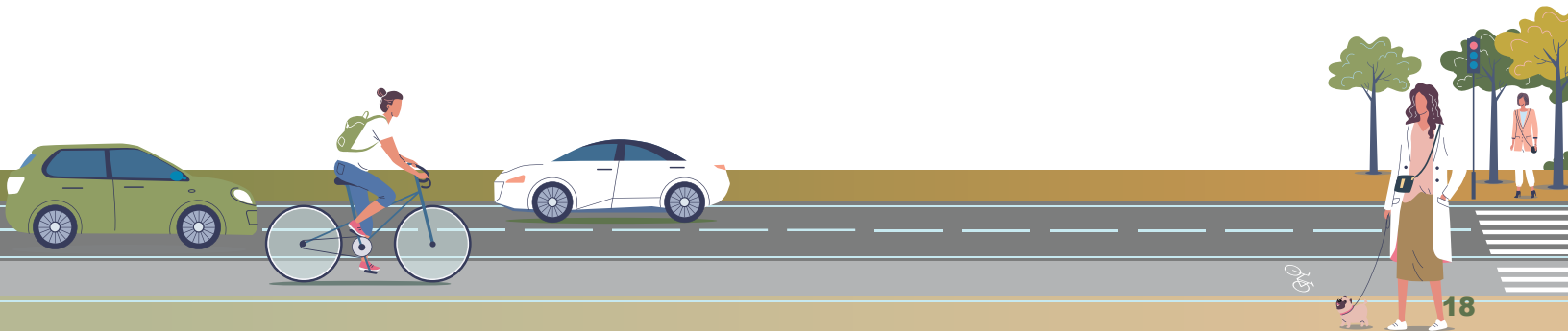
Figure 18. Freight Trip Origins



### Legend

#### Freight Trip Origins

- 1 - 300
- 301 - 1250
- 4001 - 4461



# 3

# Existing Plan Review



To complement the technical analysis, a comprehensive review of previous planning efforts impacting Smyrna was conducted. This review focused on transportation, land use, and infrastructure plans that include policy directions and proposed improvements to accommodate growth and enhance mobility. The review includes the following local and regional plans:

**Smyrna Major Thoroughfare, Bicycle, and Pedestrian Plan (2016)**

Evaluates future roadway and active transportation infrastructure needs.

**Smyrna Comprehensive Plan (2021)**

Guides the town’s long-term growth, land use, and economic development for the next 20 years.

**Smyrna Safety Action Plan (2025)**

Identifies critical roadway safety improvements using public engagement and data-driven analysis.

**Smyrna Systemwide Parks Master Plan (2021)**

Assesses park conditions and proposes new park sites and greenway extensions.

**Rocky Fork Road to McEwen Drive Corridor (2023)**

Evaluates a new potential corridor between Smyrna and Franklin.

**City of Murfreesboro Greenways, Blueways, and Bikeways Master Plan (2023)**

Outlines current and future trail connectivity between Murfreesboro and Smyrna.

**Greater Nashville Regional Council (GNRC) Transportation Plans**

Includes the Transportation Improvement Plan (TIP) and Regional Transportation Plan (RTP), covering major transportation projects that are federally funded and have significant impact.

**TDOT 10-Year Transportation Modernization Act (2023)**

TDOT’s current priority project list for the state to achieve goals related to safety, congestion, economic growth, preservation, and livability and sustainability.

**I-24 Choice Lanes Study**

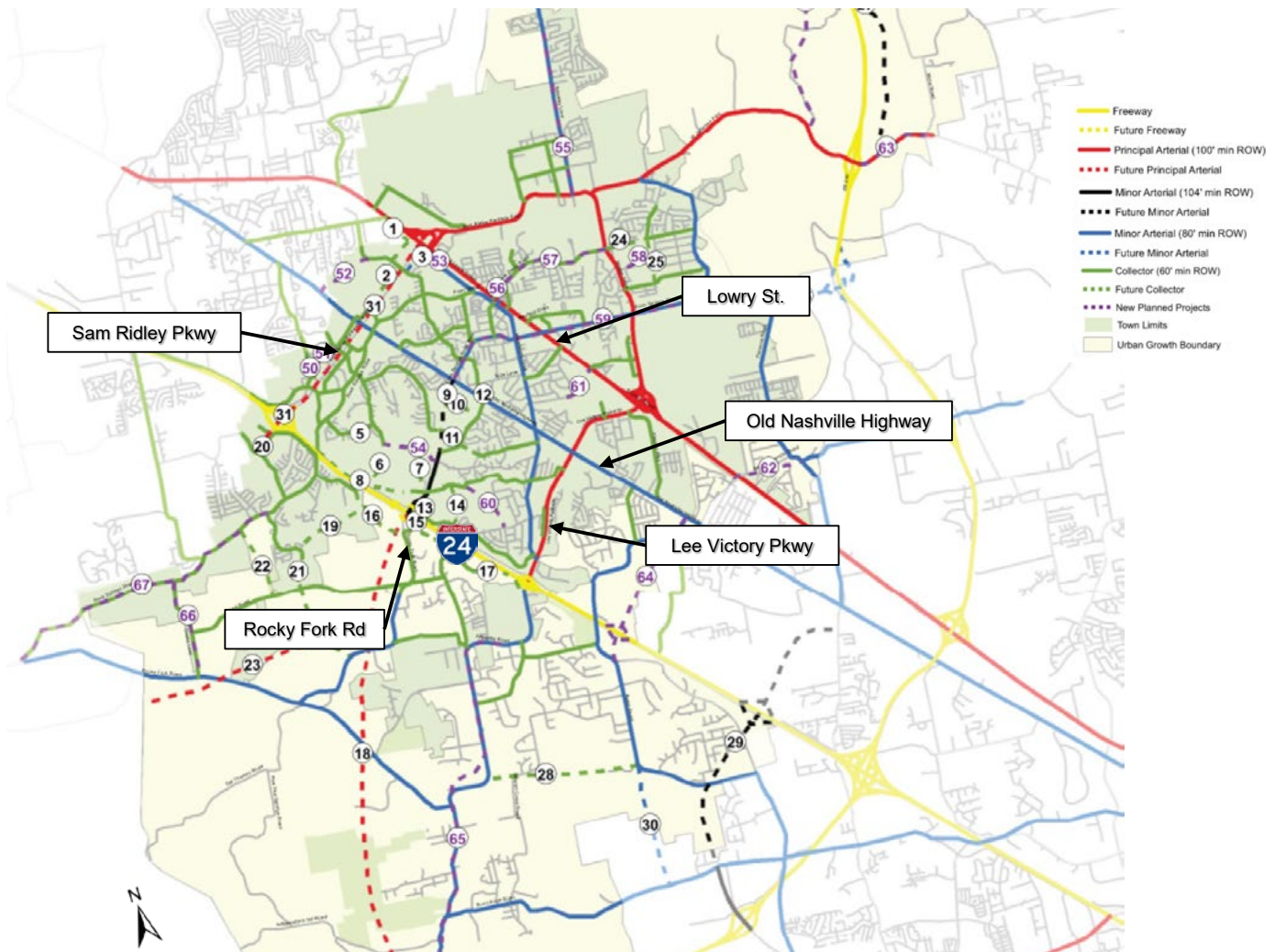
Examines toll-based express lanes for congestion management along I-24.



# Previous Major Thoroughfare, Bicycle and Pedestrian Plan

The previous Major Thoroughfare and Bicycle and Pedestrian Plan evaluates transportation long-term needs within Smyrna's Town limits and UGB. It identifies key corridors such as Sam Ridley Parkway, Lee Victory Parkway, Rocky Fork Road, Lowry Street, and Old Nashville Highway for roadway and multimodal improvements. The plan emphasizes bicycle and pedestrian infrastructure to enhance mobility and safety, and proposed projects include new sidewalks, bike lanes, and shared-use paths to create a more connected network.

Figure 19. Thoroughfare, Bicycle and Pedestrian Plan



## Comprehensive Plan

The Comprehensive Plan provides a 20-year vision for growth and development, considering population trends, land use, and infrastructure within the Town limits and UGB. With 85% of residents commuting out of town and a 3.3% historic annual growth rate, the Comprehensive Plan includes a future land use map that directs desired growth in both jobs and population.

## Safety Action Plan

This initiative aims to enhance roadway safety through public engagement, data-driven analysis, and infrastructure improvements. Funded by the Safe Streets for All (SS4A) program, the plan identifies high-risk areas and a High Injury Network where safety solutions should be prioritized. The plan proposes targeted solutions including intersection upgrades, pedestrian safety enhancements, and traffic calming measures.

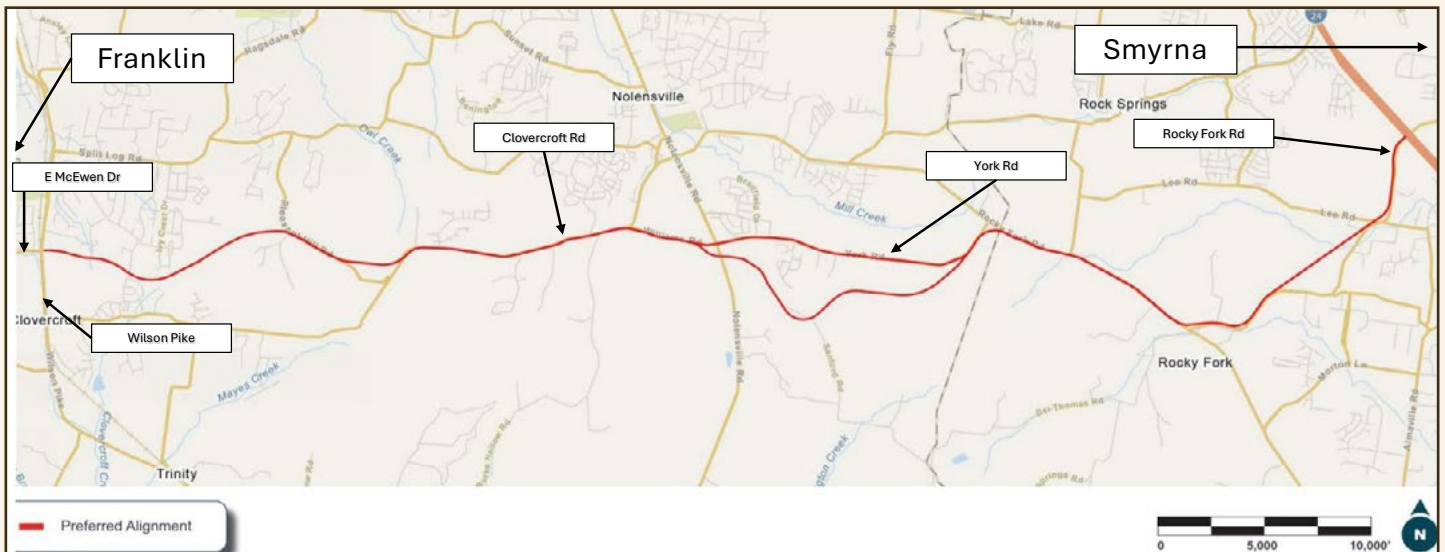
# Parks Master Plan

This plan assesses Smyrna’s parks and recreation facilities while identifying new park locations. Proposed sites include Northeast Smyrna, Rocky Fork, Baker Road, and the East Depot District. The plan prioritizes greenway extensions to connect existing parks like Gregory Mill Park, Sharp Springs Park, and Lee Victory Recreation Park with improvements such as repaved trails, nature trails, and new walking paths to support outdoor recreation.

# Rocky Fork Road to McEwen Drive Corridor Study

This study evaluates a potential new roadway corridor connecting Smyrna and Franklin. The alignment would follow Rocky Fork Road, York Road, Clovercroft Road, and East McEwen Drive to Wilson Pike. The corridor would enhance east-west connectivity and provide an alternative to I-24 and I-65. Implementation of this project would require coordination between multiple municipalities including Smyrna.

Figure 20. Rocky Fork Road to McEwen Drive Corridor Preferred Alignment



# Murfreesboro Greenway, Blueways and Bikeways Master Plan

Murfreesboro’s updated Greenways, Blueways, and Bikeways Plan focuses on trail connectivity and non-motorized infrastructure. Just outside of Smyrna’s UGB, the West Fork Stones River Trail is planned to expand connections between Murfreesboro and Smyrna, linking parks and neighborhoods. Future trails will improve recreational and transportation options for pedestrians and cyclists, aligning with broader mobility goals in the region.

# GNRC Regional Transportation Plan and Transportation Improvement Program

The Nashville Area MPO TIP and RTP outline major transportation improvements for Smyrna and the surrounding region across both short- and long-term horizons. Within the Smyrna area, there are multiple infrastructure projects funded in the current TIP such as the Jefferson Pike widening, I-24 ramp upgrades at Exits 66 and 70, and various pedestrian and ADA-compliant infrastructure upgrades. In addition, the RTP includes other major federally-funded transportation projects in the Town for long-term implementation.

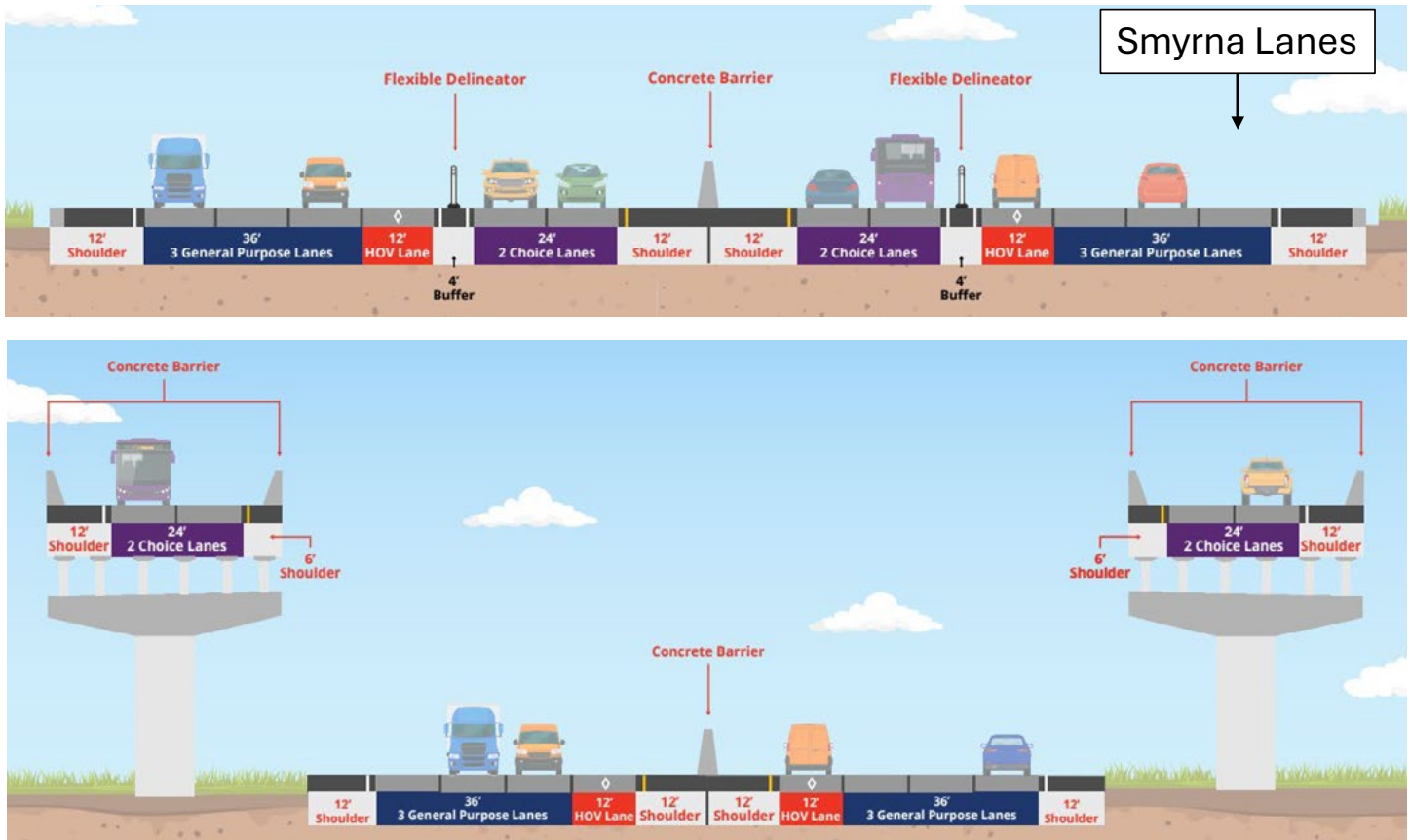
# TDOT 10-year Transportation Modernization Act

This state-led initiative allocates \$750 million to accelerate transportation infrastructure projects. It focuses on maximizing federal funding and public-private partnerships (P3s) to streamline project delivery and improve regional mobility. Key priorities in the Smyrna area include highway expansions and I-24 corridor improvements.

# TDOT I-24 Choice Lanes

This proposal introduces managed toll lanes to reduce congestion along I-24 from Nashville to Murfreesboro. The project includes two additional tolled lanes in each direction, with variable pricing based on traffic demand. TDOT is conducting traffic and revenue studies to assess feasibility. Potential access points in Smyrna include Sam Ridley Parkway, Rocky Fork Road, and Almadale Road.

Figure 21. I-24 Choice Lanes Typical Section Illustration



# 4

# PLAN DEVELOPMENT



The recommended list of Mobility Plan projects was developed through a combination of technical analysis, review of relevant planning efforts, and input from residents and Town staff. This data-driven and engagement-informed approach ensures that future infrastructure investments align with community needs and anticipated growth.

## Project Development

The 2017 Major Thoroughfare Plan (MTP) served as the foundation for identifying potential transportation projects within the Town and UGB. This list was cross-referenced with recently completed or ongoing capital projects undertaken by the Town (e.g., Cooks Lane improvements) and TDOT (e.g., Jefferson Pike widening). An initial assessment of need and feasibility, informed by technical analysis, further refined the project list. Input from Town representatives emphasized the importance of sidewalk and pedestrian connectivity, particularly near schools, high-crash areas, and key corridors such as Enon Springs Road, Jefferson Pike, and Nissan Drive. Roadway projects that improve capacity and safety on critical corridors, as well as new roadway connections in high-growth areas, were also identified as potential projects. The result was a list of 99 projects categorized into the following groups:



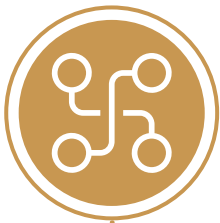
### Roadway Capacity

Adding through lanes or a center turn lane to an existing roadway



### Operational and Safety

Adding turn lanes at intersections, new traffic signals, adding shoulders



### New Connections

Adding new roadways to facilitate growth and connectivity as development occurs



### Sidewalks, Multiuse Paths, Bike Lanes and Greenways

Adding on-street facilities to existing roadway alignments or off-road facilities to increase capacity and connectivity of the transportation and recreational multimodal system

## Project Evaluation

The 99 transportation projects were evaluated using relevant criteria to prioritize those with the highest community benefit. Projects that are easier and quicker to implement and less costly to maintain are given preference, as are those that enhance multimodal options by providing or improving walking and biking facilities. Safety is a major consideration, with priority given to initiatives that address risks for motorists, cyclists, and pedestrians. Efforts to reduce current and anticipated congestion are also prioritized, along with projects that support economic activity by improving access to freight routes and employment centers. Lastly, community input plays a critical role, with projects that address publicly identified needs receiving heightened consideration.

To capture the importance of each of these key factors, the Mobility Plan uses a weighted evaluation system to prioritize transportation projects based on six key criteria. Each project is scored out of a total of 100 possible points. The highest weight is assigned to both Safety and Congestion Reduction, each worth up to 25 points, reflecting the Town's focus on improving traffic flow and reducing crash risks. Implementation and Maintenance, Multimodal Options (like pedestrian and bike access), and Public Input are each allocated up to 15 points, emphasizing quick execution, accessibility, and community support. Finally, Economy and Freight, valued at 5 points, ensures that projects supporting economic activity and freight movement are also considered. These weights were developed based on public comments received in the engagement efforts and then refined through engagement with the Town's Council and Planning Commission.

# Project Ranking

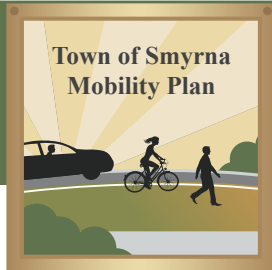
This scoring framework allows the Town to prioritize transportation investments in a clear, consistent, and transparent manner. Projects that best meet the Town’s planning goals and community needs can be advanced more quickly through design, funding, and implementation processes. The prioritized list is separated into roadway and multimodal categories, with detailed project scores available in the Appendix.

Table 1. Project Prioritization Scoring System

<b>Safety</b>	25 points	Elevates projects that address known safety issues for drivers, pedestrians, and bicyclists
<b>Congestion Reduction</b>	25 points	Elevates projects that alleviate current and anticipated traffic congestion
<b>Implementation and Maintenance</b>	15 points	Elevates projects that are easier to implement and require lower long-term maintenance costs
<b>Multimodal Options</b>	15 points	Elevates projects that incorporate bike and pedestrian facilities, especially those filling existing gaps
<b>Publicly Identified Need</b>	15 points	Elevates projects that address a need identified through community feedback and other engagement processes
<b>Economy and Freight</b>	5 points	Elevates projects that enhance access to freight routes and employment centers



Table 2. Ranked Roadway Project List



# Roadway Projects

\*Project has been approved, is in design or is under construction

Roadway Project Ranking	Name	Roadway Project Type	Description
1	Almaville Rd Widening and Pedestrian Improvements	Capacity	Construct continuous center turn lane to mitigate future congestion; construct pathway/sidewalk from Midway Ln to SR 840
2	Lee Road Improvements and Sidewalks	Capacity	Widen existing road to 3 lanes with sidewalks. Phase I will be approximately 1.33 miles at the current development near Montgomery Way. In Survey and Design Phase.
3	Weakley Lane Improvements and Sidewalks	Operational	Add turn lanes and widen shoulders for vehicle and truck traffic. Add sidewalk connections to existing greenway. Functional design phase complete from Swan Drive to Town Limits. Phase 1 from Swan Drive to 8th Ave in design phase. from Sam Ridley Pkwy to Laurel Hill Dr
4	Operational improvements at Jefferson Pike and Nissan/SRP Intersection (Right Turn)	Operational	Right turn lane from Nissan Pike onto Jefferson Pike. Scheduled for Spring 2025 construction.
5	Operational improvements at Jefferson Pike and Nissan/SRP Intersection (Left Turn)	Operational	Add additional left turn lane from SRP onto Jefferson Pike; Under 3-year schedule of TDOT Grant Funding: Design, ROW. Project initiation information has been entered into TDOT portal; TDOT setting up project PIN and schedule.
6	Sam Ridley Parkway Widening	Capacity	From Old Nashville Highway to Lowry Street
7	Rock Springs Rd Widening and Pedestrian Improvements	Capacity	Construct continuous center turn lane to mitigate future congestion; construct sidewalk from Montgomery Way to Rocky Fork Rd
8	Operational improvements at Rocky Fork Rd and Cooks Lane	Operational	Construction of turn lanes and other operational/safety improvements
9	Operational improvements at Lee Rd and Rocky Fork Rd	Operational	Roundabout and realignment of intersection approaches
10	Seminary Road / Almaville Road / Poplar Wood Road Intersection Improvements	Operational	Conduct study to evaluate existing signal operations, options for fiber connectivity, and need for retiming.
11	Rocky Fork Almaville Road Improvements and Sidewalks	Capacity	Widen existing road to 3 lanes with sidewalks. Phase 1 Derby Run to Morton Lane in ROW Acquisition; additional phases will follow as development expands.
12	Enon Springs Rd Operational and Pedestrian Improvements	Operational	Bring existing sidewalks up to ADA standards; Road resurfacing from Florence to Ridley. Bid out January 2025; construction complete Summer 2025 from Old Nashville Hwy to Florence Rd
13	Rock Springs Road Improvements	Operational	Add shoulders to this section of road, from Mable Farms to Cooks Lane. Survey and Design Phase to start this Spring.
14	Operational improvements at Sam Ridley Pkwy and Old Nashville Hwy Operational Improvements	Operational	Add additional turn lanes and through lanes; reduce traffic congestion. Design is complete and waiting on TDOT NTP; estimated 18 months to completion from NTP.
15	Operational improvements at I-24 and Almaville Rd interchange (MM 70)	Operational	
16	Cooks Lane Improvements and Sidewalks	Capacity	Widen existing road to 3 lanes with sidewalks. Project will be in several phases as development projects are finalized. In Survey and Design Phase.
17	Industrial Boulevard Operational Improvements	Operational	Conduct study to evaluate existing traffic signal operations, peak hour queueing, and access management strategies along Industrial Boulevard from Sam Ridley Parkway to Team Boulevard West.
18	Operational improvements at Almaville Rd and Rocky Fork Almaville Rd	Operational	Construction of turn lanes and other operational/safety improvements
19	Sam Davis Rd Widening and Pedestrian Improvements	Capacity	Construct continuous center turn lane to mitigate future congestion; construct sidewalks on south side of roadway from Sam Hager St to Nissan Dr; explore connection from Sam Davis Road to Monroe Street.
20	Operational improvements at Murfreesboro Rd and Jefferson Pk	Operational	Potential signalization
21	Operational improvements at I-24 and Sam Ridley Pkwy interchange (MM 66)	Operational	
22	Operational improvements at SR-1 and SR-266 interchange	Operational	
23	Operational improvements at Rock Springs Rd and Old Nashville Hwy	Operational	Add additional turn lanes and through lanes at the intersection. Survey and Functional Design Phase started in October 2024.
24	Almaville Road Improvements and Sidewalks	Operational	Add turn lanes and sidewalks. Survey and Functional Design Underway; from Old Nashville Hwy to Lee Victory Pkwy. from Old Nashville Hwy to Lee Victory Pkwy
25	Operational improvements at Lowry St and Sam Ridley Pkwy EB Off-Ramp	Operational	Potential signalization
26	Operational improvements at Lowry St and Sam Ridley Pkwy WB Off-Ramp	Operational	Potential signalization
27	Rocky Fork to McEwen Corridor Improvements	Capacity	Improve existing Rocky Fork Rd with additional capacity, operational improvements, and pedestrian improvements from Cooks Ln to I-24/Enon Springs Overpass

Table 2. Ranked Roadway Project List, continued

28	Operational improvements at Jefferson Pike	Operational	Potential signalization at Old Jefferson Pike
29	Greentree Drive Extension	Operational	Construct 2-lane roadway with sidewalk to connect existing Greentree Drive termini
30	Wildwood Drive	New Connection	Construct new 2/3 lane roadway with sidewalks to connect Rocky Fork Road to residential areas and school campus from Spring Hill Dr to Enon Springs Road, West at Wildwood Dr
31	Percival Street Extension	New Connection	Construct new 2-lane roadway with sidewalk to provide access to undeveloped residential lands from Bonifay Drive to Gambill Ln Extension
32	Highwood Blvd Extension with Pedestrian Improvements	New Connection	Construct new two-lane roadway to preserve access to Sam Ridley by providing frontage access; construct sidewalk connection from Current terminus to Blair Rd
33	Fitzhugh Blvd	Operational	Construct turn lanes and modify intersection traffic control as needed with future growth due to Air NG relocating to Airport. Relocation to Smyrna is still TBD; if the decision is yes, a full Traffic Impact Study will need to be conducted from Sam Ridley Pkwy to End of Street
34	Operational improvements at Sam Ridley Pkwy and G St	Operational	Construction of turn lanes and other operational/safety improvements
35	Jefferson Pk Widening	Capacity	Widen to 5 lanes to mitigate future congestion from SR-840 to UGB Limit
36	Motlow College Blvd-Lee Victory Park Connection	New Connection	Construct new roadway connection with sidewalk to connect existing and future development, Lee Victory Park, and YMCA from N Lowry St to Mason Tucker Dr
37	Bridge improvements and repairs at Rock Springs Road/I-24 Overpass	Operational	
38	Orchard Valley Dr. Extension	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Nissan Dr. to Benefield Dr.
39	Richmond Dr Extension	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Sam Davis Rd to Lake Farm Rd
40	New Road Connection 1	New Connection	Construct 2-lane roadway with sidewalk to improve connectivity in residential areas from Lee Rd to Rock Springs Rd
41	Operational improvements at Cherry Ln and I-840	Operational	Potential new overpass with future Cherry Ln extension
42	Dale Drive Extension	New Connection	Construct 2-lane roadway with sidewalk to connect Lee Road and Rock Springs Road
43	Sam Davis Rd Extension	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Nissan Dr. to Richmond Dr.
44	Clayton Dr Extension	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Current terminus to Gambill Ln
45	Operational improvements at Sulphur Springs Rd and I-840 interchange	Operational	
46	Seven Oaks Blvd Extension	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Current terminus to Rocky Fork Rd
47	Gambill Lane Extension	New Connection	Construct new 2-lane roadway parallel to I-24 to provide access to undeveloped residential lands and connect Rocky Fork Rd and Rock Spring Rd from Rocky Fork Rd to Big Son Ln
48	Ken Pilkerton Dr Extension	New Connection	Construct 2-lane roadway with sidewalk and CSX railroad crossing to address congestion from Enon Springs Rd from S. Lowry to Old Nashville Hwy
49	Blue Diamond Dr Extension	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Winslet Dr to Greentree Dr
50	Country Village Dr Extension	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Current terminus to St. Francis Ave
51	Olive Branch Road Extension	New Connection	Construct 2-lane roadway with sidewalk to connect existing Olive Branch Road to Rocky Fork Road
52	Enon Springs Interchange at SR 840	New Connection	Construct new 5-lane roadway and a new interchange to connect Nissan directly to SR 840 from Florence Rd to SR 840
53	New Road Connection 3	New Connection	Construct 2-lane roadway to provide access to undeveloped areas in UGB from W Jefferson Pk to Bill France Rd
54	Hammersmith Dr. Extension	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Current terminus to Gambill Ln.
55	Ace Avenue Extension	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Rocky Fork Rd to Enon Springs Road, West
56	Moorhill Ave Extension 1	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Cardigan Dr to Moorhill Ave terminus
57	Rocky Fork Rd & I-24 Interchange	New Connection	Construct new interchange at the current I-24 overpass, to provide additional access to future growth areas from Interchange influence area
58	New Road Connection 4	New Connection	Construct 2-lane roadway to provide access to undeveloped areas in UGB from Almadillo Rd to Baker Rd
59	Baker Rd Realignment and Interchange	Operational	Extend Baker on new alignment to interchange with I-24 to mitigate future congestion and provide additional access for southeast study area from Blackman Rd to Old Nashville Hwy
60	I-24 Frontage Road	New Connection	Construct new frontage road that runs parallel to I-24 to provide local connectivity from Sam Ridley Pkwy to Enon Springs Rd



Figure 22. Ranked Roadway Project List Map

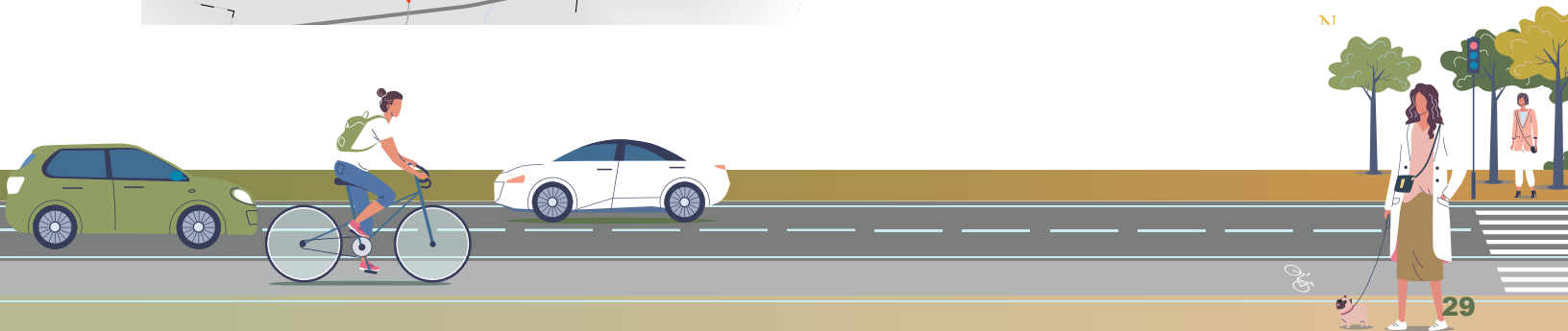
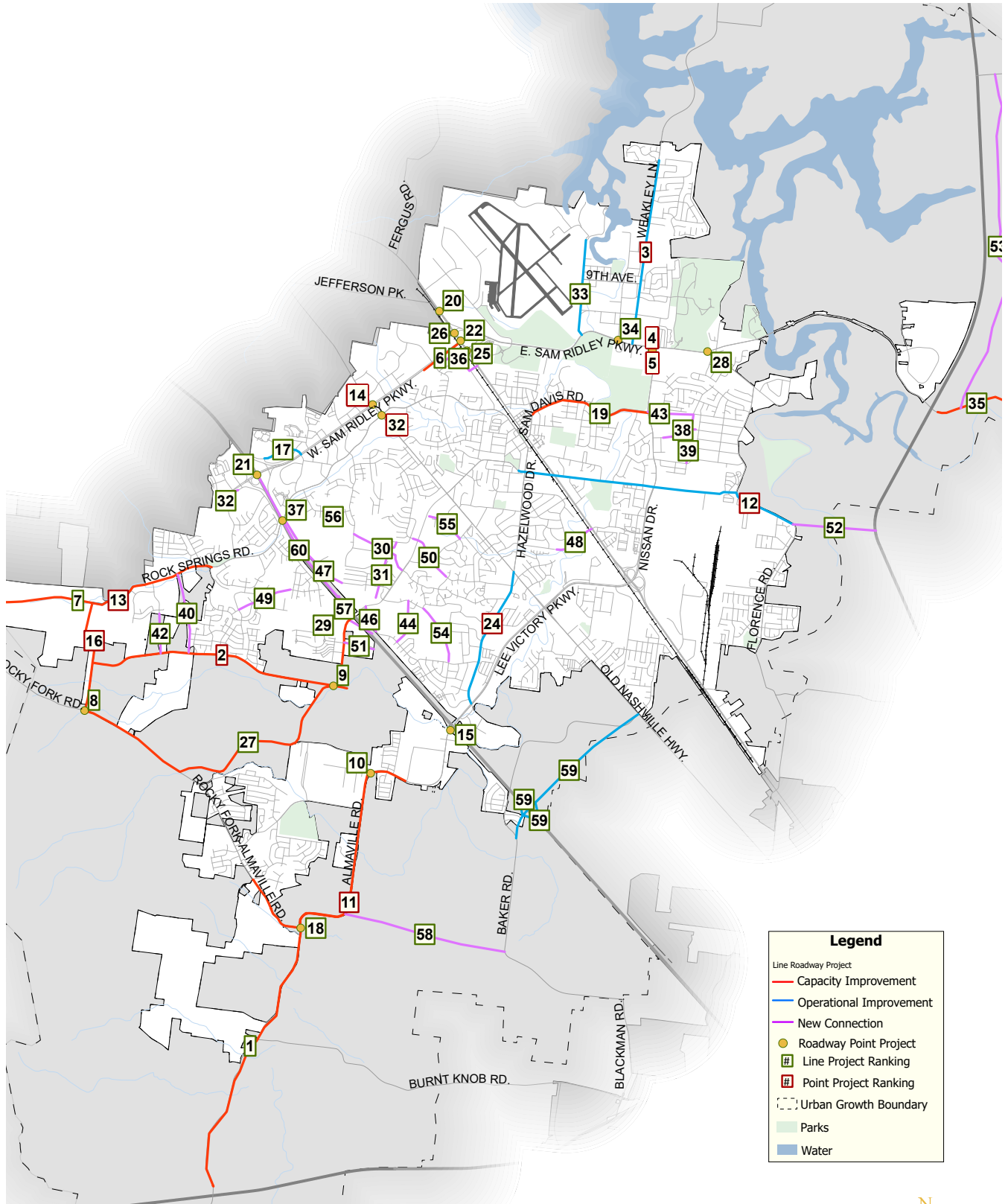
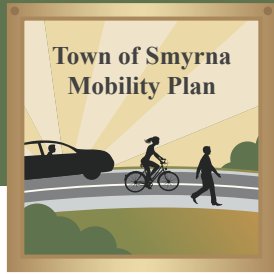


Table 3. Ranked Multimodal Project List



# Multimodal Projects

\*Project has been approved, is in design or is under construction

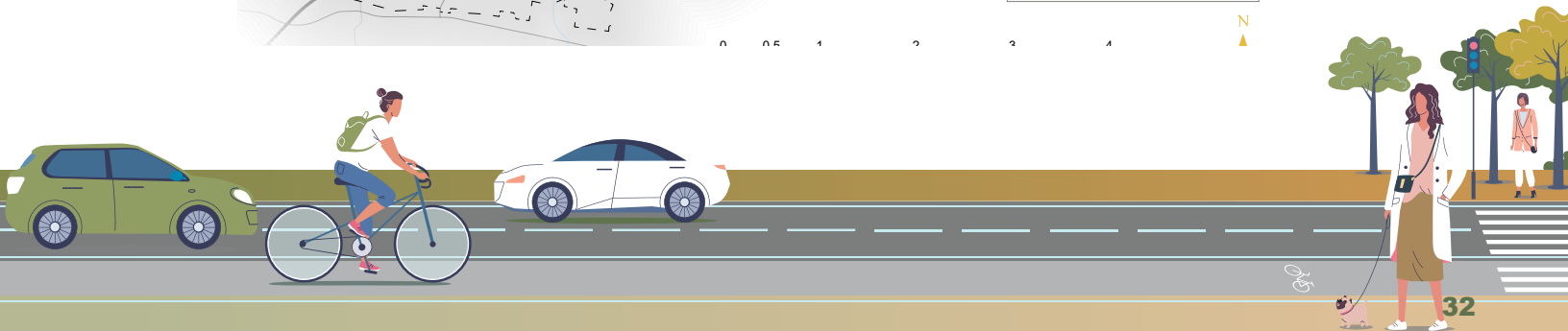
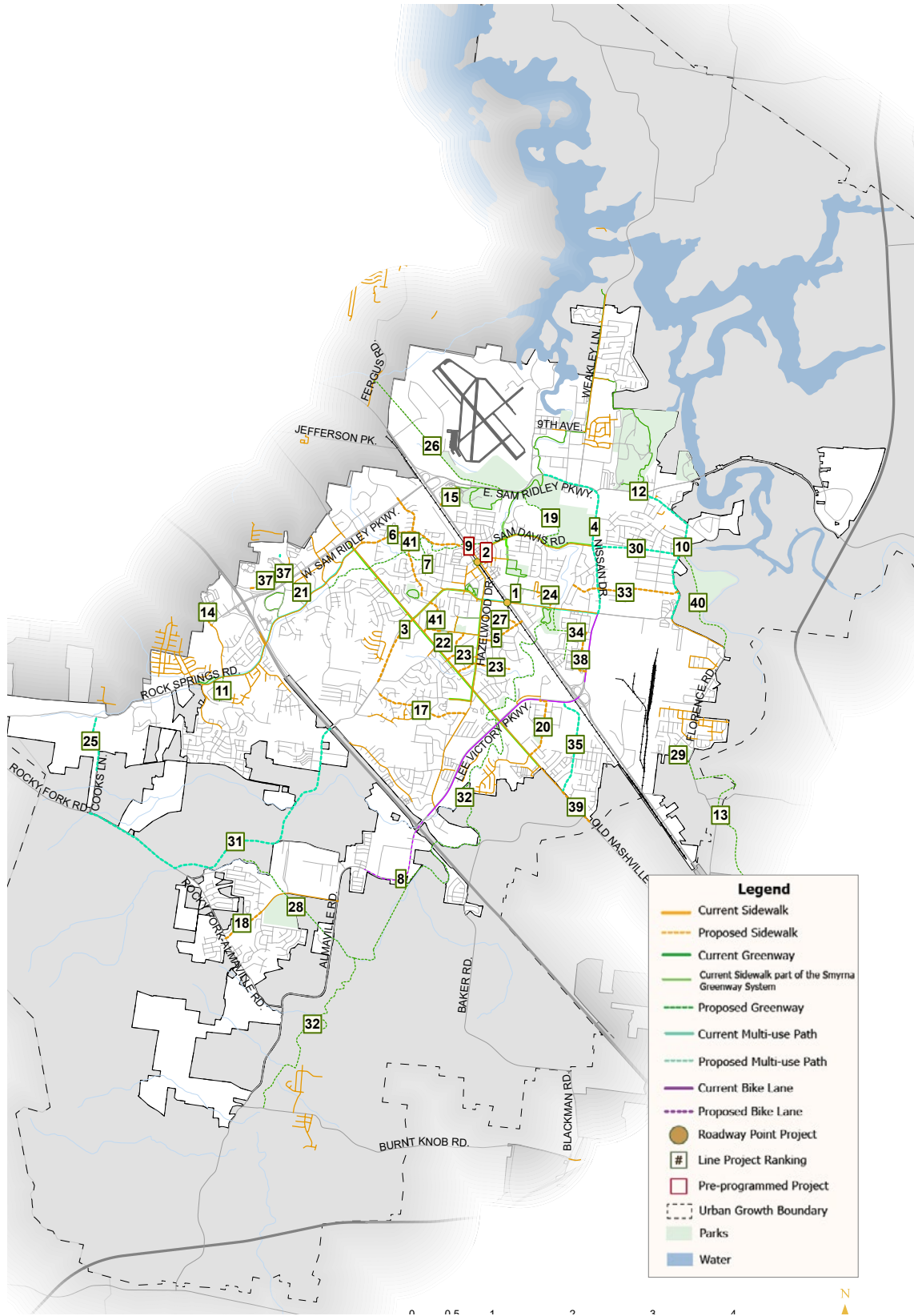
Roadway Project Ranking	Name	Roadway Project Type	Description
1	Pedestrian Crossing at Lowry and Enon Springs Rd	Sidewalk	Construct pedestrian crossing over railroad to S. Lowry St
2	<b>Washington Street Sidewalks</b>	<b>Sidewalk</b>	<b>CSX has completed construction on new pedestrian gates; bid out January 2024; construction complete 2025</b>
3	Enon Springs Sidewalk Extension	Sidewalk	Construct sidewalk to connect existing and future development to Rocky Fork School Campus from Old Nashville Hwy to Rocky Fork Rd
4	Nissan Dr MUP	Pathway	Construct sidewalk from Sam Ridley Pkwy (Existing Greenway) to Enon Springs Rd E
5	McNickle Drive	Sidewalk	Construct sidewalk to connect existing neighborhoods to Smyrna Primary and Middle Schools from S. Lowry St to Hazelwood Dr
6	Rock Springs Rd Sidewalk	Sidewalk	Construct sidewalk to connect neighborhoods to Sam Ridley commercial development, proposed greenway, and Downtown Smyrna from Division St / Front St to Needham Dr
7	Rock Springs Creek Greenway	Greenway	Construct greenway from Monroe St to Spring Hill Dr
8	Almaville Rd Bike Lane	Bike Lane	Construct protected bike lane to connect residential development to existing facility on Lee Victory Parkway from Existing Bike Lane to Neal Ave
9	<b>Lowry Street Phase II</b>	<b>Sidewalk</b>	<b>In Design Phase, Jackson Street to Harts Branch Bridge; upgrade existing sidewalks to ADA standards and add additional street lighting, from Jackson Street to Harts Branch Bridge</b>
10	Florence Rd MUP	Pathway	Construct sidewalk from Jefferson Pk to Enon Springs Rd E
11	Rock Springs Middle Greenway	Greenway	Construct greenway to connect Rock Springs Park to Middle School from Rock Springs Rd to Henricks Hill Dr
12	Jefferson Greenway Connection	Greenway	Construct greenway to connect existing Sharp Springs greenway and neighborhoods south of Jefferson Pk from Existing Sharp Springs greenway to Jefferson Pk/Old Jefferson Pk
13	Nice Mill Greenway	Greenway	Construct greenway to complete connection from Florence Rd to Nice Mill Recreation Area from Florence Rd to Sulphur Springs Rd; potential connection to Murfreesboro Stones River Greenway System.
14	Blair Rd Sidewalk	Sidewalk	Construct sidewalk to connect future development to Blair Rd existing sidewalk and Rock Springs Middle School from Portico Pl to Sam Ridley Blvd W
15	Nolan Dr Sidewalk	Sidewalk	Construct sidewalk to connect N Lowry St, the Event Center, and Lee Victory Park from N Lowry St to existing Nolan Dr greenway
16	Todd Lane Sidewalk	Sidewalk	Construct sidewalk to complete connection between Old Nashville Hwy and Hazelwood Dr from Existing Todd Lane sidewalks/David Youree Elementary to Old Nashville Hwy
17	Sidewalk on Wildwood Dr	Sidewalk	Construct sidewalk to connect neighborhoods to existing sidewalks on Almaville Rd from Almaville Rd to existing sidewalk south of Enon Springs Rd
18	Morton Rd Sidewalk	Sidewalk	Construct sidewalk to connect new development to park from Rocky Fork Almaville Rd to Jericho St

Table 3. Ranked Multimodal Project List

19	Smyrna Elementary Greenway	Greenway	Construct greenway from Sam Ridley Pkwy to Sam Davis Rd
20	Smyrna High - Old Nashville Pk Connection	Sidewalk	Construct sidewalk to connect Smyrna High School, neighborhoods, Pioneer Park, and Old Nashville Hwy from Bulldog Dr to Old Nashville Hwy
21	Cedar Grove Rd Sidewalk	Sidewalk	Construct sidewalk to address short sidewalk gap from West side of Waterford in Smyrna Driveway to eastside of Waterford in Smyrna Driveway
22	Delacey Ln Sidewalk	Sidewalk	Construct sidewalk from Thurman Francis Arts Academy Driveway to Old Nashville Hwy
23	Sidewalk for South of School	Sidewalk	Construct sidewalks on south end of Smyrna Middle School Complex from Along Hutchinson Dr, Hankins Dr, Bailey Collins Dr
24	Mayfield Dr Sidewalk	Sidewalk	Construct sidewalk on Mayfield Drive from Mayfield Circle to Enon Springs Road to connect Rotary Springs Park and Gregory Mill Park
25	Cooks Ln MUP	Pathway	Construct sidewalk from Rock Springs Rd to Lee Rd
26	Threet Greenway	Greenway	Construct greenway from Sam Ridley Pkwy to Fergus Rd
27	Belaire Drive	Sidewalk	Construct sidewalk to connect existing neighborhoods to Smyrna Primary and Middle Schools from Hazelwood Dr to McNickle Dr
28	Rocky Fork Creek Greenway	Greenway	Construct greenway to connect Stewarts Creek school complex to neighborhoods from Proposed Rocky Fork Rd extension to proposed South Stewart Creek Greenway
29	South Nissan Greenway	Greenway	Construct greenway from Florence Rd to Nevada Ave
30	Sam Davis Connection MUP	Pathway	Construct sidewalk from Nissan Dr to Florence Rd
31	Rocky Fork to McEwen MUP	Pathway	MUP parallel to the Rocky Fork to McEwen corridor improvements from Cooks Ln to I-24/Enon Springs Overpass
32	South Stewart Creek Greenway	Greenway	Construct greenway from Enon Springs Rd E to Burnt Knob
33	Lake Farm Rd Sidewalk	Sidewalk	Construct sidewalk from Brookhaven Trail to Florence Rd
34	Mill Springs Greenway	Greenway	Construct greenway to connect neighborhoods and Wal-Mart/Nissan from Providence Pl to Southside Dr and Proposed greenway to Sgt Asbury Hawn Way
35	Chicken Pk MUP	Pathway	Construct sidewalk from Lee Victory Pkwy to Old Nashville Hwy
36	Stoneridge Farms-Cedar Grove Elementary Sidewalk	Pathway	Construct pathway to connect existing multifamily to Cedar Grove Elementary from Stoneridge Farms recreation path to Cedar Grove access road
37	Industrial Blvd/ Chaney Rd/Team Blvd Sidewalk	Sidewalk	Construct sidewalk to connect neighborhoods to commercial development from Team Blvd (west) to Existing sidewalks on Chaney Rd
38	Sgt Asbury Hawn Way Sidewalk	Sidewalk	Construct sidewalk to provide north-south connection between future and existing development from Nissan Drive to Wal-Mart access driveway/ proposed greenway connection
39	Old Nashville Sidewalk	Sidewalk	Construct sidewalk from Chicken Pk to Corner Dr
40	Nice Mill Greenway	Greenway	Construct greenway to complete connection from Florence Rd to Nice Mill Recreation Area from Florence Rd to Sulphur Springs Rd
41	Mason Tucker Dr Sidewalk	Sidewalk	Construct sidewalk to connect multiple neighborhoods, a park, the YMCA, and a proposed greenway from Genie Ln Extension to Todd Ln



Figure 23. Ranked Multimodal Project List Map



In addition to projects with a specific location, there are a number of broader transportation needs in the Town. Stemming from public input as well as engagement with the Town Council and Planning Commission, the following planning and study efforts were identified:

- » **Neighborhood Traffic Calming**  
During public meetings, residents discussed concerns about drivers speeding through residential areas, specifically on roadways that serve as collectors for various residential developments. By implementing policies or physical measures like speed cushions and traffic circles, such a program could help create safer, more livable streets for residents of all ages and could also encourage walking and biking in the Town.
- » **Downtown Master Plan**  
Smyrna's Town center is located along Lowry Street (US 41/SR 1) and bifurcated by the 4-lane arterial. There are a number of projects, mostly multimodal in nature, recommended for the Downtown area as part of the Mobility Plan. However, there is continued interest in new development opportunities, an identified need for additional parking, and the desire for more programming of Town events along Lowry and Front Streets and in the Central Depot District more broadly. An update to the Town's Downtown Master Plan could serve as a consolidated effort to address these needs.
- » **Lowry Street Speed Study**  
Both residents and elected officials identified the speed limit on Lowry Street as a barrier to creating a sense of place in the Downtown area. Currently, Lowry Street has a posted speed limit of 45-mph, but this high speed focuses on vehicular throughput, which can detract from other goals for the Downtown area such as walkability, cohesion across the state highway, and safety. Therefore, a technical study of vehicular speeds and potential for reduction in the posted speed limit should be undertaken either in tandem with or independent from a Downtown Master Plan update.



# 5

# Public and Stakeholder Engagement



It is essential that Smyrna residents and key stakeholders have an active participatory role in the development of the plan. The Mobility Plan engaged the public and stakeholders in a number of ways, including special events, online tools, social media, interviews and traditional workshops.

## Outreach Events

Smyrna has a number of popular special events throughout the year that draw thousands of residents and visitors. The project team participated in two events: the Top Gun Fun Run on September 20th, 2024 and Halloween in the Park on October 26th.

At both events, the project team set up a table with displays raising awareness of the project and information on how to participate. Project team members were present at the table to answer questions and provide more information. The team also provided residents flyers and other material with links to online surveys. Hundreds of Smyrna residents were engaged at both events.



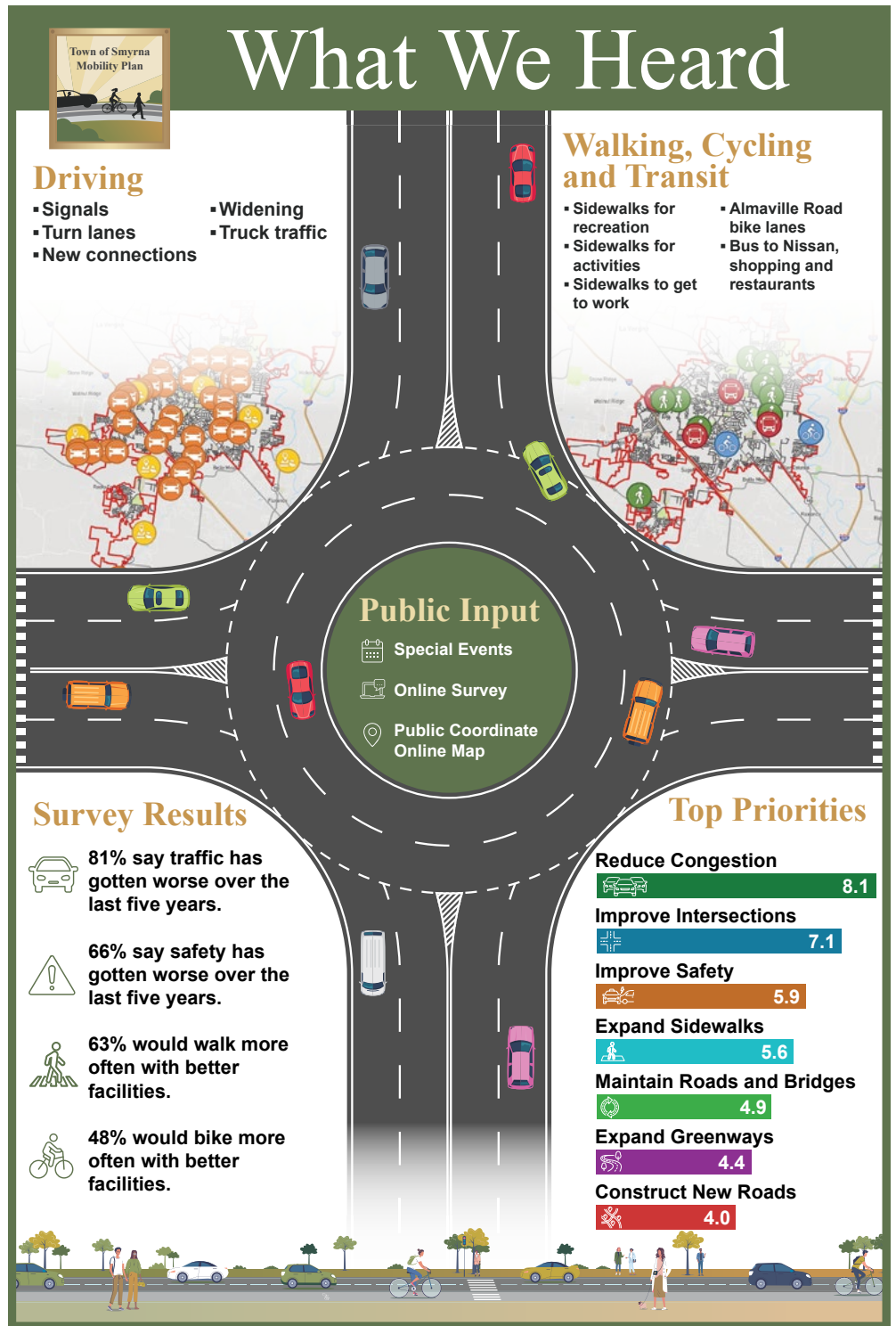
# Online Engagement

Participants could participate online in two ways. An online survey gave participants the opportunity to provide their opinions on the quality of mobility in Smyrna and priorities for transportation improvements. An online map application, Public Coordinate, gave participants the ability to provide location-specific input on roads, walking, cycling and transit. Residents were able to open the map and drop a pin at a specific location, then write a description of the problems they experience there. These online tools provided the project team with valuable insight on the public perspective to help align the plan with what they public views as what is most needed.

The public's top priorities identified through the online engagement are:

- » Congestion reduction
- » Intersection improvements
- » Safety
- » Sidewalk expansion

A full summary of online engagement is found in the appendix.



## Social Media

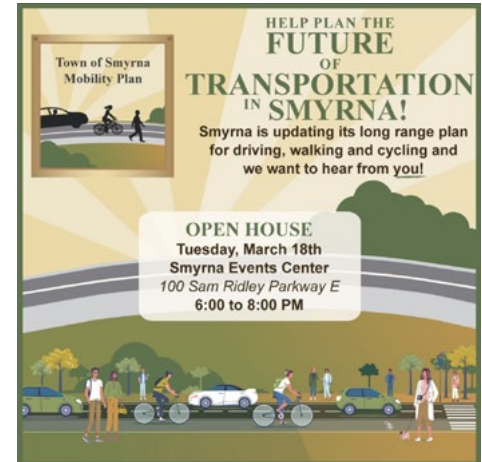
Multiple posts on the Town of Smyrna's (@townofsmymrna) social media pages raised awareness of the online engagement opportunities, the project team's presence at the special events, and to attend the public workshop. The posts were shared by Town staff, Town Council, Parks Advisory Board, and other elected officials to amplify the exposure.

## Stakeholder Engagement

In addition to general public outreach, members of the project team held stakeholder group interviews on September 25th, 2024. Two groups were interviewed, one consisting of Town staff and the other key partners in transportation planning and implementation.

The Town staff stakeholder group included staff from Planning, Police, Engineering, Parks and Rutherford County Schools. Participants were engaged on how they currently use the Major Thoroughfare Plan, growth hotspots, problem areas, priorities and opportunities.

The partner stakeholder group included representatives from Rutherford County Planning and Engineering, City of Murfreesboro Planning and Engineering and the Greater Nashville Regional Council (as well as Town staff). Participants were engaged on how they currently coordinate across jurisdictions, how projects and decision making will impact adjacent jurisdictions and ways to coordinate in the future.



## Public Workshop

On March 18th, the Town hosted a public workshop at the Smyrna Events Center. The purpose of the workshop was to present the draft Mobility Plan recommendations and answer questions from residents.



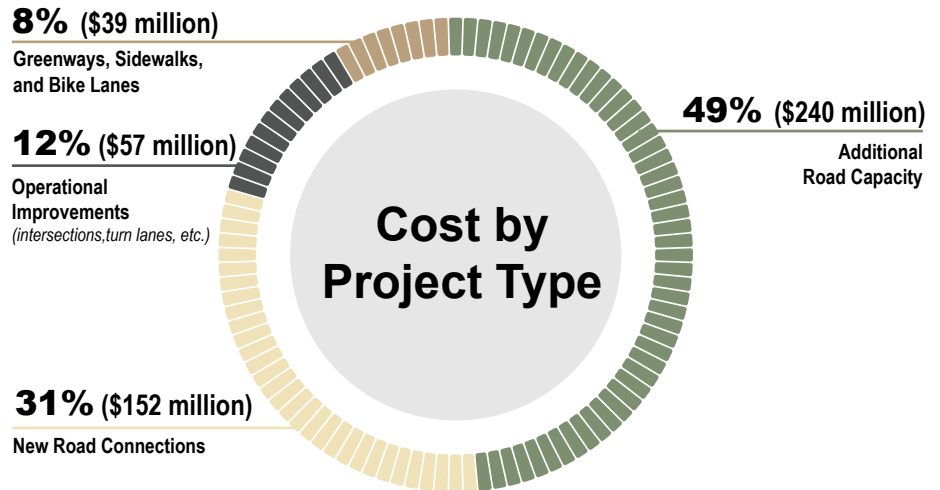
# 6 Implementation



Implementing the 99 Mobility Plan projects will require substantial resources. To support this effort, planning-level cost estimates were developed, and potential funding sources were identified, including local, state, and federal programs.

## Cost Estimates

Cost estimates are important to understand the amount of resources required to implement the project recommendations. Cost estimates prepared for the Mobility Plan result in approximately \$488 million in total project needs. Approximately half of that cost (\$240 million) is attributed capacity improvements on existing roads, while just under a third (\$152 million) is for new roadway connections. About 20 percent of the cost is attributed to operational improvements, such as turn lanes, shoulders and intersections (\$57 million) and greenways/pathways, sidewalks and bicycle lanes (\$39 million). Detail on individual project cost estimates is found in the Appendix.



## Potential Funding Sources

The total cost of the recommended projects is approximately \$488 million. With an average of \$10.6 million spent annually on capital projects from local sources—including general fund revenues, impact fees, and state aid—external funding will be essential. Mobility Plan projects can be implemented through a variety of mechanisms, and Smyrna typically funds projects using the aforementioned local revenue sources combined with other grants. The following table outlines other major federal and state funding programs applicable to this plan, including eligible applicants, project types, typical match requirements, and example projects.

Table 3. Eligible Federal and State Funding Sources

Funding Source	Administering Agency	Eligible Applicants	Eligible Project Types	Eligibility Requirements	Federal/State/Local Match Requirements	Funding Type	Example Mobility Plan Project
Active Transportation Infrastructure Investment Program (ATIIP)	U.S. Department of Transportation (USDOT)	States, MPOs, local governments	<ul style="list-style-type: none"> <li>Bicycle &amp; pedestrian networks</li> <li>Safe routes to transit</li> <li>Complete streets improvements</li> <li>Multimodal projects</li> </ul>	Must demonstrate commitment to active transportation networks.	80% federal / 20% state or local	Competitive	Rock Springs Rd Sidewalk
Bridge Investment Program (BIP)	Federal Highway Administration (FHWA)	State, local, and tribal governments	<ul style="list-style-type: none"> <li>Bridge replacement</li> <li>Rehabilitation</li> <li>Preservation &amp; resilience upgrades</li> </ul>	Applicants must own or maintain the bridge; must demonstrate cost-effectiveness and need.	50-80% federal (depending on project type) / 20-50% local	Competitive	Bridge improvements and repairs at Rock Springs
Carbon Reduction Program (CRP)	Federal Highway Administration (FHWA)	States, MPOs, local governments	<ul style="list-style-type: none"> <li>Public transit enhancements</li> <li>EV charging stations</li> <li>Traffic flow optimization</li> <li>Active transportation projects</li> </ul>	Projects must reduce transportation emissions; must be consistent with State carbon reduction strategy.	80% federal / 20% state or local	Formula	Enon Springs Sidewalk Extension
Community Change Grant	U.S. Department of Transportation (USDOT)	Local, regional, and tribal governments, nonprofits	<ul style="list-style-type: none"> <li>Active transportation projects</li> <li>Safe routes to school</li> <li>Community engagement programs</li> <li>Public space improvements</li> </ul>	Applicants must serve disadvantaged communities or promote equity and environmental justice.	80% federal / 20% local	Competitive	Nissan Drive MUP
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Federal Highway Administration (FHWA)	States, MPOs, local governments	<ul style="list-style-type: none"> <li>Public transit improvements</li> <li>Traffic flow improvements</li> <li>Ridesharing</li> <li>Bicycle and pedestrian projects</li> </ul>	Projects must demonstrate emission reduction benefits and be located in or benefit a non-attainment or maintenance area for air quality standards.	80% federal / 20% local	Formula	Florence Rd MUP
FRA Railroad Crossing Elimination Grant Program	Federal Railroad Administration (FRA)	State and local governments, railroads, MPOs	<ul style="list-style-type: none"> <li>Grade separation projects</li> <li>Crossing closures and safety upgrades</li> <li>Signal improvements</li> <li>Pedestrian safety enhancements</li> </ul>	Projects must eliminate at-grade crossings or improve crossing safety; railroads may be co-applicants.	80% federal / 20% state or local	Competitive	Pedestrian Crossing at Lowry and Enon Springs Rd
Highway Safety Improvement Program (HSIP)	Federal Highway Administration (FHWA)	States, MPOs, local governments	<ul style="list-style-type: none"> <li>Intersection improvements</li> <li>Guardrails &amp; rumble strips</li> <li>Roadway safety audits</li> <li>Pedestrian crossings &amp; signals</li> </ul>	Projects must address documented safety issues and be part of a Strategic Highway Safety Plan.	90% federal / 10% state or local (some safety projects can receive 100% federal funding)	Formula	Almaville Rd Widening and Pedestrian Improvements

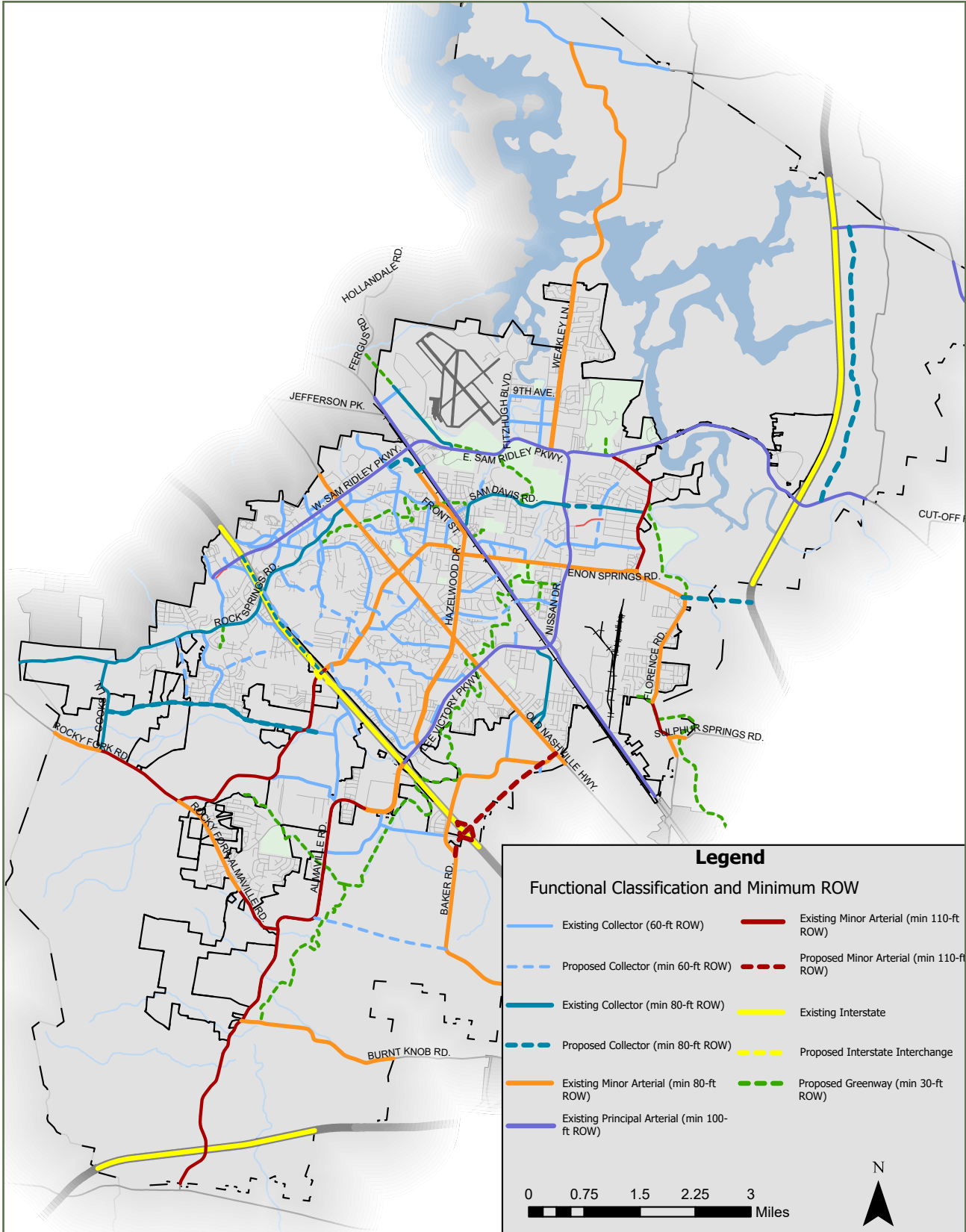
Table 3. Eligible Federal and State Funding Sources continued

Funding Source	Administering Agency	Eligible Applicants	Eligible Project Types	Eligibility Requirements	Federal/State/Local Match Requirements	Funding Type	Example Mobility Plan Project
Local Parks & Recreation Fund (LPRF)	Tennessee Department of Environment and Conservation (TDEC)	Local governments	<ul style="list-style-type: none"> <li>Park and greenway development</li> <li>Playground and recreational facility improvements</li> <li>Open space acquisition</li> <li>Trail construction</li> </ul>	Applicants must show recreational or conservation value	50% state / 50% local	Competitive	Nice Mill Greenway
National Highway Performance Program (NHPP)	Federal Highway Administration (FHWA)	States, MPOs	<ul style="list-style-type: none"> <li>Highway &amp; bridge rehabilitation</li> <li>Pavement &amp; infrastructure maintenance</li> <li>ITS deployment</li> <li>Safety improvements</li> </ul>	Projects must be on the National Highway System and support performance goals.	80% federal / 20% state or local	Formula	Operational improvements at Lowry St and Sam Ridley Pkwy Off-Ramps
Safe Streets and Roads for All (SS4A)	U.S. Department of Transportation (USDOT)	Local, regional, and tribal governments	<ul style="list-style-type: none"> <li>Complete streets planning</li> <li>Vision Zero strategies</li> <li>Roadway safety improvements</li> <li>Pedestrian &amp; cyclist safety projects</li> </ul>	Projects must be part of a local safety action plan.	80% federal / 20% local	Competitive	Weakley Lane Improvements and Sidewalks
Surface Transportation Block Grant (STBG)	Federal Highway Administration (FHWA)	States, MPOs, local governments	<ul style="list-style-type: none"> <li>Highway &amp; bridge projects</li> <li>Transit capital projects</li> <li>Bicycle &amp; pedestrian facilities</li> <li>Safety improvements</li> <li>Transportation planning</li> </ul>	Projects must meet federal eligibility and be included in the Statewide Transportation Improvement Program.	80% federal / 20% state or local (some safety projects eligible for 100% federal funding)	Formula	Rocky Fork Almaville Road Improvements and Sidewalks
TDOT Multimodal Access Grants	Tennessee Department of Transportation (TDOT)	Cities, counties, MPOs	<ul style="list-style-type: none"> <li>Sidewalks and crosswalks</li> <li>Bicycle lanes</li> <li>Transit stop improvements</li> <li>ADA accessibility enhancements</li> </ul>	Sidewalks	95% state / 5% local	Competitive	Nissan Dr MUP
TDOT Traffic Signal Modernization Program (TSMP)	Tennessee Department of Transportation (TDOT)	Local governments	<ul style="list-style-type: none"> <li>Traffic signal timing improvements</li> <li>Intelligent transportation system (ITS) upgrades</li> <li>Adaptive signal control technology</li> <li>Signal equipment replacements</li> </ul>	Projects must improve traffic signal operations and include local match.	80% state / 20% local	Competitive	Operational improvements at Jefferson Pike and Old
Transportation Alternatives Program (TAP)	Federal Highway Administration (FHWA)	Local governments, MPOs, state agencies	<ul style="list-style-type: none"> <li>Bicycle and pedestrian projects</li> <li>Safe routes to school</li> <li>Recreational trail projects</li> <li>Historic transportation facility preservation</li> </ul>	Jefferson Pike	80% federal / 20% state or local	Formula	Smyrna High - Old Nashville Pk Connection

# Right-of-Way Preservation

Smyrna is a fast growing community, and the Town must ensure that adequate rights-of-way (ROW) are preserved as new developments are proposed. The map below identifies minimum ROW widths for existing and proposed roads and greenways consistent with the intended design (travel lanes, medians, turn lanes, sidewalks and sidepaths).

Figure 24. Right-of-way



# Priorities

Given limited formula funding and increasing construction costs, the Mobility Plan highlights priority projects for near-term funding pursuits. These projects were selected based on the prioritization process, funding eligibilities, and project scale:

## Almaville Road Widening from I-840 to Midway Lane

This project widens Almaville Road with a center turn lane, sidewalk, and multiuse path to reduce congestion, improve safety, and provide multimodal access between I-840 and I-24.

## Enon Springs Sidewalk Extension from Old Nashville Highway to Rocky Fork Road

A new sidewalk will connect neighborhoods to Rocky Fork Middle School, improving walkability and safe access to schools.

## Pedestrian Crossing at Enon Springs Road & Lowry Street

A pedestrian crossing over the railroad and Lowry Street will safely connect neighborhoods on both sides of this key corridor.

## Nissan Drive Multiuse Path from Lee Victory Park to Enon Springs Road

This multiuse path connects parks, neighborhoods, and the Nissan plant, enhancing bike and pedestrian mobility throughout the Town.

## Rock Springs Road Widening & Pedestrian Improvements from Montgomery Way to Rocky Fork Road

The project adds a center turn lane, sidewalks, and a multiuse path to ease congestion and improve safety and access for pedestrians and cyclists.

## Rocky Fork to McEwen Corridor Improvements

Widening Rocky Fork Road to four lanes with multimodal features will create a new east-west regional corridor linking Rutherford and Williamson Counties.

## Sam Ridley Parkway Widening from Old Nashville Hwy to Lowry Street

Widening this major arterial with added lanes, sidewalks, and a multiuse path will improve capacity, reduce congestion, and enhance safety for all users.

For each of these priority projects, more detailed information and visual representation of their benefits are provided in the Appendix. With support from the Town Council and Planning Commission, these priority projects will serve as the foundation for future grant applications and coordination with TDOT and the MPO.

# Appendix



# Baseline Conditions

**A**

# **Smyrna Major Thoroughfare Plan Update**

**Baseline Conditions**



**Draft: October 7<sup>th</sup>, 2024**

# Contents

- I. Introduction and Background
- II. Growth Trends
- III. Demographics
- IV. Travel Patterns
- V. Street Network
- VI. Multimodal Mobility
- VII. Safety
- VIII. Freight and Goods Movement
- IX. Summary and Conclusions

# Growth Trends

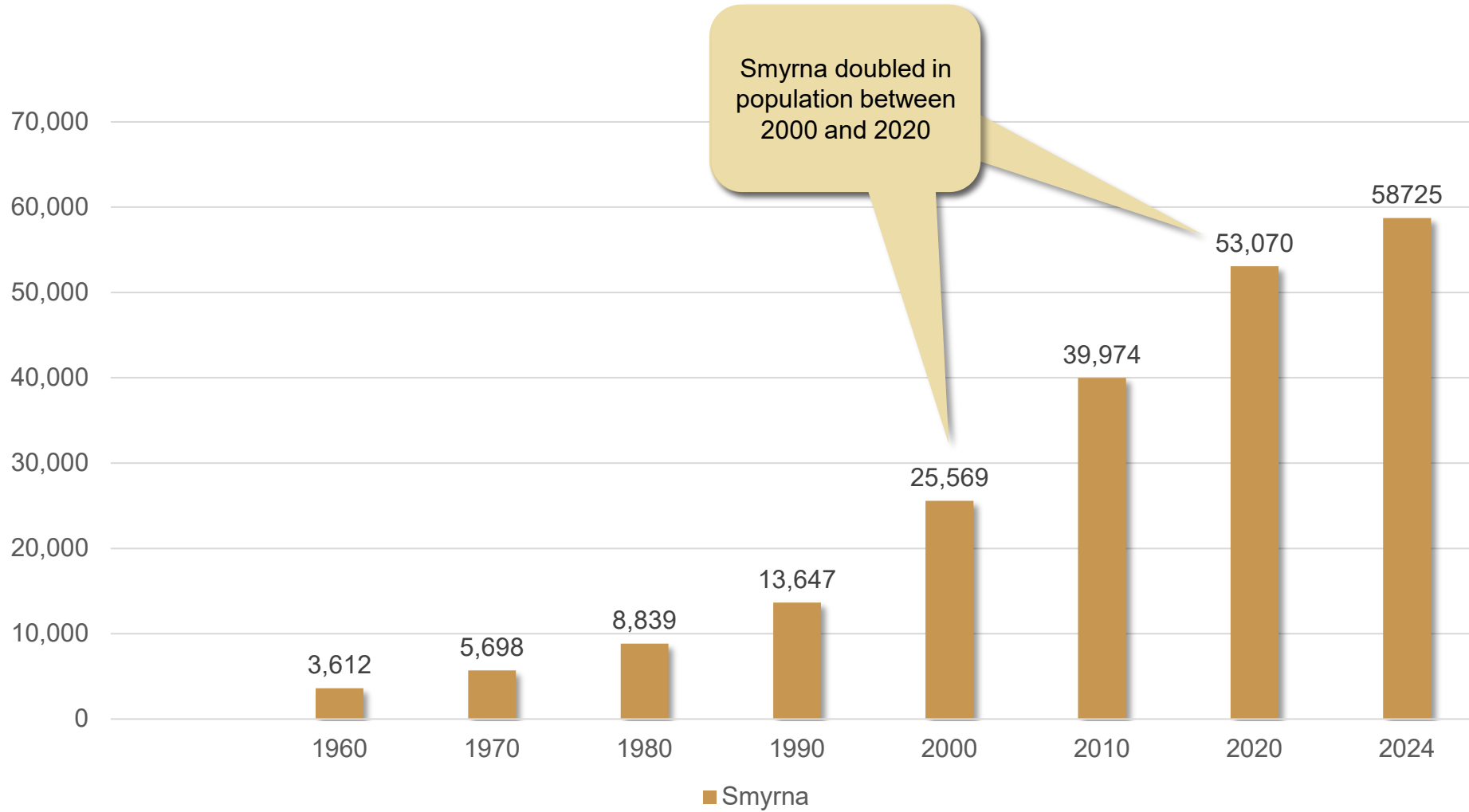
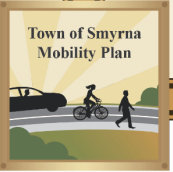
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- Population Density
- Expected Growth

# Key Takeaways

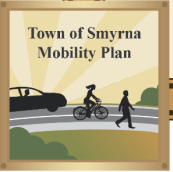
- Smyrna doubled in population from 2000 to 2020
- Projected to double again by 2050
- Historic population center between I-24 and Lowry Street
- Most of vacant/developable land is west of I-24
- Growth hotspots
  - Rocky Fork
  - Rock Springs
  - I-840/Suphur Springs
  - Couchville Pike

# Historic Population Growth

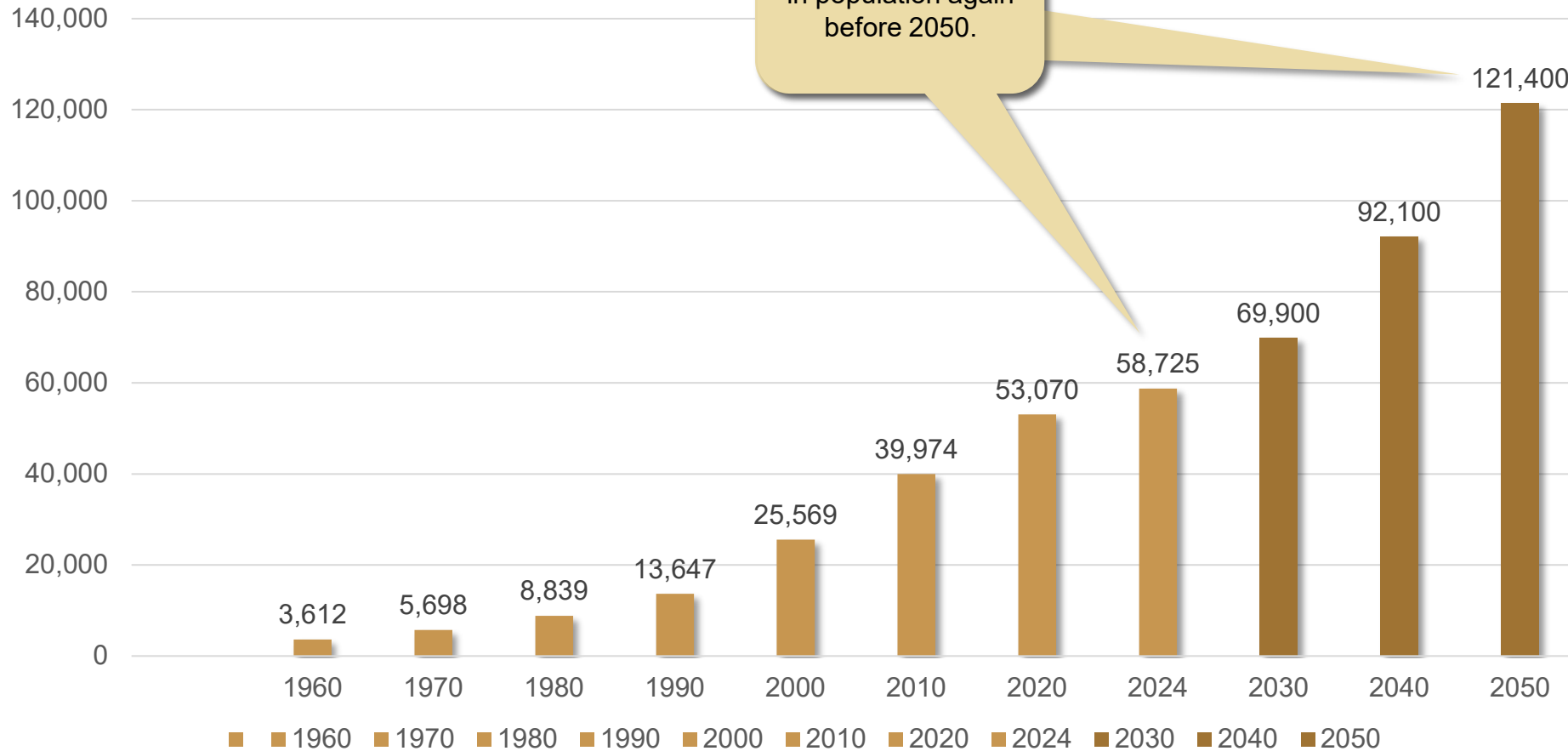


Source: UTK Tennessee State Population Center, World Population Review, <https://data.census.gov>

# Population Projection

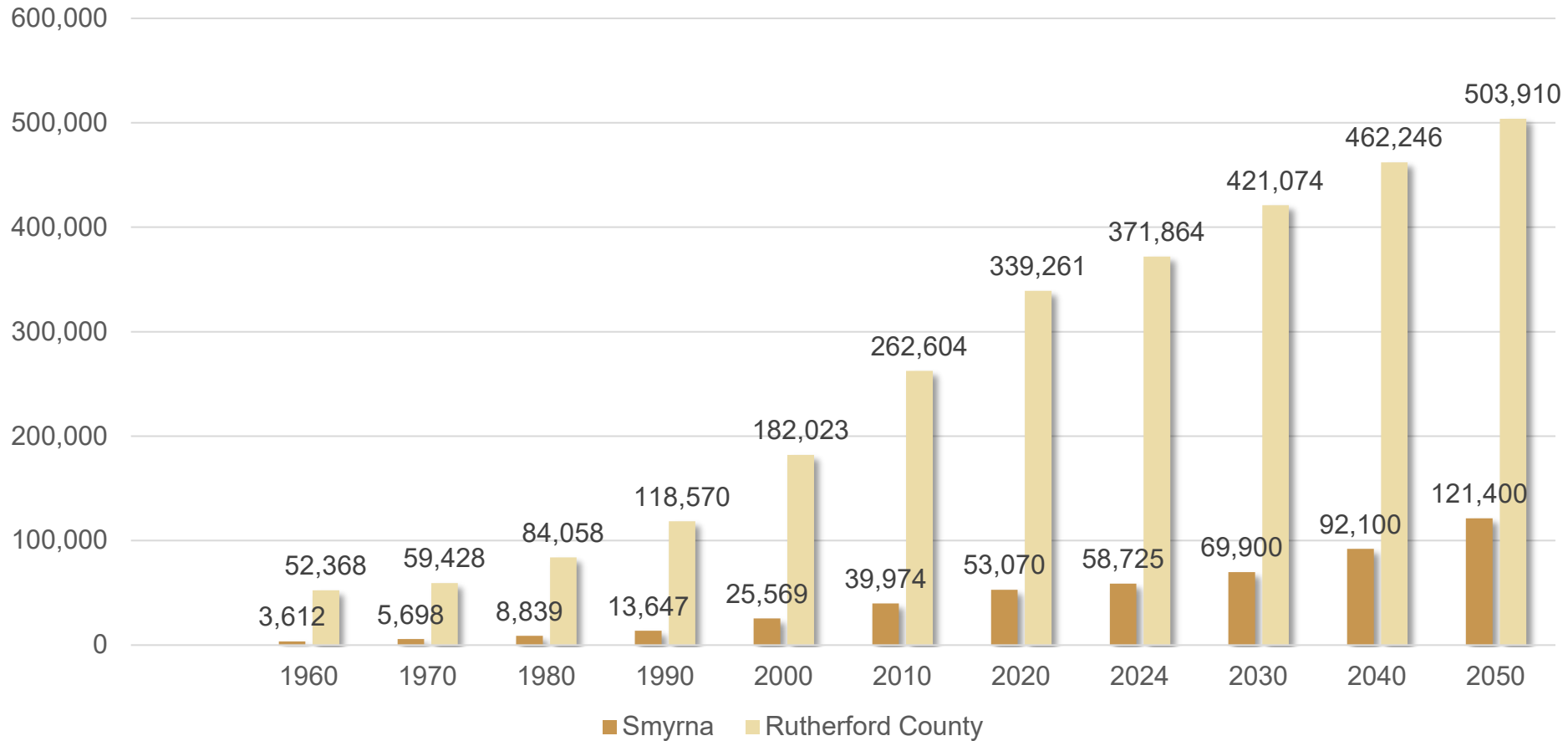
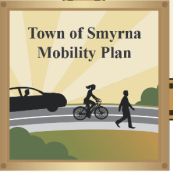


Average 2.28% Annual Growth Rate



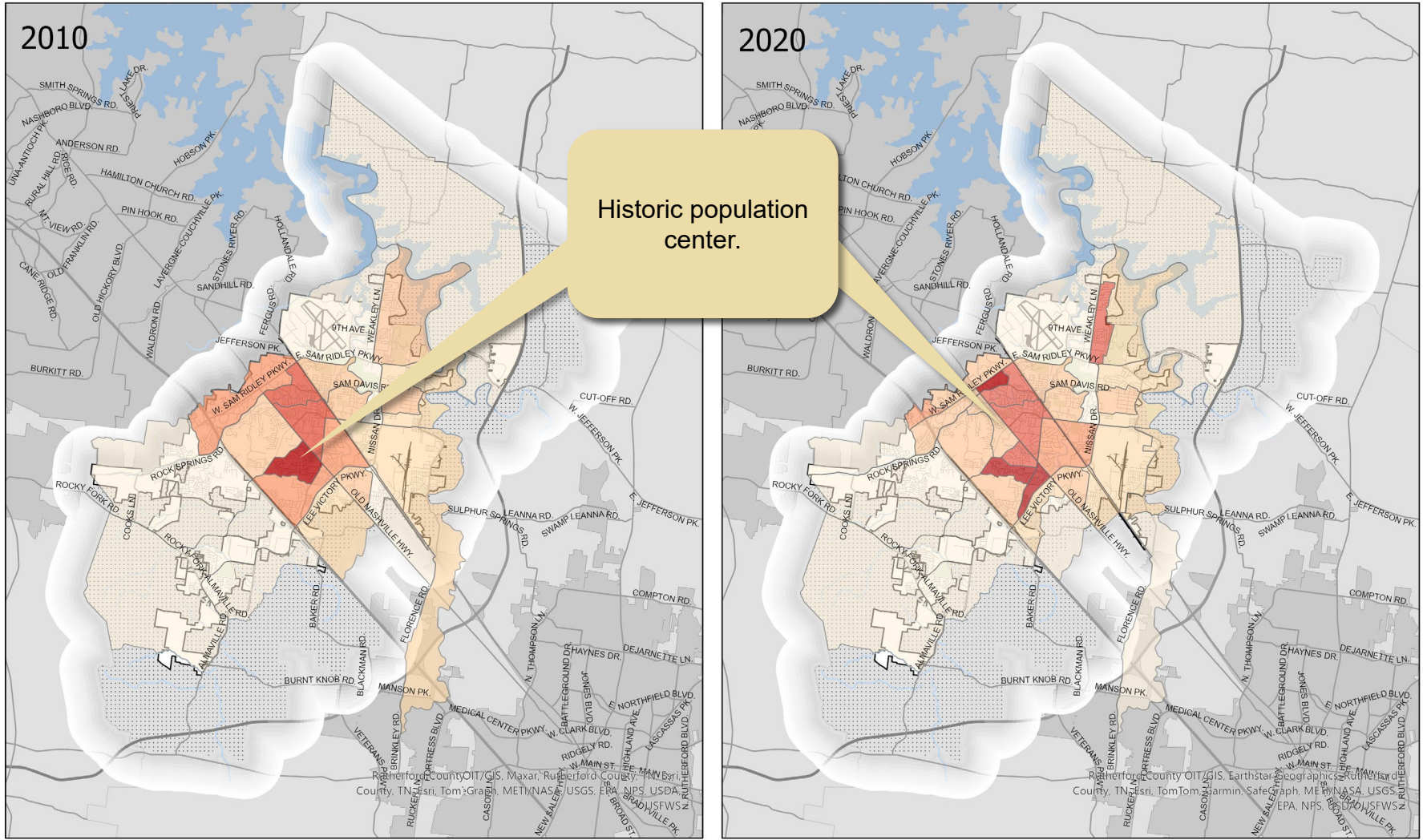
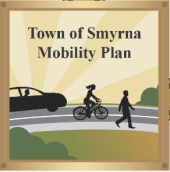
Source: UTK Tennessee State Population Center, World Population Review, <https://data.census.gov>

# Comparison to Rutherford County



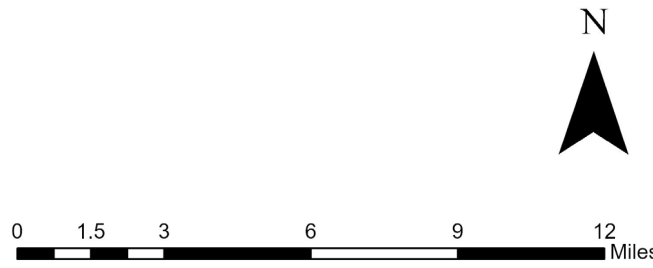
Source: UTK Tennessee State Population Center, World Population Review, <https://data.census.gov>

# Population Density

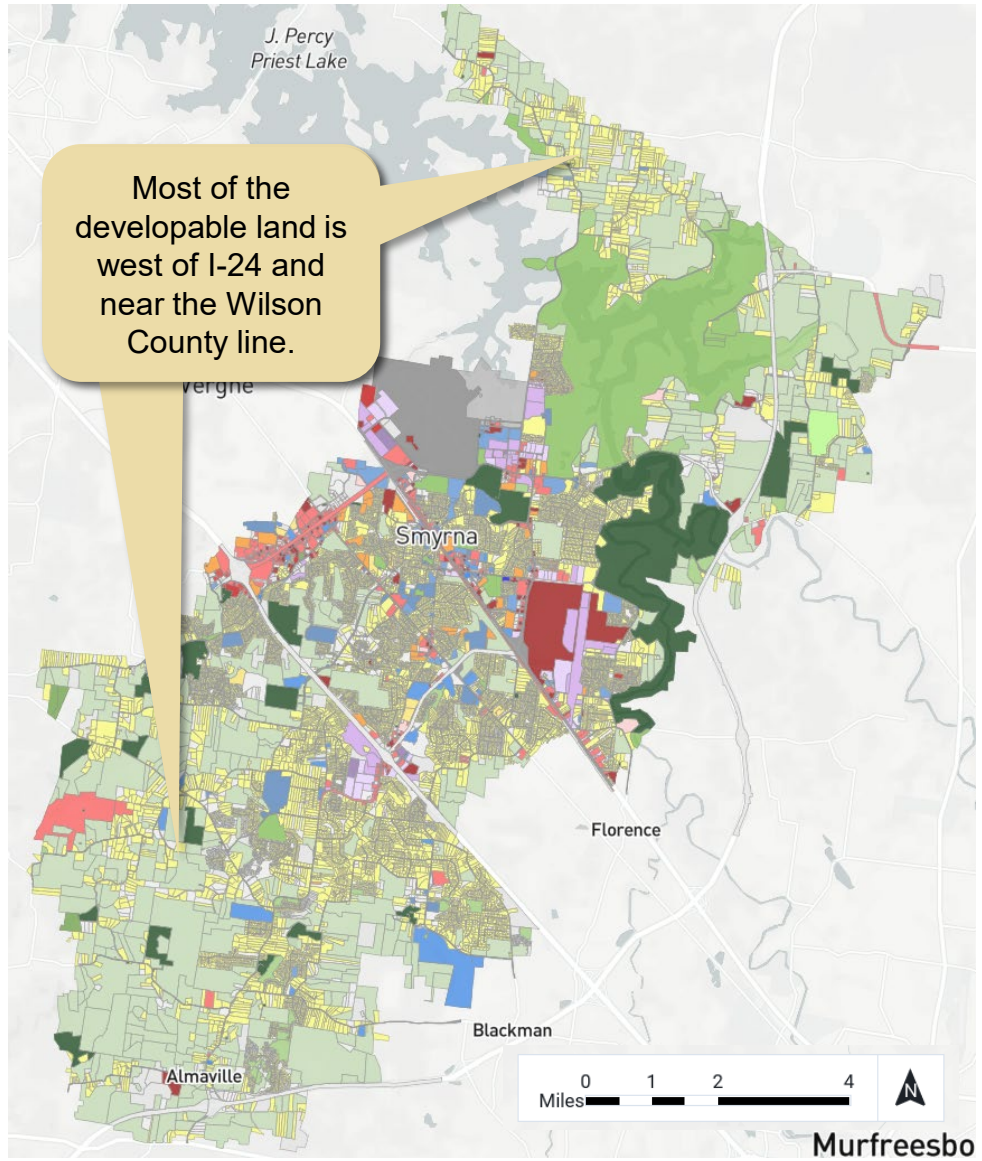
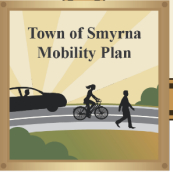


## Population per Square Mile

- 0 - 500
- 501 - 1000
- 1001 - 2000
- 2000 - 3000
- 3001 - 4000
- 4001 - 4500



# Existing Land Use



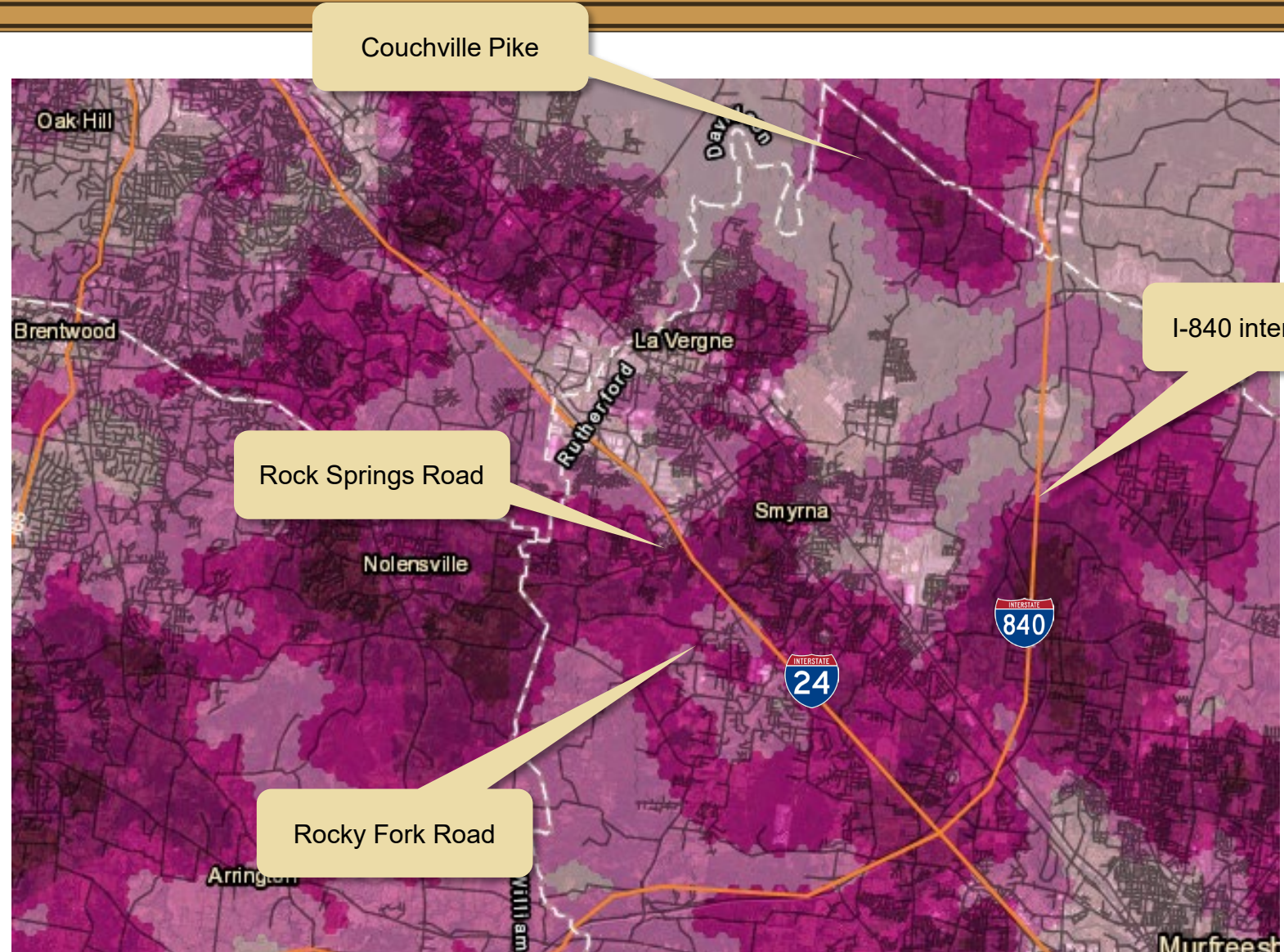
## Land Use Category (L3)

### Base Canvas

- |                             |                      |
|-----------------------------|----------------------|
| Mixed use commercial        | Military             |
| Single-family detached      | Transportation       |
| Single-family attached      | Parks/Recreation     |
| Multifamily                 | Golf courses         |
| Commercial centers          | Cemeteries           |
| Accommodation               | Open space           |
| Commercial other            | Vacant               |
| Office                      | Other                |
| Commercial recreation       | Agriculture          |
| Wholesale/Warehousing       | Natural/Conservation |
| Light industrial            | Water                |
| Heavy industrial            |                      |
| Civic facilities            |                      |
| Special use                 |                      |
| Emergency services          |                      |
| Primary/Secondary education |                      |
| Hospitals                   |                      |

# Expected Growth

## GNRC Expected Growth (2015-2040)



Source: GNRC

# Demographics

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- Age and race
- Areas of persistent poverty and disadvantaged communities
- Auto ownership\*\*

# Key Takeaways

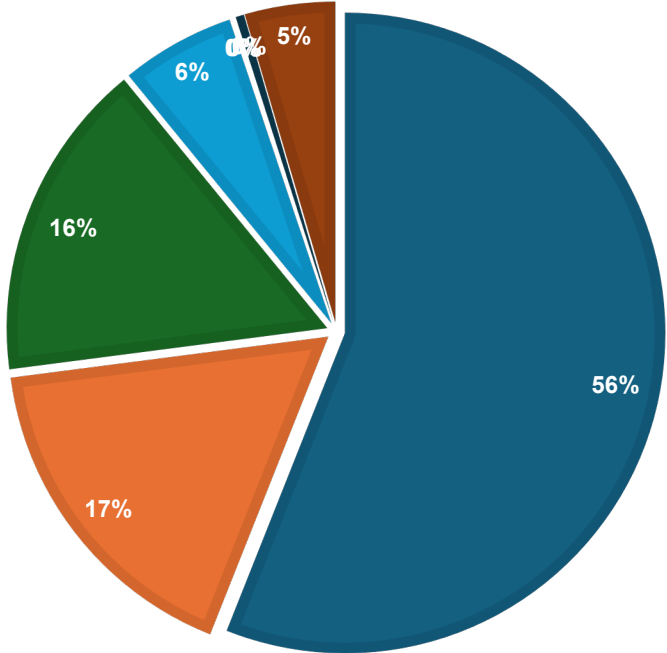
- Significant minority population (44%)
  - African American
  - Hispanic
- Trending younger: families
- Significant middle aged/retired lifetime residents
- Disadvantaged communities
  - Weakley Lane
  - Sam Davis Road

# Race and Ethnicity



### RACIAL BREAKDOWN OF SMYRNA

- White
- Hispanic or Latino
- Black or African American
- Asian
- Native American
- Pacific Islander
- Other
- Two or more



White: 29,728  
Hispanic or Latino: 8,988

Black or African American: 8,554  
Asian: 3,062

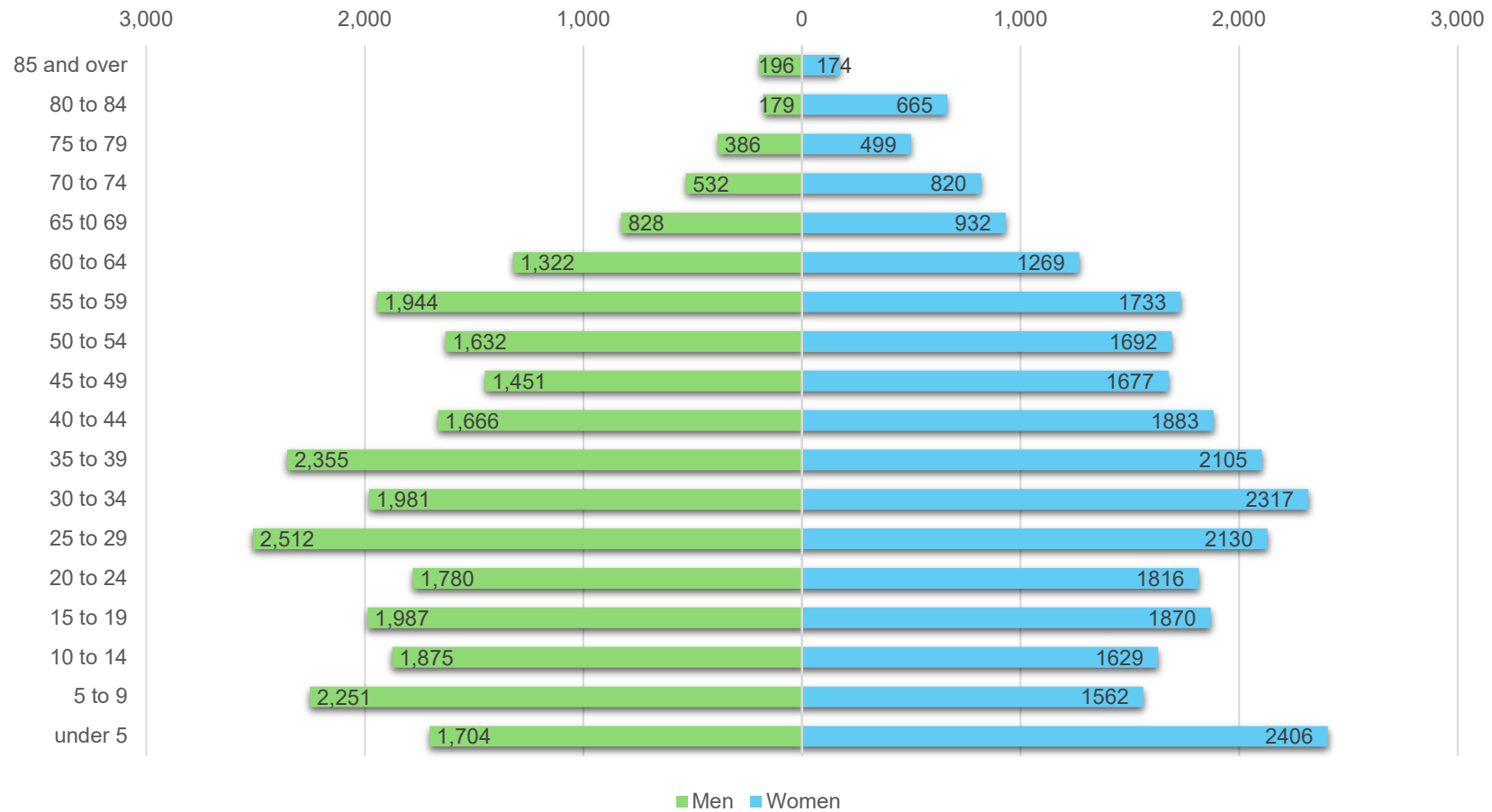
Native American: 80  
Pacific Islander: 55

Other: 224  
Two or more: 2,379

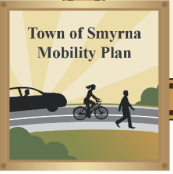
**Total: 53070**

Source: <https://data.census.gov>

## Age Breakdown of Smyrna

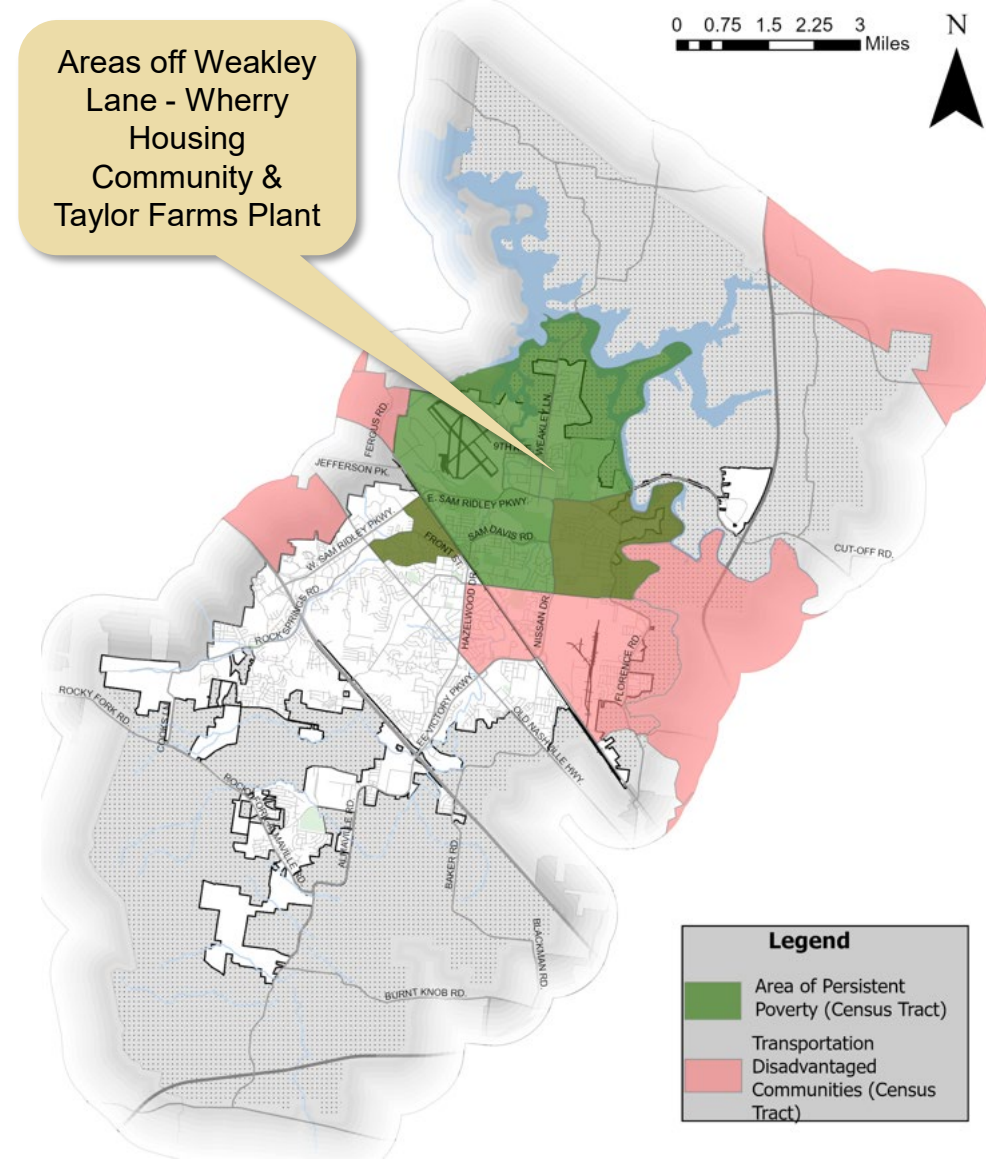


# Areas of Persistent Poverty & Disadvantaged Communities

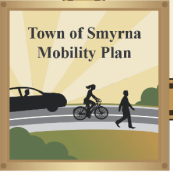


USDOT standards to help identify areas of need for transportation investment:

- *Area of Persistent Poverty*: a census tract with a poverty rate of at least 20% measured over the recent 5-year period.
- *Disadvantaged Community*: census tracts that have been marginalized by economic and infrastructure underinvestment. Determined by White House Office of Management and Budget.



# Households with No Vehicle

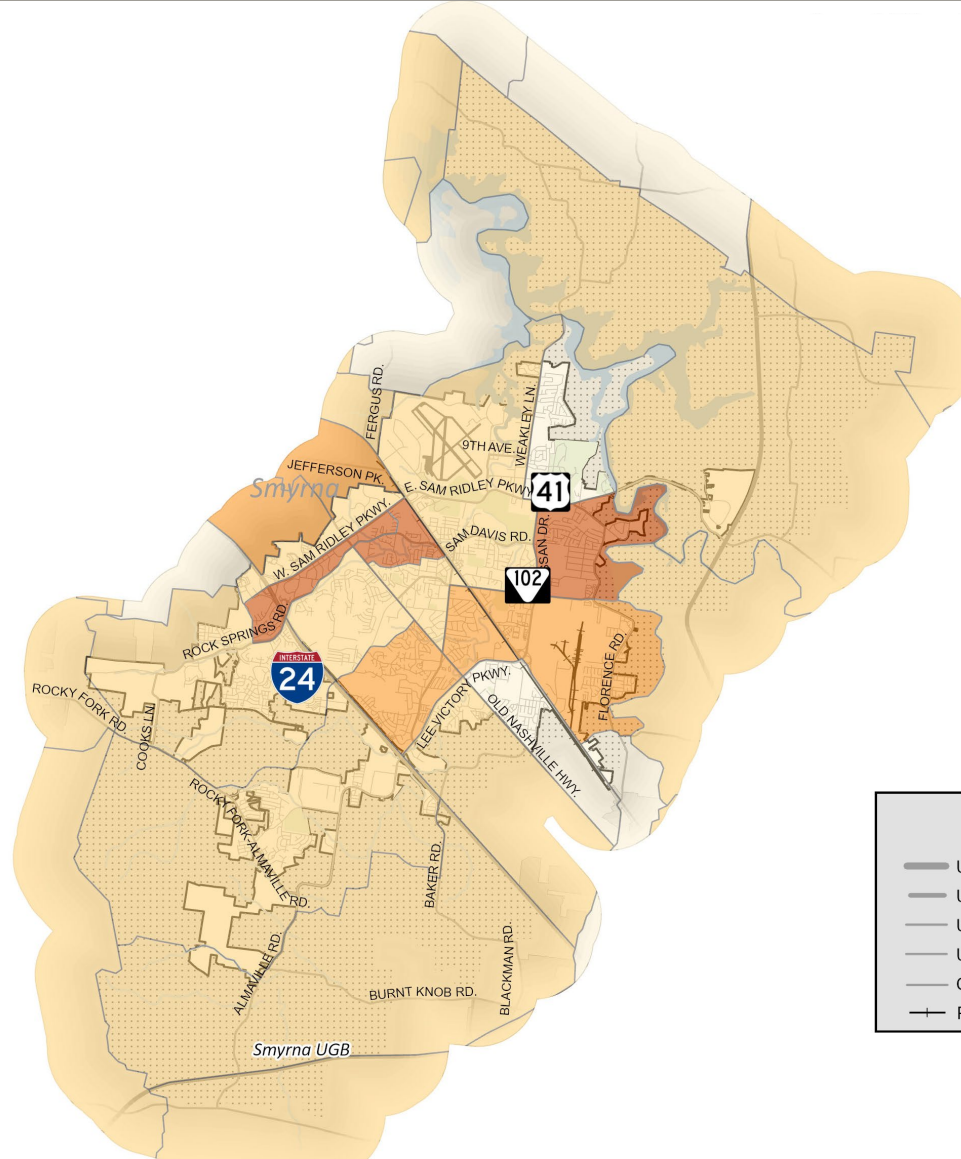


0 0.75 1.5 2.25 3 Miles



## Legend

- 0%
- 0% - 3%
- 3% - 6%
- 6% - 9%



### Legend

Urban Interstate	Parks
Urban Major Collector	Waterways
Urban Minor Arterial	Water Bodies
Urban Minor Collector	Urban Growth Boundary
Other Local Roads	Airport
Railroad	Smyrna City Limits

# Travel Patterns

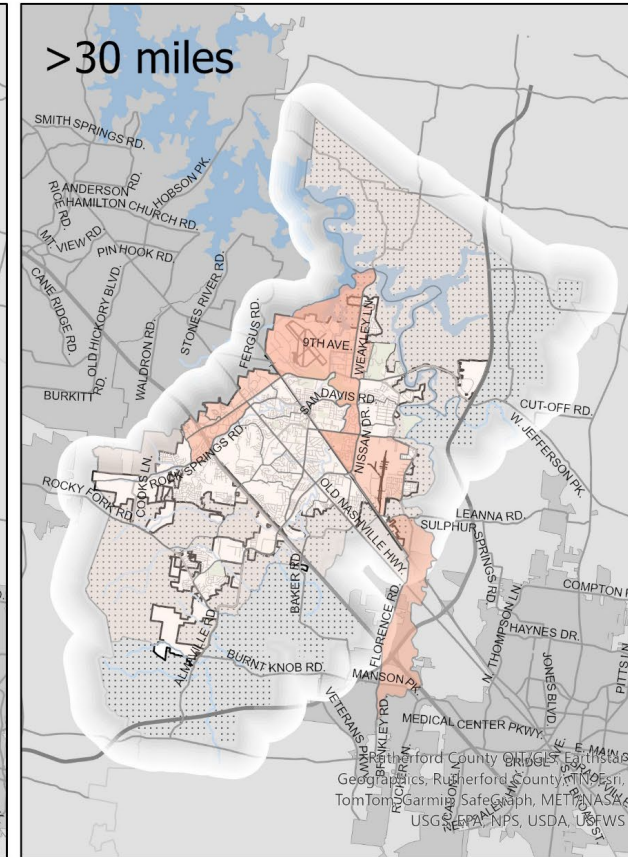
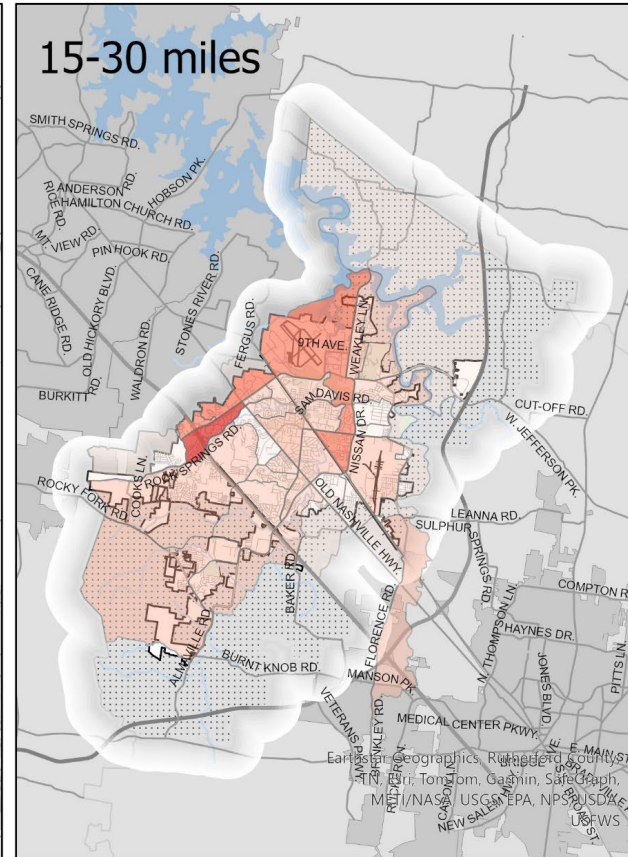
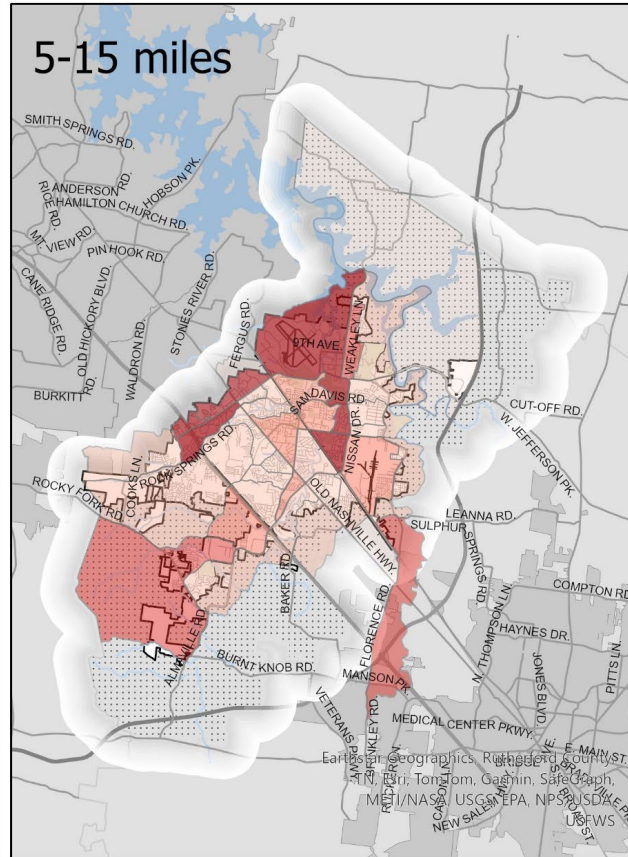
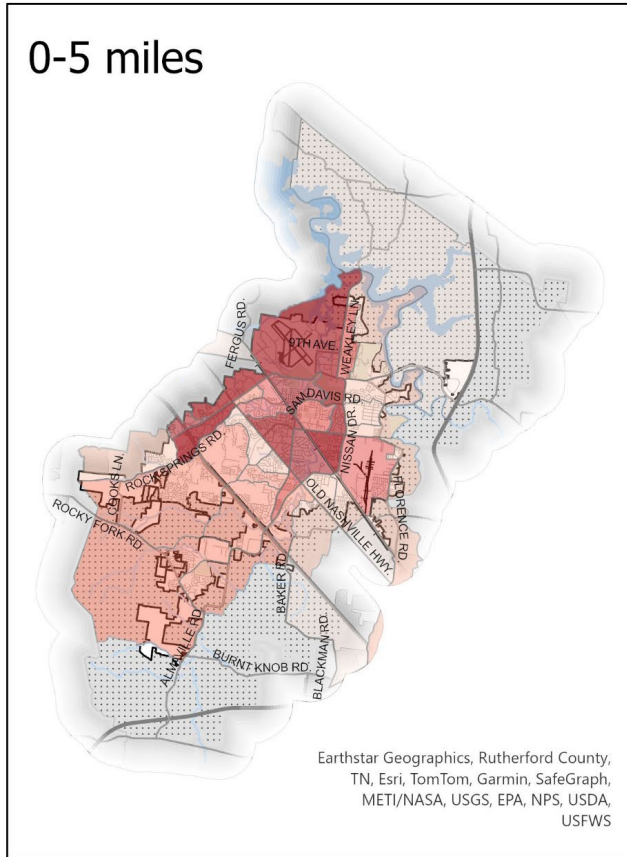
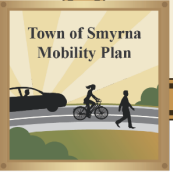
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- Trip Length
- Commuter Inflows/Outflows
- Employment

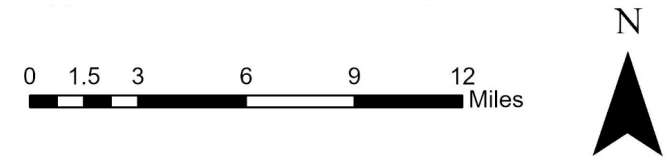
# Key Takeaways

- Travel demand is greatest
  - Sam Ridley
  - Almadale Road to I-840
  - Airport
  - Nissan plant
- Regionally focused travel
  - I-24 corridor dominates travel patterns
  - Smyrna imports more workers than they export
  - Very few residents work in Smyrna

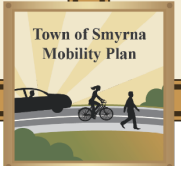
# Trip Distance from Origin



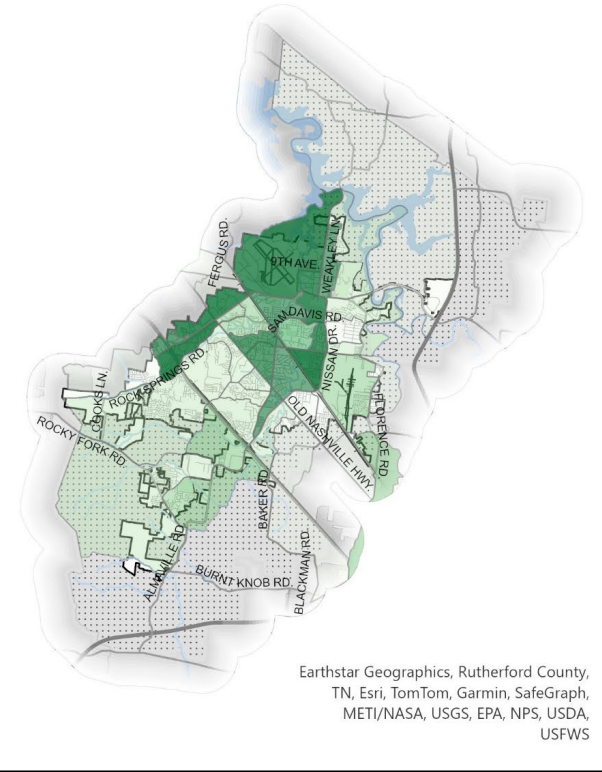
- 1 - 500
- 501 - 2000
- 2001 - 3000
- 3001 - 5000
- 5001 - 10000



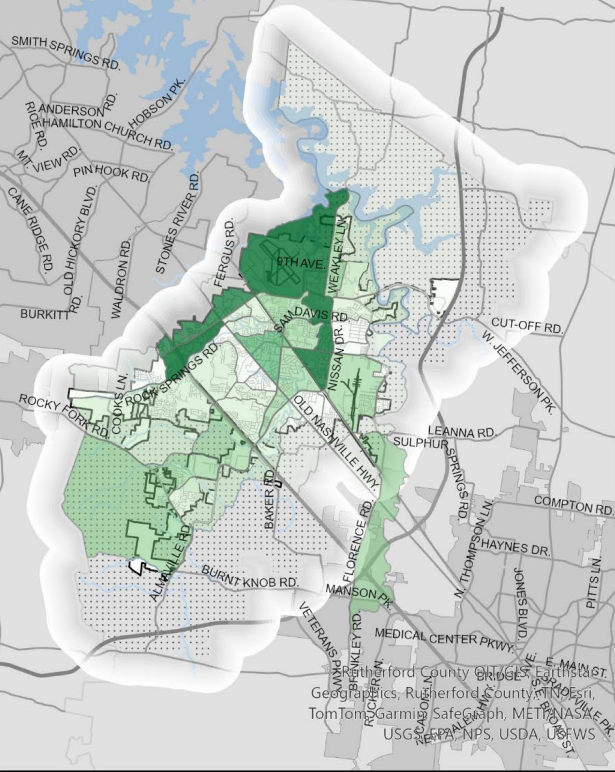
# Trip Time



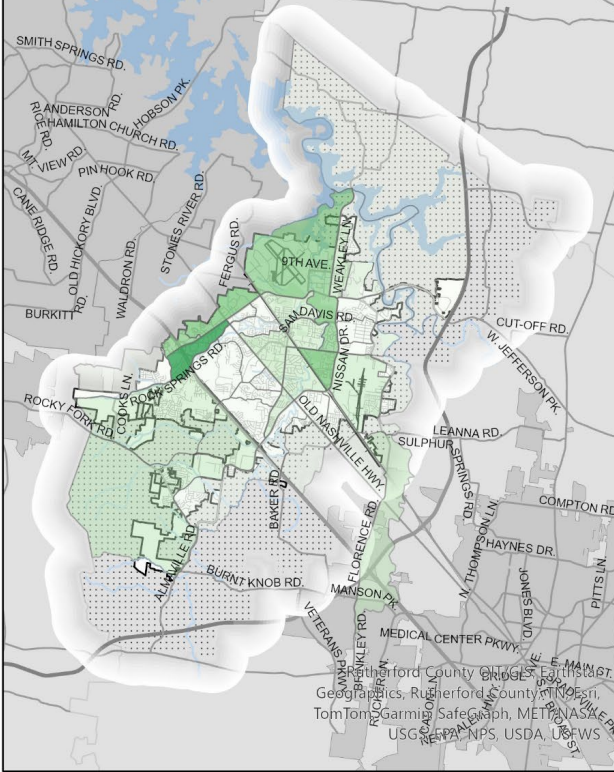
0-15 min



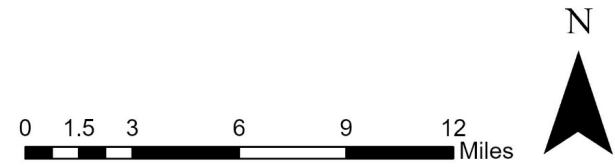
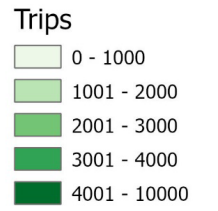
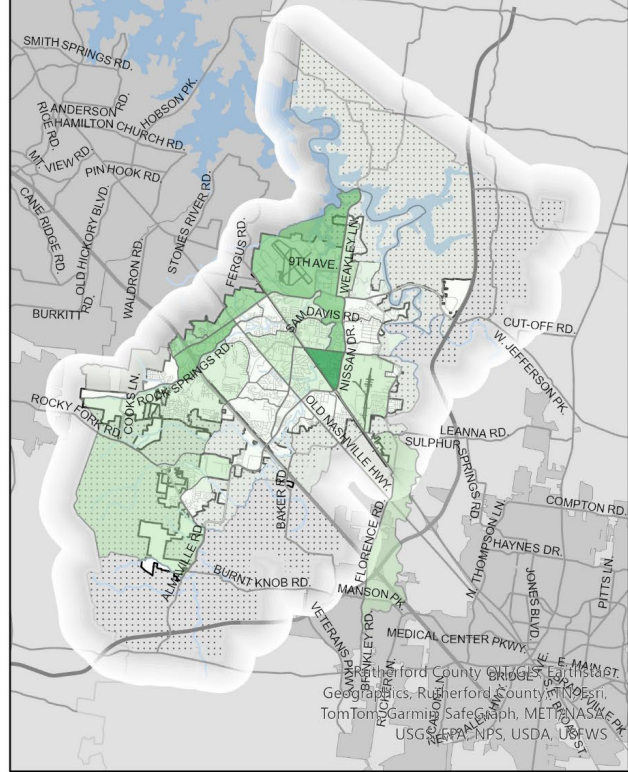
15-30 min



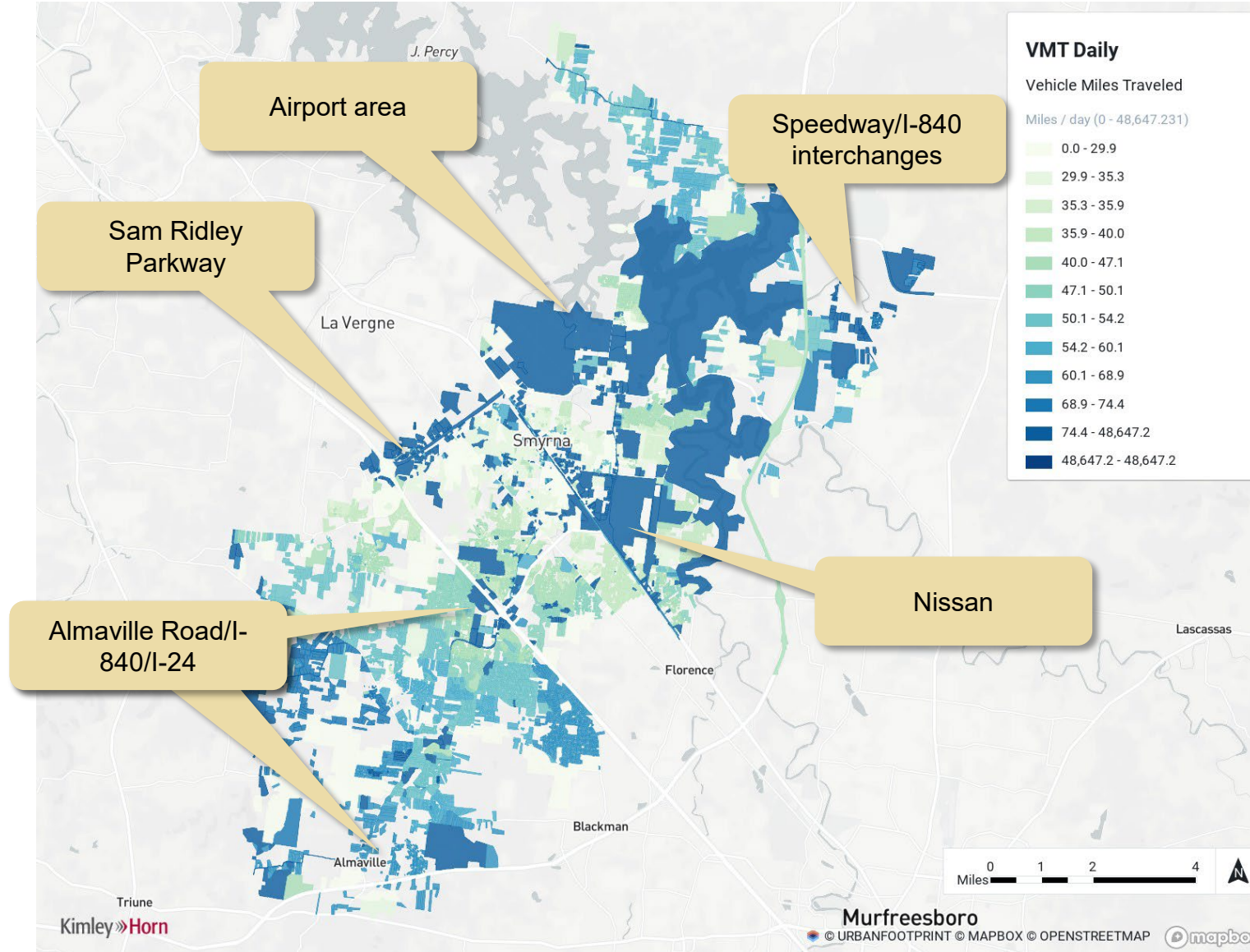
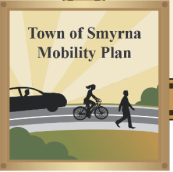
30-45 min



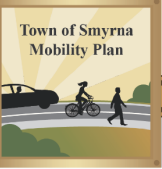
>45 min



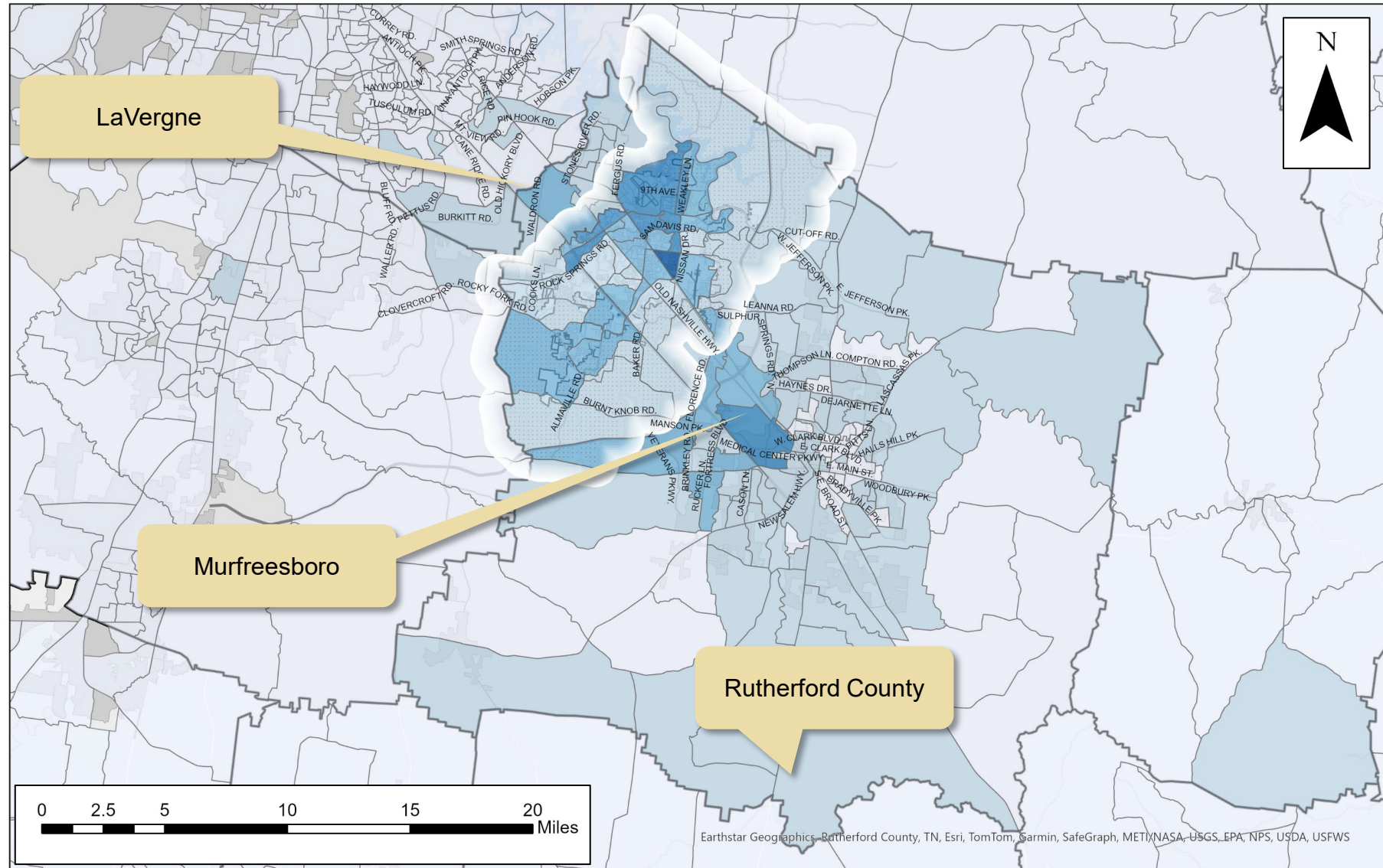
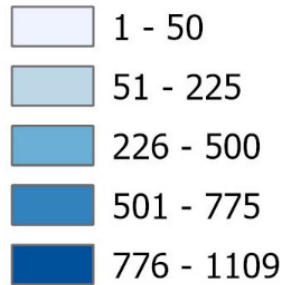
# Vehicle Miles Traveled



# Work Trip Origins



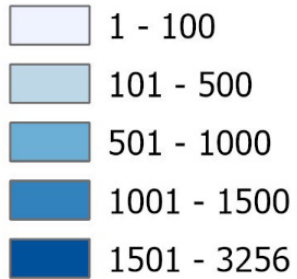
## Origin of Work Trips that End in Smyrna



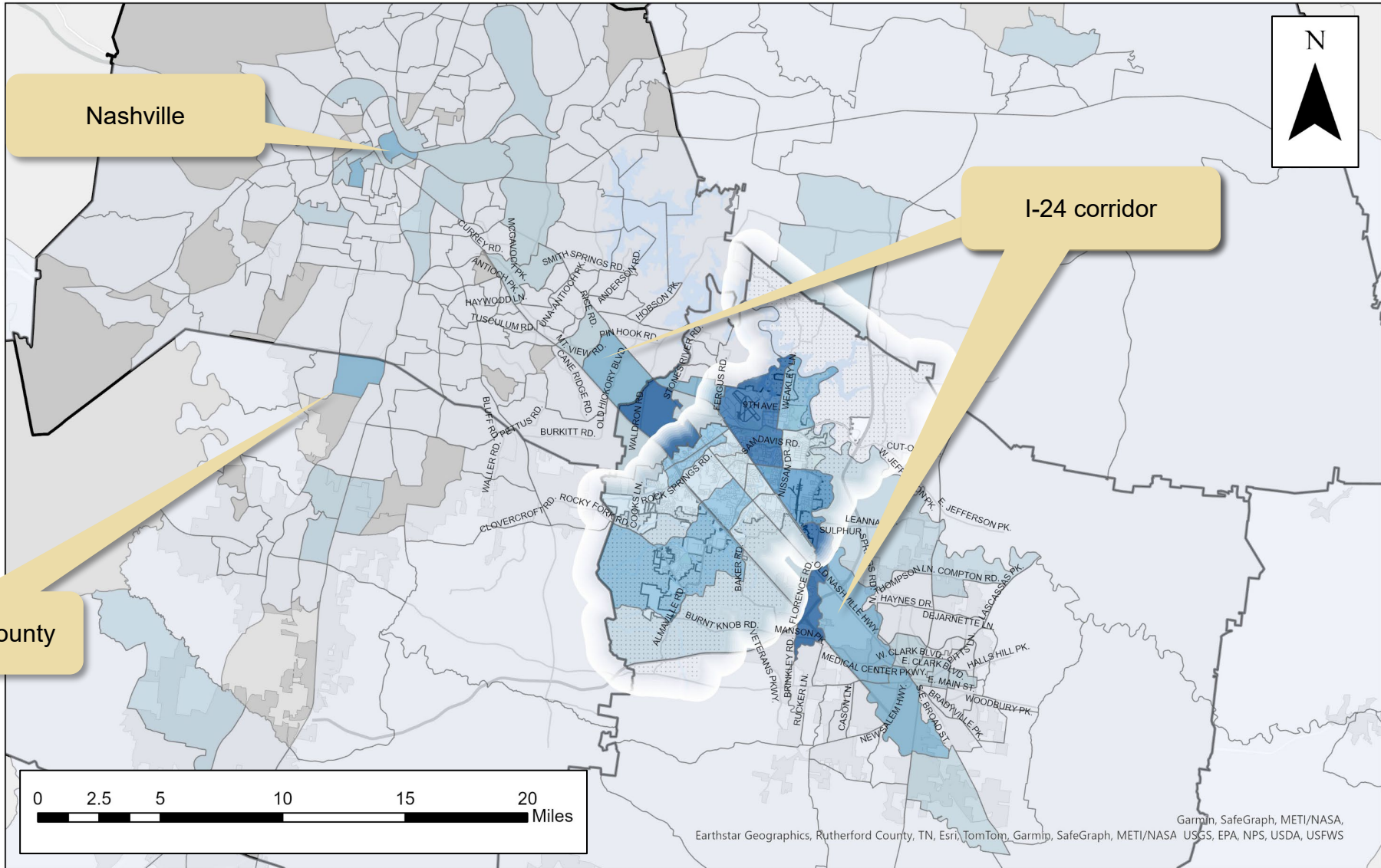
# Work Trip Destinations



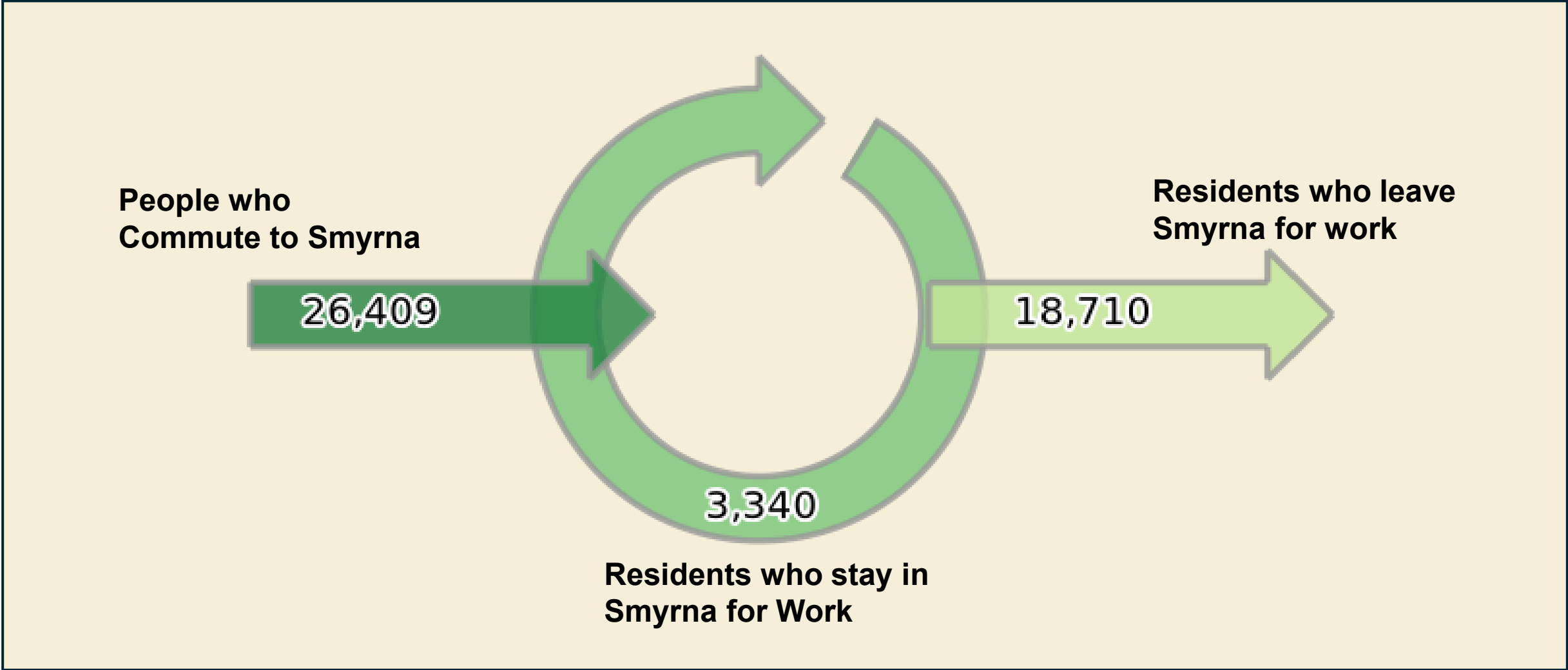
## Destination of Work Trips that Start in Smyrna



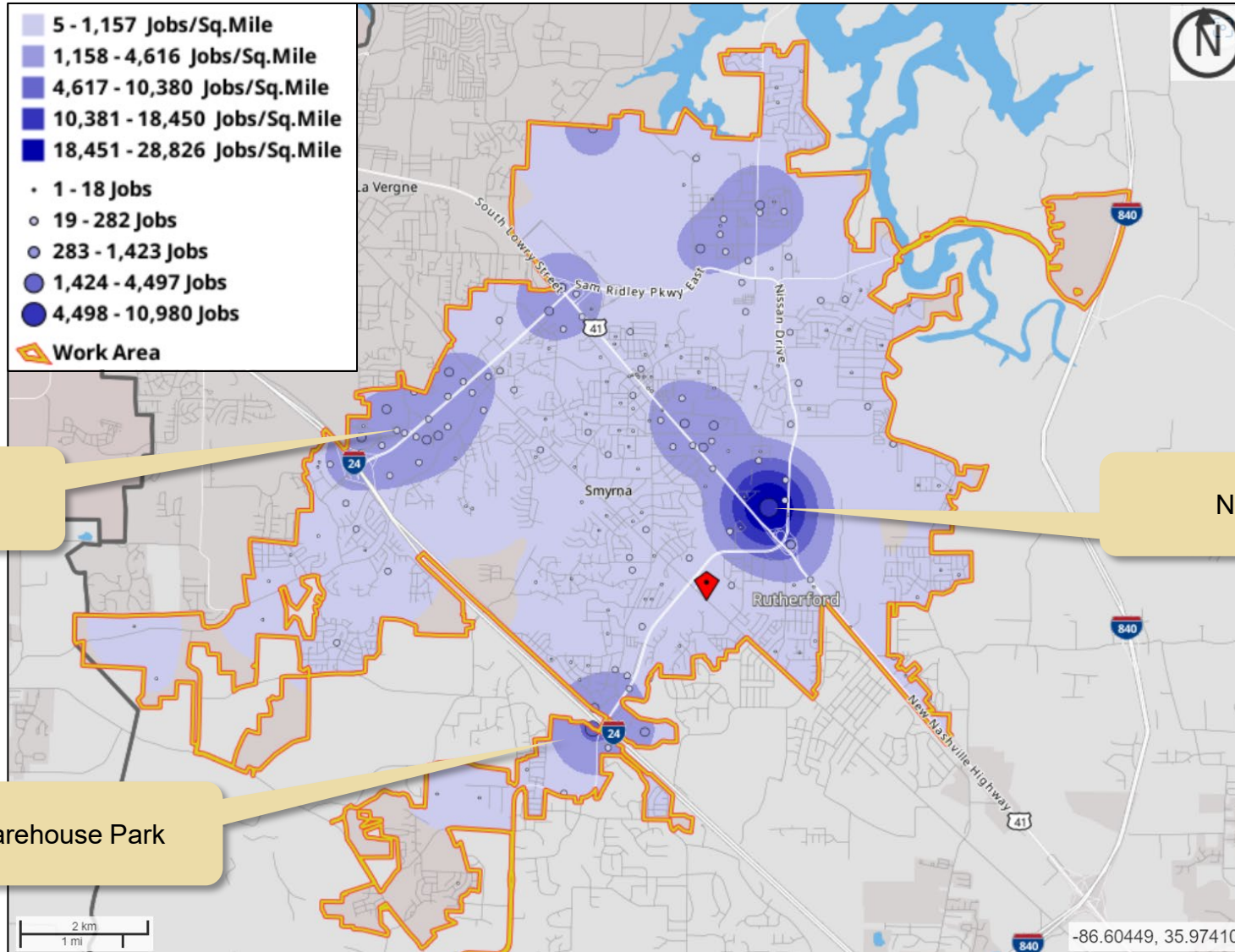
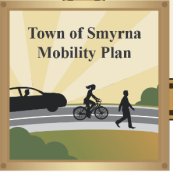
Williamson County



# Census on the Map



# Census on the Map



# Street Network

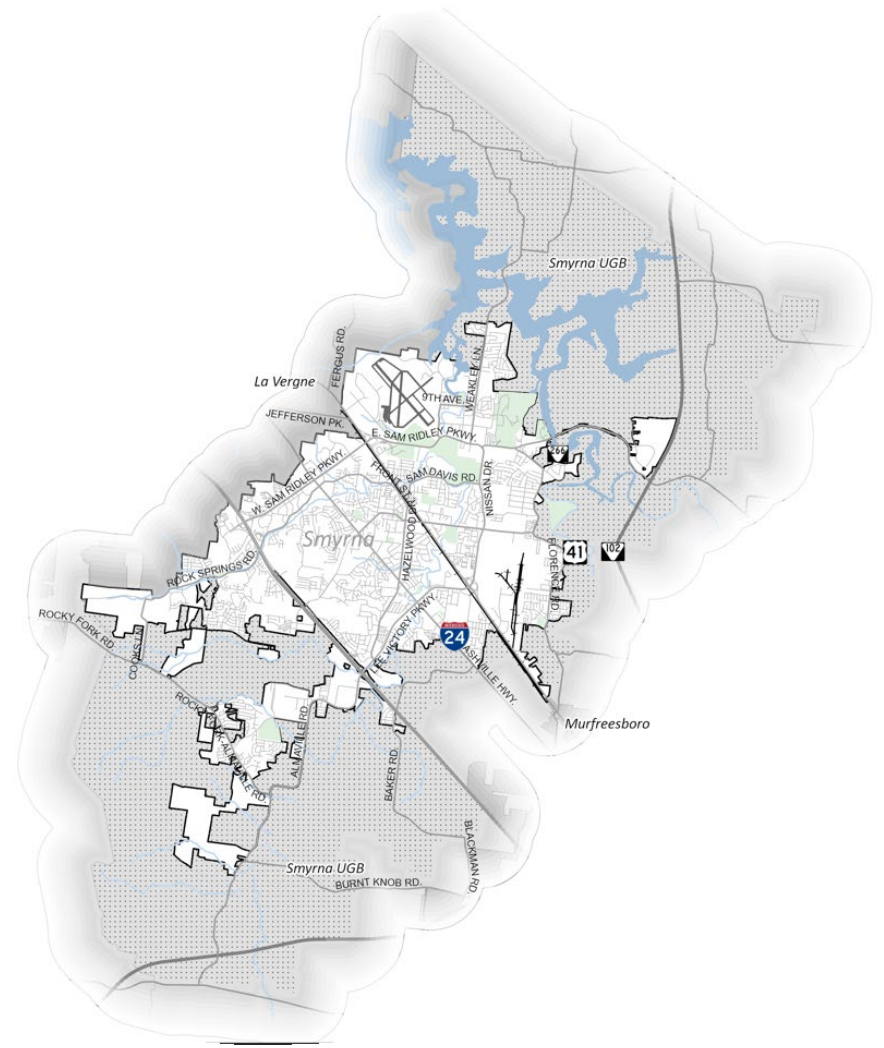
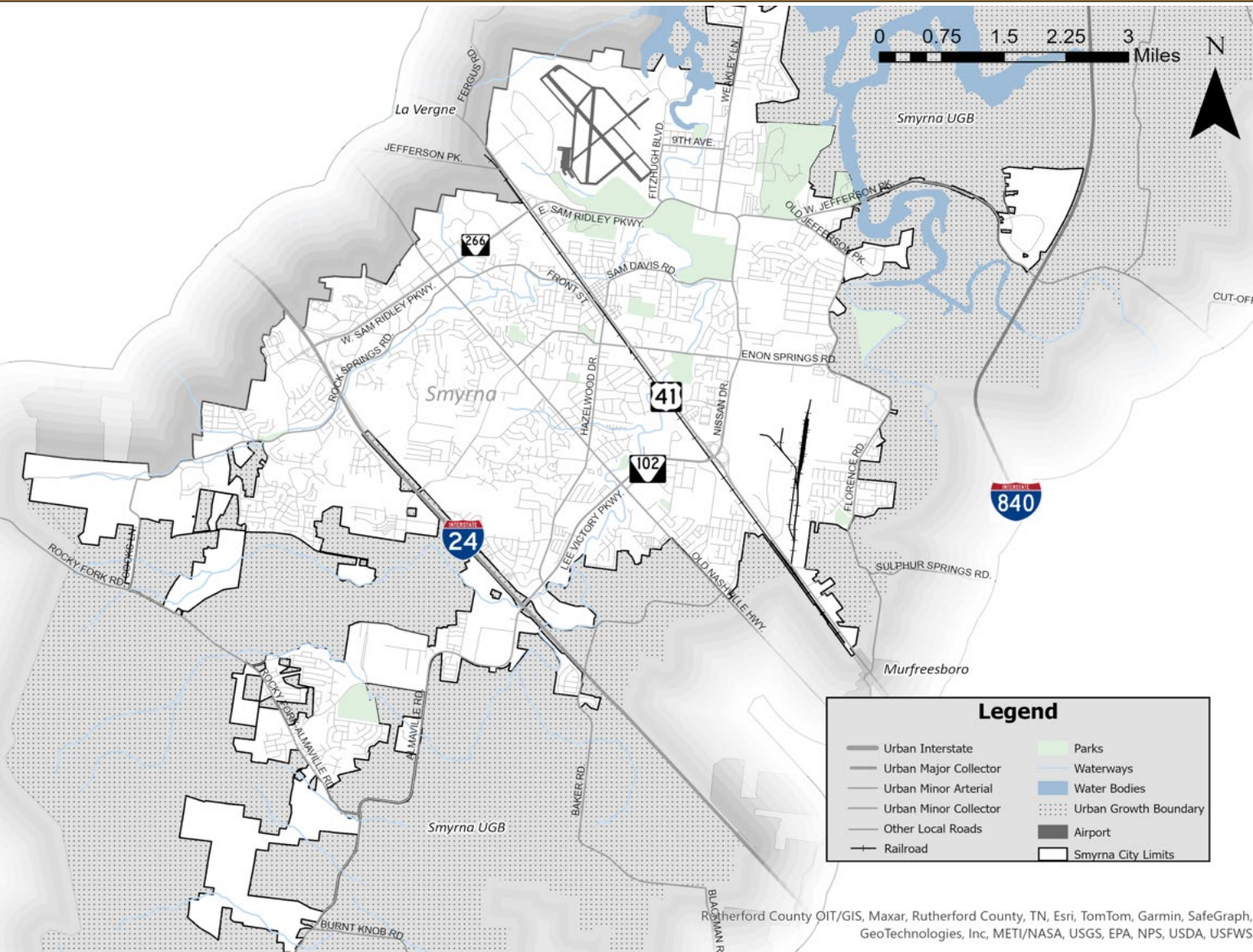
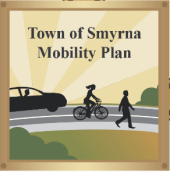
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- Existing network
- Existing volumes and volume to capacity ratio
- Planned and programmed improvements
- Congestion

# Key Takeaways

- Existing congestion hotspots
  - Sam Ridley (worst)
  - Old Nashville Highway (especially at Sam Ridley)
  - Almaville Road/Lee Victory at I-24
  - Weakley Lane
  - Sulphur Springs Road
- Most of Smyrna's thoroughfares are projected to be congested by 2045

# Existing Road Network



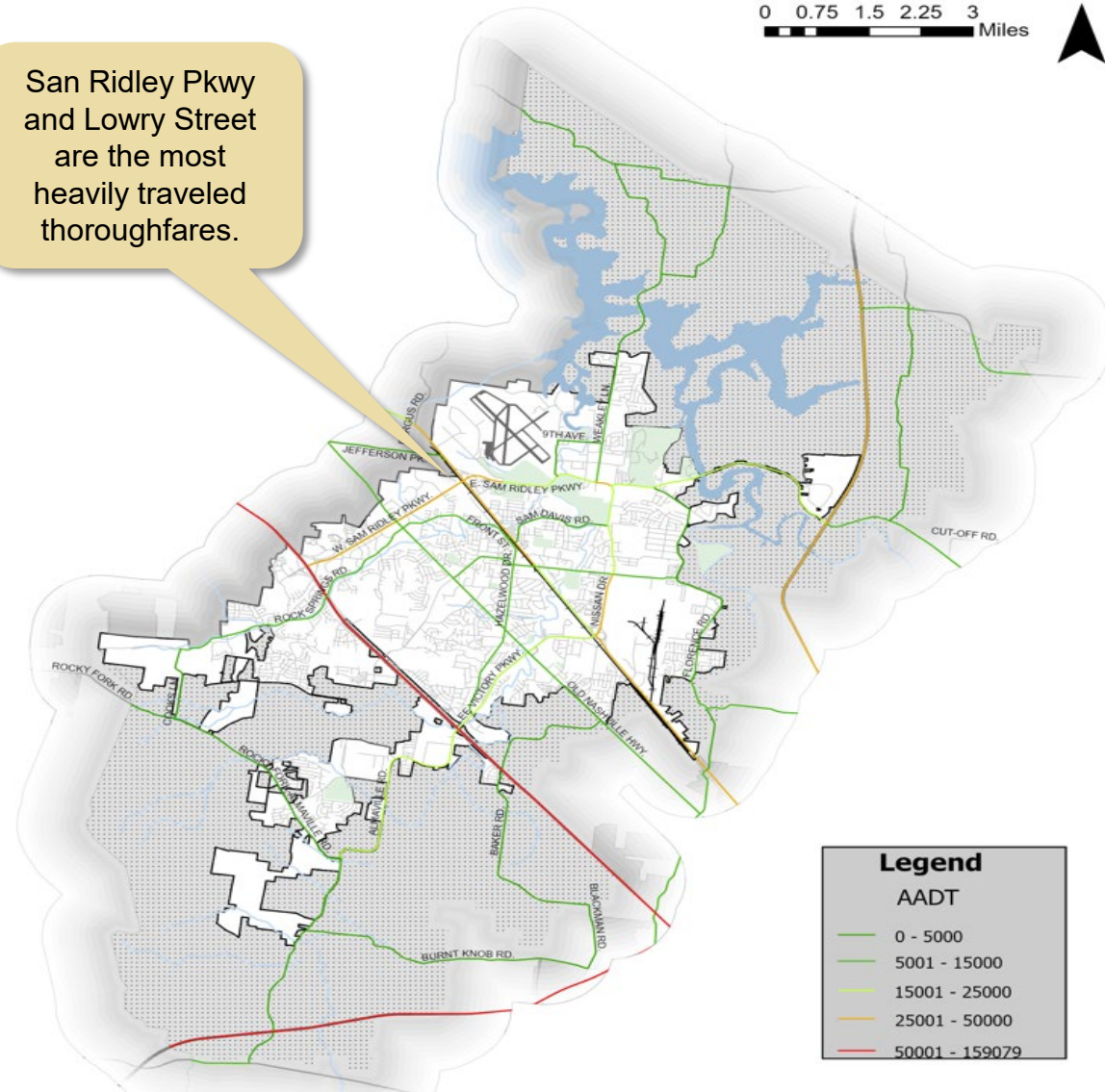
Legend			
	Urban Interstate		Parks
	Urban Major Collector		Waterways
	Urban Minor Arterial		Water Bodies
	Urban Minor Collector		Urban Growth Boundary
	Other Local Roads		Airport
	Railroad		Smyrna City Limits

Rutherford County OIT/GIS, Maxar, Rutherford County, TN, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS

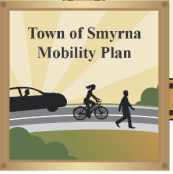
# Existing Volumes

- Existing volumes for major Smyrna roads, measured in Average Annual Daily Traffic (AADT) from TDOT (2023)

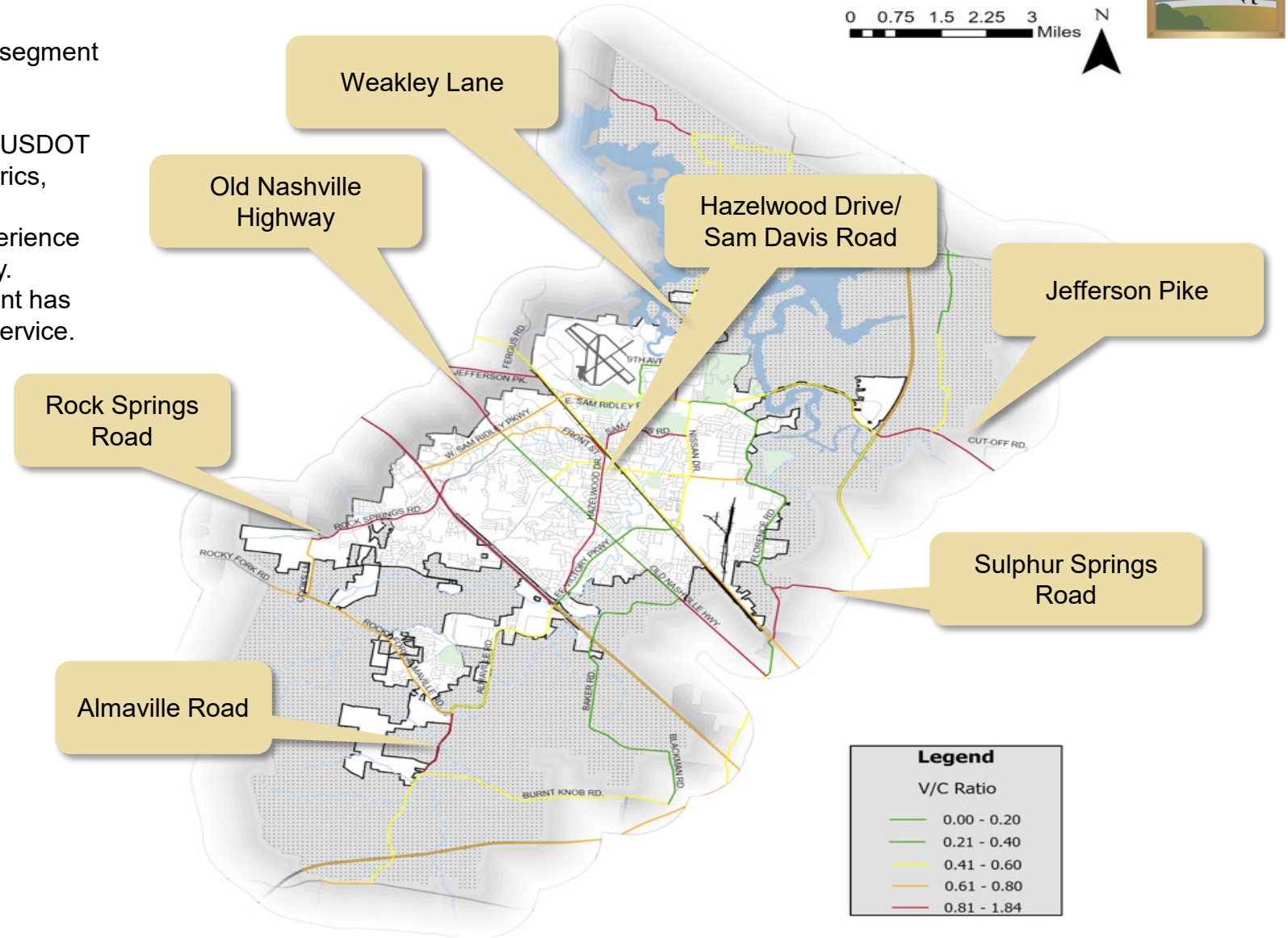
San Ridley Pkwy and Lowry Street are the most heavily traveled thoroughfares.



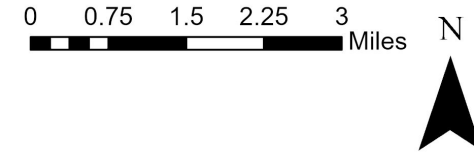
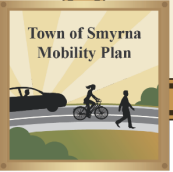
# Volume to Capacity Ratio



- Volume to capacity (or V/C) is a measure of how well a segment of roadway can handle the amount of traffic it receives.
- Existing volumes / capacity of roadway
- Capacity for a roadway segment is determined through USDOT FHWA standards based on road classifications, geometrics, vehicle types, speed, and terrain.
- V/C at or greater than 0.85 shows that vehicle may experience significant delays as the traffic nears full design capacity.
- V/C greater than 1 shows that traffic on the road segment has exceeded design capacity, thus a “F” or failing level of service.

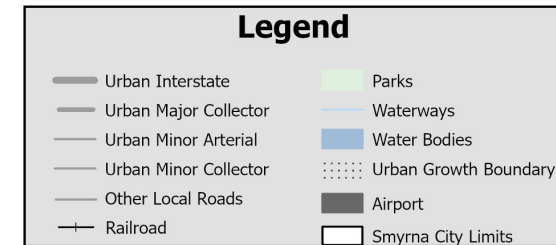
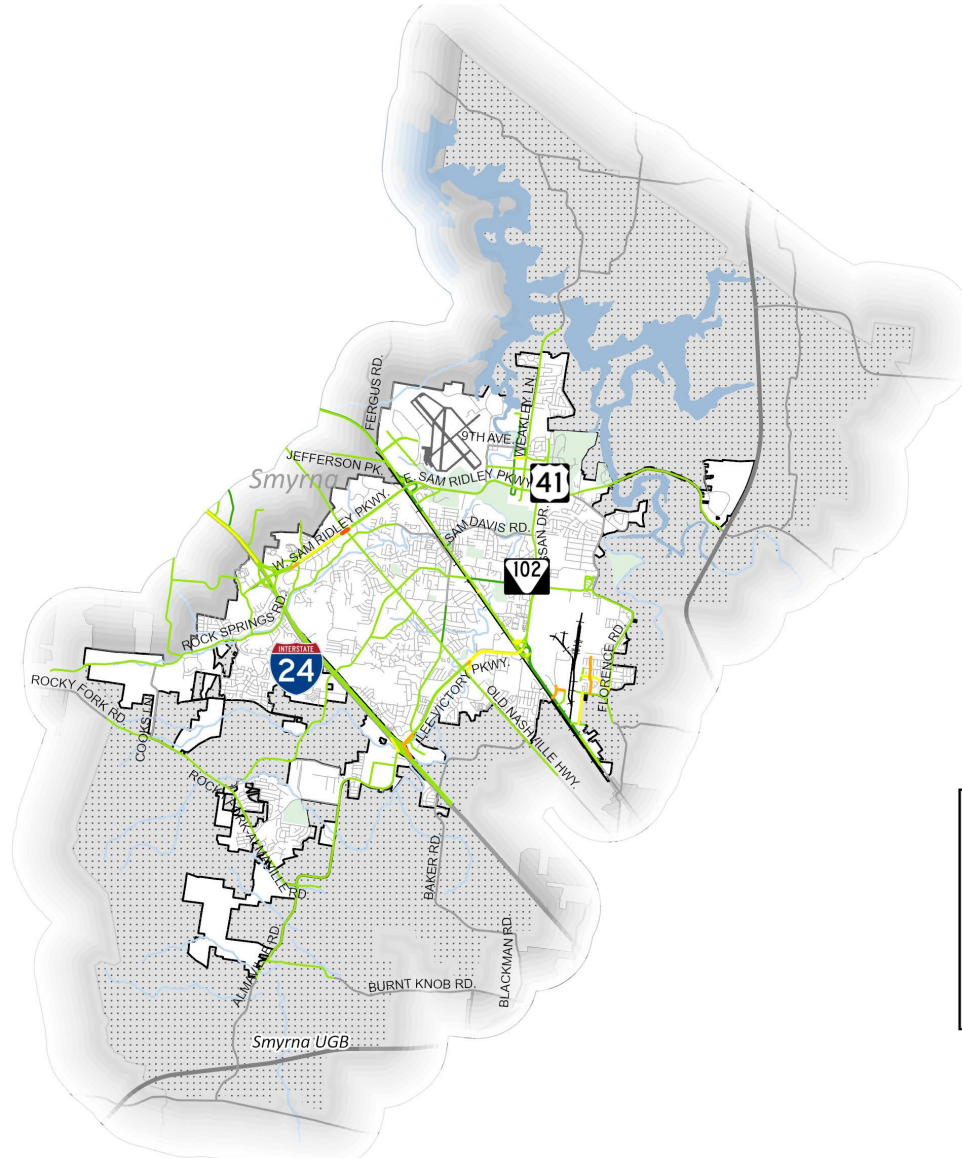


# Congestion AM



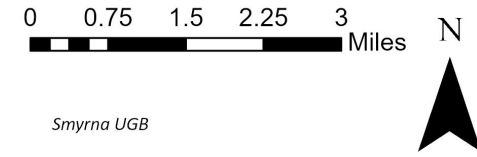
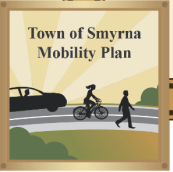
## Legend: Percent of Free Flow Speed

- <= 65%
- 65% - 75%
- 75% - 85%
- 85% - 100%
- >100%



Source: RTIS; INRIX

# Congestion PM



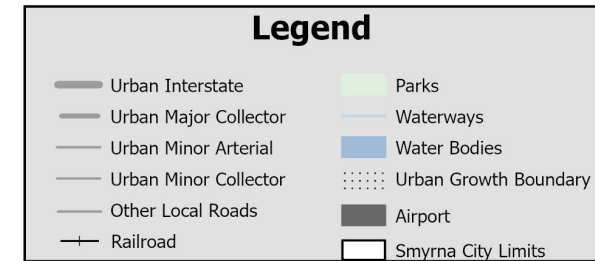
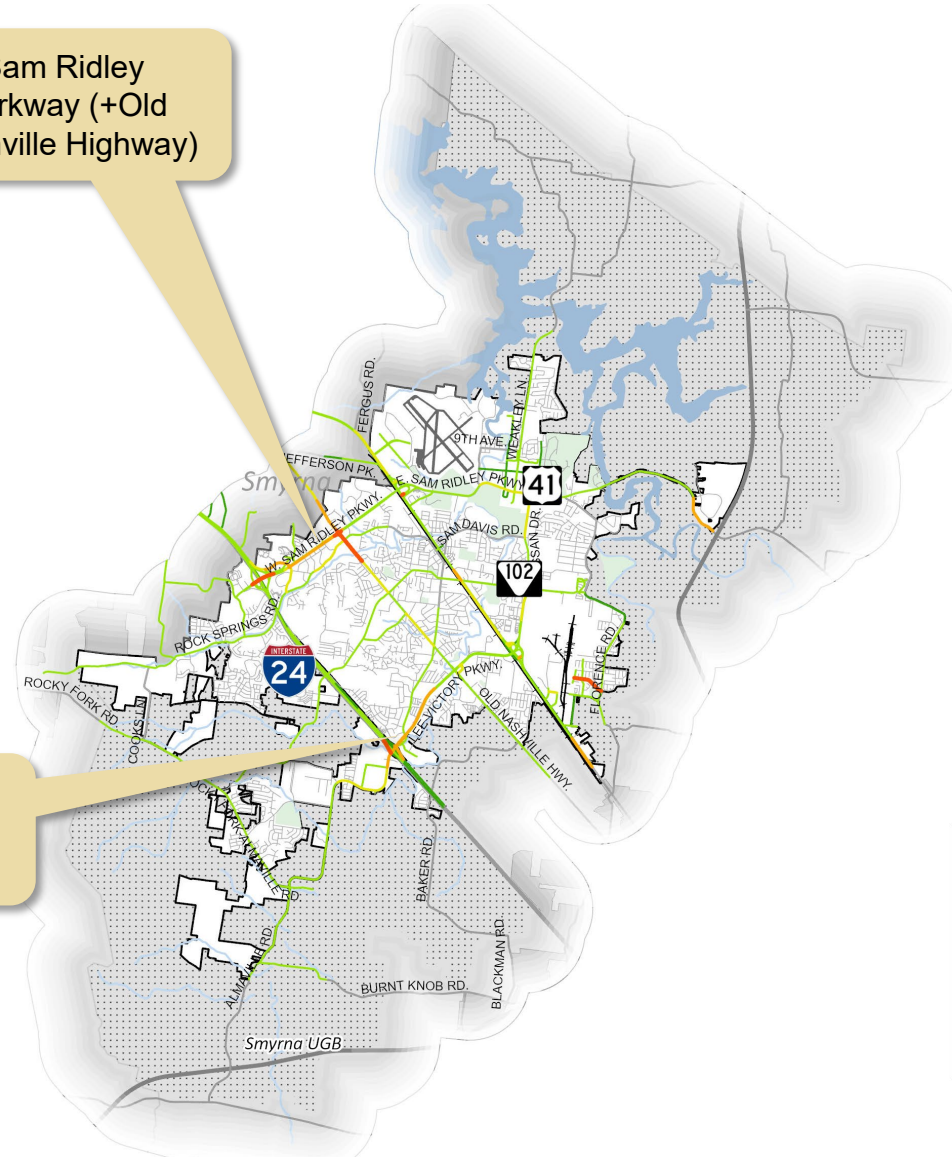
Smyrna UGB

## Legend: Percent of Free Flow Speed

- <= 65%
- 65% - 75%
- 75% - 85%
- 85% - 100%
- >100%

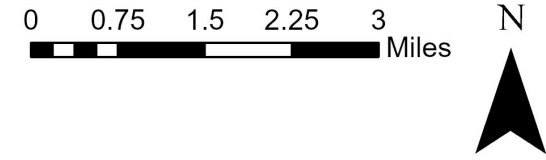
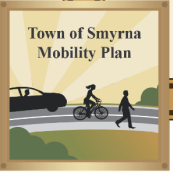
Sam Ridley Parkway (+Old Nashville Highway)

Lee Victory Parkway/Almaville Road



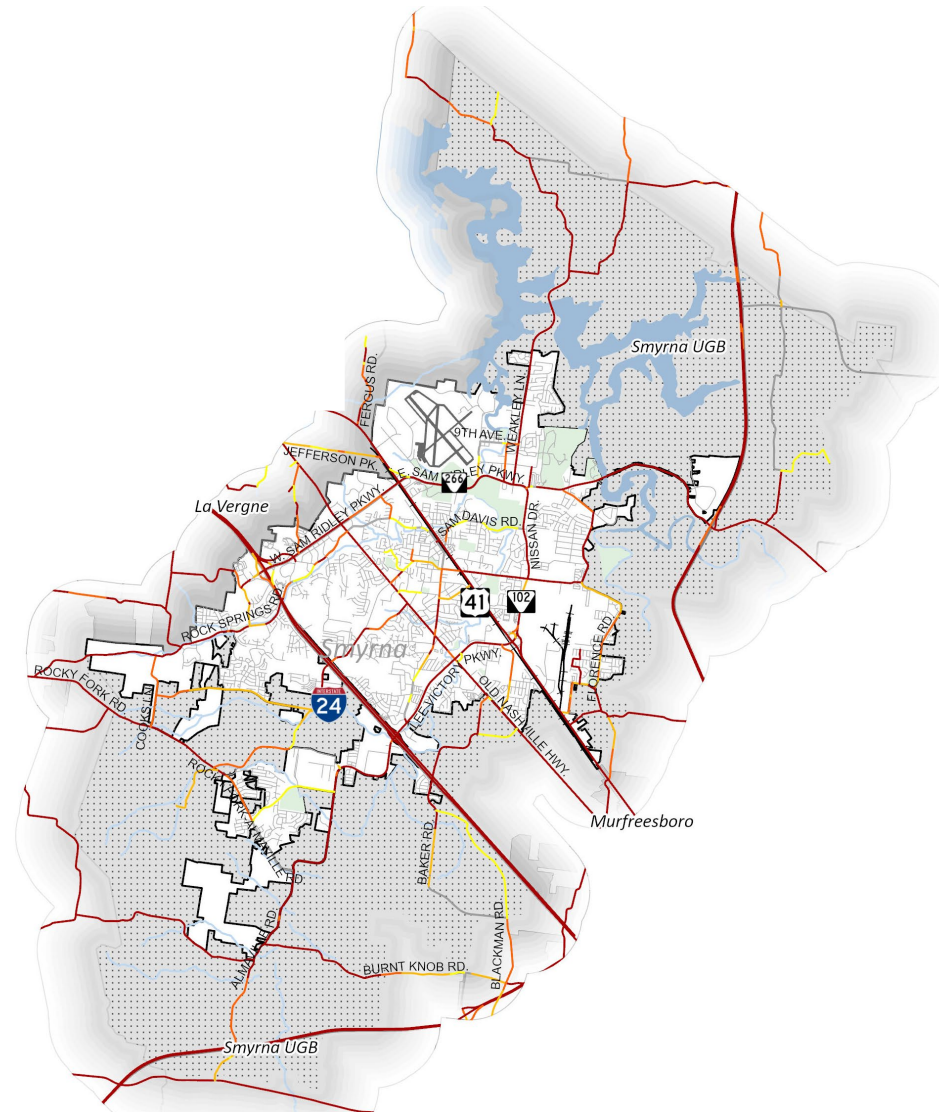
Source: RTIS; INRIX

# Projected Congestion

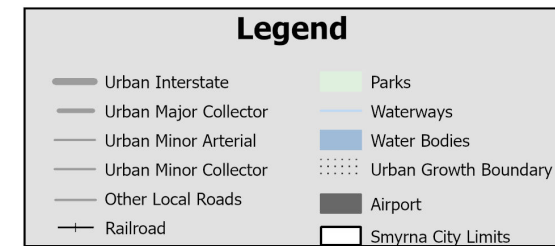


## Legend

- 2017
- 2025
- 2035
- 2045
- <all other values>



- 219.8 total miles studied
- 161.1 miles already congested
  - 73.3%
- 28.6 more miles congested by year 2025
  - 86.3%



Source: GNRC

# Multimodal Mobility

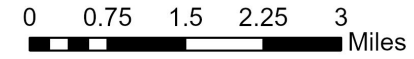
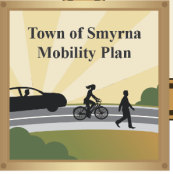
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- Existing Infrastructure
- Level of Traffic Stress
- Walk Times

# Key Takeaways

- Limited multimodal infrastructure
- Sidewalk network is disconnected
  - Many subdivisions have sidewalks, but connecting thoroughfares do not
- Neighborhood streets are low stress
  - But lack connectivity (throughfares are high stress)
- Historic population is within walking distance to schools

# Existing Infrastructure

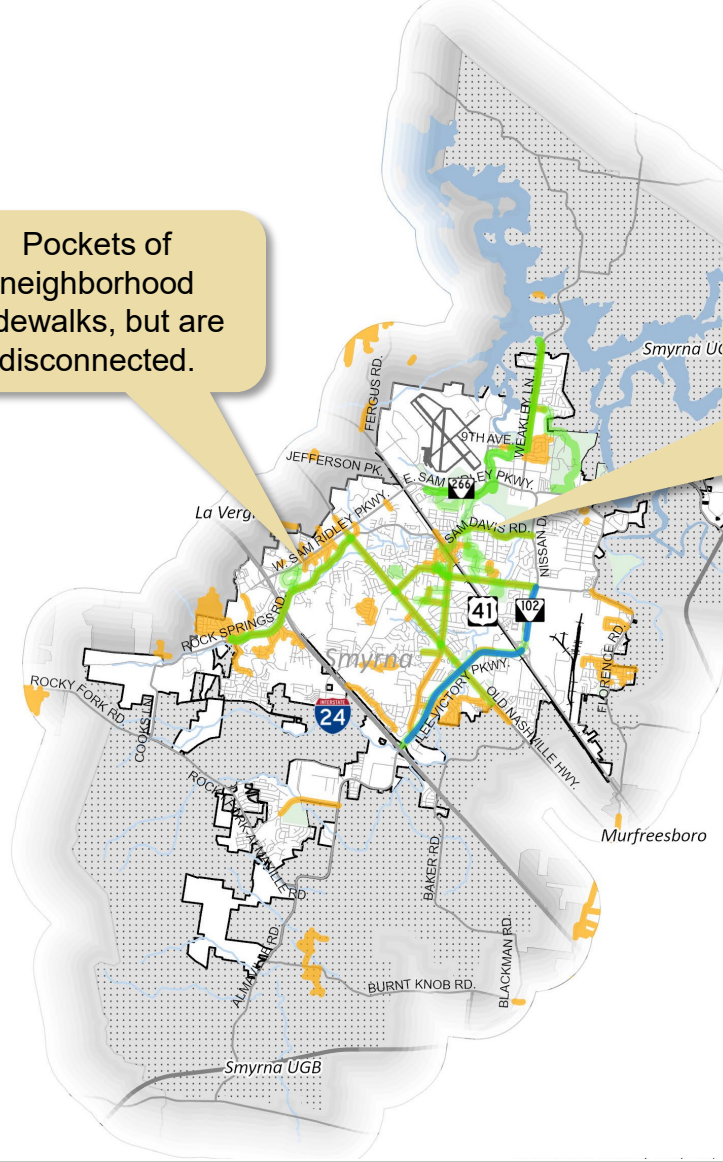


## Legend

- Bike\_Lanes
- Greenway
- Sidewalks

Pockets of neighborhood sidewalks, but are disconnected.

Many thoroughfares have wider sidewalks, but very few standalone greenways.

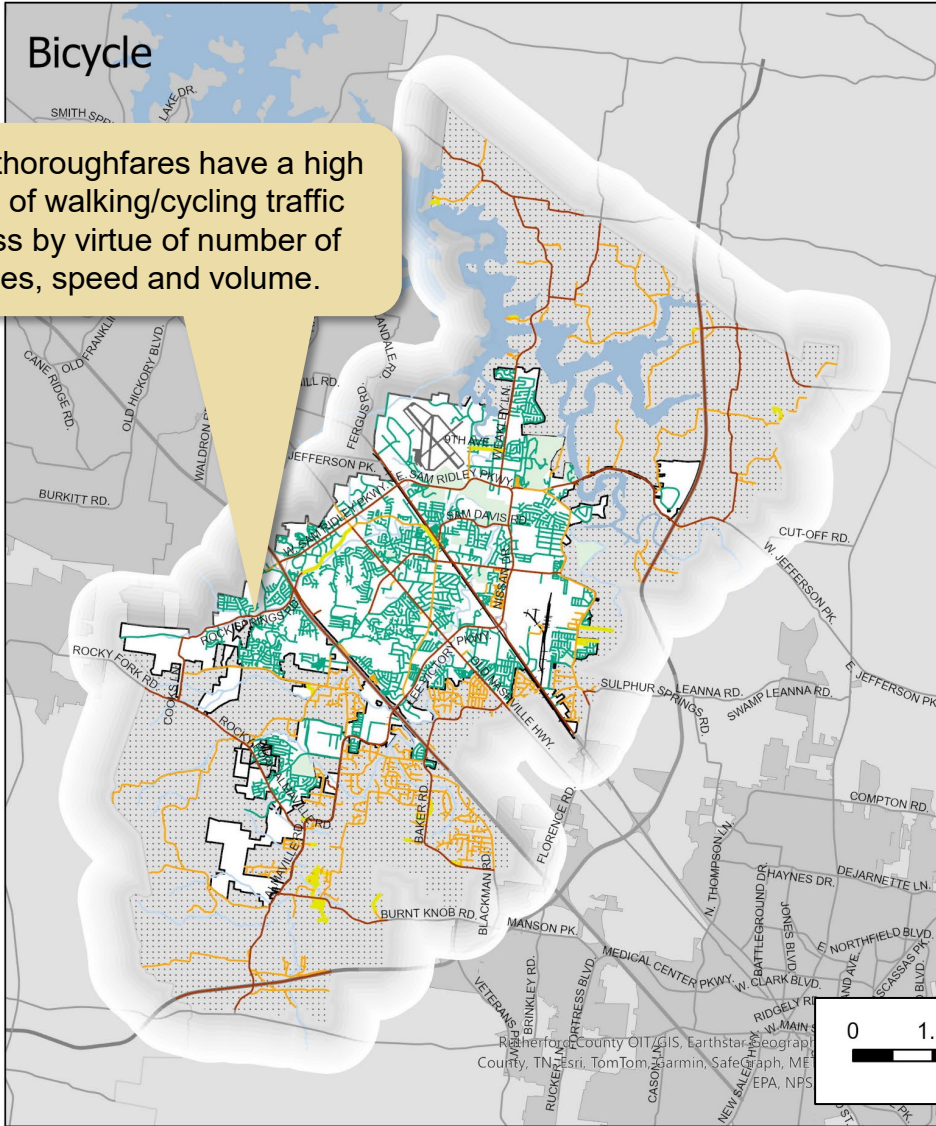
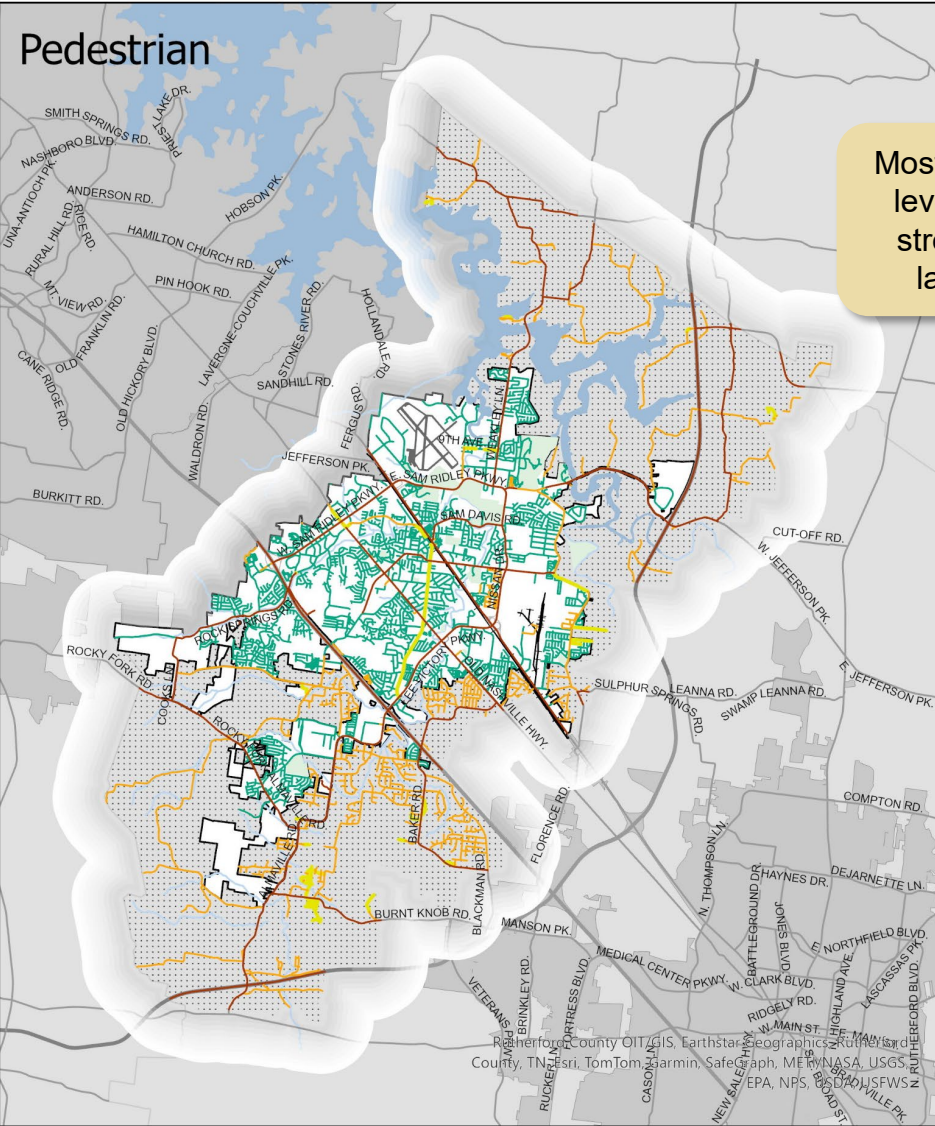
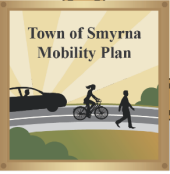


### Legend

<span style="color: grey;">—</span> Urban Interstate	<span style="color: lightgreen;">—</span> Parks
<span style="color: grey;">—</span> Urban Major Collector	<span style="color: lightblue;">—</span> Waterways
<span style="color: grey;">—</span> Urban Minor Arterial	<span style="color: blue;">—</span> Water Bodies
<span style="color: grey;">—</span> Urban Minor Collector	<span style="border: 1px dotted grey;"> </span> Urban Growth Boundary
<span style="color: grey;">—</span> Other Local Roads	<span style="background-color: grey; color: black;"> </span> Airport
<span style="color: black;">—+—</span> Railroad	<span style="border: 1px solid black;"> </span> Smyrna City Limits

Rutherford County OIT/GIS, Maxar, Rutherford County, TN, Esri, TomTom, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA, USFWS

# Level of Traffic Stress



Most thoroughfares have a high level of walking/cycling traffic stress by virtue of number of lanes, speed and volume.

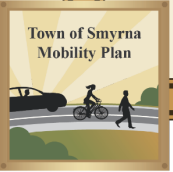
## Level of Traffic Stress

- PLTS 1
- PLTS 2
- PLTS 3
- PLTS 4
- <all other values>

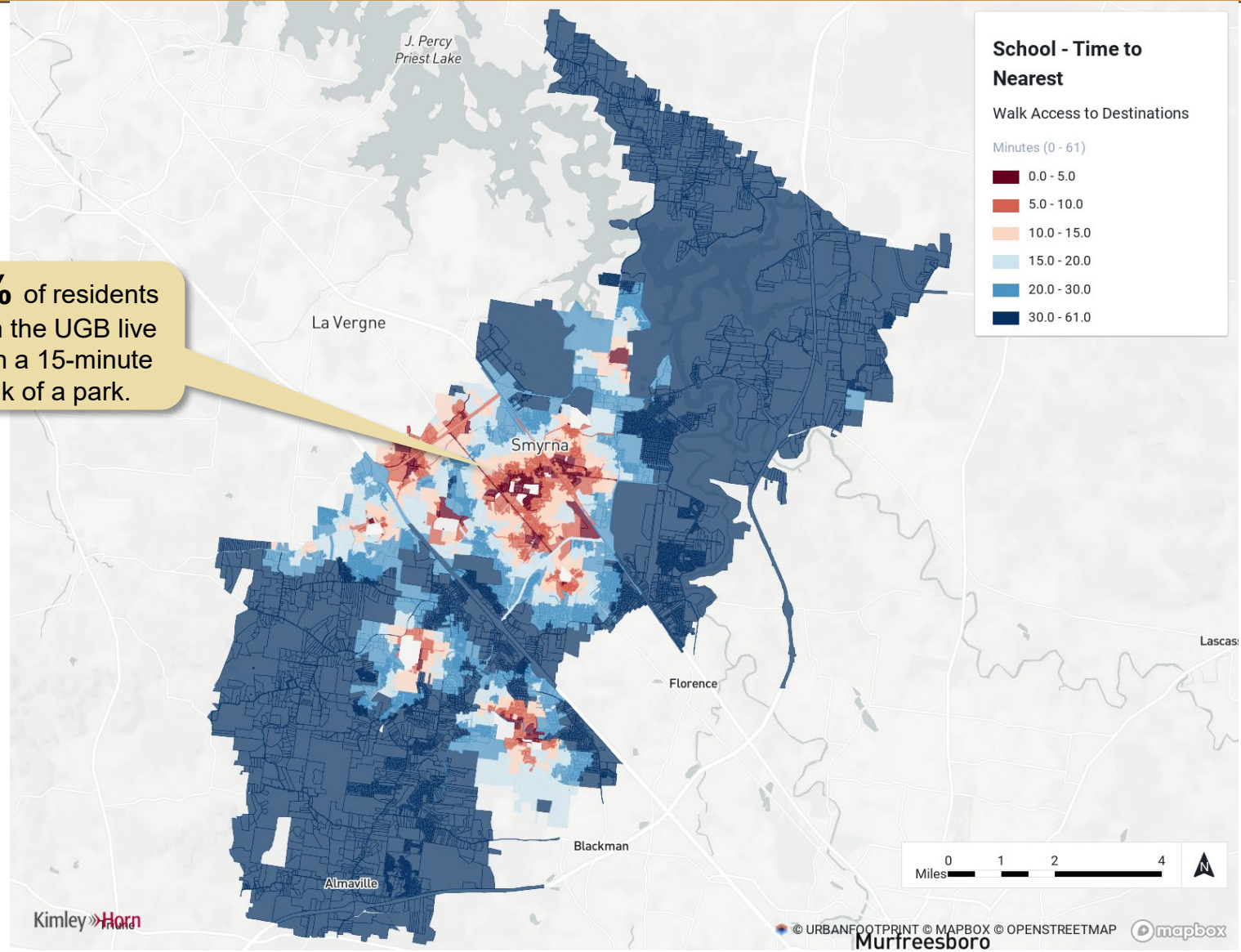


Roanoke County OIT/GIS, Earthstar Geographics, Roanoke County, TN, Esri, TomTom, Garmin, SafeGraph, MEAR, NASA, USGS, EPA, NPS, etc.

# Walk Time to Nearest School

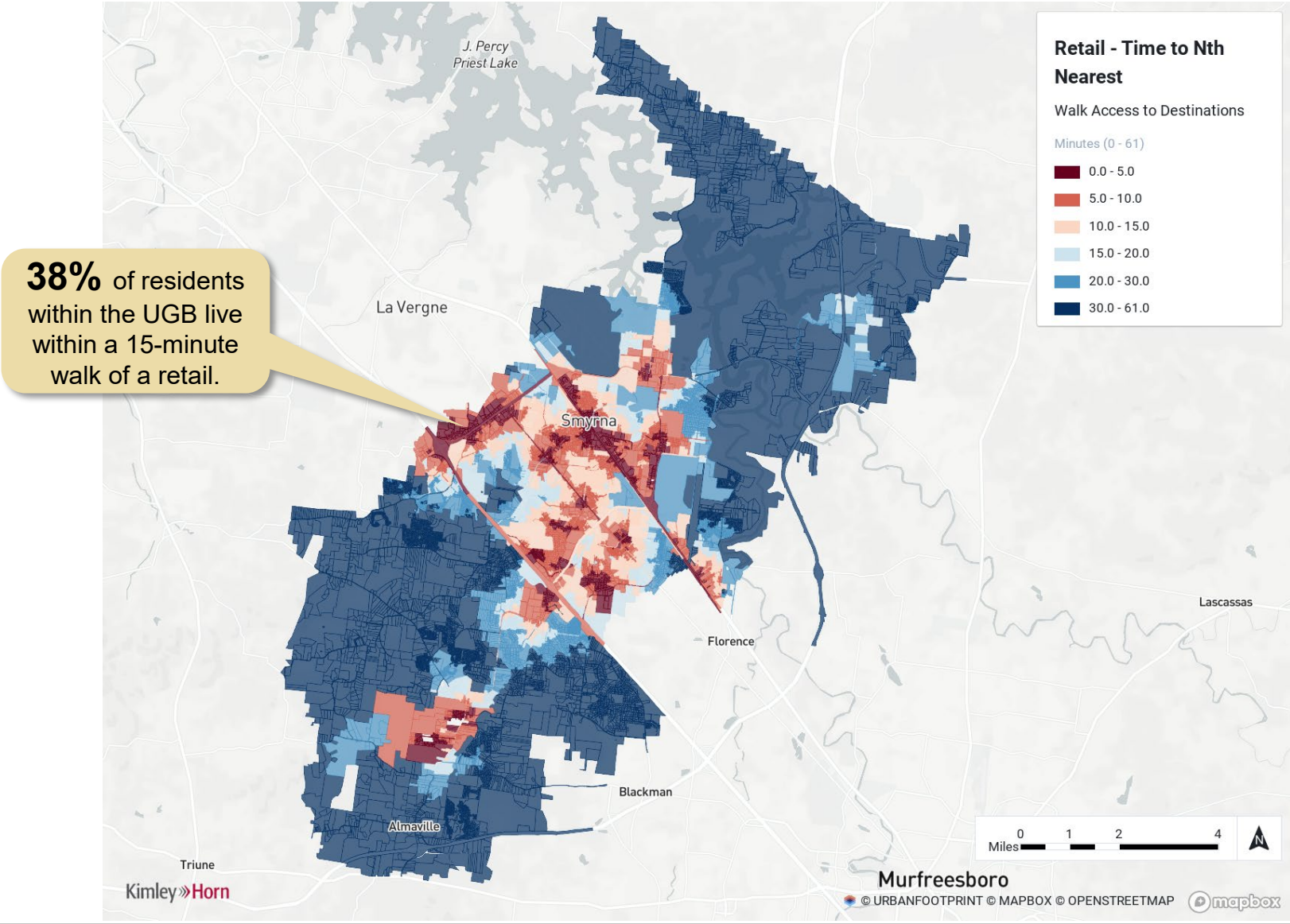
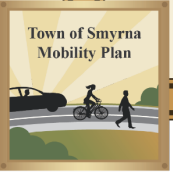


**22%** of residents within the UGB live within a 15-minute walk of a park.



Source: UrbanFootprint

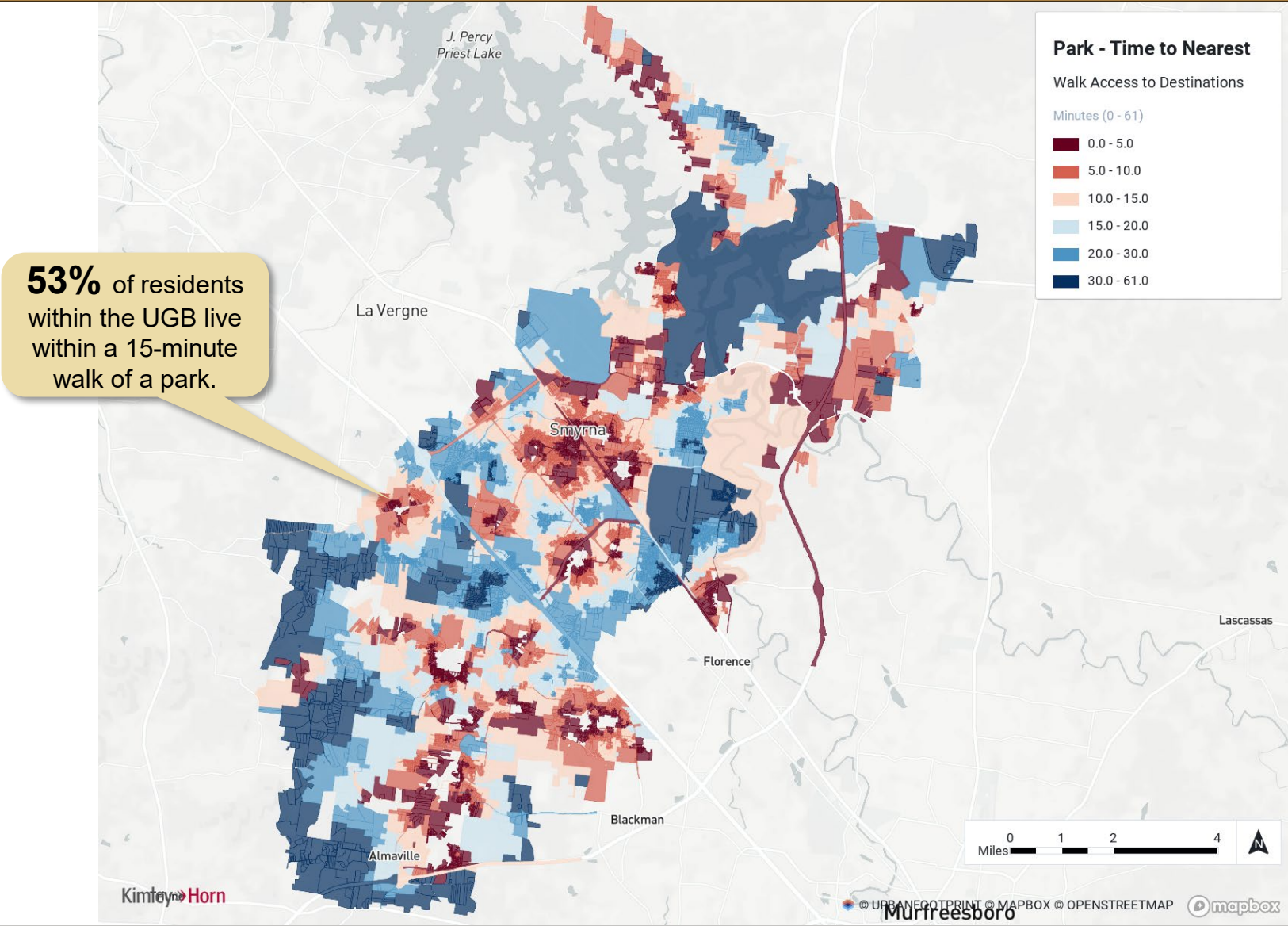
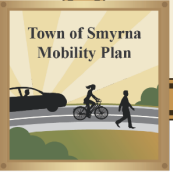
# Walk Time to Nearest Retail Store



Source: UrbanFootprint

Kimley»Horn

# Walk Time to Nearest Park



Source: UrbanFootprint

Kimley-Horn

# Safety

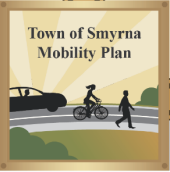
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- Vehicle Crashes
- High Crash intersections
- Bicycle and Pedestrian Crashes

# Key Takeaways

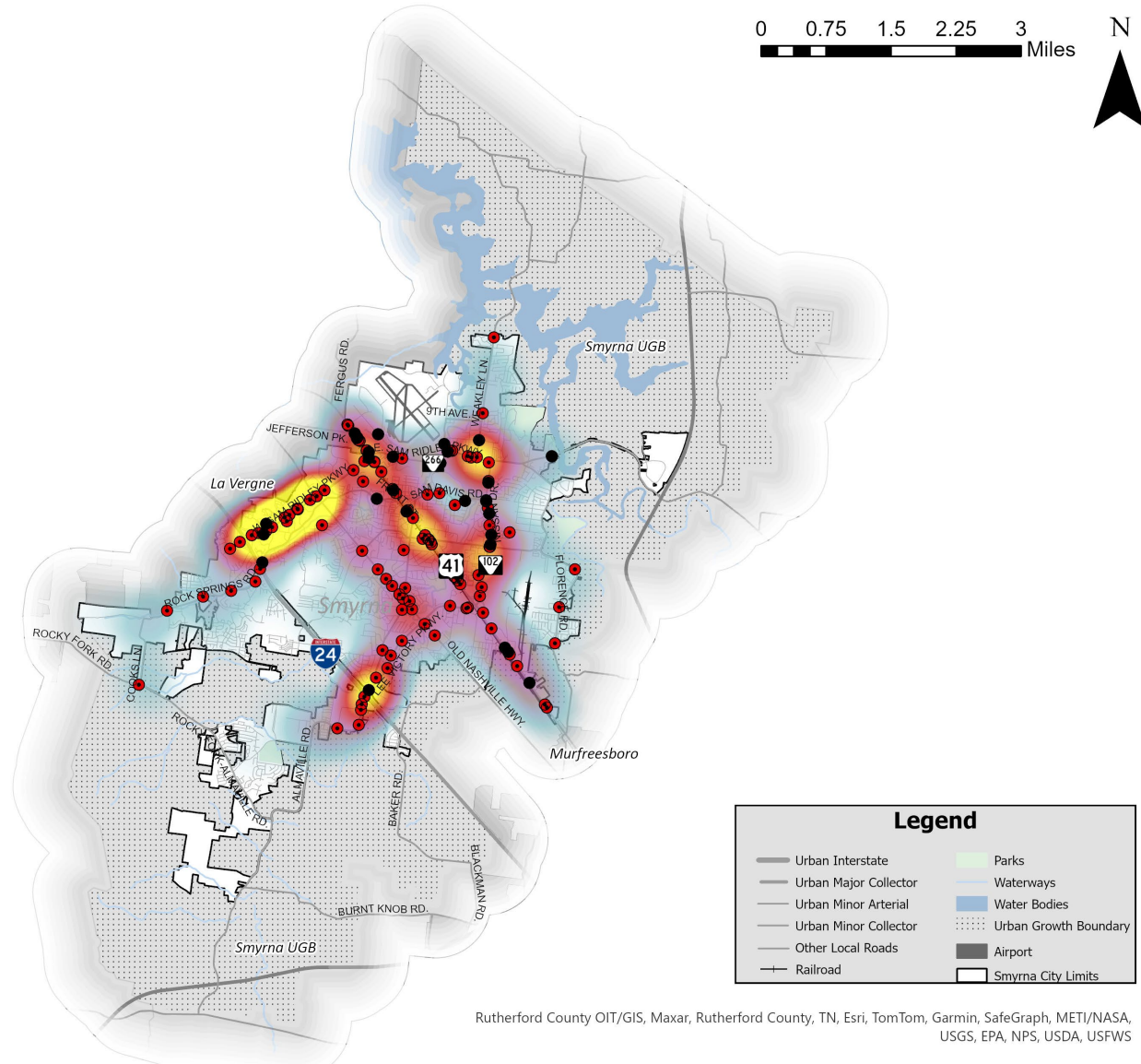
- Crash hotspots
  - Sam Ridley – multiple locations
  - Weakley Lane
  - Almaville Road/Lee Victory Pkwy
  - Lowry Street
- Relatively low crash rate for bicycles/pedestrians
  - Probably a function of less walking and cycling

# Vehicle Crashes (2019-22)

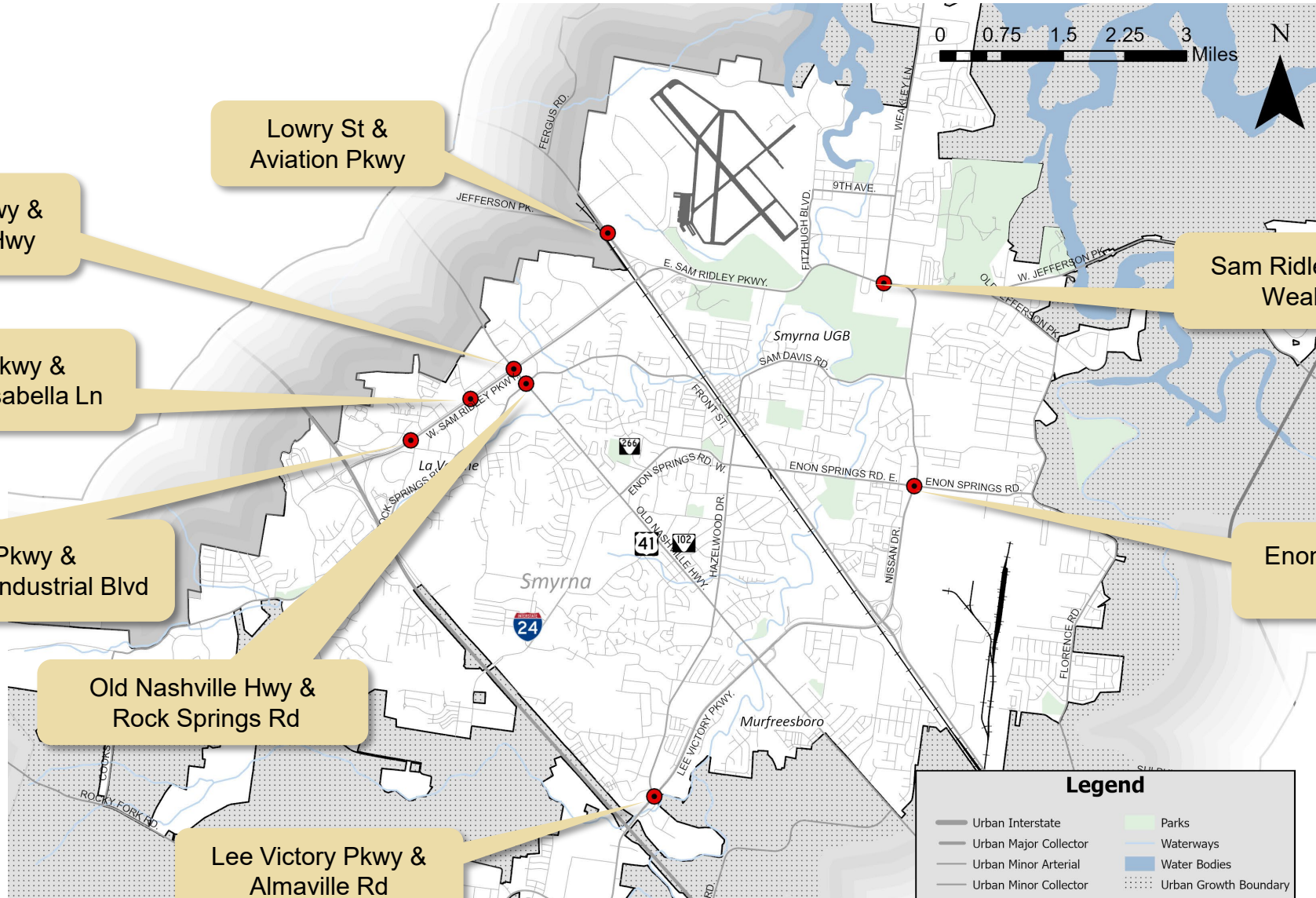
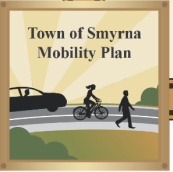


**Crash Type**  
 Fatal: 29  
 Serious Injury: 127  
 Total Crashes: 5,875

- Type of Crash**
- Fatal Crash (K)
  - Suspected Serious Injury (A)
- Crash Density**
- Sparse
  - Dense



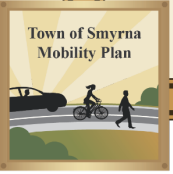
# High Crash Intersections



## Legend

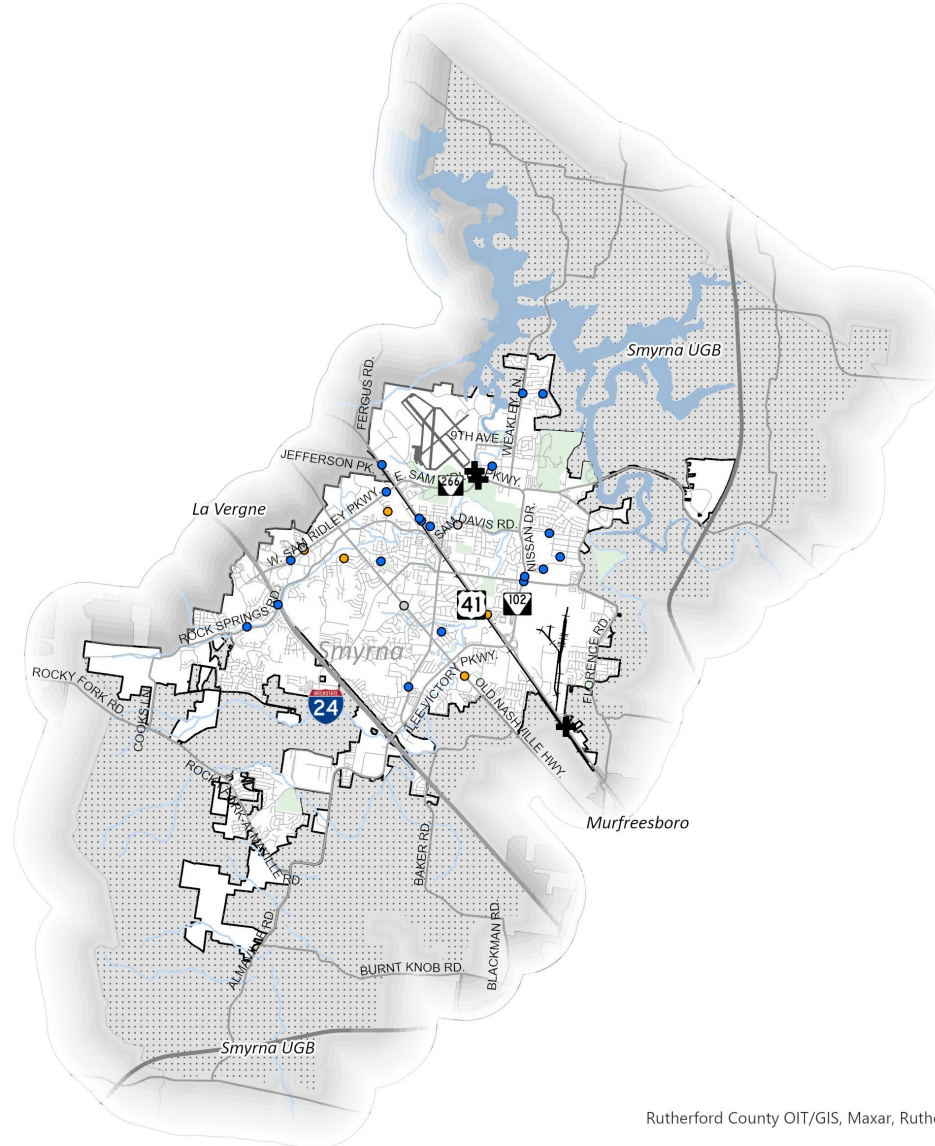
High Crash Intersections

# Bicycle and Pedestrian Crashes



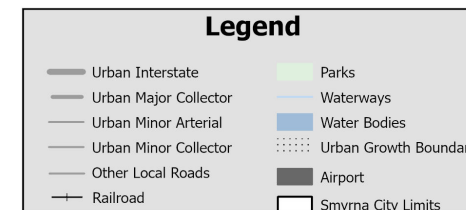
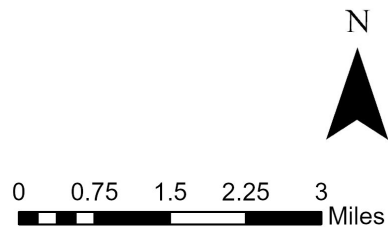
## Type of Crash

- (A) Suspected Serious Injury
- (B) Suspected Minor Injury
- (C) Possible Injury
- ⊕ (K) Fatal Injury
- No Injury



## Crash Type

Fatal: 3  
 Serious Injury: 6  
 Total Crashes: 32



Rutherford County OIT/GIS, Maxar, Rutherford County, TN, Esri, TomTom, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA, USFWS

# Freight and Goods Movement

---

- Trip Origins
- Freight Dependent Employment
- Freight Network

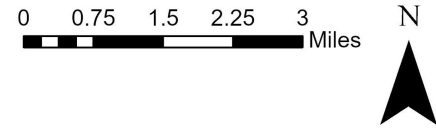
# Key Takeaways

- Freight/commercial truck clusters
  - Airport area
  - Sam Ridley Parkway
  - Nissan
  - Almadale at I-840
  - Lee Victory Parkway
- Major freight corridors
  - I-24
  - I-840
  - Sam Ridley
  - Jefferson Pike
  - Lee Victory
  - Nissan Drive

# Legend

## Freight Trip Origins

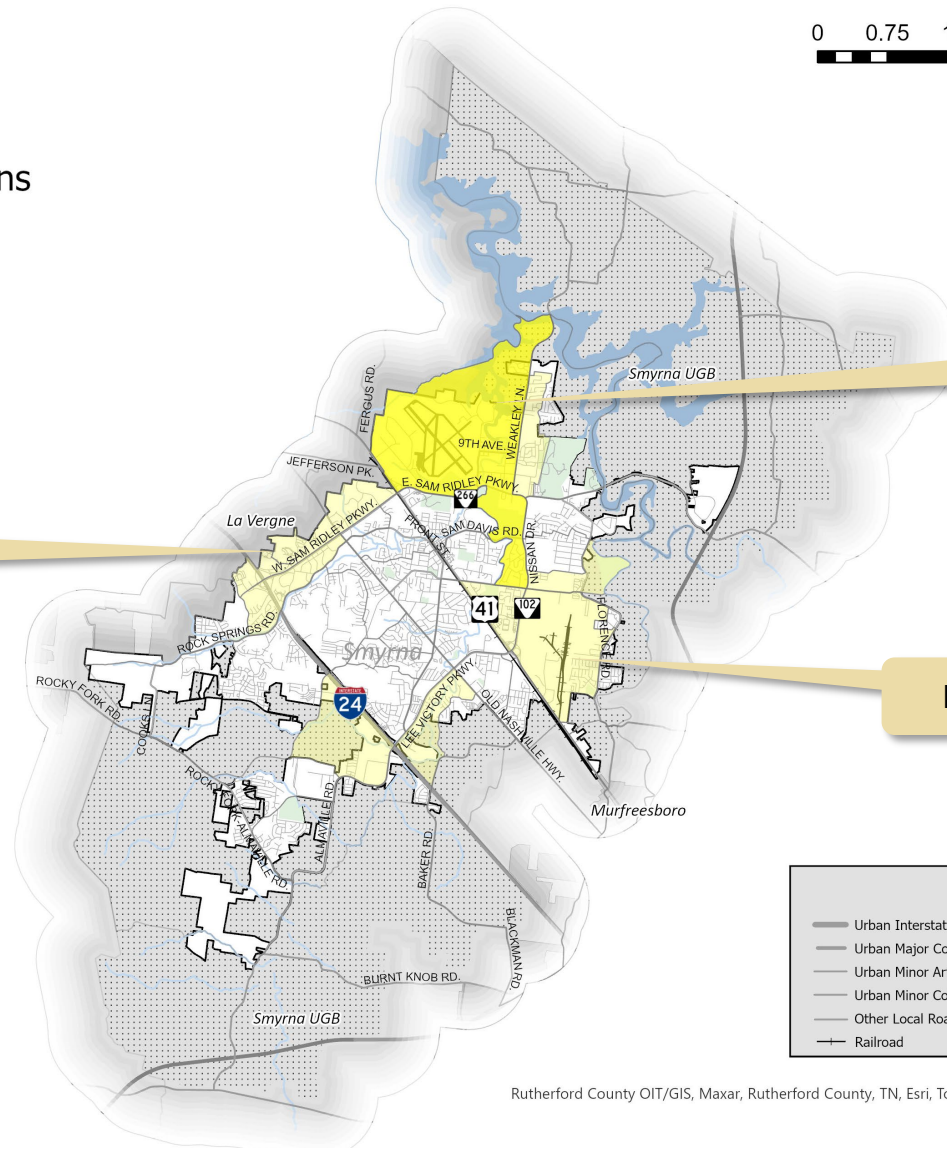
- 1 - 300
- 301 - 1250
- 4001 - 4461



Large Retail Presence:  
Target, Lowes, Academy,  
Kroger, Ross

Smyrna/Rutherford  
County Airport

Nissan



- ### Legend
- Urban Interstate
  - Urban Major Collector
  - Urban Minor Arterial
  - Urban Minor Collector
  - Other Local Roads
  - Railroad
  - Parks
  - Waterways
  - Water Bodies
  - Urban Growth Boundary
  - Airport
  - Smyrna City Limits

Source: Replica

Rutherford County OIT/GIS, Maxar, Rutherford County, TN, Esri, TomTom, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA, USFWS

0 0.75 1.5 2.25 3 Miles



### Legend

#### Freight-Dependent Employment

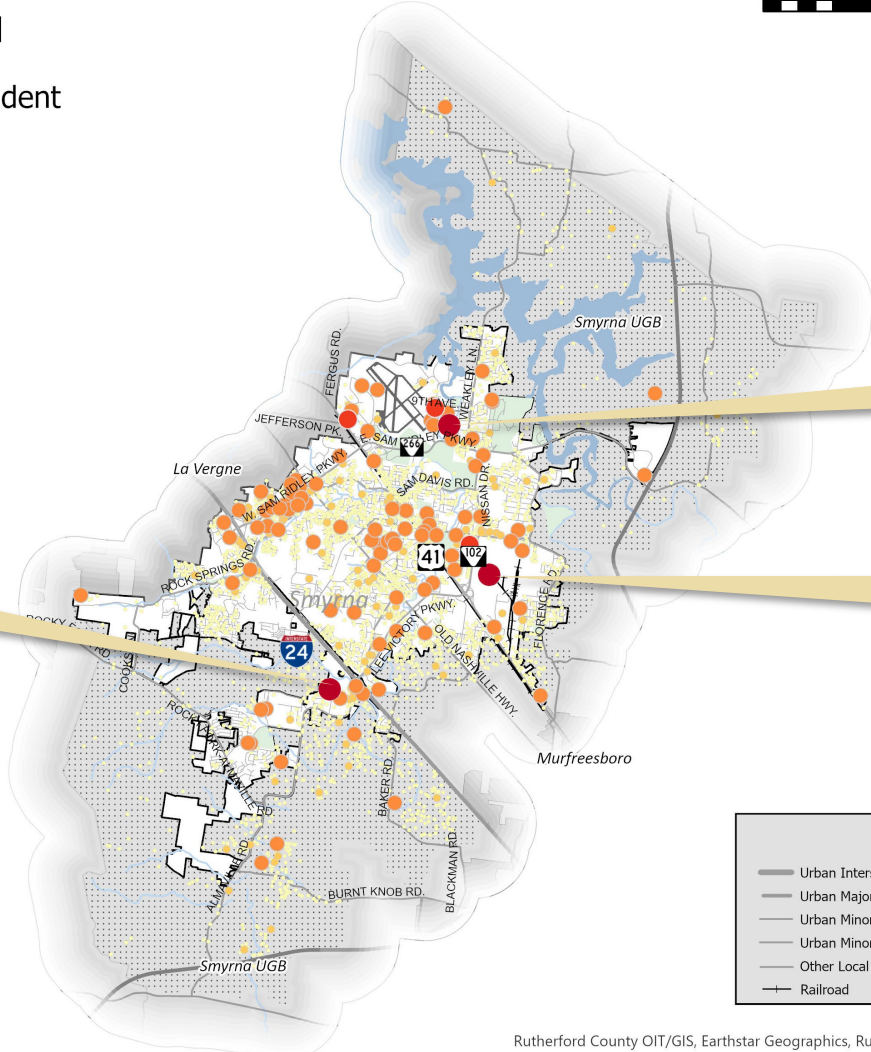
actual\_loc

- 0 - 25
- 26 - 50
- 51 - 250
- 251 - 500
- 501 - 6500

Federal-Mogul  
600 Employees

Vi-Jon Inc.  
1100 Employees

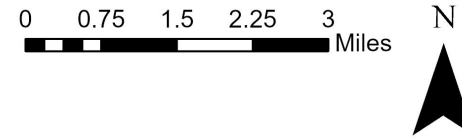
Nissan  
Over 6000 Employees



### Legend

— Urban Interstate	■ Parks
— Urban Major Collector	— Waterways
— Urban Minor Arterial	■ Water Bodies
— Urban Minor Collector	⋯ Urban Growth Boundary
— Other Local Roads	■ Airport
— Railroad	□ Smyrna City Limits

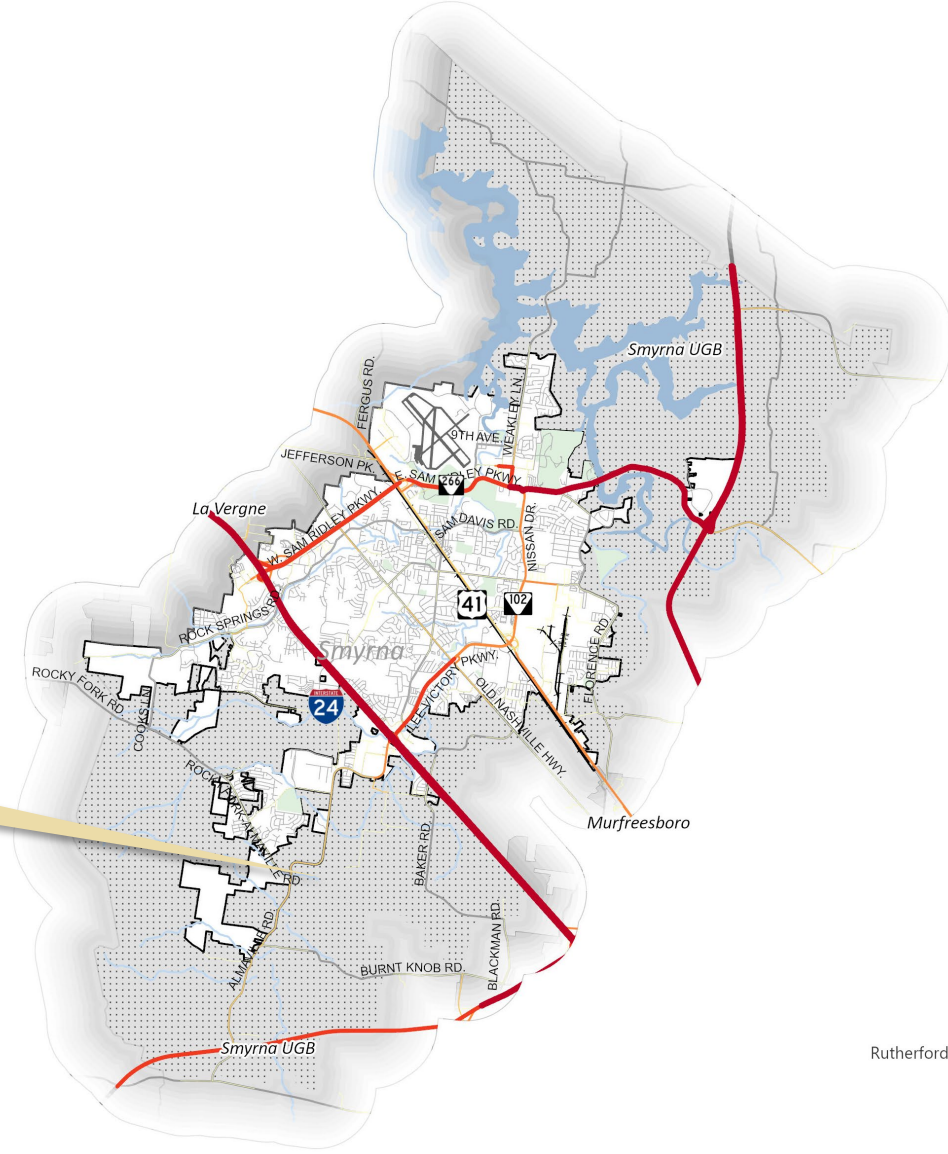
Rutherford County OIT/GIS, Earthstar Geographics, Rutherford County, TN, Esri, TomTom, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA, USFWS



### Freight Trips

- 27 - 250
- 251 - 500
- 501 - 1500
- 1501 - 3000
- 3001 - 14499

Cut-through route



**Legend**

Urban Interstate	Parks
Urban Major Collector	Waterways
Urban Minor Arterial	Water Bodies
Urban Minor Collector	Urban Growth Boundary
Other Local Roads	Airport
Railroad	Smyrna City Limits

Rutherford County OIT/GIS, Earthstar Geographics, Rutherford County, TN, Esri, TomTom, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA, USFWS

# Plan Review

**B**

# **Smyrna Major Thoroughfare Plan Update**

**Plans Review**



**Draft: September 9<sup>th</sup>, 2024**

# Plans Reviewed

Smyrna Comprehensive Plan

Major Thoroughfare, Bicycle, and Pedestrian Plan (2016)

City of Murfreesboro: Greenways, Blueways, and Bikeways Master Plan

Smyrna Safety Action Plan

Smyrna Systemwide Parks Master Plan

Greater Nashville Regional Council (GNRC)

- Transportation Improvement Plan (TIP)
- Regional Transportation Plan (RTP)

Rocky Fork Road to McEwen Drive Corridor

10-Year Transportation Modernization Act

I-24 Choice Lanes

# Smyrna Comprehensive Plan

(2021)

The purpose is to position Smyrna for growth, development, and redevelopment for the next 20 yrs.



# Smyrna Comprehensive Plan

- **Growth**
  - Estimated current growth rate is 3.3%
  - Population 53,070 (2020 census)
- **Commuting**
  - 85% of Smyrna residents commute out of town.
  - 10-11% of Smyrna jobs are held by residents.



# Smyrna Comprehensive Plan

## - Downtown Master Plan

### Depot District

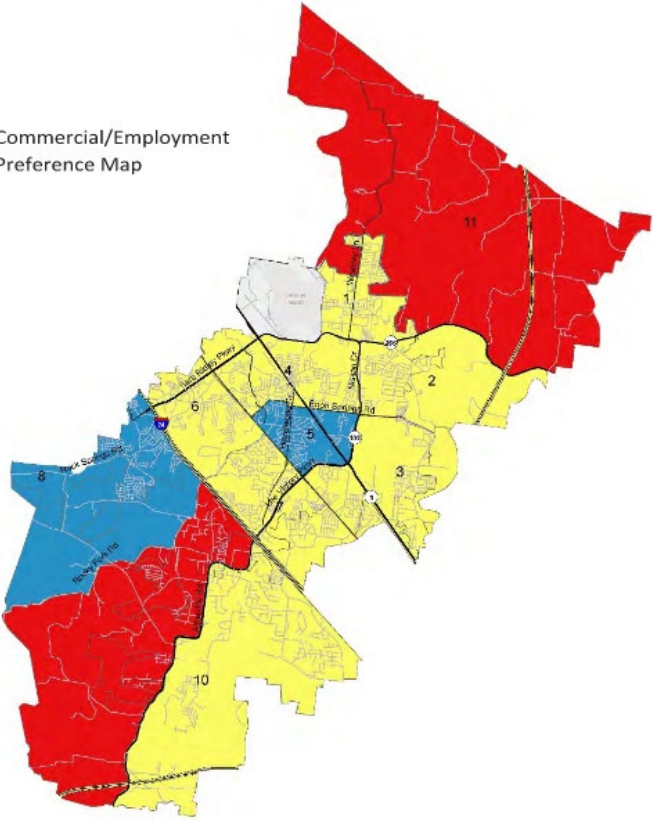
Creates a boulevard parallel to Lowry St centering around Washington St.  
Sidewalks to be put in to connect boulevard to parks and greenways.



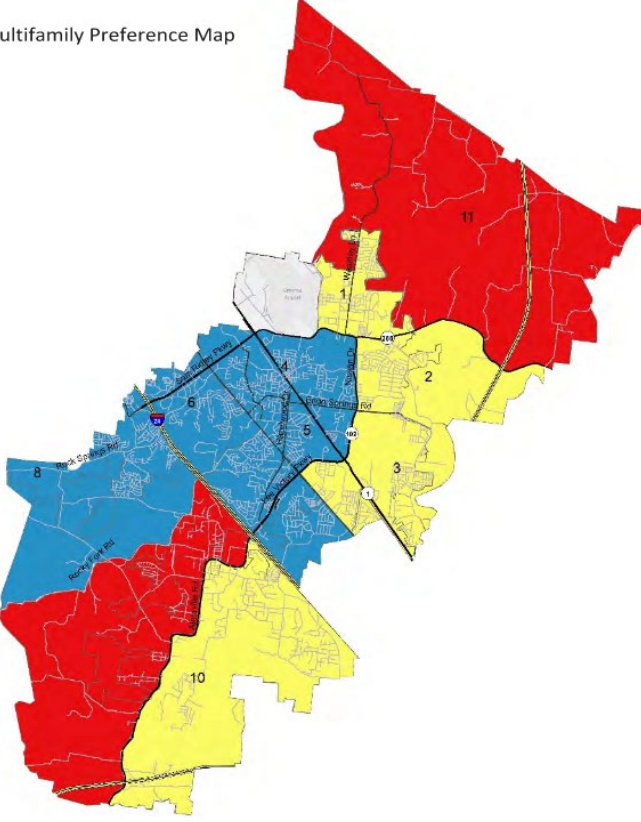
# Smyrna Comprehensive Plan

Town Survey for future use preferences.

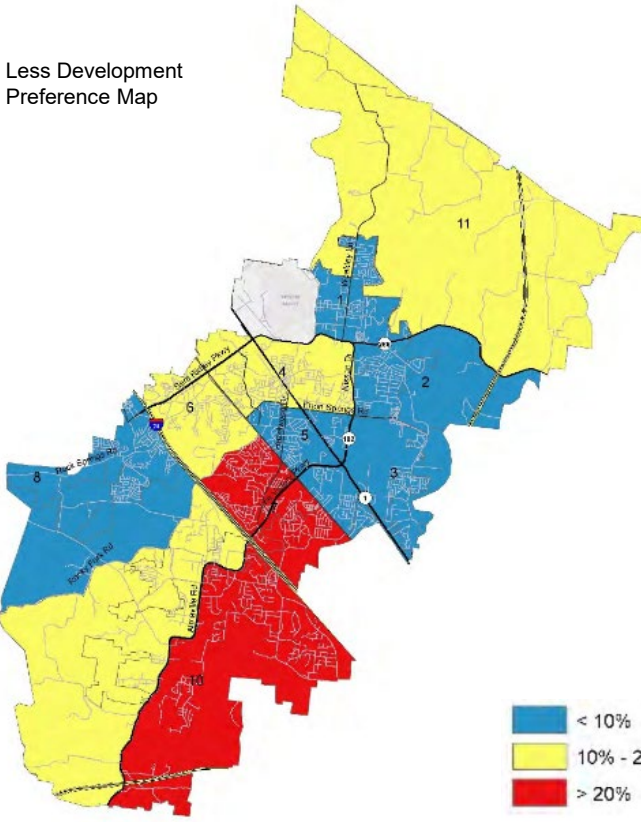
Commercial/Employment Preference Map



Multifamily Preference Map



Less Development Preference Map



# Smyrna Comprehensive Plan

## Smyrna Future Land Use Map

**Legend**

**Future Land Use**

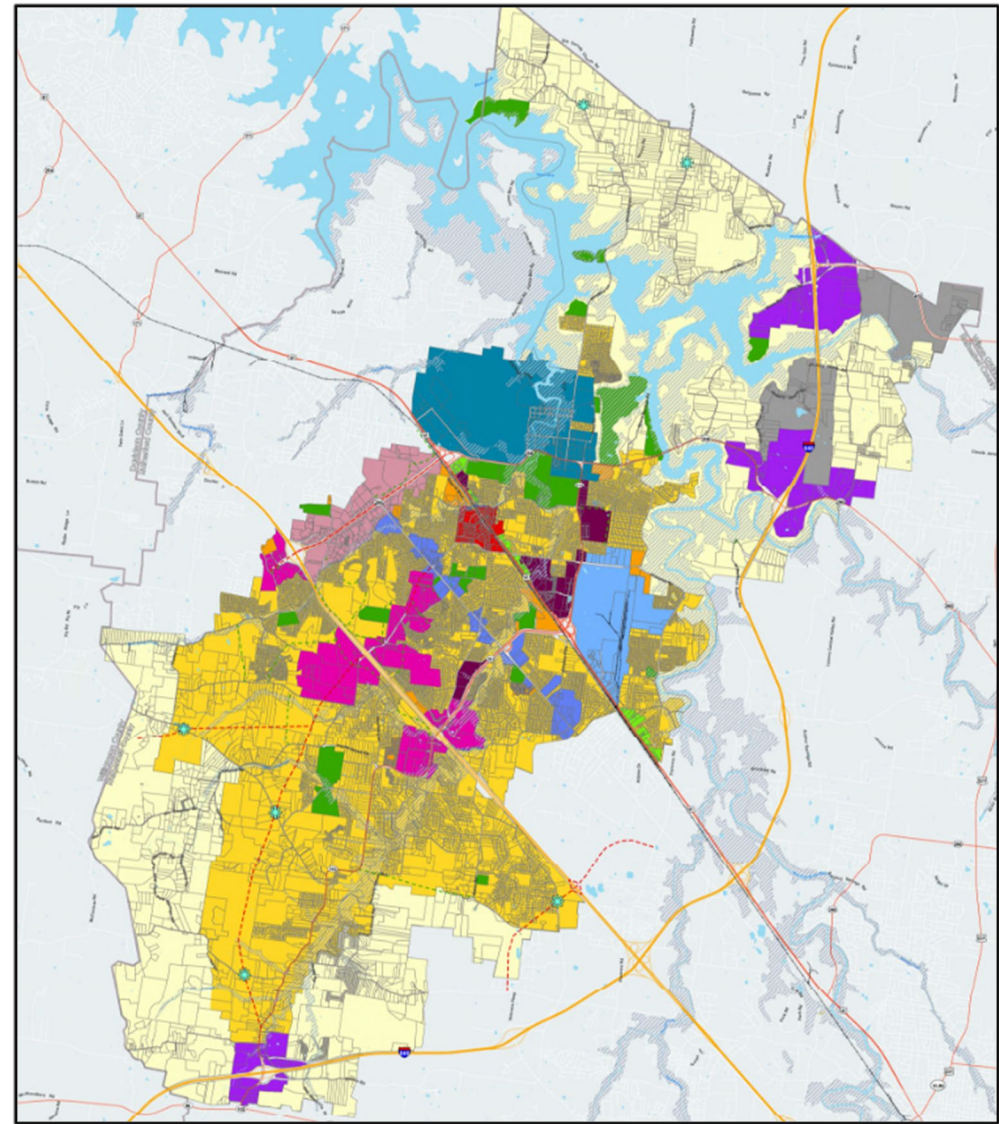
- 24 Gateways
- 840 Gateways
- Airport Innovation
- Civic
- Depot District
- Low Density Single-Family Residential
- Medium Density Single-Family Residential
- Mixed Industrial
- Mixed Residential
- Mixed-Use Center
- Mixed-Use Corridor
- Nissan District
- Old Nashville Corridor
- Sam Ridley Corridor
- ✳ Neighborhood Commercial Nodes

**Major Thoroughfare Plan**

- Future Arterial
- Future Collector

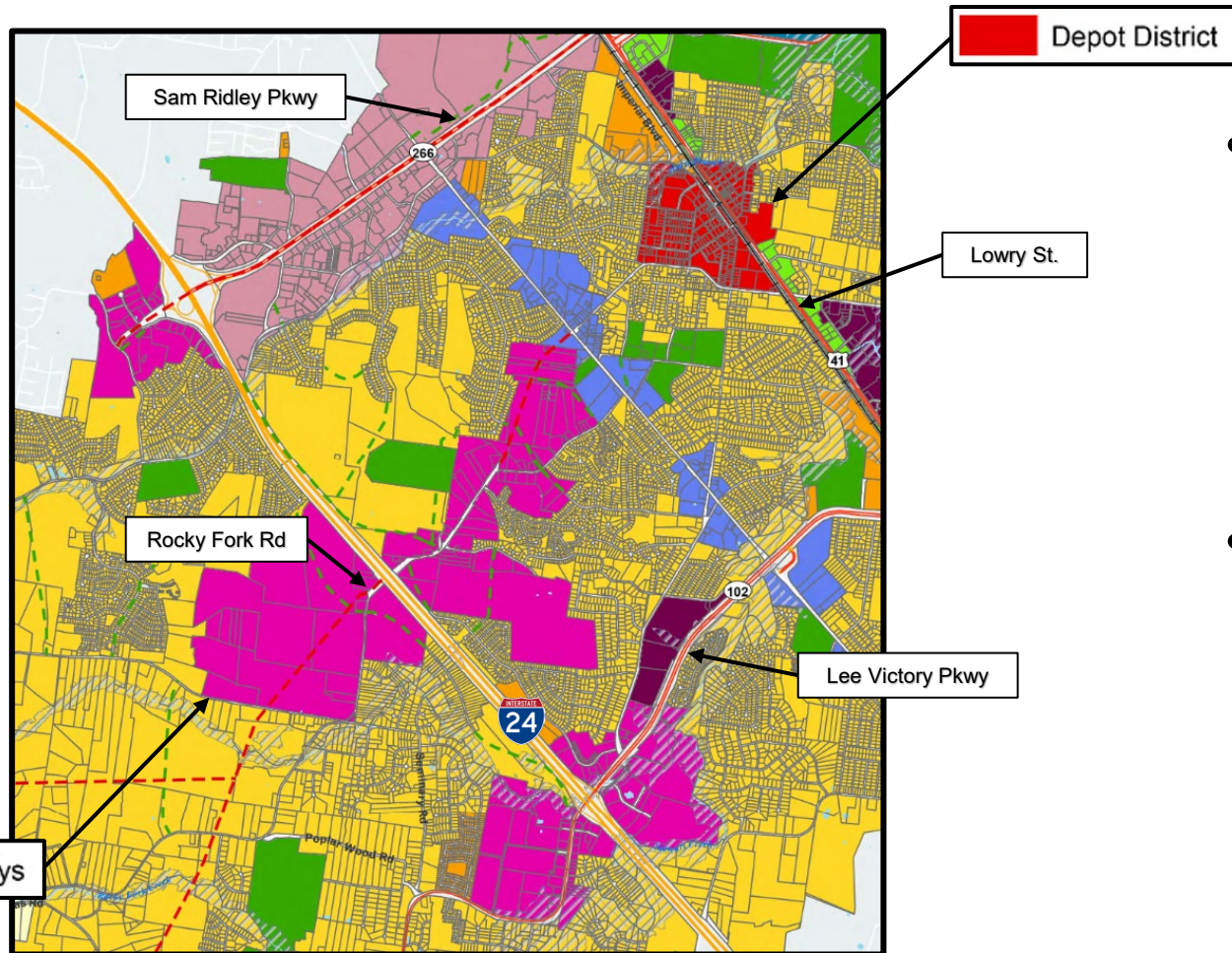
**Flood Hazard**

- 100 Year Floodplain



# Smyrna Comprehensive Plan

## Smyrna Future Land Use Map



- **24 Gateways**

- High Growth
- Economic Center
- High Density Residential, Commercial, Professional

- **Depot District**

- Town Center
- Development is Encouraged
- Central Business, Neighborhood Service, Planned residential, Planned Commercial



# Major Thoroughfare, Bicycle, and Pedestrian Plan

(2016)

Identifying future transportation  
needs of the town.

Study area includes town limits  
and the urban growth boundary  
of the town .

# Major Thoroughfare, Bicycle, and Pedestrian Plan (2016)

- Freeway
- Future Freeway
- Principal Arterial (100' min ROW)
- Future Principal Arterial
- Minor Arterial (104' min ROW)
- Future Minor Arterial
- Minor Arterial (80' min ROW)
- Future Minor Arterial
- Collector (60' min ROW)
- Future Collector
- New Planned Projects
- Town Limits
- Urban Growth Boundary

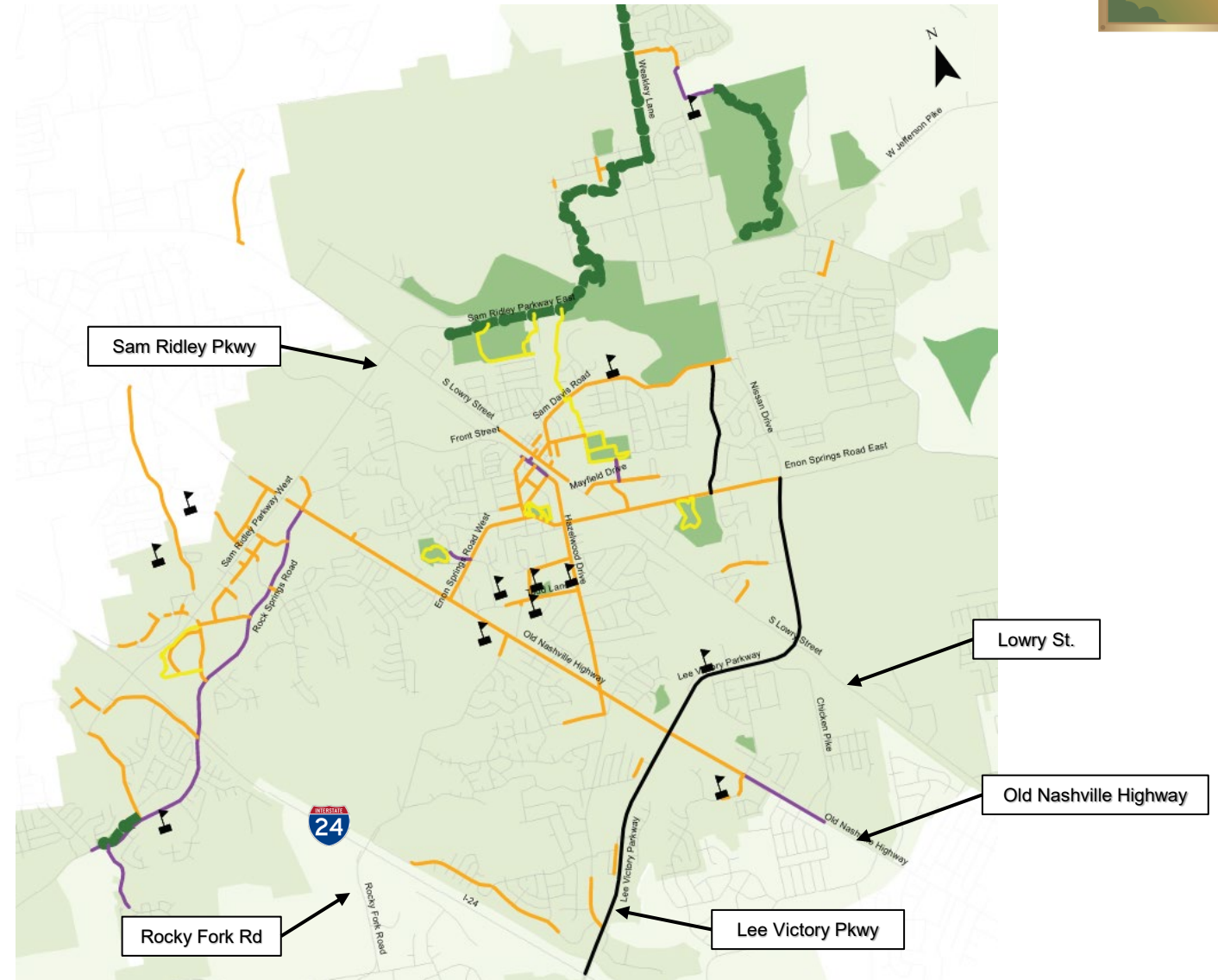


# Major Thoroughfare, Bicycle, and Pedestrian Plan (2016)

Existing Non-Motorized Facilities

**Legend**













- Existing Greenway
- Existing Bike Lane
- Existing Sidewalk
- Existing Sidewalk/Bikeway
- Existing Trail
- Smyrna Schools
- Smyrna Parks
- Smyrna Town Limits
- Urban Growth Area

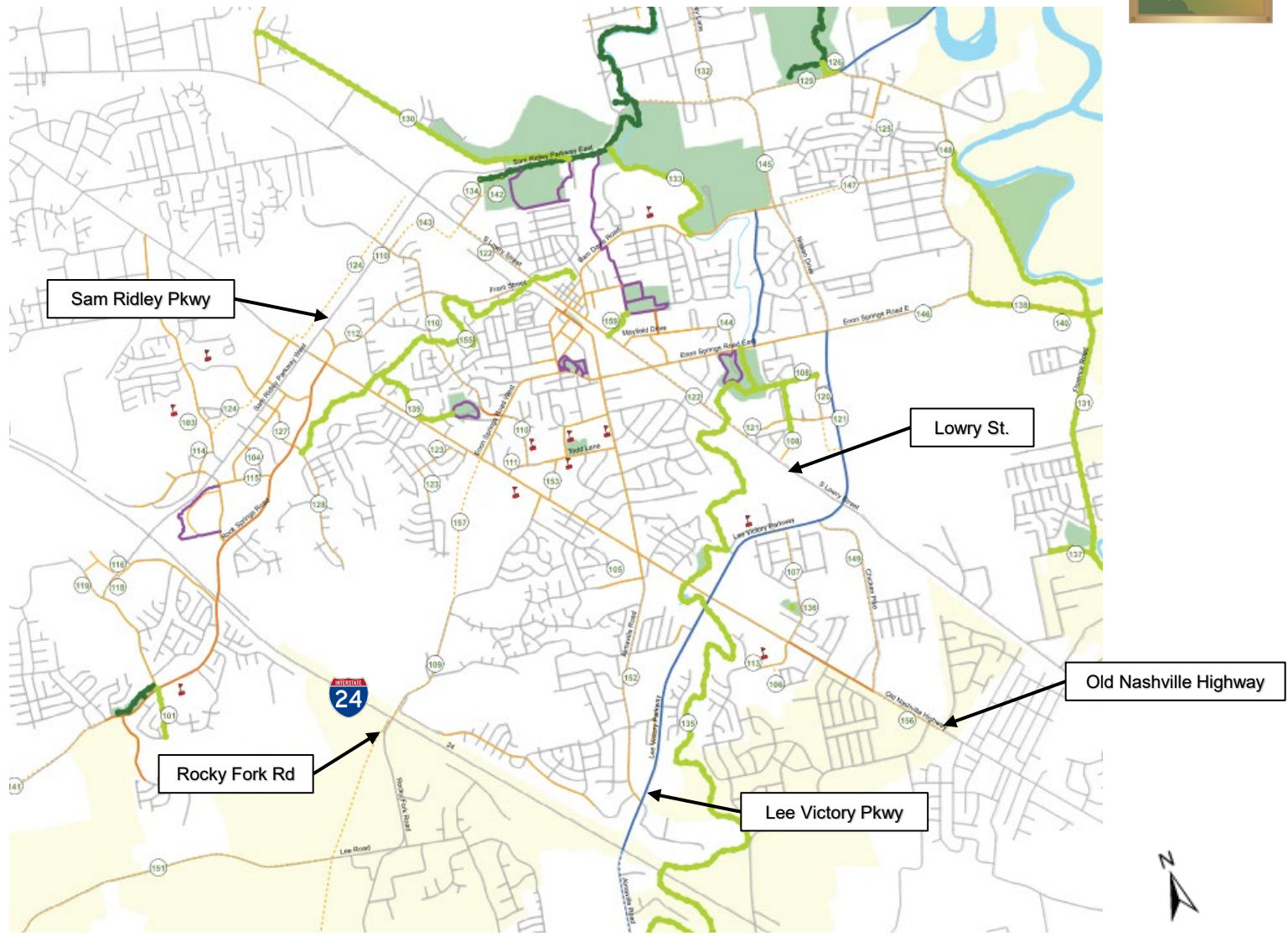


# Major Thoroughfare, Bicycle, and Pedestrian Plan (2016)

Proposed Non-Motorized Facilities

**Legend**

-  Existing Bike Lane
-  Existing Greenway
-  Existing Sidewalk (5')
-  Existing Sidewalk (8')
-  Existing Trail
-  Proposed Bike Lane
-  Proposed Greenway
-  Proposed Sidewalk
-  Schools
-  Water Body
-  Parks
-  Urban Growth Area



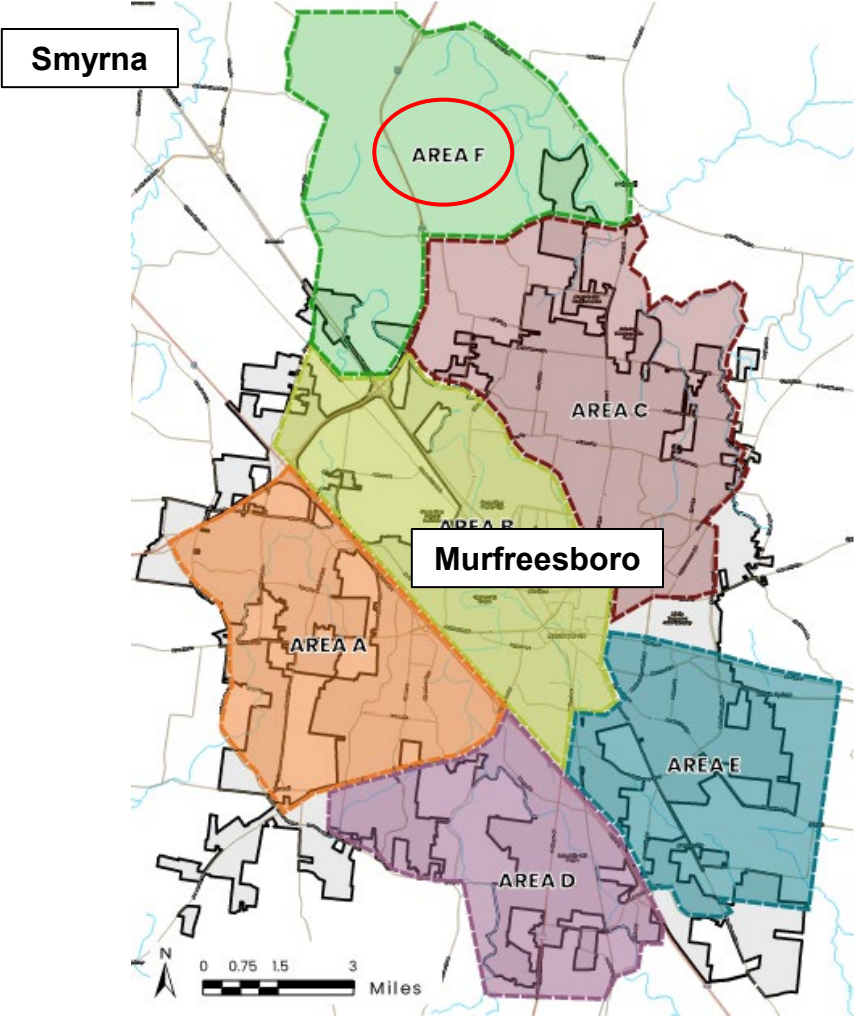
# City of Murfreesboro: Greenways, Blueways, and Bikeways Master Plan

(2023)

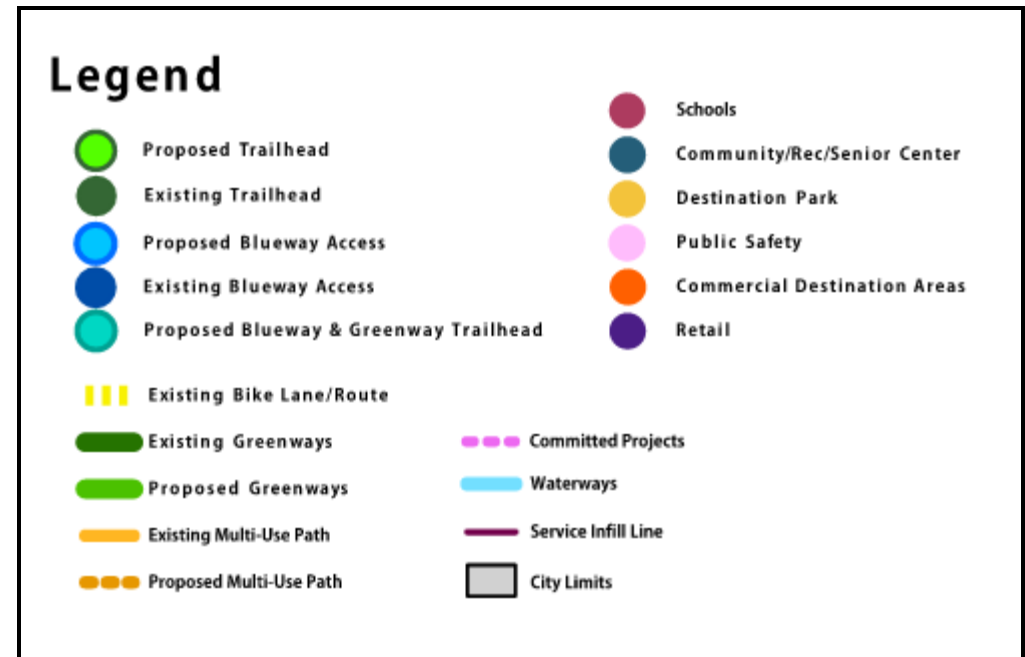
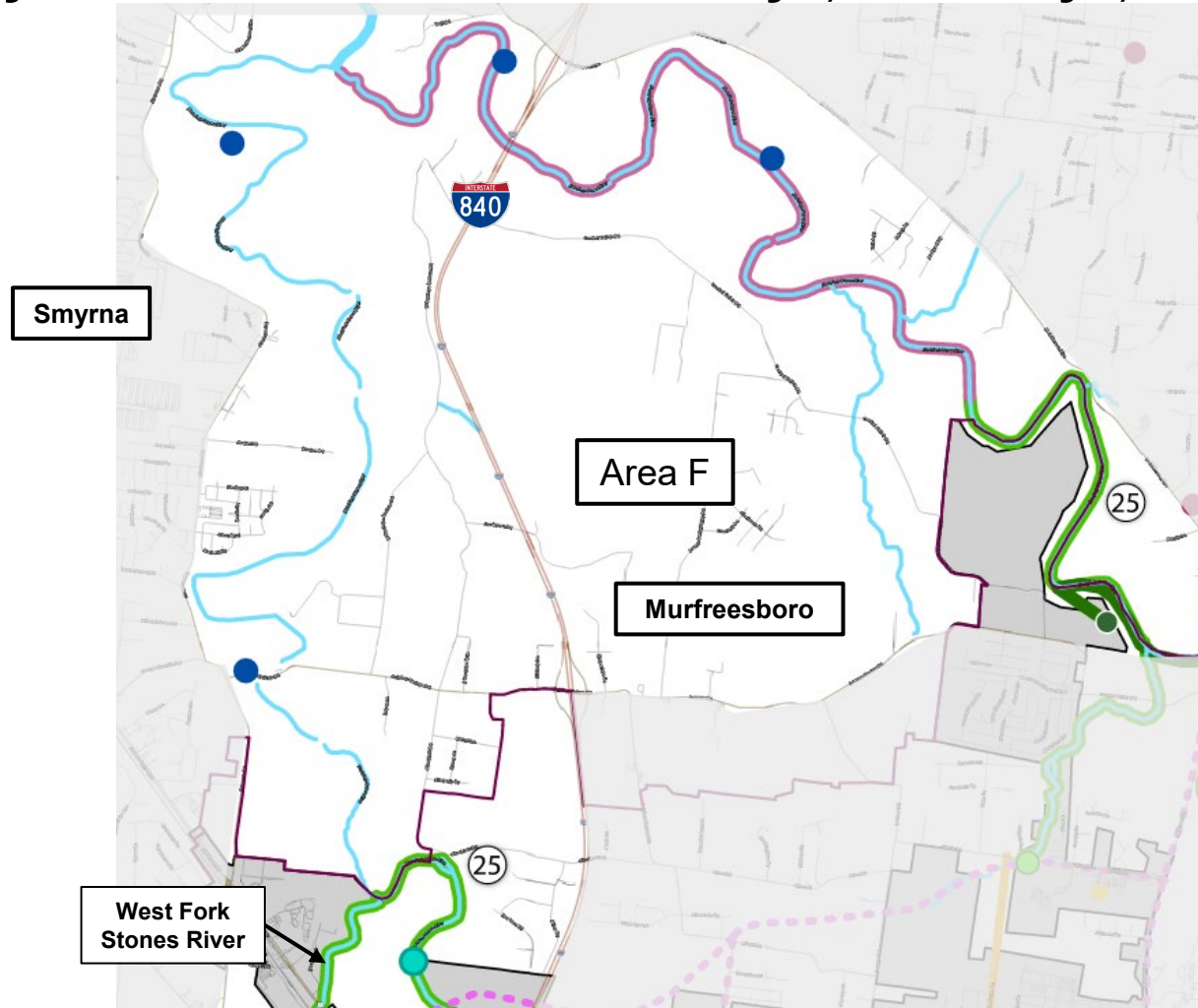
Extensive overview of current infrastructure, current projects, and future initiatives.



# City of Murfreesboro: Greenways, Blueways, and Bikeways Master Plan



# City of Murfreesboro: Greenways, Blueways, and Bikeways Master Plan



# Smyrna Safety Action Plan

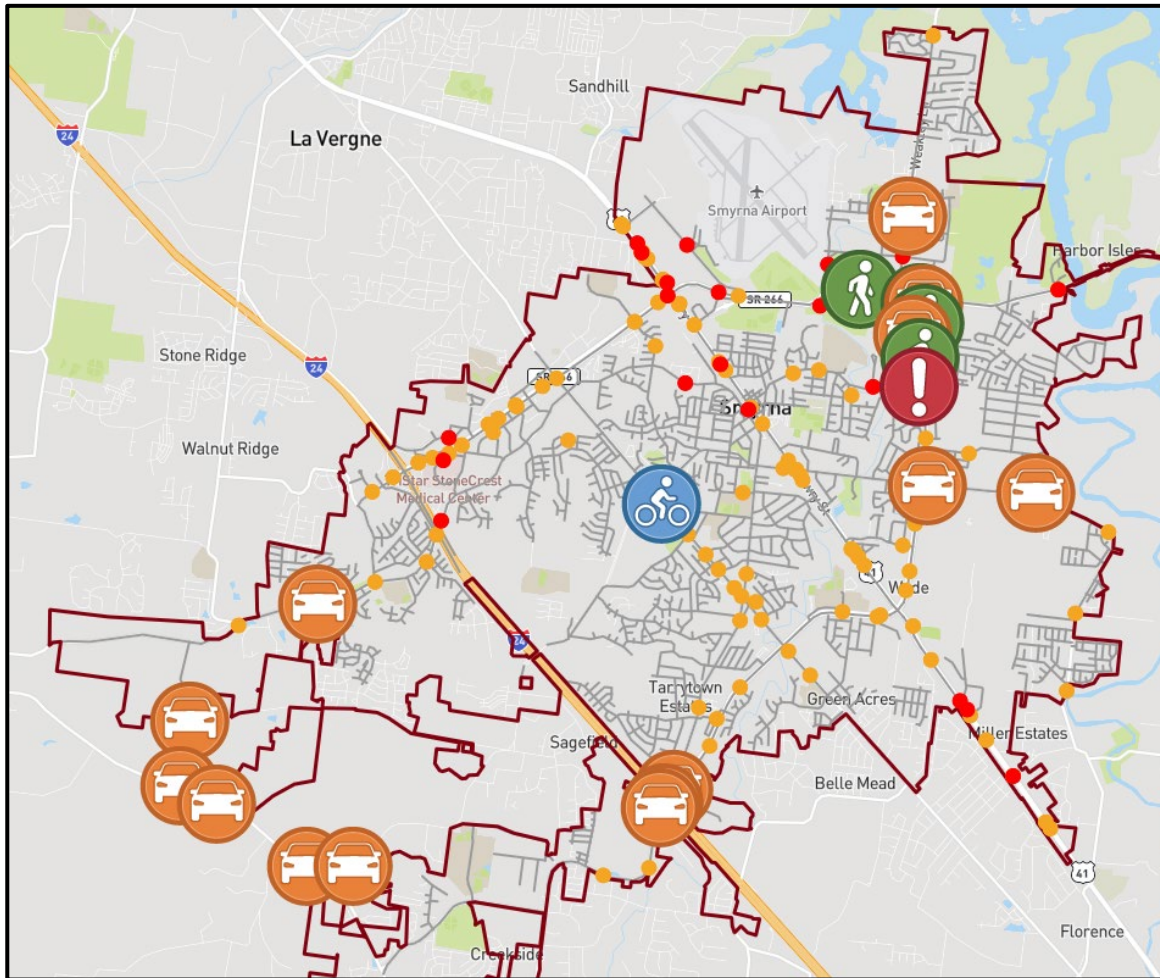
(2024)

Improve Smyrna roadway safety.

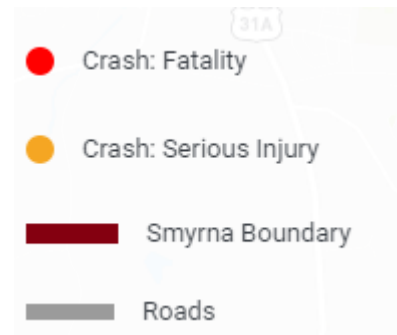
Uses public engagement and data analysis to identify projects.



# Smyrna Safety Action Plan



- Identifies safety improvements and policies.
- Funded by Safe Streets for All (SS4A)
- Target completion date is Spring 2025





# Smyrna Systemwide Parks Master Plan

(2021)

Provide inventory and analysis of existing conditions of Smyrna's Parks.

Implementations goals for Smyrna's Parks systems.



# Smyrna Systemwide Parks Master Plan

- Potential New Park Sites
  - Northeast Smyrna
  - Rocky Fork
  - Interstate 840
  - Baker Road
  - Lee Property
  - East Depot District
  - Enon Springs Practice Field Area



# Smyrna Systemwide Parks Master Plan – Proposed Goals

- **Gregory Mill Park**
  - Repave Walking Trail
  - Add Greenway to Lowry St and Smyrna High School
  - Add Nature Trail
- **Greenway System**
  - Sharp Springs Park to Westfork Park
  - Extend greenway based on Greenway Master Plan
- **Lee Victory Recreation Park**
  - Nature Trail Addition
- **Paul Johns Neighborhood Park**
  - Pave Trail
- **Pioneer Park**
  - Add walking trail
- **Rotary Soccer Park**
  - Pave trail



# Smyrna Systemwide Parks Master Plan

## - Greenways





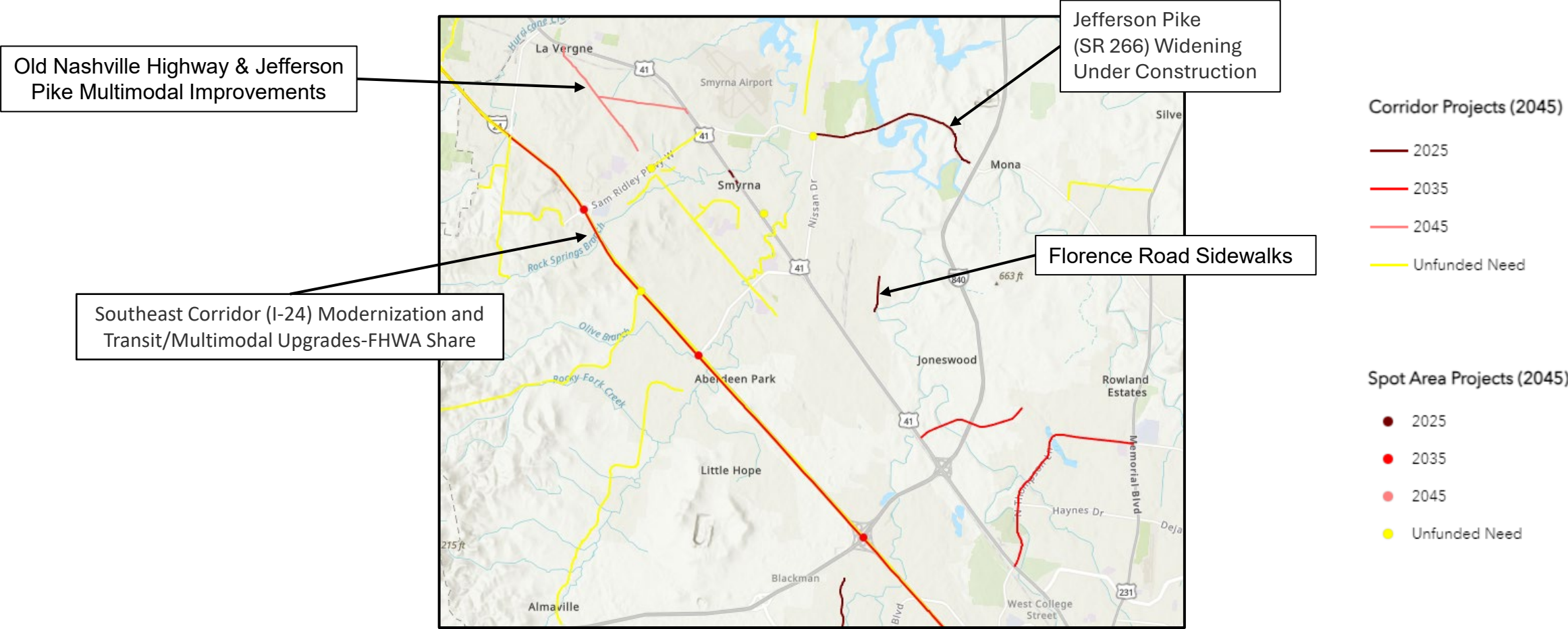
## **Greater Nashville Regional Council (GNRC) Transportation Improvement Plan (TIP) Regional Transportation Plan (RTP)**

The GNRC assists 13 middle Tennessee counties in developing plans.

Funds to improve transportation throughout a seven-county planning area that includes Nashville and the surrounding counties of Maury, Robertson, Sumner, Rutherford, Williamson, and Wilson.



# The Greater Nashville Regional Council (GNRC) Regional Transportation Plan



# Rocky Fork Road to McEwen Drive Corridor

(2023)

Planning of potential corridor alignment  
that would connect Smyrna and Franklin.



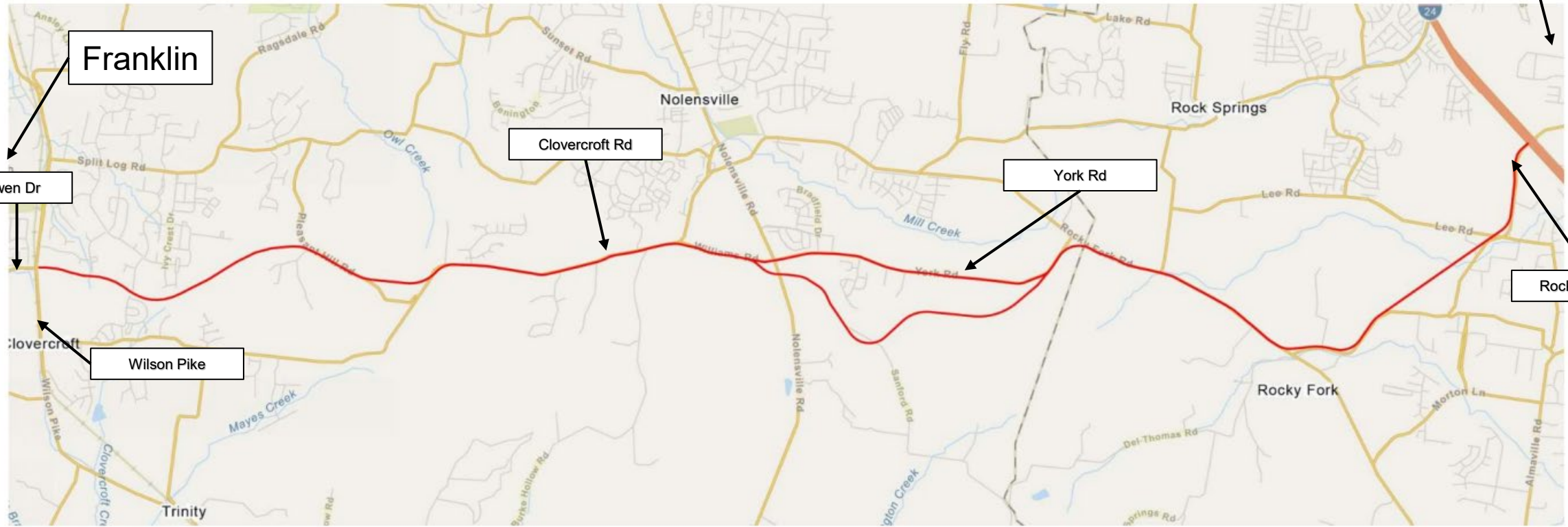
# Rocky Fork Road to McEwen Drive Corridor



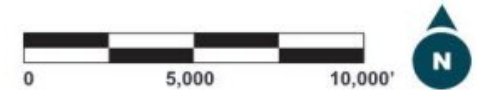
# Rocky Fork Road to McEwen Drive Corridor

Smyrna

Figure 39. Preferred Alignment



— Preferred Alignment

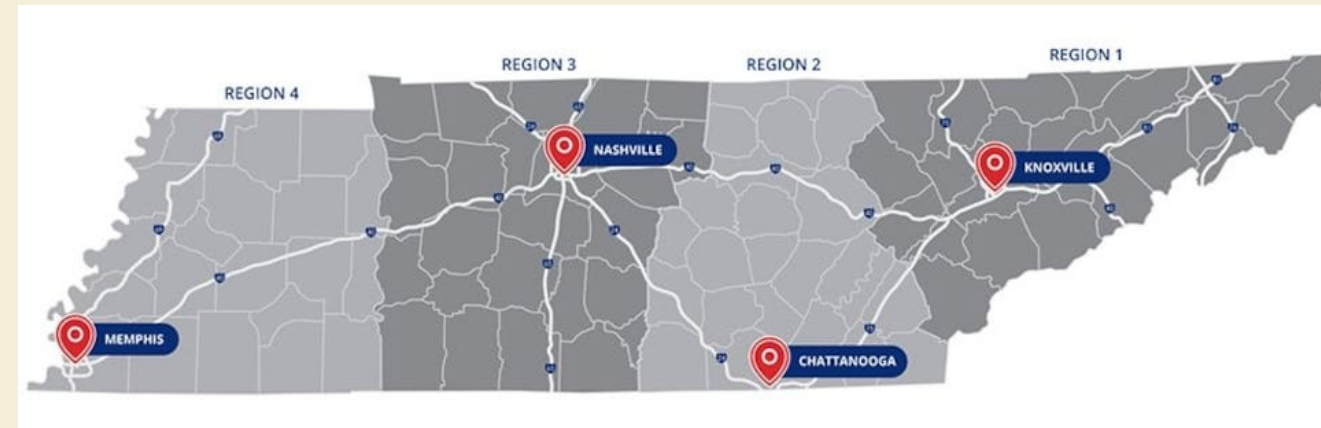


# 10-Year Transportation Modernization Act

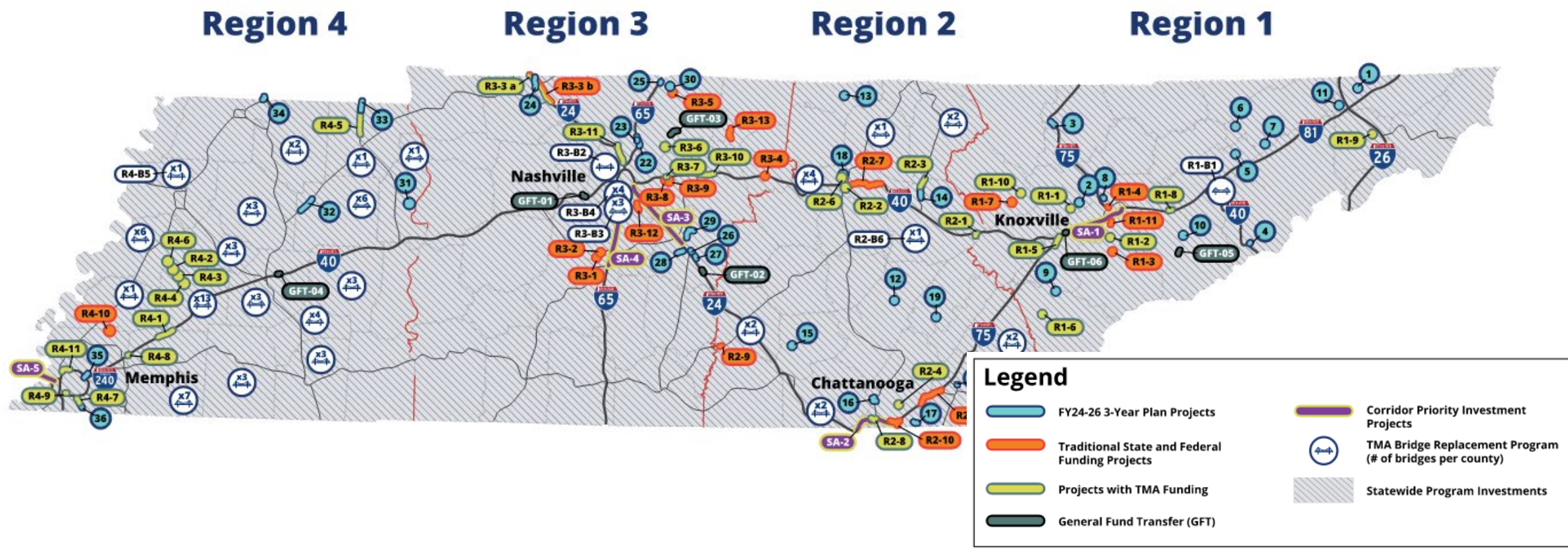
(2023)

\$750 million in funds distributed to each TDOT region.

Main goal is to use federal funds efficiently to get transportation projects moving.  
Allows Public-Private Partnerships



# The Transportation Modernization Act (TMA) 10 Year





# The Transportation Modernization Act (TMA) 10 Year

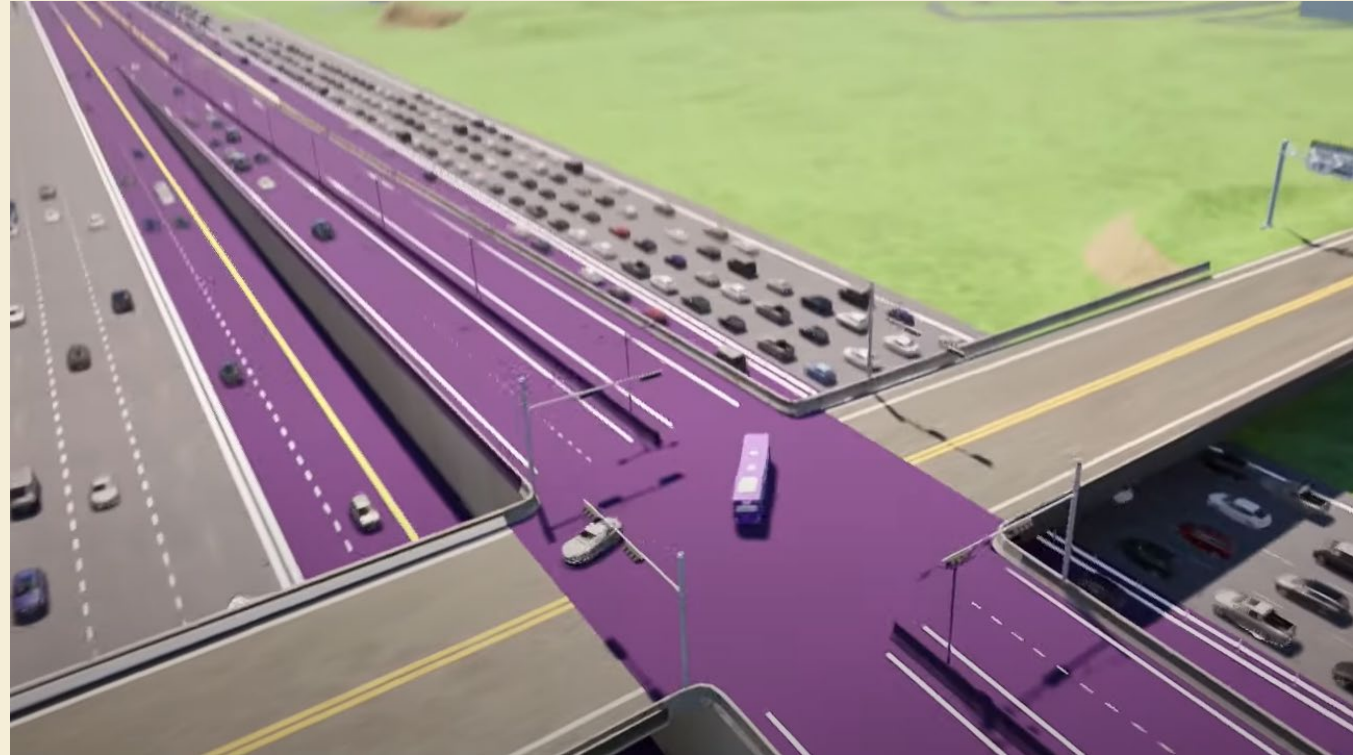
- I-24 Corridor Priority Investment
  - Choice Lanes



# I-24 Choice Lanes

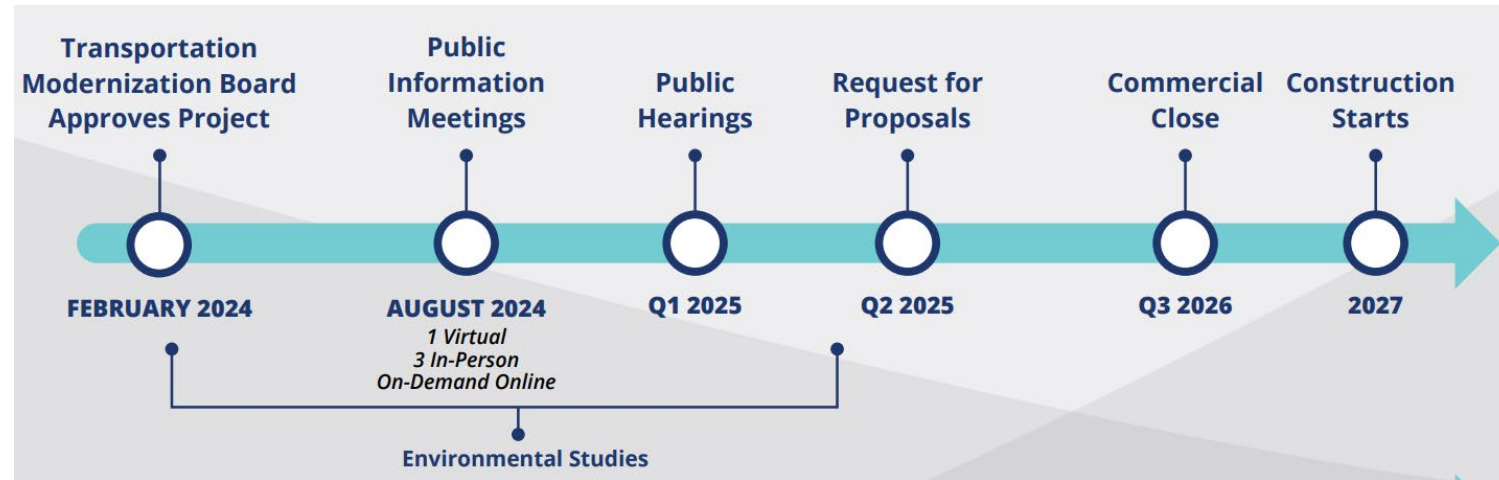
Improve travel time reliability and connectivity along the region on I-24 from downtown Nashville to Murfreesboro.

Currently undergoing studies.

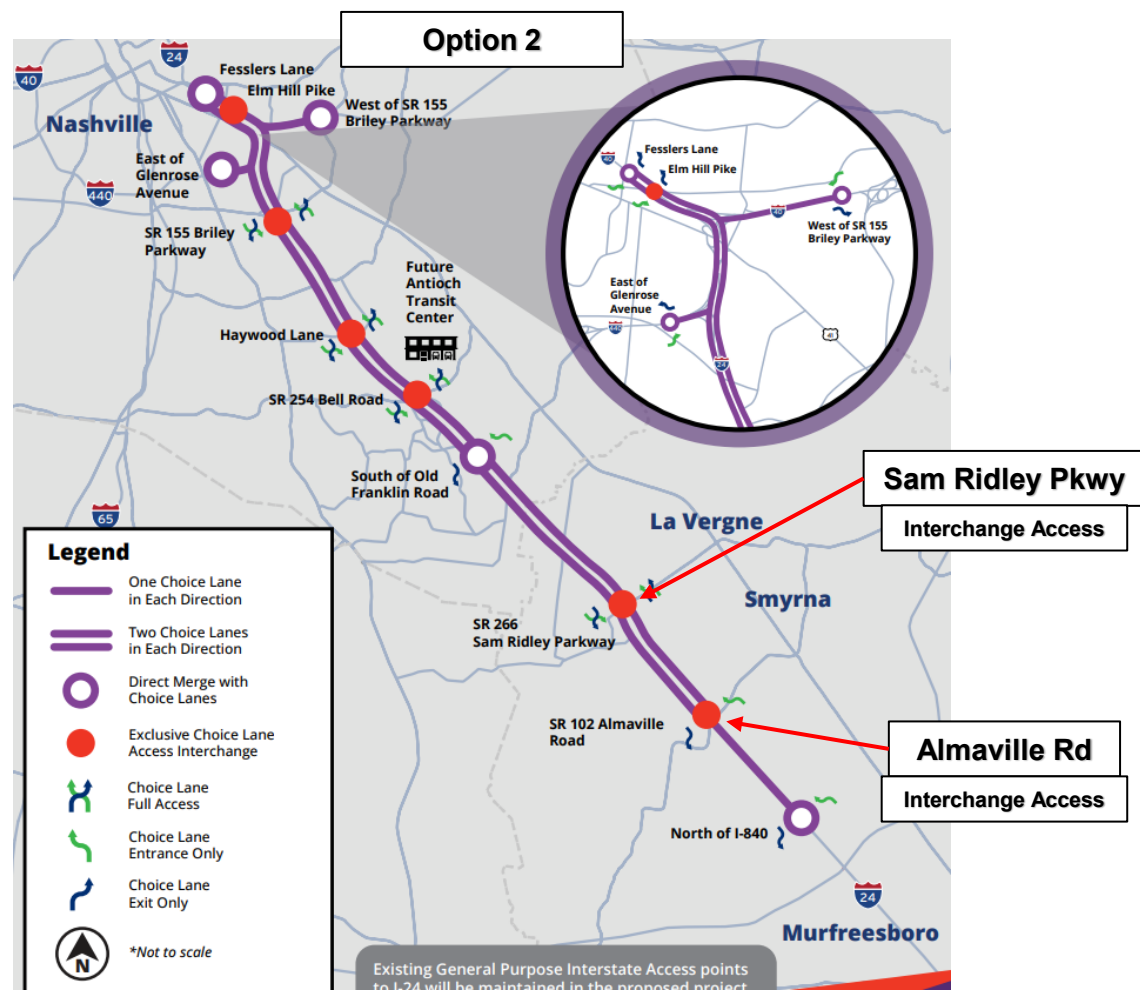
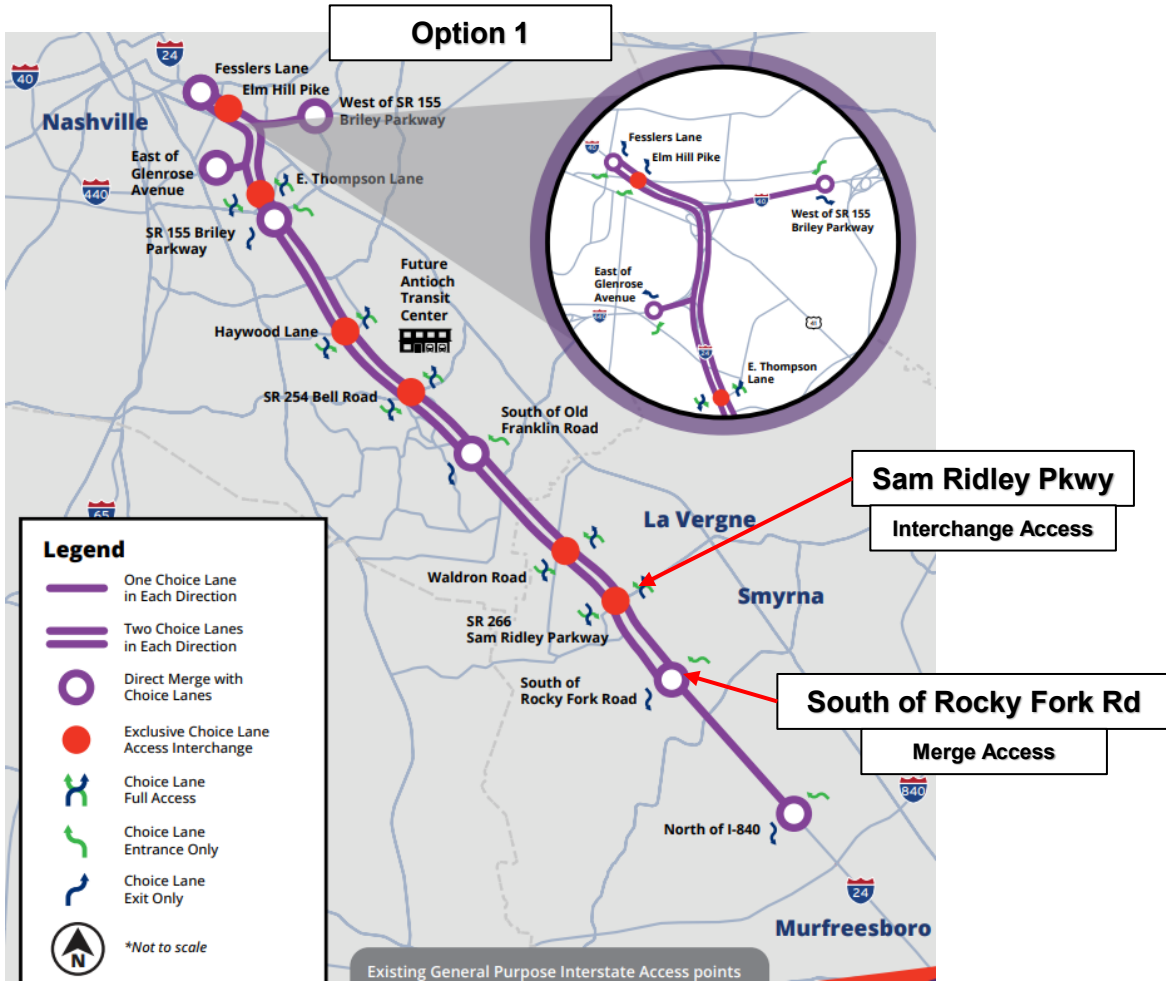


# I-24 Choice Lanes

- TDOT has commissioned traffic and revenue studies
- Two additional toll lanes for each direction.
- Drivers will pay every time they use the lanes.
- Price will correlate to how heavy the traffic is.

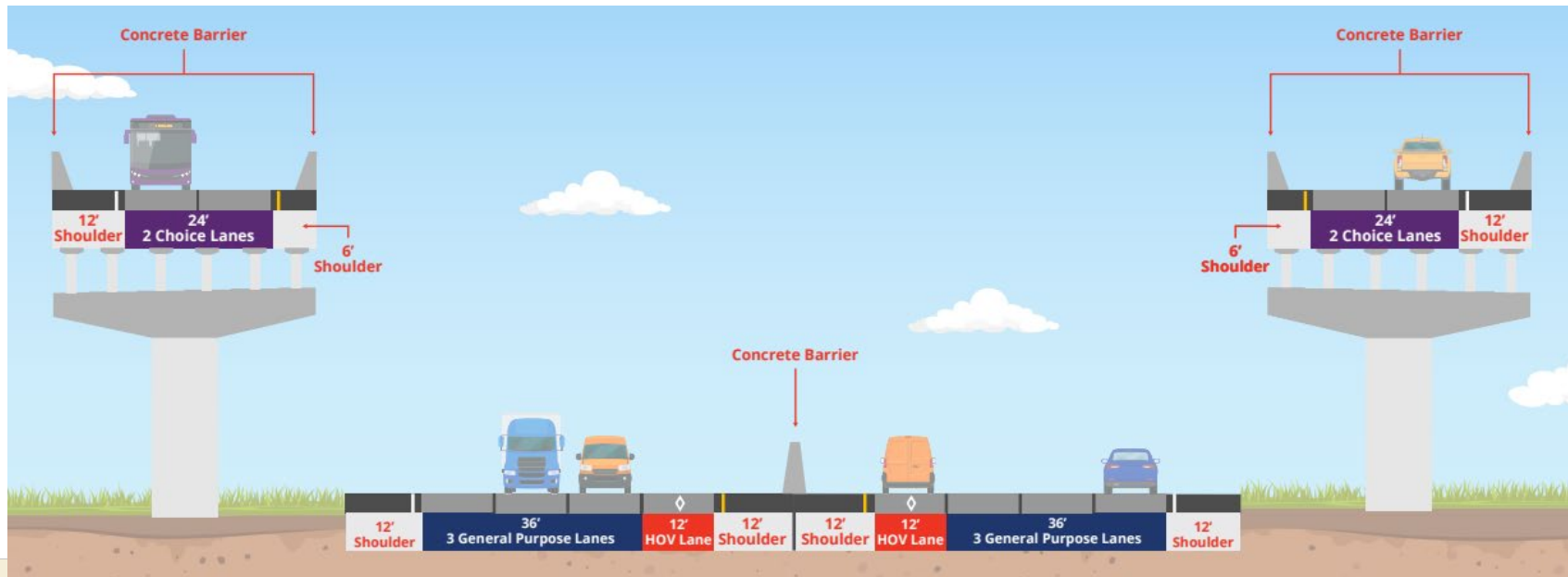
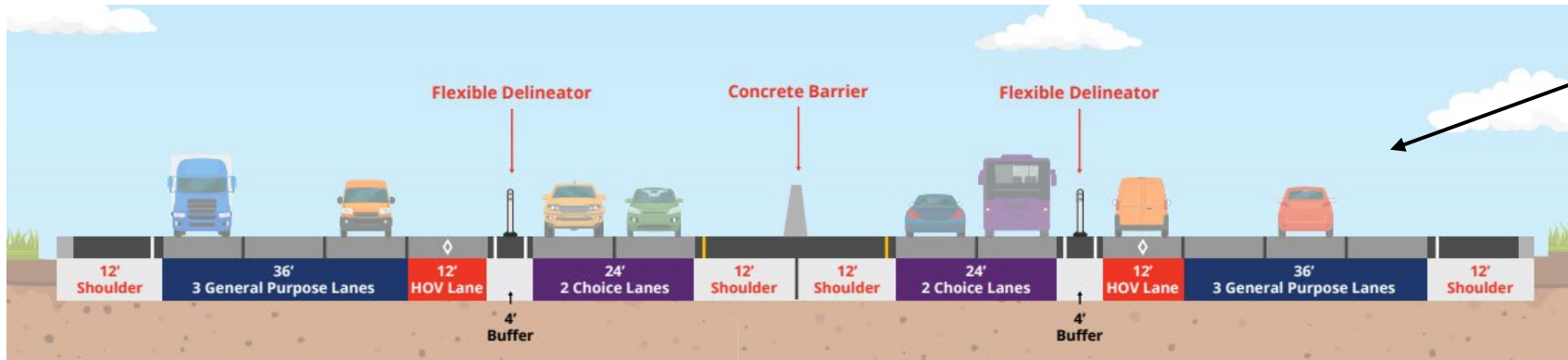


# I-24 Choice Lanes



# I-24 Choice Lanes

Smyrna Lanes



# Project Evaluation Results

**C**

## Project Criteria and Weights

Goal	Total Points	Methodology/Purpose	Type	Details	Point Allocation
Implementation and Maintenance	15	This criteria prioritizes projects that minimize future maintenance needs. The smaller the footprint of the project, the more points it receives.	Select One Option	Intersection, Minor Reconstruction, Operations/ITS, Multimodal Center Turn Lane Only Additional Through Lanes New Road Extension	10 8 6 4
		This criteria prioritizes projects that can be more quickly implemented.	Select One Option	Low-Cost/Limited ROW Acquisition or Development-Driven Project with Needed ROW Preservation	5
Multimodal Options	15	This criteria prioritizes any project where multimodal facilities are included, with more priority given to accommodations that fill an existing gap.	Select One Option	New or improved facility that fills an existing gap  New or improved facility that does not fill an existing gap	10  5
		This criteria prioritizes projects with multimodal features on uncomfortable facilities.	Yes/No	Bike improvement on roadway facility with BLTS 3 or 4 Pedestrian improvement on roadway facility with PLTS 3 or 4	2 3
Safety	25	This criteria prioritizes projects that improve facilities with known safety issues for drivers, pedestrians, and bicyclists.	Yes/No	Location is identified on the Safety Action Plan's High Injury Network (HIN)	10
			Numeric Ranking	Severity Index = $(10 \times \# \text{ Fatal Crashes} + 5 \times \# \text{ Injury Crashes} + \# \text{ PDO Crashes}) / \text{Total} \# \text{ Crashes}$	15
Congestion Reduction	25	This criteria prioritizes projects located on routes with existing and future congestion issues.	Numeric Ranking and Yes/No	Deterioration in v/c ratio between 2022 and 2050E+C	10
				Congestion segment based on 2050 E+C model run (v/c ratio >0.85) Existing Daily Volume	10 5
Economy and Freight	5	This criteria prioritizes projects that improve access to freight facilities and employment centers.	Numeric Ranking and Yes/No	Enhances direct connection to major freight facilities	2
				Employment density within 1 mile of project	3
Publically Identified Need	15	This criteria prioritizes projects that address a need identified through the engagement process	Yes/No	Project location identified in public outreach efforts including online surveys or public coordinate maps for Mobility Plan and/or Safety Action Plan	15

# Ranked Project List\_Multimodal

Rank (Road)	ID	Name	Primary Typ	Description	Implementation and Maintenance (15 points)	Multimodal Options (15 points)	Safety (25 points)	Congestion Reduction (25 points)	Economy and Freight (5 points)	Public Input (15 points)	Total
1	Line - 7	Almaville Rd Widening and Pedestrian Improvements	Capacity	Construct continuous center turn lane to mitigate future congestion; construct pathway/sidewalk from Midway Ln to SR 840	8.0	8.0	15.0	22.0	3.5	15.0	71.5
2	Line - 4	Lee Road Improvements and Sidewalks	Capacity	Widen existing road to 3 lanes with sidewalks. Phase 1 will be approximately 1.33 miles at the current development near Montgomery Way. In Survey and Design Phase.	9.0	8.0	25.0	11.0	1.5	15.0	69.5
3	Line - 47	Weakley Lane Improvements and Sidewalks	Operational	Add turn lanes and widen shoulders for vehicle and truck traffic. Add sidewalk connections to existing greenway. Functional design phase complete from Swan Drive to Town Limits. Phase 1 from Swan Drive to 8th Ave in design phase. from Sam Ridley Pkwy to Laurel Hill Dr	15.0	13.0	10.0	13.0	3.5	15.0	69.5
6	Line - 9	Sam Ridley Parkway Widening	Capacity	from Old Nashville Highway to Lowry Street	4.0	-	25.0	15.0	3.5	15.0	62.5
7	Line - 8	Rock Springs Rd Widening and Pedestrian Improvements	Capacity	Construct continuous center turn lane to mitigate future congestion; construct sidewalk from Montgomery Way to Rocky Fork Rd	8.0	10.0	10.0	17.0	1.5	15.0	61.5
11	Line - 3	Rocky Fork Almaville Road Improvements and Sidewalks	Capacity	Widen existing road to 3 lanes with sidewalks. Phase 1 Derby Run to Morton Lane in ROW Acquisition; additional phases will follow as development expands.	9.0	8.0	15.0	11.0	1.5	15.0	59.5
12	Line - 48	Enon Springs Rd Operational and Pedestrian Improvements	Operational	Bring existing sidewalks up to ADA standards; Road resurfacing from Florence to Ridley. Bid out January 2025; construction complete Summer 2025 from Old Nashville Hwy to Florence Rd	15.0	13.0	10.0	3.0	2.0	15.0	58
13	Line - 46	Rock Springs Road Improvements	Operational	Add shoulders to this section of road, from Marble Farms to Cooks Lane. Survey and Design Phase to start this Spring.	15.0	-	7.5	18.0	1.5	15.0	57
16	Line - 2	Cooks Lane Improvements and Sidewalks	Capacity	Widen existing road to 3 lanes with sidewalks. Project will be in several phases as development projects are finalized. In Survey and Design Phase.	9.0	8.0	7.5	11.0	1.5	15.0	52
17	Line - 53	Industrial Boulevard Operational Improvements	Operational	Conduct study to evaluate existing traffic signal operations, peak hour queueing, and access management strategies along Industrial Boulevard from Sam Ridley Parkway to Team Boulevard West.	15.0	-	17.5	2.0	2.0	15.0	51.5
19	Line - 5	Sam Davis Rd Widening and Pedestrian Improvements	Capacity	Construct continuous center turn lane to mitigate future congestion; construct sidewalks on south side of roadway from Sam Hager St to Nissan Dr	8.0	13.0	17.5	11.0	-	-	49.5
24	Line - 45	Almaville Road Improvements and Sidewalks	Operational	Add turn lanes and sidewalks. Survey and Functional Design Underway; from Old Nashville Hwy to Lee Victory Pkwy. from Old Nashville Hwy to Lee Victory Pkwy	15.0	5.0	10.0	12.0	-	-	42
27	Line - 50	Rocky Fork to McEwen Corridor Improvements	Capacity	Improve existing Rocky Fork Rd with additional capacity, operational improvements, and pedestrian improvements from Cooks Ln to I-24/Enon Springs Overpass	4.0	8.0	-	11.0	1.5	15.0	39.5
29	Line - 81	Greentree Drive Extension	New Connection	Construct 2-lane roadway with sidewalk to connect existing Greentree Drive terminus	9.0	10.0	15.0	-	1.5	-	35.5
30	Line - 26	Wildwood Drive	New Connection	Construct new 2/3 lane roadway with sidewalks to connect Rocky Fork Road to residential areas and school campus from Spring Hill Dr to Enon Springs Road, West at Wildwood Dr	6.0	10.0	15.0	-	1.5	-	32.5
31	Line - 28	Percival Street Extension	New Connection	Construct new 2-lane roadway with sidewalk to provide access to undeveloped residential lands from Bonifay Drive to Gambill Ln Extension	6.0	10.0	15.0	-	1.5	-	32.5
32	Line - 31	Highwood Blvd Extension with Pedestrian Improvements	New Connection	Construct new two-lane roadway to preserve access to Sam Ridley by providing frontage access; construct sidewalk connection from Current terminus to Blair Rd	4.0	10.0	15.0	-	3.0	-	32
33	Line - 52	Fitzhugh Blvd	Operational	Construct turn lanes and modify intersection traffic control as needed with future growth due to Air NG relocating to Airport. Relocation to Smyrna is still TBD; if the decision is yes, a full Traffic Impact Study will need to be conducted from Sam Ridley Pkwy to End of Street	15.0	-	7.5	6.0	3.5	-	32
35	Line - 6	Jefferson Pk Widening	Capacity	Widen to 5 lanes to mitigate future congestion from SR-840 to UGB Limit	4.0	-	-	23.0	3.5	-	30.5
36	Line - 27	Motlow College Blvd-Lee Victory Park Connection	New Connection	Construct new roadway connection with sidewalk to connect existing and future development, Lee Victory Park, and YMCA from N Lowry St to Mason Tucker Dr	4.0	10.0	15.0	-	1.5	-	30.5
38	Line - 23	Orchard Valley Dr. Extension	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Nissan Dr. to Benefield Dr.	6.0	5.0	15.0	-	1.5	-	27.5
39	Line - 36	Richmond Dr Extension	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Sam Davis Rd to Lake Farm Rd	4.0	5.0	15.0	-	3.5	-	27.5
40	Line - 34	New Road Connection 1	New Connection	Construct 2-lane roadway with sidewalk to improve connectivity in residential areas from Lee Rd to Rock Springs Rd	6.0	5.0	15.0	-	1.5	-	27.5
42	Line - 80	Dale Drive Extension	New Connection	Construct 2-lane roadway with sidewalk to connect Lee Road and Rock Springs Road	4.0	5.0	15.0	-	1.5	-	25.5
43	Line - 35	Sam Davis Rd Extension	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Nissan Dr. to Richmond Dr.	4.0	5.0	15.0	-	1.5	-	25.5
44	Line - 32	Clayton Dr Extension	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Current terminus to Gambill Ln	4.0	10.0	7.5	-	1.5	-	23
46	Line - 29	Seven Oaks Blvd Extension	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Current terminus to Rocky Fork Rd	4.0	5.0	7.5	-	1.5	-	18
47	Line - 30	Gambill Lane Extension	New Connection	Construct new 2-lane roadway parallel to I-24 to provide access to undeveloped residential lands and connect Rocky Fork Rd and Rock Spring Rd from Rocky Fork Rd to Big Son Ln	4.0	13.0	-	-	-	-	17
48	Line - 25	Ken Pilkerton Dr Extension	New Connection	Construct 2-lane roadway with sidewalk and CSX railroad crossing to address congestion from Enon Springs Rd from S. Lowry to Old Nashville Hwy	4.0	5.0	7.5	-	-	-	16.5
49	Line - 40	Blue Diamond Dr Extension	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Winstead Dr to Greentree Dr	4.0	10.0	-	-	1.5	-	15.5
50	Line - 43	Country Village Dr Extension	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Current terminus to St. Francis Ave	4.0	10.0	-	-	1.5	-	15.5
51	Line - 82	Olive Branch Road Extension	New Connection	Construct 2-lane roadway with sidewalk to connect existing Olive Branch Road to Rocky Fork Road	9.0	5.0	-	-	1.5	-	15.5
52	Line - 37	Enon Springs Interchange at SR 840	New Connection	Construct new 5-lane roadway and a new interchange to connect Nissan directly to SR 840 from Florence Rd to SR 840	4.0	-	7.5	-	3.5	-	15
53	Line - 38	New Road Connection 3	New Connection	Construct 2-lane roadway to provide access to undeveloped areas in UGB from W Jefferson Pk to Bill France Rd	4.0	-	7.5	-	1.5	-	13
54	Line - 24	Hammersmith Dr. Extension	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Current terminus to Gambill Ln.	4.0	5.0	-	-	1.5	-	10.5
55	Line - 42	Ace Avenue Extension	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Rocky Fork Rd to Enon Springs Road, West	4.0	5.0	-	-	1.5	-	10.5
56	Line - 41	Moorhill Ave Extension 1	New Connection	Construct 2-lane roadway with sidewalk to provide access to undeveloped and existing residential areas from Cardigan Dr to Moorhill Ave terminus	4.0	5.0	-	-	-	-	9

<b>57</b>	Line -33	Rocky Fork Rd & I-24 Interchange	New Connection	Construct new interchange at the current I-24 overpass, to provide additional access to future growth areas from interchange influence area	4.0	-	-	-	1.5	-	<b>5.5</b>
<b>58</b>	Line -39	New Road Connection 4	New Connection	Construct 2-lane roadway to provide access to undeveloped areas in UGB from Alnaville Rd to Baker Rd	4.0	-	-	-	1.5	-	<b>5.5</b>
<b>59</b>	Line -49	Baker Rd Realignment and Interchange	Operational	Extend Baker on new alignment to interchange with I-24 to mitigate future congestion and provide additional access for southeast study area from Blackman Rd to Old Nashville Hwy	4.0	-	-	-	1.5	-	<b>5.5</b>
<b>60</b>	Line -44	I-24 Frontage Road	New Connection	Construct new frontage road that runs parallel to I-24 to provide local connectivity from Sam Ridley Pkwy to Enon Springs Rd	4.0	-	-	-	-	-	<b>4</b>

# Ranked Project List\_Roadway

Rank (MM)	ID	Name	Primary Typ	Description	Implementation and Maintenance (15 points)	Multimodal Options (15 points)	Safety (25 points)	Congestion Reduction (25 points)	Economy and Freight (5 points)	Public Input (15 points)	Total
1	Point - 19	Pedestrian Crossing at Lowry and Enon Springs Rd	Sidewalk	Construct pedestrian crossing over railroad to S. Lowry St	10.0	13.0	25.0	-	3.0	15.0	66
2	Point - 20	Washington Street Sidewalks	Sidewalk	CSX has completed construction on new pedestrian gates; bid out January 2024; construction complete 2025	15.0	10.0	17.5	-	3.0	15.0	60.5
3	Line - 73	Enon Springs Sidewalk Extension	Sidewalk	Construct sidewalk to connect existing and future development to Rocky Fork School Campus from Old Nashville Hwy to Rocky Fork Rd	15.0	13.0	10.0	-	1.5	15.0	54.5
4	Line - 53	Nissan Dr MUP	Pathway	Construct sidewalk from Sam Ridley Pkwy (Existing Greenway) to Enon Springs Rd E	15.0	13.0	10.0	-	-	15.0	53
5	Line - 79	McNickle Drive	Sidewalk	Construct sidewalk to connect existing neighborhoods to Smyrna Primary and Middle Schools from S. Lowry St to Hazelwood Dr	15.0	10.0	7.5	-	-	15.0	47.5
6	Line - 67	Rock Springs Rd Sidewalk	Sidewalk	Construct sidewalk to connect neighborhoods to Sam Ridley commercial development, proposed greenway, and Downtown Smyrna from Division St / Front St to Needham Dr	15.0	13.0	-	-	-	15.0	43
7	Line - 20	Rock Springs Creek Greenway	Greenway	Construct greenway from Monroe St to Spring Hill Dr	10.0	10.0	7.5	-	-	15.0	42.5
8	Line - 1	Almaville Rd Bike Lane	Bike Lane	Construct protected bike lane to connect residential development to existing facility on Lee Victory Parkway from Existing Bike Lane to Neal Ave	10.0	2.0	25.0	-	1.5	-	38.5
9	Line - 60	Lowry Street Phase II	Sidewalk	In Design Phase, Jackson Street to Harts Branch Bridge; upgrade existing sidewalks to ADA standards and add additional street lighting, from Jackson Street to Harts Branch Bridge	15.0	13.0	7.5	-	3.0	-	38.5
10	Line - 55	Florence Rd MUP	Pathway	Construct sidewalk from Jefferson Pk to Enon Springs Rd E	15.0	13.0	7.5	-	-	-	35.5
11	Line - 11	Rock Springs Middle Greenway	Greenway	Construct greenway to connect Rock Springs Park to Middle School from Rock Springs Rd to Henricks Hill Dr	15.0	10.0	7.5	-	1.5	-	34
12	Line - 15	Jefferson Greenway Connection	Greenway	Construct greenway to connect existing Sharp Springs greenway and neighborhoods south of Jefferson Pk from Existing Sharp Springs greenway to Jefferson Pk/Old Jefferson Pk	15.0	10.0	7.5	-	1.5	-	34
13	Line - 17	Nice Mill Greenway	Greenway	Construct greenway to complete connection from Florence Rd to Nice Mill Recreation Area from Florence Rd to Sulphur Springs Rd	15.0	10.0	7.5	-	1.5	-	34
14	Line - 61	Blair Rd Sidewalk	Sidewalk	Construct sidewalk to connect future development to Blair Rd existing sidewalk and Rock Springs Middle School from Penick Pl to Sam Ridley Blvd W	15.0	10.0	7.5	-	1.5	-	34
15	Line - 63	Nolan Dr Sidewalk	Sidewalk	Construct sidewalk to connect N Lowry St, the Event Center, and Lee Victory Park from N Lowry St to existing Nolan Dr greenway	15.0	10.0	7.5	-	1.5	-	34
16	Line - 66	Todd Lane Sidewalk	Sidewalk	Construct sidewalk to complete connection between Old Nashville Hwy and Hazelwood Dr from Existing Todd Lane sidewalks/David Youree Elementary to Old Nashville Hwy	15.0	10.0	7.5	-	1.5	-	34
17	Line - 75	Sidewalk on Wildwood Dr	Sidewalk	Construct sidewalk to connect neighborhoods to existing sidewalks on Almaville Rd from Almaville Rd to existing sidewalk south of Enon Springs Rd	15.0	10.0	7.5	-	1.5	-	34
18	Line - 77	Morton Rd Sidewalk	Sidewalk	Construct sidewalk to connect new development to park from Rocky Fork Almaville Rd to Jericho St	15.0	10.0	7.5	-	1.5	-	34
19	Line - 18	Smyrna Elementary Greenway	Greenway	Construct greenway from Sam Ridley Pkwy to Sam Davis Rd	15.0	10.0	7.5	-	-	-	32.5
20	Line - 64	Smyrna High - Old Nashville Pk Connection	Sidewalk	Construct sidewalk to connect Smyrna High School, neighborhoods, Pioneer Park, and Old Nashville Hwy from Bulldog Dr to Old Nashville Hwy	15.0	10.0	7.5	-	-	-	32.5
21	Line - 69	Cedar Grove Rd Sidewalk	Sidewalk	Construct sidewalk to address short sidewalk gap from West side of Waterford in Smyrna Driveway to eastside of Waterford in Smyrna Driveway	15.0	10.0	7.5	-	-	-	32.5
22	Line - 71	Delacey Ln Sidewalk	Sidewalk	Construct sidewalk from Thurman Francis Arts Academy Driveway to Old Nashville Hwy	15.0	10.0	7.5	-	-	-	32.5
23	Line - 74	Sidewalk for South of School	Sidewalk	Construct sidewalks on south end of Smyrna Middle School Complex from Along Hutchison Dr, Hankins Dr, Bailey Collins Dr	15.0	10.0	7.5	-	-	-	32.5
24	Line - 10	Mayfield Dr Sidewalk	Sidewalk	Construct sidewalk on Mayfield Drive from Mayfield Circle to Enon Springs Road to connection Rotary Park and Gregory Mills Park	15.0	10.0	7.5	-	-	-	32.5
25	Line - 57	Cooks Ln MUP	Pathway	Construct sidewalk from Rock Springs Rd to Lee Rd	15.0	8.0	7.5	-	1.5	-	32
26	Line - 16	Threet Greenway	Greenway	Construct greenway from Sam Ridley Pkwy to Fergus Rd	10.0	10.0	7.5	-	3.0	-	30.5
27	Line - 78	Betaire Drive	Sidewalk	Construct sidewalk to connect existing neighborhoods to Smyrna Primary and Middle Schools from Hazelwood Dr to McNickle Dr	15.0	5.0	7.5	-	3.0	-	30.5
28	Line - 12	Rocky Fork Creek Greenway	Greenway	Construct greenway to connect Stewarts Creek school complex to neighborhoods from Proposed Rocky Fork Rd extension to proposed South Stewart Creek Greenway	15.0	5.0	7.5	-	1.5	-	29
29	Line - 14	South Nissan Greenway	Greenway	Construct greenway from Florence Rd to Nevada Ave	15.0	5.0	7.5	-	1.5	-	29
30	Line - 54	Sam Davis Connection MUP	Pathway	Construct sidewalk from Nissan Dr to Florence Rd	15.0	5.0	7.5	-	1.5	-	29
31	Line - 59	Rocky Fork to McEwen MUP	Pathway	MUP parallel to the Rocky Fork to McEwen corridor improvements from Cooks Ln to I-24/Enon Springs Overpass	10.0	10.0	7.5	-	1.5	-	29
32	Line - 13	South Stewart Creek Greenway	Greenway	Construct greenway from Enon Springs Rd E to Burnt Knob	10.0	10.0	7.5	-	-	-	27.5
33	Line - 76	Lake Farm Rd Sidewalk	Sidewalk	Construct sidewalk from Brookhaven Trail to Florence Rd	15.0	5.0	7.5	-	-	-	27.5
34	Line - 19	Mill Springs Greenway	Greenway	Construct greenway to connect neighborhoods and Wal-Mart/Nissan from Providence Pl to Southside Dr and Proposed greenway to Set Asbury Hawn Way	15.0	10.0	-	-	-	-	25
35	Line - 56	Chicken Pk MUP	Pathway	Construct sidewalk from Lee Victory Pkwy to Old Nashville Hwy	15.0	10.0	-	-	-	-	25
36	Line - 58	Stoneridge Farms-Cedar Grove Elementary Sidewalk	Pathway	Construct pathway to connect existing multifamily to Cedar Grove Elementary from Stoneridge Farms recreation path to Cedar Grove access road	15.0	10.0	-	-	-	-	25
37	Line - 68	Industrial Blvd/ Chaney Rd/Team Blvd Sidewalk	Sidewalk	Construct sidewalk to connect neighborhoods to commercial development from Team Blvd (west) to Existing sidewalks on Chaney Rd	15.0	10.0	-	-	-	-	25
38	Line - 62	Sgt Asbury Hawn Way Sidewalk	Sidewalk	Construct sidewalk to provide north-south connection between future and existing development from Nissan Drive to Wal-Mart access driveway/proposed greenway connection	15.0	10.0	-	-	-	-	25
39	Line - 72	Old Nashville Sidewalk	Sidewalk	Construct sidewalk from Chicken Pk to Corner Dr	15.0	8.0	-	-	1.5	-	24.5
40	Line - 21	Nice Mill Greenway	Greenway	Construct greenway to complete connection from Florence Rd to Nice Mill Recreation Area from Florence Rd to Sulphur Springs Rd	15.0	5.0	-	-	1.5	-	21.5
41	Line - 65	Mason Tucker Dr Sidewalk	Sidewalk	Construct sidewalk to connect multiple neighborhoods, a park, the YMCA, and a proposed greenway from Genie Ln Extension to Todd Ln	10.0	10.0	-	-	-	-	20

# Public Outreach Summary

**D**

# **Smyrna Major Thoroughfare Plan Update**

**Public Outreach Summary**

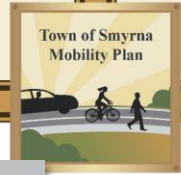


February 7<sup>th</sup>, 2024

# Public input

- Special events
  - Top Gun Run
  - Halloween in the Park
- Social media
- Project page
- Online survey
- Public coordinate online map





# Online survey

- 63 total responses

**SMYRNA MOBILITY PLAN**

Smyrna is updating its long range plan to improve driving, walking, and cycling, and we want to hear from you!

**\*\*This differs from the Safety Action Plan\*\***

The logo for the Town of Smyrna Mobility Plan, featuring a stylized illustration of a car, a cyclist, and a pedestrian on a road.

A large QR code that, when scanned, likely leads to the online survey.

Please follow the QR code above, click **Menu**, and **“Take Survey”** to provide **your input!**

<https://app.publiccoordinate.com/#/projects/SmyrnaMobilityPlan/map>

A colorful illustration of a street scene showing various modes of transportation: a car, a cyclist, a pedestrian, and a person walking a dog. The scene is set in a park-like area with trees and a clear sky.

# Key findings



**81%** say traffic has gotten worse over the last five years.



**66%** say safety has gotten worse over the last five years.



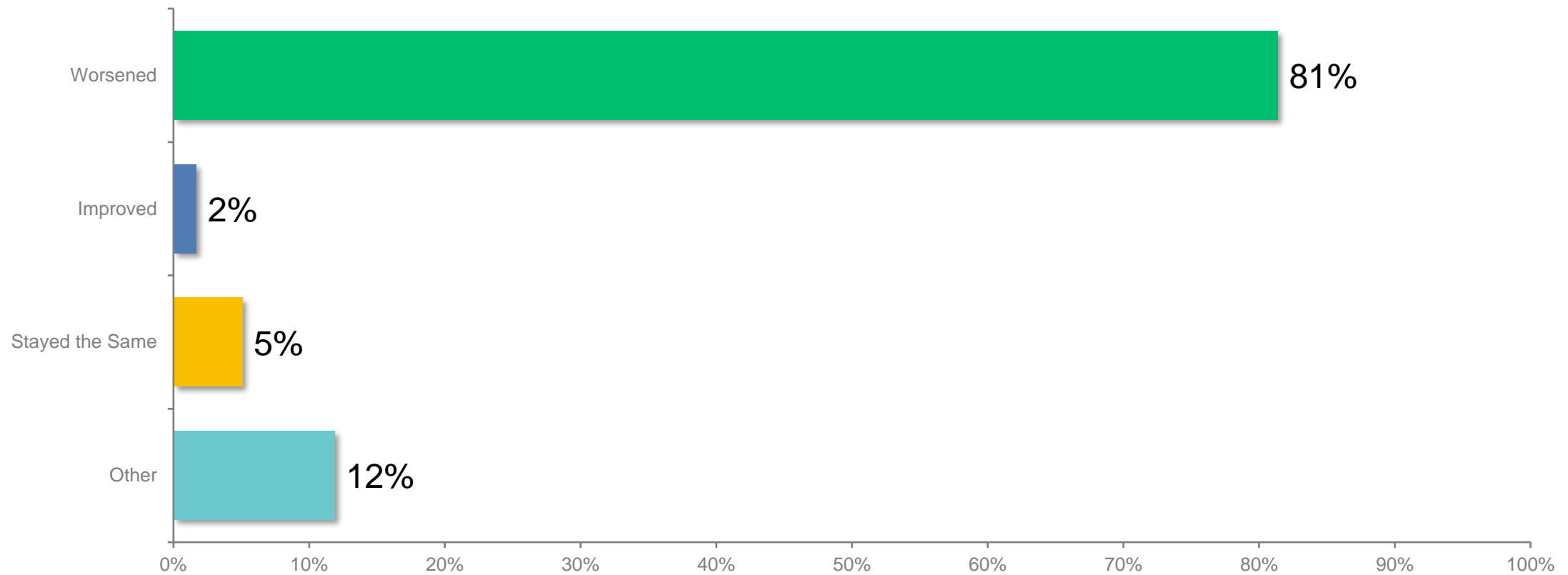
**63%** would walk more often with better facilities.

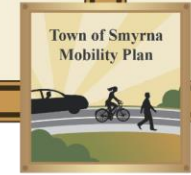


**48%** would bike more often with better facilities.



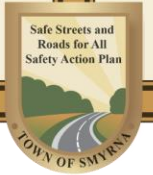
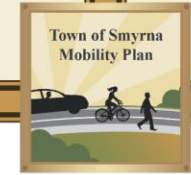
# Over the last five years, traffic congestion in Smyrna has...





# If you said “worse,” why?

- Development outpacing infrastructure
- Traffic signals and crashes
- Sam Ridley Parkway
- Other roads:
  - Nissan Blvd, Lowry Street, Rock Springs Road, and Old Nashville Highway.



# What specific roadway improvements would you like to be made in Smyrna?

## Traffic

- Widen Rock Springs, Old Nashville, and Rocky Fork
- Enhance roundabouts
- New connections to I-24

## Enforcement

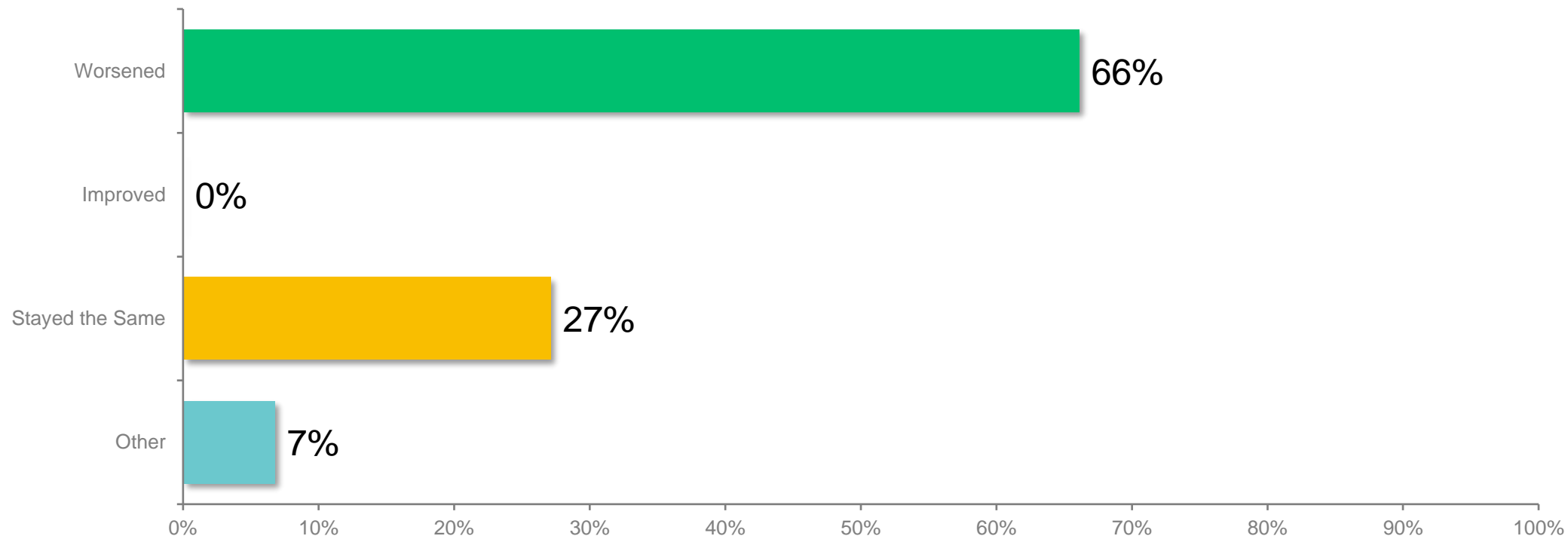
- Traffic calming
- Increase police monitoring
- Enforce traffic laws

## Intersections

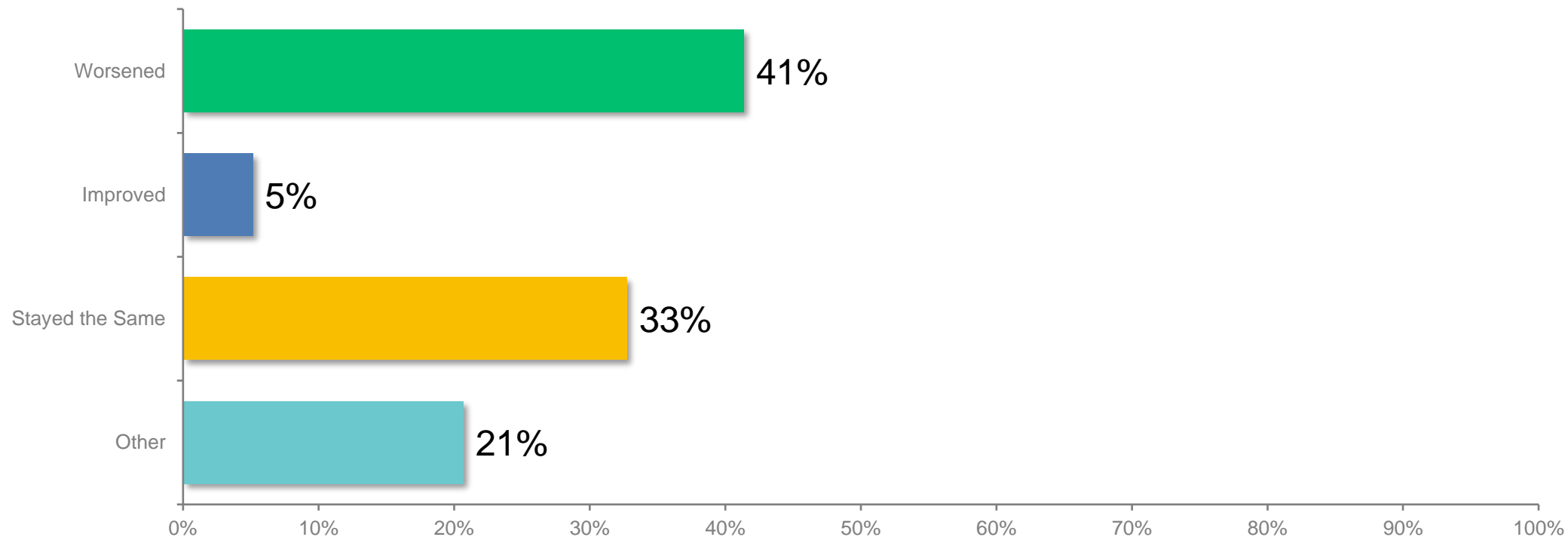
- Improve timing and synchronization
- Install more roundabouts
- Longer turn lanes for right-turn lanes
- Address problem intersections; Sam Ridley with I-24, and Old Nashville with Rock Springs
- Fix potholes



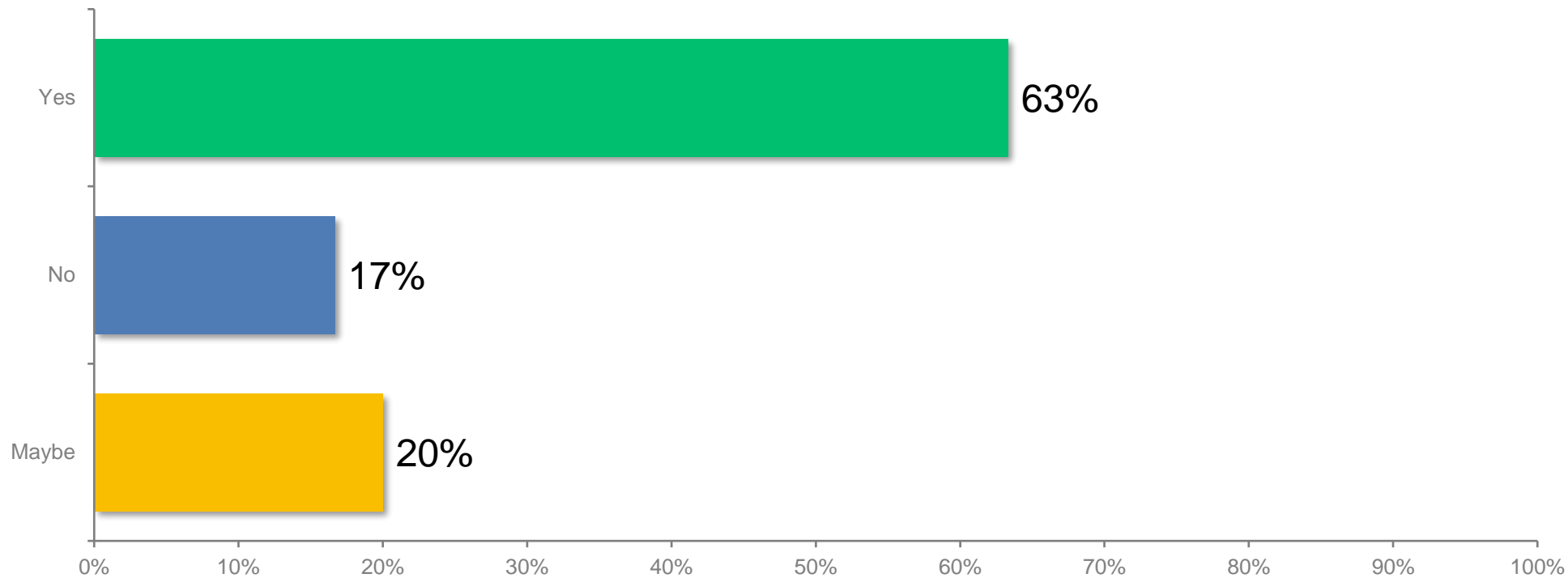
# Over the last five years, safety (related to driving, walking, and cycling) in Smyrna has...



# Over the last five years, the walking and cycling experience in Smyrna has...



# If walking facilities (sidewalks, trails, greenways) were improved, would you walk more often?



# What specific pedestrian improvements would you recommend within Smyrna?

## Sidewalk Connectivity:

- Connecting neighborhoods to parks, activities
- Comfort on major roadways:
  - Sam Ridley, Almaville, and Weakley Lane
- Complete sidewalk gaps

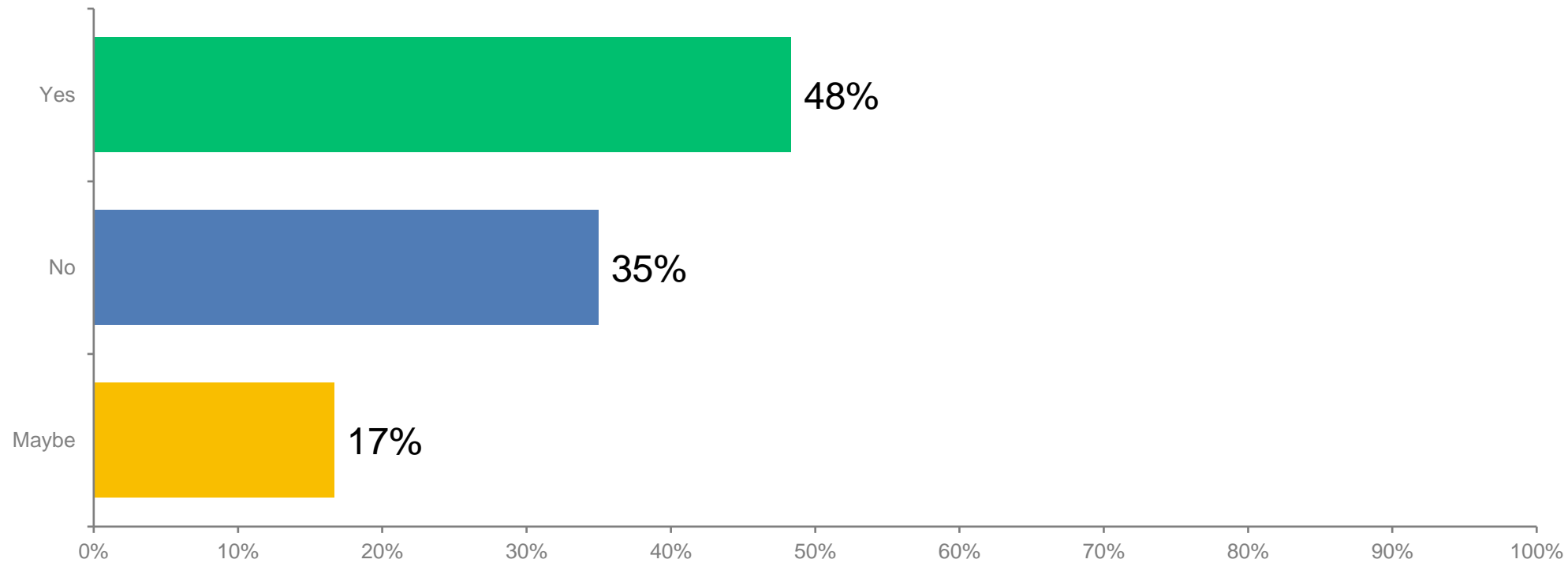
## Safety Enhancements:

- Crosswalk maintenance
- Lighting
- Walkability around commercial developments
- Grass buffers between sidewalks and busy roads

## Pedestrian-Friendly Initiatives:

- Narrower roads
- Roundabouts designed with pedestrians in mind

# If biking facilities were improved, would you bike more often?



## What specific bicycle improvements would you recommend within Smyrna?

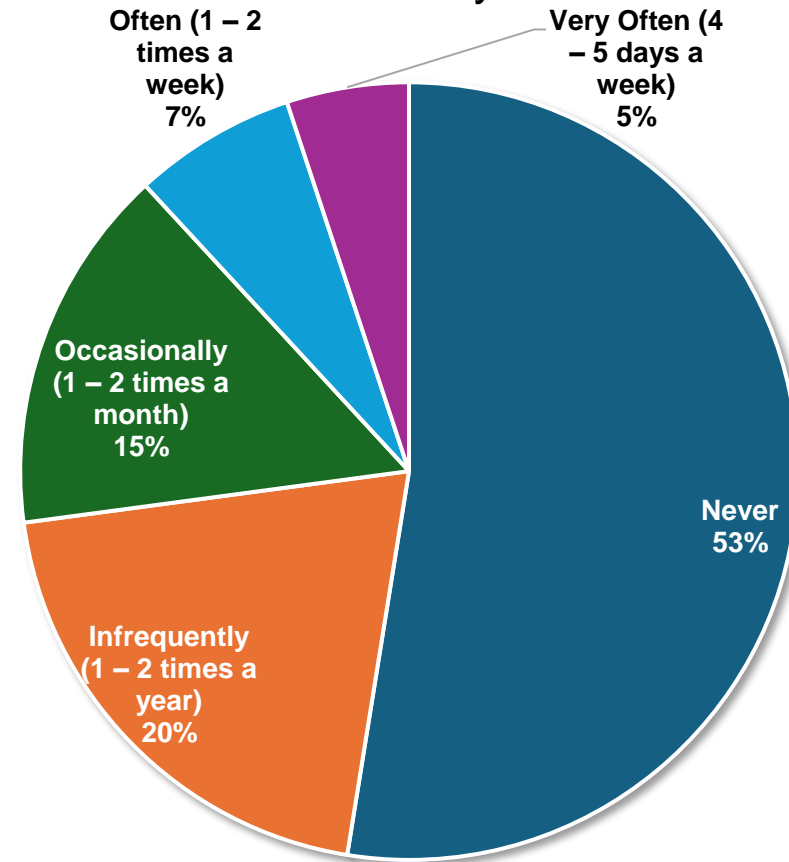
### Safety

- Bike lanes are too close to driving lanes
- Off road facilities are preferred
- Signage
- Markings

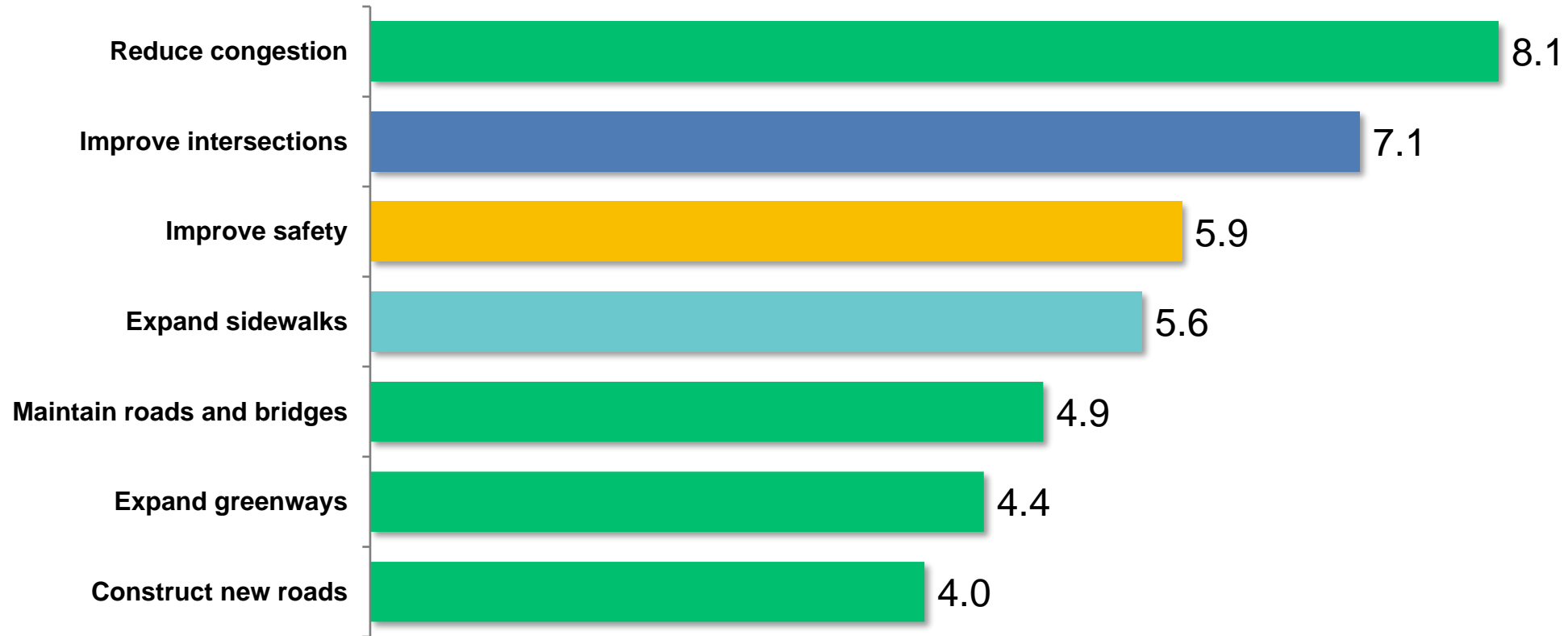
### Connectivity

- Neighborhoods
- Major employers
- Greenways

## How often do you ride your bike around Smyrna?

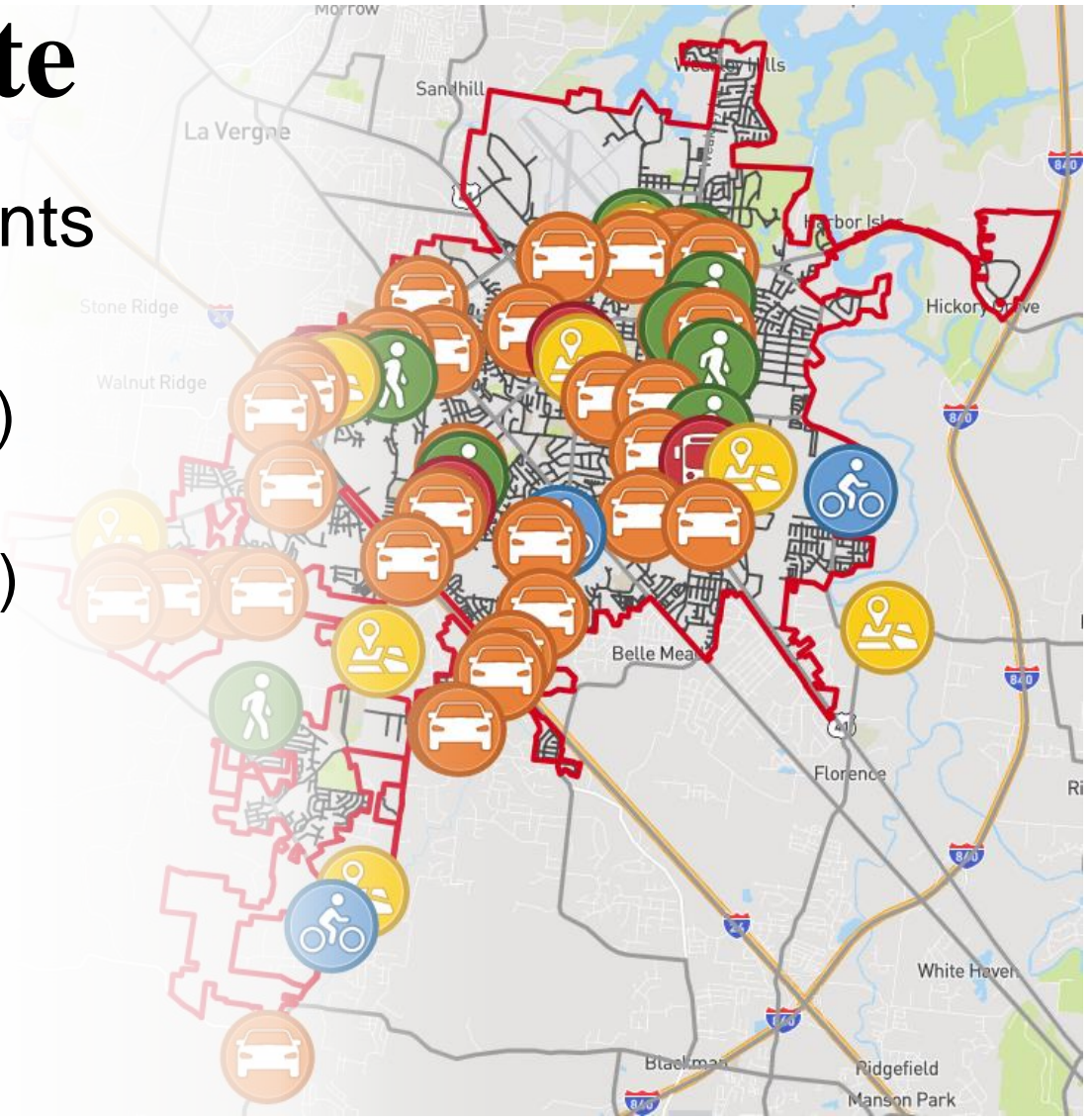







# Top priorities



# Public Coordinate

- Online mapping/comments
- 27 total comments
  - Roadway (18 comments)
  - Transit (4 comments)
  - Pedestrian (3 comments)
  - Bicycle (1 comment)



-  Roadway
-  Transit
-  Pedestrian
-  Bicycle
-  Other

# Themes

- Intersections and traffic flow
- Road conditions and maintenance
- Pedestrian safety
- Bus stops

# Comments and themes

- Nissan shift traffic
- Stop sign visibility at Ken Pilkerton Drive
- Add signage to indicate Enon Springs Road is a one way on Percheron Place
- Connect St. Francis Avenue to Enon Springs Road
- Sam Ridley Parkway and Almaville Road comments on safety and congestion
- Enhancing pedestrian friendliness with sidewalks, streetlights, and shaded areas on popular jogging routes

# Cost Estimate Detail

**E**

Smyrna Mobility Plan  
Multimodal Project Cost Estimates

Project ID	Project Ranking	Project Name	Functional Classification	Description	Estimated Length Roadway (ft)	Subtotal	Erosion Control	S&M	Clearing & Grubbing	Construction lines & Staking	Contingency	Mobilization	Total Construction Cost	Design Fee	CEI Fee	Total Project Cost	
						\$	LS	LS	LS	LS	LS	LS	\$	LS	LS	\$	
						5.00%	5.00%	5.00%	1.50%	40.00%	10.00%	10.00%	10.00%	10.00%	\$		
Point 1	1	Pedestrian Crossing at Lowry and Enon Springs Rd	Sidewalk	6' Sidewalk	250	126300	6500	6429	6429	2300	60100	21100	231428	23200	23200	277828	
CSX has completed construction on new pedestrian gates; bid out January 2024; construction complete 2025																	
Construction complete Spring 2025																	
Point 2	2	Washington Street Sidewalks	Sidewalk	6' Sidewalk	4800	288000	15900	15840	15840	5500	148000	51800	569680	57000	57000	683680	
73	3	Enon Springs Sidewalk Extension	Sidewalk	6' Sidewalk	11800	568500	34400	34325	34325	11900	320600	112300	1234350	123500	123500	1481350	
53	4	Nissan Dr MUP	Pathway	6' Path	3300	213000	11700	11641	11641	4100	108800	38100	418782.1	41900	41900	502582.1	
79	5	McNickle Drive	Sidewalk	6' Sidewalk	6900	414000	22800	22770	22770	7900	212700	74500	818840	81900	81900	982640	
67	6	Rock Springs Rd Sidewalk	Sidewalk	6' Sidewalk	20	15000	867200	52400	0	52360	17300	467800	163800	1800860	180100	180100	2161060
20	7	Rock Springs Creek Greenway	Greenway	12'	6650	2085700	109700	109605	109605	37900	1023600	358300	3940810	394100	394100	4729010	
1	8	Almaville Rd Bike Lane	Bike Lane	7 (5' lane, 2' buffer)													
In Design Phase, Jackson Street to Harts Branch Bridge; upgrade existing sidewalks to ADA standards and add additional street lighting, from Jackson Street to Harts Branch Bridge																	
60	9	Lowry Street Phase II	Sidewalk	6' Path	1000	270000	14200	14101	14101	4900	131800	46200	507303	50800	50800	608903	
55	10	Florence Rd MUP	Pathway	6' Path	10100	292000	17700	17630	17630	6100	164700	57700	634060	63500	63500	761060	
11	11	Rock Springs Middle Greenway	Greenway	12'	2000	115700	7000	0	6985	2400	62500	21900	240485	24100	24100	288685	
15	12	Jefferson Greenway Connection	Greenway	12'	500	29000	1800	0	1750	600	15700	5500	60350	6100	6100	72550	
17	13	Nice Mill Greenway	Greenway	12'	5200	300700	18200	0	18155	6000	162200	56800	624455	62500	62500	749455	
61	14	Blair Rd Sidewalk	Sidewalk	6' Sidewalk	1200	72000	4000	3960	3960	1400	37100	13000	142620	14300	14300	171220	
63	15	Nolan Dr Sidewalk	Sidewalk	6' Sidewalk	1800	108000	6000	5940	5940	2100	55600	19500	213880	21400	21400	256680	
66	16	Todd Lane Sidewalk	Sidewalk	6' Sidewalk	2000	120000	6600	6600	6600	2300	61700	21600	237400	23800	23800	285000	
70	17	Waldron Rd Sidewalk	Sidewalk	6' Sidewalk	500	30000	1700	1650	1650	600	15500	5500	59600	6000	6000	71600	
75	18	Sidewalk on Wildwood Dr	Sidewalk	6' Sidewalk	6200	372000	20500	20460	20460	7100	191100	66900	735720	73600	73600	882920	
77	19	Morton Rd Sidewalk	Sidewalk	6' Sidewalk	3000	180000	9900	9900	9900	3500	92500	32400	356100	35700	35700	427500	
18	20	Smyrna Elementary Greenway	Greenway	12'	5100	294900	17900	0	17805	5900	159100	55700	612505	61300	61300	735105	
64	21	Smyrna High - Old Nashville Pk Connection	Sidewalk	6' Sidewalk	4400	264000	14600	14520	14520	5100	135700	47500	522340	52300	52300	626940	
69	22	Cedar Grove Rd Sidewalk	Sidewalk	6' Sidewalk	100	21000	1100	1081	1081	400	10200	3600	39062.1	4000	4000	47062.1	
71	23	Delacey Ln Sidewalk	Sidewalk	6' Sidewalk	1300	78000	4300	4290	4290	1500	40100	14100	154380	15500	15500	185380	
74	24	Sidewalk for South of School	Sidewalk	6' Sidewalk	7400	444000	24500	24420	24420	8500	228100	79900	878240	87900	87900	1054040	
57	25	Cooks Ln MUP	Pathway	6' Path	3800	109900	6700	6635	6635	2300	62000	21700	238670	23900	23900	286470	
16	26	Threet Greenway	Greenway	12'	13000	751600	45400	0	45380	15000	405400	141900	1560680	156100	156100	1872880	
78	27	Belaire Drive	Sidewalk	6' Sidewalk	2500	150000	8300	8250	8250	2900	77100	27000	296800	29700	29700	356200	
12	28	Rocky Fork Creek Greenway	Greenway	12'	8200	474100	28700	0	28625	9500	255800	89600	984725	98500	98500	1181725	
14	29	South Nissan Greenway	Greenway	12'	1500	86800	5300	0	5240	1800	46900	16500	180540	18100	18100	216740	
54	30	Sam Davis Connection MUP	Pathway	6' Path	5800	167700	10200	10125	10125	3500	94600	33200	364250	36500	36500	437250	
59	31	Rocky Fork to McEwen MUP	Pathway	6' Path	23200	670800	40500	40490	40490	14000	378200	132400	1455880	145600	145600	1747080	
13	32	South Stewart Creek Greenway	Greenway	12'	58080	3357500	202800	0	202723	66900	1810800	633800	6971483	697200	697200	8365883	
76	33	Lake Farm Rd Sidewalk	Sidewalk	6' Sidewalk	7300	438000	24100	24090	24090	8400	225000	78800	866280	86700	86700	1039680	
10	34	Mayfield Drive Sidewalk	Sidewalk	6' Sidewalk	550	31800	2000	0	1920	700	17300	6100	66420	6700	6700	79820	
19	35	Mill Springs Greenway	Greenway	12'	3200	185000	11200	0	11170	3700	99800	35000	384270	38500	38500	461270	
56	36	Chicken Pk MUP	Pathway	6' Path	6600	190800	11600	11520	11520	4000	107700	37700	414440	41500	41500	497440	
Construct pathway to connect existing multifamily to Cedar Grove Elementary from Stoneridge Farms recreation path to Cedar Grove access road.																	
58	37	Stoneridge Farms-Cedar Grove Elementary Sidewalk	Pathway	6' Path	250	15000	900	825	825	300	7800	2800	29950	3000	3000	35950	
68	38	Industrial Blvd/ Chaney Rd/Team Blvd Sidewalk	Sidewalk	6' Sidewalk	1600	96000	5300	5280	5280	1900	49400	17300	190060	19100	19100	228260	
62	39	Sgt Asbury Hawn Way Sidewalk	Sidewalk	6' Sidewalk	3000	180000	9900	9900	9900	3500	92500	32400	356100	35700	35700	427500	
72	40	Old Nashville Sidewalk	Sidewalk	6' Sidewalk	2700	162000	9000	8910	8910	3100	83300	29200	320620	32100	32100	384820	
21	41	Nice Mill Greenway	Greenway	12'	8500	491400	29700	0	29670	9800	265100	92800	1020470	102100	102100	1224670	
65	42	Mason Tucker Dr Sidewalk	Sidewalk	6' Sidewalk	9300	789000	42300	42271	42271	14600	394800	138200	1519843	152000	152000	1823843	

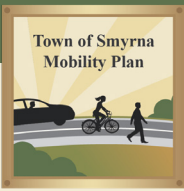
Smyrna Mobility Plan  
Roadway Project Cost Estimates

Project ID	Project Ranking	Project Name	Functional Classification	Description	Estimated Length Roadway (ft)	Subtotal	Erosion Control	S&M	Cleaning & Grubbing	Construction lines & Staking		Contingency	Mobilization	Total Construction Cost	Design Fee	CEI Fee	Total Project Cost
							LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS
							5.00%	5.00%	5.00%	1.50%	40.00%	10.00%	\$	10.00%	10.00%	\$	
7	1	Almaville Rd Widening and Pedestrian Improvements	Capacity	44 (11' lanes, 12' center turn lane, 6' sidewalk, 2' sidewalk buffer, 2' curb & gutter)	3200	29085500	1579200	1579199	1579199	544900	14746600	5161400	56774476	5677500	5677500	68129476	
4	2	Lee Road Improvements and Sidewalks	Capacity	44 (11' lanes, 12' center turn lane, 6' sidewalk, 2' sidewalk buffer, 2' curb & gutter)	1480	8221500	418600	418564	418564	144500	3908600	1368100	15048192	1504900	1504900	18057992	
47	3	Weakley Lane Improvements and Sidewalks	Operational	Add turn lanes and widen shoulders for vehicle and truck traffic. Add sidewalk connections to existing greenway. Functional design phase complete from Swan Drive to Town Limits. Phase 1 from Swan Drive to 8th Ave in design phase. Sidewalk from Sam Ridley to 9th at greenway. TWLTL from Swan to UGB. Assume symmetrical widening, 2' shoulders, no C&G	900	1926800	113700	113620	113620	39300	1061100	371400	4085140	408600	408600	4902340	
9	6	Sam Ridley Parkway Widening	Capacity	from Old Nashville Highway to Lowry Street Add 11' lane to each side, 6' sidewalk, 10' multiuse path, 2' grass strip, get rid of shoulder, add 2' curb and gutter, narrow median if necessary	580	5328100	286200	286126	286126	98800	2672000	935200	10286955	1028700	1028700	12344355	
8	7	Rock Springs Rd Widening and Pedestrian Improvements	Capacity	44 (11' lanes, 12' center turn lane, 6' sidewalk, 2' sidewalk buffer, 2' curb & gutter) (improvements may be under construction starting at razzle dr Widen existing road to 3 lanes with sidewalks. Phase 1 Derby Run to Morton Lane in ROW Acquisition; additional phases will follow as development expands. (assumed 7' notch and widen each side, 6' sidewalk, 2' C&G to match proposed developments)	1900	18428100	995900	995842	995842	343600	9299300	3254800	35802106	3580300	3580300	42962706	
3	10	Rocky Fork Almaville Road Improvements and Sidewalks	Capacity	44 (11' lanes, 12' center turn lane, 6' sidewalk, 2' sidewalk buffer, 2' curb & gutter) (improvements may be under construction starting at razzle dr Widen existing road to 3 lanes with sidewalks. Phase 1 Derby Run to Morton Lane in ROW Acquisition; additional phases will follow as development expands. (assumed 7' notch and widen each side, 6' sidewalk, 2' C&G to match proposed developments)	4200	2265600	115400	115380	115380	39900	1077500	377200	4148360	414900	414900	4978160	
48	11	Enon Springs Rd Operational and Pedestrian Improvements	Operational	Bring existing sidewalks up to ADA standards; Road resurfacing from Florence to Ridley. Bid out January 2025; construction complete Summer 2025 from Old Nashville Hwy to Florence Rd						Project Complete							
46	12	Rock Springs Road Improvements	Operational	Add shoulders to this section of road, from Mable Farms to Cooks Lane. Survey and Design Phase to start this Spring. Added TWLTL symmetrical widening, 6' sidewalk, 2' C&G. Assumed Cooks Ln to Razzle Dr	2500	1939500	101800	101752	101752	35200	950300	332600	3658433	365900	365900	4390233	
2	15	Cooks Lane Improvements and Sidewalks	Capacity	44 (11' lanes, 12' center turn lane, 6' sidewalk, 2' sidewalk buffer, 2' curb & gutter)	7000	3832600	195200	195151	195151	67400	1822400	637900	7016222	701700	701700	8419622	
5	17	Sam Davis Rd Widening and Pedestrian Improvements	Capacity	52 (11' lanes, 12' center turn lane, 6' sidewalk (both sides), 2' sidewalk buffer (both sides), 2' curb & gutter)	7300	7594800	410700	410660	410660	141700	3834800	1342200	14763920	1476400	1476400	17716720	
Point 9	19	Sam Ridley Interchange Signal	Signal	2 Signals, ramp re-alignment		1926200	98900	98846	98846	34200	923100	323100	3553894	355400	355400	4264694	
45	22	Almaville Road Improvements and Sidewalks	Operational	Add turn lanes and sidewalks. Survey and Functional Design Underway; from Old Nashville Hwy to Lee Victory Pkwy. Assumed adding 12' Center turn lane throughout, 2' C&G, 6' sidewalk each side	8500	6172200	325700	325610	325610	112400	3040700	1064300	11706520	1170700	1170700	14047920	
50	25	Rocky Fork to McEwen Corridor Improvements	Capacity	Cooks Ln/County line to I-24. Grass median separated 4 - 11' lanes, 2' C&G, 6' sidewalk either side	23200	26155800	1336100	1336013	1336013	461000	12475800	4366600	48031767	4803200	4803200	57638167	
Point 7	26	Jefferson Pike Signal	Signal	1 Signal addition		450000	22600	22501	22501	7800	210200	73600	809203	81000	81000	971203	
51	27	Seminary Road / Almaville Road Intersection Improvements	Operational	Conduct study to evaluate existing traffic signal operations, options for fiber connectivity, and need for retiming.	14300	4404600	226000	225994	225994	78000	2110400	738700	8124968	812500	812500	9749968	
26	28	New Roadway Connection 6	New Connection	42 (11' lanes, 12' center turn lane, 6' sidewalk, 2' sidewalk buffer, 2' curb & gutter)	3800	3414200	185600	185530	185530	64100	1732600	606400	6670360	667100	667100	8004560	
28	29	Percival Street Extension	New Connection	32' (11' lanes, 6' sidewalk, 2' sidewalk buffer, 2' shoulder)	1500	829800	45700	45690	45690	15800	426700	149400	1642780	164300	164300	1971380	
31	30	Highwood Blvd Extension with Pedestrian Improvements	New Connection	32' (11' lanes, 6' sidewalk, 2' sidewalk buffer, 2' shoulder)	1200	663800	36600	36550	36550	12700	341400	119500	1314300	131500	131500	1577300	
52	31	Fitzhugh Blvd	Operational	Construct turn lanes and modify intersection traffic control as needed with future growth due to Air NG relocating to Airport. Relocation to Smyrna is still TBD; if the decision is yes, a full Traffic Impact Study will need to be conducted from Sam Ridley Pkwy to End of Street. Assumed 250' full widening per turn lane and sidewalk connectivity	1750	105000	5800	5775	5775	2000	54000	18900	207750	20800	20800	249350	
6	33	Jefferson Pk Widening	Capacity	Widen to 5 lanes to mitigate future congestion from SR-840 to UGB Limit	3700	3962000	219600	219560	219560	75800	2050300	717700	7893720	789400	789400	9472520	
27	34	Mottow College Blvd-Lee Victory Park Connection	New Connection	28' (11' lanes, 6' sidewalk)	3100	1799400	98100	98031	98031	33900	915500	320500	3524663	352500	352500	4229663	
23	36	Orchard Valley Dr. Extension	New Connection	32' (11' lanes, 6' sidewalk, 2' sidewalk buffer, 2' shoulder)	2100	1161700	64000	63965	63965	22100	597400	209100	2299830	230000	230000	2759830	
36	37	Richmond Dr Extension	New Connection	32' (11' lanes, 6' sidewalk, 2' sidewalk buffer, 2' shoulder)	3000	1659500	91400	91375	91375	31600	853300	298700	3285250	328600	328600	3942450	
34	38	New Road Connection 1	New Connection	32' (11' lanes, 6' sidewalk, 2' sidewalk buffer, 2' shoulder)	4750	2843500	155600	155555	155555	53700	1452700	508500	5592710	559300	559300	6711310	
35	40	Sam Davis Rd Extension	New Connection	32' (11' lanes, 6' sidewalk, 2' sidewalk buffer, 2' shoulder)	2400	1327600	73100	73100	73100	25300	682700	239000	2628300	262900	262900	3154100	
32	41	Clayton Dr Extension	New Connection	32' (11' lanes, 6' sidewalk, 2' sidewalk buffer, 2' shoulder)	2700	1493600	82300	82240	82240	28400	768000	268800	2956780	295700	295700	3548180	
22	42	Industrial Blvd Operational Improvements	Operational	Conduct study to evaluate existing traffic signal operations, peak hour queuing, and access management strategies		0	0	0	0	0	0	0	0	0	0	0	
29	44	Seven Oaks Blvd Extension	New Connection	28' (11' lanes, 6' sidewalk)	2100	1117300	61400	61325	61325	21200	572700	200500	2204950	220500	220500	2645950	
30	45	Gambill Lane Extension	New Connection	26' (11' lanes, 2' shoulders (both sides))	5200	1427800	85000	84910	84910	29300	793000	277600	3052920	305300	305300	3663520	
25	46	Ken Pilketon Dr Extension	New Connection	32' (11' lanes, 6' sidewalk, 2' sidewalk buffer, 2' shoulder)	2600	2128300	114000	113995	113995	39400	1064600	372600	4098490	409900	409900	4918290	
40	47	Shadow Creek Dr Extension	New Connection	32' (11' lanes, 6' sidewalk, 2' sidewalk buffer, 2' shoulder)	3300	1825500	100600	100515	100515	34700	938700	328600	3613930	361400	361400	4336730	
43	48	Country Village Dr Extension	New Connection	32' (11' lanes, 6' sidewalk, 2' sidewalk buffer, 2' shoulder)	3100	2164800	117000	116921	116921	40400	1091900	382200	4203743	420400	420400	5045433	
37	49	Enon Springs Interchange at SR 840	New Connection	Construct new 5-lane roadway and a new interchange to connect Nissan directly to SR 840 from Florence Rd to SR 840	5000	16266500	851900	851821	851821	293900	7954400	2784100	30624344	3062500	3062500	36749344	
38	50	New Road Connection 3	New Connection	26' (11' lanes, 2' shoulders (both sides))	20500	8068700	457600	457536	457536	157900	4272600	1495400	16449274	1645000	1645000	19739274	
24	51	Hammersmith Dr. Extension	New Connection	32' (11' lanes, 6' sidewalk, 2' sidewalk buffer, 2' shoulder)	3600	1991400	109700	109650	109650	37900	1024000	358400	3942300	394300	394300	4730900	
42	52	Hunters Chase Dr Extension	New Connection	32' (11' lanes, 6' sidewalk, 2' sidewalk buffer, 2' shoulder)	2400	1353500	74500	74405	74405	25700	694900	243300	2675302	267600	267600	3210502	
41	53	Moorhill Ave Extension 1	New Connection	(13' lanes, 6' sidewalk, 2' sidewalk buffer, 2' shoulder)	1500	893100	49500	49455	49455	17100	461900	161700	1778210	177900	177900	2134010	
33	54	Rocky Fork Rd & I-24 Interchange	New Connection	Diamond Interchange, 4 ramps		3426100	177600	177546	177546	61300	1658000	580300	6383194	638400	638400	7659994	
39	55	New Road Connection 4	New Connection	26' (11' lanes, 2' shoulders (both sides))	10000	2952300	173700	173692	173692	60000	1622000	567700	6244614	624500	624500	7495914	

49	56 Baker Rd Realignment and Interchange	Operational		10500	7965100	432600	432516	432516	149300	4038900	1413700	15549834	1555000	1555000	18659834
44	57 I-24 Frontage Road	New Connection	26' (11' lanes, 2' shoulders (both sides))	10000	5491400	326600	326570	326570	112700	3049600	1067400	11740840	1174100	1174100	14089040

# Project Sheets

**F**






# Almaville Road from SR 840 to Midway Lane

**Description:** This project will widen Almaville Road to include a center turn lane with a sidewalk and multiuse path.

**Why it's needed:** Almaville Road is one of Smyrna's most congested corridors. It's a critical link between I-840 and I-24. The bicycle and pedestrian improvements will serve the many neighborhoods that use this road.

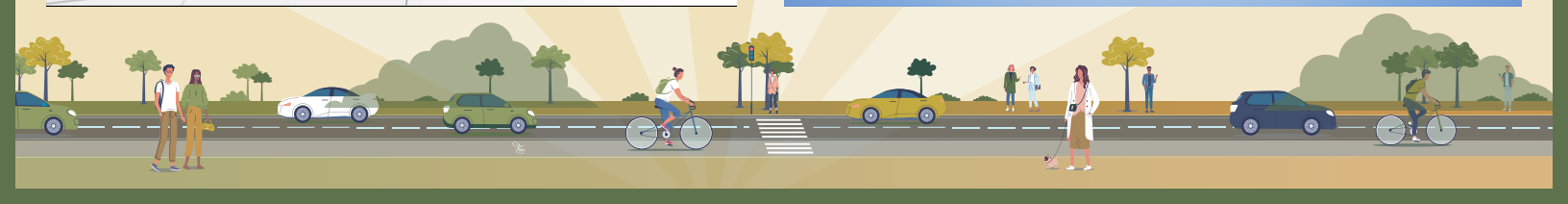
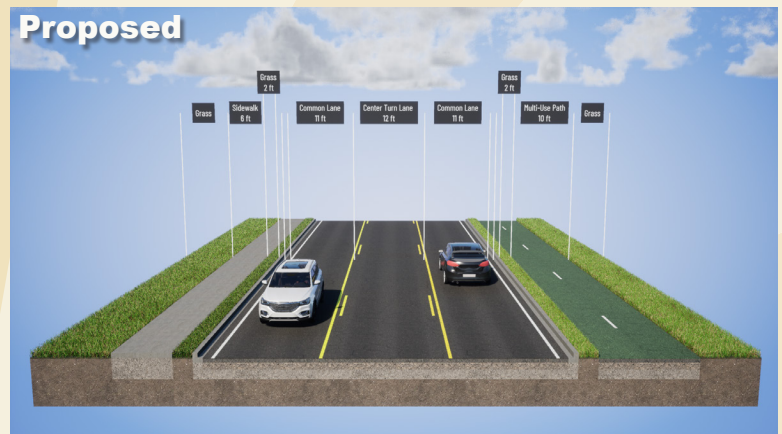
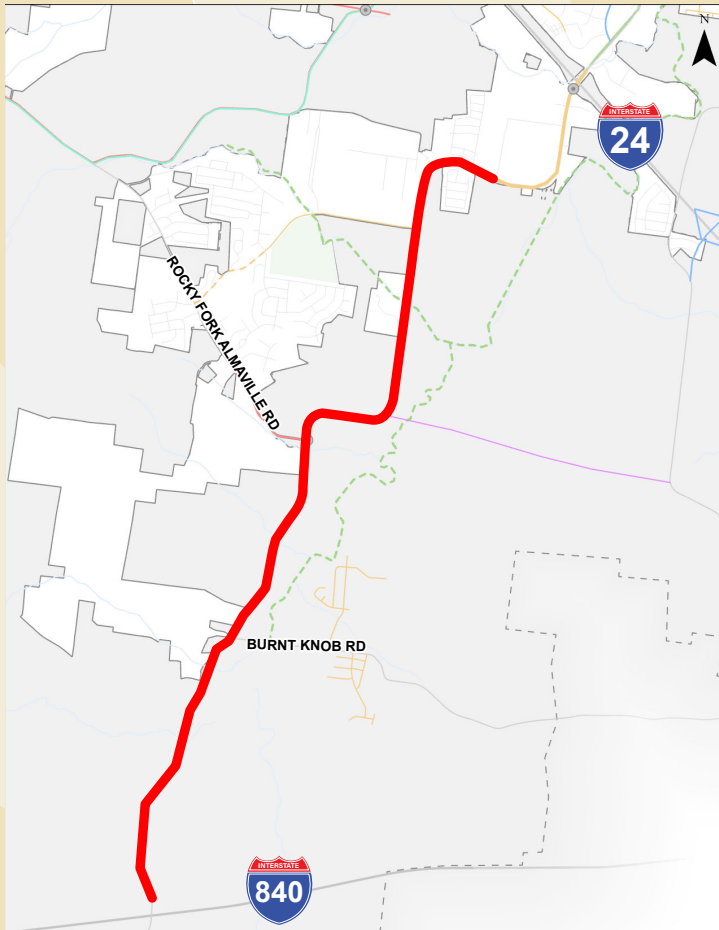
**Cost:** \$68 million

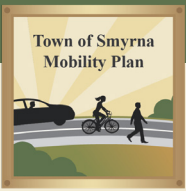
## Project Scoring:

- 
Is easy to implement and maintain.
- 
Provides multimodal options.
- 
Addresses safety concerns.
- 
Addresses existing and future congestion.
- 
Supports economic development.
- 
Addresses a publicly identified need.

Low

High





# Enon Springs Sidewalk Extension

**Description:** Construct sidewalk to connect existing and future development to Rocky Fork Middle School from Old Nashville Highway to Rocky Fork Road.

**Why it's needed:** Many neighborhoods along Enon Springs Road have sidewalks but have no connectivity outside of the neighborhood. This project make walking possible to the middle school as well connect to the existing sidewalk west of Old Nashville Highway.

**Cost:** \$685,000

## Project Scoring:

- 

Is easy to implement and maintain.
- 

Provides multimodal options.
- 

Addresses safety concerns.
- 

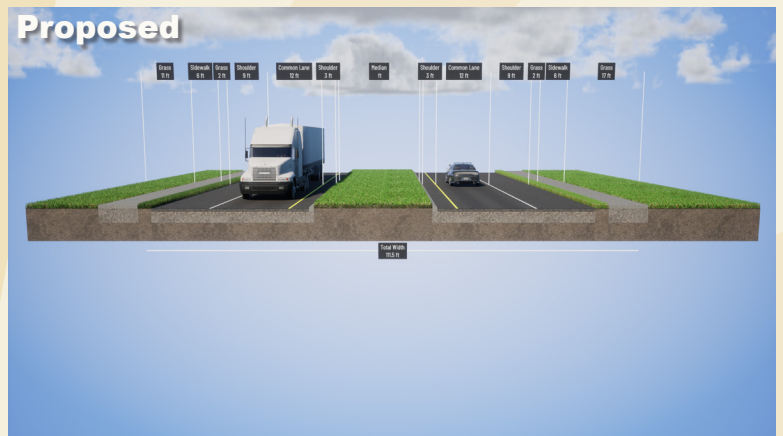
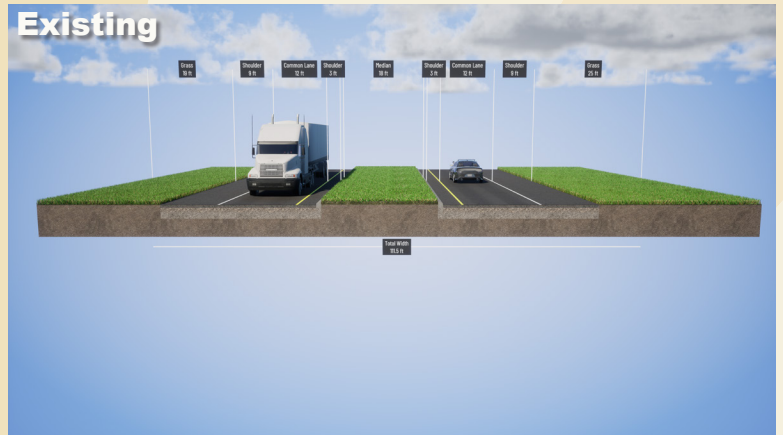
Addresses existing and future congestion.
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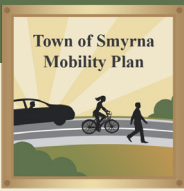
Supports economic development.
- 

Addresses a publicly identified need.

Low

High





# Pedestrian Crossing at Enon Springs Road and Lowry Street

**Description:** Construct sidewalks and pedestrian crossing from the existing sidewalk west of the railroad to the existing sidewalk east of Lowry Street.

**Why it's needed:** This project provides a critical pedestrian link connecting existing neighborhoods west of Lowry Street to destinations east of Lowry Street. It traverses two major obstacles: the railroad crossing and Lowry Street.

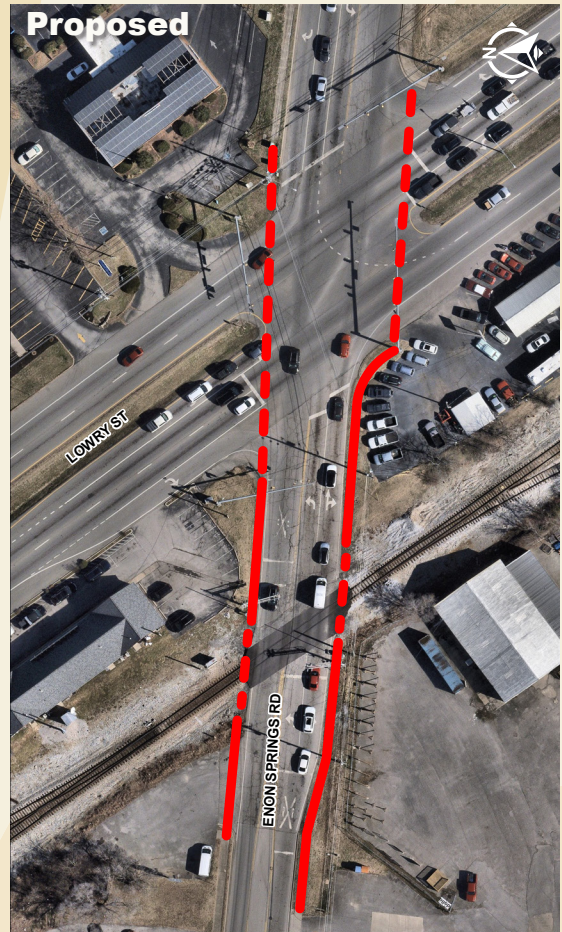
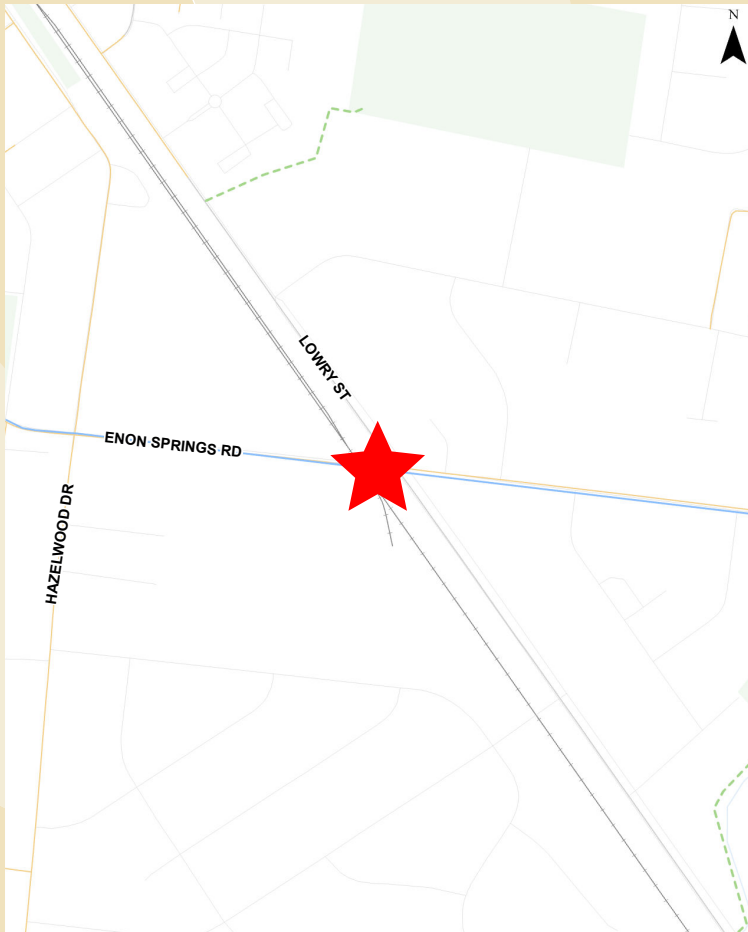
**Cost:** \$277,000

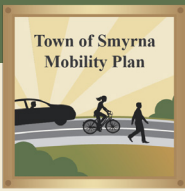
## Project Scoring:

-  *Is easy to implement and maintain.*
-  *Provides multimodal options.*
-  *Addresses safety concerns.*
-  *Addresses existing and future congestion.*
-  *Supports economic development.*
-  *Addresses a publicly identified need.*

Low

High






# Nissan Drive Multiuse Path


**Description:** Construct a 10' multiuse path from the existing greenway near Lee Victory Park to Enon Springs Road.


**Why it's needed:** This project is an important link in the bicycle pedestrian network linking Lee Victory Park, many neighborhoods, retail and restaurants at Enon Springs Road and the Nissan Assembly Plant.


**Cost:** \$1,480,000


## Project Scoring:


- 

Is easy to implement and maintain.
- 

Provides multimodal options.
- 

Addresses safety concerns.
- 

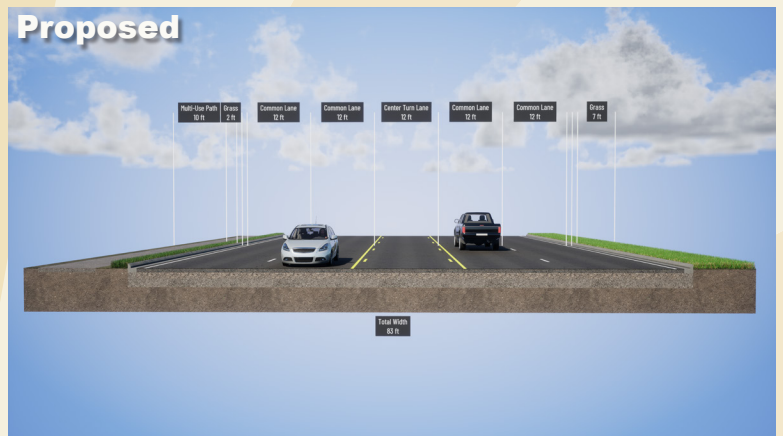
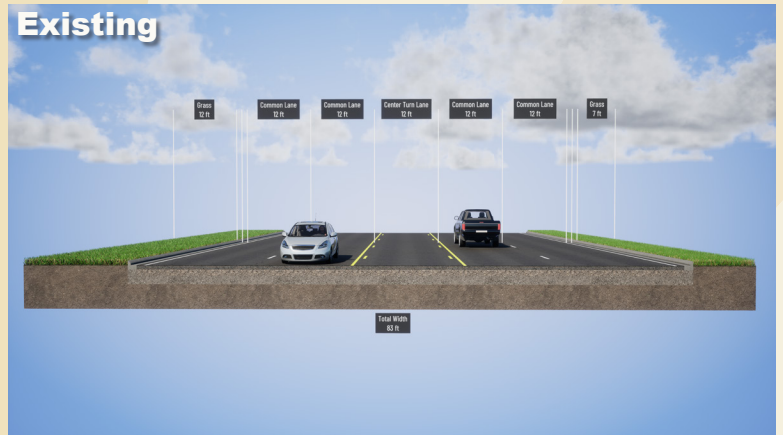
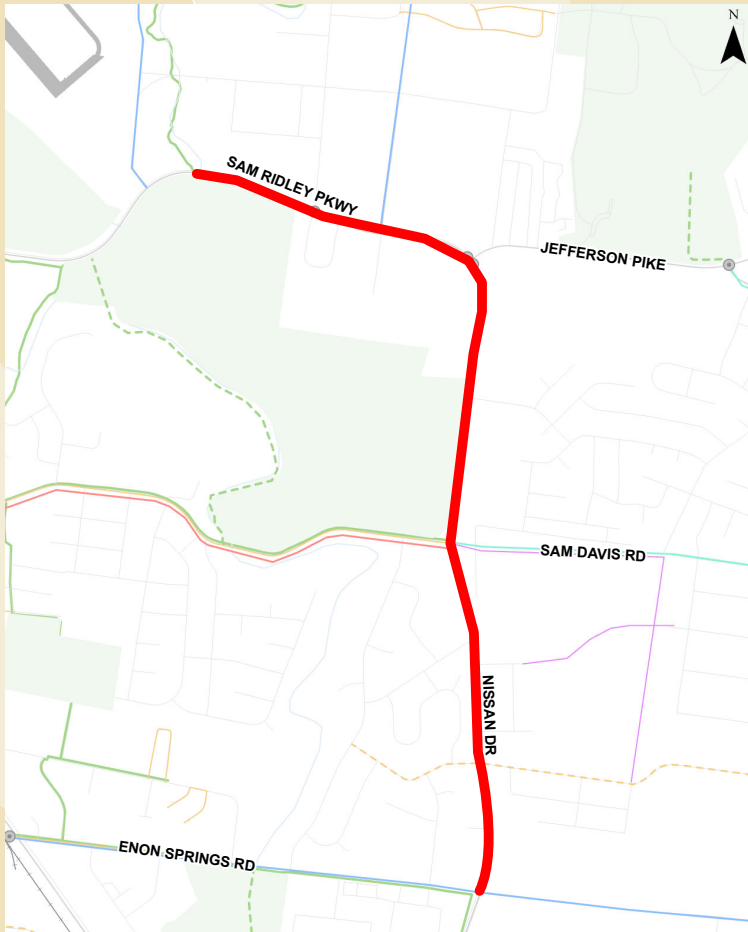
Addresses existing and future congestion.
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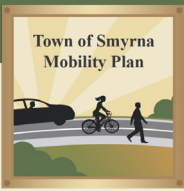
Supports economic development.
- 

Addresses a publicly identified need.

Low

High





# Rock Springs Road Widening and Pedestrian Improvements

**Description:** Widen to include a continuous center turn lane, sidewalks and multiuse path from Montgomery Way to Rocky Fork Road.

**Why it's needed:** Rock Springs is a heavily travelled road. The addition of a center turn lane will reduce congestion and improve safety by removing left turning vehicles from the travel lanes. The sidewalk and multiuse path will provide safe walking and cycling options for existing and future neighborhoods.

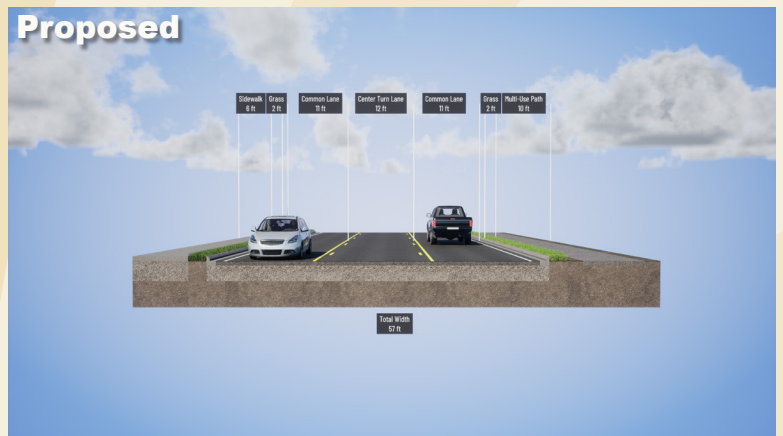
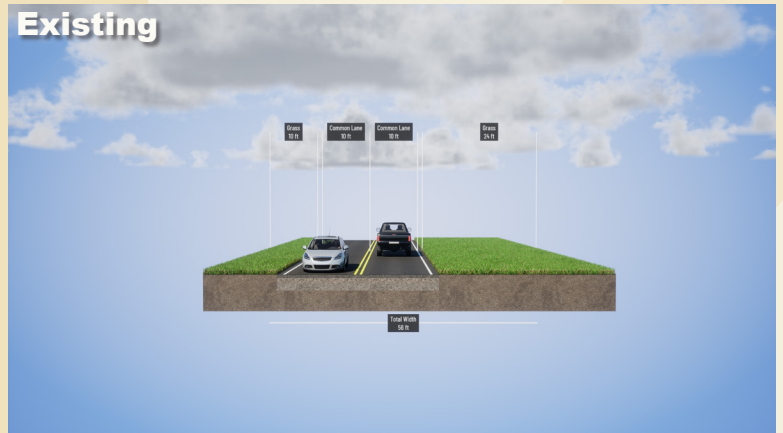
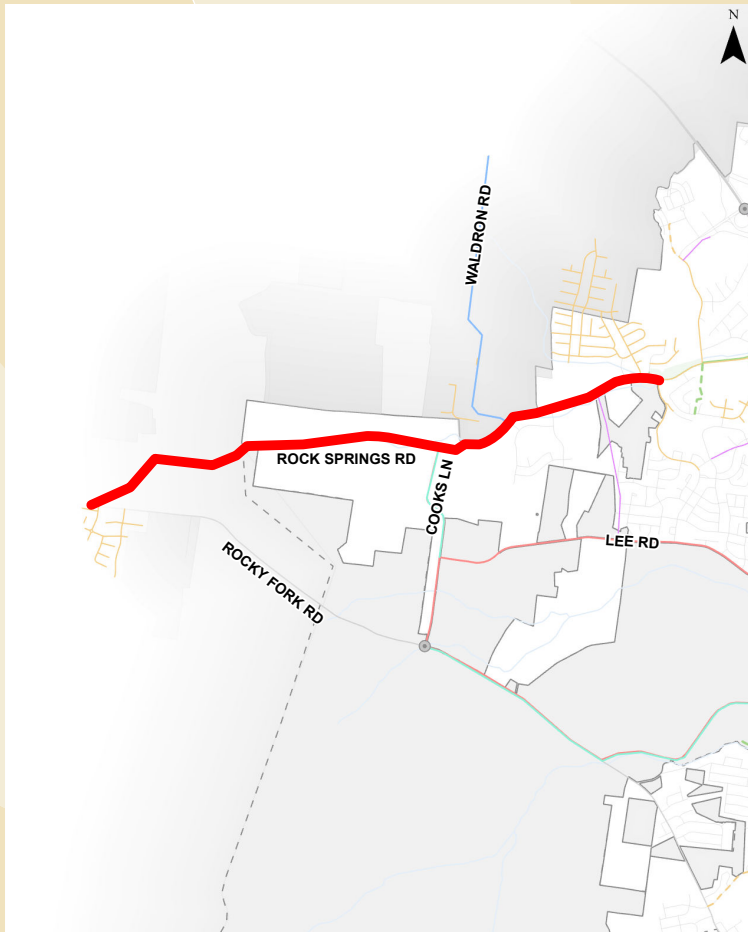
**Cost:** \$43 million

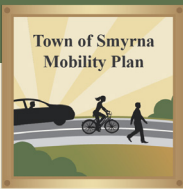
## Project Scoring:

-  Is easy to implement and maintain.
-  Provides multimodal options.
-  Addresses safety concerns.
-  Addresses existing and future congestion.
-  Supports economic development.
-  Addresses a publicly identified need.

Low

High







# Rocky Ford Road to McEwen Drive Corridor

**Description:** Widen Rocky Fork Road to a four-lane road with a raised median and turn lanes, sidewalk and multiuse path from the Rutherford County line to the proposed I-24 interchange. The project is part of a larger corridor that extends west to McEwen Drive in Franklin.

**Why it's needed:** This project is part of a larger partnership with Rutherford County, Williamson County, Nolensville, Franklin and Brentwood to create a new east-west corridor connecting Rutherford and Williamson Counties.

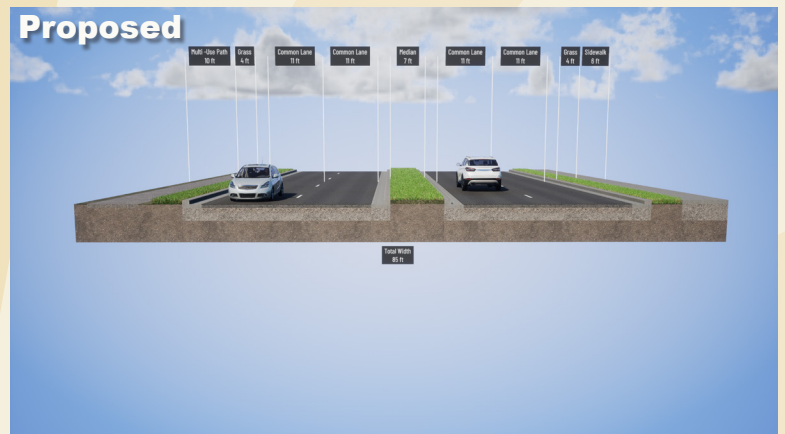
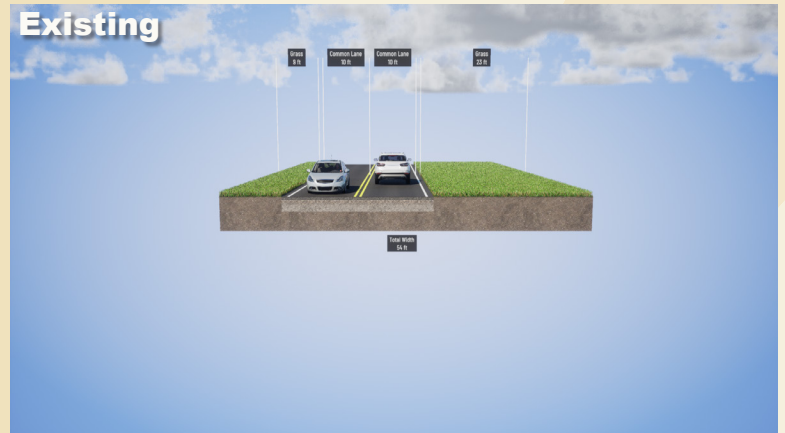
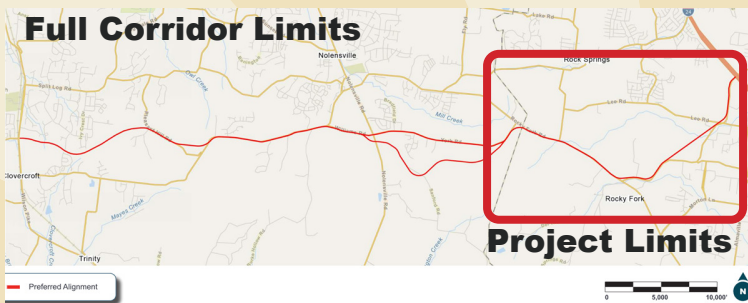
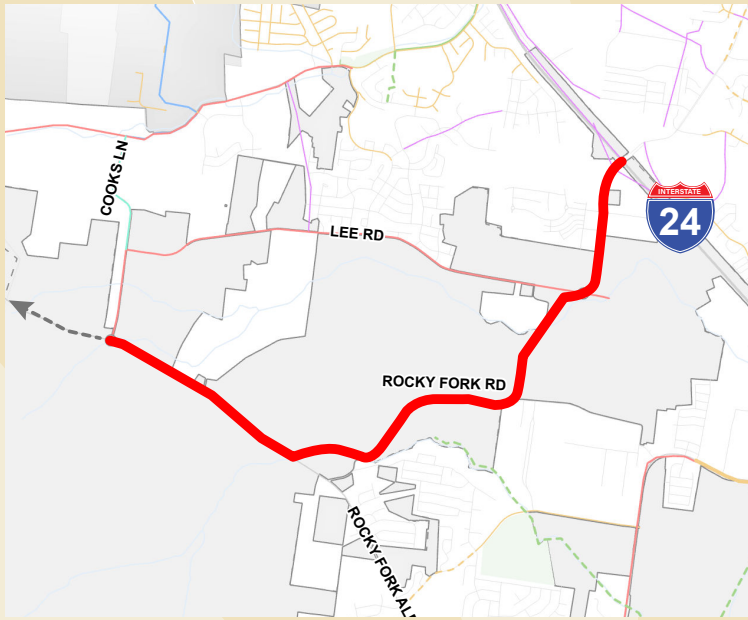
**Cost:** \$57 million

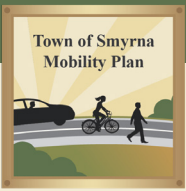
## Project Scoring:

- 
Is easy to implement and maintain.
- 
Provides multimodal options.
- 
Addresses safety concerns.
- 
Addresses existing and future congestion.
- 
Supports economic development.
- 
Addresses a publicly identified need.

Low

High





# Sam Ridley Parkway Widening

**Description:** Widen Sam Ridley Parkway from Old Nashville Highway to Lowry Street to include an additional travel lane in each direction, sidewalk and multiuse path.

**Why it's needed:** The project will address safety and congestion of one of the busiest roads and intersections in Smyrna.

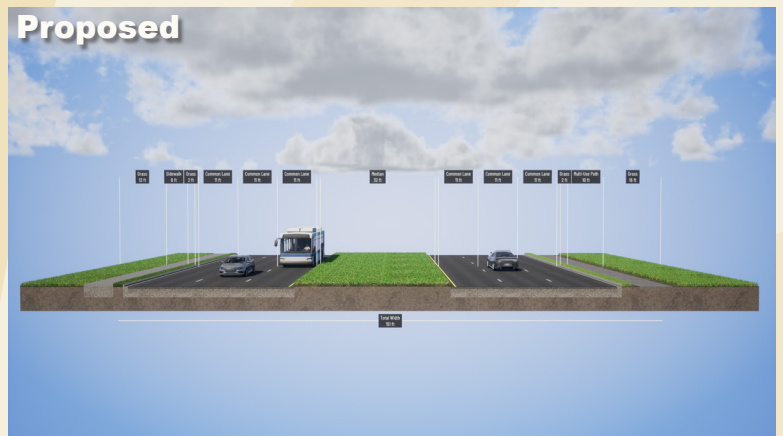
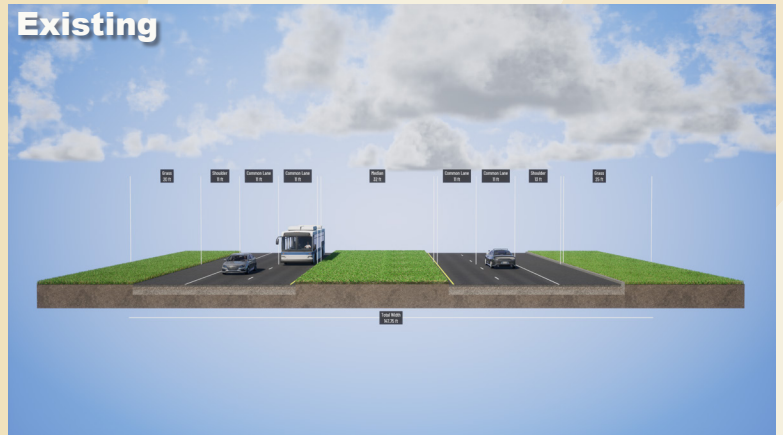
**Cost:** \$12 million

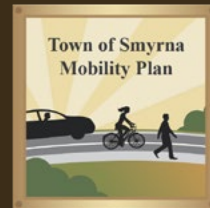
## Project Scoring:

-  *Is easy to implement and maintain.*
-  *Provides multimodal options.*
-  *Addresses safety concerns.*
-  *Addresses existing and future congestion.*
-  *Supports economic development.*
-  *Addresses a publicly identified need.*

Low

High





**Smyrna Mobility Plan**  
**An Update to the Major**  
**Thoroughfare Plan and**  
**Bicycle and Pedestrian Plan**

May 2025

PREPARED BY

Kimley»Horn

