



SECTION

# 7

**Final Greenway Master  
Plan—Corridor Site  
Descriptions and  
Analyses**



## *Final Greenway Master Plan- Proposed Corridor Site Descriptions and Analyses*

In response to concerns expressed in the La Vergne and Smyrna public input meetings and continued discussion with regulating agencies, a number of revisions were made to the Final Greenway Master Plan (see figure 7.1). Representatives of the Tennessee Wildlife Resources Agency and the U.S. Army Corps of Engineers concurred that paved trails within the Wildlife Management Areas would conflict with hunting and field trials and might negatively impact natural areas and endangered species. They also stressed that the public should continue to have access to existing hiking and recreational opportunities on J. Percy Priest Lake.

Revisions made to the Preliminary Master Plan were designed to achieve compromises between the needs and desires of trail users and those of hunters at J. Percy Priest. However, it must be stressed that future development and land uses may negatively impact the carrying capacity of open spaces on the lake. As noted earlier, La Vergne is the fastest growing community in the state, and Smyrna's population has grown by well over 200% since 1980. It is inevitable that growth in these areas of Middle Tennessee will continue, and available open land resources will be further depleted. Encroaching development is very likely to limit the diversity of wildlife on Corps lands in La Vergne and Smyrna, even if those lands remain in federal and state control and ownership. Therefore, the situation should be closely monitored in upcoming years, and Corps and TWRA management should be consulted at regular intervals to determine acceptable activities on the lake. As opportunities are identified, local greenway and trail proponents should continue to work with the public agencies to include additional recreational opportunities identified in the preliminary stages of this planning process for walkers, joggers, hikers and other non-motorized uses. It must be stressed that the Greenway Master Plan is based on current conditions and community needs—the plan must be flexible and receptive to the change that will undoubtedly occur.

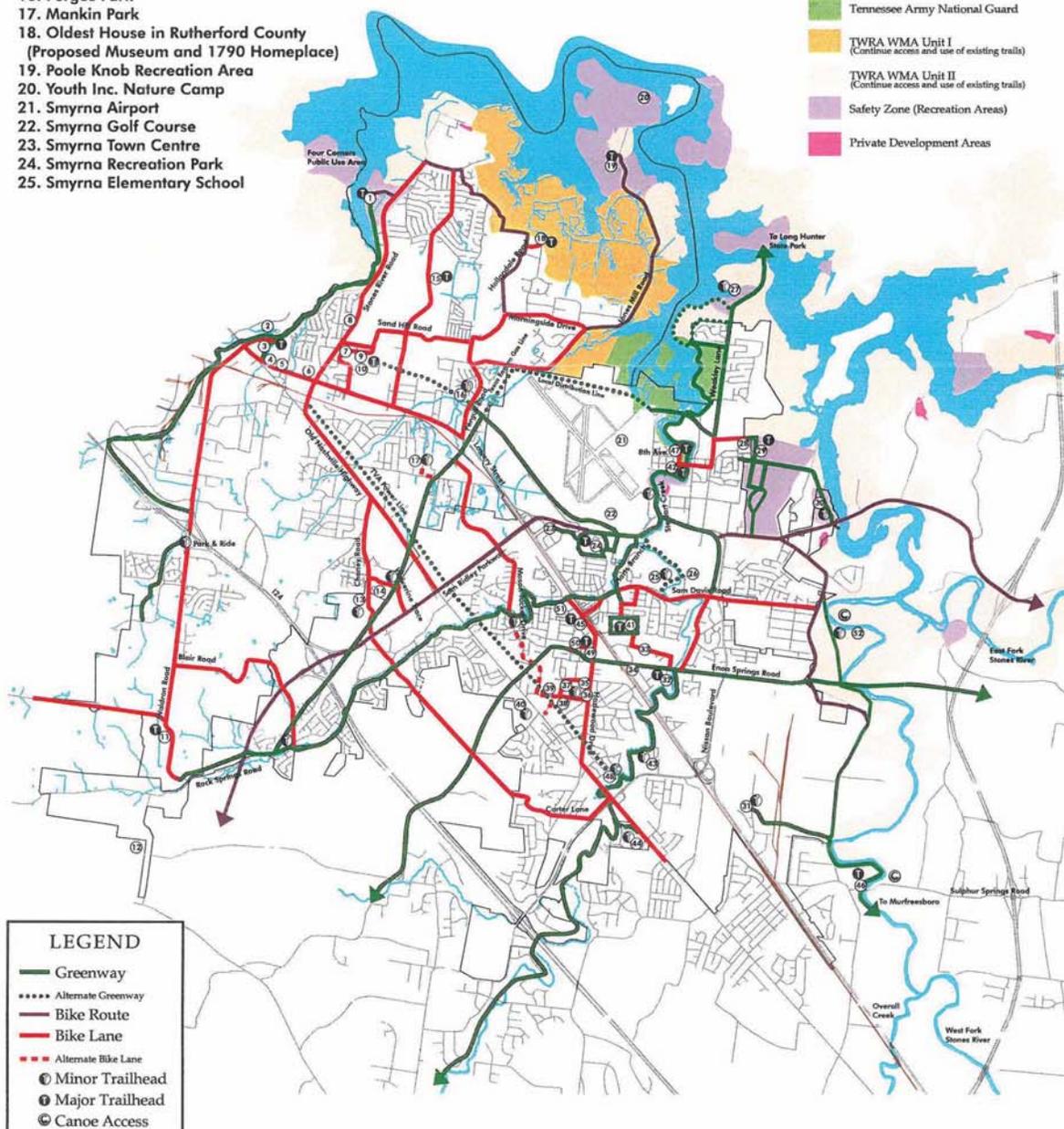
All proposed greenways, bike lanes, bike routes and trail heads were inventoried and evaluated via criteria related to topography, environmental conditions, adjacent land uses, future land acquisition requirements and the density of the population that would be served by each trail component. The segments were then ranked by dividing the total number of points achieved by the total number of points possible, resulting in a percentage score. However, it should be noted that this systematic method of scoring trail segments does not readily account for such intangible elements as aesthetics or identified public preference. Therefore, the scores should be considered only as a baseline for comparing the feasibility of trail segments, not their desirability. The completed inventory sheets for La Vergne are included in Appendix B, and for Smyrna in Appendix C. Matrices indicating the percentage score and priority for each segment are also included at the beginning of each appendix.

# Final Master Plan La Vergne - Smyrna Greenway

1. Hurricane Creek Recreation Area
2. Les Trois Ponts Greenway
3. La Vergne Ball Fields
4. La Vergne Senior Citizens' Center
5. La Vergne Library
6. La Vergne City Hall
7. La Vergne Primary School
8. Driftwood Park
9. Roy Waldron Junior High School
10. Veteran's Memorial Park
11. Proposed New Middle School
12. Rock Springs School
13. Cedar Grove Elementary School
14. La Vergne High School
15. Proposed New Elementary School
16. Fergus Park
17. Mankin Park
18. Oldest House in Rutherford County  
(Proposed Museum and 1790 Homeplace)
19. Poole Knob Recreation Area
20. Youth Inc. Nature Camp
21. Smyrna Airport
22. Smyrna Golf Course
23. Smyrna Town Centre
24. Smyrna Recreation Park
25. Smyrna Elementary School

26. Sam Davis Home
27. Stewart Creek Recreation Area
28. John Coleman Elementary School
29. Sharp Springs Park
30. Jefferson Springs Recreation Area
31. Nissan Recreation Facilities
32. Gregory Mill Dam Recreation Area
33. Post Office
34. Smyrna City Hall
35. Old Smyrna Library
36. Smyrna Middle School
37. Smyrna Primary School
38. Thurman Frances Elementary School
39. David Youree School

40. Smyrna West School
41. Rotary Soccer park
42. Tennessee Rehabilitation Center
43. Smyrna High School
44. Stewartsboro Elementary School
45. CSX Railroad Depot
46. Nice's Mill Recreation Area
47. Volunteer Park
48. Davis Park
49. Old Rock School Park
50. New Smyrna Library
51. Senior Living Center
52. West Fork Recreation Area



**LEGEND**

- Greenway
- ..... Alternate Greenway
- Bike Route
- Bike Lane
- ..... Alternate Bike Lane
- ① Minor Trailhead
- ② Major Trailhead
- ⊙ Canoe Access

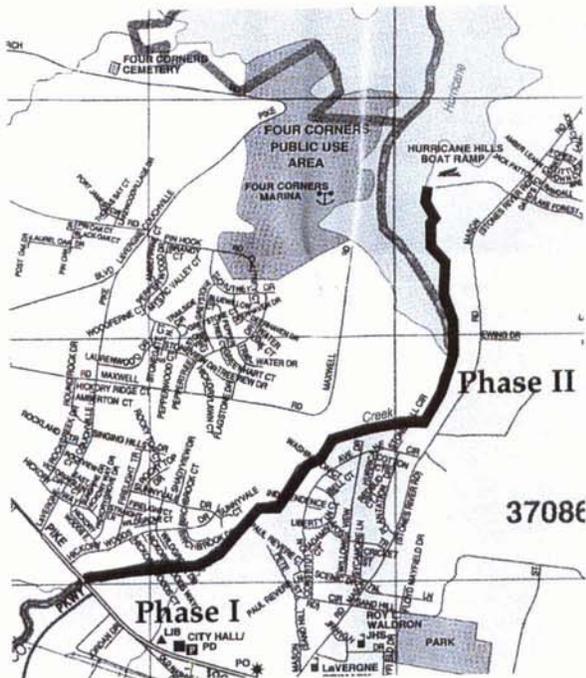
- Tennessee Army National Guard
- TWRA WMA Unit I (Continue access and use of existing trails)
- TWRA WMA Unit II (Continue access and use of existing trails)
- Safety Zone (Recreation Areas)
- Private Development Areas

Figure 7.1

## Proposed Corridor Site Descriptions and Analyses

### La Vergne Greenways

As described in detail in Section 5 (Design Standards) of this report, proposed greenways are multi-use, freestanding, paved trails. It is highly recommended that greenways be constructed at a width of 12' in order to safely and concurrently accommodate a variety of users. According to the American Association of State Highway and Transportation Officials, the minimum acceptable width for a multi-use greenway is eight feet. For the purposes of developing opinions of probable construction cost, it is assumed that all new greenway facilities will be 12 feet wide.



*Les Trois Ponts Greenway* (The Three Bridges Greenway) is a recently completed effort of the City of La Vergne. Built with the assistance of a local developer, the 12'-wide asphalt trail extends roughly 1.5 miles from the La Vergne ball fields near City Hall north along Hurricane Creek. La Vergne's first greenway includes wooded sections and segments in open fields adjacent to a new residential development. *Les Trois Ponts* terminates in a cul-de-sac south of the TWRA's Wildlife Management Area Unit II. The trail does not provide access to Hurricane Creek or to Percy Priest. However, it is easily accessed from neighboring residences. The trail begins to establish important pedestrian connections between existing recreation facilities, public services and expanding residential areas.

*Les Trois Ponts Phase II* is proposed to extend approximately one mile from the newly completed first phase north along the creek and lake to the Corps of Engineers' Hurricane Creek Recreation Area on Percy Priest. The recreation area is a designated safety zone, but the extension from the existing trail to the Hurricane Creek boat ramp will require crossing adjacent to Wildlife Management Area Unit II. *Les Trois Ponts Phase II* will provide the only direct access for pedestri-

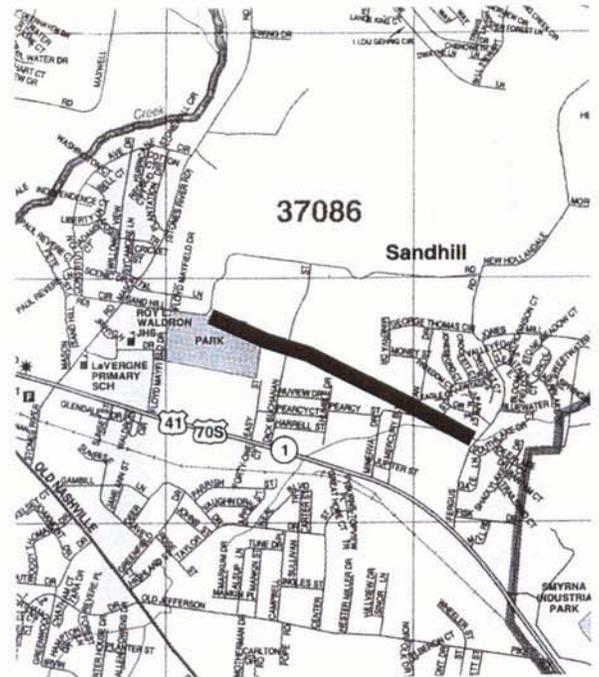
ans to Percy Priest Lake in the community of La Vergne and completes the connection between existing recreational opportunities, residences and public services. The estimated construction cost for Phase II is \$933,000 and includes the development of trailhead amenities at Hurricane Creek Recreation Area.

*Les Trois Ponts Phase III* extends the Three Bridges trail south of the La Vergne ball fields and public buildings. As proposed, it follows Hurricane Creek, then turns east and parallels I-24 to Waldron Road and an eventual connection at a commuter parking lot. From this point, pedestrians and bicyclists will be able to use proposed bike lanes and sidewalks on Waldron Road to reach an area that has been identified for construction of a new La Vergne middle school. The total length of Phase III is 2.5 miles, and the estimated construction cost is \$880,000.

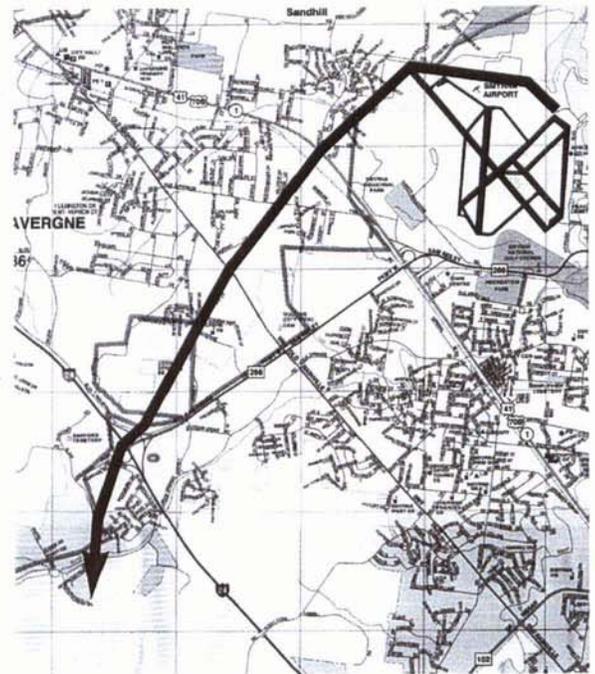


*Les Trois Ponts Phase IV* completes the greenway south of I-24 and provides access to the commuter parking lot from residential areas west of Waldron Road. Phase IV is slightly less than one mile long, and the anticipated construction cost is \$544,000.

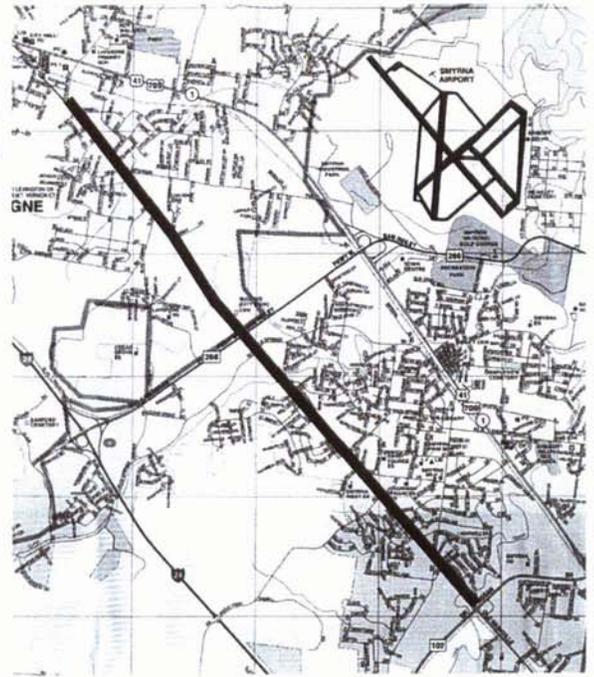
*Fergus Park to Veteran's Memorial Park* is a greenway connection identified to provide safe pedestrian access between two existing recreation areas and schools. This trail segment is roughly one mile long and should be integrated into existing subdivisions and included in future residential construction in La Vergne's core. The estimated construction cost for this segment is \$311,000.



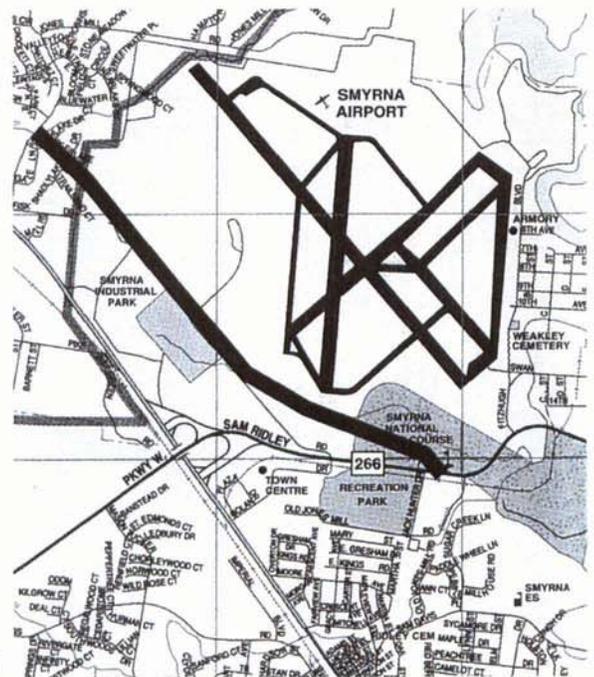
*Potential Smyrna Connection I.* One of the primary goals of the development of greenways and trails in this portion of Rutherford County is to provide one or more pedestrian connections between the communities of La Vergne and Smyrna. A number of opportunities to provide this link were explored via the planning process. The first of these sites is a greenway trail along the northern perimeter of the Smyrna Airport on a local gas distribution line to the Texas Eastern easement. The trail then follows the Texas Eastern easement south to La Vergne High School and Cedar Grove Elementary School, then terminates at Rock Springs. The obvious advantage of this alignment is that it maximizes flat, cleared ground and offers opportunities for partnerships with the Airport Authority and Texas Eastern. However, security issues related to the Airport along its north boundary fence must be mitigated if this option is chosen. The La Vergne portion of this greenway segment totals approximately 2.75 miles in length and the estimated construction cost is \$1.27 million, including the addition of limited trail-head amenities at La Vergne High School.



*Potential Smyrna Connection II* also takes advantage of an existing power easement. The Tennessee Valley Authority's electric distribution lines extend roughly five miles from Davis Park in Smyrna to Stones River Road in La Vergne. Like the Texas Eastern easement, this property is relatively flat and clear and could provide a relatively low-cost connection between the two cities. The segment within the City of La Vergne is roughly 1.8 miles long, and the estimated construction cost is \$567,000.



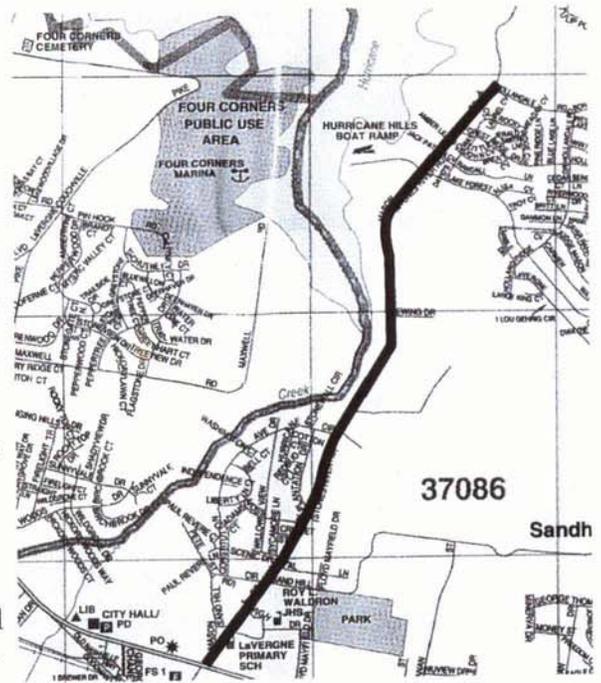
The final alternative connection between the two communities, *Potential Smyrna Connection III*, connects from Fergus Park in La Vergne to the public golf course and Recreation Park in Smyrna. This route would be constructed concurrently with planned expansions at the Smyrna Airport and, like the other options, would require partnering with both public and private organizations. Slightly less than one-half mile of this route falls within the City of La Vergne and its estimated construction cost is \$107,000.



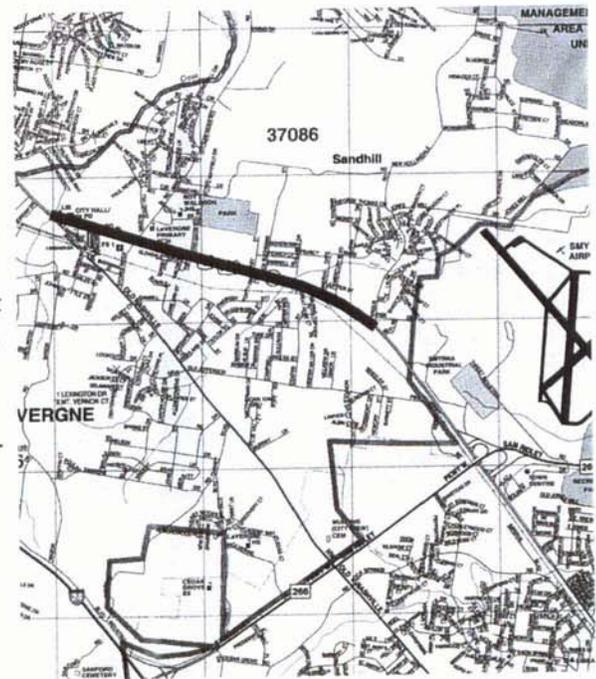
## La Vergne Bike Lanes

Bike lanes are described in detail in Section 5 (Design Standards) of this document. Bike lanes are defined as the outside portions of a roadway designated by striping, signing and pavement markings for the use of bicyclists. Pedestrians are accommodated via five-foot sidewalks on both sides of two-way roads and on the right side of one-way roads. For the purposes of developing opinions of probable construction cost, it is assumed that these trail segments will include five-foot wide sidewalks and requisite drainage and storm water management improvements.

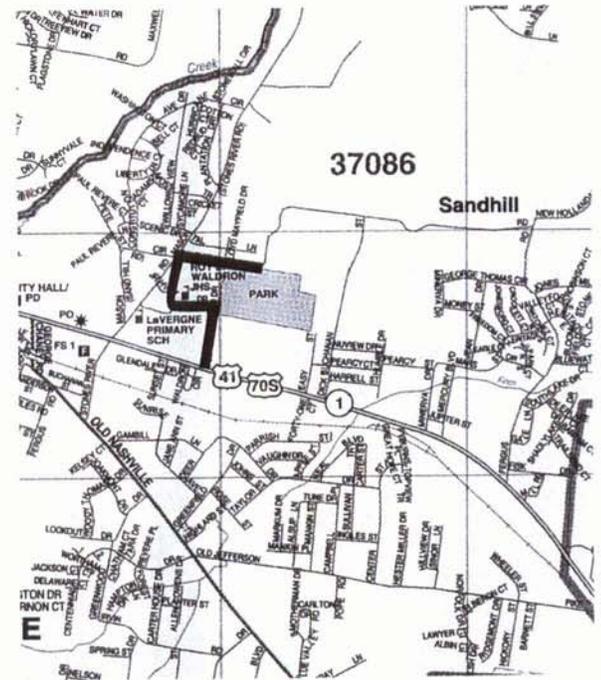
Stones River Road is identified on La Vergne's Proposed Thoroughfare Map as a two- to three-lane collector with a minimum 60-foot right-of-way. The field survey showed that the road is currently two lanes, paved and narrow without shoulders. Surrounding land uses are primarily residential. The northern half of the road borders land owned by the Nashville District of the Corps of Engineers at J. Percy Priest Lake. These Corps lands are licensed to the Tennessee Wildlife Resources Agency for wildlife management and hunting (Unit II). Improvements to Stones River road would include widening to accommodate bike lanes, drainage improvements and the addition of sidewalks. Like the Trois Ponts Greenway, this segment would provide access to the lake and the Hurricane Creek Recreation Area. The Stones River Road bike lane is approximately three miles long and the anticipated construction cost is \$2.1 million.



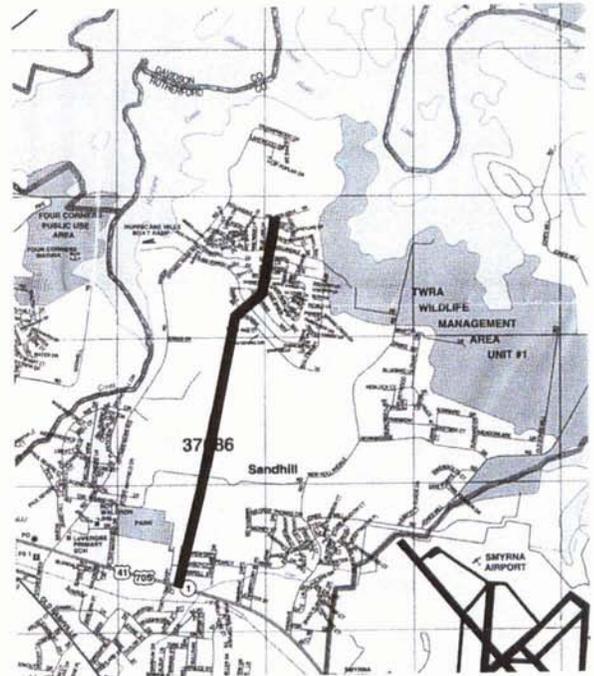
According to the Proposed Thoroughfare Map, Murfreesboro Road will be upgraded throughout La Vergne to a seven-lane arterial with a minimum 100-foot right-of-way. The road is currently a four-lane section with a center median serving as a wide, grassed drainage swale. One small segment in La Vergne has been improved to include sidewalks and a curbed center median with landscaping. Surrounding land uses are primarily commercial for a narrow swath on either side of the road adjacent to residential zones. This route bisects the community and provides access to many of its most prominent features, including the Library, City Hall, the ball fields, La Vergne Primary School, Roy Waldron Jr. High, Veteran's Memorial Park and Fergus Park. This bike lane segment encompasses 2.5 miles and the anticipated construction cost is \$1.7 million.



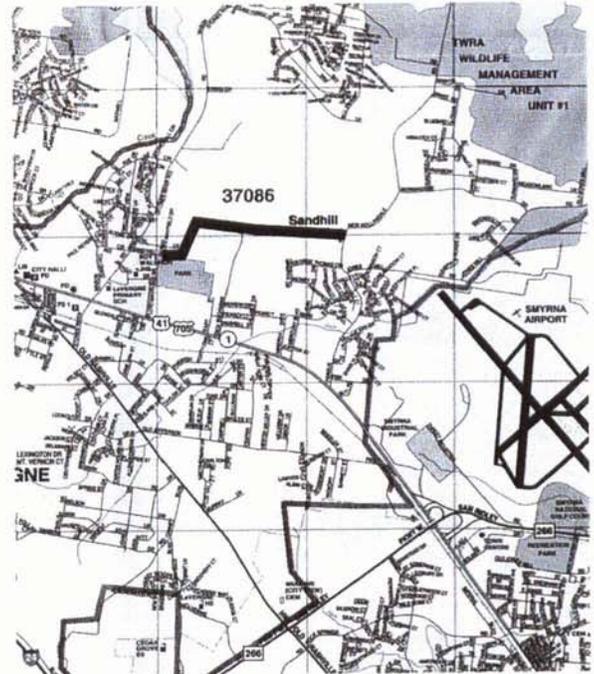
*Mayfield Drive* extends north from Murfreesboro Road east of Stones River Road and provides a link to Roy Waldron Jr. High School and to the La Vergne Primary School. *Mayfield Drive* is very narrow and currently does not have acceptable shoulders to accommodate bicyclists. Like the other proposed bike lanes and routes, this segment would require significant improvements, including widening, drainage structures and the addition of sidewalks in order to provide safe access for children attending the schools. The proposed bike lane is approximately .85 miles long and the estimated construction cost is \$558,000.



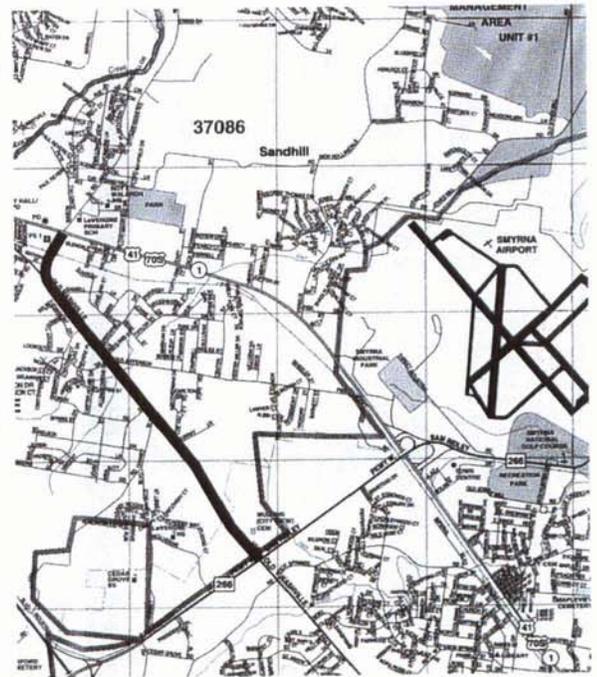
*Dick Buchanan Street* is a proposed north/south route from Murfreesboro Road to Hollandale Road. La Vergne's Proposed Thoroughfare Map indicates that Buchanan Street is a three-lane collector with a minimum 60' right-of-way. However, the street currently is a narrow two-lane asphalt road lacking shoulder, curbs and sidewalks. The street dead-ends at Sand Hill, but planned future improvements will extend it north to Lance King Court. In addition to Veteran's Memorial Park, this route could connect to Driftwood Park from Sand Hill Road. Surrounding zoning is light industrial and low density residential. The Buchanan Street bike lane is roughly 2.35 miles long and the anticipated construction cost is \$1.9 million.



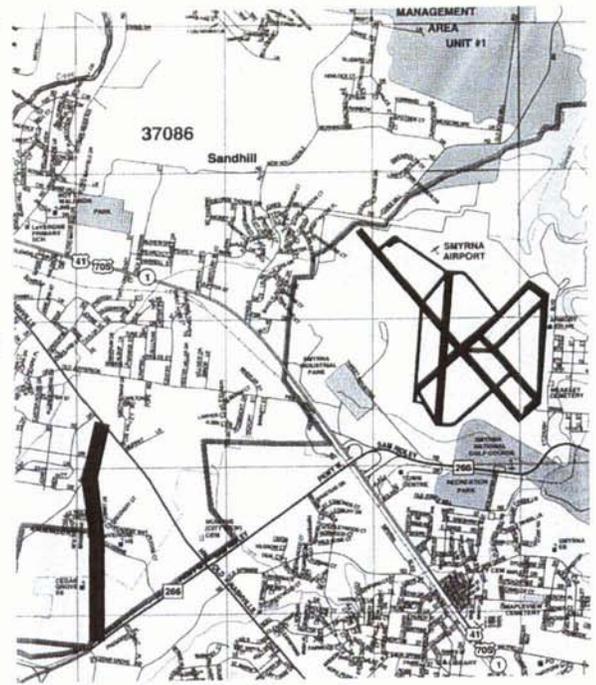
*Sand Hill Road* north of Murfreesboro Road provides access to Veteran's Memorial Park and the route could connect to Driftwood Park from Stones River Road. This segment should be tied to impending residential and road construction, and will eventually offer a link to a future elementary school. The Sand Hill Road bike lane segment is 1.6 miles long and the estimated construction cost is \$1.1 million.



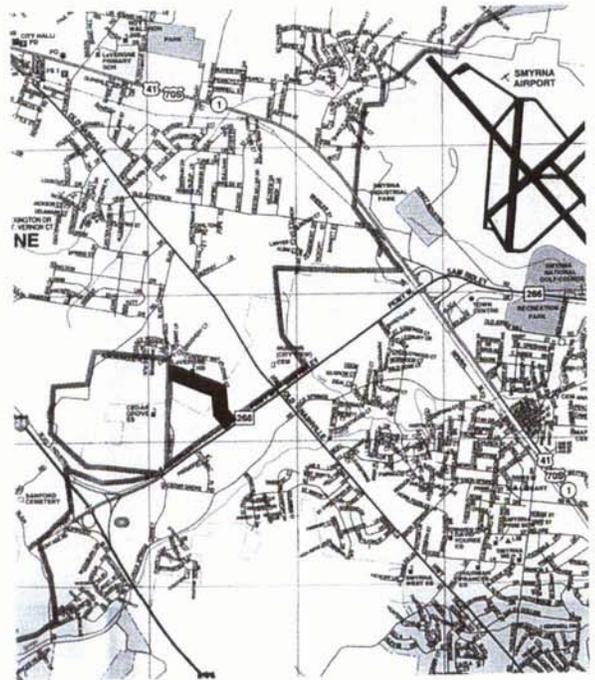
*Old Nashville Highway* encompasses both La Vergne and Smyrna, and is another means of affording safe bicycle and pedestrian access between the two communities. La Vergne's Proposed Thoroughfare Map identifies upgrades that will result in a three-lane collector with a minimum 60-foot right-of-way from Sam Ridley Parkway to the CSX Railroad. The road is currently a narrow two-lane route without shoulder, curbs or sidewalks. In addition to a community connection, Old Nashville Highway presents opportunities to link to the Cedar Grove Elementary School and La Vergne's High School. Within the city of La Vergne, the Old Nashville Highway bike lane is approximately 2.4 miles long. The trail segment construction cost is estimated to total \$1.6 million.



*Chaney Road* continues the access to the High School and Cedar Grove Elementary. It also encompasses expanding residential areas. However, the lack of pedestrian and bicycle amenities make it extremely unsafe for students to walk or ride bikes to the schools. The road is approximately 30 feet wide, and would require widening for bike lanes, sidewalks and drainage structures. The Chaney Road bike lane is approximately .75 miles long and the anticipated construction cost is \$586,000.



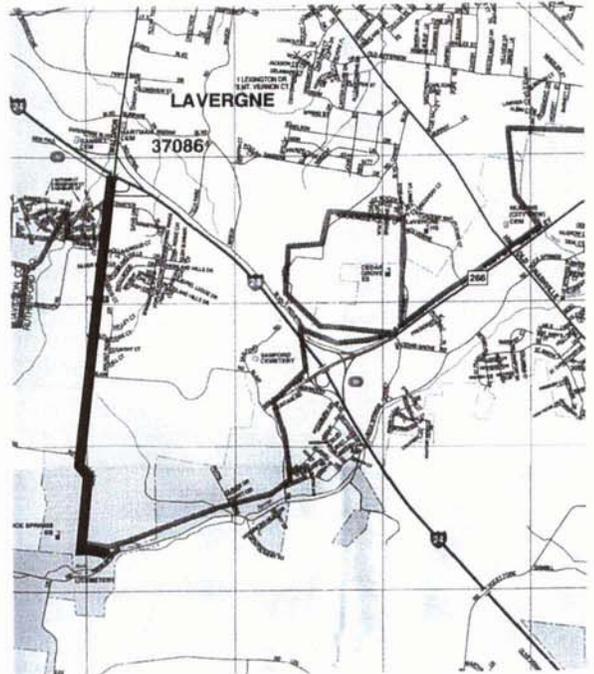
*Wolverine Trace* could complete the circular loop from Sam Ridley Parkway to Chaney Road and the two schools. However, as on Chaney Road, no pedestrian or bicycle facilities are provided. However, space is available to add the necessary safety improvements. This bike lane segment is .4 miles long and the construction cost will total approximately \$354,000.



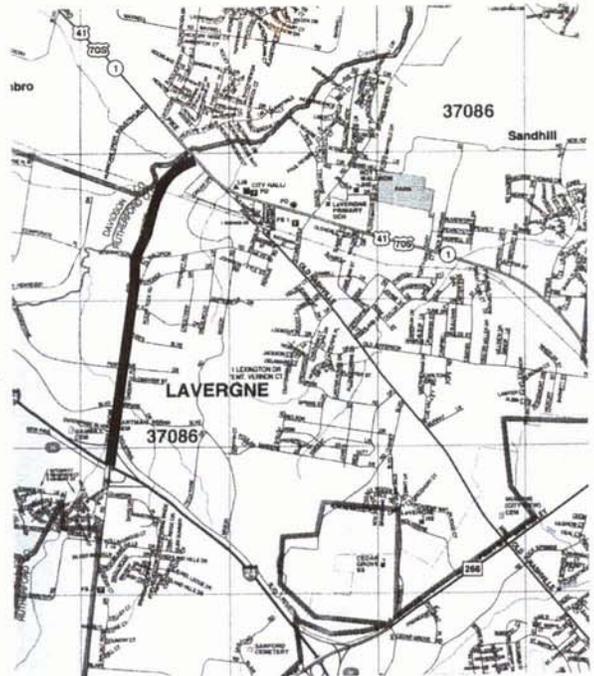
*Mason Tucker Drive* is proposed as an additional developed bike lane between La Vergne and Smyrna. The route could serve relatively dense residential development and offer safe access to the Rock Springs Greenway, schools and parks. The La Vergne Mason Tucker segment is approximately .6 miles long and its anticipated construction cost is \$397,000.



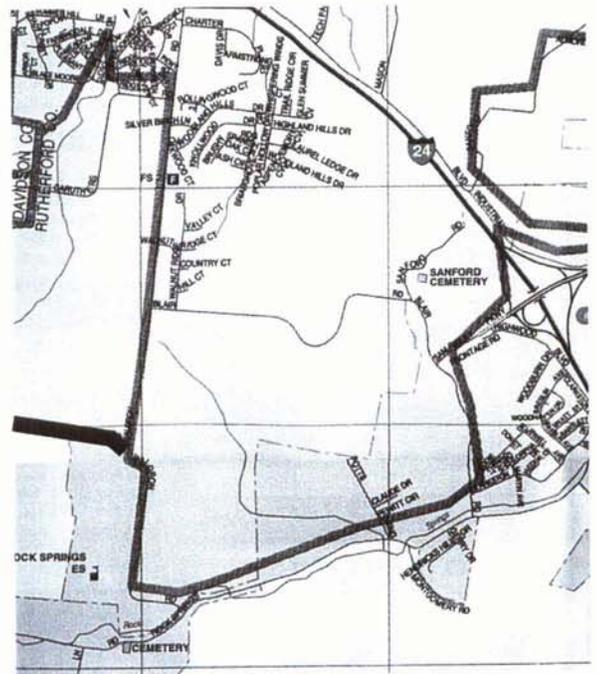
*Waldron Road* between Rock Springs and I-24 is a relatively steep, narrow route between the Park and Ride south of the interstate and a proposed new La Vergne Middle School that will serve this developing area of the community. Extensive improvements, including widening, sidewalks and drainage structures will be required to make this a safe segment for children who walk or bicycle to the school. This bike lane segment is 2.8 miles long and its estimated construction cost is \$1.9 million.



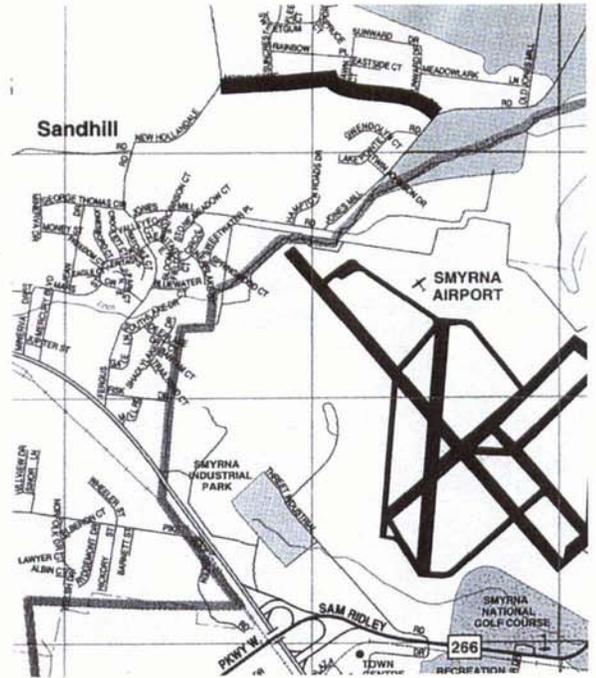
Waldron Road north of the interstate to Murfreesboro Road is another bike lane identified for La Vergne. Its primary purpose is to complete the link between Les Trois Ponts and Rock Springs Creek Greenways. The Proposed Thoroughfare Map indicates that future upgrades include widening to a five-lane arterial with a minimum 80' right-of-way. It is currently a narrow two-lane road lacking shoulders and sidewalks. Grades are relatively gentle between I-24 and Murfreesboro Road. Zoning in this area is primarily industrial. The northern Waldron Road bike lane is about 2.5 miles long, and its estimated construction cost is \$1.6 million.



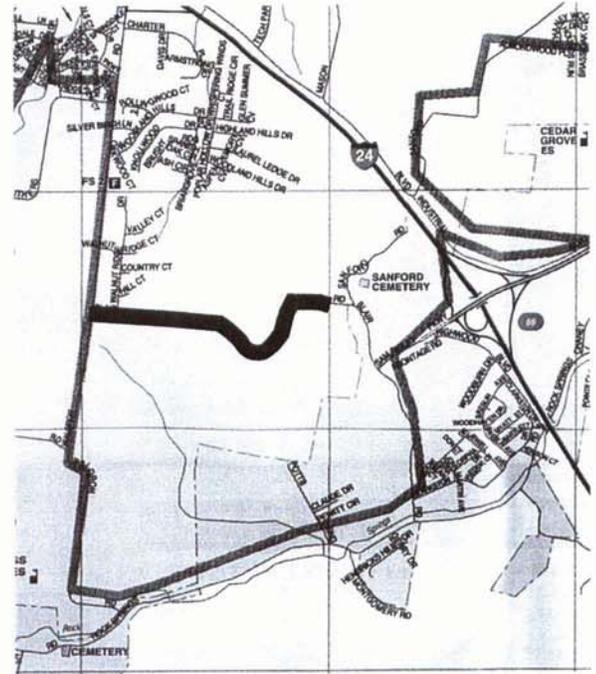
Lake Road west of Waldron is also suggested for pedestrian and bicycle improvements in order to serve current and anticipated residential development and provide pedestrian-friendly links to the future Middle School. The Lake Road segment is approximately 1.5 miles long and its anticipated construction cost is \$1.3 million.



*Morningside Drive* is a connection between Hollandale and Jones Mill Roads. It is a two-lane route lacking shoulders and sidewalks, and it crosses predominantly low density residential areas. Space is available to add bike lanes and sidewalks. The segment is approximately .85 miles long and its estimated construction cost is \$564,000.



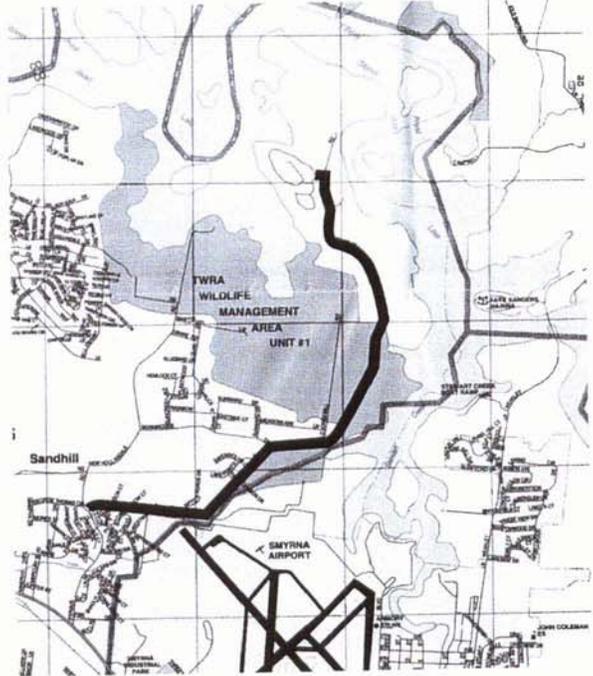
*Blair Road* extends roughly 1.4 miles east of Waldron Road within the La Vergne city limits to Rock Springs. The segment will serve future residential growth and, together with portions of the Rock Springs greenway and Waldron Road bike lane, it comprises a pedestrian loop that will facilitate safe access to the proposed new middle school. The anticipated construction cost for this bike lane is \$925,000.



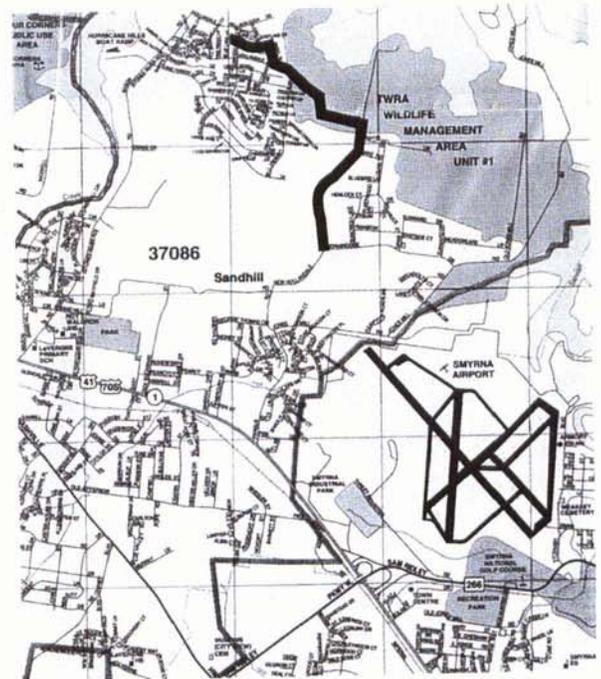
## La Vergne Bike Routes

Bike routes are described in detail in Section 5 (Design Standards) of this report. Bike routes are designated via signs as preferred routes for bicycle use—they do not include pavement marking or striping. They typically consist of a wide paved shoulder. For the purposes of developing opinions of probable construction cost, it is assumed that these trail segments will include five-foot wide sidewalks on both sides of the street as well as requisite drainage improvements.

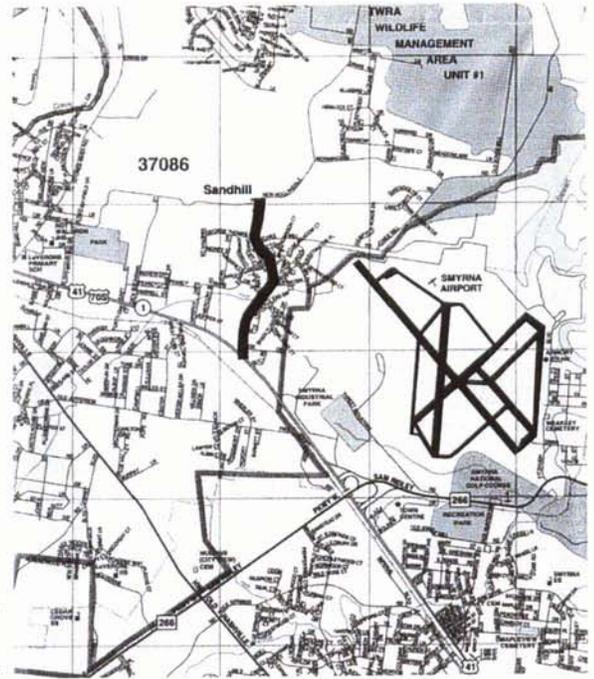
*Jones Mill Road* east of Fergus Road provides a bike and pedestrian link to Poole Knob Recreation Area at J. Percy Priest Lake where the Corps of Engineers is about to complete significant improvements to campgrounds and other facilities. Jones Mill is a narrow asphalt route with numerous curb cuts in low-density residential zones. However, much of the route traverses rural scenery and there is room for widening and the addition of safe bicycle shoulders and walks on each side. This bike route is nearly four miles long and is expected to cost approximately \$2.8 million.



*Hollandale Road* extends north to Stones River Road near the Hurricane Creek Recreation Area. Major portions of this proposed route from Morningside to Stones River Road are identified as a two-to three-lane connector with a minimum 60' right-of-way. Field analysis revealed that Hollandale is currently a two-lane narrow route with no shoulders or curbs. However, with improvements, the segment is an additional opportunity to travel safely on foot or by bicycle from the core of La Vergne north to recreation facilities on Percy Priest Lake. The proposed route is about 3.35 miles long and its estimated construction cost is \$2.4 million.



*Fergus Road* extends north of Murfreesboro Road to New Hollandale and Hollandale Roads. The proposed bike lane facilitates pedestrian and bicycle access to the planned 1790 Homeplace and eventually to Hurricane Creek Recreation Area on Percy Priest Lake. The proposed segment is one mile long, and its anticipated construction cost is \$615,000.

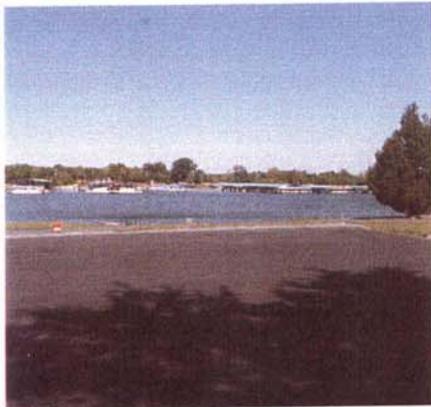


## Trailheads

Trailheads are described in detail in Section 5 (Design Standards) of this document. In general terms, they provide trail access points and a variety of amenities at those points. Major trailheads consist primarily of parking, restrooms, picnic pavilion, playground, signage and landscaping. The average cost to develop this level of trailhead is over \$300,000. Minor trailheads are more limited in scope and include primarily parking, signage and landscaping. These facilities range in construction cost from \$30,000 to \$90,000. It should be noted that the cost of trailheads is included in the cost of trail segments described previously. The trailhead costs are also listed independently in the descriptions that follow.

## Major La Vergne Trailheads

*Hurricane Creek Recreation Area* is a Corps of Engineers facility located on J. Percy Priest Lake west of Stones River Road. Existing amenities consist of parking and a boat ramp. However, the area has the potential to serve as a trailhead at the northern terminus of Les Trois Ponts Greenway with the addition of trailhead amenities. Primary components of the trailhead consist of restrooms, picnic pavilion, playground, landscaping, site furnishings and regulatory and interpretive signage. The estimated construction cost of the proposals at Hurricane Creek is \$326,000.



The *La Vergne Ball Fields* are adjacent to Hurricane Creek and the completed first phase of Les Trois Ponts Greenway. Most major trailhead facilities, including restrooms and a picnic pavilion, are already available and only limited improvements, including regulatory and informational signage, are required to serve the greenway.

The area also features a small historic cemetery and a somewhat primitive crossing of Hurricane Creek. Additionally, this park could accommodate a bicycle rental or "loaner" facility. In conjunction with the Stones River Greenway, the Recreation and Parks Department in Murfreesboro has made use of recovered but unclaimed stolen bicycles provided by the Police Department-the bikes are painted bright yellow so that they are immediately recognizable and made

available via an honor system to greenway users. Both La Vergne and Smyrna should consider a similar program to be administered by their Park Departments.



*Veteran's Memorial Park* is La Vergne's newest and largest park. It is located in close proximity to La Vergne schools and has all facilities available to serve as a major greenway trailhead. Only the addition of regulatory and informational signage is required.

*The 1790 Homplace* is a project that the City of La Vergne is currently considering, a reconstruction of the oldest home in Rutherford County to serve as a living history museum. The site planned for this facility is south of TWRA WMA Unit I on J. Percy Priest Lake. Because the facility is not yet designed, it is an important opportunity to partner the greenway and its amenities with what will undoubtedly become a major community resource and potential visitor attraction. The primary features to be incorporated in the trail-

head design are restrooms, picnic pavilion, a minimum of 40 parking spaces, playground, site furnishings, landscaping, trail access and regulatory, informational and interpretive signage. The anticipated construction cost for this facility is \$351,000.

*The Proposed New Elementary School* on the extension of Dick Buchanan should include greenway parking, restrooms, picnic facilities and trail signage. These amenities should be included in the design of the new school and eventual land acquisition should accommodate the space required for the greenway and ancillary needs. The trailhead's estimated construction cost is \$345,000.

Like the 1790 Homeplace and the new Elementary School, the *Proposed New Middle School* in the vicinity of Waldron Road and Rock Springs Creek is an opportunity to facilitate the greenway in new construction. This is the only trailhead proposed in La Vergne south of the interstate, and it will serve existing and anticipated growth in the area. It is critical that these needs are accommodated in land purchase, design and construction phases of the project. The trailhead's estimated construction cost is \$345,000.

The *Poole Knob Recreation Area* is slated for major improvements by the Corps of Engineers. Existing resources include trails, campgrounds, restrooms, boat ramp, fishing and natural areas. The addition of segregated greenway parking, restrooms, signage and other facilities should be considered at this primary recreation resource on J. Percy Priest Lake. Trailhead development at Poole Knob is estimated to cost \$345,000.

## Minor La Vergne Trailheads

*Driftwood Park* is home to La Vergne’s Parks and Recreation Department, ball fields and other park amenities. Parking is available to accommodate the greenway, and only limited improvements are required at the facility. The construction cost of the proposals is estimated at \$88,000.



*Fergus Park* consists of extremely limited improvements in a residential area in the center of the community. The park will require the addition of paved parking and other facilities to adequately serve the greenway. The estimated construction cost of a trailhead at Fergus Park is \$88,000.

*La Vergne High School*, like other existing facilities, already has the primary resources needed to provide trail parking and access. The school is adjacent to Cedar Grove Elementary, and with the addition of suggested pedestrian and bicycle improvements, will serve as a significant beginning point for young people and families to enjoy the community’s greenways. The cost to construct the proposed facilities is approximately \$88,000.



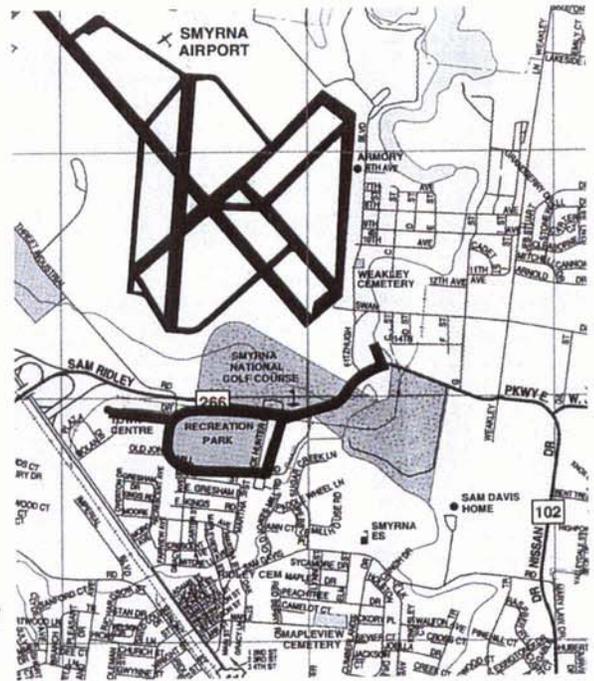
*Mankin Park* is a small but charming wooded site in a somewhat densely populated residential area south of Murfreesboro Road. Parking, restrooms, trail signage and other amenities should be added to the park to make it more serviceable as a small trailhead. Approximately \$100,000 should be budgeted for improvements at Mankin Park.

## Smyrna Greenways

As described in detail in Section 5 (Design Standards) of this report, proposed greenways are multi-use, freestanding, paved trails. It is highly recommended that greenways be constructed at a width of 12' in order to safely and concurrently accommodate a variety of users. According to the American Association of State Highway and Transportation Officials, the minimum acceptable width for a multi-use greenway is eight feet. For the purposes of developing opinions of probable construction cost, it is assumed that all new greenway facilities will be 12 feet wide.



The Parks and Recreation Department has already constructed a number of greenways in Smyrna. The success and popularity of these facilities have encouraged the community to expand upon what is an increasingly important recreational resource. Recreation Park is the starting point for Smyrna trails. The trails are paved and approximately 8 feet wide. The *Rec Park Trail* loops the park perimeter and leads west to the Town Centre and east to Stewart Creek.



As more greenways and other pedestrian and bicycle facilities are constructed, the use of the overall trail network will increase as major destinations such as schools and parks are linked by new trails. Therefore, it is assumed that additional users will eventually cause the existing eight-foot trails to be inadequate in width. For that reason, it is recommended that consideration be given to widening the greenways at Smyrna Recreation Park and Town Centre. The estimated linear foot cost to widen the trails to ten feet is \$9.40; the anticipated linear foot cost to widen the trails to 12 feet is \$15.04. If this recommendation is implemented, further engineering study should also be completed to determine that trails are handicapped accessible (maximum change in grade of five percent) and that the horizontal alignment provides adequate and safe sight distances at all curves.

*Bicentennial Trail* is another completed Smyrna greenway. East and south of Recreation Park, it follows the Harts Branch to Old Jones Mill Road and eventually connects to Rotary Soccer Park south of Sam Davis Road. The trail is a combination of gravel and surface roads and sidewalks.

Bicentennial Trail is a popular facility. However, a potentially dangerous situation exists on Old Jones Mill Road north of Sam Davis Road. For a relatively short segment, the trail is simply a narrow striped shoulder on the west side of the road-no shoulder or sidewalks are provided on the east side. This configuration encourages bicyclists to ride against oncoming traffic, and the trail width is not wide enough to safely accommodate pedestrians and cyclists. It is important to

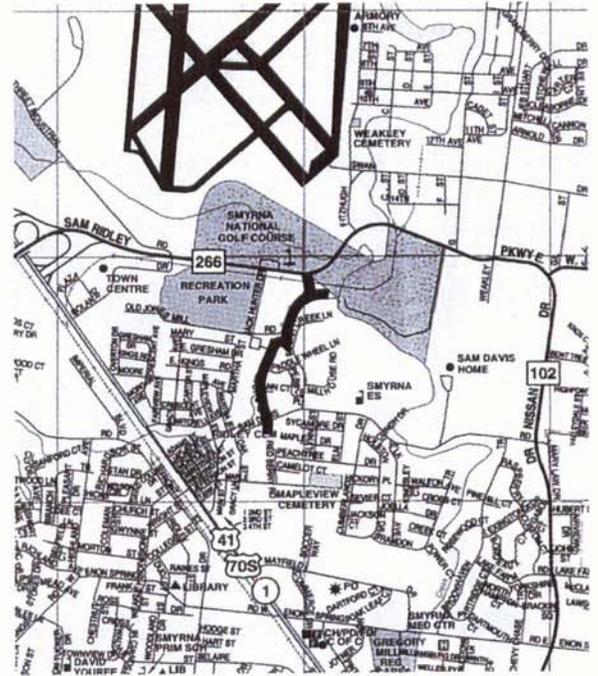


note that Tennessee law states that bicycles are required to travel on the right hand side of the road

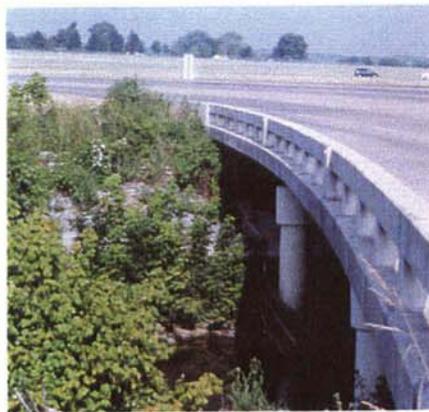
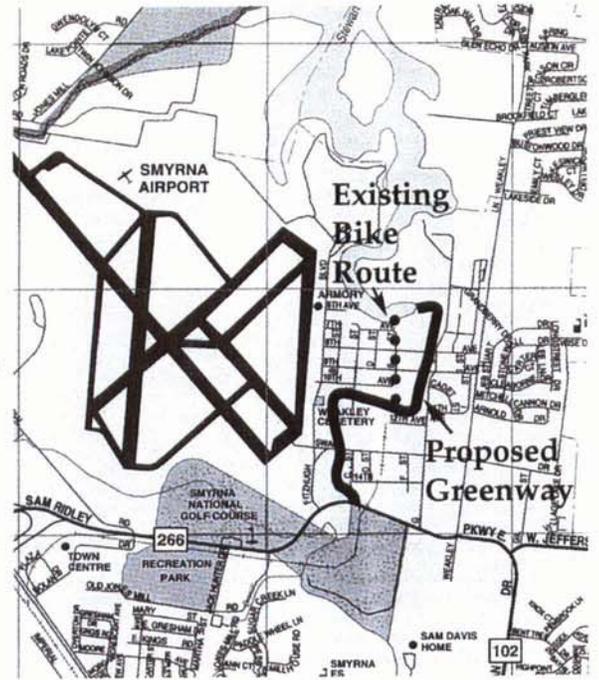
with other traffic. "Bicycles are not allowed to travel facing traffic, since this is far less safe." In order to meet nationally recognized safety standards, this trail segment should be widened in order to provide minimum four-foot wide shoulders on both sides of the road. Ideally, the segment should also include five-foot-wide sidewalks on both sides. The overall width required to construct this type of bike lane facility (assuming 12-foot-wide driving lanes) ranges from 46 to 48 feet. Exclusive of land costs and grading, the

estimated minimum cost to retrofit this approximately 1/8-mile trail segment is \$75,000 including sidewalks, curb and gutter, four-foot wide bike lanes, striping and drainage improvements.

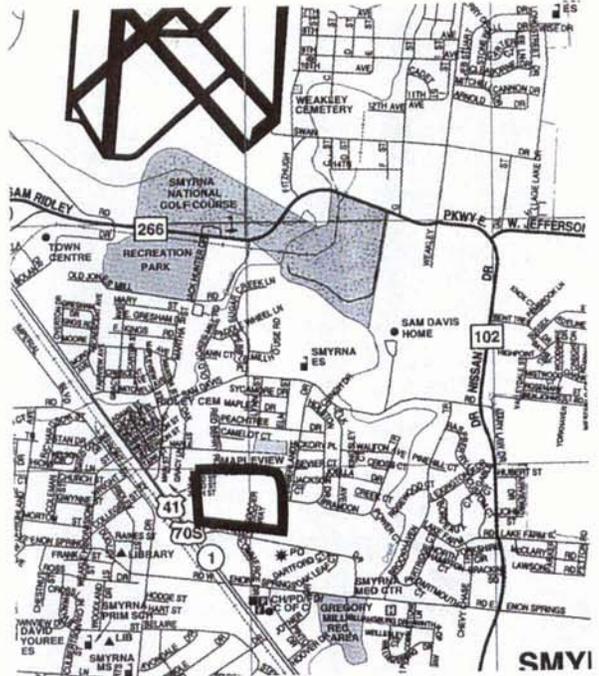
At the intersection of Sam Davis Road, the greenway transitions south to a pedestrian/bicycle facility via a crosswalk that leads to a very narrow sidewalk. The walk is not wide enough to accommodate both pedestrians and cyclists. This sidewalk carries greenway users to a mobile home park. Within the mobile home park, pavement striping marks the urban trail as it does on Old Jones Mill Road. The space is inadequate, and trail users may disturb the privacy of residents. The trail continues south of the mobile home park to connect with Rotary Soccer Park. Consideration should be given to rerouting the greenway on Lynn Street to Peachtree with the addition of sidewalks and on to Redberry Road and the Rotary Park entrance. This routing would require the addition of sidewalks and drainage improvements. Consideration should also be given to extending the greenway from Harts Branch south toward the Rotary Soccer Park entrance. This alternate would require land acquisition south of Sam Davis Road.



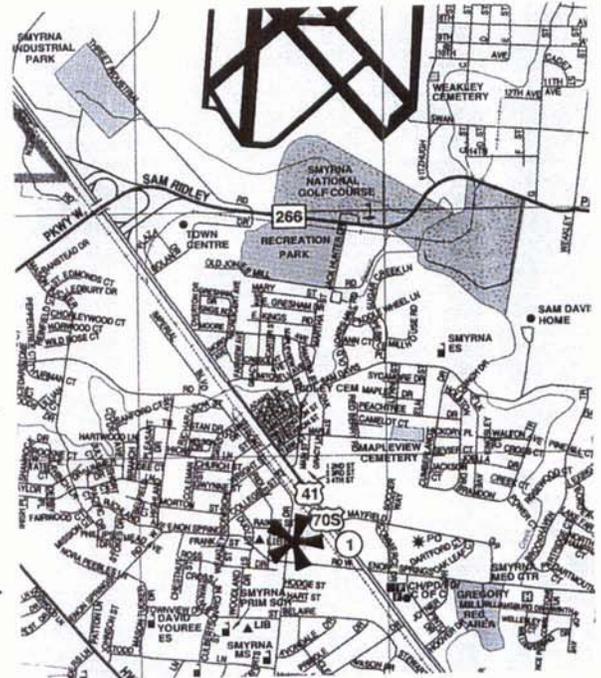
The Airbase Trail is another completed greenway extending east and north of Recreation Park approximately 1.6 miles and is primarily an 8' gravel trail. The segment follows Stewart Creek under Sam Ridley Parkway to the Smyrna Airport property north of the bridge crossing. The Airbase Trail then continues north to the Tennessee Rehabilitation Center to a deck overlook adjacent to the Center's parking and picnic facilities. From the Center, the trail currently continues along E Street and terminates at Stewart Creek adjacent to the Tennessee Army National Guard facility. It is recommended that the gravel trail be paved and widened to 12 feet at an approximate cost of \$20.52 per linear foot. Additionally, consideration should be given to extending the greenway along Stewart Creek to Volunteer Park. The estimated construction cost for this approximate ½-mile creek extension is a minimum of \$100,000.



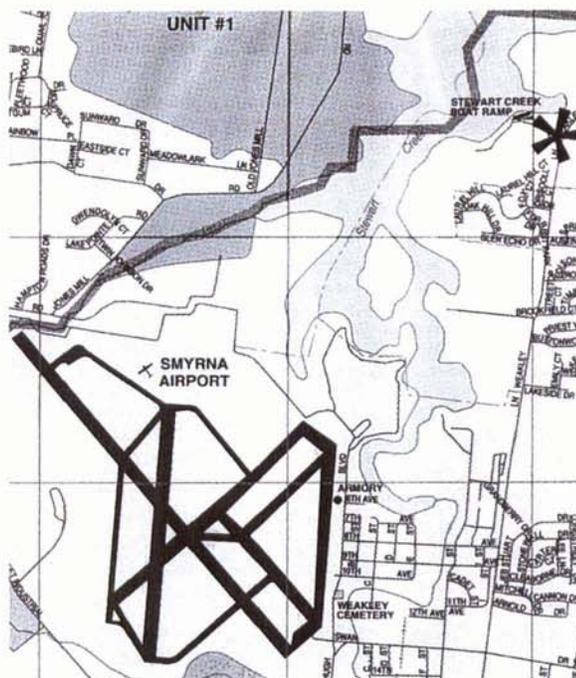
*Rotary Soccer Park Trail* is a wide asphalt perimeter trail built around soccer fields in the park. The trail is used primarily by walkers and is appropriate for that purpose.



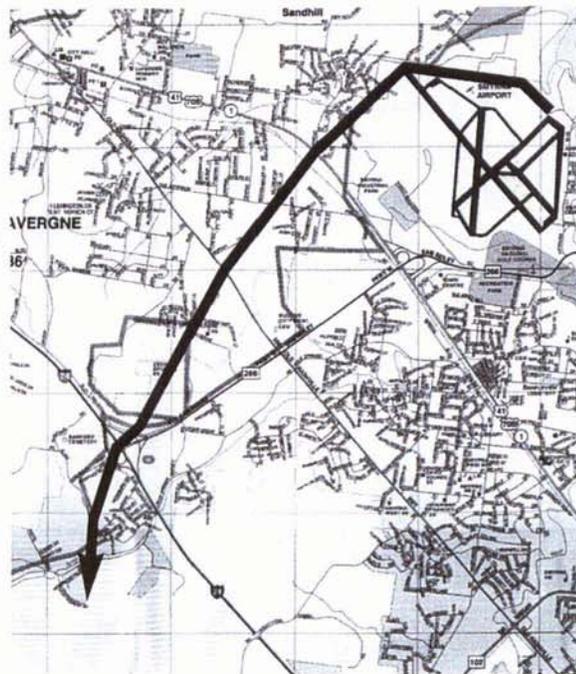
*Rock School Park Trail* is a recently constructed trail adjacent to the new Smyrna Library. It is a destination greenway within what serves as a neighborhood park and an important community resource. Destination greenways are those that people typically drive to, park and then walk or bike the trails. They are not critical links between facilities, but provide passive recreation opportunities in critical areas or near significant sites. This trail's close proximity to the community's library virtually ensures the trail segment's success and popularity.



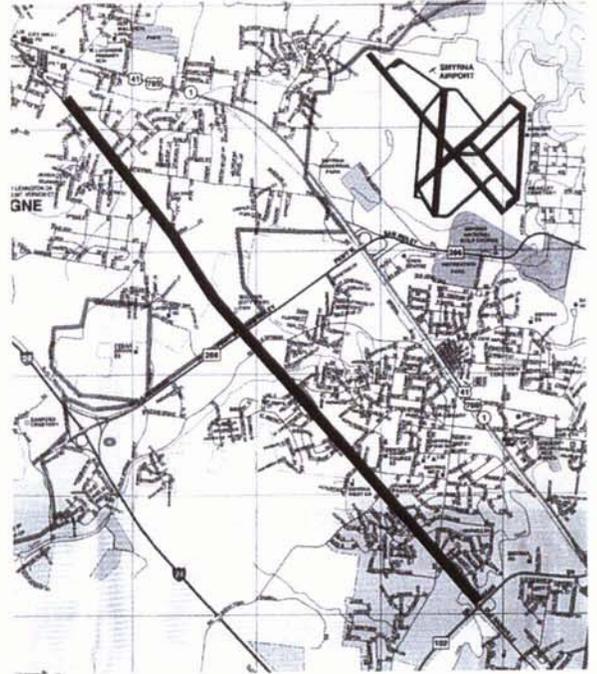
The *Fishing Trails* built and managed by the Corps of Engineers at Stewart Creek Recreation Area are excellent examples of relatively primitive trails for hiking and other passive uses on J. Percy Priest Lake. It is the agency's intent to maintain public access to these and other existing trails on their lands without additional development.



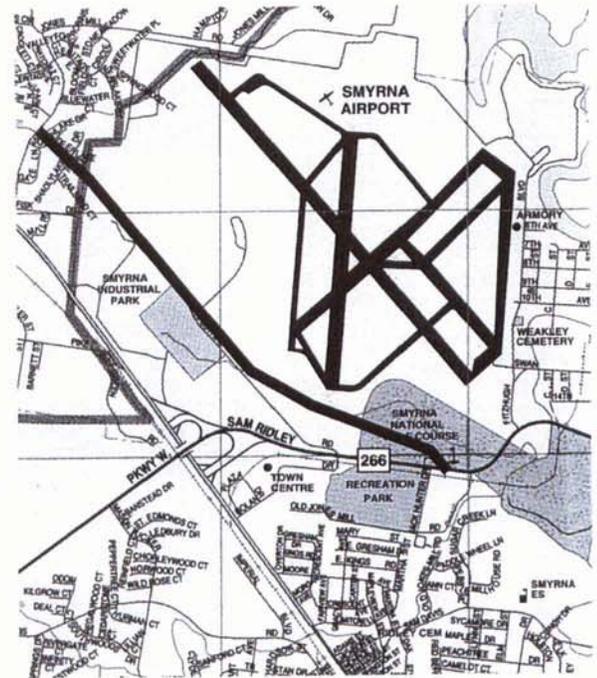
*Potential La Vergne Connection I.* As discussed earlier, one of the primary goals of the development of greenways and trails in this portion of Rutherford County is to provide one or more pedestrian connections between the communities of La Vergne and Smyrna. A number of opportunities to provide this link were explored via the planning process. The first of these sites is a greenway trail along the northern perimeter of the Smyrna Airport on a local gas distribution line to the Texas Eastern easement. The trail then follows the Texas Eastern easement south approximately 2.75 miles to La Vergne High School and Smyrna's Cedar Grove Elementary School. The obvious advantage of this alignment is that it maximizes flat, cleared ground and offers opportunities for partnerships with the Airport Authority and Texas Eastern. However, security issues related to the airport along its north boundary fence must be mitigated if this option is chosen. The anticipated construction cost of this connection is \$2.3 million; the Smyrna trail portion is \$1.1 million of that total.



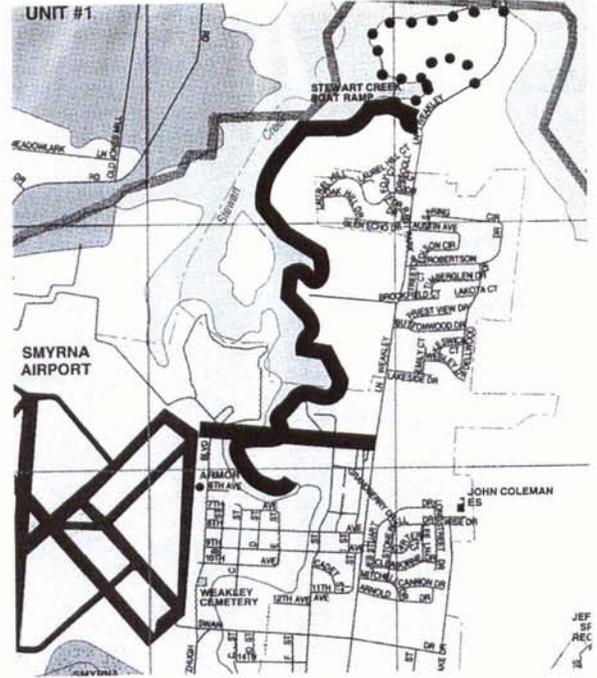
*Potential La Vergne Connection II* also takes advantage of an existing power easement. The Tennessee Valley Authority's electric distribution lines extend roughly 5.2 miles from Davis Park in Smyrna to Stones River Road in La Vergne. Like the Texas Eastern easement, this property is relatively flat and clear and could provide a relatively low-cost connection between the two cities. The estimated construction cost of the Smyrna portion of this alternate connection between the two communities is \$750,000; the total cost is \$1.3 million.



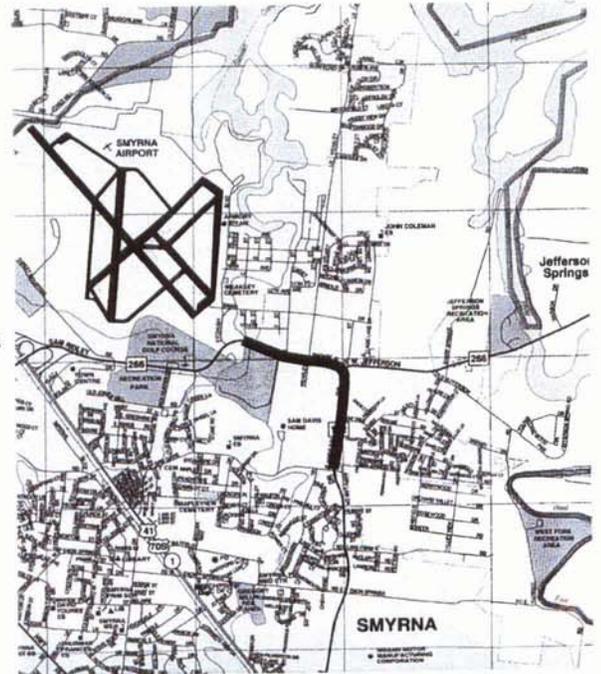
The final alternative connection between the two communities, *Potential La Vergne Connection III*, connects from Fergus Park in La Vergne to the public golf course and Recreation Park in Smyrna. This route would be constructed concurrently with planned expansions at the Smyrna Airport and, like the other options, would require partnering with both public and private organizations. The anticipated total construction cost of this connection is \$704,224; the Smyrna portion of that total cost is \$677,000.



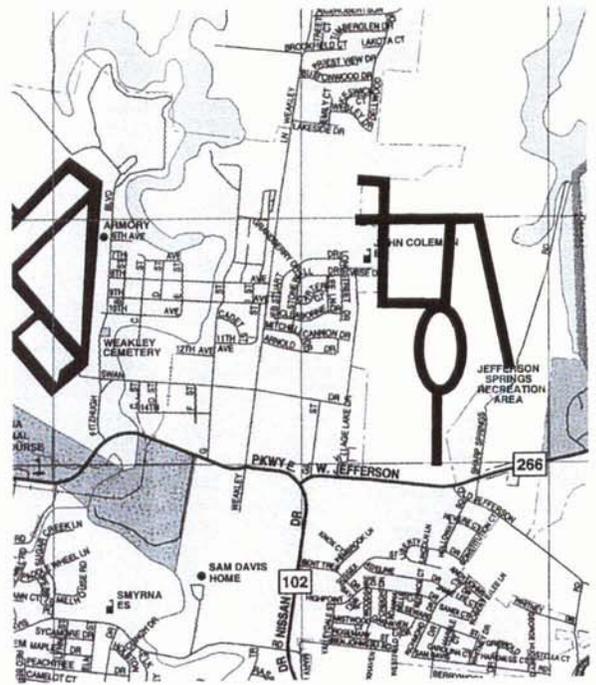
The *North Stewart Creek Trail* is proposed as an extension of the existing facilities on Stewart Creek. The segment will travel north from Smyrna's Volunteer Park, along Percy Priest Lake on Tennessee Army National Guard (TNARNG) lands and potentially to Stewart Creek Recreation Area. The TNARNG has also proposed that a greenway extension from the Smyrna Airport to Weakley Road be included if and when they construct a road between the northwest corner of the airport across Stewart Creek to Weakley Road. The TNARNG's intent is to provide better access for commercial businesses located at the airport, and at the same time, accommodate the greenway. However, this project has not been funded and would be required as a greenway component only if the optional trail across the Smyrna Airport north boundary were the preferred alternative for a major connection between La Vergne and Smyrna. Its inclusion would be superfluous if the preferred connection is that shown across the southern third of the airport. This portion of the Stewart Creek Trail is approximately 2.4 miles and its anticipated construction cost is \$540,000.



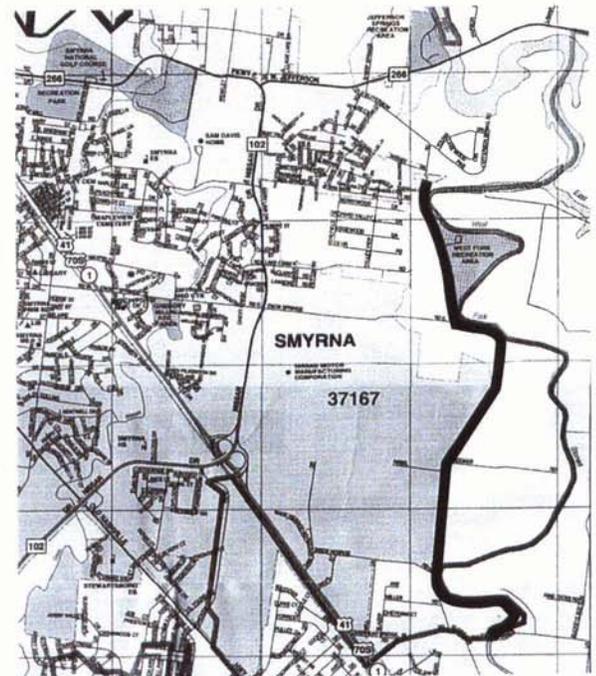
*Nissan Boulevard* north of Sam Davis Road is proposed as a 1.32 mile greenway extension to Stewart Creek. The segment facilitates connections between trailheads on the north end (airbase, Tennessee Rehabilitation Center, Volunteer Park) and the Gregory Mill Dam Recreation Area. The anticipated construction cost of this trail is \$405,000.



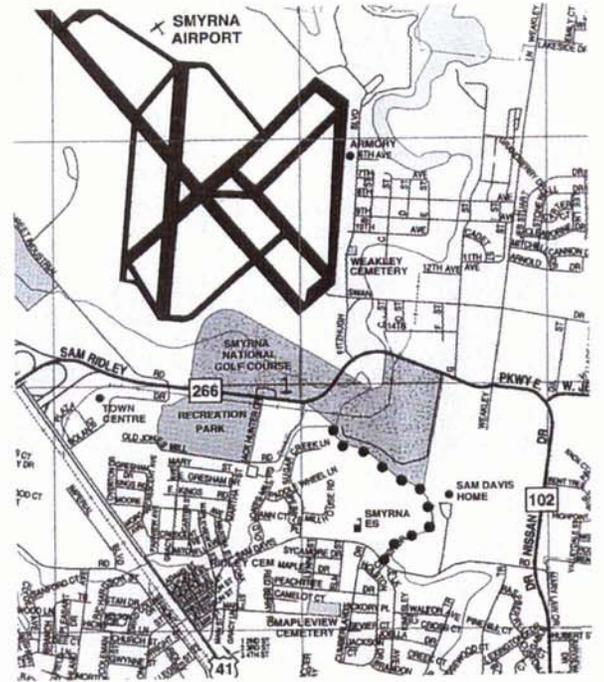
*Sharp Springs Park* and its associated trails are a large undertaking currently being constructed by the Smyrna Parks and Recreation Department. The acreage was recently deeded to the Town of Smyrna by the Corps of Engineers for recreational use. Both active and passive uses, including interpretive trails, are identified in the Sharp Springs Park master plan. The park is adjacent to the John Coleman School, and bike lane and sidewalk connections have been identified between those two community resources.



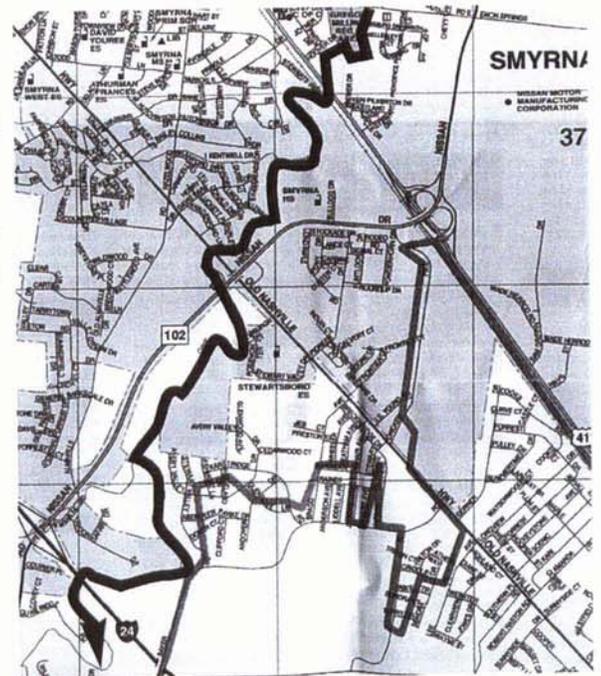
The *Nice's Mill Dam Trail* is proposed to extend along Old Florence Road from Nice's Mill to the West Fork Recreation Area on J. Percy Priest Lake. This trail would take advantage of the hunting safety zone already established for Old Florence Road. It facilitates access to existing primitive hiking opportunities on TWRA lands and would cause little or no disruption to wildlife habitat or activity on Wildlife Management Area Unit II. This greenway segment is nearly 4.5 miles-long and its estimated construction cost is \$1.4 million.



*South Stewart Creek Trail Phase I* extends from the confluence of Stewart Creek and Harts Branch to Sam Davis Road. This route provides connections to both the Sam Davis Home and the Smyrna Elementary School and will include a pedestrian crossing of the creek between the school and Smyrna's most significant historical resource. This alternate trail segment is roughly one mile-long and its estimated construction cost is \$714,000.



*South Stewart Creek Trail Phase II* is proposed to continue along Stewart Creek south of the Gregory Mill Recreation Area. This segment will follow the creek south to Smyrna High School for approximately 1.8 miles; the anticipated construction cost is \$654,000.



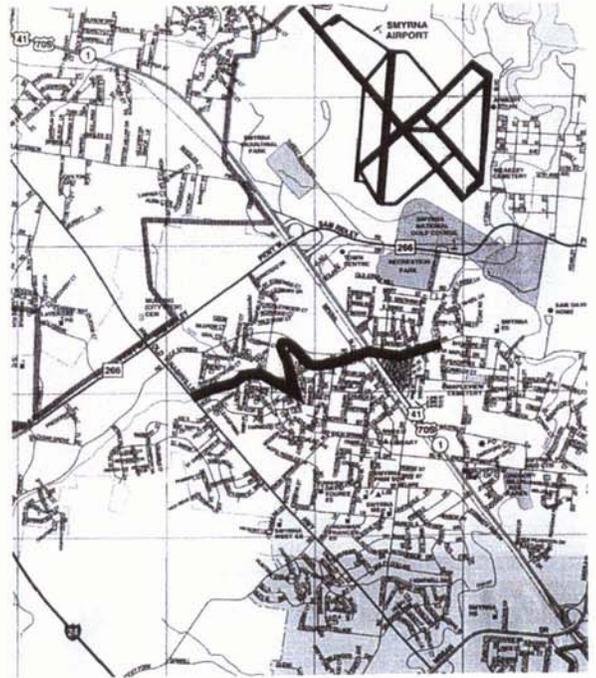
*Phase III* will continue to Stewartsboro Elementary. A number of creek and road crossings will be required. The trail will cross South Lowery Street and the CSX Railroad, Old Nashville Highway and Nissan Drive in order to reach the Elementary School.

Following the creek further south to Tridon Drive near I-24 would gain access to a small parking lot, shopping and burgeoning residential development. Phase III is 4.8 miles-long and the estimated construction cost is \$1.8 million.

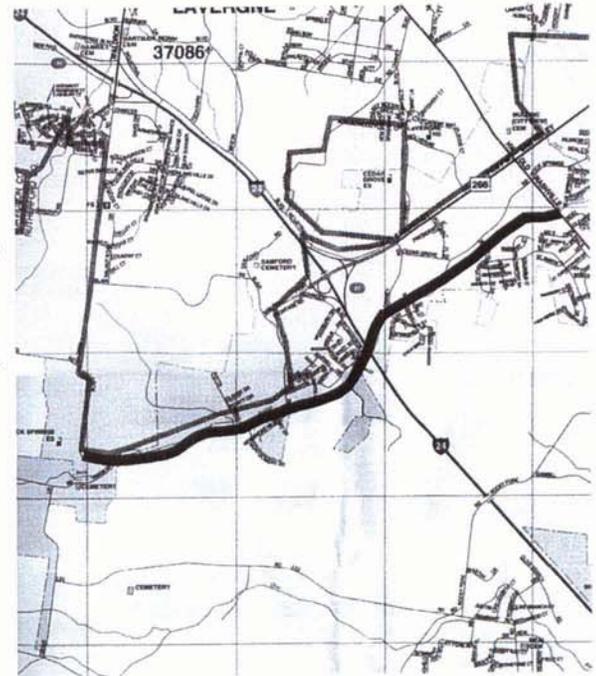




*Rock Springs Creek Trail* consists of two phases. Phase I is proposed between Old Jones Mill Road and the Old Nashville Highway. This trail segment is roughly 2.6 miles long, and its estimated construction cost is \$691,000.

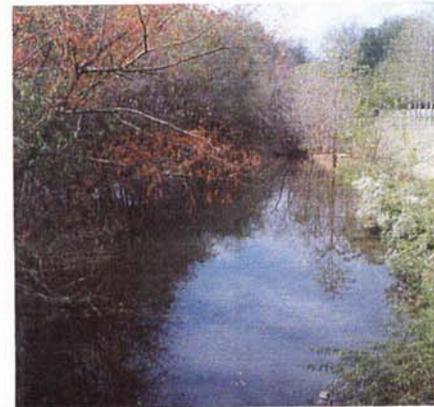


*Rock Springs Creek Trail Phase II* extends from Old Nashville Highway to the I-24 underpass and beyond to the area of Waldron Road. The Rocks Springs

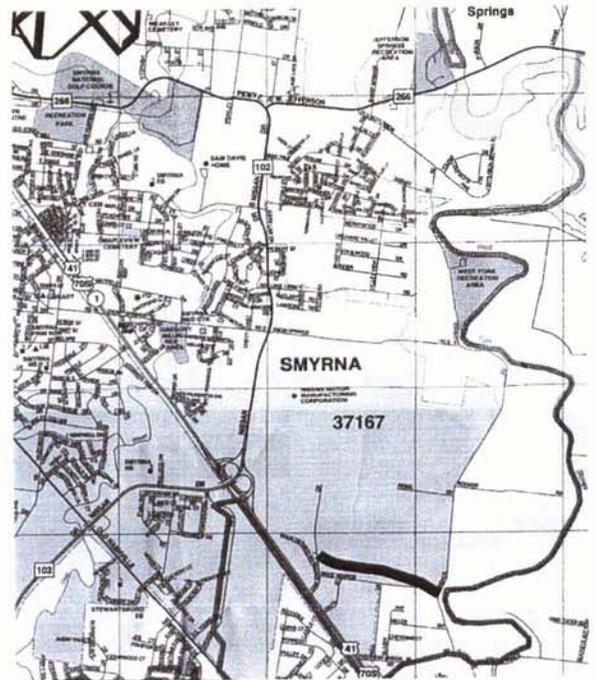


segment will require crossing under both Murfreesboro Road and the CSX Railroad.

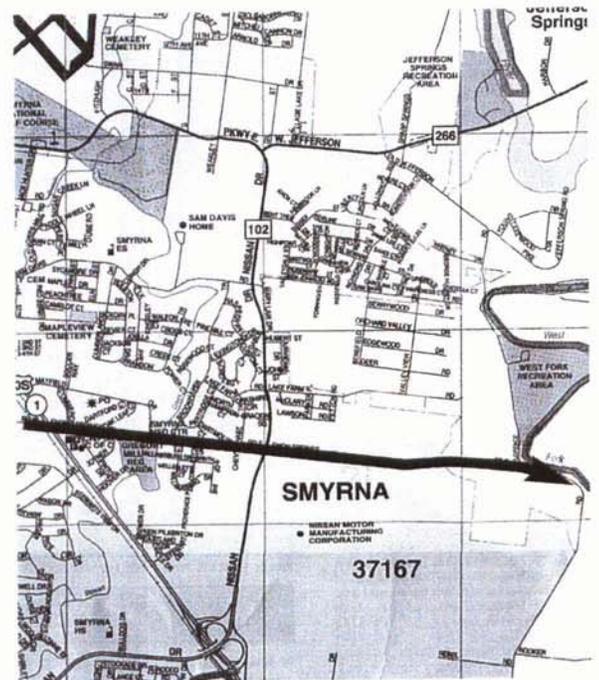
The segments will also require a number of residential road crossings, either under access roads where bridge clearances will accommodate the trail, or at grade crosswalks where bridge clearances are not sufficient. In spite of these difficulties, *Rock Springs Creek* presents very special opportunities to enjoy a beautiful natural resource and to provide trail access to densely populated residential areas of the community. The suggested trail is nearly four miles long with an estimated construction cost of \$1.1 million.



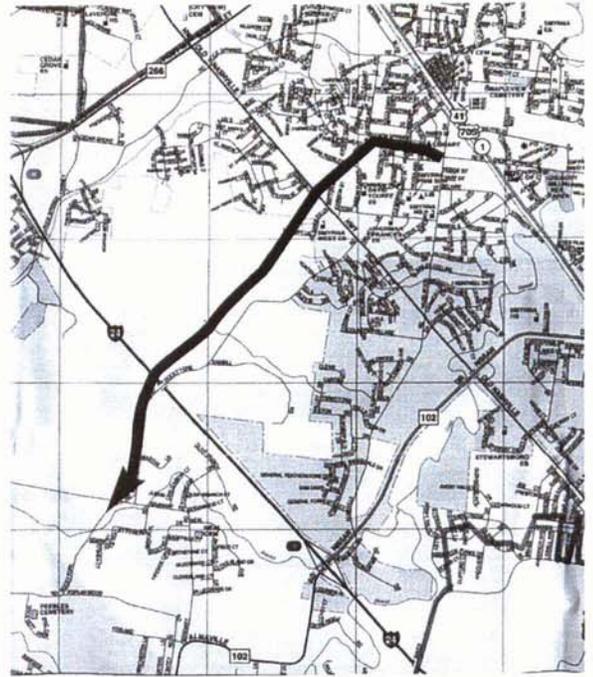
The *Nissan Recreation Trail* presents an opportunity to partner with industry management to provide recreation to both the community and employees of local businesses. This proposed trail connects from recreation opportunities at the Nissan plant to Nice's Mill Dam and the West Fork of the Stones River. The segment is slightly more than one mile long—a reasonable bike ride for a lunch-hour picnic at a historic and beautiful spot on the river. Its anticipated construction cost is \$426,000.



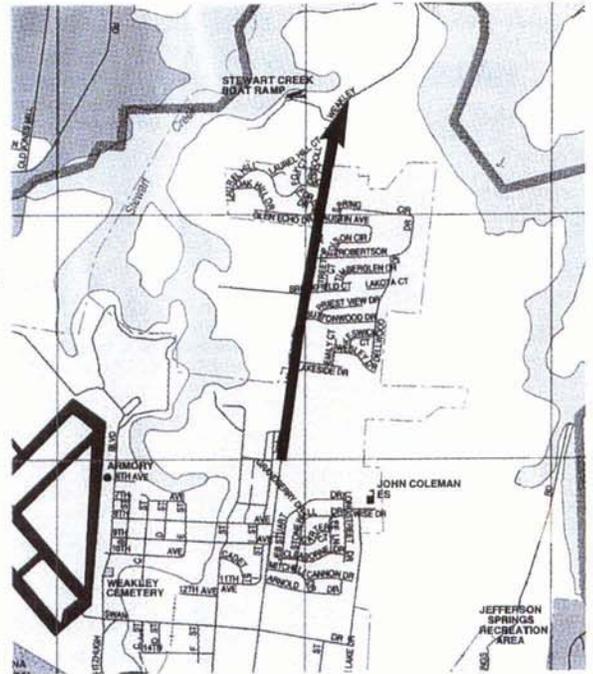
*Enon Springs Road* east of Hazlewood Drive provides greenway access to the Stones River and could connect, in the future, to public equestrian trails and Corps lands on the east side of the river. The route also facilitates access to the greenway along Old Florence Road and to existing recreation facilities at the West Fork Recreation Area where trailhead improvements have been suggested. The 2.76 mile segment extending to the river is expected to cost \$725,000.



*Enon Springs Road* west of Hazlewood extends approximately three miles south to the interstate and beyond. This trail segment provides off-road access from the county through Smyrna and on to the Stones River and the West Fork Recreation Area. The anticipated construction cost for this 2.7 mile greenway is \$902,000.



*Weakley Lane* north from 8th Avenue to Stewart Creek Recreation Area. The Tennessee Army National Guard has begun to facilitate this route by moving the majority of a fence along their property to accommodate the trail; the Guard should be encouraged to complete the fence relocation. This route links to the Stewart Creek Recreation Area and, in the future, could extend to Long Hunter State Park and eventually to the dam at J. Percy Priest Lake in Nashville. The Weakley Lane segment is approximately 1.8 miles-long and its estimated construction cost is \$294,000.

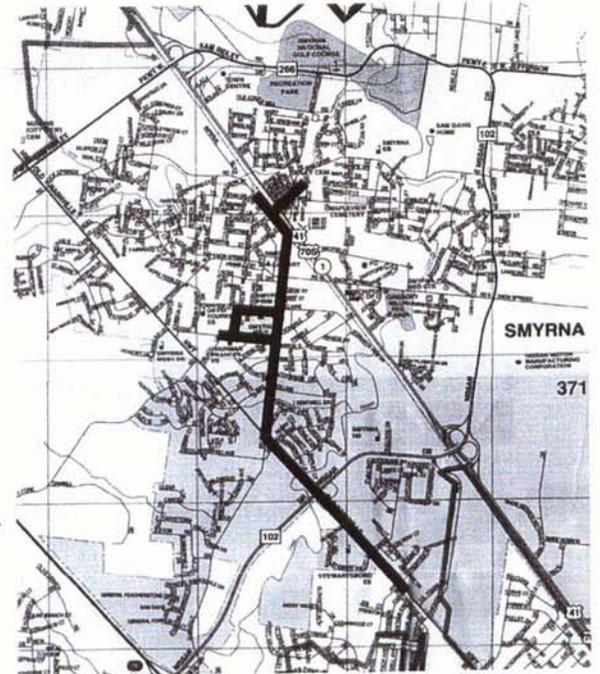
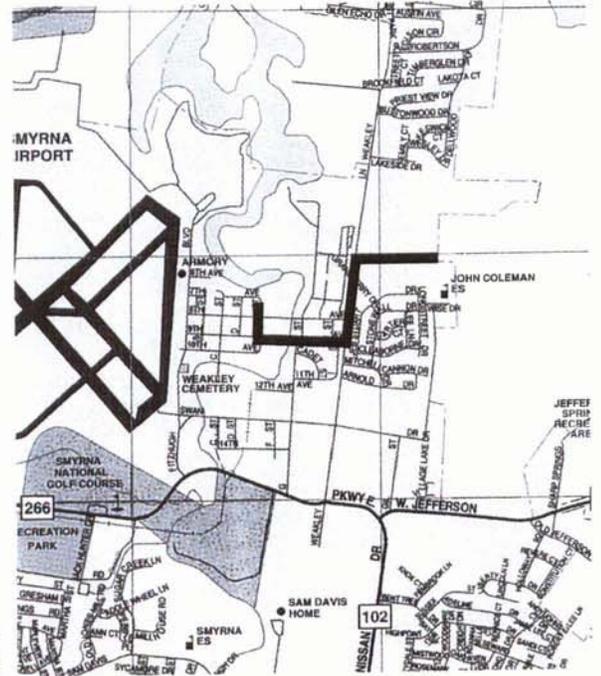


## Smyrna Bike Lanes

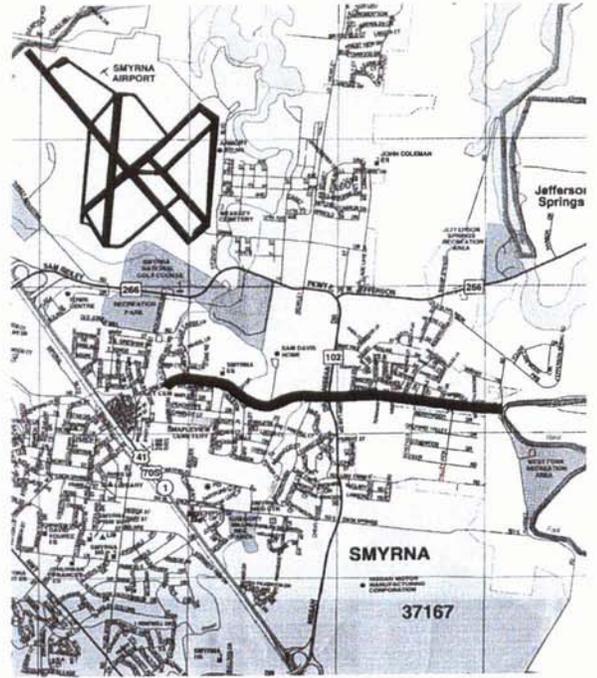
Bike lanes are described in detail in Section 5 (Design Standards) of this document. Bike lanes are defined as the outside portions of a roadway designated by striping, signing and pavement markings for the use of bicyclists. Pedestrians are accommodated via five-foot sidewalks on both sides of two-way roads and on the right side of one-way roads. For the purposes of developing opinions of probable construction cost, it is assumed that these trail segments will include five-foot-wide sidewalks and requisite drainage improvements.

*E Street*, from the Tennessee Rehabilitation Center to Volunteer Park was identified in the public meetings as an unfinished link in Smyrna's trail network that should be completed. Concurrently, bike lanes and sidewalks should be constructed along 9th Avenue from E Street to Weakley Lane and eventually to the John Coleman School and Sharp Springs Park. These routes total approximately 1.3 miles, and the anticipated construction cost is \$872,000.

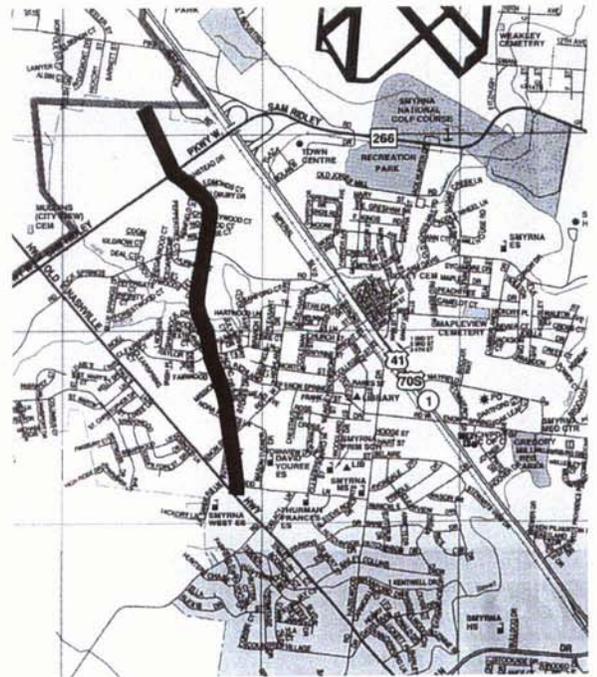
*Front Street to Hazlewood* to the Old Smyrna Library, Smyrna Middle and Primary Schools, the Thurman Frances Elementary School and the David Youree School and then to Stewartsboro Elementary School is one of the most important urban connections to be made within the Smyrna community. Front Street and the CSX Depot are ripe for Main Street-style redevelopment and represent the last remaining vestige of the town's historic past. This area should be considered the nucleus of the local trail system and should be developed as such. The route will require significant funds to add bike lanes, sidewalks and drainage improvements. However, the potential for this segment to provide safe and secure pedestrian access from the town center to a large cluster of schools must not be overlooked. The route is approximately 4.2 miles long and the estimated construction cost is \$3.2 million.



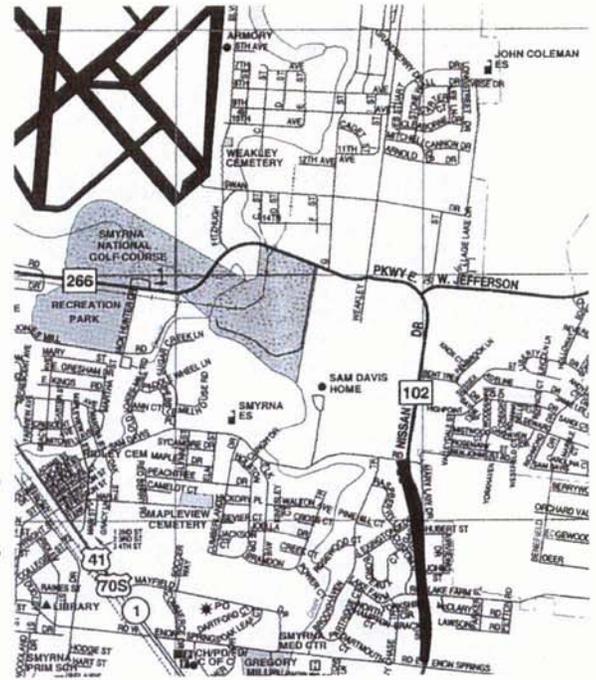
*Sam Davis Road* from Old Jones Mill Road to east Smyrna encompasses the historic Sam Davis Home and Smyrna Elementary School. The road is primarily a two-lane asphalt route with approximate two-foot shoulders. Ongoing and future roadway improvements should facilitate the inclusion of bike lanes, sidewalks and drainage improvements. The suggested route is over 2.6 miles long, and the anticipated construction cost is \$2 million, including the addition of sidewalks, curbs and gutters, storm sewers, striping and signs.



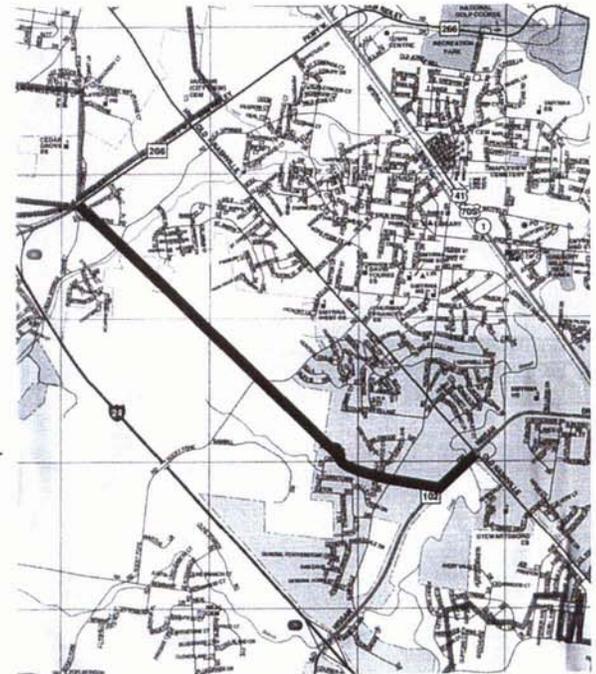
*Mason Tucker Drive* is proposed as an additional developed bike lane between La Vergne and Smyrna. The route could serve relatively dense residential development and offer safe and secure access to the Rock Springs Greenway, schools and parks. The Mason Tucker bike lane segment within Smyrna is approximately 3.5 miles-long with an anticipated construction cost of \$2.4 million.



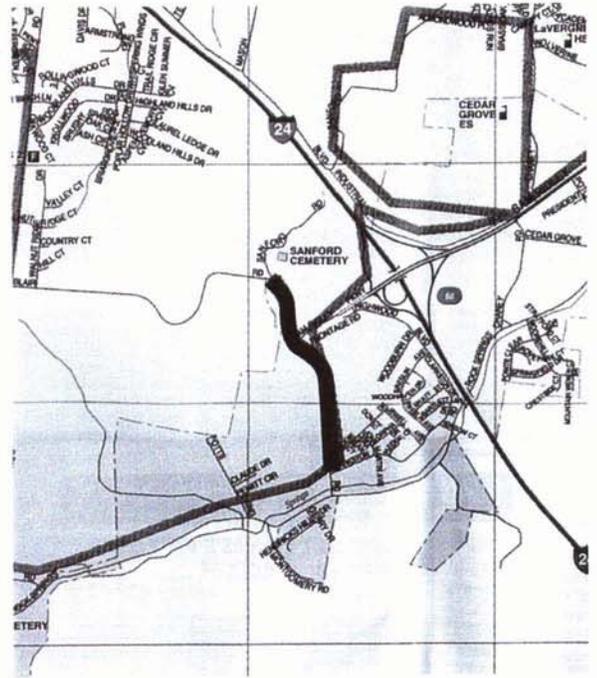
A one-mile bike lane is recommended to connect Sam Davis Road and Enon Springs Road. The *Nissan Boulevard* bike lane provides access to the Gregory Mill Dam Recreation Area and to the greenway proposed to travel south along Stewart Creek to residential neighborhoods, schools, and eventually to I-24. The bike lane segment also connects two extensive greenway corridors that have the ability to extend to Long Hunter State Park and to Metro Nashville's new Stones River Greenway. The anticipated construction cost of this segment is \$634,000.



The Nissan Boulevard to Sam Ridley bike lane connection should be constructed concurrently with future road construction. Approximately five miles of bike lanes and sidewalks will be required to create a strong bicycle and pedestrian link between schools, parks and neighborhoods near Stewarts Creek and schools in both La Vergne and Smyrna on Chaney. The anticipated construction cost of this corridor is \$3.2 million.



*Blair Road* is an approximate one mile bike lane suggested to connect from Rock Springs to La Vergne—the route will then continue on Blair within La Vergne in order to provide access to a proposed new middle school on Waldron Road. The anticipated cost of construction for this route is \$634,000.

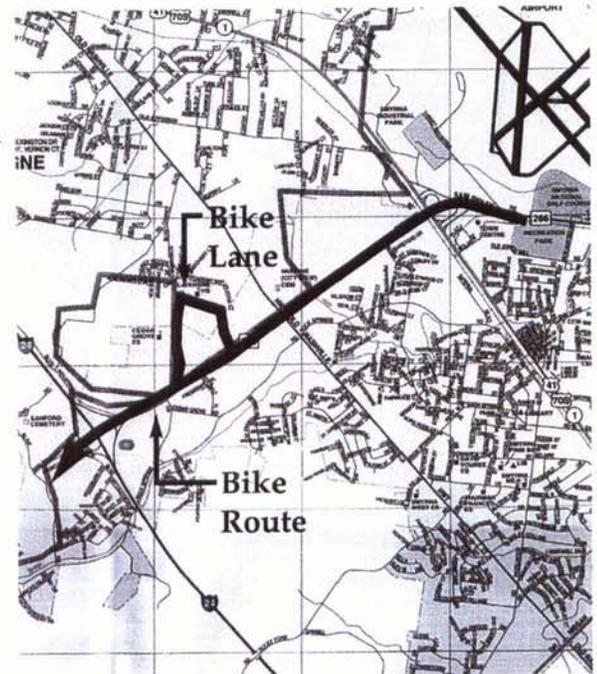


**Smyrna Bike Routes**

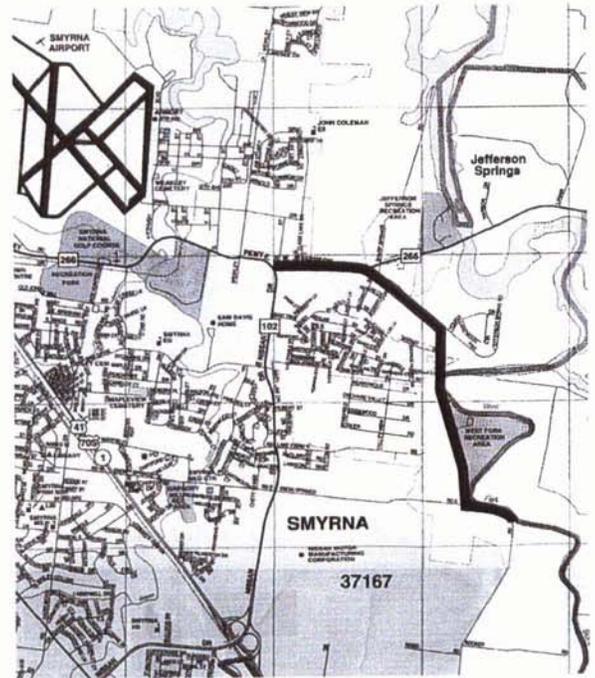
Bike routes are described in detail in Section 5 (Design Standards) of this report. Bike routes are designated via signs as preferred routes for bicycle use—they do not include pavement marking or striping. They typically consist of a wide paved shoulder. For the purposes of developing opinions of probable construction cost, it is assumed that these trail segments will include five-foot wide sidewalks on both sides of the street, as well as requisite drainage improvements.

these trail segments will include five-foot wide sidewalks on both sides of the street, as well as requisite drainage improvements.

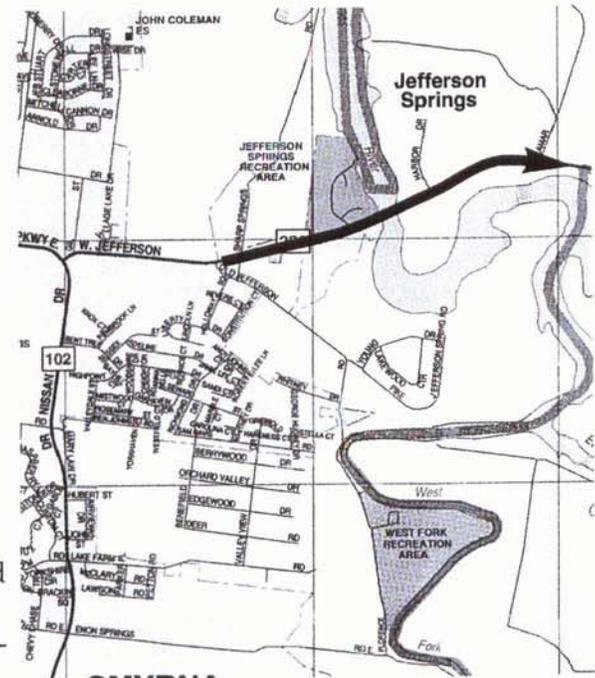
*Sam Ridley Parkway* should be considered for bicycle signing and sidewalks. This segment facilitates pedestrian access to schools in both communities and is an important link within the overall trail system. Chaney and Wolverine Trace bike lanes should be constructed concurrently with improvements to Sam Ridley Parkway as a shared effort between the two communities to access schools in each community. The Sam Ridley bike lane is 4.7 miles long, and the estimated construction cost is \$3.1 million.



The *Jefferson Pike* bike lane east of Nissan Boulevard connects to Old Jefferson Pike and then to Old Florence Road and the West Fork of the Stones River. This bike lane is approximately 2.64 miles long and its estimated construction cost is \$1.64 million. The route follows public roads adjacent to TWRA WMA Unit II on Priest Lake and will facilitate access to existing trails on Corps' lands.



*Jefferson Pike* east of Old Jefferson Pike extends bicycle and pedestrian facilities to the Jefferson Springs Recreation Area on Percy Priest and beyond into Rutherford County. Within Smyrna, the segment is roughly one mile long and its estimated construction cost is \$832,000.

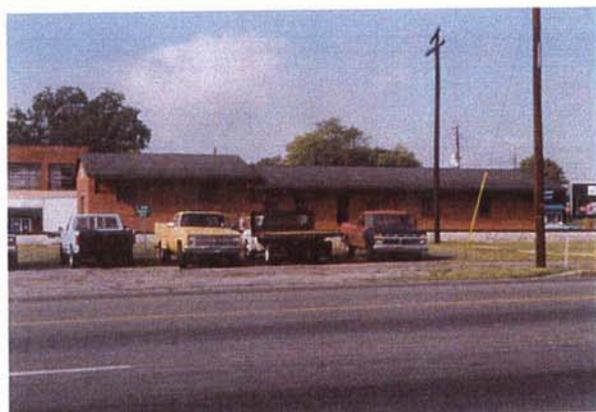
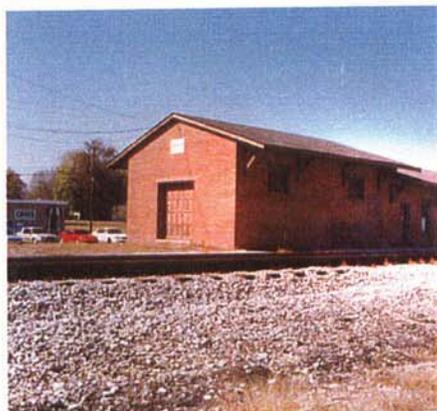


## Trailheads

Trailheads are described in detail in Section 5 (Design Standards) of this document. In general terms, they provide trail access points and a variety of amenities at those points. Major trailheads consist primarily of parking, restrooms, picnic pavilion, playground, signage and landscaping. The average cost to develop this level of trailhead is over \$300,000. Minor trailheads are more limited in scope and include primarily parking, signage and landscaping. These facilities range in construction cost from \$30,000 to \$90,000. It should be noted that the cost of trailheads is included in the cost of trail segments described previously. The trailhead costs are also listed independently in the descriptions that follow.

## Smyrna Major Trailheads

As noted earlier, the *CSX Railroad Depot* could serve as the nucleus of the community's trail system. According to a historic marker on the site, the Smyrna Railroad Depot was a combined freight and passenger house erected in 1873. The depot was a direct result of a charter granted by the State of Tennessee to the Nashville & Chattanooga Railroad to connect the area with the seaports of Charleston and New Orleans. Plans are underway to include the historic depot as a stop on a commuter rail system connecting to Nashville. Coupled with Main Street improvements on Front Street and creative reuse of existing structures, the depot could once again become a bustling center of activity in Smyrna's "old town." Many trailhead facilities, including parking, are already available, and the addition of public restrooms, picnic facilities and regulatory, informational and interpretive signage should be considered, along with a bicycle rental or loan center. Greenway trailhead improvements will consist of the addition of restrooms, signage, landscaping, site furnishings and lighting. The anticipated construction cost is \$320,000.



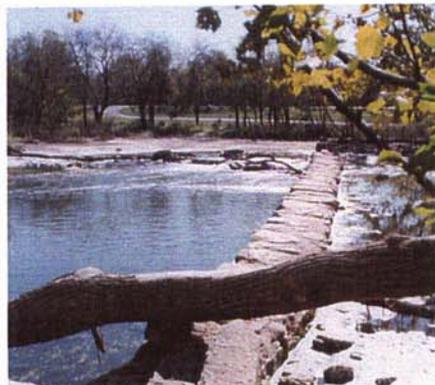
*Smyrna Recreation Park* serves trails in the park and at the Town Centre. Recreation Park also offers an exercise course, volleyball, basketball, tennis and playgrounds. In addition to the amenities already available, it is recommended that additional restrooms, picnic pavilion, parking, site furnishings, lighting, landscaping and signage be considered to provide additional trail support. The estimated construction cost of those facilities is \$320,000.

*Rotary Soccer Park* is currently accessed via Smyrna's existing trail system. Consideration should be given to developing a major greenway trailhead at this site, including restrooms, picnic pavilion, playground, site furnishings, landscaping, additional parking and lighting. The anticipated construction cost for a major trailhead is \$320,000.

*Sharp Springs Park* is under construction on a site recently deeded to the Town of Smyrna by the U.S. Army Corps of Engineers. Park construction will include many of the amenities required to support a greenway. Additionally, it is recommended that restrooms, a pavilion, signage, landscaping, playground, site furnishings, separate parking and lighting be provided for the greenway. Sharp

Springs also features interior interpretive trails that should be integrated into the overall greenway system via coordinated signage. The estimated cost to construct the suggested new facilities is \$320,000.

*Nice's Mill Dam Recreation Area* is a Corps of Engineers facility on the West Fork of the Stones River near Sulphur Springs Road. The area is one of the most scenic in Smyrna and has the potential to become a major interpretive feature on the greenway—signage should be developed to explain the workings of the mill and its importance in the 19th century. In addition to expanding existing parking, public restrooms, a picnic pavilion, playgrounds, landscaping and site furnishings should be constructed. Nice's Mill could also support a canoe portage. Trailhead costs will total \$331,000.



*Gregory Mill Dam Recreation Area* is a second Corps park suggested as a major trailhead. The park is located on Stewart Creek and accessed via the proposed greenway on Enon Springs Road. Like Nice's Mill, this is a very scenic and historic resource. Existing trail amenities include parking, restrooms and picnic tables. Consideration should be given to expanding the picnic facilities and integrating an interpretive program to educate the community about the site's historic use and significance. The estimated construction cost is \$175,000.



*Old Rock School Park* is adjacent to Smyrna's new library. In addition to the facilities recently constructed, consideration should be given to the development of a major greenway trailhead. The estimated construction cost for such a facility is \$320,000.

## Smyrna Minor Trailheads

*Smyrna Elementary School* is located directly east of the Sam Davis Home across Stewart Creek. Recommendations for trailhead additions to the school grounds include restrooms, additional parking, landscaping, site furnishing and trail signage. Additionally, a small bridge for pedestrian access to the Sam Davis Home should be considered.

*Stewart Creek Recreation Area* is a Corps of Engineers facility at the northern terminus of Smyrna's trail system. Primary facilities consist of parking and lake access. Consideration should be given to the addition of restrooms, dedicated greenway parking, landscaping, site furnishings and regulatory and informational signage.

*Jefferson Springs Recreation Area* is west of Smyrna's Sharp Springs Park on the West Fork of the Stones River. Existing facilities include parking, restrooms and lake access. New facilities should include trail signage, dedicated greenway parking and site furnishings.

*West Fork Recreation Area* is located on the West Fork of the Stones River east of Sam Davis Road. Existing facilities are limited to parking and a boat ramp. Dedicated greenway parking, restrooms, picnic facilities and trail signage should be added for trailhead development. West Fork Recreation Area can also support canoe access.

*The Smyrna Airport* is currently supporting limited, unpaved parking for the Stewart Creek Trail east of the airport access road. Consideration should be given to paving the parking and adding restrooms, picnic facilities and other trailhead features at this site.

*Nissan Recreation Center* is a private facility located north of I-24 west of Nice's Mill Dam. It is suggested that the Town of Smyrna coordinate with Nissan to develop limited trailhead facilities to support a connecting greenway between the plant and the West Fork of the Stones River.

*Youree School Cluster* consists of four public schools and Smyrna's former library. Major bicycle and pedestrian improvements have been recommended in order to provide safe circulation routes for students walking and biking to school. A greenway trailhead should be added to the area and should include dedicated trail parking, restrooms, trail signage, site furnishings and landscaping.

*Tennessee Rehabilitation Center* is located at the northern terminus of the existing Stewart Creek Greenway. The site offers the primary ancillary trailhead facilities, including parking and picnic facilities. Improvements should include restrooms, site furnishings, landscaping and trail signage.

*Davis Park* is located north of the Old Nashville Highway near Stewart Creek. Exclusive of trail signage, the park has appropriate facilities to support the Stewart Creek Greenway.

*Smyrna High School* is located north of Davis Park on the east side of Stewart Creek. Due to the size of the student population and its somewhat remote location, it is recommended that trailhead improvements be considered. Additional facilities should consist of dedicated greenway parking, restrooms, site furnishings, landscaping and trail signage.

*Stewartsboro Elementary School* is located south of the Old Nashville Highway on Stewart Creek. In addition to existing facilities, consideration should be given to the addition of restrooms, site furnishings, landscaping and trail signage.

*Smyrna City Hall* is located on Lowery Street southeast of the major trailhead suggested for the CSX Depot. In addition to available parking, trailhead improvements could include restrooms, site furnishings, landscaping and trail signage.

## Prioritization

Although opinions of probable construction cost have been prepared for individual trail segments recommended in this plan, prioritization has not yet been finalized. It is recommended that La Vergne and Smyrna's greenway committees and active greenway proponents continue this discussion in order to determine which trail segments, especially potential connections between the two communities, should be completed first. However, it should be noted that public input suggested that Smyrna should focus first on internal systems—providing safe bicycle and pedestrian connections, particularly sidewalks, for children's access to schools. Attendees at the La Vergne public meeting suggested that bike lanes and sidewalks are a higher priority than multi-use greenways.