

Community Strategic Corridors

MAP 15 - STRATEGIC CORRIDORS

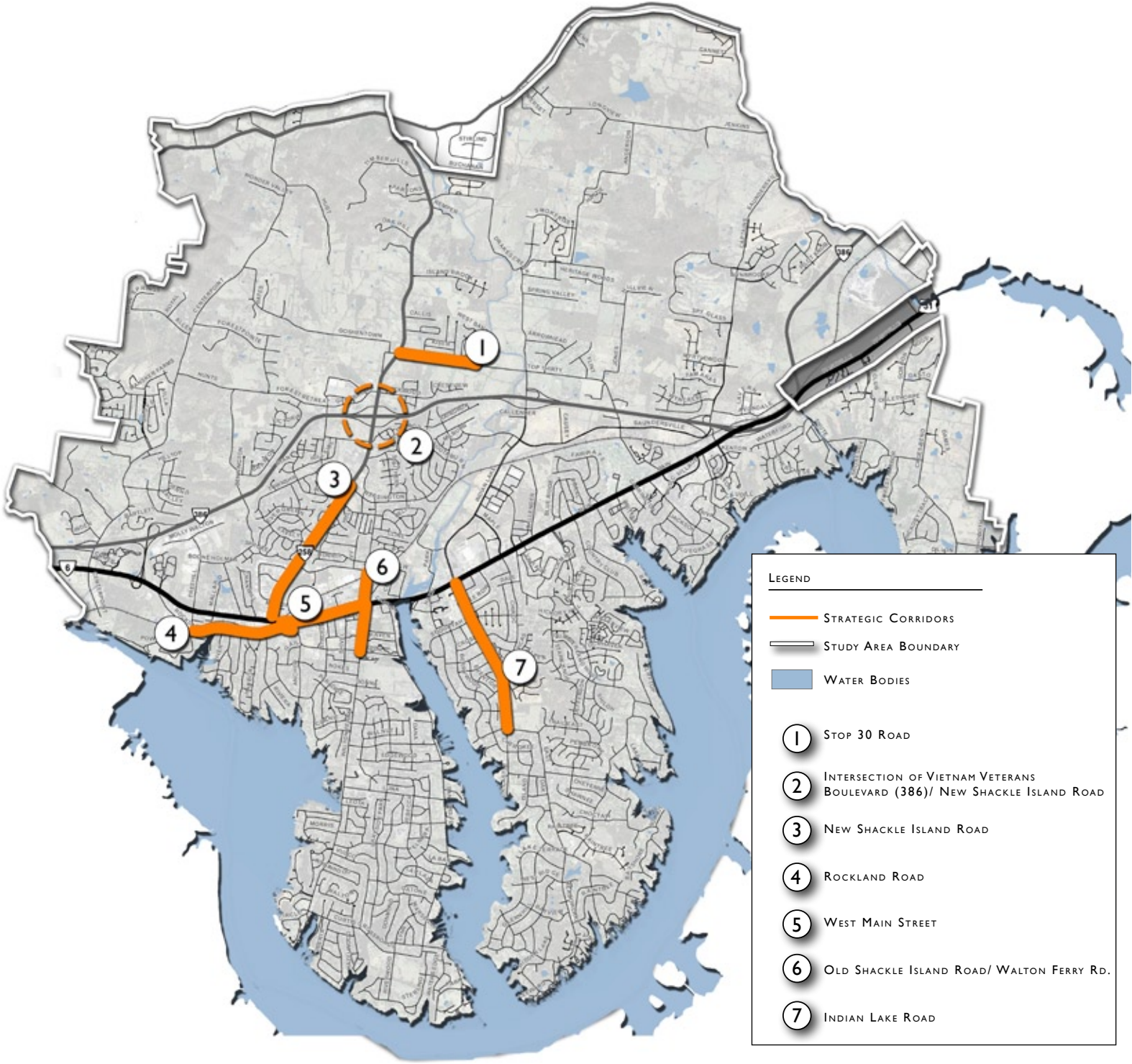
When asked on the questionnaire to list the streets that need to be protected or improved using access management strategies, citizens often listed corridors throughout the study area that they rely on to reach local destinations or to travel across the region. Many of those corridors were identified early in the planning process by the project team as community strategic corridors.

These corridors were refined after discussions with the Steering Committee, general public, and City staff. The project team reviewed existing conditions in detail, walking the corridors to determine the issues that currently limit their functionality as multi-modal corridors. Likewise, the potential growth -both in surrounding land use and the resulting trips on the roadway-require consideration of what the streets may look like once they “grow up”. The result is a series of diagrams that provide enhanced detail beyond the system level recommendations described previously. The recommendations represent potential solutions that ease congestion, increase safety, and reflect the vision and goals for a balanced transportation system identified by the community. These recommendations are reflected in the strategic corridor recommendations on pages 5-14 through 5-19.

Six corridors were selected for detailed study as part of the Land Use & Transportation Plan. The location of these corridors can be found on Map 15. The interchange of Vietnam Veterans Boulevard (SR 386) at New Shackle Island Road was added to this list following a review of crash data and passionate discussions with citizens (see artwork in Appendix A). These corridors provide a sampling of conditions found throughout the area. These conditions include typical cross sections, heavy traffic congestion particularly during peak hours, commercial development adjacent to the roadway, and/or potential for significant growth. The strategic corridors include:

- West Main Street — CSX Railroad to Walton Ferry Road
- Rockland Road — Freehill Road to Imperial Boulevard
- New Shackle Island Road — Main Street to Wessington Place
- Old Shackle Island Road/ Walton Ferry Road — Volunteer Drive to Imperial Boulevard
- Indian Lake Road — CSX Railroad to Walton Ferry Road
- Stop 30 Road — Old Shackle Island Road to Green Meadows Drive

These corridors were selected for detailed study because the conditions and issues of these corridors are representative of other roads throughout Hendersonville. As such, the recommendations and access management solutions can be applied to other corridors. By taking the proper steps now, strategic corridors can promote new growth, accommodate increases in traffic, and contribute to the success of the overall transportation system.





INDIAN LAKE ROAD (MAIN STREET TO EAST DRIVE)

INDIAN LAKE ROAD (MAIN STREET TO EAST DRIVE)

Background: Indian Lake Road is the main spine road for the central peninsula. It exists as a two-lane undivided road with intermittent sidewalks. The corridor provides access to the local high school, middle school and elementary school. The roadway is classified as an arterial roadway with a 2007 traffic count of approximately 11,500 vehicles per day. Traffic congestion resulting from school traffic as well as a heavy turning volume at East Drive suggests that the corridor is in need of improvement.

Context: The roadway provides access to a diversity of uses near Main Street; however, the predominant automobile use of the corridor is by commuters traveling from the peninsula to Main Street and Vietnam Veterans Boulevard as well as other external points. The road provides property access for the following future character area types: Suburban Neighborhood and Suburban Center.

Purpose: Within the limits of the strategic corridor designation, the roadway serves to collect adjacent traffic from adjoining neighborhoods, and to provide local land access (residential and non-residential). It also must function as a corridor for other modes (walking and bicycling) to both access and exit the peninsula.

Current Plans: The Nashville Area Long Range Transportation Plan designates the roadway for improvements that include a widening to a three-lane cross-section from Main Street to Maple Row Boulevard. In addition, the Berryhill development includes a realignment of the road that would eliminate the heavy turning volume at East Drive.

Cross-Section and Design: A five-lane cross-section is recommended from Main Street to Sequoyah Drive and a three-lane cross-section is recommended from Sequoyah Drive to Trail East Drive in coordination with Ellis Middle School. Improvements near the intersection with Main Street are also recommended including dedicated turn-lanes and a landscaped median from Main Street to the first driveway of the school. The landscaping will provide an enhanced gateway to the peninsula. The creation of a gateway at this location plays an important role designating the corridor as a portal to the lake, important community facilities, and neighborhoods.

Bicycle/Pedestrian Facility Recommendations: A wide outside lane is recommended for this corridor (from Main Street to Meadowlake Drive) to accommodate cyclists (see the Bicycle Plan map).



Sections shown not to scale. Intended for illustrative purposes only.

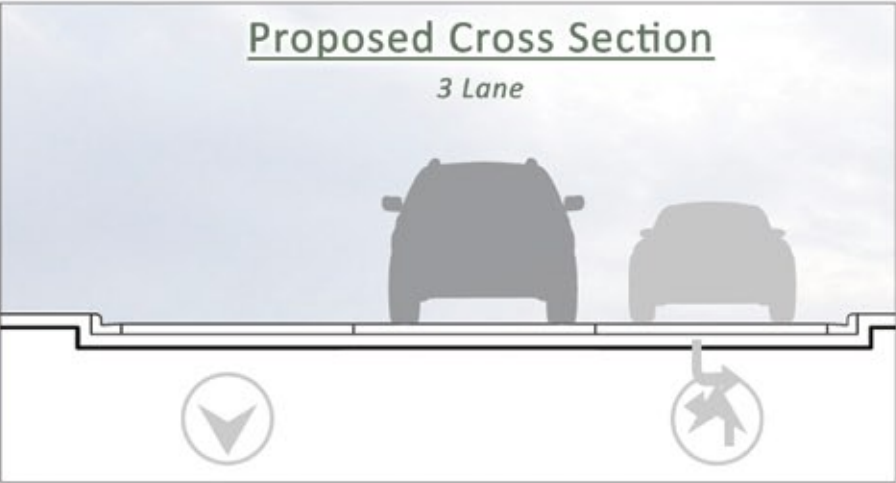
Legend

Proposed Cross Section

Existing	New Location
6-Lane Divided	4-Lane Divided
4-Lane Divided	3 Lane
5 Lane	2-Lane Divided
2-Lane Divided	2-Lane
3 Lane	
2-Lane	
Railroad	Bicycle Corridor
Parcels	Parks & Recreation Facilities

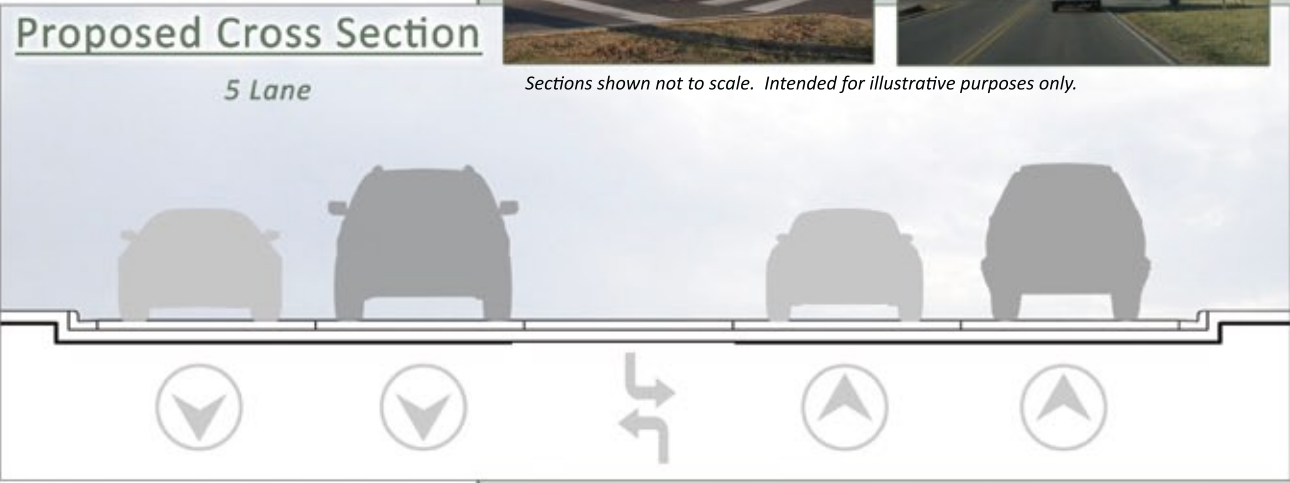
Proposed Cross Section

3 Lane



Proposed Cross Section

5 Lane





NEW SHACKLE ISLAND ROAD (MAIN STREET TO WESSINGTON ROAD)

NEW SHACKLE ISLAND ROAD (MAIN STREET TO WESSINGTON ROAD)

Background: New Shackle Island Road is generally a two-lane undivided roadway from West Main Street to Wessington Road. North of Wessington Road, the roadway widens to include a bi-directional center turn lane. The roadway has a reported 2007 traffic volume of approximately 13,000 vehicles per day (vpd). The roadway provides access to numerous businesses including the Hendersonville Medical Center as well as a number of residences.

Context: New Shackle Island Road functions as one of the primary north-south corridors in the area with connections from Main Street to the south and ultimate connection to Long Hollow Pike (SR 174) to the north. The roadway provides mobility to numerous character areas including: Employment Center, Suburban Neighborhood, and Regional Activity Center. The resulting interchange with Vietnam Veterans Boulevard is one of the primary gateways to the City.

Purpose: The roadway's primary function is to collect traffic from adjoining facilities and neighborhoods and to provide access for commuters to the Vietnam Veterans Boulevard. The street must also balance commuter demands with local land access needs.

Current Plans: The current Nashville MPO Transportation Improvements Program (TIP) includes a widening to 5-lanes from Wessington Road north to the interchange with Vietnam Veterans Boulevard.

Cross-Section and Design: The limits of this roadway that fall within the strategic corridor (Wessington Road south to West Main Street) include several design constraints including utility conflicts, deep ditches, and frequent driveways. The existing section does not include provisions for left turns or pedestrian activity along the corridor. For these reasons a cross-section including curb and gutter, wide outside lanes to accommodate both motorists and cyclists, sidewalks, and a continuous center turn lane is recommended. Sidewalks are recommended on both sides of the road to serve the residences and businesses along the road, as well as serve the schools that are located nearby.

The resulting five-lane cross-section is intended to complement the planned improvements north of the one-mile strategic corridor (also a five-lane cross-section) and is consistent with the Transportation Planning Report.

Bicycle/Pedestrian Facility Recommendations: Wide outside lanes are proposed along this roadway. The wide outside travel lane is recommended in lieu of a striped bike lane given the frequency of driveways and the roadway's ultimate connection to the interchange with Vietnam Veterans Boulevard. These conditions suggest that only skilled riders should be encouraged to ride this roadway. Other nearby cycling facilities will provide options for low to moderate skilled riders (see the Bicycle Plan map).

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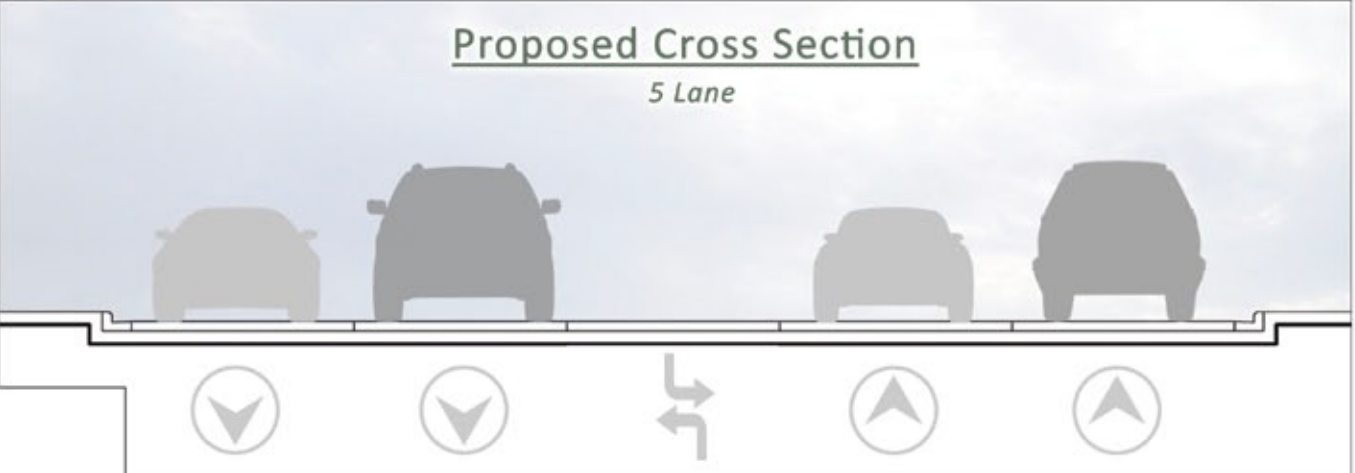


Legend

Proposed Cross Section

Existing	New Location
6-Lane Divided	4-Lane Divided
4-Lane Divided	3 Lane
5 Lane	2-Lane Divided
2-Lane Divided	2-Lane
3 Lane	
2-Lane	

Railroad	Bicycle Corridor
Parcels	Parks & Recreation Facilities





OLD SHACKLE ISLAND ROAD / WALTON FERRY ROAD (VOLUNTEER DRIVE TO IMPERIAL BOULEVARD)

Background: These facilities, in combination, represent one of the earliest north-south corridors in the community, providing access to the initial peninsula development boom and development north of Main Street. The reported 2007 traffic volumes for Old Shackle Island Road and Walton Ferry Road were 11,000 and 13,000 vehicles per day. Respectively, the existing offset of these two roadways at their intersection with Main Street (approximately 100') has resulted in inefficient traffic operations as well as safety conflicts.

Context: Old Shackle Island Road functions as a primary north-south corridor with connection from Main Street to New Shackle Island Road, while Walton Ferry Road serves as the spine road for the peninsula. Combined these two roads provide property access for the following character area types: Suburban Neighborhood, Employment Center, Suburban Center, Old Town, and Waterfront Living.

Purpose: Within the limits of the strategic corridor (Volunteer Drive to Imperial Boulevard), the roadway's primary function is to collect traffic from adjoining facilities and neighborhoods and to provide access to Main Street and to the Vietnam Veterans Boulevard. Near Main Street the roadways serve many businesses providing direct property access. Lack of parallel roadways and irregular block lengths reduces the ability to provide alternate access to these non-residential uses. Given existing and future investments in facilities like New Shackle Island Road and Indian Lake Boulevard, the commuter role of the strategic corridor has been reduced to serving primarily those that live on or near the peninsula. The remaining functions as a gateway to the peninsula and local land access are the primary purposes of the corridor. The combination of these corridors is also planned to provide accommodations for biking and walking. The ability to provide a safe crossing for alternate travel modes across Main Street with ultimate destination to the parks located along the lake remains a priority.

Current Plans: The current Nashville MPO's Transportation Improvements Program (TIP) includes funding for a realignment of the intersection with Main Street (TIP 2002-029) and a widening of Old Shackle Island Road from Main Street north to Volunteer Drive as well as a widening of Walton Ferry Road from Main Street south to Imperial Boulevard.

Cross-Section and Design: A three-lane cross-section that includes a single travel lane in each direction and a continuous center turn lane is recommended for this section of the roadway. The center turn lane will ensure that adequate access is provided to existing and future non-residential developments. In addition, sidewalks on both sides of the street, separated by a planting strip with street trees, are recommended. As one of the primary routes to the lake, street trees are recommended along the corridor as a part of any future improvements and should be coordinated with any future median plantings planned for Main Street.

Bicycle/Pedestrian Facility Recommendations: A dedicated striped bike lane is recommended in each direction and should be included in all future improvements for this corridor (see the Bicycle Plan map).

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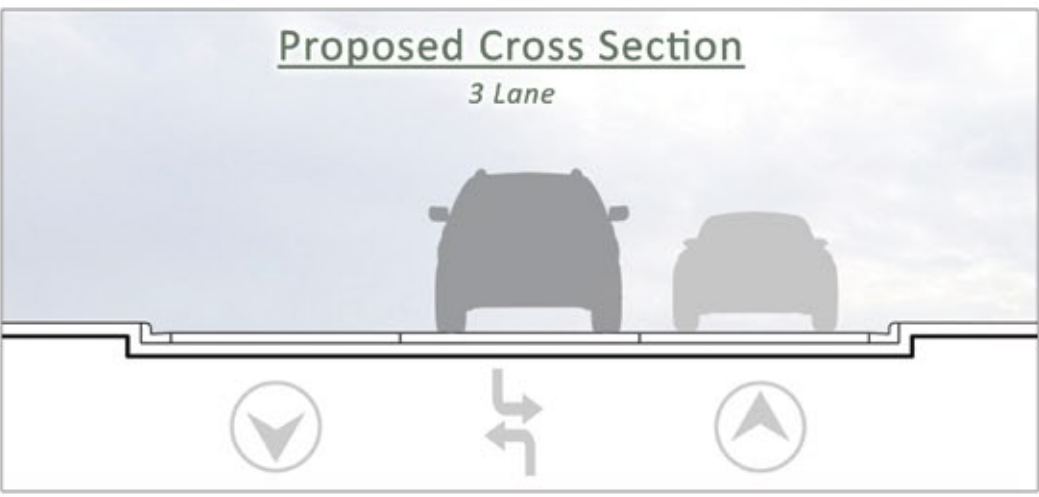
Proposed Cross Section

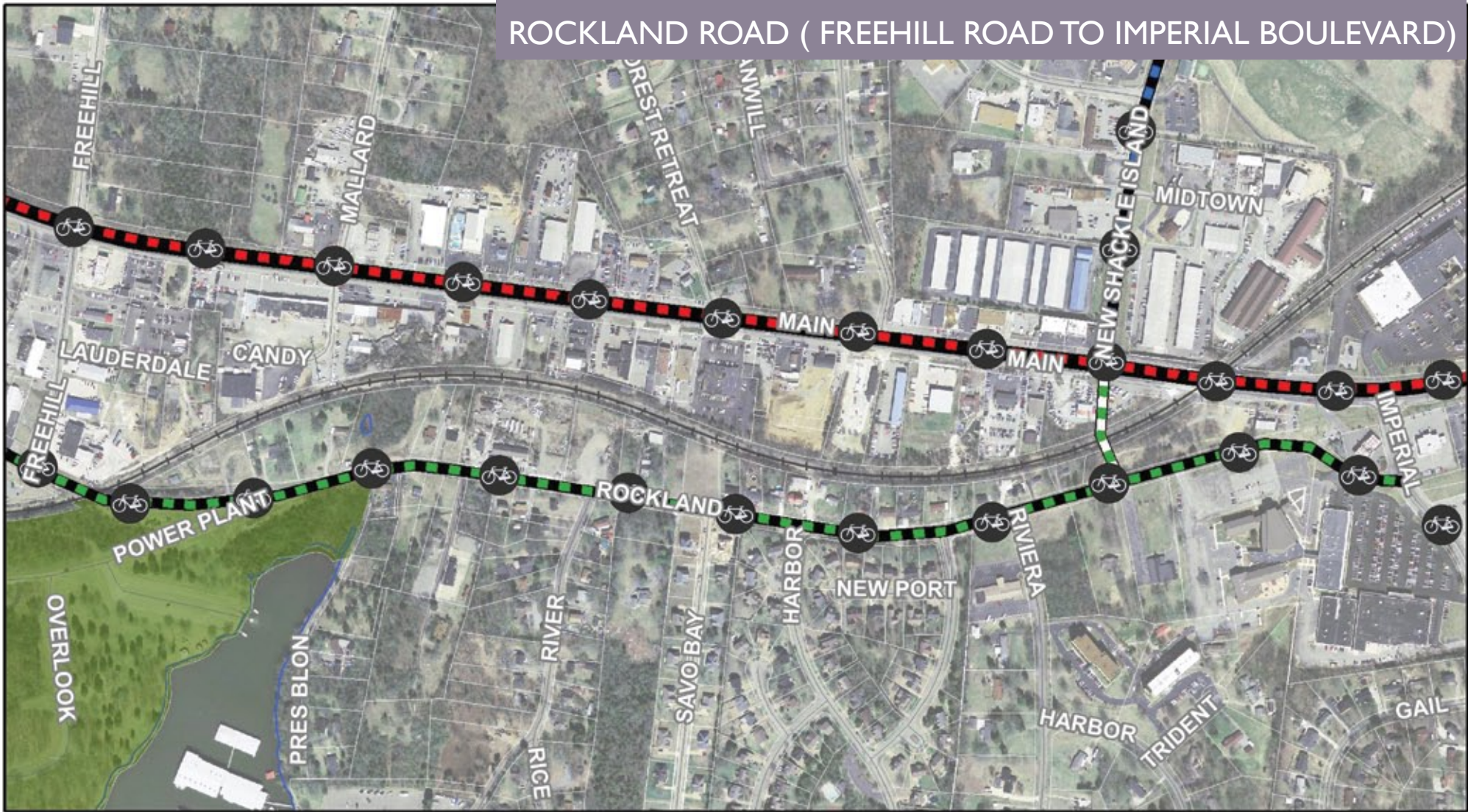
Existing	New Location
6-Lane Divided	4-Lane Divided
4-Lane Divided	3 Lane
5 Lane	2-Lane Divided
2-Lane Divided	2-Lane
3 Lane	
2-Lane	

Railroad Bicycle Corridor

Parcels Parks & Recreation Facilities

Section shown not to scale.
Intended for illustrative purposes only.





ROCKLAND ROAD (FREEHILL ROAD TO IMPERIAL BOULEVARD)

ROCKLAND ROAD (FREEHILL ROAD TO IMPERIAL BOULEVARD)

Background: Rockland Road is a two-lane undivided roadway with no shoulder or curbing. The road generally follows a parallel alignment south of Main Street and provides connectivity between Main Street to the west and Imperial Boulevard to the east. The roadway is classified as an arterial roadway with a 2007 traffic count of approximately 6,800 vehicles per day. This road is currently used as an alternate route to Main Street, not only by residents and businesses in the immediate area but also by commuters from the westernmost peninsula.

Context: Rockland Road provides access to a diversity of uses including light industrial, retail, service, and residential uses. A higher degree of development exists at its eastern terminus at Imperial Boulevard while vacant land exists at the western portion of the corridor. The road provides property access for the following future character area types: Suburban Neighborhood, Suburban Center, Employment Center, and Employment Center. Future development along this corridor may include additional employment and mixed-use.

Purpose: Within the limits of the strategic corridor designation, the roadway serves to collect adjacent traffic from adjoining neighborhoods, hydroelectric power plants, and local marinas. Most properties take access from side streets rather than directly from Rockland Road.

Current Plans: The Nashville MPO Long Range Transportation Plan designates the roadway for improvements that include a widening to a three-lane cross section (one travel lane in each direction with a continuous center turn-lane) as well as an extension west to Centerpoint Road. The project will also include the elimination of the Imperial Boulevard intersection with Main Street creating a realignment of Imperial Boulevard that results in a continuous alignment to Rockland Road and a new intersection with Main Street opposite New Shackle Island Road. This project is funded in the Nashville MPO's Transportation Improvement Program (TIP 2002-028) and includes striped bike lanes and a relocation of the bridge at Freehill Road.

Cross-Section and Design: A three-lane cross-section (one travel lane in each direction with a continuous center turn-lane) is recommended from Freehill Road to Imperial Boulevard.

For the extension west to Centerpoint Rd., outside of the strategic corridor, a 2-lane divided cross section is recommended. However, the ultimate cross-section for this segment of the road will be influenced by any future development located between Main Street and the railroad tracks. The roadway cross-section and alignment should be revisited once development plans are proposed in this vicinity.

Bicycle/Pedestrian Facility Recommendations: Striped bike lanes are proposed for this roadway from Center Point Road to the terminus of Imperial Boulevard at Drakes Creek (see the Bicycle Plan map).

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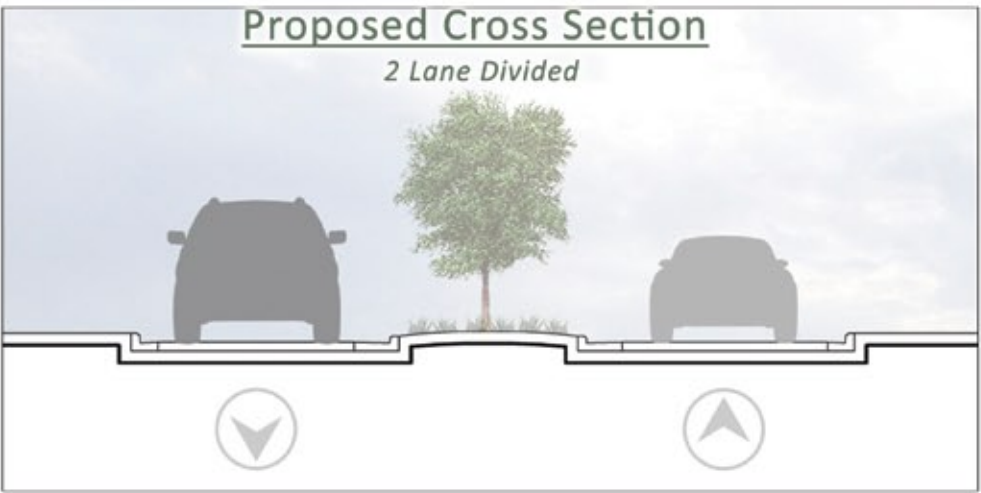
Proposed Cross Section

Existing	New Location
6-Lane Divided	4-Lane Divided
4-Lane Divided	3 Lane
5 Lane	2-Lane Divided
2-Lane Divided	2-Lane
3 Lane	
2-Lane	
Railroad	Bicycle Corridor
Parcels	Parks & Recreation Facilities

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Proposed Cross Section

2 Lane Divided



STOP 30 ROAD (OLD SHACKLE ISLAND ROAD TO GREEN MEADOWS DRIVE)



STOP 30 ROAD (OLD SHACKLE ISLAND ROAD TO GREEN MEADOWS DRIVE)

Background: Stop 30 Road derives its name from an old rail stop and represents a typical farm to market road with narrow travel lanes and tree lined ditch section and a single travel lane in each direction. The reported 2007 traffic volumes along this segment of roadway approaches 2,400 vehicles per day. With the construction of the Vietnam Veterans Boulevard, the roadway has become a parallel to the bypass with connections to two arterial streets that have interchanges with the bypass (New Shackle Island Road and Indian Lake Boulevard) as well as a bridge crossing of the bypass south to Saundersville Road and Main Street. This increased connectivity has made the roadway a popular location for development with many residential and non-residential developments planned along the corridor. In addition, the Nashville Long Range Transportation Plan includes an extension of the roadway west to Centerpoint Road (utilizing a portion of Goshentown Road) providing yet another connection to an arterial with interchange access to the bypass. The existing and projected increase in traffic suggests that future improvements to this roadway will be required.

Context: Stop 30 Road is designated as an arterial roadway traversing through residential, rural and non-residential uses. The road provides property access for the following future character area types: Regional Activity Center and Neighborhood Mixed-Use Center. Future development along this corridor may include a combination of residential, institutional and non-residential uses.

Purpose: Within the limits of the strategic corridor designation, the roadway serves to collect adjacent traffic and distribute it to other arterials with destinations south and to the bypass. Given the parallel alignment to the bypass, the roadway works in conjunction with several other roadways to create a “box network” around the bypass and its busiest interchanges. The roadway therefore serves two primary roles: local land access and as a commuter corridor.

Current Plans: The Nashville Long Range Transportation Plan designates the roadway for improvements that include a widening to a three-lane cross section (one travel lane in each direction with a continuous center turn-lane) as well as an extension east to Saundersville Road. However, residential development north and south of the proposed alignment was permitted at these locations suggesting that a future connection should be secondary.

Cross-Section and Design: Rather than the three-lane cross-section recommended in the Long Range Transportation Plan (LRTP), a graduated cross-section is recommended. An initial two-lane divided roadway with raised planted median and multi-use sidepath on the south side is therefore recommended. Right-of-way sufficient to allow for a future ultimate widening to a four-lane divided roadway should be secured. Given the connectivity between the interchanges and amount of highly developable land, a reservation for future widening is encouraged. The center landscaped median will allow for a “greening” of the street and the initial cross-section can maintain a ditch swale section in keeping with the existing rural character. Ultimate widening to a four-lane divided roadway should include curb and gutter.

In addition, instead of a direct connection to Saundersville Road, the existing alignment crossing the bypass should be maintained and a local street connection to the residential subdivisions via a “T” intersection is encouraged. This allows the residential streets to preserve their character while also providing alternate connections.

Bicycle/Pedestrian Facility Recommendations: A multi-use path and wide outside lanes are proposed along the roadway. The multi-use sidepath should be situated far enough from the roadway’s edge so that it doesn’t need to be rebuilt if/when the road is widened. This sidepath will provide area residents with a safe route for bicycling and walking to destination points as well as a recreational opportunity for users to enjoy the pastoral setting of the area (see the Bicycle Plan map).

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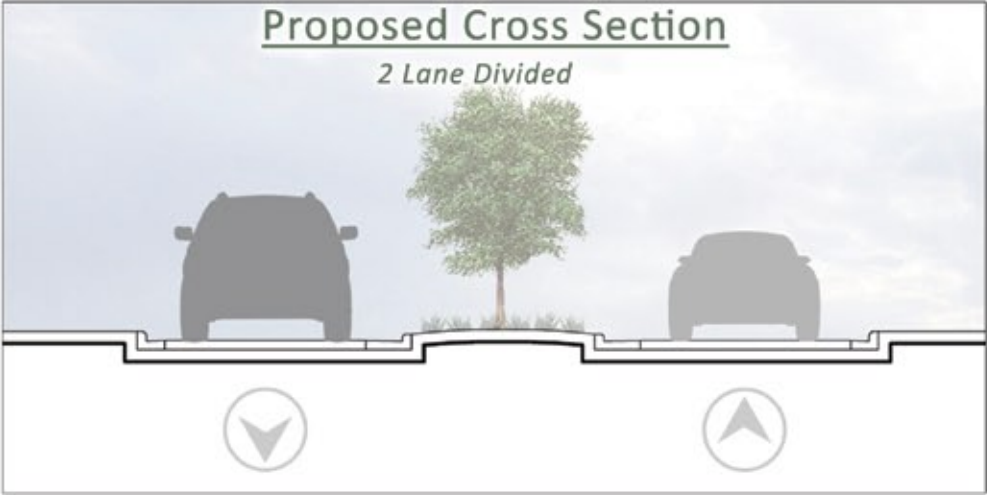
Proposed Cross Section

Existing	New Location
6-Lane Divided	4-Lane Divided
4-Lane Divided	3 Lane
5 Lane	2-Lane Divided
2-Lane Divided	2-Lane
3 Lane	
2-Lane	
Railroad	Bicycle Corridor
Parcels	Parks & Recreation Facilities

Section shown not to scale.
Intended for illustrative purposes only.

Proposed Cross Section

2 Lane Divided



WEST MAIN STREET (CSX RAILROAD TO WALTON FERRY ROAD)



Legend

Proposed Cross Section

Existing	New Location
6-Lane Divided	4-Lane Divided
4-Lane Divided	3 Lane
5 Lane	2-Lane Divided
2-Lane Divided	2-Lane
3 Lane	
2-Lane	

Railroad	Bicycle Corridor
Parcels	Parks & Recreation Facilities



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WEST MAIN STREET (CSX RAILROAD TO WALTON FERRY ROAD)

Background: This segment of Main Street (US 31/Johnny Cash Blvd) is an asymmetrical roadway with five travel lanes and a continuous two-way left-turn lane. The street has a high frequency of driveways with open curb cuts that provide local land access for adjacent businesses. The 2007 traffic volumes on Main Street range between 24,000 and 29,600 vehicles per day. The existing road cross-section, development pattern, and traffic volumes contribute to create a safety conflict. Accident statistics suggest that there are more crashes along Main Street than any other street in the City (greater than 450 crashes in the last three years).

In years past, the roadway had to serve many functions simultaneously, including a commuter corridor, a main street commercial corridor, and front door to the City. Since the construction of Vietnam Veterans Boulevard, Main Street's role as a commuter corridor has been diminished. The aftermath of this shift in travel pattern is a migration of quality retail and service related uses to other locations in the community. The result is a number of centers with second and third generation tenant mixes as well as a number of vacancies. Continued decline of Main Street may occur if there is not an investment made in the corridor.

Context: The street is the traditional spine road of the community and is the gateway to the City as well as to numerous neighborhoods, the traditional town center and Old Hickory Lake. The character area designations along Main Street include: Employment Center, Old Town, Suburban Center, and Suburban Neighborhood.

Purpose: Main Street is likely the most important street in the community. It is the primary piece of public infrastructure that will contribute to an individual's overall impression of the City. The experience along Main Street should convey the community's values and priorities. It also represents a location where long-term redevelopment and infill development is likely to occur after the easier, "green-field" sites are developed elsewhere in the community. For these reasons, the roadway's role as a commuter corridor should be viewed as secondary priority in exchange for a safe and attractive corridor that promotes future private investment.

Current Plans: The Nashville Long Range Transportation Plan (LRTP) designates the corridor as "in need of improvement" with a recommended 7-lane cross-section that includes bike lanes. In addition, the current Nashville MPO's Transportation Improvements Program (TIP) includes the study and implementation of a coordinated closed-loop signal system (TIP 99-New-29) as well as the realignment of the Walton Ferry Road and Old Shackle Road to eliminate the current intersection offset (TIP 2002-029).

Cross-Section and Design: The 7-lane cross-section described in the Long Range Transportation Plan (LRTP) will not mitigate the current crash pattern, nor is it likely to help promote future private investment along the corridor. For these reasons an alternate cross-section is recommended. The revised cross-section should include four to six travel lanes (to be determined by a corridor feasibility study) with dedicated left-turn lanes. A raised landscaped median is likewise recommended in order to promote the application of a corridor access management strategy. Sidewalks separated from the roadway edge by a planting strip with street trees are recommended to encourage a walkable environment and support the development pattern described in the Town Center Plan. Curb and gutter and landscape islands should be provided.

Bicycle/Pedestrian Facility Recommendations: Wide outside lanes are proposed along this roadway to accommodate skilled cyclists. The inclusion of a bike lane is not recommended at this location. The number of travel lanes, traffic volumes, and observed travel speeds suggest that a striped bike lane may give a false sense of security to low and moderately skilled cyclists. The number of driveways on this road, combined with the roadway's characteristics, suggests that this corridor is only appropriate for cyclists of the highest skill level (see the Bicycle Plan map).