

Draft



2025-2035 TRANSPORTATION CAPITAL IMPROVEMENT PLAN

Hendersonville, TN

TABLE OF CONTENTS

1

OVERVIEW

Introduction	3
Current Congestion Analysis	4-5
Anticipated Growth	6
Public Survey	7
Goals	8
Strategies to Resolve Issues	9
Access Management	10-12
Strategic Focus Areas	13-17

2

ESTABLISHING PROJECT PRIORITY

Overview of Ranking Process	20
Ranking Criteria	21-23
Examples	24

3

IDENTIFYING MAJOR PROJECTS

Projects List and Map	25-26
Individual Project List by Ranking	27-62

4

APPENDIX

#1 Minor Projects	63
#2 Resident Feedback Survey Results	64-66
#3 Average Daily Traffic Map	67
#4 Hendersonville Crash Map	68
#5 Hendersonville City Limits Map	69



OVERVIEW

The challenges facing the transportation system in Hendersonville are the collective result of sustained growth since Hendersonville's incorporation in 1969 (population 262) to the continued growth we are experiencing 55 years later (estimated population as of 9/17/2024 is 65,404). This growth, in not only Hendersonville but the balance of Sumner County and surrounding communities, has put additional traffic on both city, county, and state roads due to the influx of new citizens, commuters passing through, and consumers visiting Hendersonville's many high quality and safe shopping locations. The limited number of planned transportation improvement projects with committed funding will not be enough to fully address congestion, safety, and circulation issues across the Hendersonville transportation network.

Unlike many other city services, the transportation network within Hendersonville is one of the services that every citizen utilizes regularly. The purpose of this plan is to evaluate the existing roadway network, make recommendations for needed improvements and provide city decision-makers with a blueprint for implementation that will enable them to track progress and schedule funding for future year transportation improvements. This plan will balance safety, community needs and traffic flow to better serve its residents.

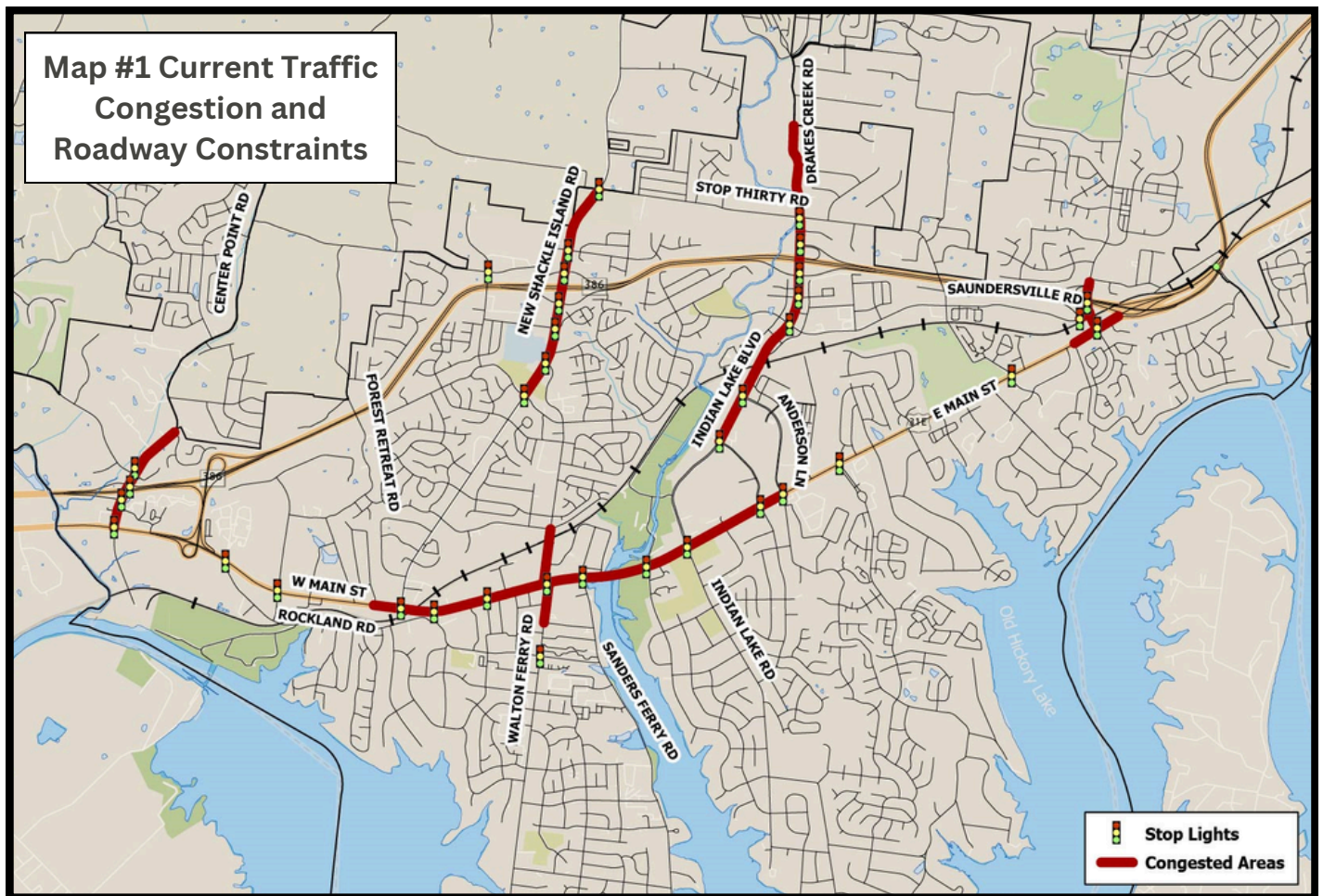
The data included in this plan, coupled with sound ranking criteria, will guide transportation investments in a manner that best responds to the evolving needs of the city.

WHAT AREAS OF THE CITY CURRENTLY EXPERIENCE THE MOST CONGESTION?

Map #1 (below) shows the areas, as observed and reported, with the greatest concentration of congestion throughout the city, and existing geographic constraints (e.g. waterways, train tracks, etc.) that limit new roadway construction. (See Appendix #3 for a map showing the average daily traffic counts for the city.)

What factors contribute to congestion on these roadways?

- Frequent interruptions, i.e. traffic signals and stop control intersections
- Undersized roadways
- Lack of connectivity
- Poor access control, i.e. large and numerous open curb cut access to roadways and business entrances
- Growth in commercial and residential development
- Rail and water – access limitations



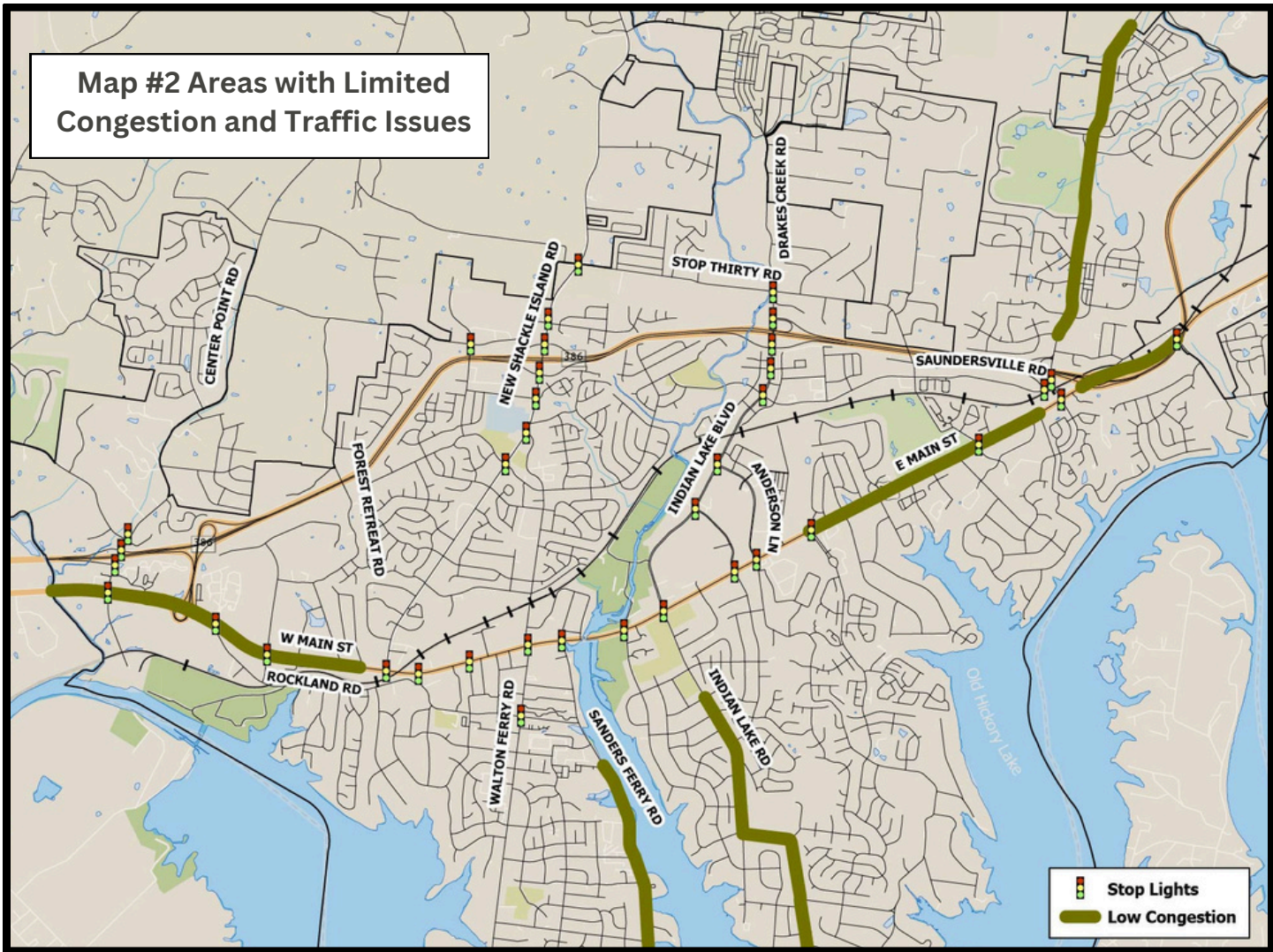
WHAT AREAS OF THE CITY ARE NOT EXPERIENCING SIGNIFICANT CONGESTION AND TRAFFIC ISSUES?

Map #2 (below) highlights observed areas of the city that currently do not experience significant congestion and traffic related issues. Those notable areas include the following:

- West Main Street, west of Imperial Boulevard
- Sanders Ferry Road, south of Imperial Boulevard
- East Main Street, east of Bonita Parkway
- Saundersville Road, north of Wyncrest Way
- Indian Lake Road

Attributes that these areas have in common:

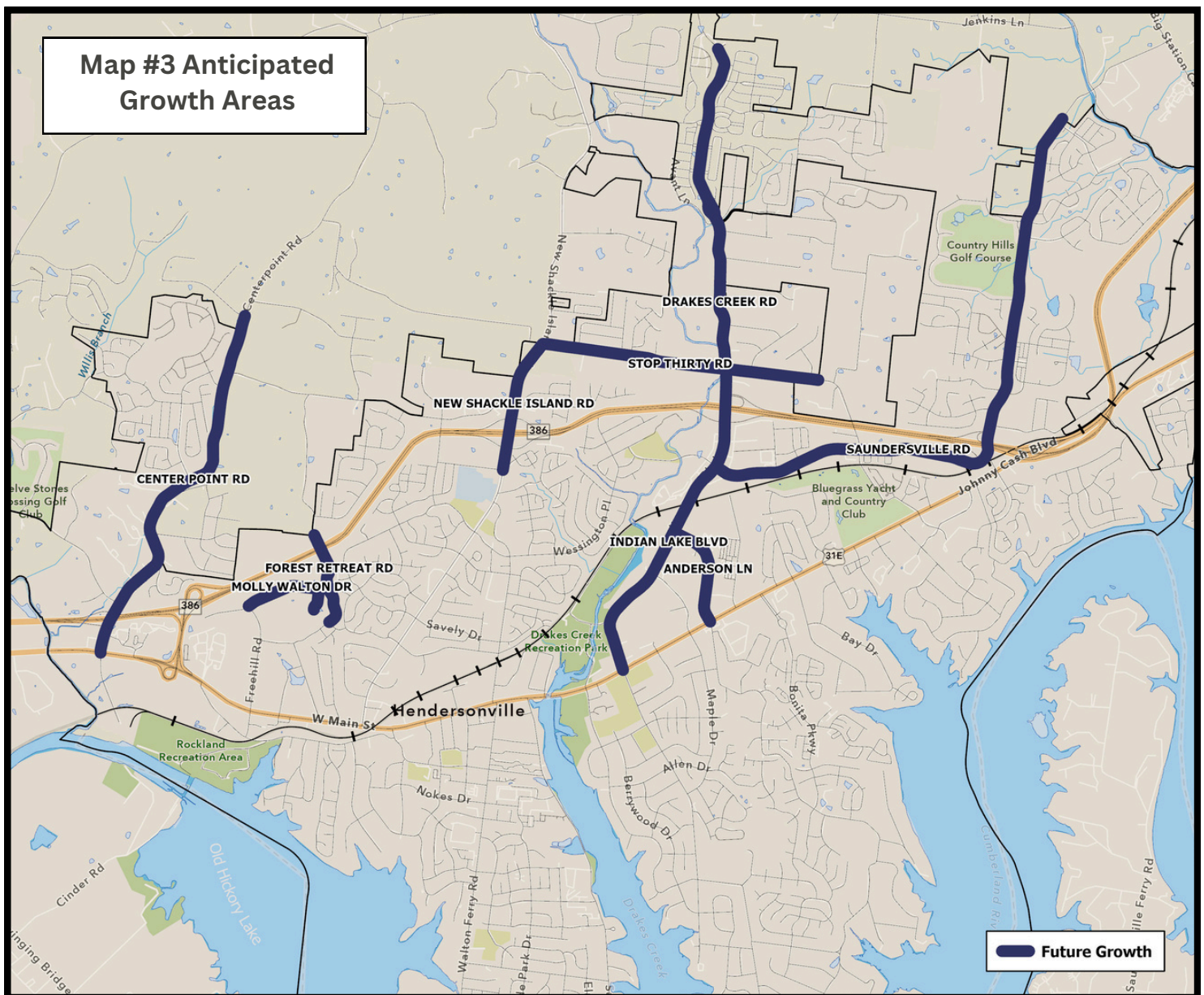
- Limited curb cuts
- Limited intersections
- Good connectivity of local streets
- Fewer traffic signals



WHERE ARE THE ANTICIPATED GROWTH AREAS?

Map #3 (below) shows the general location of roadways located within projected commercial and residential growth areas based on vacant land. Those specific roadways within growth areas include the following:

- Stop 30 Road
- Drakes Creek Road
- Center Point Road
- Indian Lake Boulevard
- Saundersville Road
- All Park Properties
- Anderson Lane
- New Shackle Island Road



GATHERING PUBLIC INPUT

Residents were given the opportunity to provide feedback on the transportation plan via a public survey that was available both online and in-person at City Hall. At the end of three weeks, more than 2,400 respondents had weighed in on their top priorities. The survey contained five ranking questions and two open response questions. The word cloud below represents the feedback from a question asking residents to provide “one word” to describe traffic in Hendersonville.



While most residents were in favor of prioritizing both road maintenance and improvements, infrastructure and roadway improvements that reduce congestion and increase connectivity and capacity stood out in all responses. Ninety-five percent (95%) of respondents agreed or strongly agreed that improvements to roadways and traffic signals should be a top budget priority.

An open response question at the end of the survey allowed residents to share specific projects or initiatives they would like to see the city focus on. While many projects and ideas were shared, there were strong trends around Drakes Creek Park exits, light synchronization, Exit 8/Saundersville Rd, sidewalks and pedestrian access, and overall infrastructure improvements.

Full survey results are available in the appendix #2.

GOALS

To create a focus on what future transportation improvements will be the most impactful, the following defined goals for the 2025-2035 Transportation Capital Improvement Plan embrace the desired outcomes that impact the daily lives of citizens, businesses, and visitors:

Goal #1: DECREASE CONGESTION

Improvements and actions may include:

- Synchronization of traffic signals
- Widen existing roads to add capacity
- Add to, or extend, turn lanes
- Channelize traffic with improved access management
- Mitigate future development impact with improvements that increase capacity
- New roadway connections

Goal #2: IMPROVE SAFETY

Improvements and actions may include:

- Install warranted traffic signals or roundabouts at intersections
- Analyze crash data for safety audits
- Widen existing roads to add capacity
- Mitigate future development impact with improvements that increase capacity
- New roadway connections
- Improve line of sight for traffic
- Install improved roadway signage
- New and improved lighting
- Reduce existing curb cuts for improved access management

Goal #3: IMPROVE CIRCULATION

Improvements and actions may include:

- Add to, or extend, turn lanes
- Channelize traffic with improved access management
- Install raised center medians
- Widen existing roads to add capacity
- Mitigate future development impact with improvements that increase capacity
- New roadway connections
- Install roundabouts at intersections

STRATEGIES TO ADDRESS OUR TRANSPORTATION ISSUES

1. Optimize Traffic Signals

Coordinated traffic signal timing plans allow traffic to flow with less stop and go action, reduces congestion, and allows traffic to flow efficiently. Carefully consider and place traffic signals to limit traffic interruptions.

2. Pull Traffic off Main Street

The lack of connectivity between the peninsulas, and the shoreline to the south of the city, makes Main St. the primary east/west roadway within city limits. Pulling traffic off Main St. to alternate east/west connections will alleviate a portion of congestion on Main St.

3. Widen and Reconfigure

Widen roadways to add capacity, turn lanes, medians, and shoulders. Reconfigure roadways to incorporate protected turn pockets, create separation between opposing traffic, alleviate congestion and increase width of shoulders.

4. Install Safety Enhancements

Add new and improved lighting, guardrails, reflective striping, reflective raised pavement markers, turn lanes, sidewalks, bicycle lanes and wider shoulders.

5. Overcome Barriers - Rail and Water

Build infrastructure, bridges/tunnels/street connectors, to traverse areas that are currently hindered by the CSX railway and waterways.

6. Improve Connectivity

Improve connection types, i.e. stop sign vs. roundabout, and increase roadway connections between streets. Having multiple routing options can decrease the concentration and congestion of vehicles in a given section of the roadway.

7. Implement Sound Access Management

Clearly define and consolidate ingress and egress points for commercial businesses and utilize center medians and turn pockets to compliment ingress/egress locations. Leverage opportunities to have shared “internal” access within commercial centers.

WHAT IS ACCESS MANAGEMENT?

Reducing the Number of Driveways

Before driveway closure - Four different entrance/exit points



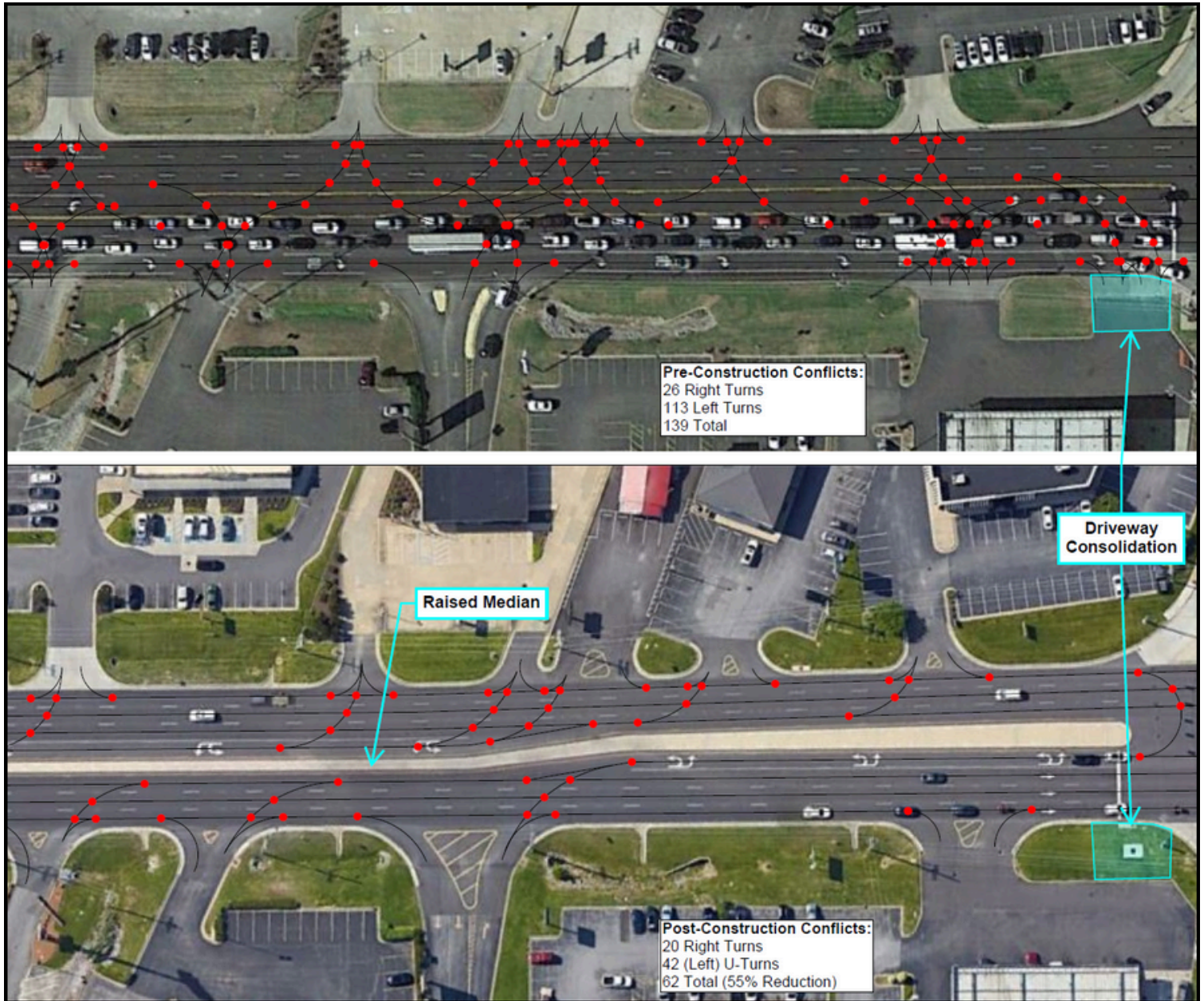
After closure- Three entrance/exit points creating more controlled traffic flow.



WHAT IS ACCESS MANAGEMENT?

Adding Center Medians

In the example below, each red dot is a possible conflict point for drivers where accidents can occur. Center medians greatly reduce the number of conflict points in the road. They also make roadways more visibly appealing.



ACCESS MANAGEMENT IN HENDERSONVILLE

Hendersonville is currently utilizing access management strategies on Indian Lake Blvd. The example below shows how center medians and controlled entry points help the flow of traffic and improve safety in this area.



Main Street currently has no center median and many access points along the roadway. In the example below, a small section along West Main Street has 8 or more entrance/exits points along each side of the roadway. Additionally, each entry point allows for multi-directional exits, which can cause traffic backups and accidents.



STRATEGIC FOCUS AREAS

West Main Street

Why:

- It's the city's primary east/west connector
- Has high vehicular volumes with an average daily traffic count (ADT) at 25,000+ (see appendix #3)
- Significant congestion between New Shackle Island Rd. and Cherokee Rd.

Strategies to Improve:

- **Optimize Traffic Signals** - Optimizing traffic signals with fiber optic communication began in mid-2024. Results have been noticeable, and at times significant. Continuing to implement this strategy will alleviate congestion and make traffic flow more efficiently. The Signal Synchronization Phase 2 will provide new detection for 31 intersections in 2025, which will further improve coordination between signals and improve efficiency.
- **Implement and Improve Access Management** - Protected turn pockets, raised center medians, and clearly defined roadway edges will improve vehicular channelization and reduce conflict points. Protected turn pockets provide a safer turning movement and keeps the through lanes free of slow or stopped vehicles trying to make a turn. Raised center medians provide a safety buffer between opposing lanes of traffic, accommodate turn pockets, and provide an opportunity for aesthetic/landscaping improvements.
- **Widen and Reconfigure** - Widening can be extremely beneficial but, at times, is cost prohibitive; however, reconfiguration can be more cost effective and should be extensively considered to improve Main St.



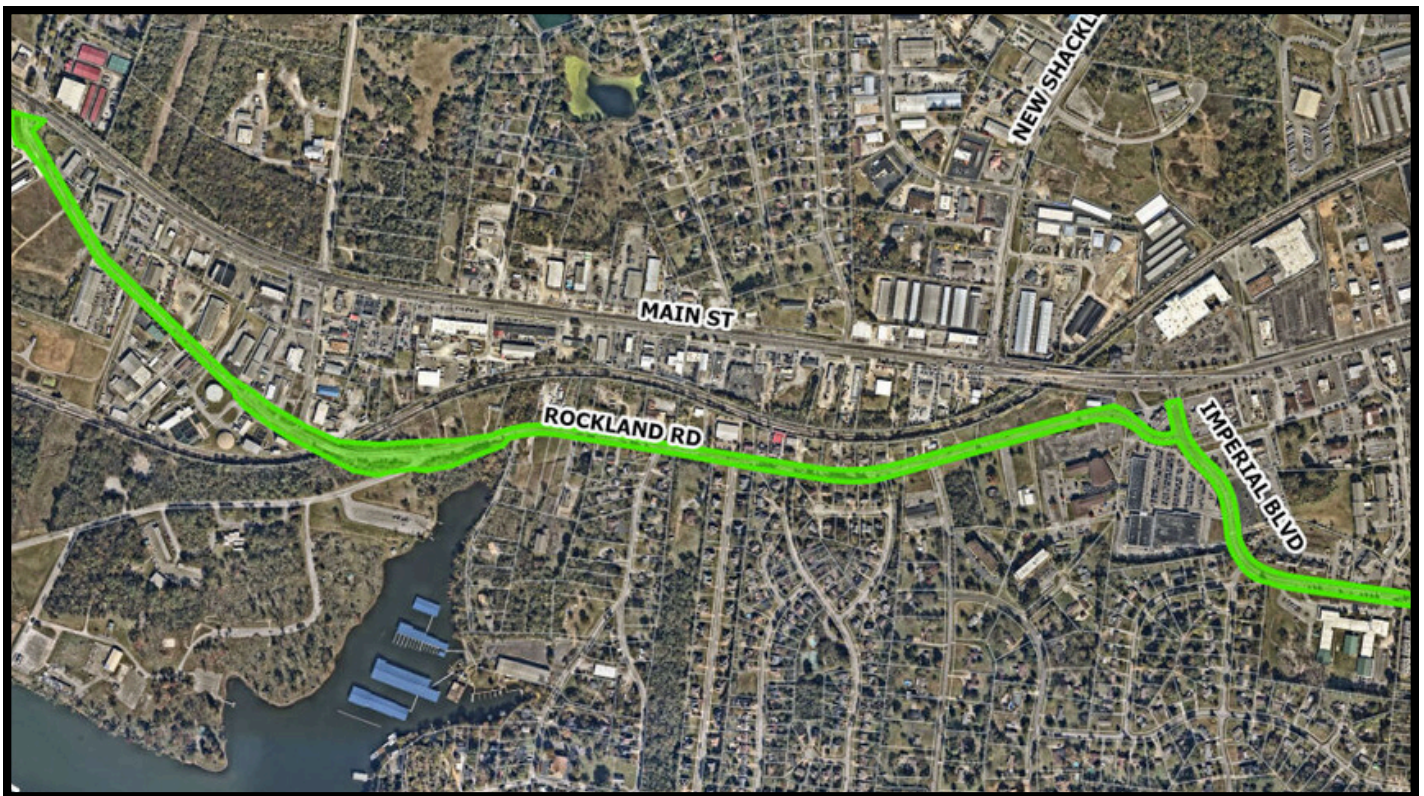
Rockland Road/Imperial Road Corridor

Why:

- Creates an alternative to Main St.

Strategies to Improve:

- **Pull Traffic Off Main St.** – Improving Rockland Rd. and Imperial Dr. will create an alternative route from Main St.
- **Improve Connectivity** – Creating roundabouts at Rockland Rd./Imperial Dr. & Imperial Dr./Sanders Ferry Rd. will create better connectivity and improve the flow of traffic.
- **Install Safety Enhancements** – Safety enhancements will help counterbalance the potential for additional traffic on these roads.
- **Widen and Reconfigure** – This strategy will allow for the creation of protected turn lanes, medians, and other improvements.



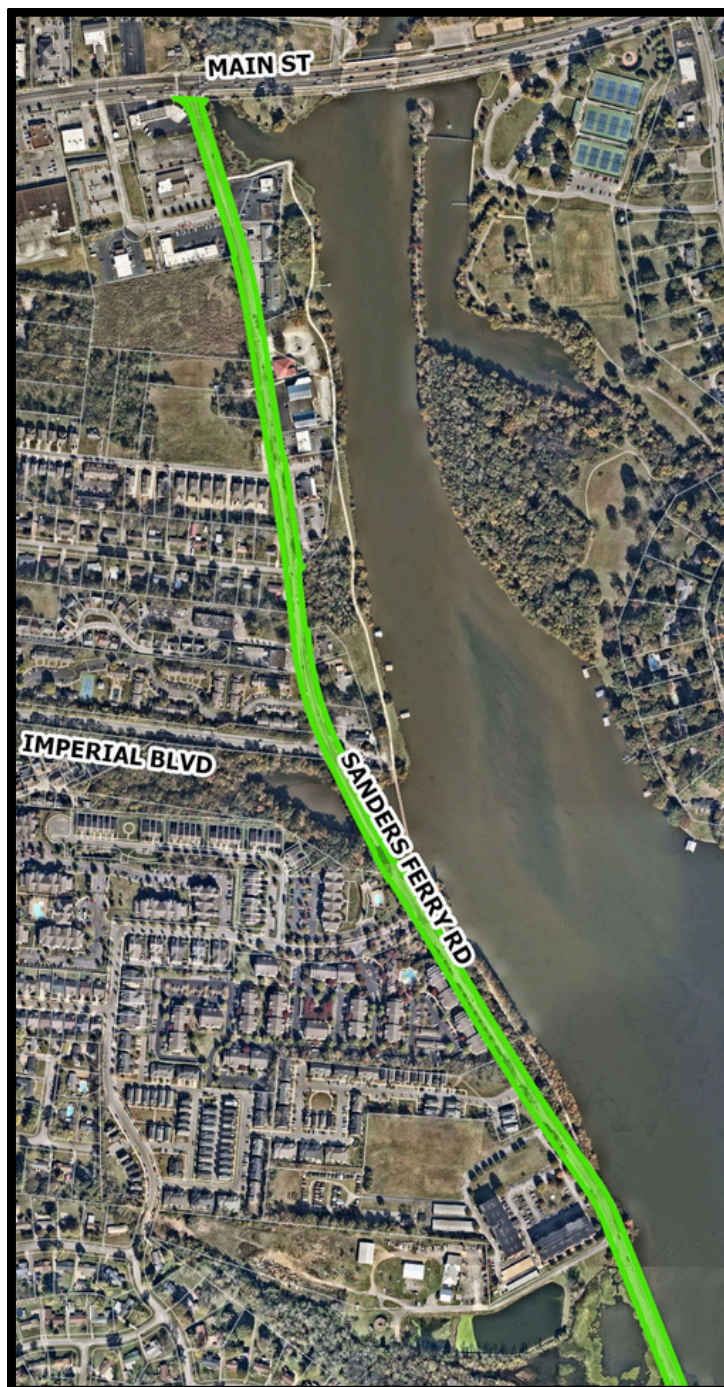
Sanders Ferry Road

Why:

- Has high vehicular volume and congestion at the Main St. and the Imperial Dr. intersections
- Potential to help improve traffic flow of connector roads as an alternative to Main St.

Strategies to Improve:

- **Widen and Reconfigure** – The Sanders Ferry Rd. and Main St. intersection is prime for widening and improving. An extra left turn lane on Main St. as well as an additional receiving lane on Sanders Ferry would help reduce congestion. Additionally, strategic turn pockets could be constructed to protect the through movement flow of traffic and improve safety for all users.
- **Install Safety Enhancements** – Safety features such as increased shoulder width, improved guardrails, sidewalks, reflective striping and raised pavement markers could make Sanders Ferry Rd. safer for drivers and pedestrians.
- **Pull Traffic Off Main St & Improve Connectivity** – Improving the intersection of Sanders Ferry Rd. and Imperial Dr. will improve connectivity between the Sanders Ferry and Walton Ferry corridors and could be an alternate to a portion of Main St.



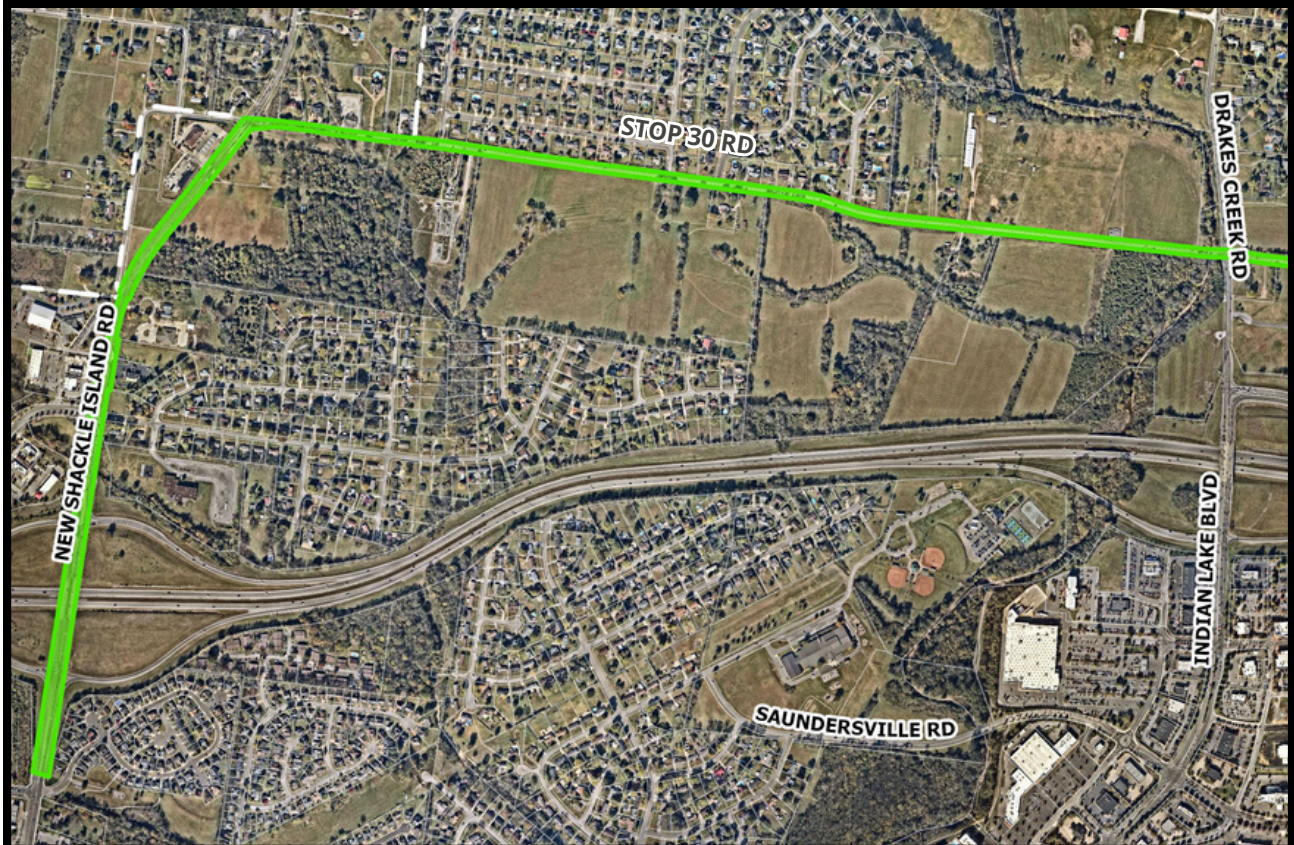
New Shackle Island/Stop 30 Corridor

Why:

- Significant vehicular trips - New Shackle Island Rd. has a 29,000+ ADT; Stop 30 Rd. has a 7,000+ ADT (See appendix #3)
- Heavy congestion north of Forest Retreat Rd., particularly near SR-386 and the Glenbrook development
- Ongoing development to the north in the unincorporated county land and neighboring cities
- Primary connectors for this area
- Potential for future growth due to undeveloped residential and commercial land in the vicinity

Strategies to Improve:

- **Optimize Traffic Signals** – Expanding the current Signal Synchronization Project to this area will help improve signal coordination and create more efficient traffic flow.
- **Widen and Reconfigure** – Additional capacity will help reduce congestion and clear the bottleneck that is currently created by multi-lanes of traffic converging into a single lane.
- **Install Safety Enhancements** – Safety features like a wider shoulder width, reflective striping and other basic safety improvements would benefit Stop 30 Rd.



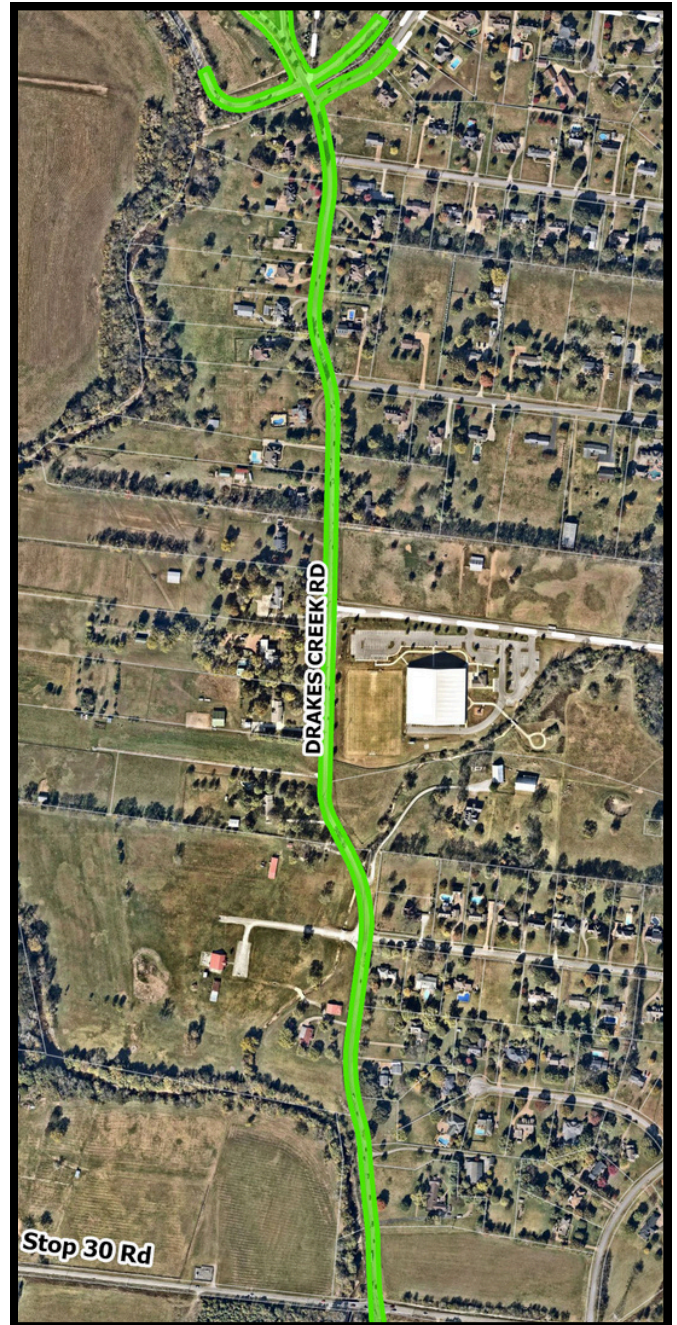
Drakes Creek Road

Why:

- Major north/south connector between Long Hollow Pike and SR-386 bypass
- Ongoing and possible future growth
- High daily traffic volumes at approximately 9,000 ADT (See appendix #3)
- Proximity to two schools, a park, and a fire station

Strategies to Improve:

- **Widen and Reconfigure** – Medians and protected turn lanes/pockets will allow through lanes to flow without impediment.
- **Optimize Traffic Signals** – Signalized intersections on Drakes Creek Rd. will be incorporated into the city's overall signal synchronization system.
- **Safety Enhancements** – Safety features like a wider shoulder width, reflective striping and other basic safety improvements would benefit this area.
- **Overcoming Barriers** – Raising Drakes Creek Rd. out of the flood plain would mitigate impacts of flooding.



Drakes Creek Park Access

Why:

- High traffic due to frequent events such as sport tournaments, practices, and other special community events

Strategies to Improve:

- **Overcome Barriers** – The best solutions to alleviate the congestion and back up will involve finding a way to overcome the water and/or rail barriers that surround the park to add more ingress/egress points. Examples include a bridge (by Goodwill) over Drakes Creek to create a new entry/exit at the North end of the park or extending Volunteer Drive into the park with a new CSX rail crossing to create a new entry/exit in the middle of the park.
- **Widen and Reconfigure and Improve Connectivity** – Improve the existing ingress/egress points through reconfiguration of internal park network and the existing park entry at Indian Lake Blvd. Improvements would significantly reduce the severe congestion and improve emergency vehicle access.



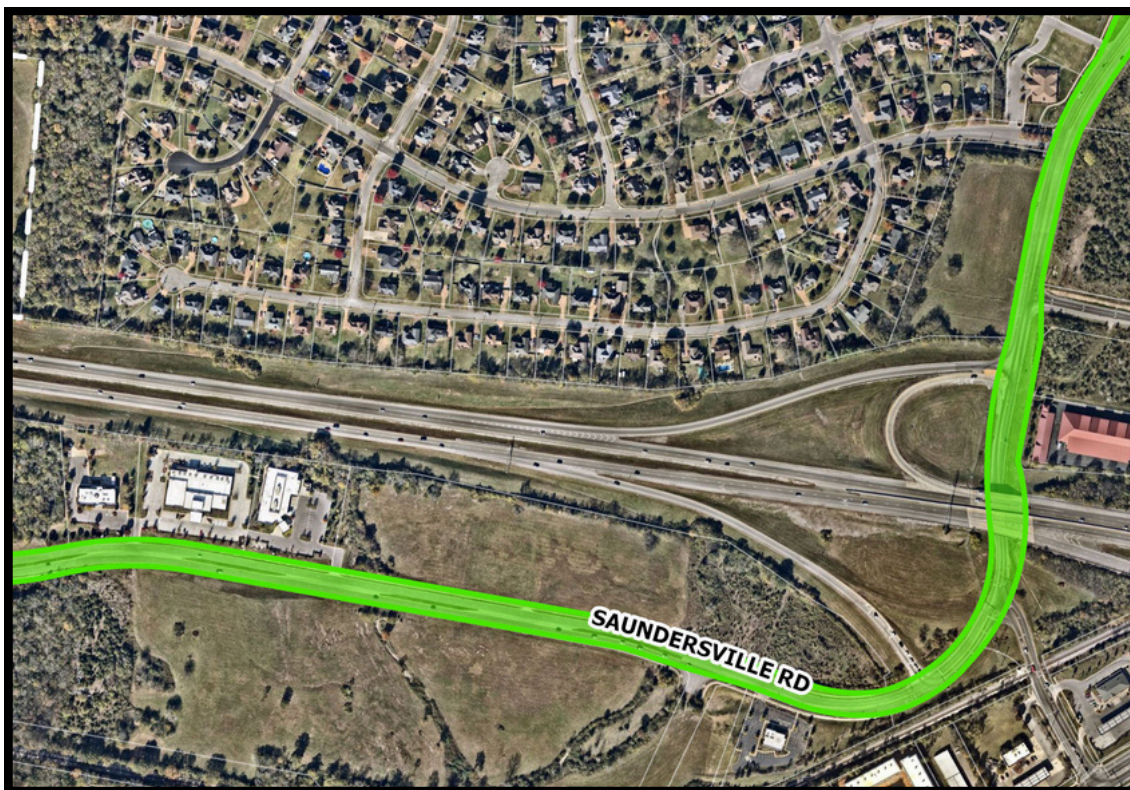
Saundersville Road/Exit 8

Why:

- Recent growth and the potential for growth in the area
- Primary north/south connector
- High daily traffic volumes at approximately 14,000 ADT (See appendix #3)
- Ample right of way (ROW) for improvements
- Awarded \$35.5 million grant to build a tunnel under the CSX rail tracks

Strategies to Improve:

- **Overcome Barriers** – Creating a pathway that avoids the CSX rail crossing is key to improving traffic in this area. Railway disruptions currently create long backups on Saundersville Rd and East Main St.
- **Widen and Reconfigure & Implement Sound Access Management** – Using these strategies to widen the roads and create center medians with protected turn pockets will improve the flow of traffic.
- **Improve Connectivity** – Circulation improvements at existing intersections with the addition of roundabouts will mitigate the need for traffic signals as growth continues.
- **Safety Enhancements** – Safety improvements such as sidewalks, bike lanes and roadway markings would be helpful for drivers and pedestrians in this area and provide more multi-modal opportunities.





ESTABLISHING PROJECT PRIORITY

OVERVIEW OF RANKING PROCESS

To assist in prioritizing projects that achieve the stated goals of decreasing congestion, improving safety and improving circulation, the City has developed a ranking criteria rubric to evaluate projects. The clear and understandable ranking of projects in the transportation plan, even when priorities are still subject to adjustment, adds important elements of transparency, accountability, and data-driven outcomes to the planning process. Each transportation project utilizes six (6) unique categories of weighted criteria to determine the overall ranking. The criteria have been weighted to balance plan goals regarding congestion, safety and circulation, as well as other city priorities such as cost and accessibility. Specific criteria include safety, city cost, constructability, average daily traffic (ADT), traffic flow and proximity to critical facilities. Criteria are also informed by the online public survey, which highlighted resident concerns about congestion, signal synchronization and increased connectivity.

RANKING CRITERIA

Weight	Category	Description
30%	Safety	Identification of high crash intersections and roadway segments
20%	City Cost	City cost in current dollars. Excludes federal, state and local funding
15%	Constructability	Ease of construction based on right of way (ROW) access, utilities and other features
10%	ADT (Average Daily Traffic)	Raw traffic volumes
15%	Traffic Flow	Roadway level of service (LOS) ranked from A to F Defines congestion of the roadway
10%	Critical Facilities	Access to parks, schools, and fire/police stations or in an identified strategic area

RATINGS WITHIN EACH CATEGORY

Safety Rating – Crash Data & Roadway Characteristics
30% of total ranking

1	High Priority	2020 Intersection Crash Rate 15.75 & Road Crash Rate 8.47
2	Medium High Priority	
3	Medium Priority	2020 Intersection Crash Rate 0.42 & Road Crash Rate 3.03
4	Medium Low Priority	
5	Low Priority	2020 Intersection Crash Rate 0.017 & Road Crash Rate 0.89

Priority based on crash data for streets and intersections. See crash map in appendix #4

RATINGS WITHIN EACH CATEGORY CONTINUED

City Cost Rating - 20% of total ranking

1	\$	\$0 - \$1,000,000
2	\$\$	\$1,000,001 - \$5,000,000
3	\$\$\$	\$5,000,001 - \$10,000,000
4	\$\$\$\$	\$10,000,001 - \$20,000,000
5	\$\$\$\$\$	\$20,000,001 +

Estimated city cost, excluding State, Federal or other funding

Constructability – 15% of total ranking

1	Easily Constructable - No ROW needed, No Major Structures, No Flood Hazard Area, No Major Utility Conflicts, Minimal Outside Agency Coordination
2	
3	Moderately Constructable - No ROW needed, Minimal Major Structures, Minimal Flood Hazard Impact, Moderate Utility Conflicts, Moderate Outside Agency Coordination
4	
5	Prohibitively Constructable - Extensive ROW Needed, Several Major Structures, Major Flood Hazard Area Impact, Major Utility Conflicts, Major Outside Agency Coordination.

Estimated ease of realistic constructability based on ROW, structures, flood hazards, utilities, and coordination

Average Daily Traffic Count (ADT) – 10% of total ranking

1	15,001+
2	10,001 – 15,000
3	5,001 – 10,000
4	2,001 – 5,000
5	0 – 2,000

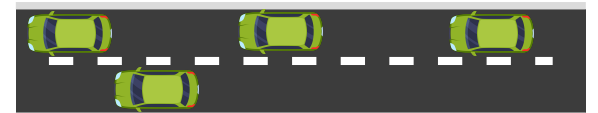
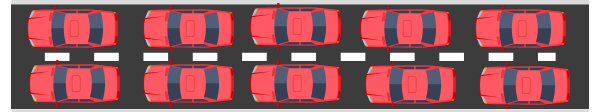
Raw volume of vehicles on roadways
Major collectors and arterials have higher average daily traffic counts; Includes adjustments to projects mitigating anticipated future growth and development impacts (see Appendix #3).

RATINGS WITHIN EACH CATEGORY CONTINUED

Traffic Flow – 15% of total ranking

*LOS - Level of Service

1	LOS F	Forced Flow -Very low speeds, volumes exceed capacity
2	LOS E	Unstable Flow – Low speeds, considerable delays, volumes at or slightly over capacity
3	LOS D	Stable Flow – Speeds considerably affected, high density traffic restrictions, volumes nearing capacity
4	LOS C	Stable Flow – Speeds and maneuverability closely controlled due to higher volumes
5	LOS A & B	Free & Stable Flow – Low volumes, very limited delays, free flowing traffic



“F” would be the worst flow and “A&B” would be the best flow (how much room/ability to speed up or slow down in traffic)

Critical Facility Proximity – 10% of total ranking

1	Within 500 ft
2	Within 501 – 1,000 ft
3	Within 1,001 – 5,279 ft
4	Within 1 -2 miles
5	Within 2+ miles

Proximity of critical facilities based on location within the roadway path (not as the crow flies)

The closer the facility the lower the score and the higher the ranking. Examples of critical facilities include fire stations, police department, schools, hospitals and high-capacity parks.

PROJECT RANKING EXAMPLES

The following examples show how the weighed criteria ratings produce an overall score to determine the suggested project ranking. The lower the score the higher the project is ranked.

Sanders Ferry & Imperial Intersection Improvements

City Cost	3	20%	0.6
Safety	4	30%	1.2
Traffic Flow	3	15%	0.45
ADT	2	10%	0.2
Facilities	2	10%	0.2
Constructibility	5	15%	0.75
Weighted Total	3.4		

New Shackle Island & Stop 30 Intersection Improvements

City Cost	2	20%	0.4
Safety	4	30%	1.2
Traffic Flow	1	15%	0.15
ADT	1	10%	0.10
Facilities	3	10%	0.3
Constructibility	3	15%	0.45
Weighted Total	2.6		

IDENTIFYING POSSIBLE PROJECTS

In order to determine a prioritized list and potential ranking of major transportation projects for the 2025-2035 Major Transportation Projects Capital Improvements Plan, a detailed evaluation of plan goals and major improvements has been identified.

Map #4 shows the location of each identified potential major transportation project throughout the city. Exhibit #1 shows a list of each proposed project. Each proposed project is featured on its own information page, noting a location map, primary goals, major project elements and improvements, estimated budget, and ranking.

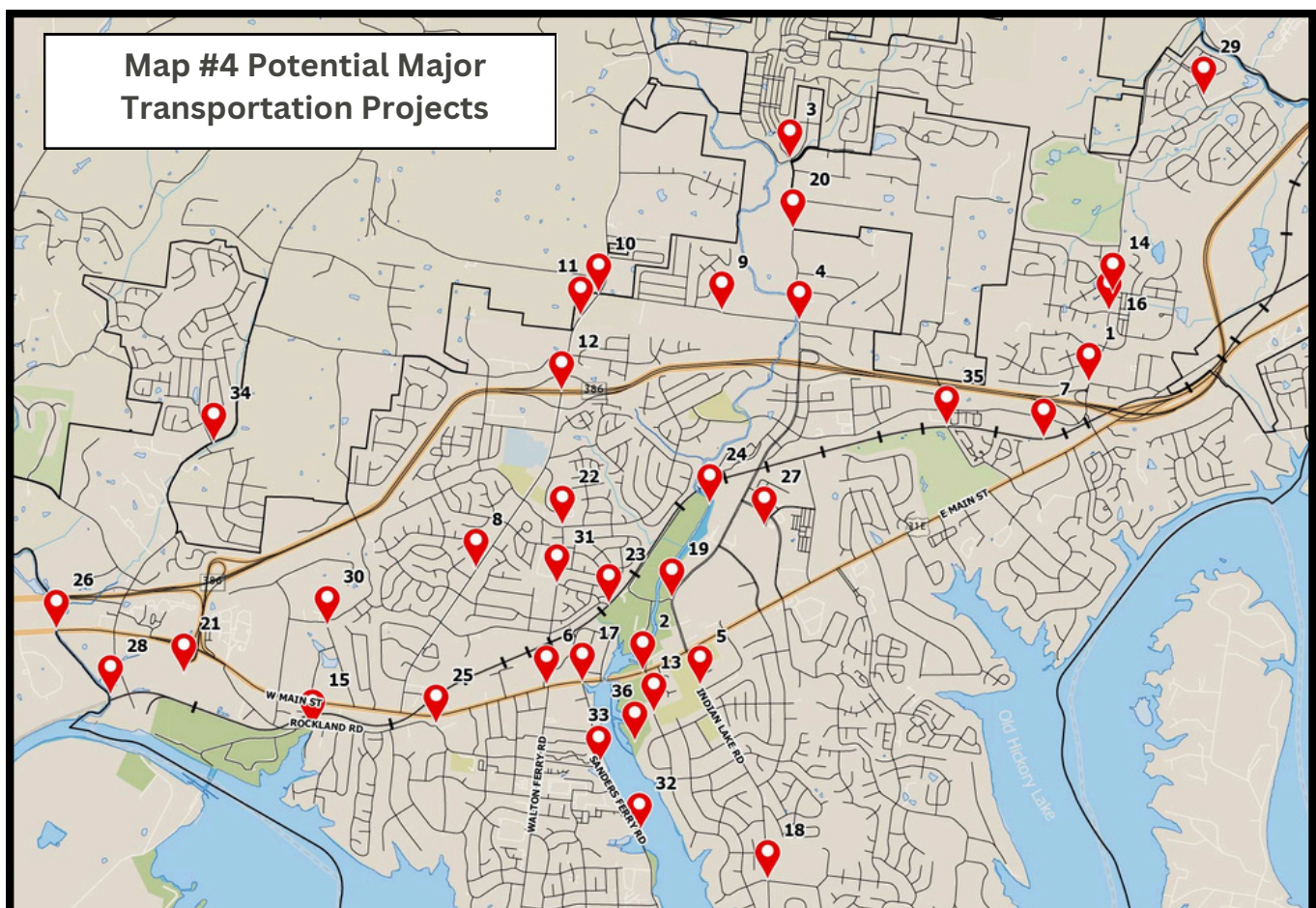


EXHIBIT #1 TRANSPORTATION PROJECT RANKINGS SUMMARY

Rank	Name
1	Avondale Right Turn Lane
2	West Main Access Management
3	Drakes Creek and Anderson Improvements
4	Stop 30/Drakes Creek Improvements (Phase 1)
5	Indian Lake Road School Zone Improvements
6	Walton Ferry & Old Shackle Improvements
7	Exit 8/Saundersville Rd Tunnel
8	New Shackle Improvements (Phase 1)
9	Stop 30/Drakes Creek Improvements (Phase 2)
10	New Shackle at Stop 30 Improvements
11	New Shackle Improvements (Phase 2)
12	New Shackle at SR-386 Ramp Improvements
13	Cherokee Rd School Zone Improvements
14	Dayflower Dr Improvements
15	Rockland Road Improvements
16	Innsbrooke & Saundersville Intersection Improvements
17	Sanders Ferry Road Improvements (Phase 1)
18	Indian Lake Rd & East Dr 4-Way Stop Improvements

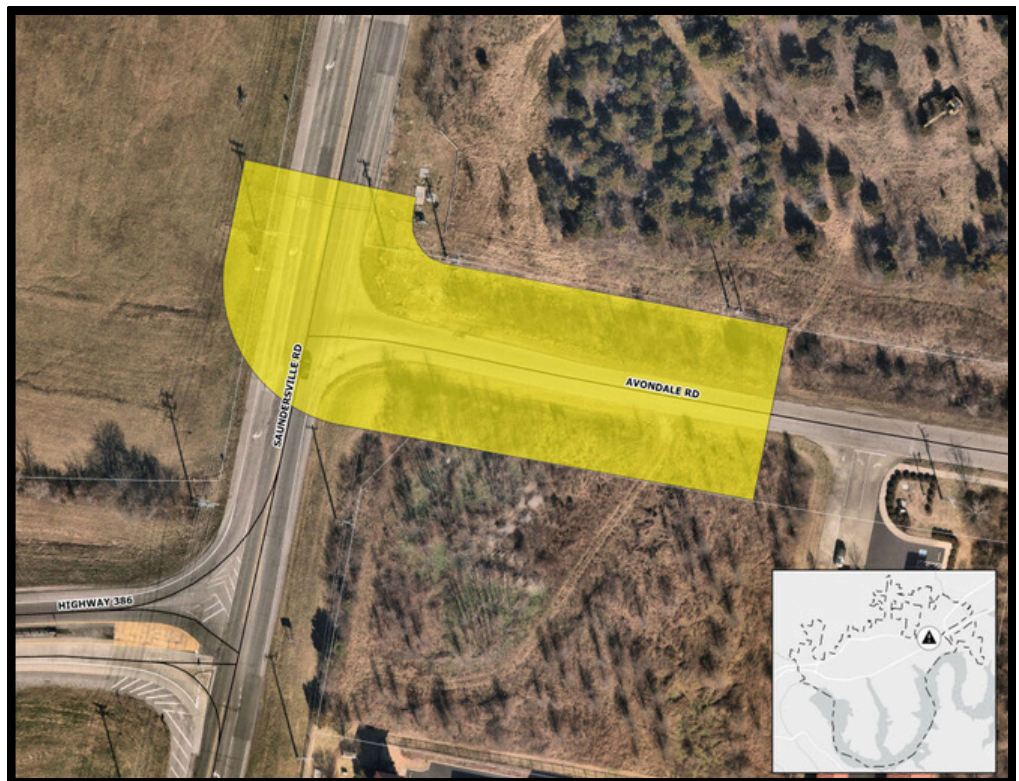
Rank	Name
19	Drakes Creek Park Exit at Indian Lake Blvd
20	Stop 30/Drakes Creek Improvements (Phase 3)
21	Rockland Rd Extension
22	Wessington & Old Shackle Intersection Improvements
23	Drakes Creek Park New Connector (Option 1)
24	Drakes Creek Park New Connector (Option 2)
25	Rockland & Imperial Improvements
26	Mansker Creek Bridge Replacement
27	Anderson/Maple Connector
28	West Bike Path and Greenway
29	Saundersville Greenway Extension
30	Forest Retreat Improvements
31	Old Shackle Improvements
32	Sanders Ferry Rd Improvements (Phase 2)
33	Sanders Ferry Rd Improvements (Phase 3)
34	Center Point Improvements
35	Stop 30 Reconnection
36	East/West Peninsula Connection

AVONDALE RIGHT TURN LANE

Addition of right turn lane from Avondale Road onto Saundersville Road.

Ranking

City Cost	1
Safety	2
Traffic Flow	1
ADT	1
Facilities	2
Constructibility	1
Total	1.4
Project Ranking	1



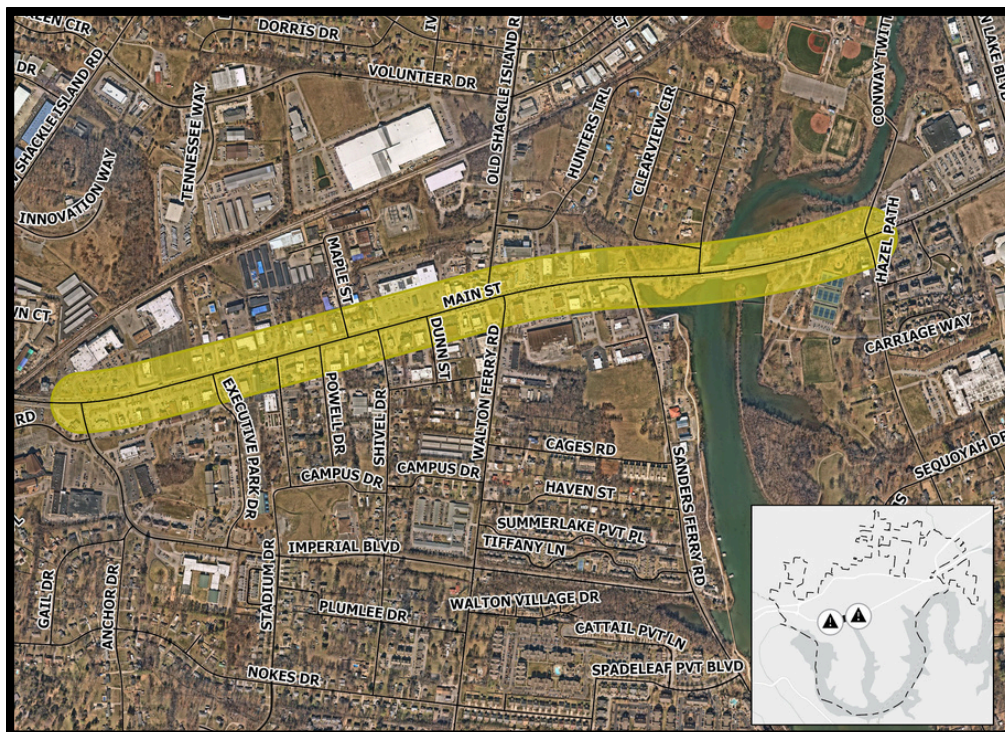
Estimated Budget	\$0 - \$1,000,000	\$
Primary Goal(s)	Decrease Congestion & Improve Safety	
Improvements & Impacts	Improved Road Connections, Mitigate Future Development Impacts, A New Turn Lane to Channelize Traffic, Improved Signage	
Status & Notes	Completed	

WEST MAIN STREET ACCESS MANAGEMENT

Improvements to West Main Street to help with traffic congestion including potential raised medians, signal synchronization, turn pockets and consolidated access points.

Ranking

City Cost	2
Safety	2
Traffic Flow	3
ADT	1
Facilities	1
Constructibility	3
Total	2.1
Project Ranking	2



Estimated Budget	\$1,000,001 - \$5,000,000	\$\$
Primary Goal(s)	Decrease Congestion, Improve Circulation & Safety	
Improvements & Impacts	Better Line of Sight, Raised Center Median, Channelized Traffic, Light Synchronization	
Status & Notes		

DRAKES CREEK AT ANDERSON IMPROVEMENTS

Creation of a roundabout or alternative to improve the intersection between Drakes Creek Road with Avant Lane, Countryside Drive and Anderson Lane.

Ranking

City Cost	2
Safety	2
Traffic Flow	1
ADT	3
Facilities	2
Constructibility	3
Total	2.1
Project Ranking	3



Estimated Budget	\$1,000,001 - \$5,000,000	\$\$
Primary Goal(s)	Improve Safety & Decrease Congestion	
Improvements & Impacts	Create a solution to improve the flow of traffic and a safer intersection	
Status & Notes	Traffic Study in Progress	

STOP 30/DRAKES CREEK IMPROVEMENTS- PHASE 1

Widen the Stop 30 Road bridge and improve the intersection at Drakes Creek Road.

Ranking

City Cost	2
Safety	2
Traffic Flow	1
ADT	3
Facilities	2
Constructibility	3
Total	2.1
Project Ranking	4



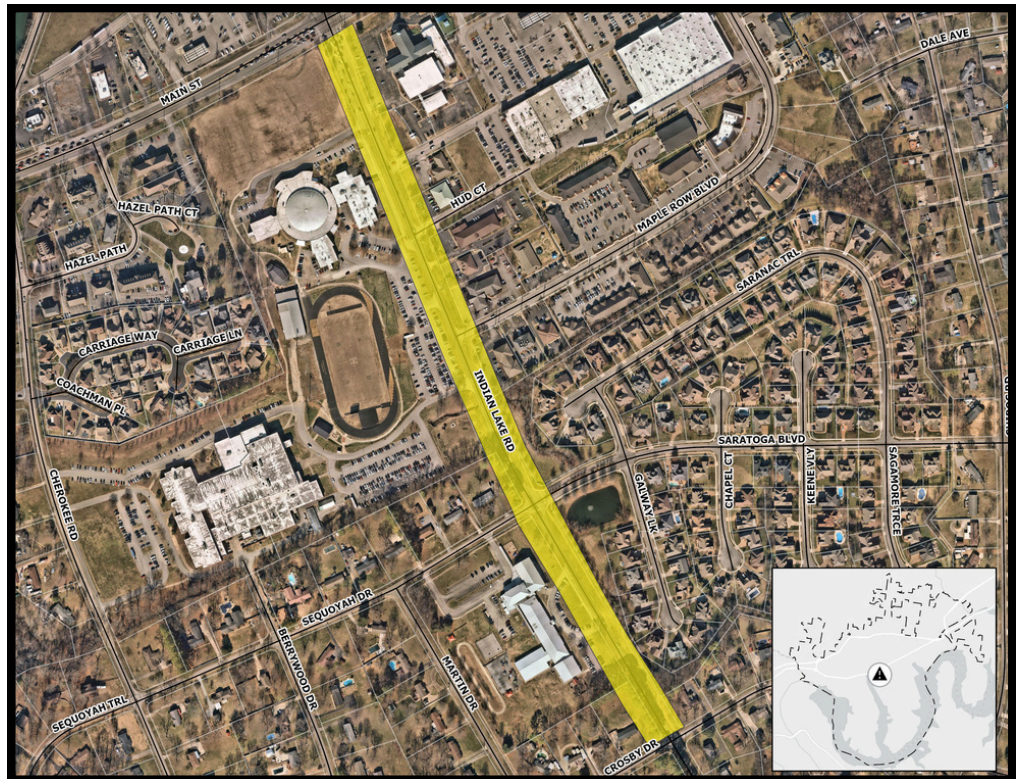
Estimated Budget	\$1,000,001 - \$5,000,000	\$\$
Primary Goal(s)	Improve Safety & Decrease Congestion	
Improvements & Impacts	Wider Bridge, New Turn Lanes	
Status & Notes	Currently in Right of Way Acquisition (ROW)	

INDIAN LAKE RD SCHOOL ZONE IMPROVEMENTS

Widening the roadway to improve safety and congestion in school zone areas.

Ranking

City Cost	2
Safety	3
Traffic Flow	2
ADT	1
Facilities	1
Constructibility	3
Total	2.25
Project Ranking	5



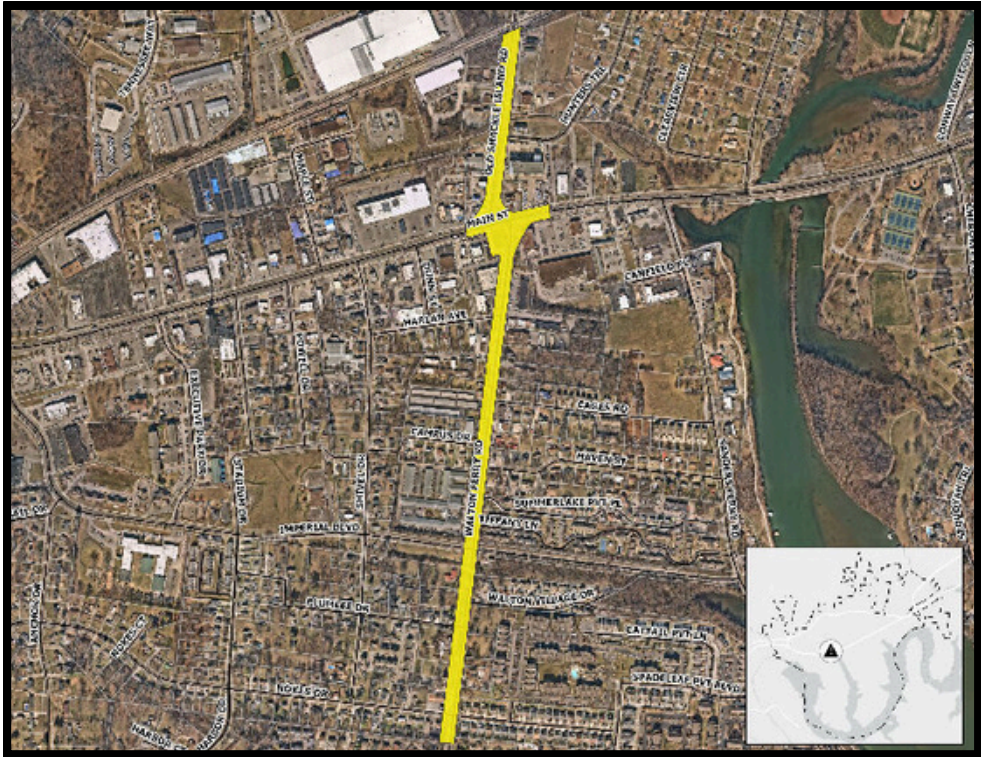
Estimated Budget	\$1,000,001 - \$5,000,000	\$\$
Primary Goal(s)	Improve Safety & Decrease Congestion	
Improvements & Impacts	Adds Turn Lanes, Channelize Traffic	
Status & Notes		

WALTON FERRY & OLD SHACKLE IMPROVEMENTS

Realign the Walton Ferry Road and Old Shackle Island Road intersection on Main Street and widen Walton Ferry Road from Nokes Drive to Main Street and Old Shackle Island Road from Volunteer Drive to Main Street.

Ranking

City Cost	3
Safety	1
Traffic Flow	1
ADT	1
Facilities	4
Constructibility	5
Total	2.3
Project Ranking	6



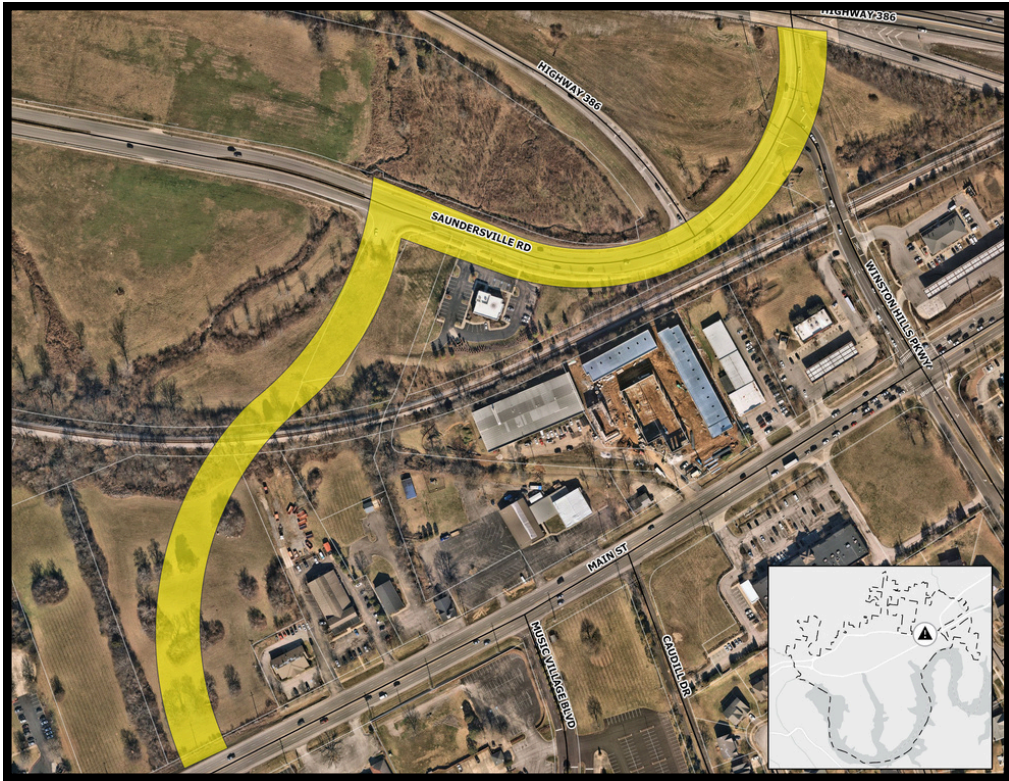
Estimated Budget	\$5,000,001 - \$10,000,000	\$\$\$
Primary Goal(s)	Improve Safety & Circulation & Decrease Congestion	
Improvements & Impacts	Intersection Realignment, Widen Roads, Add Sidewalks	
Status & Notes	Bid Awarded; Construction Planned for Early 2025	

EXIT 8/SAUNDERSVILLE ROAD TUNNEL

Create an underpass under the railroad crossing to connect Saundersville Road to East Main Street and reduce traffic congestion and delays due to trains.

Ranking

City Cost	3
Safety	2
Traffic Flow	1
ADT	1
Facilities	1
Constructibility	5
Total	2.3
Project Ranking	7



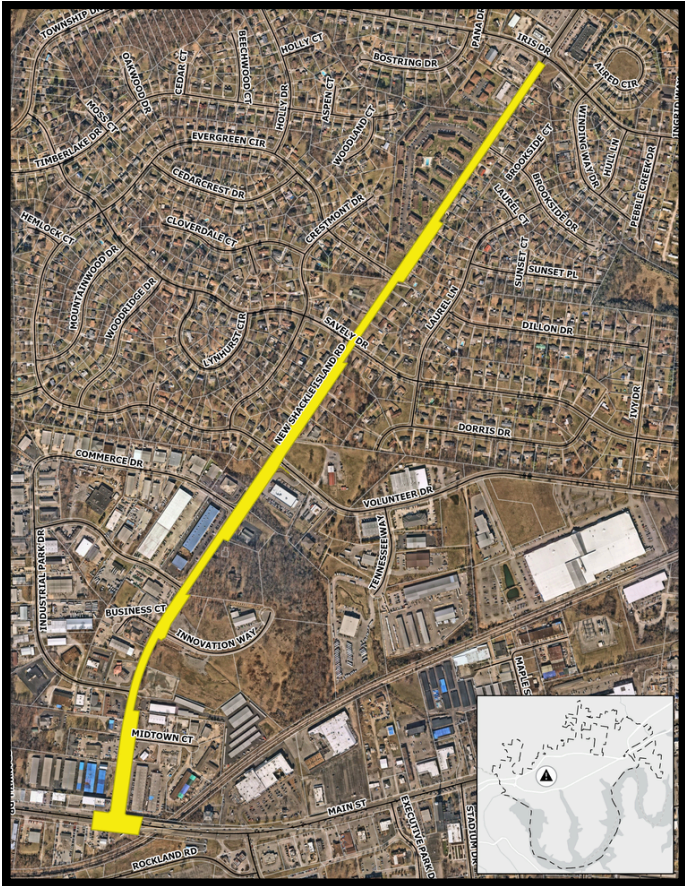
Estimated Budget	\$5,000,001 - \$10,000,000	\$\$\$
Primary Goal(s)	Improve Safety & Decrease Congestion	
Improvements & Impacts	Removing the At-Grade CSX Crossing at Winston Hills, Creating a New Connector Road to Main St.	
Status & Notes	\$35.5 Million Additional Funding from Federal and State Grants	

NEW SHACKLE ISLAND RD IMPROVEMENTS PHASE 1

Widen and improve New Shackle Island Road, from West Main Street to Iris Drive.

Ranking

City Cost	3
Safety	3
Traffic Flow	2
ADT	1
Facilities	2
Constructibility	3
Total	2.55
Project Ranking	8



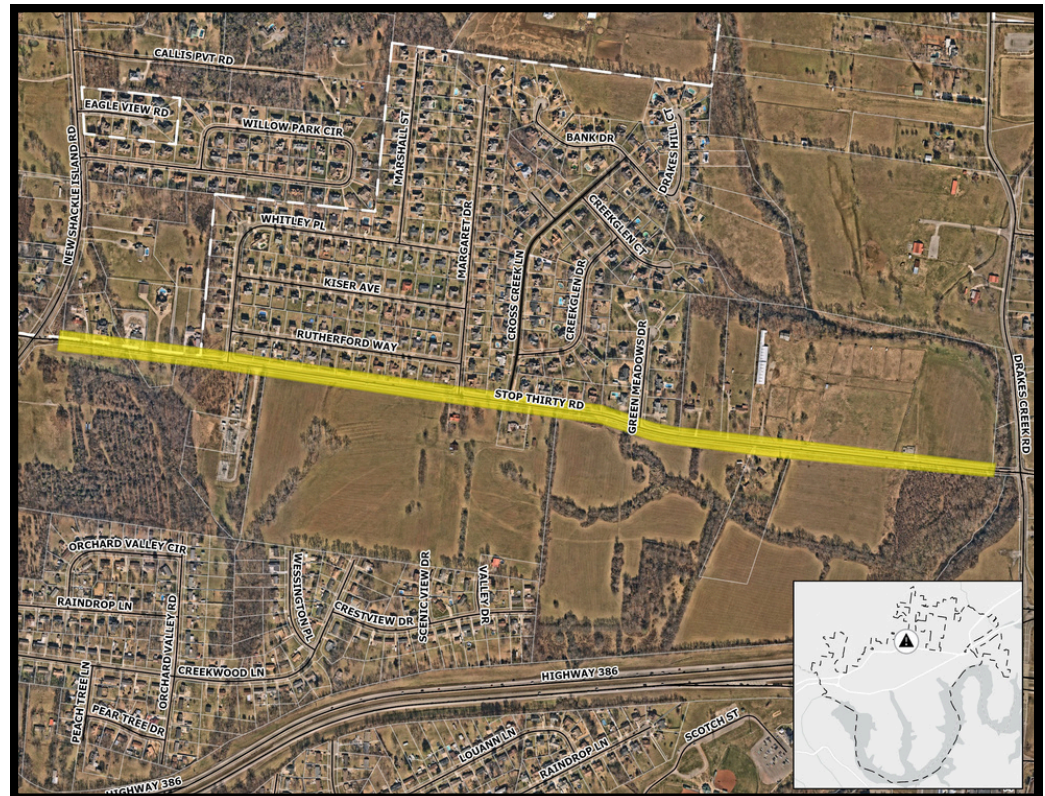
Estimated Budget	\$5,000,001 - \$10,000,000	\$\$\$
Primary Goal(s)	Decrease Congestion and Improve Safety	
Improvements & Impacts	Increase Capacity, Adds Turn Lanes and Sidewalks.	
Status & Notes	State Managed Roadway, Project Administered through the State	

STOP 30/DRAKES CREEK IMPROVEMENTS- PHASE 2

Widen Stop 30 Road from New Shackle Island Road to Drakes Creek Road.

Ranking

City Cost	3
Safety	2
Traffic Flow	3
ADT	3
Facilities	2
Constructibility	3
Total	2.6
Project Ranking	9



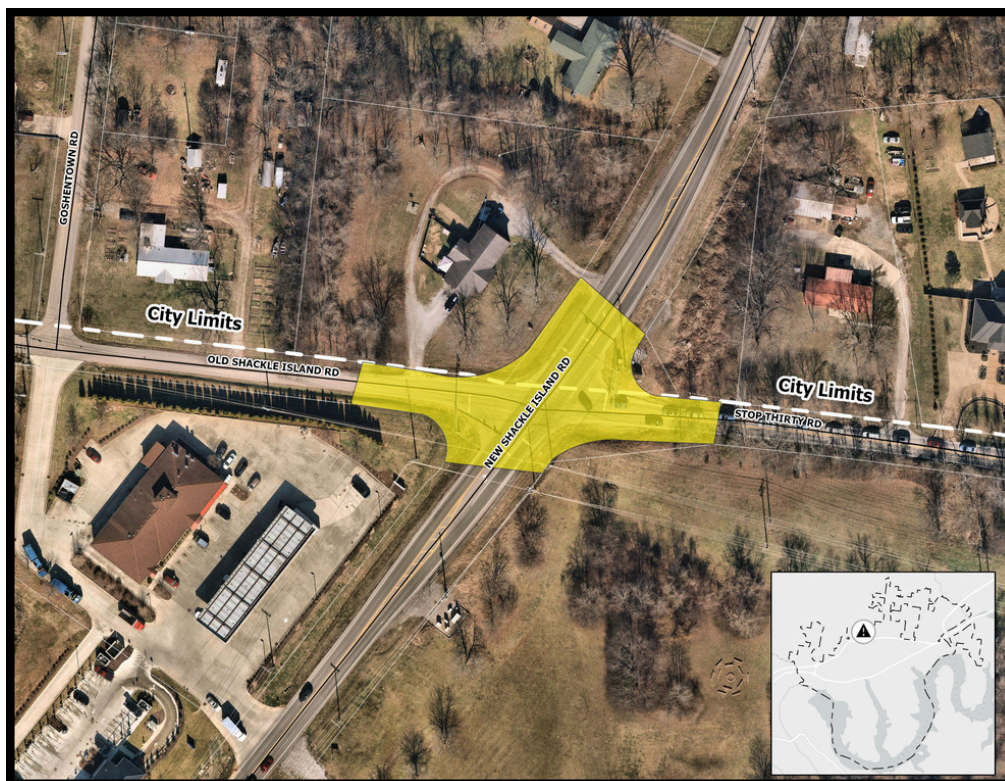
Estimated Budget	\$5,000,001 - \$10,000,000	\$\$\$
Primary Goal(s)	Decrease Congestion and Improve Safety	
Improvements & Impacts	Widen Road, Add a Shoulder, Turn Lanes and Sidewalks Correct Curvature of the Road	
Status & Notes		

NEW SHACKLE AT STOP 30 IMPROVEMENTS

Improvements to the intersection of New Shackle Island Road and Stop 30 Road.

Ranking

City Cost	2
Safety	4
Traffic Flow	1
ADT	1
Facilities	3
Constructibility	3
Total	2.6
Project Ranking	10



Estimated Budget	\$1,000,001 - \$5,000,000	\$\$
Primary Goal(s)	Decrease Congestion and Improve Safety	
Improvements & Impacts	Possible Road Realignment, Adding Turn Lanes, Increasing Capacity	
Status & Notes	County and State Coordination Required	

NEW SHACKLE IMPROVEMENTS PHASE 2

Widening of New Shackle Island Road from south of Stop 30 Road to Glenbrook intersection to help with traffic congestion and safety.

Ranking

City Cost	4
Safety	3
Traffic Flow	2
ADT	1
Facilities	1
Constructibility	3
Total	2.65
Project Ranking	11



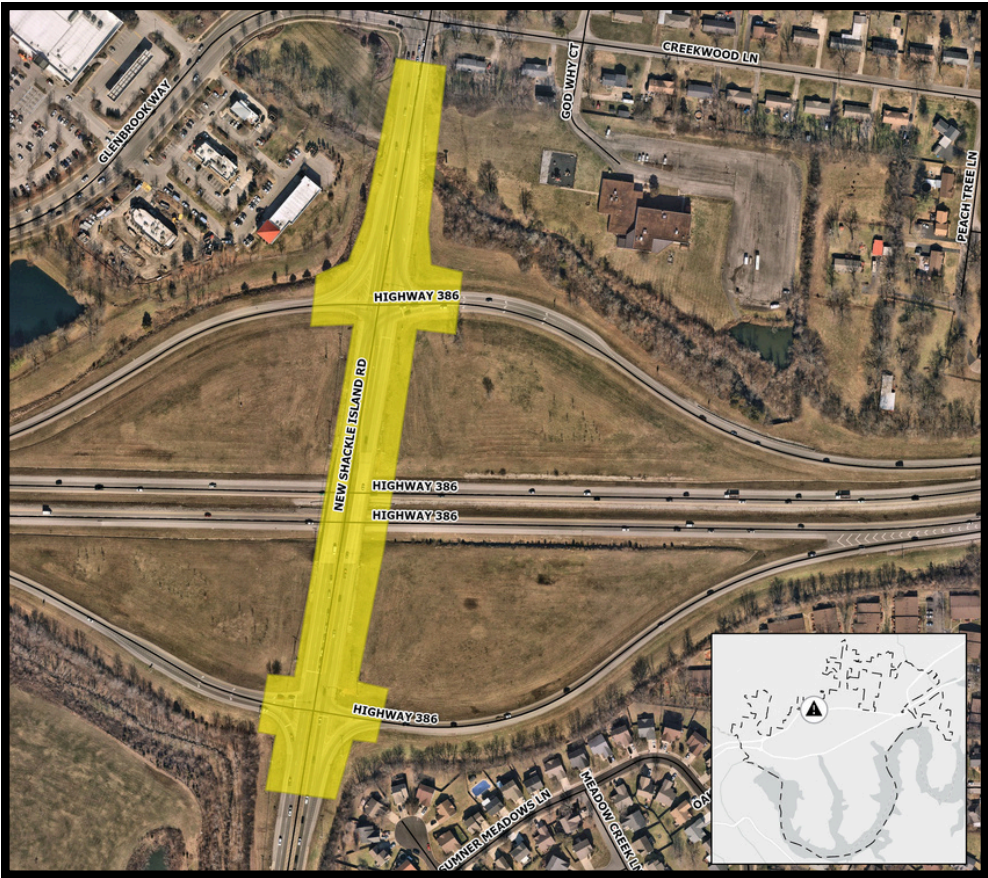
Estimated Budget	\$10,000,001 - \$20,000,000	\$\$\$\$
Primary Goal(s)	Decrease Congestion and Improve Safety	
Improvements & Impacts	Improve the Glenbrook Intersection Widen the Road to Correct Bottleneck Issues	
Status & Notes	State Managed Roadway, Project Administered through the State	

NEW SHACKLE AT SR-386 RAMP IMPROVMENTS

Improve the turn lanes onto SR-386 to reduce congestion and backup on New Shackle Island Road.

Ranking

City Cost	5
Safety	2
Traffic Flow	1
ADT	1
Facilities	1
Constructibility	5
Total	2.7
Project Ranking	12



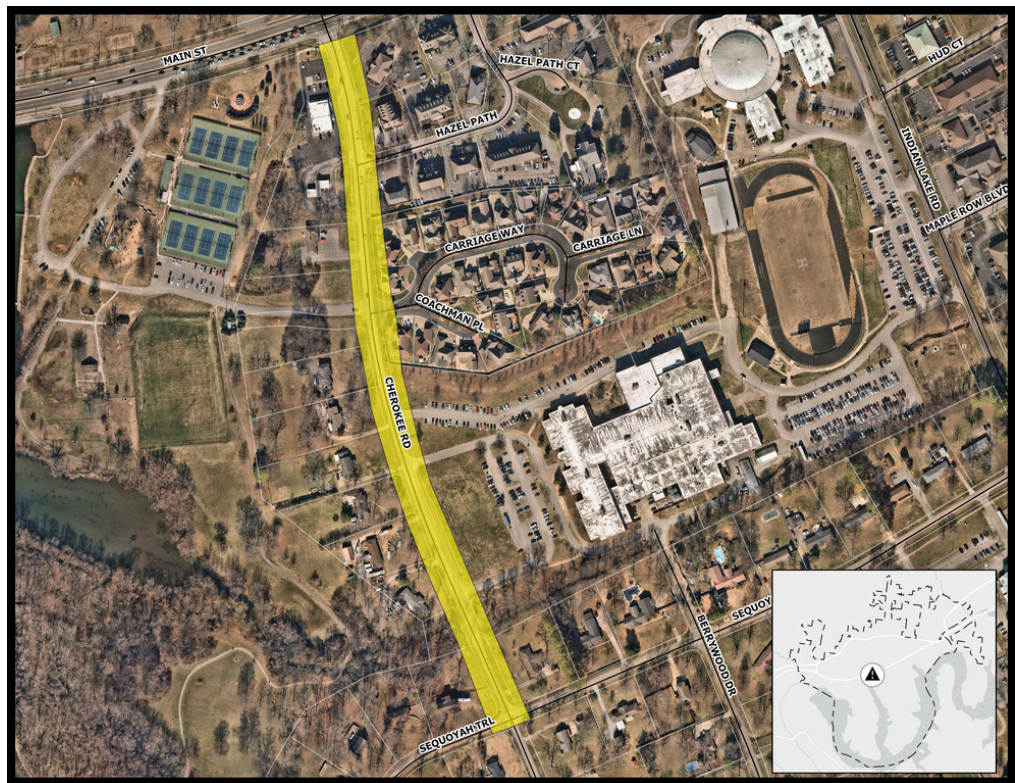
Estimated Budget	\$20,000,001 +	\$\$\$\$\$
Primary Goal(s)	Decrease Congestion and Improve Safety	
Improvements & Impacts	Widen Bridge, Increase Turn Lane Capacity	
Status & Notes	State Managed Roadway, Project Administered through the State	

CHEROKEE ROAD SCHOOL ZONE IMPROVEMENTS

Widen Cherokee Road in the school zone from Main Street to Sequoyah Trail.

Ranking

City Cost	2
Safety	4
Traffic Flow	3
ADT	3
Facilities	1
Constructibility	2
Total	2.75
Project Ranking	13



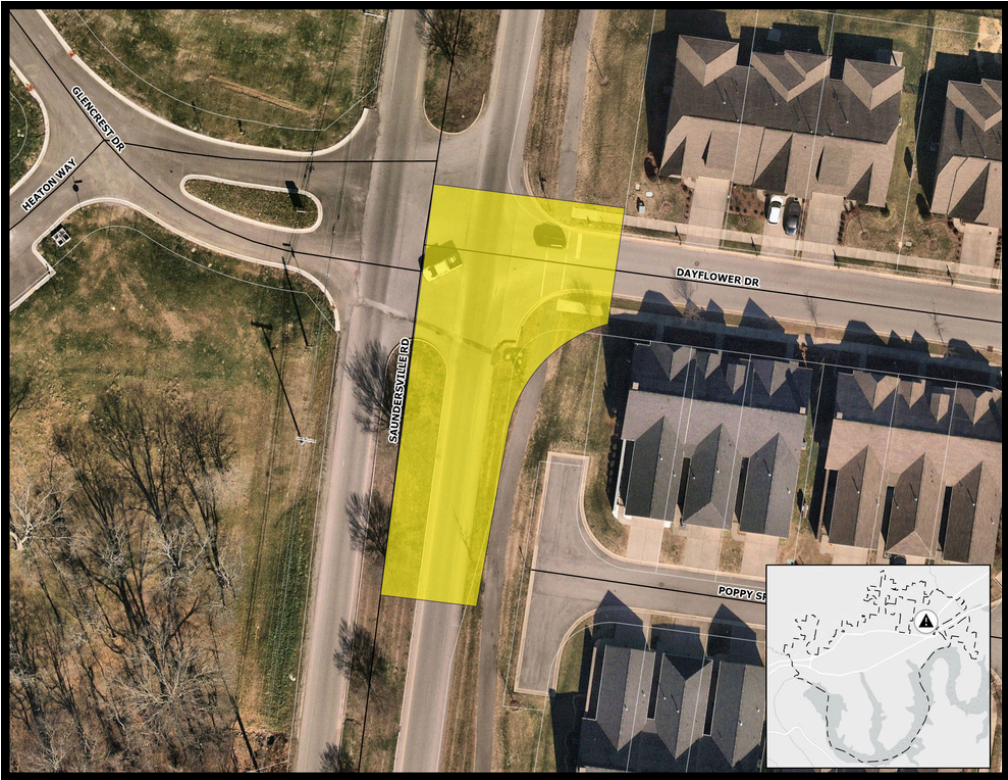
Estimated Budget	\$1,000,001 - \$5,000,000	\$\$
Primary Goal(s)	Decrease Congestion and Improve Safety	
Improvements & Impacts	Adds Turn Lanes and Sidewalks to Improve Pedestrian Access and Reduce School Traffic Backups	
Status & Notes		

DAYFLOWER DRIVE IMPROVEMENTS

Adding a right-hand turn lane onto Dayflower Drive from Saundersville Road.

Ranking

City Cost	1
Safety	4
Traffic Flow	4
ADT	2
Facilities	3
Constructibility	2
Total	2.8
Project Ranking	14



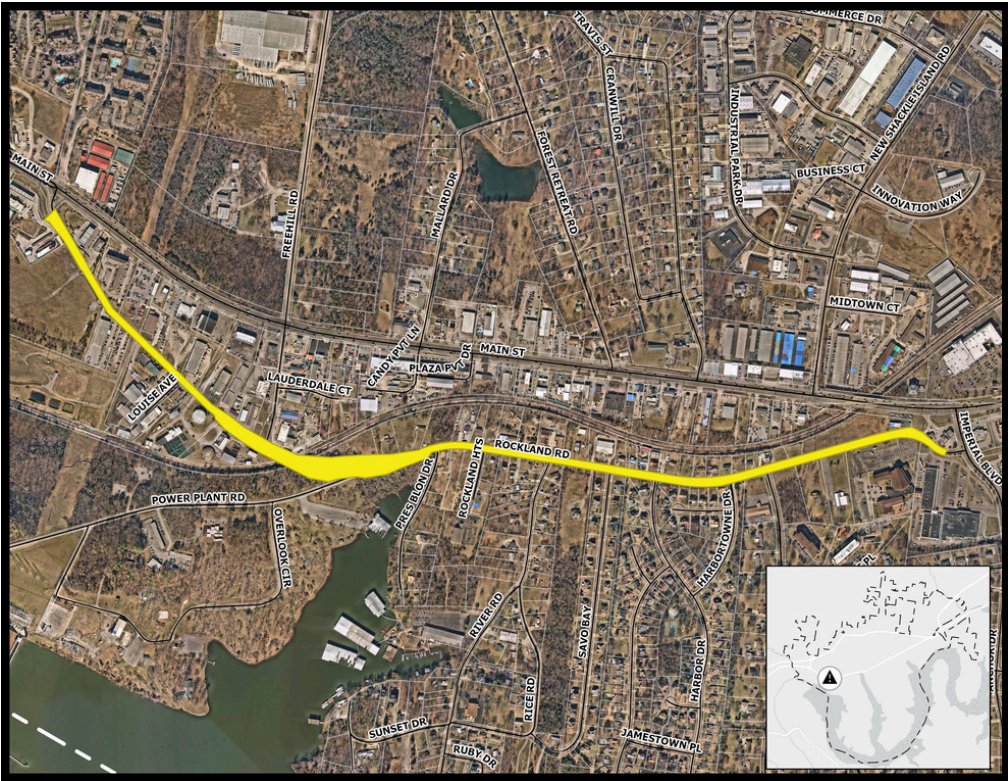
Estimated Budget	\$0 - \$1,000,000	\$
Primary Goal(s)	Decrease Congestion and Improve Safety	
Improvements & Impacts	Improves Traffic Flow on Saundersville Rd.	
Status & Notes		

ROCKLAND ROAD IMPROVEMENTS

Spot and intersection improvements to Rockland Road, from West Main Street to Imperial Boulevard.

Ranking

City Cost	2
Safety	4
Traffic Flow	4
ADT	2
Facilities	1
Constructibility	2
Total	2.8
Project Ranking	15



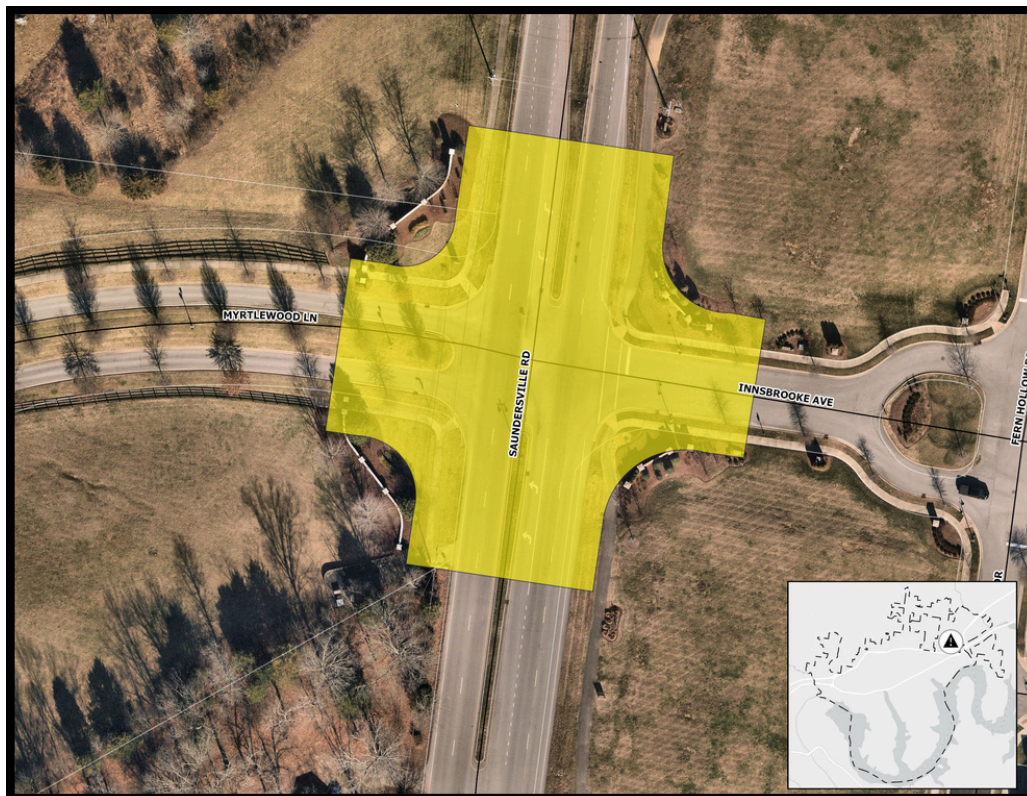
Estimated Budget	\$1,000,001 - \$5,000,000	\$\$
Primary Goal(s)	Decrease Congestion and Increase Connectivity	
Improvements & Impacts	Adds Turn Lanes and Sidewalks Creates an Alternative Route from Main St.	
Status & Notes		

INNSBROOKE & SAUNDERSVILLE INTERSECTION IMPROVEMENTS

Addition of a roundabout at the Innesbrooke Avenue and Saundersville Road intersection to help with traffic flow and safety.

Ranking

City Cost	2
Safety	4
Traffic Flow	3
ADT	2
Facilities	3
Constructibility	2
Total	2.85
Project Ranking	16



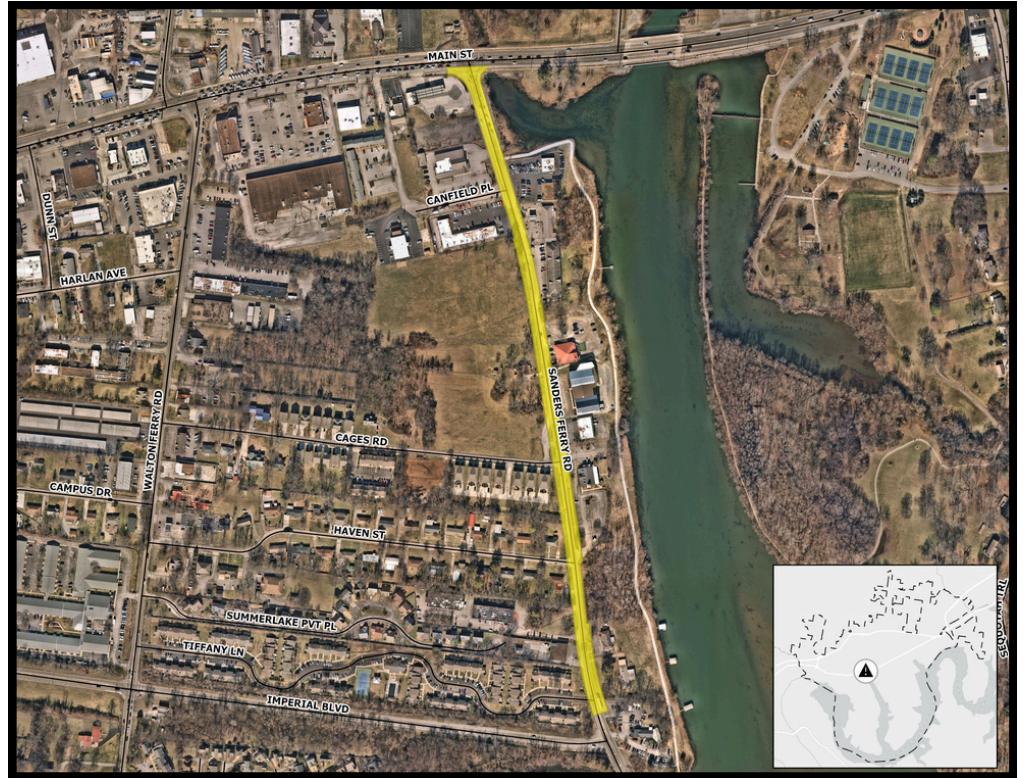
Estimated Budget	\$1,000,001 - \$5,000,000	\$\$
Primary Goal(s)	Improve Circulation and Safety and Decrease Congestion	
Improvements & Impacts	Adds a One-lane Roundabout to Improve Traffic Flow for Neighborhoods on Saundersville Rd.	
Status & Notes		

SANDERS FERRY ROAD IMPROVEMENTS (PHASE 1)

Widen Sanders Ferry Road from Main Street to Imperial Boulevard and improve the Sanders Ferry/Main Street intersection.

Ranking

City Cost	4
Safety	3
Traffic Flow	1
ADT	1
Facilities	2
Constructibility	5
Total	2.9
Project Ranking	17



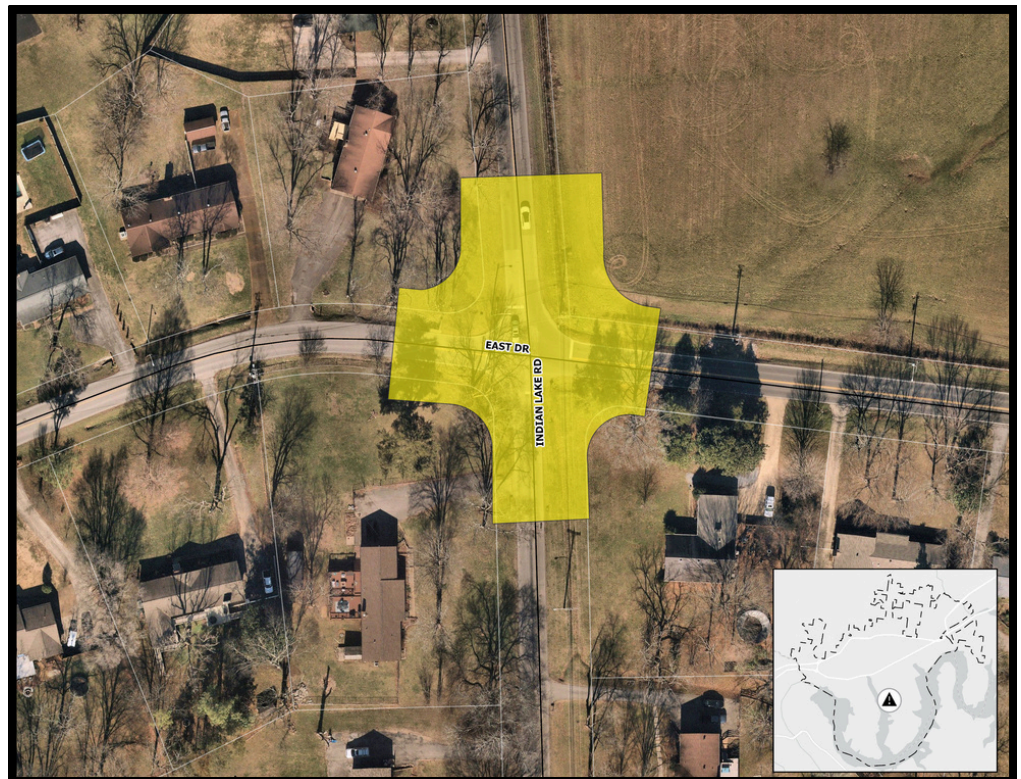
Estimated Budget	\$10,000,001- \$20,000,000	\$\$\$\$
Primary Goal(s)	Decrease Congestion and Improve Safety	
Improvements & Impacts	Add a Turn Lane on Main St. to Sanders Ferry Rd., Add an Additional Receiving Lane on Sanders Ferry Rd., and Other Spot Improvements	
Status & Notes		

INDIAN LAKE AND EAST DRIVE 4-WAY STOP IMPROVEMENT

Improvements at the Indian Lake Road & East Drive intersection including a potential roundabout to remove traffic backup at the 4-way stop.

Ranking

City Cost	2
Safety	3
Traffic Flow	4
ADT	3
Facilities	4
Constructibility	2
Total	2.9
Project Ranking	18



Estimated Budget	\$1,000,001 - \$5,000,000	\$\$
Primary Goal(s)	Improve Circulation and Decrease Congestion	
Improvements & Impacts	Consideration of Adding a Roundabout to Mitigate Future Park Impacts	
Status & Notes		

DRAKES CREEK PARK EXIT AT INDIAN LAKE BLVD

Improvements to the intersection, including the addition of potential roundabout or right turn only onto Indian Lake Blvd to help with traffic flow and safety.

Ranking

City Cost	3
Safety	4
Traffic Flow	2
ADT	1
Facilities	1
Constructibility	4
Total	2.9
Project Ranking	19



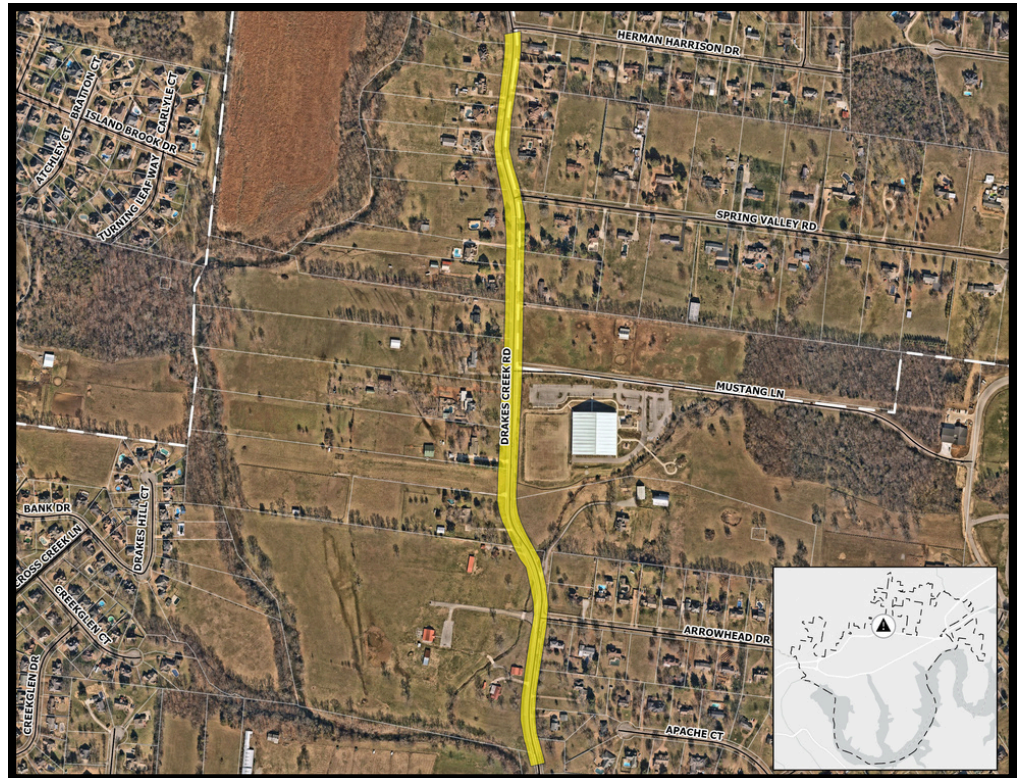
Estimated Budget	\$5,000,001 - \$10,000,000	\$\$\$
Primary Goal(s)	Improve Circulation and Safety and Decrease Congestion	
Improvements & Impacts	Consideration of a turn lane or a roundabout to increase the flow of traffic out of the park	
Status & Notes		

STOP 30/DRAKES CREEK IMPROVEMENTS- PHASE 3

Improvements to Drakes Creek Road from south of the Avant Lane/Anderson Lane intersection to Stop 30 Road.

Ranking

City Cost	2
Safety	4
Traffic Flow	3
ADT	3
Facilities	1
Constructibility	3
Total	2.9
Project Ranking	20



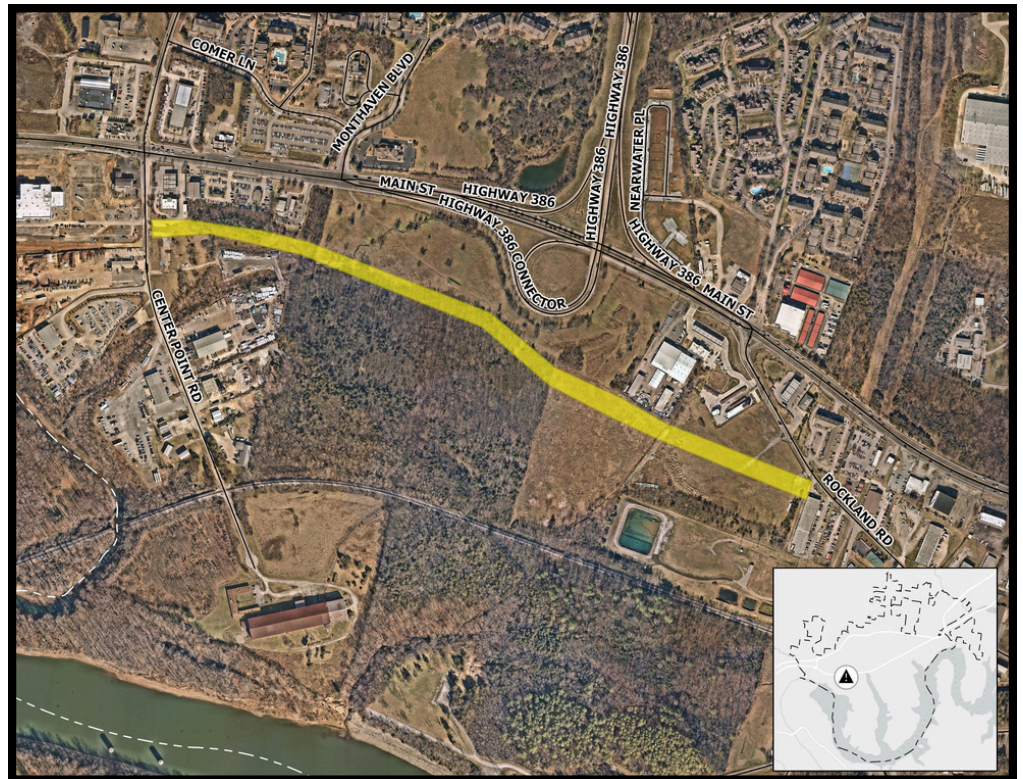
Estimated Budget	\$1,000,001 - \$5,000,000	\$\$
Primary Goal(s)	Improve Circulation and Safety and Decrease Congestion	
Improvements & Impacts	Add Turn Pockets where Necessary and Widen the Roads to Add Shoulders	
Status & Notes		

ROCKLAND ROAD EXTENSION

Connect South Center Point Road to Rockland Road, alleviating traffic on West Main Street and providing additional access points.

Ranking

City Cost	3
Safety	4
Traffic Flow	3
ADT	2
Facilities	2
Constructibility	2
Total	2.95
Project Ranking	21



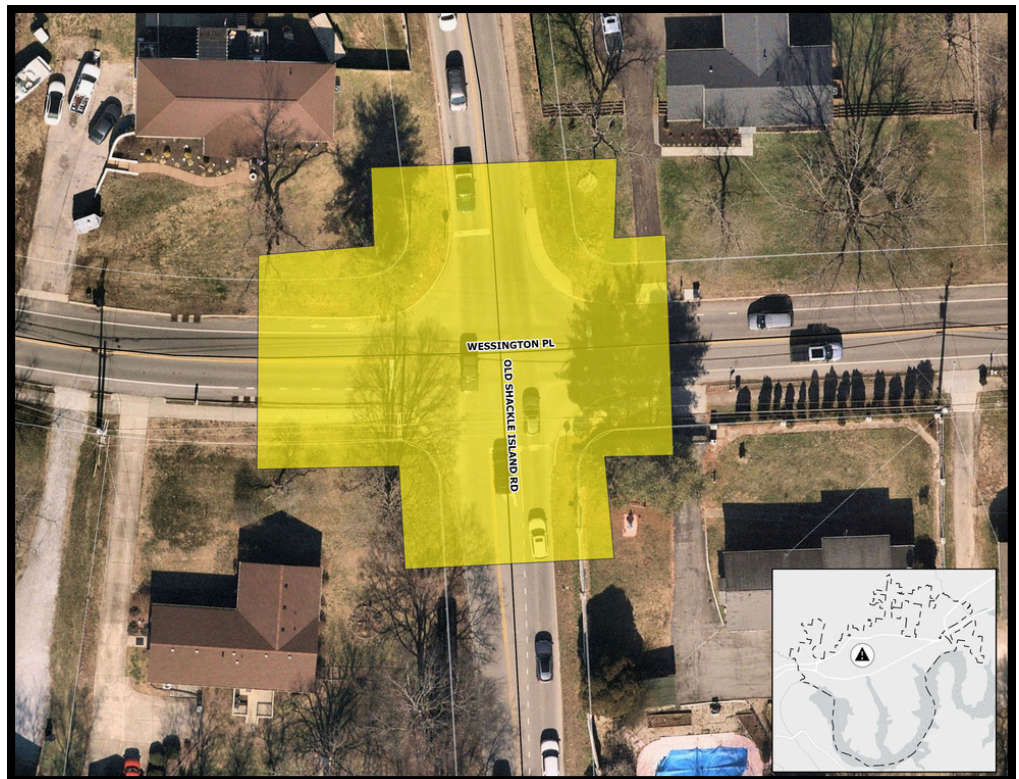
Estimated Budget	\$5,000,001 - \$10,000,000	\$\$\$
Primary Goal(s)	Decrease Congestion and Improve Safety	
Improvements & Impacts	Creates an Alternate Route to Main St. and Increases Connectivity	
Status & Notes	Currently in RTP Plan for Funding Source	

WESINGTON AND OLD SHACKLE INTERSECTION IMPROVEMENTS

Improvements to the 4-way stop intersection at Wessington Place and Old Shackle Island Road.

Ranking

City Cost	2
Safety	3
Traffic Flow	4
ADT	2
Facilities	2
Constructibility	5
Total	3.05
Project Ranking	22



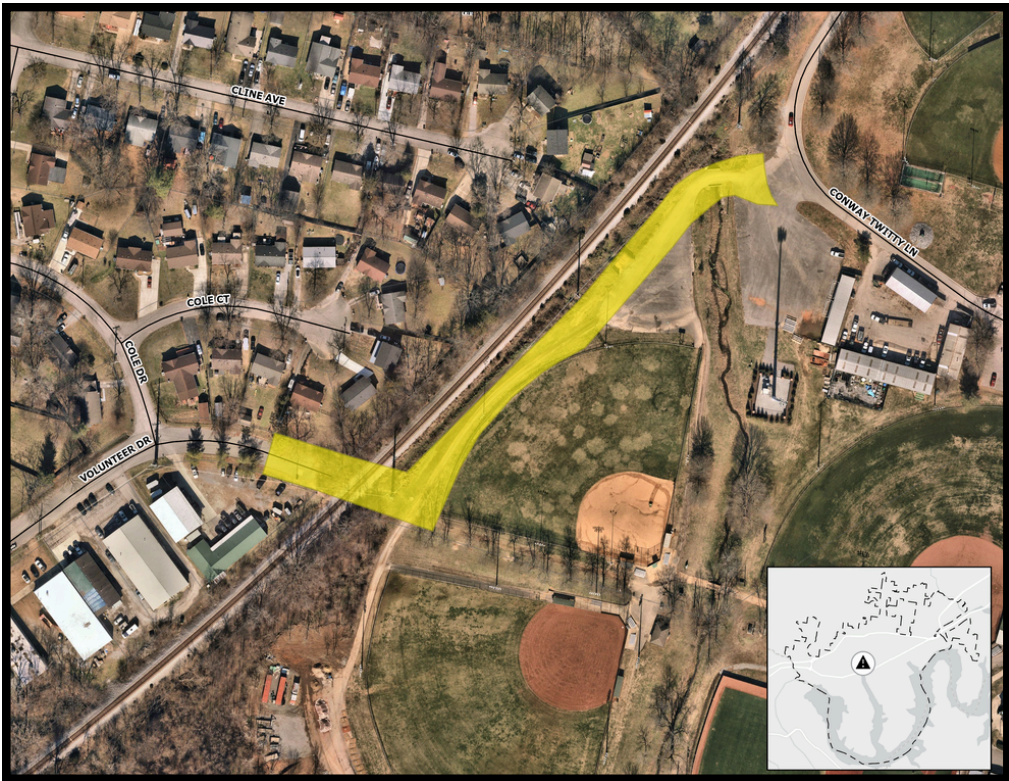
Estimated Budget	\$1,000,001 - \$5,000,000	\$\$
Primary Goal(s)	Improve Circulation and Decrease Congestion	
Improvements & Impacts	Improve the 4-way Intersection Where Possible to Create Better Traffic Flow	
Status & Notes		

DRAKES CREEK PARK NEW CONNECTOR (OPTION 1)

Connecting Volunteer Drive to Drakes Creek Park to create an additional entrance and exit for the park.

Ranking

City Cost	4
Safety	3
Traffic Flow	1
ADT	4
Facilities	1
Constructibility	5
Total	3.1
Project Ranking	23



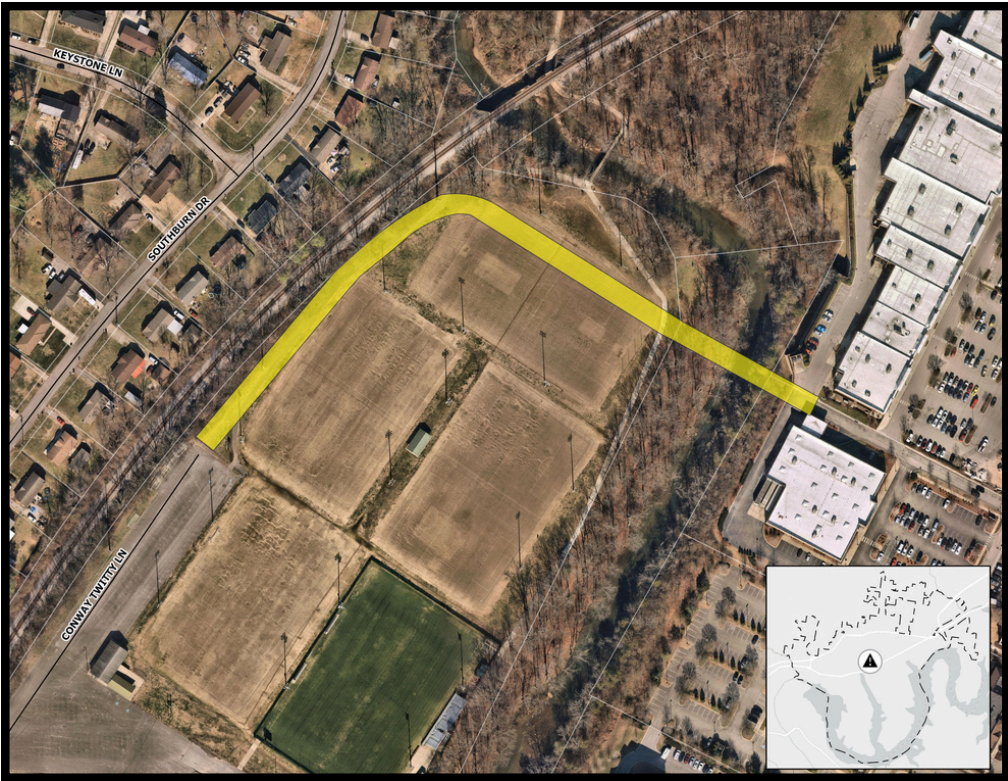
Estimated Budget	\$10,000,001 - \$20,000,000	\$\$\$\$
Primary Goal(s)	Decrease Congestion and Improve Circulation	
Improvements & Impacts	Create an at-grade crossing over the CSX tracks to provide better traffic flow in and out of the park.	
Status & Notes	Requires CSX Coordination	

DRAKES CREEK PARK NEW CONNECTOR (OPTION 2)

Create a bridge connection to Drakes Creek Park from Indian Lake Village.

Ranking

City Cost	4
Safety	3
Traffic Flow	1
ADT	4
Facilities	1
Constructibility	5
Total	3.1
Project Ranking	24



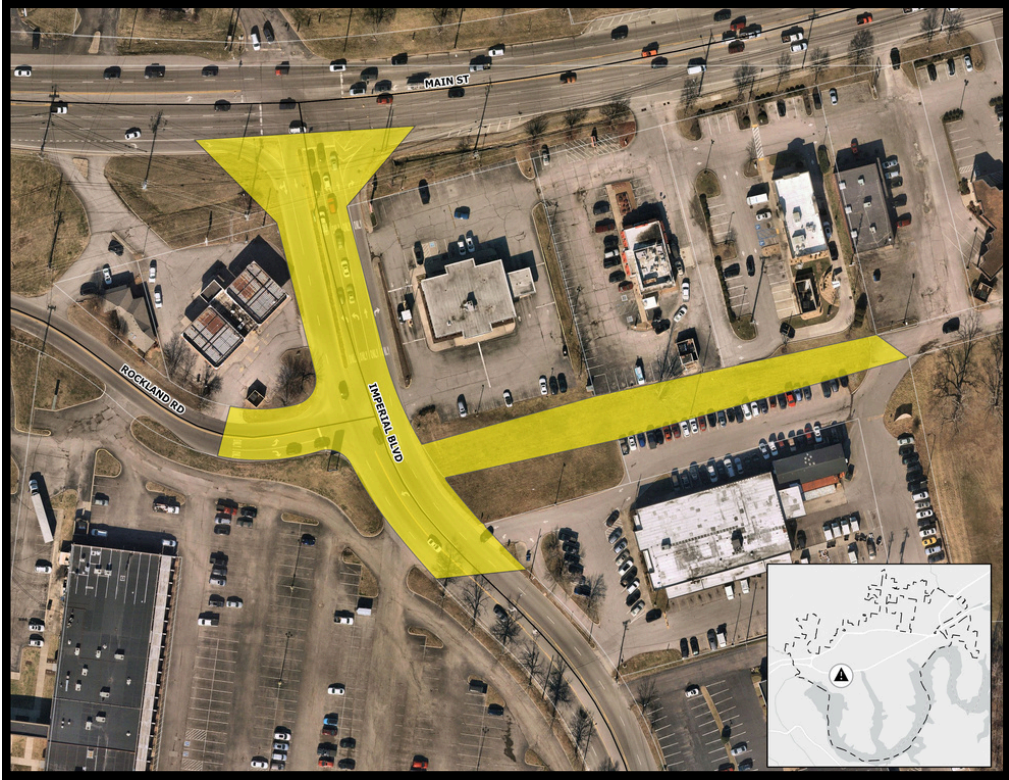
Estimated Budget	\$10,000,001 - \$20,000,000	\$\$\$\$
Primary Goal(s)	Decrease Congestion and Improve Circulation	
Improvements & Impacts	Adds a bridge behind Goodwill to provide better traffic flow in and out of the park.	
Status & Notes		

ROCKLAND AND IMPERIAL IMPROVEMENTS

Creation of a roundabout at Rockland Road and Imperial Boulevard to mitigate traffic and/or shift the intersection south to avoid traffic congestion due to close proximity with West Main Street intersection.

Ranking

City Cost	2
Safety	4
Traffic Flow	3
ADT	2
Facilities	1
Constructibility	5
Total	3.1
Project Ranking	25



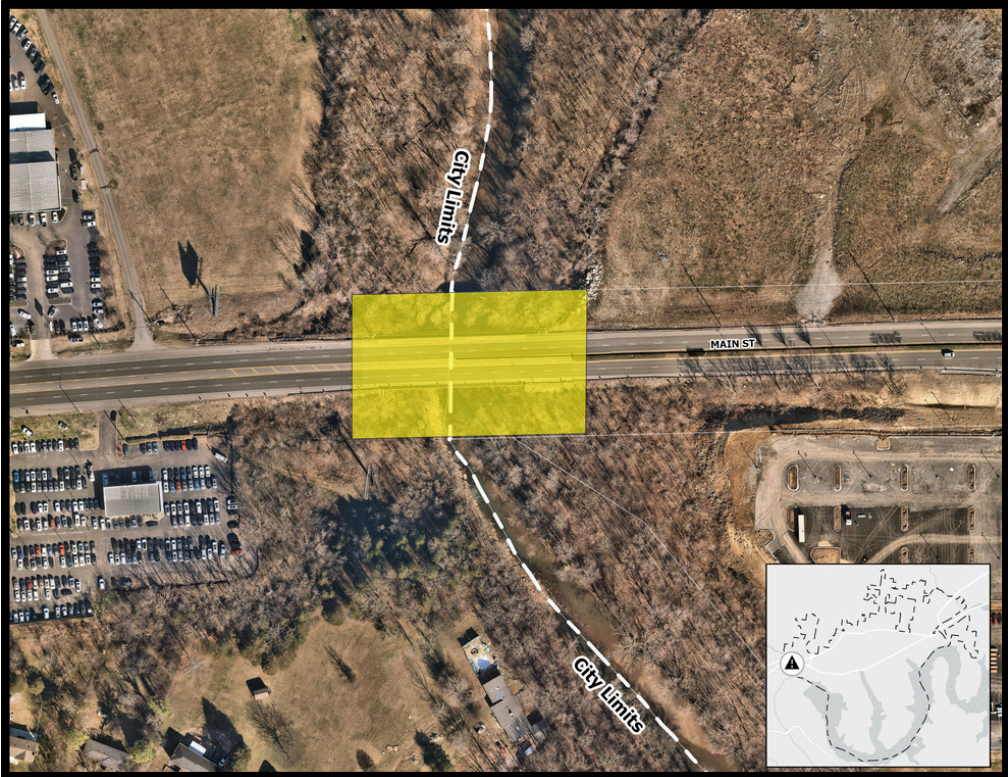
Estimated Budget	\$1,000,001 - \$5,000,000	\$\$
Primary Goal(s)	Decrease Congestion and Improve Safety & Circulation	
Improvements & Impacts	Improves the Function of Rockland Rd. as a Main St. Alternative	
Status & Notes		

MANSKER CREEK BRIDGE REPLACEMENT

Replacement of the bridge on West Main Street by Tennessee Department of Transportation.

Ranking

City Cost	1
Safety	4
Traffic Flow	5
ADT	1
Facilities	4
Constructibility	3
Total	3.1
Project Ranking	26



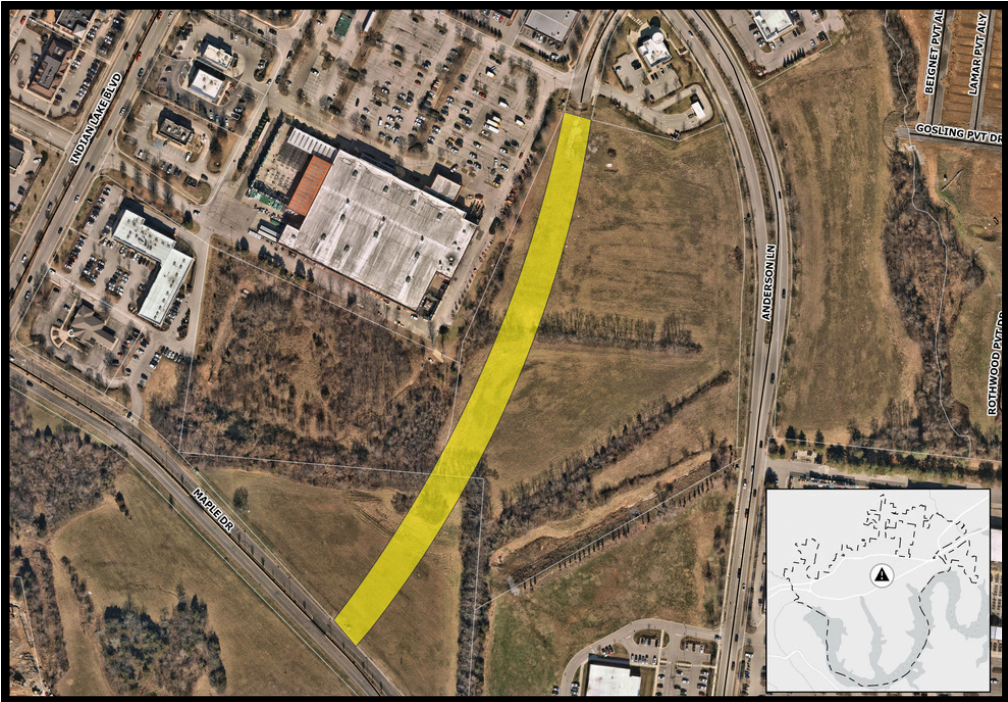
Estimated Budget	\$0 - \$1,000,000	\$
Primary Goal(s)	Improve Safety	
Improvements & Impacts	Updating Infrastructure, Widen Roadway for Sidewalks	
Status & Notes	State-Managed Project/Currently In-Progress	

ANDERSON/MAPLE CONNECTOR

Extend S. Parrish Place to Maple Drive North to create an additional connector from Anderson Lane to alleviate traffic congestion on Indian Lake Boulevard and provide additional access to businesses on both streets.

Ranking

City Cost	2
Safety	4
Traffic Flow	5
ADT	3
Facilities	2
Constructibility	2
Total	3.15
Project Ranking	27



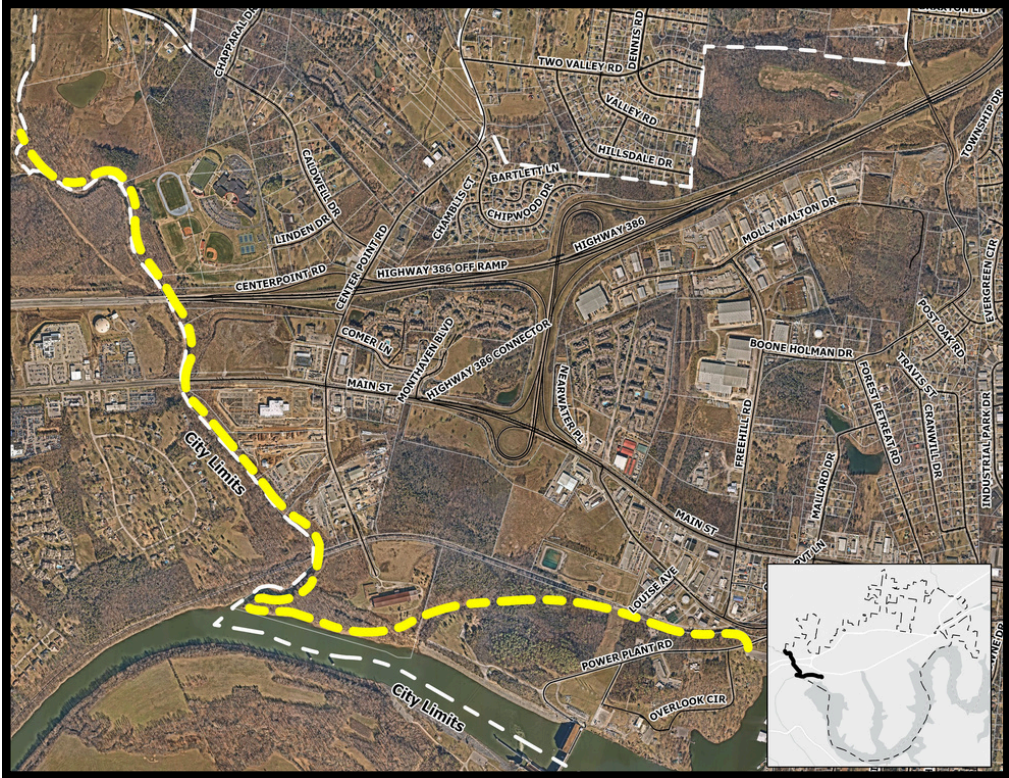
Estimated Budget	\$1,000,001 - \$5,000,000	\$\$
Primary Goal(s)	Decrease Congestion and Improve Safety	
Improvements & Impacts	Creates an alternate route to divert traffic from Main St. or Indian Lake Blvd.	
Status & Notes		

WEST BIKE PATH AND GREENWAY

Addition of greenway and bike path on west side of Hendersonville from Dredge Master to Rockland Recreation Area.

Ranking

City Cost	2
Safety	5
Traffic Flow	1
ADT	5
Facilities	4
Constructibility	2
Total	3.25
Project Ranking	28



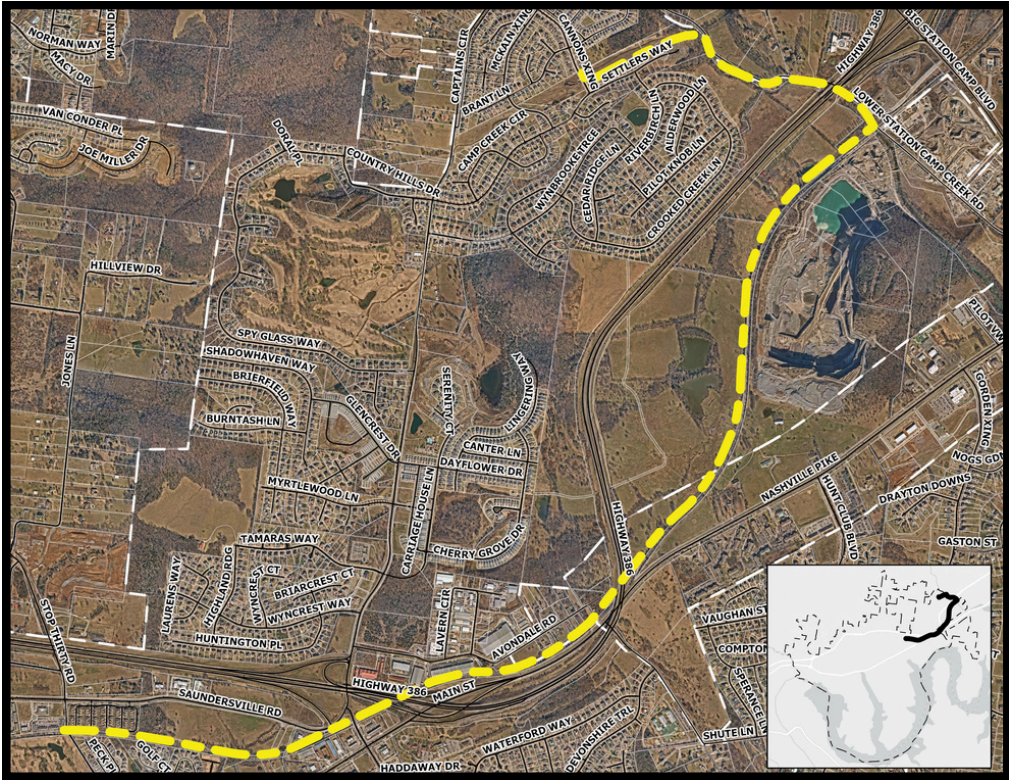
Estimated Budget	\$1,000,001 - \$5,000,000	\$\$
Primary Goal(s)	Decrease Congestion	
Improvements & Impacts	Improve Pedestrian Access Adding Multi-Modal Opportunities	
Status & Notes		

SAUNDERSVILLE GREENWAY EXTENSION

Add an extension from the Library Greenway to Station Camp Greenway that currently ends behind Saundersville Station.

Ranking

City Cost	2
Safety	5
Traffic Flow	1
ADT	5
Facilities	4
Constructibility	2
Total	3.25
Project Ranking	29



Estimated Budget	\$1,000,001 - \$5,000,000	\$\$
Primary Goal(s)	Decrease Congestion	
Improvements & Impacts	Improve Pedestrian Access Adding Multi-Modal Opportunities	
Status & Notes		

FOREST RETREAT IMPROVEMENTS

Intersection improvements with Boone Holman Drive, Forest Retreat, SR-386 exchange and Molly Walton connector.

Ranking

City Cost	4
Safety	4
Traffic Flow	3
ADT	2
Facilities	2
Constructibility	3
Total	3.3
Project Ranking	30



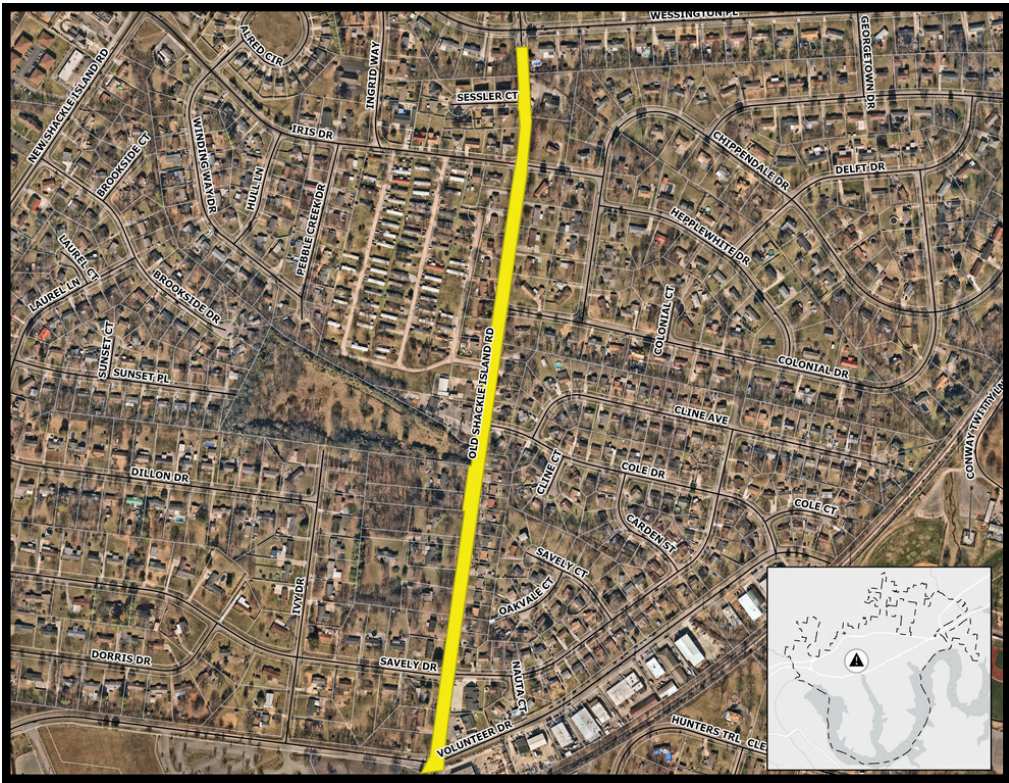
Estimated Budget	\$10,000,001 - \$20,000,000	\$\$\$\$
Primary Goal(s)	Improve Safety, Better Connectivity	
Improvements & Impacts	Will Connect to a New Exit off SR-386, Provides an Alternate Route	
Status & Notes		

OLD SHACKLE IMPROVEMENTS

Widening and improvements to Old Shackle Island Road from Volunteer Drive to Wessington Place.

Ranking

City Cost	3
Safety	3
Traffic Flow	4
ADT	2
Facilities	3
Constructibility	5
Total	3.35
Project Ranking	31



Estimated Budget	\$5,000,001 - \$10,000,000	\$\$\$
Primary Goal(s)	Decrease Congestion and Improve Safety	
Improvements & Impacts	Adding Shoulders and Sidewalks to Improve Roads and Increase Pedestrian Access	
Status & Notes		

SANDERS FERRY ROAD IMPROVEMENTS (PHASE 2)

Improve Sanders Ferry Road with safety features like sidewalks, raised pavement markers, guardrails and turn pockets.

Ranking

City Cost	3
Safety	4
Traffic Flow	3
ADT	2
Facilities	3
Constructibility	5
Total	3.5
Project Ranking	32



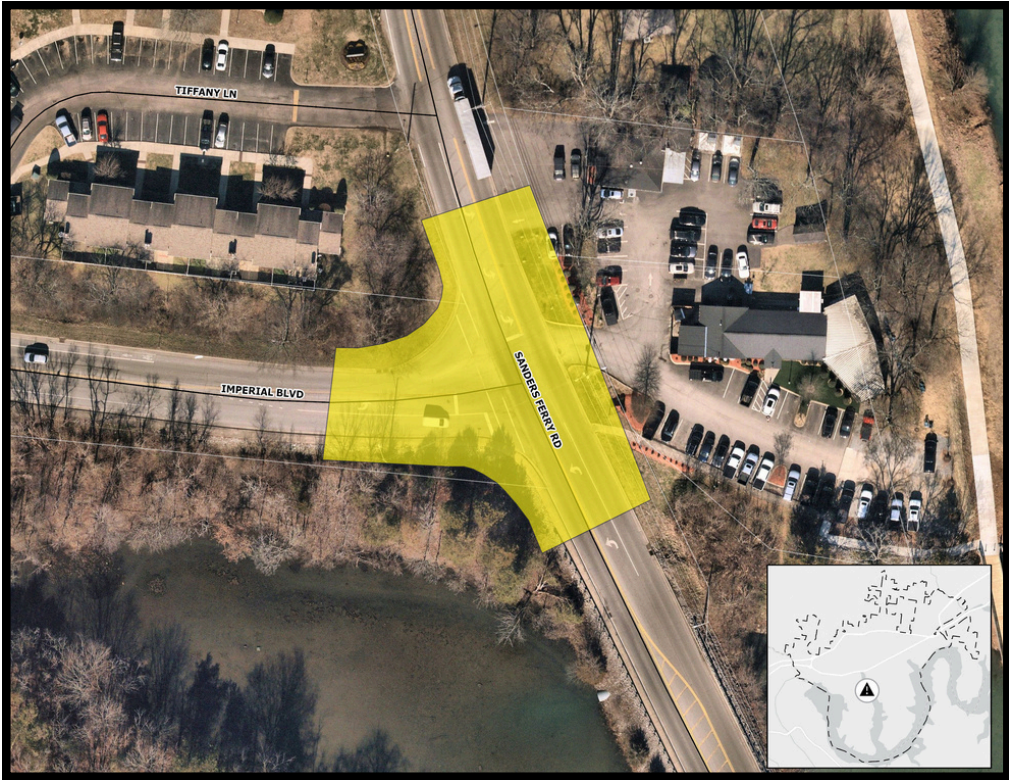
Estimated Budget	\$5,000,001 - \$10,000,000	\$\$\$
Primary Goal(s)	Improve Safety and Increase Pedestrian Access	
Improvements & Impacts	Adding Turn Pockets, Guardrails and Sidewalks	
Status & Notes		

SANDERS FERRY ROAD IMPROVEMENTS (PHASE 3)

Improve visibility at the Sanders Ferry Road and Imperial Drive intersection to increase safety and possibly create a traffic light to help manage traffic from Imperial Boulevard.

Ranking

City Cost	3
Safety	4
Traffic Flow	3
ADT	2
Facilities	3
Constructibility	5
Total	3.5
Project Ranking	33



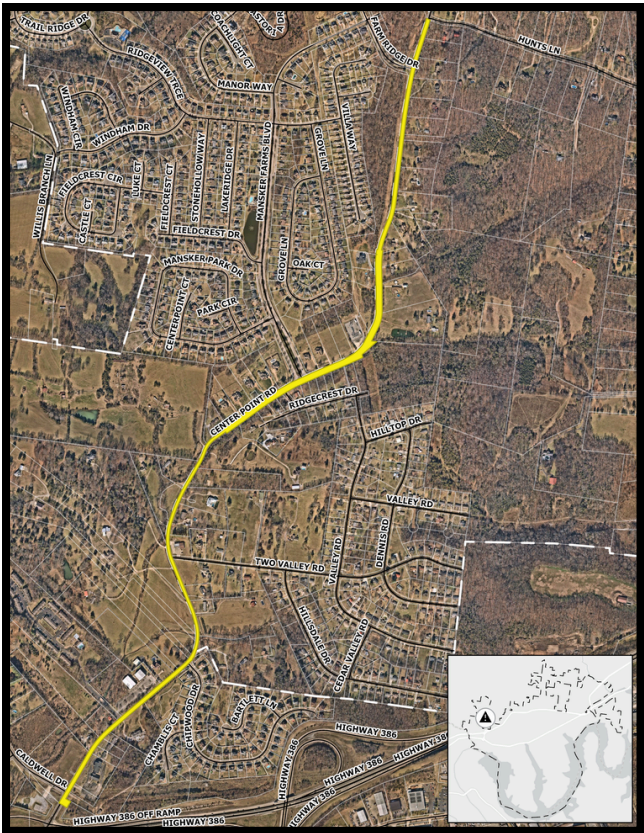
Estimated Budget	\$5,000,001 - \$10,000,000	\$\$\$
Primary Goal(s)	Improve Circulation and Safety	
Improvements & Impacts	Consideration of a Roundabout or Traffic Signal	
Status & Notes		

CENTER POINT IMPROVEMENTS

Widening and spot improvements to Center Point Road from Caldwell Drive to Hunts Lane.

Ranking

City Cost	4
Safety	4
Traffic Flow	3
ADT	3
Facilities	2
Constructibility	4
Total	3.55
Project Ranking	34



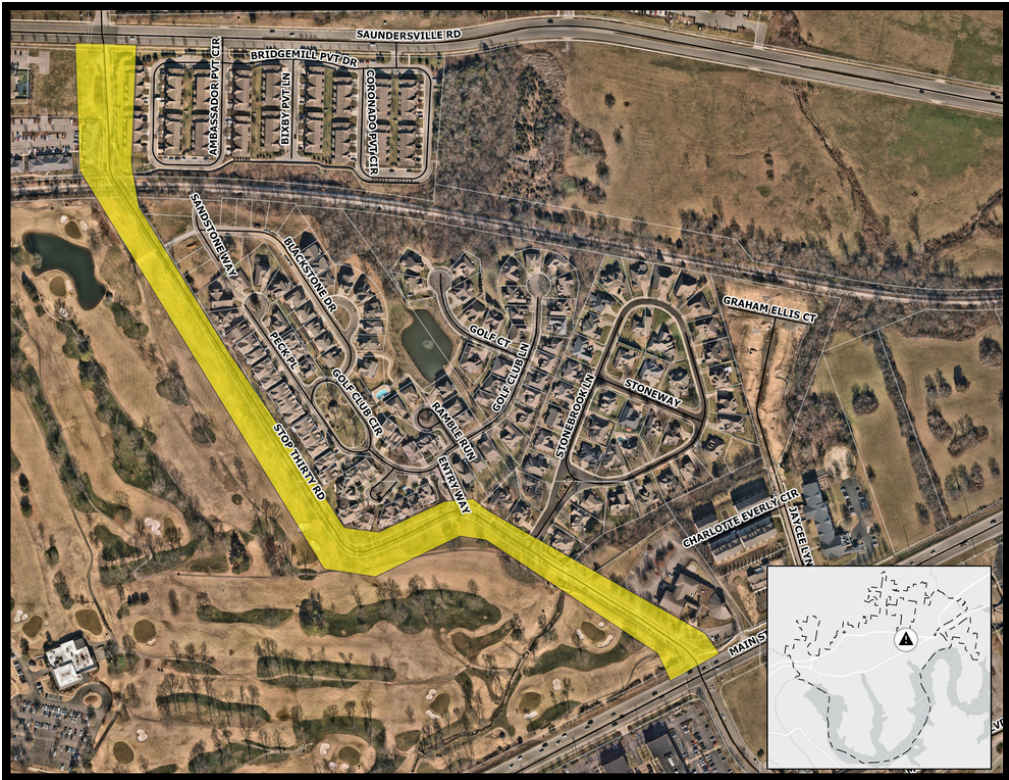
Estimated Budget	\$10,000,001 - \$20,000,000	\$\$\$\$
Primary Goal(s)	Improve Safety and Decrease Congestion	
Improvements & Impacts	Widen the Roadway to Add Shoulders and Improve Circulation and Safety	
Status & Notes		

STOP 30 ROAD RECONNECTION

Reconnection of Stop 30 Road from Saundersville Road to East Main Street. This includes the construction of a new bridge over the CSX railroad.

Ranking

City Cost	4
Safety	4
Traffic Flow	4
ADT	2
Facilities	3
Constructibility	3
Total	3.55
Project Ranking	35



Estimated Budget	\$10,000,001 - \$20,000,000	\$\$\$\$
Primary Goal(s)	Improve Safety and Decrease Congestion	
Improvements & Impacts	Adds a New Connector and Creates an Alternative to Main St.	
Status & Notes	CSX Coordination Required	

EAST/WEST PENINSULA CONNECTION

Construct a bridge connecting the two peninsulas from Haven Street at Sanders Ferry Road to Cherokee Road near Memorial Park.

Ranking

City Cost	5
Safety	5
Traffic Flow	2
ADT	2
Facilities	1
Constructibility	5
Total	3.85
Project Ranking	36



Estimated Budget	\$20,000,001 +	\$\$\$\$\$
Primary Goal(s)	Decrease Congestion and Increase Connectivity	
Improvements & Impacts	Adds a New Connector and Creates an Alternative to Main St.	
Status & Notes		



APPENDIX

1. MINOR PROJECTS CONSIDERED

The following transportation improvement projects, although they are not of size and overall impact of the major projects list in this plan, have been identified to be pursued and implemented for the benefit of the community.

Project Name	Description
Center Point Road Curve	Improvements to the roadway geometry, circulation and safety
Forest Retreat Road Culvert	Replacement of the culvert
Anderson Road Improvements	Improvements to the roadway
Center Point Road Bridge	Bridge widening and addition of a bike lane
Shute Lane & Spearance Lane Intersection	Improvements to the intersection with a possible realignment or elevation change
Forest Retreat Road & Hunts Lane	Widen the intersection and improve safety with gaurdrails - County coordination required
Grapevine Road & Saundersville Road	Improvements to the intersection with possible roundabout or other traffic management feature
Tamaras & Wyncrest Way	Possible traffic signal at one of these with development of vacant property on east side of saundersville
Settlers Way	Revise intersection and adjacent property to provide sufficient clear sight distance

2. HENDERSONVILLE LONG TERM TRANSPORTATION PLAN SURVEY RESULTS

2442 Responses 08:32 Average time to complete Closed Status

1. Where do you live?



2. Give us ONE WORD to describe traffic in Hendersonville.

2442 Responses

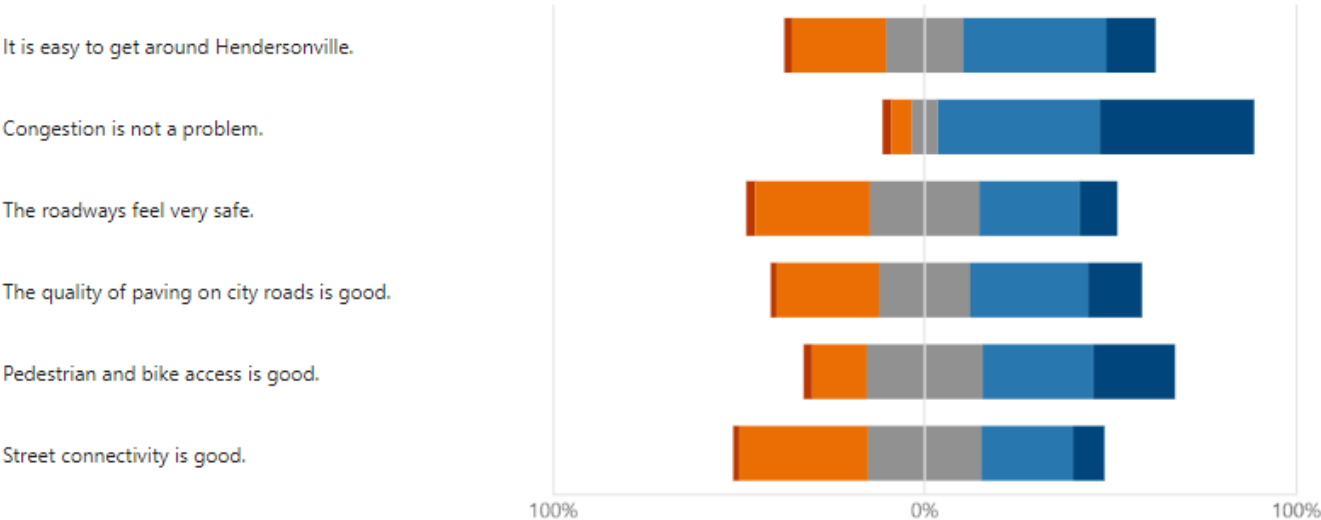
Latest Responses
"crappy"
"uncontrolled"
"Growing"

3. Please rate your agreement with the following statements regarding traffic and roadways in Hendersonville.

(Please note: Main St, New Shackle Island and SR-386 are state managed roads. While they do impact traffic conditions in the city. Maintenance and projects for those roads must be completed by the state.)

[More Details](#)

Strongly Agree Agree Neutral Disagree Strongly Disagree

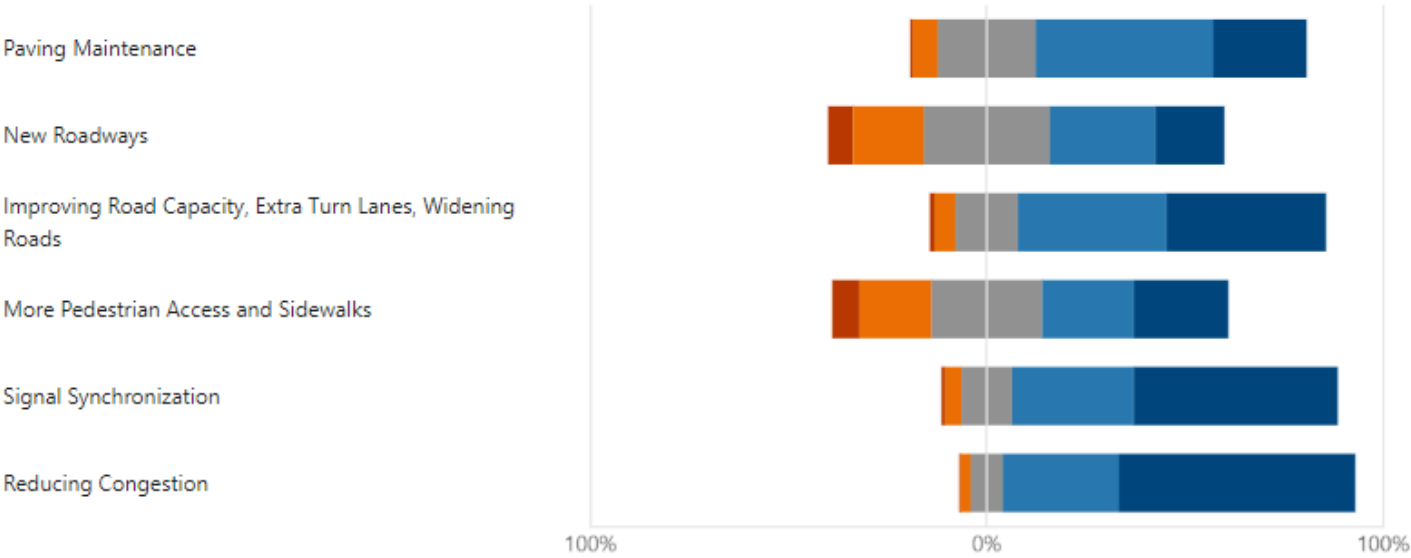


HENDERSONVILLE LONG TERM TRANSPORTATION PLAN SURVEY RESULTS

4. Rate the following traffic improvement initiatives for the City of Hendersonville.

[More Details](#)

Not at all important Slightly Important Moderately Important Very Important Extremely Important



5. Rate your agreement with the following statement:

The city should make road maintenance a top budget priority.

Examples of maintenance include things like paving and striping on existing city roads.

[More Details](#)

Strongly Agree	944
Agree	1101
No Preference	290
Disagree	93
Strongly Disagree	14



HENDERSONVILLE LONG TERM TRANSPORTATION PLAN SURVEY RESULTS

6. Rate your agreement with the following statement:

Improvements to the city roadways and traffic signals should be a top budget priority.

Examples of improvements include things like road widening, extra turn lanes, signal synchronization, replacing outdated signals, new street connections and crosswalks.

[More Details](#)

Strongly Agree	1337
Agree	924
No Preference	130
Disagree	33
Strongly Disagree	18



7. Please share additional comments or feedback for our long-term transportation plan below.

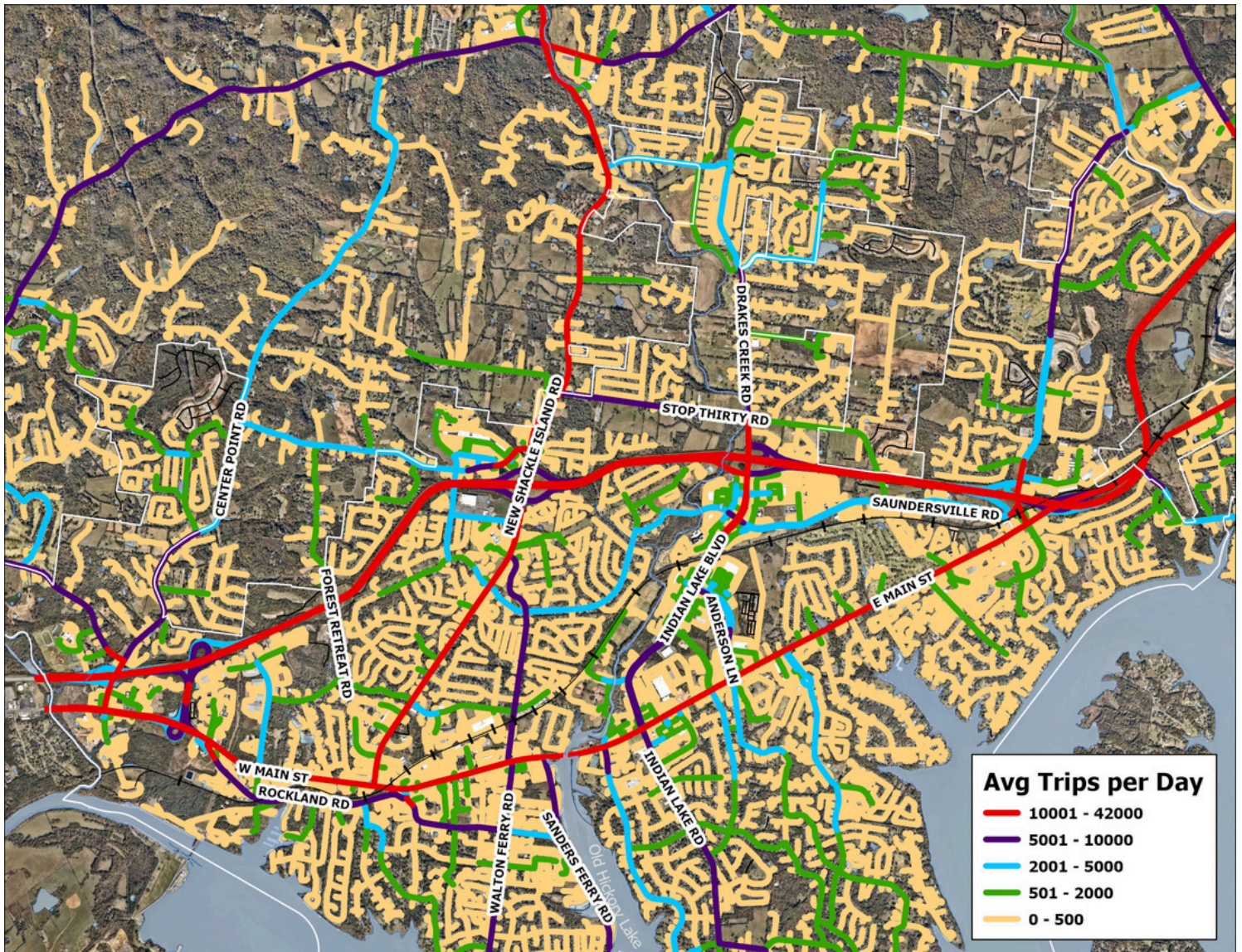
[More Details](#)

1306
Responses

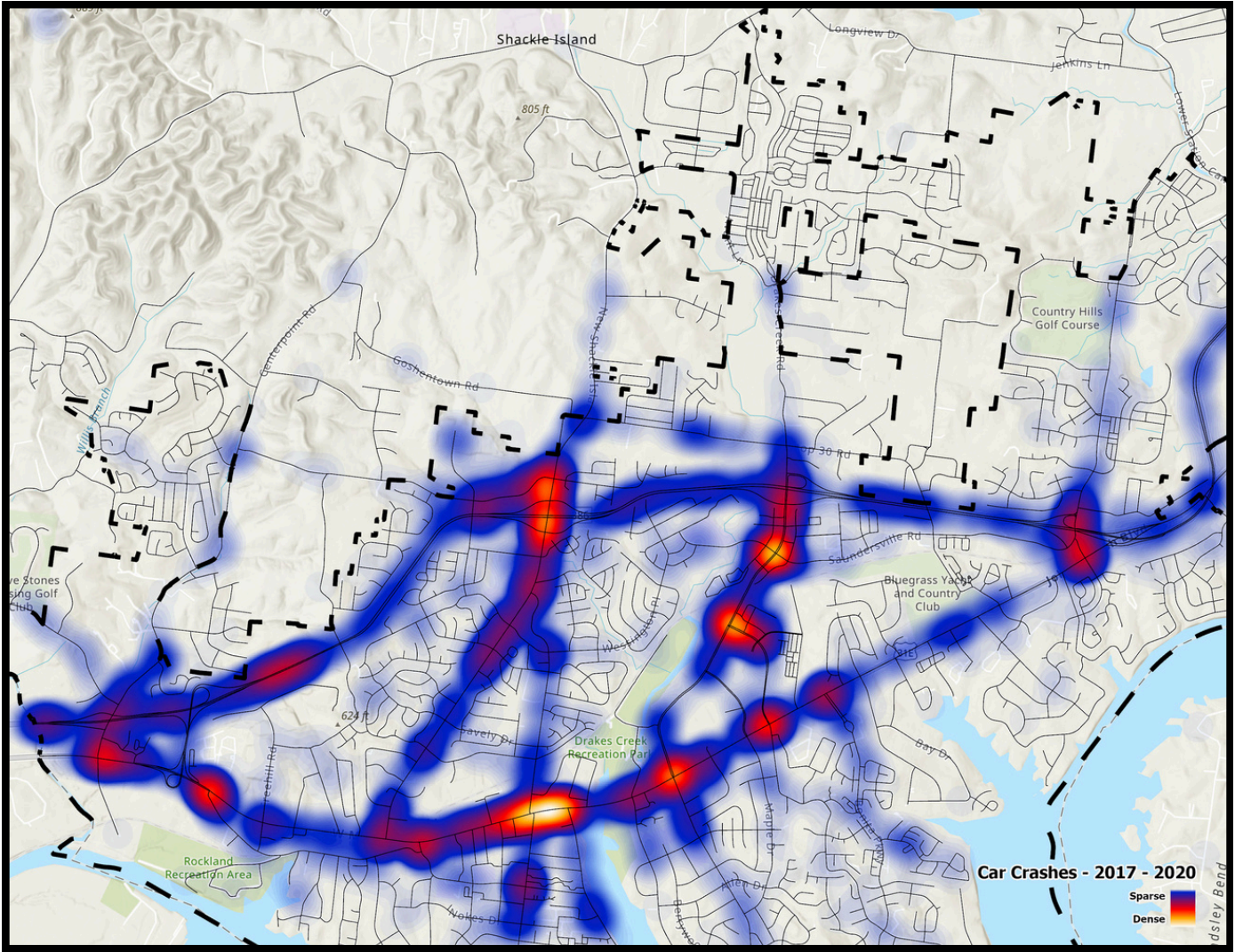
Latest Responses

"Traffic & enforcement are out of control. Bike and ped traffic need help; traffic L..."
"Park entrances & exits are very congested. "

3. AVERAGE DAILY TRAFFIC COUNT MAP



4. CITY OF HENDERSONVILLE CRASH HEAT MAP (2017-2020)



5. HENDERSONVILLE CITY LIMITS MAP

