

CITY OF LEBANON ROAD SAFETY ACTION PLAN



2025

Prepared by



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City of
Lebanon
Tennessee

ACKNOWLEDGEMENTS AND DEDICATION

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This Road Safety Action Plan (RSAP) is a critical step in moving towards Vision Zero and is dedicated to all who have lost their lives or been seriously injured on Lebanon's streets.

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A photograph of a city street scene, likely in Lebanon, Tennessee. The foreground shows a paved sidewalk with a metal chair and a large potted plant. In the background, there are brick buildings, trees, and a few people walking. The image is overlaid with a semi-transparent blue banner at the top left containing the text 'CHAPTER 1' and a large, bold, black title 'WORKING TOWARDS ZERO'.

CHAPTER 1

WORKING TOWARDS ZERO

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INTRODUCTION

Being able to move freely and safely around your community, regardless of your mode of travel, is essential to a good quality of life.

While the City of Lebanon has long made transportation safety a priority, people continue to be killed or seriously injured on city roadways every year. Between 2019 and 2024, 21 people lost their lives and 86 people were seriously injured in collisions. Each of these crashes represents an unacceptable tragedy.

The purpose of this Action Plan is to support the city in reducing the number of traffic fatalities and serious injuries to **zero** by 2050. It identifies data-driven, actionable strategies to improve safety on Lebanon's roadways, monitor city progress toward meeting safety goals, and save lives.

THIS ACTION PLAN IS ORGANIZED INTO THREE CHAPTERS:



CHAPTER 1

WORKING TOWARDS ZERO

An introduction to Vision Zero and the Safe System Approach, which guided the development of this plan and the planning process.



CHAPTER 2

EVALUATING NEEDS

An overview of existing city plans, policies, and programs that support a culture of safety, an assessment of crash data used to identify Lebanon's High Injury Network (HIN), and feedback from public and stakeholder engagement.



CHAPTER 3

TAKING ACTION

A set of implementable actions, including policies, programs, and projects to build safer streets, as well as an approach to monitoring and evaluation.

VISION ZERO COMMITMENT

The City of Lebanon's goal is to eliminate fatal and serious injury crashes on city streets and recognizes that these types of crashes are preventable and unacceptable. This goal is inspired by the Vision Zero movement and the Federal Highway Administration's (FHWA) Safe System Approach. Vision Zero was established in Sweden in the 1990s to focus traffic safety improvements on eliminating deaths and serious injuries so that people can move safely throughout their communities. More than 60 cities throughout the United States and many more internationally have adopted Vision Zero as a framework to improve transportation safety, prioritize infrastructure improvements, and manage speeds.

Lebanon will reach its goal of zero traffic deaths by 2050 by implementing the Federal Highway Administration's (FHWA) Safe System Approach, which identifies five key objectives to proactively and comprehensively improve safety:

- **Safer people** – Promoting responsible driving behaviors to ensure people reach their destinations safely;
- **Safer vehicles** – Investing in vehicle technologies that help prevent crashes and mitigate injuries;
- **Safer speeds** – Promoting safer speeds through roadway design, context-appropriate speed-limits, targeted education and outreach campaigns, and equitable enforcement;
- **Safer roads** – Designing roads that help mitigate human error and encourage physical separation between vehicles and vulnerable road users (e.g., people on foot or bike); and
- **Post-crash care** – Improving traffic incident management practices and ensuring fast access to emergency medical care to enhance the survivability of crashes.

The objectives outlined in the Safe System Approach will support the transformation of Lebanon's roadway network into a system that minimizes human error and prevents the most serious types of crashes from occurring.



PLANNING PROCESS

The City of Lebanon began developing this Action Plan in the summer of 2024 to identify safety concerns and actionable solutions to reduce the risk of roadway deaths and serious injuries, as well as other types of collisions. The Action Plan was funded through the federal Safe Streets for All grant program, and the planning process included the following four phases.

- **Evaluating Needs** – Data collection, analysis and research, which involved assessing the most recent five years of crash data, understanding city processes, programs, and safety goals, and identifying a High Injury Network (HIN) to focus this effort.
- **Community Outreach** – Public and stakeholder engagement, to understand community priorities and areas of concern.
- **Taking Action and Monitoring Progress** – Developing implementable safety strategies using the Safe System Approach, including a process for ongoing monitoring and evaluation.
- **Action Plan Delivery** – Documenting the final recommendations and implementation strategies.

The planning process was supported by a stakeholder committee that provided essential guidance and technical expertise throughout this effort. The committee included representatives from the City of Lebanon Public Works and Engineering Departments, Lebanon Special School District, Wilson County School District, Lebanon Fire Department, Lebanon Police, FHWA's Tennessee Division, and the Tennessee Department of Transportation's (TDOT) Traffic Safety Office.

Additional details regarding public and stakeholder engagement are included in Chapter 2.



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The background image shows a wide, paved road with yellow and white lane markings. On the right side, there are several utility poles with power lines stretching across the sky. A person is walking on the sidewalk to the right. In the distance, there are buildings, including a large multi-story structure on the left and a fenced-in area on the right. The sky is a pale, hazy blue.

CHAPTER 2

EVALUATING NEEDS

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PLANS, POLICIES, & PROGRAMS REVIEW

The City of Lebanon has incorporated road safety improvements into existing planning efforts, policies, and programs, including the Pedestrian Priorities Plan, Comprehensive Plan, Traffic Management Program, and others. This Action Plan builds upon the recommendations, opportunities, and challenges already identified in these resources and includes targeted solutions to address safety issues along Lebanon’s most dangerous streets, as well as policy and programmatic recommendations.

Planning and policy documents from the City of Lebanon, Wilson County, and the Greater Nashville Regional Council (GNRC) were reviewed to ensure that previously identified safety solutions were considered as part of the development of this plan. Key findings are summarized in Table 2-1.

Table 2-1. Existing Planning, Policy, and Programmatic Resources

Jurisdiction	Title	Year	Relevant Findings
City of Lebanon	Traffic Management Program	2019	Establishes a process by which residents may request traffic calming improvements along local streets, including road diets, speed limit reductions, curb extensions, signage and pavement marking improvements, speed tables/humps, traffic circles, and other traffic calming measures.
	Street Details	2019	Identifies standard road cross sections, curbing, signage placement, curb ramps, and other roadway design and construction requirements.
	Zoning and Regulatory Diagnostic Report	2021	Recommends improvements to the zoning code, including document reorganization, updates to the application review process, code-specific changes to address deficiencies, and conformity with the Future Land Use map. Transportation-specific recommendations include updates to standard street sections to encourage on-street parking and street trees, compact designs, and pedestrian considerations to improve road safety.
	Lebanon Forward 2040 Comprehensive Plan	2021	Includes an assessment of Lebanon’s transportation and mobility infrastructure and identifies transportation recommendations to improve safety, including adoption of context appropriate street policies, access management recommendations, improved bicycle, pedestrian, and transit infrastructure, and roadway improvements included in the Major Thoroughfare Plan.
	Subdivision Regulations	2023	Clarifies street design standards by functional classification and requires conformity with the Major Thoroughfare Plan.
	Pedestrian Priorities Master Plan	2025	Identifies sidewalk and trail priorities for both grant and local funding to improve the pedestrian network within Lebanon. Recommended segments fill gaps between existing facilities and would significantly increase pedestrian connectivity, comfort, and safety.
GNRC	Transportation Improvement Program, Fiscal Years 2023-2026	2023	Includes funding for sidewalk improvements, ADA and pedestrian signal improvements at multiple intersections, signal improvements, corridor widenings, intersection improvements, and roadway rehabilitation in Lebanon.
Wilson County	Wilson County Comprehensive Safety Action Plan	2023	Identifies a HIN for unincorporated Wilson County and provides an assessment of existing safety trends and concerns. Includes prioritized strategies and project recommendations to improve safety utilizing a safe systems approach.
TDOT	Strategic Highway Safety Plan, 2025-2029	2024	Assesses statewide safety trends and strategies to reduce fatalities and serious injuries. Identifies Vision Zero goals and aligns with FHWA’s Safe Systems approach to improving safety.

CRASH ANALYSIS

The following assessment of citywide crashes is an essential element of this Action Plan. The crash analysis summarizes the most recent five years of crash data, with a particular focus on fatal and serious injury crashes. This analysis informed the recommendation of critical safety improvements and includes all vehicular and other roadway user crashes that occurred between June 1, 2019, and May 30, 2024.

During this period, there were a total of 7,420 crashes in Lebanon, excluding crashes that occurred on interstates and freeways (I-40 and I-840), as these facilities are not owned and maintained by the city. Key findings are summarized in the following pages, and additional details are included in Appendix A.



Crash Trends

The total number of crashes have increased each year during the past five years, (Figure 2-1). Crashes were concentrated along higher volume roadways (Figure 2-2), including State Route (SR) 109, US 231 (S./N. Cumberland Street/Murfreesboro Road/US 231/SR 10), and Lebanon Road/W. Main Street (US 70/SR 24).

BETWEEN 2019 AND 2024,

7,420
crashes occurred
in Lebanon.

21 PEOPLE WERE KILLED

 5 walking
 16 in a car

86 PEOPLE WERE
SERIOUSLY INJURED




 12 walking
 1 on a bike
 73 in a car

Figure 2-1. Total Crashes by Year

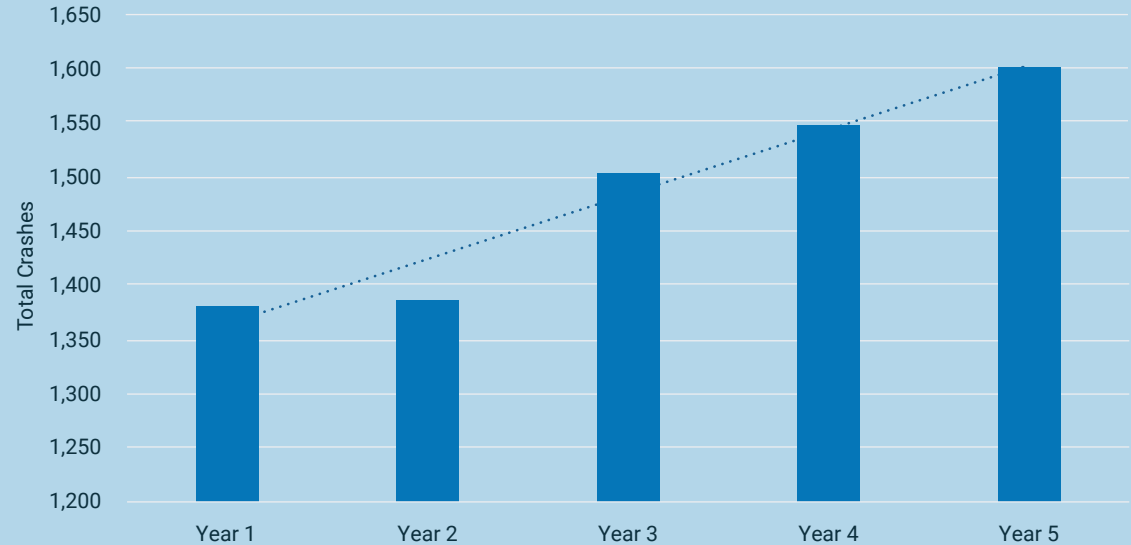
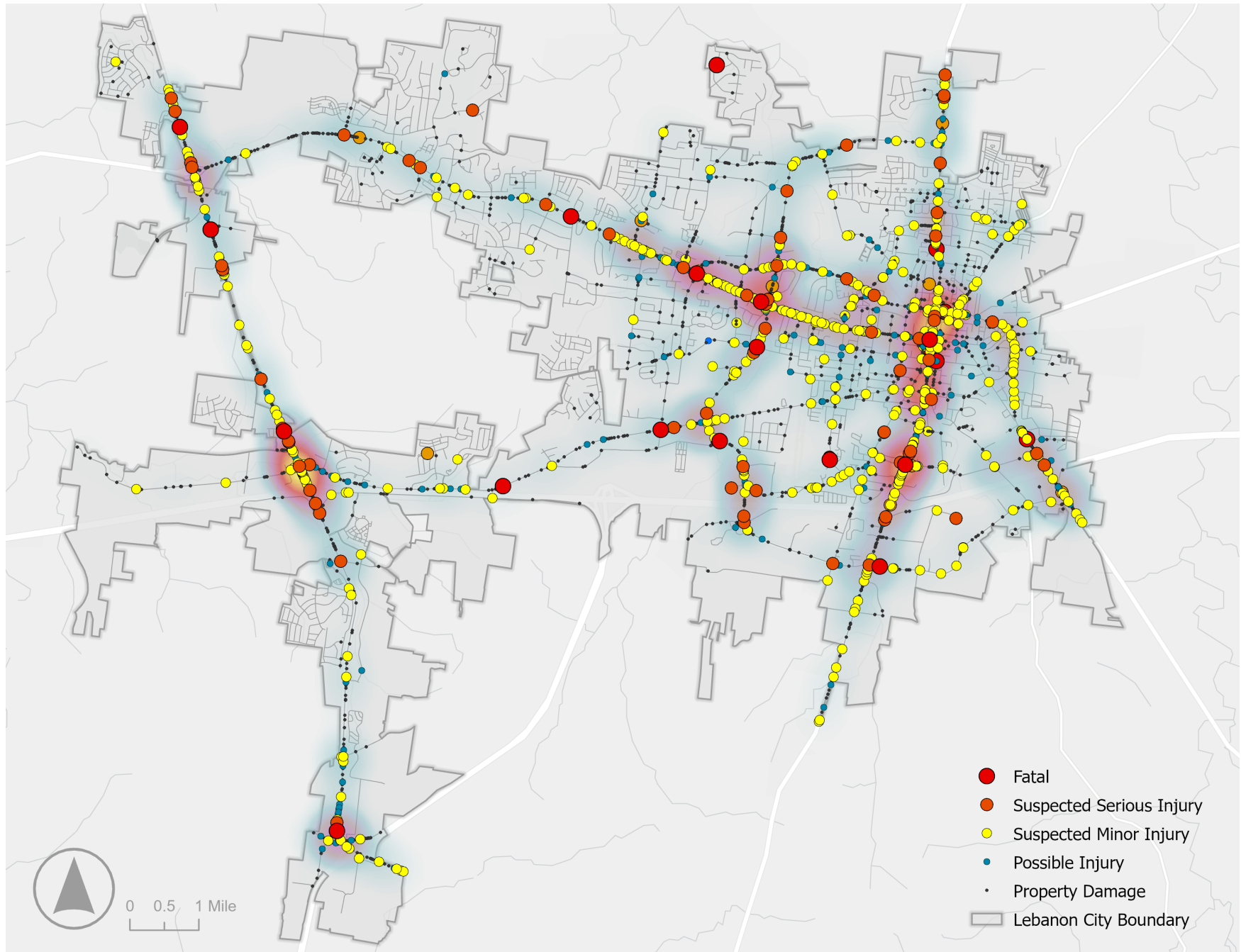


Figure 2-2. Crash Locations



CRASH ANALYSIS

Crash Types

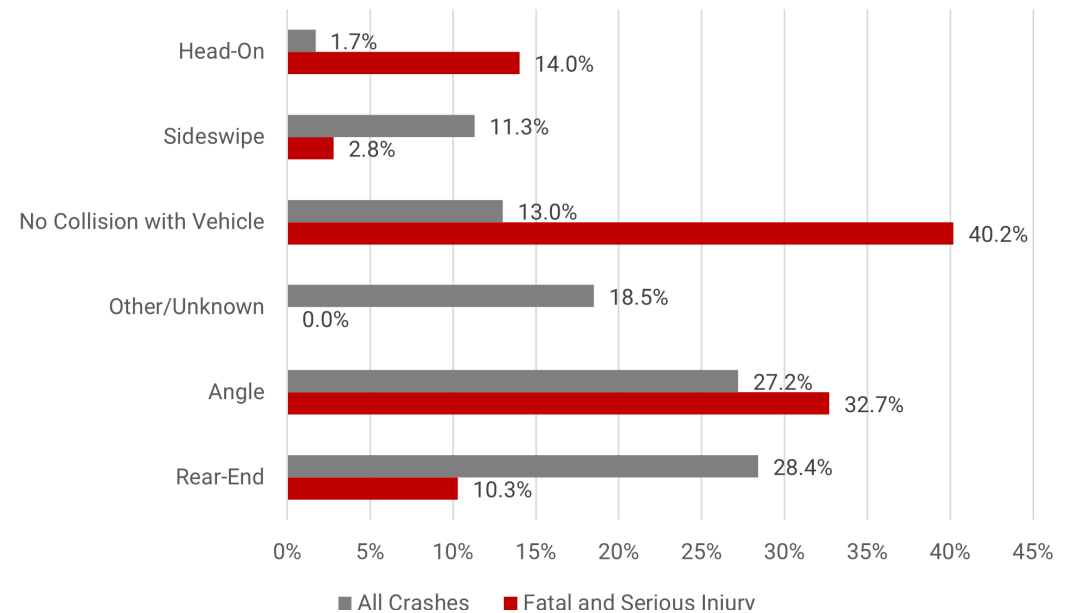
While most crashes resulted in property damage only (65.4%), 7.3% resulted in a possible injury, 10.3% resulted in a minor injury, 1.2% resulted in a serious injury, and 0.3% resulted in a fatality. Reported crash types and associated injuries or property damage are summarized in Table 2-2.

As illustrated in Figure 2-3, rear-end crashes were the most common collision type (28.4%), followed by angle crashes (27.2%) and crashes with unknown or undocumented collision types (18.5%). Fatalities and serious injuries were most likely to result from single-vehicle crashes (40.2%), angle collisions (32.7%), and head-on collisions (14.0%).

Table 2-2. Crash Types by Manner of Collision

Crash Type	Angle	Head-On	Single Vehicle	Rear-End	Side-swipe	Unknown / Other	Total
Fatal	5	4	10	2	0	0	21
Serious Injury	30	11	33	9	3	0	86
Minor Injury	356	32	134	212	23	6	763
Possible Injury	228	13	63	203	28	3	538
Property Damage	1,398	64	721	1,682	784	1,363	6,012
Total	2,017	124	961	2,108	838	1,372	7,420

Figure 2-3. Manner of Collision by Severity



CRASH ANALYSIS

Vulnerable Users

While bicycle and pedestrian crashes account for only 0.7% of Lebanon’s total crashes, these crash types were much more likely to result in fatalities and serious injuries than vehicular crashes (Figure 2-4).

As bicyclists and pedestrians are less protected from physical harm during collisions, they are considered vulnerable road users and should be given special consideration when developing roadway safety improvements. It is worth noting that vulnerable user crashes are generally underreported nationwide for a variety of reasons, according to FHWA.

Beyond bicyclists and pedestrians, additional vulnerable road users can include motorcyclists, wheelchair users, users of other assistive mobility devices, scooter users, and skateboarders/rollerbladers.

Contributing Factors

When considering crash trends throughout the year, the total number of crashes increased slightly between August and December, with a peak in November and December (Figure 2-5). The number of fatal and serious injury crashes were generally highest during the months of June, July, and September.

Time of day and lighting availability also influenced the likelihood of crashes occurring (Figure 2-6). Compared to all crashes, a greater number of fatal and serious injury crashes occurred during early morning and evening hours and during dark conditions. Bicycle and pedestrian crashes were also most common during evening hours.

Figure 2-4. Vulnerable User Crash Types

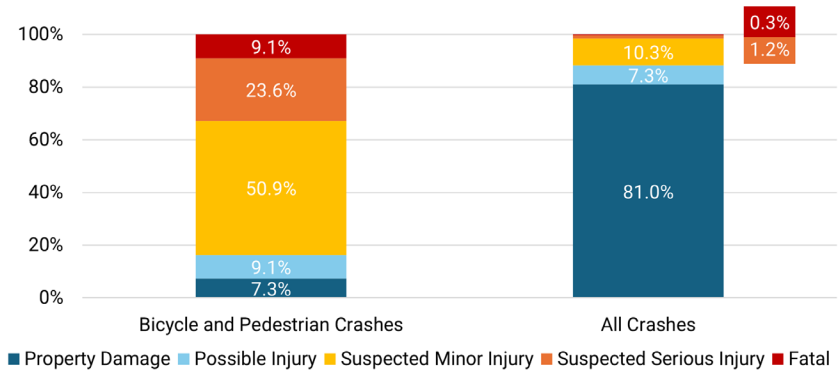


Figure 2-5. Crashes by Month

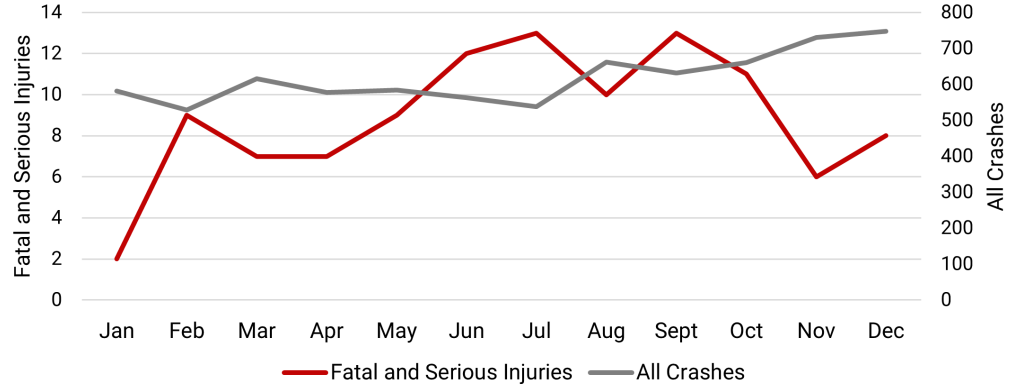
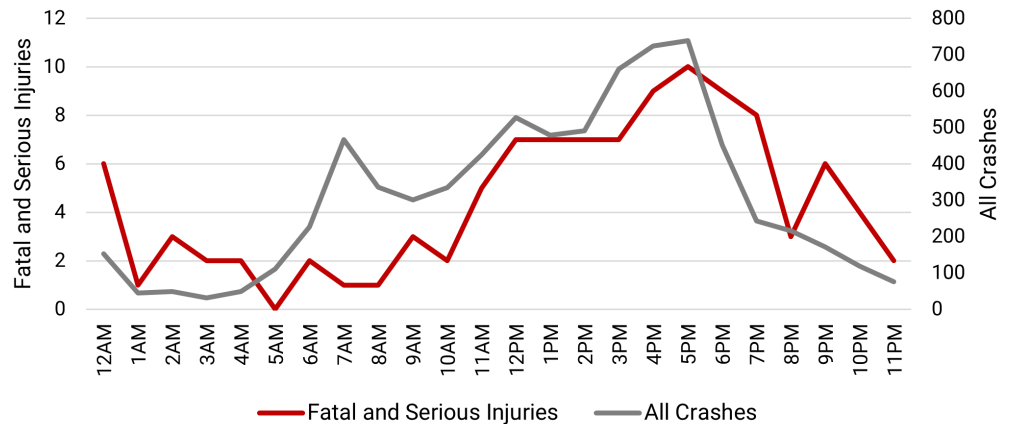


Figure 2-6. Crashes by Time of Day



HIGH INJURY NETWORK

Overview

The HIN includes approximately 7% of the roadway network in Lebanon and represents 74% of fatal and serious injury crashes over the past five years. The HIN was selected by assessing spatial trends and crash severity to identify locations that have experienced the highest volume and most severe collisions.

Highlighting these corridors and intersections as part of the HIN allows city and state partners to respond with essential, site-specific safety improvements to address unique site conditions and systemic safety issues.

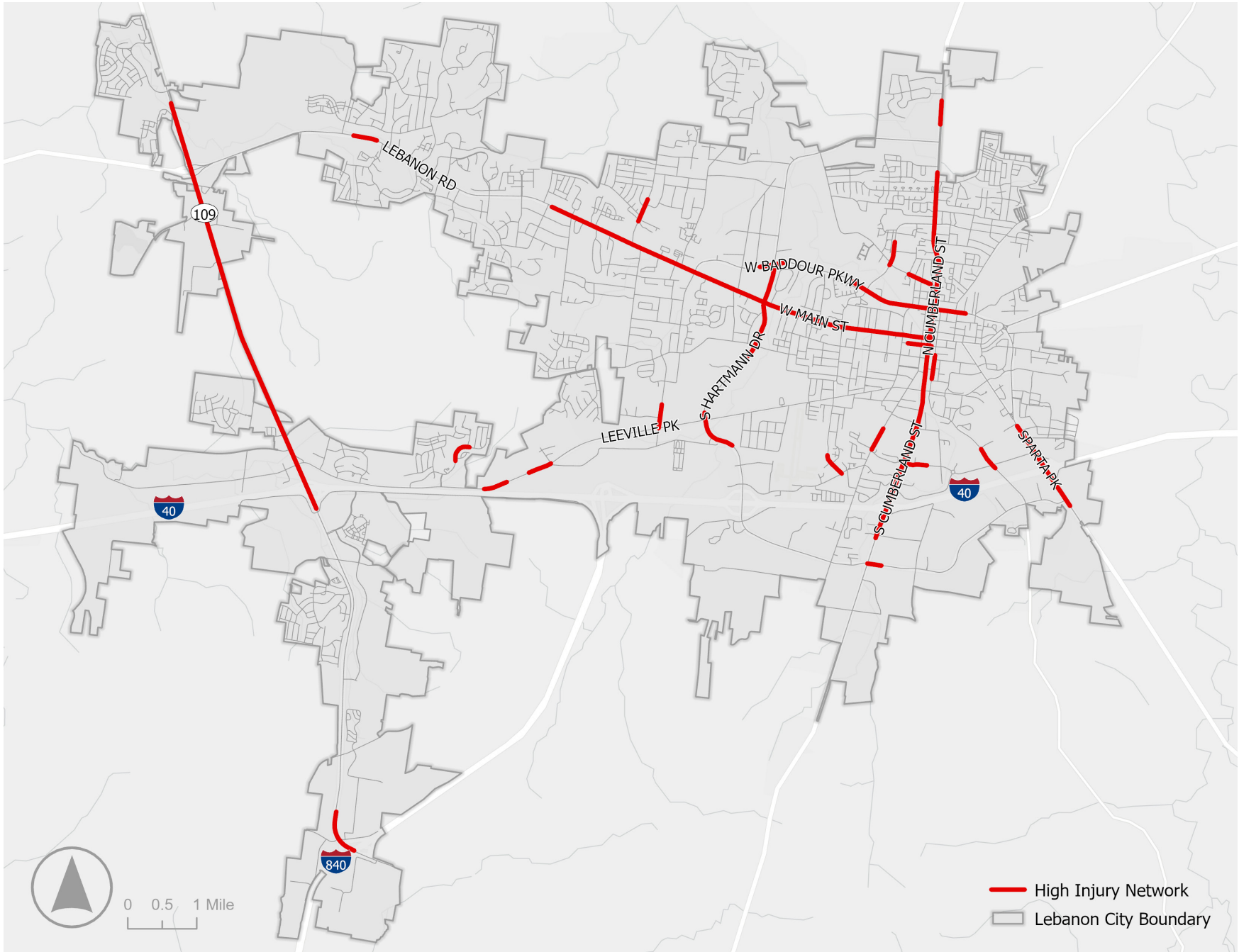
The HIN is illustrated in Figure 2-7, and a detailed description of the analysis methodology is included in Appendix A.

“Would like to see sidewalks installed on highway in front of Lebanon High School. Students walking need a safe place to walk to avoid being hit by cars and trucks. Dangerous to see students walking on shoulders of road.”
-RSAP Survey Respondent



Student walking along shoulder of S. Hartmann Rd near Lebanon High School

Figure 2-7. High Injury Network



HIGH INJURY NETWORK

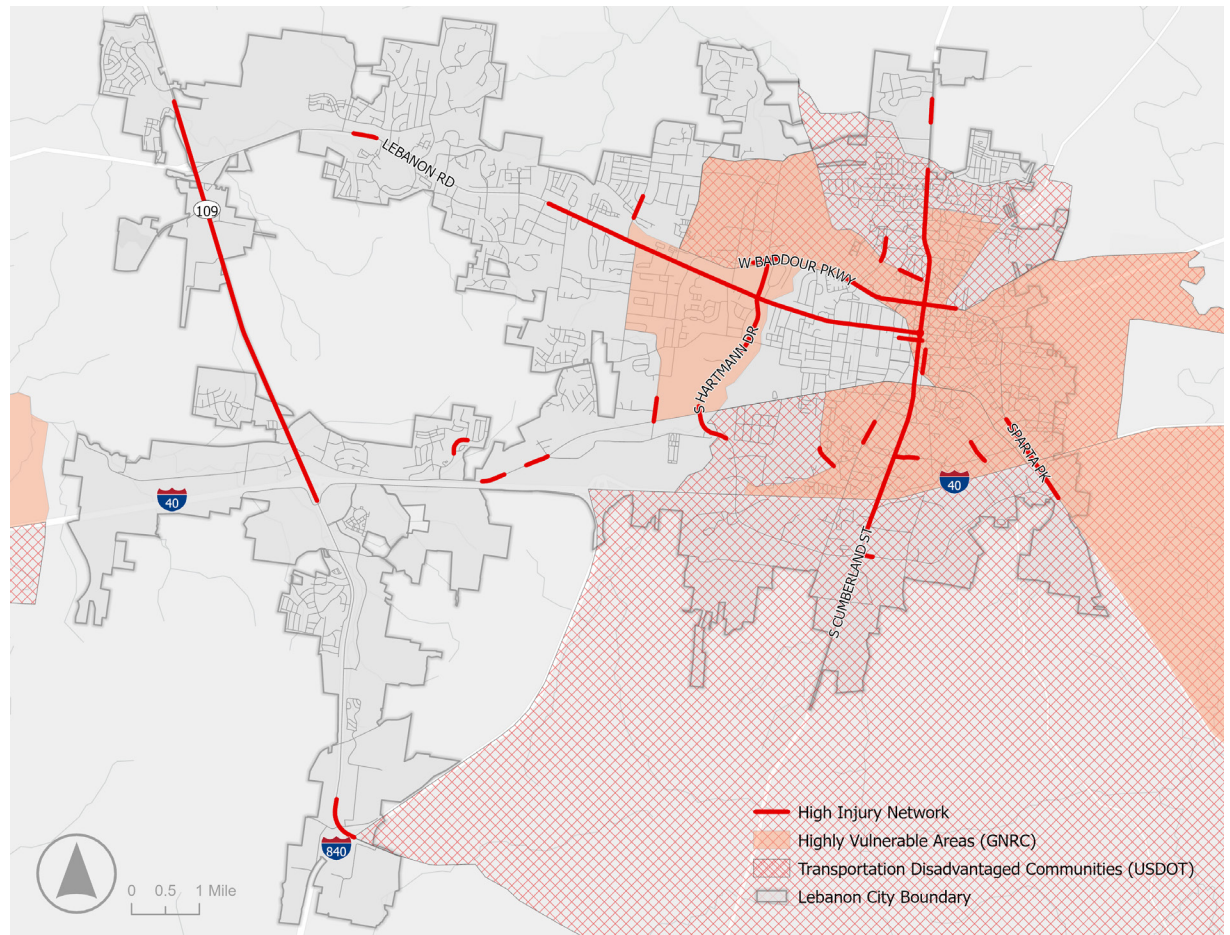
Equity Analysis

As part of the assessment of current conditions, the Action Plan used two data sources to identify historically underserved areas within Lebanon. The first, GNRC's Degrees of Vulnerability dataset, provides insight on vulnerable populations to identify areas that have been historically disadvantaged and may experience transportation and safety-related challenges to a greater extent. The Degrees of Vulnerability analysis assesses 13 demographic characteristics (including poverty status, race, English proficiency, age, disability, mobility, education, and others) to identify areas that have higher concentrations of vulnerable populations compared to the regional average.

In addition, the United States Department of Transportation's (USDOT) Transportation Disadvantage dataset provided additional insight into socioeconomic inequities including indicators addressing transportation, health, economy, equity, resilience, and environmental concerns. These indicators were combined to generate an overall disadvantage score at the census tract level.

As illustrated in Figure 2-8, eight block groups within Lebanon were identified by the GNRC's Degrees of Vulnerability dataset as being highly vulnerable, and four census tracts within the Transportation Disadvantage dataset met the threshold for being identified as disadvantaged. Approximately 65% of the HIN is located within or adjacent to these areas.

Figure 2-8. Vulnerable Populations



HIGH INJURY NETWORK

HIN Focus Areas

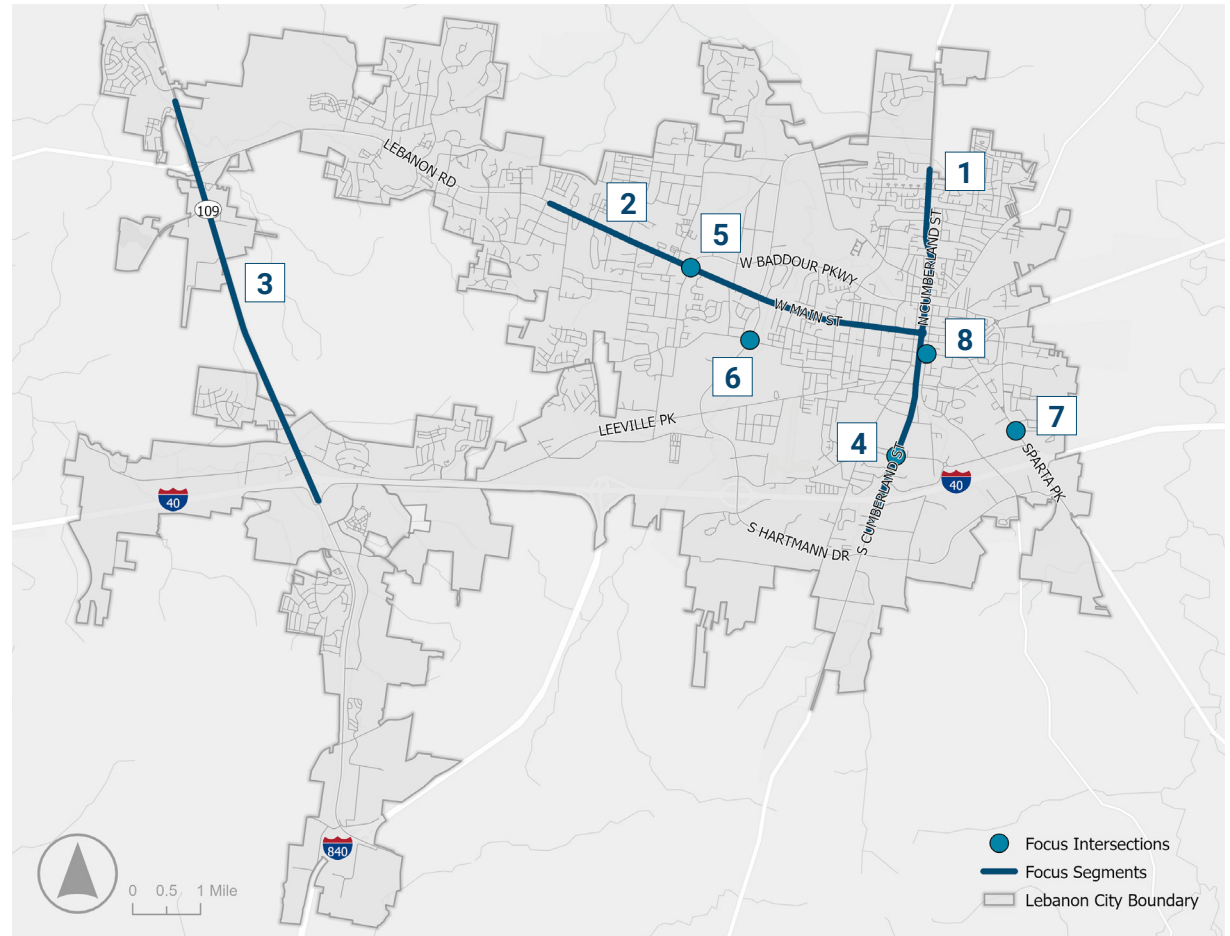
A subset of the HIN was selected as near-term focus areas to receive additional assessment and recommendations for site-specific safety countermeasures.

These segments and intersections have the most significant safety concerns and experienced the most severe types of collisions within the HIN. These locations are illustrated in Figure 2-9 and include the following:

- Near-term focus segments
 1. US 231
 2. Lebanon Road/W. Main Street
 3. SR 109
- Near-term focus intersections
 4. US 231 and Legends Drive/
Ligon Drive
 5. Lebanon Road/W. Main Street
and W. Baddour Parkway
Winwood Drive
 6. S. Hartmann Drive and
Hickory Ridge Road
 7. Sparta Pike (US 70/SR 26) and
Peyton Road
 8. S. College Street (SR 266) and
E. Spring Street

Additional details regarding site-specific recommendations for the HIN focus areas are included in Chapter 3 and Appendix C.

Figure 2-9. HIN Focus Areas



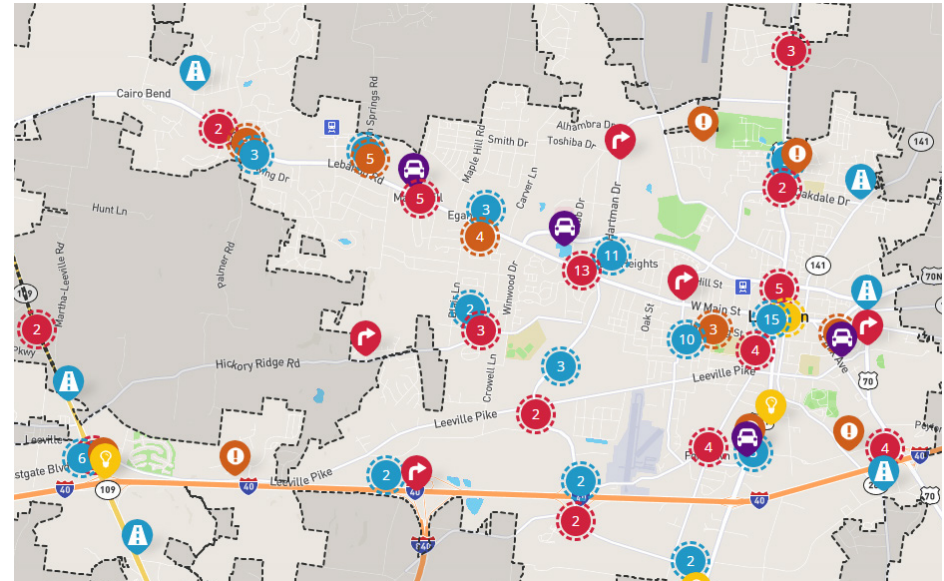
PUBLIC & STAKEHOLDER ENGAGEMENT

Overview

The public and stakeholder engagement strategy for this Action Plan included outreach to the public as well as coordination with city staff.

The planning process was supported by a stakeholder committee that provided essential guidance and technical expertise throughout this effort. The committee included representatives from the City of Lebanon Public Works and Engineering Departments, Lebanon Special School District, Wilson County School District, Lebanon Fire Department, Lebanon Police, FHWA's Tennessee Division, and Tennessee Department of Transportation's (TDOT) Traffic Safety Office.

Feedback from the public and stakeholders was used to develop the plan's vision and goals, identify the HIN and focus areas, and prioritize the Action Plan's recommendations. Additional details are included in Appendix B.

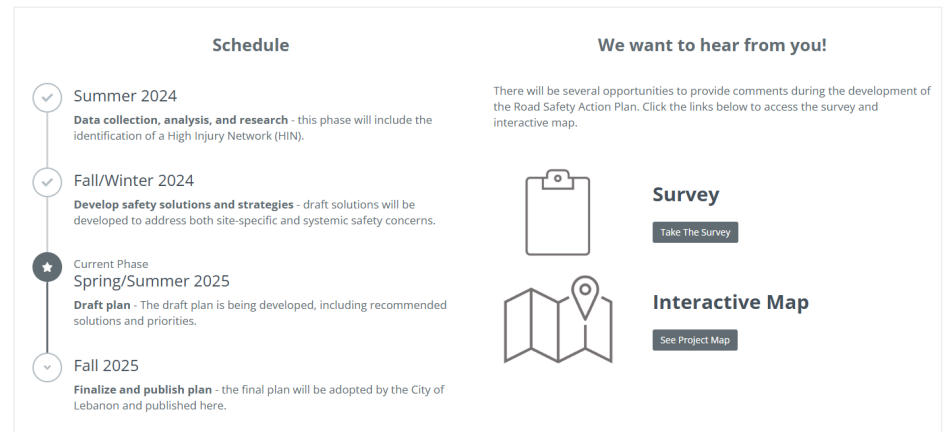


Comments received on the interactive map

Virtual Communications

Public input was gathered through a virtual engagement platform to reach as many respondents as possible. A project website was used to host a survey and interactive map, as well as provide information about the planning process, project schedule, and additional planning resources.

The survey and interactive map were available from December 2024 through February 2025 and received 954 unique site views, 451 survey responses, and 209 map comments.



Project website schedule and call to action

Key Engagement Findings

Map comments were concentrated along SR 109, Lebanon Road, and S. Cumberland Street, providing good overlap with the HIN. Respondents shared information about safety concerns, including issues related to roadway infrastructure, lighting, turning maneuvers, speeding, and roadside distractions.

On both the interactive map and in the survey, respondents were able to provide additional details about near-miss crashes, behavioral and infrastructure safety concerns, and preferred safety solutions.

Key takeaways include:

- Frequent complaints about red light and stop sign violations;
- Descriptions of aggressive, impatient, and distracted driving;
- Concerns regarding observing frequent lane departures (e.g., crossing centerlines, erratic merging, using turn lanes as travel lanes);
- Unsafe turning behaviors (e.g., failing to yield during turns, dangerous center turn lanes, especially on SR 109);
- Widespread speeding and insufficient speed limit enforcement; and
- Inadequate bicycle and pedestrian infrastructure.

Additional engagement themes are described in more detail in Appendix B.



Traffic and Speeding – Respondents shared concerns about excessive speeding, particularly on SR 109, Hartmann Drive, Hickory Ridge Road, and residential areas, as well as aggressive driving and disregard for traffic laws. Calls for stricter enforcement, lower speed limits, traffic calming, speed bumps, and more patrols were common.



Infrastructure Improvements – Many respondents requested additional sidewalks, turn lanes, acceleration/deceleration lanes, road widening, and improved intersections. Specific areas mentioned frequently included Lebanon Road/W. Main Street, Baddour Parkway, and US 231. Additional requests included better lane markings, signage, and lighting.



Traffic Enforcement and Safety – Many respondents shared concerns about distracted driving, aggressive behavior, red-light running, and lack of law enforcement presence. There were frequent calls for red-light cameras, more police patrols, and harsher penalties for violations. Suggestions included better driver education and stricter enforcement of laws related to speed limits, distracted driving, and road rage incidents.



Public Transit and Pedestrian Safety – Requests for a more robust public transit system, better pedestrian lighting, and more crosswalks were frequent. Many find Lebanon unsafe for walking due to narrow or missing sidewalks and poor driver awareness of pedestrians.



Roadway Lighting/Visibility – Respondents requested better street lighting, reflective lane markings, and visibility improvements at intersections, especially at night and in bad weather.



Congestion – There were complaints about poor road design, frequent backups, and signal timing issues, particularly at major intersections such as S. Hartmann Drive/W. Main Street, the Lebanon/I-40 interchange, and SR 109/I-40. Many respondents requested better traffic management, signal timing, and alternative routes/bypasses.



Growth and Development – Many respondents shared their concerns that Lebanon's rapid growth has outpaced infrastructure improvements, leading to traffic issues and unsafe roads. Many called for better planning to meet increased demand for limited resources.

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CHAPTER 3

TAKING ACTION



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SAFETY COUNTERMEASURE TOOLBOX

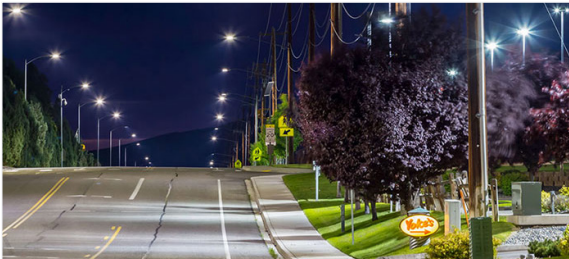
OVERVIEW

The following section provides an overview of proven safety countermeasures that should be applied to reduce the number of serious injuries and fatalities on Lebanon's streets. These countermeasures are recommended through FHWA's Proven Safety Countermeasures initiative. Additionally, they align with the Safe Systems Approach and should be incorporated into current and future transportation safety improvements.

These safety countermeasures were selected after detailed analysis of crash trends in Lebanon and seek to resolve the crash types and roadway characteristics associated with fatal and serious injury collisions, as well as other crashes. Site-specific recommendations for each countermeasure are included in the following section (Projects and Prioritization) for the HIN focus areas.

RECOMMENDED COUNTERMEASURES

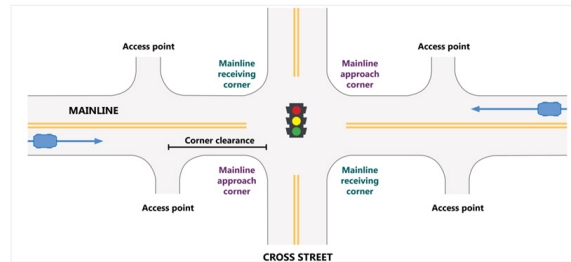
LIGHTING IMPROVEMENTS



Corridor-Scale LED Lighting (Source: Actuity Lighting)

Corridor and intersection lighting improvements include the installation of new lighting or improvements to existing infrastructure, including LED upgrades, modifications to fixture types, and installation of pedestrian-scale lighting features. Lighting conditions should be assessed along the HIN with particular focus on pedestrian crossings at intersection and mid-block crossings. Lighting should be dark-sky friendly and be designed to reduce the impacts of light pollution.

ACCESS MANAGEMENT



Example of access management at intersection (Source: FHWA)

Access management is used to balance vehicular access while promoting roadway safety through reductions in conflict points, establishing well-defined turning movements, and reducing roadway interruptions. Improvements can include the installation of medians, turning movement restrictions, driveway consolidation, and adherence to best practice roadway design strategies. Additionally, the creation of access management regulations or ordinances can help clarify access requirements for development and re-development.

REFLECTIVE BACKPLATES



Reflective backplates on signal heads

Reflective backplates are installed at signal heads to improve visibility during both daytime and nighttime conditions. They include photoreflexive borders, which help drivers distinguish between the signal head and other objects in the background.

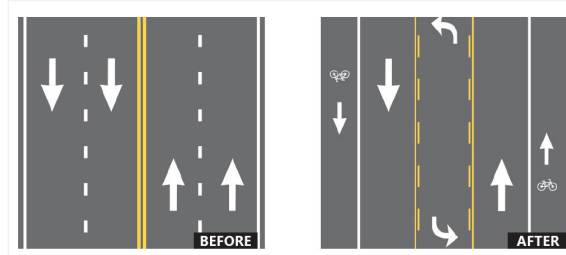
PEDESTRIAN SIGNALS & LEADING PEDESTRIAN INTERVALS (LPI)



LPI example (Source: City of Long Beach)

Pedestrian signals at signalized intersections should be considered for installation along the HIN where not currently present. Where pedestrian volumes are high, LPs can provide additional benefit by providing a few seconds of lead time for pedestrians to enter the crosswalk in advance of turning vehicles.

LANE RECONFIGURATION



Lane reconfiguration before and after (Source: FHWA)

Lane reconfigurations are a cost-effective way to increase safety and mobility for all roadway users. Repurposing existing pavement space on roadways with less than 25,000 vehicles per day to incorporate bike lanes, expanded sidewalks, and turn lanes has been shown to improve safety, according to FHWA.

RAISED PAVEMENT MARKINGS



Snowplowable reflective marker (Source: Univ. of Delaware)

Raised pavement markings and reflective markers can be used to improve the visibility of changes in lane or road conditions, particularly along curves, at intersections, and other locations requiring enhanced roadway visibility. They provide tactile and visible feedback to drivers to improve driving conditions.

CENTERLINE HARDENING



Curbing used for centerline hardening (Source: Minnesota DOT)

Centerline hardening features include flexible bollards or raised curbing used to reduce the speed of turning vehicles and prevent drivers from cutting across intersections diagonally. These features can improve the safety of pedestrians crossing the roadway.

ACTUATED PEDESTRIAN CROSSINGS



Pedestrian Hybrid Beacon (Source: FHWA)

Actuated pedestrian crossings, such as Pedestrian Hybrid Beacons (PHBs) and Rectangular Rapid Flashing Beacons (RRFBs), allow pedestrians to safely cross roadways by stopping traffic when needed, typically by pressing a button when they approach a crossing. These traffic control devices are typically located at mid-block crossings and uncontrolled intersections.



Rectangular Rapid Flashing Beacon (Source: FHWA)

HIGH-VISIBILITY CROSSWALKS



Crosswalk visibility improvements (Source: Florida DOT)

High-visibility crosswalks should be installed at all pedestrian crossings, at both intersections and mid-block locations. Visibility enhancements can be made through a combination of crosswalk design, striping material, and signage, and help improve motorist awareness of pedestrians.

SIGNAGE & STRIPING IMPROVEMENTS



Striping improvements (Source: Indiana DOT)

Improved signage regarding pedestrian crossings, approaching intersections, school zones, and other important roadway changes can help improve driver awareness of potential conflicts and speed changes. Additionally, improved roadway striping can improve safety by clarifying roadway operations for all users.

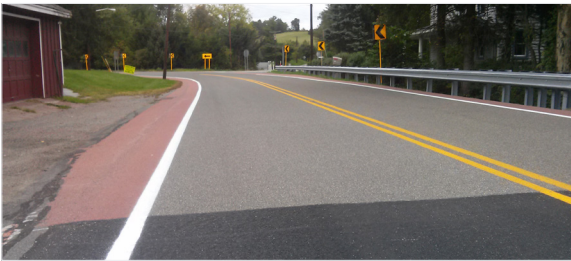
ACCESSIBLE CURB RAMP



ADA accessible curb ramps with median

Accessible curb ramps should be installed at all intersections and mid-block crossings where sidewalks are present. The ADA clarifies standards for curb ramps, including the presence of detectable warning mats, ramp width, depth, and slope, and where curb ramps are required.

HIGH FRICTION SURFACE TREATMENTS



HFST along a horizontal curve (Source: Traffic Calming USA)

High friction surface treatments (HFSTs) are a pavement treatment applied to the road surface to increase friction for vehicles and reduce crashes at dangerous locations, for example at horizontal curves, along steep slopes, at ramps, intersections, and other locations where frequent braking occurs.

SIDEWALKS



Sidewalk buffers provide additional space for streetscaping

Sidewalks provide dedicated space for pedestrians and improve safety and comfort for people walking and rolling alongside the roadway. Buffer space between the sidewalk and roadway provides additional space for vehicles to maneuver when collisions occur. Sidewalk priorities are identified in the city's Pedestrian Priorities Plan.

CURB EXTENSIONS/BULB-OUTS



Bulb-outs help shorten pedestrian crossing distances

Curb extensions/bulb-outs help reduce crossing distances for pedestrians and cyclists. Additionally, they require slower turning movements for motorists and can improve the visibility of pedestrians as vehicles make turns.

PROJECTS & PRIORITIZATION

Safety countermeasures were applied to each HIN focus area to address crash trends and reduce fatal and serious injury collisions in these high-ranking areas. The following tables list each recommendation by location and provide a timeframe for implementation that considers the expected level of complexity required for each concept. These categories include:

- **Short Term** – These recommendations could be implemented immediately and include concepts like signage and pavement marking improvements, verifying clear zone requirements, centerline hardening, existing signal modifications, detailed safety studies, and lighting evaluations. Short-term concepts can be implemented within the existing roadway right-of-way and typically require minimal engineering design;
- **Mid Term** – These concepts may require survey, more substantial engineering design, and some excavation during construction. These concepts include new signals, high friction surface treatments, and installation of medians and other traffic calming measures; and
- **Long Term** – These recommendations would require significant capital investment, design, analysis, and community engagement before being constructed. Long-term recommendations include concepts like intersection realignments and more significant access management.

Each recommendation was scored and ranked using the evaluation criteria summarized in Table 3-1. This methodology was used to evaluate each concept based on its impact on safety, implementation feasibility, community input, equity considerations, and community connections. The resulting scores (Tables 3-2 to 3-8) are meant to help City of Lebanon staff prioritize project implementation as funding and coordination opportunities arise. Project concepts were ranked against the other concepts developed for that particular HIN focus area, and the following tables summarize the highest scoring concepts in each location. Full lists of project concepts for each focus area are included in Appendix C.

Implementation schedules will be influenced by a variety of factors, including funding availability, the location and timing of complementary projects, and opportunities to coordinate with public and private partners, in addition to project scores.

Table 3-1. Project Scoring Methodology

Safety (50 points possible)

Is located in an area with a history of safety concerns (identified by the score of the segment or intersection).

Feasibility (20 points possible)

The implementation timeframe of each concept.

Equity (10 points possible)

Is located within a transportation disadvantaged area as identified by GNRC or USDOT.

Community Input (10 points possible)

Addresses a community improvement priority as identified in the public engagement survey.

Community Connections (10 points possible)

Is located within 1/4th mile of activity generators (i.e., parks, schools, civic, and community areas).

Table 3-2. Top Ranking Project Recommendations, US 231 (Focus Corridor #1)

Project ID	Location	Description	Timeframe	Score	Rank*
ST-44	US 231 and Forrest Ave	Consider installing a physical obstruction using curb or temporary materials to prevent vehicles from continuing through from the northbound right turn lane.	Short Term	100	1
ST-42	US 231 and Forrest Ave	Replace backplates with black plates and reflective yellow tape for increased visibility. Consider centerline hardening to slow turning movements.	Short Term	100	1
ST-30	Vicinity of US 231 at Public Square	Fatal crash involved speeding while intoxicated. Consider traffic calming measures such as chicanes on the entering approaches to encourage slower vehicle speeds entering the roundabout. Increase pedestrian warning signage facing the roundabout.	Short Term	99	2
ST-45	US 231 between Forrest Ave and Western Ave	Conduct a lighting evaluation with photometric analysis & improve infrastructure as needed.	Short Term	98	3
ST-28	Vicinity of US 231 at Gay St	Conduct a lighting evaluation with photometric analysis & improve infrastructure as needed.	Short Term	98	3
ST-29	US 231 at Gay St	Install backplates with reflective tape. Consider flashing yellow arrow phasing or protected only phasing for high-conflict left turn movements. Centerline hardening to slow turning movement. Verify clear zone requirements are met & relocate obstructions.	Short Term	96	4
ST-43	US 231 and Forrest Ave	Replace crosswalks with high visibility pedestrian crosswalks.	Short Term	94	5
ST-46	Vicinity of US 231 and Webster St/ Eastland Ave	Consider centerline hardening to improve traffic cutting across to Webster St/Eastland Ave.	Short Term	90	6
ST-31	Vicinity of US 231 at Public Square	Verify sight triangles are maintained on all approaches to the roundabout. Clear any temporary obstructions.	Short Term	90	6
MT-20	US 231 from Sycamore St to Coles Ferry Pk	Consider hardening median with strategically placed median cuts in areas with limited turning conflicts to prevent angle collisions.	Mid Term	90	6

*Note: Where projects received the same score as other projects along US 231, they share the same rank ID. See Appendix C for a full list of project recommendations.

Table 3-3. Top Ranking Project Recommendations, Lebanon Rd/W. Main St (Focus Corridor #2 and Focus Intersection #5)

Project ID	Location	Description	Timeframe	Score	Rank*
ST-11.3	US 70 and Signature Pl	Conduct an intersection lighting evaluation with photometric analysis & improve infrastructure as needed.	Short Term	88	1
ST-11.8	US 70 and Bay Ct	Conduct an intersection lighting evaluation with photometric analysis & improve infrastructure as needed.	Short Term	88	1
ST-32	Intersection of W. Main St and S. Maple St	Conduct an intersection lighting evaluation with photometric analysis & improve infrastructure as needed. Evaluate intersection signal timings & phasing for potential operational improvements. Verify clear zone requirements are met & relocate obstruction.	Short Term	88	1
LT-13.1-13.10	US 70 from S. Hartmann Dr to Public Square	Consider access management: driveway reduction, relocation, or conversion to right in/right out. Evaluate Main St, east of Hartmann Dr for a lane reconfiguration to 3 vehicular travel lanes, include left turn lane storage & multimodal infrastructure.	Long Term	88	1
ST-19	US 70 and West End Heights	Consider flashing yellow arrow phasing or protected only phasing for high-conflict left turn movements.	Short Term	86	2
ST-3.3-3.8	US 70 from Carver Ln to Hartmann Dr	Consider installing raised reflective pavement markers and using wet reflective pavement markings for next resurfacing project.	Short Term	85	3
ST-20	US 70 and Hartmann Dr	Install high visibility crosswalks.	Short Term	84	4
LT-3.1, 3.2	Full US 70 corridor	Consider future bicycle connections parallel to Lebanon Rd/W. Main St protected from vehicular traffic.	Long Term	81	5
ST-14	Vicinity of US 70 and McDonald's drive-through	Verify clear zone requirements are met & relocate obstructions as needed.	Short Term	80	6
ST-22	US 70 between Hartmann Dr and W. Meade Dr	Verify clear zone requirements are met & relocate obstructions as needed.	Short Term	80	6
MT-1.7-1.10	US 70 from Carver Ln to S. Hartmann Dr	Consider hardening median with strategically placed median cuts in areas with limited turning conflicts to prevent head-on, angle, and opposite direction side swipe collisions.	Mid Term	80	6
MT-9.14-9.16	US 70 from N. Tarver Ave to Maple St	Consider hardening median with strategically placed median cuts in areas with limited turning conflicts to prevent head-on collisions.	Mid Term	80	6

*Note: Where projects received the same score as other projects along Lebanon Rd/W. Main St, they share the same rank ID. See Appendix C for a full list of project recommendations. Focus Corridor #2 also includes the project concepts for Focus Intersection #5, at Lebanon Road/W. Main Street and W. Baddour Parkway/Winwood Drive.

Table 3-4. Top Ranking Project Recommendations, SR 109 (Focus Corridor #3)

Project ID	Location	Description	Timeframe	Score	Rank*
ST-10	SR 109 at Eastgate Blvd	Consider flashing yellow arrow phasing or protected only phasing for the eastbound left turn movements.	Short Term	76	1
ST-12	SR 109 at Hickory Ridge Rd	Consider flashing yellow arrow phasing or protected only phasing for high-conflict left turn movements.	Short Term	76	1
ST-2.4	SR 109 at Hickory Ridge Rd	Consider installing a traffic signal ahead sign in advance of intersection.	Short Term	76	1
ST-8	SR 109 at Eastgate Blvd	Conduct an intersection lighting evaluation with photometric analysis & improve infrastructure as needed.	Short Term	76	1
ST-17-17.7	Full SR 109 Corridor	Consider rumble strips in the outside shoulder.	Short Term	75	2
ST-2.3	SR 109 at Eastgate Blvd	Consider installing a traffic signal ahead sign in advance of intersection.	Short Term	75	2
ST-5.1-5.4	SR 109 from I-40 interchange to Hickory Ridge Rd	Consider a full traffic study at the intersections of I-40 westbound, Leeville Pk, E. Division St, & Hickory Ridge Rd to evaluate congestion mitigation strategies, including optimized & coordinated signal timings.	Short Term	75	2
ST-9	SR 109 from Eastgate Blvd to Hickory Ridge Rd	Consider installing raised reflective pavement markers and using wet reflective pavement markings for next resurfacing project.	Short Term	75	2
MT-6	SR 109 at Eastgate Blvd/Leeville Pk	Consider offsetting northbound and southbound turn lanes to reduce turning distance, improve visibility, and reduce clearance time needed for this movement.	Mid Term	70	3
MT-8	SR 109 at Speedway and Zaxby's driveway (450 TN-109, Lebanon, TN 37090)	Consider hardening median to prevent left turns into right-in/right-out accesses.	Mid Term	70	3
MT-9	Hickory Ridge Rd (westbound) at SR 109	Evaluate the need for a dual left turn lane on the westbound approach.	Mid Term	70	3
ST-11	Vicinity of SR 109 at Hickory Ridge Rd	Consider centerline hardening to slow turning movements and mitigate head-on collisions.	Short Term	70	3
ST-7	SR 109 between Circle K southern driveway and Shell driveway	Verify clear zone requirements are met & relocate obstructions as needed.	Short Term	70	3

*Note: Where projects received the same score as other projects along SR 109, they share the same rank ID. See Appendix C for a full list of project recommendations.

Table 3-5. Top Ranking Project Recommendations, US 231 and Legends Drive/Ligon Drive (Focus Intersection #4)

Project ID	Location	Description	Timeframe	Score	Rank*
ST-1	US 231 and Legends Dr/Ligon Dr	Install centerline hardening.	Short Term	80	1
ST-2		Install stop line pavement markings.	Short Term	75	2
ST-3		Consider speed reduction on US 231.	Short Term	72	3
MT-1		Consider hardened median along US 231.	Mid Term	70	4
MT-2		Install curb extension.	Mid Term	70	4
LT-2		Convert access to right in/right out.	Long Term	68	5
MT-3		Install full signal rebuild with mast arms, pedestrian signals, flashing yellow arrow operation, and yellow reflective tape on all signal backheads.	Mid Term	66	6
MT-4		Install pedestrian curb ramps and high visibility crosswalks on all approaches. Install pedestrian signals and pushbuttons.	Mid Term	63	7
LT-1		Install curb and sidewalk, remove open frontage parking.	Long Term	61	8

**Note: Where projects received the same score as other projects at US 231 and Legends Drive/Ligon Drive, they share the same rank ID. See Appendix C for additional details regarding these project recommendations.*

Table 3-6. Top Ranking Project Recommendations, S. Hartmann Drive and Hickory Ridge Road (Focus Intersection #6)

Project ID	Location	Description	Timeframe	Score	Rank*
ST-4	S. Hartmann Dr and Hickory Ridge Rd	Install centerline hardening.	Short Term	80	1
ST-3		Replace luminaires with LED fixtures.	Short Term	78	2
ST-2		Consider alternate signal phasing such as protected only signal phasing or flashing yellow arrow with protected only during peak periods. Place reflective yellow tape around the backplate of all signal heads.	Short Term	76	3
ST-1		Restripe S. Hartmann Dr with 6" lane lines and add raised reflective pavement markers.	Short Term	75	4
ST-5		Install bi-directional raised reflective pavement markers (yellow) at 20' spacing center to center up to grass median.	Short Term	75	4
ST-6		Add advanced flashing signal ahead beacon before curve at appropriate MUTCD distance.	Short Term	75	4
MT-1		Consider relocation of signal pole further from turning radius.	Mid Term	66	5
MT-2		Install mast arm for Hickory Ridge Rd signals.	Mid Term	66	5
MT-4		Reduce the offset for the northbound left turn lane.	Mid Term	65	6
MT-5		Install pedestrian curb ramps and high visibility crosswalks on all approaches.	Mid Term	64	7
LT-1		Install sidewalk or multi-use trail along S. Hartmann Dr from Blue Devil Blvd to W. Main St.	Long Term	61	8
LT-2		Install sidewalk on Hickory Ridge Rd from Lebanon High School to Byars Dowdy Elementary School.	Long Term	61	8
MT-3		Install curb and gutter.	Mid Term	60	9

**Note: Where projects received the same score as other projects at S. Hartmann Dr and Hickory Ridge Rd, they share the same rank ID. See Appendix C for additional details regarding these project recommendations.*

Table 3-7. Top Ranking Project Recommendations, Sparta Pike (US 70/SR 26) and Peyton Road (Focus Intersection #7)

Project ID	Location	Description	Timeframe	Score	Rank*
ST-2	Sparta Pk (US 70/SR 26) and Peyton Rd	Realign the Peyton Rd approach within the existing asphalt pavement using striping and temporary materials.	Short Term	75	1
ST-1		Re-stripe the southbound approach of Sparta Pk near Peyton Rd to include two southbound through lanes and one left turn lane. Re-stripe the northbound approach to include one through lane, one left turn lane, and one right turn lane. The existing outermost through lane will transition into a right turn lane at the Peyton Rd intersection.	Short Term	75	1
ST-5		Install bi-directional markers (yellow) at 20' spacing center to center on Peyton Rd along yellow centerline (typical).	Short Term	75	1
LT-1 (AltB)		Realign Peyton Rd to intersect Sparta Pk at a 90-degree angle with the new traffic signal. If Peyton Rd is realigned, coordinate with Cedar City RV development to relocate driveway access directly across from the new Peyton Rd tie in.	Long Term	68	2
MT-1		Conduct signal warrant analysis, and if warranted, install full signal build with mast arms, pedestrian crossings, curb ramps, pedestrian signals, and pedestrian push buttons. Install all signal heads fitted with a backplate with yellow reflective tape. As part of curb ramp installation, realign Peyton Rd at 90 degrees with Sparta Pk using permanent concrete curb within the existing asphalt pavement. Include new LED luminaires with new signal.	Mid Term	66	3

**Note: Where projects received the same score as other projects at Sparta Pk (US 70/SR 26) and Peyton Rd, they share the same rank ID. See Appendix C for additional details regarding these project recommendations.*

Table 3-8. Top Ranking Project Recommendations, S. College Street (SR 266) and E. Spring Street (Focus Intersection #8)

Project ID	Location	Description	Timeframe	Score	Rank*
ST-1	S. College St (SR 266) and E. Spring St	Consider short-term traffic calming measures such as lane narrowing or chicanes using pavement markings and temporary materials.	Short Term	89	1
ST-2		Replace luminaires with LED fixtures.	Short Term	88	2
ST-4		Analyze the intersection for an all-way stop warrant and install R1-1 stop signs and stop lines on all approaches if warranted.	Short Term	85	3
ST-5		Install LED flashing W3-1 (Stop Ahead) sign at appropriate MUTCD distance.	Short Term	85	3
ST-6 (AltA)		Install W11-2 pedestrian crossing signs and RRFB with advanced flashing warning beacons if all-way stop warrant is not met.	Short Term	85	3
ST-3		Install curb ramps and high visibility pedestrian crosswalks on all approaches. Some utility conflicts may exist on the north leg of the intersection.	Short Term	84	4
MT-2 (AltB)		Consider traffic calming circle.	Mid Term	79	5
MT-1		Consider mid-term permanent traffic calming measures such as bulb outs in advance of the intersection on S. College St.	Mid Term	79	5

**Note: Where projects received the same score as other projects at S. College St (SR 266) and E. Spring St, they share the same rank ID. See Appendix C for additional details regarding these project recommendations.*

PLANNING, POLICY, & PROGRAMMATIC RECOMMENDATIONS

Beyond the site-specific capital recommendations, a variety of planning, policy, and programmatic strategies should be considered to further support a culture of safety within Lebanon and address fatal and serious injury collisions more holistically.

These recommendations were developed in partnership with the Steering Committee, from national best practices, and through feedback from the public engagement. Implementation timelines consider existing staffing and budget levels, amount of coordination and engagement required, and complexity of each recommendation (Table 3-9).



Curb bulb-out near Lebanon's downtown square

Table 3-9. Planning, Policy, and Programmatic Recommendations

ID	Recommendation	Lead	Timeframe
P-1	Continue implementing recommendations included in Pedestrian Priorities Plan and develop bicycle priorities to support a comprehensive non-motorized network.	City of Lebanon	Ongoing
P-2	Adopt standards for LPI installation.	City of Lebanon	Short Term
P-3	Adopt standards for No Turn on Red, where warranted.	City of Lebanon	Short Term
P-4	Release publicly accessible annual progress reports on reaching Vision Zero goals and monitoring safety statistics.	City of Lebanon	Short Term
P-5	Implement city-wide speed limit reductions on local streets (from 30 to 25 MPH).	City of Lebanon	Short Term
P-6	Adopt context-specific standards for implementing pedestrian crossings (i.e., at intersections and mid-block crossings).	City of Lebanon	Short Term
P-7	Establish safety committee to review capital projects, safety concerns, and safety impacts of new developments.	City of Lebanon	Short Term
P-8	Establish a Complete Streets policy to establish support for incorporating Vision Zero principles into roadway design, new development, and roadway improvements to best position the City for future competitive grant funding.	City of Lebanon	Short Term
P-9	Develop lighting standards for city-owned streets (i.e., updating existing lights to LED, when to install pedestrian-scale lighting, requirements for new developments, fixture selection (light pollution-friendly), pole spacing, etc.). Continue coordinating with TDOT for lighting improvements along State Routes.	City of Lebanon, Middle Tennessee Electric	Mid Term
P-10	Update HIN network map every 3 years.	City of Lebanon	Mid Term

Table 3-9. Planning, Policy, and Programmatic Recommendations, continued

ID	Recommendation	Lead	Timeframe
P-11	Update street design standards for consistency with latest best practices (i.e., design/target speeds, lane widths, bicycle/sidewalk facility widths, protected intersections, hardened centerlines, and other innovative roadway treatments).	City of Lebanon	Mid Term
P-12	Pilot automated enforcement of illegal passing of school buses.	City of Lebanon and School Districts	Mid Term
P-13	Develop standalone access management policy (i.e., clarifying requirements for driveway/signal spacing, medians, Traffic Impact Study (TIS) requirements, and road connectivity). Ensure consistency with zoning code and subdivision ordinance updates.	City of Lebanon	Mid Term
P-14	Invest in education and enforcement campaigns against driving under the influence.	City of Lebanon, City of Lebanon Police	Mid Term
P-15	Establish Safety Implementation Quick Build Program to pilot safety improvements in key locations.	City of Lebanon	Mid Term
P-16	Update the Traffic Management Program to encourage participation, transparency, and simplify application/evaluation process.	City of Lebanon	Mid Term
P-17	Conduct before and after studies to evaluate effectiveness of safety improvements.	City of Lebanon	Mid Term
P-18	Consider supporting the development of state enabling legislation to allow local municipalities to implement automated traffic enforcement cameras if desired, given their proven effectiveness in improving safety.	City of Lebanon	Long Term
P-19	Install emergency vehicle preemption on key corridors.	City of Lebanon and Emergency Responders	Long Term



MONITORING PROGRESS

A critical element of this Action Plan is establishing a process to monitor the City's progress in reaching its Vision Zero goals. The following section describes key performance indicators that should be tracked and shared through a public-facing online dashboard to communicate progress and areas for improvement.

This dashboard should be updated annually and include the following information:



SAFETY OUTCOMES

- Total number of crashes within Lebanon and on the HIN, by mode and severity, over time
- Total number of fatal and serious injury crashes within Lebanon and on the HIN, by mode, over time



PROGRESS INDICATORS

- Amount spent on safety improvements and number and type of projects completed
- Miles of walkways and bikeways constructed
- Number and type of policy changes adopted (e.g. speed limit reductions, and updates to design standards)
- Numbers of traffic citations issued for speeding, red-light running, and other safety violations



EQUITY & ENGAGEMENT

- Number of meetings held with the public and partner agencies to address safety concerns and improvements
- Number of public educational campaigns
- Number of safety projects implemented in areas that are transportation disadvantaged

CONCLUSION

The development of this Action Plan represents the City of Lebanon's commitment to eliminating traffic-related deaths and serious injuries and protecting all road users, regardless of age, ability, or mode of travel.

Developed in partnership with the Steering Committee and the public, this plan lays the foundation for a proactive, data-driven, and context-sensitive approach to achieving Vision Zero. In adopting this plan, the City will be well-positioned to win future grant funding and prioritize local funding for safety improvements. Additionally, this plan meets the requirements for SS4A implementation funding, as documented in the self-certification checklist included in Appendix D.

Continued coordination between the city and federal, state, and local partners will be required to implement the recommendations included in this plan and improve safety and quality of life in Lebanon.



Lebanon's Downtown Square



APPENDIX A

SAFETY ANALYSIS



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Crash Data Overview

The following crash analysis for the City of Lebanon is based on data from the Tennessee Department of Transportation (TDOT) Enhanced Roadway Information Management System (ETRIMS) database. All motorized and nonmotorized crashes that occurred within Lebanon between June 1, 2019, and May 30, 2024, were reviewed to assess trends related to crash type, severity, and location. This time period was selected to allow for the most recent available data to be assessed for the past five (5) years. Fatal and serious injury crashes were further analyzed by evaluating the recorded crash reports obtained from the Tennessee Integrated Traffic Analysis Network (TITAN) provided by the Tennessee Highway Patrol. The analysis excluded crashes that occurred on interstates and freeways (I-40 and I-840), as these facilities are not controlled or maintained by the city. This dataset does not include near-misses or crashes that were not reported to the police or State Highway Patrol. Near-miss crashes are discussed in the Technical Memorandum #2, Public and Stakeholder Engagement.

The following sections provide a summary of all crashes within the City of Lebanon during the analyzed period with a particular focus on fatal and serious injury crashes.

Crash Data Summary

Between June 1, 2019, to May 30, 2024, there were 7,420 crashes that occurred within the City of Lebanon (Table B-1). The total number of motorized crashes increased each year during this five-year timeframe, and nonmotorized crashes (pedestrians and bicyclists) have fluctuated with no defined trend (Figure B-1). 107 crashes resulted in fatality or serious injury. Five of the 55 nonmotorized crashes were fatal and 13 resulted in serious injuries.

Table B-1. Reported Crashes by Year

Crash Description	Year 1	Year 2	Year 3	Year 4	Year 5	Total
Motorized	1,369	1,381	1,493	1,532	1,590	7,365
Bicycle	3	1	5	4	3	16
Pedestrian	9	5	6	11	8	39
Total	1,381	1,387	1,504	1,547	1,601	7,420

Figure B-1. Reported Crash Trends by Mode

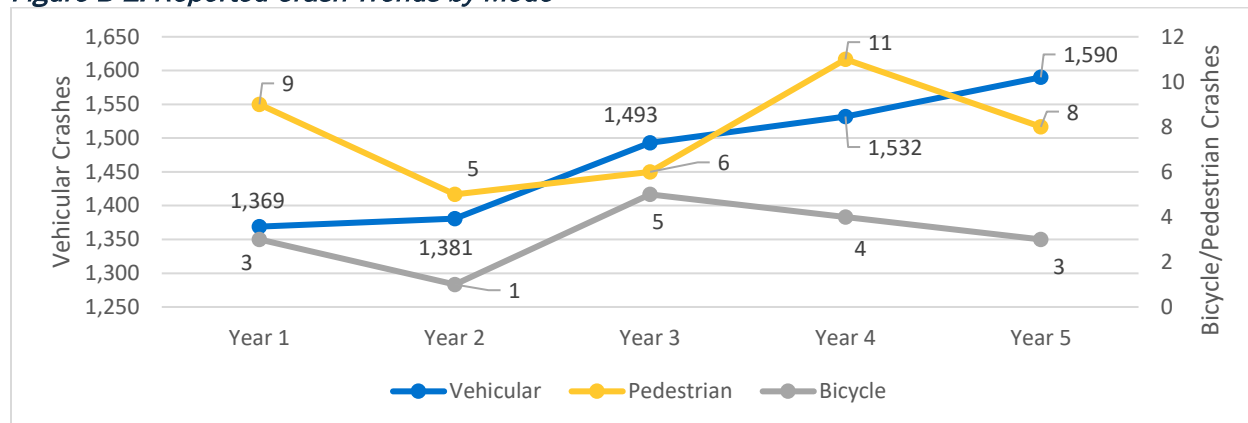


Figure B-2 illustrates crash locations within the City of Lebanon. Crashes were concentrated along higher volume roadways, including State Route (SR) 109, US 231 (S./N. Cumberland Street/Murfreesboro Road/US 231/SR 10), and Lebanon Road/W. Main Street (US 70/SR 24). Table B-2 summarizes the reported crash types and associated injuries or property damage for all crashes. While the majority of crashes resulted in property damage only (81%, or 6,012 crashes), 7.3% (538 crashes) resulted in a possible injury, 10.3% (763 crashes) resulted in a minor injury, 1.2% (86 crashes) resulted in a serious injury, and 0.3% (21 crashes) resulted in a fatality.

Figure B-2. Citywide Crash Locations

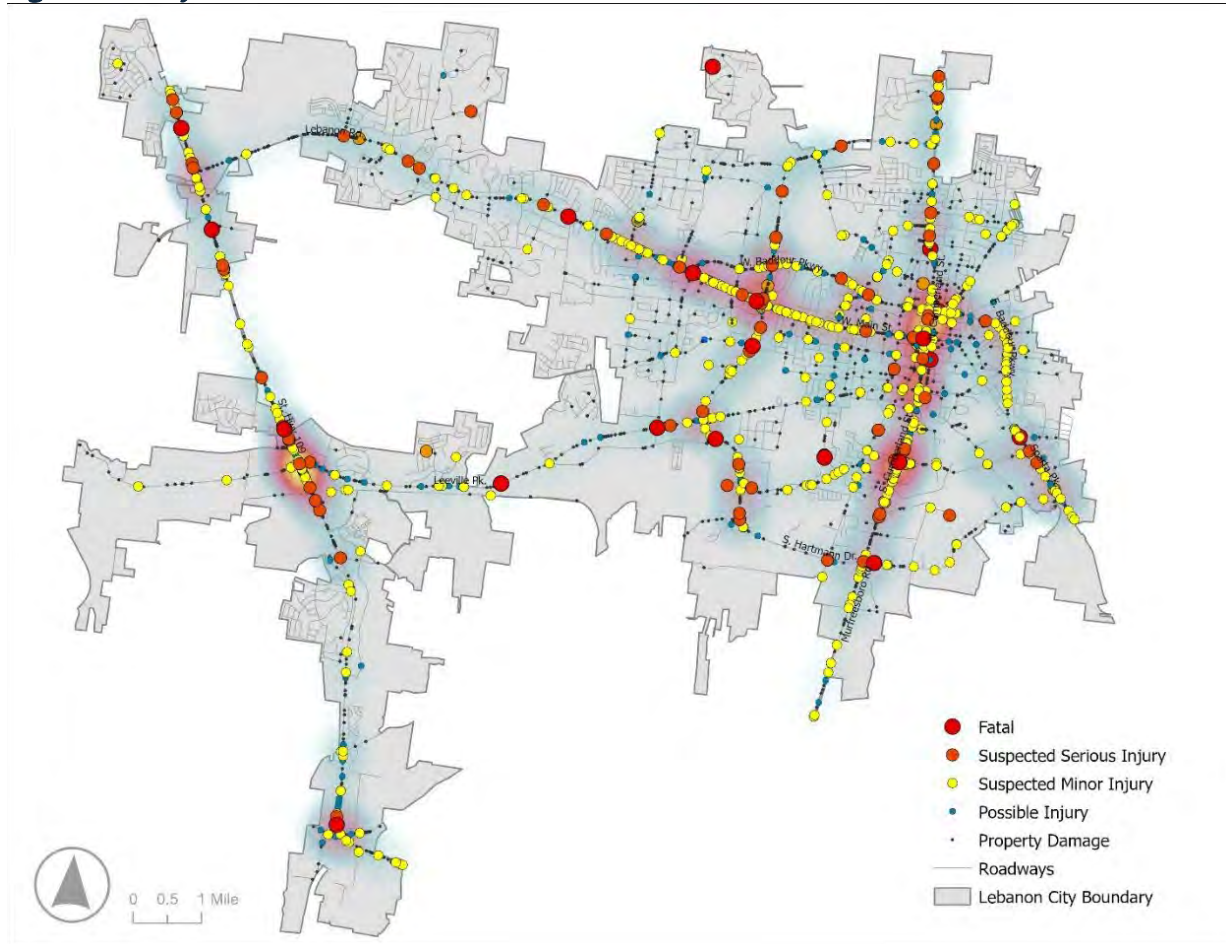


Table B-2. Reported Crash Types

Crash Type	Angle	Head-On	Single Vehicle	Rear-End	Rear to Rear	Rear to Side	Side-swipe (Opp. Dir.)	Side-swipe (Same Dir.)	Unknown / Other	Total
Fatal	5	4	10	2	0	0	0	0	0	21
Serious Injury ¹	30	11	33	9	0	0	1	2	0	86
Minor Injury ¹	356	32	134	211	1	0	7	16	6	763
Possible Injury ¹	228	13	63	203	0	0	6	22	3	538

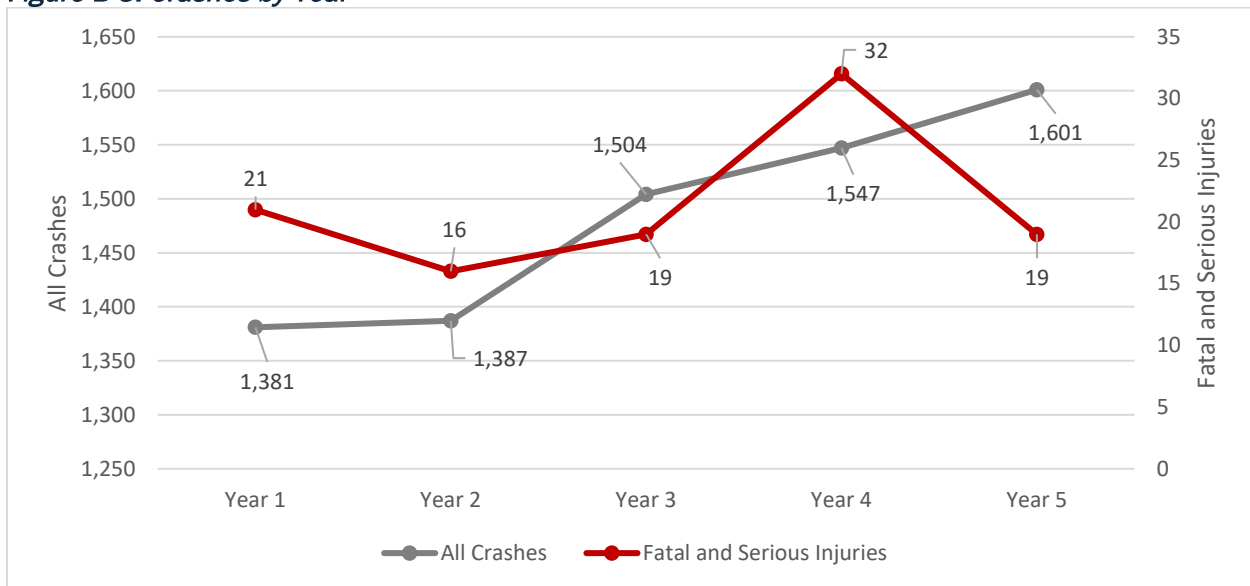
Crash Type	Angle	Head-On	Single Vehicle	Rear-End	Rear to Rear	Rear to Side	Side-swipe (Opp. Dir.)	Side-swipe (Same Dir.)	Unknown / Other	Total
Property Damage (Over) ²	1,382	64	701	1,572	9	59	97	666	304	4,854
Property Damage (Under)	16	0	20	40	1	1	4	17	1,059	1,158
Total	2,017	124	961	2,037	11	60	115	723	1,372	7,420

¹ This represents the total # of crash events, total # of injured person(s) may be higher

² Filed crash reports per provisions of 55-12-104 T.C.A. in excess of \$400 to any person involved

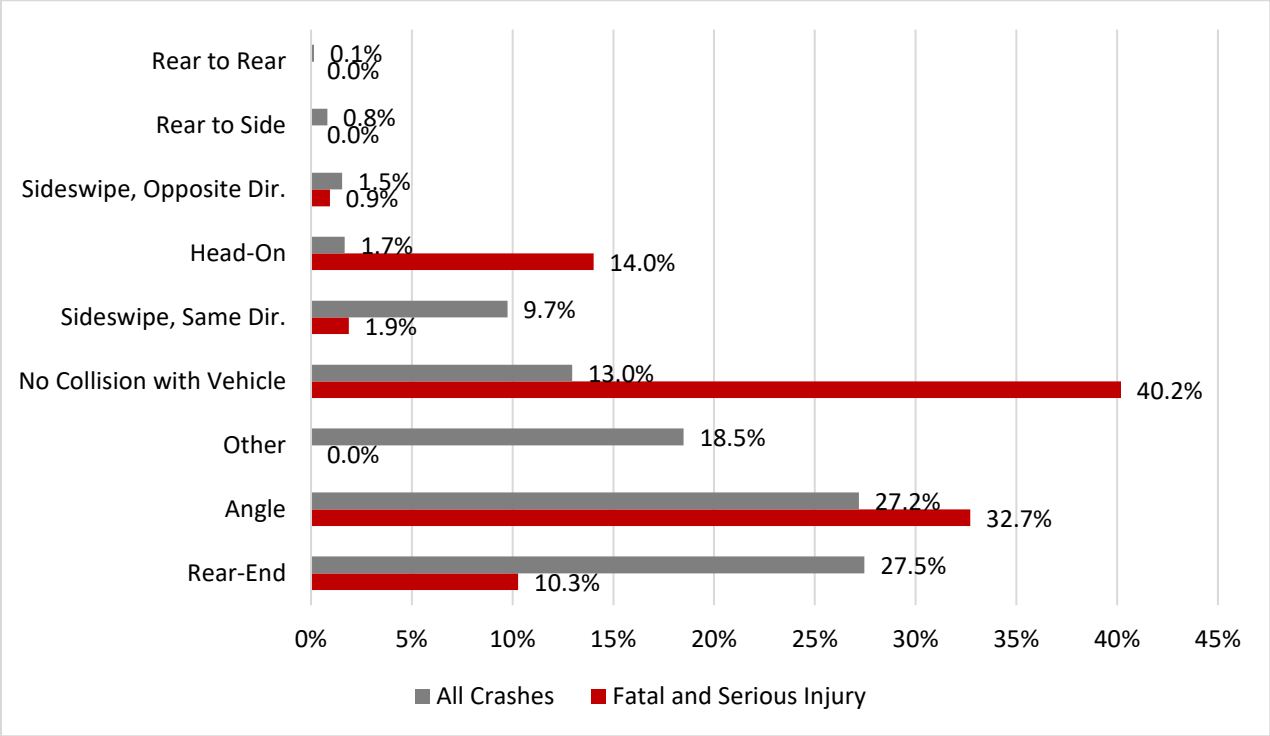
Total crashes within the City of Lebanon have increased during the analyzed time period. After increasing steadily between years two and four, the total number of fatal and serious injury crashes decreased sharply between years four and five (Figure B-3).

Figure B-3. Crashes by Year



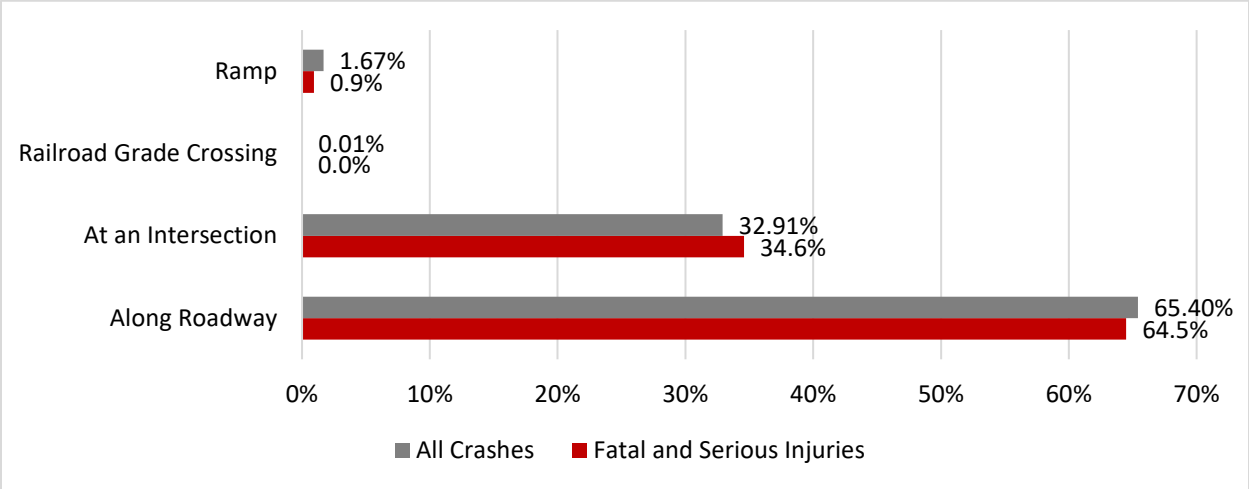
Rear-end crashes were the most common collision type (27.5%), followed by angle crashes (27.2%) and crashes with unknown/undocumented collision types (18.5%). Fatalities and serious injuries were most likely to result from single vehicle collisions (40.2%), angle crashes (32.7%), and head-on collisions (14.0%) (Figure B-4).

Figure B-4. Crashes by Manner of Collision



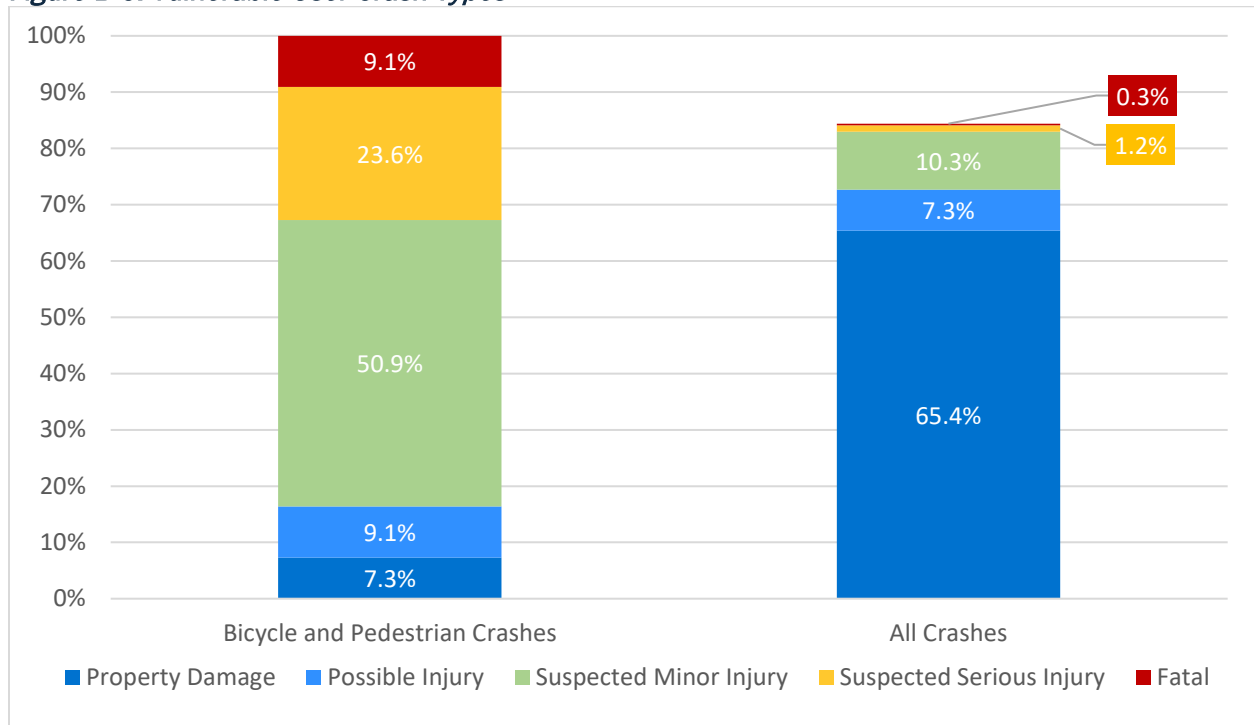
Crash location (Figure B-5) influenced whether or not collisions resulted in fatalities or serious injuries, and these crash types were more likely to occur along roadway segments (64.5%) than at intersections (34.6%).

Figure B-5. Crash Locations



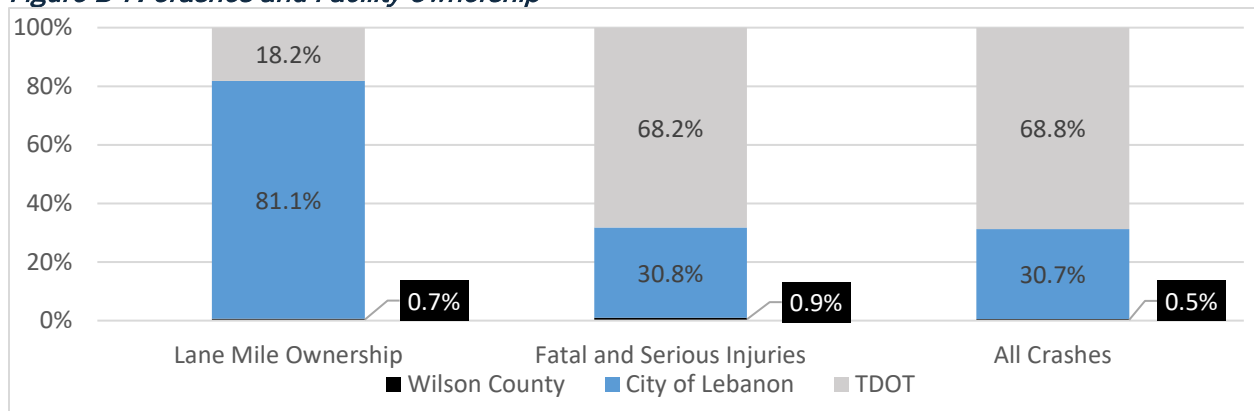
When comparing bicycle and pedestrian crashes to all crash types (Figure B-6), fatalities and serious injuries were much more likely to occur with bicycle and pedestrian crashes, as were all other injury types. As bicyclists and pedestrians are less protected from physical harm during collisions, they are considered vulnerable road users and should be given special consideration when developing roadway safety improvements.

Figure B-6. Vulnerable User Crash Types



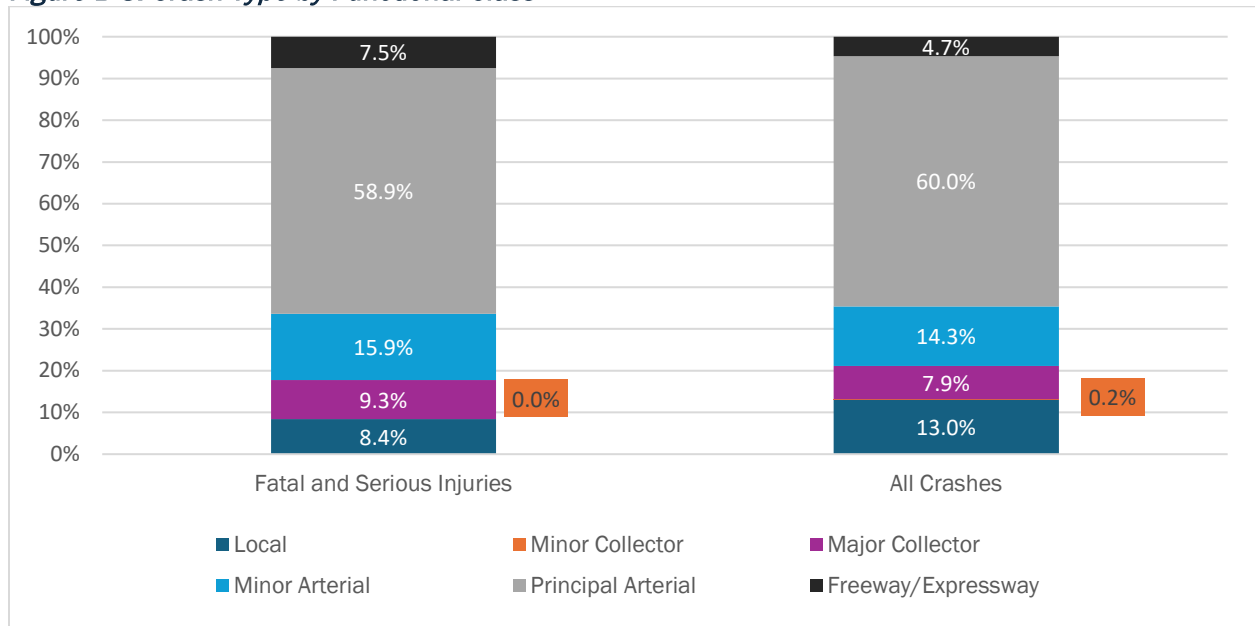
While only 18.2% of Lebanon’s road miles are owned by TDOT, more than 68% of fatal and serious injury crashes occurred on TDOT-owned roadways, which reflects the higher functional classification and volumes carried along these facilities. This pattern is also evident when considering all crash types (Figure B-7).

Figure B-7. Crashes and Facility Ownership



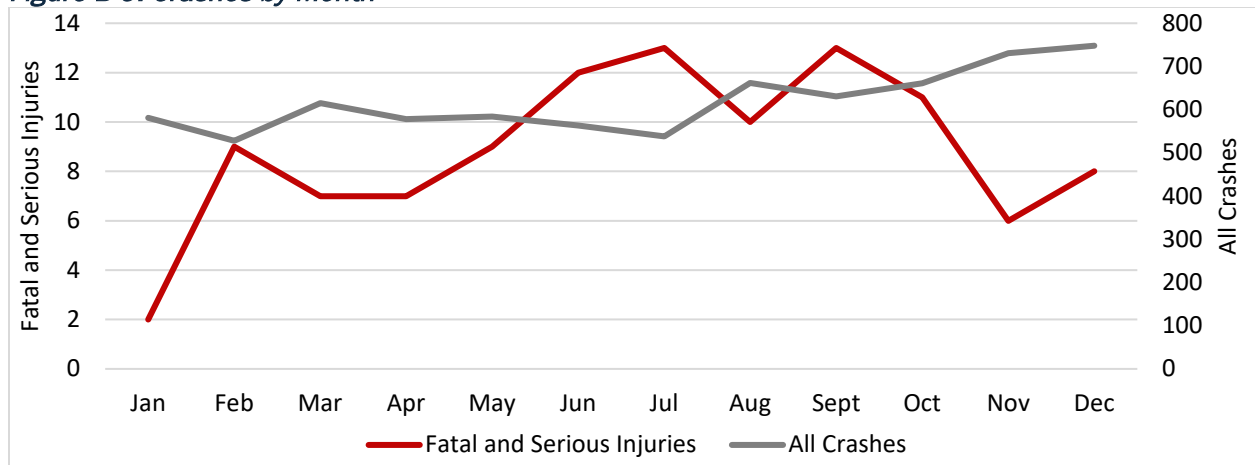
When compared against all crashes, a greater number of fatal and serious injury crashes occurred on freeways/expressways (7.5%), minor arterials (15.9%), and major collectors (9.3%). The vast majority of all crash types occurred on principal arterials (Figure B-8).

Figure B-8. Crash Type by Functional Class



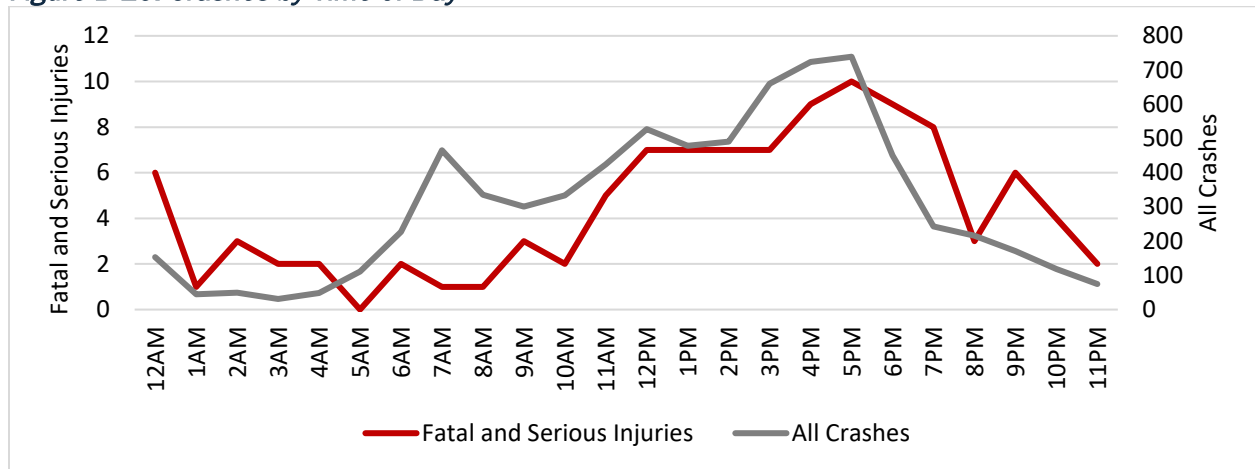
When considering crash trends throughout the year (Figure B-9), the total number of crashes increased slightly between August and December, with a peak in November and December. The number of fatal and serious injury crashes were generally highest during the months of June, July, and September.

Figure B-9. Crashes by Month



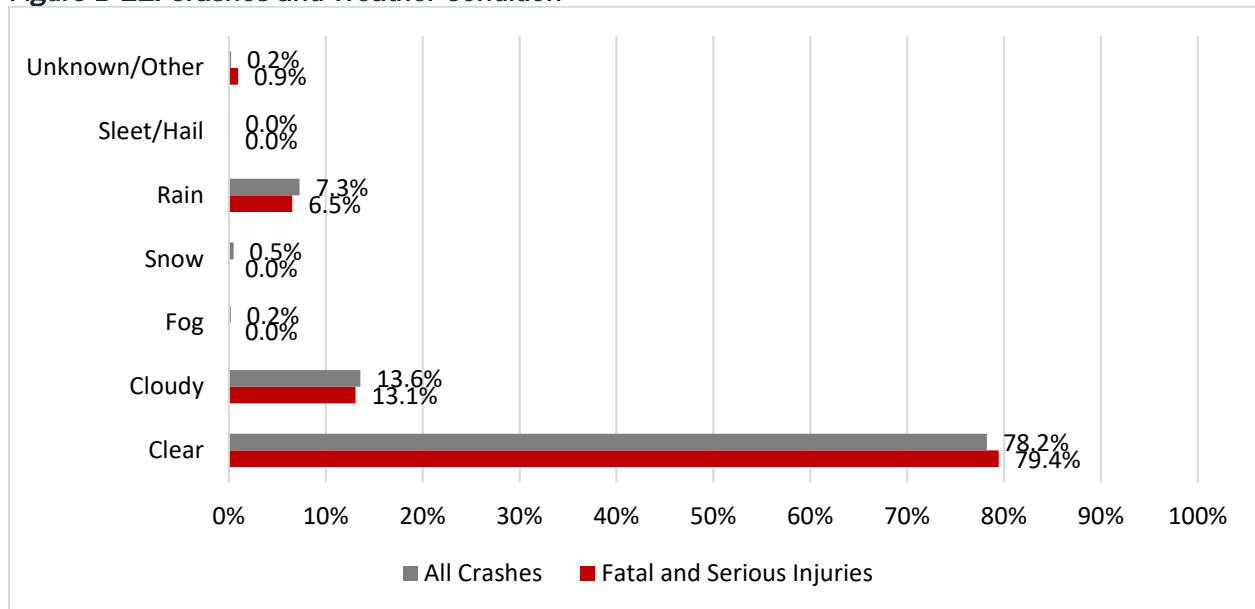
Time of day and lighting availability also influenced the likelihood of crashes occurring (Figure B-10). Compared to all crashes, a greater number of fatal and serious injury crashes occurred during early morning and evening hours and during dark conditions. Bicycle and pedestrian crashes were also most common during evening hours.

Figure B-10. Crashes by Time of Day



Weather conditions did not seem to have an impact on the likelihood of fatal and serious injury collisions occurring, with nearly 80% of fatal and serious injury crashes occurring during clear conditions (Figure B-11).

Figure B-11. Crashes and Weather Condition



High Injury Network (HIN) Methodology

An essential element of the City of Lebanon’s Action Plan was the identification of a High Injury Network (HIN). Lebanon’s vehicular, pedestrian, and bicycle HINs were generated through a spatial assessment of the City’s crash data to identify locations with above-average concentrations of collisions. A HIN for both segments and intersections was developed using the following steps for each mode and then consolidated to develop a multimodal HIN (Figure B-12).

Figure B-12. High-Level HIN Process Steps

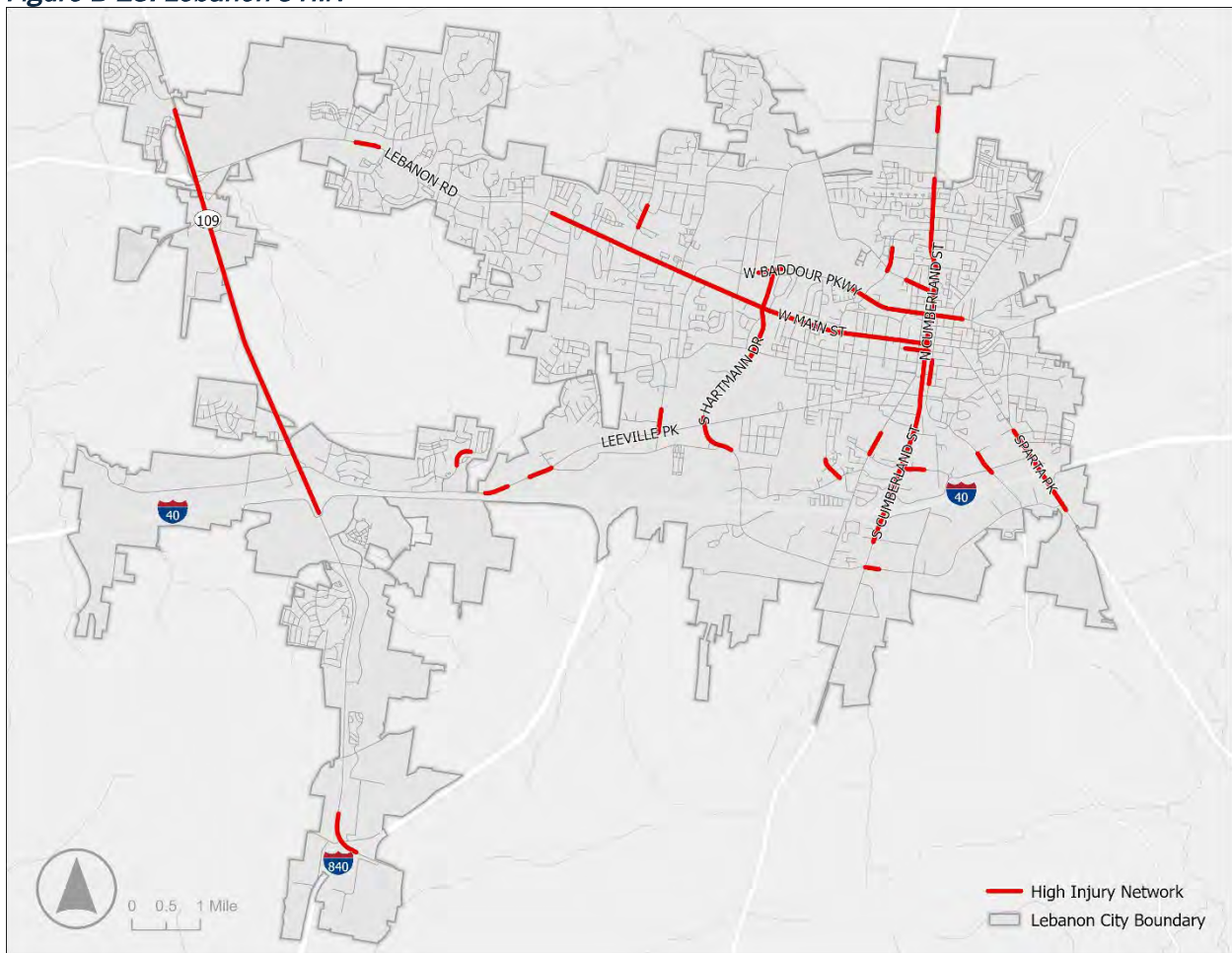


- HIN process for segments
 1. Dissolved by road name using TDOT geometrics road network as the roadway network layer
 2. Generated points along lines at .25-mile intervals, then split roads at points to generate .25-mile-long segments
 3. Weighted crashes by severity to determine an equivalent property damage only score (EPDO) using the following criteria (developed using FHWA’s Highway Safety Manual comprehensive crash unit costs):
 - a. K - Fatal crashes: multiply by 568
 - b. A - Suspected serious injury crashes: multiply by 30
 - c. B - Suspected minor injury: multiply by 11
 - d. C - Possible injury: multiply by 6
 - e. PDO crashes: no multiplier
 4. Spatially joined crashes to segments summed on the EPDO score column (using the one-to-one join, within 20ft of segment, and additional road name join to verify spatial joins)
 5. Ranked by EPDO score
 6. Grouped logical segments together, by TDOT classification and roadway characteristics (number of lanes, speeds, etc.)
 7. Determined threshold for cutoff for inclusion in HIN
 - a. A 65% threshold was utilized for the Vehicular HIN, while a 50% threshold was applied for the Bicycle and Pedestrian HINs. These thresholds allowed for the inclusion of all segments that experienced at least one serious injury crash or an equivalent number of other crash types.
- HIN process for intersections
 1. Generated points for each intersection layer (used TDOT route features layer; deleted duplicates)
 2. Weighted intersection crashes by the following EPDO criteria:
 - a. K - Fatal crashes: multiply by 568
 - b. A - Suspected serious injury crashes: multiply by 30
 - c. B - Suspected minor injury: multiply by 11
 - d. C - Possible injury: multiply by 6
 - e. PDO crashes: no multiplier
 3. Joined intersection crashes to the intersection points (spatially join within 50ft), summing on EPDO score column

4. Ranked intersections by EPDO score
5. Determined thresholds for intersection inclusion in HIN
 - a. For Vehicle HIN, threshold was 65%. For Bike/Ped HIN, threshold was 50%. The lower HIN threshold for the bike/ped HIN was chosen to capture locations that had minor injury crashes, in addition to fatal/serious injury crashes. This reflects the sometimes random nature of crash severity between bikes/peds and vehicles and is a more conservative approach than only considering locations with fatalities/serious injuries.

The multimodal HIN was developed by combining the three modal HINs (vehicular, bicycle, and pedestrian) for both segments and intersections (Figure B-13).

Figure B-13. Lebanon's HIN



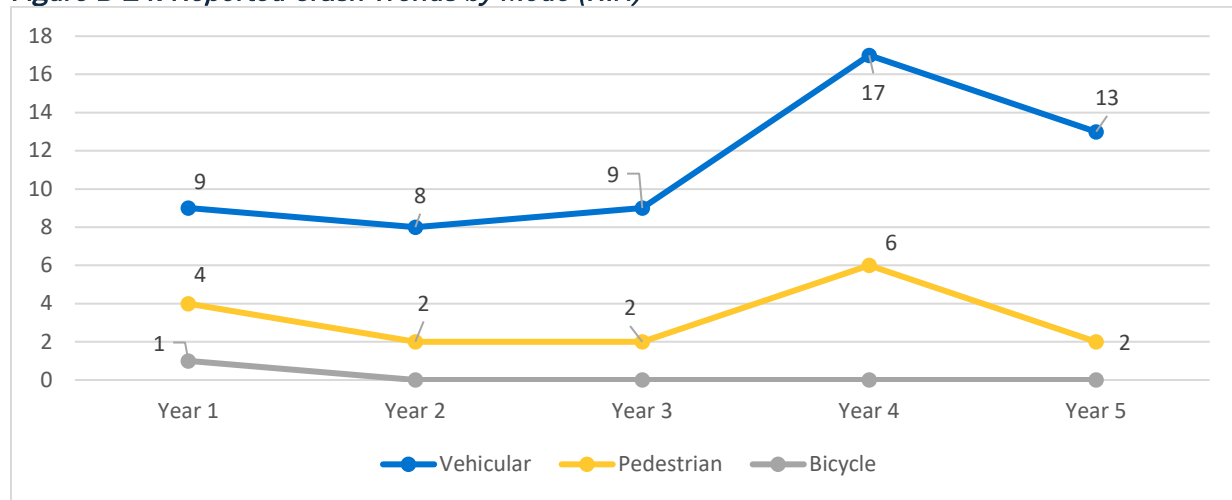
High Injury Network (HIN) Crash Data Summary

Along the identified HIN, there were a total of 73 fatal and serious injury crashes. The following section provides an overview of trends related to these collisions. Over the five years of crash data that was assessed, vehicular and pedestrian crashes resulting in a fatality or serious injury decreased slightly between years four and five (Figure B-12).

Table B-3. Reported Fatal and Serious Injury Crashes by Type and Year (HIN)

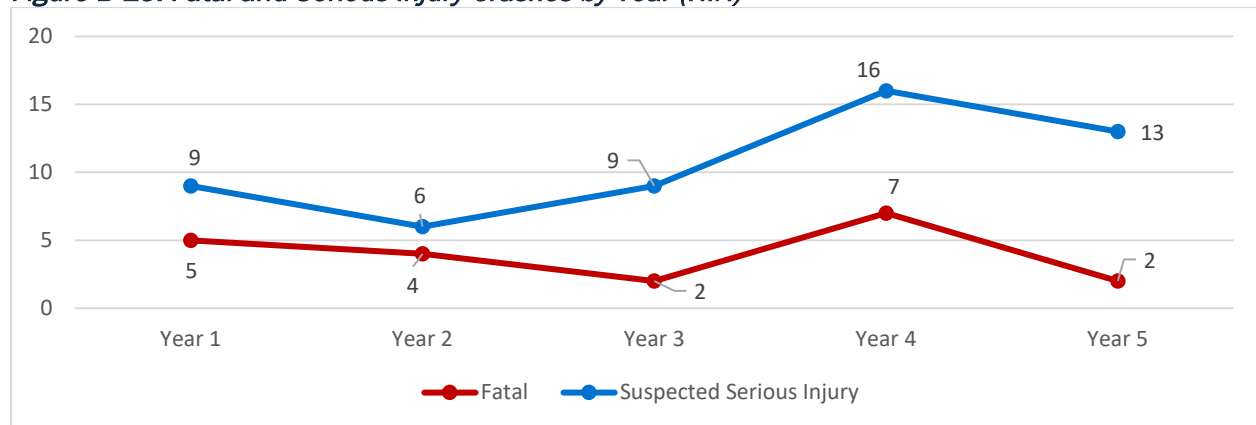
Crash Description	Year 1	Year 2	Year 3	Year 4	Year 5	Total
Motorized	9	8	9	17	13	56
Bicycle	1	0	0	0	0	1
Pedestrian	4	2	2	6	2	16
Total	14	10	11	23	15	73

Figure B-14. Reported Crash Trends by Mode (HIN)



The year-to-year pattern of crash severity reflects the annual totals, with fatal and serious injury crashes decreasing slightly between years four and five (Figure B-13).

Figure B-15. Fatal and Serious Injury Crashes by Year (HIN)

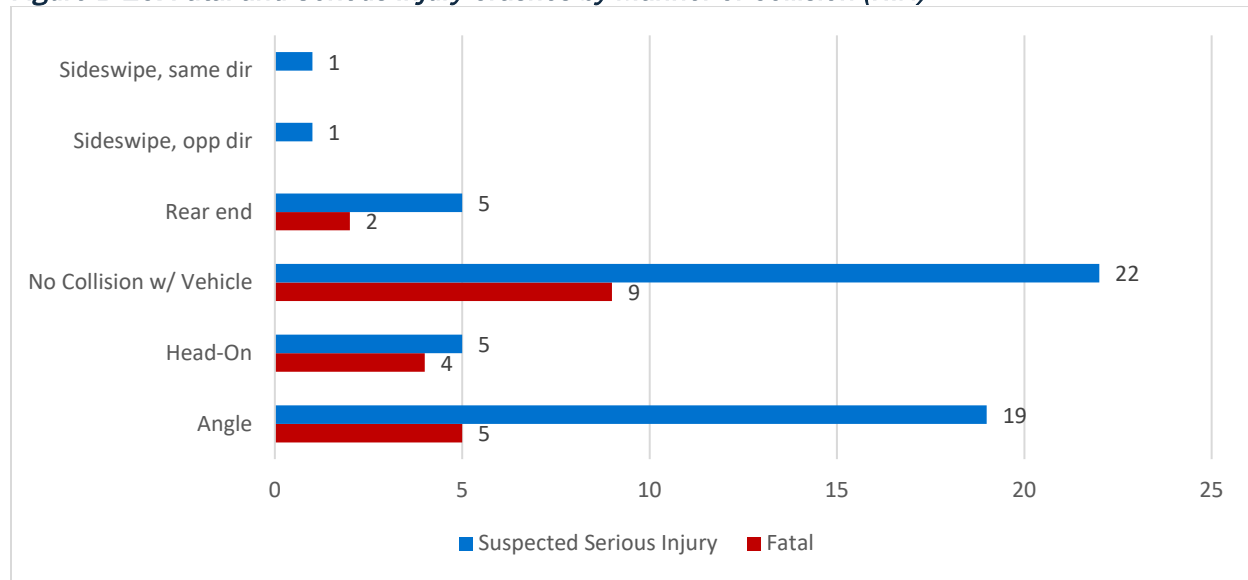


Single vehicle collisions were the most common crash type, followed by angle crashes and head-on crashes (Table B-4, Figure B-14).

Table B-4. Reported Fatal and Serious Injury Crash Types (HIN)

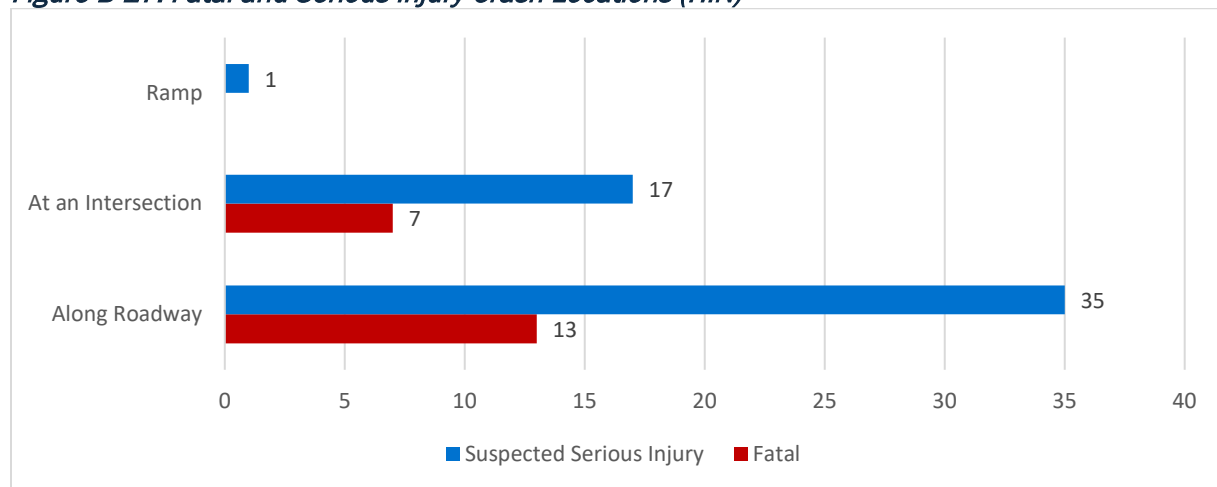
Crash Type	Angle	Head-on	No Collision W/ Vehicle	Rear-end	Sideswipe	Total
Fatal	5	4	9	2	0	20
Serious Injury	19	5	22	5	2	53
Total	24	9	31	7	2	73

Figure B-16. Fatal and Serious Injury Crashes by Manner of Collision (HIN)



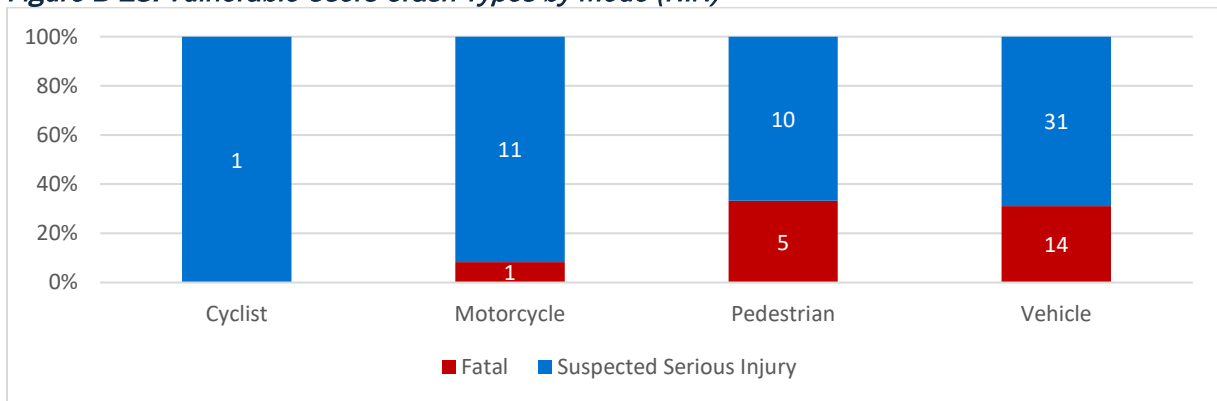
Approximately 66% of serious injury and fatality collisions occurred along roadway segments, while 34% occurred at intersections or ramps (Figure B-15).

Figure B-17. Fatal and Serious Injury Crash Locations (HIN)



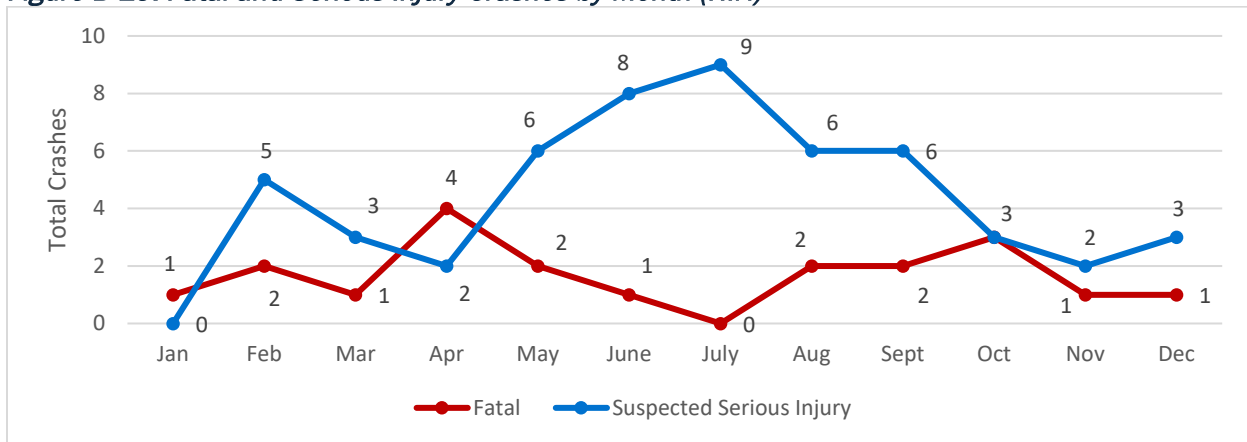
Fatalities were more common for pedestrians when compared to vehicular crashes, reflecting the heightened vulnerability of this mode (Figure B-16).

Figure B-18. Vulnerable Users Crash Types by Mode (HIN)



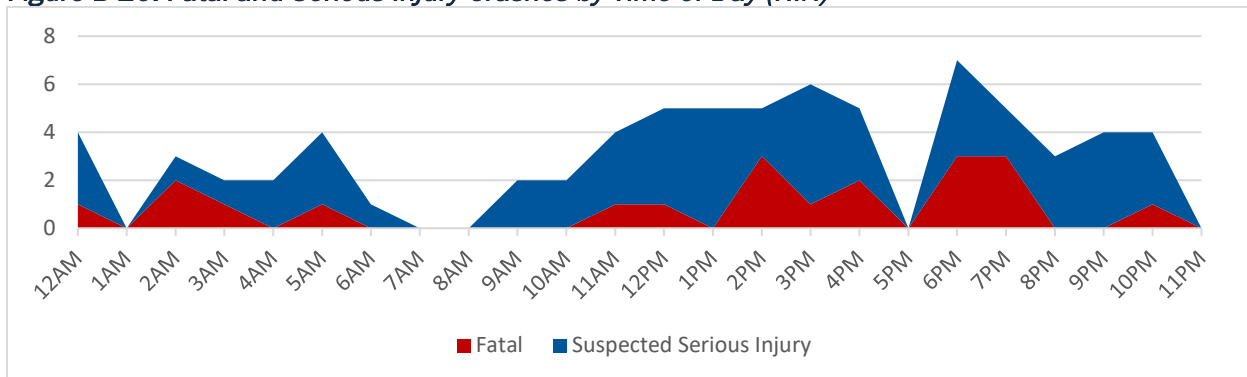
Serious injury collisions were reported more frequently during the summer months than during other times of the year, while fatality crashes peaked during the months of April and October (Figure B-17).

Figure B-19. Fatal and Serious Injury Crashes by Month (HIN)



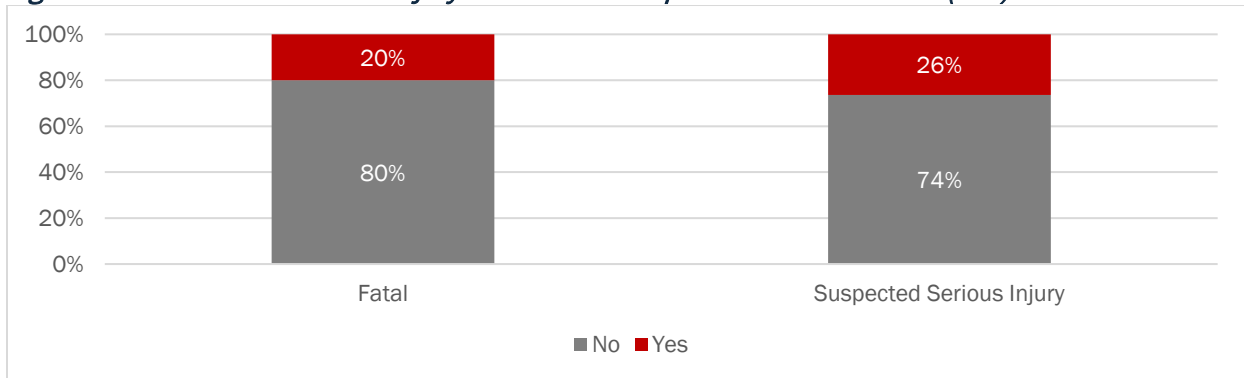
Along the HIN, fatal and serious injury crashes were spread throughout the day, with a peak during the afternoon and evening rush hour (Figure B-18).

Figure B-20. Fatal and Serious Injury Crashes by Time of Day (HIN)



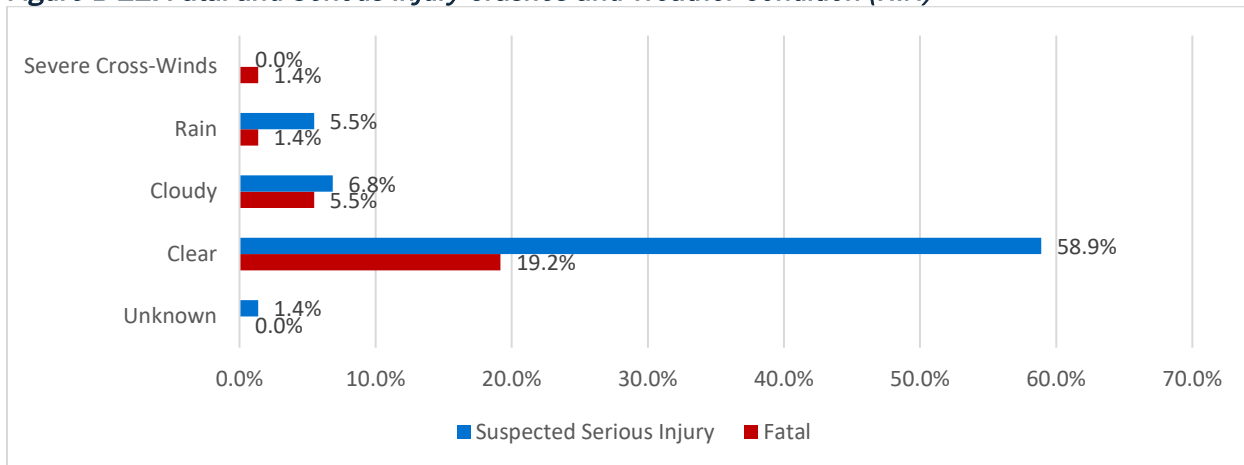
Drug and alcohol use was reported as a contributing factor for 20% of fatal crashes and 26% of serious injury collisions (Figure B-19).

Figure B-21. Fatal and Serious Injury Crashes and Reported Substance Use (HIN)



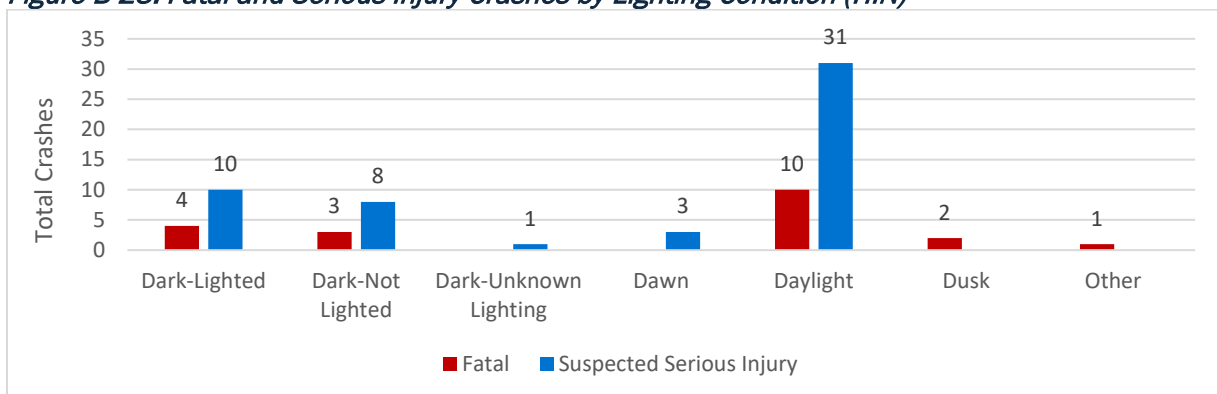
Adverse weather did not seem to influence fatal and serious injury crash types, with most occurring during clear conditions (Figure B-20).

Figure B-22. Fatal and Serious Injury Crashes and Weather Condition (HIN)



Along the HIN, most fatal and serious injury collisions occurred during daylight conditions or in lighted areas (Figure B-21).

Figure B-23. Fatal and Serious Injury Crashes by Lighting Condition (HIN)



Summary

Key takeaways from this crash analysis include.

- The HIN includes approximately 7% of the roadway network in Lebanon but represents 74% of fatal and serious injury crashes over the past five years. Focusing on the HIN for near-term improvements will help to address the city's most pressing safety concerns.
- Vulnerable road users are at a much higher risk of injury or death while using the city's transportation network than motorists and should be prioritized for safety improvements.
- Systemic improvements on arterials and collectors could result in significant safety improvements citywide, as these facilities experience the majority of fatal and serious injury crashes.
- Safety countermeasures should seek to address the most common actions that resulted in crashes, including failure to keep in proper lane, failure to yield, and driver distraction.

APPENDIX B

PUBLIC & STAKEHOLDER ENGAGEMENT SUMMARY



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Summary of Public Engagement

The public and stakeholder engagement strategy for the City of Lebanon Road Safety Action Plan (RSAP) included outreach to the public, coordination with city staff, and meetings with a stakeholder committee of transportation, education, and safety professionals. The stakeholder committee provided essential guidance and technical expertise throughout this effort. The committee included representatives from the City of Lebanon Public Works and Engineering Departments, Lebanon Special School District, Wilson County School District, Lebanon Fire Department, Lebanon Police, Federal Highway Administration’s (FHWA) Tennessee Division, and Tennessee Department of Transportation’s (TDOT) Traffic Safety Office. Feedback from the public and stakeholders was used to develop the plan’s vision and goals, identify the High Injury Network (HIN) and focus areas, and prioritize the Action Plan’s recommendations.

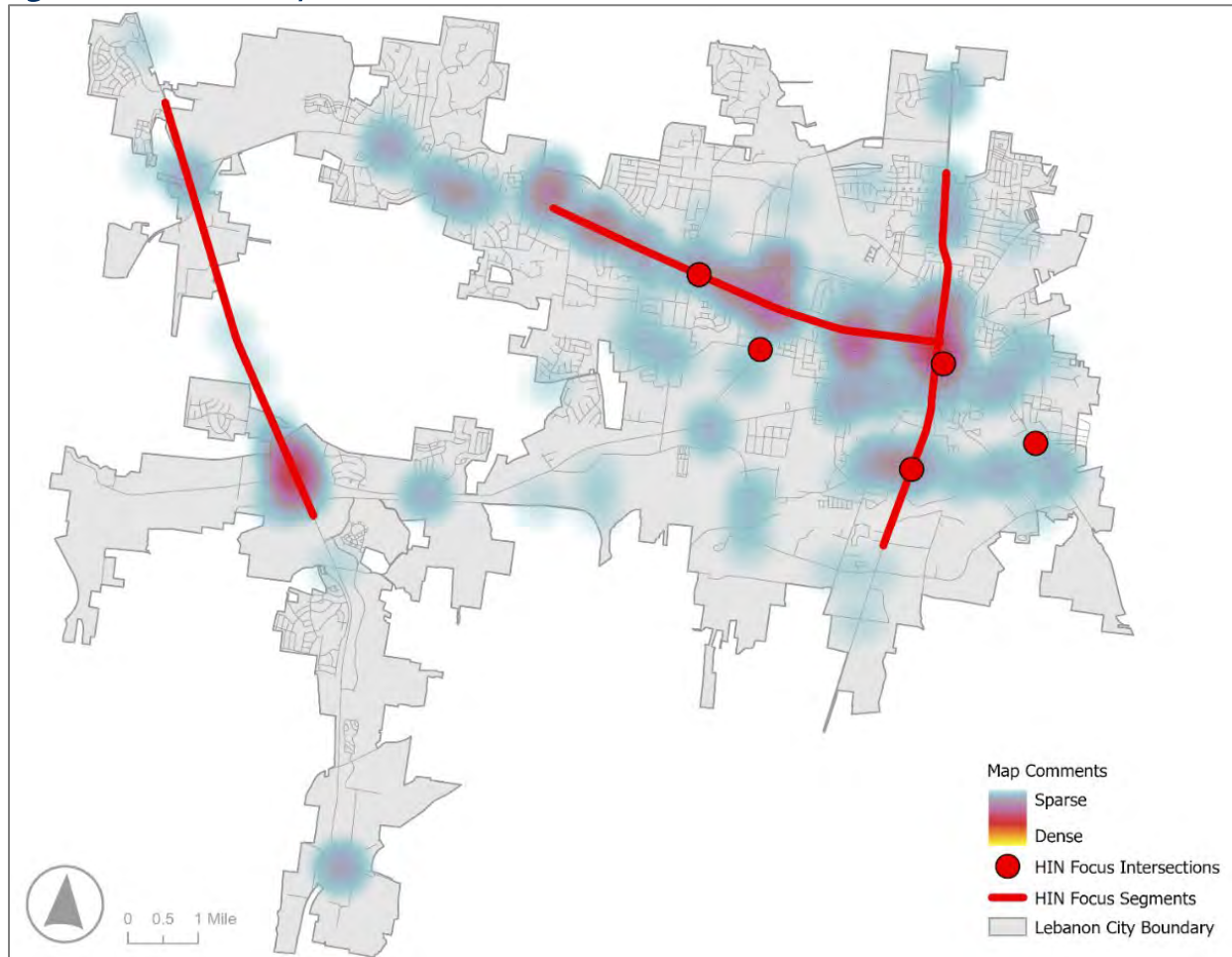
Overview

Public input was gathered through a customized project website to reach as many respondents as possible. The website hosted a survey, an interactive map, and provided background information about the planning process, a project schedule, and additional planning resources. The survey and interactive map were available from December 2024 through February 2025 and received 954 unique site views, 451 survey responses, and 209 map comments. Site visits were highest in October and November after the engagement opportunity was advertised on the City’s social media platforms (Figure 1). Map comments were concentrated along State Route (SR) 109, US 231 (S./N. Cumberland Street/Murfreesboro Road/US 231/SR 10), and Lebanon Road/Main Street (US 70/SR 24) (Figure 2). Overlapping with the HIN. A summary of the map comments is included in Table 1 and key themes are summarized below.

Figure 1. Project Advertisement



Figure 2. Interactive Map Comments



Key Themes

Respondents provided information about safety concerns, including issues related to roadway infrastructure, lighting, turning maneuvers, speeding, and roadside distractions. On both the interactive map and in the survey, respondents were able to share additional details about near-miss crashes, behavioral and infrastructure safety concerns, and preferred safety solutions. Key themes from the interactive map and survey include the following.

1. Traffic and speeding

- Many people are concerned about excessive speeding, particularly on SR 109, Hartmann Drive, Hickory Ridge Road, and residential areas, as well as aggressive driving and disregard for traffic laws.
- Calls for stricter enforcement, lower speed limits, traffic calming, speed bumps, and more patrols are common.

2. Infrastructure improvements

- Requests for additional sidewalks, turn lanes, acceleration/deceleration lanes, road widening, and improved intersections.
- Specific areas mentioned include Lebanon Road/W. Main Street, Baddour Parkway, and US 231. Additional requests include improved lane markings,

signage, and lighting.

3. Traffic enforcement and safety

- Concerns about distracted driving, aggressive behavior, redlight running, and lack of law enforcement presence.
- Calls for redlight cameras, more police patrols, and harsher penalties for violations.
- Suggestions for increased policing, better driver education, and stricter enforcement of laws related to speed limits, distracted driving, and road rage incidents.

4. Public transit and pedestrian safety

- Requests for a public transit system, better pedestrian lighting, and more crosswalks.
- Many find Lebanon unsafe for walking due to narrow or missing sidewalks and poor driver awareness of pedestrians.

5. Roadway lighting/visibility

- Calls for better street lighting, reflective road paint, road reflectors, and improved visibility at intersections, especially at night and in bad weather.

6. Congestion

- Complaints about poor road design, frequent backups, and the need for better traffic light management, particularly at major intersections such as S. Hartmann Drive and Lebanon Road/W. Main Street, the Lebanon-Watertown I-40 interchange, and SR 109/I-40.
- Requests for better traffic management, signal timing, and alternative routes/bypasses.

7. Growth and development

- Concern that Lebanon's rapid growth has outpaced infrastructure improvements, leading to traffic issues and unsafe roads.
- Calls for better planning to meet increased demand for limited resources.

Map Comments

This section shows the public comments that were submitted through the interactive map. These comments are unedited to maintain the integrity of the public's comments.

ID	Type	Comment	Up Votes	Down Votes	Latitude	Longitude
1	Turning Issue	this light only allows 2-3 cars to turn onto 231 from castle heights before changing again, causing many to run the red light. I see it every single day.	4	0	36.22459	-86.2907
2	Turning Issue	this entire shopping center is a traffic flow nightmare.	5	0	36.21671	-86.3292
3	Speeding Issue	people always speed and run red lights all up and down west main.	2	0	36.21899	-86.3416
4	Speeding Issue	They lowered the speed to 35 on Carver Lane. So now they only go by our house at 40 to 45. Pity those in the town homes down at the end that must back up into the road from their small driveways. I've seen Nashville solve this problem in some	0	2	36.21928	-86.3362

ID	Type	Comment	Up Votes	Down Votes	Latitude	Longitude
		residential neighborhoods by employing speed bumps				
5	Speeding Issue	I personally initiated the speed survey with city engineering early in the summer after seeing two accidents. Took a ton of pestering for a 5 MPH change by November. Seems like 35 is still too fast. There are no sidewalks and tons of kids with the new construction. Seeing some slowing, but afraid it will take a serious injury or death to see real change. Agree speed bumps should be entertained or enforcement at a minimum.	0	0	36.21928	-86.3362
6	Facility Issue	the amount of potholes on hartsville pike are ridiculous.	0	0	36.22345	-86.277
7	Turning Issue	Left turn from NB Hartman headed West on main. Backup routinely extends beyond marked turning lane. Blocks NB traffic or results in people violating marked turning lane. Unfortunately results in a lot of "beat the yellow" risk taking. Unclear if a solution was planned prior to growing population in West end of town. Two turn lanes, alternate route, etc	10	0	36.20956	-86.3213
8	Facility Issue	There is a "pothole" in LH lane, marked with spray paint its been there for quite a while. I say pothole, but more like a curb in the middle of the road. Cant imagine this hasn't done some serious damage to cars, forcing dangerous tire changes to be performed on the busy road.	4	0	36.22821	-86.3809
9	Turning Issue	Left turn is impractical at certain times of day. Need to merge from suicide lane for best chance of leaving development.	4	0	36.22511	-86.3544
10	Roadside Distraction	Signs make stopping at white line unsafe when making turns from west end station	2	0	36.22496	-86.3539
11	Speeding Issue	Speeding on Shirl and other streets	2	0	36.22724	-86.3528
12	Speeding Issue	People speeding down Cainsville makes it dangerous for those turning from/onto Briskin/Legends	9	0	36.18857	-86.279
13	Turning Issue	People speeding down Cainsville makes it dangerous for those turning from/onto Briskin/Legends	7	0	36.18888	-86.2795
14	Facility Issue	Lack of proper signage and painted arrows to indicate two lanes are merging into one.	6	0	36.2081	-86.276
15	Facility Issue	It is difficult, dangerous, and takes forever making left turns almost anywhere in Lebanon. Aka No Left Lebanon	4	1	36.20809	-86.2911
16	Speeding Issue	Red light runners and speeders cause many accidents here	4	0	36.18894	-86.296

ID	Type	Comment	Up Votes	Down Votes	Latitude	Longitude
17	Roadside Distraction	The turn lane traffic battle between McDonalds and Chick Fil A is dangerous. Accidents in this area happen almost weekly.	13	0	36.18775	-86.2965
18	Turning Issue	The left turn signal to turn onto Leeville Pike is too short and many people run the red light	8	0	36.20003	-86.2922
19	Facility Issue	The angle of the roads make it difficult to see the order that cars arrive at the intersection. I've seen many near misses.	4	0	36.18885	-86.2939
20	Facility Issue	40E exit ramp to 109 is always backed up at peak hours. Multiple wrecks due to traffic backing up onto the interstate because exit ramp is not long enough.	12	0	36.18458	-86.4105
21	Turning Issue	Way too many curb cuts on West Main cause back ups and accidents – access should be moved off West Main and reduced to improve traffic flow.	1	0	36.21526	-86.329
22	Turning Issue	Numerous accidents for turning in and out onto Lebanon Rd. Need a light and additional lighting	1	0	36.22238	-86.3465
23	Speeding Issue	With improved sidewalks on Lebanon road, there Have been more runners in this road and there's no shoulder. New houses are also right on the road and need a barrier from the cars. The car that recently took out the light pole crashed very close to the housing	2	1	36.23171	-86.3618
24	Facility Issue	The railroad crossing here is not in great shape, causing many to have to slow down dramatically to avoid damaging their vehicles. This causes more traffic during peak times and dangerous conditions as some people will run the red to avoid the delay.	8	0	36.21882	-86.3201
25	Facility Issue	During peak times, this part of Baddour parkway has immense traffic that sometimes backs up from Hartman Drive to almost over halfway back to W Main. Something could be done to improve flow here.	3	0	36.2187	-86.3223
26	Speeding Issue	Leeville Pike is out of control regarding excessive speed. While new speed signs indicating new limits on some segments of the road nothing has been done to enforce the speed limit. There are times where I have been traveling 50 in a 45 and have been passed on the 2 lane road with speeds in excess of 70.	0	0	36.18513	-86.3846
27	Speeding Issue	Speeding on Horn Springs Road remains a significant issue. With the growing number of homes and families moving into the area, it would be beneficial to increase traffic	0	0	36.23289	-86.3614

ID	Type	Comment	Up Votes	Down Votes	Latitude	Longitude
		enforcement along the entire stretch of Horn Springs Road.				
28	Turning Issue	Westland Dr has evolved into a bypass for people driving to west Lebanon while avoiding the backed up left turn from Hartman to West Main. This could get worse when Franklin Rd and Crowell Ln are joined as planned. Some intersection improvements at Hickory Ridge/Crowell and Hickory Ridge/Blair to make turning easier might encourage people to stick to the main roads more, rather than cutting through the neighborhood.	0	0	36.20512	-86.342
29	Turning Issue	Left hand turns are difficult for east/west traffic due to no turn lane or dedicated turn signal for westbound traffic	6	0	36.20322	-86.2758
30	Speeding Issue	Vehicles tend to "race" each other due to condensing lanes and often run the red light.	7	0	36.20658	-86.2755
31	Facility Issue	The proximity of the traffic signals often results in people running the first light when they see the second light turn green.	3	0	36.21065	-86.3122
32	Facility Issue	Can this intersection not be aligned? This area backs up every direction almost every day due to timing of the lights and the offset roadways.	5	0	36.21195	-86.286
33	Turning Issue	It's just not possible to make a left hand turn here from the off ramp. This whole intersection is poorly designed.	8	1	36.18911	-86.2699
34	Speeding Issue	30 is apparently just a suggestion	4	0	36.20585	-86.2699
35	Roadside Distraction	Who ok'd the building to go in on this corner? It was already difficult enough to see cross traffic now there is going to be a structure in the way. A lot of accidents already occur here from people claiming they didn't see the 4-way stop signs.	4	0	36.20163	-86.2803
36	Facility Issue	Needs turn lanes or turn this into a roundabout	1	1	36.18302	-86.273
37	Facility Issue	Either needs a dedicated right hand turn lane for eastbound traffic turning south or to be synced with the traffic signal between CVS & Walgreens.	6	0	36.21334	-86.3221
38	Facility Issue	Needs paved or leveled, large ruts on Maddox-Simpson and crossing east-west directions there is a very large hump in the road.	3	0	36.17394	-86.3026
39	Turning Issue	Extremely risky for traffic turning left onto Baddour from Peyton	8	0	36.19291	-86.273
40	Turning Issue	Poor visibility both directions	7	0	36.19085	-86.302
41	Facility Issue	Dangerous intersection, often results in backup of traffic all directions	7	0	36.18877	-86.3032

ID	Type	Comment	Up Votes	Down Votes	Latitude	Longitude
42	Turning Issue	Poor visibility when turning onto Franklin	5	0	36.18753	-86.3074
43	Facility Issue	Turn lanes, shifting roadway between Hartman and Home Depot entrance are not clearly marked	3	0	36.18577	-86.3249
44	Facility Issue	S Hartman roadway shifts significantly after crossing Leeville Pike	2	0	36.1955	-86.3329
45	Facility Issue	Are there any plans for this to connect north/south? Just curious as to why it was decided to randomly place this roundabout. Maybe connect the southern road to Cumberland Center Blvd and the northern to somewhere on Cainsville Rd, it would be nice to have some other avenues to cross town with besides the continuous dead-ends or roads that don't connect and force you back to the main avenues.	4	1	36.18773	-86.2867
46	Turning Issue	If you stop where the line is marked, you cannot see traffic heading west on Main Street	6	0	36.21514	-86.3269
47	Turning Issue	Needs a traffic light. High volume, high speed traffic, poor visibility, only option is L or R turn,	2	0	36.20536	-86.3382
48	Turning Issue	The center turn lane shared by EB traffic turning onto Old Horn Springs Rd and WB traffic turning onto Palmer Rd is at the crest of a hill, creating a dangerous situation. Traffic turning at these two intersections will further increase with the proposed school and extension of Palmer Rd.	5	0	36.23144	-86.3821
49	Facility Issue	Overburdened 4 way stop, particularly with school traffic.	1	0	36.19875	-86.3089
50	Speeding Issue	Every block on West Spring Street has speeding. Many Cumberland students walk between the overflow lot and campus with no side walk.	3	0	36.20623	-86.3034
51	Facility Issue	Sidewalks are truly needed on West Spring Street with large numbers of college students walking to/from the overflow lot to campus	4	0	36.20664	-86.3057
52	Facility Issue	North bound Castle Heights light is too short during peak traffic.	0	0	36.20955	-86.3074
53	Turning Issue	Impossible to turn left from East Bound Spring Street on to North Cumberland. Right turn to Southbound Cumberland is also impossible.	2	0	36.20484	-86.2916
54	Facility Issue	On several occasions I have had to sit through more than one light on Westbound Gay st due to the intersection being blocked from backups from the square on Cumberland.	4	0	36.2068	-86.2913
55	Facility Issue	Extreme agree.	0	0	36.20664	-86.3057

ID	Type	Comment	Up Votes	Down Votes	Latitude	Longitude
56	Facility Issue	bridge sidewalk too narrow here.	3	0	36.21273	-86.32
57	Facility Issue	We need more train times scheduled.	2	1	36.21201	-86.2971
58	Facility Issue	Agreed!	0	0	36.20664	-86.3057
59	Facility Issue	Sidewalks needed on the main road! People love to walk/run through the neighborhood and should be able to safely! And kids wait for the bus!	3	0	36.20526	-86.3079
60	Speeding Issue	Since the traffic signal has been installed at 70 & Horn Springs rd I have seen numerous vehicles run the red light speeding Traveling West and East.	1	0	36.22829	-86.363
61	Turning Issue	This is of great concern, Many times Ive experienced situations turning to old horn springs where drivers west bound came at the vehicle head on while I was in the turning lane.	0	0	36.23144	-86.3821
62	Turning Issue	Difficulties entering and exiting the treatment facility due to traffic and visibility	2	0	36.22898	-86.3184
63	Speeding Issue	Traffic speeding issues east and west bound travel	1	0	36.23613	-86.3913
64	Speeding Issue	Speeding issue traffic west bound coming over the hill.	2	0	36.2309	-86.3807
65	Facility Issue	Sidewalks needed connecting Horn Springs Rd to 70	1	0	36.22912	-86.3626
66	Speeding Issue	East and West bound traffic speeding	0	0	36.2292	-86.3672
67	Facility Issue	Railroad crossing in poor condition	0	0	36.21955	-86.3327
68	Facility Issue	Railroad crossing in poor condition	2	0	36.23326	-86.3615
69	Turning Issue	Curbs inhibit adequate turning into and out of plaza from Main st	2	0	36.2129	-86.3209
70	Turning Issue	Turing into and out of sports village gym can be difficult, small turn lane on 70 and sppeeding traffic along with visibility issues turning left leaving the gym	2	1	36.22704	-86.3597
71	Speeding Issue	Speeding issue on Maple when leaving Publix plaza	0	0	36.22281	-86.3465
72	Speeding Issue	East and west bound traffic speeding issue on HWY 70	0	0	36.22931	-86.3756
73	Facility Issue	Semi truck traffic to and from Novamet should not be allowed! Semi-trucks constantly use Carver Lane to avoid Hartmann/By-Pass and Hartmann/W Main St intersections. They drive so fast past our house that it rattles our windows. Semi-truck traffic should not be allowed and more enforcement provided to ensure they do not use residential streets like Carver Lane. Werner Trucking Company is the most often violator.	1	0	36.22566	-86.3337

ID	Type	Comment	Up Votes	Down Votes	Latitude	Longitude
74	Turning Issue	Electric pole too close to road, and abrupt drop-off from blacktop surface causes drivers to turn too wide when making right turn from Westland to Blair.	1	0	36.20758	-86.3467
75	Facility Issue	Horn Springs Road is significantly under-designed for the amount of traffic it already carries. And its traffic load will only increase. It badly needs widened and modernized.	3	0	36.2303	-86.3621
76	Facility Issue	Two T-intersections, both controlled by traffic lights, separated by only a few hundred feet, both carrying significant traffic, is a very poor design. It causes back-ups and is confusing. Unfortunately reworking these two intersections with W. Main was not addressed before development took over. It will take some sort of major new north-south roadway to rebuild this into a better-functioning area.	3	0	36.22161	-86.3459
77	Roadside Distraction	This parking lot could be a lot better. Would be nice to have the parking spot lines redone and maybe quicker light changes for those turning left. The whole area around tropical cafe/wendys needs improvement with more stop signs as well. Working in this plaza is hectic enough- just wish people knew where they were going and stopping.	2	0	36.21703	-86.3279
78	Turning Issue	Drivers eastbound on Lebanon Rd. trying to turn left onto Tirzah St, and drivers westbound on Lebanon Rd. trying to turn left onto Manchester Blvd., are at 50 mph entering the same center turn lane which is only a few hundred feet long. It is a head-on collision waiting to happen. The reason is, two T intersections too close together.	2	0	36.23666	-86.3926
79	Turning Issue	These two intersections (109 & 265 traffic light, and the ramp onto southbound 840) are configured very poorly. At least 80% of the traffic southbound on 109 enters 840 southbound, and has one lane to do that. Meanwhile the no more than 20% of traffic staying on 265 eastbound has two lanes. That is why this area is often backed up. The large amount of semis just makes it worse, as they try to accelerate away from the traffic light. Additional lanes and/or reconfiguration is needed.	5	0	36.12967	-86.4
80	Turning Issue	This Traffic light could really benefit from a turn signal. Traffic often backs up past W. Gay	2	0	36.20819	-86.296
81	Speeding Issue	Agree	0	0	36.18513	-86.3846
82	Facility Issue	Need traffic signal	0	0	36.19875	-86.3089

ID	Type	Comment	Up Votes	Down Votes	Latitude	Longitude
83	Facility Issue	This whole stretch of road is just terrible, traffic signals need to be synchronized or some level of alternative routes need to be made for traffic trying to get out of the various shopping centers to not have to get back on 109	6	0	36.18998	-86.4098
84	Facility Issue	These railroad tracks are a nightmare going into the square, you have to practically stop to not damage your vehicle	5	0	36.2028	-86.2918
85	Facility Issue	1. I would like to see a study done to determine why the traffic flow going east at the 40 and 109 exit load the shoulder to turn into the exit during peak times. 2. How many accidents have occurred at the intersection on 70 and Five Oaks Blvd? Maybe we need those caution signs that show the light will turn red before you get to the intersection.	1	0	36.18458	-86.4105
86	Turning Issue	Left hand turn lane from southbound N Cumberland onto E High Street, needs to be longer, traffic backs up and blocks the left side thru lane	7	0	36.21253	-86.2903
87	Facility Issue	People love to race from the first traffic signals on the right hand turn only lane and then force their way left in front of the thru lane to save 2 seconds of wait time, I s even seen people continue straight into the parking spots on the square just to force their way over	5	0	36.20814	-86.293
88	Facility Issue	Who allowed this mess of road/entrance/exits to occur?	7	0	36.18979	-86.2969
89	Facility Issue	No pavement markings, missing stop signs	5	0	36.19085	-86.2962
90	Turning Issue	Martha-Leeville/Powell Grove have become a bypass for those avoiding traffic on 109. There is no safe way for people to turn left back on to 109 without a light on Martha Leeville, and the Powell Grove traffic is usually backed up because of the light at Lebanon Rd	2	0	36.23072	-86.4277
91	Turning Issue	100% agree. And with a new Elementary school coming in this area, this whole area will need to be reconfigured to make it more obvious where people should go to get on the 840 ramp. Often times it is semi trucks getting confused, making the issue even worse.	2	0	36.12967	-86.4
92	Facility Issue	Are there any plans to widen Tater Peeler Rd? With the extension opened, the volume of traffic has increased. The road can only allow one car at a time without the passing vehicle to have to go off the road. Especially a concern with bigger vehicles.	0	0	36.18773	-86.2867

ID	Type	Comment	Up Votes	Down Votes	Latitude	Longitude
93	Turning Issue	You have cars coming both ways and coming off the interstate and getting on with no light.Plus now their is a street and a business on the right and left with their own driveways.Cars that stop to turn left cause a dangerous back up.This is a terrible design and an extremely dangerous area.It is a small area with all this activity going on.It is an accident waiting to happen.It needs to be redesigned and have two lanes on each side and a turn lane in between.	2	0	36.18911	-86.2699
94	Turning Issue	Need to add a right turn only lane on WB Leeville Pike onto NB TN 109	1	0	36.18812	-86.4092
95	Turning Issue	Need to add a right turn only lane from NB TN 109 into the Publix shopping center	5	0	36.1909	-86.4102
96	Turning Issue	Need to add right turn only lanes at all 4 points of the intersection, not just for EB Leeville Pike only SB Hartman	1	0	36.19544	-86.333
97	Turning Issue	Previously, there was a dedicated right turn only lane (which never had to stop) to allow traffic from SB TN 109 onto WB I-40. That has been removed and, during peak traffic times, the lane to get onto I-40 backs up through the intersection at Leeville Pike. The dedicated right-turn only lane should be added again (model the intersection off SB Mt. Juliet Blvd going onto WB I-40)	4	0	36.18609	-86.408
98	Turning Issue	This exit incredibly dangerous. We need a safer way to exit at 239.	7	0	36.18796	-86.2686
99	Facility Issue	Lane markings on Hartman Drive between Main and I-40 can be difficult or impossible to see during rainy conditions at night. I would like to suggest either restriping the lane markings or adding reflectors to assist with visibility.	1	0	36.20477	-86.3255
100	Turning Issue	The traffic lights for the turn lanes leaving the exit ramp from I-40 West are unclear as the painted arrows have faded. There is only one left turn lane but have seen multiple people use the middle lane to turn left. Would like to see red arrows for the traffic lights	1	0	36.1859	-86.4073
101	Turning Issue	Agree that more turning lanes are needed for traffic going from 109 to 840	2	0	36.12967	-86.4
102	Turning Issue	The left turning lane from SB109 to Leeville Pike is not long enough. Also, the turn arrow will malfunction and not appear or only allow 4 - 5 vehicles to turn. I have called to report this traffic signal twice during the afternoon rush hour.	2	0	36.18841	-86.409
103	Turning Issue	This area is very dangerous when turning from 109 onto EB Leeville Pike. Vehicles will suddenly slow or stop to either turn right into the Thornton's or left into/behind	1	0	36.18878	-86.4082

ID	Type	Comment	Up Votes	Down Votes	Latitude	Longitude
		Bellacino's. Always afraid of being rear-ended.				
104	Facility Issue	E Division St is so treacherous, I no longer drive this route. It needs to be widened (at least four lanes with turning lanes in some areas) with shoulders added. If you veer off the road . . . you are in a ditch! We need this route to be functional and safe to help alleviate the traffic on 109, Hwy 70, and I-40. There was a fatal accident on this road this year. This road is so dangerous for personal vehicles and is more so with the commercial vehicles that travel this road.	4	0	36.19048	-86.4124
105	Speeding Issue	People will get into this far right lane (which is intended to be a right turning lane) to bypass all the traffic backup on NB 109. When they get close to Leeville Pike, they cut left in front of everyone who has patiently waited in line to make it to this point!	5	0	36.18556	-86.4074
106	Facility Issue	SB109 afternoon traffic backup is getting worse by the day. It comes to a stop past this point because the traffic is so congested further south. We have the issue of too many vehicles . . . not enough road!	2	0	36.19559	-86.4133
107	Turning Issue	Left turn off Hickory Ridge onto 109 SB need to have a longer time during peak AM and PM hours. Many people cut through the Publix parking lot to get to the signalized intersection next to Whataburger just to avoid the long stacking on Hickory Ridge and get onto 109 faster.	3	0	36.19297	-86.4113
108	Turning Issue	Left turn signal is confusing	1	0	36.20956	-86.3075
109	Facility Issue	The Maple Hill intersection is confusing with people pulling out of Snow White.	5	0	36.22119	-86.3445
110	Turning Issue	This entrance into West End Station is for emergency only and should be blocked to other types of traffic. It is a hazard.	4	0	36.22336	-86.3525
111	Speeding Issue	Historically, speeding has been an issue on Blair Lane.	0	0	36.21524	-86.345
112	Turning Issue	East bound Main needs a right turn lane onto Hartmann.	1	0	36.21186	-86.3223
113	Facility Issue	The signal at Castle Heights and Main works inefficiently.	0	0	36.20804	-86.3069
114	Facility Issue	231 North needs to be widened	2	0	36.2322	-86.289
115	Facility Issue	Baddour/Bypass needs to be 5 lanes the entire route.	0	0	36.21641	-86.3102
116	Turning Issue	Turn lane arrows are confusing	0	0	36.19036	-86.3015
117	Facility Issue	Hartmann is spelled wrong on the map.	0	0	36.20283	-86.327

ID	Type	Comment	Up Votes	Down Votes	Latitude	Longitude
118	Facility Issue	Dip in the road that TDOT recently patched. It will come back and get progressively worse. Section needs to be completely rebuilt.	7	0	36.2293	-86.3761
119	Turning Issue	Unsafe turning here due to accelerating oncoming traffic, visibility and crowded turn lane into strip malls businesses not streets - Babb Road.	0	0	36.21504	-86.327
120	Turning Issue	Due to grade of Hickory Ridge. Extremely difficult to see traffic coming from the left. This neighborhood will be adding approximately 300 homes in the coming years, and a 2nd subdivision which will be using Asbury Hawn as its primary entry/exit will be coming shortly thereafter, adding another 150 homes.	0	0	36.20179	-86.3621
121	Turning Issue	The white line indicating where cars should stop on South Hartmann needs to be moved back several feet for the lane with cars preparing to turn left onto the I-40 ramp. Cars coming off the I-40 exit, turning left onto South Hartmann have very little room to miss hitting a car in the middle lane.	1	0	36.18116	-86.3261
122	Facility Issue	Need crosswalks sidewalks for pedestrians.	1	0	36.23155	-86.2898
123	Turning Issue	Turning lane needed	1	0	36.24485	-86.2889
124	Turning Issue	Turning lane needed multiple wrecks due to congestion	1	0	36.24324	-86.2889
125	Turning Issue	Turning lane needed	1	0	36.24656	-86.2888
126	Turning Issue	Turning issues	1	0	36.22704	-86.2902
127	Turning Issue	Very congested area Turning issues.	1	0	36.21425	-86.2901
128	Lighting Issue	More lighter to help with pedestrian area	1	0	36.21386	-86.2902
129	Facility Issue	Crosswalks and timed walking needed in this congestion	0	0	36.21324	-86.2903
130	Facility Issue	No one abides to the crosswalks and stops for pedestrians also the outer ring of all cross roads needs additional crosswalks (ie. Light at burger King, light at capital, and the 2 others)	4	0	36.20793	-86.2911
131	Turning Issue	The timing on this light and the congestion of the area makes it very difficult to get threw this area at all hours of the day	3	0	36.21292	-86.3221
132	Facility Issue	The railroad tracks and road conditions are terrible and in need of repair. Also the congestion in this area and light timing are awful.	1	0	36.21911	-86.3201
133	Turning Issue	Is merging from the suicide lane legal? It's extremely dangerous.	0	0	36.22511	-86.3544

ID	Type	Comment	Up Votes	Down Votes	Latitude	Longitude
134	Facility Issue	Add'l signage next to other overhead signs indicating the lanes are ending/merge right.	0	0	36.18399	-86.3638
135	Facility Issue	Jersey barriers needed to stop people merging last minute at the 40E/109N exit. Refer to 40E at the Mt Juliet exits for an example.	3	0	36.1841	-86.4123
136	Facility Issue	Lebanon needs to implement flashing yellow turn signals at various intersections like Mt Juliet has. Waiting at a red turn light while you can clearly see no cars for miles is ridiculous. This intersection is only one example.	1	0	36.23216	-86.4287
137	Facility Issue	At various spots on 70, the lights should go to a flashing only mode between 10 pm and 4 am. There is not enough traffic to justify full light cycles at this times.	7	0	36.23373	-86.3866
138	Facility Issue	The entirety of Westland drive needs striping, shoulder and center. This is a main road from HRR and Crowell to Blair Lane. Even shady crest has striping, and the traffic is a fraction of what Westland sees.	0	0	36.20787	-86.3416
139	Turning Issue	We live in Forrest of Lebanon and there have been times where cars enter turn lanes without realizing a car heading the opposite direct is also in the turn lane.	0	0	36.23666	-86.3926
140	Facility Issue	The reappearing, lane-wide pothole in the right turn lane from S Hartman to Old Mboro rd needs to be properly fixed. Not band-aided by being filled, but actually fixed.	0	0	36.17412	-86.3097
141	Lighting Issue	This intersection needs some lighting.	0	0	36.16684	-86.3054
142	Facility Issue	There is another dip on WB side, west of Horne Springs that has been repeatedly repaired. I think there is a sink-hole that will need to be addressed before a repair will last. It is in the RH lane traveling WB.	1	0	36.2293	-86.3761
143	Turning Issue	Turning is already bad enough with the increased traffic on this side of town. Trees/bushes in front of liquor store are going to be a huge distraction.	0	0	36.21527	-86.3277
144	Facility Issue	This parking lot needs repainted. Can't tell which lane is what.	1	0	36.21758	-86.3319
145	Turning Issue	Need to widen 40 past Watertown exit.	0	0	36.18309	-86.3534
146	Lighting Issue	Terrible lighting in Walmart parking lot.	3	0	36.19226	-86.2925
147	Facility Issue	Complete lack of crosswalks along W Main Street to cross traveling North/South. No way for pedestrians to safely cross. There is one cross walk at Oak Hill Drive &	1	0	36.20921	-86.3045

ID	Type	Comment	Up Votes	Down Votes	Latitude	Longitude
		traveling east, the next one is 1.1 miles away at the Downtown Square.				
148	Facility Issue	Complete lack of crosswalks along W Main Street to cross traveling North/South. No way for pedestrians to safely cross. There is one cross walk at Oak Hill Drive & traveling east, the next one is 1.1 miles away at the Downtown Square.	1	0	36.2096	-86.3072
149	Speeding Issue	Traffic calming measures are much needed on Hill St. Vehicles traveling above the posted speed limit during all times of the day. This is a residential street & there are no commercial businesses along this corridor, so speed bumps or humps would help alleviate the speeding.	2	1	36.21252	-86.3024
150	Facility Issue	No sidewalks on Hill Street is a major safety concern. It is dangerous to walk from City Hall to the train station / greenway access. This is a residential area & many pedestrians access this road to walk/bike to Don Fox & Jimmy Floyd.	1	0	36.21274	-86.3052
151	Facility Issue	Complete lack of crosswalks along W Main Street to cross traveling North/South. No way for pedestrians to safely cross. There is one cross walk at Oak Hill Drive & traveling east, the next one is 1.1 miles away at the Downtown Square.	2	0	36.20837	-86.2961
152	Turning Issue	When the new Starbucks opens, the turn lane will be a nightmare with folks turning left onto Baddour and folks turning right into Starbucks. I've seen left turn traffic backed up to Carver Lane.	0	0	36.21801	-86.3357
153	Facility Issue	Need a pedestrian crosswalk across N. Cumberland St.	1	0	36.22508	-86.2901
154	Facility Issue	Southbound traffic frequently crosses into the northbound lane in this curve	0	0	36.20149	-86.3086
155	Facility Issue	Need a traffic light at this intersection. Too many people don't know whose turn it is to move through the intersection.	1	0	36.19889	-86.309
156	Speeding Issue	Increased traffic on Lealand Lane has led to increased noise pollution and speeding.	0	0	36.22704	-86.2881
157	Lighting Issue	Need better lighting at the crosswalks. It is often difficult to see the pedestrians, especially at night due to oncoming traffic headlights.	5	0	36.20757	-86.2912
158	Facility Issue	Why are there 2 sets of traffic lights here? One would be enough.	0	0	36.21498	-86.3028
159	Turning Issue	Also, in peak hour traffic many are cutting through Thorntons to go east on Leeville creating a real traffic mess	0	0	36.18841	-86.409
160	Turning Issue	Same concern. Several times periods it is near impossible to turn out of the subdivision. Using the "suicide lane" also	0	0	36.22511	-86.3544

ID	Type	Comment	Up Votes	Down Votes	Latitude	Longitude
		becomes challenging because residents improperly use the emergency only entrance all the time so u never know when it is truly safe to pull out into the turning lane. Almost got hit because of this and they never had a signal on.				
161	Turning Issue	Drivers eastbound on Lebanon Rd. trying to turn left into Sports Village Fitness are met head on with drivers westbound on Lebanon Rd. trying to turn left onto Geers Dr. Drivers are entering the same section of center turn lane which is blind coming over the hill. It is a head-on collision waiting to happen.	4	0	36.22352	-86.3504
162	Speeding Issue	Cars traveling into town at 50mph (or more) don't have warning that the light is there. Put a warning flasher light before the curve.	0	0	36.22829	-86.363
163	Turning Issue	Drivers westbound on 70 trying to turn southbound onto 109 are blocked from turning by traffic that piles up under the bridge. The issue is the southern most light on 109 turns red while the north light on 109 remains green allowing traffic to pile up under the bridge all the way to the intersection blocking drivers from turning left off of 70. Red light enforcement is also a major issue here, particularly with speeding semis.	1	0	36.23367	-86.4292
164	Turning Issue	There should be no left turn allowed from Leeville Pike into Bellacinos Pizza/Cheers Liquor. There should also be no left turn of Thorntons onto Leeville Pike. This intersection has 2 dedicated left turn lanes onto 109 in addition to the regular lanes and people dangerously try to turn across them or block Leeville which then piles up traffic onto 109.	0	0	36.18882	-86.4081
165	Facility Issue	If this is actually a public road then a corner of the parking lot needs to be removed because it's impossible to turn here when vehicles are parked in the parking spots and two vehicles are coming from opposite directions. It also should be properly marked as a roadway (yellow and white lines).	0	0	36.19004	-86.4093
166	Turning Issue	During peak travel times, it is suicidal trying to make a left turn off old Leeville onto Leeville.	0	0	36.18886	-86.4078
167	Facility Issue	3000+ sq. ft. homes but guests cant even park on the street. No parking on streets city wide is asinine, especially when it isnt even posted for guests at every single entrance to city limits. No parking on streets should be based on the street width and the ability for emergency vehicles to pass. It could even be	1	0	36.23856	-86.3916

ID	Type	Comment	Up Votes	Down Votes	Latitude	Longitude
		limited to no parking on one side of the street.				
168	Facility Issue	Right turning lane needs to be extended past Hickory Ridge Rd and turned into a right/straight lane. This will help traffic turning onto Hickory Ridge Rd, E Division St and I-40 WB as it will be dedicated lane. This will be a good addition to having the I-40 WB on-ramp having a continuous right hand turning lane. In the picture the green arrow represents the lane that needs to be extended.	0	0	36.19107	-86.4106
169	Turning Issue	Turning onto Quarry Loop Road from 109, and turning from Quarry loop road left onto 109 is impossible in the mornings	0	0	36.23073	-86.4281
170	Turning Issue	This intersection is extremely dangerous. People from the apartment complex trying to go straight across, while people from Quarry Loop are trying to turn left onto 109. If it is clear and someone needs to go across all lanes they do not follow stop sign laws and almost hit other cars all the time.	2	0	36.23379	-86.4359
171	Speeding Issue	We need a traffic light here at this intersection as well to help alleviate bottlenecks due to increased traffic	1	0	36.18857	-86.279
172	Roadside Distraction	Right?!? The most ridiculous build I have seen lately. Such a large structure on such a tiny (and I mean TINY) lot. How did that even get approved????	1	0	36.20163	-86.2803
173	Lighting Issue	I think all large vehicles / tractor trailers should be diverted around this area and pedestrian bridges would be nice, over all the roads on the square to keep traffic moving and people from being ran over.	0	0	36.20757	-86.2912
174	Turning Issue	Extend the left hand turn only light going NB specifically on Hartman, and extend the lane itself.	0	0	36.19352	-86.3326
175	Facility Issue	Would be really nice to have some of major construction to link 840 to Leville Pike. This would alleviate a lot of traffic off 109, Hartman, and 231. As 109 exit on 840 can be used for people driving towards Gallatin, and the Leville Pike "exit" (end of 840) can be used for drivers going towards Main Street in Lebanon.	0	0	36.18791	-86.3534
176	Lighting Issue	Need ALOT more lighting on Thomas Terrace! It's hard to see 🚗 when out at night.	1	0	36.20439	-86.2883
177	Speeding Issue	Speeding is AWFUL on Thomas Terrace & East Spring Street.	1	0	36.20439	-86.2883
178	Speeding Issue	Drivers along 109 speed way over the posted speed limit. This also makes it very difficult for people coming in and out of this neighborhood to safely get on and off 109.	0	0	36.2521	-86.4367

ID	Type	Comment	Up Votes	Down Votes	Latitude	Longitude
179	Lighting Issue	Lighting is needed badly on Thomas Terrace.	0	0	36.20563	-86.2892
180	Speeding Issue	Speeding is AWFUL on Thomas Terrace.	0	0	36.20563	-86.2892
181	Turning Issue	This area is congested because it hours from two lanes two one. The two lanes needs extended all the way out Hartman to Coles ferry	1	0	36.21867	-86.3202
182	Facility Issue	Need to extend the two lanes all the way out Hartman	0	0	36.22053	-86.3198
183	Turning Issue	Yes!! This junction is in desperate need of an overhaul. massive problem. Around 5PM when I'm driving on my way to Murfreesboro, the lines are usually over 0.5 miles long, and traffic from the left lane usually skip the line and cut off traffic in the right lane. They sometimes have to wait to do so, blocking traffic continuing on East TN-265. Ideally TN-109 would be upgraded to a freeway at this point with a direct continuation onto I-840, with TN-265 being an exit.	0	0	36.12967	-86.4
184	Lighting Issue	This light doesn't allow enough time for the congestion to be alleviated. Needs a second turn lane to get on i40	1	0	36.18476	-86.407
185	Turning Issue	Middle turn lanes need to be added all the way to N Maple St, to avoid rear end collisions. Lanes aren't wide enough and turns are to narrow, let alone no one uses their blinker.	0	0	36.21239	-86.3193
186	Speeding Issue	I completely disagree with this. I'm rarely able to do the speed limit on Leeville Pike because there is always someone doing 10 mph under the speed limit.	0	0	36.18513	-86.3846
187	Turning Issue	Something needs to be done here. Some mornings, you can sit up to 5 minutes waiting to pull out of the subdivision. Traffic also gets backed up to this point in the evenings going south.	0	0	36.20937	-86.4202
188	Turning Issue	Figure out how to get a red light for martha leevile and blue grass to be able to get out onto 109. Playing real life frogged is not fun.	0	0	36.20296	-86.4169
189	Turning Issue	Right Turn Only lane would be helpful to keep traffic flowing.	0	0	36.21867	-86.3202
190	Turning Issue	Turn the right lane into a dedicated right turn only lane. Left turns and straight across traffic for the left lane. There isn't enough straight across traffic to justify keeping this intersection the way it is currently. Right turn only would allow traffic to move more efficiently.	1	0	36.2126	-86.2944
191	Turning Issue	Need a second westbound turning lane from S Hartmann Dr onto West Main St.	0	0	36.21325	-86.3221

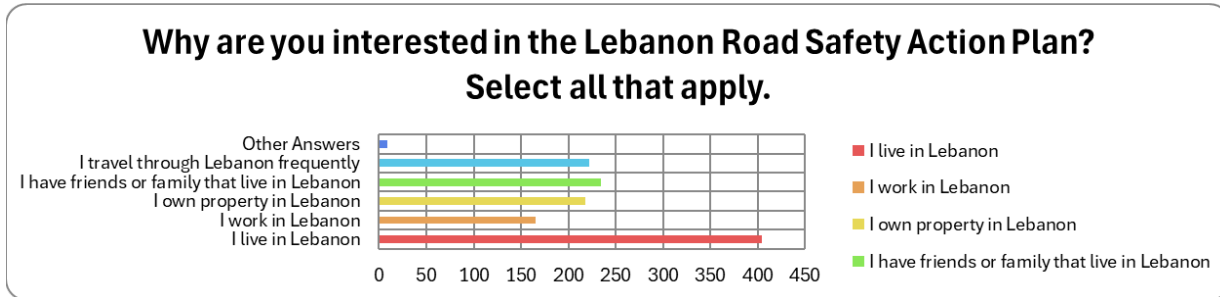
ID	Type	Comment	Up Votes	Down Votes	Latitude	Longitude
192	Turning Issue	Obstructed view due to stockade fence on NW corner.	0	0	36.2002	-86.3001
193	Speeding Issue	Frequent speeding between S Greenwood and Castle Heights.. Lebanon's favorite quarter mile.	0	0	36.19992	-86.3012
194	Turning Issue	This intersection, frequented by tractor trailers, needs to be widened in every direction. The lanes are barely wide enough for full sized passenger vehicles.	2	0	36.21241	-86.2904
195	Facility Issue	Road resurfacing needed from W Spring to Martin including the W Spring intersection	1	0	36.20362	-86.2966
196	Facility Issue	NB S Hartman right turn lane needs resurfacing	0	0	36.1846	-86.3254
197	Facility Issue	RxR is getting bad	1	0	36.21074	-86.2958
198	Facility Issue	I think the train engineer starts laying on the horn here and doesn't quit until they pass 231. This may not be a safety issue but it's worth mentioning in terms of Quality of Life.	0	0	36.19928	-86.2865
199	Facility Issue	Bridge interchange is horrendous.	2	0	36.20075	-86.281
200	Facility Issue	This intersection, E Sunset & Tarver is dangerous due to the steep drop offs with no shoulders. The intersection is not depicted properly. The southern most and 3rd leg shown does not exist.	0	0	36.20025	-86.3029
201	Turning Issue	Widen Ligon Dr to allow individual right and left turn lanes	1	0	36.19078	-86.3018
202	Speeding Issue	This curve causes near misses daily. Residents pulling from Murray Ct. and Curtis Drive have a hard time seeing the speeding cars due to house placement and mailboxes obstructing vision. Since Tucker Trice is now a through street, speeds have increased and there will be crashes here in the future. The city already has a speed hump on Tucker Trice at Kelsie Dr. They should continue the speed humps on the entirety of Tucker Trice. Residents are walking, children are riding their bikes, etc.	1	0	36.23154	-86.3042
203	Turning Issue	Crossing W Main on Greenwood is dangerous due to W Main being a big hump. Nearly bottom out while crossing.	0	0	36.20819	-86.296
204	Turning Issue	No Right Turn on Red could use better enforcement. Seems we'll need the Cainsville Rd intersection to get a light to be synced with S Cumberland	0	0	36.20003	-86.2922
205	Turning Issue	A right turn lane should be added on S Hartman to the entrance of the Medical bldgs. The turn comes up fast without adequate deceleration lane.	0	0	36.17794	-86.3258
206	Facility Issue	Adding shoulders to Blair Ln would improve safety.	0	0	36.21015	-86.3468

ID	Type	Comment	Up Votes	Down Votes	Latitude	Longitude
207	Facility Issue	Crosswalk/pedestrian hybrid beacon is needed	0	0	36.1742	-86.4014
208	Turning Issue	Difficult to turn left onto the square & causes a backup of traffic on College Street. Need a turn signal.	0	0	36.20775	-86.2898
209	Facility Issue	Road over railroad track crossing is in terrible shape	0	0	36.20579	-86.2928

Survey Responses

The following graphs illustrate the survey responses received during the public engagement. Some questions included open response options or “Other” categories, and these long-form responses are listed in the order in which the surveys were received. These responses are unedited to maintain the integrity of the public’s comments.

1. Why are you interested in the Lebanon Road Safety Action Plan? Select all that apply.

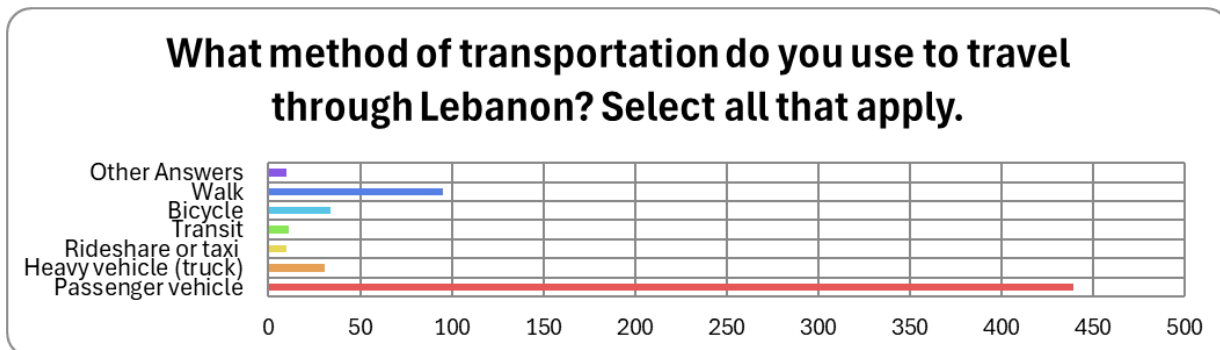


Choice	Responses	
I live in Lebanon	405	89.80%
I work in Lebanon	165	36.59%
I own property in Lebanon	218	48.34%
I have friends or family that live in Lebanon	235	52.11%
I travel through Lebanon frequently	222	49.22%
Other	9	2.00%

“Other” responses:

- My children go to school in Lebanon
- My teenagers are new drivers in Lebanon
- I am an original Lebanon resident, not a transplant

2. What method of transportation do you use to travel through Lebanon? Select all that apply.



Choice	Responses	
Passenger vehicle	439	98.21%
Heavy vehicle (truck)	31	6.94%
Rideshare or taxi	10	2.24%

Transit	11	2.46%
Bicycle	34	7.61%
Walk	95	21.25%
Other	10	2.24%

“Other” responses:

- Motorcycle (5 mentions)
- Powerchair and handicap van. It's a major adventure traveling around in my powerchair
- Commuting scooter (non-powered)
- Electric scooter and bike
- Wheelchair van that is low to ground and extremely high speed bumps can cause damage to my van
- I drive my own vehicle, sometimes I have a friend with me

3. What are your top transportation safety concerns (behavior-related)? Select up to three.



Choice	Responses	
Speeding	305	69.00%
Impaired driving	86	19.46%
Impaired bicycling or walking	5	1.13%
Aggressive or erratic driving	293	66.29%
Drivers not stopping for people walking across street	68	15.38%
Pedestrians improperly crossing streets	57	12.90%
Drivers passing too close to those bicycling or walking	26	5.88%
Distracted walking or bicycling (e.g., phone use)	16	3.62%
Distracted driving (e.g., phone use)	240	54.30%
Improper seatbelt or carseat use	3	0.68%
Other	55	12.44%

“Other” responses:

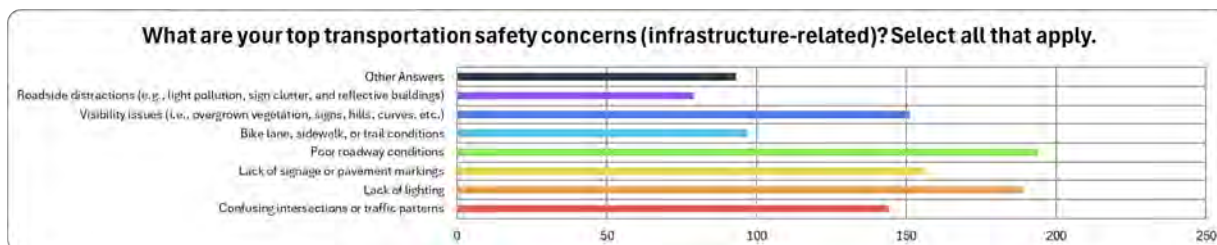
- Traffic light needed at Bethlehem rd/hwy 70. Road widening on maple Hill road. Traffic has increased on that road
- Drivers not paying attention. Drivers driving in right lane slower than the slow lane traffic yet not passing anyone or attempting to turn left
- Lack sidewalks
- Elderly/senior citizens driving erratically

- Idiots running red lights
- Commercial traffic in residential areas and streets that don't support them
- Traffic congestion
- Lack of driver courses for beginners. Could be a class taken in high school or a program like ready to drive
- Racing down the turn lane passing people in regular lanes
- Lack of sidewalks
- Lack of safe sidewalk and bicycle paths, well lighted walk areas beside streets.
- Very dangerous conditions on Mann Rd & Coles Ferry Rd without shoulders. It's dangerous to drive on those roads & very easy to go off the roads. The brick mailboxes are too close to the road as well. My family is very concerned about this!!
- Lately there seems to be more drivers that don't know basic rules of the road Stopping for school bus, who has right of way- there's a lot of unlicensed or poorly trained drivers
- Running red lights
- Insufficient road shoulder in areas of significant land use development. Increased trips as well as larger loaded vehicles during construction phases has caused permanent damage to the roadway subsurface (multiple locations in the city)
- Large, interstate tractor trailers using Highway 109 as a through road. They speed and are aggressive near our neighborhood that is mere feet from the highway
- Running red lights
- Bicycle traffic lanes. Do NOT make them part of the plan
- We need red light cameras
- Poorly timed traffic lights
- Running traffic lights
- lack of awareness of right of way when navigating areas with a mixture of parking lot driveways and roadways
- Poor Street design
- Drivers not stopping and coming around the sanitation trucks with the men on the grand and the auto trucks
- Improper vehicle types IE semi trucks on residential roads. Main culprit is Carver Lane as truck drivers use Carver Lane to avoid Hartmann Drive/By-Pass and Hartmann Drive/W Main Street intersections. When Toshiba Drive was connected to Carver Lane it was stated the City would not allow semi truck traffic on Carver Lane
- No shoulder area Lack of sidewalks
- Drivers not stopping at stop signs especially in neighborhoods
- Poor roads
- Drivers cutting by backed up traffic and entering their desired turn lane at the last second
- People running red lights. We have almost been hit so many times by this alone.
- bikes and walking in traffic lanes
- Red lights backing up traffic
- Busy roads make it hard to turn left ex trying to turn left onto Lebanon Pike to go to shopping area of Main St esp down by all new apts/condos. So much poorly timed traffic so you go half way and sit in the middle lane "suicide lane" trying to merge

right into east bound lanes. Also, why weren't TN roads built wide enough for shoulders? Problematic

- Crossing over lines specifically around corners. For motorcycles this is deadly.
- Pulling into the left turning lane and using it as a take off ramp for the other side of the road. Misuse of turning lanes
- People who will pull right out in front of you without even stopping or checking to see if they can do so safely. Young males in big trucks who try to intimidate people with the size of their vehicle
- Not knowing what to do at a stop sign
- Improper use of residential roads for commercial traffic
- people driving too slow
- not going the speed limit
- Poor safety protocol shown frequently by LPD and Sheriff's deputies, mostly texting, speeding and no turn signals
- Not enough visibility on roads
- Using the passing lane to pass other vehicles
- Overcrowded streets
- Multiple red light runners
- 1. Too many people in Lebanon and 2. people not waiting their turn for 4-way stops
- How you don't have running red lights in this list is baffling- RUNNING RED LIGHTS!!!!
- How slow people drive
- Traffic
- Narrow roads all are narrow for no reason there is tons of land to widen right side is death trap ditch. 109 has no island or barrier so people use turn lane as passing lane daily
- Cars parking on sidewalks because their driveways aren't long enough is a huge problem in newer neighborhoods. The 30ft setback is simply not enough for most homes, which makes their driveways too short. The city allows residential roads to be too narrow to park on\illegal to park on, so vehicles are parked on sidewalks. This causes neighborhood walkers to walk in the street, which increases the risk immensely. I know this is a codes problem, but it also is a large and annoying safety concern involving roads
- Dangerous roads and inadequate intersection at the end of Burford Rd and Philadelphia extension
- People going too slow in the fast lanes. Also the constant speed trapping you have your police doing every day. Why not have them visible to encourage better driving. Instead they hide and make revenue for you
- Need more safe sidewalks for people in wheelchairs
- Improve feeder road egress onto HWY 109. Stoplights aren't the answer as HWY 109 is now the northern Nashville by-pass since 840 was never completed

4. What are your top transportation safety concerns (infrastructure-related)? Select all that apply.



Choice	Responses
Confusing intersections or traffic patterns	144 33.49%
Lack of lighting	189 43.95%
Lack of signage or pavement markings	156 36.28%
Poor roadway conditions	194 45.12%
Bike lane, sidewalk, or trail conditions	97 22.56%
Visibility issues (i.e., overgrown vegetation, signs, hills, curves, etc.)	151 35.12%
Roadside distractions (e.g., light pollution, sign clutter, and reflective buildings)	79 18.37%
Other	93 21.63%

“Other” responses:

- Way too many houses, apartments, etc. being built and virtually no truly needed road improvements
- Residential side roads being used as main thoroughfares
- Incorrectly marked/used left turn lanes. Drivers crossing double yellow lines. Intersections which need stoplights. Intersections with confusing traffic patterns/rules. Poor visibility for road lanes at night/lack of reflective marking, fading paint. Lack of shoulders on winding/narrow roads. Inadequate space for oversized vehicles to pass
- Open roadways with no patrol, leading to excessive speeding on Lebanon Road west
- Lack of sidewalks
- No shoulders on the roads
- Poorly programmed traffic lights/patterns
- Lack of left turn lanes. Roads aren't large enough to support the out of control development
- Pedestrian crosswalks on the square need lighting
- Too many driveway entrances/exits on main St. Need to filter cars to a light
- Running red lights or not stopping at stop signs especially on the square
- Lack of sidewalks
- Old, narrow roads
- Found one don't seem to know when it's their turn at stop signs
- see above
- Too many people on the roads due to the constant building of apartments, townhomes etc. It's too compact now

- Too many curb cuts on West Main causing short stops. No right turn lanes on West Main causing traffic to backup. LACK OF SPEEDING ENFORCEMENT. Poorly timed traffic signals causing difficult left turns onto West Main (& causing wrecks at certain locations; eg Sports Village)
- We need a red light at Palmer and Lebanon road. Also reduced speed and speed bumps on Palmer road
- Low shoulder on main roads (W Main Street)
- No turn lanes & terrible railroad crossing
- Not enough speed limit signs- miles between posted limits in some instances. This leads to conflicts with people doing the speed limit and those going too slow. Speed limit signs being completely removed in construction areas. Highways with 35mph speed limits where the road is safe for higher speeds invites unsafe driving and passing conditions. (ex. Central Pike, from 109 to 231). And WHY can the lights not be set to flash during the overnight hours, and there should be more ""left turn permitted with caution"" at left turn signals to allow traffic to continue to flow. Pick a speed limit- ex hwy 109 to Gallatin. All the speed changes are a good excuse for a speed trap and if I obey them I am playing with my life because some people run 60 no matter the posted limit. Why not compromise and just make the entire hwy 50mph until you get to Gallatin?? Then also add more police presence
- Narrow roads with no shoulders and large drop offs
- Crosswalk at Gay Street literally stays available for 16 seconds! But the regular light is 4 minutes or more. It would be nice to have a crosswalk in front of Shenandoah Mills for the workers
- No deceleration or turn lanes on highways, especially on Highway. Narrow lanes on 109. Also, large tractor trailers using 109
- Some intersections are too narrow.
- Lack of right turn lanes and signs prohibiting turning right using shoulder. Wastes everyone's time at red lights
- Not really anything of these nature
- Intersections with roads connecting at acute angles
- Roads discourage walking and biking
- narrow roads--no place to pull over in emergency
- Pot hole on 70 going towards mount juliet. Before fiveoaks
- Poorly timed traffic lights
- Stop signs that are so faded they are white!!!
- Poor and overburdened traffic intersections. Roads are too narrow
- lack of sidewalks, lack of non-car traffic corridors, lack of access to the train station (and its connected walking path) from housing that is literally a block away from the walking path due to intense traffic and no pedestrian bridges or safe crossings
- Poor Street design
- People running red lights
- Having to use center lane to enter roadway. Ad traffic lights and reduce speed
- Population density and little to no changes in infrastructure to accommodate growth
- Getting off I-40 to get onto Hwy 109 backs up onto the interstate, which is very dangerous

- Stop lights in all areas need to be better synchronized. Especially turning onto Leeville Pk. from S Cumberland
- Lack of traffic signals on 109 between hwy 70 and I-40.
- Drivers using the middle lane for illegal passing
- Traffic lights, especially on W Main, are not timed well.
- Drivers crossing double sets of double yellow lines, drivers moving into oncoming traffic to use what should be dedicated left-turn lanes so they can make left turns themselves, LACK OF RIGHT TURN ONLY LANES IN THE CITY -THIS DRAMATICALLY INCREASES CONGESTION AND SLOWS COMMUTE TIME!!!!
- JUST SIDEWALK
- Stop light timing taking too long or backing up traffic during rush hour
- Many roads are too narrow, leaving no room for error
- The Town Square Design is dangerous! The traffic circle is too small to accommodate the increasing traffic, and no one knows how to use a traffic circle properly, which is exacerbated by the decreased size in the circle because reaction times are also decreased. Semi-Trucks continue to roll through it. It's too small for them. The design either needs to change back to more like the original, or alternative routes need to be created with clearly visible signage
- People running yellow & red lights. Then blocking the road at the intersection. Especially on the square at Gay Street & South Cumberland
- Comparatively to other states and cities, there are not enough sidewalks and the quality of them is very poor
- Overcongestion because you keep allowing developments to be put in without infrastructure improvements. Stop turning this place into California
- High amount of traffic crammed into main routes
- The timing of traffic lights should be better linked from one to the next. Also, the timing of most lights should be adjusted to the time/day and traffic pattern
- Need to add right turn lanes. I despise sitting at a red light in the right lane with the "do not use shoulder for right turns." Many intersections have room to create a right turn lane. Control it with arrows if necessary
- Need red-light on Cainsville/ Briskin
- Lack of turn lanes causing traffic to stop in regular lanes
- Please keep the roads striped properly please please
- Driving multiple blocks in turn lane and not obeying traffic signals
- need more sidewalks
- Don't really have any. Speeding on W Main St. is OUT of hand/unacceptable
- Can't see the street lines at night. Needs re painting
- raise the speedlimits
- The overt lack of attention to the limitations of the city, patently ignored for greed. Get rid of %85 of the apartment buildings, complete freeze on new construction. We're at 42k in a city designed for 10k, and people are stupid enough to wonder why we're having these increases in safety issues? Incredible lack of foresight. Literally pre-birth level. To do so this flagrantly indicates a brain death level where autonomous functions struggle. I see so many people just walking into the street with their heads buried in their phone. I've lost count of the number I've almost turned into splatter art, not because I'm going fast, but I drive a 7500lb vehicle and

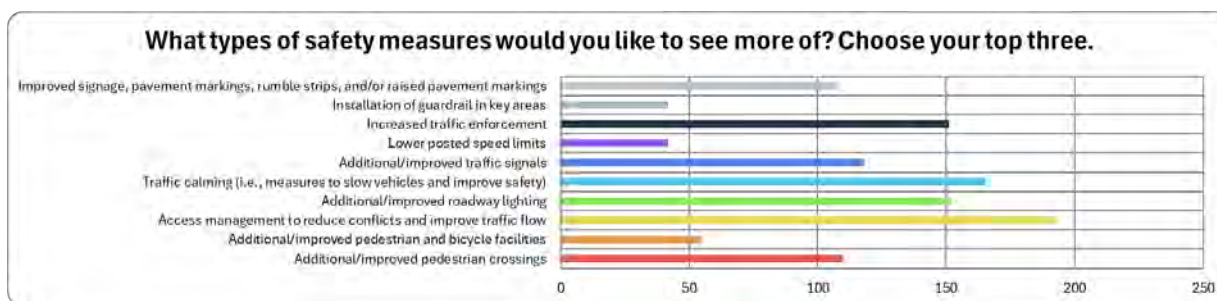
people are completely ignorant to what's going on around them. The city has failed in every aspect imaginable and some I would have never thought of in its growth. Frankly, it's embarrassing to think this is what we're working with. Hello Antioch. apparently someone on the council thought you were a good example to follow. I'll say flat out that I don't for one second believe the city gives a damn about the people, that it's all about tax\$\$ they can stuff in their pockets, and only the fact that it's getting in the news is the reason this survey is here. People like myself who have had TBI or epilepsy, are flagrantly ignored when we mention issues with LED lighting. Those like me know that this can cause seizures, dizziness, and all kinds of other fun issues while driving yet they want more and brighter LED lights everywhere. I don't have the slightest faith that this will be paid any attention to. Go to a city council meeting. You will see the council, 2 or 3 officers, maybe 5 like myself who have concerns who speak and are ignored, and then you'll have more people wanting to build who have all but been guaranteed to get whatever they want, contribute here please. The council has flagrantly ignored the limitations of the city, and unless they're willing to make the bulldozers go brrrrrr, there's naught to be done about it. I'd recommend moving out, I'm looking at doing that myself currently. My family has been here for literally centuries and the council of the last 12 years or so has all but destroyed what used to be a nice town with lots of agriculture and a good hometown feeling. That's gone. Why? Greed

- Cannot get out of my subdivision. Due to too busy road
- Desperate need for acceleration and deceleration turn lanes on Highway 109!! We also need protected center turn lanes...guardrails to prevent headon crashes while trying to turn from the center turn lane
- Too much traffic for turn lanes as marked
- The city needs to open up the road shoulders on hwys for right hand turns. It creates traffic and possible accidents when drivers are nearly stopping traffic to make right hand turns when there is plenty of room on the shoulders to get out of the way of flowing traffic
- Roads cannot handle increased traffic, no plan for improving areas around schools and other high traffic areas
- Lack of flashing caution light and intersections where frequent accidents are occurring
- Trying to turn left onto 70 without a traffic light
- Our roads are not designed to handle the volume of traffic we have now. So many people are moving here, which is great for the tax base, but we don't have the roadways to accommodate the volume
- Need lane reflectors on the back roads
- Kroger parking lot 4-way stop north of the gas pumps; no stop signs to go towards Goodwill beside Papa Murphy's
- Congestion on 109 near Publix to I-40. Making left out of West End Station onto W. Main, especially during peak hours, is very unsafe
- West Main Street from the square to S. Hartmann should be reconfigured to one travel lane in each direction, a turning lane, and bike paths along the sidewalks. People drive way too fast through that stretch, drive and change lanes aggressively, and frequently run red lights. Yes, single lanes would slow and compress traffic but eventually would compel aggressive drivers to take the bypass or other routes.

Repair or replace all sidewalks in neighborhoods surrounding the square. The square has become a wonderful, walkable, downtown area. We just need the neighborhoods around it to have safe, walkable paths too. Speed humps should be installed on the cross streets that are most frequented by traffic (S. Tarver from West Main to Leeville Pike for example). High speed, loud exhausts, and aggressive driving make it unsafe and very unpleasant for families and neighbors to enjoy the area. LPD works hard to help, but they can't do it alone. We have lived and work here for 20 years and are proud of how the downtown area has developed. These or similar improvements would make downtown Lebanon one of the best such town centers in the state

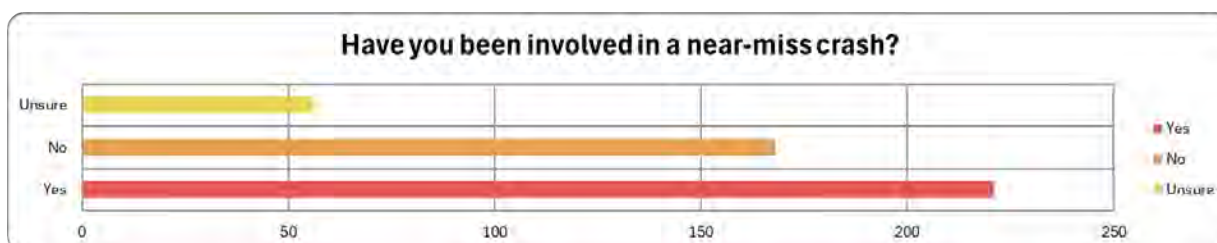
- Too many stop lights and not synced correctly!
- Infrastructure not capable of handling the growth
- Poor street name signage
- Old Hunters Point Pike crossing with 231 near Birford Rd. Dangerous intersection.
- Narrow roads with no shoulder and deep ditches on both sides. No room for any error or pedestrians or bikes
- Traffic
- Many roads have drop-offs rather than solid shoulders. Widening roads a few feet is the correct fix, but expensive. I have seen success in Pleasant View TN where they added crushed gravel to shoulders on many roads which allows for the inevitable errors. Look up Pleasant View's old mayor (Perry Keenan) and ask him to talk to you about how they did it. East Division is a huge problem, but I think that is a County issue. Please work with them
- Lack of dedicated RIGHT turn lanes
- Excessive addition of stop lights
- Western Plaza parking lot is awful. There used to be stops, but you can barely see them. I've almost been hit so many times. Everyone goes flying through there. The parking lot needs to be fixed
- Lack of speed bumps in public housing
- Lot of kids riding in our neighborhood and people not caring to slow down need speed bumps and traffic speed reduced
- No lighting on highways
- Narrow roads...esp the intersection beside the jail.
- The lack of law enforcements... I have seen many people fly past cops or cut off people and run them off the roads or people wreaking due to speeding and nothing changes
- Uneven lanes beside sheriffs office
- No road signs, not enough traffic lights

5. What types of safety measures would you like to see more of? Choose your top three.



Choice	Responses	
Additional/improved pedestrian crossings	110	24.89%
Additional/improved pedestrian and bicycle facilities	55	12.44%
Access management to reduce conflicts and improve traffic flow	193	43.67%
Additional/improved roadway lighting	152	34.39%
Traffic calming (i.e., measures to slow vehicles and improve safety)	165	37.33%
Additional/improved traffic signals	118	26.70%
Lower posted speed limits	42	9.50%
Increased traffic enforcement	151	34.16%
Installation of guardrail in key areas	42	9.50%
Improved signage, pavement markings, rumble strips, and/or raised pavement markings	108	24.43%

6. Have you been involved in a near-miss crash?



Choice	Responses	
Yes	221	49.66%
No	168	37.75%
Unsure	56	12.58%

7. If yes, please describe the event (i.e., what, when, and where).

Respondents identified the following types of issues that resulted in near-miss crashes (summary of key takeaways):

- Frequent red light and stop sign violations
- Aggressive, impatient, and distracted driving
- Frequent lane departures (e.g., crossing centerlines, erratic merging, using turn lanes as travel lanes)

- Unsafe turning behaviors (e.g., failing to yield during turns, dangerous center turn lanes, especially on SR 109)
- Speeding and insufficient enforcement
- Inadequate sidewalk infrastructure
- Frequent mentions of SR 109, West Main St, Hartmann Dr, Coles Ferry Pike, US 231, Blair Lane, Leeville Pike, and Westland Dr

Individual Responses:

- Bethlehem rd/hwy 70 turning lane
- Drivers in Lebanon tend to drive on both sides of the street instead of staying in their lane so there have been many near misses
- Car turning onto W. Main Street from Greenpointe Apartments. Circa 2020. Turned right onto W. Main out of Apartment complex while I was driving in right lane of W. Main. I had to quickly swerve into left lane to avoid impact
- intersection of castle heights and 231 and the parking lot of the old Kmart
- This happens regularly in Lebanon. Everyone seems to want to get there first but never consider other vehicles on the roadway travelling at the correct posted speeds. Many drivers here also drive at whatever speed they want in the fast lane and stay there regardless of how much they are holding up traffic
- Hartman and getting into 40w. Coles Ferry Village neighborhood and speeding. Hartman drive from bypass to Coles Ferry Pike. Jones Brummett traffic
- Traveling westbound on Main down by Goodwill. I was in the left lane which was moving. The right lane was stopped and a car let a truck into traffic in front of his vehicle, the truck came straight through to the left lane without looking to see incoming vehicles. I was, luckily, able to move into the turn lane to avoid a crash
- Several times from red light runners behind trucks
- Bethlehem Rd and Lebanon Rd., weekly. Cars speed up in this stretch of road and drive very aggressively. Police sit in this area but I have never seen anyone pulled over
- Almost got hit at South Hartman drive light to turn to get on I40 toward Nashville people don't stop when the turning traffic has the right of way
- Nearly everyday I have near misses with elderly and/or distracted drivers. Also, I observe people passing each other in front of my home on Westland Dr, a residential area with a low speed limit
- A couple years ago, nearly t-boned at Leeville/Hartmann when someone ran the light. At least 1 every couple months someone nearly rear-ends me as I pull in my driveway on Leeville, even with signalling. Monthly, I avoid oncoming traffic crossing into my lane on Leeville
- Nearly every day. People crossing Lebanon road over double yellow lines and cutting it close. People driving in the turning lane and threatening a head on collision with those turning. People drifting over narrow winding roads and crossing center line
- It was about 3 weeks ago around 6:35 am. I was at the red light at Horn Springs Road and Hwy 70/W Main St. I got a green light. I turned left onto W Main to go to town. A car from the Mt Juliet direction ran the red light, was speeding and almost hit my car. A Wilson County Sheriff car was in the inside lane heading toward Mt Juliet. He saw what the car did and turned on his lights and sirens and chased him. The officer pulled the car over in the left turn lane on W Main about where Lei Lani Drive is. Thank you, Officer.

- 231 and TN blvd
- red light runners, near being rear ended, stop sign runners, speeders close encounters trying to pull out of driveway
- All the time traveling on S.Cumberland or West Main Street. As you approach the square it seems many drivers will swerve over into the lane they need to be in. Before they merge they neglect to look, use a blinker. Again on S. Cumberland street approaching the square it is ridiculous. The line backs up so far and so many drivers are unaware they need over and will merge over on top of you instead of going around. It is ridiculous.
- Pulling out of driveway on Lebanon Rd / Cairo Bend intersection. Constant excessive speeding in evenings. Seems to be patrolled during rush hour but not in evening time
- Traffic turning in front of vehicles; traffic going against each other in mutual turn lanes.
- Nearly struck by speeding vehicles on Castle Heights Avenue between Cason Ave and Leeville Pike due to lack of speeding enforcement
- People pulling out in front of me and people running stop signs and lights. The amount of aggressive drivers is absurd. The amount of people not following traffic laws.
- Car crossing the center of road. Blair lane
- Several times had to brake hard or evade other drivers making last second lane changes on 231 to go into fast food places/gas stations and not looking to see if the lane is clear.
- Coles ferry pike, and Mann rd. There's lots of traffic in this area with increasing students at friendship school and the roads aren't wide enough for the traffic flow
- I was at the light at Lebanon Road and Baddour Parkway and a lady ran the red light coming from Baddour and narrowly missed my car
- Cainsville and Briskin, need I say more
- Several times driving on Coles Ferry Pike vehicles behind me have been too close nearly rear-ending us and a number of times Vehicles passing cars, and so many people running red lights
- People flying around stopped cars trying to turn left. And people getting frustrated and turning left in front of you because of traffic congestion
- Driver rolled through a 4 way stop when it was my turn to go. I had strayed to go and had to slam on my brakes to avoid being hit
- Intersection of Hartmann Drive and Baddour Parkway. Driver didnt understand the turn lanes when turning south onto Hartmann Dr. at the rail tracks
- People running red lights
- People using the median as a moving lane when im using it to turn. Gravel trucks like Gilley speeding and intimidating me. The median between Babb and rocky rd isn't big enough for the amount of traffic. So we don't all fit. This all happens on main St, on the daily, between Hartmann and snow white
- While driving westbound on W. Main in the right lane, a following motorist tried to pass but the left lane vehicle wasn't overtaking me fast enough. They swerved back into the right lane to tailgate me until I sped up to let them pass. They got in front of me and repeatedly brake checked me until we both nearly stopped. They finally pulled away, allowing me to proceed
- Several of the red lights all through town and consistently ran. Also, speeding in my neighborhood because it is now connected to The Greens of Coles Ferry has made it hazardous to even take a walk or ride a bike

- Hickory ridge. The other car was coming up the hill and was not on their side of the road and almost hit us head-on
- Some one pulling out trying to Cross west main from the old Los Compardes restaurant. They were looking towards the square and almost hit me in the passengers side while I was driving up West Main towards the squats
- HWY 109 and light academy semi's running the light at that intersection on regular base. Speeding vehicles on 109 to include semi's
- went off the road on Mann Rd in a ditch with several little kids
- Multiple times in multiple locations
- When walking in my neighborhood, I am fearful to bring my children unless there is a sidewalk. I am unable to walk with them safely due to lack of sidewalks and low visibility.
- This has happened to me several times by the jail. It's too small of an area. Especially for the ones in the turning lane going left toward fairgrounds. Semi trucks barely miss you. I was recently hit on west main. That road is another problem. The first light going passed sonic on your right gets ran constantly when the light is red. I see it almost daily! This is where I recently got ran into
- 1) Someone pulled out making a left turn too fast from Babb Dr and nearly overshot the center double left turn lane, nearly crashing into me. 2) Someone not paying attention and nearly rear-ending me as I was slowing to make a right turn onto Maple Hill 3) Someone not stopping at the end of the emergency access road next to West End Station neighborhood and making a left turn onto West Main right in front of me (I had to slam on my brakes)
- Hwy 109/Franklin Rd intersection, trailer truck ran red light, never even slowed up. If I'd pulled out soon as light changed both myself and my husband would probably be dead. The truck NEVER let up on 109
- 109n. People lining up for Christmas lights and other drivers speed by then moving quickly and not paying attention
- At least once a month turning on my road(Palmer road). Also driving on Palmer. People pass and I have been almost hit head on three times. Also people run red lights. Particularly the one at hickory ridge and 109
- I work at Perma Pipe. I leave work at 3:00 PM. The traffic light that was installed at the Cracker Barrel headquarters is a bottle neck and causing traffic to back up. When trying to turn onto Hartmann, it is very dangerous. A traffic light needs to be installed at the intersection of Toshiba Drive and Hartmann
- I was EB on W Main St when someone pulled out of Babb Dr. There needs to be a light at that intersection
- Cainsville Rd at Briskin Ln needs a traffic signal
- Twice at Castle Heights and 231/Cumberland near miss when vehicles traveling down 231/Cumberland failed to stop for red light
- Was stopped at the light on 109 at Spence creek. When the light turned green someone passed on the shoulder through the intersection. Have seen or been in several instances on 109 with people using shoulder or middle turn lane to pass other vehicles
- Blair Lane & Maple Hill, near head on collision with oncoming traffic. North bound Hartmann drive near West Main, erratic drivers. Maple Hill and West Main at carwash/Snow White. There are others but you should have the statistics
- On the interstate when getting off the exit was almost rear ended

- People passing on 2 lane highways
- Drivers not stopping on right turn
- Twice, and it was an inattentive driver both times. 1) Heading North on hwy 109, at the hwy 70 red light I had to escape to the turning lane when a commercial truck hauling a trailer failed to notice we'd all stopped. I would be one of those fatality markers on the Lebanon map if I wasn't a mirror-watcher. 2) Narrowly avoided being in a head-on collision on Central Pike when someone passed illegally coming the other direction
- Which time? Multiple times at the Hardee's red light trying to turn (and I was turning correctly), the intersection at Demo's is totally confusing, red light at Gay Street where people try and run through the light while we're crossing (walking at the right time for 16 seconds!)
- I live on South Tarver and the stop sign at west spring along with the stop light at west main are constantly ran. We need more sidewalks and lighting
- speeding vehicles in residential areas not yielding to their right of way at Alhambra near the new apartment complex; speeding vehicles not staying on their side of the road on Carver Ln around the curve near Springfield. Every weekday morning when traffic is backed up on Coles Ferry heading SE toward the intersection of Coles Ferry and N. Castle Heights, cars are illegally passing the lines of vehicles waiting in traffic. They start passing on the left where the left turn lane goes into Augustine Dr; they don't turn into Augustine but continue going straight until the other left turn lane begins to turn left onto N. Castle Heights
- When being passed on Leeville Pike and the nature of the road the passing vehicle had to cut me off because of on coming traffic. Doesn't matter if there are double yellow lines or up a hill. Generally happens in the afternoon or between the hours of 3:30 pm to 7:00 pm
- Peyton Road and Sparta Pike. No turning lane or traffic light for people who live in the Peyton Road area
- In the center turn lane, turning left into Spence Creek, an oncoming distracted driver veered into the turn lane that I was stopped in. They corrected at the last minute, after nearly hitting me head-on at 60+ mph. There is no protection from oncoming traffic in the center turn lane of Highway 109. You're a sitting duck and at the mercy of oncoming tractor trailers and other vehicMPhil. There needs to be some type of turn lanes protection. I've also been nearly rear-ended multiple times due to not having a deceleration or turn lane while turning into my neighborhood. Distracted drivers do not see you turning. More protection is needed
- Pulling out of my driveway has become extremely dangerous on Horn Springs Road.
- Vehicle making left hand turn too sharply and turning into left hand turn lane for cross traffic due to wide unmarked expanding lane, intersection of Bluebird Rd/CL Manier & Baddour Pkwy, 12/01/2024. Multiple vehicles running red lights at various spots throughout the city, Main, Hartman, Cumberland & Baddour Pkwy seem to be the worst for this
- Blind curves with insufficient paved shoulders for vehicles to use to avoid collisions. Widen the lanes!
- A driver ran a red light and collided with my vehicle. (12/7/2023 at the intersection of Five Oaks Blvd. and Lebanon Road)

- I live on Rutledge Ln and people constantly speed down the road crossing the double yellow lines. It's about twice a week I have near misses. Maybe we can put speed bumps down Rutledge Lane
- Almost hit by a truck who ran a red light as I was trying to turn left off Blair Lane onto W Main St. had I not waited when the light turned green I would have been t-boned
- Multiple times people run lights or stop signs at high speeds
- Speeding driver narrowly missed pitting themselves against my car while weaving through traffic. This happens frequently. Almost daily
- Lack of sidewalks caused pedestrians to walk in the street, and in order to avoid the pedestrians, oncoming traffic swerved into my lane!
- Car veering into my lane without blinker right in front of me on West Main Street.
- Light at Hartmann, Baddour, around the city, people don't think yellow or red lights apply to them
- Westland Drive is a freeway. Intersection of Hartmann and Bypass is a death trap. Pedestrian crossings on the square are not clearly marked and are dangerous with semi trucks or any civilians not stopping for pedestrians
- when driving, very frequently in complicated parking lot/roadway areas like where the kroger and mcdonalds lots connect, and places where roadways and parking lot driveways interact like the area around lowes/aldi/starbucks. also, cars frequently almost hit me when i'm walking on foot along the sidewalk where the planet fitness and big lots parking lot empties onto main street. people will look right at me, so i'll think it's safe to cross, and then they almost hit me while i'm in front of them and act surprised that i was there. it's like they are so unused to seeing people walking and shopping along main street that they completely block them out. similar story anytime i walk past sonic on the way to the library. trying to get from residences in the neighborhoods along west main street from s. hartman to north castle heights is dangerous no matter how you cut it, because baddour pkwy stands between residences and the northern portion of the cedar city trail, and the other option is walking all the way downtown or along n. castle heights, both of which choices involve going over that big hill unnecessarily on shadeless main street, and you'll still have to cross busy streets anyway. people almost hit me every time i try to get to these places on foot, and it takes forever to get there, when they're really not so far away
- Drivers not paying attention
- I have had cars come around the sanitation truck and ether almost hit the truck or anther car
- On the bypass at red light in front of Wilson County Jail. My spouse and I were sitting in the center W. bound lane to travel straight. Another vehicle traveling S. ran the red light as we had the green light to move ahead. He turned within inches of crashing into our truck as he turned to travel E. on the bypass. We were traveling back home that evening around 7 pm in the winter season several years ago. This incident left very shaken and afraid to even travel in that area in the evenings anymore. Now we always pause an few seconds before moving through any red light regardless if it is day or nighttime when we are traveling
- Speeding Cars On Hwy. 109! We need a light at Spence Creek Subdivision. To many people are getting killed. I have to pull out to the middle lane on 109 and my car shakes when they pass me. They do not let me over and I have almost been hit several times.

- People on side roads making a left turn onto highway pull across my path on rt 70 and 109. Install traffic lights and reduce speed
- Cars and semi-trucks often do not slow down and run through red lights at Highway 109 and Highway 70 intersection
- People run red lights on a regular basis at the Leeville Pike/Hwy 109 intersection. I have been almost hit many times there
- The street between Mr Panchos and the car wash, coming out the side street from Walmart. Drivers, who need to turn left, need to use the redlight at Walmart entrance. Not only do drivers feel the need to dart out going left in front of oncoming traffic, but it also holds up traffic for those wanting to turn right onto S Cumberland. Usually, Saturday and Sundays are the worst here. Pulling out turning left from Maple Hill onto W Main. Many drivers immediately pull into the car wash. This makes for a very hazardous situation if you are following these drivers. There needs to be a dedicated entrance for the car wash at the Maple Hill/Snow White intersection
- Rt 109 south and eastgate Approaching Vehicle in lane to turn left on the light but went straight Signage is poor going north
- This is an extremely regular occurrence. Other motorists frequently cross over the center line, run red lights, don't follow traffic signals, or stay in their lane when making turns. This town has some of the worst drivers ever encountered
- People running red lights 4 way stops and not knowing proper way to use them
- Two separate lights big pickups speeding up at yellow light and running red light. If I hadn't hesitated when light turned green I would have been hit. This is two separate instances
- I was on castle heights at the light by the bank waiting to turn left. The main street had the right of way, but this car decided to go around me *they were behind me at the light, where I was waiting for the turn signal* and go around me to main street and turn left nearly missing the cars that were driving. I also had a near miss on main street, in front of the bank, when this person decided they wanted to be in my lane while I was still in said lane. Luckily the castle heights turn was there so I had to veer into the road to avoid getting side swiped. It's so scary out on the road now because people are either distracted by whatever or just don't care and will hit you just because
- Powell Grove at 109, almost rear-ended turning onto Powell Grove from 109 to go to Marta Station. Side note: I have witnessed multiple near misses at this intersection due to people trying to turn left on to 109 or left from 109 onto Powell Grove. Traffic backs up from the traffic lights to the north making it nearly impossible to navigate safely
- Every time we pull out of our neighborhood we have to speed to not get hit. Have been passed several times by drivers driving down middle lane because traffic is not speeding
- The area in front of Lebanon Wine and Spirits on S Hartmann. A vehicle was trying to turn out of there very quickly through the turn lane traffic without looking for / being able to see on coming traffic from W Main. They nearly t-boned me, but I was able to quickly move over to the right hand lane
- 109 and hickory ridge, a car turned left onto 109 while I was driving through the light. I think they were rushing to get through the yellow light
- Traveling eastbound on Leeville Pike to make a left turn onto southbound TN 109, drivers cross into the my dedicated left hand turn lane to turn into the small shopping center with Cheers Liquor and Bellacino's. Also, drivers going southbound on Hartman before

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- Leeville Pike making illegal left turns (crossing over double sets of double yellow lines) to gain access into the Circle K
- Drivers on the phone
 - Car crossing into the northbound lane on Blair lane - before correcting- Could have been hit head on. Driver was not paying attention
 - I've had a near head on collision due to a distracted driver. I've also had several potential due to almost hitting a deer but the roads are so dark, you can barely see them.
 - Several instances of another vehicle crossing over the line on 2-lane roads, especially Leeville Pike. Many red light runners and others not paying attention who would have hit me if I wasn't being a defensive driver
 - A car was over the center lane on Leeville Pike.
 - Turning left into McDonald's or ChikFilA is very difficult with the increased traffic. Someone constantly gets in the lane and has to slam the breaks. It's happened to me twice. Also, I was rear ended on the town square in 2019 because the traffic stopped on the roundabout. I was nearly hit again in 2021 and 2022. I use College street or Maple Street now if I need to go past the Square when the traffic is heavy. Maybe these roads should be widened to allow increased flow to alternate paths
 - At intersection of Leeville and South Maple, had to swerve to avoid a car running a stop sign. Car was not even at intersection when I made complete stop and proceeded. They blew the sign completely
 - All the time on Cainsville road
 - Briskin lane and Cainsville Road
 - I-40 eastbound exit ramp on SR 109 interchange where traffic backs up onto the interstate. Several near misses on West Main Street where there is no center turn lane. Several near misses at various signalized intersections where people run the red lights.
 - People running red lights at intersection of Leeville Pike and hwy 109. Also when we are turning left on to Leeville Pike from hwy 109 and have the green light people in the oncoming straight lane will go through the red light and almost hit us. It is almost as if when the lights turn green for them to turn left on to east division the people going straight think they have the green light as well. Maybe because there are 2 lights, unsure but has happened since the lights were installed. We have almost been hit there a lot
 - Truck ran a red light on 109
 - Pulling out of Horn Springs Road onto West Main Street. I had a green light. The car that almost hit me did not. Wilson County Sherriff car saw him and chased him and made him stop
 - Deer running into the road because home developments are pushing them out of their habitat
 - someone passing on the other side of the road
 - Aggressive drivers, speeding, cut off
 - 231N exiting to Old Hunters Pike, nearly T boned by truck
 - At the walmart intersection. Driver in front of me cut off an oncoming car, he t-boned her and sent her car swerving towards me but thankfully she reacted quickly. And at the merge to the square, when it goes to 1 lane. Zipper merge is going to cause an accident because that person speeds up to get around everybody, ultimately putting pedestrians and drivers at risk. I would like to see law enforcement stop encouraging such an unsafe practice. Which is why I merge over to the left lane before the railroad tracks. People

- treat it as a race and so does local law enforcement. Do better! I don't want myself or someone else being on the newspapers front page
- People running red lights
 - Parking lots in Lebanon are a mess. The parking lot with Wendy's, Tracor Supply .. that whole plaza has almost zero traffic pattern/ markings
 - Almost hit when walking in the square
 - People running the stop sign at Gay Street & Maple Street
 - 231 north turning into driveways, side streets
 - Too many to list
 - Intersection of Leeville and 109 Tuesday Jan.21 2025 I was turning left onto Leeville from 109 and had a dump truck come around me on the left as I was trying to merge into the turn lane from the left south bound lane of 109. He almost went down into the median to get around me before the light went back to red. Happened around 5:30 pm
 - It happens daily, people crossing into my lane, running traffic lights, rolling through stop signs
 - Several time by people trying to beat traffic lights so they don't get caught in long lines again. 231 north there's always someone trying to cut you off going north when it narrows. Just to name a few
 - Several times I have had cars enter Lebanon Rd from side streets west of Publix where I have had to brake hard (no I was not speeding). I think the curvature of the road just makes people either not see or not be able to ascertain the speed of cars coming.
 - Every time we leave our driveway. People race down Gladeville Rd. Also had an accident right in front of Speedway on North Cumberland from a lady trying to turn across both lanes in front of everyone into an exit only of Speedway
 - Too many to count. People need driving school
 - Drivers pulling out of a side street or driveway in front of me causing me to slam on brakes
 - I work at a boutique on the square. I can't even count on both hands the number of times I have been almost ran over trying to use the crosswalks. The speed limit should be lowered as I believe 15mph is too high. Also, at night, you can barely see to cross the street so it is hard for drivers to see people
 - People running red lights. People not following correct 4 way stop signs.
 - West Main St. Multiple times. Turning Left people driving in turn lane head on not watching. Some fo around you on the wrong side of the road
 - Around blind corners where drivers cross the yellow line and I was on a motorcycle in my lane and they had to swerve back in their lane. Happened multiple times
 - Almost being hit head-on on hickory ridge, being passed frequently on hickory right for traveling 40mph even though posted speed limit is 35. Almost being hit passing through the intersections due to people running the red lights on hwy 109
 - Off west Main Street because no turning lane is installed and left or right lane comes to completion stop for some turning. Date 12/1/24. Also no turning lane for iron wood apartment heading towards the police station. Sometimes traffic stop for someone turning in the apartment complex. My cause a back and someone to get rear ended. 12/25/24. The Dollar General around 70hwy entry is a blind turn out coming over the hill coming into city limits. 11/29/24

- 231 was in the lane to turn right onto the 40W ramp, car in right lane turned right as well and hit the car in front of me and kept going. I've almost been hit on my street from people treating it like a runway for takeoff
- Driver pulled into left turning lane from other lane and swerved to miss me as I was turning left as the lane is intended
- Intersection of Castle Heights and West Main, cars turning right on red but I am the traffic coming through, they have nearly hit me several times not watching
- Too many to list. Happens weekly. Typically someone pulling out I to traffic, driving to fast or running red lights
- I've almost been hit by MULTIPLE people, and almost ran off the road plenty of times on west Main Street...
- People running stop signs and red lights, making improper turns.
- E gay and s college. Driver ran stop sign
- It happens all over town and almost a daily occurrence
- Everyday. People going 65mph on Coles Ferry Pike. Heavy truck traffic on a narrow road.
- the square is terrible
- Quit posting arbitrary speed limits or at least have the common sense to make dual speed limit signs as seen on the highways. Speed limit 35 from 6-9 AM 45 otherwise. Things along those lines
- Several times nearly hit headon by oncoming, distracted traffic while trying to turn from the center turn lane. Also, almost rearended while slowing to turn due to no deceleration turn lanes on Highway 109
- I had the right-of-way but driver from Kroger pulled right in front of me. Barely avoided a collision
- Almost every day on 109
- Tractor and trailers running the red light at Hartman and Baddour parkway intersection
- Many times at many intersections due to people "early merging" or riding down the turn lane; very common between hamilton station/horn springs area. Also many times for people riding center line or shifting over at west main/orileys where it narrows and hwy 70/past the jail where the storm drains are IN the road. Also, something needs to be done with the 4 way stop and traffic signal intersection at 231s and Leeville/S college st
- People pull out unsafely, don't use turning signals, turn their lights on, speed and nearly run off the roads from people speeding 15+ mph over. Too many times to make note. It occurs 100% daily! (Including in the newly lowered hwy 109 corridor)
- There are too many to count. Most often the near misses occur at the interaction of Castle Heights and West Main. If it isn't cars running a red light, it's cars swerving into the right lane to avoid sitting behind someone turning left
- Drivers speeding through neighborhoods without caution to pedestrians. Distracted drivers leaving their lane and running other cars out of there lane
- Daily, throughout all of Lebanon people don't stop at stop signs and red lights! Even law enforcement and emergency vehicles do this frequently without lights or sirens. Please ticket these people. They think it's a race to get out on highway 70 to be at you so they don't stop
- Car changing lanes on W main near Sonic allot side swiped me. Had to brake hard

- I was slowing and had my turn signal on to get into turning lane on hwy 109 and had an SUV pass me in turning lane almost clipping my motorcycle in the process. They were excessively speeding in the process
- Car passing in the turning lane at the 70 and 109 intersection and ran the red light.
- Pulled out in front of people not using turn signals, passing on double yellow lines, excessive speeding and tailgating and People not knowing the road signs and running through stop sign
- Wilson bank on westmain at the intersection, south maple by the old full throttle
- Multiple people turning out of right of way on highway 109
- Blair Lane & West Main- nobody seems to know how that intersection works. Also people leaving 7/11 onto Blair Lane
- Just in general people are in a hurry passing, pulling out in front of others, not paying attention and on their phones
- There are so many. It's almost a daily thing nowadays
- 2024- West Main Street. A vehicle was traveling east in oncoming traffic. My speculation is they didn't realize there wasn't a turning lane
- Almost daily with people not understanding basic traffic laws and etiquette
- Too many to list. I have seen erratic school bus drivers, constant semi drivers on HW 109 between 40 and 70. Too many times to count. Lowering the speed limit does nothing when it's not enforced. Too many semi drivers on 40 in the fast and car pool lanes. None of it is enforced
- When crossing the 4 way at Leeville and castle heights, hit in the side of vehicle by a younger person texting and driving
- Car ran red light at Hartmann and Baddour
- Mainly those darting close with & without turn signals, zigzag, usually cuz impatient even when traffic is at speed limit or only slow due to heavy traffic
- Side streets and West Main. Drivers running red lights. This happens constantly.
- Intersection of west main and baddour, other vehicles ran red light
- Castle Heights and West Main. Flying thru light
- Distracted driver on phone several times
- People trying to beat the yellow light and people not giving themselves enough time and space to make a proper turn
- Cars and works trucks are usually speeding coming down five oaks towards 70, making the intersection of Five Oaks BLVD and Ridgecrest Lane quite tricky at times. I stop, look both ways, but speeding cars coming from the right (towards clubhouse) have cause me to jam on my brakes quite often. My son has actually gotten into a small fender bender there. Between the cars speeding down five oaks towards 70, and the access box/shrubs beyond the stop sign (towards clubhouse the right) it's pretty dangerous.
- Vehicle using the center turn lane to pass stopped vehicles on 109 northbound prior to Lebanon Rd traffic light
- Over the last 20 years, on dozens of occasions, I have either been barely missed or witnessed the driver right in front of me get hit or barely missed by a driver running a red light on West Main (and not a yellow or just barely turned red, obvious ones) or by people driving too fast or following too close on West Main and either hitting or almost hitting cars turning into businesses, homes, or side streets along West Main
- Hwy 231N just past the jail when the 2 lanes become one. The roundabout at the square

- Everyday people not paying attention and/or slamming on brakes
- Castle Heights & Bypass intersection, the light timing is off and almost got hit head on crossing the bypass up the hill toward the city building from a driver making a left and attempting to beat me even though they didn't have the arrow
- Highway 109 almost a weekly occurrence. The speed limit is so confusing now and nobody cares if it's lower because they are just gonna use the turn lane as a passing lane or merging lane... way way too many big rigs on 109
- I drive East Division about 6 times a day. I have a near miss at least once a week, and the pucker factor happens at least once a day. The road is too narrow and many drop-offs for the amount of large\heavy commercial trucks driving the road
- I live on hwy 109 almost rear ended multiple times when turning onto my street by speeders
- A Dump truck and semi truck ran the red light on 109 headed south through the east gate 109 intersection and I was nearly struck on green going from east gate toward Leeville Pk. Light violations are present every time I drive 109
- Excessive speeding on W.Main and Cumberland, improper line changes and people not stopping at red lights/stop signs
- Tucker Trice Blvd. Daily... Since this street has been opened as a throughfare between N. Cumberland and Coles Ferry, speeding and erratic driving have increased. Residents entering from side streets have near misses daily due to speeding cars.
- Multiple near Misses at Philadelphia Rd extension and Burford Rd
- Intersection of N Cumberland and the bypass. I was in the turning lane, light turned green for me to turn and another car ran the red light and almost hit me.
- SUV came within inches of hitting me on my bike on Maple Hill Rd
- Intersection of Legends Drive and Cainsville Road
- Traffic circle on the square and people pulling out of parking lots forcing me to slam on my brakes
- lady ran a 4 way stop at franklin rd and south maple - and have seen many close calls that i wasn't involved in
- 109 at the interstate, vehicle was behind me while I was waiting to get onto the ramp going west on I-40. The car in front of me stopped to get into the left lane continuing on 109 (I think trying to get around 109 traffic and cut ahead of people). The vehicle behind me speed out onto the shoulder passing me as I started moving forward almost hitting me. The vehicle then cut into the left lane also trying to cut traffic
- Vehicles running red light SB 231 at E High Street. Vehicles overtaking northbound Carthage Hwy (70) just south of Tribble Rd
- Multiple times on Main Street. As a pedestrian trying to cross and as a driver trying to make a left hand turn
- On N. Cumberland St. in the mornings and evenings people passing on the shoulder in front of Southland Motel
- A car was running a red light. About six months ago. West main & south green wood. Right by Truist Bank
- I was ran off side walk on my e-bike and hit man hole that was and is two inches deep and was seriously injured
- Almost every day, people are in a hurry and they do not want to follow the law when driving because they have gotten away with it for so long already

- To many to name but mainly on the town square/circle
- A truck sped through a four way stop by a church and daycare on E Market St.
- People speed way to fast on lake st. It needs a speed limit sign and speed bump. People go about 45 or faster
- Uneven lanes beside sheriffs office. Have almost been ran off the road onto sidewalk a lot all throughout hours of the day. Also have had people running red lights and speeding through busy intersections during afternoon rush hour . Intersection beside whitts bbq and intersection in front of Walmart
- Intersection at W. Main and Hartmann. Other intersections also. Multiple Ppl. running redlights is a every day occurrence
- Drivers running red lights or stop signs
- At the stop sign at the new jail, a truck never stopped he just ran the stop sign and almost hit me driving slightly fast

8. Is there anything else you want to share regarding transportation safety in Lebanon?

Respondents identified the following additional comments regarding transportation safety in Lebanon (summary of key takeaways):

- Widespread concern regarding speeding and reckless driving and a desire for additional enforcement
- Desire for improved transportation infrastructure and traffic operations, including improved signal timing, signage, lighting, crosswalks, pavement condition, and turn lanes
- Frustration regarding the impacts of new development on traffic operations
- Desire for speed limit reductions, particularly in school zones.

Individual Responses:

- I feel that the roundabout needs to be changed. It is just a source of congestion and potential for accidents as most drivers don't understand or use it properly.
- Intersection of Asbury Hawn and Hickory Ridge Road. Due to grade level of Hickory Ridge, is dangerous to turn left out of Hickory Knoll subdivision. In the next 4 years there will be an additional 450 homes added which will use this road as their primary entry/exit. Concerned there will be a fatal accidents without some kind of action (4 way stop, re-grading for better visibility)
- A 50 MPH speed zone on Lebanon road with 4 travel lanes and a turn lane makes no sense when you cross 109 and decrease to two lanes with the speed limit increasing to 55 MPH. a 30 MPH speed limit in a school zone, at Jones Brummett Elementary, is beyond ridiculous. In my nearly 45 years of driving, I have ever seen a school zone speed limit over 25 MPH
- It is the worst
- Yes please add more street lighting. There should be a minimum lighting at every traffic signal intersection for night time visibility. Supplemental signal heads on the left and right side would help with red light runners
- Need street lights from 231 North to 231 South on South Hartman drive especially from Franklin road to 231 South

- There needs more of a heads up when the right lane on S Hartmann turns into a turning lane and then it is just a one lane. People are always aggressive trying to get over because they don't want to turn
- Do not waste money on bike lanes. Please!
- I think the recent lower speed limits in some areas are great, I just wish other drivers would comply
- More bus service
- I take a lot of back roads that are less traveled even though it takes longer because I hate the traffic
- Need sidewalks! And pedestrian crossings at lights
- Need better lighting, road markers, visibility
- The countless amount of pot holes on Harstville pike are ridiculous and need to be fixed. Speed limits do not need to be reduced, they are appropriate. They are not enforced as they should be. Lebanon's roads cannot handle how fast the city is growing. To get from point A to point B takes easily 15-20 minutes longer than it should be. Growth is good, the city of Lebanon is just not as well equipped for it
- Signage should be posted well in advance of intersections, especially if there are restrictions on lanes (right turn only, straight middle lane, etc.). More frequent speed limit signs in more populated areas
- We need stricter laws concerning commercial traffic on residential streets . Large vehicles using small residential roads in lieu of the main thoroughfares. Speeders everywhere. Street racing
- More officers pulling erratic drivers over
- Speeding and people running Red Lights is the greatest problem I've witnessed.
- Need signage relating to road rage. Thousands of drivers at different skill levels . The message is ... Be courteous drive courteous. Southern hospitality
- Way too many 18 wheel trucks driving thru town to shortcut to Kentucky. They drive over the speed limit, damage the roads block the circle downtown and cause all kinds of traffic
- Please add guardrails on the deep curvy parts of Mann Rd. A few accidents in the last month. That road has NO shoulder and some is breaking off
- We need more sidewalks, widened roads with more turning lanes, lights need to be synced, concrete medians with turning lanes
- Seems like we've spent a lot of money putting up traffic lights with no common sense traffic patterns. It creates more backups and confusion (which leads to road rage) than it helps. Are flashing yellow turn arrows really that hard to implement?
- Widen 231 and create left turn lanes! Also we need alternate routes north and south to avoid the square. All traffic funnels to the ridiculous traffic pattern of the town square.
- The speeding, tailgating and distracted driving is out of control in our city. I feel blessed anytime I make it back home from my errands because I encounter at least one or two reckless drivers just driving through town
- The speeding on West Main is ridiculous. Not enough "artery" roads to get you through Lebanon. So people cut through neighborhoods. Usually speeding. I can't turn left out of my neighborhood onto Hartmann because the main street light has traffic backed up. People need to be tested on the rules of the road again

- Stop making roads in neighborhoods that are too small. We don't live in Europe. Neighborhoods need to be built to allow for the growth that's coming and not stacked and squeezed in
- Increased traffic on west main/ Lebanon rd will need more patrols and traffic enforcement. People treat it like a race strip. Also Jake brakes and glass pack exhaust noise needs to be enforced
- Too many people in Lebanon for road infrastructure and building businesses without planned ingress/egress which conflicts with other businesses ingress/egreas
- 109 speeding and the narrow roads on East division and hickory ridge are top concerns
- Need to increase enforcement of traffic laws already on the books, with higher penalties. Improve the traffic lights to include better syncing to improve traffic flow
- I would like to see improvements in handling heavy traffic flow during busy hours. The intersection of South Hartman and Main Street can get backed up from all angles. Is there a way we can manage this better??
- One thing I know 1st hand is there are alot of Lebanon drivers who are very considerate of a person in a powerchair. In areas where I have to be in the street often a driver will follow slowly behind me till I'm able to get on a safe sidewalk, they often see me needing to cross the street and will stop letting me safely cross. We are indeed blessed in Lebanon with lots of good considerate drivers!
- this need to be fixed. This needs to be fixed asap. Does someone need to die to correct the problem?
- Need to add reflective lane markers on main roads and highways there are not as well lighted. Especially 231
- Our car was totaled on S Hartmann when a college student rear ended us in front of Bojangles. Traffic can back up there
- I wish the square had fewer semi trucks driving through it. Other towns in the area seem to not allow it, why can't we?
- Please patrol Coles Ferry Village. We live on Kristopher Drive at the cul-de-sac, which now connects two neighborhoods. Our home is very close to the road. Reckless drivers often do doughnuts at night in the cul-de-sac, very close to my home. My twin three-year-olds sleep in the front of our house, which is therefore very close to said cul-de-sac. It makes me not want to live in a home that we worked very hard to attain for our family
- Mark streets with REFLECTIVE PAINT. It's horrible to see at night, especially if raining
- Any road I drive on in Lebanon's area there are always driver's speeding at a rate 10 To 30 miles an hour over the speed limited for the road and then riding my bumper if I drive the speed limit
- Please make necessary improvements to Peyton Road. All surrounding roads have improvements. If there are plans for this please communicate this with residents
- I would love to have more officers patrolling hickory ridge and Palmer road for speeding
- Speeding and reckless driving have increased in Lebanon. Also, the infrastructure of this city was not intended for the amount of traffic. Progress is great, but there needs to be more focus on traffic light management and added traffic lights and turn lanes
- Get the red light up at Alhambra and Hartmann Dr
- I work with children in Lebanon. The amount of people (parents, caregivers, grandparents, etc.) that improperly place kids in car seats/boosters is astounding and very scary. Some kids arrive to my work without being placed in any sort of restraint,

- booster, harness, etc. There needs to be more education, information, awareness, and enforcement on child passenger safety
- We need more pedestrian accommodations, as well as traffic improvements for cars. Hartman drive gets way backed up during peak times and so does Baddour parkway and the area around the square
 - Speed is not the issue. The real issues are people walking or driving golf carts on city roads like 109. Also out of state transplants will be in the turn lane to turn in to a neighborhood and will stop and wave drivers to cross 2 lanes of traffic to let people out. This causes more issues than anything else on 109!!! We need signs that say keep moving, don't stop to let people out or cross the road!
 - We need sidewalks and crosswalks by all of our schools
 - As land development continues, plans need to be in place for the anticipated increased trips on the existing infrastructure. Much safer for workers to make improvements prior to increasing traffic volume. Suggested to make part of development plans with actionable hold points in development approvals
 - Please create more sidewalks and pedestrian friendly areas for walking or biking, jogging, etc
 - Some of the roads are too narrow
 - The new metal electric / light poles are excessive
 - Improvement to the Lebanon -Watertown I40 interchange. The congestion from the new QT to the Ward Ag Center during heavy traffic times is crazy. Too much of a bottleneck at the interstate ramps
 - The amount of dump trucks running 231 is insane. Great there's that much work, but would be tremendous if there was a bypass or something- for them or us in passenger cars. Also, there is a desperate need for a light at 231 and Chicken Rd/Central Pike. This intersection is too congested and folks start getting impatient and make dangerous decisions. And good reflective road paint and/or more reflectors are needed everywhere but especially on our out of town roads. There are a lot of folks like me that don't see that well at night and when it rains it is even worse. Especially when met with someone who has those million lumen headlights. Trousdale Ferry Pk is a great example. It is lit up with reflectors!!
 - More walking paths off the main roadways to connect more parts of the city. Even much of downtown outside the square is inaccessible or feels dangerous due to traffic
 - People are distracted. Too many new people who don't know how to drive
 - There needs to be more police patrol presence within the City. I've personally reached out to the Patrol Captain and received zero response. I don't see any officers giving out tickets or even patrolling. The City should be promoting these actions on social media as well. Zero tolerance for speeding and distracted driving will save lives
 - The cross road of Bluebird Road and Peyton Road is very dangerous. More traffic with new homes being built there really needs to be a flashing light at this intersection
 - Major crashes and issues in front of the Spence Creek neighborhood...both entrances. We need slower speed limits, speed limits enforced, guardrails to protect center turn lane motorists, and deceleration/turn lanes into the neighborhood. A traffic light at the main entrance would also help with speeding and safety
 - Reduced speed on residential streets, particularly C. L. Manier St. as it is a shortcut that consistently has speeders

- Baddour Pkwy from the fairgrounds to E. Main over to Cherry St needs to have sidewalks added
- I work on Business Park Drive. The red light at the intersection on HWY 109 is run quite frequently. It is hazardous to pull out just because the light for Business Park Drive has turned green. Also, drivers tend to speed a lot on 109.
- Thank you for caring
- Dropping speeds down to 35 on Cairo Bend, Carver, and Maple have made transportation safety even worse. It's done nothing to slow down traffic while creating even more of a delta between cars doing the new speed limit and speeding cars. I have even seen several people overtake 35mph drivers by crossing the double yellows. This is not safe and it's going to cost someone their life
- More sidewalks concentrated in new developments and high human footpath concentrations linking these areas to main streets. Lebanon is no longer rural. Need infrastructure to support higher foot and bike traffic to hopefully offset need to get in car and further increase congestion
- The only way to improve the behavior of drivers is through consequences. Sadly, Police presence is the only effective option
- Lebanon is extremely vehicle-centric. Alternate forms of getting around need to be encouraged and supported
- Safety issue: This may/maynot fall under this survey. The walking path through the parking lot at the Jimmy Floyd Rec center, guides you directly into a concrete bumper for vehicles (the first row out from the buildings front doors). Basically the center handicap parking area is mismarked. Too many times I've seen people almost stumble over this concrete bumper as its in the middle of the walkway. Thanks
- Too many gravel and heavy trucks speeding. They seem to never be ticketed
- Left turn management
- Can we please get better pedestrian lighting at the crosswalks on the square, at dusk it can be hard to see when someone is crossing.
- Speeding, underutilization of turn signals, and red light running are not nearly enforced enough as they should be.
- Pot hole on 70. Right lane. Before five oaks
- People with no regard to laws: running red light, tailgating, flashing headlights because I'm going the speed limit and they want to go faster. Police, please make more traffic stops. Since COVID people have gone nuts. And it's only getting worse
- Some roads lack a shoulder. There is very little enforcement of speed limit on 70. Cars aren't dimming their lights. Horrible repair (NOT) of 70 west bound near Richmond Hills entrance...it's like a roller coaster! Most cars go on shoulder to avoid it
- I'm not sure if there are areas of 109 that fall into the city limits, but the intersection of 109 and I40 on the south side of the bridge need to be carefully examined. Very frequently crashes occur, congested during rush hours, something needs to be reworked around this area
- Integrate development with growth... and since we've not been doing that let's slow down building and decimating any green space and take care of having safer roads for drivers, walkers, cyclists, wheelchair users, etc.

- Speed bumps on Westland Dr. at the least. It's a cut thru treated like a freeway that's not enforced and it's getting extremely dangerous for residents. I've complained for years-my neighbors have given up that anything will ever be done. I won't
- 4 way stops are outdated, roundabouts are much better. There is no safe place to get out of the city on bicycle. Roads are too narrow and no one has ever tried to educate drivers of their responsibility regarding pedestrians and cyclists
- Crossing the bridge on near Captain D's is terrifying. please move the big pipe that takes up half the sidewalk and put it under or beside the bridge. it makes the sidewalk so narrow
- the biggest problem is that ditches are not sufficient replacements for sidewalks. they're often wet, too steep, and obviously impassible to people with disabilities. additionally, pedestrians who have to walk in ditches or along roadsides have to either choose to cross dangerous traffic bridges with no sidewalks and high-speed/high-volume traffic, or they have to decide whether they want to go under the bridge in deeper ditches, private property, or through creeks. this is not an acceptable state for a growing city, especially if you want people living in apartments close to retail to feel that it is convenient to work and shop in those areas. also, city project planners ought to pay more attention to how their projects will affect rivers and trees nearby, because my friends who visit lebanon from other towns often comment how ugly and treeless it is (a sorry state for cedar city!) and i'm sick of the creeks getting clogged by infrastructure work and being left to stink and rot and gather algae and mosquitoes. plus, i'm sure that clogged waterways doesn't make it much safer for pedestrians who are forced to walk in ditches, especially as flash floods become more common
- This needs to be a random survey that is sent to
- Stop parking cars on the street and have the workers vehicles on one side of the street
- It seems that just at dusk or when darkness has fallen that the loud, reckless and speeding seems to increase, at least in our neighborhood, Maple Hilks Estates. It is so loud with these cars and trucks that are out joy riding and speeding with their very loud exhausts. We feel unsafe even going to our mailbox or putting out the trash disposal receptacles out in the street for next day pick up. Cars and trucks have come noisily racing by us when we are out there with these daily tasks. We would love for doers bumps to be put on our road, Smith Drive area to deter or slow down the speed of the traffic flow that has drastically increased with this towns' growth. It might be a help to have patrol cars parked strategically at the hours of 5:00. - 10:00 pm. to stop and give very costly citations for these menaces. Our neighborhood used to be a calm, quiet and safe area to take an afternoon or evening stroll or walk your dog. We only feel safe getting out on the road in our vehicle to get out and about. It is a shame to have to drive all the way to Don Fix Park to enjoy walking outdoors when we have a perfect area to do so here, but that has all changed. We are not as happy living in town as much as we used to. We have too much noise pollution now due to increase traffic flow , which in turn has been caused too much growth without increasing the infrastructure of outer town first. We ate too small for this many people and businesses here that are today. Our small town feeling has been ruined by all this too quick growth and expansion. We just want to live in a happy, joyful and safe environment
- The roadway infrastructure needs to be expanded ASAP! With an increase in the number of people moving into our area, the roads and streets are not keeping up with this

- growth! Roads need to be widen and alternate routes need to be added to alleviate traffic jams during rush hours
- Build sidewalks along Hartman Drive adjacent to LHS entrance
 - Some of the Parking lots are way to dark at night
 - Building more home and business on major highways is causing too much traffic going too fast
 - 1. Hartmann from exit 236 to Coles Ferry needs to be two lane with a middle turn lane. During rush hour and with the explosive home growth off Coles Ferry, this road is the main thoroughfare to Main Street and the west side of Lebanon. 2. At the intersection of Baddour and Hartmann, there needs to be signage that the right lane of Hartmann heading north to Coles Ferry becomes a turn only lane and instruct people to zipper merge in order to get more traffic through that intersection. That intersection also needs a longer light for those traveling north and southbound on Hartmann. I would also like a turn off lane for those traveling north and southbound on Hartmann to turn onto Baddour. The railroad tracks at that intersection also need to be leveled to allow more traffic through and less wear and tear on vehicles crossing over them. 3. As a resident of Coles Ferry Village, with the joining of Tucker Trice Blvd and new housing developments, much more traffic is coming through Tucker Trice Blvd and many are speeding. I would like the speed limit reduced to at least 25 mph and speed bumps installed on the road to discourage speeding. 4. Overall with the rapid expansion of growth in Lebanon, the road infrastructure is sorely lacking in being able to keep up with the traffic demands 5. On Hwy 231 north from Coles Ferry to Hartmann, there needs to be a middle turn lane due to the increase in businesses and housing in that area
 - Traffic lights need to be better timed so that more cars can get through an intersection near the Interstate
 - Areas (residential streets) with posted speed limits and some that have been lowered (e.g., Carver Lane, Maple Hill Rd, Crowell Lane, and others) need to be patrolled at going to and getting off work times, mornings, and evenings. Speeders and erratic drivers need to be pulled over and ticketed if need be
 - One state I would travel through had a signal the indicated that the signal ahead is red it was like a warning so you could slow down
 - It would be nice if the train would run more often and have more runs during the day time hours
 - Too many people are still using cell phones while driving
 - I just wish you could fix the distracted driving and the erratic behavior. Maybe offer more transportation to the elderly because I see a lot of them are distracted and maybe offer that to teens or twenty somethings because they FLY down the roads and are on the phones A LOT
 - 109 is basically 840 NE. I appreciate and respect the jobs and need for tractor trailer trucks but they need to go a lower speed on 109 especially in residential and commercial heavy portions of 109. I travel other areas of the State and see numerous projects occurring and often wonder where, when and Wilson County missed out
 - Trees and poles and brick mail boxes are too close to street I live in Cole's ferry village and the speed limit is 30 on Tucker Trice. It's too fast in the neighborhood. Hard to back out and get out of the car
 - Something has to be done on 109 by Hwy 70. The speeding is horrific

- More patrol through school zones / areas buses drive through. Increased patrol to catch erratic or speeding vehicles. Better patrol through the square during daytime - many vehicles stop over the crosswalk or fail to yield to pedestrians. More street lights on certain roadways. Traffic flow at the S Hartmann / W Main red light needs to be analyzed because many people try to blow through it due to it always being backed up and not long enough which tends to cause a lot of accidents
- Some of the left turns needed to get onto 109 are very dangerous, and there is no alternative route (e.g. off of Powell Grove or Martha Leeville)
- A light at Martha Leeville and 109 is my dream
- Cell phone usage while driving is the biggest concern I see in Lebanon
- Put more right hand turn only lanes in. They are needed at all 4 directions at Leeville Pike and Hartman, at TN 109 and Leeville Pike, and to enter the Publix shopping center off the 109. Speaking of TN 109, who is the mastermind that decided to remove the dedicated right turn only lane onto WB I-40? They need to try to go and sit through traffic at morning and evening rush hour and see how traffic backs up on SB TN109 trying to get onto the 40. I understand the need to have 2 left turn lanes from NB TN109 onto the 40, but the intersection should have been modeled like the one on SB Mt. Juliet Blvd to WB 40 - keep the dedicated right turn lane while still adding the additional left-turn lane. I'm not sure who the city has managing traffic flow, but they need someone who actually drives in the city's traffic and possesses an ounce of common sense
- Would like to see sidewalks installed on highway in front of Lebanon High School. Students walking need a safe place to walk - to avoid being hit. by cars and trucks. Dangerous to see students walking on shoulders of road
- We desperately need improvement. The roads are terrible. The traffic flow is inconsistent. You need to expand several roads (Cumberland). We need sidewalks for people to walk/ride safely. We also need more street lights
- Please lower speed limits on so many roads and actively start enforcing them. Many more traffic lights need to be added throughout the city and county to slow traffic down, much brighter lighting on such dark roads at night. Hwy 109 needs police presence everywhere and a bunch of tickets being given until it gets under control. Also needs a permanently lowered speed limit and more traffic lights to slow the traffic down. Widen so many of the roads and add raised medians, add shoulder lanes, patrol Leeville Pike and ticket speeders and those passing on double yellow lines, add lighting in the area between Rowland Farms and Holland Ridge on Leeville Pike. It's such a heavily travelled area at night and so dark. Finally, Meandering Drive in Stonebridge is residential and has a 25 mph speed limit, which is good, but it need to be patrolled and enforced. So many cars and commercial trucks excessively speeding all the time. Also needs cross walks and signage telling drivers to slow down
- Road Safety Concerns in Lebanon, TN: Lighting Improvements: Additional lighting is needed from just west of Tucker Gap to the Holland Ridge subdivision. Improved visibility will enhance safety, especially during nighttime and inclement weather
Leeville Pike Upgrades: Install a bumper strip in the center lane to prevent vehicles from crossing into oncoming traffic. Widen the road to include a shoulder, allowing drivers to pull off safely if necessary. Speed Control on Meandering Road: Install speed tables on the western section of Meandering Road and along the hill on the eastern side. Speeding vehicles, sometimes reaching 40-50 mph, pose a significant danger in these areas, especially with the increased traffic from the new west entrance. Add radar signs, stop

- bars, and crosswalks. DMV Test Standards: Revise the Department of Motor Vehicles' testing process to better evaluate drivers' readiness for real-world conditions, focusing on defensive driving and situational awareness
- The left turn lane into Hunters Creek Apartments is only for northbound traffic, but southbound travelers use it to turn into Dollar General. Widen the road and make it bidirectional or increase police presence to catch these people
 - Drivers routinely drive by marked LPD vehicles going 15+ over the limit. They routinely tailgate and harass other drivers, sometimes in full view of police, and police car does not move. Drag racing right by the jail and down west main is routine. Enforcement feels nonexistent unless it's late at night or early. Not enforcing traffic laws when it's busy sends the message that drivers can get away with it when it's busy
 - There needs to be traffic light installed on exit of west end station there's been few accidents there on 70
 - Our infrastructure is not developing as quickly as the number of residents.that must change
 - Confusing intersection at Cainsville & Briskin/Legends Drive. Lack of sidewalk connectivity. Impaired driving and speeding seem to be recurring issues on the bad crashes
 - The light going left on to 40 from hwy 109 should have a yellow blinking light or be longer. The people going straight back up in the turning lanes and block the pathway on to 40. It is super frustrating
 - 109 should also have sidewalks near I-40. There should be more stop lights to slow down traffic on 109
 - I see police and sheriff's deputies speeding (not on a call) and not using turn signals. People speeding especially on Main St., Hickory Ridge Rd., and my street, Vincent Cason Ave. As my street is a cut through to Byars-Dowdy and Lebanon High, we get a lot of speeders, including school buses who speed and then have to slam on their brakes at the stop sign at Castle Heights Ave at the bad curve. I cannot tell you how many times the buses are going so fast that when they slam on the brakes, half of the bus is through the stop sign. I have lived here over 10 years and witness it daily. Also, our UPS guy drives way to fast, and I am concerned he will cause a wreck or hit the people who walk daily or hit one of the children in the neighborhood. Am also concerned about people diving too fast in parking lots
 - Too many people in too big of a hurry and speeding
 - Driving behavior is out of control! No respect or kindness for fellow travelers. Using a blinker shows weakness. Yellow signal means go and red means floor the accelerator pedal. Too many aggressive drivers!
 - There are way too many vehicles on our roads after 3 pm
 - Speeding amongst cops and regular people such as myself. I want to know why i get harassed for doing the speed limit while a cop is on the tail end of my car, not only risking myself but these officers in question. Focus on the ones actually speeding instead of harassing good citizens who actually abide by those laws. If it's enforced, why aren't you enforcing? That's my real question. To many speeding wrecks and distracted/impaired driving. We can do better! Yall do a good job, but be something the kids can look up to and possibly may want ti be when they are older, but yall do have some that are really good and some that shouldn't even be in the position of power they are in

- Please improve the intersection of 231 N. and old hunters Pike. There should be a stoplight or stop sign or rework the intersection to make it more safe
- There needs to be more accountability for running red lights. My husband and I have witnessed near misses at many red lights
- Aggressive driving needs to be better enforced. I've had people get out of their car at traffic lights and threaten me for doing nothing but driving the speed limit through the circle. I am very careful there because of the pedestrian traffic
- Infrastructure needs a lot of updating. Lebanon's population has increased sharply in a small amount of time. The city wasn't build to handle this many people. But there's alot more people alot more property tax and taxes in general which the local government should used towards making it a more modern city
- A diversion for main traffic to move off the circle would be ideal. More sidewalks and walkable areas (trails, etc)
- Stop allowing people to move here. Stop additional developments. The infrastructure is not capable of handling the traffic loads. Everything needs widening. Everything needs improvement. Literally everything road related is inadequate
- Please please please fix the turning lane beside the jail that backs up & creates so much traffic. PLEASE change the speed limit on Hunters Village Drive. People go at least 40 and my safety is a huge concern. It's 30 which I think is so dangerous. We have had kids hit and dogs killed
- 109 should be 35 to 45. Not 40 to 50. People are still going way too fast
- I have seen or hear multiple people get hit due to lack of crosswalks or people not stopping at crosswalks on around square 231 north and south and west main corridors.
- With the rapid growth of Lebanon, the infrastructure has been severely neglected
- I fully support the changes to Hwy 109. Please add the planned traffic lights ASAP and start enforcing the new 45 mph speed limit. I would prefer the 50 mph zone to be lowered to 45. Drivers just do not notice or take seriously the speed changes from 45 to 50 to 45
- make the signs freaking bugger fir the idiots of lebanon
- We have grown too fast and the infrastructure hasn't kept up
- Lowering speed limits like on 109 does nothing, and 109 is getting ridiculous trying to turn even in the big confusingly striped intersections and the fast food places driveways right onto fast moving 109. I wont go there. And the ridiculous speed bumps? Seriously Ive never been in another state that loves the useless speed bumps as much as TN does! Lebanon is sadly becoming as nasty a place to live and drive as downtown and Mt Juliet Rd
- More cops need to be on 40 and 840. It's getting out of control from the people racing
- I think we need to add a center turn lane down Lebanon Rd to make traffic safer, and also to add some right turn pockets at some of the more heavily used intersections.
- There are entirely too many drivers that do not obey the hands-free law. Every time I'm on Main St. or 231 I can look over at the car next to me and 9 out of 10 times the person has their phone in their hands texting or scrolling
- Too many people now for the road system
- School zones - specifically Carrol Oakland Elementary- the person directing traffic needs training. She stops a huge line of traffic for one car pulling out or in of the school instead of waiting a little for it to build up and let them all go at once. Makes traffic TERRIBLE

- Yes; I would love to see more traffic enforcement on Hickory Ridge & Hwy 109. Even my neighborhood Hillview Farms has vehicles traveling at 40+mph where there are many small children young families walking, riding bikes, etc. I'm a mom of two young children & I worry every time we travel. Road rage & speeding are a huge issue not only in Lebanon but also Wilson Co
- Construction trucks need to slow down, they've had so many near misses flying all over town. In my neighborhood alone, half the drivers are going 50 plus and most don't understand what a stop sign is for. We have kids flying through on motorbikes and atvs with no helmets or supervision. And I live in a small neighborhood. Can't imagine the mega ones
- I see far too many drivers on their phones and texting while driving
- Lowering speed limit won't change because rarely is there cops on 109 when people are going 70...
- I truly believe if we had a concentrated effort to pull folks over for traffic violations that things would improve. These young kids know that there is rarely any patrol and drive like it. That's my main gripe. If you took care of that and made sure they understood there are consequences, it would help improve 99% of the problems on the road
- I think we need a crosswalk across Highway 231 at the Castle Heights intersection. I think we need a traffic light at the intersection of Leeville Pike and Castle Heights. Can something be done to keep southbound traffic (toward Leeville) out of the northbound lane on Castle Heights in the S curve between Meadowland Drive and Vincent-Cason Avenue?
- The square is horrible and should be shut down to on coming traffic and be turned into a bigger parking area for the businesses that are bringing in revenue to Lebanon. The lack of parking has made us shop/eat at other locations sometimes outside of Lebanon or Wilson county. And not sure if the 2 lane area falls technically in Lebanon or MJ but that area is ridiculous and need to be addressed even if there was just a turning lane added down the entire 2 lane area that would reduce many wrecks
- Please have more traffic enforcement and more patrols in neighborhood roads (example, East Spring Street, Castle Heights)
- Prepare for the influx of families and businesses moving to Lebanon. We need to widen roads, improve traffic flow and reduce congestion
- The city council is %100 to blame due to reckless growth regardless of consequence. Grow at all costs, including your life, but it doesn't matter, someone else will buy your house and continue the \$\$ influx
- On maple hill road at the railroad tracks. Those yellow sticks in the middle. I've seen people take them out for fun. They are annoying to have to get around when they are laying all over the road. The bottoms could flatten a tire I'm sure. Find something better. Maybe if they concrete or metal cars would stop taking them out just for fun
- More traffic enforcement, more patrols of neighborhoods (East Spring Street, Castle Heights, West Spring Street), more/better Street lights
- Lebanon police need to stop sitting at Bethlehem United Methodist and start patrolling the roads. People are using Roanoke as a cut through to get to South Fork and Richmond Hills subdivision and constantly speeding. We see people going 60+ daily. This issue has been brought to the elected official and have only seen one patrol car come out in the past 6 months

- Speeds need to be reduced on Highway 109 to 45 mph for the entire length of roadway. This would discourage longhaul semi tractor trailers from using this smaller highway as a cuthrough to larger interstates
- Roadways are not designed for the volume of traffic they handle. The design is awful, but since businesses and residents are built right up to the road, there is nowhere to put additional lanes. It's a Cluster!
- Change the pattern of the red lights on 109. Sometimes you can't even get onto 109 south from 70 due to the backup under the bridge
- The intersection of w/e high street and 231 is so tight. So many tractor trailers go through there and there needs to be more space
- There are few road shoulders, no guardrails
- With the amount of people moving here from big cities (me being one of them) your engineering department can fix traffic patterns to make traffic move smother by revamping your road infrastructure. People here think it's a good thing to drive slow, but driving slow does create traffic and aggressive driving conditions. I don't know why lebanon has some wide roads with shoulders that Noone uses to get out of flowing traffic. Consider opening them up so drivers don't have to halt flowing traffic to make a right
- Can we not flash some signals late at night. I don't know how many times i have had to stop for no cars or single cars turning right out of places like the light at 5oaks late at night
- Enforce the law! Better line markings on the roadways. Consider reflective paint so they are visible at night and in wet conditions, guiderails on narrow roads, especially with deep ditches and no shoulders
- Warning signage for new traffic lights, ie. Horn Springs & Lebanon Rd. It is a blind curve (travellings into town) and cars are going too fast to stop for the light. Consider another access road for 40 before the DelWebb & new Walmart traffic starts
- Hwy 109 and most roads in Lebanon have incredibly low visibility at night. The area needs more street lights
- ADD SIDEWALKS AND PUBLIC TRANSIT!!! It is incredibly dangerous to walk in Lebanon because of the lack of sidewalks. Pedestrians are forced to walk in the road on heavily congested streets. Drivers are already distracted and traffic enforcement is less than stellar. Don't even get me started on the lack of lighting on certain streets. As an added note, this is the first town I have ever lived without a bus system and it is ridiculous. A public transit system would cut down on foot and bike traffic, as well as give people a safe alternative to get home if they had been drinking
- I would love to see more speed cushions in neighborhoods to slow down drivers and patrols near high traffic areas to catch reckless drivers and those speeding on Hwy 109 and other single lane highways
- The amount of distracted driving is out of control. Why have hands free Tennessee if it's not going to be enforced? People are texting, talking, watching videos all out in the open and have no care in the world that their lack of attention could take someone's life
- The new red light at 40 and 109 is being ran daily by multiple cars. It initially worked great now it has a short green leading to traffic backing up on 109. Let's a couple go and then a handful run it
- Stop with the apartments and the growth. The town is overgrown and no longer recognizable as the town a lot of us grew up in

- I would like entrances/exits and new roadways to be made with consideration to their proximity to intersections. Far too many feel far too close to be truly safe
- People need to understand how left turns work (green isn't same as green arrow). Enforcement of "no right on red" like at Leeville & 231- start ticketing them!!!!!!
- There needs to be a light added to the on/off ramp at 1-40 Watertown exit for those coming from Eastbound turning left onto Sparta pike and those trying to enter the interstate heading westbound. It's a nightmare in the morning
- I wish Lebanon and Wilson county would get the reflective paint for road lines. It's hard to see lines at night and especially bad when it's raining
- The Watertown Exit/ Sparta Pike interchange is extremely dangerous both east and west! The lighting is also terrible at this location
- Semi and concrete trucks on side roads are too wide for some roads and almost push a regular vehicle off the road completely
- Need more safe walking/bike routes
- The lighting at the crosswalks on the square are NOT adequate. The light shoots up and does not come down to see the street or the Walker
- Add Road reflectors or raised pavement markers on all the back roads especially the ones without lighting
- People drive too fast and aggressive in the square
- As prior law enforcement myself, I haven't not seen so many speeders and red light runners anywhere else I have lived(including LEOs as well making these violations). Currently this is my 9th state I've lived in. LEOS parked in unproductive places on shift as well
- Roads cannot handle the amount of traffic we have now. Need widened with turn lane
- I'm sure the police departments are busy working on this already and seem to be overwhelmed but, the erratic and aggressive drivers are very much on the ascent. I'm sure speeding is involved in many accidents as well but examples need to start being made of road rage and aggressive drivers
- I think as Lebanon continues to grow (much to most of Lebanon's sadness and frustration), the roads are not equipped to handle so many people. Please do NOT tear down businesses to make our roads have 6 lanes. I appreciate the "small town" Lebanon of my youth (I was born in 2000), and am disappointed in our leaders' choices to overcrowd our city. It shows y'all only care about money
- I work and live near a busy intersection and I can 100 percent guarantee that i will see an accident, or someone running stop signs or traffic signals every single day, there is not enough traffic enforcement, and people continue breaking rules because they are not enforced
- The lighting in Lebanon at night is not bright enough
- The traffic on 231 north/ hartsville pike are a disaster every morning. I understand all of the schools surrounding this specific area so not sure what could be done about it. It is a very congested area
- I live off 109 in Spence Creek. 109 is such a dangerous road and I worry for when my daughter begins driving in May. The drivers speed, regardless of the posted (and recently reduced) speed limit signs. I agree with the lower speed limits. However, there are no signs to say the speed limit has been reduced. Drivers speed on this road every single day. Getting in and out of my neighborhood can also be dangerous when I use the main

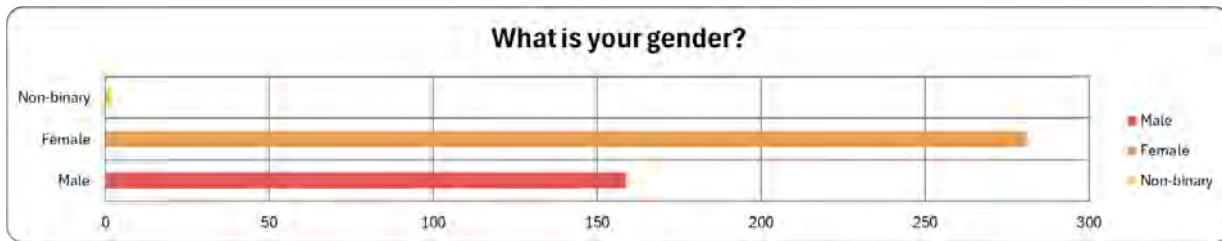
- entrance. I would love to see signage that says the speed limit has recently been reduced. And much more police presence and speed monitoring. Thank you for your time
- We need sidewalks down Spring st and Dawson Ln. Thw roads are narrow and ditches on both sides of road. It's impossible to walk. So unsafe especially with all the schools and college in the area
 - Put traffic lights up for the West End subdivision on HWY 70. It is very difficult to get in and out and constant accidents happen there
 - The other close calls that we have had are people running red lights. We have all of these cameras used for stolen cars - use them for speeding and people who run red lights. I don't see why this is not done already. It would make Lebanon so much safer! These bad drivers will never change if they are not held accountable
 - Deceleration and acceleration lanes need to enter and exit Spence Creek
 - None of my comments are intended to cast aspersions on city leaders, LPD, etc. I truly love our town and believe West Main and S. Cumberland can be improved in smart and efficient ways to help continue to revitalize the downtown area. It can become not only a place for us, our children, and grandchildren to enjoy but a true destination spot for nonresidents, bringing important economic benefits for the city. Let's avoid the problems we have seen in Mt. Juliet, Murfreesboro, and others
 - Speeders in the Sam Houston area. The Hallcroft subdivision has MANY MANY speeders using residential roads as cut throughs from Hartsville Pike to 231. They flick you off if you are walking and motion for them to slow down. Kids are unable to ride their bikes due to this AND no sidewalks. We have kids who walk to school and the playground. We need SLOWER TRAFFIC and SIDEWALKS by Sam Houston
 - TN-109 is the road I travel the most on, on my way between Gallatin and Murfreesboro. I believe building it as a semi-freeway and still having direct driveway connections on it was a mistake, and combining that with dangerous drivers from Nashville and Murfreesboro make for a terrible situation regardless of speed limits. Long-term, I think the safest solution would be to upgrade TN-109 to the standards it currently has between I-40 and I-840, being a divided highway with few traffic lights, with access for local residents and businesses provided via frontage roads that either have entrance/exit ramps or traffic lights. The junction with I-840 at the southern terminus of TN-109 is particularly horrific. Around 5 PM on weekdays there is usually a line over 0.5 miles long, and traffic often cuts the line via the left lane. Sometimes they have to wait to cut in line, blocking traffic from continuing onto East TN-265. One solution would be to increase the lanes turning onto I-840 to two. Another solution would be to upgrade TN-109 to a freeway here and have a direct continuation to I-840, and have TN-265 be an exit. On a miscellaneous note, two traffic lights are misconfigured on TN-109 in Wilson County: — On its intersection with Callis road, the traffic light system perpetually sees someone in the left turn lane on South TN-109, causing the light to be red inappropriately for North TN-109. — On its intersection with Academy Road (north of the city limits), Academy Road has precedence over TN-109, causing the light to be red for TN-109 by default and green for Academy Road by default. This role should be switched. As a last miscellaneous comment, I believe the speed limit decreases should be moved to uphill sections rather than downhill sections, to reduce the need for braking and to improve gas mileage slightly
 - If I had a dollar for every time I've been at an intersection and had someone blow through a red light and almost strike my family, I would be able to put my job and join Elon Musk

- at the top. You have got to get red light cameras. We are delaying our son's license because of how unsafe we feel Lebanon traffic has become. And never a cop in sight to address a traffic issue
- Sparta Pike I40 interchange always seems to be overlooked- lighting is poor if any and more and more traffic in the area
 - Hwy 231 North in Lebanon has many areas that have deep drop offs near the side of the road
 - Probably the worst road conditions and design I have ever seen it took years to get 109 to 2 lanes only to increase traffic lights change the speed limit 10 times and let big rigs take over the highway. How is there no median between turning lanes which would stop people from crossing over the median!!? 109 now is pretty much a freeway or interstate as Tennessee calls it with 2 lanes and big rigs get to use any lane ??? Absolutely insane to let them take any lane on interstate or highways they should always be in right lane no more than 55 on interstate and 45 on highways!
 - Yes! Please fix the timing on the lights at 109 & 70\Lebanon Rd. Spence Creek needs a wider left hand turn lane. 109 isn't wide enough to have the left hand turn lane with out a barrier such as a grass median like there is in front of the Hickory Ridge Shopping Center and Leeville Road. Every time I turn in there I fear both a head on collision and a rear end collision from the traffic speeding by. Please add right hand turn lanes
 - MORE traffic enforcement on hwy 109 between 70 and I40!
 - So many places where a RIGHT TURN ONLY lane would benefit traffic flow (Hartmann Dr onto Baddour Pwy, both directions; Greenwood onto Baddour Pwy)
 - Stop light and speed enforcement and strong patrol on 109 is a must.
 - Additional turning lanes at the intersection of S. Hartman Dr. and W. Main St. to relieve congestion, especially in the afternoon and evening hours
 - The roadways in Lebanon are quite good. They are well-maintained. Also well-planned. I believe that Lebanon is doing a good job with the roads in spite of the rapidly increasing population
 - Stop building apartments and townhomes
 - More police present at busy intersections on W. Main & Cumberland and where school buses are present. Stricter consequences for repeat offenders. Serious drivers education required for any teen ticketed for traffic violations
 - There is a single speed hump on Tucker Trice just off N. Cumberland. The city should add more speed humps on this street especially on Tucker Trice between Curtis Drive and Murray Court. There is a curve in the road at this point and residents on both streets have near misses daily due to not being able to see well due to the curve and speeding cars
 - People need to get off their phones,slow down and pay attention to their surroundings.
 - There are no turn arrows on the road in the turn lanes of Cainsville Rd & Legends Drive. I have seen near-miss crashes there more than once
 - Reducing the speed limit on 109 was stupid. It is not for safety, it is so you make more ticket revenue. It was day two when I saw people getting pulled over and getting tickets. Reducing it to 45 mph didn't stop people from speeding. It made it unsafe for people like me to stay at the speed limit. If you truly care about safety, fix the on ramp to 109 from 40. That's where all your accidents are. Also increase the speed limit to 55 on lebanon road. We all know it is 50 for ticket revenue. Your police hide at the same church every day. Some times behind the church. If you care about safety, instead of speed trapping,

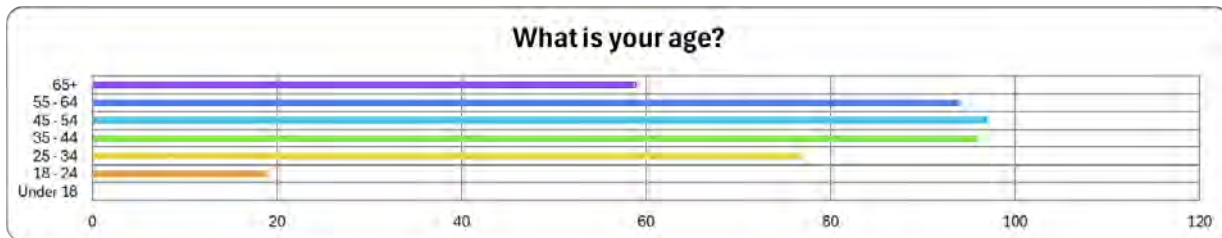
- give tickets to everyone who uses a turning lane as an on ramp. Also no turning on shoulder is stupid. Open that up for turning. It makes it safer and the flow of traffic better
- Is there a way to alleviate traffic for the Main Street/Hartmann intersection? I do everything I can to avoid having to go through that intersection. I think the biggest issue is people just need to pay more attention to what they are doing while driving
 - most turn lanes just can't handle the volume of traffic we have- the fill up and back up extremely 2 fast which leads 2 vehicles bleeding over in 2 the through lanes - it's a dangerous town 2 drive in - and stripes and dividing lines could use some paint - thank you
 - Jeep TN off road on Lebanon Road weekend bonfire parties and off road vehicles raising hell along a busy road! HAPPENING RIGHT NOW
 - Carthage Hwy (70N) west of Tribble Rd should have double yellow lines. Vehicles have attempted to pass heading east on Carthage Hwy while I've attempted to make a left onto Tribble Rd resulting in near miss collision. Also heading west on Carthage from Tribble I have been nearly hit head on from vehicles going eastbound on Carthage who are overtaking
 - Main Street east of Bartons Creek needs to be three lanes and access limited. More pedestrian crossings are needed
 - Streets in Public Housing are narrow due to lack of appropriate parking. Above 30 mph speeding occurs frequently where children are playing
 - The speed limit in the Lebanon Housing Authority property is posted at 15 MPH. People cut through on Lake Street to bypass the traffic on Hartsville Pike. It is not uncommon to see cars coming down Lake Street in the mornings well above 15 MPH. I have even observed a car pass a school bus while it was stopped picking up kids
 - we need to Improve markings at roundabout to help drivers better navigate it.
 - The town square is extremely busy and a main hwy. And we have had a death and several accidents at this location. If the statue was relocated to one of the parking lots. Two lanes would be possible in both directions
 - People driving with out lisenice and speeding on inman court
 - I see a lot of speeding and aggressive driving with cars and semi trucks
 - Lake st needs speed bumps and speed limits sign. Before a kid gets hurt or injured badly. Please put a speed limit sign and speed bumps on lake street going through Upton Hts. Before a child gets hurt. Or worse
 - There needs to be a turn arrow at the first horizon bank light and my road Beard Ave needs to be paved badly
 - Since the extension of Tucker Trice Blvd, we have daily speeders. Currently ther is ONLY one Speed Pad. We really need Speed Pads randomly onstalled through the entire length of Tucker Trice. From a concerned resident since 2001 on Tucker Trice. Thank you
 - Upton Heights need speed bumps. To many children and the vehicles just race through here
 - Disregard for children playing in the neighborhood walking biking etc
 - Need more help with the walking signs it will say that you can walk but cars don't pay attention I have been living here for three months but have grew up here my whole life I have been almost hit twice in three months because the sign says I can walk but the other cars don't pay attention and go anyways
 - Many busy intersections along West Main are over capacity and need improvement.

- Build R-cuts for the various feeder road feeding onto HWY 109. Similar to this project completed further north of Gallatin back in 2015 due to multiple accidents involving deaths. This R-cut solution fixed that issue. <https://www.tn.gov/news/2015/3/30/new-traffic-pattern-for-state-route-109-intersection-in-sumner-county.html>
- The speed bumps here at Upton Heights are a lot of help, however people fly over them. Not only are they speeding, that will eventually mess their vehicles up

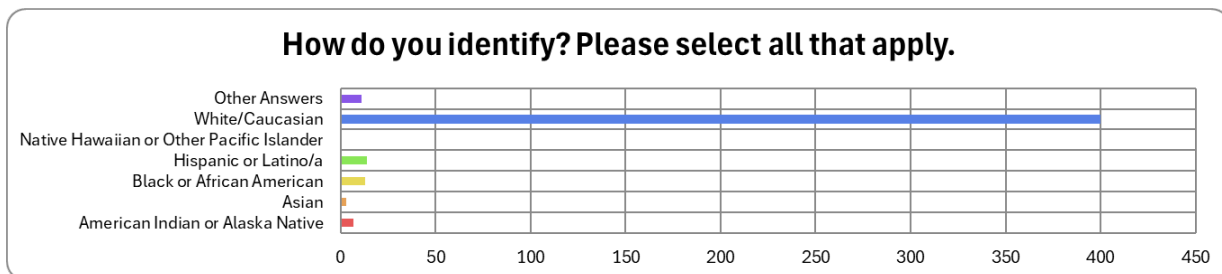
9. What is your gender?



10. What is your age?



11. How do you identify?



APPENDIX C

HIN FOCUS AREA CUT SHEETS AND CONCEPT PLANS



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FOCUS CORRIDOR & INTERSECTION PROFILES

OVERVIEW

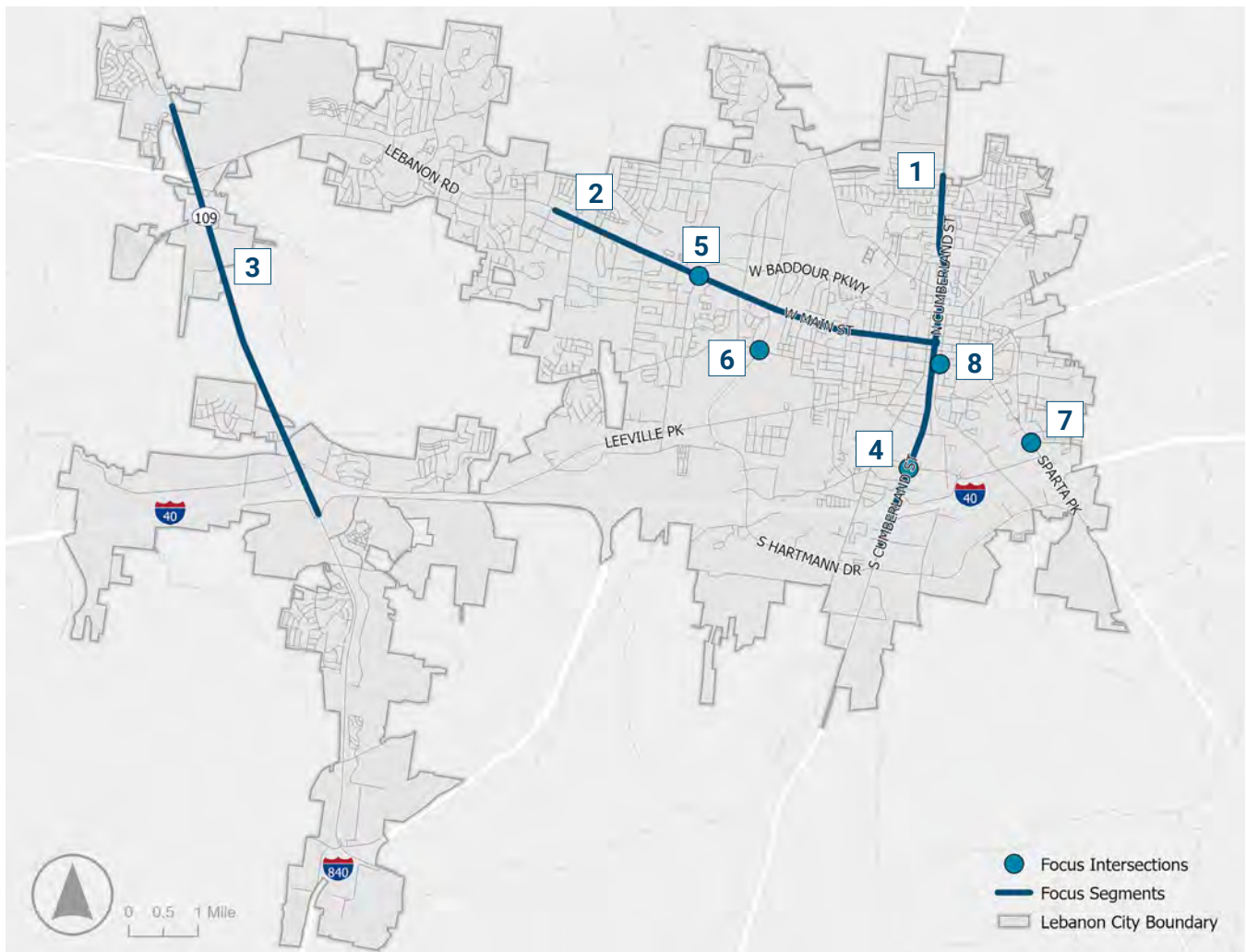
Three corridors and five intersections were selected as near-term priority areas to receive additional assessment, field reviews, and location-specific recommendations for safety countermeasure improvements. These locations were the highest scoring areas within the HIN, meaning they experienced the most frequent and dangerous crashes within Lebanon.

The focus areas include:

- Corridors:
 1. US 231
 2. Lebanon Road/W. Main Street
 3. SR 109

- Intersections:
 4. US 231 and Legends Drive/Ligon Drive
 5. Lebanon Road/W. Main Street and W. Baddour Parkway
 6. S. Hartmann Road and Hickory Ridge Road
 7. Sparta Pike and Peyton Road
 8. S. College Street and E. Spring Street

The following cut sheets provide an overview of crash trends at each priority location, as well as an assessment of infrastructure deficiencies, information gathered from the public engagement, and a table of site-specific recommendations.



CRASH HISTORY

Crash Type	Fatal	Serious Injury	Minor Injury	Possible Injury	Property Damage	Total	Percent of Total
Angle	1	6	60	34	248	349	28.3%
Head-On	0	0	2	6	5	13	1.1%
No Collision with Vehicle	2	3	10	8	22	45	3.7%
Other	0	0	1	2	3	6	0.5%
Rear End	0	1	38	48	256	343	27.8%
Sideswipe	0	2	2	8	189	201	16.3%
Unknown	0	0	0	0	275	275	22.3%
Total	3	12	113	106	998	1,232	100.0%
% of Severity	0.2%	1.0%	9.2%	8.6%	81.0%	//	100.0%

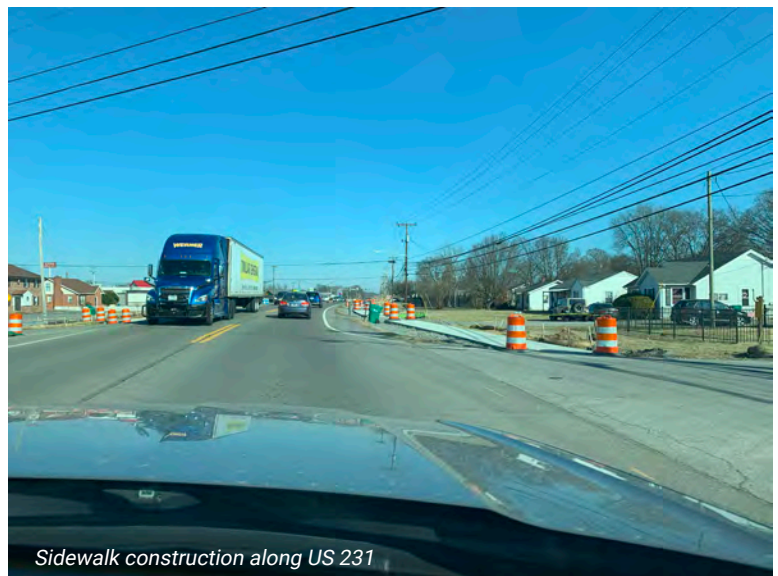
ENGAGEMENT SUMMARY

- Requests for improved corridor lighting, improved and additional pedestrian crossings and signals (particularly near the square), corridor-wide signal timing improvements, turn lane improvements at Legends Drive/Ligon Drive, Leeville Pike, W. Spring Street, and W. Main Street
- Concerns regarding speeding and red-light running

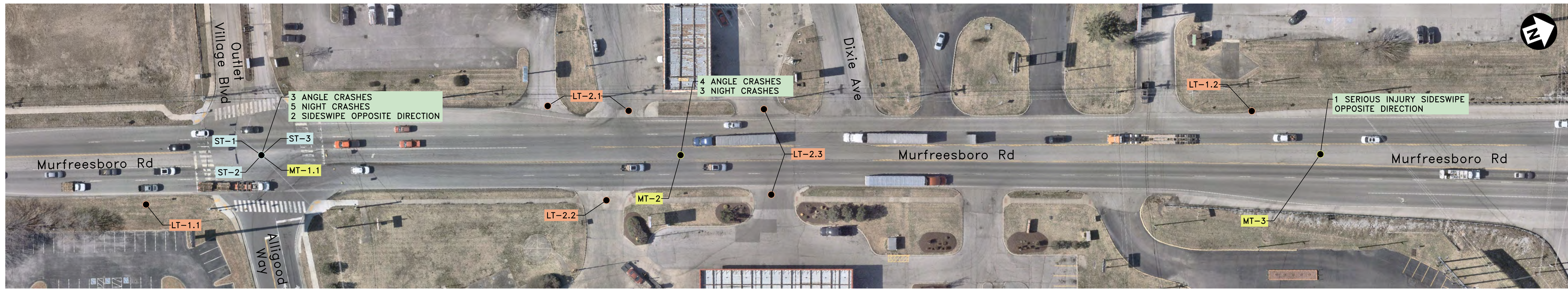


INFRASTRUCTURE DEFICIENCIES

- Insufficient striping, signage, and lighting
- Lack of pedestrian crossings and signals, insufficient curb ramps, and sidewalk gaps
- Insufficient signal timings
- Railroad crossings
- Access management – driveway consolidation



US 231 (MURFREESBORO ROAD) FROM ALLIGOOD WAY/OUTLET VILLAGE BOULEVARD TO I-40EB



SEE SHEET 3
MATCH LINE

FILE NO.	2403860
DATE:	08/13/25
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SHORT TERM RECOMMENDATIONS

ST-1 CONDUCT AN INTERSECTION LIGHTING EVALUATION WITH PHOTOMETRIC ANALYSIS & IMPROVE INFRASTRUCTURE AS NEEDED.
 ST-2 CONSIDER FLASHING YELLOW ARROW PHASING OR PROTECTED ONLY PHASING FOR HIGH-CONFLICT LEFT TURN MOVEMENTS.
 ST-3 CONSIDER CENTERLINE HARDENING TO SLOW TURNING MOVEMENTS AND MITIGATE HEAD-ON COLLISIONS.

LONG TERM RECOMMENDATIONS

LT-1 INSTALL SIDEWALKS AS DEVELOPMENT OCCURS AND MEET PRIORITIES OUTLINED IN PEDESTRIAN PRIORITIES PLAN.
 LT-2 CONSIDER ACCESS MANAGEMENT STRATEGIES, SUCH AS DRIVEWAY REMOVAL, OR CONVERSION TO RIGHT-IN/RIGHT-OUT.

MID TERM RECOMMENDATIONS

MT-1 CONSIDER NEW TRAFFIC SIGNAL WITH MAST ARM CONFIGURATION AND SIGNAL HEADS WITH REFLECTIVE BACKPLATES.
 MT-2 CONSIDER HARDENING MEDIAN WITH STRATEGICALLY PLACED MEDIAN CUTS IN AREAS WITH LIMITED TURNING CONFLICTS TO REDUCE ANGLE COLLISIONS.
 MT-3 EVALUATE LEFT TURN STORAGE NEEDED FOR THE I-40 WESTBOUND ON RAMP. IF STORAGE IS NEEDED BEYOND THE I-40 EASTBOUND RAMP, CONSIDER RESTRIPIING A PORTION OF THE TWO-WAY-LEFT-TURN-LANE AS AN ADDITIONAL NORTHBOUND THROUGH LANE. HARDEN THE EXCESS MEDIAN WIDTH TO PREVENT HEAD ON & SIDESWIPE OPPOSITE DIRECTION COLLISIONS. IF STORAGE IS NOT WARRANTED, CONSIDER HARDENING THE ENTIRETY OF THE TWO-WAY-LEFT-TURN-LANE ON THE NORTHBOUND APPROACH TO I-40 EASTBOUND TO PREVENT HEAD ON COLLISIONS AND WRONG WAY DRIVING AT THE I-40 EASTBOUND RAMP.

ONGOING CITY PROJECTS

LEBANON SS4A ROADWAY SAFETY ACTION PLAN

US 231 (MURFREESBORO ROAD)
FROM ALLIGOOD WAY/OUTLET
VILLAGE BOULEVARD TO I-40EB

SCALE: 1"=50'

US 231 (CUMBERLAND STREET) FROM MCDONALD'S/CHICK-FIL-A TO W ADAMS STREET

FILE NO.	2403860
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SHORT TERM RECOMMENDATIONS

ST-8 VERIFY CLEAR ZONE REQUIREMENTS ARE MET & RELOCATE OBSTRUCTIONS AS NEEDED.
 ST-12 ENFORCE INCREASED SIGNAGE AND STRIPING ON PRIVATE ROADWAYS ALONG LOWE'S FRONTAGE.
 ST-13 CONDUCT AN INTERSECTION LIGHTING EVALUATION WITH PHOTOMETRIC ANALYSIS & IMPROVE INFRASTRUCTURE AS NEEDED.
 ST-14 CONSIDER FLASHING YELLOW ARROW PHASING OR PROTECTED ONLY PHASING FOR HIGH-CONFLICT LEFT TURN MOVEMENTS.
 ST-15 CONSIDER CENTERLINE HARDENING TO SLOW TURNING MOVEMENTS AND MITIGATE HEAD-ON COLLISIONS.
 ST-16 CONSIDER INSTALLING RAISED REFLECTIVE PAVEMENT MARKERS AND USING WET REFLECTIVE PAVEMENT MARKINGS FOR NEXT RESURFACING PROJECT.
 ST-17 IF NOT INCLUDED AS PART OF ONGOING CONSTRUCTION, INSTALL PEDESTRIAN SIGNALS AND HIGH VISIBILITY PEDESTRIAN CROSSWALKS.

LONG TERM RECOMMENDATIONS

LT-1 INSTALL SIDEWALKS AS DEVELOPMENT OCCURS AND MEET PRIORITIES OUTLINED IN PEDESTRIAN PRIORITIES PLAN.
 LT-2 CONSIDER ACCESS MANAGEMENT STRATEGIES, SUCH AS DRIVEWAY REDUCTION, RELOCATION, OR CONVERSION TO RIGHT IN/RIGHT OUT.
 LT-4 CONSIDER A NORTH/SOUTH BICYCLE ROUTE PROTECTED FROM VEHICULAR TRAFFIC IN LONG TERM AS DEVELOPMENT OCCURS.
 LT-7 SEE HIN INTERSECTION CONCEPT.

MID TERM RECOMMENDATIONS

MT-10 CONDUCT CORRIDOR LIGHTING EVALUATION WITH PHOTOMETRIC ANALYSIS AND IMPROVE LIGHTING AS NEEDED BASED ON RESULTS.
 MT-12 CONSIDER HARDENING MEDIAN WITH STRATEGICALLY PLACED MEDIAN CUTS IN AREAS WITH LIMITED TURNING CONFLICTS TO PREVENT ANGLE COLLISIONS.
 MT-13 CONSIDER HIGH FRICTION SURFACE TREATMENTS & EVALUATE EXISTING INTERSECTION DRAINAGE.

ONGOING CITY PROJECTS

P2 TRAFFIC SIGNAL IMPROVEMENTS AT S CUMBERLAND STREET AND LEGENDS DRIVE/LIGON DRIVE.
 P3 TRAFFIC SIGNAL IMPROVEMENTS AT S CUMBERLAND STREET AND WALMART/LOWES DRIVEWAY.
 P4 SIDEWALK IMPROVEMENTS FROM WALMART/LOWES DRIVEWAY TO JENNINGS AVENUE.



FOR CONCEPTUAL USE ONLY

LEBANON SS4A ROADWAY SAFETY ACTION PLAN

US 231 (CUMBERLAND STREET) FROM MCDONALD'S/CHICK-FIL-A TO W ADAMS STREET

SCALE: 1"=50'

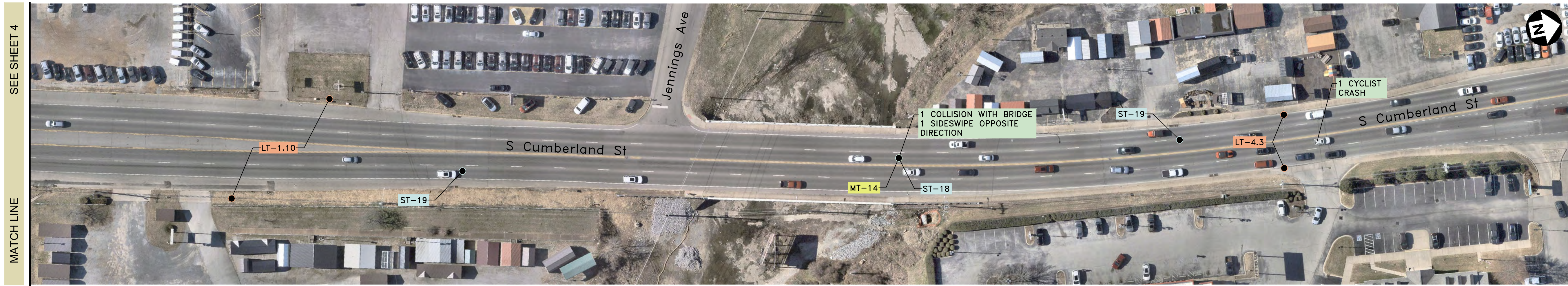
SHEET 4

US 231 (CUMBERLAND STREET) FROM W ADAMS STREET TO NEWBY STREET

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SHORT TERM RECOMMENDATIONS

- ST-18 CONSIDER INSTALLING RAISED REFLECTIVE PAVEMENT MARKERS AND USING WET REFLECTIVE PAVEMENT MARKINGS IN THE VICINITY OF THE BRIDGE.
- ST-19 INSTALL RUMBLE STRIPS IN THE OUTSIDE SHOULDERS IN ADVANCE OF THE BRIDGE.
- ST-20 CONDUCT INTERSECTION LIGHTING EVALUATION.
- ST-21 CONSIDER FLASHING YELLOW ARROW PHASING OR PROTECTED ONLY PHASING FOR HIGH-CONFLICT LEFT TURN MOVEMENTS.
- ST-22 CONSIDER CENTERLINE HARDENING TO SLOW TURNING MOVEMENTS AND MITIGATE HEAD-ON COLLISIONS.
- ST-23 CONSIDER INSTALLING RAISED REFLECTIVE PAVEMENT MARKERS AND USING WET REFLECTIVE PAVEMENT MARKINGS IN THE VICINITY OF THE INTERSECTION.
- ST-24 CONSIDER A TRAFFIC STUDY AT THE INTERSECTION OF LEEVILLE PIKE AND S CUMBERLAND STREET TO EVALUATE CONGESTION MITIGATION STRATEGIES, INCLUDING OPTIMIZED & COORDINATED SIGNAL TIMINGS. VERIFY SIGNAL TIMINGS PROVIDE ENOUGH GREEN TIME FOR LEFT-TURN MOVEMENTS.
- ST-25 CONSIDER INSTALLING RAISED REFLECTIVE PAVEMENT MARKERS AND USING WET REFLECTIVE PAVEMENT MARKINGS IN THE VICINITY OF THE RAILROAD CROSSING.

MID TERM RECOMMENDATIONS

- MT-14 CONSIDER HIGH FRICTION SURFACE TREATMENTS & EVALUATE EXISTING DRAINAGE ON AND NEAR THE BRIDGE.
- MT-15 CONSIDER HARDENING MEDIAN WITH STRATEGICALLY PLACED MEDIAN CUTS IN AREAS WITH LIMITED TURNING CONFLICTS TO PREVENT ANGLE COLLISIONS.
- MT-16 CONSIDER NEW TRAFFIC SIGNAL WITH MAST ARM CONFIGURATION, SIGNAL HEADS WITH REFLECTIVE BACKPLATES, PEDESTRIAN SIGNALS AND HIGH VISIBILITY CROSSWALKS.
- MT-17 CONSIDER HIGH FRICTION SURFACE TREATMENTS & EVALUATE EXISTING INTERSECTION DRAINAGE.

LONG TERM RECOMMENDATIONS

- LT-1 INSTALL SIDEWALKS AS DEVELOPMENT OCCURS AND MEET PRIORITIES OUTLINED IN PEDESTRIAN PRIORITIES PLAN.
- LT-2 CONSIDER ACCESS MANAGEMENT STRATEGIES, SUCH AS DRIVEWAY REDUCTION, RELOCATION, OR CONVERSION TO RIGHT IN/RIGHT OUT.
- LT-4 CONSIDER A NORTH/SOUTH BICYCLE ROUTE PROTECTED FROM VEHICULAR TRAFFIC IN LONG TERM AS DEVELOPMENT OCCURS.
- LT-8 RELOCATE RACETRAC DRIVEWAY OR SHORTEN RIGHT TURN LANE STORAGE TO MITIGATE SIDESWIPE COLLISIONS.
- LT-9 RECONSTRUCT THE RAILROAD CROSSING FOR A SMOOTHER TRAVEL SURFACE FOR VEHICLES, ALLOWING VEHICLES TO TRAVEL IN A STRAIGHT PATH, MITIGATING SIDESWIPE COLLISIONS.

ONGOING CITY PROJECTS

- P5 TRAFFIC SIGNAL IMPROVEMENTS AT S CUMBERLAND STREET AND LEEVILLE PIKE/TENNESSEE BOULEVARD.



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LEBANON SS4A ROADWAY SAFETY ACTION PLAN

US 231 (CUMBERLAND STREET) FROM W ADAMS STREET TO NEWBY STREET

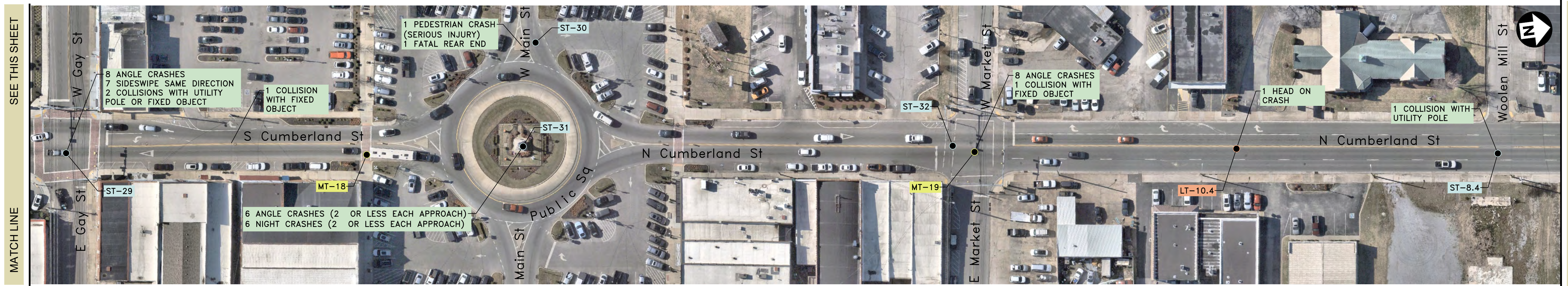
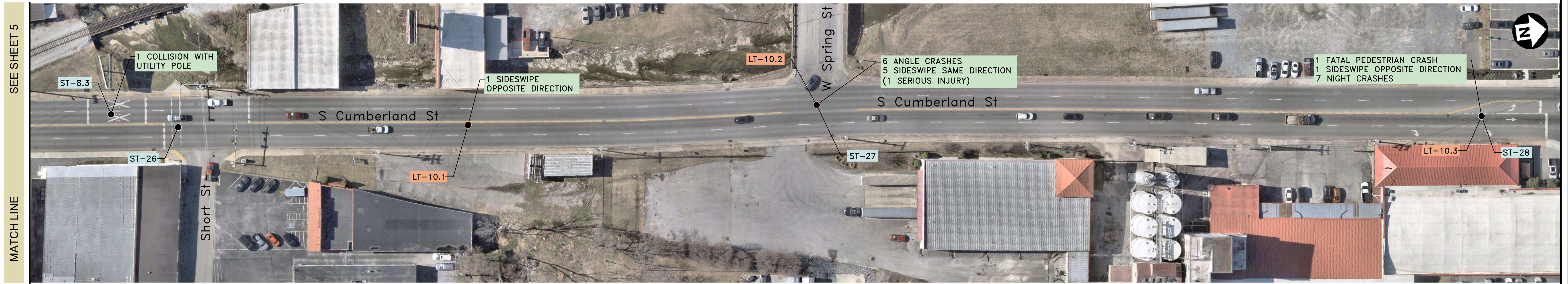
SCALE: 1"=50'

US 231 (CUMBERLAND STREET) FROM NEWBY STREET TO WOOLEN MILL STREET

FILE NO.	2403860
DATE:	08/13/25
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SHORT TERM RECOMMENDATIONS

- ST-8 VERIFY CLEAR ZONE REQUIREMENTS ARE MET & RELOCATE OBSTRUCTIONS AS NEEDED.
- ST-26 RESTRIPE CROSSWALK WITH HIGH VISIBILITY PEDESTRIAN CROSSWALK.
- ST-27 VERIFY SIGHT TRIANGLES ARE MAINTAINED ON THE EASTBOUND APPROACH. CLEAR ANY TEMPORARY OBSTRUCTIONS. EVALUATE INTERSECTION TO SEE IF A TRAFFIC SIGNAL IS WARRANTED.
- ST-28 FATAL CRASH OCCURRED DUE TO PEDESTRIAN BEHAVIOR. POTENTIALLY NOT CORRECTABLE BY ENGINEERING DESIGN. EVALUATE STREET LIGHTING.
- ST-29 INSTALL BACKPLATES WITH REFLECTIVE TAPE. CONSIDER FLASHING YELLOW ARROW PHASING OR PROTECTED ONLY PHASING FOR HIGH-CONFLICT LEFT TURN MOVEMENTS. CONSIDER CENTERLINE HARDENING TO SLOW TURNING MOVEMENTS. VERIFY CLEAR ZONE REQUIREMENTS ARE MET & RELOCATE OBSTRUCTIONS AS NEEDED.
- ST-30 FATAL CRASH INVOLVED SPEEDING WHILE INTOXICATED. CONSIDER TRAFFIC CALMING MEASURES SUCH AS CHICANES ON THE ENTERING APPROACHES TO ENCOURAGE SLOWER VEHICLE SPEEDS ENTERING THE ROUNDABOUT. INCREASE PEDESTRIAN WARNING SIGNAGE FACING THE ROUNDABOUT. EXISTING SIGNAGE SHOWN IN GOOGLE STREET VIEW ONLY FACES THE TRAVEL LANES APPROACHING THE ROUNDABOUT. CONSIDER PUSHBUTTON-ACTIVATED LED WARNING SIGNS.
- ST-31 VERIFY SIGHT TRIANGLES ARE MAINTAINED ON ALL APPROACHES TO THE ROUNDABOUT. CLEAR ANY TEMPORARY OBSTRUCTIONS.
- ST-32 INSTALL HIGH VISIBILITY CROSSWALKS AT ALL INTERSECTIONS ON ALL APPROACHES SURROUNDING PUBLIC SQUARE (TYP.).

MID TERM RECOMMENDATIONS

- MT-18 CONDUCT A LIGHTING EVALUATION WITH PHOTOMETRIC ANALYSIS & IMPROVE INFRASTRUCTURE AS NEEDED AT ALL PEDESTRIAN CROSSINGS AT PUBLIC SQUARE. CONSIDER RESTRICTING TRUCKS FROM ACCESS TO PUBLIC SQUARE.
- MT-19 INSTALL NEW CURB TO DEFLECT VEHICLES AWAY FROM FIXED OBJECTS. REPLACE BACKPLATES WITH BLACK PLATES AND REFLECTIVE YELLOW TAPE FOR INCREASED VISIBILITY. RELOCATE OVERHEAD UTILITIES BLOCKING SIGNAL HEADS.

LONG TERM RECOMMENDATIONS

- LT-10 EVALUATE CUMBERLAND STREET, BETWEEN HIGH STREET & FORREST AVENUE FOR A LANE RECONFIGURATION TO 3 VEHICULAR TRAVEL LANES TO INCLUDE LEFT TURN LANE STORAGE AND MULTIMODAL INFRASTRUCTURE. CONSIDER HARDENING MEDIAN WITH STRATEGICALLY PLACED MEDIAN CUTS IN AREAS WITH LIMITED TURNING CONFLICTS TO PREVENT ANGLE & HEAD ON COLLISIONS AND REDUCE WEAVING MOVEMENTS LEADING TO SIDESWIPE COLLISIONS. CONDUCT CORRIDOR LIGHTING EVALUATION IN THIS SEGMENT WITH PHOTOMETRIC ANALYSIS & IMPROVE INFRASTRUCTURE AS NEEDED.

ONGOING CITY PROJECTS

FOR CONCEPTUAL USE ONLY

LEBANON SS4A ROADWAY SAFETY ACTION PLAN

US 231 (CUMBERLAND STREET) FROM NEWBY STREET TO WOOLEN MILL STREET

SCALE: 1"=50'

SHEET 6

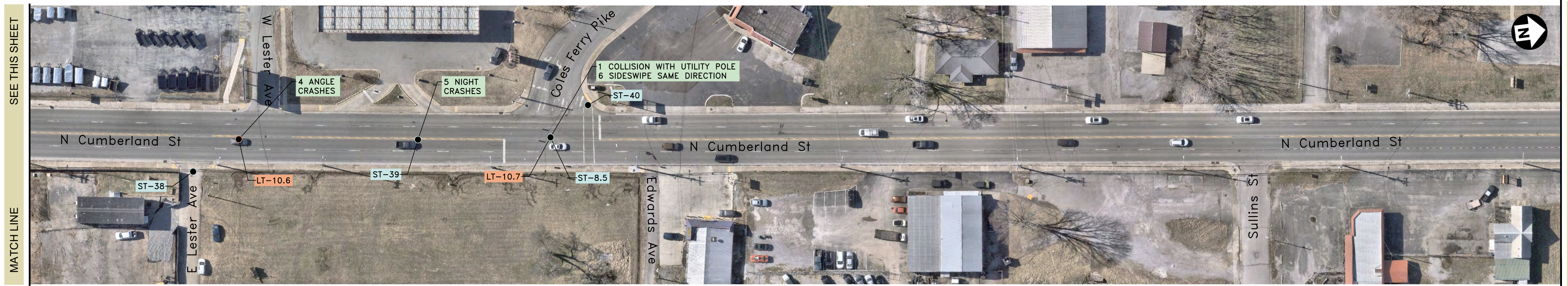
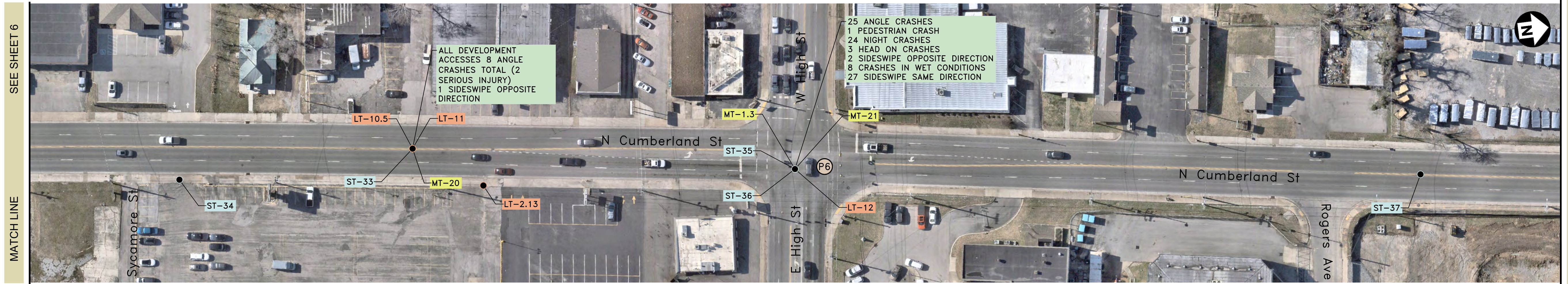


US 231 (CUMBERLAND STREET) FROM WOOLEN MILL STREET TO SULLINS STREET

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SHORT TERM RECOMMENDATIONS

ST-8 VERIFY CLEAR ZONE REQUIREMENTS ARE MET & RELOCATE OBSTRUCTIONS AS NEEDED.

ST-33 CONDUCT AN INTERSECTION LIGHTING EVALUATION WITH PHOTOMETRIC ANALYSIS AT DRIVEWAY ACCESSES NEAR THE INTERSECTION & IMPROVE INFRASTRUCTURE AS NEEDED.

ST-34 VERIFY SIGHT TRIANGLES ARE MAINTAINED AT THE ACCESSES TO THE VILLAGE CENTER SHOPPING MALL. CLEAR ANY TEMPORARY OBSTRUCTIONS.

ST-35 CONDUCT AN INTERSECTION LIGHTING EVALUATION WITH PHOTOMETRIC ANALYSIS & IMPROVE INFRASTRUCTURE AS NEEDED. CONSIDER FLASHING YELLOW ARROW PHASING OR PROTECTED ONLY PHASING FOR HIGH-CONFLICT LEFT TURN MOVEMENTS. CONSIDER CENTERLINE HARDENING TO SLOW TURNING MOVEMENTS AND MITIGATE HEAD-ON COLLISIONS. CONSIDER INSTALLING RAISED REFLECTIVE PAVEMENT MARKERS AND USING WET REFLECTIVE PAVEMENT MARKINGS FOR NEXT RESURFACING PROJECT. CONSIDER A TRAFFIC STUDY AT HIGH STREET TO EVALUATE CONGESTION MITIGATION STRATEGIES, INCLUDING OPTIMIZED & COORDINATED SIGNAL TIMINGS. VERIFY GREEN TIME FOR LEFT TURN MOVEMENTS IS SUFFICIENT.

ST-36 INSTALL HIGH VISIBILITY LONGITUDINAL CROSSWALK MARKINGS. UPDATE PEDESTRIAN SIGNALS TO PEDESTRIAN COUNTDOWN SIGNALS. INSTALL HIGH VISIBILITY CROSSWALK MARKINGS.

ST-37 CONDUCT A LIGHTING EVALUATION WITH PHOTOMETRIC ANALYSIS & IMPROVE INFRASTRUCTURE AS NEEDED NEAR THIS DEVELOPMENT.

ST-38 VERIFY SIGHT TRIANGLES ARE MAINTAINED ON THE EASTBOUND APPROACH. CLEAR ANY TEMPORARY OBSTRUCTIONS.

ST-39 CONDUCT AN INTERSECTION LIGHTING EVALUATION WITH PHOTOMETRIC ANALYSIS, SPECIFICALLY ON THE NORTHBOUND APPROACH & IMPROVE INFRASTRUCTURE AS NEEDED.

ST-40 REPLACE CROSSWALKS WITH HIGH VISIBILITY PEDESTRIAN CROSSWALKS.

MID TERM RECOMMENDATIONS

MT-1 CONSIDER NEW TRAFFIC SIGNAL WITH MAST ARM CONFIGURATION AND SIGNAL HEADS WITH REFLECTIVE BACKPLATES.

MT-20 CONSIDER HARDENING MEDIAN WITH STRATEGICALLY PLACED MEDIAN CUTS IN AREAS WITH LIMITED TURNING CONFLICTS TO PREVENT ANGLE COLLISIONS.

MT-21 CONSIDER HIGH FRICTION SURFACE TREATMENTS & EVALUATE EXISTING INTERSECTION DRAINAGE.

LONG TERM RECOMMENDATIONS

LT-2 CONSIDER ACCESS MANAGEMENT STRATEGIES, SUCH AS DRIVEWAY REDUCTION, RELOCATION, OR CONVERSION TO RIGHT IN/RIGHT OUT.

LT-10 EVALUATE CUMBERLAND STREET, BETWEEN HIGH STREET & FORREST AVENUE FOR A LANE RECONFIGURATION TO 3 VEHICULAR TRAVEL LANES TO INCLUDE LEFT TURN LANE STORAGE AND MULTIMODAL INFRASTRUCTURE. CONSIDER HARDENING MEDIAN WITH STRATEGICALLY PLACED MEDIAN CUTS IN AREAS WITH LIMITED TURNING CONFLICTS TO PREVENT ANGLE & HEAD ON COLLISIONS AND REDUCE WEAVING MOVEMENTS LEADING TO SIDESWIPE COLLISIONS. CONDUCT CORRIDOR LIGHTING EVALUATION IN THIS SEGMENT WITH PHOTOMETRIC ANALYSIS & IMPROVE INFRASTRUCTURE AS NEEDED.

LT-11 AS DEVELOPMENT OCCURS, REMOVE OPEN FRONTAGE PARKING.

LT-12 AS DEVELOPMENT OCCURS, REMOVE OPEN FRONTAGE PARKING NEAR THE INTERSECTION.

ONGOING CITY PROJECTS

P6 N CUMBERLAND STREET IMPROVEMENTS FROM W HIGH STREET TO N CASTLE HEIGHTS AVENUE/OAKDALE DRIVE (CMAQ ITS GRANT PROJECT - PHASE 2).



FOR CONCEPTUAL USE ONLY

LEBANON SS4A ROADWAY SAFETY ACTION PLAN

US 231 (CUMBERLAND STREET) FROM WOOLEN MILL STREET TO SULLINS STREET

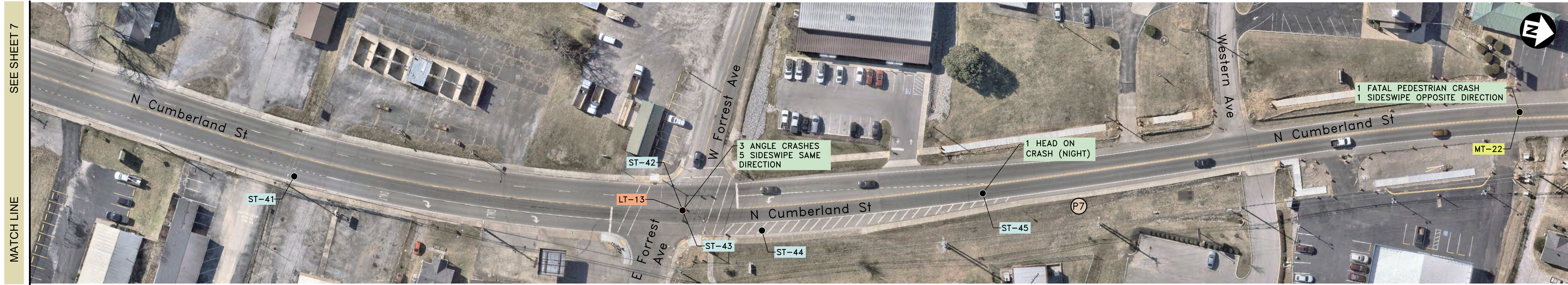
SCALE: 1"=50'

US 231 (CUMBERLAND STREET) FROM SULLINS STREET TO OAKDALE DRIVE

FILE NO.	2403860
DATE:	08/13/25
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SHORT TERM RECOMMENDATIONS

- ST-41 INCLUDE ADDITIONAL RIGHT TURN ONLY MARKINGS ON THE NORTHBOUND APPROACH TO GIVE ADVANCED WARNING OF REDUCED THROUGH LANE.
- ST-42 REPLACE BACKPLATES WITH BLACK PLATES AND REFLECTIVE YELLOW TAPE FOR INCREASED VISIBILITY. CONSIDER CENTERLINE HARDENING TO SLOW TURNING MOVEMENTS.
- ST-43 REPLACE CROSSWALKS WITH HIGH VISIBILITY PEDESTRIAN CROSSWALKS.
- ST-44 CONSIDER INSTALLING A PHYSICAL OBSTRUCTION USING CURB OR TEMPORARY MATERIALS TO PREVENT VEHICLES FROM CONTINUING THROUGH FROM THE NORTHBOUND RIGHT TURN LANE.
- ST-45 CONDUCT A LIGHTING EVALUATION WITH PHOTOMETRIC ANALYSIS & IMPROVE INFRASTRUCTURE AS NEEDED.
- ST-46 CONSIDER CENTERLINE HARDENING TO IMPROVE TRAFFIC CUTTING ACROSS TO WEBSTER ST/EASTLAND AVE.
- ST-47 CONSIDER A TRAFFIC STUDY AT THE HIGH STREET TO EVALUATE CONGESTION MITIGATION STRATEGIES, INCLUDING OPTIMIZED & COORDINATED SIGNAL TIMINGS. VERIFY GREEN TIME FOR LEFT TURN MOVEMENTS IS SUFFICIENT.
- ST-48 INSTALL HIGH VISIBILITY PEDESTRIAN CROSSWALKS.

MID TERM RECOMMENDATIONS

- MT-22 CONSIDER A RECTANGULAR RAPID FLASHING BEACON WITH HIGH VISIBILITY CROSSWALK MARKINGS FOR MID-BLOCK PEDESTRIAN CROSSINGS NEAR EASTLAND AVENUE.
- MT-23 TIGHTEN CURB RADIUS TO SLOW TURNING MOVEMENTS.
- MT-24 SIDEWALKS ARE BEING INSTALLED WHICH MAY MITIGATE CRASHES OF THIS TYPE.

LONG TERM RECOMMENDATIONS

- LT-1 CONSIDER INSTALLING SIDEWALKS IN LONG TERM AS DEVELOPMENT OCCURS.
- LT-13 AS DEVELOPMENT OCCURS, CONSIDER REALIGNING OFFSET ROADWAYS.

ONGOING CITY PROJECTS

- P7 SIDEWALK INSTALLATION AND IMPROVEMENTS FROM W FORREST AVENUE TO N CASTLE HEIGHTS AVENUE/OAKDALE DRIVE.

NOTES

- * CRASH OCCURRED DUE TO DRIVER'S PRE-EXISTING CONDITION IN VEHICLE. NO DESIGN COUNTERMEASURES.



FOR CONCEPTUAL USE ONLY

LEBANON SS4A ROADWAY SAFETY ACTION PLAN

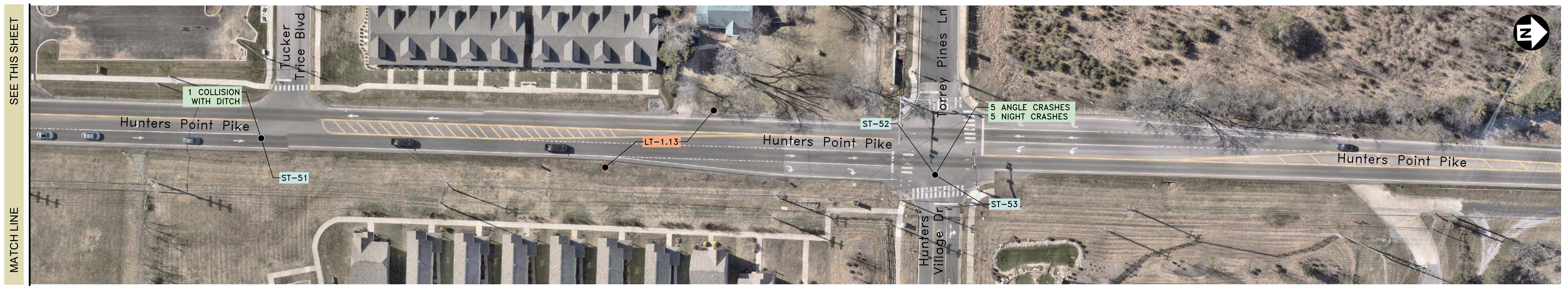
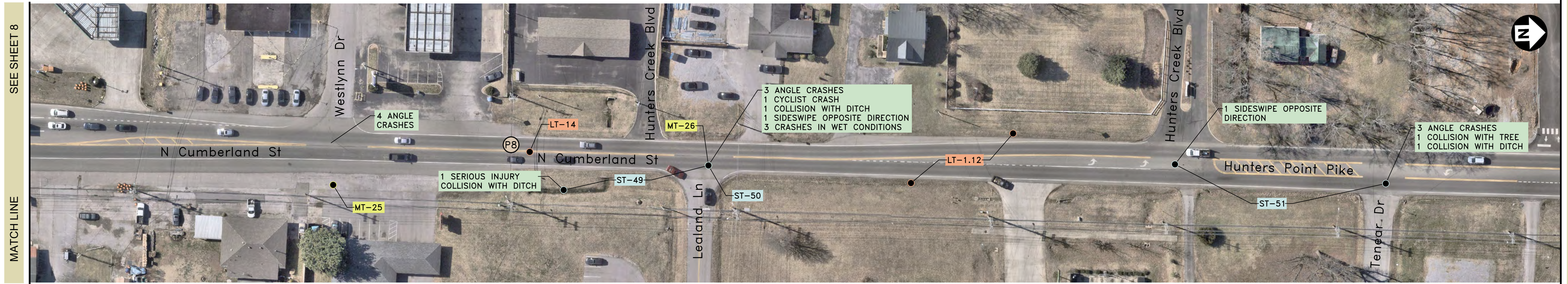
US 231 (CUMBERLAND STREET) FROM SULLINS STREET TO OAKDALE DRIVE

SCALE: 1"=50'

SHEET 8

US 231 (CUMBERLAND STREET) FROM OAKDALE DRIVE TO HUNTERS VILLAGE DRIVE/TORREY PINES LANE

FILE NO.	2403860
DATE:	08/13/25
DESIGNED BY:	BJT
DRAWN BY:	JDE
CHECKED BY:	BJT
REVISION BLOCK	
DATE:	



SHORT TERM RECOMMENDATIONS

ST-49 VERIFY CLEAR ZONE REQUIREMENTS ARE MET & RELOCATE OBSTRUCTIONS AS NEEDED. INSTALL GUARDRAIL IF WARRANTED.
 ST-50 CONSIDER INSTALLING RAISED REFLECTIVE PAVEMENT MARKERS AND USING WET REFLECTIVE PAVEMENT MARKINGS.
 ST-51 ROADWAY HAS BEEN WIDENED AND TURN LANES HAVE BEEN INSTALLED SINCE CRASHES OCCURRED. VERIFY CLEAR ZONE REQUIREMENTS ARE MET & RELOCATE OBSTRUCTIONS AS NEEDED. INSTALL GUARDRAIL IF WARRANTED. CONSIDER INSTALLING ADDITIONAL RUMBLE STRIPS.
 ST-52 CONDUCT AN INTERSECTION LIGHTING EVALUATION WITH PHOTOMETRIC ANALYSIS & IMPROVE INFRASTRUCTURE AS NEEDED. NEW TRAFFIC SIGNAL HAS BEEN INSTALLED SINCE CRASHES OCCURRED.
 ST-53 RESTRIPE WORN PEDESTRIAN CROSSWALKS.

LONG TERM RECOMMENDATIONS

LT-1 INSTALL SIDEWALKS AS DEVELOPMENT OCCURS AND MEET PRIORITIES OUTLINED IN PEDESTRIAN PRIORITIES PLAN.
 LT-14 CONSIDER ROADWAY WIDENING TO MAINTAIN CONSISTENT 3-LANE CROSS SECTION & PROVIDE STORAGE FOR TURNING VEHICLES.

MID TERM RECOMMENDATIONS

MT-25 CONSIDER USING PERMANENT OR TEMPORARY MATERIALS TO TIGHTEN TURNING RADII AND REDUCE DRIVEWAY WIDTH AT THE ACCESS ACROSS FROM WESTLYNN DRIVE.
 MT-26 CONSIDER HIGH FRICTION SURFACE TREATMENTS & EVALUATE EXISTING INTERSECTION DRAINAGE.

ONGOING CITY PROJECTS

P8 TURN LANES INSTALLATION ON N CUMBERLAND STREET.



FOR CONCEPTUAL USE ONLY

LEBANON SS4A ROADWAY SAFETY ACTION PLAN

US 231 (CUMBERLAND STREET) FROM OAKDALE DRIVE TO HUNTERS VILLAGE DRIVE/TORREY PINES LANE

SCALE: 1"=50'

RECOMMENDED SAFETY COUNTERMEASURES

Project ID	Location	Description	Timeframe	Score	Rank*
ST-44	US 231 and Forrest Ave	Consider installing a physical obstruction using curb or temporary materials to prevent vehicles from continuing through from the northbound right turn lane.	Short Term	100	1
ST-42	US 231 and Forrest Ave	Replace backplates with black plates and reflective yellow tape for increased visibility. Consider centerline hardening to slow turning movements.	Short Term	100	1
ST-30	Vicinity of US 231 at Public Square	Fatal crash involved speeding while intoxicated. Consider traffic calming measures such as chicanes on the entering approaches to encourage slower vehicle speeds entering the roundabout. Increase pedestrian warning signage facing the roundabout.	Short Term	99	2
ST-45	US 231 between Forrest Ave and Western Ave	Conduct a lighting evaluation with photometric analysis & improve infrastructure as needed.	Short Term	98	3
ST-28	Vicinity of US 231 at Gay St	Conduct a lighting evaluation with photometric analysis & improve infrastructure as needed.	Short Term	98	3
ST-29	US 231 at Gay St	Install backplates with reflective tape. Consider flashing yellow arrow phasing or protected only phasing for high-conflict left turn movements. Centerline hardening to slow turning movement. Verify clear zone requirements are met & relocate obstructions.	Short Term	96	4
ST-43	US 231 and Forrest Ave	Replace crosswalks with high visibility pedestrian crosswalks.	Short Term	94	5
ST-46	Vicinity of US 231 and Webster St/ Eastland Ave	Consider centerline hardening to improve traffic cutting across to Webster St/Eastland Ave.	Short Term	90	6
ST-31	Vicinity of US 231 at Public Square	Verify sight triangles are maintained on all approaches to the roundabout. Clear any temporary obstructions.	Short Term	90	6
MT-20	US 231 from Sycamore St to Coles Ferry Pk	Consider hardening median with strategically placed median cuts in areas with limited turning conflicts to prevent angle collisions.	Mid Term	90	6
ST-39	Vicinity of US 231 and Coles Ferry Pk	Conduct an intersection lighting evaluation with photometric analysis, specifically on the northbound approach & improve infrastructure as needed.	Short Term	88	7
ST-37	US 231 between Rogers Ave and Lester Ave	Conduct a lighting evaluation with photometric analysis & improve infrastructure as needed near this development.	Short Term	88	7

*Note: Where projects received the same score as other projects, they share the same rank ID.

RECOMMENDED SAFETY COUNTERMEASURES, CONTINUED

Project ID	Location	Description	Timeframe	Score	Rank*
ST-33	Vicinity of US 231 and Village Center Shopping Mall entrance	Conduct an intersection lighting evaluation with photometric analysis at driveway accesses near the intersection & improve infrastructure as needed	Short Term	88	7
MT-18	Vicinity of US 231 at Public Square	Conduct a lighting evaluation with photometric analysis & improve infrastructure as needed at all pedestrian crossings at public square. Consider restricting trucks from access to public square.	Mid Term	88	7
LT-13	US 231 and Forrest Ave	As development occurs, consider realigning approaches.	Long Term	88	7
LT-10.1-10.7	US 231 from Leeville Pk to Forrest Ave	Evaluate Cumberland St, between Forrest Ave & Leeville Pk for a lane reconfiguration to 3 vehicular travel lanes to include left turn lane storage and multimodal infrastructure.	Long Term	87	8
ST-41	Vicinity of US 231 and Forrest Ave	Include additional right turn only markings on the northbound approach to give advanced warning of reduced through lane.	Short Term	85	9
ST-16	US 231 from Ligon Dr to E Adams Ave	Consider installing raised reflective pavement markers and using wet reflective pavement markings for next resurfacing project.	Short Term	85	9
LT-4.1-4.3	Full US 231 Corridor	Consider a north/south bicycle route separated from high volume vehicular traffic in long term planning.	Long Term	81	10
LT-1.1-1.13	Full US 231 Corridor	Install sidewalks as development occurs and meet priorities outlined in Pedestrian Priorities Plan.	Long Term	81	10
ST-8.5	US 231 at Coles Ferry Pk	Verify clear zone requirements are met & relocate obstructions as needed.	Short Term	80	11
ST-8.1	US 231 from I-40 northern ramps to Cedarwood Rd	Verify clear zone requirements are met & relocate obstructions as needed.	Short Term	80	11
ST-38	US 231 at Lester Ave	Verify sight triangles are maintained on the eastbound approach. Clear any temporary obstructions.	Short Term	80	11
ST-22	Vicinity of US 231 and Leeville Pk	Consider centerline hardening to slow turning movements and mitigate head-on collisions.	Short Term	80	11
MT-9	US 231 from Taco Bell to Ligon Dr	Consider hardening median with strategically placed median cuts in areas with limited turning conflicts to prevent angle collisions.	Mid Term	80	11
MT-6	US 231 from northern I-40 ramps to Jennings Ave	Consider hardening the shoulders from I-40 ramps north up to Jennings Ave to reduce speeding.	Mid Term	80	11

*Note: Where projects received the same score as other projects, they share the same rank ID.

RECOMMENDED SAFETY COUNTERMEASURES, CONTINUED

Project ID	Location	Description	Timeframe	Score	Rank*
MT-15	US 231 from Jennings Ave to Leeville Pk	Consider hardening median with strategically placed median cuts in areas with limited turning conflicts to prevent angle collisions.	Mid Term	80	11
MT-12	US 231 from Ligon Dr to E Adams Ave	Consider hardening median with strategically placed median cuts in areas with limited turning conflicts to prevent angle collisions.	Mid Term	80	11
ST-35	Vicinity of US 231 and High St	Lighting eval w/ photometric & improve infrastructure. Flashing yellow arrow phasing or protected only phasing for conflict left. Centerline hardening to slow turning. Install raised and wet reflective markers. Traffic study at High St. Verify green time for left turn movements is sufficient.	Short Term	78	12
ST-20	Vicinity of US 231 and Leeville Pk	Conduct intersection lighting evaluation.	Short Term	78	12
MT-10.2-10.3	US 231 from Chick Fil-A to northern Lowes' Driveway	Conduct corridor lighting evaluation with photometric analysis and improve lighting as needed based on results.	Mid Term	78	12
MT-10.1	US 231 from northern I-40 ramps to S Cumberland Center Blvd	Conduct corridor lighting evaluation with photometric analysis and improve lighting as needed based on results.	Mid Term	78	12
LT-6	Vicinity of US 231 and McDonald's Driveway (705 S Cumberland St, Lebanon, TN 37087)	The driveways of McDonald's and Chick-Fil-A were identified as key conflict zones with high crash rates, where access management strategies should be applied.	Long Term	78	12
LT-2.8-2.9	Vicinity of US 231 and Lowes' Driveways	Consider access management strategies, such as driveway reduction, relocation, or conversion to right in/right out.	Long Term	78	12
LT-2.4-2.6	Vicinity of US 231 and S Cumberland Center Blvd	Consider access management strategies, such as driveway reduction, relocation, or conversion to right in/right out.	Long Term	78	12
LT-2.13	US 231 at Village Center Shopping Mall entrance	Consider access management strategies, such as driveway reduction, relocation, or conversion to right in/right out.	Long Term	78	12
LT-11	US 231 from Sycamore St to High St	As development occurs, remove open frontage parking.	Long Term	78	12

*Note: Where projects received the same score as other projects, they share the same rank ID.

RECOMMENDED SAFETY COUNTERMEASURES, CONTINUED

Project ID	Location	Description	Timeframe	Score	Rank*
ST-7	US 213 at northern I-40 on/off ramps	Add reflective yellow tape to signal head backplates.	Short Term	76	13
ST-4.2	Vicinity of US 231 and I-40 interchange	Consider a traffic study at the I-40 off ramps to evaluate congestion mitigation strategies, including optimized & coordinated signal timings	Short Term	76	13
ST-4.1	US 213 at southern I-40 off ramp	Consider a traffic study at the I-40 off ramps to evaluate congestion mitigation strategies, including optimized & coordinated signal timings.	Short Term	76	13
ST-24	US 231 and Leeville Pk/ Tennessee Blvd	Consider a traffic study at the Leeville Pike intersection to evaluate congestion mitigation strategies, including optimized & coordinated signal timings.	Short Term	76	13
ST-21	US 231 and Leeville Pk/ Tennessee Blvd	Consider flashing yellow arrow phasing or protected only phasing for high-conflict left turn movements.	Short Term	76	13
ST-6	Vicinity of US 231 and I-40 interchange	Consider installing raised reflective pavement markers and using wet reflective pavement markings for next resurfacing project.	Short Term	75	14
ST-5.1	Vicinity of US 213 at northern I-40 on/off ramps	Increase reflective signage at the guardrail to increase visibility.	Short Term	75	14
ST-5	Vicinity of US 231 at SE Tater Peeler Rd	Increase reflective signage at the guardrail to increase visibility.	Short Term	75	14
ST-23	Vicinity of US 231 and Leeville Pk	Consider installing raised reflective pavement markers and using wet reflective pavement markings in the vicinity of the intersection.	Short Term	75	14
ST-19	Vicinity of US 231 near Jennings Ave bridge	Install rumble strips in the outside shoulders in advance of the bridge.	Short Term	75	14
ST-18	Vicinity of US 231 near Jennings Ave bridge	Consider installing raised reflective pavement markers and using wet reflective pavement markings in the vicinity of the bridge.	Short Term	75	14
ST-36	US 231 at High St	Install high visibility longitudinal crosswalk markings. Update pedestrian signals to pedestrian countdown signals. Install high visibility crosswalk markings.	Short Term	74	15

*Note: Where projects received the same score as other projects, they share the same rank ID.

RECOMMENDED SAFETY COUNTERMEASURES, CONTINUED

Project ID	Location	Description	Timeframe	Score	Rank*
MT-22	Vicinity of US 231 and Eastland Ave	Consider a rectangular rapid flashing beacon with high visibility crosswalk markings for mid-block pedestrian crossings near Eastland Ave.	Mid Term	74	15
ST-34	US 231 at Village Center Shopping Mall entrance	Verify sight triangles are maintained at the accesses to the village center shopping mall. Clear any temporary obstructions.	Short Term	70	16
ST-27	US 231 at W Spring St	Verify sight triangles are maintained on the eastbound approach. Clear any temporary obstructions. Evaluate intersection to see if a traffic signal is warranted.	Short Term	70	16
ST-15	Vicinity of US 231 At Lowes' northern driveway to E Adams Ave	Consider centerline hardening to slow turning movements and mitigate head-on collisions.	Short Term	70	16
ST-11	US 231 at Holloway Dr	Consider centerline hardening to slow turning movements.	Short Term	70	16
MT-7	US 213 at northern I-40 on/off ramps	Evaluate left turn storage needed for the I-40 EB on ramp. If needed, restripe a portion of the two-way-left-turn-lane as an additional sb through lane. Harden the excess median width. If not, harden the two-way-left-turn on the sb approach to I-40 WB.	Mid Term	70	16
MT-3	Vicinity of US 231 and I-40 EB ramps	Evaluate left turn storage needed for the I-40 WB on ramp. If needed, restripe a part of the two-way-left-turn-lane as a NB through lane. Harden the excess median width. If not, harden the entirety of two-way-left-turn-lane on NB approach to I-40 EB.	Mid Term	70	16
MT-2	US 231 from Aligood Way to I-40 EB ramps	Consider hardening median with strategically placed median cuts in areas with limited turning conflicts to reduce angle collisions.	Mid Term	70	16
MT-8	US 213 at northern I-40 on/off ramps	Consider tightening the angle of the westbound right turn lane, converting the approach to an urban smart channel. Move the stop line back 10' for the left turn movement.	Mid Term	69	17
ST-9	US 231 at Holloway Dr	Conduct intersection lighting evaluation with photometric analysis and improve lighting as needed.	Short Term	68	18
ST-13	Vicinity of 231 and northern Lowes' Driveway	Conduct an intersection lighting evaluation with photometric analysis & improve infrastructure as needed.	Short Term	68	18
LT-8	Vicinity of US 231 and Leeville Pk	Relocate RaceTrac driveway or shorten right turn lane storage to mitigate sideswipe collisions.	Long Term	68	18

*Note: Where projects received the same score as other projects, they share the same rank ID.

RECOMMENDED SAFETY COUNTERMEASURES, CONTINUED

Project ID	Location	Description	Timeframe	Score	Rank*
LT-3	US 231 at SE Tater Peeler Rd	Consider closing left turn access to SE Tater Peeler Rd and converting roadway to right-in/right-out. Alternate routes exist to developments at Alligood Way.	Long Term	68	18
LT-2.12	Vicinity of US 231 and Leeville Pk	Consider access management strategies, such as driveway reduction, relocation, or conversion to right in/right out.	Long Term	68	18
LT-12	Vicinity of US 231 and High St	As development occurs, remove open frontage parking near the intersection.	Long Term	68	18
ST-47	US 231 at N Castle Heights Ave/Oakdale Dr	Consider a traffic study at Castle Heights Ave to evaluate congestion mitigation strategies, including optimized & coordinated signal timings. Verify green time for left turn movements is sufficient.	Short Term	66	19
ST-14	Vicinity of 231 and northern Lowes' Driveway	Consider flashing yellow arrow phasing or protected only phasing for high-conflict left turn movements.	Short Term	66	19
ST-10	US 231 at Holloway Dr	Consider flashing yellow arrow phasing or protected only phasing for high-conflict left turn movements.	Short Term	66	19
MT-16	US 231 and Leeville Pk/ Tennessee Blvd	Consider new traffic signal with mast arm configuration, signal heads with reflective backplates, pedestrian signals and high visibility crosswalks.	Mid Term	66	19
MT-1.3	US 231 at High St	Consider new traffic signal with mast arm configuration and signal heads with reflective backplates.	Mid Term	66	19
LT-5	Vicinity of US 231 and I-40 interchange	Conduct interchange lighting evaluation with photometric analysis and improve lighting as needed based on results.	Long Term	66	19
ST-50	US 231 from Westlynn Dr to Hunters Creek Blvd	Consider installing raised reflective pavement markers and using wet reflective pavement markings.	Short Term	65	20
ST-25	Vicinity of US 231 at Newby St	Consider installing raised reflective pavement markers and using wet reflective pavement markings in the vicinity of the railroad crossing.	Short Term	65	20
MT-4	Vicinity of US 231 and I-40 interchange	Consider high friction surface treatments.	Mid Term	65	20
MT-21	Vicinity of US 231 and High St	Consider high friction surface treatments & evaluate existing intersection drainage.	Mid Term	65	20
MT-17	Vicinity of US 231 and Leeville Pk	Consider high friction surface treatments & evaluate existing intersection drainage.	Mid Term	65	20

*Note: Where projects received the same score as other projects, they share the same rank ID.

RECOMMENDED SAFETY COUNTERMEASURES, CONTINUED

Project ID	Location	Description	Timeframe	Score	Rank*
MT-14	Vicinity of US 231 near Jennings Ave bridge	Consider high friction surface treatments & evaluate existing drainage on and near the bridge.	Mid Term	65	20
ST-48	US 231 at N Castle Heights Ave/Oakdale Dr	Install pedestrian countdown signals and high visibility pedestrian crosswalks.	Short Term	64	21
ST-32	US 231 at Market St	Install high visibility crosswalks at all intersections on all approaches surrounding public square (typ.)	Short Term	64	21
ST-26	US 231 at Short St	Restripe crosswalk with high visibility pedestrian crosswalk.	Short Term	64	21
ST-17	US 231 at northern Lowes' Driveway	If not included as part of ongoing construction, install pedestrian signals and high visibility pedestrian crosswalks	Short Term	64	21
ST-51	Vicinity of US 231 from Teneer Dr to Tucker Trice Blvd	Verify clear zone requirements are met & relocate obstructions as needed. Install guardrail if warranted. Consider installing additional rumble strips.	Short Term	61	22
ST-49	US 231 from Westlynn Dr to Hunters Creek Blvd	Verify clear zone requirements are met & relocate obstructions as needed. Install guardrail if warranted.	Short Term	61	22
ST-8.4	Vicinity of US 231 and Woolen Mills St	Verify clear zone requirements are met & relocate obstructions as needed.	Short Term	60	23
ST-8.3	Vicinity of US 231 and Short St	Verify clear zone requirements are met & relocate obstructions as needed.	Short Term	60	23
ST-8.2	231 and northern Lowes' Driveway	Verify clear zone requirements are met & relocate obstructions as needed.	Short Term	60	23
MT-5	Vicinity of US 231 and I-40 interchange	Evaluate interchange drainage to verify if sitting water is a contributing factor in crashes occurring in wet conditions.	Mid Term	60	23
MT-25	US 231 at Westlynn Dr	Consider using permanent or temporary materials to tighten turning radii and reduce driveway width at the access across from Westlynn Dr.	Mid Term	60	23

*Note: Where projects received the same score as other projects, they share the same rank ID.

RECOMMENDED SAFETY COUNTERMEASURES, CONTINUED

Project ID	Location	Description	Timeframe	Score	Rank*
LT-2.7	US 231 at KFC Driveway (710 S Cumberland St, Lebanon, TN 37087)	Consider access management strategies, such as driveway reduction, relocation, or conversion to right in/right out.	Long Term	58	24
LT-2.10-2.11	Vicinity of US 231 and northern Lowes' driveway to E Adams Ave	Consider access management strategies, such as driveway reduction, relocation, or conversion to right in/right out.	Long Term	58	24
MT-1.2	US 231 at Holloway Dr	Consider new traffic signal with mast arm configuration and signal heads with reflective backplates.	Mid Term	56	25
MT-26	Vicinity of US 231 and Hunters Creek Blvd/Lealand Ln	Consider high friction surface treatments & evaluate existing intersection drainage.	Mid Term	55	26
MT-13	Vicinity of 231 and northern Lowes' Driveway	Consider high friction surface treatments & evaluate existing intersection drainage.	Mid Term	55	26
ST-40	US 231 at Coles Ferry Pk	Replace crosswalks with high visibility pedestrian crosswalks.	Short Term	54	27
MT-11	Vicinity of US 231 and S Cumberland Center Blvd	Consider a pedestrian hybrid beacon or overhead rectangular rapid flashing beacon for mid-block pedestrian crossings near Cumberland Center Blvd.	Mid Term	54	27
ST-3	Vicinity of US 231 at Alligood Way/Outlet Village Blvd	Consider centerline hardening to slow turning movements and mitigate head-on collisions.	Short Term	50	28
MT-23	Vicinity of US 231 and Webster St/ Eastland Ave	Tighten curb radii to slow turning movements.	Mid Term	49	29
ST-52	US 231 at Torrey Pines Ln	Conduct an intersection lighting evaluation with photometric analysis & improve infrastructure as needed. New traffic signal has been installed since crashes occurred.	Short Term	48	30
ST-1	US 231 at Alligood Way/Outlet Village Blvd	Conduct an intersection lighting evaluation with photometric analysis & improve infrastructure as needed.	Short Term	48	30

*Note: Where projects received the same score as other projects, they share the same rank ID.

RECOMMENDED SAFETY COUNTERMEASURES, CONTINUED

Project ID	Location	Description	Timeframe	Score	Rank*
LT-9	US 231 at Newby St	Reconstruct the railroad crossing for a smoother travel surface for vehicles, allowing vehicles to travel in a straight path, mitigating sideswipe collisions.	Long Term	48	30
LT-14	US 231 from Westlynn Dr to Hunters Creek Blvd	Consider roadway widening to maintain consistent 3-lane cross section & provide storage for turning vehicles.	Long Term	48	30
LT-13.1	Vicinity of US 231 and Webster St/ Eastland Ave	As development occurs, consider realigning offset roadways.	Long Term	48	30
ST-2	US 231 at Alligood Way/ Outlet Village Blvd	Consider flashing yellow arrow phasing or protected only phasing for high-conflict left turn movements.	Short Term	46	31
MT-19	US 231 at Market St	Install new curb to deflect vehicles away from fixed objects. Replace backplates with black plates and reflective yellow tape for increased visibility. Relocate overhead utilities blocking signal heads.	Mid Term	46	31
ST-53	US 231 at Torrey Pines Ln	Restripe worn pedestrian crosswalks.	Short Term	44	32
LT-2.1-2.3	US 213 between Outlet Village Blvd and Dixie Ave	Consider access management strategies, such as driveway removal and conversion to right-in/right-out.	Long Term	38	33
MT-1.1	US 231 at Alligood Way/ Outlet Village Blvd	Consider new traffic signal with mast arm configuration and signal heads with reflective backplates.	Mid Term	36	34

**Note: Where projects received the same score as other projects, they share the same rank ID.*

FOCUS CORRIDOR [#2] - LEBANON ROAD/ W. MAIN STREET

CRASH HISTORY

Crash Type	Fatal	Serious Injury	Minor Injury	Possible Injury	Property Damage	Total	Percent of Total
Angle	1	3	74	42	207	327	32.5%
Head-On	1	2	3	2	15	23	2.3%
No Collision with Vehicle	1	2	9	1	32	45	4.5%
Other	0	0	0	1	5	6	0.6%
Rear to Side	0	0	0	0	2	2	0.2%
Rear End	1	0	27	31	228	287	28.5%
Sideswipe	0	0	0	1	124	125	12.4%
Unknown	0	0	1	0	191	192	19.1%
Total	4	7	114	78	804	1,007	100.0%
% of Severity	0.4%	0.7%	11.3%	7.8%	79.8%	//	100.0%

ENGAGEMENT SUMMARY

- Requests for improved corridor lighting and pedestrian-scale lighting, improved and additional pedestrian facilities and signals, signal timing improvements corridor-wide, advanced warning signage before new signal at Horn Springs Road, turn lane improvements,
- Sight distance concerns
- Access management concerns – driveway spacing and open frontages
- Concerns regarding speeding and red-light running



INFRASTRUCTURE DEFICIENCIES

- Insufficient striping, signage, and lighting
- Insufficient pedestrian crossings, curb ramps, and signals
- Insufficient signal timings
- Lack of access management (driveway consolidation opportunities)



Lebanon Rd/W. Main St, looking east

SR 24 (LEBANON ROAD) FROM HORN SPRINGS ROAD TO WATERS HILL CIRCLE

FILE NO.	2403860
DATE:	08/12/25
DESIGNED BY:	BJT
DRAWN BY:	JDE
CHECKED BY:	BJT

REVISION BLOCK	
DATE:	



SEE THIS SHEET



SEE THIS SHEET

SEE SHEET 3

MATCH LINE

MATCH LINE



FOR CONCEPTUAL USE ONLY



SHORT TERM RECOMMENDATIONS

LONG TERM RECOMMENDATIONS

MID TERM RECOMMENDATIONS

MT-1 CONSIDER HARDENING MEDIAN WITH STRATEGICALLY PLACED MEDIAN CUTS IN AREAS WITH LIMITED TURNING CONFLICTS TO PREVENT HEAD ON, ANGLE, AND OPPOSITE DIRECTION SIDE SWIPE COLLISIONS.

ONGOING CITY PROJECTS

P1 TRAFFIC SIGNAL INSTALLATION AT HORN SPRINGS ROAD AND LEBANON ROAD.

LEBANON SS4A ROADWAY SAFETY ACTION PLAN

SR 24 (LEBANON ROAD) FROM HORN SPRINGS ROAD TO WATERS HILL CIRCLE

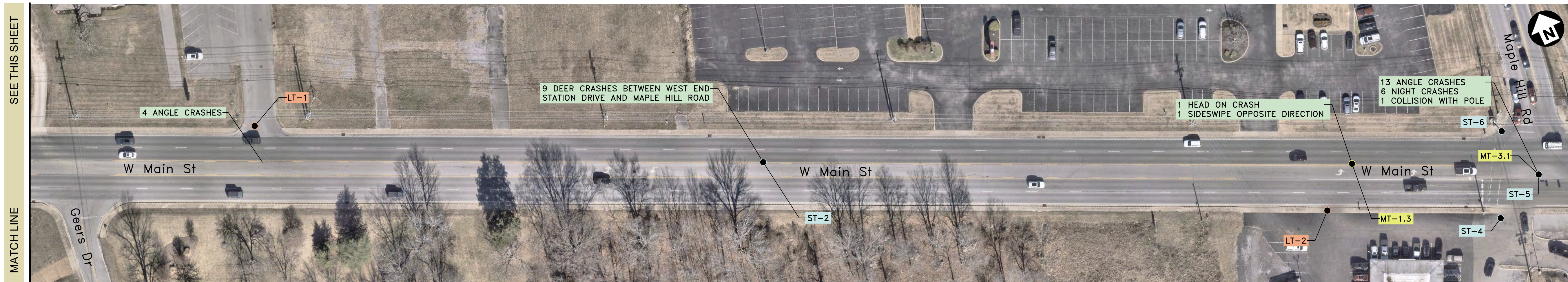
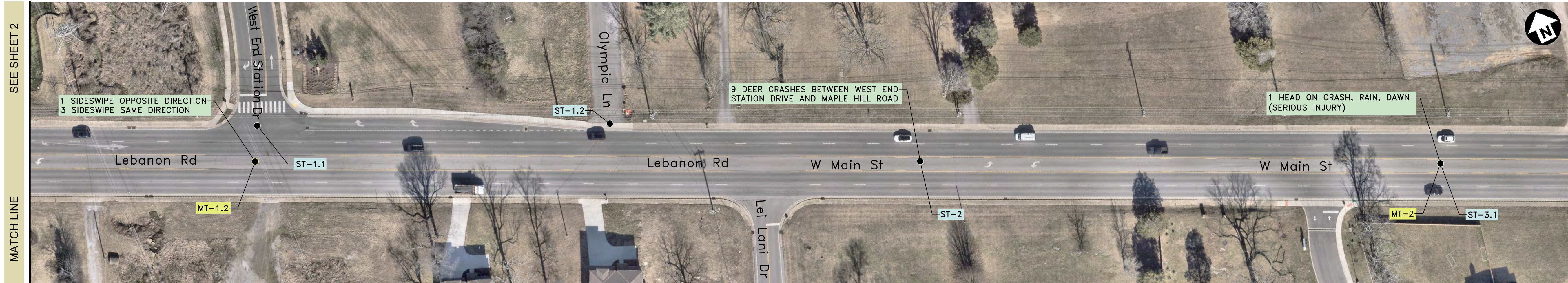
SCALE: 1"=50'

SR 24 (W MAIN STREET) FROM WEST END STATION DRIVE TO MAPLE HILL ROAD

FILE NO.	2403860
DATE:	08/12/25
DESIGNED BY:	BJT
DRAWN BY:	JDE
CHECKED BY:	BJT

REVISION BLOCK

DATE:		



SHORT TERM RECOMMENDATIONS

- ST-1 CLEAR TEMPORARY OBSTRUCTIONS FROM SIGHT TRIANGLES AT WEST END STATION DRIVE & OLYMPIC LANE.
- ST-2 DUE TO HIGHER DENSITY OF DEVELOPMENT, FENCING MAY NOT BE A FEASIBLE OPTION TO PREVENT DEER COLLISIONS. INCREASE SIGNAGE FOR DEER CROSSINGS, AND EVALUATE ROADWAY LIGHTING ALONG THIS PORTION OF THE CORRIDOR. CONSIDER DEER DETECTION AND ACTIVE SIGNAGE. CLEAR BRUSH IN THE RIGHT OF WAY TO INCREASE VISIBILITY OF WILDLIFE.
- ST-3 CONSIDER INSTALLING RAISED REFLECTIVE PAVEMENT MARKERS AND USING WET REFLECTIVE PAVEMENT MARKINGS FOR NEXT RESURFACING PROJECT.
- ST-4 REALIGN SNOW WHITE ACCESS WITH MAPLE HILL ROAD AND REMOVE SPLIT PHASE OPERATION FOR STANDARD 8 PHASE.
- ST-5 CONDUCT AN INTERSECTION LIGHTING EVALUATION WITH PHOTOMETRIC ANALYSIS & IMPROVE INFRASTRUCTURE AS NEEDED. VERIFY CLEAR ZONE REQUIREMENTS ARE MET & RELOCATE OBSTRUCTIONS AS NEEDED. CONSIDER FLASHING YELLOW ARROW PHASING OR PROTECTED ONLY PHASING FOR HIGH-CONFLICT LEFT TURN MOVEMENTS.
- ST-6 INSTALL HIGH VISIBILITY CROSSWALKS.

MID TERM RECOMMENDATIONS

- MT-1 CONSIDER HARDENING MEDIAN WITH STRATEGICALLY PLACED MEDIAN CUTS IN AREAS WITH LIMITED TURNING CONFLICTS TO PREVENT HEAD ON, ANGLE, AND OPPOSITE DIRECTION SIDE SWIPE COLLISIONS.
- MT-2 CONSIDER HIGH FRICTION SURFACE TREATMENTS & EVALUATE EXISTING DRAINAGE.
- MT-3 CONSIDER NEW TRAFFIC SIGNAL WITH MAST ARM CONFIGURATION AND SIGNAL HEADS WITH REFLECTIVE BACKPLATES.

LONG TERM RECOMMENDATIONS

- LT-1 CONSIDER ACCESS MANAGEMENT NEAR THE SPORTS FACILITY, DUE TO POOR SIGHT DISTANCE FROM THE EXISTING DRIVEWAY & CONFLICTING TURNING MOVEMENTS AT GEERS COURT. IF FEASIBLE RELOCATE SPORTS FACILITY ACCESS TO ALIGN WITH GEERS COURT.
- LT-2 CONSIDER DRIVEWAY CLOSURE OR CONVERSION TO RIGHT IN/RIGHT OUT.

ONGOING CITY PROJECTS



FOR CONCEPTUAL USE ONLY

LEBANON SS4A ROADWAY SAFETY ACTION PLAN

SR 24 (W MAIN STREET) FROM WEST END STATION DRIVE TO MAPLE HILL ROAD

SCALE: 1"=50'

SR 24 (W MAIN STREET) FROM MAPLE HILL ROAD TO TRINITY DRIVE

FILE NO.	2403860
DATE:	08/12/25
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SHORT TERM RECOMMENDATIONS

ST-3 CONSIDER INSTALLING RAISED REFLECTIVE PAVEMENT MARKERS AND USING WET REFLECTIVE PAVEMENT MARKINGS FOR NEXT RESURFACING PROJECT.

ST-7 CONSIDER FLASHING YELLOW ARROW PHASING OR PROTECTED ONLY PHASING FOR HIGH-CONFLICT LEFT TURN MOVEMENTS. INSTALL REFLECTIVE YELLOW TAPE ON ALL BACKPLATES FOR INCREASED VISIBILITY.

ST-8 RESTRIPE WORN PEDESTRIAN CROSSWALKS.

ST-9 DUE TO HIGHER DENSITY OF DEVELOPMENT, FENCING MAY NOT BE A FEASIBLE OPTION TO PREVENT DEER COLLISIONS. INCREASE SIGNAGE FOR DEER CROSSINGS, AND EVALUATE ROADWAY LIGHTING ALONG THIS PORTION OF THE CORRIDOR. CONSIDER DEER DETECTION AND ACTIVE SIGNAGE. CLEAR BRUSH IN THE RIGHT OF WAY TO INCREASE VISIBILITY OF WILDLIFE.

ST-10 VERIFY CLEAR ZONE REQUIREMENTS ARE MET & RELOCATE OBSTRUCTIONS AS NEEDED.

MID TERM RECOMMENDATIONS

MT-1 CONSIDER HARDENING MEDIAN WITH STRATEGICALLY PLACED MEDIAN CUTS IN AREAS WITH LIMITED TURNING CONFLICTS TO PREVENT HEAD ON, ANGLE, AND OPPOSITE DIRECTION SIDE SWIPE COLLISIONS.

MT-4 CONSIDER HIGH FRICTION SURFACE TREATMENTS & EVALUATE EXISTING INTERSECTION DRAINAGE.

LONG TERM RECOMMENDATIONS

LT-3 CONSIDER FUTURE BICYCLE CONNECTIONS PARALLEL TO MAIN STREET PROTECTED FROM VEHICULAR TRAFFIC.

LT-4 CONSIDER ACCESS MANAGEMENT STRATEGIES, SUCH AS DRIVEWAY REDUCTION, RELOCATION, OR CONVERSION TO RIGHT IN/RIGHT OUT.

ONGOING CITY PROJECTS



FOR CONCEPTUAL USE ONLY

LEBANON SS4A ROADWAY SAFETY ACTION PLAN

SR 24 (W MAIN STREET) FROM MAPLE HILL ROAD TO TRINITY DRIVE

SCALE: 1"=50'

SR 24 (W MAIN STREET) FROM CARVER LANE TO KROGER

FILE NO.	2403860
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SHORT TERM RECOMMENDATIONS

ST-3 CONSIDER INSTALLING RAISED REFLECTIVE PAVEMENT MARKERS AND USING WET REFLECTIVE PAVEMENT MARKINGS FOR NEXT RESURFACING PROJECT.
 ST-11 CONDUCT AN INTERSECTION LIGHTING EVALUATION WITH PHOTOMETRIC ANALYSIS & IMPROVE INFRASTRUCTURE AS NEEDED.
 ST-12 CONSIDER FLASHING YELLOW ARROW PHASING OR PROTECTED ONLY PHASING FOR HIGH-CONFLICT LEFT TURN MOVEMENTS.
 ST-13 COORDINATE WITH PRIVATE DEVELOPMENT TO ENSURE PRIVATE ROADS INTERSECTING MAIN STREET PROVIDE PAVEMENT MARKINGS WITH CLEAR LANE ASSIGNMENTS FOR TRAFFIC FLOW.
 ST-14 VERIFY CLEAR ZONE REQUIREMENTS ARE MET & RELOCATE OBSTRUCTIONS AS NEEDED.
 ST-15 INSTALL REFLECTIVE YELLOW TAPE AND BACKPLATES ON TRAFFIC SIGNAL HEADS FOR INCREASED VISIBILITY.

LONG TERM RECOMMENDATIONS

LT-4 CONSIDER ACCESS MANAGEMENT STRATEGIES, SUCH AS DRIVEWAY REDUCTION, RELOCATION, OR CONVERSION TO RIGHT IN/RIGHT OUT.
 LT-5 RELOCATE DRIVEWAYS TO SIGNALIZED INTERSECTION.
 LT-6 TRAFFIC SIGNAL INSTALLED IN LAST 3 YEARS. CONSIDER FURTHER SAFETY ANALYSES IF CRASHES CONTINUE.
 LT-7 CONSIDER ACCESS MANAGEMENT STRATEGIES FOR PLANNED DEVELOPMENT TO AVOID CONFLICTING MOVEMENTS WITH TURNING MOVEMENTS AT HWY 70.
 LT-8 CONSIDER ACCESS MANAGEMENT STRATEGIES, SUCH AS DRIVEWAY REDUCTION, RELOCATION, OR CONVERSION TO RIGHT IN/RIGHT OUT.

MID TERM RECOMMENDATIONS

MT-1 CONSIDER HARDENING MEDIAN WITH STRATEGICALLY PLACED MEDIAN CUTS IN AREAS WITH LIMITED TURNING CONFLICTS TO PREVENT HEAD ON, ANGLE, AND OPPOSITE DIRECTION SIDE SWIPE COLLISIONS.
 MT-3 CONSIDER NEW TRAFFIC SIGNAL WITH MAST ARM CONFIGURATION AND SIGNAL HEADS WITH REFLECTIVE BACKPLATES.
 MT-5 CONSIDER HIGH FRICTION SURFACE TREATMENTS & EVALUATE EXISTING INTERSECTION DRAINAGE.
 MT-6 CONSIDER CONVERTING SOUTHBOUND RIGHT TURN LANE INTO AN URBAN SMART CHANNEL THAT INTERSECTS MAIN STREET AT AN ANGLE CLOSER TO PERPENDICULAR TO REDUCE TURNING SPEEDS.
 MT-7 CONSIDER AN ADDITIONAL PEDESTRIAN CROSSING WITH A NEW TRAFFIC SIGNAL, OVERHEAD RRFB, OR PHB AND PEDESTRIAN REFUGE.
 MT-8 CONSIDER EVALUATING TRAFFIC PATTERNS AT THE MCDONALDS ACCESS AND RECONFIGURING THE RIGHT-TURN LANE AT MCDONALDS.

ONGOING CITY PROJECTS

LEBANON SS4A ROADWAY SAFETY ACTION PLAN

SR 24 (W MAIN STREET) FROM CARVER LANE TO KROGER

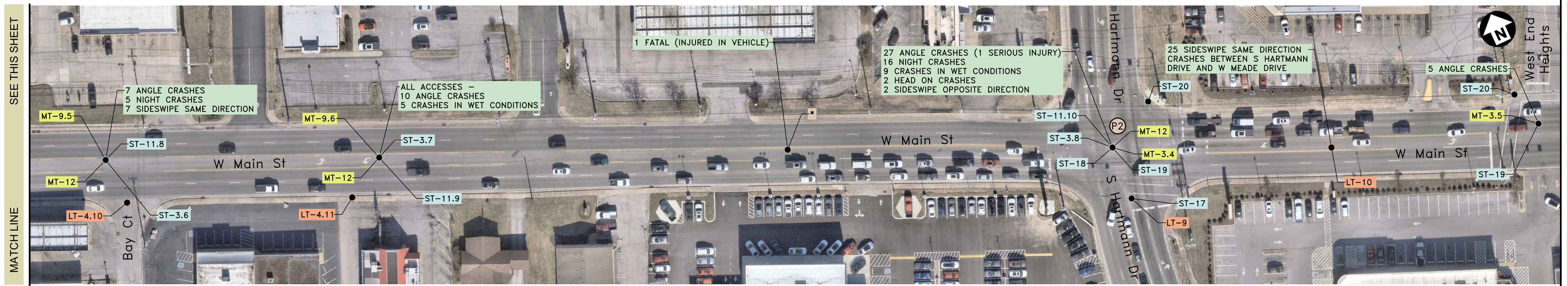
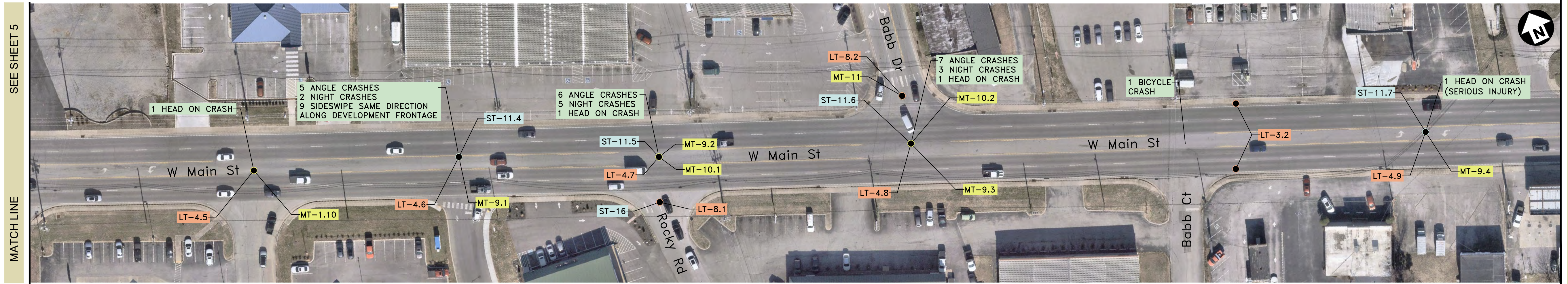
SCALE: 1"=50'



FOR CONCEPTUAL USE ONLY

SR 24 (W MAIN STREET) FROM KROGER TO WEST END HEIGHTS

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SHORT TERM RECOMMENDATIONS

ST-3 CONSIDER INSTALLING RAISED REFLECTIVE PAVEMENT MARKERS AND USING WET REFLECTIVE PAVEMENT MARKINGS FOR NEXT RESURFACING PROJECT.

ST-11 CONDUCT AN INTERSECTION LIGHTING EVALUATION WITH PHOTOMETRIC ANALYSIS & IMPROVE INFRASTRUCTURE AS NEEDED.

ST-16 VERIFY SIGHT TRIANGLES ARE CLEAR OF OBSTRUCTIONS ON THE ROCKY ROAD APPROACH.

ST-17 INSTALL ADVANCED WARNING BEACONS FOR THE NORTHBOUND APPROACH.

ST-18 CONSIDER A TRAFFIC STUDY TO EVALUATE INTERSECTION SIGNAL TIMINGS, COORDINATION, PHASING, AND LANE WARRANTS FOR POTENTIAL OPERATIONAL IMPROVEMENTS.

ST-19 CONSIDER FLASHING YELLOW ARROW PHASING OR PROTECTED ONLY PHASING FOR HIGH-CONFLICT LEFT TURN MOVEMENTS.

ST-20 INSTALL HIGH VISIBILITY CROSSWALKS.

MID TERM RECOMMENDATIONS

MT-1 CONSIDER HARDENING MEDIAN WITH STRATEGICALLY PLACED MEDIAN CUTS IN AREAS WITH LIMITED TURNING CONFLICTS TO PREVENT HEAD ON, ANGLE, AND OPPOSITE DIRECTION SIDE SWIPE COLLISIONS.

MT-3 CONSIDER NEW TRAFFIC SIGNAL WITH MAST ARM CONFIGURATION AND SIGNAL HEADS WITH REFLECTIVE BACKPLATES.

MT-9 CONSIDER HARDENING MEDIAN WITH STRATEGICALLY PLACED MEDIAN CUTS IN AREAS WITH LIMITED TURNING CONFLICTS TO PREVENT ANGLE & HEAD ON COLLISIONS AND REDUCE WEAVING MOVEMENTS LEADING TO SIDESWIPE COLLISIONS.

MT-10 EVALUATE BABB DRIVE AND ROCKY ROAD INTERSECTIONS FOR POTENTIAL TRAFFIC SIGNAL WARRANTS.

MT-11 TIGHTEN CURB RADII AND RELOCATE CURB RAMPS TO MOVE STOP LINE CLOSER TO MAIN STREET AND SLOW VEHICLE TURNING MOVEMENTS. SIGHT DISTANCE IS LIMITED IN THE EXISTING CONFIGURATION.

MT-12 CONSIDER HIGH FRICTION SURFACE TREATMENTS & EVALUATE EXISTING INTERSECTION DRAINAGE.

LONG TERM RECOMMENDATIONS

LT-3 CONSIDER FUTURE BICYCLE CONNECTIONS PARALLEL TO MAIN STREET PROTECTED FROM VEHICULAR TRAFFIC.

LT-4 CONSIDER ACCESS MANAGEMENT STRATEGIES, SUCH AS DRIVEWAY REDUCTION, RELOCATION, OR CONVERSION TO RIGHT IN/RIGHT OUT.

LT-8 AS DEVELOPMENT OCCURS CONSIDER REALIGNMENT OF ROCKY ROAD AND BABB DRIVE.

LT-9 AS DEVELOPMENT OCCURS, CONSIDER IMPROVING ALIGNMENT OF THE NORTHBOUND APPROACH.

LT-10 IF FEASIBLE, PROVIDE FULL ACCESS TO WEST END HEIGHTS NEIGHBORHOOD ON HARTMANN DRIVE. RECONSTRUCT EXISTING ACCESS AS RIGHT-IN/RIGHT-OUT DUE TO CLOSE PROXIMITY TO HARTMANN DRIVE SIGNAL AND BRIDGE.

ONGOING CITY PROJECTS

P2 S HARTMANN DRIVE AND W MAIN STREET IMPROVEMENTS.

NOTES

* FATAL ACCIDENT OCCURED DUE TO DRIVER'S PRE-EXISTING CONDITION IN VEHICLE. NO DESIGN COUNTERMEASURES.

FOR CONCEPTUAL USE ONLY

LEBANON SS4A ROADWAY SAFETY ACTION PLAN

SR 24 (W MAIN STREET) FROM KROGER TO WEST END HEIGHTS

SCALE: 1"=50'

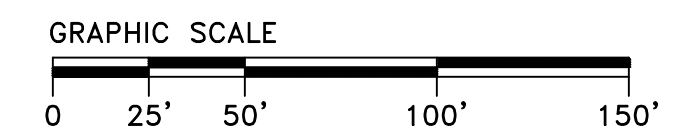
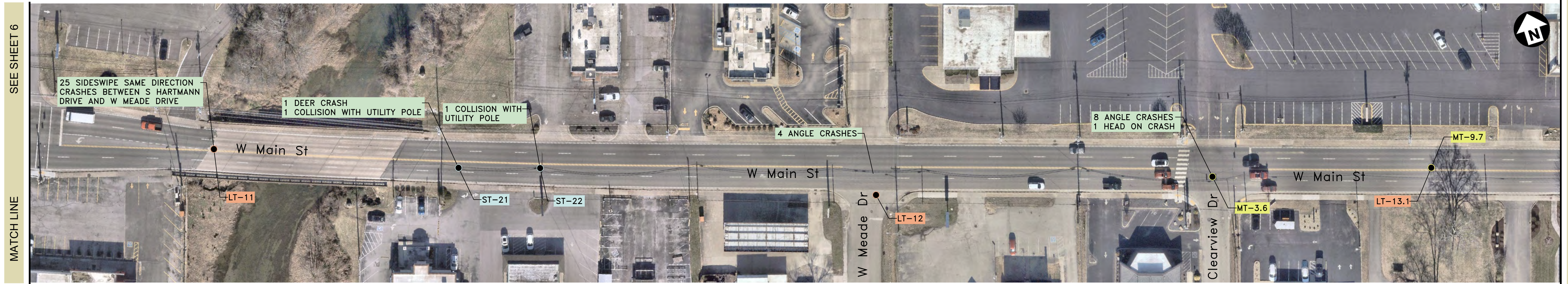


SR 24 (W MAIN STREET) FROM WEST END HEIGHTS TO OAK STREET

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SHORT TERM RECOMMENDATIONS

- ST-21 INCREASE SIGNAGE FOR DEER CROSSINGS, AND EVALUATE ROADWAY LIGHTING NEAR THE BRIDGE. CONSIDER DEER DETECTION AND ACTIVE SIGNAGE. CLEAR BRUSH IN THE RIGHT OF WAY TO INCREASE VISIBILITY OF WILDLIFE.
- ST-22 VERIFY CLEAR ZONE REQUIREMENTS ARE MET & RELOCATE OBSTRUCTIONS AS NEEDED.
- ST-23 CONDUCT AN INTERSECTION LIGHTING EVALUATION WITH PHOTOMETRIC ANALYSIS & IMPROVE INFRASTRUCTURE AS NEEDED. VERIFY CLEAR ZONE REQUIREMENTS ARE MET & RELOCATE OBSTRUCTIONS AS NEEDED.
- ST-24 VERIFY THE OAK STREET AND OAK HILL DRIVE TRAFFIC SIGNALS ARE COORDINATED TO MITIGATE DRIVERS PROCEEDING DURING THE RED PHASE.

MID TERM RECOMMENDATIONS

- MT-3 CONSIDER NEW TRAFFIC SIGNAL WITH MAST ARM CONFIGURATION AND SIGNAL HEADS WITH REFLECTIVE BACKPLATES.
- MT-9 CONSIDER HARDENING MEDIAN WITH STRATEGICALLY PLACED MEDIAN CUTS IN AREAS WITH LIMITED TURNING CONFLICTS TO PREVENT ANGLE & HEAD ON COLLISIONS AND REDUCE WEAVING MOVEMENTS LEADING TO SIDESWIPE COLLISIONS.
- MT-13 CONDUCT A CORRIDOR LIGHTING EVALUATION WITH PHOTOMETRIC ANALYSIS & IMPROVE INFRASTRUCTURE AS NEEDED IN THIS SEGMENT.
- MT-14 CONSIDER SIGNALIZING THE MINOR APPROACHES WITH SPLIT PHASE CONFIGURATION AND INSTALLING A PEDESTRIAN CROSSING ON THE WEST LEG OF OAK STREET.

LONG TERM RECOMMENDATIONS

- LT-11 WHEN BRIDGE RECONSTRUCTION IS SCHEDULED, CONSIDER WIDENING TO ACCOMODATE ADDITIONAL TURN LANE STORAGE AND MULTIMODAL INFRASTRUCTURE.
- LT-12 CONSIDER LIMITING SOUTHBOUND APPROACH TO RIGHT-IN/RIGHT-OUT MOVEMENTS.
- LT-13 CONSIDER ACCESS MANAGEMENT STRATEGIES, SUCH AS DRIVEWAY REDUCTION, RELOCATION, OR CONVERSION TO RIGHT IN/RIGHT OUT. EVALUATE MAIN STREET, EAST OF HARTMANN DRIVE FOR A LANE RECONFIGURATION TO 3 VEHICULAR TRAVEL LANES TO INCLUDE LEFT TURN LANE STORAGE AND MULTIMODAL INFRASTRUCTURE.
- LT-14 CONSIDER REMOVING ACCESS AND RELOCATING TO SIGNALIZED APPROACH.
- LT-15 CONSIDER REMOVING ACCESS.

ONGOING CITY PROJECTS



FOR CONCEPTUAL USE ONLY

LEBANON SS4A ROADWAY SAFETY ACTION PLAN

SR 24 (W MAIN STREET) FROM WEST END HEIGHTS TO OAK STREET

SCALE: 1"=50'

SR 24 (W MAIN STREET) FROM OAK HILL DRIVE TO N TARVER AVENUE

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SHORT TERM RECOMMENDATIONS

ST-25 VERIFY CLEAR ZONE REQUIREMENTS ARE MET & RELOCATE OBSTRUCTIONS AS NEEDED. IF WALL CANNOT BE RELOCATED, STRIPE EDGELINES AND INCREASE LIGHTING FOR INCREASED VISIBILITY.

ST-26 VERIFY THE OAK STREET AND OAK HILL DRIVE TRAFFIC SIGNALS ARE COORDINATED TO MITIGATE DRIVERS PROCEEDING DURING THE RED PHASE.

ST-27 INSTALL REFLECTIVE YELLOW TAPE TO BACKPLATES FOR INCREASED VISIBILITY.

ST-28 DUE TO HIGHER DENSITY OF DEVELOPMENT, FENCING MAY NOT BE A FEASIBLE OPTION TO PREVENT DEER COLLISIONS. INCREASE SIGNAGE FOR DEER CROSSINGS, AND EVALUATE ROADWAY LIGHTING ALONG THIS PORTION OF THE CORRIDOR. CONSIDER DEER DETECTION AND ACTIVE SIGNAGE. CLEAR BRUSH IN THE RIGHT OF WAY TO INCREASE VISIBILITY OF WILDLIFE.

MID TERM RECOMMENDATIONS

MT-9 CONSIDER HARDENING MEDIAN WITH STRATEGICALLY PLACED MEDIAN CUTS IN AREAS WITH LIMITED TURNING CONFLICTS TO PREVENT ANGLE & HEAD ON COLLISIONS AND REDUCE WEAVING MOVEMENTS LEADING TO SIDESWIPE COLLISIONS.

MT-15 OPTION 1: CONSIDER NEW TRAFFIC SIGNAL WITH MAST ARM CONFIGURATION AND SIGNAL HEADS WITH REFLECTIVE BACKPLATES. CONDUCT AN INTERSECTION LIGHTING EVALUATION WITH PHOTOMETRIC ANALYSIS & IMPROVE INFRASTRUCTURE AS NEEDED. EVALUATE INTERSECTION SIGNAL TIMINGS & PHASING FOR POTENTIAL OPERATIONAL IMPROVEMENTS. CONSIDER FLASHING YELLOW ARROW PHASING FOR THE EASTBOUND APPROACH. CONSIDER HIGH FRICTION SURFACE TREATMENTS & EVALUATE EXISTING INTERSECTION DRAINAGE. CONSIDER INSTALLING RAISED REFLECTIVE PAVEMENT MARKERS AND USING WET REFLECTIVE PAVEMENT MARKINGS FOR NEXT RESURFACING PROJECT. VERIFY CLEAR ZONE REQUIREMENTS ARE MET & RELOCATE OBSTRUCTIONS AS NEEDED. INSTALL PEDESTRIAN SIGNALS AND HIGH VISIBILITY CROSSWALKS.

LONG TERM RECOMMENDATIONS

LT-13 CONSIDER ACCESS MANAGEMENT STRATEGIES, SUCH AS DRIVEWAY REDUCTION, RELOCATION, OR CONVERSION TO RIGHT IN/RIGHT OUT. EVALUATE MAIN STREET, EAST OF HARTMANN DRIVE FOR A LANE RECONFIGURATION TO 3 VEHICULAR TRAVEL LANES TO INCLUDE LEFT TURN LANE STORAGE AND MULTIMODAL INFRASTRUCTURE.

LT-16 OPTION 2: CONSIDER A ROUNDABOUT AT THIS LOCATION. IT WOULD WORK WELL IN CONJUNCTION WITH A LANE RECONFIGURATION.

ONGOING CITY PROJECTS

P3 TURN LANE INSTALLATION, TRAFFIC SIGNAL REBUILD, AND PEDESTRIAN IMPROVEMENTS AT CASTLE HEIGHTS AVENUE AND W MAIN STREET.



FOR CONCEPTUAL USE ONLY

LEBANON SS4A ROADWAY SAFETY ACTION PLAN

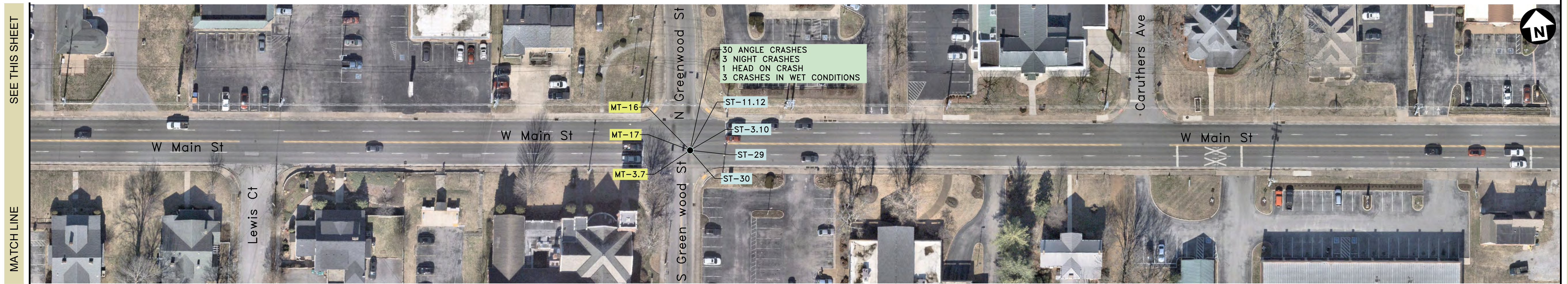
SR 24 (W MAIN STREET) FROM OAK HILL DRIVE TO N TARVER AVENUE

SCALE: 1"=50'

SR 24 (W MAIN STREET) FROM N TARVER AVENUE TO CARUTHERS AVENUE

FILE NO.	2403860
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SHORT TERM RECOMMENDATIONS

ST-3 CONSIDER INSTALLING RAISED REFLECTIVE PAVEMENT MARKERS AND USING WET REFLECTIVE PAVEMENT MARKINGS FOR NEXT RESURFACING PROJECT.
 ST-11 CONDUCT AN INTERSECTION LIGHTING EVALUATION WITH PHOTOMETRIC ANALYSIS & IMPROVE INFRASTRUCTURE AS NEEDED.
 ST-29 EVALUATE INTERSECTION SIGNAL TIMINGS & PHASING FOR POTENTIAL OPERATIONAL IMPROVEMENTS.
 ST-30 VERIFY CLEAR ZONE REQUIREMENTS ARE MET & RELOCATE OBSTRUCTIONS AS NEEDED.

MID TERM RECOMMENDATIONS

MT-3 CONSIDER NEW TRAFFIC SIGNAL WITH MAST ARM CONFIGURATION AND SIGNAL HEADS WITH REFLECTIVE BACKPLATES.
 MT-9 CONSIDER HARDENING MEDIAN WITH STRATEGICALLY PLACED MEDIAN CUTS IN AREAS WITH LIMITED TURNING CONFLICTS TO PREVENT ANGLE & HEAD ON COLLISIONS AND REDUCE WEAVING MOVEMENTS LEADING TO SIDESWIPE COLLISIONS.
 MT-16 INSTALL PEDESTRIAN SIGNALS AND HIGH VISIBILITY PEDESTRIAN CROSSWALKS.
 MT-17 CONSIDER HIGH FRICTION SURFACE TREATMENTS & EVALUATE EXISTING INTERSECTION DRAINAGE.

LONG TERM RECOMMENDATIONS

LT-13 EVALUATE MAIN STREET, EAST OF HARTMANN DRIVE FOR A LANE RECONFIGURATION TO 3 VEHICULAR TRAVEL LANES TO INCLUDE LEFT TURN LANE STORAGE AND MULTIMODAL INFRASTRUCTURE.
 LT-17 CONSIDER CLOSING DRIVEWAY OR LIMITING ACCESS TO RIGHT-IN/RIGHT-OUT.
 LT-18 CONSIDER SIGNALIZING APPROACH AND CLOSING OTHER DRIVEWAY.

ONGOING CITY PROJECTS

P4 PEDESTRIAN IMPROVEMENTS AT S TARVER AVENUE AND W MAIN ST.



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LEBANON SS4A ROADWAY SAFETY ACTION PLAN

SR 24 (W MAIN STREET) FROM N TARVER AVENUE TO CARUTHERS AVENUE

SCALE: 1"=50'

SR 24 (W MAIN STREET) FROM N TARVER AVENUE TO CARUTHERS AVENUE



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SHORT TERM RECOMMENDATIONS

ST-31 CONSIDER INSTALLING RAISED REFLECTIVE PAVEMENT MARKERS AND USING WET REFLECTIVE PAVEMENT MARKINGS IN ADVANCE OF THE CROSSING FOR NEXT RESURFACING PROJECT.

ST-32 CONDUCT AN INTERSECTION LIGHTING EVALUATION WITH PHOTOMETRIC ANALYSIS & IMPROVE INFRASTRUCTURE AS NEEDED. EVALUATE INTERSECTION SIGNAL TIMINGS & PHASING FOR POTENTIAL OPERATIONAL IMPROVEMENTS. VERIFY CLEAR ZONE REQUIREMENTS ARE MET & RELOCATE OBSTRUCTIONS AS NEEDED.

MID TERM RECOMMENDATIONS

MT-9 CONSIDER HARDENING MEDIAN WITH STRATEGICALLY PLACED MEDIAN CUTS IN AREAS WITH LIMITED TURNING CONFLICTS TO PREVENT ANGLE & HEAD ON COLLISIONS AND REDUCE WEAVING MOVEMENTS LEADING TO SIDESWIPE COLLISIONS.

MT-18 CONSIDER PHYSICAL CURB EXTENSIONS AT THIS INTERSECTION TO IMPROVE PEDESTRIAN SAFETY AND PREVENT VEHICLES USING THIS SPACE TO PASS THROUGH TRAFFIC.

LONG TERM RECOMMENDATIONS

LT-13 CONSIDER ACCESS MANAGEMENT STRATEGIES, SUCH AS DRIVEWAY REDUCTION, RELOCATION, OR CONVERSION TO RIGHT IN/RIGHT OUT. EVALUATE MAIN STREET, EAST OF HARTMANN DRIVE FOR A LANE RECONFIGURATION TO 3 VEHICULAR TRAVEL LANES TO INCLUDE LEFT TURN LANE STORAGE AND MULTIMODAL INFRASTRUCTURE.

LT-19 EVALUATE CONDITION OF THE EXISTING RAILROAD CROSSING AND CONSIDER IMPROVEMENTS.

ONGOING CITY PROJECTS

P5 PEDESTRIAN IMPROVEMENTS AT MAPLE STREET AND W MAIN STREET.

P6 E MAIN STREET IMPROVEMENTS FROM N CUMBERLAND STREET TO E BADDOUR PARKWAY (CMAQ ITS GRANT PROJECT - PHASE 2).

NOTES

** GAS STATION SIGN AND SIGNAL CABINET OBSTRUCTS VIEW OF RAILROAD CROSSING FROM MAPLE STREET.

*** SEE CUMBERLAND STREET IMPROVEMENTS FIGURE.

LEBANON SS4A ROADWAY SAFETY ACTION PLAN

SR 24 (W MAIN STREET) FROM N TARVER AVENUE TO CARUTHERS AVENUE

SCALE: 1"=50'

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FOCUS CORRIDOR [#2] - LEBANON ROAD/ W. MAIN STREET

RECOMMENDED SAFETY COUNTERMEASURES

Project ID	Location	Description	Timeframe	Score	Rank*
ST-11.3	US 70 and Signature Pl	Conduct an intersection lighting evaluation with photometric analysis & improve infrastructure as needed.	Short Term	88	1
ST-11.8	US 70 and Bay Ct	Conduct an intersection lighting evaluation with photometric analysis & improve infrastructure as needed.	Short Term	88	1
ST-32	Intersection of W. Main St and S. Maple St	Conduct an intersection lighting evaluation with photometric analysis & improve infrastructure as needed. Evaluate intersection signal timings & phasing for potential operational improvements. Verify clear zone requirements are met & relocate obstruction.	Short Term	88	1
LT-13.1-13.10	US 70 from S. Hartmann Dr to Public Square	Consider access management: driveway reduction, relocation, or conversion to right in/right out. Evaluate Main St, east of Hartmann Dr for a lane reconfiguration to 3 vehicular travel lanes, include left turn lane storage & multimodal infrastructure.	Long Term	88	1
ST-19	US 70 and West End Heights	Consider flashing yellow arrow phasing or protected only phasing for high-conflict left turn movements.	Short Term	86	2
ST-3.3-3.8	US 70 from Carver Ln to Hartmann Dr	Consider installing raised reflective pavement markers and using wet reflective pavement markings for next resurfacing project.	Short Term	85	3
ST-20	US 70 and Hartmann Dr	Install high visibility crosswalks.	Short Term	84	4
LT-3.1, 3.2	Full US 70 corridor	Consider future bicycle connections parallel to Lebanon Rd/W. Main St protected from vehicular traffic.	Long Term	81	5
ST-14	Vicinity of US 70 and McDonald's drive-through	Verify clear zone requirements are met & relocate obstructions as needed.	Short Term	80	6
ST-22	US 70 between Hartmann Dr and W. Meade Dr	Verify clear zone requirements are met & relocate obstructions as needed.	Short Term	80	6
MT-1.7-1.10	US 70 from Carver Ln to S. Hartmann Dr	Consider hardening median with strategically placed median cuts in areas with limited turning conflicts to prevent head-on, angle, and opposite direction side swipe collisions.	Mid Term	80	6
MT-9.14-9.16	US 70 from N. Tarver Ave to Maple St	Consider hardening median with strategically placed median cuts in areas with limited turning conflicts to prevent head-on collisions.	Mid Term	80	6
ST-11.1	US 70 and Carver Ln	Conduct an intersection lighting evaluation with photometric analysis & improve infrastructure as needed.	Short Term	78	7
ST-11.10	US 70 and Hartmann Dr	Conduct an intersection lighting evaluation with photometric analysis & improve infrastructure as needed.	Short Term	78	7

*Note: Where projects received the same score as other projects, they share the same rank ID.

FOCUS CORRIDOR [#2] - LEBANON ROAD/ W. MAIN STREET

RECOMMENDED SAFETY COUNTERMEASURES, CONTINUED

Project ID	Location	Description	Timeframe	Score	Rank*
ST-11.2	US 70 and W Baddour Pkwy	Conduct an intersection lighting evaluation with photometric analysis & improve infrastructure as needed.	Short Term	78	7
ST-11.9	US 70 east of Bay Ct	Conduct an intersection lighting evaluation with photometric analysis & improve infrastructure as needed.	Short Term	78	7
ST-21	Vicinity of US 70 and Bartons Creek Bridge	Increase signage for deer crossings and evaluate roadway lighting near the bridge. Consider deer detection and active signage. Clear brush in the ROW to increase visibility of wildlife.	Short Term	78	7
LT-11	Vicinity of US 70 and Bartons Creek Bridge	When bridge reconstruction is scheduled, consider widening to accommodate additional turn lane storage and multimodal infrastructure.	Long Term	78	7
LT-4-4.11	US 70 from Greentree Point Cir to east of Bay Ct	Consider access management strategies, such as driveway reduction, relocation, or conversion to right in/right out.	Long Term	78	7
LT-8	Vicinity of US 70 and Rollingwood Dr (western leg)	Consider access management strategies, such as driveway reduction, relocation, or conversion to right in/right out.	Long Term	78	7
ST-12	US 70 and W Baddour Pkwy	Consider flashing yellow arrow phasing or protected only phasing for high-conflict left turn movements.	Short Term	76	8
ST-18	US 70 and Hartmann Dr	Consider a traffic study to evaluate intersection signal timings, coordination, phasing, and lane warrants for potential operational improvements.	Short Term	76	8
ST-19.1	US 70 and Hartmann Dr	Consider flashing yellow arrow phasing or protected only phasing for high-conflict left turn movements.	Short Term	76	8
MT-3.5	US 70 and West End Heights	Consider new traffic signal with mast arm configuration and signal heads with reflective backplates.	Mid Term	76	8
ST-17	US 70 and S Hartmann Dr	Install advanced warning beacons for the northbound approach.	Short Term	75	9
ST-31	CSX Railroad crossing on W Main St	Consider installing raised reflective pavement markers and using wet reflective pavement markings in advance of the crossing for next resurfacing project. Evaluate condition of the existing railroad crossing and consider improvements.	Short Term	75	9
MT-12	US 70 from Bay Ct to West End Heights	Consider high friction surface treatments & evaluate existing intersection drainage.	Mid Term	75	9

*Note: Where projects received the same score as other projects, they share the same rank ID.

FOCUS CORRIDOR [#2] - LEBANON ROAD/ W. MAIN STREET

RECOMMENDED SAFETY COUNTERMEASURES, CONTINUED

Project ID	Location	Description	Timeframe	Score	Rank*
MT-5	US 70 from Carver Ln to east of Signature Pl	Consider high friction surface treatments & evaluate existing intersection drainage.	Mid Term	75	9
MT-7	US 70 and Signature Pl	Consider an additional pedestrian crossing with a new traffic signal, overhead RRFB, or PHB and pedestrian refuge.	Mid Term	74	10
ST-4	US 70 and eastern Snow White Drive In driveway (1714 W Main St, Lebanon, TN 37087)	Realign Snow White access with Maple Hill Rd and remove split phase operation for standard 8 phase.	Short Term	70	11
MT-6	US 70 and Baddour Pkwy	Consider converting southbound right turn lane into an urban smart channel that intersects Main St at an angle closer to perpendicular to reduce turning speeds.	Mid Term	70	11
ST-2	US 70 from West End Station Dr to Maple Hill Rd	Due to higher density of development, fencing may not be option to prevent deer collisions. Increase signage for deer crossings, evaluate roadway lighting along this portion of the corridor. Deer detection and active signage. Clear brush in right of way.	Short Term	68	12
ST-28	US 70 from Oak Hill Dr to Braden Ave	Due to high density of development, fencing may not be a option to prevent deer collisions. Increase signage for deer crossings, evaluate roadway lighting along this portion. Consider deer detection and active signage. Clear brush in right of way.	Short Term	68	12
ST-5	US 70 and Maple Hill Rd	Conduct an intersection lighting evaluation with photometric analysis & improve infrastructure as needed. Verify clear zone requirements are met & relocate obstructions as needed. Consider flashing yellow arrow phasing or protected only phasing for lefts.	Short Term	68	12
ST-9	US 70 from Blair Ln to Trinity Dr	Due to higher density of development, fencing may not be a option to prevent deer collisions. Increase signage for deer crossing, evaluate roadway lighting along this portion of corridor. Add deer detection and active signage. Clear brush in right of way.	Short Term	68	12
LT-10	Vicinity of US 70 and Hartmann Dr	If feasible, provide full access to west end heights neighborhood on Hartmann Dr. Reconstruct existing access as right-in/right-out due to close proximity to Hartmann Dr signal and bridge.	Long Term	68	12
LT-7	US 70 west of Winwood Dr	Consider access management strategies for planned development to avoid conflicting movements with turning movements at US 70.	Long Term	68	12

*Note: Where projects received the same score as other projects, they share the same rank ID.

FOCUS CORRIDOR [#2] - LEBANON ROAD/ W. MAIN STREET

RECOMMENDED SAFETY COUNTERMEASURES, CONTINUED

Project ID	Location	Description	Timeframe	Score	Rank*
LT-9	US 70 and Hartmann Dr	As development occurs, consider improving alignment of the northbound approach.	Long Term	68	12
MT-3.2	US 70 and Baddour Pkwy	Consider new traffic signal with mast arm configuration and signal heads with reflective backplates.	Mid Term	66	13
MT-3.4	US 70 and S Hartmann Dr	Consider new traffic signal with mast arm configuration and signal heads with reflective backplates.	Mid Term	66	13
ST-3.1	US 70 from West End Station Dr to Maple Hill Rd	Consider installing raised reflective pavement markers and using wet reflective pavement markings for next resurfacing project.	Short Term	65	14
ST-3.2	US 70 vicinity of Blair Ln	Consider installing raised reflective pavement markers and using wet reflective pavement markings for next resurfacing project.	Short Term	65	14
ST-3.9-3.10	US 70 from S Tarver Ave to S Greenwood St	Consider installing raised reflective pavement markers and using wet reflective pavement markings for next resurfacing project.	Short Term	65	14
MT-4	US 70 and Premier Budget Cars Driveway	Consider high friction surface treatments & evaluate existing intersection drainage.	Mid Term	65	14
ST-6	US 70 and Maple Hill Rd	Install high visibility crosswalks.	Short Term	64	15
ST-10	US 70 from Blair Ln to Trinity Dr	Verify clear zone requirements are met & relocate obstructions as needed.	Short Term	60	16
ST-13.1	Vicinity of US 70 and Rollingwood Dr (western leg)	Coordinate with private development to ensure private roads intersecting Main St provide pavement markings with clear lane assignments for traffic flow.	Short Term	60	16
ST-13.2	Vicinity of US 70 and McDonald's Drive-Through	Coordinate with private development to ensure private roads intersecting Main St provide pavement markings with clear lane assignments for traffic flow.	Short Term	60	16
ST-13.3	Vicinity of US 70 and Rollingwood Dr (eastern leg)	Coordinate with private development to ensure private roads intersecting Main St provide pavement markings with clear lane assignments for traffic flow.	Short Term	60	16
MT-1.1	US 70 from Bethlehem Rd/Hathaway Ln to West End Station Dr	Consider hardening median with strategically placed median cuts in areas with limited turning conflicts to prevent head-on collisions.	Mid Term	60	16

*Note: Where projects received the same score as other projects, they share the same rank ID.

FOCUS CORRIDOR [#2] - LEBANON ROAD/ W. MAIN STREET

RECOMMENDED SAFETY COUNTERMEASURES, CONTINUED

Project ID	Location	Description	Timeframe	Score	Rank*
MT-1.3	US 70 from Greers Ct to Maple Hill Rd	Consider hardening median with strategically placed median cuts in areas with limited turning conflicts to prevent head-on collisions.	Mid Term	60	16
MT-1.4-1.6	US 70 from Blair Ln to Trinity Dr	Consider hardening median with strategically placed median cuts in areas with limited turning conflicts to prevent head-on collisions.	Mid Term	60	16
MT-9.13	US 70 from Carver Ln to S Hartmann Dr	Consider hardening median with strategically placed median cuts in areas with limited turning conflicts to prevent head-on collisions.	Mid Term	60	16
MT-9.7-9.12	US 70 from Carver Ln to S Hartmann Dr	Consider hardening median with strategically placed median cuts in areas with limited turning conflicts to prevent head-on collisions.	Mid Term	60	16
ST-11.4	US 70 between Rocky Rd and Rollingwood Rd	Conduct an intersection lighting evaluation with photometric analysis & improve infrastructure as needed.	Short Term	58	17
ST-11.5	US 70 and Rocky Rd	Conduct an intersection lighting evaluation with photometric analysis & improve infrastructure as needed.	Short Term	58	17
ST-11.6	Intersection of Babb Dr and W Main St	Conduct an intersection lighting evaluation with photometric analysis & improve infrastructure as needed.	Short Term	58	17
ST-11.7	US 70 between Bay Ct and Babb Ct	Conduct an intersection lighting evaluation with photometric analysis & improve infrastructure as needed.	Short Term	58	17
LT-6	US 70 and Carver Ln	Traffic signal installed in last 3 years. Consider further safety analyses if crashes continue.	Long Term	58	17
ST-12.1	US 70 and W Baddour Pkwy	Consider flashing yellow arrow phasing or protected only phasing for high-conflict left turn movements.	Short Term	56	18
ST-15	US 70 and Rollingwood Dr/Signature Pl	Install reflective yellow tape and backplates for increased visibility.	Short Term	56	18
ST-24, 26	Vicinity of US 70 and Oak Hill St/Oak Hill Dr	Verify the Oak St and Oak Hill Dr traffic signals are coordinated to mitigate drivers proceeding during the red phase.	Short Term	56	18

*Note: Where projects received the same score as other projects, they share the same rank ID.

FOCUS CORRIDOR [#2] - LEBANON ROAD/ W. MAIN STREET

RECOMMENDED SAFETY COUNTERMEASURES, CONTINUED

Project ID	Location	Description	Timeframe	Score	Rank*
MT-15	Vicinity of US 70 and Castle Heights Ave	Consider new traffic signal with mast arm configuration and signal heads with reflective backplates. Conduct an intersection lighting evaluation with photometric analysis & improve infrastructure as needed. Evaluate intersection signal timings & phasing for potential operational improvements. Consider flashing yellow arrow phasing for the eastbound approach. Consider high friction surface treatments & evaluate existing intersection drainage. Consider installing raised reflective pavement markers and using wet reflective pavement markings for next resurfacing project. Verify clear zone requirements are met & relocate obstructions as needed. Install pedestrian signals and high visibility crosswalks.	Mid Term	56	18
MT-3.1	US 70 and Maple Hill Rd	Consider new traffic signal with mast arm configuration and signal heads with reflective backplates.	Mid Term	56	18
MT-18	US 70 and Maple St	Consider physical curb extensions at this intersection to improve pedestrian safety and prevent vehicles using this space to pass through traffic.	Mid Term	53	19
LT-19	US 70 and CSX Railroad crossing	Evaluate condition of the existing railroad crossing and consider improvements.	Long Term	51	20
ST-16	US 70 and Rocky Rd	Verify sight triangles are clear of obstructions on the Rocky Rd approach.	Short Term	50	21
ST-25	Vicinity of US 70 and Oak Hill Dr	Verify clear zone requirements are met & relocate obstructions as needed. If wall cannot be relocated, stripe edgelines and increase lighting for increased visibility.	Short Term	50	21
MT-8	US 70 and McDonald's Drive-Through (1420 W Main St, Lebanon, TN 37087)	Consider evaluating traffic patterns at the McDonalds access and reconfiguring the right-turn lane at McDonalds.	Mid Term	50	21
MT-11	US 70 and Babb Dr	Tighten curb radii and relocate curb ramps to move stop line closer to Main St and slow vehicle turning movements. Sight distance is limited in the existing configuration.	Mid Term	49	22
ST-11.12	US 70 and N Greenwood St	Conduct an intersection lighting evaluation with photometric analysis & improve infrastructure as needed.	Short Term	48	23
ST-23	US 70 and Dawson Ln	Conduct an intersection lighting evaluation with photometric analysis & improve infrastructure as needed. Verify clear zone requirements are met & relocate obstructions as needed.	Short Term	48	23
MT-13.1-13.5	US 70 from Dawson Ln to Oak Hill Dr	Conduct a corridor lighting evaluation with photometric analysis & improve infrastructure as needed in this segment.	Mid Term	48	23

*Note: Where projects received the same score as other projects, they share the same rank ID.

FOCUS CORRIDOR [#2] - LEBANON ROAD/ W. MAIN STREET

RECOMMENDED SAFETY COUNTERMEASURES, CONTINUED

Project ID	Location	Description	Timeframe	Score	Rank*
LT-15	Vicinity of US 70 and Oak St (near 910 W Main St, Lebanon, TN 37087)	Consider removing access.	Long Term	48	23
LT-16	US 70 and Castle Heights Ave	Consider a roundabout at this location. It would work well in conjunction with a lane reconfiguration.	Long Term	48	23
LT-2	US 70 and western Snow White Drive In driveway (1714 W Main St, Lebanon, TN 37087)	Consider driveway closure or conversion to right in/right out.	Long Term	48	23
LT-5	US 70 and Carver Ln vicinity (driveways near 1504 TN-24, Lebanon, TN 37087)	Relocate driveways to signalized intersection.	Long Term	48	23
LT-8.1, 8.2	US 70 Vicinity of Rocky Rd/ Babb Dr	As development occurs consider realignment of Rocky Rd and Babb Dr.	Long Term	48	23
ST-29	US 70 and N Greenwood St	Evaluate intersection signal timings & phasing for potential operational improvements.	Short Term	46	24
ST-7	US 70 and Blair Ln	Consider flashing yellow arrow phasing or protected only phasing for high-conflict left turn movements. Install reflective yellow tape on all backplates for increased visibility.	Short Term	46	24
MT-10.1	US 70 and Rocky Rd	Evaluate Rocky Rd and Babb Dr intersections for potential traffic signal warrants.	Mid Term	46	24
MT-10.2	US 70 and Babb Dr	Evaluate Rocky Rd and Babb Dr intersections for potential traffic signal warrants.	Mid Term	46	24
MT-3.3	US 70 and Rollingwood Dr/Signature PI	Consider new traffic signal with mast arm configuration and signal heads with reflective backplates	Mid Term	46	24
ST-8	US 70 and Blair Ln	Restripe worn pedestrian crosswalks.	Short Term	44	25
ST-1.2	US 70 and Olympic Ln	Clear temporary obstructions from sight triangles at West End Station Dr and Olympic Ln.	Short Term	40	26

*Note: Where projects received the same score as other projects, they share the same rank ID.

FOCUS CORRIDOR [#2] - LEBANON ROAD/ W. MAIN STREET

RECOMMENDED SAFETY COUNTERMEASURES, CONTINUED

Project ID	Location	Description	Timeframe	Score	Rank*
ST-30	Intersection of N Greenwood St and W Main St	Verify clear zone requirements are met & relocate obstructions as needed.	Short Term	40	26
MT-1.2	US 70 from West End Station Dr to Geers Ct	Consider hardening median with strategically placed median cuts in areas with limited turning conflicts to prevent head-on collisions.	Mid Term	40	26
ST-11.11	US 70 and S Tarver Ave	Conduct an intersection lighting evaluation with photometric analysis & improve infrastructure as needed.	Short Term	38	27
LT-1	US 70 and Sports Village Fitness (1735 W Main St, Lebanon, TN 37087)	Consider access management near the sports facility, due to poor sight distance from the existing driveway & conflicting turning movements at Geers Ct. If feasible relocate sports facility access to align with Geers Ct.	Long Term	38	27
LT-12	US 70 and W Meade Dr	Consider limiting southbound approach to right-in/right-out movements.	Long Term	38	27
LT-14	Vicinity of US 70 and Oak St (near 1003 W Main St, Lebanon, TN 37087)	Consider removing access and relocating to signalized approach.	Long Term	38	27
ST-27	US 70 and Oak Hill Dr	Install reflective yellow tape to backplates for increased visibility.	Short Term	36	28
MT-14	US 70 and Oak St	Consider signaling the minor approaches with split phase configuration and relocating the existing pedestrian crossing on Oak Hill Dr to the west leg of Oak St.	Mid Term	36	28
MT-3.6	US 70 and Clearview Dr	Consider new traffic signal with mast arm configuration and signal heads with reflective backplates.	Mid Term	36	28
MT-3.7	US 70 and N/S Greenwood St	Consider new traffic signal with mast arm configuration and signal heads with reflective backplates.	Mid Term	36	28
MT-17	Intersection of N Greenwood St and W Main St	Consider high friction surface treatments & evaluate existing intersection drainage.	Mid Term	35	29
MT-2	US 70 from West End Station Dr to 200' east of Geers Ct	Consider high friction surface treatments & evaluate existing drainage.	Mid Term	35	29
MT-16	US 70 and N Greenwood St	Install pedestrian signals and high visibility pedestrian crosswalks.	Mid Term	34	30

*Note: Where projects received the same score as other projects, they share the same rank ID.

FOCUS CORRIDOR [#2] - LEBANON ROAD/ W. MAIN STREET

RECOMMENDED SAFETY COUNTERMEASURES, CONTINUED

Project ID	Location	Description	Timeframe	Score	Rank*
ST-1.1	US 70 and West End Station Dr	Clear temporary obstructions from sight triangles at West End Station Dr and Olympic Ln.	Short Term	30	31
LT-17	Vicinity of US 70 and S Tarver Ave (near 506-520 W Main St, Lebanon, TN 37087)	Consider closing driveway or limiting access to right-in/right-out.	Long Term	28	32
LT-18	US 70 and S Tarver Ave (near 431 W Main St, Lebanon, TN 37087)	Consider signaling approach and closing other driveway.	Long Term	28	32
MT-17.1	Vicinity of US 70 and S Tarver Ave	Consider high friction surface treatments & evaluate existing intersection drainage.	Mid Term	25	33
MT-16.1	US 70 and S Tarver Ave	Install pedestrian signals and high visibility pedestrian crosswalks.	Mid Term	24	34

*Note: Where projects received the same score as other projects, they share the same rank ID.

CRASH HISTORY

Crash Type	Fatal	Serious Injury	Minor Injury	Possible Injury	Property Damage	Total	Percent of Total
Angle	0	4	50	28	300	382	42.2%
Head-On	1	2	3	2	4	12	1.3%
No Collision with Vehicle	1	3	6	2	62	74	8.1%
Other	0	0	0	0	2	2	0.2%
Rear to Side	0	0	0	0	1	1	0.1%
Rear End	1	3	38	29	237	308	33.9%
Sideswipe	0	0	3	3	123	129	14.2%
Unknown	0	0	0	0	1	1	0.1%
Total	3	12	100	64	730	909	100.0%
% of Severity	0.3%	1.3%	11.0%	7.0%	80.3%	//	100.0%

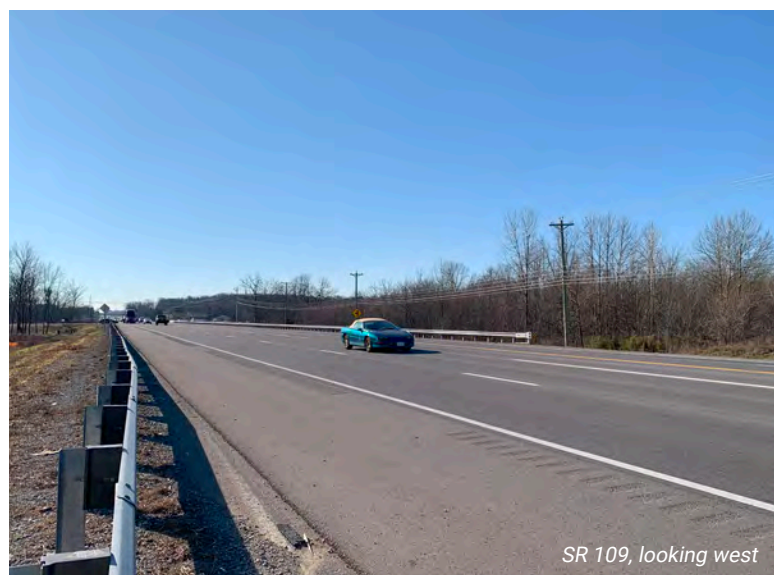
ENGAGEMENT SUMMARY

- Requests for corridor-wide signal timing, improved corridor lighting, improved signage and pavement markings, signal modifications (i.e., flashing yellow turn arrows) and new signals at Martha-Leeville Road and Bluegrass Parkway, turn lane improvements
- Concerns regarding speeding and red-light running

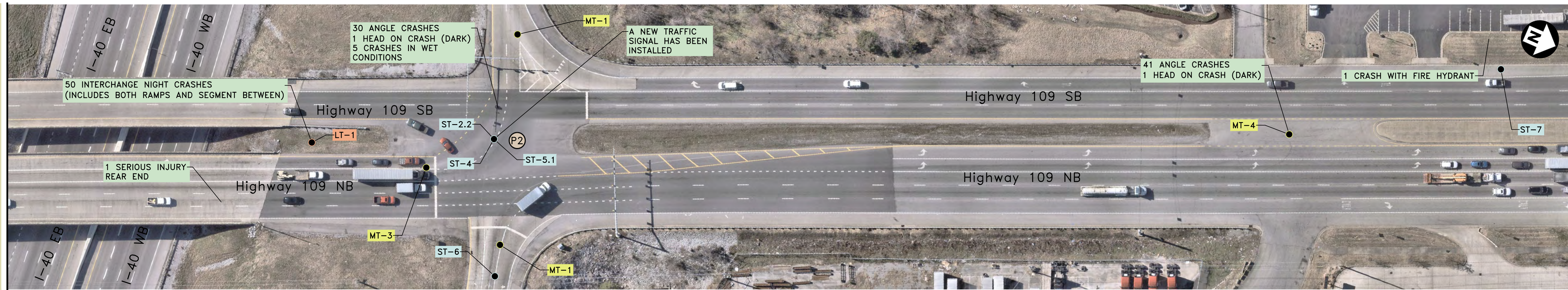
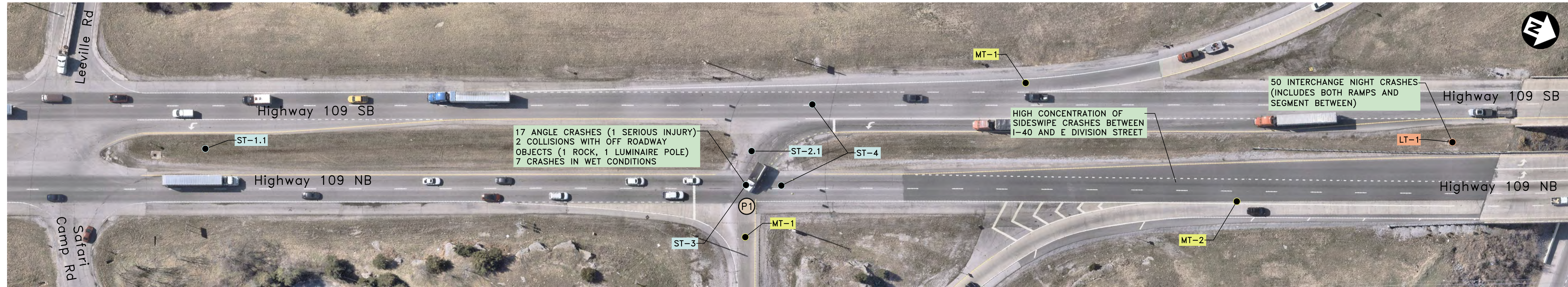


INFRASTRUCTURE DEFICIENCIES

- Insufficient striping, signage, and lighting
- Lack of pedestrian facilities
- Insufficient signal timing and phasings
- Need for new signals in some locations
- Lack of access management (opportunities for driveway consolidation, centerline hardening, and turning restrictions)
- Lack of rumble strips
- Lack of animal fencing/guardrails



HWY 109 FROM LEEVILLE ROAD/SAFARI CAMP ROAD TO LEEVILLE PIKE/EASTGATE BOULEVARD



FILE NO.	2403860
DATE:	08/13/25
DESIGNED BY:	BJT
DRAWN BY:	JDE
CHECKED BY:	BJT
REVISION BLOCK	
DATE:	



FOR CONCEPTUAL USE ONLY

- SHORT TERM RECOMMENDATIONS**
- ST-1 CONSIDER INSTALLING AN INTERSECTION WARNING SIGN IN ADVANCE OF INTERSECTION.
 - ST-2 CONSIDER INSTALLING A TRAFFIC SIGNAL AHEAD SIGN IN ADVANCE OF INTERSECTION.
 - ST-3 VERIFY CLEAR ZONE REQUIREMENTS ARE MET & RELOCATE OBSTRUCTIONS AS NEEDED.
 - ST-4 CONSIDER INSTALLING RAISED REFLECTIVE PAVEMENT MARKERS AND USING WET REFLECTIVE PAVEMENT MARKINGS FOR NEXT RESURFACING PROJECT.
 - ST-5 CONSIDER A FULL TRAFFIC STUDY AT THE INTERSECTIONS OF I-40 WESTBOUND, LEEVILLE PIKE, E DIVISION STREET, & HICKORY RIDGE ROAD TO EVALUATE CONGESTION MITIGATION STRATEGIES, INCLUDING OPTIMIZED & COORDINATED SIGNAL TIMINGS. NOTE: THE LEEVILLE PIKE SIGNAL WAS RECENTLY RE-TIMED.
 - ST-6 VERIFY SIGNAGE AND STRIPING IS CLEARLY MARKED FOR EACH LANE. IF MARKINGS ARE WORN, REMARK WORN STRIPING FOR THE I-40 OFF RAMP.
 - ST-7 VERIFY CLEAR ZONE REQUIREMENTS ARE MET & RELOCATE OBSTRUCTIONS AS NEEDED.

- MID TERM RECOMMENDATIONS**
- MT-1 CONSIDER HIGH FRICTION SURFACE TREATMENTS & EVALUATE EXISTING INTERCHANGE DRAINAGE TO VERIFY IF SITTING WATER IS A CONTRIBUTING FACTOR IN CRASHES OCCURRING IN WET CONDITIONS.
 - MT-2 CONSIDER PHYSICAL BARRIER SUCH AS TUFF CURB TO PREVENT WEAVING IN THIS SECTION.
 - MT-3 PROTECTED DUAL LEFT TURN LANES HAVE RECENTLY BEEN INSTALLED FOR THE NORTHBOUND LEFT TURN LANES. CONSIDER OFFSETTING THESE TURN LANES TO REDUCE TURNING DISTANCE, IMPROVE VISIBILITY, AND REDUCE CLEARANCE TIME NEEDED FOR THIS MOVEMENT.
 - MT-4 CONSIDER CLOSING MEDIAN CUT. THE EXISTING MEDIAN CUT LOCATION GENERATES SEVERAL TURNING CONFLICTS IN A HIGHLY CONGESTED AREA. LIMIT NEARBY ACCESSES TO RIGHT-IN/RIGHT-OUT MOVEMENTS. FULL ACCESS IS PROVIDED FOR MOST IMPACTED DEVELOPMENTS TO LEEVILLE PIKE & EASTGATE BOULEVARD.

- LONG TERM RECOMMENDATIONS**
- LT-1 CONDUCT INTERCHANGE LIGHTING EVALUATION WITH PHOTOMETRIC ANALYSIS AND IMPROVE LIGHTING AS NEEDED BASED ON RESULTS.

- ONGOING CITY PROJECTS**
- P1 TRAFFIC SIGNAL INSTALLATION AT HWY 109 AND I-40 EASTBOUND RAMP AND EASTBOUND RAMP IMPROVEMENTS.
 - P2 HIGHWAY 109 AND I-40 INTERCHANGE RAMPS IMPROVEMENTS.

LEBANON SS4A ROADWAY SAFETY ACTION PLAN

HWY 109 FROM LEEVILLE ROAD/SAFARI CAMP ROAD TO LEEVILLE PIKE/EASTGATE BOULEVARD

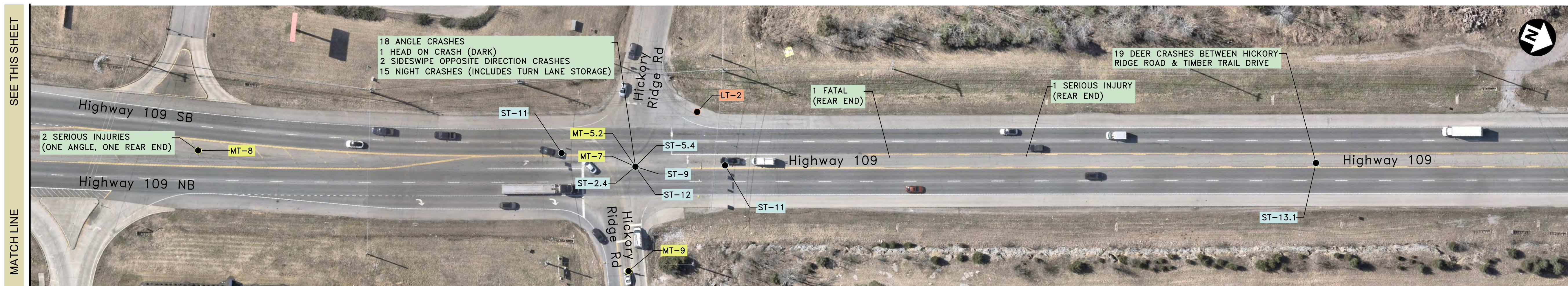
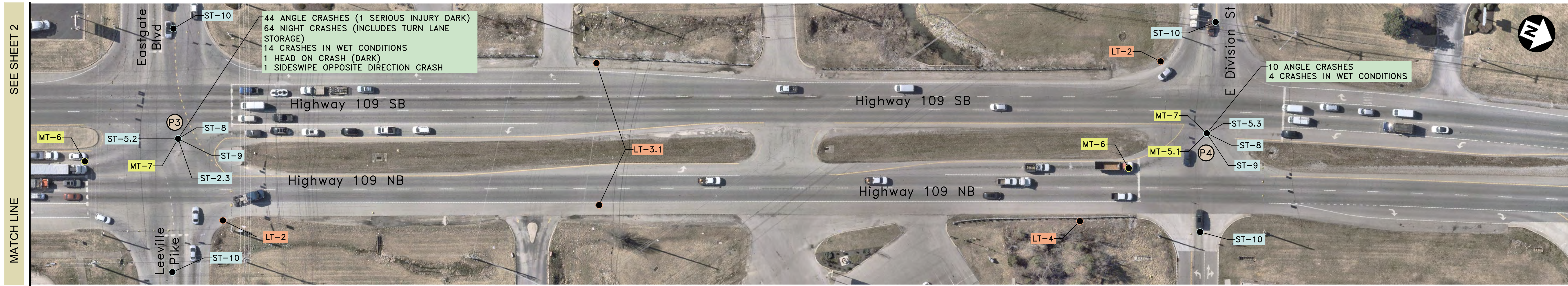
SCALE: 1"=50'

HWY 109 FROM LEEVILLE PIKE/EASTGATE BOULEVARD TO NORTH OF HICKORY RIDGE ROAD

FILE NO.	2403860
DATE:	08/13/25
DESIGNED BY:	BJT
DRAWN BY:	JDE
CHECKED BY:	BJT

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DATE:		



SHORT TERM RECOMMENDATIONS

ST-2 CONSIDER INSTALLING A TRAFFIC SIGNAL AHEAD SIGN IN ADVANCE OF INTERSECTION.
 ST-5 CONSIDER A FULL TRAFFIC STUDY AT THE INTERSECTIONS OF I-40 WESTBOUND, LEEVILLE PIKE, E DIVISION STREET, & HICKORY RIDGE ROAD TO EVALUATE CONGESTION MITIGATION STRATEGIES, INCLUDING OPTIMIZED & COORDINATED SIGNAL TIMINGS. NOTE: THE LEEVILLE PIKE SIGNAL WAS RECENTLY RE-TIMED.
 ST-8 CONDUCT AN INTERSECTION LIGHTING EVALUATION WITH PHOTOMETRIC ANALYSIS & IMPROVE INFRASTRUCTURE AS NEEDED.
 ST-9 CONSIDER INSTALLING RAISED REFLECTIVE PAVEMENT MARKERS AND USING WET REFLECTIVE PAVEMENT MARKINGS FOR NEXT RESURFACING PROJECT.
 ST-10 CONSIDER FLASHING YELLOW ARROW PHASING OR PROTECTED ONLY PHASING FOR THE EASTBOUND LEFT TURN MOVEMENTS.
 ST-11 CONSIDER CENTERLINE HARDENING TO SLOW TURNING MOVEMENTS AND MITIGATE HEAD-ON COLLISIONS.
 ST-12 CONSIDER FLASHING YELLOW ARROW PHASING OR PROTECTED ONLY PHASING FOR HIGH-CONFLICT LEFT TURN MOVEMENTS.
 ST-13 CONSIDER FENCING TO PREVENT DEER COLLISIONS. INCREASE SIGNAGE FOR DEER CROSSINGS, AND EVALUATE ROADWAY LIGHTING ALONG THIS PORTION OF THE CORRIDOR. CONSIDER DEER DETECTION AND ACTIVE SIGNAGE. CLEAR BRUSH IN THE RIGHT OF WAY TO INCREASE VISIBILITY OF WILDLIFE.

MID TERM RECOMMENDATIONS

MT-5 CONSIDER NEW TRAFFIC SIGNAL WITH MAST ARM CONFIGURATION AND SIGNAL HEADS WITH REFLECTIVE BACKPLATES.
 MT-6 CONSIDER OFFSETTING NORTHBOUND AND SOUTHBOUND TURN LANES TO REDUCE TURNING DISTANCE, IMPROVE VISIBILITY, AND REDUCE CLEARANCE TIME NEEDED FOR THIS MOVEMENT.
 MT-7 CONSIDER HIGH FRICTION SURFACE TREATMENTS & EVALUATE EXISTING INTERSECTION DRAINAGE.
 MT-8 CONSIDER HARDENING MEDIAN TO PREVENT LEFT TURNS INTO RIGHT-IN/RIGHT-OUT ACCESSSES.
 MT-9 EVALUATE THE NEED FOR A DUAL LEFT TURN LANE ON THE WESTBOUND APPROACH.

LONG TERM RECOMMENDATIONS

LT-2 AS REDEVELOPMENT OCCURS, CONSIDER INSTALLING CURB RAMPS WITH SIGNALIZED PEDESTRIAN CROSSINGS AND HIGH VISIBILITY CROSSWALKS AT THIS INTERSECTION.
 LT-3 INSTALL SIDEWALKS AS REDEVELOPMENT OCCURS.
 LT-4 IF FEASIBLE, WIDEN TO INCLUDE RIGHT TURN LANE FOR PUBLIX SHOPPING CENTER. NORTH FORK CEDAR CREEK MAY LIMIT THE FEASIBILITY OF THIS IMPROVEMENT.

ONGOING CITY PROJECTS

P3 TRAFFIC SIGNAL IMPROVEMENTS AT HIGHWAY 109 AND LEEVILLE PIKE/EASTGATE BOULEVARD.
 P4 TRAFFIC SIGNAL IMPROVEMENTS AT E DIVISION STREET AND HIGHWAY 109.



FOR CONCEPTUAL USE ONLY

LEBANON SS4A ROADWAY SAFETY ACTION PLAN

HWY 109 FROM LEEVILLE PIKE/EASTGATE BOULEVARD TO NORTH OF HICKORY RIDGE ROAD

SCALE: 1"=50'

HWY 109 FROM NORTH OF HICKORY RIDGE ROAD TO MARTHA-LEEVIKLE ROAD

FILE NO.	2403860
DATE:	08/13/25
DESIGNED BY:	BJT
DRAWN BY:	JDE
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SHORT TERM RECOMMENDATIONS

ST-2 CONSIDER INSTALLING A TRAFFIC SIGNAL AHEAD SIGN IN ADVANCE OF INTERSECTION.
 ST-14 CONDUCT AN INTERSECTION LIGHTING EVALUATION WITH PHOTOMETRIC ANALYSIS & IMPROVE INFRASTRUCTURE AS NEEDED.
 ST-15 VERIFY CLEAR ZONE REQUIREMENTS ARE MET & RELOCATE OBSTRUCTIONS AS NEEDED.
 ST-16 CONSIDER CENTERLINE HARDENING TO SLOW TURNING MOVEMENTS.
 ST-17 CONSIDER RUMBLE STRIPS IN THE OUTSIDE SHOULDER ALONG THE ENTIRE CORRIDOR.

MID TERM RECOMMENDATIONS

MT-10 A NEW TRAFFIC SIGNAL AND INTERSECTION MODIFICATIONS ARE PLANNED FOR MARTHA-LEEVIKLE ROAD.

LONG TERM RECOMMENDATIONS

ONGOING CITY PROJECTS

P5 TRAFFIC SIGNAL AND TURN LANE INSTALLATION AT HIGHWAY 109 AND MARTHA-LEEVIKLE ROAD.



FOR CONCEPTUAL USE ONLY

LEBANON SS4A ROADWAY SAFETY ACTION PLAN

HWY 109 FROM NORTH OF HICKORY RIDGE ROAD TO MARTHA-LEEVIKLE ROAD

SCALE: 1"=50'

HWY 109 FROM MARTHA-LEEVIIE ROAD TO SOUTH OF TIMBER TRAIL DRIVE

FILE NO.	2403860
DATE:	08/13/25
DESIGNED BY:	BJT
DRAWN BY:	JDE
CHECKED BY:	BJT

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DATE:		



SHORT TERM RECOMMENDATIONS

LONG TERM RECOMMENDATIONS
 LT-5 MONITOR BLUEGRASS PARKWAY & TIMBER TRAIL DRIVE TO SEE IF A FUTURE TRAFFIC SIGNAL IS WARRANTED AT EITHER INTERSECTION TO PROVIDE SAFE ACCESS INTO THE RESIDENTIAL NEIGHBORHOOD.

MID TERM RECOMMENDATIONS

ONGOING CITY PROJECTS



FOR CONCEPTUAL USE ONLY

LEBANON SS4A ROADWAY SAFETY ACTION PLAN

HWY 109 FROM MARTHA-LEEVIIE ROAD TO SOUTH OF TIMBER TRAIL DRIVE

SCALE: 1"=50'

HWY 109 FROM TIMBER TRAIL DRIVE TO HOT SPRING SPAS

FILE NO.	2403860
DATE:	08/13/25
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DATE:		



SHORT TERM RECOMMENDATIONS

- ST-17 CONSIDER RUMBLE STRIPS IN THE OUTSIDE SHOULDER ALONG THE ENTIRE CORRIDOR.
- ST-18 VERIFY CLEAR ZONE REQUIREMENTS ARE MET & RELOCATE OBSTRUCTIONS AS NEEDED. EVALUATE IF GUARDRAIL IS NEEDED IF OBSTRUCTIONS CANNOT BE RELOCATED.
- ST-19 CONDUCT AN INTERSECTION LIGHTING EVALUATION WITH PHOTOMETRIC ANALYSIS & IMPROVE INFRASTRUCTURE AS NEEDED.

LONG TERM RECOMMENDATIONS

- LT-5 MONITOR BLUEGRASS PARKWAY & TIMBER TRAIL DRIVE TO SEE IF A FUTURE TRAFFIC SIGNAL IS WARRANTED AT EITHER INTERSECTION TO PROVIDE SAFE ACCESS INTO THE RESIDENTIAL NEIGHBORHOOD.

MID TERM RECOMMENDATIONS

ONGOING CITY PROJECTS



FOR CONCEPTUAL
USE ONLY

LEBANON SS4A
ROADWAY SAFETY
ACTION PLAN

HWY 109 FROM TIMBER TRAIL
DRIVE TO HOT SPRING SPAS

SCALE: 1"=50'

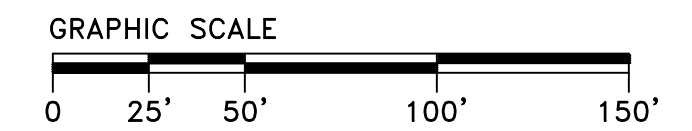
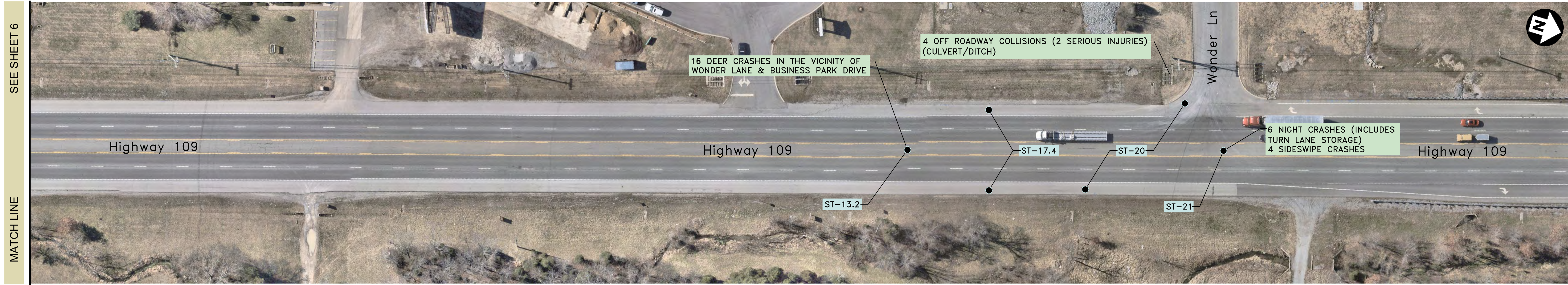
SHEET 6

HWY 109 FROM EARHART LANDSCAPE SUPPLIES TO SOUTH OF BUSINESS PARK DRIVE

FILE NO.	2403860
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REVISION BLOCK

DATE:		



SHORT TERM RECOMMENDATIONS

- ST-13 CONSIDER FENCING TO PREVENT DEER COLLISIONS. INCREASE SIGNAGE FOR DEER CROSSINGS, AND EVALUATE ROADWAY LIGHTING ALONG THIS PORTION OF THE CORRIDOR. CONSIDER DEER DETECTION AND ACTIVE SIGNAGE. CLEAR BRUSH IN THE RIGHT OF WAY TO INCREASE VISIBILITY OF WILDLIFE.
- ST-17 CONSIDER RUMBLE STRIPS IN THE OUTSIDE SHOULDER ALONG THE ENTIRE CORRIDOR.
- ST-20 VERIFY CLEAR ZONE REQUIREMENTS ARE MET & RELOCATE OBSTRUCTIONS AS NEEDED. EVALUATE IF GUARDRAIL IS NEEDED IF OBSTRUCTIONS CANNOT BE RELOCATED.
- ST-21 CONDUCT AN INTERSECTION LIGHTING EVALUATION WITH PHOTOMETRIC ANALYSIS & IMPROVE INFRASTRUCTURE AS NEEDED.

MID TERM RECOMMENDATIONS

LONG TERM RECOMMENDATIONS

ONGOING CITY PROJECTS



FOR CONCEPTUAL USE ONLY

LEBANON SS4A ROADWAY SAFETY ACTION PLAN

HWY 109 FROM EARHART LANDSCAPE SUPPLIES TO SOUTH OF BUSINESS PARK DRIVE

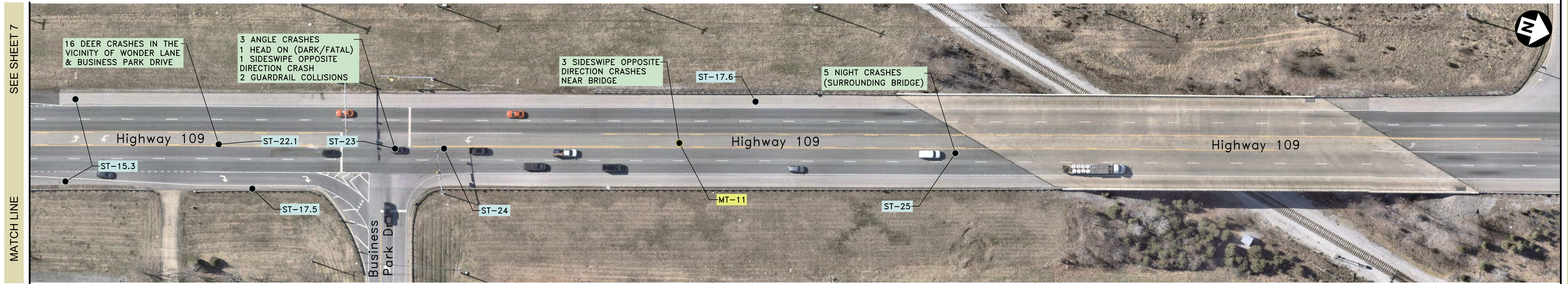
SCALE: 1"=50'

HWY 109 FROM BUSINESS PARK DRIVE TO QUARRY LOOP ROAD/POWELL GROVE ROAD

FILE NO.	2403860
DATE:	08/13/25
DESIGNED BY:	BJT
DRAWN BY:	JDE
CHECKED BY:	BJT

REVISION BLOCK

DATE:		



SHORT TERM RECOMMENDATIONS

ST-1 CONSIDER INSTALLING AN INTERSECTION WARNING SIGN IN ADVANCE OF INTERSECTION.
 ST-15 VERIFY CLEAR ZONE REQUIREMENTS ARE MET & RELOCATE OBSTRUCTIONS AS NEEDED.
 ST-17 CONSIDER RUMBLE STRIPS IN THE OUTSIDE SHOULDER ALONG THE ENTIRE CORRIDOR.
 ST-22 DUE TO HIGHER DENSITY OF ACCESSES, FENCING MAY NOT BE A FEASIBLE OPTION TO PREVENT DEER COLLISIONS. INCREASE SIGNAGE FOR DEER CROSSINGS, AND EVALUATE ROADWAY LIGHTING ALONG THIS PORTION OF THE CORRIDOR. CONSIDER DEER DETECTION AND ACTIVE SIGNAGE. CLEAR BRUSH IN THE RIGHT OF WAY TO INCREASE VISIBILITY OF WILDLIFE.
 ST-23 CONDUCT AN INTERSECTION LIGHTING EVALUATION WITH PHOTOMETRIC ANALYSIS & IMPROVE INFRASTRUCTURE AS NEEDED.
 ST-24 CONSIDER CENTERLINE HARDENING TO SLOW TURNING MOVEMENTS.
 ST-25 EVALUATE STREET LIGHTING. INCREASE SIGNAGE AND CONSIDER RAISED REFLECTIVE MARKERS FOR THE BRIDGE AND GUARDRAIL.

MID TERM RECOMMENDATIONS

MT-11 CONSIDER HARDENING MEDIAN WITH STRATEGICALLY PLACED MEDIAN CUTS IN AREAS WITH LIMITED TURNING CONFLICTS TO PREVENT ANGLE & HEAD ON COLLISIONS.
 MT-12 EVALUATE QUARRY LOOP ROAD TO SEE IF A TRAFFIC SIGNAL IS WARRANTED.

LONG TERM RECOMMENDATIONS

LT-6 CONSIDER REALIGNMENT OF QUARRY LOOP ROAD TO INTERSECT HWY 109 PERPENDICULAR. AS REDEVELOPMENT OCCURS, CONSIDER INSTALLING SIDEWALK AND CURB RAMPS WITH SIGNALIZED PEDESTRIAN CROSSINGS AND HIGH VISIBILITY CROSSWALKS AT THIS INTERSECTION.

ONGOING CITY PROJECTS



FOR CONCEPTUAL USE ONLY

LEBANON SS4A ROADWAY SAFETY ACTION PLAN

HWY 109 FROM BUSINESS PARK DRIVE TO QUARRY LOOP ROAD/POWELL GROVE ROAD

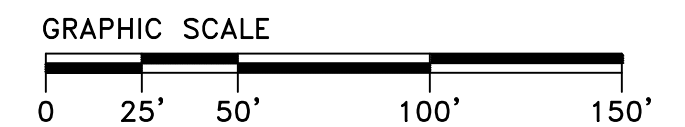
SCALE: 1"=50'

HWY 109 FROM QUARRY LOOP ROAD/POWELL GROVE ROAD TO BOBCAT OF WILSON COUNTY

FILE NO.	2403860
DATE:	08/13/25
DESIGNED BY:	BJT
DRAWN BY:	JDE
CHECKED BY:	BJT

REVISION BLOCK

DATE:		



SHORT TERM RECOMMENDATIONS

- ST-2 CONSIDER INSTALLING A TRAFFIC SIGNAL AHEAD SIGN IN ADVANCE OF INTERSECTION.
- ST-26 CONSIDER INSTALLING RAISED REFLECTIVE PAVEMENT MARKERS AND USING WET REFLECTIVE PAVEMENT MARKINGS FOR NEXT RESURFACING PROJECT.
- ST-27 CONDUCT A LIGHTING EVALUATION UNDER THE BRIDGE DECK WITH PHOTOMETRIC ANALYSIS & IMPROVE INFRASTRUCTURE AS NEEDED.

LONG TERM RECOMMENDATIONS

- LT-3 INSTALL SIDEWALKS AS REDEVELOPMENT OCCURS.
- LT-7 CONSIDER RELOCATING DRIVEWAY ACCESSES TO PREVENT CONFLICTING LEFT TURN MOVEMENTS.

MID TERM RECOMMENDATIONS

- MT-5 CONSIDER NEW TRAFFIC SIGNAL WITH MAST ARM CONFIGURATION AND SIGNAL HEADS WITH REFLECTIVE BACKPLATES.
- MT-13 CONSIDER HARDENING MEDIAN TO PREVENT LEFT TURNS AT RIGHT-IN/RIGHT-OUT ACCESS.
- MT-14 CONSIDER HIGH FRICTION SURFACE TREATMENTS & EVALUATE EXISTING INTERCHANGE DRAINAGE.
- MT-15 CONSIDER TIGHTENING THE ANGLE OF THE EASTBOUND RIGHT TURN LANE, CONVERTING THE APPROACH TO AN URBAN SMART CHANNEL. MOVE THE STOP LINE BACK 10' FOR THE LEFT TURN MOVEMENT.
- MT-16 HARDEN MEDIAN FOR THE NORTHBOUND APPROACH TO PREVENT HEAD ON COLLISIONS AND WRONG WAY ACCESS AT THE INTERCHANGE.
- MT-17 CONSIDER INSTALLING A FLASHING YELLOW ARROW SIGNAL HEAD FOR THE SOUTHBOUND APPROACH TO ALLOW PERMISSIVE TURNING MOVEMENTS DURING NON-PEAK PERIODS & IMPROVE DRIVER COMPLIANCE. PROTECTED ONLY PHASING SHOULD BE MAINTAINED DURING PEAK PERIODS.
- MT-18 CONSIDER TIGHTENING THE ANGLE OF THE WESTBOUND RIGHT TURN LANE, CONVERTING THE APPROACH TO AN URBAN SMART CHANNEL. MOVE THE STOP LINE BACK 10' FOR THE LEFT TURN MOVEMENT.
- MT-19 HARDEN MEDIAN FOR THE SOUTHBOUND APPROACH TO PREVENT HEAD ON COLLISIONS AND WRONG WAY ACCESS AT THE INTERCHANGE. PROHIBIT U-TURNS ON THE SOUTHBOUND APPROACH.

ONGOING CITY PROJECTS



FOR CONCEPTUAL USE ONLY

LEBANON SS4A ROADWAY SAFETY ACTION PLAN

HWY 109 FROM QUARRY LOOP ROAD/POWELL GROVE ROAD TO BOBCAT OF WILSON COUNTY

SCALE: 1"=50'

HWY 109 FROM BOBCAT OF WILSON COUNTY TO OLD LAGUARDO ROAD E

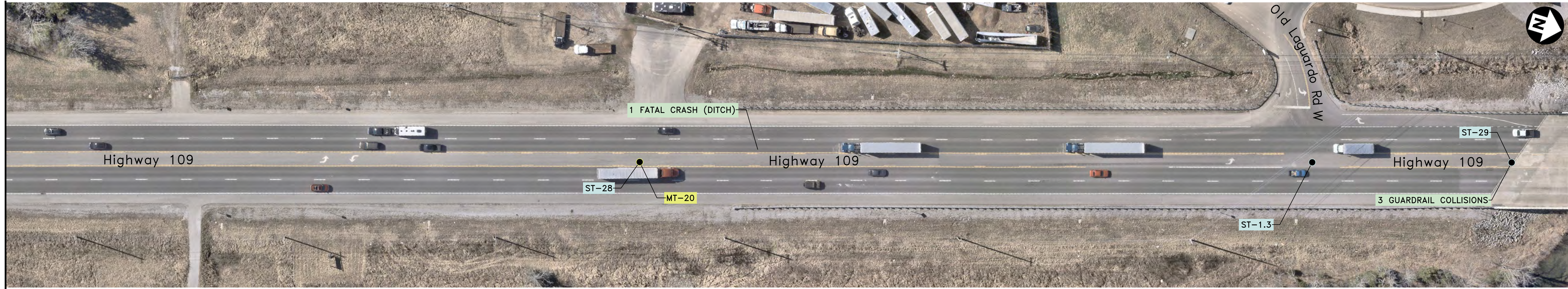
FILE NO.	2403860
DATE:	08/13/25
DESIGNED BY:	BJT
DRAWN BY:	JDE
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

SEE SHEET 9

MATCH LINE



SEE THIS SHEET

SEE THIS SHEET

MATCH LINE



FOR CONCEPTUAL USE ONLY

SHORT TERM RECOMMENDATIONS

- ST-1 CONSIDER INSTALLING AN INTERSECTION WARNING SIGN IN ADVANCE OF INTERSECTION.
- ST-28 CONDUCT AN INTERSECTION LIGHTING EVALUATION WITH PHOTOMETRIC ANALYSIS & IMPROVE INFRASTRUCTURE AS NEEDED.
- ST-29 CONDUCT A LIGHTING EVALUATION IN THE VICINITY OF THE BRIDGE WITH PHOTOMETRIC ANALYSIS & IMPROVE INFRASTRUCTURE AS NEEDED. INCREASE SIGNAGE OF OBSTRUCTIONS AND BRIDGE.
- ST-30 CONDUCT AN INTERSECTION LIGHTING EVALUATION WITH PHOTOMETRIC ANALYSIS & IMPROVE INFRASTRUCTURE AS NEEDED. INCREASE SIGNAGE AND CONSIDER RAISED REFLECTIVE PAVEMENT MARKERS FOR THE BRIDGE AND GUARDRAIL.

MID TERM RECOMMENDATIONS

- MT-20 CONSIDER HARDENING MEDIAN WITH STRATEGICALLY PLACED MEDIAN CUTS IN AREAS WITH LIMITED TURNING CONFLICTS TO PREVENT ANGLE & HEAD ON COLLISIONS.
- MT-21 CONSIDER HARDENING MEDIAN IN ADVANCE OF THE BRIDGE TO PREVENT HEAD ON COLLISIONS.

LONG TERM RECOMMENDATIONS

ONGOING CITY PROJECTS

- P6 INTERSECTION REALIGNMENT AND TRAFFIC SIGNAL INSTALLATION AT HIGHWAY 109 AND ROCK CASTLE DRIVE/OLD LAGUARDO ROAD E.

LEBANON SS4A ROADWAY SAFETY ACTION PLAN

HWY 109 FROM BOBCAT OF WILSON COUNTY TO OLD LAGUARDO ROAD E

SCALE: 1"=50'

SHEET 10

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RECOMMENDED SAFETY COUNTERMEASURES

Project ID	Location	Description	Timeframe	Score	Rank*
ST-10	SR 109 at Eastgate Blvd	Consider flashing yellow arrow phasing or protected only phasing for the eastbound left turn movements.	Short Term	76	1
ST-12	SR 109 at Hickory Ridge Rd	Consider flashing yellow arrow phasing or protected only phasing for high-conflict left turn movements.	Short Term	76	1
ST-2.4	SR 109 at Hickory Ridge Rd	Consider installing a traffic signal ahead sign in advance of intersection.	Short Term	76	1
ST-8	SR 109 at Eastgate Blvd	Conduct an intersection lighting evaluation with photometric analysis & improve infrastructure as needed.	Short Term	76	1
ST-17-17.7	Full SR 109 Corridor	Consider rumble strips in the outside shoulder.	Short Term	75	2
ST-2.3	SR 109 at Eastgate Blvd	Consider installing a traffic signal ahead sign in advance of intersection.	Short Term	75	2
ST-5.1-5.4	SR 109 from I-40 interchange to Hickory Ridge Rd	Consider a full traffic study at the intersections of I-40 westbound, Leeville Pk, E. Division St, & Hickory Ridge Rd to evaluate congestion mitigation strategies, including optimized & coordinated signal timings.	Short Term	75	2
ST-9	SR 109 from Eastgate Blvd to Hickory Ridge Rd	Consider installing raised reflective pavement markers and using wet reflective pavement markings for next resurfacing project.	Short Term	75	2
MT-6	SR 109 at Eastgate Blvd/ Leeville Pk	Consider offsetting northbound and southbound turn lanes to reduce turning distance, improve visibility, and reduce clearance time needed for this movement.	Mid Term	70	3
MT-8	SR 109 at Speedway and Zaxby's driveway (450 TN-109, Lebanon, TN 37090)	Consider hardening median to prevent left turns into right-in/right-out accesses.	Mid Term	70	3
MT-9	Hickory Ridge Rd (westbound) at SR 109	Evaluate the need for a dual left turn lane on the westbound approach.	Mid Term	70	3
ST-11	Vicinity of SR 109 at Hickory Ridge Rd	Consider centerline hardening to slow turning movements and mitigate head-on collisions.	Short Term	70	3

**Note: Where projects received the same score as other projects, they share the same rank ID.*

RECOMMENDED SAFETY COUNTERMEASURES, CONTINUED

Project ID	Location	Description	Timeframe	Score	Rank*
ST-7	SR 109 between Circle K southern driveway and Shell driveway	Verify clear zone requirements are met & relocate obstructions as needed.	Short Term	70	3
ST-13.1	SR 109 from Hickory Ridge Rd to Timber Trail Dr	Consider fencing to prevent deer collisions. Increase signage for deer crossings and evaluate roadway lighting along this portion of the corridor. Consider deer detection and active signage. Clear brush in the row to increase visibility of wildlife.	Short Term	68	4
ST-22.1	SR 109 from Business Park Dr to Quarry Loop Rd/ Powell Grove Rd	Due to higher density of accesses, fencing may not be a feasible option to prevent deer collisions. Increase signage for deer crossings and evaluate roadway lighting. Consider deer detection and active signage. Clear brush in the right of way.	Short Term	68	4
ST-23	SR 109 at Business Park Dr	Conduct an intersection lighting evaluation with photometric analysis & improve infrastructure as needed.	Short Term	68	4
ST-28	Vicinity of SR 109 at 4050 TN-109, Lebanon, TN 37087	Conduct an intersection lighting evaluation with photometric analysis & improve infrastructure as needed.	Short Term	68	4
ST-29	Vicinity of SR 109 at Old Laguardo Rd W	Conduct a lighting evaluation in the vicinity of the bridge with photometric analysis & improve infrastructure as needed. Increase signage of obstructions and bridge.	Short Term	68	4
MT-5.2	SR 109 at Hickory Ridge Rd	Consider new traffic signal with mast arm configuration and signal heads with reflective backplates.	Mid Term	66	5
ST-1.3	Vicinity of SR 109 at Old Laguardo Rd W	Consider installing an intersection warning sign in advance of intersection.	Short Term	66	5
ST-10.1	SR 109 at E. Division St	Consider flashing yellow arrow phasing or protected only phasing for the eastbound and westbound left turn movements.	Short Term	66	5
ST-8.1	SR 109 at E. Division St	Conduct an intersection lighting evaluation with photometric analysis & improve infrastructure as needed.	Short Term	66	5
MT-7.2	Vicinity of SR 109 at Eastgate Blvd/ Leeville Pk	Consider high friction surface treatments & evaluate existing intersection drainage.	Mid Term	65	6

*Note: Where projects received the same score as other projects, they share the same rank ID.

RECOMMENDED SAFETY COUNTERMEASURES, CONTINUED

Project ID	Location	Description	Timeframe	Score	Rank*
ST-1.4	Vicinity of SR 109 at Old Laguardo Rd E	Consider installing an intersection warning sign in advance of intersection.	Short Term	65	6
ST-2.2	SR 109 at I-40 westbound on/off-ramp	Consider installing a traffic signal ahead sign in advance of intersection.	Short Term	65	6
ST-4	SR 109 between Leeville Rd/ Safari Camp Rd and I-40 westbound on/off-ramps	Consider installing raised reflective pavement markers and using wet reflective pavement markings for next resurfacing project.	Short Term	65	6
ST-6	I-40 westbound off-ramp	Verify signage and striping is clearly marked for each lane. If markings are worn, remark worn striping for the I-40 off ramp.	Short Term	65	6
LT-2	SR 109 at Eastgate Blvd/ Leeville Pk	As redevelopment occurs, consider installing sidewalk and curb ramps with signalized pedestrian crossings and high visibility crosswalks at this intersection.	Long Term	61	7
LT-2.2	SR 109 at Hickory Ridge Rd	As redevelopment occurs, consider installing curb ramps with signalized pedestrian crossings and high visibility crosswalks at this intersection.	Long Term	61	7
LT-3	Full SR 109 Corridor	Install sidewalks as redevelopment occurs.	Long Term	61	7
MT-11	SR 109 from Business Park Dr to Quarry Loop Rd/ Powell Grove Rd	Consider hardening median with strategically placed median cuts in areas with limited turning conflicts to prevent angle & head on collisions.	Mid Term	60	8
MT-3	SR 109 (northbound) at I-40 westbound on/off-ramps	Protected dual left turn lanes have recently been installed for the northbound left turn lanes. Consider offsetting these turn lanes to reduce turning distance, improve visibility, and reduce clearance time needed for this movement.	Mid Term	60	8
MT-4	Median opening ~315' south of SR 109 at Eastgate Blvd/ Leeville Pk	Consider closing median cut. Limit nearby accesses to right-in/right-out movements.	Mid Term	60	8
MT-6.1	SR 109 at E. Division St	Consider offsetting northbound and southbound turn lanes to reduce turning distance, improve visibility, and reduce clearance time needed for this movement.	Mid Term	60	8

*Note: Where projects received the same score as other projects, they share the same rank ID.

RECOMMENDED SAFETY COUNTERMEASURES, CONTINUED

Project ID	Location	Description	Timeframe	Score	Rank*
ST-24	Vicinity of SR 109 at Business Park Dr	Consider centerline hardening to slow turning movements.	Short Term	60	8
ST-3	SR 109 between Leeville Rd/ Safari Camp Rd and I-40 westbound on/off-ramps	Verify clear zone requirements are met & relocate obstructions as needed.	Short Term	60	8
LT-4	SR 109 at E. Division St/ Hickory Ridge Shopping Center southern driveway	If feasible, widen to include right-turn lane for Publix shopping center. North Fork Cedar Creek may limit the feasibility of this improvement.	Long Term	58	9
ST-25	Vicinity of SR 109 at bridge between Business Park Dr and Innovative Way	Evaluate street lighting. Increase signage and consider raised reflective markers for the bridge and guardrail.	Short Term	58	9
ST-27	Vicinity of SR 109 and US 70 bridge	Conduct a lighting evaluation under the bridge deck with photometric analysis & improve infrastructure as needed	Short Term	58	9
ST-30	Vicinity of SR 109 at Old Laguardo Rd E	Conduct an intersection lighting evaluation with photometric analysis & improve infrastructure as needed. Increase signage of obstructions and bridge.	Short Term	58	9
LT-1	Vicinity of SR 109/I-40 interchange, including off/on-ramps	Conduct interchange lighting evaluation with photometric analysis and improve lighting as needed based on results.	Long Term	56	10
MT-5	SR 109 at E. Division St	Consider new traffic signal with mast arm configuration and signal heads with reflective backplates.	Mid Term	56	10
ST-2.6	Vicinity of SR 109 and northern US 70 on/off ramps	Consider installing a traffic signal ahead sign in advance of intersection.	Short Term	56	10
MT-1	SR 109 at I-40 interchange	Consider high friction surface treatments & evaluate existing interchange drainage to verify if sitting water is a contributing factor in crashes occurring in wet conditions.	Mid Term	55	11

*Note: Where projects received the same score as other projects, they share the same rank ID.

RECOMMENDED SAFETY COUNTERMEASURES, CONTINUED

Project ID	Location	Description	Timeframe	Score	Rank*
MT-7.1	Vicinity of SR 109 at Hickory Ridge Rd	Consider high friction surface treatments & evaluate existing intersection drainage.	Mid Term	55	11
ST-26	SR 109 from Quarry Loop Rd to northern US 70 on/off ramps	Consider installing raised reflective pavement markers and using wet reflective pavement markings for next resurfacing project.	Short Term	55	11
LT-2.1	SR 109 at E. Division St	As redevelopment occurs, consider installing curb ramps with signalized pedestrian crossings and high visibility crosswalks at this intersection.	Long Term	51	12
MT-19	Vicinity of SR 109 and northern US 70 on/off ramps	Harden median for the southbound approach to prevent head on collisions and wrong way access at the interchange. Prohibit U-turns on the southbound approach.	Mid Term	50	13
MT-20	Vicinity of SR 109 at Old Laguardo Rd E	Consider hardening median in advance of the bridge to prevent head on collisions.	Mid Term	50	13
MT-21	Vicinity of SR 109 at Old Laguardo Rd W	Consider hardening median with strategically placed median cuts in areas with limited turning conflicts to prevent angle & head on collisions.	Mid Term	50	13
ST-15.3	Vicinity of SR 109 and Business Park Dr	Verify clear zone requirements are met & relocate obstructions as needed.	Short Term	50	13
ST-16	Vicinity of SR 109 and Martha Leeville Rd	Consider centerline hardening to slow turning movements.	Short Term	50	13
ST-24.1	Vicinity of SR 109 at Quarry Loop Rd/ Powell Grove Rd	Consider centerline hardening to slow turning movements.	Short Term	50	13
MT-18	SR 109 and northern US 70 off ramp	Consider tightening the angle of the westbound right turn lane, converting the approach to an urban smart channel. Move the stop line back 10' for the left turn movement.	Mid Term	49	14
LT-7	Vicinity of SR 109 at 3761 TN-109, Lebanon, TN 37087	Consider relocating driveway accesses to prevent conflicting left turn movements.	Long Term	48	15

*Note: Where projects received the same score as other projects, they share the same rank ID.

RECOMMENDED SAFETY COUNTERMEASURES, CONTINUED

Project ID	Location	Description	Timeframe	Score	Rank*
ST-13.2, 13.3	Vicinity of SR 109 and Wonder Ln	Consider fencing to prevent deer collisions. Increase signage for deer crossings, evaluate roadway lighting along this portion of the corridor. Consider deer detection and active signage. Clear brush in the ROW to increase visibility of wildlife.	Short Term	48	15
ST-14	SR 109 and Martha Leeville Rd	Conduct an intersection lighting evaluation with photometric analysis & improve infrastructure as needed.	Short Term	48	15
ST-2.5	SR 109 and Martha Leeville Rd	Consider installing a traffic signal ahead sign in advance of intersection.	Short Term	48	15
ST-23.1	Vicinity of SR 109 at Quarry Loop Rd/ Powell Grove Rd	Conduct an intersection lighting evaluation with photometric analysis & improve infrastructure as needed.	Short Term	48	15
MT-5.5	SR 109 at northern US 70 on/off ramps	Consider new traffic signal with mast arm configuration and signal heads with reflective backplates.	Mid Term	46	16
ST-1.1	Vicinity of Leeville Rd/ Safari Camp Rd	Consider installing an intersection warning sign in advance of intersection.	Short Term	46	16
ST-1.2	SR 109 at Quarry Loop Rd/Powell Grove Rd	Consider installing an intersection warning sign in advance of intersection.	Short Term	46	16
MT-14	SR 109 from Quarry Loop Rd to northern US 70 on/off ramps	Consider high friction surface treatments & evaluate existing interchange drainage.	Mid Term	45	17
MT-7	Vicinity of SR 109 and E Division St	Consider high friction surface treatments & evaluate existing intersection drainage.	Mid Term	45	17
ST-2.1	SR 109 at I-40 eastbound on-ramp	Consider installing a traffic signal ahead sign in advance of intersection.	Short Term	45	17
ST-20	Vicinity of SR 109 and Wonder Ln	Verify clear zone requirements are met & relocate obstructions as needed. Evaluate if guardrail is needed if obstructions cannot be relocated.	Short Term	41	18

**Note: Where projects received the same score as other projects, they share the same rank ID.*

RECOMMENDED SAFETY COUNTERMEASURES, CONTINUED

Project ID	Location	Description	Timeframe	Score	Rank*
MT-13	Vicinity of SR 109 at Quarry Loop Rd/ Powell Grove Rd (3450 TN-109, Lebanon, TN 37090)	Consider hardening median to prevent left turns at right-in/ right-out access.	Mid Term	40	19
MT-16	Vicinity of SR 109 at southern US 70 off ramp	Harden median for the northbound approach to prevent head on collisions and wrong way access at the interchange.	Mid Term	40	19
MT-2	SR 109 (northbound) at I-40 eastbound off-ramp	Consider physical barrier such as tuff curb to prevent weaving in this section.	Mid Term	40	19
ST-15-15.2	Vicinity of SR 109 and Martha Leeville Rd	Verify clear zone requirements are met & relocate obstructions as needed.	Short Term	40	19
MT-15	SR 109 at southern US 70 off ramp	Consider tightening the angle of the eastbound right turn lane, converting the approach to an urban smart channel. Move the stop line back 10' for the left turn movement.	Mid Term	39	20
ST-19	SR 109 at Timber Trail Dr	Conduct an intersection lighting evaluation with photometric analysis & improve infrastructure as needed.	Short Term	38	21
ST-21	SR 109 and Wonder Ln	Conduct an intersection lighting evaluation with photometric analysis & improve infrastructure as needed.	Short Term	38	21
MT-12	SR 109 at Quarry Loop Rd/Powell Grove Rd	Evaluate Quarry Loop Rd to see if a traffic signal is warranted.	Mid Term	36	22
MT-17	SR 109 at southern US 70 off ramp	Consider installing a flashing yellow arrow signal head for the southbound approach to allow permissive turning movements during non-peak periods & improve driver compliance. Protected only phasing should be maintained during peak periods.	Mid Term	36	22
MT-5.4	SR 109 at southern US 70 off ramp	Consider new traffic signal with mast arm configuration and signal heads with reflective backplates.	Mid Term	36	22
ST-18	Vicinity of US 213 and Timber Trail Dr	Verify clear zone requirements are met & relocate obstructions as needed. Evaluate if guardrail is needed if obstructions cannot be relocated.	Short Term	31	23

*Note: Where projects received the same score as other projects, they share the same rank ID.

RECOMMENDED SAFETY COUNTERMEASURES, CONTINUED

Project ID	Location	Description	Timeframe	Score	Rank*
LT5.1	SR 109 and Bluegrass Pkwy	Monitor signal warrant in future at Bluegrass Pkwy and Timber Trail Dr.	Long Term	24	24
LT-5.2	SR 109 at Timber Trail Dr	Monitor signal warrant in future at Bluegrass Pkwy and Timber Trail Dr.	Long Term	24	24

**Note: Where projects received the same score as other projects, they share the same rank ID.*

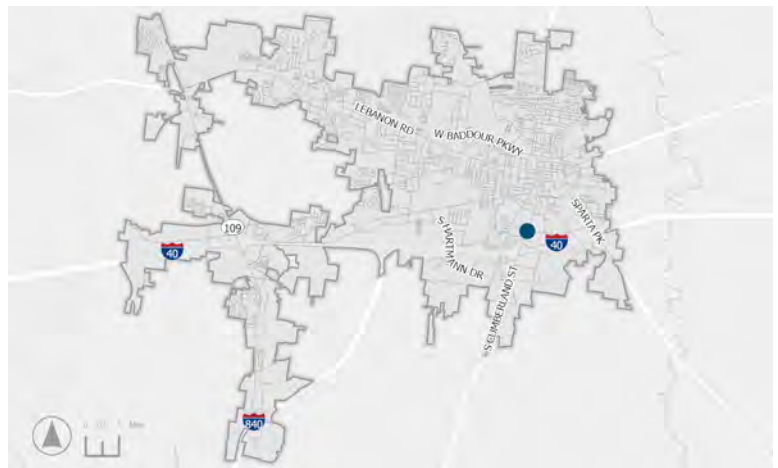
FOCUS INTERSECTION [#4] - US 231 & LEGENDS DRIVE/LIGON DRIVE

CRASH HISTORY

Crash Type	Fatal	Serious Injury	Minor Injury	Possible Injury	Property Damage	Total	Percent of Total
Angle	1	1	10	7	21	40	49.4%
No Collision with Vehicle	0	1	2	0	0	3	3.7%
Rear End	0	0	2	2	14	18	22.2%
Sideswipe, Same Direction	0	0	0	0	8	8	9.9%
Unknown	0	0	0	0	12	12	14.8%
Total	1	2	14	9	55	81	100.0%
% of Severity	1.2%	2.5%	17.3%	11.1%	67.9%	//	100.0%

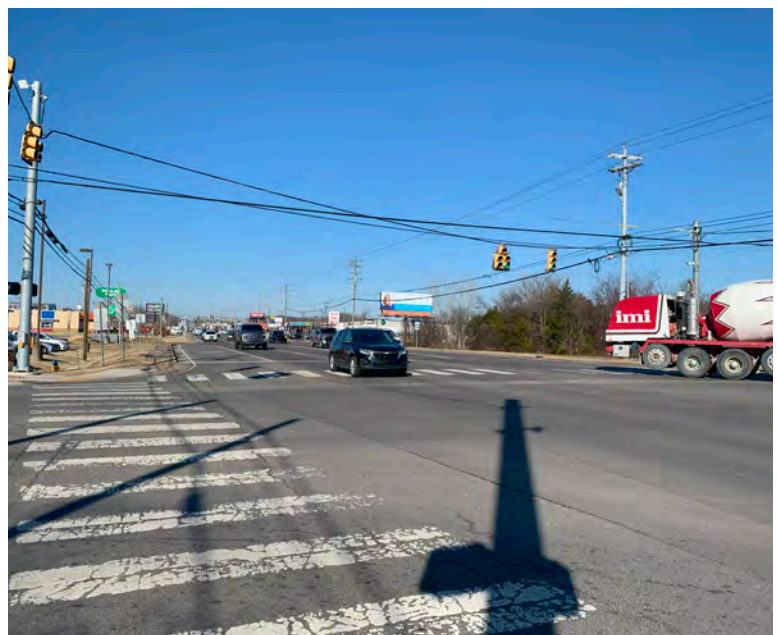
ENGAGEMENT SUMMARY

- Requests for signal timing improvements, new and upgraded roadway lighting, improved signage and pavement markings
- Requests for pedestrian safety improvements (sidewalks and crossings)
- Concerns regarding speeding and red-light running

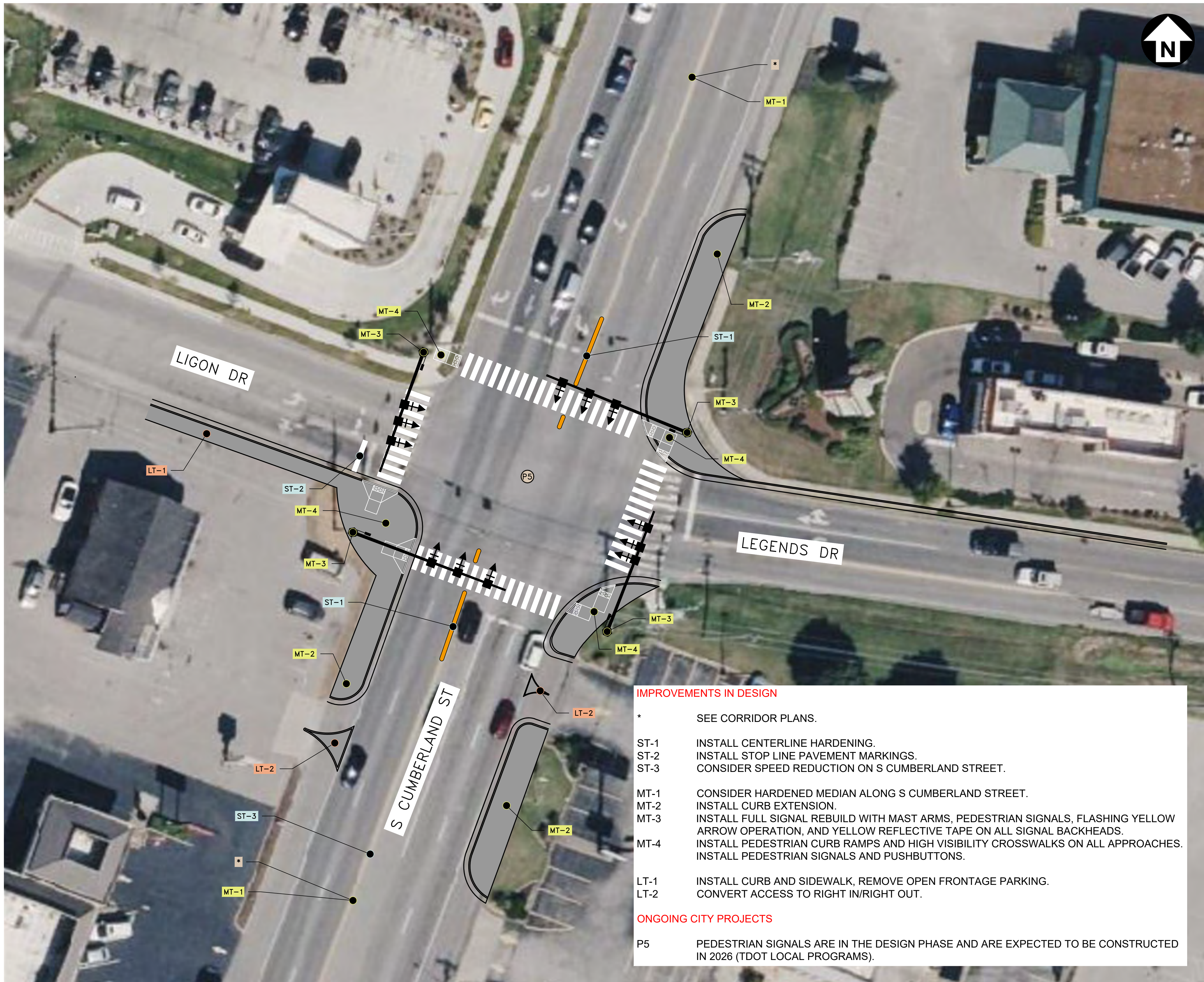


INFRASTRUCTURE DEFICIENCIES

- Insufficient pedestrian facilities (crossings, signals, and sidewalks)
- High speed limit for context
- Wide turning radius on east leg
- Insufficient signal sight distance from southbound direction
- Lack of backplates on some signal heads



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FILE NO.	24_2403860
DATE:	08/13/2025
DESIGNED BY:	MAT
DRAWN BY:	KSR
CHECKED BY:	BJT

REVISION BLOCK	
DATE:	



IMPROVEMENTS IN DESIGN	
*	SEE CORRIDOR PLANS.
ST-1	INSTALL CENTERLINE HARDENING.
ST-2	INSTALL STOP LINE PAVEMENT MARKINGS.
ST-3	CONSIDER SPEED REDUCTION ON S CUMBERLAND STREET.
MT-1	CONSIDER HARDENED MEDIAN ALONG S CUMBERLAND STREET.
MT-2	INSTALL CURB EXTENSION.
MT-3	INSTALL FULL SIGNAL REBUILD WITH MAST ARMS, PEDESTRIAN SIGNALS, FLASHING YELLOW ARROW OPERATION, AND YELLOW REFLECTIVE TAPE ON ALL SIGNAL BACKHEADS.
MT-4	INSTALL PEDESTRIAN CURB RAMPS AND HIGH VISIBILITY CROSSWALKS ON ALL APPROACHES. INSTALL PEDESTRIAN SIGNALS AND PUSHBUTTONS.
LT-1	INSTALL CURB AND SIDEWALK, REMOVE OPEN FRONTAGE PARKING.
LT-2	CONVERT ACCESS TO RIGHT IN/RIGHT OUT.
ONGOING CITY PROJECTS	
P5	PEDESTRIAN SIGNALS ARE IN THE DESIGN PHASE AND ARE EXPECTED TO BE CONSTRUCTED IN 2026 (TDOT LOCAL PROGRAMS).

**LEBANON SS4A
ROADWAY SAFETY
ACTION PLAN**

S CUMBERLAND ST
AT LEGENDS DR

SCALE: 1"=20'

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FOCUS INTERSECTION [#4] - US 231 & LEGENDS DRIVE/LIGON DRIVE

RECOMMENDED SAFETY COUNTERMEASURES

Project ID	Location	Description	Timeframe	Score	Rank*
ST1	US 231 and Legends Dr/ Ligon Dr	Install centerline hardening.	Short Term	80	1
ST2		Install stop line pavement markings.	Short Term	75	2
ST3		Consider speed reduction on US 231.	Short Term	72	3
MT1		Consider hardened median along US 231.	Mid Term	70	4
MT2		Install curb extension.	Mid Term	70	4
LT2		Convert access to right in/right out.	Long Term	68	5
MT3		Install full signal rebuild with mast arms, pedestrian signals, flashing yellow arrow operation, and yellow reflective tape on all signal backheads.	Mid Term	66	6
MT4		Install pedestrian curb ramps and high visibility crosswalks on all approaches. Install pedestrian signals and pushbuttons.	Mid Term	63	7
LT1		Install curb and sidewalk, remove open frontage parking.	Long Term	61	8

**Note: Where projects received the same score as other projects, they share the same rank ID.*

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FOCUS INTERSECTION [#5] - LEBANON ROAD/W. MAIN STREET & W. BADDOUR PARKWAY/WINWOOD DRIVE

CRASH HISTORY

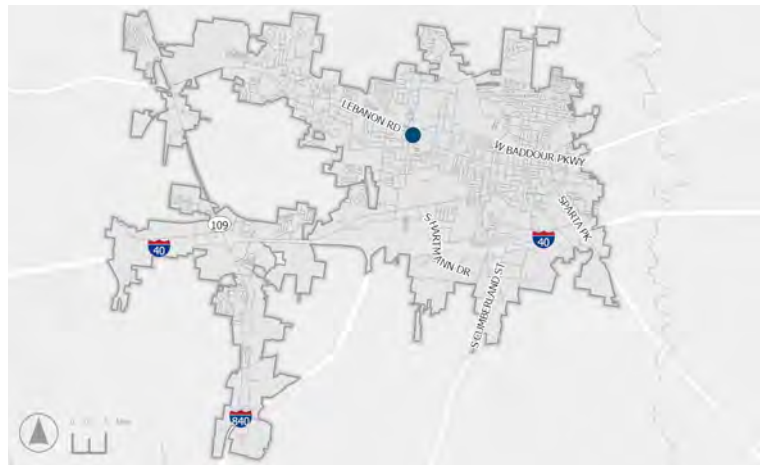
Crash Type	Fatal	Serious Injury	Minor Injury	Possible Injury	Property Damage	Total	Percent of Total
Angle	1	0	7	6	12	26	35.1%
Head-On	0	0	0	0	3	3	4.1%
No Collision with Vehicle	0	0	0	0	1	1	1.4%
Rear End	0	0	0	2	24	26	35.1%
Sideswipe, Same Direction	0	0	0	0	4	4	5.4%
Unknown	0	0	0	0	14	14	18.9%
Total	1	0	7	8	58	74	100.0%
% of Severity	1.4%	0.0%	9.5%	10.8%	78.4%	//	100.0%

ENGAGEMENT SUMMARY

- Complaints about speeding and red-light running
- Concern regarding congestion from potential new businesses
- Nearby railroad crossing in poor condition

INFRASTRUCTURE DEFICIENCIES

- Design and angle of southbound channelized islands could be improved
- Signal sight distance for southbound traffic and
- driveway removal at southeast corner should be considered
- Lack of contrast between signal span wire and backplates



RECOMMENDED SAFETY COUNTERMEASURES

- Note: Focus Segment #2 also includes the project concepts for Focus Intersection #5.



Lebanon Rd/W. Main St and W. Baddour Pkwy/Winwood Dr

FOCUS INTERSECTION [#6] - S. HARTMANN DRIVE & HICKORY RIDGE ROAD

CRASH HISTORY

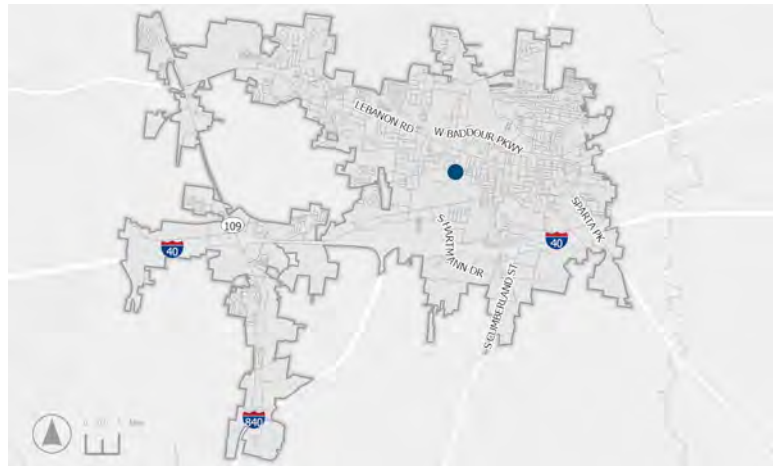
Crash Type	Fatal	Serious Injury	Minor Injury	Possible Injury	Property Damage	Total	Percent of Total
Angle	1	0	1	1	5	8	25.8%
Rear End	0	0	1	0	13	14	17.3%
Sideswipe, Same Direction	0	0	0	0	2	2	2.5%
Unknown	0	0	0	0	7	7	8.6%
Total	1	0	2	1	27	31	100.0%
% of Severity	3.2%	0.0%	6.5%	3.2%	87.1%	//	100.0%

ENGAGEMENT SUMMARY

- Concerns regarding speeding and red-light running
- Complaints about lane striping and visibility at night
- Requests for pedestrian safety improvements (sidewalks and crossings)

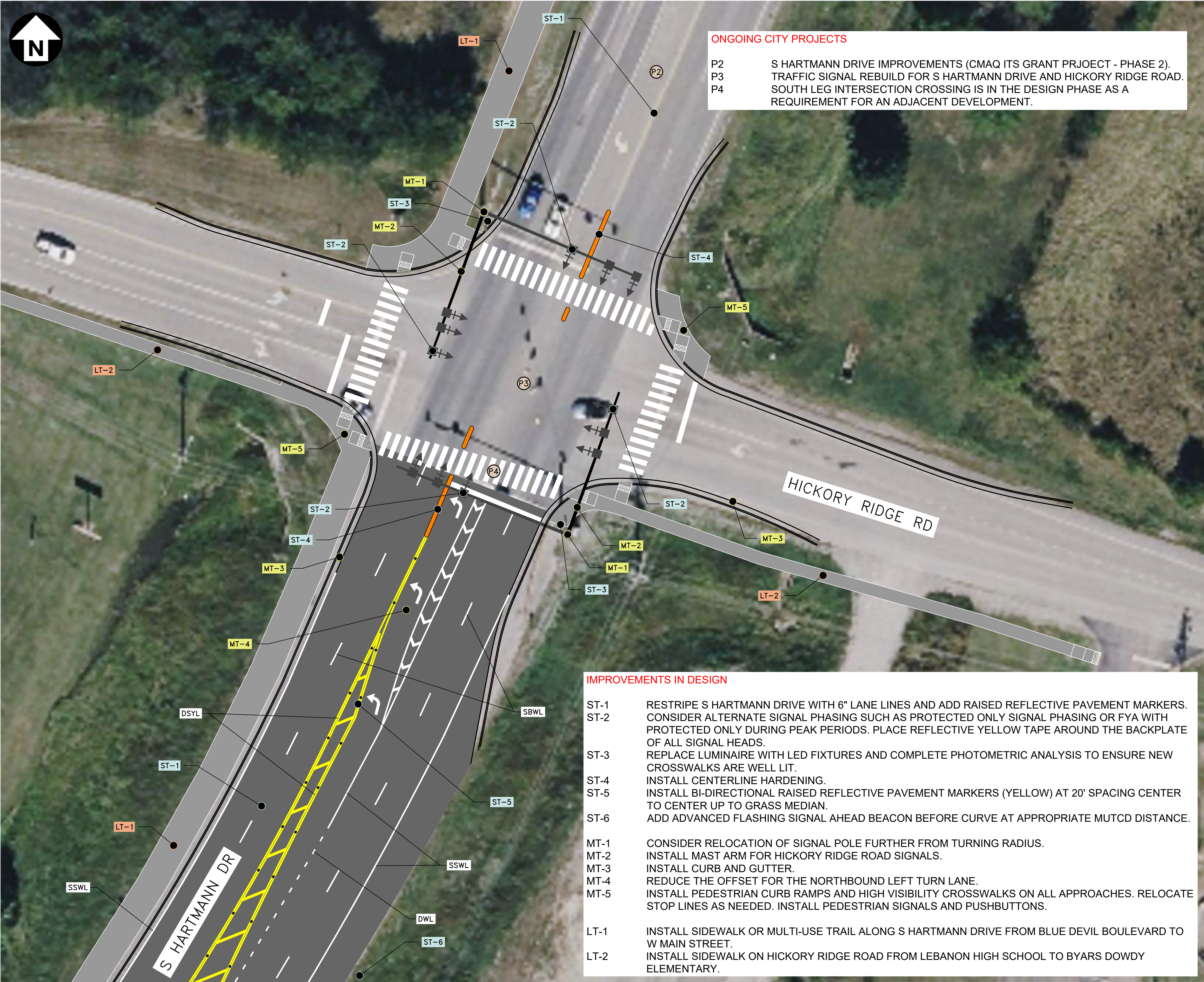
INFRASTRUCTURE DEFICIENCIES

- Wide, sweeping radii with wide gravel shoulders
- Curvature sight distance for northbound direction
- Lack of reflective pavement markers
- Signal pole placement too close to roadway; existing curbing provides minimal protection



MARKING ABBREVIATIONS

- SSWL - SINGLE SOLID WHITE LINE
 - SBWL - SINGLE BROKEN WHITE LINE
 - DSYL - DOUBLE SOLID YELLOW LINE
 - DWL - DOTTED WHITE LINE
- 6" UNLESS OTHERWISE SPECIFIED



ONGOING CITY PROJECTS

- P2 S HARTMANN DRIVE IMPROVEMENTS (CMAQ ITS GRANT PRJOECT - PHASE 2).
- P3 TRAFFIC SIGNAL REBUILD FOR S HARTMANN DRIVE AND HICKORY RIDGE ROAD.
- P4 SOUTH LEG INTERSECTION CROSSING IS IN THE DESIGN PHASE AS A REQUIREMENT FOR AN ADJACENT DEVELOPMENT.

IMPROVEMENTS IN DESIGN

- ST-1 RESTRIPE S HARTMANN DRIVE WITH 6" LANE LINES AND ADD RAISED REFLECTIVE PAVEMENT MARKERS.
- ST-2 CONSIDER ALTERNATE SIGNAL PHASING SUCH AS PROTECTED ONLY SIGNAL PHASING OR FYA WITH PROTECTED ONLY DURING PEAK PERIODS. PLACE REFLECTIVE YELLOW TAPE AROUND THE BACKPLATE OF ALL SIGNAL HEADS.
- ST-3 REPLACE LUMINAIRE WITH LED FIXTURES AND COMPLETE PHOTOMETRIC ANALYSIS TO ENSURE NEW CROSSWALKS ARE WELL LIT.
- ST-4 INSTALL CENTERLINE HARDENING.
- ST-5 INSTALL BI-DIRECTIONAL RAISED REFLECTIVE PAVEMENT MARKERS (YELLOW) AT 20' SPACING CENTER TO CENTER UP TO GRASS MEDIAN.
- ST-6 ADD ADVANCED FLASHING SIGNAL AHEAD BEACON BEFORE CURVE AT APPROPRIATE MUTCD DISTANCE.
- MT-1 CONSIDER RELOCATION OF SIGNAL POLE FURTHER FROM TURNING RADIUS.
- MT-2 INSTALL MAST ARM FOR HICKORY RIDGE ROAD SIGNALS.
- MT-3 INSTALL CURB AND GUTTER.
- MT-4 REDUCE THE OFFSET FOR THE NORTHBOUND LEFT TURN LANE.
- MT-5 INSTALL PEDESTRIAN CURB RAMP AND HIGH VISIBILITY CROSSWALKS ON ALL APPROACHES. RELOCATE STOP LINES AS NEEDED. INSTALL PEDESTRIAN SIGNALS AND PUSHBUTTONS.
- LT-1 INSTALL SIDEWALK OR MULTI-USE TRAIL ALONG S HARTMANN DRIVE FROM BLUE DEVIL BOULEVARD TO W MAIN STREET.
- LT-2 INSTALL SIDEWALK ON HICKORY RIDGE ROAD FROM LEBANON HIGH SCHOOL TO BYARS DOWDY ELEMENTARY.

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DATE:	8/13/2025
DESIGNED BY:	MAT
DRAWN BY:	KSR
CHECKED BY:	BJT

REVISION BLOCK

DATE:		



LEBANON SS4A ROADWAY SAFETY ACTION PLAN

S HARTMANN DR AT HICKORY RIDGE RD

SCALE: 1"=20'

SHEET 3

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FOCUS INTERSECTION [#6] - S. HARTMANN DRIVE & HICKORY RIDGE ROAD

RECOMMENDED SAFETY COUNTERMEASURES

Project ID	Location	Description	Timeframe	Score	Rank*
ST4	S. Hartmann Dr and Hickory Ridge Rd	Install centerline hardening	Short Term	80	1
ST3		Replace luminaires with LED fixtures.	Short Term	78	2
ST2		Consider alternate signal phasing such as protected only signal phasing or flashing yellow arrow with protected only during peak periods. Place reflective yellow tape around the backplate of all signal heads.	Short Term	76	3
ST1		Restripe S. Hartmann Dr with 6" lane lines and add raised reflective pavement markers.	Short Term	75	4
ST5		Install bi-directional raised reflective pavement markers (yellow) at 20' spacing center to center up to grass median.	Short Term	75	4
ST6		Add advanced flashing signal ahead beacon before curve at appropriate MUTCD distance.	Short Term	75	4
MT1		Consider relocation of signal pole further from turning radius.	Mid Term	66	5
MT2		Install mast arm for Hickory Ridge Rd signals.	Mid Term	66	5
MT4		Reduce the offset for the northbound left turn lane.	Mid Term	65	6
MT5		Install pedestrian curb ramps and high visibility crosswalks on all approaches.	Mid Term	64	7
LT1		Install sidewalk or multi-use trail along S. Hartmann Dr from Blue Devil Blvd to W. Main St.	Long Term	61	8
LT2		Install sidewalk on Hickory Ridge Rd from Lebanon High School to Byars Dowdy Elementary School.	Long Term	61	8
MT3		Install curb and gutter.	Mid Term	60	9

*Note: Where projects received the same score as other projects, they share the same rank ID.

FOCUS INTERSECTION [#7] - SPARTA PIKE & PEYTON ROAD

CRASH HISTORY

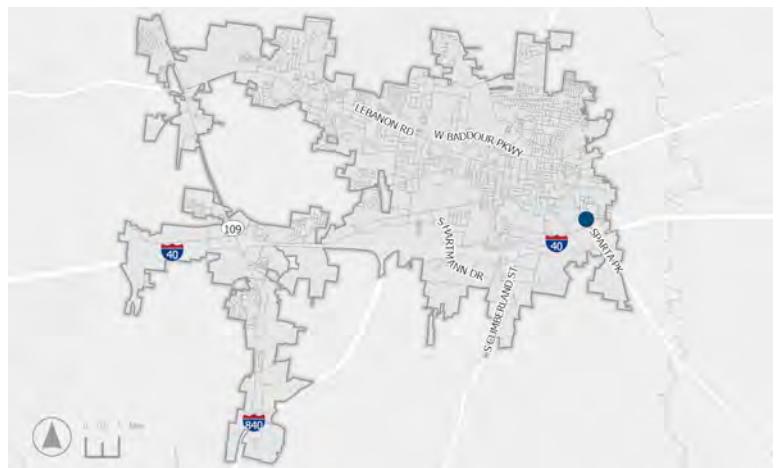
Crash Type	Fatal	Serious Injury	Minor Injury	Possible Injury	Property Damage	Total	Percent of Total
Angle	0	0	2	2	3	7	31.8%
Head-On	0	0	0	1	0	1	4.6%
No Collision with Vehicle	1	0	0	0	3	4	18.2%
Rear End	0	0	3	0	4	7	31.8%
Sideswipe, Same Direction	0	0	0	0	2	2	9.1%
Unknown	0	0	0	0	1	1	4.6%
Total	1	0	5	3	13	22	100.0%
% of Severity	4.6%	0.0%	22.7%	13.6%	59.1%	//	100.0%

ENGAGEMENT SUMMARY

- Left turning movements onto Peyton Road are difficult with no signal
- Lack of pedestrian facilities
- Desire for dedicated turn lane for southbound to eastbound turning movement

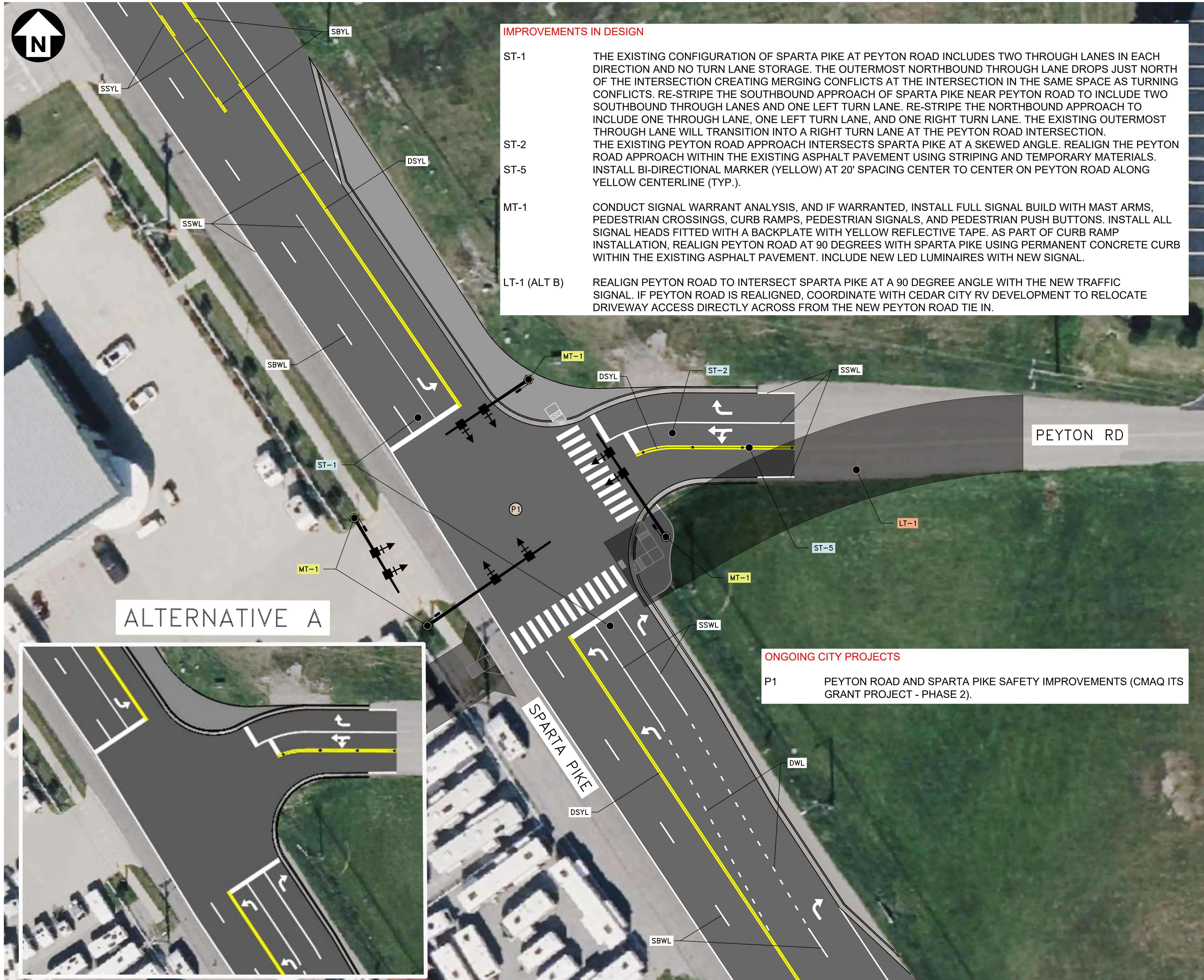
INFRASTRUCTURE DEFICIENCIES

- Lack of signalization
- Insufficient pedestrian facilities (crossings, signals, and sidewalks)
- Lane drops through intersection causing potential merging conflicts
- Lack of dedicated turn lanes



Sparta Pk and Peyton Rd, looking west

MARKING ABBREVIATIONS	
SSWL	- SINGLE SOLID WHITE LINE
SSYL	- SINGLE SOLID YELLOW LINE
SBWL	- SINGLE BROKEN WHITE LINE
SBYL	- SINGLE BROKEN YELLOW LINE
DSYL	- DOUBLE SOLID YELLOW LINE
DWL	- DOTTED WHITE LINE
6" UNLESS OTHERWISE SPECIFIED	



IMPROVEMENTS IN DESIGN

- ST-1 THE EXISTING CONFIGURATION OF SPARTA PIKE AT PEYTON ROAD INCLUDES TWO THROUGH LANES IN EACH DIRECTION AND NO TURN LANE STORAGE. THE OUTERMOST NORTHBOUND THROUGH LANE DROPS JUST NORTH OF THE INTERSECTION CREATING MERGING CONFLICTS AT THE INTERSECTION IN THE SAME SPACE AS TURNING CONFLICTS. RE-STRIPE THE SOUTHBOUND APPROACH OF SPARTA PIKE NEAR PEYTON ROAD TO INCLUDE TWO SOUTHBOUND THROUGH LANES AND ONE LEFT TURN LANE. RE-STRIPE THE NORTHBOUND APPROACH TO INCLUDE ONE THROUGH LANE, ONE LEFT TURN LANE, AND ONE RIGHT TURN LANE. THE EXISTING OUTERMOST THROUGH LANE WILL TRANSITION INTO A RIGHT TURN LANE AT THE PEYTON ROAD INTERSECTION.
- ST-2 THE EXISTING PEYTON ROAD APPROACH INTERSECTS SPARTA PIKE AT A SKEWED ANGLE. REALIGN THE PEYTON ROAD APPROACH WITHIN THE EXISTING ASPHALT PAVEMENT USING STRIPING AND TEMPORARY MATERIALS.
- ST-5 INSTALL BI-DIRECTIONAL MARKER (YELLOW) AT 20' SPACING CENTER TO CENTER ON PEYTON ROAD ALONG YELLOW CENTERLINE (TYP.).
- MT-1 CONDUCT SIGNAL WARRANT ANALYSIS, AND IF WARRANTED, INSTALL FULL SIGNAL BUILD WITH MAST ARMS, PEDESTRIAN CROSSINGS, CURB RAMPS, PEDESTRIAN SIGNALS, AND PEDESTRIAN PUSH BUTTONS. INSTALL ALL SIGNAL HEADS FITTED WITH A BACKPLATE WITH YELLOW REFLECTIVE TAPE. AS PART OF CURB RAMP INSTALLATION, REALIGN PEYTON ROAD AT 90 DEGREES WITH SPARTA PIKE USING PERMANENT CONCRETE CURB WITHIN THE EXISTING ASPHALT PAVEMENT. INCLUDE NEW LED LUMINAIRES WITH NEW SIGNAL.
- LT-1 (ALT B) REALIGN PEYTON ROAD TO INTERSECT SPARTA PIKE AT A 90 DEGREE ANGLE WITH THE NEW TRAFFIC SIGNAL. IF PEYTON ROAD IS REALIGNED, COORDINATE WITH CEDAR CITY RV DEVELOPMENT TO RELOCATE DRIVEWAY ACCESS DIRECTLY ACROSS FROM THE NEW PEYTON ROAD TIE IN.

ONGOING CITY PROJECTS

- P1 PEYTON ROAD AND SPARTA PIKE SAFETY IMPROVEMENTS (CMAQ ITS GRANT PROJECT - PHASE 2).

ALTERNATIVE A

FILE NO.	24_2403860
DATE:	08/13/2025
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DRAWN BY:	KSR
CHECKED BY:	BJT

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DATE:	



LEBANON SS4A
ROADWAY SAFETY
ACTION PLAN

SPARTA PK
AT PEYTON RD

SCALE: 1"=20'

SHEET 2

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FOCUS INTERSECTION [#7] - SPARTA PIKE & PEYTON ROAD

RECOMMENDED SAFETY COUNTERMEASURES

Project ID	Location	Description	Timeframe	Score	Rank*
ST2	Sparta Pk (US 70/ SR 26) and Peyton Rd	Realign the Peyton Rd approach within the existing asphalt pavement using striping and temporary materials.	Short Term	75	1
ST1		Re-stripe the southbound approach of Sparta Pk near Peyton Rd to include two southbound through lanes and one left turn lane. Re-stripe the northbound approach to include one through lane, one left turn lane, and one right turn lane. The existing outermost through lane will transition into a right turn lane at the Peyton Rd intersection.	Short Term	75	1
ST5		Install bi-directional markers (yellow) at 20' spacing center to center on Peyton Rd along yellow centerline (typ.).	Short Term	75	1
LT-1 (AltB)		Realign Peyton Rd to intersect Sparta Pk at a 90-degree angle with the new traffic signal. If Peyton Rd is realigned, coordinate with Cedar City RV development to relocate driveway access directly across from the new Peyton Rd tie in.	Long Term	68	2
MT1		Conduct signal warrant analysis, and if warranted, install full signal build with mast arms, pedestrian crossings, curb ramps, pedestrian signals, and pedestrian push buttons. Install all signal heads fitted with a backplate with yellow reflective tape. As part of curb ramp installation, realign Peyton Rd at 90 degrees with Sparta Pk using permanent concrete curb within the existing asphalt pavement. Include new LED luminaires with new signal.	Mid Term	66	3

*Note: Where projects received the same score as other projects, they share the same rank ID.

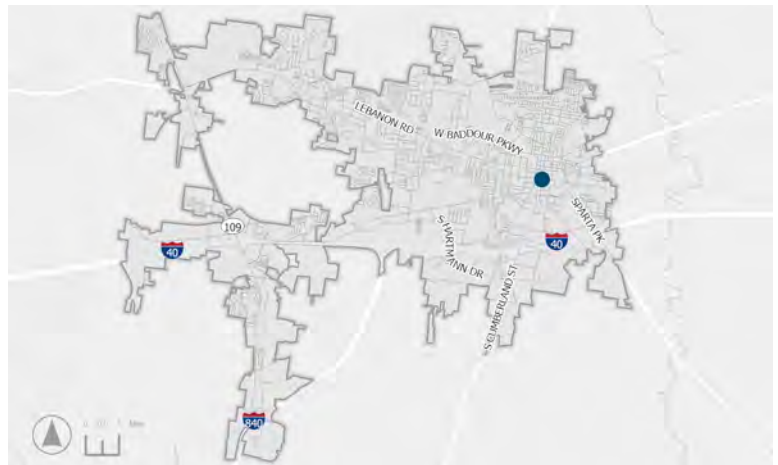
FOCUS INTERSECTION [#8] - S. COLLEGE STREET & E. SPRING STREET

CRASH HISTORY

Crash Type	Fatal	Serious Injury	Minor Injury	Possible Injury	Property Damage	Total	Percent of Total
Angle	0	0	0	1	0	1	25.0%
No Collision with Vehicle	1	0	0	0	0	1	25.0%
Unknown	0	0	0	0	2	2	50.0%
Total	1	0	0	1	2	4	100.0%
% of Severity	25.0%	0.0%	0.0%	25.0%	50.0%	//	100.0%

ENGAGEMENT SUMMARY

- Complaints of poor lighting in vicinity of intersection
- Sight distance issues south of intersection
- Desire for more traffic enforcement, street lighting



INFRASTRUCTURE DEFICIENCIES

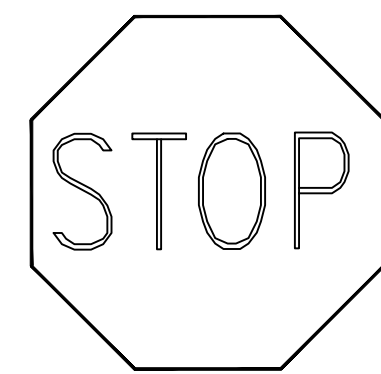
- Insufficient pedestrian facilities (crosswalks and ramps)
- Poor sight distance for southbound and northbound traffic
- Potential for high vehicular speeds



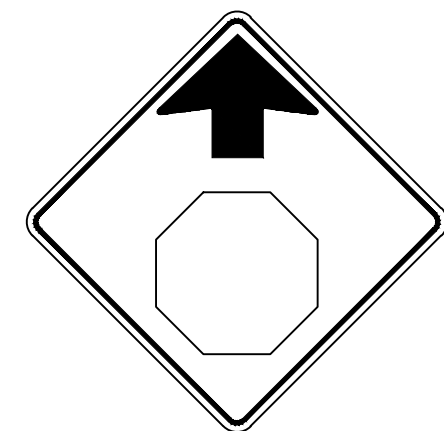
S. College St and E. Spring St, looking south

MARKING ABBREVIATIONS
 SSWL - SINGLE SOLID WHITE LINE
 DSYL - DOUBLE SOLID YELLOW LINE
 6" UNLESS OTHERWISE SPECIFIED

**TRAFFIC SIGNS
(NEW)**



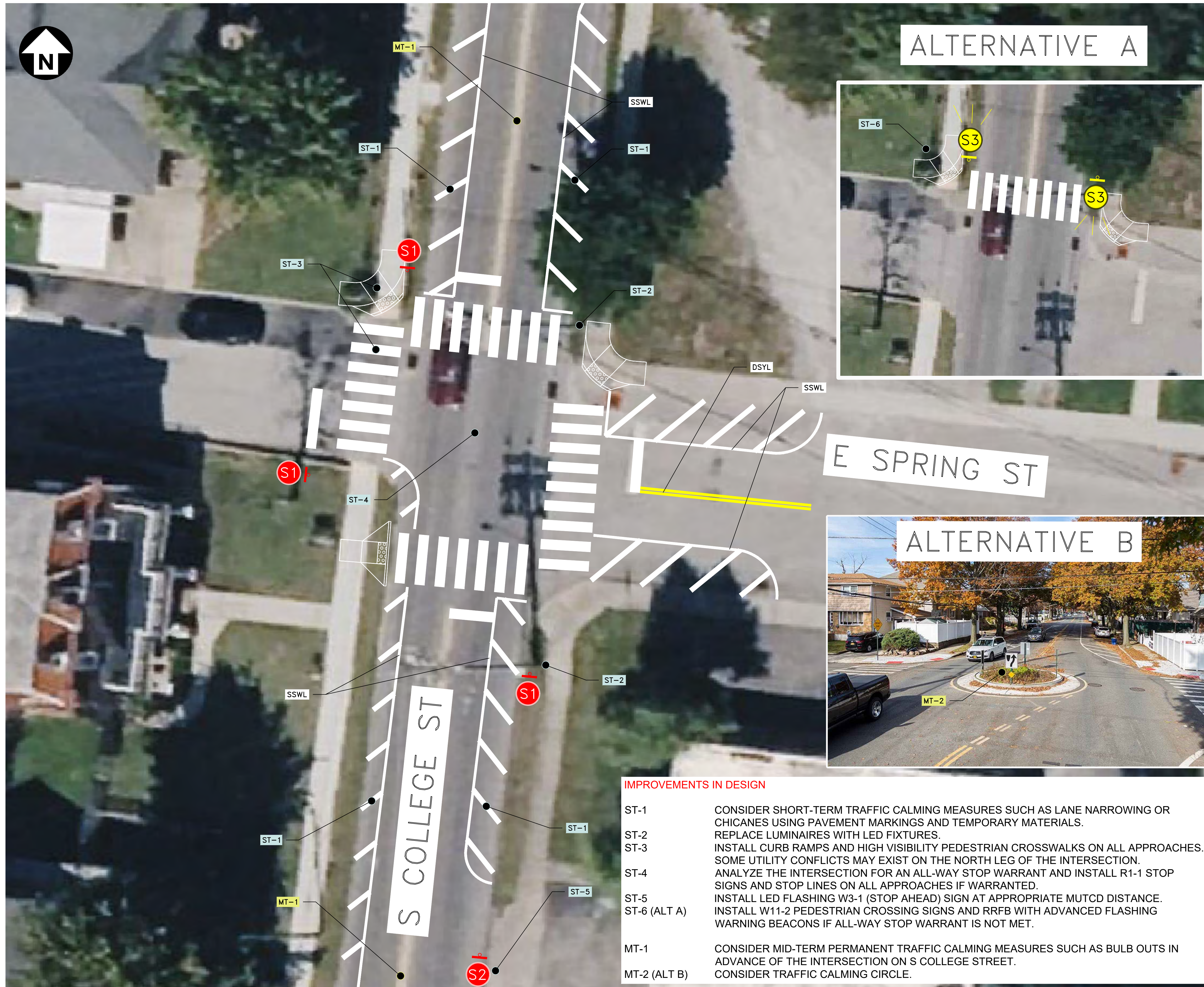
R1-1
36"x36"
SIGN (S1)



W3-1
30"x30"
SIGN (S2)



W11-2
36"x36"
SIGN (S3)



IMPROVEMENTS IN DESIGN

- ST-1 CONSIDER SHORT-TERM TRAFFIC CALMING MEASURES SUCH AS LANE NARROWING OR CHICANES USING PAVEMENT MARKINGS AND TEMPORARY MATERIALS.
- ST-2 REPLACE LUMINAIRES WITH LED FIXTURES.
- ST-3 INSTALL CURB RAMP AND HIGH VISIBILITY PEDESTRIAN CROSSWALKS ON ALL APPROACHES. SOME UTILITY CONFLICTS MAY EXIST ON THE NORTH LEG OF THE INTERSECTION.
- ST-4 ANALYZE THE INTERSECTION FOR AN ALL-WAY STOP WARRANT AND INSTALL R1-1 STOP SIGNS AND STOP LINES ON ALL APPROACHES IF WARRANTED.
- ST-5 INSTALL LED FLASHING W3-1 (STOP AHEAD) SIGN AT APPROPRIATE MUTCD DISTANCE.
- ST-6 (ALT A) INSTALL W11-2 PEDESTRIAN CROSSING SIGNS AND RRFB WITH ADVANCED FLASHING WARNING BEACONS IF ALL-WAY STOP WARRANT IS NOT MET.
- MT-1 CONSIDER MID-TERM PERMANENT TRAFFIC CALMING MEASURES SUCH AS BULB OUTS IN ADVANCE OF THE INTERSECTION ON S COLLEGE STREET.
- MT-2 (ALT B) CONSIDER TRAFFIC CALMING CIRCLE.

FILE NO.	24_2403860
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DESIGNED BY:	MAT
DRAWN BY:	KSR
CHECKED BY:	BJT

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DATE:	



**LEBANON SS4A
ROADWAY SAFETY
ACTION PLAN**

SOUTH COLLEGE STREET
AT EAST SPRING STREET

SCALE: 1"=10'

SHEET 1

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FOCUS INTERSECTION [#8] - S. COLLEGE STREET & E. SPRING STREET

RECOMMENDED SAFETY COUNTERMEASURES

Project ID	Location	Description	Timeframe	Score	Rank*
ST1	S. College St (SR 266) and E. Spring St	Consider short-term traffic calming measures such as lane narrowing or chicanes using pavement markings and temporary materials.	Short Term	89	1
ST2		Replace luminaires with LED fixtures.	Short Term	88	2
ST4		Analyze the intersection for an all-way stop warrant and install R1-1 stop signs and stop lines on all approaches if warranted.	Short Term	85	3
ST5		Install LED flashing W3-1 (Stop Ahead) sign at appropriate MUTCD distance.	Short Term	85	3
ST-6 (AltA)		Install W11-2 pedestrian crossing signs and RRFB with advanced flashing warning beacons if all-way stop warrant is not met.	Short Term	85	3
ST3		Install curb ramps and high visibility pedestrian crosswalks on all approaches. Some utility conflicts may exist on the north leg of the intersection.	Short Term	84	4
MT-2 (AltB)		Consider traffic calming circle.	Mid Term	79	5
MT-1		Consider mid-term permanent traffic calming measures such as bulb outs in advance of the intersection on S. College St.	Mid Term	79	5

*Note: Where projects received the same score as other projects, they share the same rank ID.

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APPENDIX D

SS4A SELF-CERTIFICATION WORKSHEET



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All applicants should follow the instructions in the NOFO to correctly apply for a grant. See the [SS4A website](#) for more information.

Table 1 of the [SS4A NOFO](#) describes [seven components of an Action Plan](#), which correspond to the questions in this worksheet. Applicants should use this worksheet to determine whether their existing plan(s) contains the required components to be considered an eligible Action Plan for SS4A.

This worksheet is required for all SS4A **Implementation Grant** applications and any **Planning and Demonstration Grant applications to conduct Supplemental Planning/Demonstration Activities only**. Please complete the form in its entirety, do not adjust the formatting or headings of the worksheet, and upload the completed PDF with your application.

Eligibility

An Action Plan is considered eligible for an SS4A application for an Implementation Grant or a Planning and Demonstration Grant to conduct Supplemental Planning/Demonstration Activities if the following two conditions are met:

- You can answer "YES" to Questions **3, 6, and 8** in this worksheet; *and*
- You can answer "YES" to **at least three of the five remaining** Questions, **1, 2, 4, 5, and 7**.

If both conditions are not met, an applicant is still eligible to apply for a Planning and Demonstration Grant to fund the creation of a new Action Plan or updates to an existing Action Plan to meet SS4A requirements.

Applicant Information

Lead Applicant: _____

UEI: _____

Action Plan Documents

In the table below, list the relevant Action Plan and any additional plans or documents that you reference in this form. **Up to three plans or documents may be included**. Please provide a hyperlink to any documents available online or indicate that the Action Plan or other documents will be uploaded in Valid Eval as part of your application. Note that, to be considered an eligible Action Plan for SS4A, the plan(s) coverage must be broader than just a corridor, neighborhood, or specific location.

Document Title	Link	Date of Most Recent Update



Action Plan Components

For each question below, answer "YES" or "NO." If "YES," list the relevant plan(s) or supporting documentation that address the condition and the specific page number(s) in each document that corroborates your response. This form provides space to reference multiple plans, but please list only the most relevant document(s).

1. Leadership Commitment and Goal Setting

Are **BOTH** of the following true?

- A high-ranking official and/or governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries; and
- The commitment includes either setting a target date to reach zero OR setting one or more targets to achieve a reduction in roadway fatalities and serious injuries by a specific date.

YES

NO

Note: This may include a resolution, policy, ordinance, executive order, or other official announcement from a high-ranking official and the official adoption of a plan that includes the commitment by a legislative body.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

2. Planning Structure

To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?

YES

NO

Note: This should include a description of the membership of the group and what role they play in the development, implementation, and monitoring of the Action Plan.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)



3. Safety Analysis

Does the Action Plan include **ALL** of the following?

- Analysis of existing conditions and historical trends to provide a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location(s) of crashes, the severity, contributing factors, and crash types;
- Analysis of systemic and specific safety needs, as needed (e.g., high-risk road features or specific safety needs of relevant road users); and,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.

YES

NO

Note: Availability and level of detail of safety data may vary greatly by location. The [Fatality and Injury Reporting System Tool \(FIRST\)](#) provides county- and city-level data. When available, local data should be used to supplement nationally available data sets.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

4. Engagement and Collaboration

Did development of the Action Plan include **ALL** of the following activities?

- Engagement with the public and relevant stakeholders, including the private sector and community groups;
- Incorporation of information received from the engagement and collaboration into the plan; and
- Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

YES

NO

Note: This should include a description of public meetings, participation in public and private events, and proactive meetings with stakeholders.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)



5. Policy and Process Changes

Are **BOTH** of the following true?

- The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and
- The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

YES

NO

Note: This may include existing and/or recommended Complete Streets policy, guidelines for community engagement and collaboration, policy for prioritizing areas of greatest need, local laws (e.g., speed limit), design guidelines, and other policies and processes that prioritize safety.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

6. Strategy and Project Selections

Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, with information about time ranges when projects and strategies will be deployed, and an explanation of project prioritization criteria?

YES

NO

Note: This should include one or more lists of community-wide multi-modal and multi-disciplinary projects that respond to safety problems and reflect community input and a description of how your community will prioritize projects in the future.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)



7. Progress and Transparency

Does the plan include **BOTH** of the following?

YES

- A description of how progress will be measured over time that includes, at a minimum, outcome data.
- The plan is posted publicly online.

NO

Note: This should include a progress reporting structure and list of proposed metrics.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

8. Action Plan Date

Was at least one of your plans finalized and/or last updated between 2020 and June 26, 2025?

YES

NO

Note: Updates may include major revisions, updates to the data used for analysis, status updates, or the addition of supplemental planning documents, including but not limited to an ADA Transition Plan, one or more Road Safety Audits conducted in high-crash locations, or a Vulnerable Road User Plan.

If "YES," please list your most recent document, date of finalization, and page number(s) that corroborate your response.

Document Title	Date of Most Recent Update	Page Number(s)

