



WILLIAMSON COUNTY, TENNESSEE

Greenways Plan

**ENGAGEMENT WINDOW 1 EXECUTIVE
SUMMARY**

DESIGNWORKSHOP

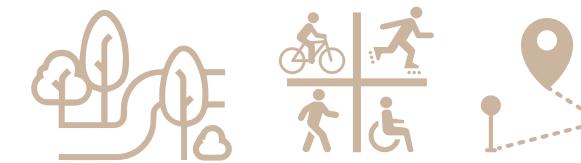
Engagement Window 1

Engagement Window 1 of the Williamson County Greenways Plan marked the first phase of public collaboration, conducted between December 2024 and June 2025. Its purpose was to introduce the planning process, gather input, and lay the groundwork for future engagement. This window aimed to raise awareness about the Safe Streets for All (SS4A) grant-funded initiative, define greenway components, and understand the community's preferences for greenway types and destinations. Engagement efforts included Advisory Committee meetings, an in-person workshop, and an online survey, supplemented by promotional outreach like fliers, pocket cards, and yard signs. The process focused on collecting broad input while setting the stage for the next two engagement windows, which will present greenway alternatives and recommendations for implementation and phasing.

The comprehensive outreach efforts of Engagement Window 1 yielded substantial participation. More than 75 county residents attended the first public workshop, demonstrating strong local interest in greenways. The online survey generated even broader participation with more than 1,700 people contributing their input and feedback, indicating significant community investment in the project's success and outcomes.



Williamson County Greenways: Survey 1



Open date: March 17, 2025

Close date: May 30, 2025

Total responses collected: 1,705

Survey 1 was designed to establish a comprehensive baseline understanding of Williamson County residents and their relationship with the existing greenway system. The survey examined residents' current usage patterns of the existing county greenway system and identified their priorities for greenway benefits and overall goals. Additionally, it gathered data on residents' preferences for improved connectivity throughout the county, specifically focusing on unincorporated areas and which destinations they would most value accessing via greenways.

The survey also served to clearly define the greenway project parameters, explain the significance and purpose of the planning process, and outline how the resulting plan will benefit Williamson County. It informed residents that this planning effort is funded through the federal Safe Streets for All (SS4A) grant program. This foundational survey provides essential data to guide the development of a greenway system that truly serves the needs and priorities of Williamson County.

Strong Public Interest in Greenways

Nearly **85% of respondents** already use greenways in Williamson County at least occasionally

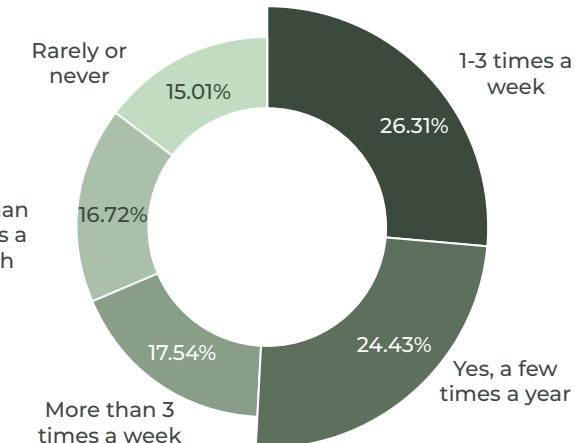
Williamson County Greenways: Survey 1 Takeaways

Participant Location (Q1-Q2)

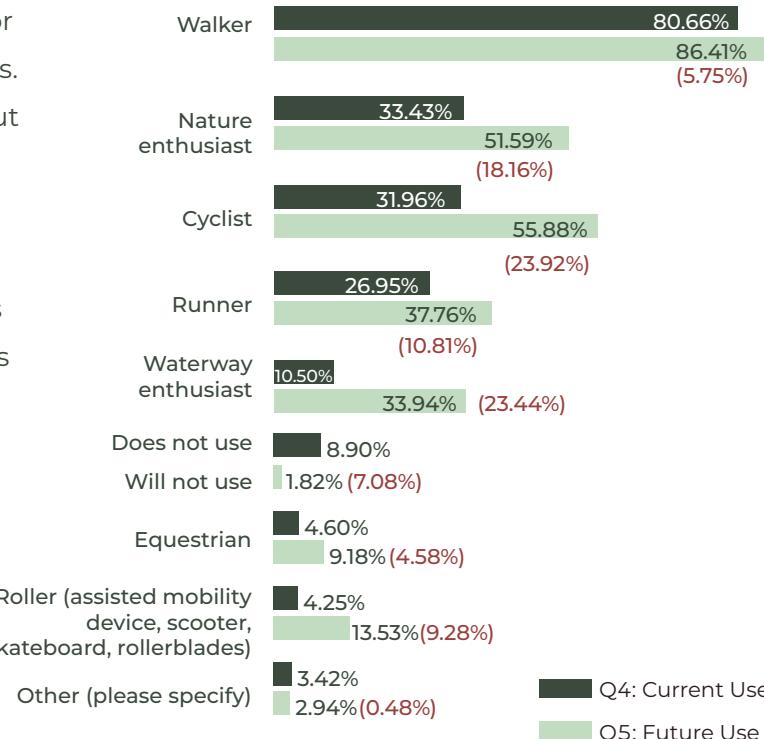
Most respondents live in municipal areas of Williamson County, with the largest participation from **Franklin (41.8%)** and **Brentwood (22.8%)**. Approximately 97% of ZIP code entries were located within the county, indicating strong local engagement. However, residents in unincorporated areas were underrepresented, suggesting the need for broader outreach in those communities.

Greenway Types & User Groups (Q3-5)

About **61%** of respondents use greenways **at least occasionally**, with **26%** using them **weekly or more**. Walking is the most common activity, reported by over 80% of users, followed by nature viewing, running, and cycling. Barriers to use included lack of nearby access, insufficient connectivity, and limited awareness of existing greenways.

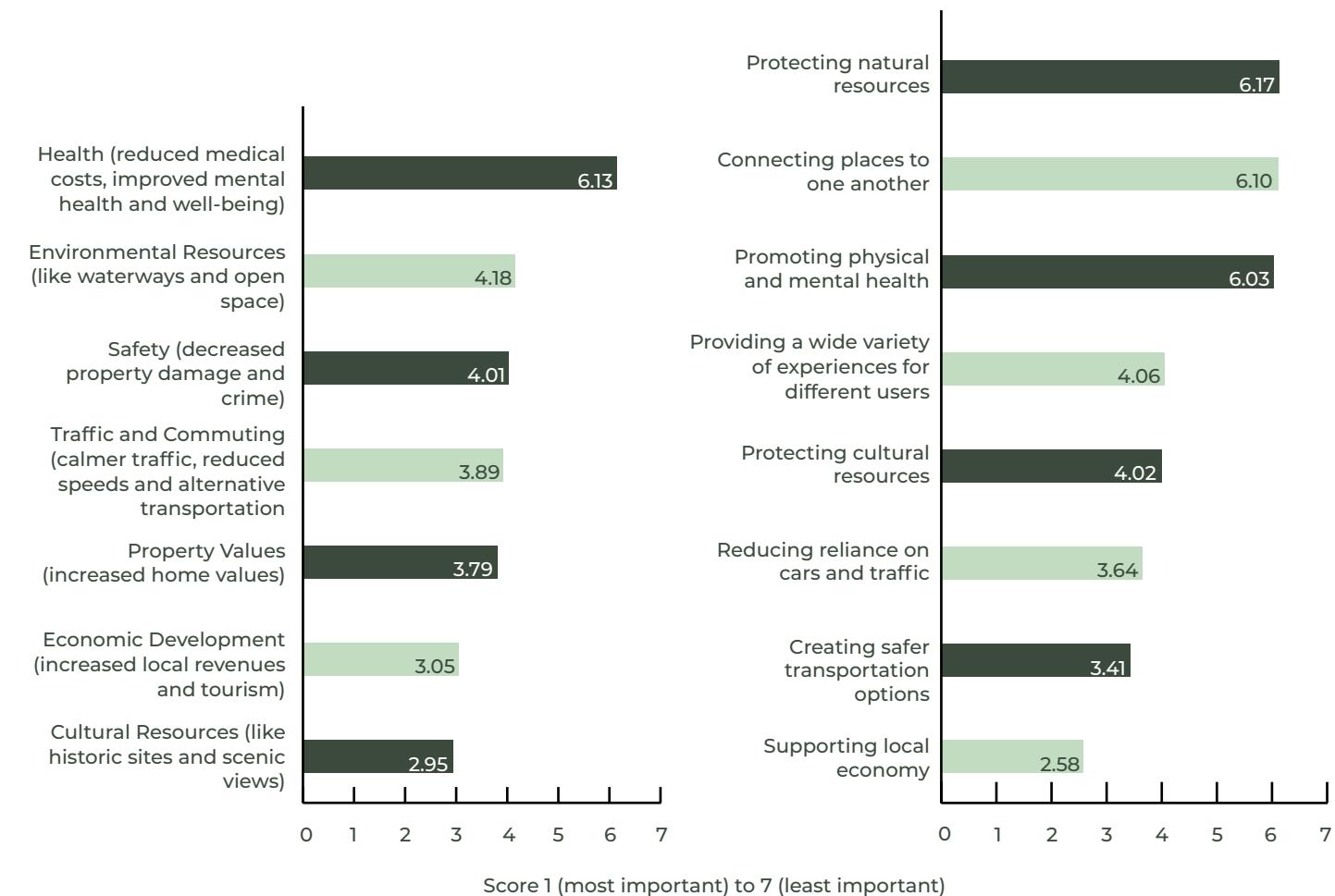


Future use responses showed a strong desire for expanded and diversified greenway experiences. **Walking remained the top anticipated use**, but cycling, nature exploration, and roller activities (like scooters and skateboards) all showed significant growth potential. Open-ended responses emphasized interest in greenways as transportation corridors and safe, shaded routes for family and recreational use.



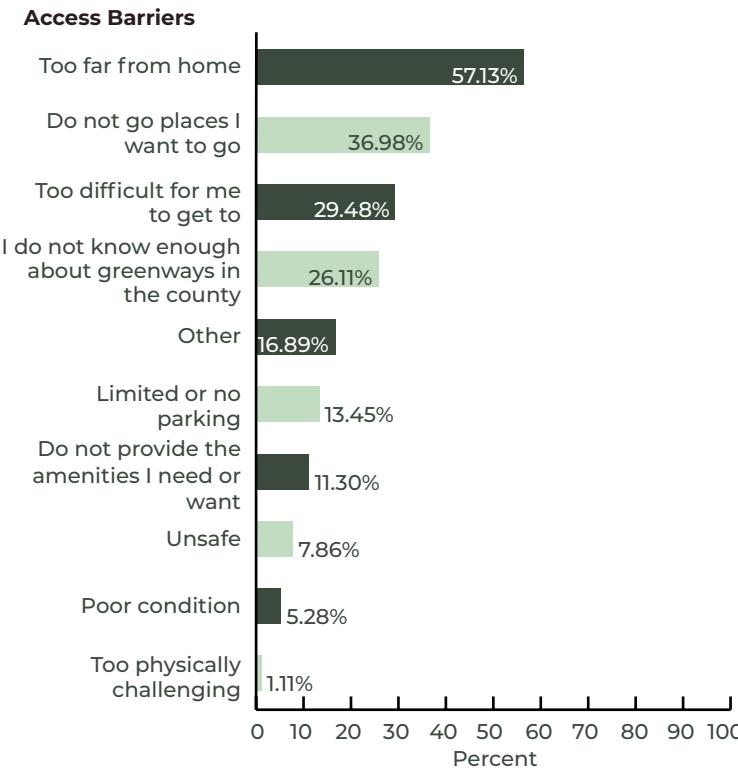
Benefits of Greenways (Q6-Q7)

Residents identified **health benefits as the most important reason to invest in greenways**, followed by environmental preservation and community safety. When ranking project goals, the top three were protecting natural resources, connecting destinations, and promoting physical and mental health. Economic development and cultural enrichment were ranked lowest, showing the community prioritizes well-being and conservation.

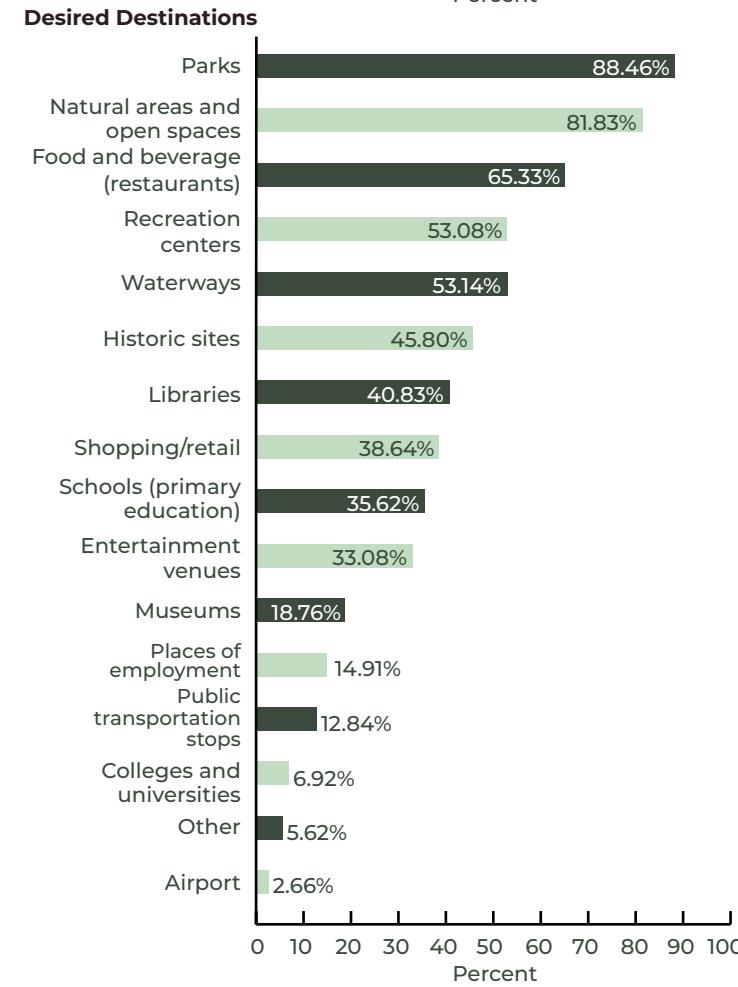


Greenway Access & Destinations (Q8-Q9)

The most common barriers to using greenways were distance from home (57%), lack of connectivity (37%), and difficulty accessing trails (29%), with nearly a quarter of respondents unaware of existing greenways. Cross-tabulated data showed that adults aged 35–54 and larger households with four or more people consistently reported the highest rates of access-related barriers, while older adults cited safety and physical limitations more frequently. Moderate users (1–3 times per week) encountered the highest rates of infrastructure and safety issues, suggesting that enhancing trail access and connectivity could significantly improve use among regular visitors.

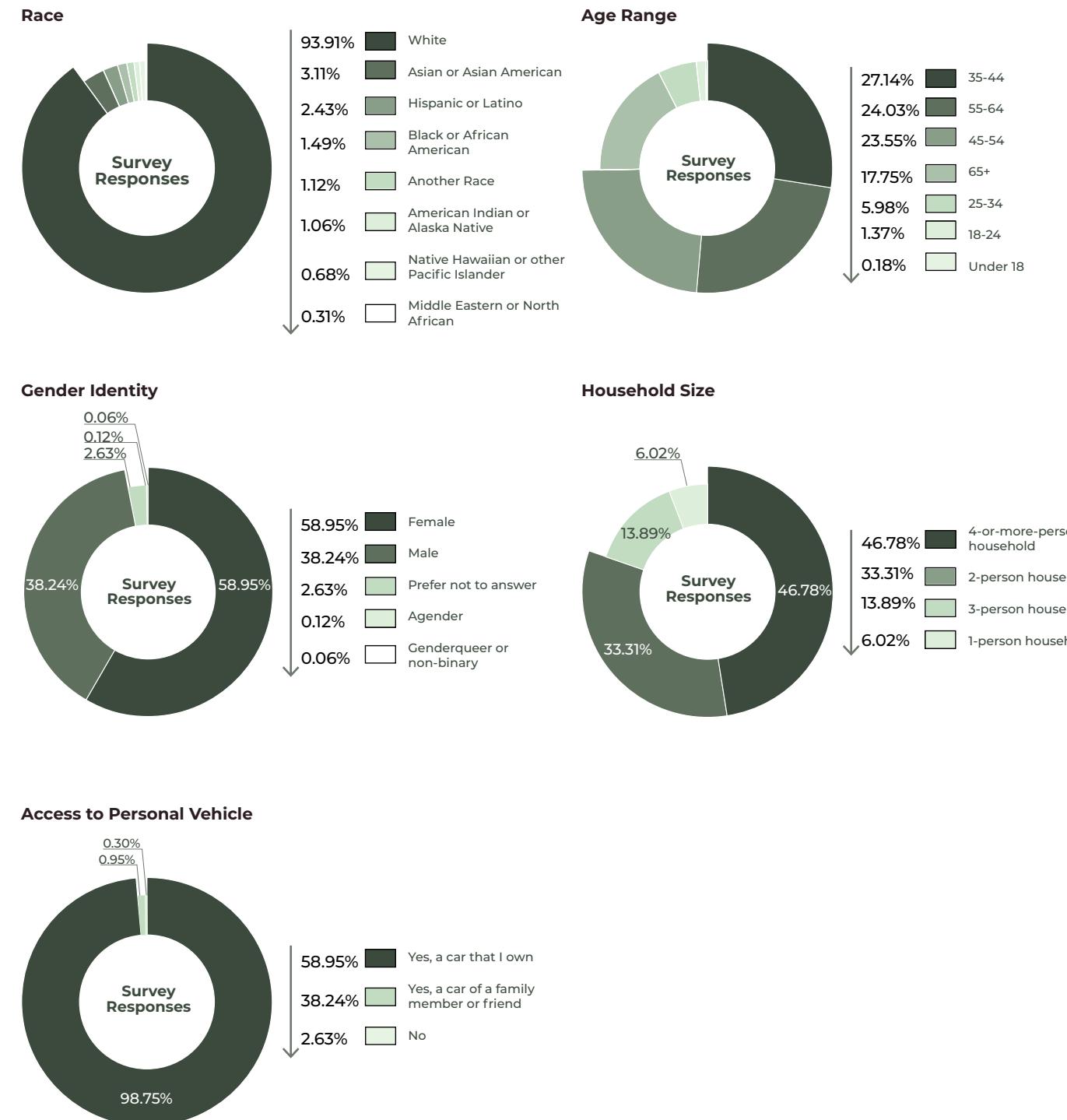


Respondents overwhelmingly expressed interest in using greenways to access parks (88%), natural areas (82%), and food and beverage destinations (65%), indicating a strong recreational and lifestyle orientation for future trails. Cross-tabulated results revealed that working-age adults (35–54) were the most engaged across all destination types, especially for schools, parks, and recreational facilities. Larger households (4+ members) had the strongest preference for destinations like schools, colleges, and places of employment, while single-person households showed lower engagement across all categories. Overall, the data suggests that greenways are seen as essential for connecting neighborhoods with outdoor spaces, local amenities, and family-friendly destinations, particularly by active families and middle-aged residents.



Demographics (Q10-Q14)

The survey skewed toward middle-aged to older, White, and car-owning residents, with 94% identifying as White, 75% aged 35–64, and 99% having access to a personal vehicle. Larger households (4+ people) were overrepresented, while single-person households, youth under 18, and minority groups were significantly underrepresented. This represents an opportunity to connect and learn from these underrepresented groups during future engagement windows to better reflect the county's full diversity.



Williamson County Greenways: Workshop 1



When: March 26 and March 27, 2025

Locations Trinity Elementary School Cafeteria and Hillsboro-Leiper's Fork Community Center

Public workshops were held on March 26, 2025, at Trinity Elementary School and March 27, 2025, at the Hillsboro-Leiper's Fork Community Center to shape a vision for the Williamson County Greenways Plan. The meeting served to gauge what the public is most looking forward to for the greenways plan and their greatest concerns. Community members were invited to participate between 6:30-8:00pm each day to view project materials, speak with County Staff and the consultant team, and provide feedback. The goals of the public workshop were:

- Introduce the countywide multi-modal greenway planning process
- Explain project funding requirements and project definitions
- Share case studies and initial site assessment of existing county conditions
- Present draft project goals
- Gather input on preferences for potential greenway destinations, access points, and experiences that can be provided by the countywide greenways plan

Workshop 1 Materials

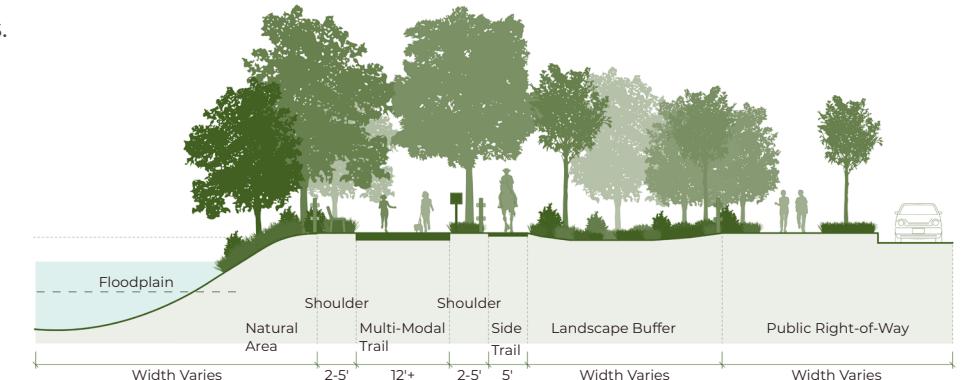
View the informational and activity boards [\[linked here\]](#) from Workshop 1.

Station 1: About the Project

Station 1 provided a description of the priorities and goals the plan seeks to accomplish, specified what the project *is*—a **countywide, multi-modal greenway planning effort** focused primarily on unincorporated areas—and what it is *not*—a **construction project or a fixed design plan**. It outlined the planning process, clarified goals, and emphasized community involvement and compliance with federal SS4A grant requirements.

Station 2: What are Greenways

Station 2 shared established definitions for multi-modal pathways, resource corridors, and greenways, and offered typical greenway section graphics for public comment. Participants showed strong support for greenway connectivity and multi-modal design elements, while raising important concerns about trail surface materials, advocating for crushed limestone surfaces over full pavement to better accommodate multi-modal users.



Station 3: Benefits of Greenways

Station 3 provided examples of implemented greenways around the country to demonstrate benefits in the categories of economic development, health, property values, safety, traffic, and community.



Station 4: State of Greenways in Williamson

Station 4 provided attendees with a baseline understanding of existing trail types and the landscape factors influencing greenway planning. It explained the distinctions between **greenways (paved, multi-use trails)** and other trail types, including walking paths, hiking trails, mountain biking trails, equestrian trails, and blueway (water) trails. The station also shared key geographic data, such as slope, elevation, and hydrology, that can influence where and how greenways are developed. This station helped the public understand the opportunities and constraints shaping future trail connections.

Station 5: Greenway Funding & Strategies

Station 5 sought to inform the public about typical funding and implementation methods of greenways.

Funding Sources:



Implementation Strategies

- Fee Simple Acquisition
- Purchase Option
- Easements
- Land Leases
- Donations
- Life Estates
- New Development Incentives
- Existing Public Land
- Public Rights-of-Way
- Partnerships

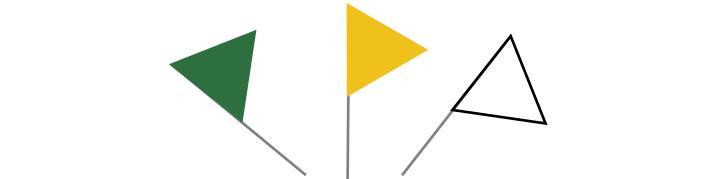
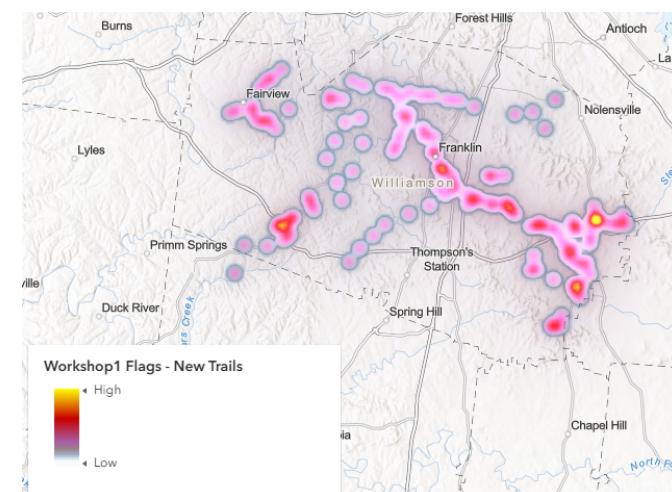
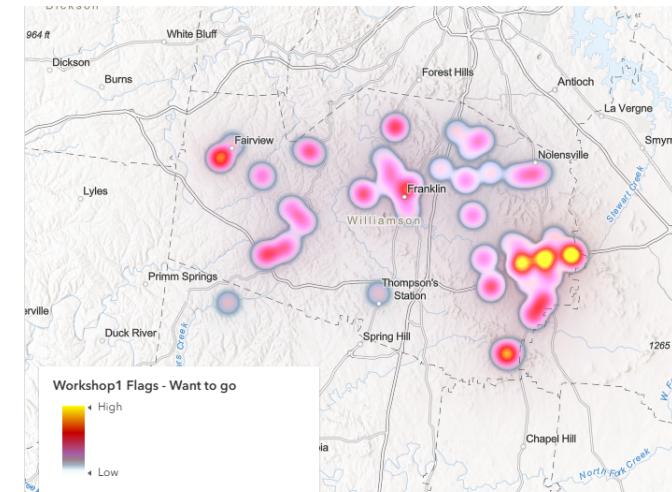
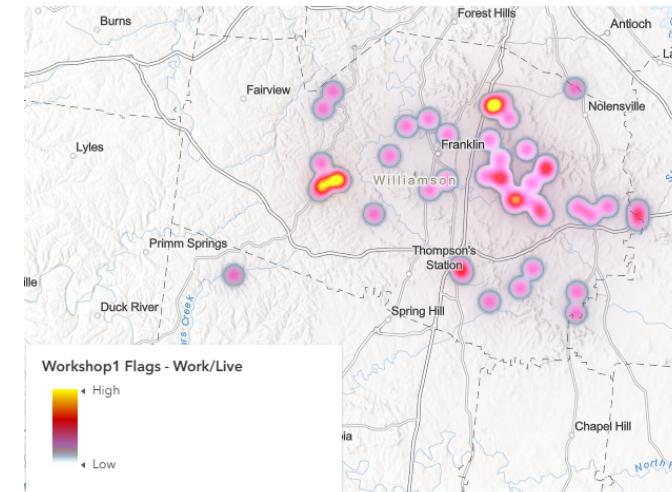
Station 6: Destinations & Experiences

Station 6 collected votes from participants on the most desirable destinations and experiences potentially accessed via the greenway plan to aid prioritization. Input from this station reveals strong community interest in connecting to natural and recreational spaces, with natural areas/open spaces, parks, and waterways receiving the most support. Historic sites and food & beverage locations also ranked highly, while shopping and employment destinations were the lowest priority.



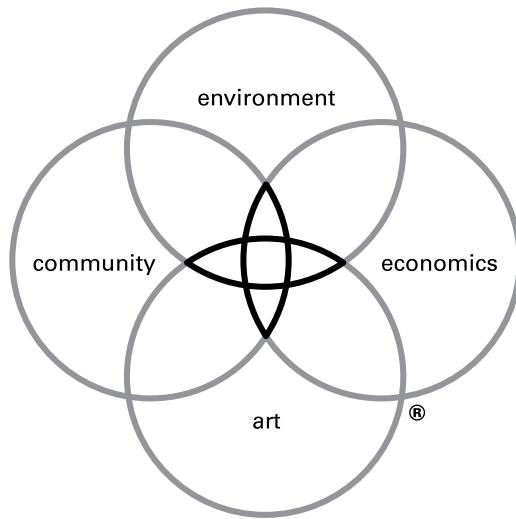
Station 7: Opportunities Mapping

Station 7 invited community members to participate in an opportunities mapping activity to share their ideas for potential greenway routes and connectivity improvements. The following heat maps demonstrate community preferences shared by workshop participants who identified where they live or work, desired destinations and opportunities for connectivity improvement.



Green flags represented where participants live or work, yellow flags represented desired destinations or places where participants want to go, and white flags represented where participants would like to see connectivity improvements.





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