



FRANKLIN
GREENWAY AND OPEN SPACE MASTER PLAN

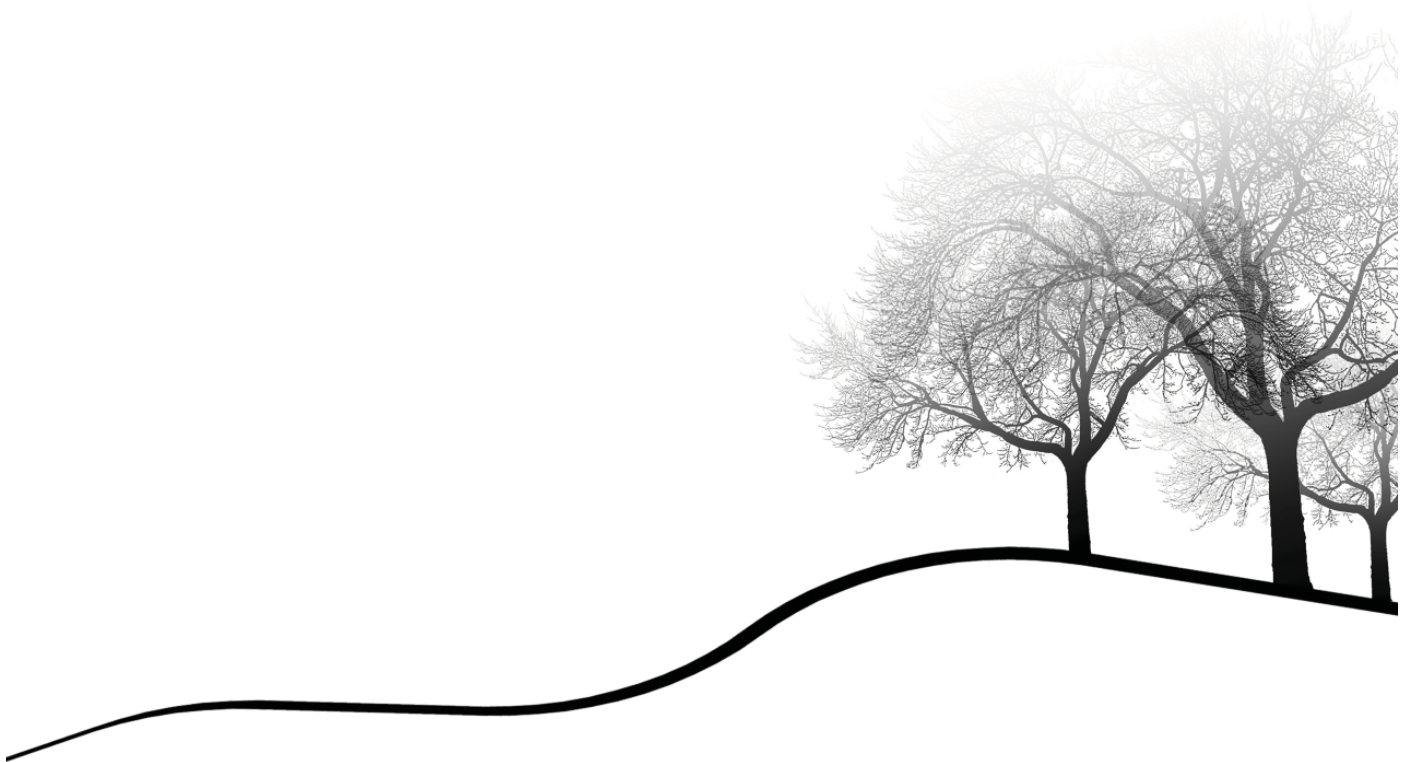


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GREENWAY AND OPEN SPACE MASTER PLAN

Adopted January 2010



HISTORIC
FRANKLIN
TENNESSEE



ACKNOWLEDGEMENTS

CBA, Inc. and LandDesign, Inc. would like to express our appreciation to those individuals who gave their time, knowledge and assistance in the development of the Greenways and Open Space Master Plan.

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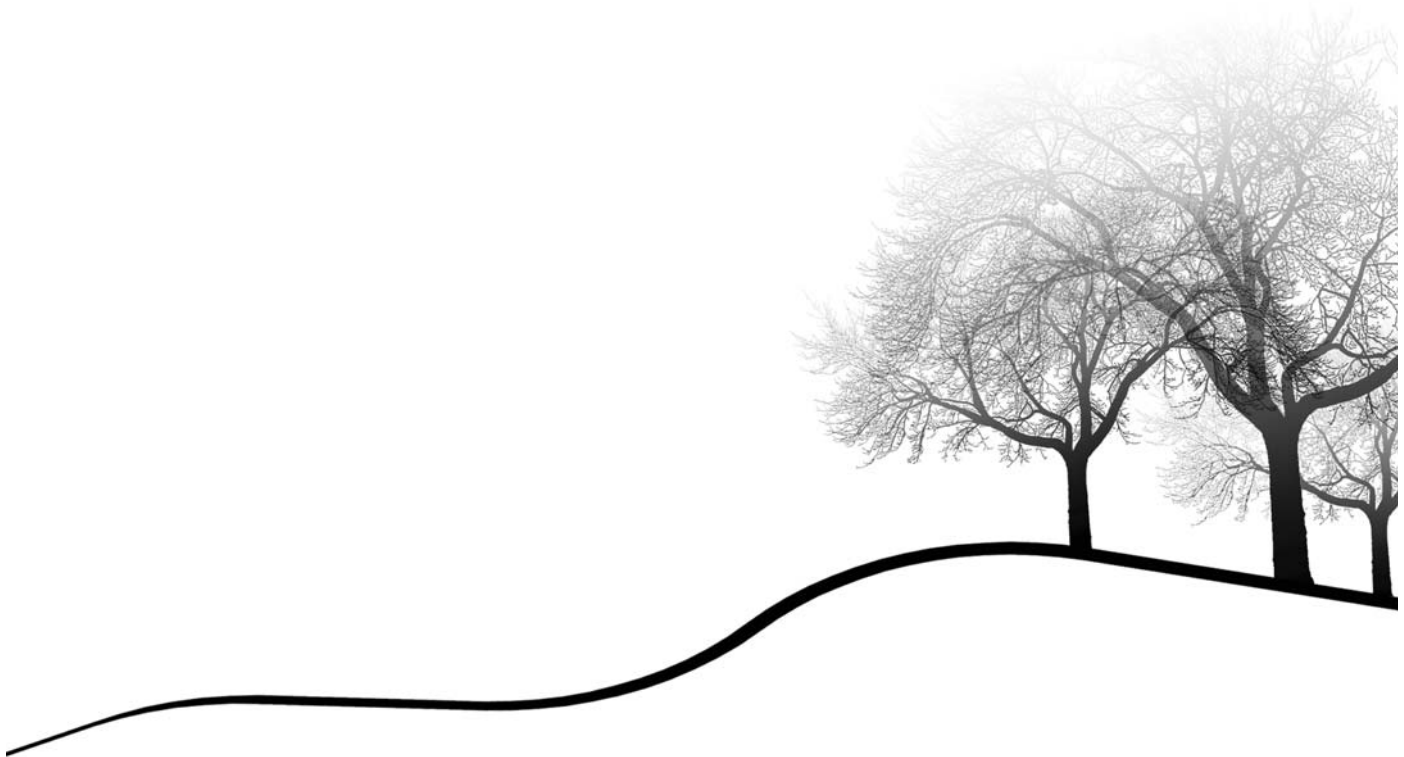
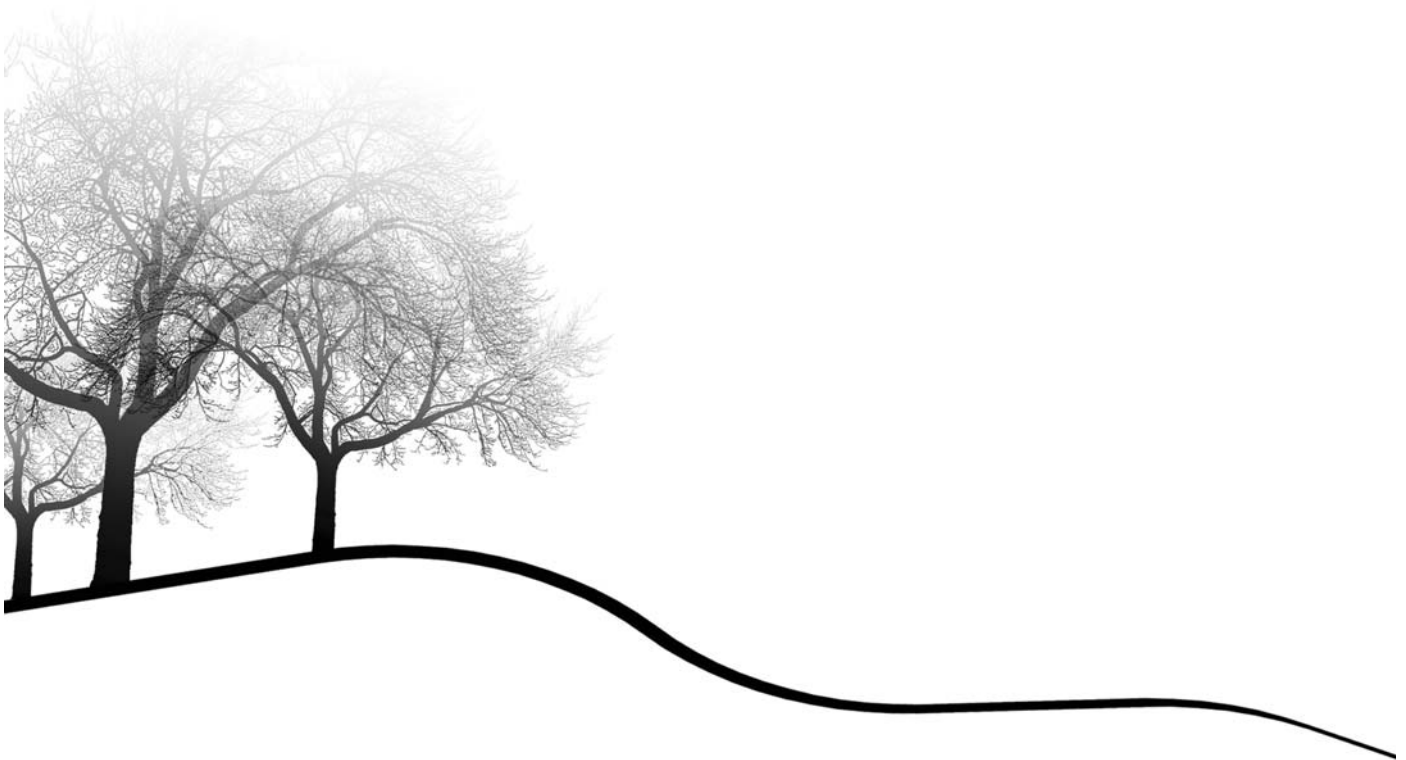


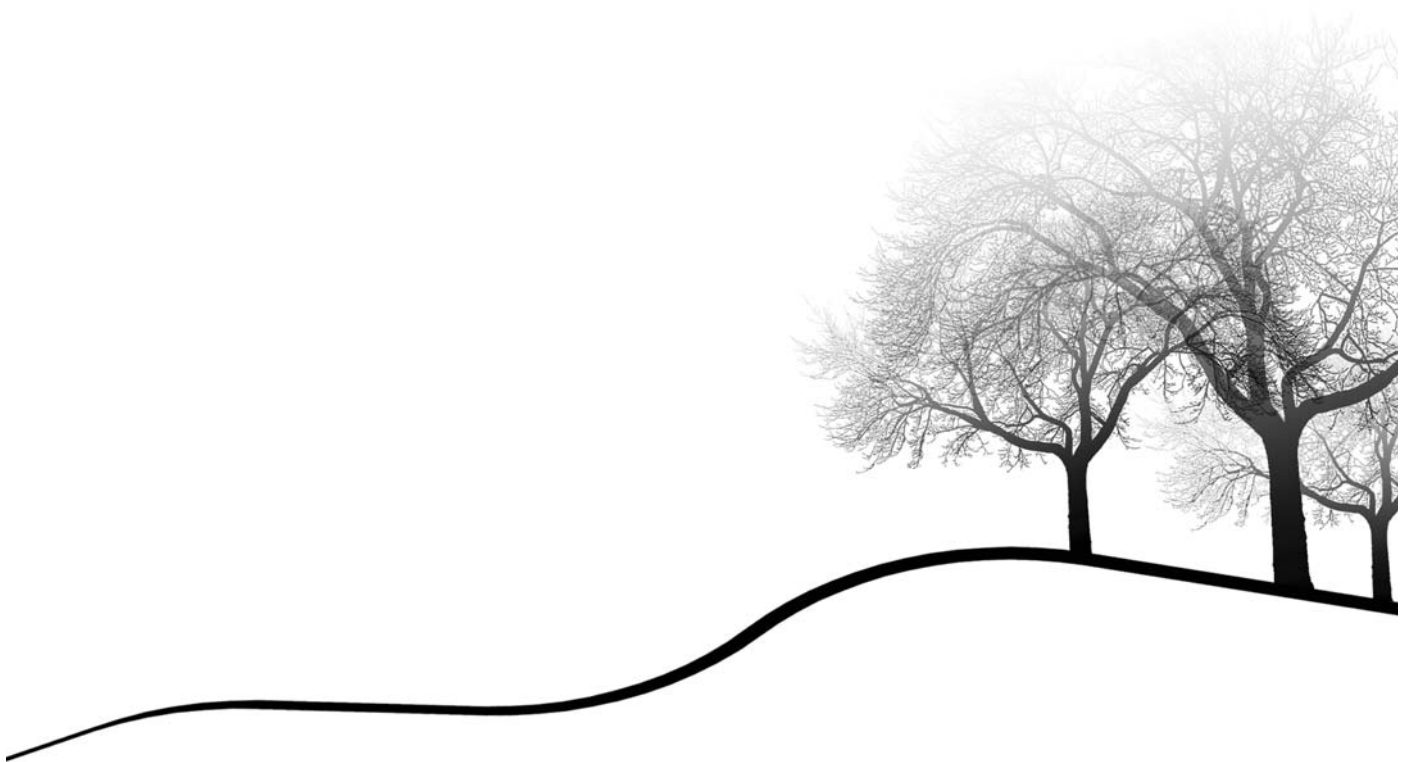
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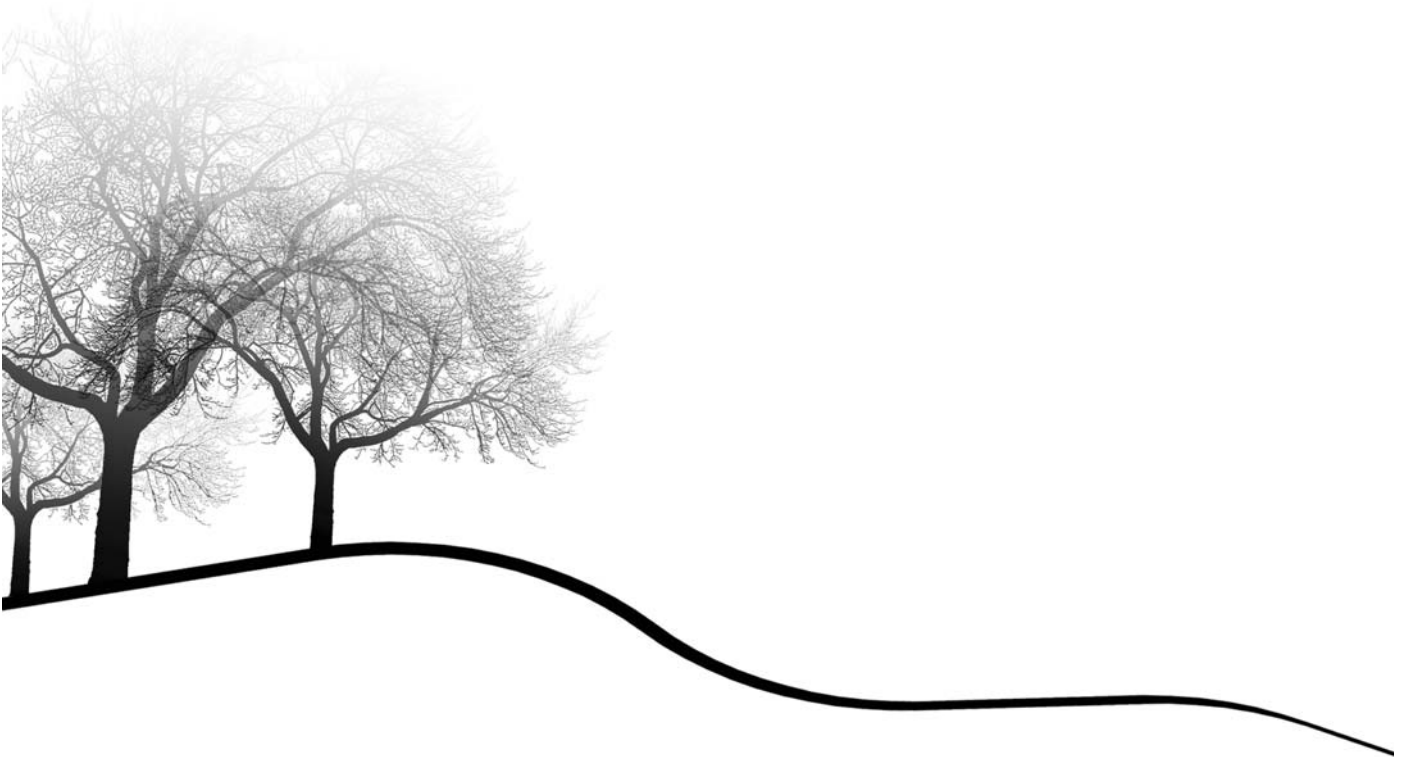
APPENDIX ITEMS

Exhibits

Framework Plan.....	X
Greenways Master Plan.....	X
Central Franklin Primary Routes.....	X
Greenways and Open Space Matrix.....	X
Future Open Space Plan.....	X
Option A: Harlinsdale / Bicentennial / High School Connection.....	X
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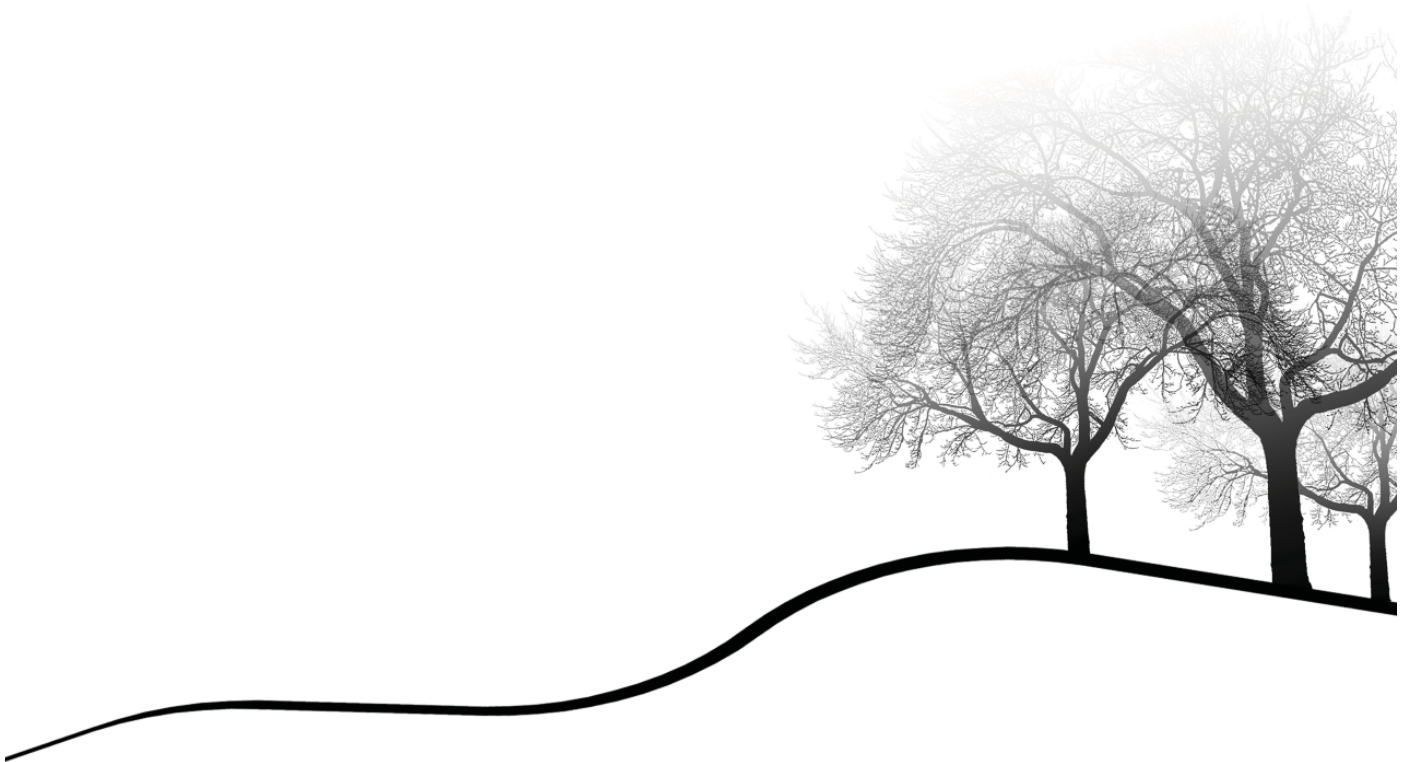
Other

- Public Meeting notes/minutes
- Public notices
- Agendas
- Master Plan Completion Schedule
- Pertinent internet links:City of Franklin Website, Zoning Ordinances
- DVD or CD
- Powerpoint presentations
- Photos
- Reports & Works Cited



What is a *Greenway*?

"A greenway is a linear open space established along either a natural corridor, right of way or landscaped course for pedestrian or bicycle passage".



INTRODUCTION

In keeping with their goal to become one of the top 25 sustainable cities in the country, the City of Franklin, Tennessee identified the need to expand their existing guiding principles relating to environmental sustainability by utilizing their existing open space and greenways, other trails and public right-of-ways within their Urban Growth Boundary. The city embarked on a 10-month planning process to prepare a master plan to guide the development of a community wide, greenway/pedestrian/open space network plan.

PURPOSE

The purpose of the greenway and open space plan is to serve as a guide for incorporation of new and existing pedestrian facilities as vacant property is developed and current plans are implemented. A primary goal of the community, as identified in the City of Franklin Parks Department's outline of 5-year Performance Measures for Green Initiatives, states the need to "establish a local Greenway / Open Space Master Plan for the City and entire Urban Growth Boundary to identify natural characteristics to preserve, protect, and shape future development patterns and environmentally sustainable practices as a priority". Other priorities are further outlined and described in the Sustainable Community Action Plan and the Municipal Services Plan, available for review at the city's website: <http://www.franklintn.gov/livegreen/> and in the Appendix section of this report.

The secondary goal of the study was the preparation of a phased implementation plan for development of a contiguous, functional, sustainable, recreational, educational open space and greenway network as an alternative mode of transportation and to provide pedestrian connectivity within the Franklin Urban Growth Boundary.

The process involved significant data collection and review of pertinent reports, surveys, master plans, zoning ordinances, traffic studies and GIS mapping coupled with extensive field reconnaissance efforts.



A community engagement program was developed early in the process. Stakeholders were identified and interviewed and two public meetings were held to garner community-wide input and obtain consensus.

Data collection, field reconnaissance and public input was analyzed and synthesized into the final Open Space and Greenway Plan. The plan identifies existing and proposed alignments for trails, greenways, blueways and bicycle routes. Suggested widths, finishes, surface pavements and alignments were categorized and identified for all proposed routes. Potential opportunities for future open spaces were identified and illustrated as part of the network plan.



Constructed wetlands on the corner of Franklin Rd. and Moores Ln.

As a final step, four options for first-phase implementation were identified and analyzed and a preferred option selected. Preference was based on maximizing the use of existing trails, proximity to downtown Franklin, potential for connectivity between residential neighborhoods, private, commercial and public destinations, available funding and opportunities to implement a variety of trail types to respond to a broad user group.

The Master Plan report as follows:

- summarizes the planning process
- illustrates recommendations for trail and greenway routes, alignments and design standards
- provides the City of Franklin with a tool to be used in conjunction with the current 2008 Zoning Ordinance for determination of appropriate placement, alignment and design for new trails, bike routes, greenways and open space based on new development requests and funding availability
- identifies a comprehensive list of considerations for trail, greenway & bicycle route implementation

Data Collection and Inventory of Existing Conditions

The City of Franklin provided the Planning Team with extensive background information relative to GIS mapping including:

- Master Plans and reports completed and those underway
- 2008 Zoning Ordinance
- Current aerial photography



- 2006 household survey on greenways, open space and parks
- Available demographics
- Proposed development
- Central Franklin Area Plan
- 2003 City of Franklin Bicycle and Pedestrian Plan Update
- Proposed thoroughfare improvements
- Parks Plans

The current Franklin Land Use Plan is an important reference for the greenways and open space planning & implementation. Through application of its guiding principles, the Land Use Plan stresses the need for open space and greenways in Franklin.

Principles include:

- Open-space preservation in concert with environmental protection through the identification of key environmentally sensitive sites
- Connection between an open-space network, neighborhoods, mixed use, office and commercial developments, business districts, parks, schools, historic sites and other neighborhoods.
- Provisions for people and wildlife by linking greenways, also referred to as linear parks or corridors of open space

Other pertinent data collected and reviewed:

- existing utilities
- floodways and floodplains
- soils
- property/boundary lines
- wetlands
- slopes
- inventory of cultural and historic sites
- tourism attractions
- neighboring trail and greenway systems
- mass transit facilities

Additional resources were collected and used as reference and included:

- local requirements
- demographics
- past local and national studies relative to trends, standards, guidelines and impacts on real estate property values and economic development



Interpretive sign at constructed wetlands



Lake at Westhaven



These resources are listed in the Table of Contents in the front of this report and available for review as part of the Appendix section.

Extensive field work was conducted beginning with an initial day-long tour of the City of Franklin and the Urban Growth Boundary. City representatives guided the tour and included visits to existing parks, historic sites, trails, significant commercial and retail areas, housing developments, and sites along the Harpeth River. Subsequently, the Planning Team revisited many of the areas to prepare a photo inventory, collect detailed information on existing conditions, to clarify potential pedestrian connection opportunities and constraints. Roadways, street intersections, setbacks, existing walkways, trails, riparian corridors and tributaries were also identified and photographed for reference purposes.

Particular attention was paid to the location of schools, cultural and historic sites, utility easements, churches, parks, existing trails, commercial and retail facilities. Existing roadways and those slated for improvements were identified for potential inclusion of bikeways and separated, multi-use trails.



Carter House - National Historic Landmark

Market Assessment

A brief market assessment was prepared as a parallel activity to the initial inventory and analysis work.

An initial observation recognized the City of Franklin is in an ideal position to capitalize on the positive recreational and economic benefits associated with an established Greenway and Open Space Plan due to the lack of existing, contiguous trails and greenways, thus creating a blank canvas for a focused, meaningful and creative connectivity planning effort.

Initial observations included:

- Trail / Greenway Developments are engines of economic growth.
 - Adjacent property values rise at an increased rate due to proximity to green edge and trail connections. Buyers desire these amenities
 - Past research and planning in and around Franklin has shown residents strongly desire trails and greenway connections



- Commercial uses along trails become destinations for trail users - Maryville, TN recently landed the corporate headquarters of Ruby Tuesday because the CEO specifically wanted a city with an active network of trails so his employees to use bike and pedestrian transportation
- Users of the new trails and greenways will spend money on and off the trail
- The bicycle industry in the US is thriving as the price of fuel rises
- Trail development has proven to re-energize development in areas with limited connectivity
- Trails are physical and psychological connections that wire the community together. The heart of Franklin - its beautiful downtown - needs the arterial connectivity to its limbs via a comprehensive trail network. Those limbs are the neighborhoods, public facilities (library, schools, etc) and recreation areas (parks, historic sites, etc). Connectivity between downtown, residential neighborhoods and the Cool Springs commercial and retail areas in the long term is critical
- As implementation of the Greenway and Open Space Master Plan occurs, it is important to recognize and consider the following:
 - Leveraging developer activity to fund and/or develop and construct sections of the trails, greenways, bike routes and lanes, based on local approval requirements
 - Trade available non-trail land for easements and acquisition of trail / greenway sections
 - Engagement of a funding manager on a 'contingent' compensation basis to assist with securing and administering funding for future development and implementation

Other benefits for Franklin derived from trail & greenway development:

- Expanding walkability and bicycle routes lessens dependence



The Natchez Trace Parkway Bridge





Example of a multi-use path

- upon the automobile, reduces fuel emissions and expenditure, improves health and encourages safe connectivity between downtown Franklin, surrounding residential neighborhoods, parks, schools, libraries, cultural and historical destinations, office and retail businesses and special events
- If planned, designed and implemented creatively and uniquely, the greenway and trail network could ultimately serve as a major tourism destination for Franklin, offering a multitude of trail and greenway options (greenways, blueways, bicycle routes and multi-use paths.) Incorporation of interpretive education elements and connecting the numerous significant historic destinations are just two ways increased tourism could be achieved

National research shows a strong connection between trails and economic development. The Rails to Trails Conservancy in Washington D.C. reports the following:

- “Trails build strong, economically vital communities. Trails, according to a National Association of Homebuilders study cited by The New York Times, are the number one amenity potential homeowners cite when they are looking at moving into a new community.”
- “Trails provide communities with a valuable amenity that translates into increased housing values. In Indianapolis, for example, the increased property value of trails was more than \$140 million.
- TOD expert Robert Cervero notes that “Studies over the past two decades show average housing value premiums associated with being near a trail....are 6.4 % in Philadelphia, 6.7% in Boston, 10.6% in Portland, 17% in San Diego, 20% in Chicago, 24% in Dallas, and 45% in Santa Clara County.”
- “Builders say having a project on the Katy Trail has become money in the bank. Some builders say there is a 25% premium for having their product back up against the Katy Trail.”
-----Dallas Morning News, December 2006.



Public notice for Greenway and Open Space Plan

Public Input INPUT

To maximize local public input, a variety of methodologies were organized and facilitated by the Planning Team during the process, these included:

- Stakeholder interviews
- Public official interviews



- Advertised Steering Committee Meetings open to the general public
- Advertised Public Presentation Meetings open to the general public
- Establishment of a project specific email address for on-going public input
- Creation of pre-addressed forms for mailing in written comments, questions and concerns
- Posting of notifications, agendas, minutes, planning recommendations and power point presentations on the City of Franklin website for on-going review and comment
- Email notifications from the City to individuals who registered to receive information on upcoming public meetings
- Channel 10 Public Notices
- Posted signs at parks advertising the public meetings

Stakeholder Interviews. On April 20 & 21, 2009 a series of stakeholder interviews was organized and facilitated by the Planning Team. City of Franklin representatives identified a list of stakeholders including local leaders, special interest groups, local government department representatives, citizens, consultants involved in local, similar projects, local developers and solid waste department representatives. For the list of stakeholders and results of these meetings see Appendix -----

First Public Meeting. The first public meeting was held on April 21, 2009. The purpose of the meeting was to introduce the project, planning team, process, the schedule and results of the initial data collection and analysis findings. Participants asked questions, communicated concerns, ideas and spoke with members of the Planning Team and the Steering Committee. One concern expressed on behalf of some residents regarded the planning and implementation of greenways on private property. The Planning Team and Steering Committee members indicated the intent of the plan will be to stay within public property and rights-of-way as much as possible.

Pre-addressed forms were distributed and each participant was encouraged to send further ideas, questions and concerns via mail or email to the Planning Team. Minutes of the public meeting and subsequent comments can be found in Appendix -----.



Second Public Meeting. The second public meeting was held on July 29, 2009. The Primary and Secondary routing plan was presented to the public for their review and input. Trail classifications were also presented indicating locations and types of recommended greenways and trails. Some questions were asked but the plan as presented was publicly accepted.

Pre-addressed forms were also distributed to the audience if questions or concerns arose subsequent to the public meeting. The Planning Team encouraged the public to contact them with any further questions, concerns or input.



Waterfall on the Harpeth River - Lewisburg Pike



*McGavock Confederate Cemetery
Carnton Plantation*

MASTER PLAN DEVELOPMENT

1. Data Collection and Inventory.

The initial step in the process involved collecting available information and extensive field work. Local GIS mapping of the UGB (parks, utilities, roads, vegetation, wetlands, soils, slopes, floodways, floodplains, land uses, cultural destinations, schools, churches, trails) current planning studies, parks plans, reports, proposed developments, transportation projects and public transportation information were collected and analyzed. The Planning Team spent a total of four days in the field noting existing conditions and opportunities for future trails and greenways. Photographs were taken to assist with the inventory of existing conditions and for future reference.

2. Framework Plan.

Subsequent to the data collection and inventory effort, the Planning Team developed an initial framework plan to begin to identify an approach and hierarchy for the development of the Greenway and open Space Master Plan. The GIS mapping of the existing site conditions and attributes were overlaid and analyzed relative to trail and greenways development potential. After extensive deliberation and analysis it was determined the most appropriate, initial development approach would utilize existing and available public property. Existing roadways and associated right-of-ways, public walks, trails and available easements along the Harpeth River and its tributaries served as the “skeletal” framework for the master plan. The approach utilized a strategy similar to the one used for vehicular transportation and thoroughfare planning, by initially identifying primary routing options and following up with recommendations for secondary routing as the collector portion of the system or the “connective tissue”.



Using available public lands for the development of trails and greenways in Franklin will serve to expedite implementation by limiting the need to acquire property. The potential for local, state and federal funding is also maximized.

The framework plan was divided into two categories consisting of primary and secondary routing. Primary routing addressed the potential of utilizing a combination of existing road pavement for bicycle lanes and undeveloped property within the right-of-way for separated multi-use trails, extensions of existing trails and widening of existing walks. See exhibit on page 18A.

The framework plan consisted of the following primary routes:

- Public property bordering the Harpeth River
- Existing Mack Hatcher and proposed plans for extension
- Franklin Road
- Murfreesboro Road (Highway 96)
- Hillsboro Road
- Columbia Avenue
- Cool Springs Boulevard
- Carothers Parkway
- Mallory Lane
- Wilson Pike
- Carters Creek Pike
- Liberty Pike
- McEwen Drive
- Lewisburg Avenue
- Goose Creek Bypass
- Peytonsville Road

Secondary routes were identified and generally consisted of existing collector right-of-ways, wide enough to incorporate or expand bike lanes, bike routes, sidewalks and separated, multi-use trails. Tributary routes were also categorized as potential secondary routes. See exhibit on page 18A.

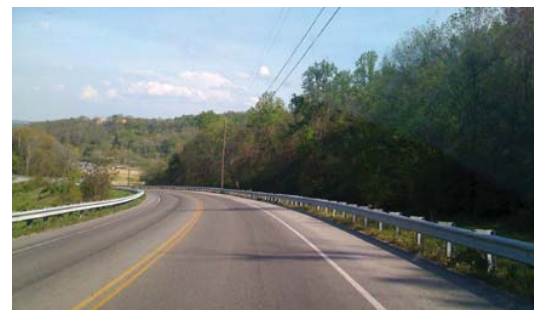
The recommendations for the initial Framework Plan were presented to the Steering Committee for their review and approval. Input was received and modifications were made in anticipation of the next step in the planning process.



Hillsboro Rd. looking North



Murfreesboro Rd. looking East



Lynwood Way looking East





- Legend**
- UGB
 - City Limits
 - Franklin Parks
 - Williamson County Parks
 - Railroad
 - Park & Ride
 - Historic Features
 - Franklin City Schools
 - Williamson County Schools
 - Private Schools
 - Primary Route
 - Secondary Route
 - Primary Harpeth Route
 - Secondary Tributary Route

Framework Plan Primary & Secondary Routes



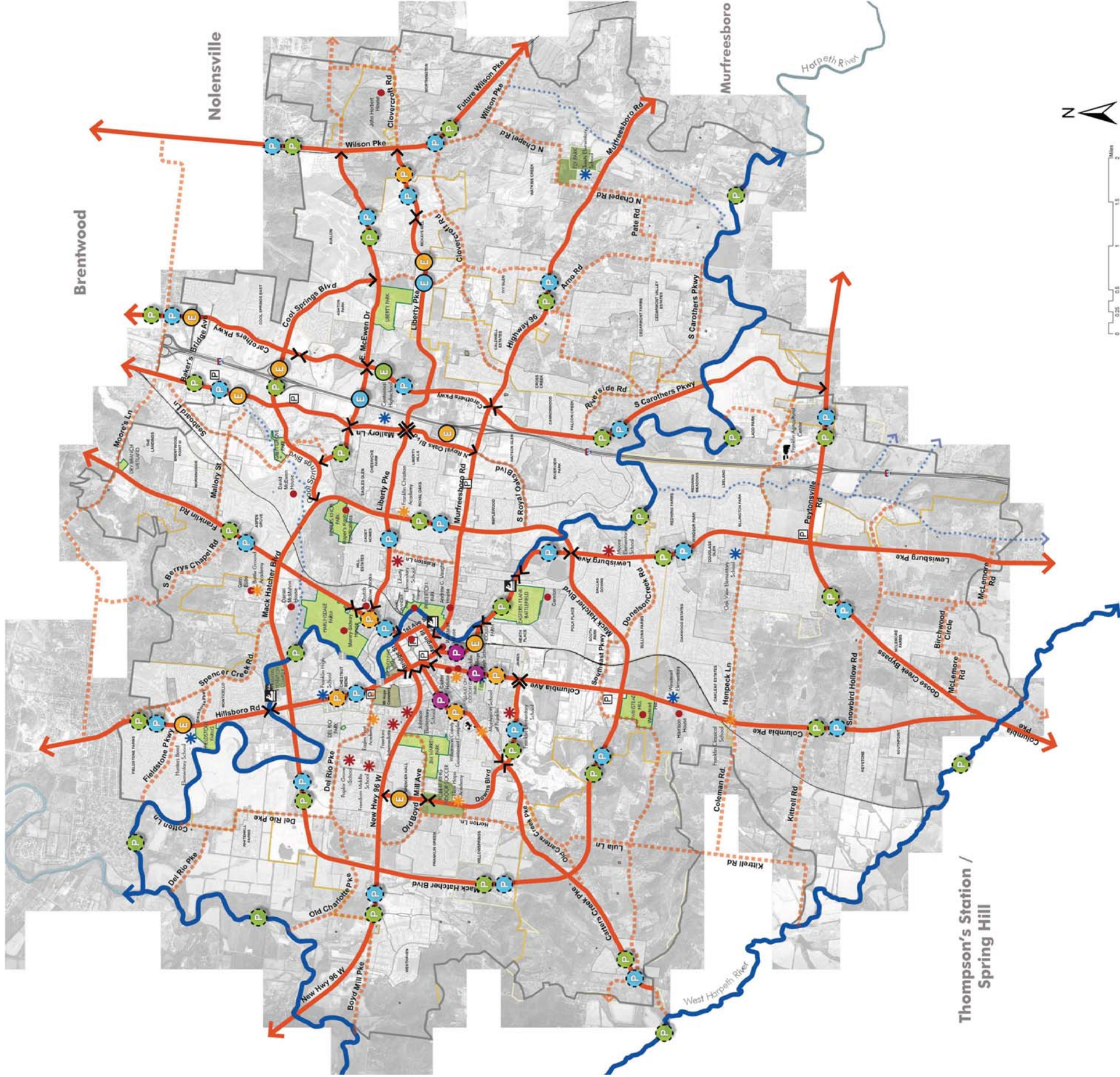
Grassland

Brentwood

Nolensville

Murfreesboro

Thompson's Station /
Spring Hill

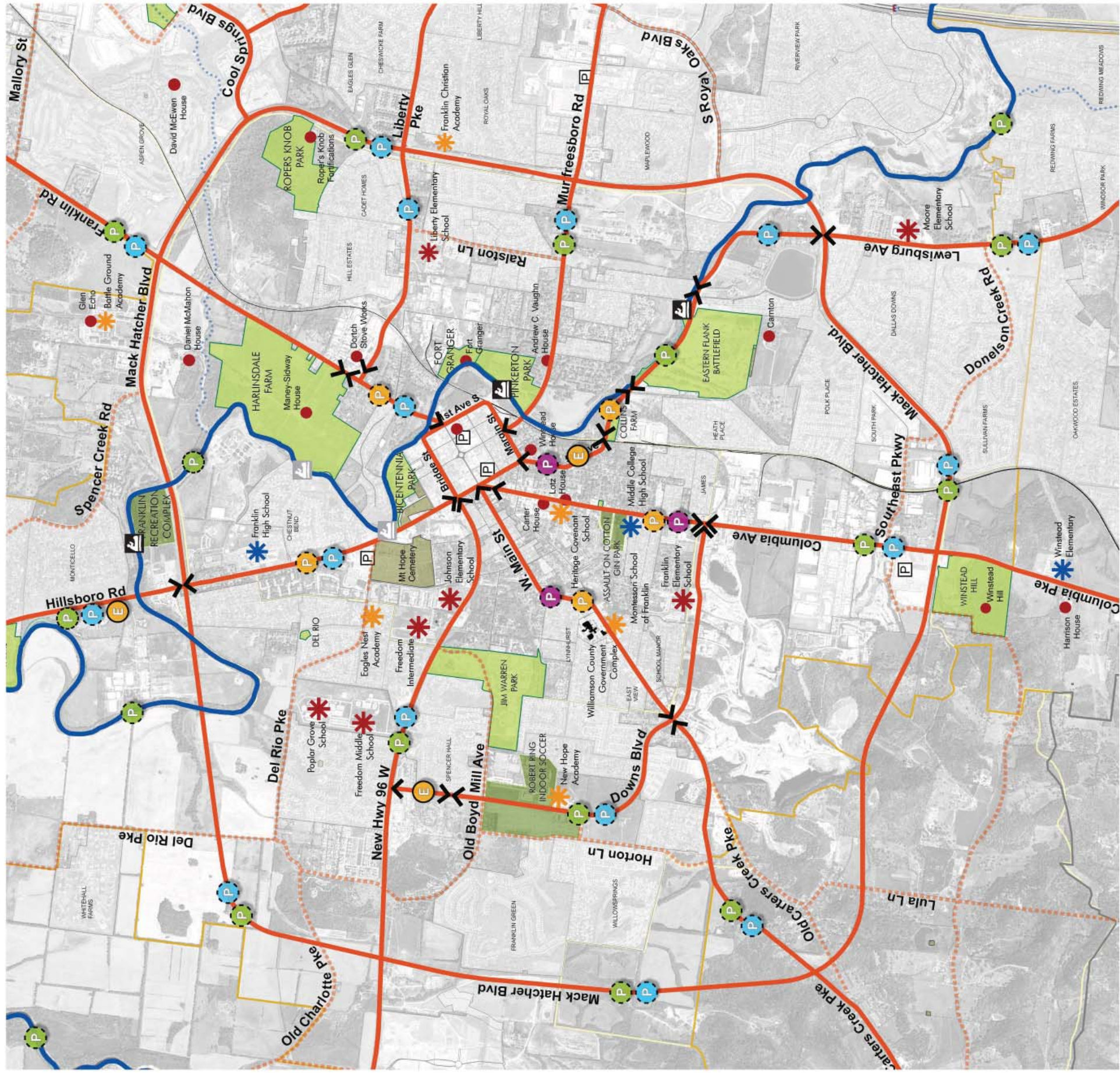


Legend

- UGB
- City Limits
- Character Areas
- Franklin Parks
- Williamson County Parks
- Cemeteries
- Subdivisions
- Park & Rides
- Historic Features
- Williamson County Schools
- Private Schools
- Existing Canoe Launch
- Proposed Canoe Launch
- Franklin City Schools
- Williamson County Schools
- Private Schools
- Primary Routes
- Secondary Routes
- Primary Harpeth Routes
- Secondary Tributary Routes
- Existing Multi-Use Paths
- Proposed Multi-Use Paths
- Existing Bike Lanes
- Proposed Bike Lanes
- Existing Sidewalks
- Proposed Sidewalks
- Existing Bike Routes
- Proposed Bike Routes

Greenways Master Plan






- Legend**
- UGB
 - City Limits
 - Character Areas
 - Franklin Parks
 - Williamson County Parks
 - Railroads
 - Cemeteries
 - Subdivisions
 - Park & Rides
 - Historic Features
 - Williamson County Schools
 - Private Schools
 - Existing Canoe Launch
 - Proposed Canoe Launch
 - Franklin City Schools
 - Williamson County Schools
 - Secondary Schools
 - Primary Routes
 - Secondary Routes
 - Primary Harpeth Routes
 - Secondary Tributary Routes
 - Existing Multi-Use Paths
 - Proposed Multi-Use Paths
 - Existing Bike Routes
 - Proposed Bike Routes
 - Existing Sidewalks
 - Proposed Sidewalks

Central Franklin Primary Routes



-  Existing Multi-Use Paths
-  Proposed Multi-Use Paths
-  Existing Bike Lanes
-  Proposed Bike Lanes
-  Existing Bike Routes
-  Proposed Bike Routes
-  Existing Sidewalks
-  Proposed Sidewalks

3. Routing Classifications

Using the Framework Plan as the basis, eight classifications of bicycle/ pedestrian facilities were identified within the UGB included:

- Existing Multi-Use Paths
- Proposed Multi-Use Paths
- Existing Bike Lanes
- Proposed Bike Lanes
- Existing Bike Routes
- Proposed Bike Routes
- Existing Sidewalks
- Proposed Sidewalks

See page 19A, Franklin Primary Routing Plan and page 19B, Central Franklin Primary Routes.

Selection of classification for proposed greenways and trails was based on the following criteria:

- Location of existing and planned greenway facilities
- Availability of public right-of-way
- Potential for connectivity between parks, commercial and retail facilities, cultural and historic destinations, transit and park and ride stops, residential neighborhoods and schools
- Location and availability of future open space



A. Matrix

The following matrix was designed to identify the recommended trail and greenway classifications. This will serve as a quick reference guide to assist the City of Franklin with recommended implementation standards for each trail, greenway, blueway, bicycle lane and bicycle route. Designations of each trail and greenway type and associated standards are indicated on the matrix. Each trail and greenway type are described and graphically illustrated on the following pages.

Greenways and Open Space Matrix	Section 1 (Page 22)	Section 2 (Page 22)	Section 3 (Page 23)	Section 4 (Page 24)	Section 5 (Page 26)	Rest Areas (Page 27)	Trail Heads (Page 27)	Access Areas (Page 27)	Amenities (Page 28)	Sustainability Standards (Page 29)	Accessibility Standards (Page 30)	Safety and Security (Page 30)	Funding Options (Page 31)
Multi-Use Paths	●			●		●	●	●	●	●	●	●	●
Bike Lanes	●	●	●			●			●	●		●	●
Bike Routes							●			●		●	●
Sidewalks									●	●	●	●	●
Blueways				●			●	●		●	●	●	●





B. Proposed Multi-Use Paths



Example of a multi-use path

The standard design for separated paths allows for a multitude of uses for bicyclists, walkers, runners, roller bladers and casual strollers. The multi-use path is often parallel with a vehicular roadway but separated with a minimum of a 6' buffer from either the edge of the road pavement or from the face of a curb, space permitting. The buffer area can be lawn, landscaped or an open drainage ditch. Vertical grade differences between the surface of the trail and the areas on either side may warrant installation a safety guardrail.

Standard width for multi-use paths is 12' with 2' granular/stone shoulders. Shoulders serve to reduce lawn or other plant material from invading the pavement and impacting its structural integrity. Width of the separated multi-use paths could vary based on location and frequency of use. Separation between the roadway and path could range between 3' and 6'. Curbing or other measures are recommended as part of the separation area. If trees and planting are incorporated, a minimum of 6' is recommended.

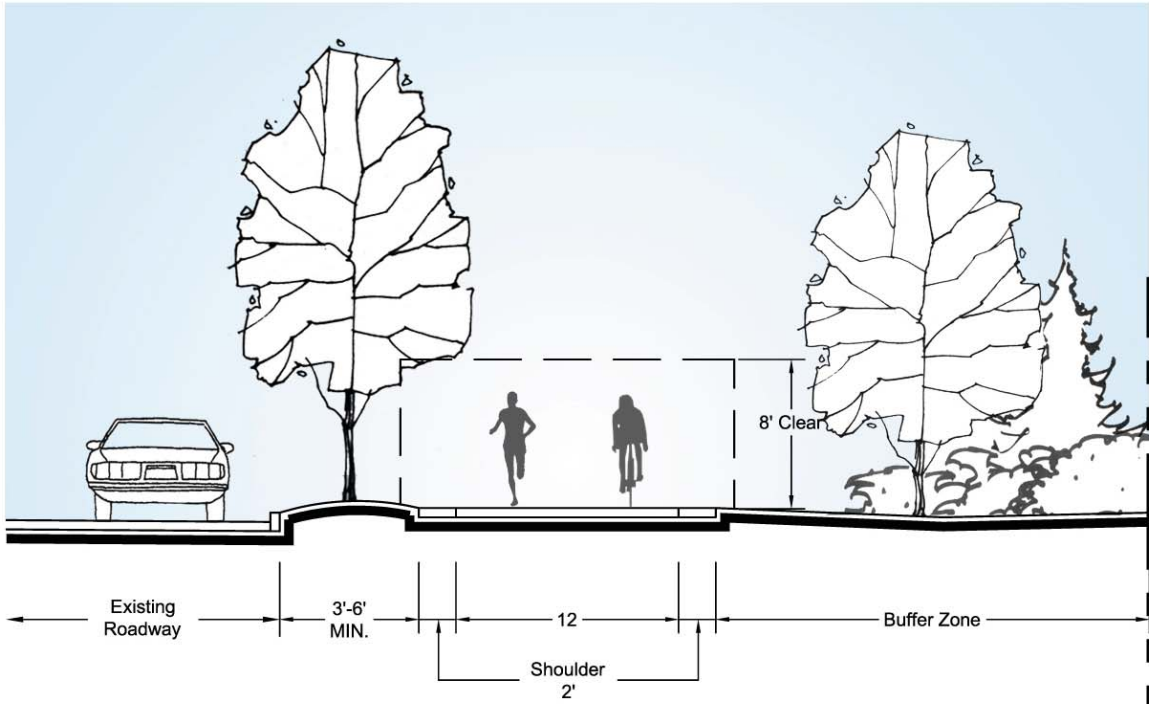
Multi-use paths 11' wide have proven to function adequately in suburban and rural areas where the frequency of use is less. See Sections 1 and 2 on page 22.



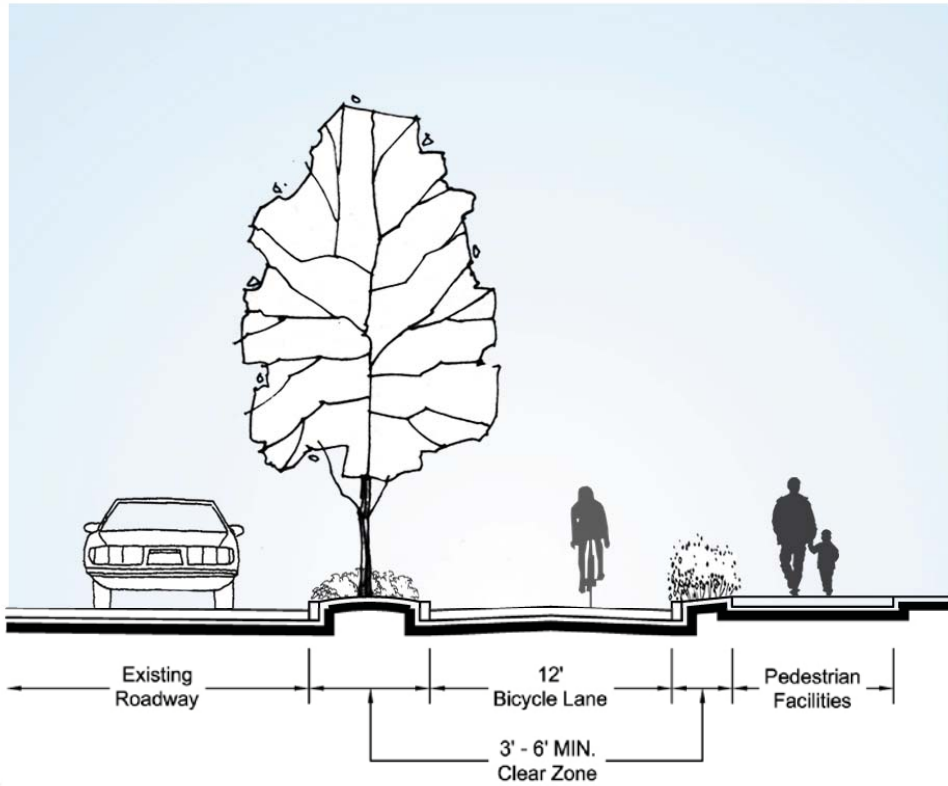
Example of a multi-use path near roadway

Space and budget permitting, multi-use paths could consist of a bicycle path separated from a walking path along a public roadway with a buffer and/or clear zone between each. Clear zones between should be 3' minimum. If trees or plantings are planned in the clear zones, 6' is recommended.





Section 1: Shared multi-use path



Section 2: Separated bicycle lane





C. Bicycle Lanes

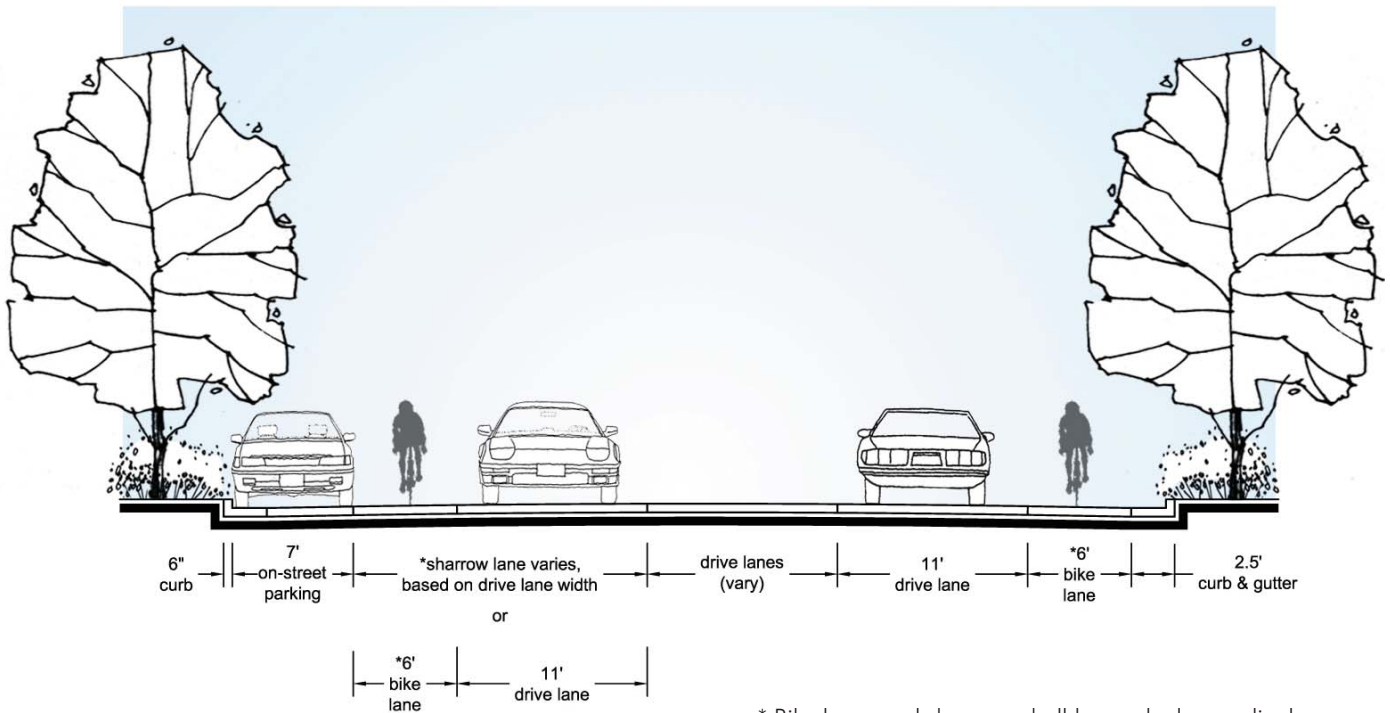
Bike lanes are proposed, using either existing pavement, existing paved roadway shoulders or widening the pavement to accommodate the bike lanes as illustrated below.



Example of a sharrow lane

Sharrows Lanes

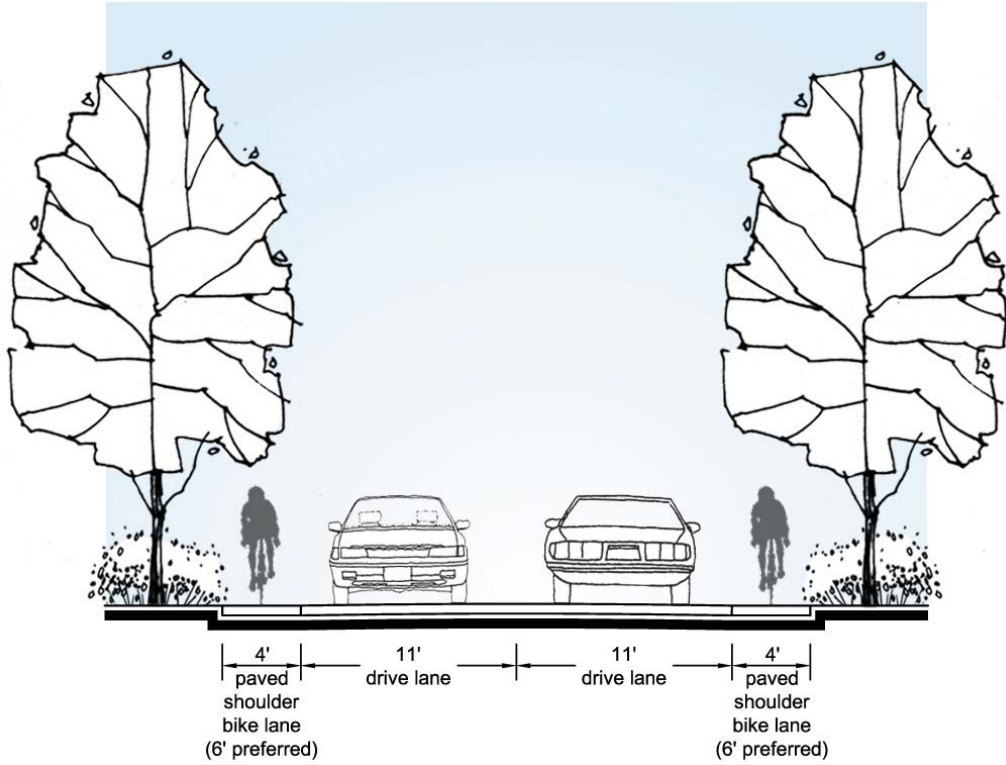
Sharrows is a term used for “shared lane pavement markings” for motorists and cyclists to share the same travel lane. New York, Los Angeles, Portland, Vancouver, and San Francisco have adopted sharrows as accepted practices for higher volume streets where dedicated bike lanes cannot be used because of demands for on-street parking or the number of travel lanes. Caltrans (California Department of Transportation) has adopted sharrows as an official marking. In January of 2008 the National Committee on Uniform Traffic Control Devices voted 35-0-3 to endorse the shared lane marking. Federal Highway Administration (FHWA) is considering inclusion of sharrows in the next edition of the federal Manual on Uniform Traffic Control Devices (MUTCD).



* Bike lanes and sharrows shall be marked accordingly

Section 3: Sharrows and marked bike lanes





Section 4: Shoulder Bike Lane





D. Bicycle Routes

Bicycle routes are designated as a combination of bicycle lanes and non-designated bicycle routes. A route will be identified with signage and will allow for a contiguous network. In some instances the route will use a combination of path types including designated lanes, roads and multi-use paths. The bicycle routes will maximize opportunities for connectivity within the UGB and connectivity to current routes outside the UGB.



E. Sidewalks

Existing sidewalks in Franklin vary in width, alignment and location throughout the UGB. As future areas are developed, walks should be constructed 6' wide and as separated walkways, if right-of-way width permits. The 6' minimum width is based on national recommended standards to provide for two wheelchairs to clear in opposite directions. Extensive walks exist within the UGB and primarily in the central Franklin area within the central business district. Walks also exist in neighboring residential and commercial areas. Placement and alignment of future walks should be separated from roadways, if space permits, with a minimum 4' buffer between the pavement or face of curb and a 6' buffer if trees or vegetation are planned. As new 6' walks are developed care should also be taken to provide appropriate transition between existing walks less than 6'. Walk materials, color, surface finish, joint spacing and patterns should also be established to provide visual continuity.



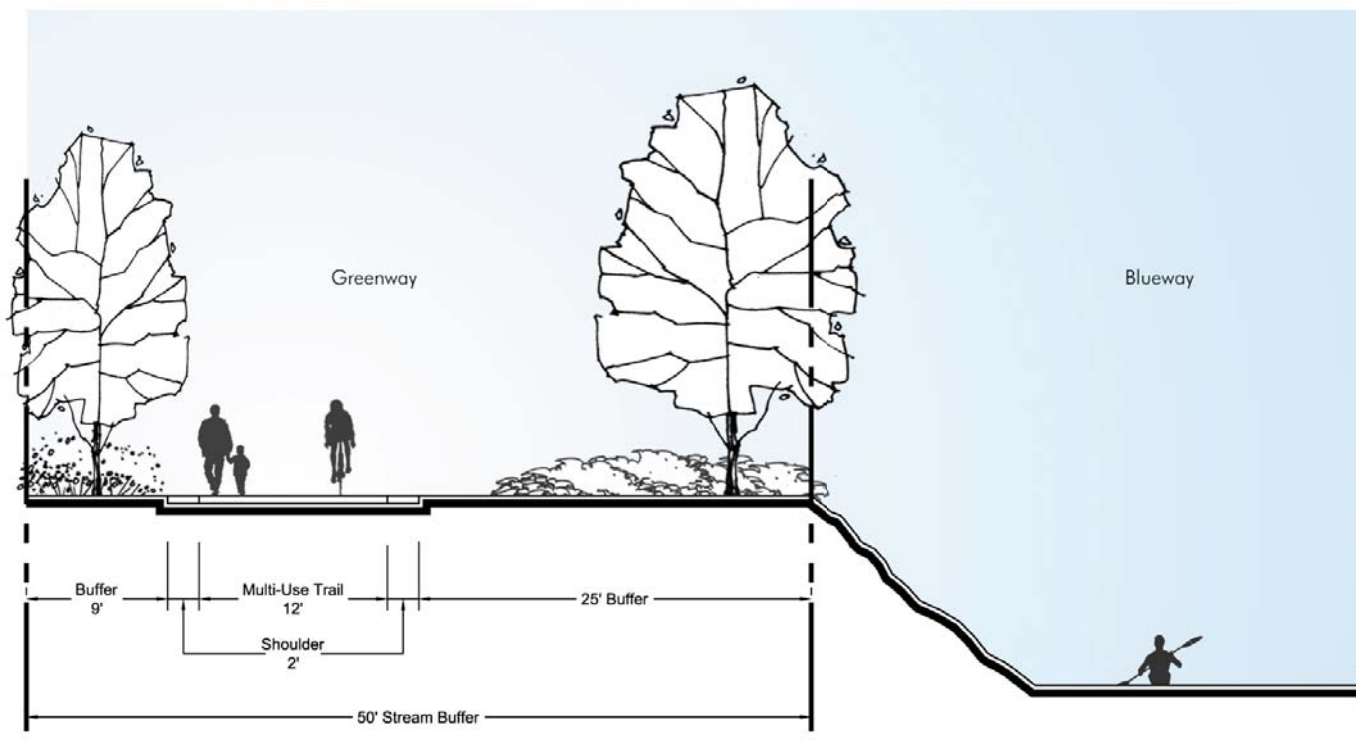
F. Blueways

Blueways utilize existing navigable waterways primarily for row boats, canoes and kayaks. The Harpeth River and its tributaries are proposed to be used for this purpose. The key elements of a blueway network plan include provisions for accessible boat launches, parking and signage. The Harpeth Watershed Association has identified locations for proposed access points along the river. Provisions at the access areas should include accessible launches, ramps, parking, signage, information kiosks and educational/interpretive signage as appropriate.



Example of a blueway corridor





Section 5: Shared multi-use path adjacent to blueway



Multi-use path adjacent to a blueway



Multi-use path adjacent to a blueway



G. Rest Areas

Rest areas are typically small spaces strategically placed along a trail or greenway to provide sitting, viewing, picnicking, interpretive education information or restroom use. Often located contiguous but out of the way of user traffic, rest areas either have a compacted aggregate surface or concrete surface to avoid damage caused by bicycle kickstands. Rest areas are often places to find litter receptacles, mile markers, maps and emergency call boxes.

H. Trailheads

Trailheads need to be strategically located as part of the trail network. Existing public facilities including parks, schools, libraries, YMCA's, Park & Ride locations can be used for this purpose as parking areas and other program elements may be in place. If not incorporated into an existing public facility, a separate trailhead facility could include but not be limited to the following components:

- Parking
- Entry signage
- Information kiosks outlining trail rules and regulations, maps, volunteer opportunities, special events
- Litter receptacles
- Disabled/accessibility provisions
- Benches and miscellaneous site furnishings
- Landscaping

Other elements for Trailheads may include:

- Restrooms
- Interpretive/education signage
- Lighting
- Drinking fountains
- Emergency telephone call boxes

I. Access Areas

Access areas are typically areas of connection using trail spurs to connect a new trail with either another trail or adjacent facility. Often, adjacent retail and commercial business owners will provide spur connections from their businesses to promote trail use by customers and employees. Often private residents will do the same to encourage neighborhood access. Existing community parks are often used as access for trails, depending upon the length of the connection. Trail connections are often hard surface, either asphalt to match an existing trail or concrete to match existing commercial/



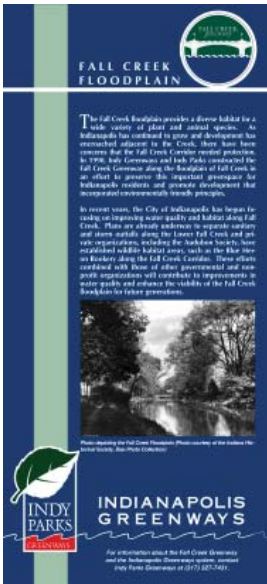
Rest area



Shelter at a trailhead



Example of a restroom facility



Trail signage



Interpretive signage at trail rest area



Example of public art



retail walks. Stone or granular surfaces for access trails usually require more maintenance and annual replacement and upgrade of the surface, so impervious surfaces including asphalt or concrete are recommended.

J. Amenities

Defining a unique, but contextual visual character for the proposed greenway and trail network in Franklin is recommended. This is achieved through careful selection of design elements to provide visual continuity and other visual cues to highlight and promote the greenways and trails facilities. Incorporation and repetitive use of these elements serves to reinforce the perception of a trail/greenway as a singular facility.

The design vernacular for a trail facility typically includes the following programmed elements and associated design considerations:

- Style (i.e. traditional, contemporary)
- Color Palette
- Site furnishings (benches, bicycle racks, railings, litter receptacles, tables)
- Lighting
- Restroom facilities
- Shelters and/or other enclosed structures
- Landscaping
- Signage (Entry, directional, interpretive, informational)
- Logo
- Hardscape materials & forms (pavements, walls, steps etc.)
- Mile Markers
- Drinking fountains
- Public Art

As part of the selection of the amenities, short and long-term maintenance and operations should be considered. Decisions regarding, the quality of materials, finishes, and installation/construction methods should be factored in to determine long term costs to benefits derived.

K. Sustainability Standards

Non-motorized transportation alternatives, greenways and trail networks provide sustainability benefits by reduced reliance on motorized vehicles and encouragement of non-motorized transportation modes. A variety of additional sustainability features serving a variety of functions can be incorporated in the development of the greenway and trail system. Sustainability practices can improve water quality and storm water management, decreased potable water requirements, decreased urban heat island effect, interpretive education and provision of sustainability features in greenway buildings and structures.

Sustainability standards should be included in construction activities, use of materials and as part of improvements to quality of life associated with implementation of the greenway and connectivity system.

Sustainable greenway features and their application to trails in the connectivity network could include:

- Provision of raingardens and bioswales along the trail to provide improved 'top of pipe' stormwater management
- Provision of constructed wetlands and bioswales at areas adjacent to stream corridors where space permits to provide 'bottom of pipe' stormwater filtration and separation
- Construction of pervious pavements at trailhead and trail access parking areas to increase infiltration and decrease surface runoff
- Inclusion of design elements such as recycling containers and bicycle racks to encourage sustainable use of the greenway system
- Inclusion of sustainability education opportunities on the trails, such as strategically located interpretive elements and signs
- Implementation of connectivity systems enhance protection of natural areas and systems including the urban tree cover. New, native tree plantings should be an important component of trail heads and shared use right of way facilities
- Native, drought tolerant landscaping and plant materials should be used to reduce dependence on irrigation and potable water



Trail designed with pervious pavement



Native landscaping along a multi-use path



Rain garden in a parking lot median





Accessible bridge crossing at wetlands

The most significant positive impact of the trail system is in the type and number of connections that are made to the variety of destinations and other transportation modes referenced in this report. This is key to overall trail use and integration with other essential infrastructure elements in Franklin.

4. Accessibility Standards

All trail and greenways and related facilities in Franklin should strive to accommodate the disabled. Accessibility standards will need to be incorporated by using appropriate gradients (no greater than 8.3% slopes), curb ramps, signage and parking facilities. Restrooms, interpretive and informational signage, railings, drinking fountains, surface pavements and greenway widths will need to be planned and designed to follow requirements of the Americans with Disabilities Act of 2008. See Appendix ---.



Example of an emergency call box

5. Safety and Security Measures

Lighting

Lighting of trails and greenways and support facilities is not a requirement and should be carefully considered. Typically lighting trails encourages night use which can promote certain forms of crime. Costs for lighting trails have proven to be prohibitive due to the expense of up-front installation in combination with long term maintenance and replacement. If lighting is desired it should be limited to lighting trail heads and access points for security purposes only.

Emergency Call Boxes

Emergency call boxes are a very effective safety and security measure. Typically the phones are strategically placed and tied into local dispatch units. Quantity and placement are determined based on location and alignment of the greenway.



6. Funding Options

Funding options directly relate to the type and location of the particular trail or greenway. The following is a list of potential funding options for consideration. Funding cycles and amounts available are dependent upon each source and will be investigated as part of the initial project scoping.

- Hotel/Motel Tax...dedicated source to parks and streetscape improvement projects.
- RTP grant (state funded) Recreation Trail Program.
- Transportation Enhancement funds (TE) (Federal Program)
- National Scenic Byways program
- Private/developer funding
- Safe Routes to Schools
- Land Water & Conservation Fund (state grant)
- Local Parks & Recreation Fund
- Bond Issue (most likely when piggy backed with a road project.)
- Congestion, Mitigation, Air Quality Funds (CMAQ): state program

As part of evaluating the potential of implementing the phasing plan, funding potential should be a key consideration. Funding options should be identified and evaluated as part of the preliminary analysis performed by the local governmental agency holding the jurisdictional responsibility for trail planning, design and construction.

7. Open Space Plan

As part of the development of the framework plan, the planning team worked with appropriate city agency representatives to identify opportunities for future green/open space areas to preserve for environmental purposes and secure for future recreational use. Proposed open spaces were identified as part of the framework and contiguous to proposed greenway routes to provide continuous greenway corridors and maximize connectivity.

Initial Findings included:

- Approximate park setaside in Franklin is twice national NRPA standard at 12 acre per 1000 population
- Projected doubling of population in 2020 Franklin will still have sufficient overall park/open space inventory
- An estimated 700 ac. of additional park/open space inventory is recommended to achieve an industry standard

SafeRoutes

National Center for Safe Routes to School



Pedestrian bridge at Pinkerton Park





Harlinsdale Farm

- Connectivity elements such as trails, greenways, and blueways can all count toward park/open space inventory and also aid in accessibility to park and recreation facilities
- Overall projected acreage of separate trails can be included as part of overall open/green space inventory
- Based on current data, the City of Franklin favors larger community and regional parks
- City of Franklin is not interested in expanding local pocket and mini-parks due to high cost and logistics associated with safety, security and maintenance

Recommendations:

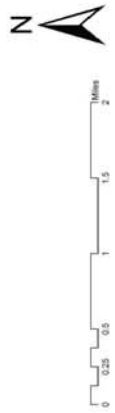
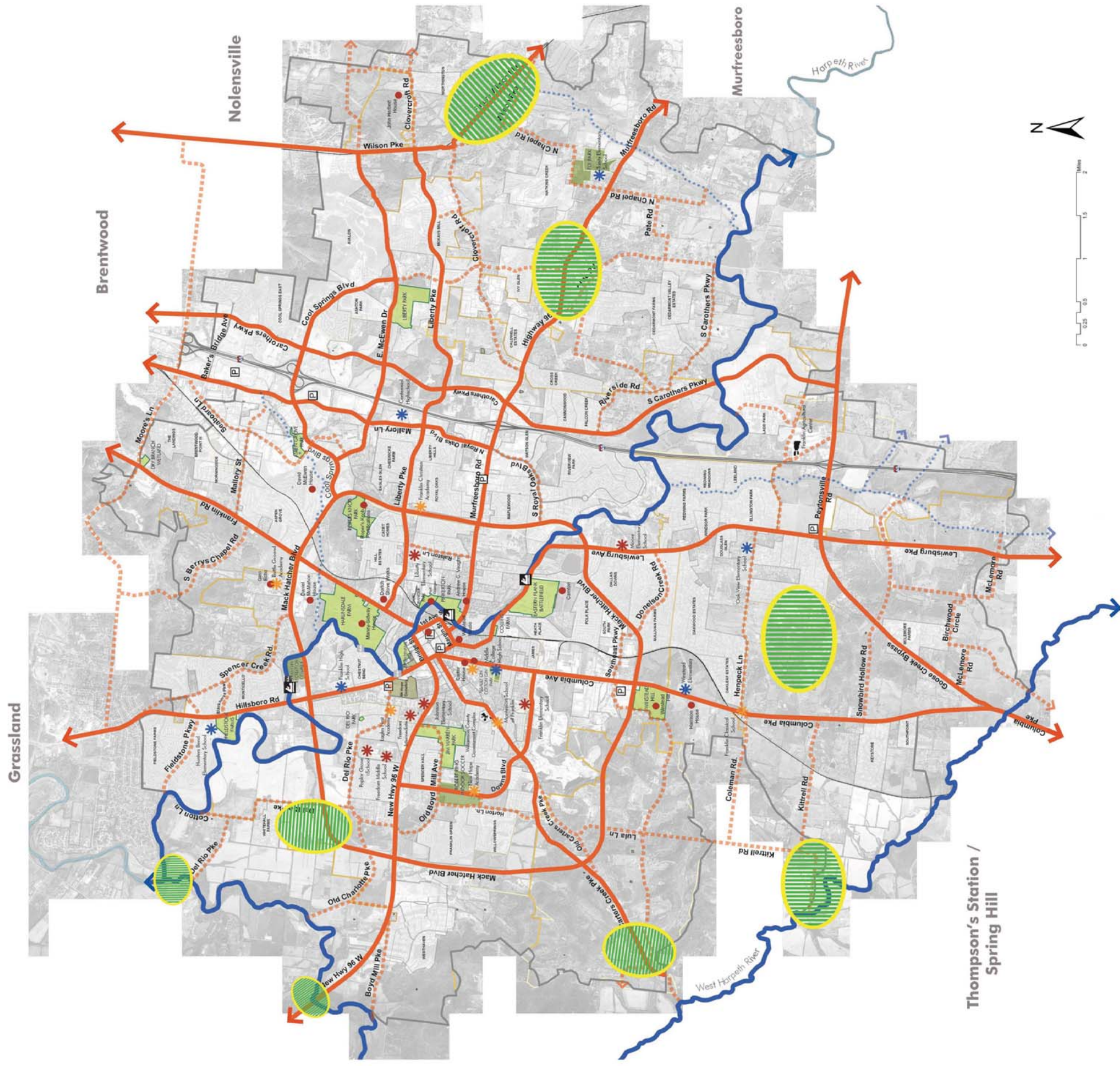
- Utilize greenway and blueway corridors as part of overall park and open space inventory
- Where feasible expand functionality of greenway trailheads and nodes as neighborhood open space
- Maximize use of greenway and blueway corridors as linking elements to parks and open space






Jim Warren Park entry sign

As part of the base Open Space Plan (see exhibit on page 32A) identifies a combination of current parks and green space within the UGB including Franklin Parks, Williamson County Parks, Cemeteries, Historic Sites and the proposed Framework Plan. Eight areas are proposed as Open Spaces to be set aside and preserved for parks, trails, and wetlands, combining active and passive forms of recreation. With input from the Franklin Parks Department, the proposed open space areas are general in configuration but encompass tracts of public land. The total acreage identified for future open space corresponds with the goals established by the City of Franklin to meet future recreation and parks acreage needs, per capita, within the UGB.



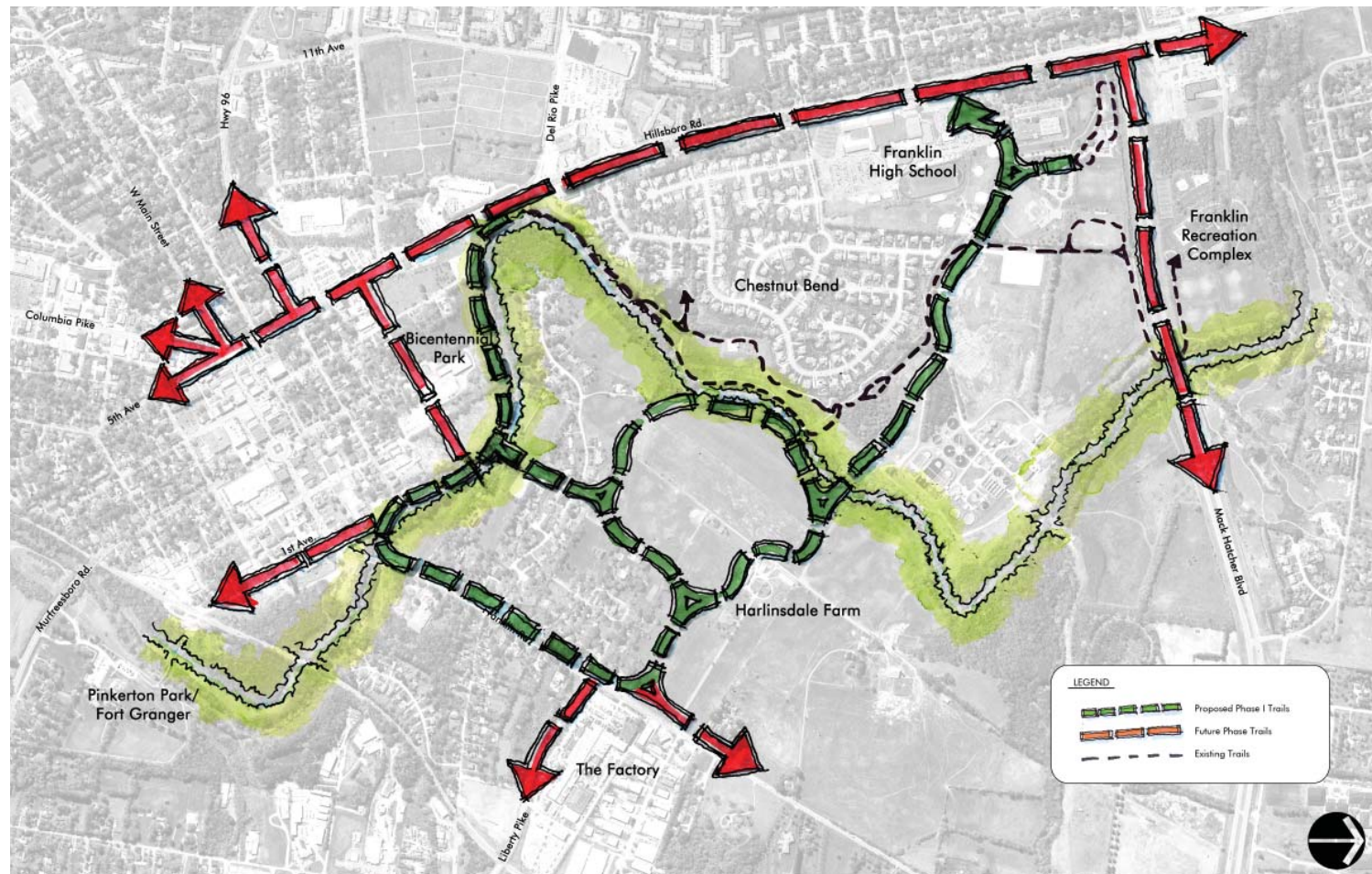


Legend

-  UGB
-  City Limits
-  Character Areas
-  Franklin Parks
-  Williamson County Parks
-  Existing Canoe Launch
-  Proposed Canoe Launch
-  Franklin City Schools
-  Williamson County Schools
-  Private Schools
-  Potential Park / Trailhead
-  Primary Routes
-  Secondary Routes
-  Primary Harpeth Routes
-  Secondary Tributary Routes
-  Cemeteries
-  Subdivisions
-  Park & Rides
-  Historic Features
-  Railroads

Future Open Space Plan





Option A:

Harlinsdale / Bicentennial / High School Connection

This option involves a trail that would provide:

- Incorporation of an existing trail currently located along the Harpeth through the Chestnut Bend neighborhood
- Connects to several significant destinations including Harlinsdale Farms, The Factory, downtown Franklin, Pinkerton Park, Franklin High School, Bicentennial Park and the Franklin Recreation Complex

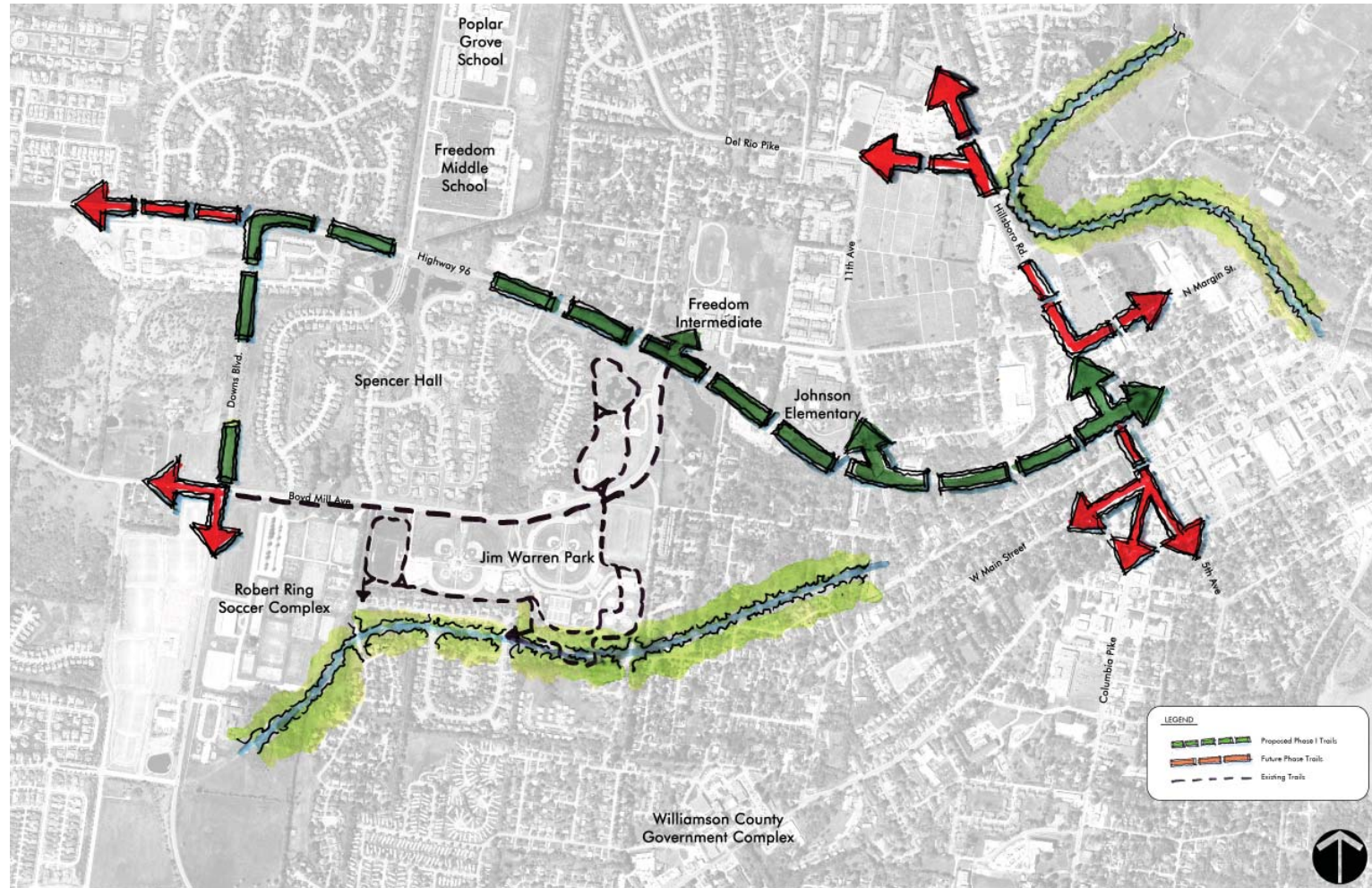
Option A was preferred for the following reasons:

- Maximizes utilization and improvement to existing trails
- Provides connection between residential neighborhoods, downtown Franklin and Centennial Park
- Potentially allows for access and trails along the Harpeth River
- Provides pedestrian connection to Pinkerton Park, Harlinsdale Farm and the Factory; three major destinations in Franklin
- Provides pedestrian connection to Franklin High School and Franklin Recreation Complex
- Funding is readily available

It is important to note these are preliminary recommendations. More detailed study, planning, design and further public input will be required prior to implementation.

Estimated opinion of probable costs for Option A: \$650,000 - \$800,000





Option B:
Jim Warren Park / Downtown Connection

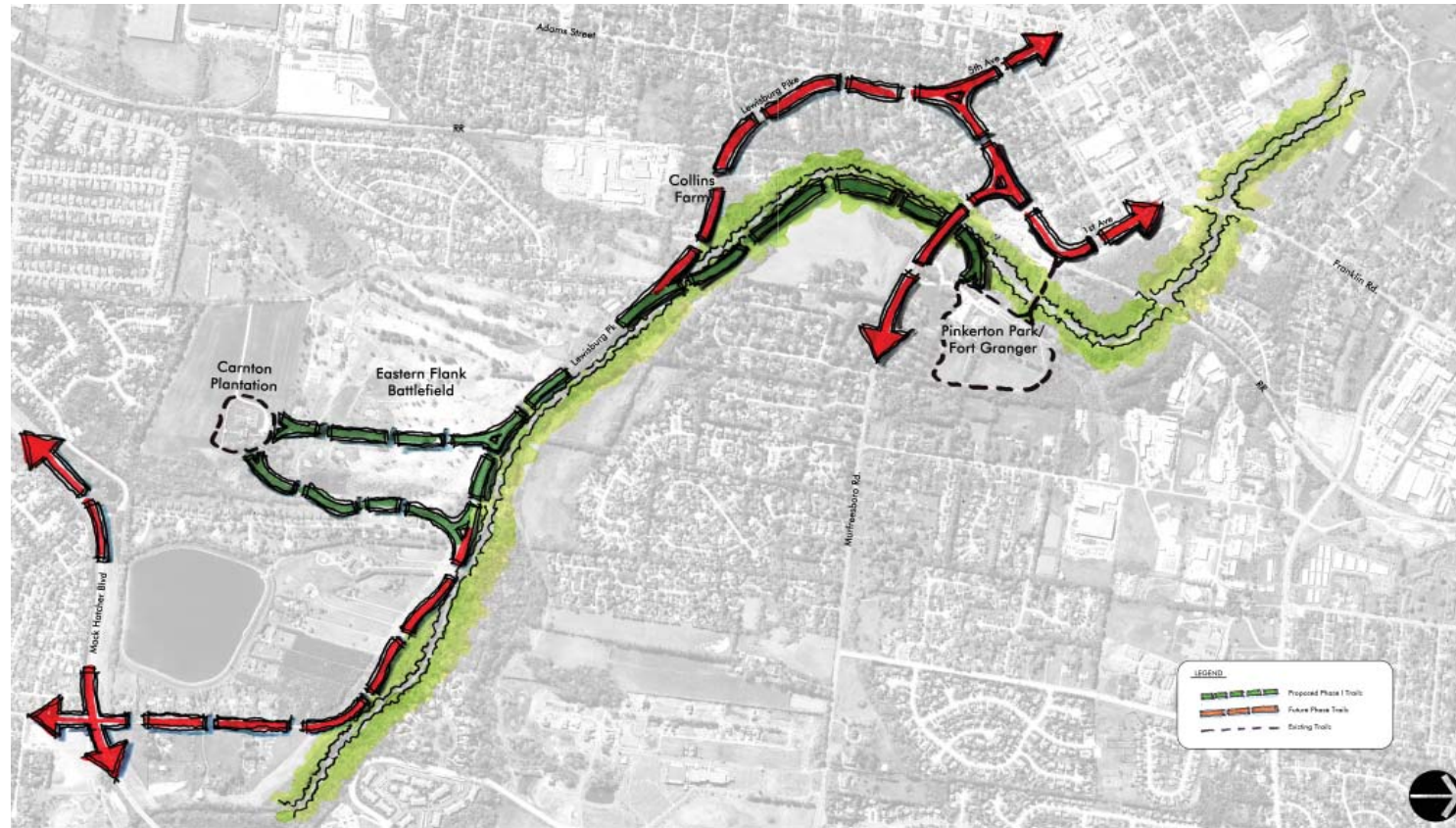
This option involves a trail route that would provide:

- Future connectivity between Jim Warren Park, Downtown Franklin, Robert Ring Soccer Complex, Spender Hall, several schools and other residential areas



Jim Warren Park / Downtown Connection
Option B





Option C:

Pinkerton Park / Eastern Flank Battlefield Connection

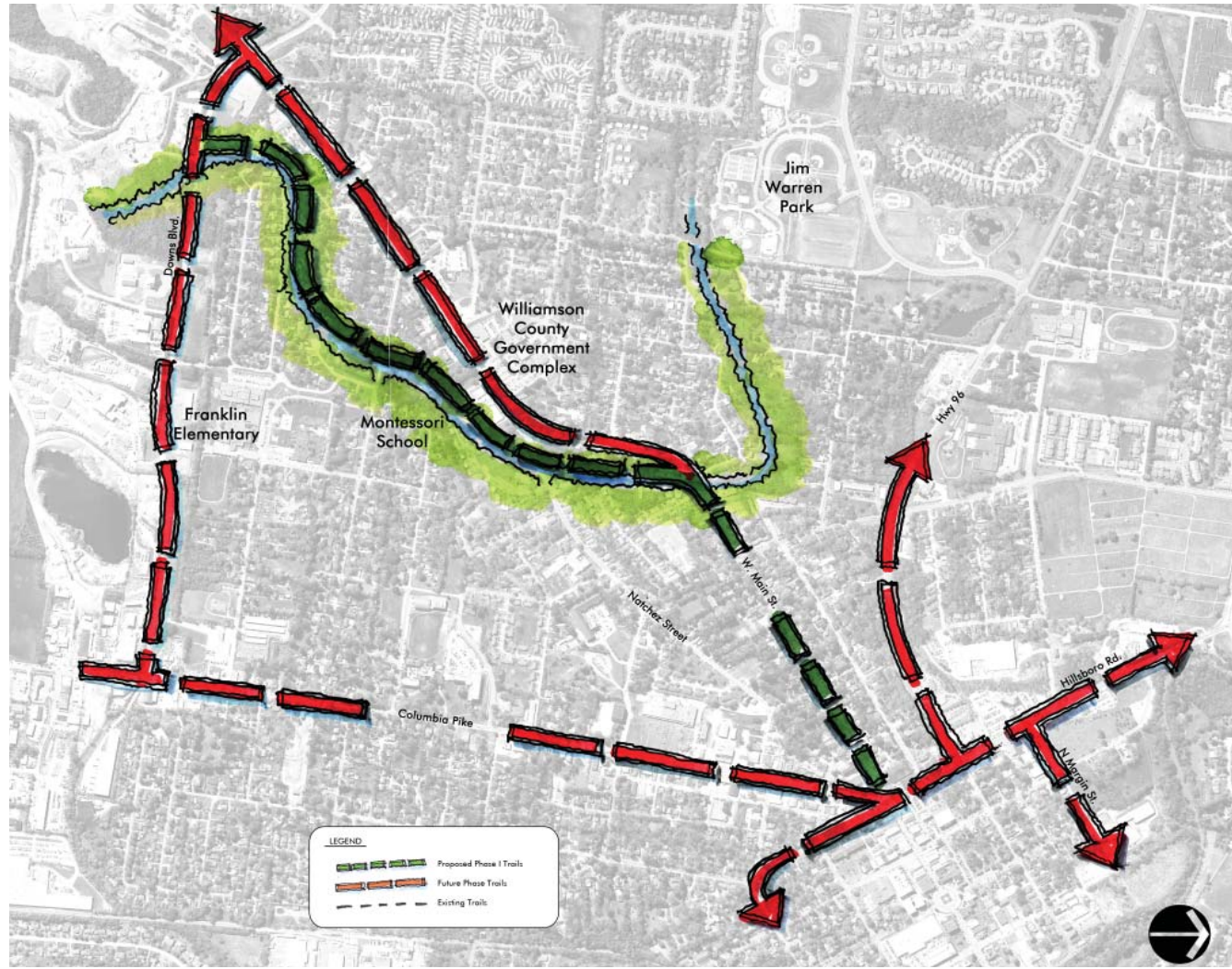
This option involves a trail route that would provide:

- A trail primarily along the Harpeth River which would connect Pinkerton Park, Downtown Franklin, Collins Farm and the Eastern Flank Battlefield.



**Pinkerton Park / Eastern Flank Battlefield Connection
Option C**





Option D:
West Main Street Connection

- This option involves a trail route that would provide:
- A trail that would connect Downtown Franklin, Jim Warren Park, and Franklin Elementary



**West Main Street Connection
Option D**



8. Equestrian Trails

Equestrian trails should be considered as trail and greenway projects are identified. Due to the emphasis on the equestrian industry in Franklin and the neighboring communities, providing this type of trail could serve to boost trail use if planned appropriately. Loop trails approximately 2.5 feet in width are preferred. Equestrian trails typically consist of pervious surfaces, granular or mulched. Ideally, equestrian trails would be incorporated along the Harpeth River but separate from pedestrian trails. Accommodations for trailer parking at trailhead locations will need to be programmed.

9. Use of Utility Corridors

The Planning Team met with representatives from local utility companies to determine the feasibility of using existing utility corridors for the development of trails and greenways. After meeting with representatives, it was determined these green corridors, often used for the construction of high-tension power lines and subsurface utilities cannot be used for this purpose as they do not allow construction of any facility that would impede total access of the easement area and respective utility.

Many of these corridors are open greenspaces which traverse the community, and could serve as an excellent means for connectivity by allowing trails and greenways. Future discussions between the City of Franklin and the utility companies to reconsider this position is encouraged.

PHASING AND IMPLEMENTATION OF PHASE I

Subsequent to the preparation of the final Master Plan indicating the framework plan, routing plan and greenways classifications, the Planning Team developed four options for trail/greenway short and long-term implementation. See pages 33A - 33D.



Equestrian trail adjacent to a pervious multi-use path



Existing utility corridor adjacent to I-65



Example of a multi-use path in a utility corridor



APPENDIX

Appendix

Framework Plan.....	X
Greenways Master Plan.....	X
Central Franklin Primary Routes.....	X
Greenways and Open Space Matrix.....	X
Future Open Space Plan.....	X
Option A: Harlinsdale / Bicentennial / High School Connection.....	X
Option B: Jim Warren / Downtown Connection.....	X
Option C: Pinkerton Park / Eastern Flank Battlefield Connection.....	X
Option D: West Main Street Connection.....	X

- Public Meeting notes/minutes
- Public notices
- Agendas
- Master Plan Completion Schedule
- Pertinent internet links:City of Franklin Website, Zoning Ordinances
- DVD or CD
- Powerpoint presentations
- Photos
- Reports & Works Cited including:
 - Historic Franklin Exterior Signage and Wayfinding System
 - 2003 Bicycle and Pedestrian Plan Update
 - Nashville Area MPO Online Bicycle and Pedestrian Survey Summary
 - Economic Impacts of Protecting Rivers, Trails, and Greenway Corridors: Real Property Values, Expenditures by Residents, Public Cost Reduction, Correcting for Inflation
 - LFUCG Facility Design Guidelines
 - Planners Web, Planning Commissioners Journal, "Open Space" Zoning: What it Is & Why it Works.
 - The Impact of Greenways on Property Values: Evidence from Austin, Texas
 - Central Indiana: Public Choices and Property Values
 - Rails to Trails Conservancy: Trails & Economic Development GIS map showing UGB boundaries supplied by Franklin GIS map showing parks, trails etc.
 - City of Franklin’s Municipal Services Action Plan Alternative Fuel & Energy Task Force - <http://www.franklin-gov.com/pdf/04%20Municipal%20Services%20Action%20Plan.pdf>



- Franklin 2009 Sustainable Community Action Plan - <http://www.franklin-gov.com/livegreen/City%20of%20Franklin%20Sustainable%20Community%20Action%20Plan%20Final.pdf>
- Franklin UGB Population Estimates – Part and Projected
- LFUCG Greenway Master Plan, Appendix I: Facility Design Guidelines
- Current Zoning Plan & Ordinances – reference or link http://www.franklin-gov.com/planning/zoning_map.html
- “Action 1” under the category of “Green Initiatives” for Franklin states the need to “establish a local Greenway / Open Space Master Plan for the City and entire Urban Growth Boundary to identify natural environmental characteristics to preserve, protect, and shape future development patterns and environmentally sustainable practices as a priority”. Plan and the Municipal Services Plan <http://www.franklintn.gov/livegreen/>
- Stakeholders
- Email Notification from City
- Channel 10 Public Notice
- Posted Signs @ Parks
- Local GIS mapping of the UGB
- Primary Routing Plan
- Secondary Routing Plan
- Central Franklin Primary Routes
- Open Space Plan
- Americans with Disabilities Act Amendments Act of 2008 - http://www.eeoc.gov/ada/amendments_notice.html

