

TRANSPORTATION 2020+

PRIORITY DECISIONS FOR TODAY, TOMORROW AND BEYOND

2020+ TRANSPORTATION STRATEGY PRIORITY DECISIONS FOR TODAY, TOMORROW AND BEYOND

INTRODUCTION

It is no secret, the greater Clarksville area is growing fast. We all agree that traffic congestion is getting worse. More people, more vehicles, and more construction make any trip through the community a potentially difficult journey.

Finding the right solutions is critical to our quality of life. But what are the right solutions? What is the right mix of investments that will address your personal challenges with transportation? What are you willing to contribute in order to see a significant improvement?

Even though the COVID-19 public health emergency interrupted the transportation planning process, now is the time to keep moving forward with our transportation solutions. Mayor Joe Pitts, the City Council, and leaders of the Clarksville Street Department, Clarksville Transit System, Clarksville Parks & Recreation, Clarksville Finance & Revenue, the City Communications office the Regional Planning Commission, and our Metropolitan Planning Organization have gathered over the past several months to study Clarksville's priority transportation needs and develop a strategy for action.

Since many of Clarksville's major thoroughfares are state highways, the planning group has worked closely with Tennessee Department of Transportation officials to understand where, how, and when State Routes will be improved.

DATA & TRENDS

Between 2020 and 2040, the Clarksville area is expected to swell by 40 percent.



298,919 PROJECTED TOTAL POPULATION If our road network and transportation infrastructure is not expanded and improved, this undoubtedly will create more volume on area roadways, longer travel times, and an increase in the amount of miles traveled in congested conditions.

Transportation investments play a critical role in determining the health and character of a community, the interaction of people and land uses, and the economic performance of our City.

This 2020+ Transportation Strategy affirms the City's commitment to developing and maintaining its multimodal transportation system with a focus on mobility, safety and equity. This plan will function as a transparent road map for future transportation investments.





ABOUT

The 2020+ Transportation Strategy is a strategic document designed to guide transportation decisions within the fiscal constraints of the City's budget and limited state and federal funding opportunities. The plan

also estimates the costs associated with priority improvements, and clearly outlines options to fund the plan's goals. "The Transportation 2020+ Strategy was prepared to set our street and road priorities for the near future. We need a roadmap that we commit to follow, in broad terms, even as we move through elections and personnel changes. Otherwise, we'll never get where we need to go."

CLARKSVILLE'S TRANSPORTATION

Clarksville's transportation network enhances the City's unique character by safely interconnecting our residents, employees and visitors to open spaces, neighborhoods, jobs, downtown and the region through investments that improve roadway capacity, and are walkable, bikeable, transit supportive and sustainable.

The transportation vision is informed by the City's identified mobility challenges:

- 1. Regional Transportation and Community
- Quality of Life
- 2. Community Connectivity, Comfort and
- 2 Safety
- 3. Transit Convenience

The vision is supported by a set of three broad community values that help shape and steer the plan's implementation. These core values will guide the City's transportation investments and must be acknowledged and defended to ensure that change and investments to the City's transportation network occur in accordance with these goals.

Clarksville's core values are for the transportation system to be:



SAFE AND CONNECTED

 Create greater travel capacity, safety and convenience for motorists, pedestrians, cyclists. transit riders. • Ensure Clarksville is an interconnected city that can be enjoyed by people of all ages and mobility levels. • Strive to provide our motorists, pedestrians, bicyclists and transit riders a consistent range of predictable travel times.



LIVABLE AND RESILIENT

Ensure Clarksville is a community where neighborhoods and public spaces are connected.
Ensure each mode of travel provides choices in anticipation of unforeseen challenges, such as weather events, crashes, explosions or fires that limit or block routes.

• Contribute to the economic prosperity, public health and exceptional quality of life in the city.



PRUDENT AND EQUITABLE

• Make motorists, transit riders, bicyclists and pedestrians of all ages and abilities partners in transportation solutions.

• Distribute transportation investments equitably throughout the city, ensuring all residents, employees, and visitors have transportation choices regardless of their income, racial makeup, age or personal agility.

• Ensure responsible use of our fiscal resources to maximize the return on our investments and minimize financial risk to the community. "We're committed to distributing transportation investments equitably throughout the city, while ensuring responsible use of the resources provided by taxpayers to maximize the return and minimize financial risk."

Mayor Joe Pitts

MAKING IT HAPPEN

Achieving a transportation vision happens through a collaborative and sustained process. It identifies programs and implements projects that address the community's transportation needs equitably and efficiently. The City of Clarksville is responsible for implementing the 2020+ Transportation Strategy, often in partnership with other agencies such as TDOT, Montgomery County and the Regional Planning Commission.

ASSESSMENT

The purpose of the 2020+ Transportation Strategy is to identify and confront current traffic challenges while actively planning for those on the horizon. The Strategy represents an initial traffic and mobility needs assessment and offers a list of eligible projects that address the transportation challenges the City should overcome.

PRIORITIZATION

The Strategy prioritizes transportation projects into tiers based on need, their ability to solve the City's most pressing traffic and mobility problems, and the best allocation of City resources to equitably implement transportation priorities throughout the city.

Programs and projects listed in this plan were identified through a combination of previously identified needs by the Clarksville Street Department; Clarksville Transit System; Clarksville Parks & Recreation; input from the Mayor and City Council; and input from the RPC and MPO leaders.

Planning level cost estimates are listed as an important part of the document, but were not used exclusively to prioritize projects. City Council will take more accurate engineering level costs into consideration annually when finalizing the City budget.



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TIERS SETTING ACTIONABLE PRIORITIES

"This is an action strategy, not another plan that sets on the shelf and gathers dust." Mayor Joe Pitts

Tier 1 projects are prioritized by their ability to adhere to the City's transportation core values. They are generally larger projects which are ranked as urgently needed to address traffic congestion, promote motorist and pedestrian safety, connect the community and expand transit service.

Tier 2 and Tier 3 projects and programs focus on the community's identifiable and expected future mobility needs.

This report focuses on Tier 1 projects. A full list of Tier 2 and 3 projects, with maps, begins on pg. 29. The project level cost estimates envisioned Tiers 1, 2 and 3 total \$432,780,000.

Pg. 09 breaks down the Tier 1 projects proposed for immediate attention in the 2020+ Transportation Strategy. The project level cost estimates envisioned in Tier 1 total \$200,200,000.

VERSION HISTORY

VERSION	DATE	CHANGED BY	CHANGES
Version 1.0	2-8-21	Henry Kilpatrick	Initial Document Published
Version 1.1	5-18-21	Henry Kilpatrick	T1 Updated, T1 Timelines Added, Cunningham Bridge now T2, Version History Page Added

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PROJECTS

TIER 1

PROJECTS: TIER 1

ROADWAY, BRIDGE & INTERSECTION CAPACITY PROJECTS

	SOURCE	FUNDED	COST
Rossview Road Improvement/Dunbar Road Realignments	LOCAL + STATE	YES	\$8.52M
Whitfield Road Widening/101st-Needmore Intersection	LOCAL	YES	\$16M
Tylertown/Oakland Road Improvements	LOCAL	PARTIAL	\$37M
Spring Creek Parkway	LOCAL	PARTIAL	\$51M
Exit 1 Traffic Signals & Ramp/Lighting & Slip Lane	LOCAL + STATE	NO	\$1.61M
Needmore RoadBoy Scout to Tiny Town/Phase 1	LOCAL	NO	\$17.5M
Memorial Extension/Old Farmers Road/Trough Springs	LOCAL	NO	\$26.5M

TOTAL COST :

\$158.13M

SIDEWALKS & MULTI-USE PATHS: PEDESTRIANS, BIKES & GREENWAYS

	SOURCE	FUNDED	COST
Tiny Town Road/10 Foot Multi-Use Path	LOCAL + GRANT ELIGIBLE	NO	\$23.4M
Greenwood Ave/Edmondson Ferry Sidewalks	LOCAL + GRANT ELIGIBLE	NO	\$4.2M
Jordan Road Sidewalk/5 Foot Sidewalks	LOCAL + GRANT ELIGIBLE	NO	\$2.98M
North Senseney Circle/Barkers Mill School Sidewalks	LOCAL + GRANT ELIGIBLE	NO	\$990K
Highway 48/13 Sidewalk/Crosswalks	LOCAL + GRANT ELIGIBLE	NO	\$2.5M
TOTAL COST :			\$34.07M
TRANSIT STRATEGY			
TRANSIT STRATEGY	SOURCE	FUNDED	COST
TRANSIT STRATEGY Main Transit Station/Relocation	SOURCE FEDERAL	FUNDED NO	соѕт \$10М

TIER 1 TOTAL COST :

\$202.2M

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EXPLORING OPTIONS

Throughout many of the Tier 1 projects, there is an ability to tailor each project to the needs of the community. Whether those needs be multi-use paths, bike lanes, side-walks, turn lanes, etc., the following renderings go into detail about the choices available. Keep these choices in mind while looking through the pictures and maps of the Tier 1 projects. This will give better understanding on the possibilities of each projects.

Please note: The below options are not available for all projects due to size contraints.

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OPTION 2



OPTION 3



THE DETAILS

Work is under way on this two-phase project to widen Rossview Road in front of the Rossview Schools Campus from Interstate 24 to Page Estates. The project also will realign Dunbar Cave Road to meet Cardinal Lane, reducing the number of intersections and traffic movements near the schools campus.

Cost: \$8.52 million

ROSSVIEW ROAD IMPROVEMENTS/DUNBAR ROAD REALIGNMENT

TIER 1

ROSSVIEW

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ROSSVIEW ROAD IMPROVEMENTS/DUNBAR ROAD REALIGNMEN

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THE DETAILS

Design and right-of-way acquisition has begun on this project to widen Whitfield Road from Tracy Lane south of 101st Parkway to Needmore Road. A section of Needmore Road also will be improved and the intersection of Whitfield and Needmore would be converted to a roundabout.

Cost: \$16 million

For an animated video of the proposed project, click here.

WHITFIELD ROAD WIDENING/101ST-NEEDMORE INTERSECTION

TIER 1

WHITFIEDRO



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TIER 1 TYLERTOWN / OAKLAND ROA

THE DETAILS

Design is under way on this project to widen Tylertown Road from Trenton Road east to the City Limits and to widen Oakland Road from Tylertown to Meriwether Road. The intersection of Tylertown and Oakland will be converted to a roundabout.

Cost: \$37 million

TYLERTOWN / OAKLAND RO ROUNDABOUT

TIER 1 TYLERTOWN / OAKLAND ROAD



Oakland Rd (5,400 Feet)

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Samantha Ln.

Rd

Tylertown Rd (9,300 Feet)

THE DETAILS

This map shows the full proposed Tylertown Road/Oakland Road project, which will improve road access and add sidewalks to an area that has seen rapid residential development and the recent addition of the new Oakland Elementary School.

Tylertown Rd

Cost: \$37 million

TIER 1 SPRING CREEK PARKWAY

PROPOSED BRIDGE

NORTHEAST CONNECTOR

SOUTH HAMPTON

PARCEL 10: 052 01300 000 BATSON EAST-LAND CO INC NIEMA RUDOEPH BEVD VOL 1095 PG 1050 THE DETAILS

Design and right of way efforts have begun on the Spring Creek Parkway, the most ambitious project envisioned in the Transportation 2020+ Strategy. The Spring Creek Parkway, is a new multilane thoroughfare spanning 3 miles, which would provide an alternate route connecting Trenton Road near Exit 1 with the Wilma Rudolph Boulevard/Governors Square retail district.

Cost: \$49.5 million

For a flyover video of the proposed project, click here.



EXIT 1 TRAFFIC SIGNALS & RAMP/LIGHTING & SLIP LANE

THE DETAILS

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Sage Meadow Ln

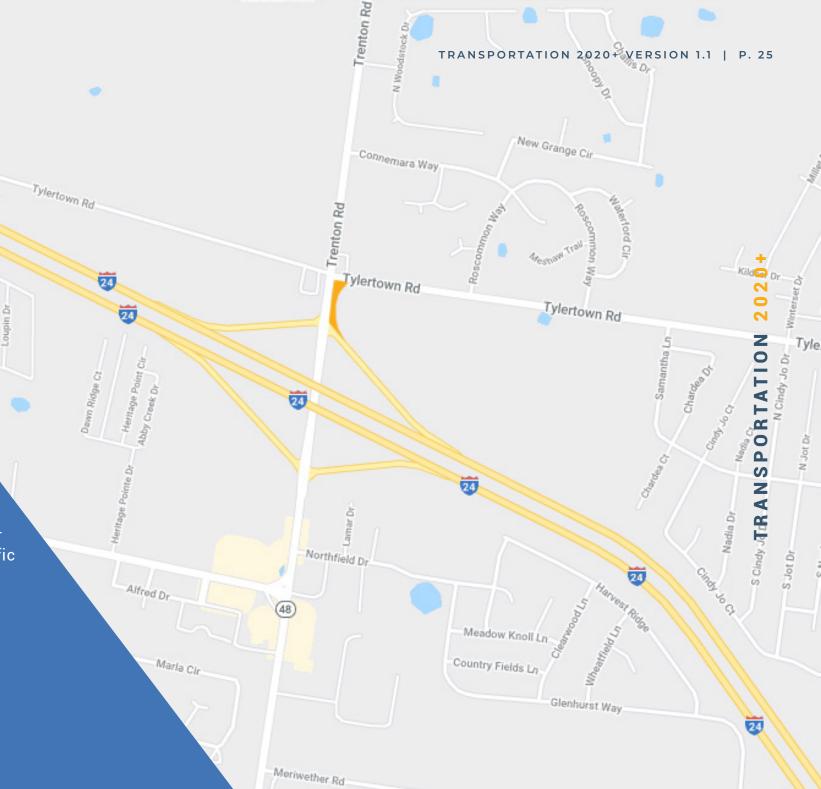
McCalls Way

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This project would improve the traffic flow between Exit 1 and Tylertown Road, providing a slip lane from the westbound I-24 exit ramp to Tylertown. The project also calls for improved traffic signals and lighting.

24

Cost: \$1.61 million



Memorial Dr

THE DETAILS

Widening Memorial Extension from Richview/Warfield to SR 76 will improve traffic flow and increase capacity. Project will include three lanes, sidewalks and possible road realignment. A new traffic signal at SR 76 is also being considered.

Cost: \$26.5 million

MEMORIAL EXTENSION/OLD FARMERS ROAD/TROUGH SPRINGS

TIER 1

MEMORIAL EXTENSI

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Sentinel Dr

Memorial Dr

Red Coat

Independence Dr

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HWY 76

laven Rd

Patel Way

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TRANSPORTATION

Anderson Rd

longwood

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TIER 1 NEEDMORE ROAD PHASE 1



THE DETAILS

Widening of Needmore Road from East Boy Scout Road to Tiny Town Road will alleviate traffic congestion during peak times and improve traffic flow. Preliminary plans include three to five lanes, sidewalks and a new traffic signal at Hazelwood Road.

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Cost: \$17.5 million

TIER 1 PROJECT

THE DETAILS

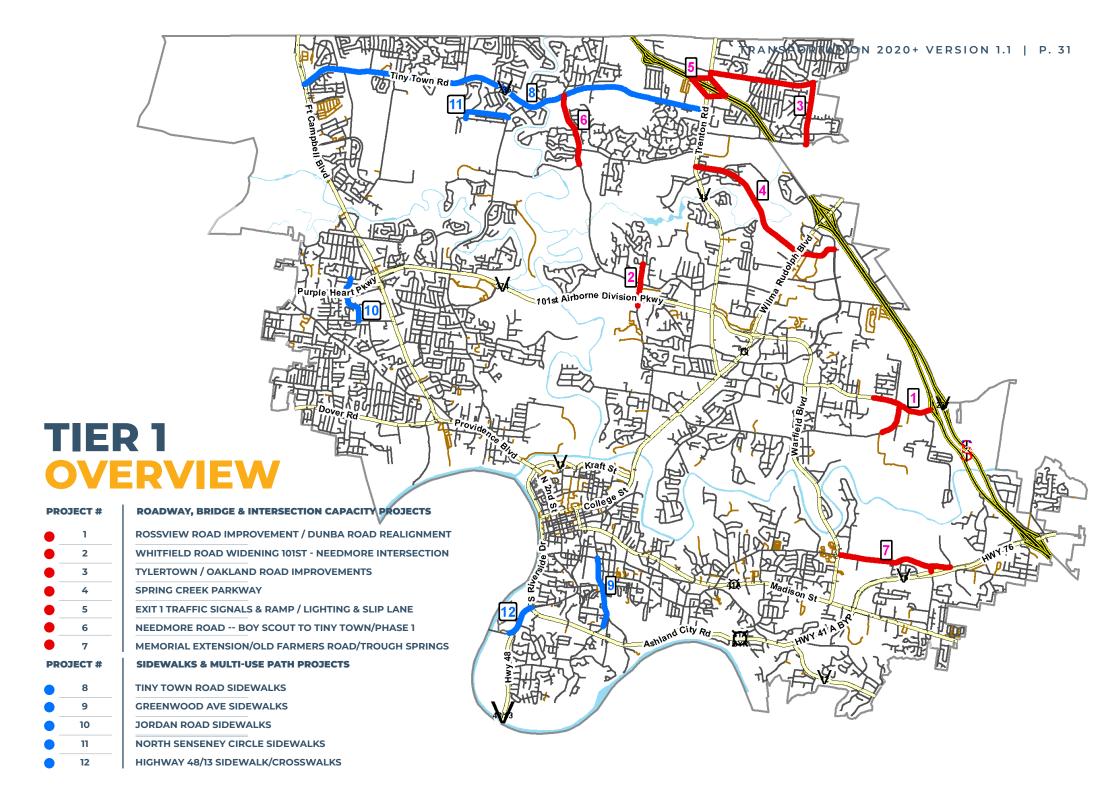
MAIN TRANSIT STATION RELOCATION

This project would replace the existing CTS Transit Center on Legion Street with a larger transit hub at another downtown location. The goal is to reduce transit traffic congestion in the heart of downtown and provide more space for future transit system expansion.

Cost: \$10 Million

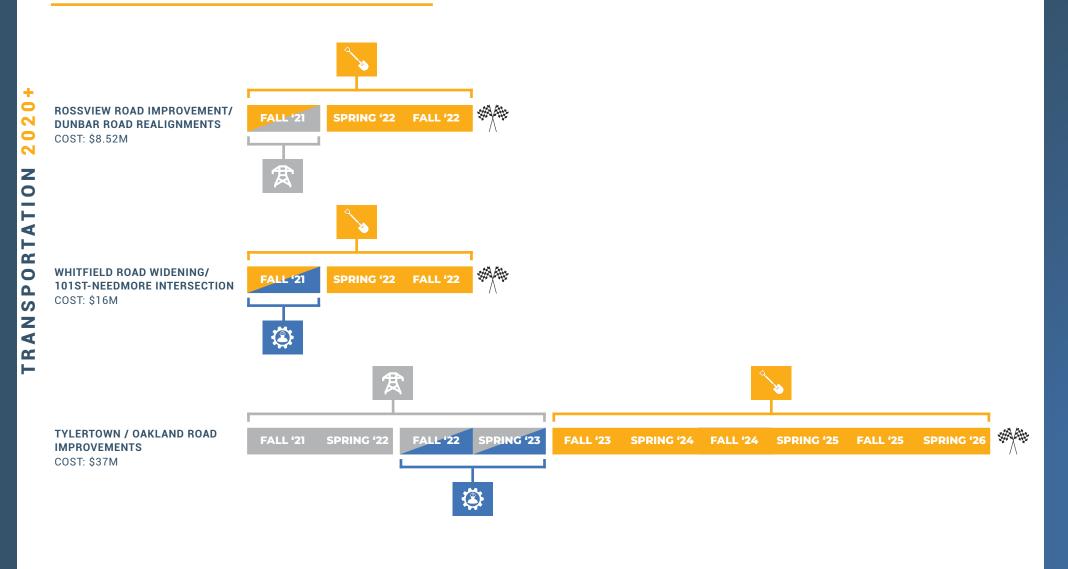
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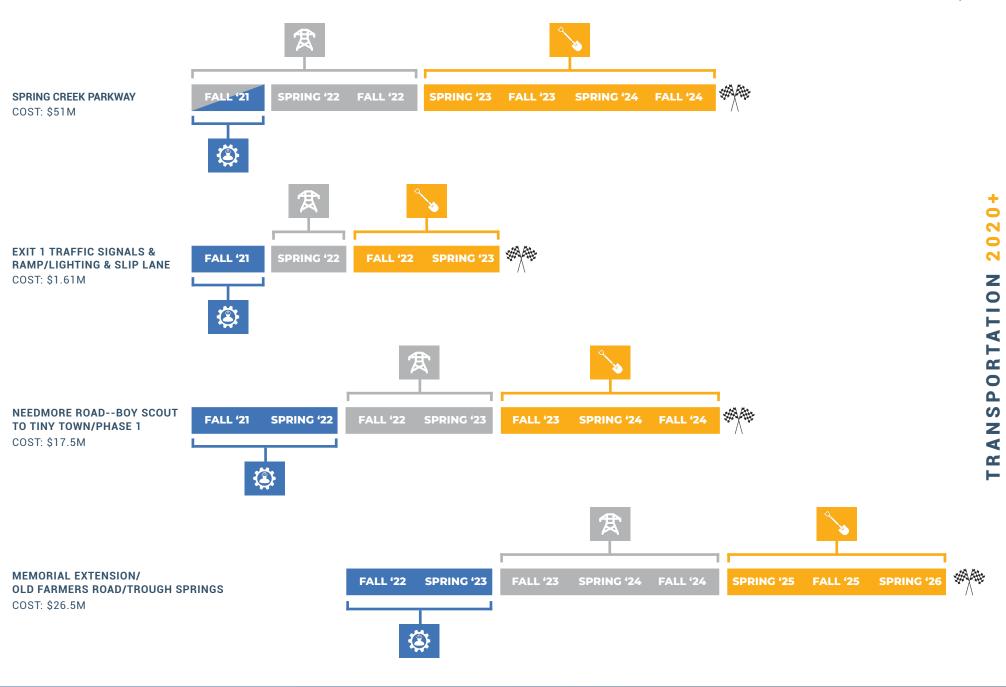


TIER 1 TIMELINES

ROADWAY, BRIDGE & INTERSECTION CAPACITY PROJECTS



Design & Engineering



Design & Engineering

Right-of-Way Acquisition/Utilities Relocation 😭

Construction $^{\circ}$

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SIDEWALKS & MULTI-USE PATHS: PEDESTRIANS, BIKES & GREENWAYS

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SIDEWALKS & MULTI-USE PATHS: PEDESTRIANS, BIKES & GREENWAYS

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TRANSPORTATION 2020+

TIER 1 PROJECTS

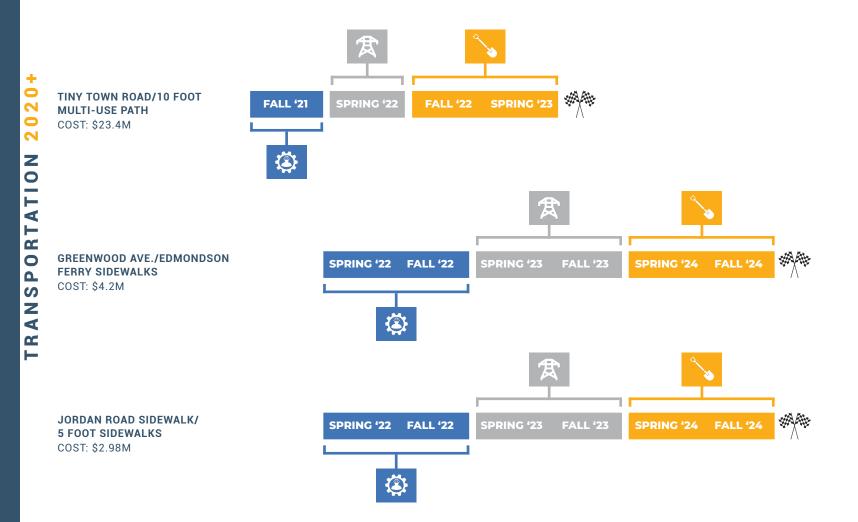
SIDEWALKS & MULTI-USE PATHS: PEDESTRIANS, BIKES & GREENWAYS



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TIER 1 TIMELINES

SIDEWALKS & MULTI-USE PATHS: PEDESTRIANS, BIKES & GREENWAYS





Construction

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PROJECTS

TIERS 2 & 3

PROJECTS: TIER 2

ROADWAY, BRIDGE & INTERSECTION CAPACITY PROJECTS

TOTAL COST :	\$111.35M
Cunningham Bridge Rehabilitation/with County, State	\$18.1M
SR 76/Fire Station Road	\$750K
SR 76/Hornbuckle to Little Hope Road	\$9.5M
Needmore RoadTrenton Road to Boy Scout/Phase 2	\$55.5M
Hazelwood Road Improvements/Widening & Sidewalks	\$27.5M

SIDEWALKS & MULTI-USE PATHS: PEDESTRIANS, BIKES & GREENWAYS

St. Bethlehem Hub	\$750K
	TRANSIT STRATEGY
TOTAL COST :	\$16.97M
Peachers Mill Road/Dale Terrace to Providence Boulevard	\$1.95M
Richview Road/Memorial to Madison Street	\$3.6M
Vulcan Property to Greenway/Red River, Stacker, Hyman	\$3.92M
	\$7.5M

TIER 2 TOTAL COST :

PROJECTS: TIER 3

ROADWAY, BRIDGE & INTERSECTION CAPACITY PROJECTS

Union Hall Road/Connect to South Hampton	\$6.5M
Pea Ridge Road/Widening & Sidewalks	\$6.5M
Tracy Lane/Realignment	\$5M
Kraft Street/N. Second to College/Widening & Sidewalks	\$20.5M
Kennedy Lane/Connect to Meriwether	\$14.5M
Powell Road/Connect to Dunbar Cave Road	\$16M
Kennedy Lane/Alternative Access Road	\$4.5M
TOTAL COST :	\$73.5M

SIDEWALKS & MULTI-USE PATHS: PEDESTRIANS, BIKES & GREENWAYS

Highway 48-13/Sidewalks & Crosswalks	\$2.5M
Madison Street/10th Street to SR 76/Sidewalks	\$15M
Outlaw Field Road/Tiny Town to Jack Miller/Both Sides	\$4.06M
Ringgold Road/Fort Campbell Boulevard to RR Bridge	\$5.7M
TOTAL COST :	\$27.6M

	TRANSIT STRATEGY
Northside Hub	\$750K
TOTAL COST :	\$750K

TIER 3 TOTAL COST :

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DECISIONS



The creation of the 2020+ Transportation Strategy offers new opportunities for the City Council and citizens to have direct influence on ensuring the vision and values in the plan are translated into new policy, programs and projects.

The City Council adopts laws, ordinances and resolutions as it deems proper. The Council sets direction for the City including approving all policies and plans, adopting the City's annual budget and 5-year Capital Improvement Program (CIP). The Council's role in supporting new transportation initiatives will include:

Adoption of the 2020+ Transportation Strategy and its subsequent updates.

• Adoption of the City's annual budget and 5-year CIP.

REGIONAL PLANNING COMMISSION



The Regional Planning Commission and Metropolitan Planning Organization provide guidance for planning the development, expansion and growth of the city and county, and from time to time, assists in the preparation of comprehensive, long-term plans.

The RPC Director, the MPO Director with their staff have provided direct assistance to the preparation of the 2020+ Transportation Strategy. In the future, the RPC Director may recommend programs and projects to update the adopted 2020+ Transportation Strategy.

The Planning Commission will work to ensure that goals of the traffic plan align with the goals of long-range land use plans. The Planning Commission's role in supporting new transportation initiatives are primarily policy oriented in nature, and include the following:

• Ensure that future development plans, including subdivisions, implement provisions of the 2020+ Transportation plan when possible.

• Work with City staff and the development community to create programs that achieve transportation goals from a growth and land use perspective.

TENNESSEE DEPARTMENT OF TRANSPORATION

TDOT owns and maintains the federal and state transportation network in Clarksville, including:

- Interstate 24
- US 41A
- US 79
- State Route 76
- SR 48-13/Trenton Road
- SR 12/Ashland City Highway
- SR 236/Tiny Town Road
- SR 237/Warfield/101st Parkway
- SR 374/Rossview Road

Any improvement desired on a state facility must be endorsed by TDOT.

Clarksville has a successful and collaborative relationship in improving TDOT roadways.

- Current TDOT projects in Clarksville: Expanding the SR 48 McClure Bridge
- Beginning construction on the SR 374/ Rossview Road project near the Rossview schools campus
- Designing the SR/48 Trenton Road expansion
- Planning improvements on US 41A/Madison Street and SR 12 near their intersection

REVENUES AND RESOURCES

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need."

"While we talk politely about funding and resources, let's get real -- it's going to take M-O-N-E-Y to build the improved roads and sidewalks we

Mayor Joe Pitts

RESOURCES

The City of Clarksville's Annual Budget is the primary tool the City Council uses to implement its policies. The budget sets spending priorities for the year, serves as an important management tool for City operations, and establishes the direction for the community to move forward.

The Clarksville City budget provides guidance in two basic forms: operations and capital. Operations reflect the funding necessary for day-to-day functions, including staffing and expenses.

Capital generally reflects the City's equipment, facilities, and infrastructure. Funding ranges from buying a copy machine to building a recreation center, a new park, or a roadway.

Funding for the City's transportation program is contained in both general areas. The following funds in the City Annual budget support the City's transportation program:

The General Fund is the City's primary operating fund and is used to track the financial resources associated with the basic City services that are not required to be accounted for in other funds. This includes services such as police, street maintenance and repair, parks and recreation, and other support services. These services are funded by general purpose tax revenues and other revenues that are unrestricted. This means that the City Council, with input from the public, can distribute the funds in a way that best meets the needs of the community, as opposed to other funds, that are restricted to predefined uses.

Capital Projects funds account for financial resources that must be used for the acquisition, improvements, or construction of major capital projects, like big roadways and bridges or a major recreation complex.

The City's 5-year CIP lists approved and anticipated capital projects of the City and can be found in the CIP section of the budget document.



As the tiered priority project lists clearly show, even with expected substantial state and federal money, Clarksville has significant transportation system expansion and improvement needs. With current revenues, only one or two Tier 1 projects will move forward. It's clear the City needs more financial resources to accomplish the major improvements needed to increase our roadway capacity and make our transportation system safer, more effective and reliable, and more equitable.

HOW REVENUE TRANSLATES INTO NEW ROADS

Traditionally, the City uses tax-exempt bond issues to borrow money to pay for large, longterm capital projects such as roads. In the current lending market, \$2.4 million per year in new revenues would allow the city to borrow \$40 million for road projects; \$4.8 million in new revenue would allow the city to finance \$80 million for roads, and so forth.



TOOLS AVAILABLE TO INCREASE REVENUE

Three major funding sources enabled by statute can be increased or added to the resource mix. In two cases, citizens would have the opportunity at the ballot box to directly make decisions on proposed funding methods and levels. These options are:



FUEL TAXES

The State's Improve Act gives City of Clarksville voters the ability by referendum to add a local motor vehicle fuel tax to help pay for transportation-related capital projects. For example, a 3-cent local vehicle fuel tax would generate an estimated \$750,000 per year for local transportation projects.



SALES TAXES

Citizens could vote by referendum to increase the local option sales tax rate by a quarter cent. This is the remaining legal limit. A quarter-cent increase would generate an estimated net increase of \$3.5 million per year to the City general fund.



PROPERTY TAXES

The City Council could vote to increase the amount of property taxes dedicated to transportation funding and potentially increase property taxes. Based on the City's current tax base (the assessed value of all properties in the City Limits) a 1-cent increase in the property tax rate would yield revenue of \$324,500; a 10-cent increase would yield \$3.245 million.

AN EXAMPLE

The City would need more than \$80 million to fund two major Tier 1 projects -- the Spring Creek Parkway (\$51 million) and the Tylertown/Oakland Road improvements (\$37 million). This means the City would need to add \$4.8 million per year in new revenues, in some combination of the options listed above.

DECISIONS

Moving forward, City leaders will engage with community stakeholders to review and refine the 2020+ Transportation Strategy, and identify the right mix of revenue sources and projects to address our challenges.

EDITOR **Richard Stevens**

GRAPHIC DESIGN

Henry Kilpatrick

QUESTIONS OR COMMENTS? Email communications@cityofclarksville.com

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MAPPING & INFORMATION

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Official Communication of the City of Clarksville Mayor's Office