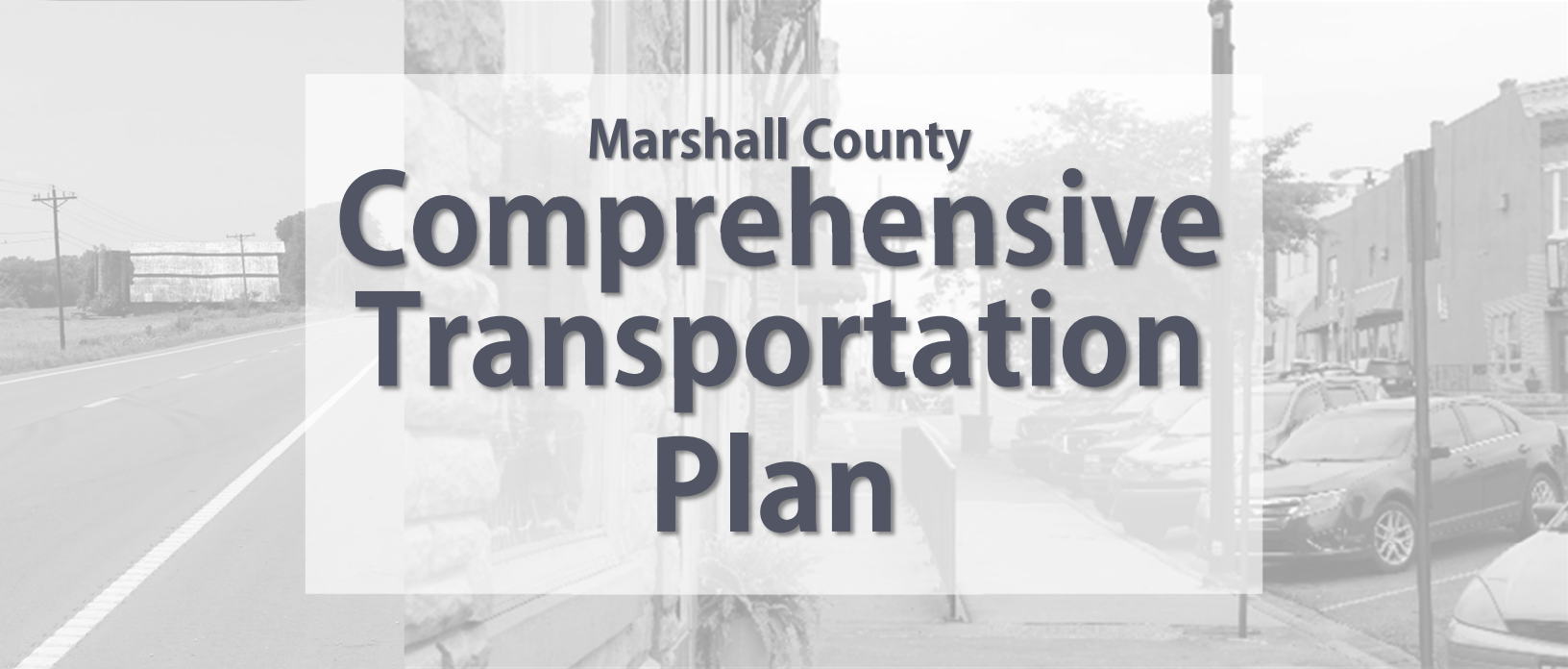




Marshall County Comprehensive Transportation Plan



CONTENTS

- INTRODUCTION 1
 - Planning Area..... 2
 - Lewisburg 3
 - Chapel Hill 3
 - Cornersville..... 3
 - Petersburg..... 3
 - Purpose of Study..... 4
 - Master Planning Process 4
- EXISTING & FUTURE 5
 - Previous Plans & Studies 6
 - Marshall County Land Use & Transportation Plan..... 6
 - Vision Lewisburg 2035..... 6
 - Town of Chapel Hill Bicycle & Pedestrian Plan..... 7
 - Land Use & Zoning..... 8
 - Residential/Agriculture 8
 - Industrial 8
 - Commercial..... 8
 - Public/Institutional 9
 - Other 9
 - Future Growth & Development 9
 - Demographics..... 11
 - Transportation System 13
 - Traffic Patterns..... 13
 - Freight Traffic..... 15
 - Safety Analysis..... 17
 - Accessibility 17
 - Multimodal Accommodations 18
- RECOMMENDATIONS..... 19
 - Context Classifications..... 20
 - Identification of Context Classifications 21
 - Capital Project Recommendations 31
 - Additional Recommendations for Future Study..... 36
- Appendices 40
 - Appendix A - Public & Stakeholder Engagement Documentation..... 41
 - Appendix B - Existing and Future Traffic Volumes..... 76
 - Appendix C - Design Standards Matrix 78
 - Appendix D - Capital Project Recommendations..... 80

TABLES & FIGURES

Table 1 Forecasted Future Growth by Area.....	11
Table 2 Average Annual Traffic Growth by Functional Classification.....	14
Table 3 Capital Project Recommendations	33
Figure 1 Planning Area	2
Figure 2 Commercial Corridors.....	8
Figure 3 Urban Growth Boundaries	10
Figure 4 Development Limitations	10
Figure 5 County Demographic Facts	11
Figure 6 Forecasted Future Growth by Area.....	11
Figure 7 Employment Distribution (2018)	12
Figure 8 Existing Employment Sector Numbers (2018).....	12
Figure 9 Functional Classification System	13
Figure 10 Commuting Patterns (2015)	13
Figure 11 Key Commuting Corridors	14
Figure 12 TDOT Travel Demand Model 2010 Outputs	14
Figure 13 TDOT Travel Demand Model 2040 Outputs.....	15
Figure 14 Routes with High Truck Usage in Marshall County	16
Figure 15 Crash Heat Map.....	17
Figure 16 Access Density.....	17
Figure 17 Sidewalks, Bikeways, and Greenways.....	18
Figure 18 Variables for Identifying Context Classifications.....	21
Figure 19 Marshall County Study Roadway Context Classifications.....	22
Figure 20 Rural Context Design Guidance	25
Figure 21 Rural Village Design Guidance	26
Figure 22 Suburban/Rural Design Guidance	27
Figure 23 Suburban/Urban Design Guidance	28
Figure 24 Urban Design Guidance	29
Figure 25 Downtown Design Guidance	30
Figure 26 Special District Design Guidance.....	31
Figure 27 Capital Project Recommendations.....	32
Figure 28 Functional Area of Intersections.....	38

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This Plan is a result of invaluable input, collaboration, and expertise between numerous organizations, including:

Marshall County

City of Lewisburg

Town of Chapel Hill

Town of Cornersville

Town of Petersburg

Marshall County Joint Economic and Community Development Board (JECDB)

TDOT, Office of Community Transportation

KCI Technologies, Inc., Consultant

Chapter 1

INTRODUCTION

The Comprehensive Transportation Plan is a strategic effort for Marshall County that incorporates consideration of all users of the transportation system. This plan particularly focuses on the intersection of land use and transportation goals. It acts as a guide for community decision-makers as they respond to and anticipate future growth while preserving the unique character found throughout the County and each municipality within Marshall County.

All roadways are functionally classified according to the role they play within the transportation network, whether they provide efficient regional travel (arterials), local access to parcels (local streets), or a balance of the two (collectors). Arterials typically have the highest speeds and traffic volumes, while local streets have the lowest. Speeds and volumes on collectors are more moderate. Marshall County's network of arterial and collector roadways is the focus of this plan's evaluation, as they are responsible for moving the majority of traffic within the county.

This comprehensive transportation plan differs from a traditional major thoroughfare plan in that analyses and recommendations consider all modes of travel, versus solely focusing on highway capacity (moving vehicles as efficiently as possible) and that links roadway function and accommodations to the area it serves

Planning Area

Marshall County is located in the Middle Tennessee region (Tennessee Department of Transportation (TDOT) Region 3) and is one of 13 counties comprising the South Central Tennessee Rural Planning Organization (RPO). Marshall County is bounded to the north by Williamson and Rutherford Counties, to the east by Bedford County, to the south by Lincoln and Giles Counties, and to the west by Maury County. Although predominately rural, Marshall County is home to four (4) municipalities: Lewisburg, Chapel Hill, Cornersville, and Petersburg, as illustrated in

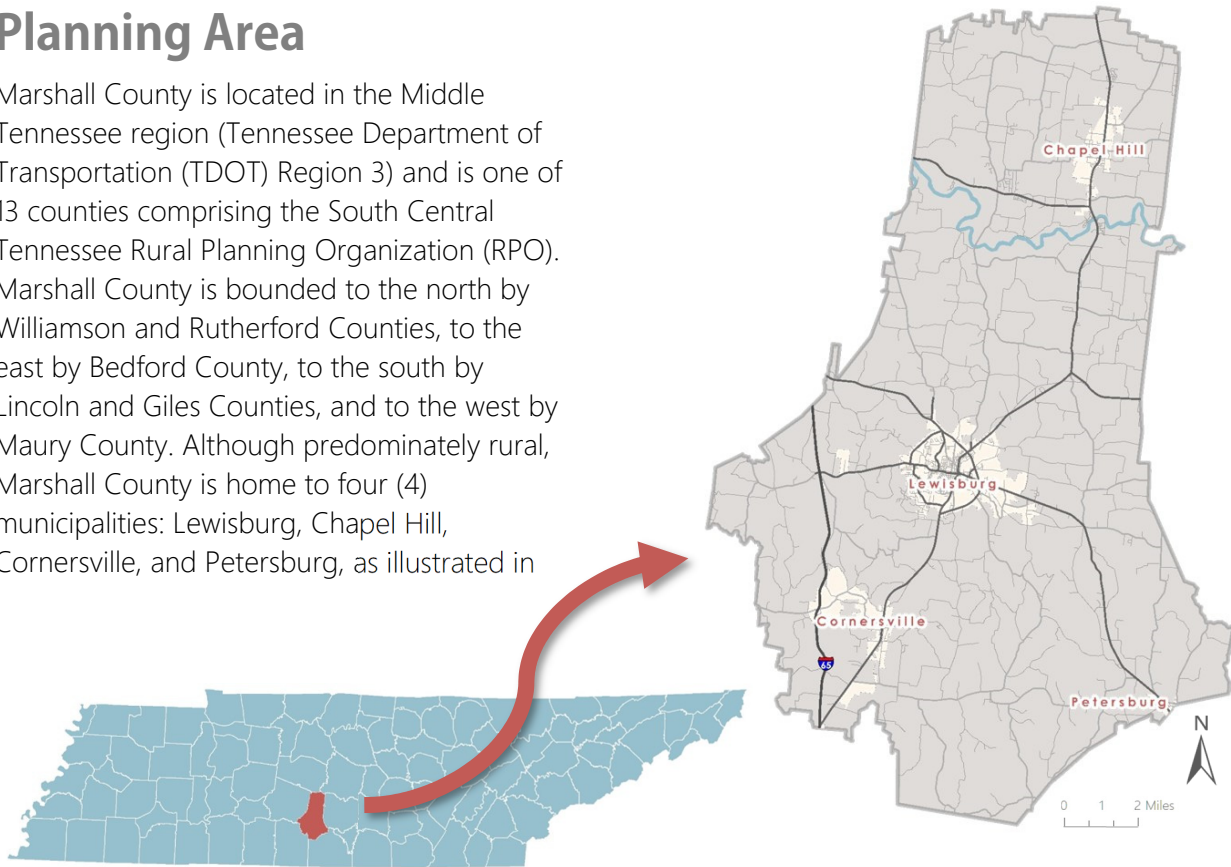


Figure 1 Planning Area



Having a walkable and bikeable downtown is an important goal for the communities in the County

Lewisburg

The largest city in Marshall County belongs to Lewisburg, which is also the County seat. Located at the center of the county and at the intersection of four major state routes, Lewisburg comprises more than one third of the County's overall population and employment.



Lewisburg, TN

Chapel Hill

The Town of Chapel Hill is a small community in the northern portion of Marshall County that approximately 1,500 people call home. The Town employs over 600 residents with key industries including healthcare, public administration, and retail. Henry Horton State Park is a well-known attraction in the area and includes a golf course, hiking trails, cabins, conference facilities, and other recreational amenities.



Chapel Hill, TN

Cornersville

Nestled in the southwestern portion of the county, the Town of Cornersville is home to approximately 1,300 residents and employs nearly 600 workers. Located just off Interstate 65, the town's Main Street is lined with historic homes and buildings, which add to the small town charm of this quaint community.



Cornersville, TN

Petersburg

Located partially in Marshall and Lincoln Counties, Petersburg is home to approximately 700 residents and employs over 250 workers and is a mid-way point on the journey between Lewisburg and Fayetteville.



Petersburg, TN

Purpose of Study

Given its geographical proximity to the Nashville region as well as its connectivity to Interstates 65 and 840, Marshall County has continued to see growth over the past few decades. Community leaders wish to better position themselves in preparing for forecasted continued growth, while preserving the unique elements of the county, its communities and landscapes. The horizon year of 2040 is used for purposes of envisioning what the county will look like and evaluating what types of transportation issues might arise over the years.

Major components of this plan include establishing an expanded roadway classification system that is more responsive to the spectrum of existing place types in the county (beyond the traditional urban or rural distinction), as well as the spectrum of transportation user needs. Design guidelines appropriate for each context classification are identified to assist in developing more contextually appropriate roadway designs that are capable of safely accommodating all roadway users (pedestrians and bicyclists). Finally, key investment opportunities that will aid the County and its municipalities in effectively managing the inevitable impacts of growth on the transportation system are identified.

Master Planning Process

This plan is designed to merge the existing and future land use patterns in Marshall County and its municipalities and integrate them with the transportation needs for all community and county residents. The plan development process was initiated in January of 2018 with the collection of available data and exploration of growth trends within the study area.

As with any master planning effort, engagement of the public and key stakeholders throughout the process is vital to the development of a practical and useful plan. Public and stakeholder meetings were first held in March and April of 2018 and then again in July and August. Additionally, an online interactive mapping application allowed residents to provide point-specific input on transportation issues experienced every day. These engagement efforts and analysis led to a deeper understanding of the existing deficiencies as well as the future needs of the transportation system and its users. From this understanding, a contextual framework of land use and roadway classifications was developed as a means of helping guide decision-makers when the County grows and changes. The planning process was completed in September 2018 with the County's Joint Economic and Community Development Board (JECDB) ultimately adopting the plan. Meeting materials are provided in Appendix A.

Chapter 2

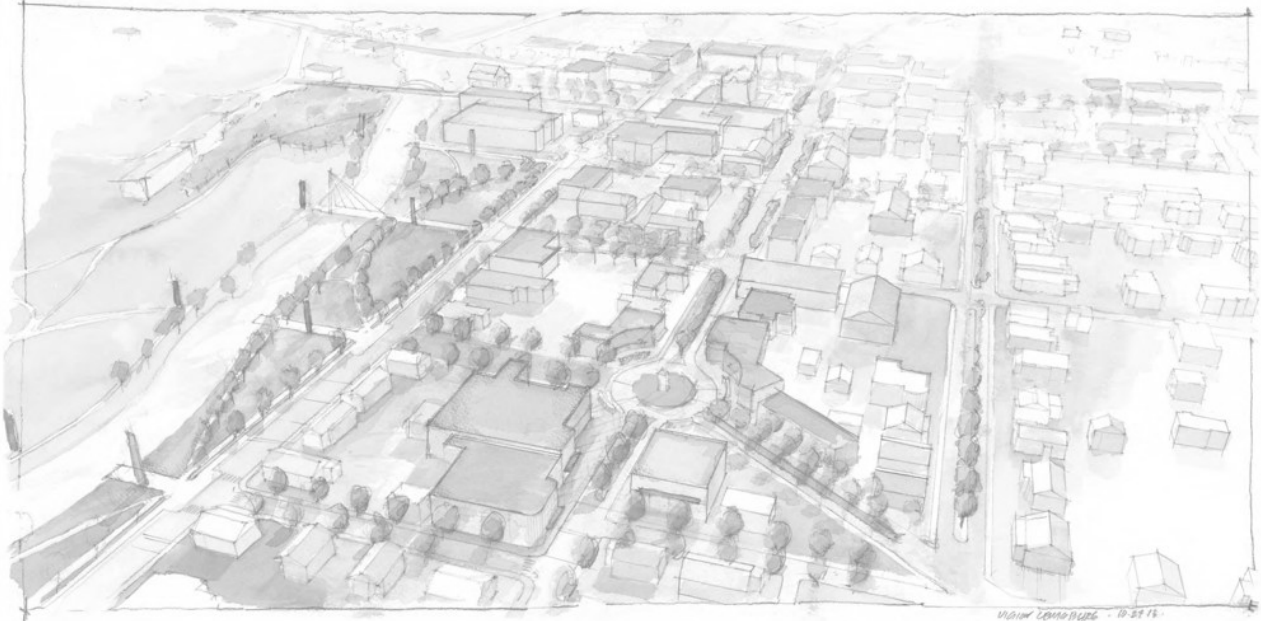
EXISTING & FUTURE CONDITIONS

This section summarizes the existing and future conditions as it relates Marshall County's land use patterns and transportation system. A brief summary of previous planning efforts is included with a general description of the existing zoning for different portions of the County. Following these items, an analysis of demographics, traffic patterns, and the multimodal transportation system is provided.

Combined, this information contributes to an understanding of existing vehicular circulation and pedestrian and bicycle connectivity, as well as highlights the improvements needed to accommodate the forecasted growth for the unincorporated County and its municipalities.

Analyses and associated information contained within this chapter were presented to the project's core stakeholder group, the County's Joint Economic and Community Development Board (JECDB), as well as the general public during the April and August public meetings.

Improvements to Marshall County's arterial and collector roadway network should be closely coordinated with long-range land use and transportation goals for the county and state, as well as those envisioned for each municipality



A rendering of downtown from the Vision Lewisburg 2035 Plan.

Previous Plans & Studies

Marshall County and its municipalities have completed a variety of planning efforts in recent years. These documents provide an understanding of the dynamics and future desires of County residents as it relates specifically to land use and transportation. There are three (3) plans that are of particular use for this effort; these were reviewed and are briefly documented below.

Marshall County Land Use & Transportation Plan

The Marshall County Land Use and Transportation Plan was completed in 2009 and was designed to provide a vision for growth and development in the unincorporated areas of the county over a 20-year timeframe. This effort resulted in two (2) main components – a Development Plan and a Major Thoroughfare Plan. The Development

Plan was based on assumptions for desired growth levels and patterns and laid out implementable steps for achieving the long-term goals of the County using future development decisions. The Major Thoroughfare Plan analyzed traffic volumes and functional classification of roadways to determine whether or not the County's existing roadway infrastructure would be adequate for projected growth.

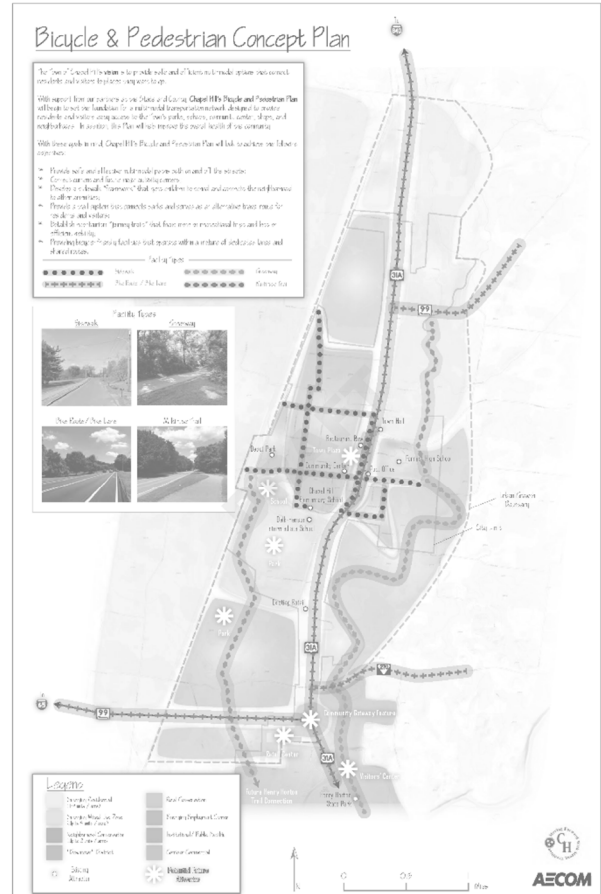
Vision Lewisburg 2035

The Vision Lewisburg 2035 was a comprehensive planning effort that, at its core, addressed open space, corridors, and the downtown area, which were the three issues deemed most important by stakeholders and the public. Rooted in a robust documentation of existing conditions and an extensive public engagement component, the plan identifies a series of goals and objectives that will lead the City of Lewisburg to its desired future.

Ultimately, projects were identified for 5-, 10-, 15-, and 20-year horizons and included key tasks such as the revitalization of various corridors and areas, development of various roadway corridors that serve as gateways into the community, and expansion of multimodal transportation options, among others.

Town of Chapel Hill Bicycle & Pedestrian Plan

In 2017, Chapel Hill was awarded a planning grant from TDOT to examine the multimodal infrastructure within the Town. Motivated by the growth pressures experienced in Middle Tennessee, the Chapel Hill Bicycle and Pedestrian Study defines the projected character of different areas and corridors within the Town limits (similar in concept to this plan's context classifications). These character profiles ultimately drive the recommendations for various multimodal facilities including bike lanes, sidewalks, greenways, and multiuse paths that will connect existing and future activity centers.



Recommendations from Chapel Hill's Bicycle & Pedestrian Study completed in 2017.



Rendering of N. Horton Parkway through downtown Chapel Hill

Land Use & Zoning

Though its municipalities continue to grow, Marshall County is still predominantly rural, a fact that can be seen in its development patterns. Existing land use across the County can be classified into seven (7) broad categories as described below.

Residential/Agriculture

Agricultural land use designations consists of cultivated fields actively used for raising crops, livestock, and other farming related activities. Oftentimes, agricultural land will also include accessory buildings and single-family homes, which is why it is combined with residential land uses. Throughout Marshall County, residential land takes on many forms ranging from low- to high-density development patterns.

Industrial

The Industrial land use designations refer to land that is used for light or heavy manufacturing, processing, productions, or distribution of goods. As these areas can include both small- and large-scale operations, it is often desirable for these facilities to be located together and away from non-compatible land uses, particularly residential. A good example of this land use is the Lewisburg Industrial Park.

Commercial

Commercial land uses are those areas used by for-profit entities, typically for the sale of goods and services. Commercial areas can vary immensely in their size and purpose, ranging from local neighborhood shops to more regional destinations that serve outlying

cities and residents. Examples of each end of the spectrum would be the downtown shops in Chapel Hill and the Ellington Parkway Wal-Mart complex in Lewisburg. In Marshall County, most commercial activity occurs in a few specific areas, namely along Ellington Parkway in Lewisburg and along Horton Highway in Chapel Hill. These commercial areas are depicted in Figure 2. Interstate proximity is also a key component in linking transportation and land use as accessibility to freight facilities provides opportunities for commercial activity, which can be seen at the interchange of I-65 and Sam Davis Highway (Exit 22).

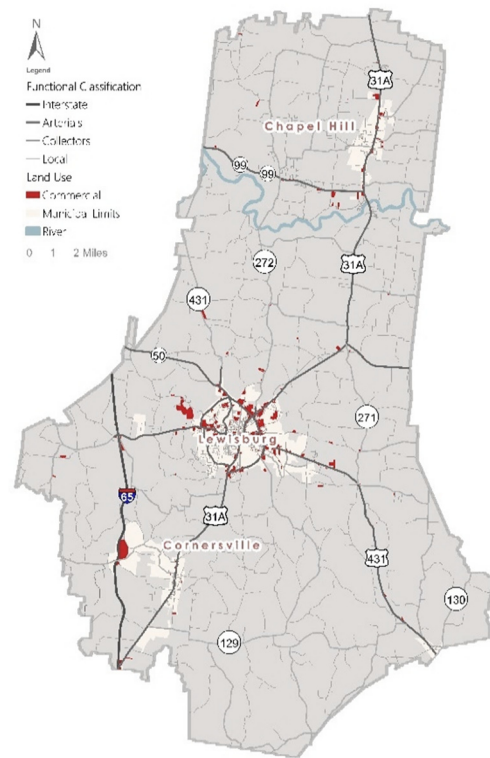


Figure 2 Commercial Corridors

Public/Institutional

Public/Institutional land uses include those areas that are typically publicly-owned such as schools, government buildings, religious institutions, and others. Additional uses that can be included in this category are recreational facilities such as parks, open space, community centers, and sports fields. While Marshall County and its municipalities do not identify zoning regulations for these public facilities, these land uses exist throughout the County.

Other

Within Marshall County, there are a few other land uses, specifically within Lewisburg. For example, Lewisburg identifies areas in which a special overlay district is effective, meaning that those areas have additional standards and regulations beyond basic zoning requirements. Additionally, Lewisburg designates areas for business parks, floodplains, and Planned Unit Developments (PUDs).

Future Growth & Development

There are certain areas within Marshall County and its municipalities where future development is desired. However, general land use patterns would indicate that future growth will likely occur near or in close proximity to existing development of similar type and size. In examining the County and its municipalities, there are a variety of significant developments and clusters of land uses that are major trip attractors or generators and are likely to encourage future growth. For example, the Lewisburg Industrial Park is currently a major

attraction for its employment but also generates a significant amount of freight traffic; future industrial development is likely to occur near these facilities given the extensive truck and rail infrastructure as well as public utilities available to support those activities. Other significant land uses that are currently significant trip generators and that are likely to influence development include:

- Public use facilities (schools, post office, churches, etc.)
- Recreational facilities (e.g., Henry Horton State Park, the Lewisburg Parks and Recreation facility, etc.)
- Columbia State Community College
- City downtown areas (e.g., Lewisburg square and Chapel Hill strip)
- Shopping/retail/commercial establishments (Wal-Mart, Dollar General, restaurants, etc.)
- Marshall Medical Center

In order to target and plan for areas of growth, cities are tasked with defining Urban Growth Boundaries (UGBs), which includes the urbanized area as well as areas outside City limits that are expected to become urban. Such boundaries are required under state law to indicate where municipalities might grow as a result of annexation, but the process of plotting growth areas has also become a tool for local governments to prepare for development and its impacts to public infrastructure (e.g., water, wastewater, schools, etc.). The UGBs for the four municipalities in Marshall County are shown in on the following page.

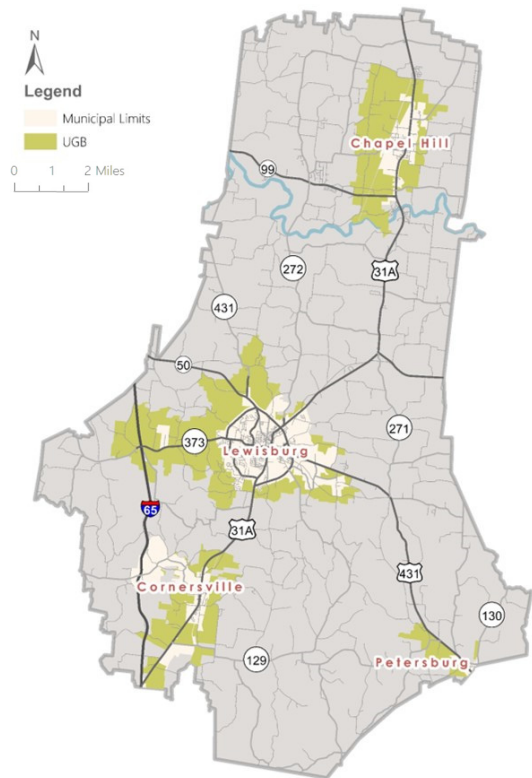


Figure 3 Urban Growth Boundaries

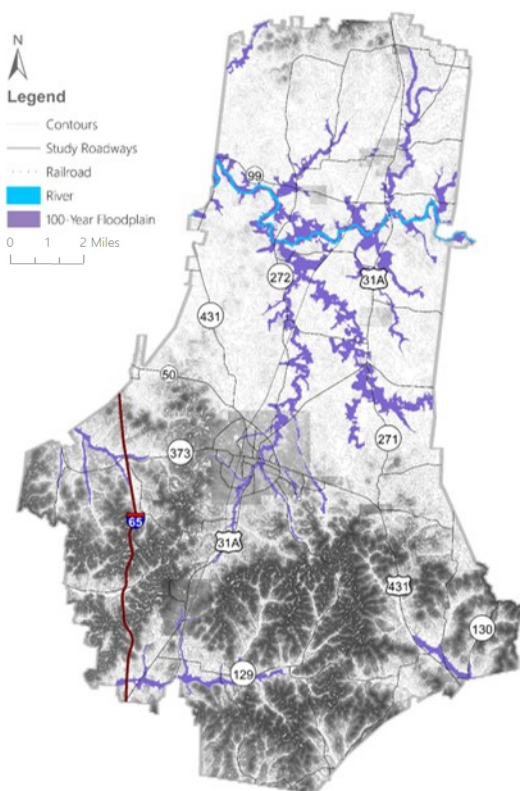


Figure 4 Development Limitations

While the County and Cities have identified desirable areas for growth, there are a variety of physical features and limiting factors that impact development opportunities. Specifically in the southern portion of the County, steep slopes and topography limit roadway connectivity as well as the feasibility of development. Furthermore, the lack of natural gas utilities in this area limits potential for significant development, particularly as it relates to industrial land uses southeast of Cornersville. The Duck River, located in the northern portion of the County, provides extensive recreational opportunities as do many other water features. However, the FEMA flood plains that surrounding these waterways limit development in close proximity. In addition, on a grander level, the Duck River acts as the source of water for the County and municipalities. The Marshall County Board of Public Utilities is currently exploring alternatives for expanding the water supply as the existing system is nearing its capacity. The scale of future growth and development will undoubtedly be contingent on the ability to expand supply. Finally, the railroad, which bisects the County north to south, provides great economic benefits to the County as mentioned previously. However, it also presents challenges as it relates to east-west roadway connectivity, which ultimately constrains the development potential of different areas. Figure 4 displays these features and illustrates areas of the County where development would likely be difficult.

Demographics

As mentioned, Marshall County has continued to see growth within its unincorporated areas as well as in its municipalities. This is due, at least in part, to the immense growth seen across the Middle Tennessee region, which has made its way into Marshall County. Since 2010, the County’s overall population has grown by approximately 1,300 people, which equates to a growth of approximately 4%. According to the U.S. Census Bureau’s American Community Survey (ACS) 2016 Estimate, nearly half of this growth has occurred in the unincorporated areas of the County with Lewisburg taking the second highest share of growth. This trend aligns with the current split of population across the municipalities and unincorporated areas of the County as shown in Figure 5.

Assuming these current proportions remain fairly constant, Marshall County and its municipalities are expected to see an additional 11,700 people by 2040, which represents a 37% increase in population over the next 20+ years. Table 1 and Figure 6 shows the breakout of predicted population growth by area.

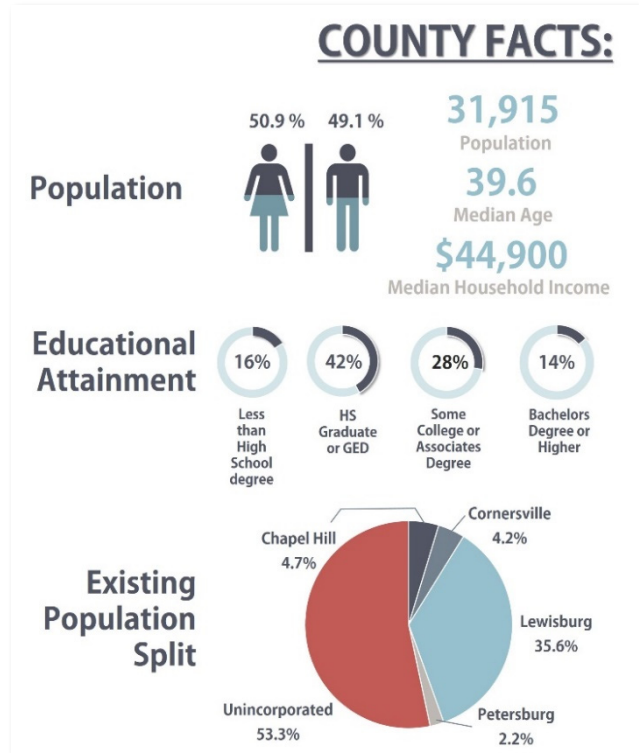


Figure 5 County Demographic Facts

Table 1 Forecasted Future Growth by Area

	Existing (2016)	Future (2040)	Absolute Growth	% Growth
Chapel Hill	1,490	2,040	+550	37%
Cornersville	1,330	1,820	+490	
Lewisburg	11,380	15,550	+4,170	
Petersburg	700	950	+250	
Unincorporated	17,020	23,250	+6,230	
Total	31,920	43,610	+11,690	

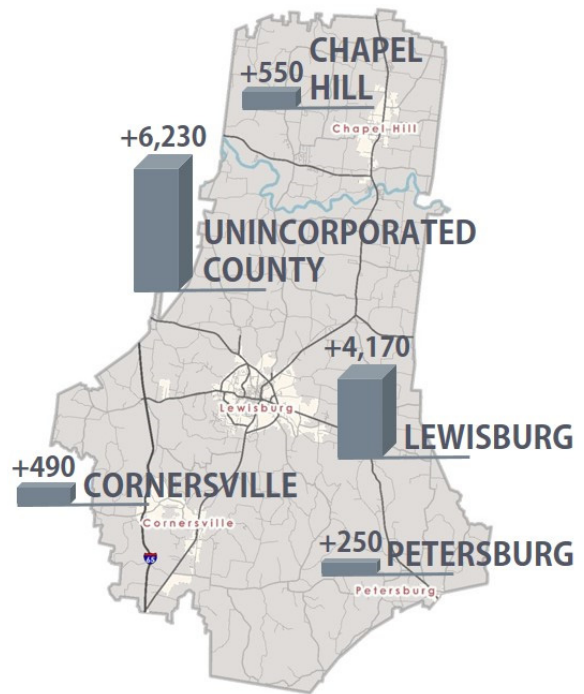


Figure 6 Forecasted Future Growth by Area

Similarly, employment across the county has also grown with an additional 1,500 jobs coming to Marshall County since 2010. The majority of this growth has historically occurred in the manufacturing and retail sectors. Figure 7 shows the geographic distribution of employment across the county according to the source Infogroup, while Figure 8 shows the current distribution of employment by six types: agricultural, manufacturing, retail, office, service, and government. Looking ahead to 2040, it is expected that Marshall County, like many other areas of the state and country, will see an increase in employment in the service and office sectors. In total, Marshall County is forecasted to see approximately 4,800 more jobs by 2040.

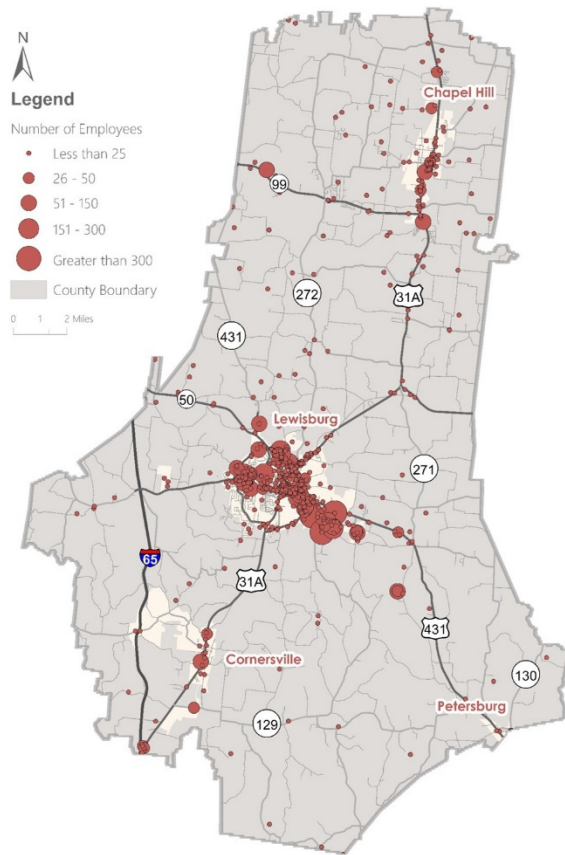


Figure 7 Employment Distribution (2018)

It should be noted that these population and employment projections are based on local data and represent a generous amount of growth, in some instances more than double what statewide and national forecasts predict. Overall, this results in an average annual growth rate of approximately 2% within the County by 2040, which aids in the identification of high-growth areas and determination of future transportation issues and improvements.

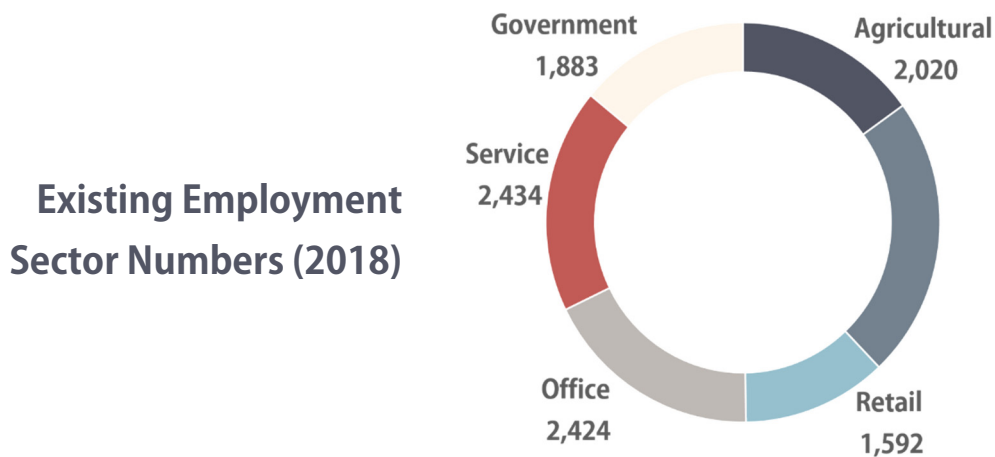


Figure 8 Existing Employment Sector Numbers (2018)

Transportation System

Traffic Patterns

Marshall County and its municipalities are served by a traditionally rural transportation system, which has grown to serve the major population and employment centers within its borders. The county's roadway network is the primary transportation infrastructure carrying travelers to, from, and within the area. Each roadway within the county has been assigned a functional classification based on the facility's design function to provide a balance of regional mobility and local accessibility. Marshall County contains all four of the Federal Highway Administration's (FHWA)

classes, interstates, arterials, collectors, and locals, described in more detail in Figure 9.

Most often, the arterial roadways serve as the backbone of a region's transportation system, providing for the expeditious movement of people and goods. Marshall County is no different in that the arterials provide the much-needed mobility to employment opportunities and other major trip generators. Data collected by the U.S. Census Bureau indicates that a significant amount of Marshall County residents commute outside the study area for employment as shown in Figure 10. In fact, nearly twice as many residents commute out of the county for work as commute into the county. As suggested by this data and



Figure 9 Functional Classification System

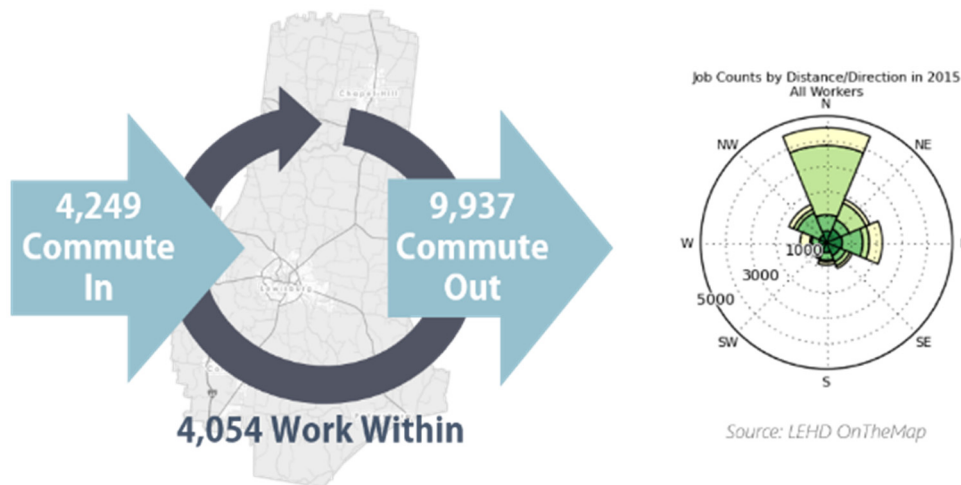


Figure 10 Commuting Patterns (2015)

confirmed by public and stakeholder input, the arterials as well as some collector roadways act as main commuting corridors in the county. Figure 11 identifies roadways such as New Columbia Highway (SR-50), Mooresville Highway (SR-373), Nashville Highway (SR-11/US-31), Sylvester Chunn Highway (SR-99), and others are arterials that connect Marshall County and its municipalities to other regional areas. Additionally, collector roadways such as Franklin Pike (US-431), Verona Caney Road, and Yell Road also serve as major commuting corridors.

With these major roadways fostering significant east-west and north-south connectivity throughout the county, it is no surprise that they also carry the bulk of the traffic. Figure 12 shows the results of TDOT's travel demand model, which is calibrated to show 2010 traffic volumes on major roadways within the study area. In addition to the travel demand model, TDOT maintains count stations on major roadways to collect information on Annual Average Daily Traffic (AADT) volumes. From this data, we can see that the daily traffic volumes on major roadways within Marshall County are growing by approximately 2.2% per year. Table 2 breaks down this growth by facility type.

Table 2 Average Annual Traffic Growth by Functional Classification

Functional Classification	Annual Average Growth
All Facilities	2.2%
Interstate	3.8%
Arterials	2.0%
Collectors	2.5%
Locals	2.5%

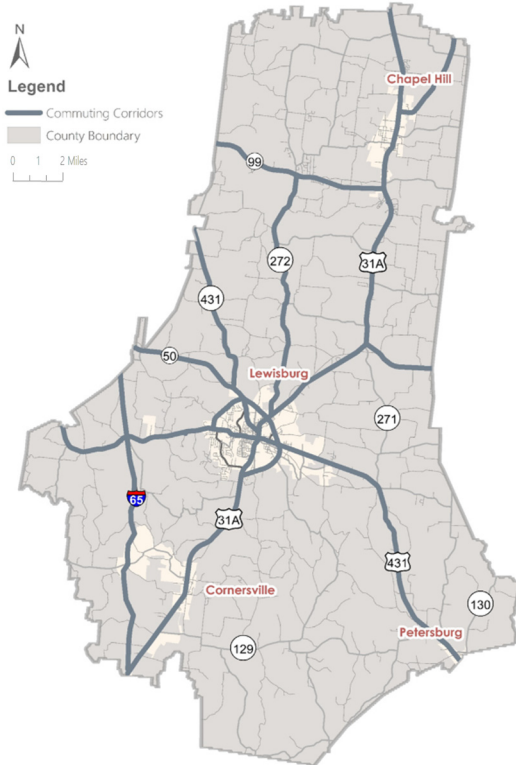


Figure 11 Key Commuting Corridors

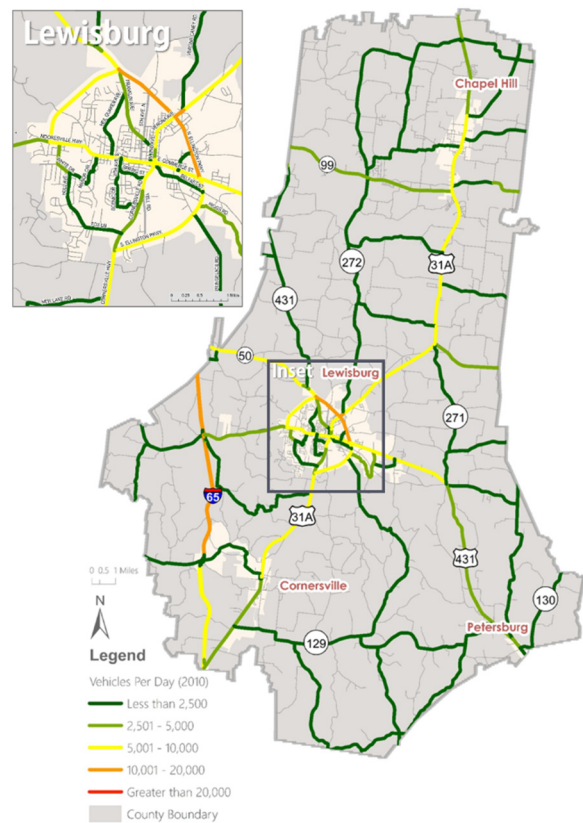


Figure 12 TDOT Travel Demand Model 2010 Outputs

TDOT's travel demand model also includes forecasts of traffic volumes for the year 2040 with embedded assumptions on growth and development in Marshall County and statewide. Figure 13 shows the increase in traffic on the major roadways forecasted to occur by 2040. It is important to note that these forecasts are made statewide and therefore account for the significant growth expected for the middle Tennessee region and its impacts on Marshall County facilities. These forecasts ultimately help inform the process of determining high growth areas in Marshall County based on the availability of infrastructure capacity. Full-page versions of both Figure 12 and 13 may be found in Appendix B.



CSX train passes by the Wade Brown Road crossing in northern central Marshall County

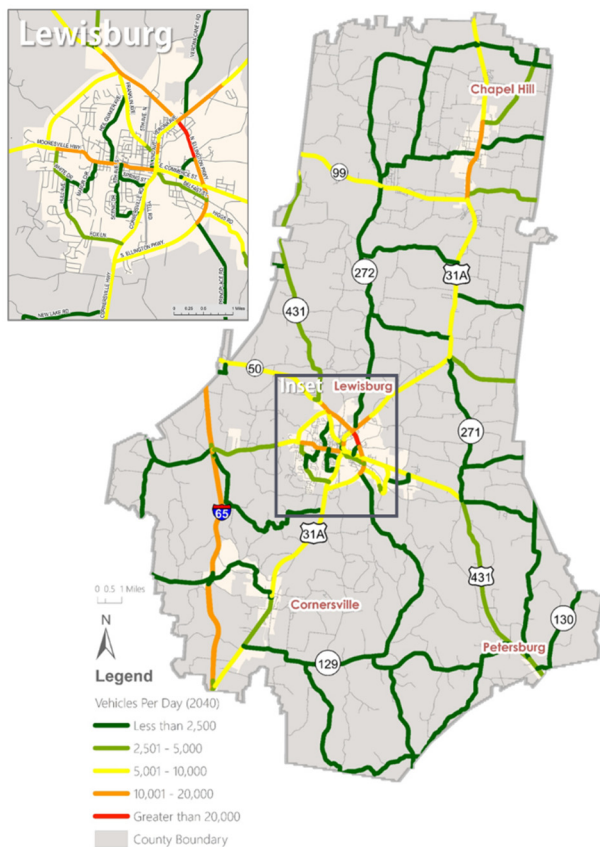


Figure 13 TDOT Travel Demand Model 2040 Outputs

Freight Traffic

In addition to passenger vehicles, heavy vehicles greatly utilize Marshall County's roadway system. In total, Marshall County includes more than 50 freight-dependent industries, which includes institutions dealing with large-scale industrial and manufacturing activities, agricultural activities, rock quarries, construction, freight and long-distance trucking, and others. In addition to Interstate 65, the following three facilities' daily volume is comprised of more than 10% heavy vehicles:

- New Columbia Highway (SR-50) from I-65 to Franklin Pike (US-431)
- Ellington Parkway (US-31A/US-431) from Nashville Highway (US-31A) to Cornersville Highway (US-31A)
- Higgs Road/Caughran Road/Childress Road from Ellington Parkway (US-31A) to Fayetteville Highway (US-41/SR-50)

These routes are shown in Figure 14 and align with known areas of intense freight activity such as the Lewisburg Industrial Park in the southwest quadrant of the city. Throughout the development of this plan, consideration of freight activity and heavy vehicle movements

impacted the identification of future development patterns across the county.

In addition to truck movements, Marshall County also has significant freight rail infrastructure consisting of railroad operated by CSX Transportation, which runs from Brentwood, TN to Birmingham, AL. The mainline bisects the county in a north-south fashion, and a shortline spur extends east to serve the Lewisburg Industrial Park. This track is reported to carry between 28 and 35 trains per day. According to Transearch data purchased by TDOT, this railroad carried approximately 13.5 million tons of commodities equating to approximately \$14.6 trillion in 2012.

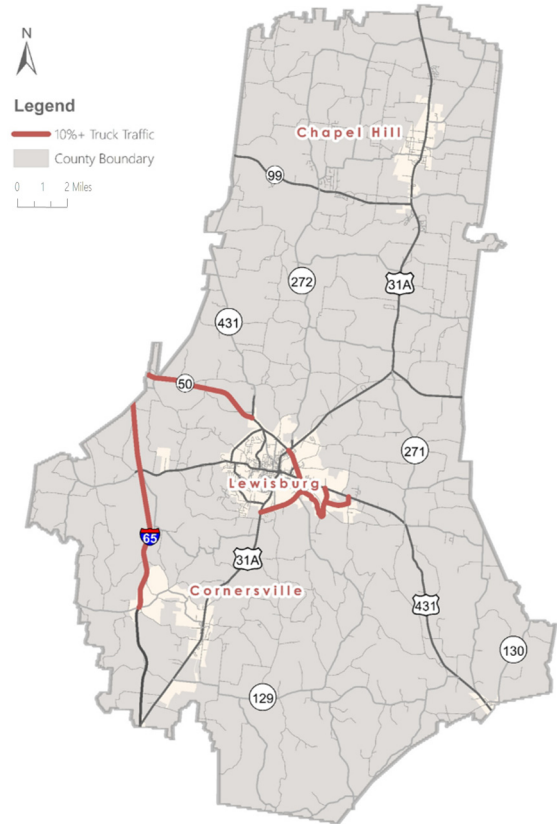


Figure 14 Routes with High Truck Usage in Marshall County



A delivery truck enters the I-65 Commerce Park along Mooresville Highway (SR-373)

Safety Analysis

Crash trends help to identify locations for key safety-related improvements. Figure 15 depicts the relative concentration of crashes within the county using five years of data spanning from 2012 to 2017. As shown in the figure, the majority of vehicular crashes occurred at major intersections, particularly locations along high-speed, multilane arterials.

In addition, there were approximately 10 non-motorized crashes that occurred in Marshall County over this time period. All of these crashes were pedestrian crashes with six of these occurring in Lewisburg and four occurring in the unincorporated County. There were no bicycle crashes reported in Marshall County over the past five years.

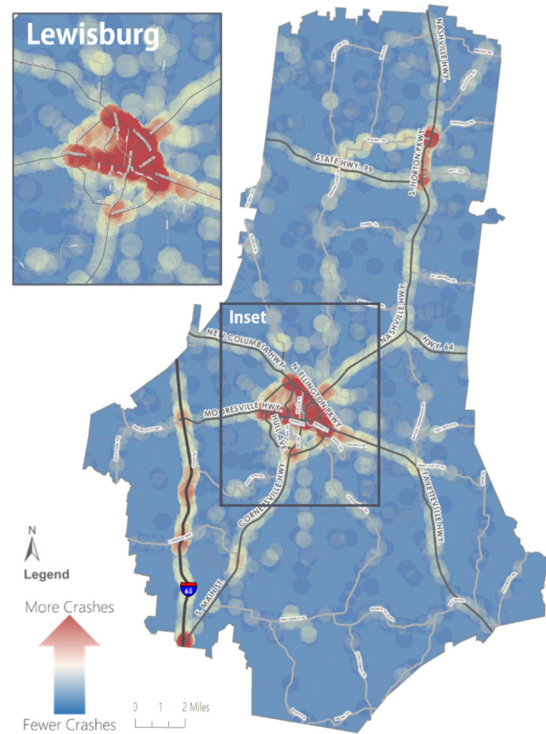


Figure 15 Crash Heat Map

Accessibility

One of the contributing factors to safety and efficiency in traffic operations along corridors is related to access management. Roadway accesses represent the beginning and end of any trip and are, therefore, necessary for connectivity and accessibility. However, a high density of accesses provided along a roadway can also be detrimental to the flow of traffic, namely observed by reductions in travel speed. Access density is a measure of how many driveways exist per mile along a roadway. Figure 16 shows the access density for various corridors in Marshall County. As expected, many of the County's more rural roads have fewer access points in general and therefore, a lower access density, while many of the roadways in the municipalities provide a higher degree of access to private residences and businesses, which equates to a higher access density.

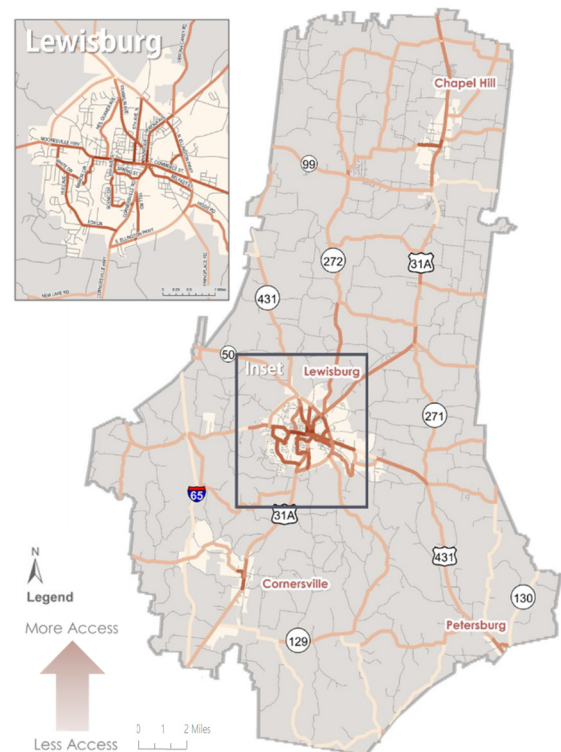


Figure 16 Corridor Access Density

Multimodal Accommodations

As shown in Figure 17, the majority of multimodal facilities in Marshall County, more specifically sidewalks, are located in Lewisburg and Chapel Hill. The map illustrates only sidewalks, located along study roadways, although a number of local streets in Lewisburg and other communities have sidewalk facilities. Bicycle facilities in Marshall County include rural bike routes, some of which are designated U.S. and state bike routes, as well as more urban facilities, such as buffered bike lanes. Additionally, Lewisburg and Henry Horton State Park offer more recreational facilities such as off-road greenways. For purposes of showing connectivity, bicycle routes that are not on study roadways are also shown.

While the aesthetics of rural roadways contribute to the identity of Marshall County, the lack of bicycle and pedestrian accommodations on these facilities oftentimes limits multimodal mobility. Topography constraints in the southern portion of the County as well as right-of-way constraints in the municipalities due to existing development limit the ability to provide multimodal accommodations. However, there are opportunities for improvements in multimodal connectivity. Public and stakeholder input identified gaps in the existing infrastructure as well as key trip attractors and generators that should be connected by sidewalks and/or bike facilities.

In addition to bicycle and pedestrian accommodations, rural transit service also exists within Marshall County. The South Central Tennessee Development District (SCTDD) provides paratransit services for 13 counties in South Central Tennessee with a transportation office located in each County.

ADA-compliant vehicles are utilized by the SCTDD and are frequently used to provide transportation to and from popular destinations such as Columbia State Community College, medical offices, the Marshall Medical Center, pharmacies, and recreational attractions, as well as resident workplace and home locations. In 2016, the SCTDD provided approximately 272,000 trips throughout the 13-county service area. Beyond the demand response transit service provided by the SCTDD, there are no known transit services within Marshall County. Furthermore, there are no formal park-and-ride lots to facilitate carpooling or work-related transit service even though many of the residents commute outside the County for employment.

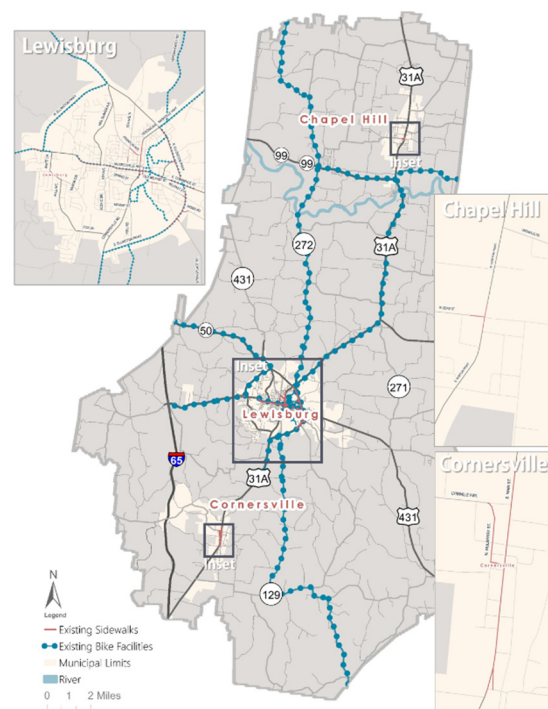


Figure 17 Sidewalks, Bikeways, and Greenways

Chapter 3

RECOMMENDATIONS

The two major outcomes of this plan include the identification of an expanded roadway classification system that is based upon contexts, or place types, as well as roadway improvement projects for the County's arterial and collector roadway system in preparation for forecasted growth. These recommendations are based on analyses contained within Chapter 2 as well as stakeholder and public input. Additional non-infrastructure recommendations are also identified to continue to build upon the foundation this plan establishes.

As mentioned, stakeholder and public input played an important role in the identification of recommendations contained within this chapter. Input gathered through the stakeholder and public meetings in March and April, as well as from the online feedback mapping application, fed into the development of draft recommendations, while the July and August meetings centered upon gathering feedback on draft capital projects as well as the context classifications.

The expanded roadway classification system, which represents a broader spectrum of contexts, seeks to provide 'the right street in the right place' when a new roadway is constructed or improvements are made to an existing roadway



The context a roadway passes through dictates the types and numbers of users, as well as their unique transportation needs, such as this tractor on US-31A in rural Marshall County

Context Classifications

Arterials, collectors, and local roadways are designed according to the role they play within the transportation network, known as their functional classification. This 'role' fundamentally centers around the automobile with design elements focusing on the flow of vehicles, i.e., the level of mobility (ease of regional travel) and accessibility (local land access) a roadway provides.

The traditional functional classification system also incorporates a roadway's setting, or context, into design standards by distinguishing between urban and rural place types. This system, however, falls short of meeting the unique transportation needs of a wide spectrum of place types, especially as it relates to accommodating pedestrians and bicyclists. In addition, traditional roadway designs are typically not aligning with or supporting local community goals in certain contexts, such as in downtowns where safe,

comfortable, and walkable spaces are desirable.

To respond to these challenges, Marshall County and its municipalities desire an expanded classification system, and thus refined roadway design standards, that are more sensitive to a spectrum place types and are more responsive to non-motorized transportation users' needs. Providing 'the right street in the right place' that appropriately accommodates existing and expected levels of pedestrian, bicycle, vehicle, and truck traffic is the core focus behind this effort. This 'Complete Streets' approach still recognizes functional classification and simply builds upon core concepts by incorporating more contextual and user considerations into a roadway's design or redesign.

Identification of Context Classifications

Development of Context Classifications

Design standards associated with the context classifications build upon/align with those commonly used by local and state agencies, such as American Association of State Highway and Transportation Officials' (AASHTO) *A Policy on Geometric Design of Highways and Streets*. Several additional resources helped guide the development of Marshall County's context classifications. These included:

- Institute of Transportation Engineers' (ITE) *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*
- NCHRP's Research Report 855: An Expanded Functional Classification System for Highways and Streets
- TDOT's *Roadway Design Guidelines & Design Standards*
- Florida Department of Transportation (FDOT) *Context Classification Document*

As roadway design and the creation of walkable thoroughfares is complex, county and municipal officials are encouraged to visit these resources, which provide more in-depth information on topics presented in this section.

Assignment of classifications to the County's roadway network is based upon existing and expected future conditions, such as where, how much, and what type of growth has or is expected to occur. Figure 18 further describes these variables. Context classifications for Marshall County's arterial and collector roadway network are illustrated in Figure 19.

IDENTIFYING CONTEXT CLASSIFICATIONS

EXISTING CONDITIONS

- **Land Use** – What types of uses are located along a roadway and who are the users? What are their unique needs?
- **Building Setbacks** – Are buildings generally built close or far away from the roadway?
- **Density** – How close are buildings to each other/how many people use the space?
- **Parcel and Block Structure** – Are parcels small or large? Does the street network/parcel structure create short, grid-like blocks or are there few roadway connections in the area?

FUTURE CONDITIONS

- **Existing Municipal Limits** – Areas currently within city limits that have future land use goals identified
- **Urban Growth Boundaries (UGBs) & Planned Growth Areas (PGAs)** – Areas identified for future municipal annexation and/or future public utility extensions
- **Forecasted Growth by 2040** – TDOT's statewide travel demand model incorporates local growth projections to analyze forecasted transportation

Figure 18 Variables for Identifying Context Classifications

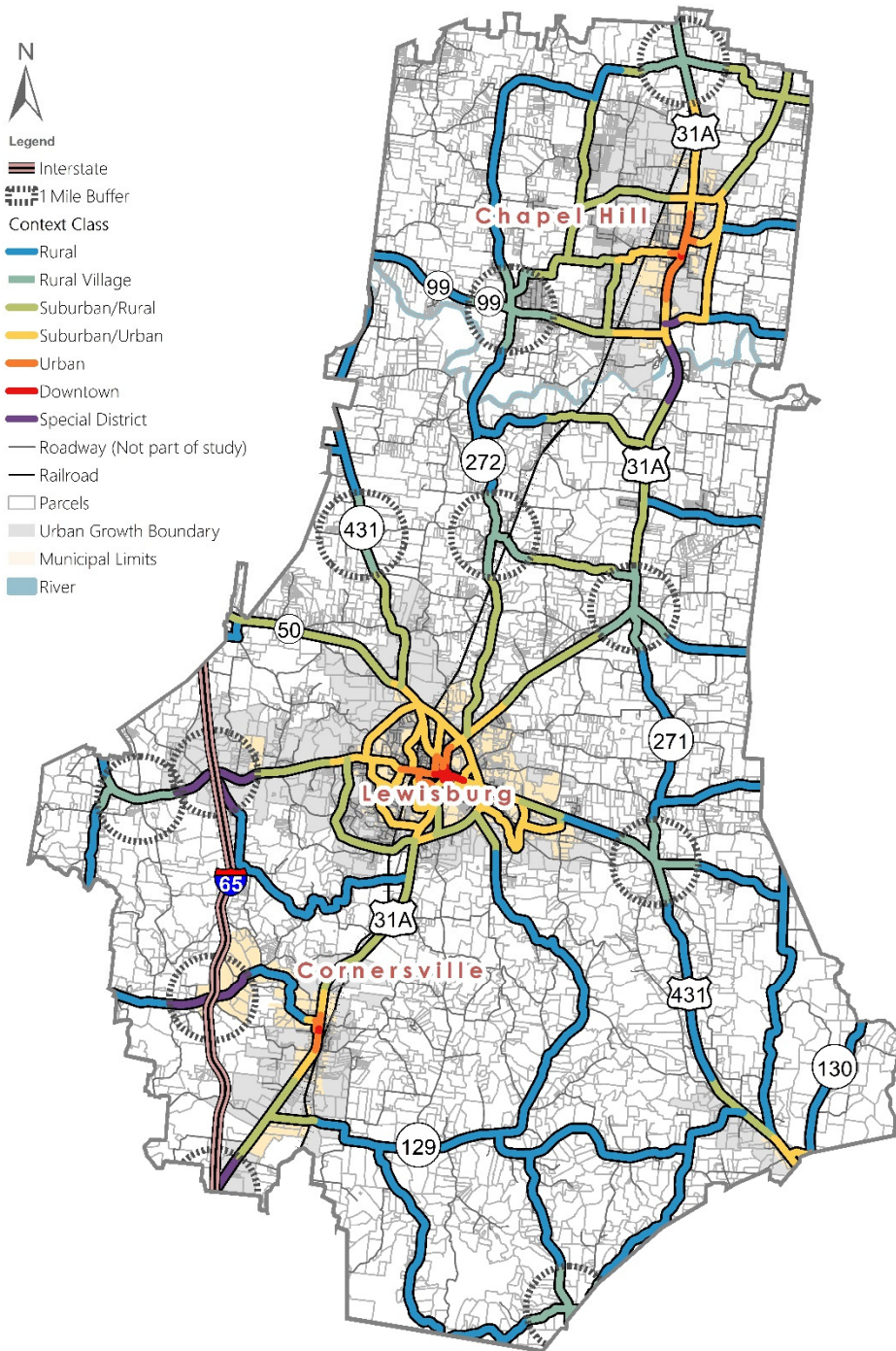


Figure 19 Marshall County Study Roadway Context Classifications



The current widening project along N. Ellington Parkway (US-431) will include portions of sidewalk

Intended Use

Roadway improvement and new construction projects offer an opportunity to provide contextually appropriate roadway designs. Context classifications and associated design standards in this plan are intended to assist roadway designers and community officials in achieving this goal. This information is especially relevant during a roadway project’s planning stage for considering context and user needs.

While the context classifications represent a spectrum of place types, the continuum along a roadway in reality is not perfectly gradual. Some degree of situational analysis and engineering judgement will be required when considering how to balance user needs within a roadway’s right-of-way. An inclusive project planning process can assist designers and planners in identifying and prioritizing these needs as well as potential conflicts that might arise from a roadway’s redesign or construction.

Finally, context classifications are important for community officials and other decision-makers. Encouraging appropriate policies that promote contextual roadway and right-of-way design features as well as making parcel-level land use decisions that work towards a greater vision is equally important to choosing a roadway’s lane width or a pedestrian facility.



Lewisburg's Ellington Parkway has two lanes in each direction with a center turn lane to accommodate a high volume of vehicles while providing efficient cross-county travel

Context Classifications & Associated Design Cross-Sections

Each page in this section consists of Figures 20-26, which describe each context classification through general descriptions, pictures, maps, and illustrations. Using an example cross-section configuration, general design guidance is also provided.

Speed, mobility, and accessibility goals are dictated by the role a roadway plays, which in turn significantly impacts a roadway's design, such as the number of lanes and lane width. These are generalized along a low, medium, and high scale for each context. Ranges reflect differences between arterial and collector functional classification as arterials are intended for regional travel while collectors strike more of a balance between regional travel and local access. A detailed table of design standards by functional classification is provided in Appendix C. Core concepts related

to access management, an important component to roadway design, are covered on page 39. At the most basic level, access management is about controlling the location design, and number of driveway accesses and intersections to promote safety and operational efficiency along a corridor.

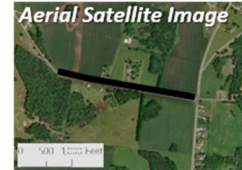
RURAL

Context

Street View



Aerial Satellite Image



Parcel & Block Structure



Land Use Mix



General Characteristics

- Large parcels
- Sparsely settled
- Largely agricultural & residential uses, natural lands

- Varied setbacks
- Few intersections

*Note: As Powell Lane exists today

Design Guidance

Speeds



Mobility



Access



Bicycle/Ped Generation

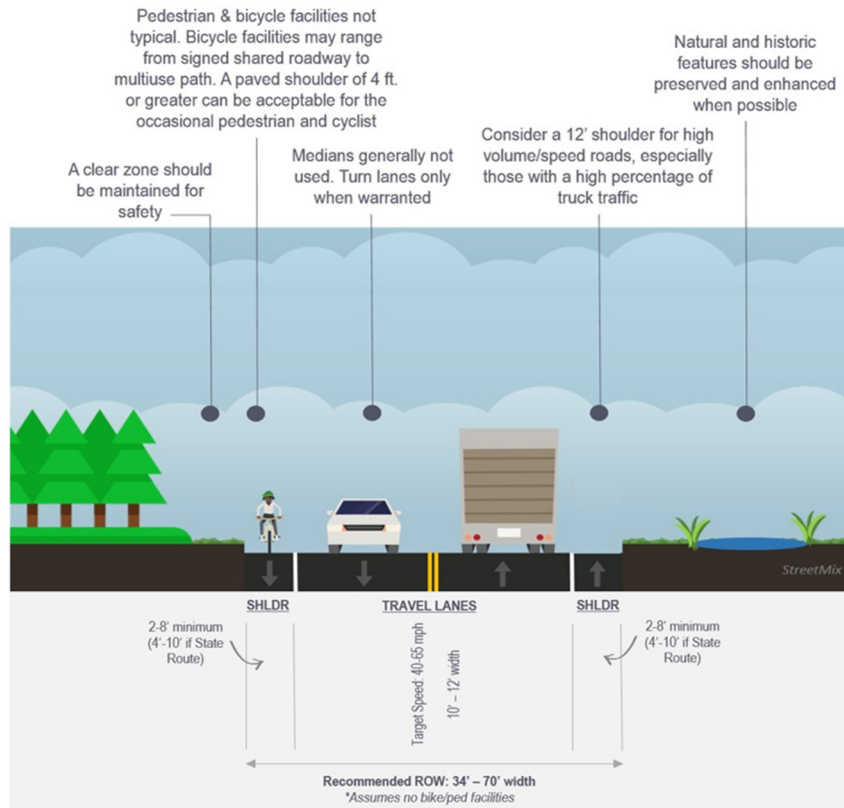
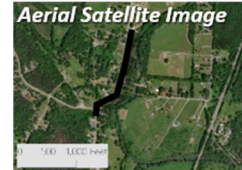


Figure 20 Rural Context Design Guidance

RURAL VILLAGE

Context



General Characteristics

- Typically at major crossroads
- More concentrated development
- Smaller setbacks
- Clustered residential & limited commercial
- Limited number of intersections

Design Guidance

Speeds



Mobility



Access



Bicycle/Ped Generation



Short segments of sidewalk may be desirable for access to commercial. If new development, orientate parking to side or back of business for higher walkability

Turn lanes only at warranted locations

A design speed of 25 mph should only be used on collectors in limited instances as regional mobility is still the priority for these roadways

Lighting not typical, but may be used at key intersections and/or locations

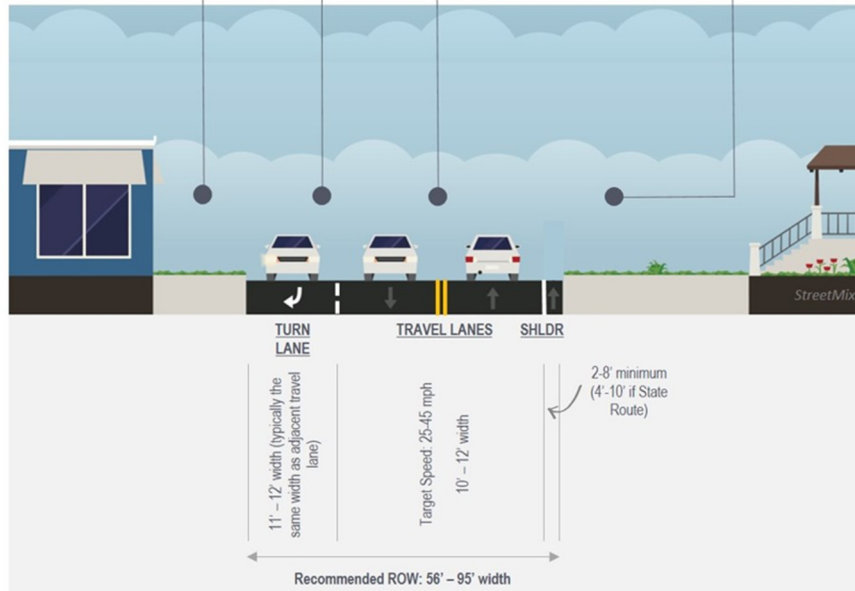


Figure 21 Rural Village Design Guidance

SUBURBAN / RURAL

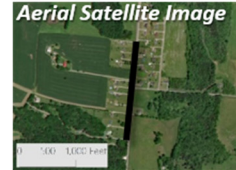
Context



Street View



Aerial Satellite Image



Parcel & Block Structure



Land Use Mix



General Characteristics

- Generally outside Urban Growth Boundary (UBG)
- Low to medium density clustered residential
- Variety of setbacks
- Intersections & driveways more frequent

Design Guidance

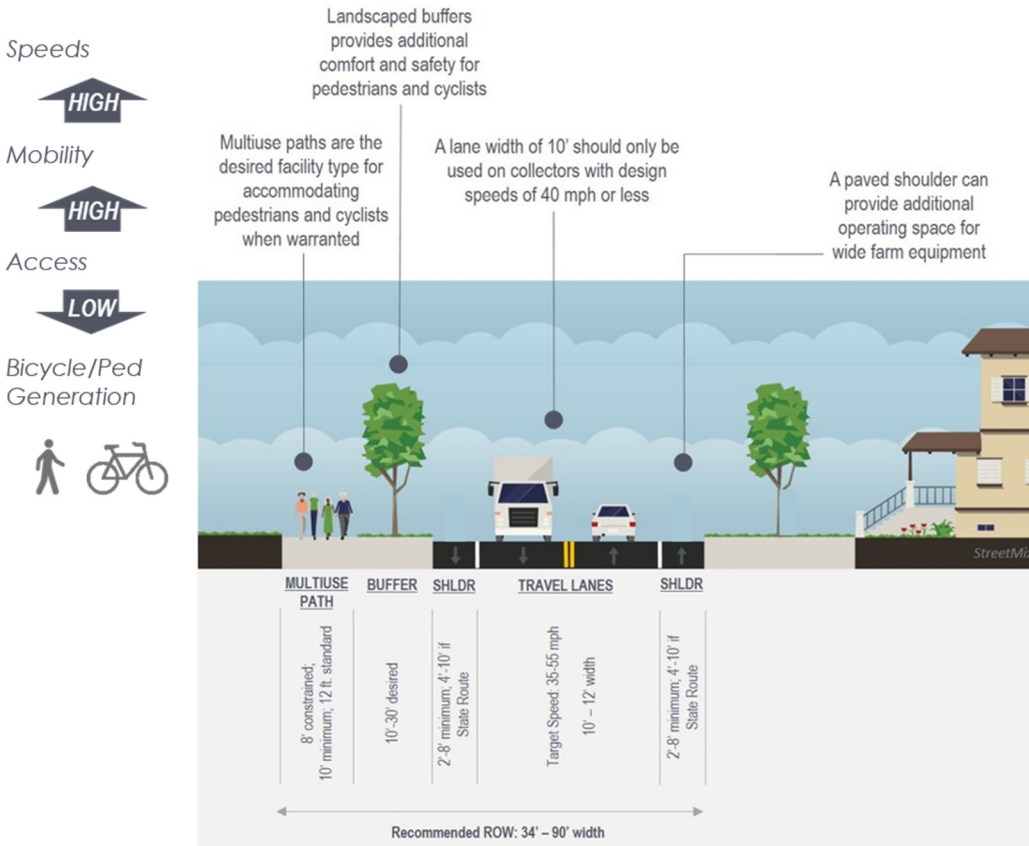


Figure 22 Suburban/Rural Design Guidance

SUBURBAN / URBAN

Context

Street View



Aerial Satellite Image



Parcel & Block Structure



Land Use Mix



General Characteristics

- Inside a City or UGB
- Mostly residential and/or commercial
- Commercial properties have large off-street parking lots in front of buildings
- High number of driveways, moderate level of intersections

Design Guidance

Speeds



Mobility



Access



Bicycle/Ped Generation

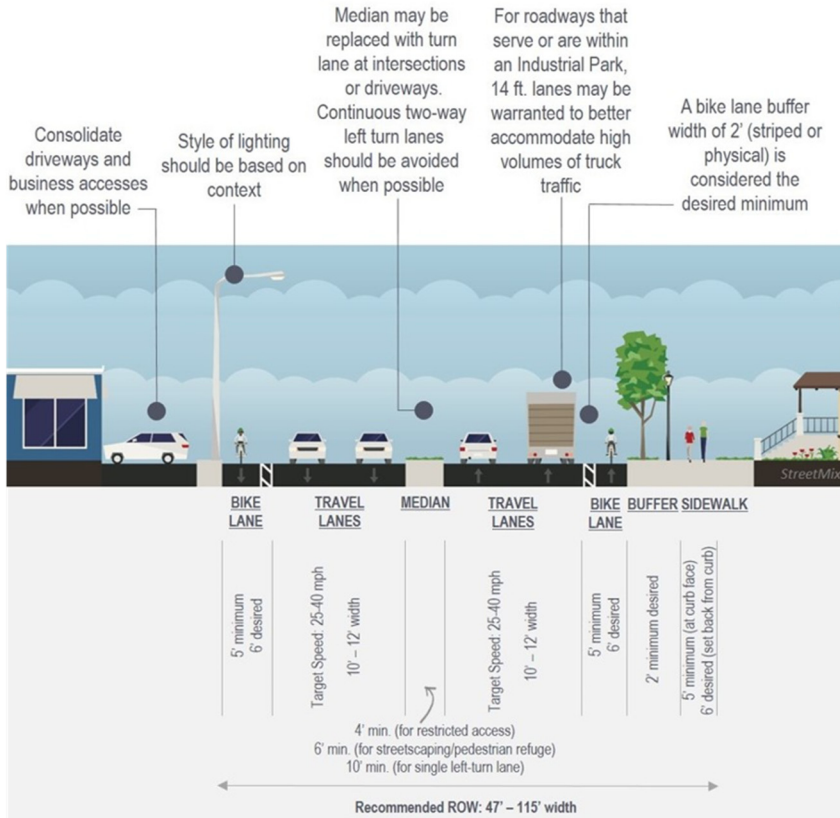
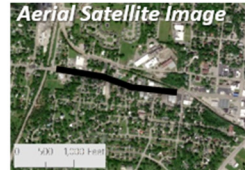


Figure 23 Suburban/Urban Design Guidance

URBAN

Context



General Characteristics

- Medium to high density, some multistory
- Mix of residential & commercial uses
- Small setbacks
- On-street parking
- Frequent intersections & driveways

Design Guidance

Speeds



Mobility



Access



Bicycle/Ped Generation

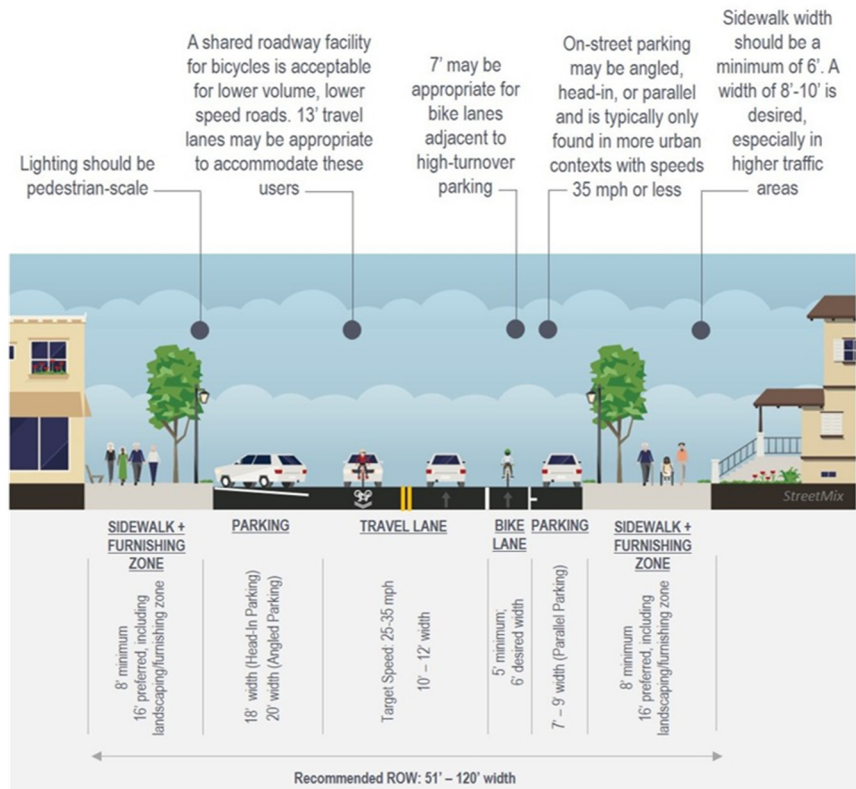


Figure 24 Urban Design Guidance

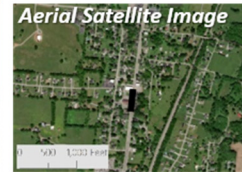
DOWNTOWN

Context

Street View



Aerial Satellite Image



Parcel & Block Structure



Land Use Mix



General Characteristics

- Medium to high density, some multistory
- Largely commercial uses with some residential
- Small to no setbacks
- Frequent intersections & driveways

Design Guidance

Speeds



Mobility



Access



Bicycle/Ped Generation

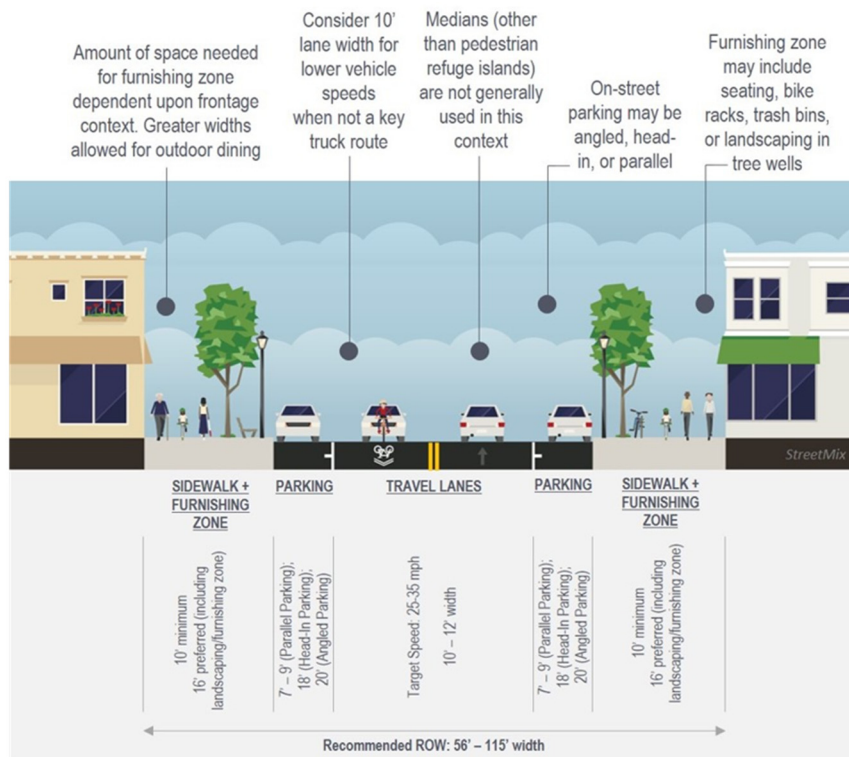


Figure 25 Downtown Design Guidance

SPECIAL DISTRICT

Context



General Characteristics

A special district denotes an area type that does not necessarily conform to a context classification and/or requires special attention to users' unique needs and movements. Special districts include places such as State Parks, interstate interchanges, outdoor concert venues, etc.

Design elements should reflect the unique needs of these areas.

Figure 26 Special District Design Guidance

Capital Project Recommendations

Capital project recommendations include a range of projects types from safety improvements to monitoring traffic growth at specific intersections for potential future signalization. High-level bicycle and pedestrian facility recommendations are also included. Figure 27 illustrates the locations of recommended projects, while Table 3 Capital Project Recommendations provides project descriptions. Appendix D consists of detailed town insets. These projects result from the following:

- Existing and future condition analyses
- Previous municipal plans and studies (projects already 'on the books')
- Stakeholder and public input

Identified projects are intended to be implemented over a 20-year timeline as part of scheduled TDOT resurfacing projects, incorporated into yearly municipal and county capital budgets, as part of new development and/or redevelopment opportunities, and finally, future grant opportunities.

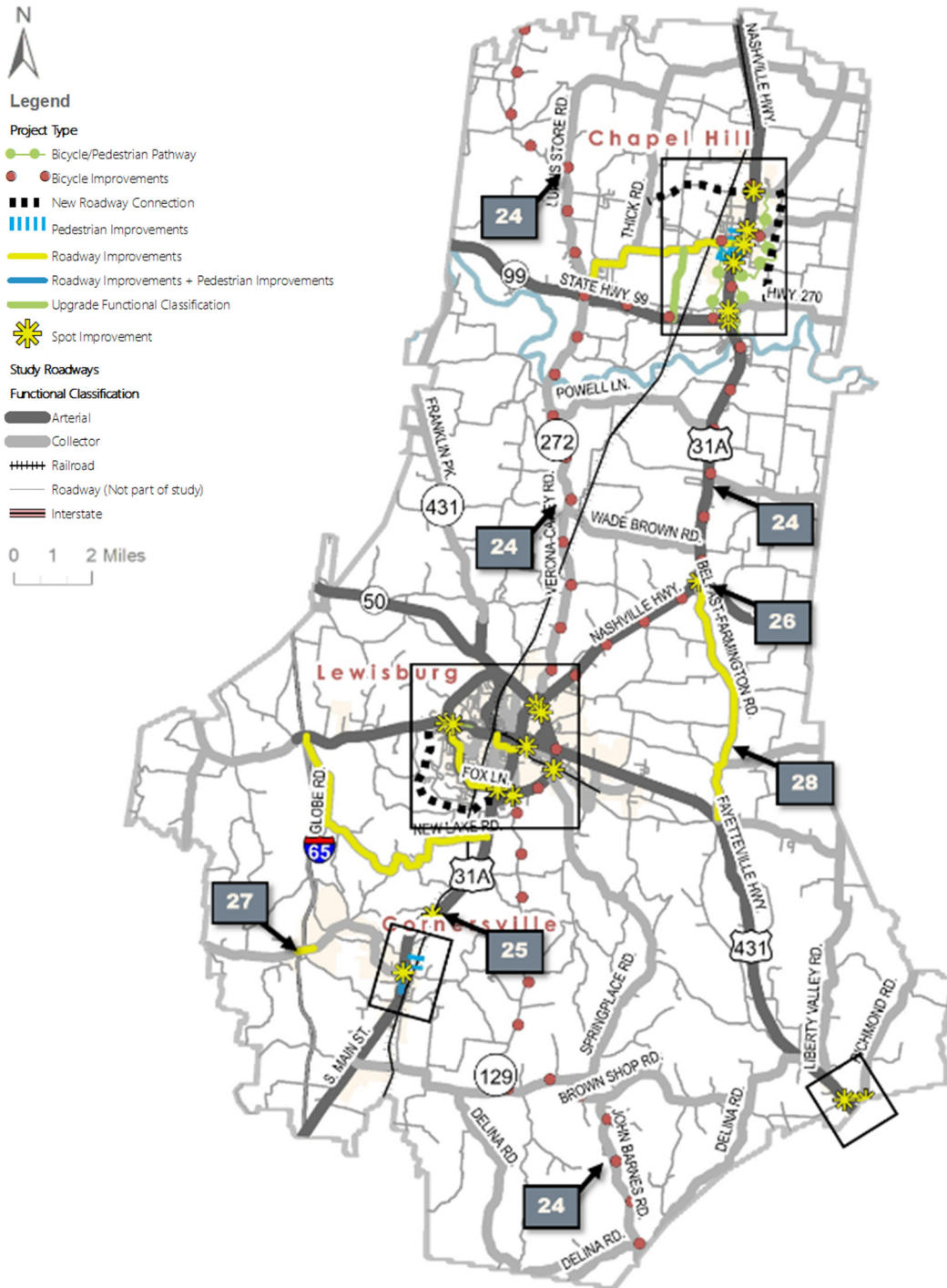


Figure 27 Capital Project Recommendations

Table 3 Capital Project Recommendations

Id#	Project	Description	Location	Purpose	Type of Improvement	Context Classification
1	Chapel Hill – Sidewalk/Bikeway Improvements ¹	Sidewalks along US-31A from Rocketeer Boulevard to north of Unionville Road and along Depot Street from Depot Park to US-31A	Chapel Hill	Increase pedestrian and bicycle access connecting neighborhoods to shopping and schools	Bicycle/Pedestrian	Suburban/Urban, Urban, Downtown
2	Chapel Hill/Henry Horton State Park Greenway – Greenway	Greenway system linking the City of Chapel Hill to Henry Horton State Park (east and west of US-31A)	Chapel Hill	Increase pedestrian and bicycle access from Chapel Hill to Henry Horton State Park	Bicycle/Pedestrian	Not Applicable
3	New Chapel Hill Collector Connection – North/South	Two-lane collector road (eastside of Chapel Hill) linking Eagleville Pike (SR-99) to SR-270	Chapel Hill	Provide increased connectivity on the eastside of Chapel Hill allowing for future growth and to help reduce the demand on Horton Highway (US-31A) through Chapel Hill by having additional north/south connectivity	Connectivity	Suburban/Rural, Suburban/Urban
4	New Chapel Hill Collector Connection – East/West	Two-lane collector road (northside of Chapel Hill) linking Eagleville Pike (SR-99) to Thick Road	Chapel Hill, Marshall County	Provide increased connectivity on the northside of Chapel Hill allowing for future growth, better connectivity across CSX Railroad, and to help reduce the demand on Horton Highway (US-31A) through Chapel Hill by having additional east/west connectivity	Connectivity	Suburban/Urban
5	Nashville Highway (US-31A) & Sylvester Chunn Highway (SR-99) – Roundabout	Roundabout at the intersection of Nashville Highway (US-31A) and Sylvester Chunn Highway (SR-99)	Chapel Hill	Increase safety and create a sense of a gateway into Henry Horton State Park through the implementation of a roundabout at this major intersection just north of Henry Horton State Park	Safety	Rural Village
6	US-31A Chapel Hill – Future Intersection Improvements ²	Monitor needed intersection improvements (turn lanes, signalization, etc.) along US-31A in Chapel Hill at key intersections including Eagleville Pike, Unionville Road, Depot Street, Rocketeer Boulevard, and SR-270	Chapel Hill	Improve safety and operations along US-31A within Chapel Hill by addressing needed improvements at key intersecting cross-streets	Safety & Operations	Suburban/Urban, Urban, Downtown, Special District
7	Depot Street/Old State Highway 99 – Safety & Circulation Improvements	Safety improvements along the corridor from US-31A to SR-99 addressing needed intersection, geometric, and signage improvements as well as options to improve access across CSX Railroad	Chapel Hill, Marshall County	Improve safety and circulation along this collector corridor addressing needed intersection, geometric, and signage improvements as well as options to improve access across CSX Railroad	Safety	Rural Village, Suburban/Rural, Suburban/Urban, Urban
8	SR-129 & Main Street (US-31A) in Cornersville – State Route Realignment & Signalization	Redirect SR-129 designation within Cornersville City Limits from N. Mulberry Street/N. Park Street to Lynnvil Road. Improve Lynnvil Road to State Route standards and improve Lynnvil Road/US-31A intersection with a future signal when warranted	Cornersville	Improve connectivity of SR-129 with Main Street (US-31A)	Connectivity & Safety	Urban
9	Main Street (US-31A) in Cornersville – Road Diet	Restripe existing pavement to accommodate on-street parking, bike facilities, and/or center turn lane from approximately Beechwood Cemetery to Kennedy Lane; If done as part of larger project, widen existing sidewalks and address ADA compliance issues	Cornersville	Create stronger sense of Main Street by utilizing excess pavement for on-street parking, bike lanes, and/or center turn lane to reduce speeds through Cornersville	Safety	Urban, Downtown
10	Main Street (US-31A) in Cornersville – Sidewalk Improvements	Sidewalk improvements along Main Street (US-31A) from Fairview Avenue to approximately Beechwood Cemetery Driveway Access	Cornersville	Increase pedestrian access connecting neighborhoods to shopping, school, and post office	Bicycle/Pedestrian	Suburban/Urban
11	8 th Avenue South/Spring Street – Traffic Calming Improvements	Traffic calming features, including potentially adding edgelines to provide a walking and biking space where roadway width allows	Lewisburg	Mitigate pass-through traffic volumes/speeds that utilize these residential streets through the implementation of traffic calming features	Safety	Urban
12	Belfast Street – Pedestrian Improvement	Install trail crossing signage and pedestrian warning device such as a Rectangular Rapid-Flashing Beacon (RRFB) at Rock Creek Trail Greenway and Belfast Street to increase safety of pedestrians crossing roadway	Lewisburg	Improve pedestrian safety by installing a pedestrian warning device such as a RRFB at greenway and Belfast Street to facilitate safe movement of pedestrians crossing the roadway	Bicycle/Pedestrian, Safety	Suburban/Urban

¹ The City of Chapel Hill was awarded a TDOT Transportation Alternatives grant in the summer of 2018 for bicycle and pedestrian improvements (multiuse path on both sides) along SR-11/US-31A from City Hall to W. Depot Street (Phase I)

² Funding for the addition of traffic signals have been recently approved as part of Chapel Hill's annual budget for the intersections of US-31A with SR-270 and Depot Street respectively

13	Ellington Parkway (US-31A) at Higgs Road – Intersection Improvement	Address truck turning radii issues at intersection	Lewisburg	Improve freight access into and out of industrial park by addressing turning radii issues	Safety & Operations	Suburban/Urban
14	Ellington Parkway (US-31A) at Yell Road – Intersection Improvement	Evaluate safety issues and/or signalization needs at this intersection	Lewisburg	Improve safety at this intersection through signage and/or addressing sight distance issue (existing guardrail placement) and/or signalization (if warranted)	Safety	Suburban/Rural, Suburban/Urban
15	Mooreville Highway (SR-373) at Ellington Parkway (SR-417) – Future Intersection Improvement	Monitor needed signalization improvement at this intersection	Lewisburg	Improve safety and operations at this intersection through signalization (when warranted)	Safety & Operations	Suburban/Urban
16	Mooreville Highway/W. Commerce Street (SR-373) – Sidewalk & Bikeway Improvements ³	Sidewalk/Bikeway improvements (sidewalks on both sides) along Mooreville Highway/W. Commerce Street (SR-373) from W. Ellington Pkwy (SR-417) to Old Columbia Road (northside of roadway) and from W. Ellington Pkwy (SR-417) to Lewisburg Recreation Center driveway (southside of roadway)	Lewisburg	Improve bicycle and pedestrian access connecting neighborhoods to shopping, schools, and recreation center	Bicycle/Pedestrian	Suburban/Urban
17	N. Ellington Parkway (US-431) – Intersection Pedestrian Improvements	Improve pedestrian connectivity and safety along and across N. Ellington Parkway (US-431) in the vicinity of the Verona Avenue and Old Farmington Road intersections	Lewisburg	Improve pedestrian connectivity and safety along and across N. Ellington Parkway (US-431)	Bicycle/Pedestrian	Suburban/Urban
18	White Drive/Hull Avenue/Fox Lane – Traffic Calming & Traffic Circle/Mini Roundabout	Traffic calming features including a neighborhood traffic circle at Hull Avenue/White Drive and a mini roundabout at Fox Lane/Hull Avenue/Green Valley Drive	Lewisburg	Mitigate pass-through traffic volumes/speeds that utilize these residential streets through the implementation of traffic calming features	Safety	Suburban/Urban
19	White Drive/Mooreville Highway/W. Commerce Street (SR-373) Intersection Reconstruction	Improve intersection geometrics at White Drive/Mooreville Highway/W. Commerce Street (SR-373)	Lewisburg	Increase circulation at this important intersection by efficiently accommodating wide turning vehicles, such as vehicles pulling trailers	Safety & Operations	Suburban/Urban
20	New Lewisburg Arterial Connection – Completion of Bypass	Continue to evaluate the long-term need for completing the bypass	Lewisburg	Increase cross-county connectivity and within Lewisburg by completing the final portion of the Bypass	Circulation	Suburban/Rural
21	Fox Lane/Cornersville Road/2 nd Avenue (US-31A BUS) – Safety Improvements	Evaluate safety issues and/or signalization needs at this intersection	Lewisburg	Improve safety at this intersection through signage and/or signalization (if warranted)	Safety	Suburban/Urban
22	New Lake Road/Globe Road – Safety Improvements	Safety improvements along these corridors from US-31A to SR-373 addressing needed intersection, geometric, and signage improvements	Marshall County	Improve safety along these collector corridors addressing needed intersection, geometric, and signage improvements	Safety	Rural, Rural Village
23	Ball Lane/Harber Road – Safety & Connectivity Improvements	Consider reclassifying Ball Lane/Harber Road from a local roadway to a collector between Old State Highway 99 and Sylvester Chunn Highway (SR99). Upgrade roadway to collector roadway standards, including addressing needed intersection, geometric, and signage improvements	Marshall County	Improve safety along this corridor as well as general collector connectivity in the area west of Chapel Hill	Safety & Operations	Suburban/Rural
24	US-23 Bike Route & Henry Horton Spur Route – Improved Signage	Add bike route signs (green M1-9 USBR sign (MUTCD)) along US-23 Bike Route, in addition to bike route signage (D11-1 (MUTCD)) for the Tennessee Scenic Bikeway loop spur route connecting US-23 to Henry Horton State Park and Lewisburg (via SR-99 and US-31A)	Marshall County	Increase US Bike Route visibility and access to key local destination	Bicycle/Pedestrian	Rural, Rural Village, Suburban/Rural, Suburban/Urban, Special District
25	Sam Davis Highway (US-31A) at McDaniel Hollow Road – Safety Improvements	Install intersection warning signs along US-31A to address limited visibility of McDaniel Hollow Road	Marshall County	Improve safety by providing advance warning along US-31A prior to McDaniel Hollow Road given limited visibility of intersection	Safety	Suburban/Rural
26	Shelbyville Highway (US-64) & US-31A – Roundabout	Roundabout at the intersection of Nashville Highway (US-31) and Shelbyville Highway (US-64). Project may require realignment of Belfast-Farmington Road to accommodate proper entry into roundabout.	Marshall County	Address skewed intersection, safety issues, and future demand through the implementation of a roundabout at this intersection (when warranted)	Safety	Rural Village

³ The City of Lewisburg has been already been awarded funding to complete this project

27	Lynnville Highway (SR-129) – Center Turn Lane	Add center turn lane from interchange to new subdivision driveway access (previous Hazelburn Golf Course) to accommodate new development	Marshall County	Preserve safe operations along this corridor as new development occurs	Safety & Operations	Special District
28	Belfast-Farmington Road (SR-271) – Improved Safety	Relocate several key utility poles along Belfast-Farmington Road (SR-271) which are within several feet of the edge of pavement. Consider the addition of a flashing overhead beacon at the Belfast-Farmington Road (SR-271)/Fayetteville Highway (US-431) intersection to increase visibility of this important crossroads.	Marshall County	Increase safety along important north-south connection between Fayetteville Highway (US-431)	Safety	Rural, Rural Village
29	Richmond Road (SR-130)/Railroad Street (SR-129)/N. High Street; Railroad Street/Spring Street (SR-130/SR-129); Railroad Street/Spring Street (SR-130/SR-129)/Buchanan Street (SR-50/US-431) – Intersection and Roadway Improvements	Address truck turning radii issues at Richmond Road (SR-130)/Railroad Street (SR-129)/N. High Street and Railroad Street/Spring Street (SR-130/SR-129)/Buchanan Street (SR-50/US-431) intersections; Consider the addition of paved shoulders along Spring Street/Railroad Street (SR-130/SR-129) during a TDOT resurfacing project given truck route designation	Petersburg	Improve freight access along this truck route corridor	Safety & Operations	Suburban/Urban, Urban



Cornersville's Middle and High School is located along S. Main Street (US-31A)

Additional Recommendations for Future Study

Through stakeholder and public input, additional non-infrastructure recommendations were identified for future study. These largely relate to countywide transportation issues and are intended to build upon the platform this plan establishes. Several recommendations will require coordination with adjacent counties and/or municipalities as well as TDOT.

Corridor Management Agreements (CMAs)

TDOT has successfully implemented two (2) CMAs within Tennessee, including SR-109 in Wilson and Sumner Counties and SR-60 in Bradley County. These agreements bring multiple jurisdictions and planning agencies together in order to effectively manage a target corridor through prioritized goals and strategies and coordinated transportation and land use goals. Growth and access management are typically integral components to CMAs in the interest of

preserving roadway capacity/optimizing traffic operations and increasing safety. For Marshall County, portions of Highways 50, 431, 99, and 31A (north of Chapel Hill) are ideal candidates for a CMA given the access these highways provide to the interstate system (via Maury, Williamson, and Rutherford Counties) and their vital role in regional traffic flow.

Potential transportation and land use issues associated with these corridors include, but are not limited to:

- Lack of coordination for needed roadway improvements, thus potentially having excess capacity in one jurisdiction and not enough in another
- Lack of preservation of needed right-of-way to accommodate future roadway widenings and turn lane additions
- Lack of control over access points, thus reducing traffic operations along the length of the corridor
- Varying driveway, intersection, and signal spacing jurisdictional standards



Photo: City of Lewisburg

Walkers on Lewisburg's Rock Creek greenway

leading to lack of traffic operation efficiency

- Lack of development requirements, such as traffic impact studies, leading jurisdictions to bear all of the financial burden for infrastructure improvements

School Traffic Circulation Plans

Consider the development of individual traffic circulation plans for all Marshall County schools to optimize drop-off and pick-up peak times. This should evaluate potential turn lane needs as well as other operational improvements. Oak Grove Elementary School and Marshall County Elementary School in Lewisburg should be of particular focus given existing impacts (spillover traffic) on the County's arterial and collector roadway system.

I-65 Traffic Diversion Plan

Coordinate with the Tennessee Highway Patrol and TDOT to identify preferred detour routes through the county should a shutdown and subsequent rerouting of interstate traffic occur.

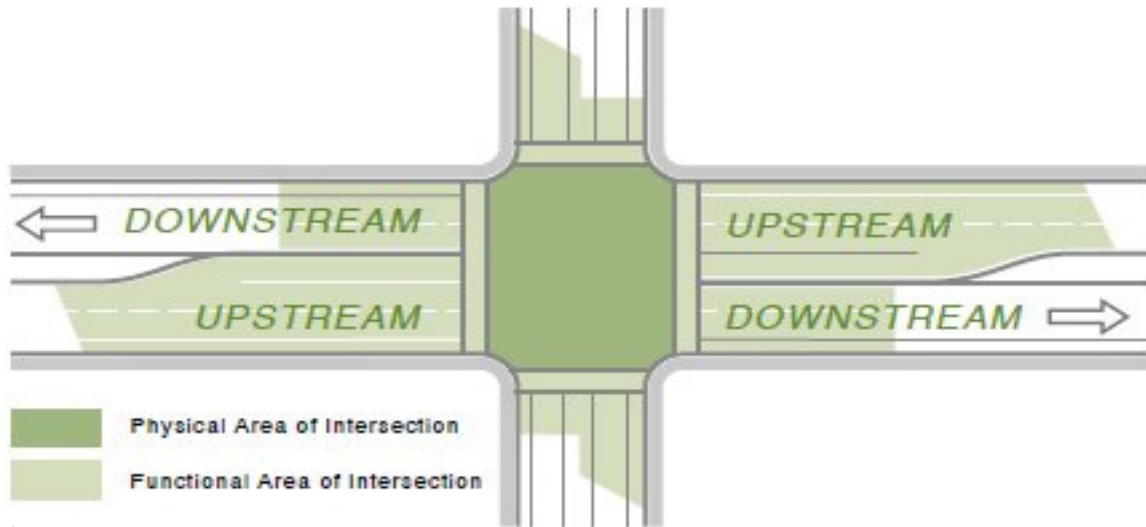
Some roadways are better than others in terms of safety and capacity.

Commuter Carpool Lot

Consider partnering with Maury County to establish a formal 'park-and-ride' near I-65's Exit 37. Identified through public input, an existing gas station parking lot is currently acting as an informal lot. The increased visibility of a formal lot provides a safe and convenient opportunity for regional commuters to carpool north.

Lewisburg Bicycle, Pedestrian, and Greenway Plan

Lewisburg should consider developing a citywide sidewalk, bikeway, and greenway master plan to increase walking and biking opportunities within the city, one that identifies a network of on- and off-road facility types. Arterial and collector roadways are not always the preferred route for non-motorized users given higher vehicle volumes and speeds; therefore, facility planning should be evaluated at the entire roadway network level. The City



Source: FHWA

Figure 28 Functional Area of Intersections

of Lewisburg is already in the beginning stages of commencing this type of planning effort.

Establish/Update Access Management-Related Regulations

Each jurisdiction within Marshall County should review and modify access management-related regulations to promote more efficient and safer traffic operations along key corridors. At its simplest, access management means controlling the number, location, and design of access points (driveways and roadway intersections) and is especially important for arterials and collectors. Limiting driveways within a roadway intersection's 'functional area' is particularly important for both safety and preserving roadway capacity. Ideally, roadway intersection functional areas should not overlap.

Figure 28 illustrates a general representation of an intersection's functional area. According to AASHTO, an upstream functional area is variable and is based upon vehicle operating speeds (i.e., reactionary and stopping distances) as well as the amount of traffic queueing at the intersection. TRB's *Access*

Management Manual points to measuring stopping sight distance to determine the downstream functional area.

Signalized intersections adds a level of complexity. When not uniformly spaced and spacing is less than one half of a mile, efficient traffic signal progression and operating speeds can be reduced. Uniform spacing should be based on the functional classification of a roadway as well as the context. For example, a major arterial aimed at cross-county travel will require more distance between signals in the interest of preserving vehicle flow and higher speed limits; however, a minor arterial in a downtown context may require closer spacing due to a grid-like street network and the desire to provide safe, comfortable bicycle and pedestrian crossings (shorter blocks=greater walkability). If uniformity in spacing is desired, a general rule of thumb is for signals to be spaced a mile or more apart in rural areas, one-half mile for suburban contexts, and up to as little as 1/8 of a mile (660 ft) in urban environments. According to the FHWA, research indicates that having more than two signals per mile (i.e., one-half mile spacing)

increases travel time by six (6) percent for each additional signal.

In the interest of safety and vehicle operations on Marshall County's arterial and collector roadways, communities should consider establishing access management standards associated with each context classification and roadway type. These include considerations such as driveway design (turning radii, queueing accommodation, etc.), driveway and street spacing, median design, and turn lane warrants and design. These standards should be included within zoning ordinances, subdivision regulations, and local technical design and engineering manuals. For the highways identified for CMAs, an overlay of unique design standards and development requirements should be established for the corridor with all management partners on board. Corridor studies should be considered for sections of key highways experiencing, or will likely experience, access management-related safety issues and decreased traffic operations, such as along Lewisburg's Ellington Parkway where a high number commercial driveways exist.

Establish Signal Timing Update Schedule

Chapel Hill and Lewisburg should develop a schedule for regularly updating signal timing plans to maximize roadway capacity/vehicular flow. Consider a five-year timeline for intersections in high growth areas and a ten-year timeline for all other signals.

Appendices

Appendix A - Public & Stakeholder Engagement Documentation

Stakeholder Meeting #1

Marshall County Comprehensive Transportation Plan
Project Steering Committee Meeting
March 22, 2018

Agenda

- ❖ **Introductions by Mayor/Mike** 3:30 – 3:35 pm
- ❖ **Presentation and Goals for Today** 3:35 – 3:45 pm
- ❖ **Map Stations** 3:45 – 4:30 pm
 - 30 minutes for maps (10 minutes/map)
 - 15 minutes for groups to aggregate thoughts and determine who is reporting out to larger group
- ❖ **Regroup and Report Out** 4:30 – 4:45 pm
- ❖ **Close Out, Project Schedule, Thank You** - 4:45 – 5:00 pm

Marshall County Comprehensive Transportation Plan

Steering Committee Meeting – March 22, 2018

Sign-In Sheet

Name	Agency/Organization	Email
Mark Graves	Chapel Hill	cityofch@united.net
Trigg Carbey	Lewisburg Water	trigg@lewisburgwater.org
Kevin Teagarden	TDOT-LRP	Kevin.Teagarden@tn.gov
Lisa Cross	SCTDD	lcross@sctdd.org
Cary Whitesell	Parks & Rec	cary.whitesell@lewisburgtn.gov
Jim Bingham	City of Lewisburg	jbingham@twweb.com
Patrick Jordan	Duck River EMC	pjordan@drenc.com
Robert L. Williams	Co. Commissioner	RLWilliams@united.net
Jeffery R. Smith	BERRY Global	jeffsmith@berryglobal.com
Bill Reuter	Marshall County EMS	mremsdirector@gmail.com
Oliver White	Co Commissioner / Marshall County Solid Waste	OSWhite2014@Gmail
Tommy Whalley	MARSHALL CO. BO. OF PA.	MarshallCountyAtt@YCL00.COM

Marshall County Comprehensive Transportation Plan

Steering Committee Meeting – March 22, 2018

Sign-In Sheet

Name	Agency/Organization	Email
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Edmund Roberts	JECDB	edmundroberts2@gmail.com
TONY BEYER	JECDB	tonybeyer@yahoo.com
Greg Lowe	Lewisburg EMC	greg.lowe@lewisburgtn.gov
Darin Bulshini	Carroll County Planning & Dev	None
Billy Lamb	Marshall Co. Sheriff	billylamb55@icloud.com
Jared McCullough	First Commerce Bank	jmcullough@firstcommercebank.net
Eddie Wiles	First Commerce Bank/IDB	ewiles@firstcommercebank.net
Melisa Peters	Town of Cornersville	melsampeters@gmail.com
Thomas Wilson	Lewisburg Printing Co.	twilson@1point.com
BRAD MEDLEY	LEWISBURG ELECTRIC	bmedley@lewisburgelectricsystem.com
Tres Beasley	Marshall County Schols	tbeasley@K12marshalltn.net

Marshall County Comprehensive Transportation Plan

Steering Committee Meeting – March 22, 2018

Sign-In Sheet

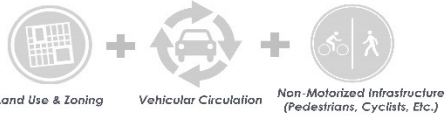
Name	Agency/Organization	Email
Matt Lewis	Columbia State	mlewis@columbiastate.edu
MIKE WILES	MARSHALL COUNTY JCEDS	MIKE.WILES@MARSHALLCOUNTY TN.COM
Jack Jewell	Marshall Co. Board of Ed.	jjewell@k12marshalltn.net
Steve Colahan	Marshall County Emergency Management	mrcem@bellsouth.net

MARSHALL COUNTY COMPREHENSIVE TRANSPORTATION PLAN

PLAN OVERVIEW

The Comprehensive Transportation Plan is a strategic effort for Marshall County that incorporates consideration of all users of the transportation system. This plan focuses on the intersection of land use and transportation and will help guide community decision-makers as they respond to and anticipate future growth while preserving the unique character found throughout the County.

Focus



Study Area

Schedule

2018



Marshall County
Established in 1836, Marshall County is the 48th most populated county in Tennessee with approximately 31,000 residents calling it home. The economy provides nearly 4,300 jobs primarily in the manufacturing, transportation and warehousing, and utilities sectors.

Lewisburg
The largest city in Marshall County belongs to Lewisburg, which comprises more than a third of the County's overall population. Manufacturing, healthcare, and retail employment are the leading job markets, employing approximately half of the city's labor force with large employers like Calsonic, Walker Die Casting, and Columbia State Community College.



Cornesville
Nestled in the southwestern portion of the county, Cornesville is home to approximately 1,500 residents and employs nearly 600 workers.



Chapel Hill
The town of Chapel Hill is a small community that approximately 1,500 people call home. The Town employs over 600 residents with key industries including healthcare, public administration, and retail. Henry Horton State Park is a well-known attraction in the area.



Petersburg
Located partially in Marshall and Lincoln Counties, Petersburg is home to approximately 700 residents and employs over 250 workers.



MARSHALL COUNTY COMPREHENSIVE TRANSPORTATION PLAN

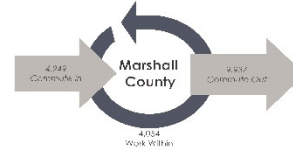
ROADWAY INFRASTRUCTURE

To look at improved roadway connectivity and operations, we first must understand where people are trying to go and how they want to get there. The roadway system is meant to serve two primary needs - access to/from specific locations and travel mobility. The balance of these two functions dictates a roadway's functional classification.



Daily Commuting Trends

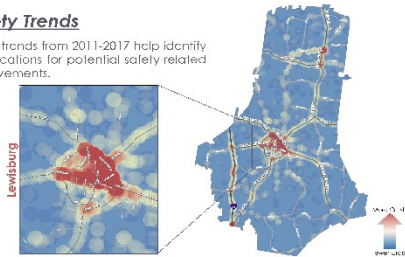
Most of the County's residents commute externally with a large share of workers commuting north via single occupant vehicles. Additionally, some county residents are making 'super-commutes' in excess of 90 minutes.



Average Commute Times
Tennessee = 25 minutes
Marshall County = 30 minutes
Lewisburg = 23 minutes
Chapel Hill = 32 minutes
Cornesville = 30 minutes

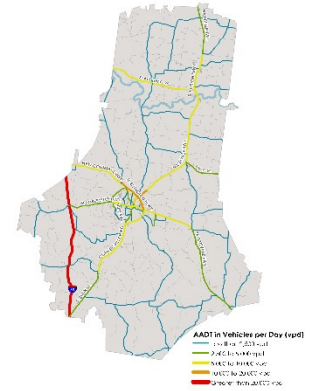
Safety Trends

Crash trends from 2011-2017 help identify key locations for potential safety related improvements.



Traffic Volumes

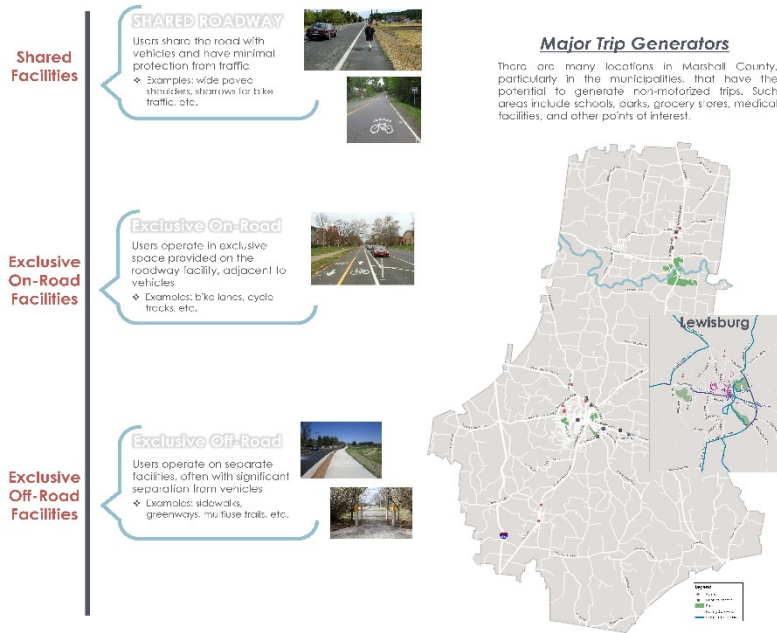
Traffic volumes today show high usage on facilities such as Interstate 65, Ellington Parkway (US-431), Nashville Highway (US-31/SP-11), and others.



MARSHALL COUNTY
COMPREHENSIVE TRANSPORTATION PLAN

NON-MOTORIZED NETWORK

Safe and convenient opportunities for walking and biking are an important component to a community’s quality-of-life, both from a recreation and transportation perspective. Currently, sidewalks and bicycle facilities within the County are mostly limited to Lewisburg, but opportunities for improvements of all kinds extend outside the city limits.

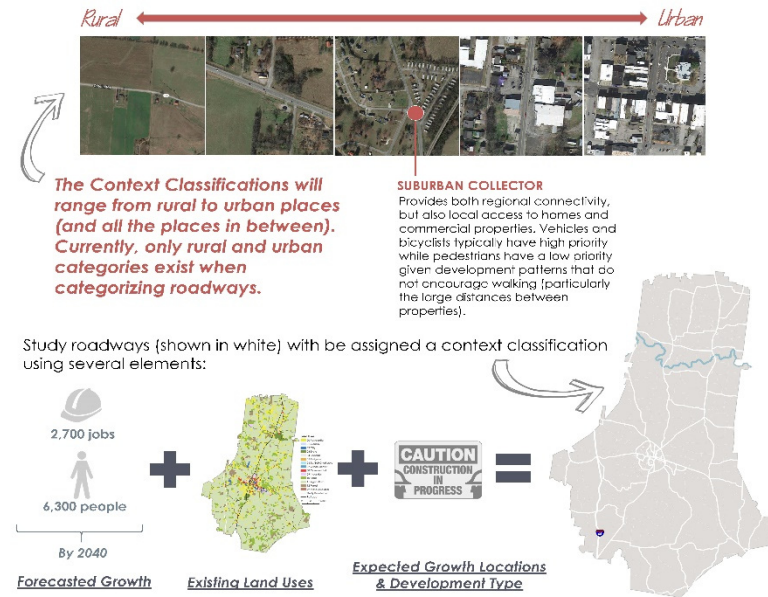


MARSHALL COUNTY
COMPREHENSIVE TRANSPORTATION PLAN

ROADWAY CONTEXT CLASSIFICATIONS

A major outcome of the Plan is to develop a system of **context classifications for Arterial and Collector roadways**. These classifications will help local and state officials:

- plan, design, construct, and rehabilitate roadways in a manner that is appropriate for different urban and rural contexts,
- provide appropriate facilities for each mode of travel (vehicle, pedestrian, and bicycle) based on a context’s expected generation of users, and
- encourage local policies that promote appropriate roadway and right-of-way design features (such as providing opportunities for curbside dining in a downtown)



MARSHALL COUNTY

COMPREHENSIVE TRANSPORTATION PLAN

AGENDA

- Project Overview
- Opportunities for Input
- Next Steps

PROJECT OVERVIEW

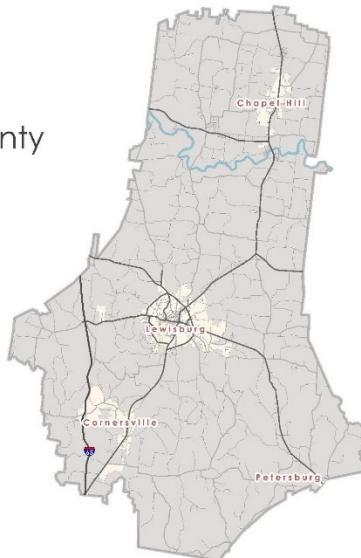
“The Comprehensive Transportation Plan (CTP) is a multimodal plan that identifies the existing and future transportation system needed to serve the current and anticipated travel demand.”



PROJECT OVERVIEW

Study Area

- ▶ Marshall County
- ▶ Lewisburg
- ▶ Chapel Hill
- ▶ Cornersville
- ▶ Petersburg



Forecasted Growth



2,700 jobs



6,300 people

PROJECT OVERVIEW

A major outcome of the Plan is to develop a system of **context classifications for Arterial and Collector roadways**. These will help officials to:

- Plan, design, construct, and rehabilitate roadways in a manner appropriate for different urban/rural contexts,
- Provide appropriate facilities for each mode of travel,
- Encourage local policies that promote appropriate roadway design features

PROJECT OVERVIEW

Land Use & Development



Roadway Classification






Recommended Designs



OPPORTUNITIES FOR INPUT

We will be seeking input from stakeholders and residents using a variety of mediums and at various times throughout the plan development process.

-  **Online Survey**
-  **Public Meetings**
-  **Online Mapping Tool**

GOALS FOR TODAY

We need your input on issues and opportunities:

- ▶ **Transportation & Safety**
- ▶ **Growth & Development**
- ▶ **Mobility & Accessibility**

NEXT STEPS

Schedule

2018



STAKEHOLDER ENGAGEMENT MEETING (MARCH 22ND, 2018)

KEY TAKEAWAYS

GROWTH & DEVELOPMENT

- Development limitations exist in various parts of the county, factors include the availability of water, sewer, Wi-Fi/cell phone service, and natural gas (lack thereof), as well as natural limitations such as soils that do not support septic systems, karst geology, and floodplains
- Forecasted residential growth is expected to occur in the northern half of the county, as well as to the northwest and west of Lewisburg. Although on a smaller scale, residential development is also expected in the Cornersville area. These areas are desirable given their location relative to regional employment centers and I-65/I-840. Generally, industrial development is expected to continue in both Industrial Parks near Lewisburg with more growth at/near the I-65 Commerce Park. Industrial development near Exit 22 is also expected, although the scale will be dependent upon the availability of utilities.
- Key commuting corridors:
 - Franklin Pike/Highway 431
 - Mooresville Highway/Highway 373
 - Shelbyville Highway/Highway 64
 - Jim McCord Highway/Highway 50
 - Verona Caney Road
 - US Highway 31A
 - Sylvester Chunn Highway/Highway 99
 - Eagleville Pike/Highway 99
 - Lewisburg Highway/Highway 431
- Key “cut-through” roadways:
 - Depot Street providing a connection between Chapel Hill and Highway 99
 - White Drive/Hull Avenue/Fox Lane providing connection between Highway 373 and US 31A south of Lewisburg – acts as the remaining loop in the Bypass around Lewisburg but is residential in nature
- Have several residential developments currently happening throughout the County. Ones particularly mentioned are happening in Chapel Hill and to a lesser extent in Cornersville.
- Constituents indicated that consultant team growth projections were lower than local projections (and stated that they would give the team these projections)
- Key corridors where expect significant future growth:
 - Franklin Pike/Highway 431
 - Mooresville Highway/Highway 373
 - US 31A, particularly to the north (but not exclusively)
 - Sylvester Chunn Highway/Highway 99

TRANSPORTATION & SAFETY

- Portions of county and communities could benefit from additional roadway connectivity.
- Consideration for heavy vehicle traffic is important across the county given the number of industrial uses, quarries, and other truck-traffic generators (such as the landfill west of Lewisburg). Considerations should include turn lanes and acceleration/deceleration lanes. Agricultural equipment on roadways is also common throughout the county, with equipment even using US 31A in downtown Chapel Hill and Cornersville.
- Safety and/or geometric concerns:
 - Verona Caney Road
 - Spring Place Road, Yell Road
 - I-65 Exit 22 and Exit 32

- Highway 99/US 31A
- Finley Beech Road
- Congestion or bottleneck locations:
 - Mooresville Highway (segment that remains 3 lanes)
 - N Ellington Parkway at East Street and Old Farmington Road
 - School zones and speed limit reductions on Highway 31A make Verona Caney Road a desirable alternate route, in addition to getting stuck behind agricultural equipment or heavy vehicle traffic (Highway 31A lacks sufficient passing opportunities)
- School-generated traffic flow issues:
 - Oak Grove Elementary School and Franklin Pike
 - Forrest High School and US 31A
- Truck/freight corridors:
 - I-65, Highway 50, US 31A, Highway 373, Highway 99
- Mention of improving arterial connectivity:
 - North/South connection east of Lewisburg between US 31A and Highway 50 (Huntsville to I-840 including a bypass around Chapel Hill)
 - Connection between Cornersville Highway/US 31A and Mooresville Highway/Highway 373 southwest of Lewisburg

ACCESSIBILITY & MOBILITY (BICYCLE AND PEDESTRIAN FACILITIES)

- US Bike Route 23 runs through the county in a north-south direction, which does bring cyclists to the area. There is a desire to provide a “spur” or alternate route along US 31A to connect Henry Horton State Park and Lewisburg
- Lewisburg desires to complete missing links in their bicycle network
- Observations and concerns/desires regarding pedestrian and bicycle connections:
 - Cornersville
 - complete missing link on northside of town down to school
 - desire to focus on sidewalks before bike facilities
 - Lewisburg
 - complete missing sidewalk links along the length of Mooresville Highway to provide a continuous connection through the town
 - connect schools to Rec Center with sidewalks
 - beginning a study to identify key gaps in the existing bicycle network. City desires to fill these gaps and continue to expand bike facilities
 - have identified future phases for extending greenway
 - complete connection between existing trail and Bypass at Columbia State
 - desire to improve safety where greenway crosses roadways, such as Belfast Street
 - study pedestrian safety along N Ellington Parkway near Old Farmington Road and Easy Street intersections given relatively high amount of pedestrian activity
 - Chapel Hill
 - potential opportunity to make Maple Street a one-way street and use extra roadway width to stripe a multi-use pathway
 - desire for a connection to Park on Depot Street
 - see opportunity for greenway connection between Chapel Hill and Henry Horton State Park
 - lack a connection to the only grocery store

Stakeholder Meeting #2

Marshall County Comprehensive Transportation Plan

Project Steering Committee Meeting

July 10, 2018

2:30 PM to 4:00 PM

Lewisburg Recreation Center

Agenda

- ❖ **Results & Update from Efforts to Date**
 - First Steering Committee Meeting
 - First Public Meeting
 - Online Map Input

- ❖ **Review & Discussion of Proposed Character Area Matrix and Map**

- ❖ **Review & Discussion of Proposed Cross-Sections**

- ❖ **Review & Discussion of Proposed Project Recommendations**

- ❖ **Next Steps**

Marshall County Comprehensive Transportation Plan

Steering Committee Meeting – July 10, 2018

Sign-In Sheet

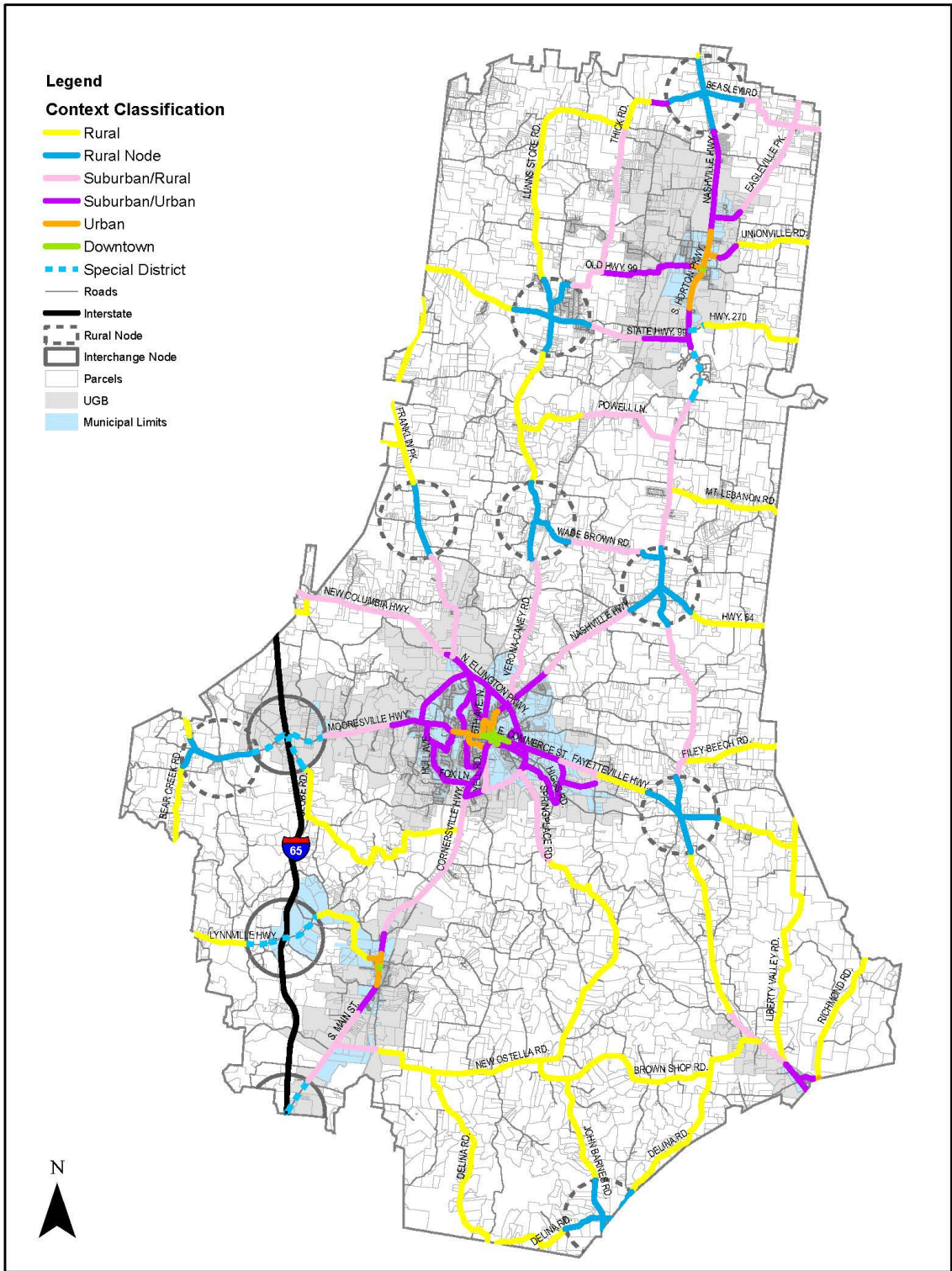
Name	Agency/Organization	Email
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Stacey Cothran	WM	scothran@wm.com
Chuck Brown	M.C. Schools	cbrown1@K12marshalltn.net
Edmund Roberts	JECDB	edmundroberts@gmail.com
Randall Dunn	City of Lewisburg	
Tres Beasley	MC Schools	tbeasley@K12marshalltn.net
Bill Reuter	MCEMS	mcemsdirector@gmail.com
Steve Calahan	MCOEM	mcom@bellsouth.net
Cary Whitesell	City of Lewisburg	cary.whitesell@lewisburgtn.gov
Will Wilson	Comfort Research / JECDB	will.wilson@comfortresearch.com
Thomas Wilson	Lewisburg Printing	twilson@lpcink.com
Jim Bingham	City of Lewisburg	jbinghametnweb.com

Marshall County Comprehensive Transportation Plan

Steering Committee Meeting – July 10, 2018

Sign-In Sheet

Name	Agency/Organization	Email
Rick Gillis	State of Tennessee (Rep)	rep.rick.gillis@capitol.tn.gov
Danny Bingham	Chapel Hill	drbingham01@gmail.com
Patrick Jordan	Duck River EMC	pjordan@drenc.com
Mark Graves	Town of Chapel Hill	cityofch@united.net
Scotty Brock	Town of Comersville	townof_comersville@tds.net
MIKE WILES	MARSHALL JECDB	MIKE.WILES@MARSHALLCOUNTYTN.COM



Roadway Context Classifications

All arterial and collector roadways within Marshall County have been assigned a context classification based largely on density, land use, setbacks, and parcel structure as well as municipal limits and urban growth boundaries.

CONTEXT
PARCELS & STREET NETWORK

	RURAL	RURAL NODE	SUBURBAN/RURAL	SUBURBAN/URBAN	URBAN	DOWNTOWN	SPECIAL DISTRICT
GENERAL CHARACTERISTICS	-Sparsely settled -Large parcels -Largely agricultural & residential uses, natural lands -Varied setbacks	-Typically at major crossroads -More concentrated development -Clustered residential & limited commercial -Smaller setbacks	-Generally outside Urban Growth Boundary (UGB) -Low to medium density clustered residential -Medium setbacks	-Inside a City or UGB -Mostly residential and/or commercial -Commercial properties have large off-street parking lots in front of buildings	-Medium to high density, some multistory -Mix of residential & commercial uses -Small setbacks -On-street parking	-Medium to high density, some multistory -Largely commercial uses with some residential -Small to no setback	-Areas that do not conform to the characteristics typical of the context classes. These might include interstate interchanges & State Parks
ROADWAY DESIGN	SPEEDS MOBILITY ACCESS	SPEEDS MOBILITY ACCESS	SPEEDS MOBILITY ACCESS	SPEEDS MOBILITY ACCESS	SPEEDS MOBILITY ACCESS	SPEEDS MOBILITY ACCESS	-Varies based on surrounding uses
BIKE/PED GENERATION							-Varies based on surrounding uses

Roadway Cross-Sections

Each context classification will have associated recommended roadway cross-sections. Elements contained within each cross-section will include recommended lane widths, right-of-way, design speeds, and bicycle and pedestrian facilities.



MARSHALL COUNTY COMPREHENSIVE TRANSPORTATION PLAN - PROPOSED PROJECT RECOMMENDATIONS (DRAFT 07.10.18)

Id#	Project	Description	Location	Purpose	Type of Improvement
	Chapel Hill – Sidewalk/Bikeway Improvements	Sidewalks along US31A from Rocketeer Blvd to north of Unionville Road and along Depot Street from Depot Park to east of Morningside Drive	Chapel Hill	Increase pedestrian and bicycle access connecting neighborhoods to shopping and schools	Bicycle/Pedestrian
	Chapel Hill/Henry Horton State Park Greenway – Greenway	Greenway system linking the City of Chapel Hill to Henry Horton State Park (east end west of US31A)	Chapel Hill	Increase pedestrian and bicycle access from Chapel Hill to Henry Horton State Park	Bicycle/Pedestrian
	New Chapel Hill Collector Connection – North/South	2-lane collector road (eastside of Chapel Hill) linking Eagleville Pike (SR99) to SR270	Chapel Hill	To provide increased connectivity on the eastside of Chapel Hill allowing for future growth and to help reduce the demand on Horton Hwy (US31A) through Chapel Hill by having additional north/south connectivity	Connectivity
	New Chapel Hill Collector Connection – East/West	2-lane collector road (northside of Chapel Hill) linking Eagleville Pike (SR99) to Thick Road	Chapel Hill	To provide increased connectivity on the northside of Chapel Hill allowing for future growth, better connectivity across CSX Railroad, and to help reduce the demand on Horton Hwy (US31A) through Chapel Hill by having additional east/west connectivity	Connectivity
	US31A (Nashville Hwy) & SR99 (Sylvester Chunn Hwy) – Roundabout	Roundabout at the intersection of Nashville Hwy (US31A) and (Sylvester Chunn Hwy (SR99)	Chapel Hill	To increase safety and create a sense of a gateway into Henry Horton State Park through the implementation of a roundabout at this major intersection just north of Henry Horton State Park	Safety
	US31A Chapel Hill – Future Intersection Improvements	Monitor needed intersection improvements (turn lanes, signalization, etc.) along US31A in Chapel Hill at key intersections including Eagleville Pike, Unionville Road, Depot Street, Rocketeer Blvd, and SR270	Chapel Hill	Improve safety and operations along US31A within Chapel Hill by addressing needed improvements at key intersecting cross-streets	Safety & Operations
	Depot Street/Old State Hwy 99 – Safety & Circulation Improvements	Safety improvements along the corridor from US31A to SR99 addressing needed intersection, geometric, and signage improvements as well as options to improve access across CSX Railroad	Chapel Hill, Marshall County	Improved safety and circulation along this collector corridor addressing needed intersection, geometric, and signage improvements as well as options to improve access across CSX Railroad	Safety
	SR129 & US31A (Main Street) in Cornersville – State Route Realignment & Roundabout	Realign SR129 utilizing Lynnville Road for more direct connection to US31 including intersection improvement (roundabout and/or signal)	Cornersville	To improve connectivity of SR129 with US31A	Connectivity & Safety
	US31A (Main Street) in Cornersville – Road Diet	Restripe existing pavement to accommodate on-street parking, bike facilities, and/or center turn lane from approximately Beechwood Cemetery to Austin Alley	Cornersville	Create stronger sense of Main Street by utilizing excess pavement for on-street parking, bike lanes, and/or center turn lane to reduce speeds through Cornersville	Safety
	US31A (Main Street) in Cornersville – Sidewalk Improvements	Sidewalk improvements along US31A (Main Street) from Fairview Ave to north of Lynnville Road	Cornersville	Increase pedestrian access connecting neighborhoods to shopping, school, and post office	Bicycle/Pedestrian
	8 th Avenue South/Spring Street – Traffic Calming Improvements	Traffic calming features	Lewisburg	Mitigate pass-through traffic volumes/speeds that utilize these residential streets through the implementation of traffic calming features	Safety
	Belfast Street – Pedestrian Improvement	Install trail crossing signage and pedestrian warning device such as a Rectangular Rapid-Flashing Beacon (RRFB) at greenway and Belfast Street to increase safety of pedestrians crossing roadway	Lewisburg	Improve pedestrian safety by installing a pedestrian warning device such as a RRFB at greenway and Belfast Street to facilitate safe movement of pedestrians crossing the roadway	Bicycle/Pedestrian, Safety
	Ellington Pkwy (US31A) at Higgs Road – Intersection Improvement	Address truck turning radii issues at intersection	Lewisburg	Improve freight access into and out of industrial park by addressing turning radii issues	Safety & Operations
	Ellington Pkwy (US31A) at Yell Road – Intersection Improvement	Evaluate safety issues and/or signalization needs at this intersection	Lewisburg	Improve safety at this intersection through signage and/or signalization (if warranted)	Safety
	Lewisburg – Sidewalk, Bikeway, & Greenway Plan	Develop a citywide sidewalk, bikeway, and greenway master plan to increase walking and biking opportunities throughout Lewisburg	Lewisburg	To establish a long-term vision for expanding walking and biking opportunities throughout Lewisburg providing safe and convenient non-motorized connections linking neighborhoods to shopping, schools, parks, downtown, places of employment, and other key destinations	Bicycle/Pedestrian
	Mooreville Hwy (SR373) at Ellington Pkwy (SR417) – Future Intersection Improvement	Monitor needed signalization improvement at this intersection	Lewisburg	Improve safety and operations at this intersection through signalization (when warranted)	Safety & Operations
	Mooreville Hwy/Commerce St (SR373) – Sidewalk & Bikeway Improvements	Sidewalk/Bikeway improvements (or Multi-Use Path) along SR373 from W. Ellington Pkwy (SR417) to Hopkins Ave	Lewisburg	Improved bicycle and pedestrian access connecting neighborhoods to shopping, schools, and rec center	Bicycle/Pedestrian
	N Ellington Pkwy (US431) – Pedestrian Improvements	Improve pedestrian connectivity and safety along and across N Ellington Pkwy (US431) in the vicinity of the Verona Avenue and Old Farmington Road intersections	Lewisburg	Improve pedestrian connectivity and safety along and across N Ellington Pkwy (US431)	Pedestrian, Safety
	White Drive/Hull Avenue/Fox Lane – Traffic Calming & Roundabouts/Traffic Circles	Traffic calming features including roundabouts/traffic circles at the intersections of: Hull Ave and Fox Lane, White Drive and Hull Ave, and White Drive and Duncan Drive	Lewisburg	Mitigate pass-through traffic volumes/speeds that utilize these residential streets through the implementation of traffic calming features	Safety
	Corridor Management Agreements (CMA) for the Corridors of SR50, US431, and SR99	Implement Corridor Management Agreements (CMAs) for portions of SR50, US431, and SR99 that link these corridors to I-65 and are vital to regional traffic flow between Marshall and Maury Counties	Marshall & Maury Counties	Improve coordination of land use and transportation investments, access management provisions, and other infrastructure decisions through the development of corridor management agreements (CMAs) for these vital regional corridors that traverse Marshall and Maury Counties prior to linking to I-65	Access Management, Safety, Operations
	New Lake Road/Globe Road – Safety Improvements	Safety improvements along these corridors from US31A to SR373 addressing needed intersection, geometric, and signage improvements	Marshall County	Improved safety along these collector corridors addressing needed intersection, geometric, and signage improvements	Safety
	School Traffic Plans (Countywide) – School Traffic Plans	Undertake individual traffic plans for all of Marshall County Schools to determine optimal traffic operations, pick-up/drop-off, circulation, and pedestrian/bicycle access.	Marshall County	Improved traffic operations and safety at all schools optimizing traffic operations, circulation, pick-up/drop-off, and pedestrian/bicycle access	Safety & Operations
	US23 Bike Route – Improved Signage	Add bike route signs along US23 Bike Route including spur route (via SR99) to Henry Horton State Park	Marshall County	Increase US Bike Route visibility and access to key local destination	Bicycle
	US31A (Sam Davis Hwy) at McDaniel Hollow Road – Safety Improvements	Install intersection warning signs along US31A to address limited visibility of McDaniel Hollow Road	Marshall County	Improve safety by providing advance warning along US31A prior to McDaniel Hollow Road given limited visibility of intersection	Safety
	US64 (Shelbyville Hwy) & US31A – Roundabout	Roundabout at the intersection of Nashville Hwy (US31) and Shelbyville Hwy (US64)	Marshall County	To address skewed intersection, safety issues, and future demand through the implementation of a roundabout at this intersection	Safety

Public Meeting #1

MARSHALL COUNTY

COMPREHENSIVE TRANSPORTATION PLAN

WE NEED YOUR INPUT!

The County and its municipalities are developing a comprehensive transportation plan to guide investments in the transportation system.

A public meeting will be held to gather key local insight on:

- Transportation & Safety Issues & Opportunities
 - Forecasted Growth & Development
 - Pedestrian & Bicycle Needs

PUBLIC MEETING (OPEN HOUSE)

JOIN US

APRIL 10TH, 2018

4:00 pm – 6:00 pm • Lewisburg Rec Center

Marshall County Comprehensive Transportation Plan

Public Meeting – April 12, 2018
Sign-In Sheet

Name	City or County Live In	Email
Jonathan Russell	TDOT	Jonathan.Russell@tn.gov
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Danny Bingham	Chapel Hill / Marshall Co	danny.bingham@caballdogs.org
Rosa Cross	SCTDD / Lewisburg	lcross@sctdd.org
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Judith Luna	Marshall	LUNAjudith@msu.com
Will Nelson	Marshall	william.wilson.764@gmail.com

Marshall County Comprehensive Transportation Plan

Public Meeting – April 12, 2018
Sign-In Sheet

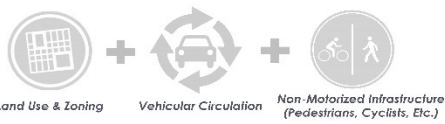
Name	City or County Live In	Email
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WALTER PARTEE	W GILES CO	walterepartee@yahoo.com
Cecil H. Harwell	City	chharwell@Bellsouth.net

MARSHALL COUNTY COMPREHENSIVE TRANSPORTATION PLAN

PLAN OVERVIEW

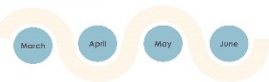
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2018

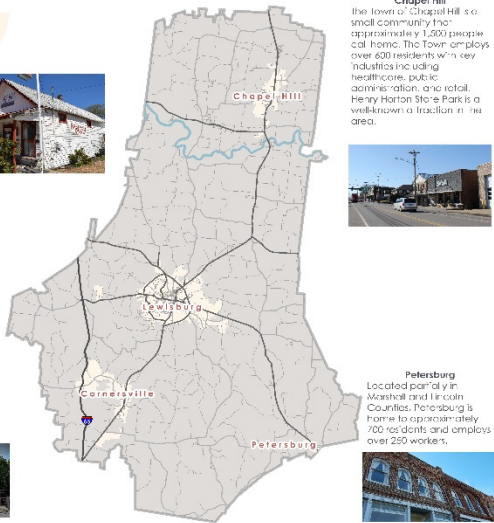


Study Area

Marshall County
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Lewisburg
The largest city in Marshall County belongs to Lewisburg, which comprises more than a third of the County's overall population. Manufacturing, healthcare, and retail employment are the leading job markets, employing approximately 60% of the city's labor force with large employers like Calsonic, Walker Die Casting, and Columbia State Community College.

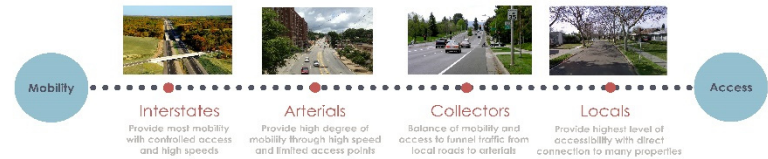
Comersville
Nestled in the southwestern portion of the county, Comersville is home to approximately 1,500 residents and employs nearly 600 workers.



MARSHALL COUNTY COMPREHENSIVE TRANSPORTATION PLAN

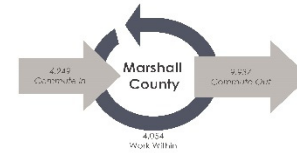
ROADWAY INFRASTRUCTURE

To look at improved roadway connectivity and operations, we first must understand where people are trying to go and how they want to get there. The roadway system is meant to serve two primary needs - access to/from specific locations and travel mobility. The balance of these two functions dictates a roadway's functional classification.



Daily Commuting Trends

Most of the County's residents commute externally with a large share of workers commuting north via single occupant vehicles. Additionally, some county residents are making 'super-commutes' in excess of 90 minutes.

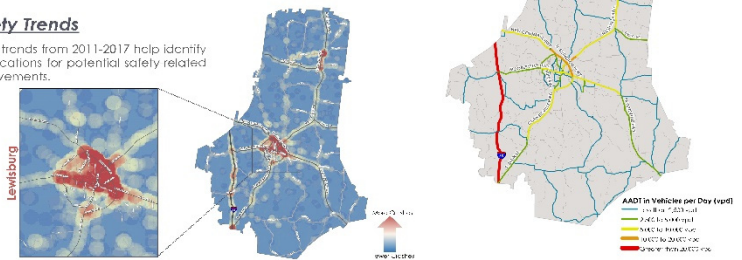


Average Commute Times

Tennessee = 25 minutes
Marshall County = 30 minutes
Lewisburg = 23 minutes
Chapel Hill = 32 minutes
Comersville = 30 minutes

Safety Trends

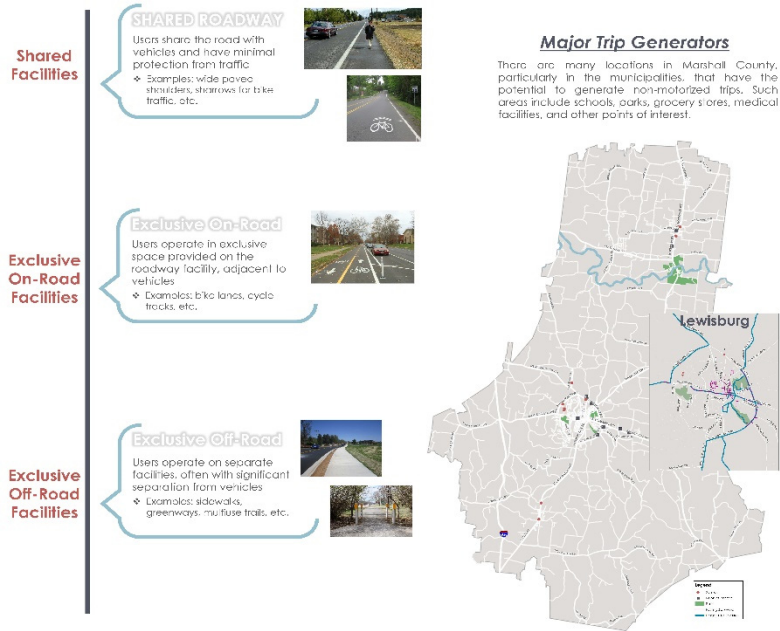
Crash trends from 2011-2017 help identify key locations for potential safety related improvements.



MARSHALL COUNTY
COMPREHENSIVE TRANSPORTATION PLAN

NON-MOTORIZED NETWORK

Safe and convenient opportunities for walking and biking are an important component to a community's quality-of-life, both from a recreation and transportation perspective. Currently, sidewalks and bicycle facilities within the County are mostly limited to Lewisburg, but opportunities for improvements of all kinds extend outside the city limits.

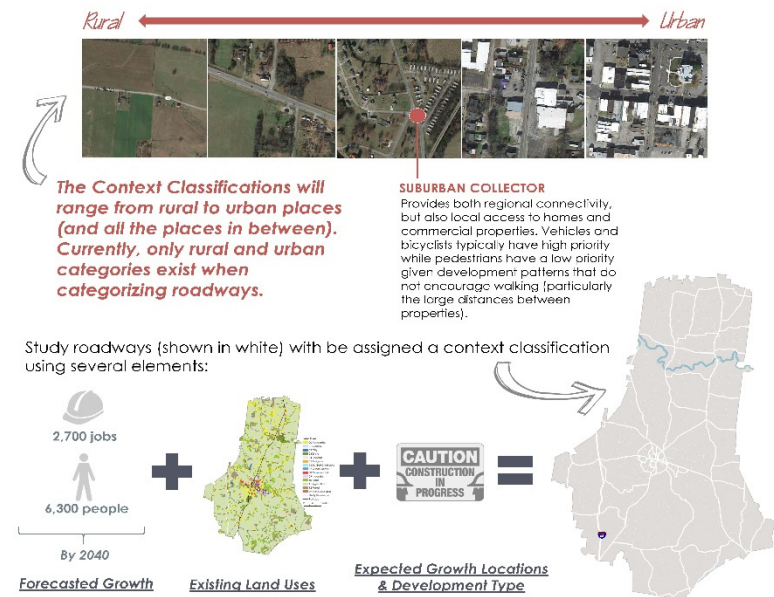


MARSHALL COUNTY
COMPREHENSIVE TRANSPORTATION PLAN

ROADWAY CONTEXT CLASSIFICATIONS

A major outcome of the Plan is to develop a system of **context classifications for Arterial and Collector roadways**. These classifications will help local and state officials:

- plan, design, construct, and rehabilitate roadways in a manner that is appropriate for different urban and rural contexts.
- provide appropriate facilities for each mode of travel (vehicle, pedestrian, and bicycle) based on a context's expected generation of users, and
- encourage local policies that promote appropriate roadway and right-of-way design features (such as providing opportunities for curbside dining in a downtown)



PUBLIC MEETING (April 12, 2018)

KEY TAKEAWAYS

In general:

- Comments provided were very similar to the input received from the first steering committee meeting
- Over 15 individuals attended the Public Meeting
- The meeting was open-house style and consisted of static display boards, a scrolling project presentation, and three stations for attendees to comment on issues of Growth & Development, Transportation & Safety, and Accessibility & Mobility.
- Key takeaways by category from the public meeting included:

GROWTH & DEVELOPMENT

- The northern half of the county, including the city of Chapel Hill (off US 31A), will see a lot of residential growth in the future
- Cornersville Hwy/US 31A near I-65 will likely see commercial growth and in and around Cornersville there will likely be residential growth
- Hwy 129 near I-65 (Exit 27) could possibly see residential development (old golf course site mentioned)
- Lewisburg will continue to grow as it has
- Key “cut-through” roadways:
 - White Drive/Hull Avenue/Fox Lane used as a cut-through - connecting Mooresville Hwy/SR 373 to Cornersville Hwy/US 31A
 - 8th Avenue South/Spring Street used as a cut-through - connecting Mooresville Hwy/SR 373 to South 2nd Avenue to avoid downtown square

TRANSPORTATION & SAFETY

- Safety and/or geometric concerns:
 - SR 50 near Old Columbia Road and Mooresville Hwy/SR 373 and Old Columbia Road - Sight distance issues mentioned
 - US 431/Buchanan Street and SR 130/Spring Street (in Petersburg) – turning radius issues for trucks mentioned
 - US 31A/Sam Davis Hwy – varied speed limits along the corridor (45 MPH to 55 MPH) was mentioned as confusing and irritating
 - SR 373 at I-65 (Exit 32) – the need to 4-lane SR 373 under I-65 was mentioned
 - Would like to see roundabout at Sylvester Chunn Hwy/SR 99 and US 31A (as gateway/entrance to Henry Horton State Park)
 - See need for turn lanes on Sylvester Chunn Hwy/SR 99 at Lunns Store Road
- Congestion or bottleneck locations:
 - Mooresville Highway / SR 373 (segment that remains 3 lanes)
 - All school zones
- School-generated traffic flow issues:
 - Marshall County Elementary School (mention of traffic backing up onto SR 373)
- Mention of improving arterial connectivity:
 - Need south bypass - Mooresville Hwy/SR 373 to Cornersville Hwy/US 31A (southwest of Lewisburg)
 - Huntsville Connector - Better access via Belfast Farmington Rd (north/south connection east of Lewisburg between US 31A and US 431)
 - Desire for increased connectivity between Shelbyville Highway/US 64 and I-65 (Exit 37)/SR 50

ACCESSIBILITY & MOBILITY (BICYCLE & PEDESTRIAN FACILITIES)

- Observations and concerns/desires regarding pedestrian and bicycle connections:
 - Lewisburg
 - complete missing sidewalk links along the length of Mooresville Hwy/SR 373 to provide a continuous connection through town
 - connect schools to Rec Center with sidewalks
 - desire to improve safety where greenway crosses roadways, such as Belfast Street
 - Need sidewalk/bike facility along W Commerce Street/SR 373 from Freeman Drive to Old Columbia Road
 - Chapel Hill
 - desire for a connection to Park on Depot Street
 - see opportunity for greenway connection between Chapel Hill and Henry Horton State Park
 - lack a connection to the only grocery store
 - Cornersville
 - complete missing link on northside of town down to school
 - desire to focus on sidewalks before bike facilities
 - Marshall County
 - Mention of a potential rails-to-trails project utilizing the old railroad bed from Lewisburg Industrial Park to Belfast to Talley Station to Petersburg
- Park and Ride lot opportunity mentioned for I-65 at Exit 37

Public Meeting #2

MARSHALL COUNTY

COMPREHENSIVE TRANSPORTATION PLAN

DRAFT RECOMMENDATIONS ARE AVAILABLE FOR YOUR REVIEW!

The County & its municipalities have been working over the past 8 months to identify needed investments in the transportation system.

A public meeting will be held to share findings as well as project & policy recommendations from the Plan that seek to:

- Improve Safety
- Improve Access
- Improve Mobility

PUBLIC MEETING (OPEN HOUSE)

JOIN US

AUGUST 16TH, 2018

5:00 pm – 7:00 pm

● Lewisburg Rec Center
1551 Mooresville Highway
Lewisburg, TN

Marshall County Comprehensive Transportation Plan

Public Meeting – August 16, 2018
Sign-In Sheet

Name	City or County Live In	Email
Danny Bingham	Chapel Hill	drbingham21@gmail.com
MIKE WILES	MARSHALL COUNTY	MIKE.WILES@MARSHALLCOUNTYTN.COM
John Murphy	Lewisburg	murphyjp@bellsouth.net
Rick Ackley	Lewisburg	GOLDMAN 44@bellSouth.net
Edmund Robert	"	
Emelie Andre Plourde	Petersburg Marshall City	
Mary Cedeno Carbo	Lewisburg	MaryCedeno@kogan.com
Wayne Glenn	Talley Station	wb5256@gmail.com
Jennifer Pearson	Lewisburg	jenniferpearson71349@gmail.com
Scott Pearson	Lewisburg	Spearson@marshallshome.com
Randall Dunn	Lewisburg	
Scotty Brock	Cornersville	hamof_cornersville.tds.net

Marshall County Comprehensive Transportation Plan

Public Meeting – August 16, 2018
Sign-In Sheet

Name	City or County Live In	Email
Jim Bingham	Lewisburg	jbingham@ tnweb.com
Anna Childress	Lewisburg	
Craig Bluff	Lewis Chapel Hill	
Lisa Cross	Marshall	lcross@setdd.org
Barbara Woods	Lewisburg Marshall	Woodsba2@gmail.com
Rich Tillis	Marshall	RichTillis92wldiscrise@gmail.com
Larry Godboy	Lewisburg	
Mike Keny	Lewisburg	mkeny@bellsouth.net
Brita Roberts	"	

MARSHALL COUNTY COMPREHENSIVE TRANSPORTATION PLAN

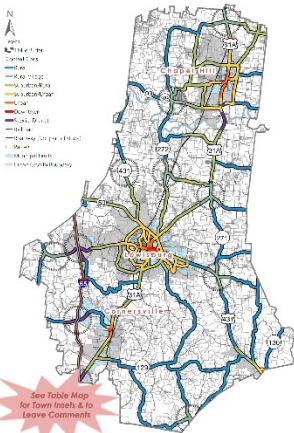
CONTEXT CLASSIFICATION RECOMMENDATIONS

Contexts, or place types, impact a roadway and its users (such as how walkable a place is or how fast vehicles feel they can safely operate) just as roadways impact the surrounding contexts they pass through. Each context illustrated along the spectrum below represents an existing place type within the County and consists of unique design needs specific to that context. Appropriate features and roadway design guidelines are provided in the Plan to better meet the needs of all transportation users and support and use goals by "providing the right street in the right place".



Context Classifications of Study Roadways

- Context classifications were identified using:
- Existing and use adjacent to roadway
 - Forecasted population + employment growth (by 2040)
 - Municipal limits + Urban Growth Boundaries (UGBs)



Example Design Guidance for Context Classifications

Each context classification is described in the Plan like the example shown below. Characteristics of each are described through general descriptions, pictures, and maps. Appropriate right-of-way features and roadway design guidelines are generally described.

URBAN

In an urban context parcels & blocks are smaller, buildings are close to the street, & walkability is high.

DESIGN GUIDANCE

DESIGN PARAMETER	DESIGN GUIDANCE
Access	... (text) ...
Speed	... (text) ...
Capacity	... (text) ...
Safety	... (text) ...
Quality	... (text) ...

A detailed table of design parameters specific to arterial and collector roadways is provided in the Plan's Appendix.

MARSHALL COUNTY COMPREHENSIVE TRANSPORTATION PLAN

DRAFT RECOMMENDATIONS

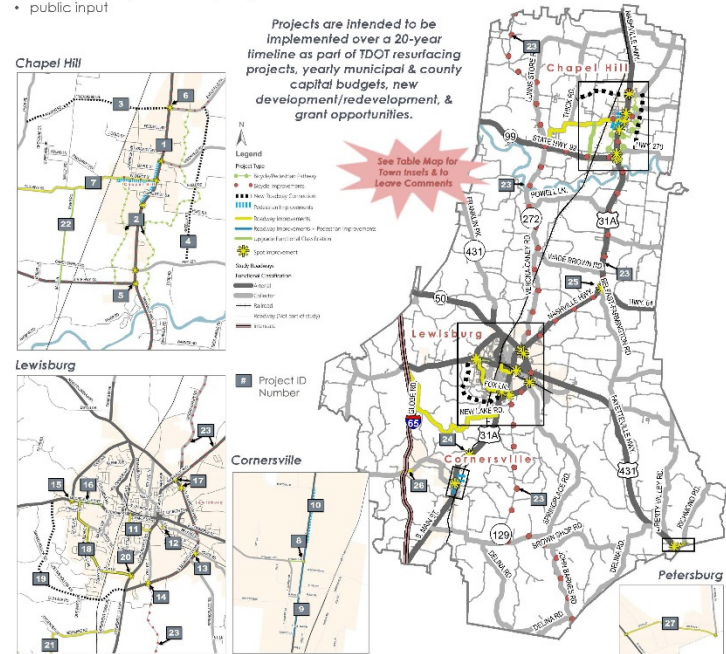
Recommended improvements to roadways and bicycle/pedestrian networks were developed using:

- existing & future condition analyses
- stakeholder input (City Managers, Public Works Directors, Mayors, Fire and Police Department representatives, etc.)
- public input

Capital Improvements (Physical Projects)



Projects are intended to be implemented over a 20-year timeline as part of TDOT resurfacing projects, yearly municipal & county capital budgets, new development/redevelopment, & grant opportunities.



MARSHALL COUNTY
COMPREHENSIVE TRANSPORTATION PLAN

DRAFT RECOMMENDATIONS

Additional non-infrastructure projects are identified for future study that will continue to build upon the platform this Plan establishes.

For Future Study:



Corridor Management Agreements

Coordinate new development & roadway improvements with Maury and Williamson Counties for portions of Highways 50, 431, & 99 – key roadways accessing I-65 & vital for regional traffic flow



School Traffic Circulation Plans

Develop individual traffic plans for all Marshall County schools to determine optimal operations & safety



I-65 Traffic Diversion Plan

Coordinate with Highway Patrol & TDOT to identify a preferred traffic diversion plan for rerouted I-65 traffic

Additional Recommendations – Future Study & Other Potential Improvements



Commuter Carpool Lot

Establish a formal 'park-and-ride lot' near I-65's Exit 37 for a safe, convenient opportunity to carpool with other regional commuters



Lewisburg Bicycle, Pedestrian, & Greenway Plan

Develop a citywide sidewalk, bikeway, & greenway master plan to increase walking & biking opportunities throughout Lewisburg (already in progress)



Establish / Update Access Management-Related Regulations

Review & modify access management-related regulations to promote more efficient & safer traffic operations along key commercial corridors. At its simplest, it means **limiting the number, location, & design of access points (driveways & roadway intersections)** along a corridor



Too many entrances can lead to crashes & reduces traffic flow



Keep driveways away from roadway intersections



Roadway intersections & driveways too close to a traffic signal increases confusion, thus reducing efficiency & safety

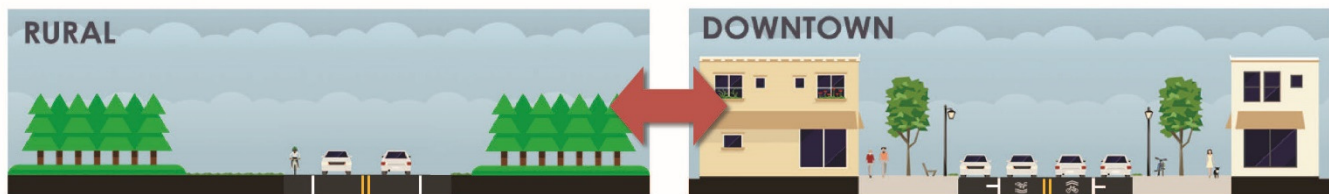
Roadway Context Classifications

All arterial and collector roadways within Marshall County have been assigned a context classification based largely on density, land use, setbacks, and parcel structure as well as municipal limits and urban growth boundaries.

CONTEXT	RURAL	RURAL NODE	SUBURBAN/RURAL	SUBURBAN/URBAN	URBAN	DOWNTOWN	SPECIAL DISTRICT
PARCELS & STREET NETWORK							
GENERAL CHARACTERISTICS	-Sparsely settled -Large parcels -Largely agricultural & residential uses, natural lands -Varied setbacks	-Typically at major crossroads -More concentrated development -Clustered residential & limited commercial -Smaller setbacks	-Generally outside Urban Growth Boundary (UGB) -Low to medium density clustered residential -Medium setbacks	-Inside a City or UGB -Mostly residential and/or commercial -Commercial properties have large off-street parking lots in front of buildings	-Medium to high density, some multistory -Mix of residential & commercial uses -Small setbacks -On-street parking	-Medium to high density, some multistory -Largely commercial uses with some residential -Small to no setback	-Areas that do not conform to the characteristics typical of the context classes. These might include interstate interchanges & State Parks
ROADWAY DESIGN	SPEEDS MOBILITY ACCESS	SPEEDS MOBILITY ACCESS	SPEEDS MOBILITY ACCESS	SPEEDS MOBILITY ACCESS	SPEEDS MOBILITY ACCESS	SPEEDS MOBILITY ACCESS	-Varies based on surrounding uses
BIKE/PED GENERATION							-Varies based on surrounding uses

Roadway Cross-Sections

Each context classification will have associated recommended roadway cross-sections. Elements contained within each cross-section will include recommended lane widths, right-of-way, design speeds, and bicycle and pedestrian facilities.



MARSHALL COUNTY COMPREHENSIVE TRANSPORTATION PLAN - PROPOSED PROJECT RECOMMENDATIONS (DRAFT 08.16.18)

The Id# corresponds with the # on the map (see board or corresponding table map).



INFRASTRUCTURE RECOMMENDATIONS						
Id #	Project	Description	Location	Purpose	Type of Improvement	Context Classification
1	Chapel Hill – Sidewalk/Bikeway Improvements ¹	Sidewalks along US 31A from Rocketeer Boulevard to north of Unionville Road and along Depot Street from Depot Park to US 31A	Chapel Hill	Increase pedestrian and bicycle access connecting neighborhoods to shopping and schools	Bicycle/Pedestrian	Suburban/Urban, Urban, Downtown
2	Chapel Hill/Henry Horton State Park Greenway – Greenway	Greenway system linking the City of Chapel Hill to Henry Horton State Park (east and west of US 31A)	Chapel Hill	Increase pedestrian and bicycle access from Chapel Hill to Henry Horton State Park	Bicycle/Pedestrian	Not Applicable
3	New Chapel Hill Collector Connection – North/South	2-lane collector road (east side of Chapel Hill) linking Eagleville Pike (SR99) to SR270	Chapel Hill	Provide increased connectivity on the east side of Chapel Hill allowing for future growth and to help reduce the demand on Horton Highway (US 31A) through Chapel Hill by having additional north/south connectivity	Connectivity	Suburban/Rural, Suburban/Urban
4	New Chapel Hill Collector Connection – East/West	2-lane collector road (north side of Chapel Hill) linking Eagleville Pike (SR99) to Thick Road	Chapel Hill, Marshall County	Provide increased connectivity on the north side of Chapel Hill allowing for future growth, better connectivity across CSX Railroad, and to help reduce the demand on Horton Highway (US 31A) through Chapel Hill by having additional east/west connectivity	Connectivity	Suburban/Urban
5	Nashville Highway (US 31A) & Sylvester Chunn Highway (SR99) – Roundabout	Roundabout at the intersection of Nashville Highway (US 31A) and Sylvester Chunn Highway (SR99)	Chapel Hill	Increase safety and create a sense of a gateway into Henry Horton State Park through the implementation of a roundabout at this major intersection just north of Henry Horton State Park	Safety	Rural Village
6	US 31A Chapel Hill – Future Intersection Improvements ²	Monitor needed intersection improvements (turn lanes, signalization, etc.) along US 31A in Chapel Hill at key intersections including Eagleville Pike, Unionville Road, Depot Street, Rocketeer Boulevard, and SR270	Chapel Hill	Improve safety and operations along US 31A within Chapel Hill by addressing needed improvements at key intersecting cross-streets	Safety & Operations	Suburban/Urban, Urban, Downtown, Special District
7	Depot Street/Old State Highway 99 – Safety & Circulation Improvements	Safety improvements along the corridor from US 31A to SR99 addressing needed intersection, geometric, and signage improvements as well as options to improve access across CSX Railroad	Chapel Hill, Marshall County	Improve safety and circulation along this collector corridor addressing needed intersection, geometric, and signage improvements as well as options to improve access across CSX Railroad	Safety	Rural Village, Suburban/Rural, Suburban/Urban, Urban
8	SR129 & Main Street (US 31A) in Cornersville – State Route Realignment & Roundabout	Redirect SR129 designation within Cornersville City Limits from N. Mulberry Street/N. Park Street to Lynnville Road. Improve Lynnville Road to State Route standards and improve Lynnville Road/US31A intersection with a roundabout or signal	Cornersville	Improve connectivity of SR129 with Main Street (US 31A)	Connectivity & Safety	Urban
9	Main Street (US 31A) in Cornersville – Road Diet	Restripe existing pavement to accommodate on-street parking, bike facilities, and/or center turn lane from approximately Beechwood Cemetery to Kennedy Lane; if done as part of larger project, widen existing sidewalks and address ADA compliance issues	Cornersville	Create stronger sense of Main Street by utilizing excess pavement for on-street parking, bike lanes, and/or center turn lane to reduce speeds through Cornersville	Safety	Urban, Downtown
10	Main Street (US 31A) in Cornersville – Sidewalk Improvements	Sidewalk improvements along Main Street (US 31A) from Fairview Avenue to approximately Beechwood Cemetery Driveway Access	Cornersville	Increase pedestrian access connecting neighborhoods to shopping, school, and post office	Bicycle/Pedestrian	Suburban/Urban
11	8 th Avenue South/Spring Street – Traffic Calming Improvements	Traffic calming features	Lewisburg	Mitigate pass-through traffic volumes/speeds that utilize these residential streets through the implementation of traffic calming features	Safety	Urban
12	Belfast Street – Pedestrian Improvement	Install trail crossing signage and pedestrian warning device such as a Rectangular Rapid-Flashing Beacon (RRFB) at Rock Creek Trail Greenway and Belfast Street to increase safety of pedestrians crossing roadway	Lewisburg	Improve pedestrian safety by installing a pedestrian warning device such as a RRFB at greenway and Belfast Street to facilitate safe movement of pedestrians crossing the roadway	Bicycle/Pedestrian, Safety	Suburban/Urban
13	Ellington Parkway (US 31A) at Higgs Road – Intersection Improvement	Address truck turning radii issues at intersection	Lewisburg	Improve freight access into and out of industrial park by addressing turning radii issues	Safety & Operations	Suburban/Urban
14	Ellington Parkway (US 31A) at Yell Road – Intersection Improvement	Evaluate safety issues and/or signalization needs at this intersection	Lewisburg	Improve safety at this intersection through signage and/or addressing sight distance issue (existing guardrail placement) and/or signalization (if warranted)	Safety	Suburban/Rural, Suburban/Urban
15	Mooreville Highway (SR 373) at Ellington Parkway (SR 417) – Future Intersection Improvement	Monitor needed signalization improvement at this intersection	Lewisburg	Improve safety and operations at this intersection through signalization (when warranted)	Safety & Operations	Suburban/Urban

¹ The City of Chapel Hill was awarded a TDOT Transportation Alternatives grant in the summer of 2018 for bicycle and pedestrian improvements (multiuse path on both sides) along SR11/US 31A from City Hall to W. Depot Street (Phase I)

² Funding for the addition of traffic signals have been recently approved as part of Chapel Hill's annual budget for the intersections of US 31A with SR 270 and Depot Street respectively

16	Mooresville Highway/W. Commerce Street (SR373) – Sidewalk & Bikeway Improvements ³	Sidewalk/Bikeway improvements (sidewalks on both sides) along Mooresville Highway/W. Commerce Street (SR373) from W. Ellington Pkwy (SR417) to Old Columbia Road (northside of roadway) and from W. Ellington Pkwy (SR417) to Lewisburg Recreation Center driveway (southside of roadway)	Lewisburg	Improve bicycle and pedestrian access connecting neighborhoods to shopping, schools, and recreation center	Bicycle/Pedestrian	Suburban/Urban
17	N. Ellington Parkway (US431) – Intersection Pedestrian Improvements	Improve pedestrian connectivity and safety along and across N. Ellington Parkway (US431) in the vicinity of the Verona Avenue and Old Farmington Road intersections	Lewisburg	Improve pedestrian connectivity and safety along and across N. Ellington Parkway (US 431)	Bicycle/Pedestrian	Suburban/Urban
18	White Drive/Hull Avenue/Fox Lane – Traffic Calming & Traffic Circle/Mini Roundabout	Traffic calming features including a neighborhood traffic circle at Hull Avenue/White Drive and a mini roundabout at Fox Lane/Hull Avenue/Green Valley Drive	Lewisburg	Mitigate pass-through traffic volumes/speeds that utilize these residential streets through the implementation of traffic calming features	Safety	Suburban/Urban
19	New Lewisburg Arterial Connection – Completion of Bypass	Continue to evaluate the long-term need for completing the bypass	Lewisburg		Circulation	Suburban/Rural
20	Fox Lane/Cornersville Road/2 nd Avenue (US31ABUS) – Safety Improvements	Evaluate safety issues and/or signalization needs at this intersection	Lewisburg	Improve safety at this intersection through signage and/or signalization (if warranted)	Safety	Suburban/Urban
21	New Lake Road/Globe Road – Safety Improvements	Safety improvements along these corridors from US31A to SR373 addressing needed intersection, geometric, and signage improvements	Marshall County	Improve safety along these collector corridors addressing needed intersection, geometric, and signage improvements	Safety	Rural, Rural Village
22	Ball Lane/Harber Road – Safety & Connectivity Improvements	Consider reclassifying Ball Lane/Harber Road from a local roadway to a collector between Old State Highway 99 and Sylvester Chunn Highway (SR99). Upgrade roadway to collector roadway standards, including addressing needed intersection, geometric, and signage improvements	Marshall County	Improve safety along this corridor as well as general collector connectivity in the area west of Chapel Hill	Safety & Operations	Suburban/Rural
23	US23 Bike Route & Henry Horton Spur Route – Improved Signage	Add bike route signs (green M1-9 USBR sign (MUTCD)) along US23 Bike Route, in addition to bike route signage (D11-1 (MUTCD)) for the Tennessee Scenic Bikeway loop spur route connecting US23 to Henry Horton State Park and Lewisburg (via SR99 and US31A)	Marshall County	Increase US Bike Route visibility and access to key local destination	Bicycle/Pedestrian	Rural, Rural Village, Suburban/Rural, Suburban/Urban, Special District
24	Sam Davis Highway (US31A) at McDaniel Hollow Road – Safety Improvements	Install intersection warning signs along US31A to address limited visibility of McDaniel Hollow Road	Marshall County	Improve safety by providing advance warning along US31A prior to McDaniel Hollow Road given limited visibility of intersection	Safety	Suburban/Rural
25	Shelbyville Highway (US64) & US31A – Roundabout	Roundabout at the intersection of Nashville Highway (US31) and Shelbyville Highway (US64)	Marshall County	Address skewed intersection, safety issues, and future demand through the implementation of a roundabout at this intersection (when warranted)	Safety	Rural Village
26	Lynnville Highway (SR129) – Center Turn Lane	Add center turn lane from interchange to new subdivision driveway access (previous Hazelburn Golf Course) to accommodate new development	Marshall County	Preserve safe operations along this corridor as new development occurs	Safety & Operations	Special District
27	Richmond Road (SR130)/Railroad Street (SR129)/N. High Street; Railroad Street/Spring Street (SR130/SR129); Railroad Street/Spring Street (SR130/SR129)/Buchanan Street (SR50/US431) – Intersection and Roadway Improvements	Address truck turning radii issues at Richmond Road (SR130)/Railroad Street (SR129)/N. High Street and Railroad Street/Spring Street (SR130/SR129)/Buchanan Street (SR50/US431) intersections; Consider the addition of paved shoulders along Spring Street/Railroad Street (SR130/SR129) during a TDOT resurfacing project given truck route designation	Petersburg	Improve freight access along this truck route corridor	Safety & Operations	Suburban/Urban, Urban

³ The City of Lewisburg has been already been awarded funding to complete this project

PUBLIC MEETING (August 16, 2018)
KEY TAKEAWAYS

In general:

- Comments were generally supportive of the recommendations and overall plan development
- Over 20 individuals attended the Public Meeting
- The meeting was open-house style and consisted of static display boards, a scrolling project presentation, and three stations for attendees to comment on the recommended context classifications, capital improvement projects, and additional recommendations for future study
- Key takeaways by location from the public meeting included:

LEWISBURG

Review existing signal timings:

S 2nd Ave @ Ewing St; N 2nd Ave @ Water St; and N 2nd Ave @ College St
N 3rd Ave @ Hwy 373

Comments on proposed capital projects:

Sidewalks along Hwy 373 are currently in design
Between 3-5 PM, traffic backs up at Highway 373/Bypass (Hwy 417) now
Yell Rd/Bypass (Hwy 31A) improvements - could perhaps be as simple as moving the location of the stop bar and/or guardrail
Improve/widen White Dr @ Mooresville Highway (Hwy 373)
8th Ave/Spring St – add striping of a pedestrian space with extra roadway width or construct a sidewalk

CHAPEL HILL AREA

Comments on general traffic growth and miscellaneous comments:

Hwy 270 will see more traffic in the future if Shelbyville's bypass is completed
Hwy 99 will see more traffic in the future

Comments on proposed capital projects:

Proposed north-south connection in Chapel Hill would do a lot to help with traffic issues on Hwy 31A as it provides a key alternative
Proposed east-west connection north of Chapel Hill - a 'big improvement'. Would help out Chapel Hill
Agree with upgrading functional class (and bringing roadway up to collector standards) on Ball Lane/River Road because of traffic volumes (commuters) and geometrics of roadway
Curve along Ball Ln/River Rd is especially dangerous
Consider doing the same for Smiley Rd if/when the proposed east-west connection north of Chapel Hill is constructed
Consider widening Thick Rd between proposed new east-west connection and Old State Hwy 99, if/when the proposed connection is constructed
Safety improvements along Old State Hwy 99 much needed given a high number of crashes at curves
Traffic light has been budgeted and project has begun at Hwy 270/US 31A

Consider adding to capital projects:

Straighten out Hwy 99/Hwy 270 intersection to connect (versus dog-legged intersection).

Consider adding turn lanes on US 31A at schools in Chapel Hill

GENERAL/COUNTY

General comments:

Hwy 129 between Cornersville and Belfast provides important east-west connection in southern Marshall County - could make small improvements to increase travel time

About 1 hour travel time from Belfast to I-840 (same travel time if go to I-65 or through Chapel Hill)

Hwy 64 is an important freight corridor between Murfreesboro and I-65

Consider adding to capital projects:

TDOT took the overhead flasher down at the Belfast intersection (consider adding back) and consider adding additional approach signage through a road safety audit. Skewness of intersection creates sight distance issues.

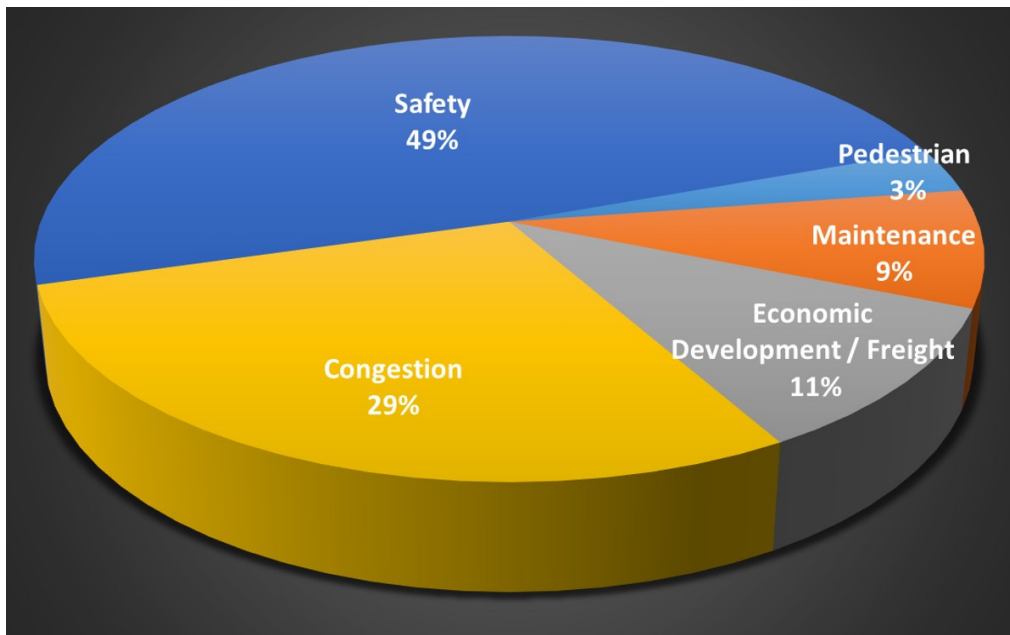
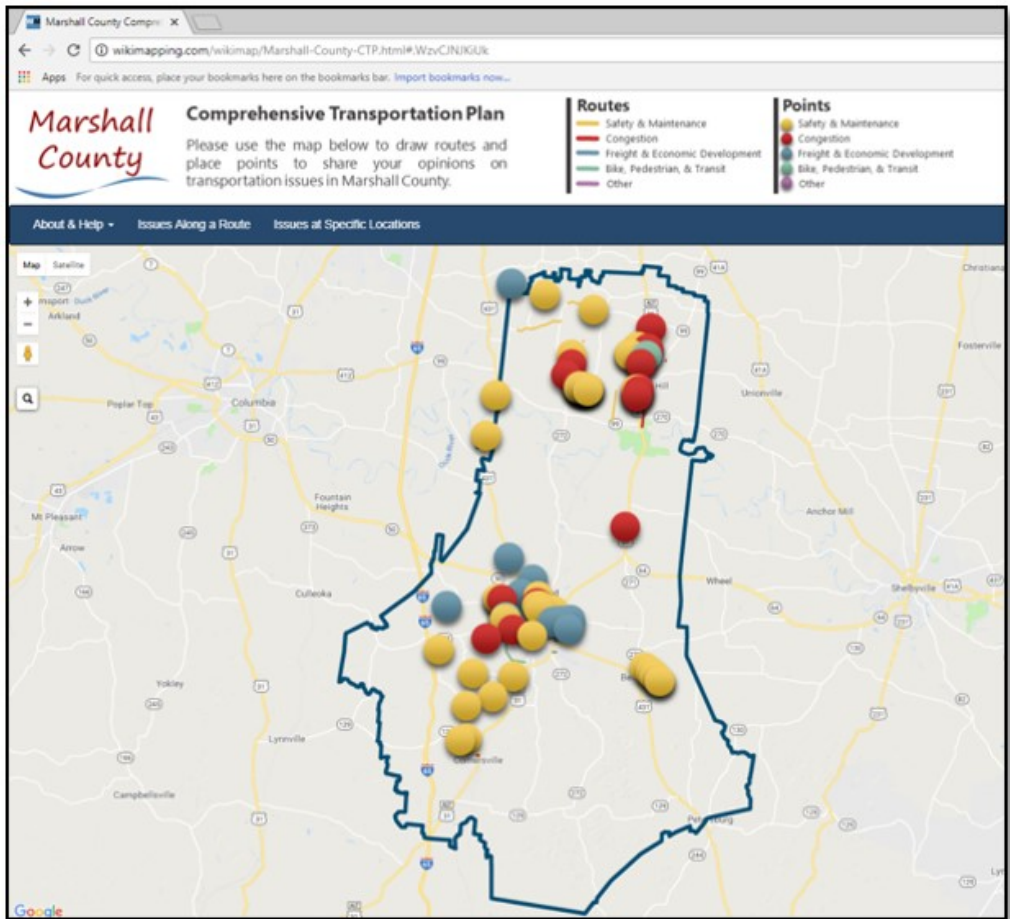
Belfast-Farmington Rd (Hwy 271) - important north-south connection for southeastern Marshall County to Chapel Hill

Road has no shoulder, curvy (creates sight distance issues), several utility poles are very close to street/consider moving

Engagement Opportunities



Wikimaps (Online Public Engagement)



Joint Economic and Community Development Board (JECDB) Presentations and Project Updates

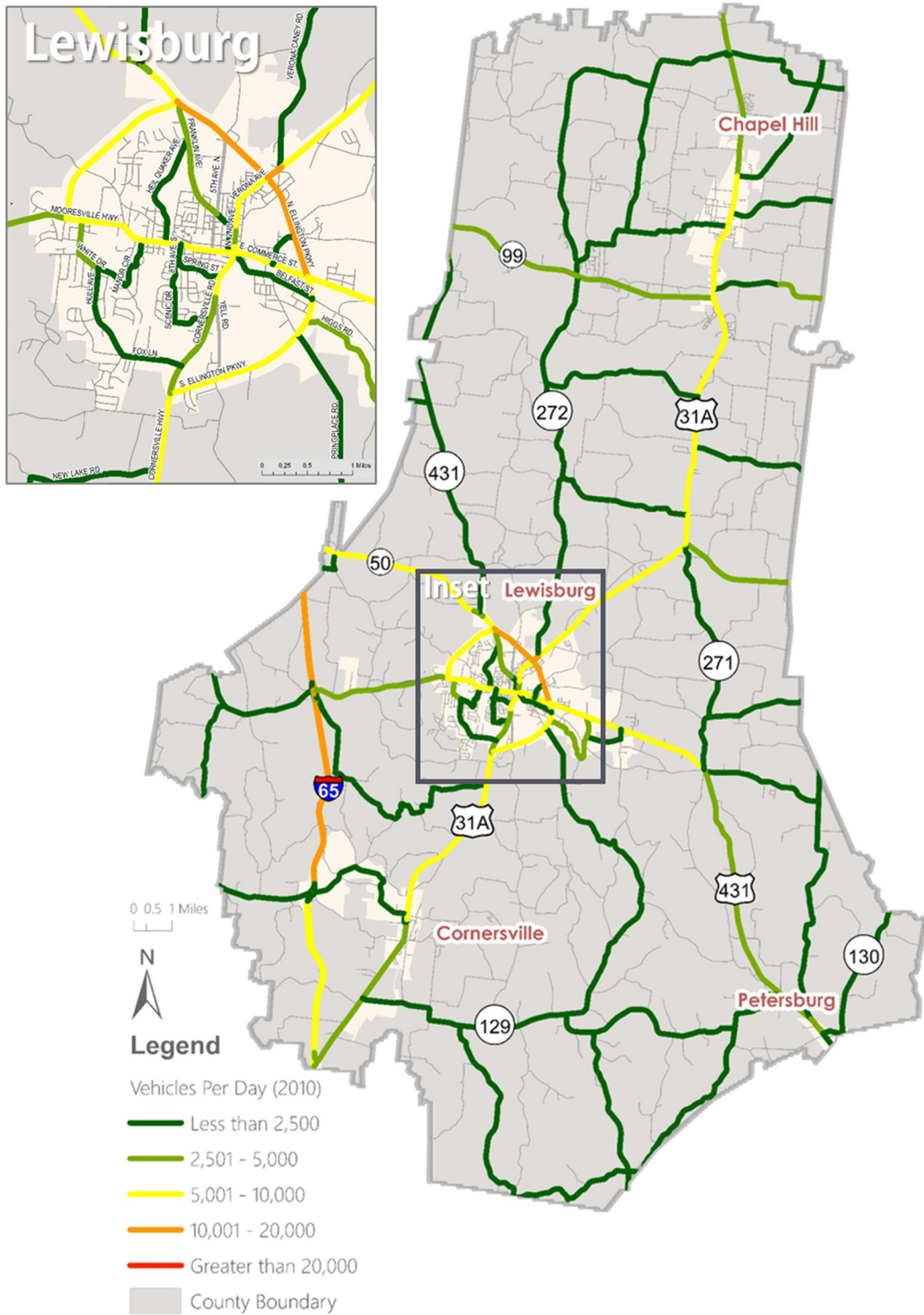
Presentations were given to the full Joint Economic and Community Development Board (JECDB) on the progress of various project tasks and upcoming public and stakeholder engagement opportunities. Presentation materials, such as the roadway classification matrix shown on page 69, were used for discussion purposes. In addition to these two presentations, project updates were regularly given to the JECDB's Executive Board throughout the duration of the project.

<p>JOINT ECONOMIC AND COMMUNITY DEVELOPMENT BOARD FULL BOARD AGENDA Cornersville Church of Christ Annex 309 North Main (Highway 31A), Cornersville March 13, 2018 8:00 a.m.</p>		
PRAYER / MEAL		
Program – Town of Cornersville Update – Melisa Peters / Scotty Brock		
CALL TO ORDER		
Recognition of Guests		
APPROVAL OF MINUTES OF PREVIOUS MEETING		
APPROVAL OF MONTHLY BUDGET		
JECDB Elections – (3) Officers, (8) Full Board Representatives		
APRIL – Nominating	MAY – Executive	JUNE – Full
Transportation Plan Meetings – Preston Elliott – KCI Technologies		
March 22 – Steering Committee	3:30 to 5:00 p.m.	Recreation Center
April 10 – Public Meeting	5:30 to 7:00 p.m.	Recreation Center
JECDB Action Items Update		
1) Future Water Feasibility Update		
2) County-wide Comprehensive Transportation Plan		
3) County Zoning Overlay - Appearance and Setback Amendments		
4) Long Term Growth Planning Updates		
ECD Report – Greg Lowe		
Chamber Report – Ritaanne Weaver		
Director's Report – Mike Wiles		
OTHER BUSINESS		
<u>Upcoming meetings:</u>		
Executive Board = April 10 th at 8:15 a.m. (CSCC)		
Full Board = June 12 th at 8:00 a.m. (Petersburg Townhall)		
ADJOURNMENT		

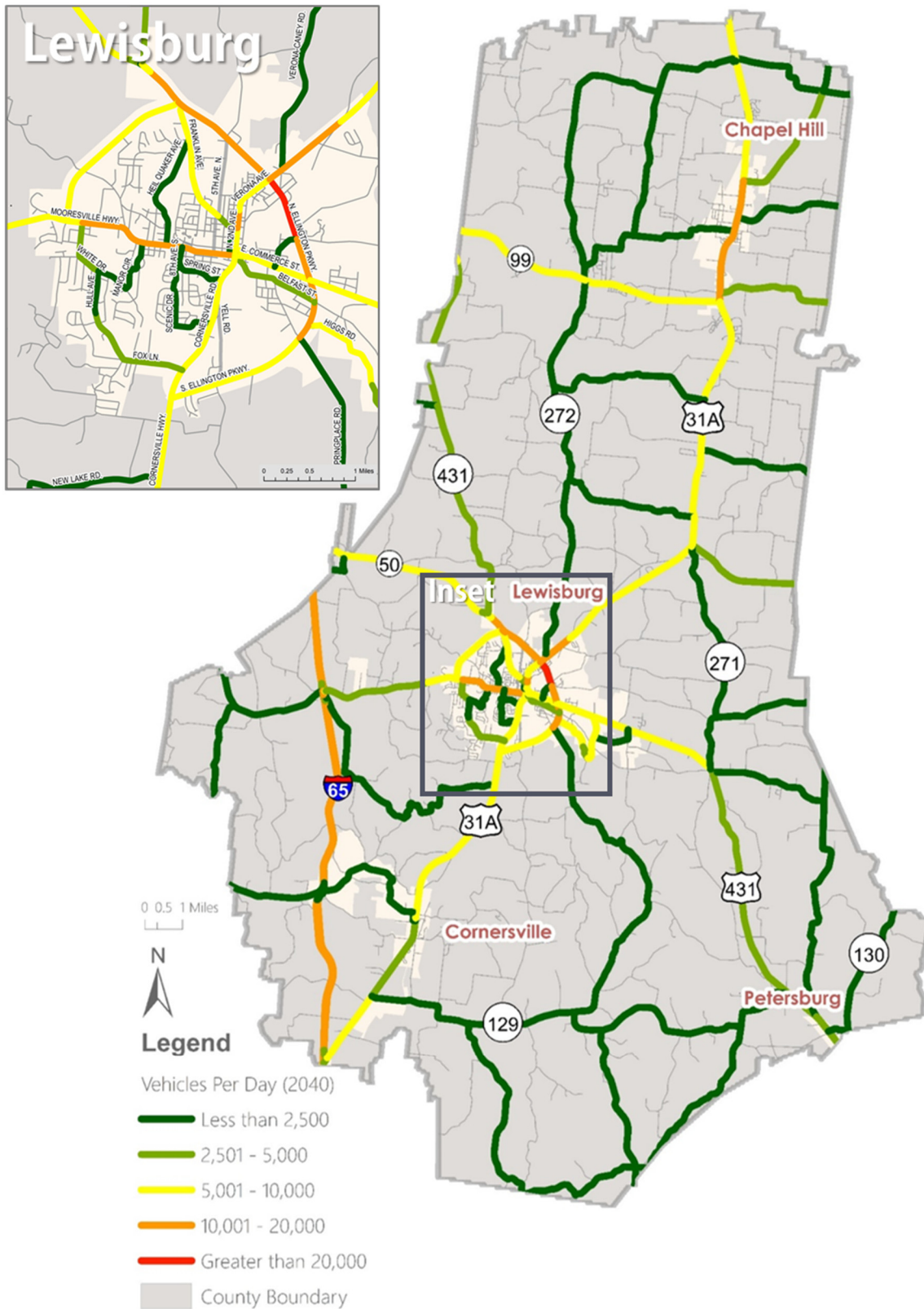
<p>JOINT ECONOMIC AND COMMUNITY DEVELOPMENT BOARD FULL BOARD AGENDA Petersburg Town Hall June 12, 2018 8:00 a.m.</p>		
PRAYER / MEAL		
CALL TO ORDER		
Recognition of Guests		
APPROVAL OF MINUTES OF PREVIOUS MEETING		
APPROVAL OF MONTHLY BUDGET		
Proposed Budget for 2018-19		
JECDB Elections – (3) Officers, (8) Full Board Representatives		
MAY – Executive Approval	JUNE – Full Board Approval	
Chamber Report – Ritaanne Weaver, Vicki Cain		
Tennessee Reconnect Program Update – Matt Lewis (have a handout ...)		
Program Speaker = Shane Reaves – TN State Senator		
Transportation Plan Meetings = Preston Elliott – KCI Technologies		
March 22 = Steering Committee Meeting Update		
April 12 = Public Meeting Update		
JECDB Action Items Update		
1) Future Water Feasibility Update – Consideration of Dam Safety Study		
2) County-wide Comprehensive Transportation Plan – future meetings update		
3) County Zoning Overlay - Appearance and Setback Amendments passed C.C.		
4) Long Term Growth Planning Updates – county update		
ECD Report – Greg Lowe		
Director's Report – Mike Wiles		
OTHER BUSINESS		
<u>Upcoming meetings:</u>		
Executive Board = July 10 th at 8:15 a.m. Columbia State – Lewisburg		
Full Board = September 11 th at 12:00 p.m. Lunch		
ADJOURNMENT		

Appendix B - Existing and Future Traffic Volumes

Existing Traffic Volumes (2010)



Future Traffic Volumes (2040)



Appendix C - Design Standards Matrix

	RURAL		RURAL VILLAGE		SUBURBAN / RURAL		SUBURBAN / URBAN		URBAN		DOWNTOWN	
	ARTERIAL	COLLECTOR	ARTERIAL	COLLECTOR	ARTERIAL	COLLECTOR	ARTERIAL	COLLECTOR	ARTERIAL	COLLECTOR	ARTERIAL	COLLECTOR
<i>Streetside</i>												
Minimum streetside/clear zone/ROW width	Roadway slope lines + 20 ft	Roadway slope lines + 15 ft	Roadway slope lines + 20 ft	Roadway slope lines + 15 ft	Roadway slope lines + 20 ft	Roadway slope lines + 15 ft	12 ft.-16 ft.; 9 ft. for constrained when predominantly residential; 12 ft. constrained when predominantly commercial	12 ft.-16 ft.; 9 ft. for constrained when predominantly residential; 12 ft. constrained when predominantly commercial	12-19 ft.; 9 ft. for constrained when predominantly residential; 12 ft. constrained when predominantly commercial	12-16 ft.; 9 ft. for constrained when predominantly residential; 12 ft. constrained when predominantly commercial	16-21.5 ft.; 12 ft. for constrained environments	16-21.5 ft.; 12 ft. for constrained environments
Minimum sidewalk width	5 ft.	5 ft.	5 ft.	5 ft.	5 ft. if set back from curb; 6 ft. if at curb face	5 ft. if set back from curb; 6 ft. if at curb face	6 ft.	6 ft.	6-8 ft.	6 ft-8 ft.	9-10 ft.	6-10 ft.
Minimum shared-use path width in right-of-way	8 ft constrained; 10 ft. minimum; 12 ft. standard	8 ft constrained; 10 ft. minimum; 12 ft. standard	8 ft constrained; 10 ft. minimum; 12 ft. standard	8 ft constrained; 10 ft. minimum; 12 ft. standard	8 ft constrained; 10 ft. minimum; 12 ft. standard	8 ft constrained; 10 ft. minimum; 12 ft. standard	10-14 ft.	10-14 ft.	10-14 ft.	10-14 ft.	10-14 ft.	10-14 ft.
Pedestrian buffer width	5-16.5 ft	5-16.5 ft	5-16.5 ft	5-16.5 ft	5-16.5 ft	5-16.5 ft	5-16.5 ft. (0' allowed for roads 35 mph or less)	5-16.5 ft. (0' allowed for roads 35 mph or less)	5-16.5 ft. (0' allowed for roads 35 mph or less)	5-16.5 ft. (0' allowed for roads 35 mph or less)	5-16.5 ft. (0' allowed for roads 35 mph or less)	5-16.5 ft. (0' allowed for roads 35 mph or less)
Appropriate lighting type [see Exhibit A below]	Cobra Head, Pipe	Cobra Head, Pipe	Pipe, Post, Column	Pipe, Post	Cobra Head, Pipe, Post, Column	Cobra Head, Pipe, Post, Column	Cobra Head, Pipe, Post, Column	Cobra Head, Pipe, Post, Column	Column, Double Column	Column, Double Column	Column, Double Column	Column, Double Column
Appropriate tree type [see Exhibit B below]	Columnar, Pole, Oval, Ball, Pyramid, Umbrella, Vase	Columnar, Pole, Oval, Ball, Pyramid, Umbrella, Vase	Columnar, Pole, Oval, Ball	Columnar, Pole, Oval, Ball	Columnar, Pole, Oval, Ball, Pyramid, Umbrella, Vase	Columnar, Pole, Oval, Ball, Pyramid, Umbrella, Vase	Columnar, Pole, Oval, Ball, Pyramid, Umbrella, Vase	Columnar, Pole, Oval, Ball, Pyramid, Umbrella, Vase	Columnar, Pole, Oval, Ball, Pyramid, Umbrella, Vase	Columnar, Pole, Oval, Ball, Pyramid, Umbrella, Vase	Columnar, Pole, Oval, Ball	Columnar, Pole, Oval, Ball
<i>Travel Way</i>												
Typical number of through lanes	2	2	2-3	2	2-3	2	2-5	2-5	4-5	2-5	2-5	2-4
Target vehicle speeds	40-65 mph	40-55 mph	25-45 mph	25-45 mph	35-55 mph	35-55 mph	25-40 mph	25-35 mph	25-35 mph	25-30 mph	25-35 mph	25-30 mph
Minimum lane widths	11-12 ft.	10-12 ft.	11-12 ft.	10-12 ft.	11-12 ft.	10-12 ft.	10-12 ft.	10-12 ft.	10-12 ft.	10-12 ft.	10-12 ft.	10-12 ft.
→ use higher minimum widths for roadways with higher speeds and truck traffic; shared roadways (bicycle facility) warrants a higher minimum lane width to safely accommodate both cyclists and vehicles												
Minimum shoulder widths	4-8 ft. (if state highway - 6-10 ft.)	2-8 ft. (if state highway - 4-10 ft.)	4-8 ft. (if state highway - 6-10 ft.)	2-8 ft. (if state highway - 4-10 ft.)	4-8 ft. (if state highway - 6-10 ft.)	2-8 ft. (if state highway - 4-10 ft.)	4-8 ft. or 2 ft curb and gutter (i.e., no shoulder) (if state highway - 6-10 ft.)	2-8 ft. or 2 ft curb and gutter (i.e., no shoulder); (if state highway - 4-10 ft.)	2-10 ft. or 2 ft curb and gutter (i.e., no shoulder); (if state highway - 6-10 ft.)	2-10 ft. or 2 ft curb and gutter (i.e., no shoulder); (if state highway - 4-10 ft.)	2-10 ft. or 2 ft curb and gutter (i.e., no shoulder); (if state highway, 6-10 ft.)	2-10 ft. or 2 ft curb and gutter (i.e., no shoulder); (if state highway, 4-10 ft.)
Parallel on-street parking width	N/A	N/A	7-9 ft	7-9 ft	N/A	N/A	7-8 ft. (13 ft. combined minimum of bike lane + parking)	7-8 ft. (13 ft. combined minimum of bike lane + parking)	7-8 ft. (13 ft. combined minimum of bike lane + parking)	7-8 ft. (13 ft. combined minimum of bike lane + parking)	7-9 ft. (13 ft. combined minimum of bike lane + parking)	7-9 ft. (13 ft. combined minimum of bike lane + parking)

							lane if adjacent to bike lane facility)	lane if adjacent to bike lane facility)	lane if adjacent to bike lane facility)	lane if adjacent to bike lane facility)	lane if adjacent to bike lane facility)	lane if adjacent to bike lane facility)
→ use higher minimum widths for higher speed roadways or contexts where high parking turnover is expected												
Minimum & preferred bike lane widths	5 ft./6 ft.	5 ft./6 ft.	5 ft./6 ft.	5 ft./6 ft.	5 ft./6 ft.	5 ft./6 ft.	5 ft./6 ft.	5 ft./6 ft.	5 ft./6 ft.	5 ft./6 ft.	5 ft./6 ft.	5 ft./6 ft.

Exhibit A - Pole Types



Cobra Head Pipe Post Column Double Column

Source: SmartCode Version 9.2, Center for Applied Transect Studies

Exhibit B - Tree Types

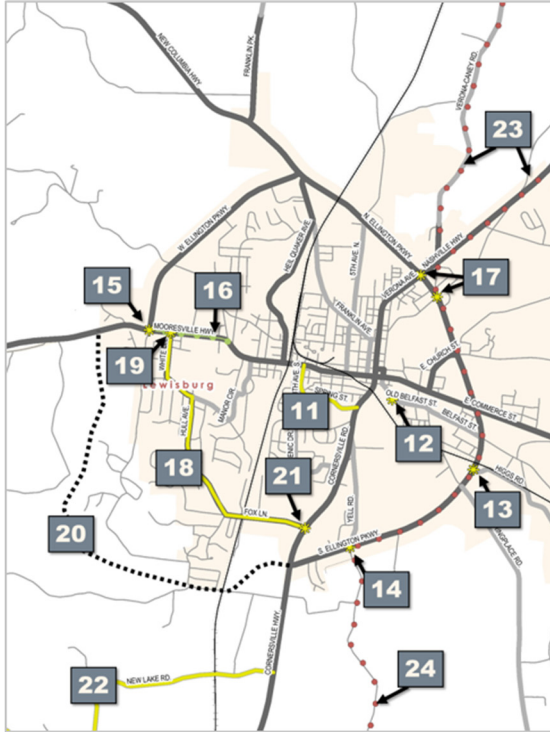


Pole Oval Ball Pyramid Umbrella Vase

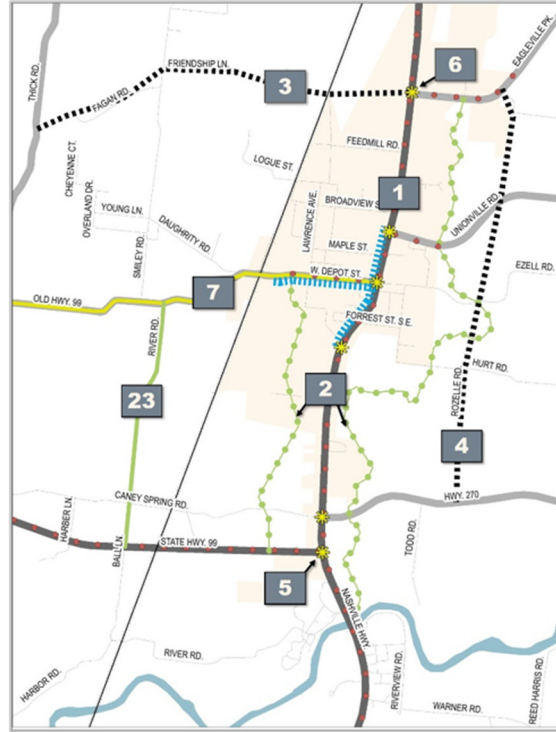
Source: SmartCode Version 9.2, Center for Applied Transect Studies

Appendix D - Capital Project Recommendations

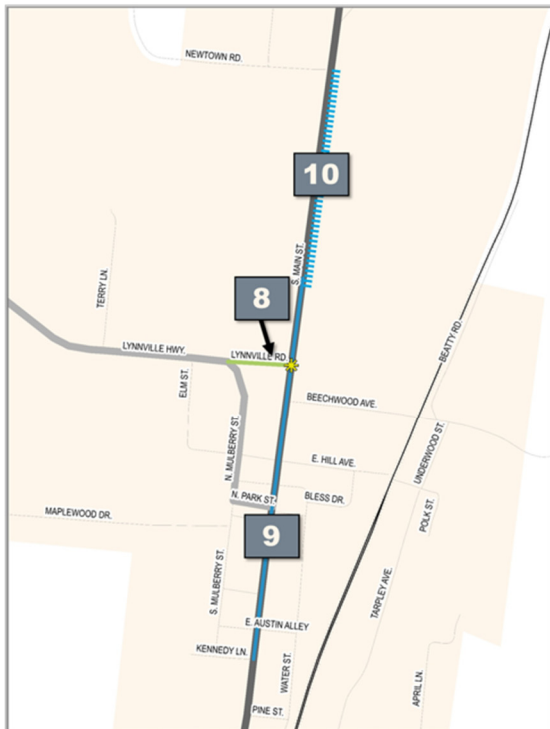
Lewisburg



Chapel Hill



Cornersville



Petersburg

