

Downtown Hartsville

♥ Transportation Study



Kimley » Horn

TN TDOT
Department of
Transportation



Acknowledgments



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HARTSVILLE-TROUSDALE COUNTY

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**INTRODUCTION AND
OVERVIEW**





Introduction



This transportation study comes at a time of rapid growth for the region, making it essential for Hartsville to have a plan for smart, necessary growth. As Hartsville welcomes more residents, it is important to provide a safe, healthy environment that presents opportunity for economic growth and sustainability.

Historical Significance

The Town of Hartsville has seen much change and destruction over its 200 year history as a town of Tennessee, established in 1817. Fires wrecked havoc on the historical downtown in the early twentieth century, destroying much of the existing buildings and county records. Hartsville also has a history of flooding due to its close proximity to the Cumberland River. The Town was part of the Civil War, occupied by Union soldiers during the time of the war, where the economy was altered. Cotton was no longer the primary crop as Hartsville became known for tobacco production. Hartsville-Trousdale County became such a profitable agricultural source for tobacco, it became known as the leader in the loose-leaf tobacco market.

Football is incredibly important in Hartsville and in Middle Tennessee. Hartsville once hosted the annual Tobacco Bowl, a high school football championship that drew teams from across the state that began in 1954. Today, Hartsville-Trousdale County is an area with historical significance in need of improved infrastructure and enhanced economic development to support a growing Middle Tennessee.

Funding Sources

It is critical to establish a timeline to secure necessary funding to finance Hartsville's transportation plan. There are many sources of funding through state and federal programs. It is a long process to obtain these financial opportunities, and an appropriate amount of time must be taken into consideration when planning for future improvements. Once funding has been awarded, time is limited in using the funds to establish construction plans and produce built results, thus the importance of this document to outline proposed improvements ready to be designed once funding is allocated. Successful community improvements begin with a well thought out schedule, while taking funding resources into consideration.

WHAT IS THE PLAN?

- Analyze Corridor Traffic Volumes and Patterns
- Conduct a Multimodal Operational Assessment
- Establish a Streetscape Master Plan
- Provide a Connectivity Plan
- Develop an Implementation Strategy Plan

WHY NOW?

Three primary concerns:

1. Health and Safety
2. Spur Economic Development
3. Upgrade Infrastructure



Community Transportation Planning Grant

The Community Transportation Planning (CTPG) Grant is an initiative by the TDOT Long Range Planning Division to link land use and transportation planning efforts to achieve the best multimodal transportation system in the nation.

The Hartsville-Trousdale Corridor Study was selected as a recipient of TDOT's CTPG funding in 2016. The Office of Community Transportation (OCT) coordinates the state's transportation planning efforts to provide technical guidance for local jurisdiction's, increasing the level of collaboration between TDOT and municipalities across the state. OCT gives TDOT a thorough understanding of local communities and the various transportation planning documents and policies in place. The office is comprised of two sections, Community Planning and Regional Planning. The OCT's mission is to coordinate the state's transportation planning, local land use decisions, and community visions to guide the development of a safe and efficient statewide transportation system. This report and the process utilized by the planning team was funded by Hartsville-Trousdale's CTPG grant. As a part of the agreement to receive funding through the grant, Hartsville/Trousdale County will need to adopt a resolution; allowing the county to begin implementing recommendations from this plan.

COMMUNITY TRANSPORTATION PLANNING GRANT OBJECTIVES

- Develop transportation and land use plans containing deliverables that can be used as guiding tools for future transportation projects.
- Develop real-world transportation and land use solutions that are cost effective and feasible.
- Improve safety through planning documents.
- Create policies and procedures that link all transportation modes and provide alternative mobility options.
- Utilize Context Sensitive Design and Solutions (CSD/CSS) that preserve and enhance community, resources.

Transportation Alternatives Program Grant

The Transportation Alternatives Program (TAP) Grant is operated by the Local Program's Development Office of TDOT and provides funding for programs and projects defined as 'transportation alternatives.'

The Hartsville Connectivity Project was selected as a recipient of TDOT's TAP funding in 2016. More than \$317 million in grants has been distributed since it began in 1991. The impact of the TAP Grant provides communities with infrastructure to help boost local economies by improving pedestrian access and providing a better quality of life for the local residents across the state of Tennessee.

This funding will provide construction dollars to implement the first phase identified in the CTPG project.

TRANSPORTATION ALTERNATIVES UNDER TAP

- On- and off-road pedestrian and bicycle facilities
- Infrastructure projects for improving non-driver access to public transportation and enhanced mobility
- Community improvement activities
- Environmental mitigation
- Recreational Trail Program projects
- Safe Routes to School (SRTS) projects
- Projects for the planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways

Plan Funding



Funding Source

Both the Community Transportation Planning Grant and the Transportation Alternatives Program Grant are funded by the Tennessee Department of Transportation.



Project Process

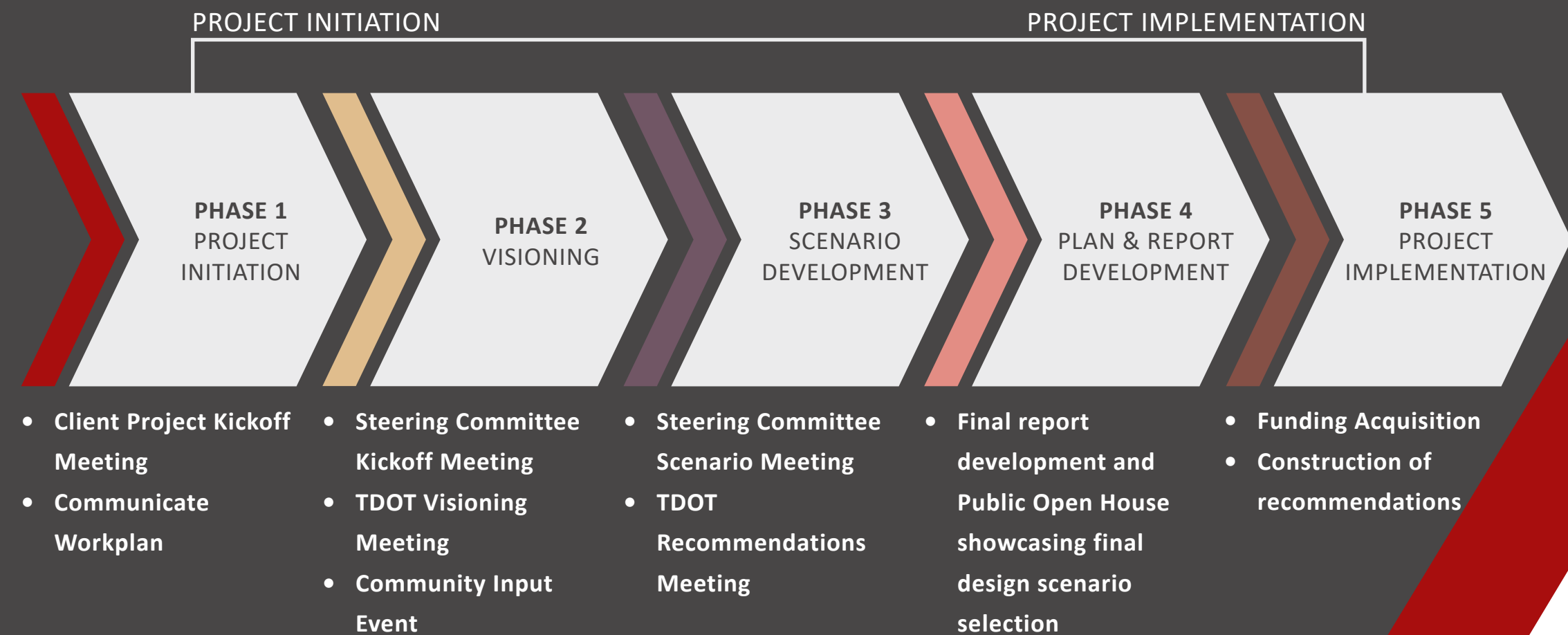
Plan Development

The planning process began in January 2017 with a project kick-off meeting with Hartsville-Trousdale County staff. The planning process also featured two Steering Committee meetings, two TDOT meetings, one community event, and one public Open House. Meetings included discussions and activities that generated and evaluated planning concepts and strategies. While the project team coordinated and received feedback from the Steering Committee, the team also pulled opinions from community members and took their thoughts and ideas into consideration. Outreach and project input occurred throughout the planning process (see diagram below).

Engagement Process

Special consideration was given to reaching a broad cross-section of the community with the intent to accomplish several objectives:

- Sequencing engagement activities to build ongoing participation
- Offering decision and/or influence opportunities for citizens
- Using the engagement process to raise awareness of the project and of planning in general



Additional information on the planning process can be found in Chapter 3, starting on page 20

Transportation Studies

LEADERSHIP COMMITMENT

Community leaders must demonstrate a clear commitment to support the transportation study.

VISIONING AND CONSENSUS

Establishing a shared vision and consensus allows the community to set project goals and objectives. Understanding needs and developing support from the community is vital to start the planning, design and implementation processes.

PLANNING AND DESIGN

Communities should leverage local resources and knowledge to assist in guiding project activities to best meet the needs of their community. Tailoring best practices to meet local conditions and desires will assist in developing an implementable, successful planning study.

PROJECT IMPLEMENTATION

Communities should seek funding from diverse sources to implement their transportation studies. Communities should also consider partnering with private industry as well as seeking funding from other state and federal sources.

What is a Transportation Study?

A Transportation Study is the first step in planning for the future of a transportation facility by defining the corridor's needs to create the best solution in moving people and goods safely and efficiently.

Transportation studies are an effective tool for determining existing conditions, developing a favored future plan, and offering short-term and long-term solutions for transitioning corridors as they change. A well-executed transportation study will promote a safe, thriving environment that can ultimately lead to a growing community and flourishing economy.

Why do a Transportation Study?

Transportation studies are an effective tool to promote community improvements, and specific benefits may include:

- Aid in the maximization of existing infrastructure
- Improve safety conditions
- Development of coordinated land uses
- Promote access or mobility improvements
- Improve air quality through congestion reduction
- Resolution of major planning issues prior to the beginning of project construction

What are Transportation Plans used for?

Transportation plans serve many purposes in helping community members and visitors circulate through the city. Benefits may include:

- Define acceptable levels of access and mobility
- Aid in determining appropriate land uses
- Assist in consolidating and controlling access points
- Guidance for interim projects to ensure the progression towards long-range objectives
- Promote redevelopment of an under-performing corridor
- Support partnerships between diverse organizations and agencies

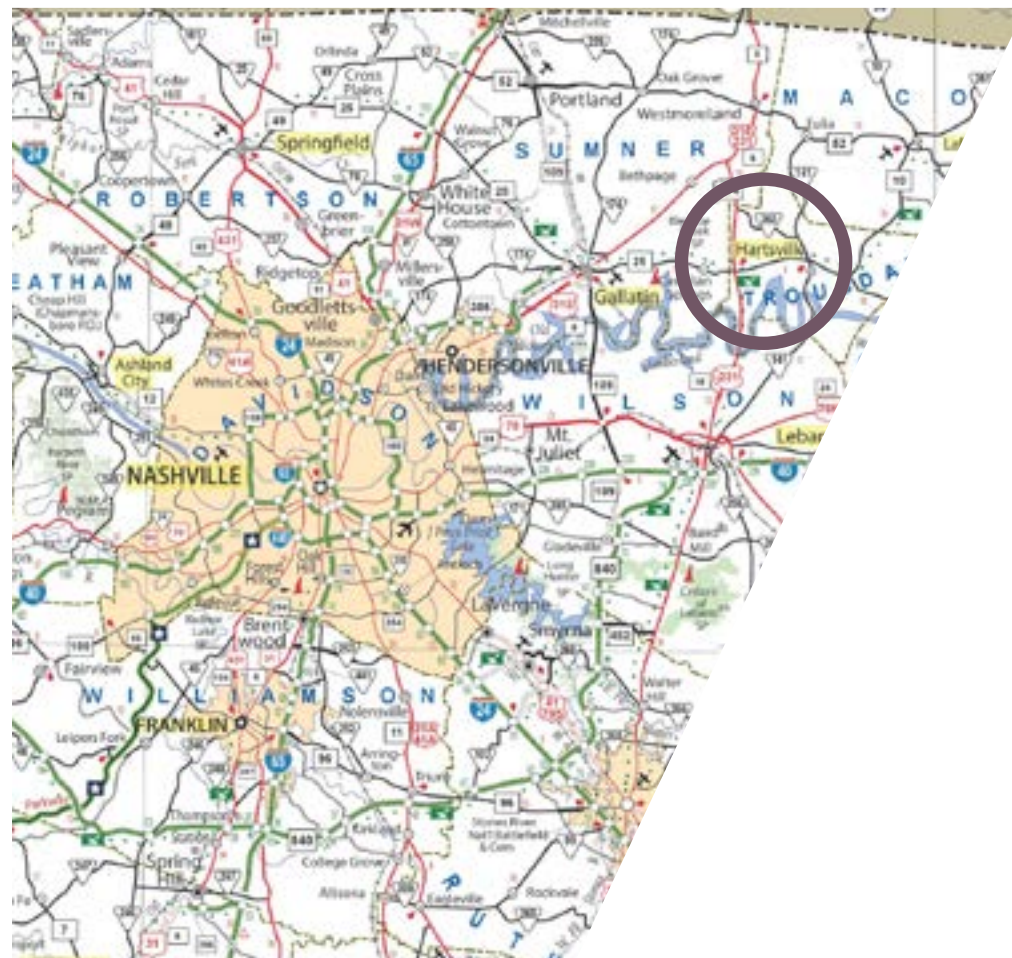
(Information on this page is from TDOT's Community Transportation Planning fact sheet)



**EXISTING
CONDITIONS**



Area of Study



Nestled on the Cumberland River, Downtown Hartsville is approximately an hour northeast of Nashville. The area of study follows State Route 141 between the intersection of River and Church Street and the intersection of Broadway and McMurry Road/State Route 10. There are many points along the area of study that are in need of improvements to create safer access for pedestrian and drivers. Currently, the corridor has incomplete or missing pedestrian accessibility routes and aging vehicular infrastructure. The Hartsville community has expressed a desire to improve conditions for alternative modes of transportation throughout the downtown corridor. The existing site photos shown describe some of these declining components.



- A** Medical Center
- B** County Courthouse
- C** Community Center
- D** Jim Satterfield Stadium
- E** Hartsville-Trousdale County Administrative Offices



Site Visual Context



The intersection of River and Church Street has historically been a conflict point due to sight distance restrictions, poor signage, and lack of pedestrian facilities.



View looking east on Main Street shows the historic significance and strong framework that Downtown Hartsville holds.

The pedestrian accessibility at the front entrance to the historic County Courthouse is poor, making approaching the courthouse a struggle for anyone with higher needs of accessibility.



Main Street has many existing accessibility restrictions and vehicle/pedestrian conflicts due to aging infrastructure and lack of vehicular road markings.

The intersection of River and Main Street looking east towards the Hartsville Taco Company.

SITE PHOTOGRAPHS



This view looking south shows the intersection of Broadway and McMurry Road/SR 10. It is important to implement wayfinding signage at this 'gateway' to historical Downtown Hartsville in order to strengthen the community's presence and stature.

Vehicular Traffic Data

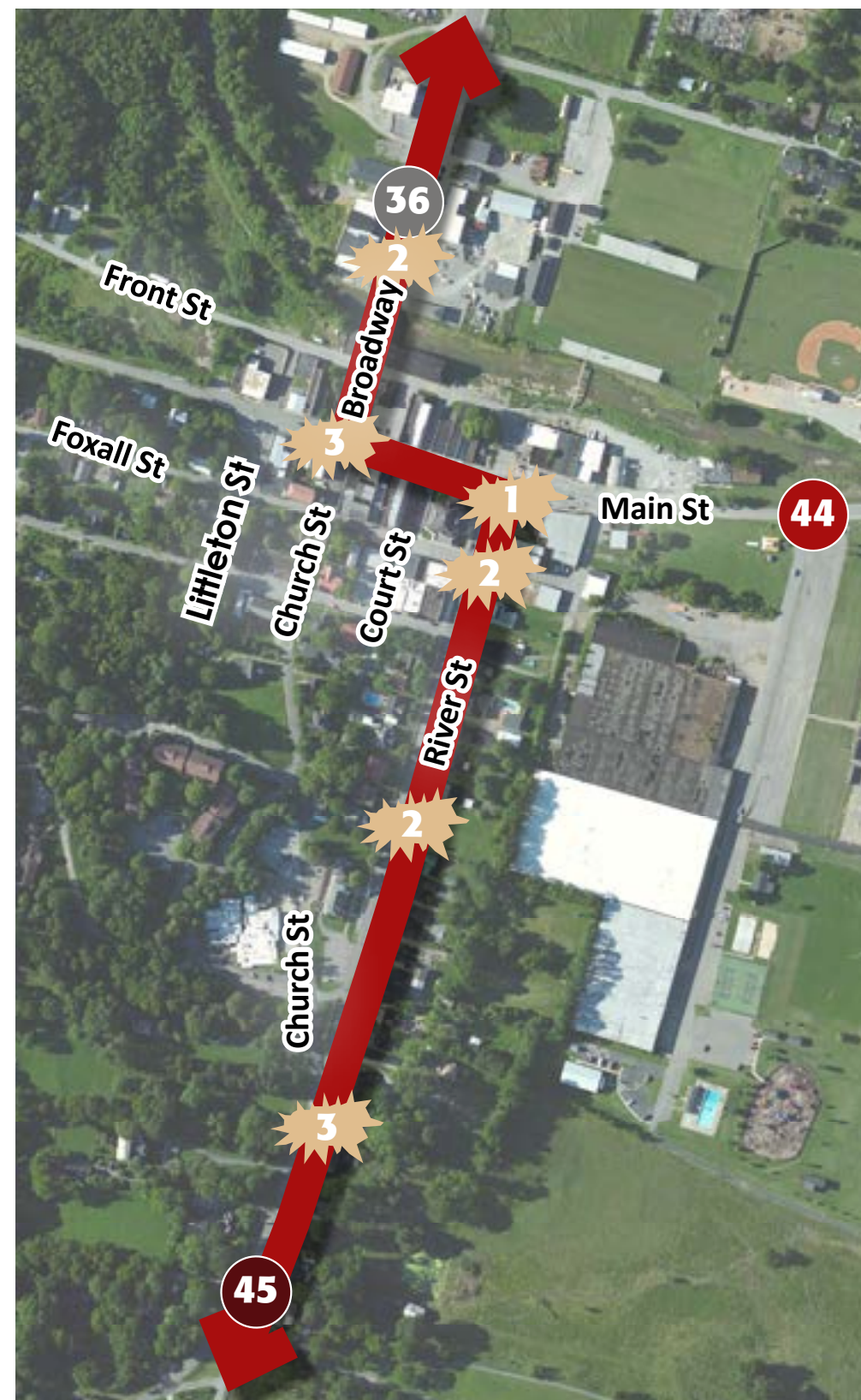


Vehicular Traffic Counts

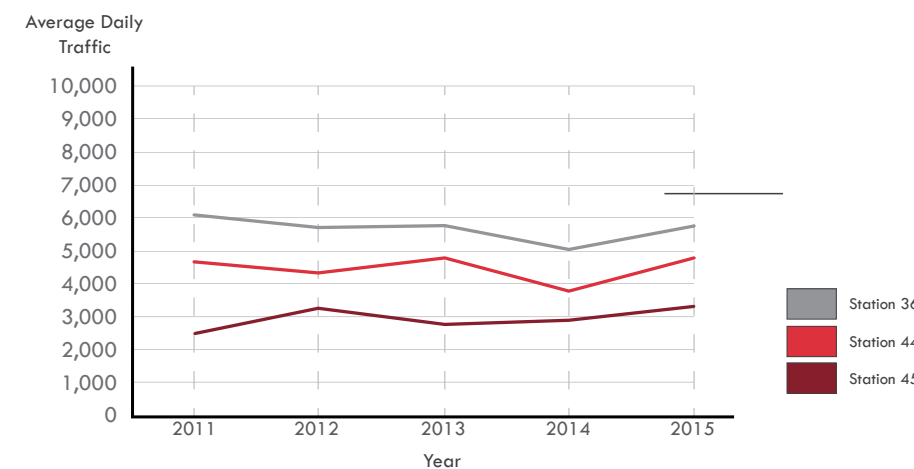
Annualized average daily traffic (AADT) volumes were obtained from TDOT within the project area. This data was used to determine the traffic growth rate during the last five years along the corridor and help validate a growth rate over the next 20 years for future analysis. The aggregate traffic volumes experienced a slight decrease from 2011-2014 with counts at all stages approaching or surpassing the 5 year high in 2015.

Vehicular Crash Data

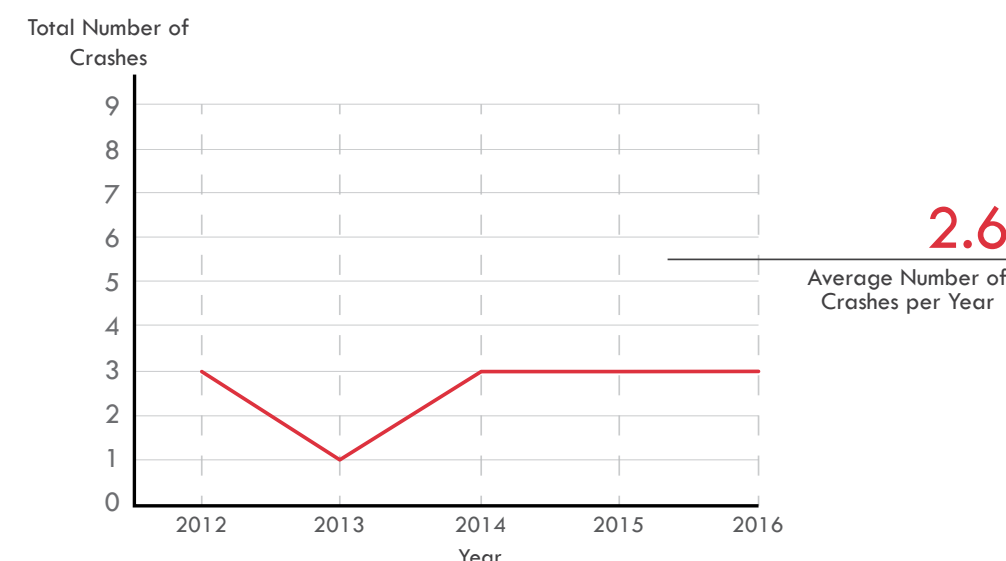
Crash data points were obtained from TDOT. Five years of data were analyzed by crash type, time of crash, and contributing causes of crash, and roadway conditions. A total of 33 crashes were reported. Analysis of the crash data revealed that rear-end and angle crashes are most frequent along the corridor, likely due to the high concentration of driveways and roadways in relation to one another. In the study period there was one crash resulting in a fatality at the intersection of River Street and Church Street.



Average Daily Traffic Count



Average Number of Crashes per Year



Note: Crash data includes the intersection of Broadway and McMurry

Legend

- # Station number and location
- # Crash location and amount per 5 years



Transportation Characteristics and Issues



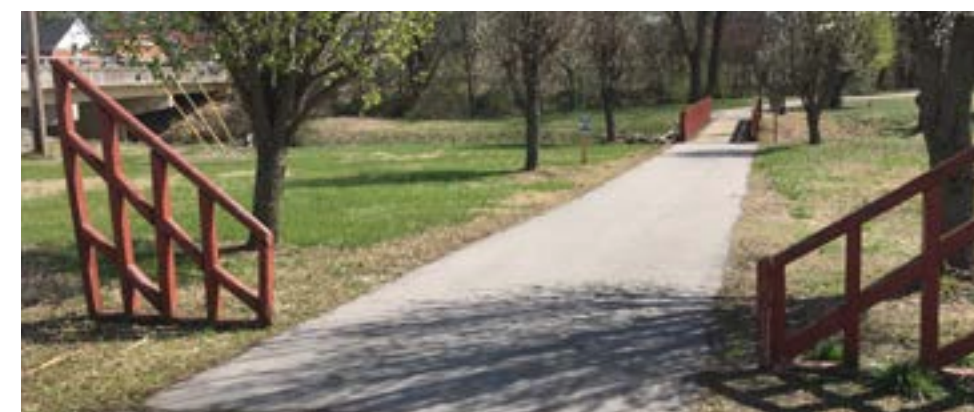
CHARACTERISTICS

Corridor Features

The existing Main Street section of the State Route 141 corridor primarily consists of two travel lanes, parallel and diagonal parking, and eight foot sidewalks on both sides. These elements account for sixty-five feet of right-of-way width. The State Route 141 corridor preceding and following the Main Street portion varies in roadway width along with the variety of sidewalks. The speed limit along the State Route 141 corridor is 30 mph.

Multi-Modal Connectivity

Throughout the corridor, accessible, ADA compliant sidewalks are scarce. Pedestrians either must walk along the shoulders of the streets, or if there is a sidewalk, must have the physical ability to traverse the aging pathways. In addition, there are few defined locations for pedestrians to cross the street safely. Safe pedestrian accessibility is an important element along the corridor to promote walkability and community health. It is necessary to complete connections within the corridor, but it is also vital to enable access to nearby community programs such as parks and schools to promote alternative modes of transportation.



PEDESTRIAN MOBILITY (NON-ADA COMPLIANCE)

Sidewalks in Downtown Hartsville are very dated and pose many obstacles for accessibility and overall general use. Throughout downtown, curbs vary from being too tall, requiring steps and transitions, to be broken and crumbling. There are many conflict points between pedestrian routes and vehicular access points throughout the study area.



TRUCK ACCOMMODATIONS

Truck traffic traveling between Lafayette to Lebanon and Gallatin often travel along Highway 10 traversing through Hartsville. Many of Hartsville's streets were designed for local traffic only, creating conflicts between the truck traffic and everyday users. Hartsville would benefit greatly from a designated route that bypasses the town center.



PARKING

The majority of the parking in Downtown Hartsville is on-street spaces that may or may not be striped or regulated. This causes conflicts with the vehicular traffic patterns throughout the town and often leads to cars being parked in inappropriate locations. A parking plan for Downtown Hartsville could solve many of the conflicts between parking and traffic circulation.



TRANSPORTATION ISSUES

Community Characteristics

Growth

The City of Hartsville and greater Trousdale County, like most of Middle Tennessee, are in a season of growth that is projected to continue up to 2040 and beyond. This growth is the most intense in Nashville/Davidson County and radiates outward with Trousdale County being on the eastern edge of the projected growth area. Trousdale County is Tennessee's smallest county in overall land area and the state's seventh smallest county in overall population. From 1990 to 2000, Trousdale County grew in population by 22.6% and another 8.4% from 2000 to 2010. This led an almost equal percentage of housing unit growth as well.

Age

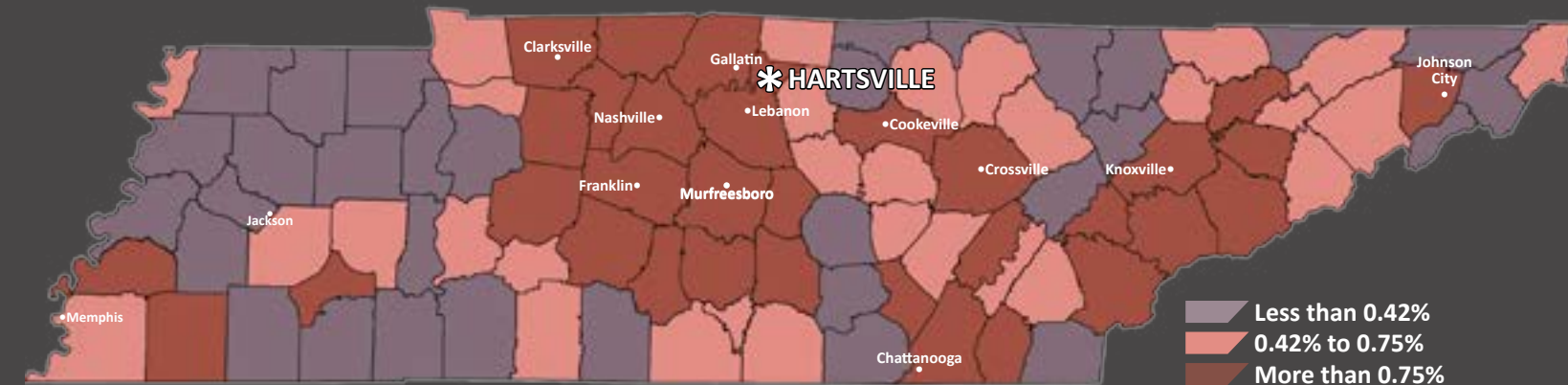
Trousdale County's median age (39.5) is slightly higher, but still comparable to the State of Tennessee's (38.6). The median age is bolstered by the largest age bracket being Baby Boomers ranging in age from 45 to 64. The second largest age group is comprised of school aged children from birth to age 17. With these two demographic groups making up over half of the population, Hartsville-Trousdale is presented with an interesting challenge in shifting area policies, goals, and perceptions to retain the younger generation to bolster their local economy and workforce while the boomers continue to retire and leave the workforce.

Households and Income

The average household size in Trousdale County is 2 persons, with a median household income of \$42,894 in 2015. While this is lower than the state average of \$47,275, Trousdale County's median income has increased at a rate of 33% over the last 15 years which outpaced the state's average of 30%.

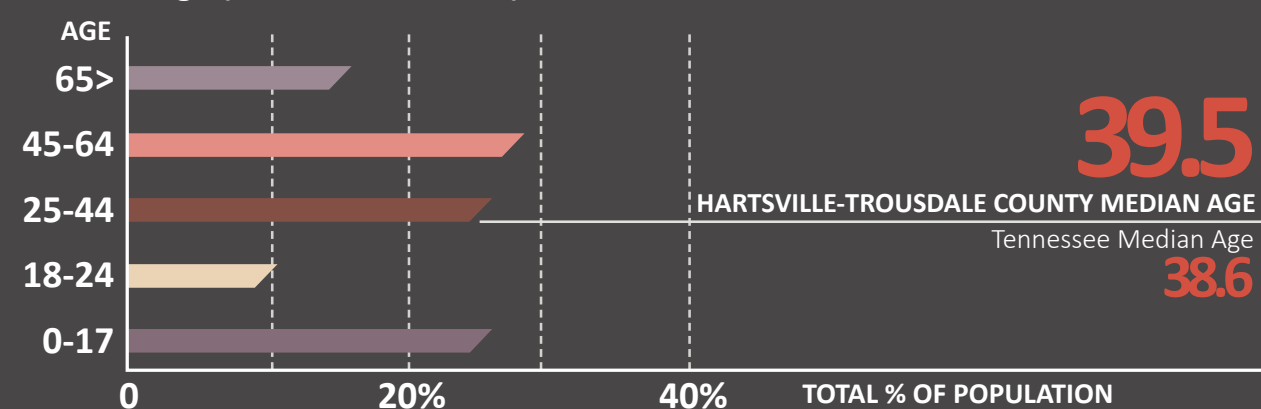
Median home values in Trousdale County are \$137,140 in 2015 which is up from \$78,300 in 2000. This is considerably lower than the State of Tennessee's median home value of \$150,600. This plays a role in helping Trousdale County and Hartsville have a lower percentage than the State of residents living below the poverty line. Trousdale County has approximately 16.4% of residents living below this line while Tennessee's average is 16.7%.

Compound Annual Population Growth (2010-2040)

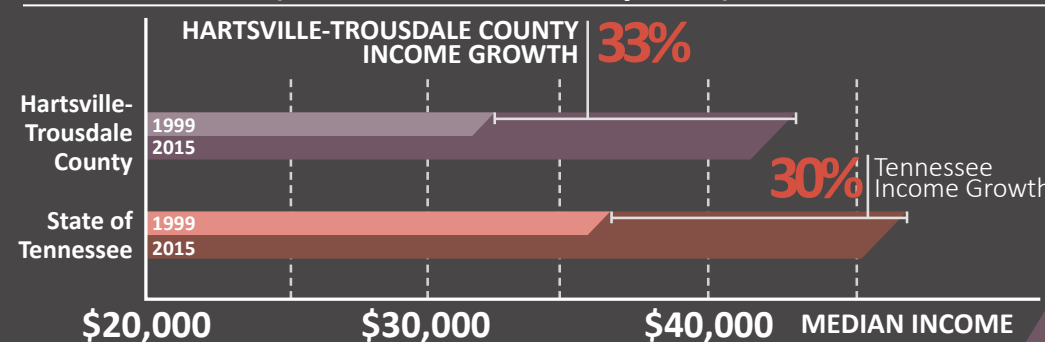


(Source: Center for Business and Economic Research, University of Tennessee, Knoxville)

Median Age (US Census Bureau)



Income Growth (US Census Bureau/City-Data)



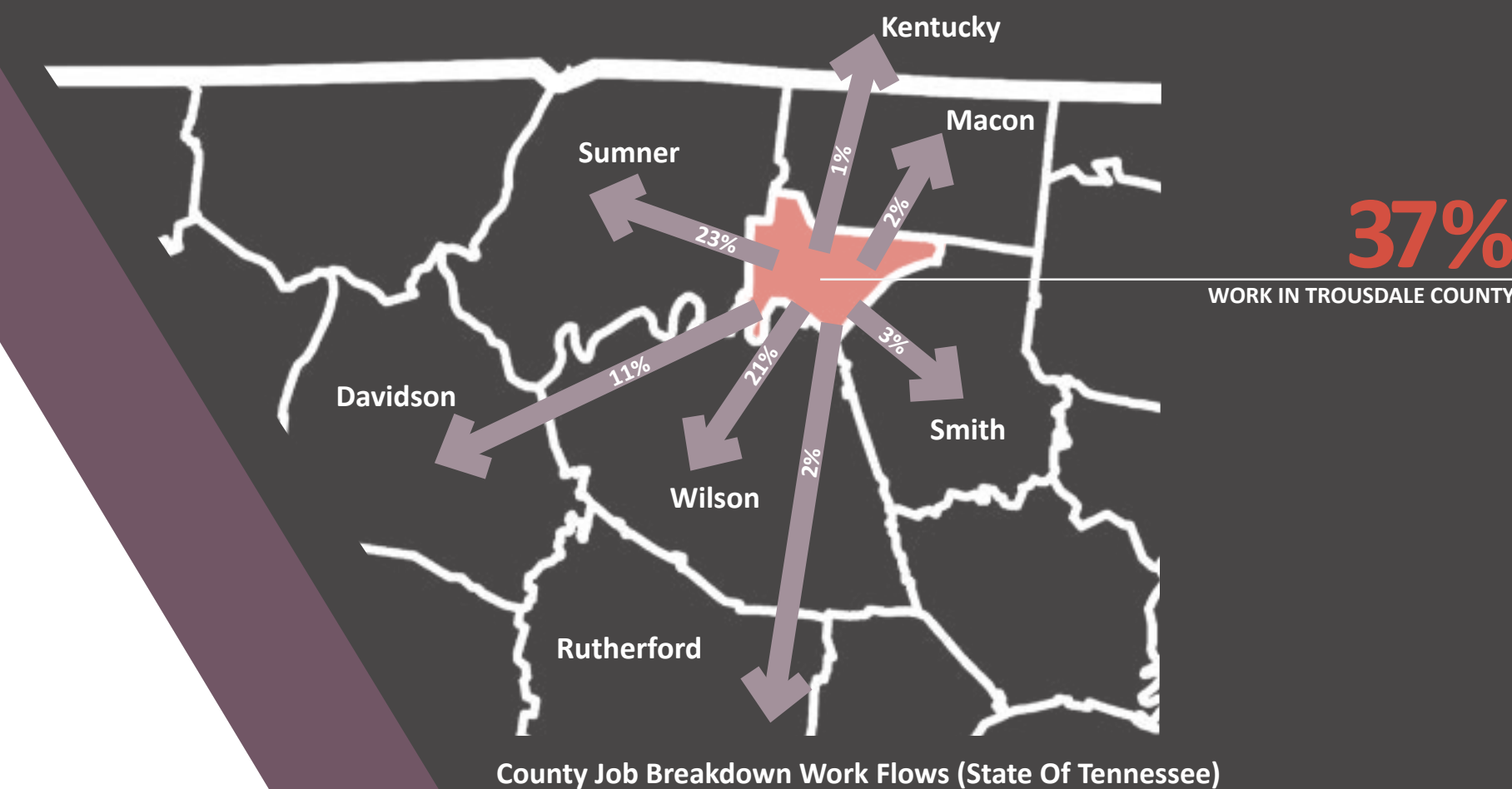
Community Characteristics

Employment

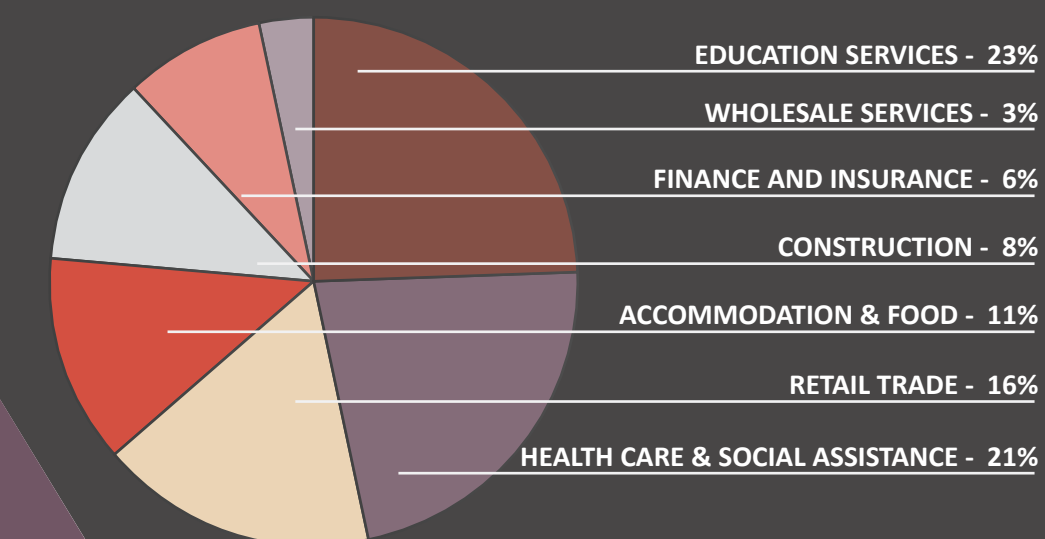
The unemployment rate in Trousdale County (10.7%) is slightly higher than the State of Tennessee (9.6%) and the United States (9.1%). This is in part due to large portions of the area's population being school aged or late in their career/worklife. Of those in the workplace, a large majority of Hartsville-Trousdale County residents commute outside of the county for work. Their average commute time totals 29 minutes mostly east and south bound to Sumner, Wilson, and Davidson Counties.

Trousdale County also provides a place to work for many residents in the surrounding counties of Macon, Smith and Sumner. For those inbound commuters and the 37% of residents that remain in Trousdale County for work jobs are mostly found in education, health care, and retail sectors. These positions pay an average annual wage of \$30,420 or hourly wage of \$14.63.

County to County Work Flows (State of Tennessee)



County Job Breakdown Work Flows (State Of Tennessee)





**PLANNING
PROCESS**

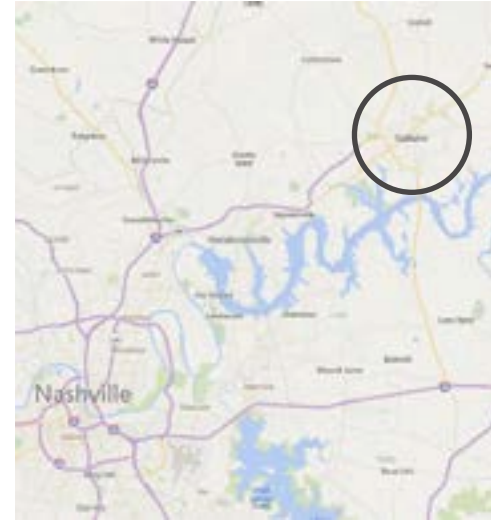
3



Case Studies

GALLATIN, TENNESSEE

Gallatin, TN is located 16 miles west of Hartsville and 30 miles northeast of Nashville. Serving as the county seat of Sumner County, Gallatin has a population of just over 32,000 residents. The City is centered around an open square that is home to the Sumner County Courthouse. Gallatin has recently undertaken a four-phase streetscape reconstruction within the city limits.



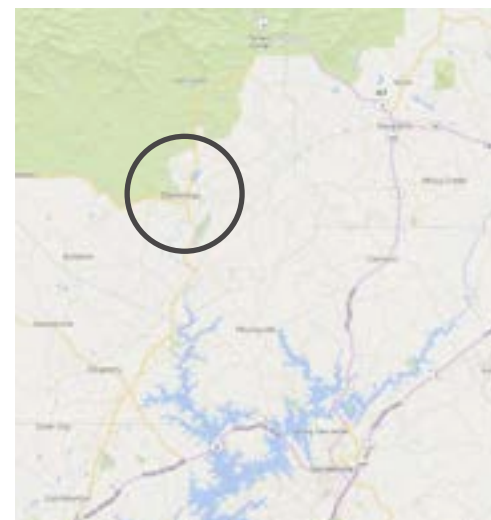
ERWIN, TENNESSEE

The county seat for Unicoi County, Tennessee, Erwin, is located 15 miles south of Johnson City, TN on Interstate 26. The 2010 census recorded Erwin's population to be just over 6,000 people. The City's biggest event is annual festival known as Applefest which brings in over 100,000 people to the downtown area. Erwin recently developed a master plan for downtown that resulted in streetscape construction for the town center.



DAHLONEGA, GEORGIA

Dahlonega, the county seat for Lumpkin County in North Georgia, is located 60 miles north of Downtown Atlanta. While Dahlonega is a small, mountain town of just over 5,000 residents, it has undertaken a tremendous amount of efforts to posture the downtown square and Main Street into becoming a major tourism stop for visitors. Dahlonega is a popular stop for tourists visiting North Georgia's natural features and scenery.



Community Outreach

Why is Community Outreach Important?

Community involvement and input is crucial to the success of any community planning process. It guides the project team in understanding the desires of city officials and community members. Without obtaining community opinion, the discovery of Hartsville's current conditions and needs would not have been possible. The outreach events below broadened the project team's understanding of Hartsville and the surrounding area as well as the project corridor. These findings led to the identification of the Guiding Statements at the end of this chapter.

Project Kickoff Meeting - January 17, 2017

To help establish the goals, objectives, and the overall direction of the Downtown Hartsville Transportation Study, the project team met with Hartsville's staff and elected officials. This meeting helped to establish the project time-frame and determine what information was crucial to gather from the community.

Kickoff Steering Committee Meeting - February 13, 2017

The project team led a presentation on the Downtown Hartsville Transportation Study in front of Steering Committee members, speaking about the existing conditions and why we are providing a thoughtful strategy for the future Downtown Hartsville. The team also directed the Committee through a series of participatory planning exercises to capture values and priorities and document preferences and concerns.

Public Event - February 25, 2017

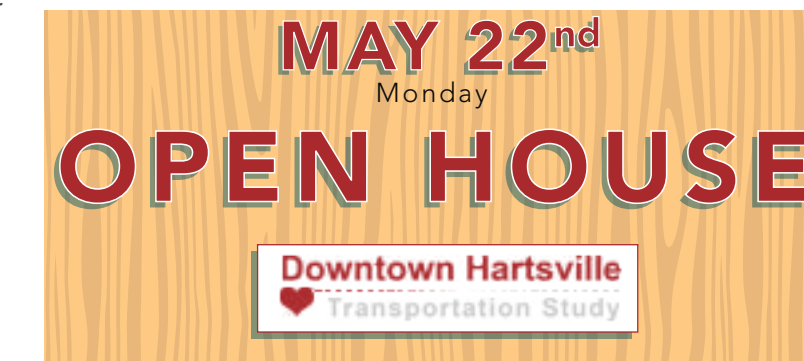
The public event focused on gathering information from community members on Hartsville today and what it has the potential of becoming through the transportation planning process. Feedback from this meeting was consolidated into this report and utilized to help shape the plan for Downtown Hartsville.

Steering Committee Recommendations Meeting - April 3, 2017

The project team presented public input gathered, potential related projects, and additional opportunities to the Steering Committee. In addition, the project team unveiled potential streetscape concepts in order to receive input and recommendations.

Public Open House - May 22, 2017

Building on the community's identified vision for the future of Downtown Hartsville and its transportation network, the project team led a presentation on possible design scenarios and areas of focus that Hartsville should address.



“One-Word” Engagement Activity



Exercise

The One Word activity captured existing sentiments and future hopes about Hartsville. Participants were asked to write down one word that came to mind about Hartsville TODAY and another word that described their vision for the FUTURE. This exercise provided a quick snapshot of participants’ current perception of the downtown corridor, including issues that need to be addressed. The One Word activity helped the project team understand the participants’ desire for the future.

One word...
that describes Downtown Hartsville **TODAY**

One word...
that describes **MY VISION** for
Downtown Hartsville

Results

The results of the activity were captured in two word clouds illustrating the community’s sentiment for Hartsville Today and in the Future. Community members felt that today Downtown Hartsville, while historic in nature, is not performing to its utmost potential. In contrast, the same residents felt that Downtown Hartsville does have incredible potential to become a welcoming destination for the region if revitalized.



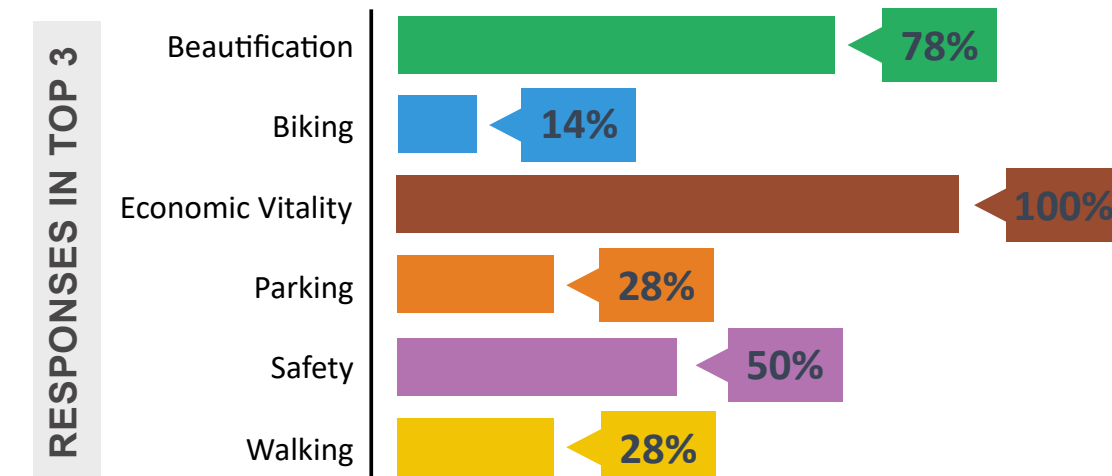
“Priority Pyramid” Engagement Activity

Exercise

This exercise allowed participants to prioritize a list of planning themes. Each participant received a board displaying a pyramid and six cards representing a theme. They were challenged to place the themed cards on the pyramid based on the theme’s importance to them, the top being the most important. The project team then collected the boards and hung them up for the participants to view and discuss.

Results

The community’s results were tabulated into a community-wide priority pyramid. The number one priority was far and away economic vitality with every respondent placing it within their Top 3 choices. In addition to economic vitality, the categories of beautification and safety were placed with higher importance than the rest of the selections.



Guiding Statements

The understanding of existing conditions and the outcomes of the public engagement activities were important to the Downtown Hartsville Transportation Study. A set of Guiding Statements were created to help shape the plan and ensure that the community’s input and guidance was considered throughout the design. The community recognizes the impact these categories have on the quality of life for Trousdale County.



ECONOMIC VIABILITY

Identify transportation and corridor solutions to enhance Downtown Hartsville’s value as a destination point for community and business growth, resulting in job creation, community stability and a thriving economy.



BEAUTIFICATION

Enhance the corridors with streetscape features such as signage, lighting, landscaping, public art and improved design elements that make Hartsville a vibrant and attractive destination for community members and visitors.



SAFETY

Improve the overall safety and access of the corridor by enhancing intersections, mitigating the conflicts pedestrians have with vehicular traffic, and managing traffic speeds through better design solutions.



PARKING

Improve the parking conditions in Downtown Hartsville in order to make parking more efficient and to help with revitalizing the aesthetic of downtown. Provide additional parking spaces where possible.



WALKING

Create strategies to increase walkability and to promote the pedestrian presence, creating a safer, more accessible, and more reliable environment. Enhancing the pedestrian experience also improves the community’s health and well-being.



BIKING

Establish a bike mobility plan for Downtown Hartsville that coordinates with the surrounding vehicular routes, existing conditions and public destinations. This benefits the community by providing opportunities for recreational biking.



**SCENARIO
DEVELOPMENT**



Inspiration Images



Scenario Creation

Conceptual Scenarios:

The planning team developed three potential roadway scenarios for Main Street in Hartsville. Retaining the existing 65' right-of-way, each scenario divided the street section up in a unique manner by placing priority of different elements of the street. In addition each scenario supports the recommendation to relocate overhead utilities underground where feasible.

Scenario A focuses on the typical main street plan with street trees and parking on each side. Scenario B provides a large center median planted with larger plant materials. Scenario C creates a large amount of head-in, angled parking along the Main Street corridor.

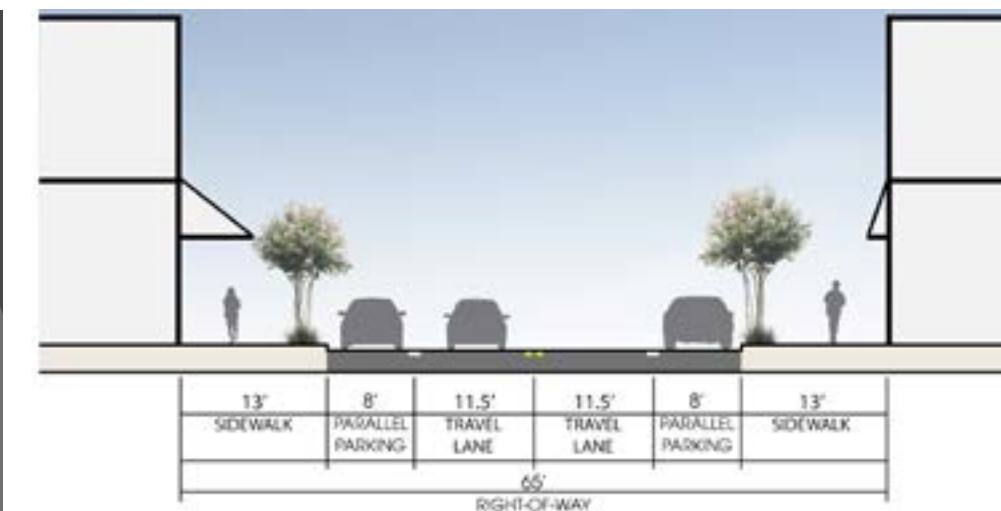
SCENARIO A

PROS:

- Wider pedestrian zones
- Street trees on both sides of street
- Sidewalks separated from travel lanes

CONS:

- Smaller street trees



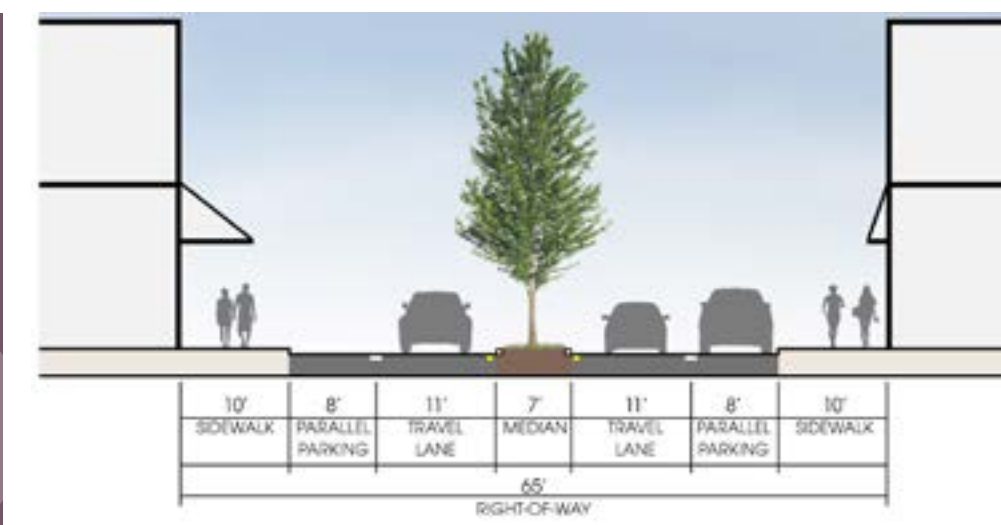
SCENARIO B

PROS:

- Ability to accommodate larger street trees
- Center median
- Sidewalks separated from travel lanes

CONS:

- No street trees buffering pedestrians from vehicles



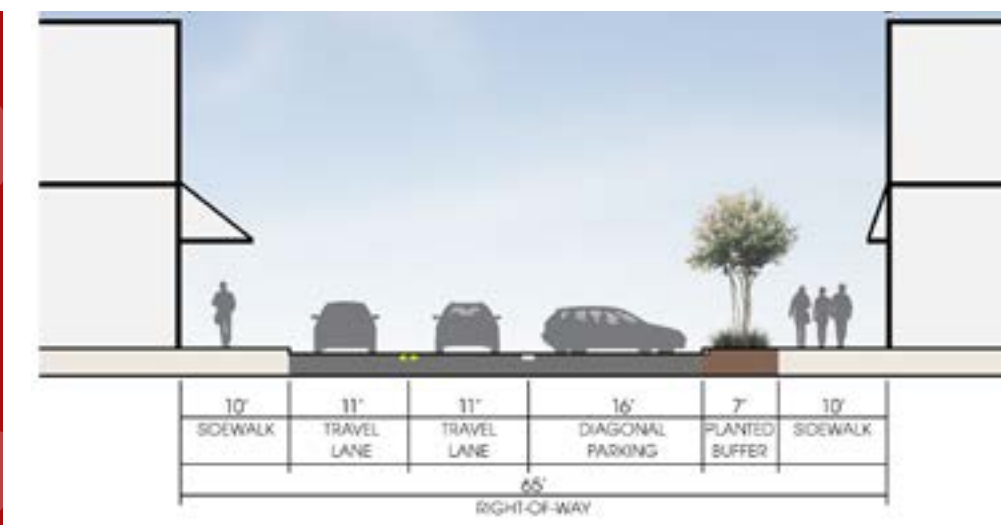
SCENARIO C

PROS:

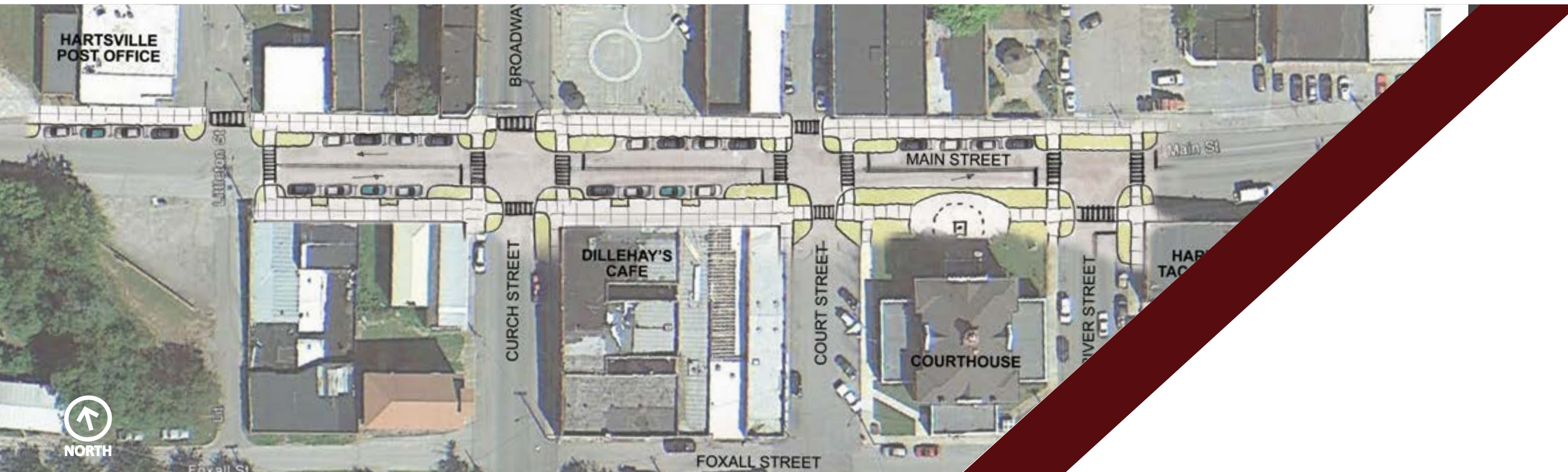
- More user-friendly parking
- Wider landscaping buffer

CONS:

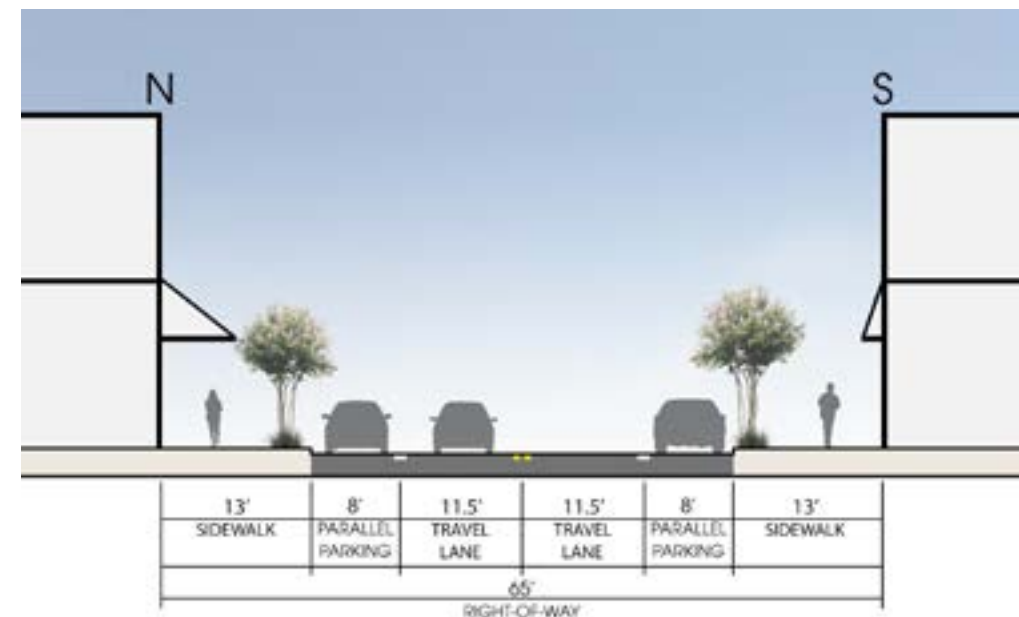
- No street trees on north side of street
- No buffer between sidewalk and travel lanes
- Cars backing directly into street



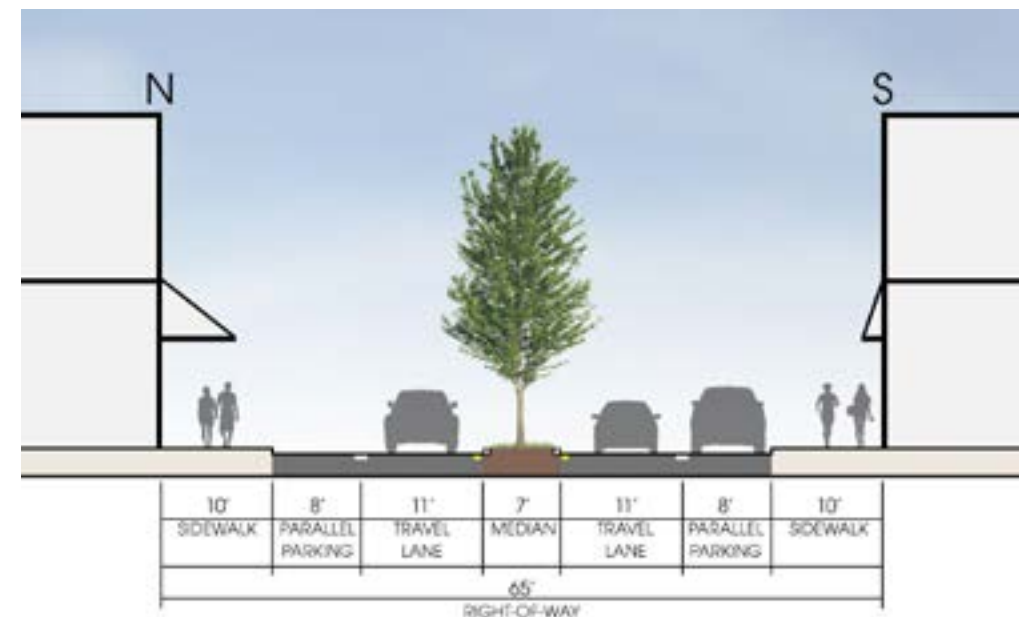
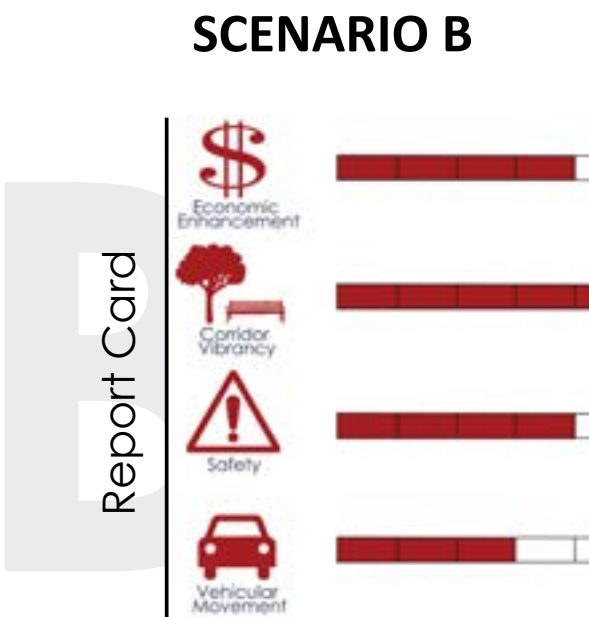
Scenario A



Traditional Main Street:
Scenario A prioritizes wider sidewalks with street trees lining both the north and south sides of Main Street. The roadway section in Scenario A is more prototypical of traditional main streets across the Southeast. This scenario provides two 11 1/2' wide travel lanes, two 8' wide parallel parking lanes with individual stall striping, and a 13' wide sidewalk including a planting area and room for streetscape elements like lighting, benches, signs, and cafe seating.



Scenario B



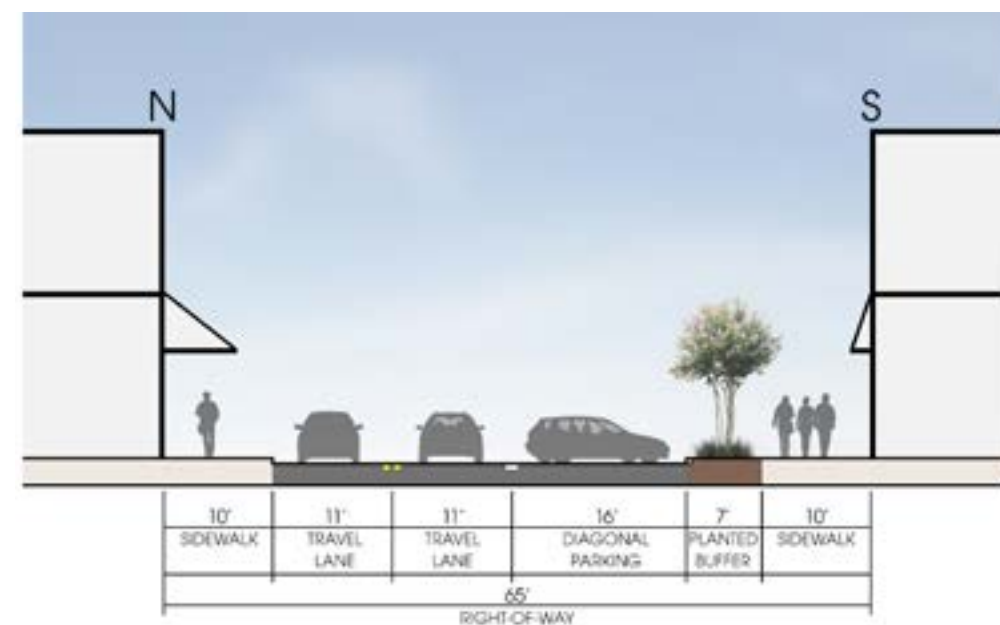
Central Median:
Scenario B utilizes a center median with an adjacent travel lane and parallel parking area on both sides. This scenario provides Hartsville with the ability to create a planting area large enough to plant canopy trees and/or utilize public artwork and landscape features to make the median more attractive. The travel lanes are designed at 11' wide separated by the 7' wide median. Both the north and south sides of Main Street are provided 10' wide sidewalks buffered from the moving traffic by an 8' wide parallel parking area.

Scenario C

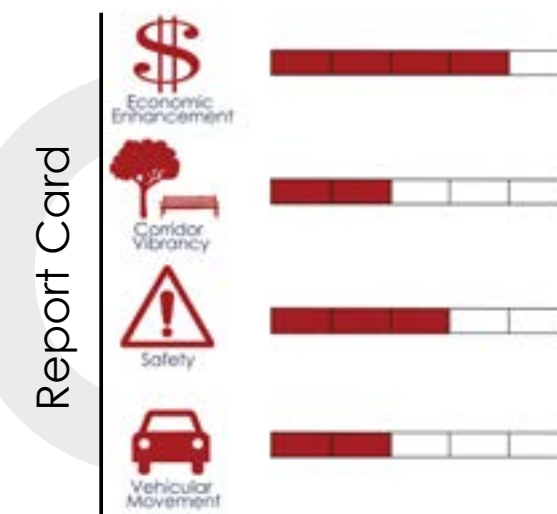


Angled Parking:

Scenario C accommodates parking only on the south side of Main Street in an angled configuration. The parking is separated from the sidewalk by a 7' wide planting buffer. The sidewalks in Scenario C are 10' wide on both sides with the north side directly abutting the travel lanes. This scenario groups large blocks of parking together but adds for the potential of conflicts and/or crashes due to vehicles backing directly into a travel lane.



SCENARIO C



Scenario Grading

Report Card

To determine which scenario is best suited for Downtown Hartsville's future, the planning team developed a "report card" to guide pairing down the scenarios. Each scenario was judged over the four below categories that were derived from the guiding statements prepared for the project.

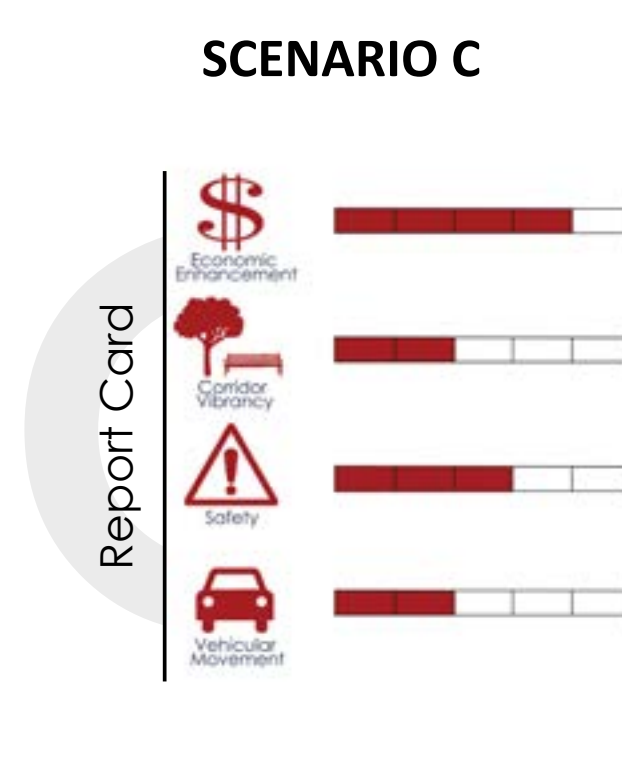
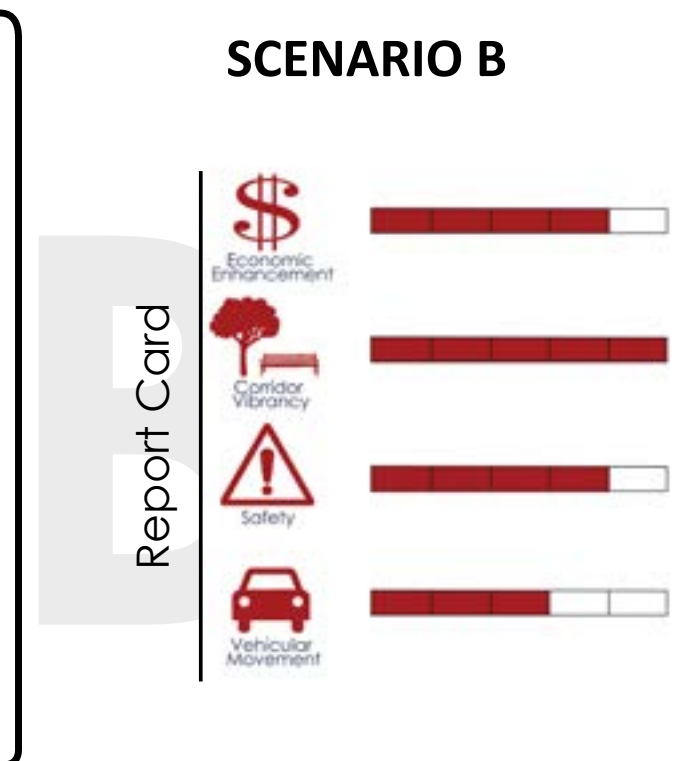
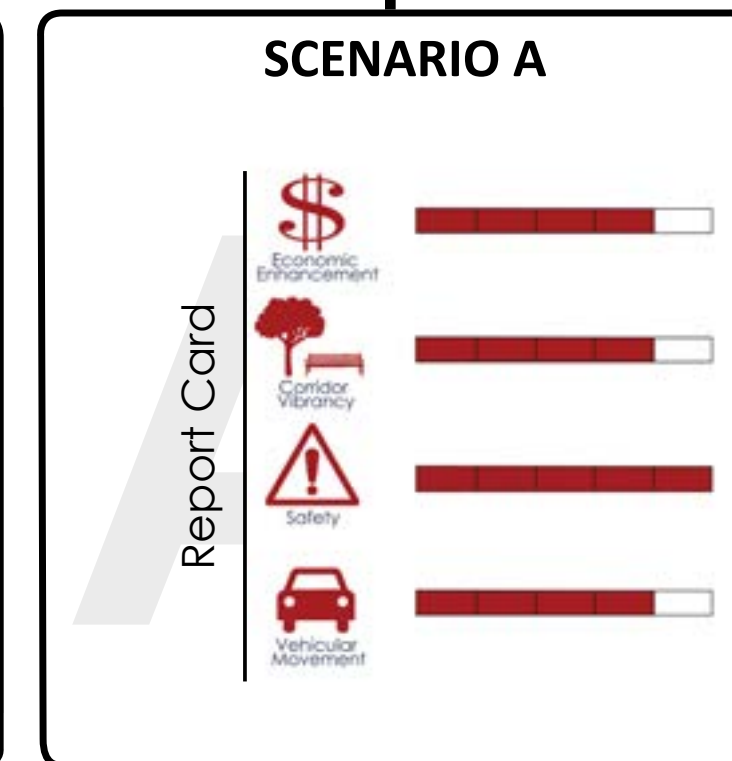
- Economic Enhancement
- Corridor Vibrancy
- Safety
- Vehicular Movement

Results

Once all the scenarios were compared and graded side-by-side, Scenario A came away as the favorite. All scenarios would provide a positive economic enhancement to Downtown Hartsville. The vibrancy (look and feel) of the corridor was strongest in Scenario B, followed by Scenario A. For the safety and vehicular movement categories Scenario A was the preferred choice overall. Scenario A was also the top choice according to the Steering Committee.



REPORT CARD ELEMENTS	
Economic Enhancement	<ul style="list-style-type: none"> • Promotes Downtown's appeal • Drives businesses to invest • Creates a consumer-focused destination
Corridor Vibrancy	<ul style="list-style-type: none"> • Enhances aesthetic • Improves local business environment • Quality of pedestrian atmosphere
Safety	<ul style="list-style-type: none"> • Reduces traffic speeds • Allows for safe pedestrian movement and crossings • Provides separation of pedestrians and vehicles
Vehicular Movement	<ul style="list-style-type: none"> • Provides optimal room for traffic volumes • Accommodates truck traffic • Enhances parking movements



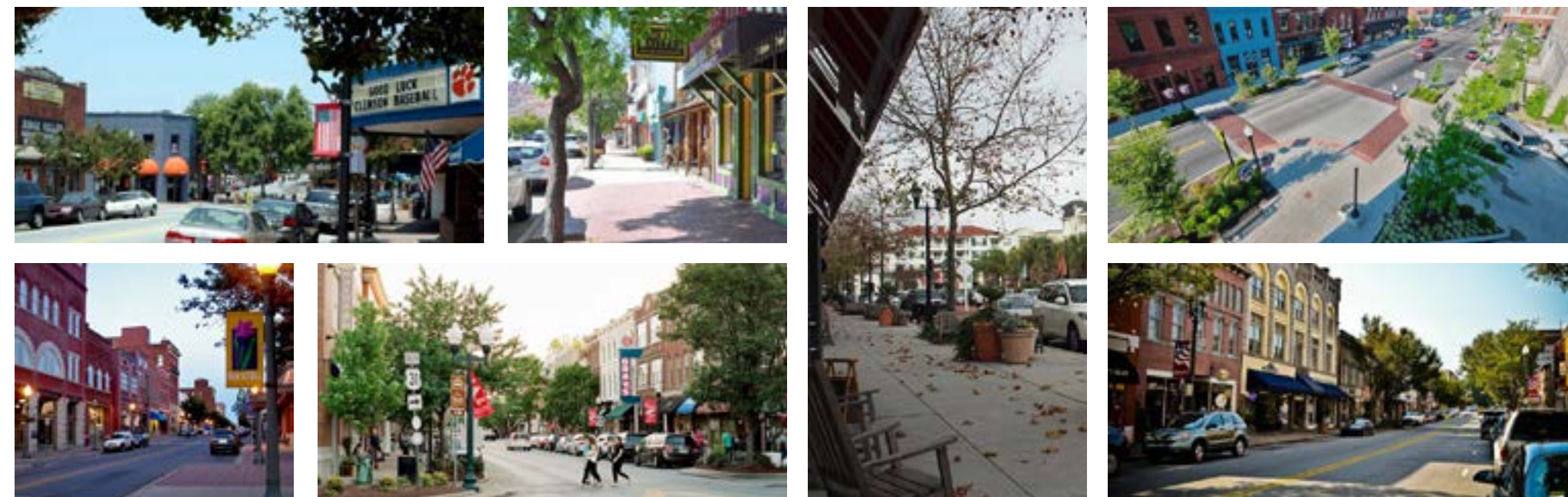
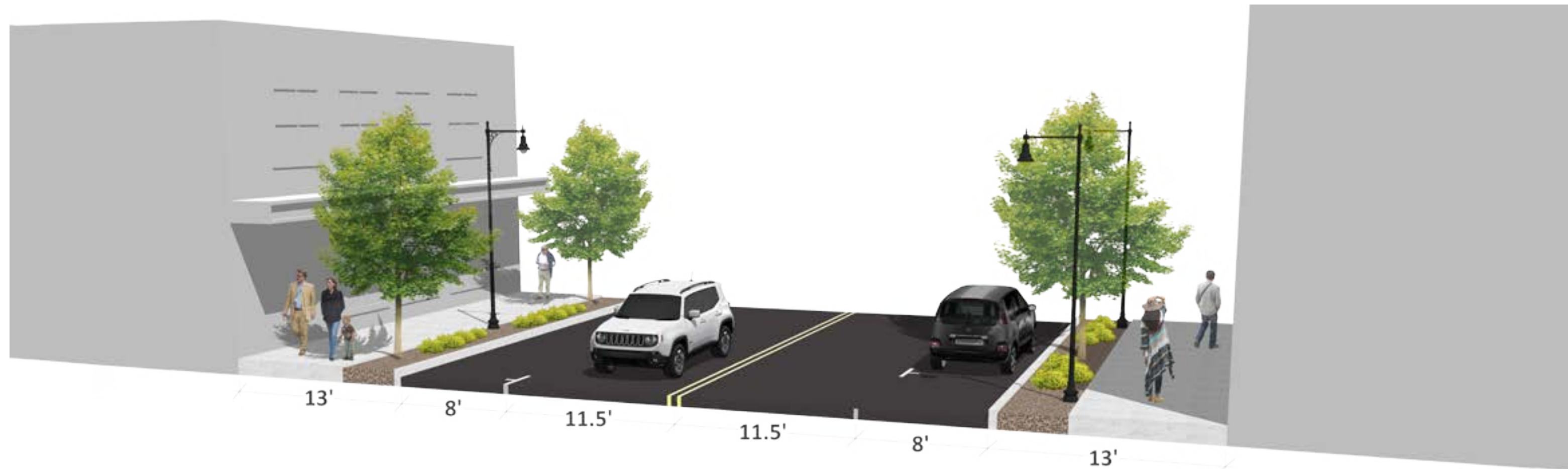


**STREETSCAPE
MASTER PLAN**





Conceptual Master Plan



Downtown Hartsville's Conceptual Master Plan envisions Main Street as a destination point for the town. The street gets a much needed overhaul making it a safer destination for pedestrians and drivers alike. Main Street is redesigned to mimic a traditional southern small town. The travel lanes are reduced down to 11' 6", reducing the design speed to make the downtown area safer. The sidewalks on both the north and south sides of the street are enlarged to 13' wide including planting areas for street trees. This configuration also includes parallel parking lanes that include markings detonating individual spaces along the corridor.

This plan allows Main Street to strike a better balance between pedestrians and vehicular traffic, while creating the economic spark Main Street Hartsville needs to accomplish the vision established by the community.



Conceptual Parking Plan



Parking Strategy

Creating striped parallel spaces along Main Street will reduce the total number of available parking spaces. While this necessary update will cause a space reduction for some of the on-street parking options in Downtown Hartsville there are enough off-street restriping lots and on-street modifications that can accommodate for the loss in spaces.

Making minor modifications to the surface lots along Broadway and Court Street would net an additional 18 spaces, while Front and Court Streets can be reconfigured to provide 14 new spaces.

Legend

- +2 Denotes potential addition of spaces to the existing count
- 1 Denotes potential reduction of spaces from the existing count



A Court Street- Existing
Angled parking on eastern side and parallel parking on western side



A Court Street Model- Town Boulevard Brookhaven, GA
Town Boulevard is a one-way street with angled parking on both sides. This model is similar to the plan for Court Street next to the Trousdale County Courthouse.

A Main Street Model- E Main Street Rock Hill, SC
E Main Street is a two-way street in Rock Hill, SC with streetside parallel parking spots and tree-lined sidewalks. Similar to Hartsville, Rock Hill's Main Street serves as the center of the downtown core.



A Court Street Model- Meridian Street Anderson, IN
Meridian Street serves as Anderson's "Main Street." Portions of this street include one-way traffic with angled parking on both sides, while other stretches include parallel spaces.

A Main Street Model- Main Street Franklin, TN
One of the most popular shopping destinations in Middle Tennessee, Main Street in Franklin is a great model for Hartsville. The building to building dimension in Franklin is less than the existing conditions in Hartsville.

PARKING CONDITIONS AND OPPORTUNITIES



B Main Street- Existing
Angled and parallel parking on various sections of the southern side and parallel parking on the northern side



TROUSDALE COUNTY YELLOW JACKETS

**CONNECTIVITY
PLAN**



Transportation Network



What is a Greenway?

A greenway is a linear open space that connects our communities to the natural built environment. These pieces of green infrastructure not only provide connections but inspire healthy lifestyles both physically and mentally for those who may be lacking access to such opportunities elsewhere. Greenways can be utilized for recreational opportunities or as an alternative form of transportation.

What is a Blueway?

Blueways (or Paddle Trails) are very similar to a greenway and are integral pieces of our green infrastructure connecting people and communities utilizing our natural waterways as a recreational opportunity or an additional mode of transportation. Sometimes such natural resources run right through our backyards, and providing connections to these waters encourages and inspires the stewardship and protection that is needed.

What are the benefits of Greenways and Blueways?

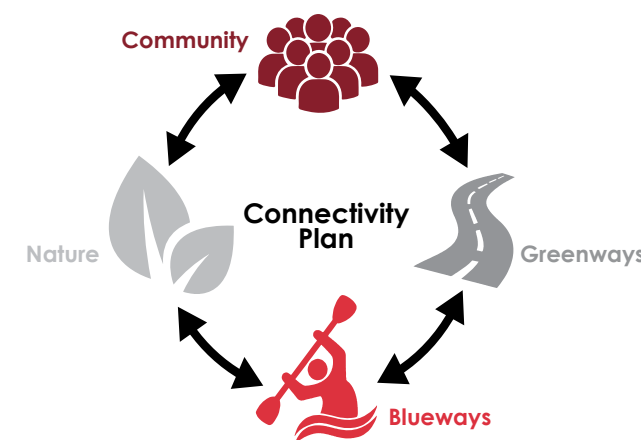
Greenways and Blueways provide many benefits to the community in the following forms:

- Health- Greenways and Blueways provide crucial opportunities for accessible and free outdoor recreation. Communities with these networks often see a reduction in health care costs per citizen.
- Economic- Well designed and maintained alternative transportation networks help elevate property values of surrounding properties while also helping local businesses by creating an economic interest in the area. Many employers look for these features/opportunities for employees when selecting a new site or location.
- Preservation- Trail systems allow the community to interact with the natural environment, bringing awareness to local preservation efforts.

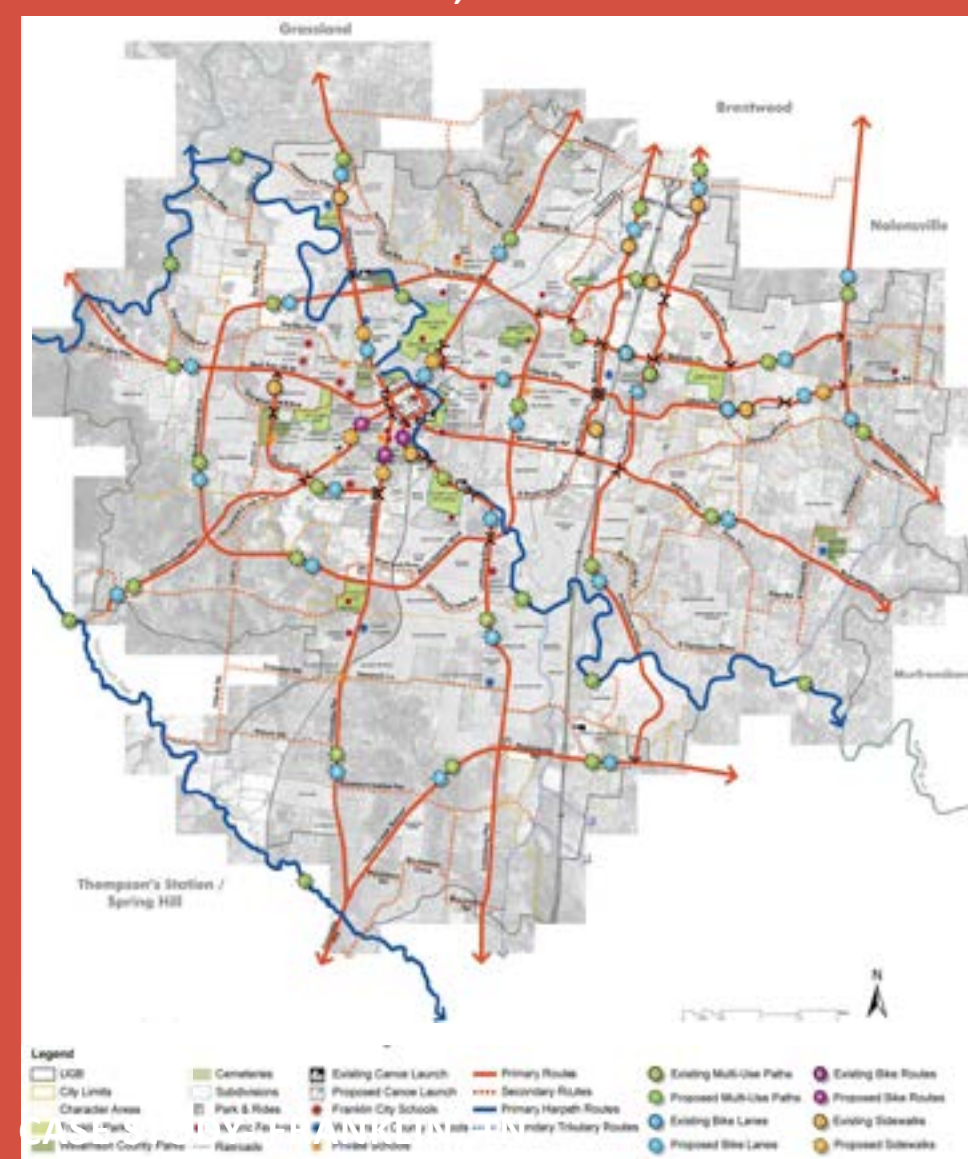
Downtown Hartsville Connectivity Plan

A connectivity plan analyzes a community's alternative modes of transportation and generates a plan that works to link and connect the network with the inclusion of new trails and routes. Connectivity plans are often used to inspire the use of multi-modal transportation options for work and recreation, while leading the community to take an active approach to health and fitness.

The connectivity plan for Hartsville (on page 41) shows the network of existing sidewalks and greenways paired with future connections to blueways, new sidewalks, greenway trails, and shared streets. The plan strives to build a network of connectivity around Downtown Hartsville connecting the community's resources together and allowing them to be more accessible to its residents. In addition to downtown circulation, the plan also connects downtown to the Cumberland River through a series of greenways and blueways running with Little Goose Creek. Also, the greenway trail would provide many opportunities for scenic overlooks along the trail.

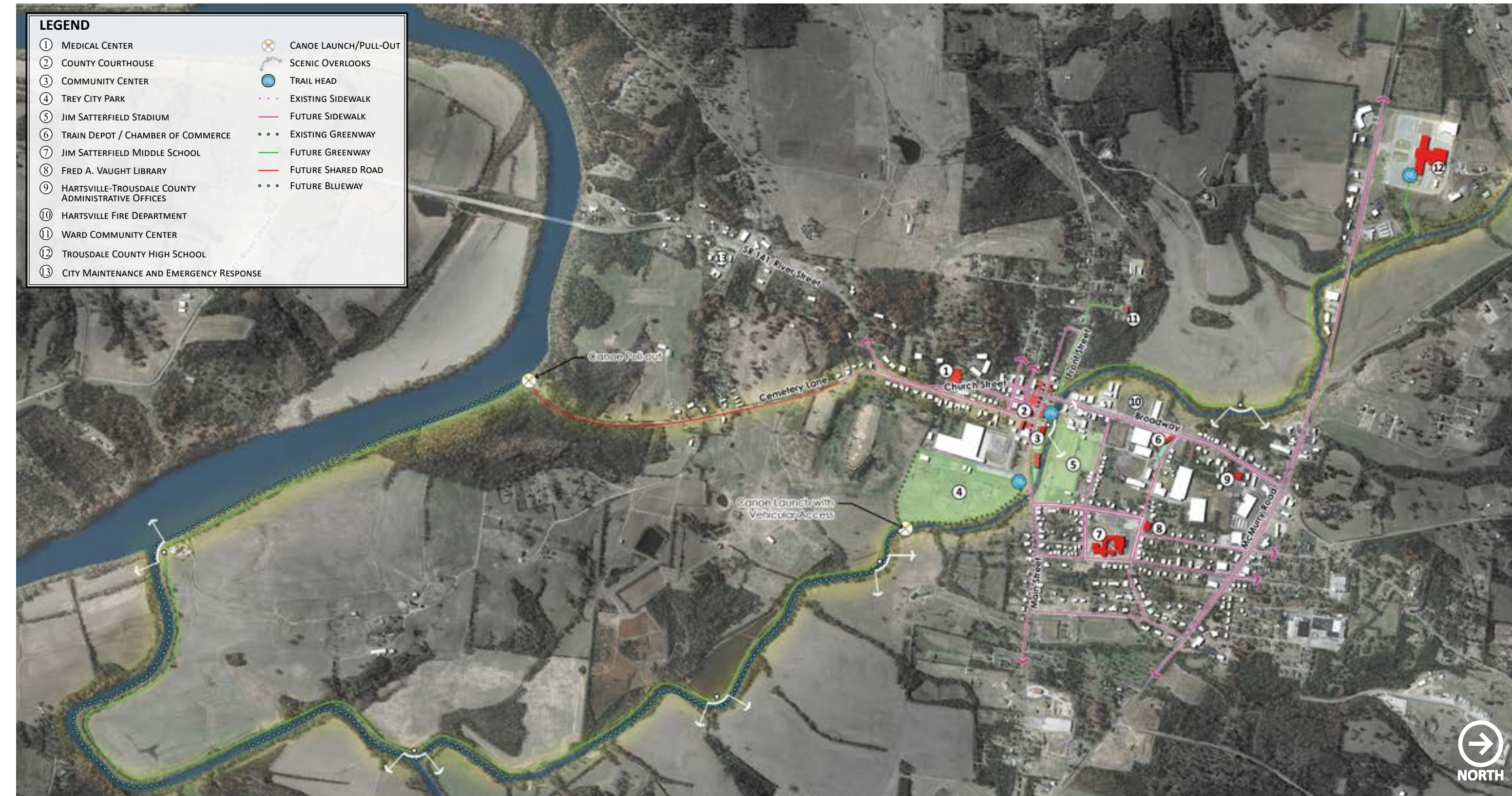


CASE STUDY- FRANKLIN, TN



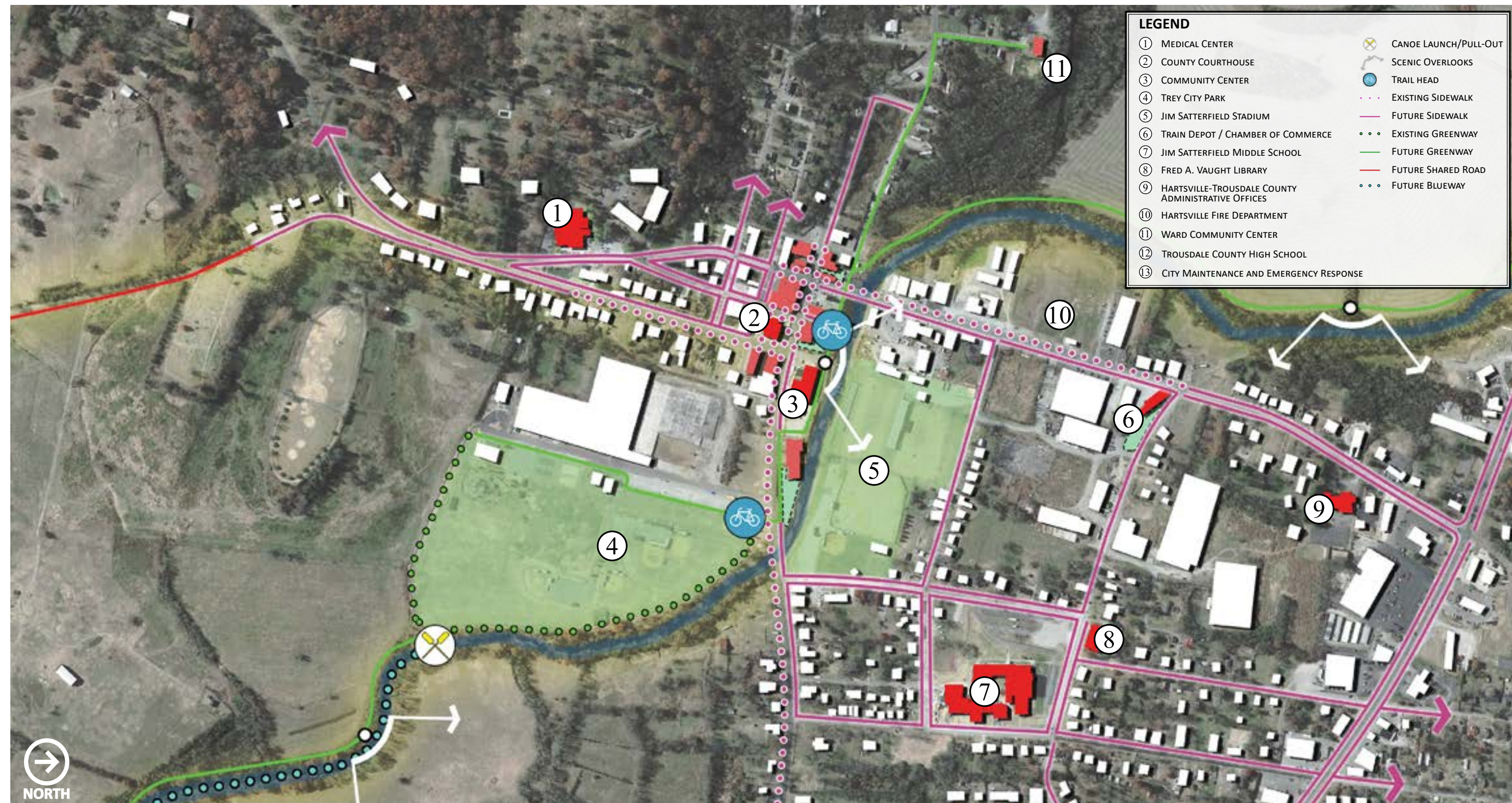
In striving to meet their goal of being identified as one of the top 25 most sustainable cities in the country, the City of Franklin utilized a 10-month planning process to develop a comprehensive master plan to prepare existing greenways and open space for future growth. In addition to the developed master plan, the city also provided a phased implementation plan in order to integrate the future program elements as part of a cohesive network. This process strived to provide the community with an option for an alternative mode of transportation and enhance the pedestrian connectivity throughout the greater Franklin area.

Connectivity Plan

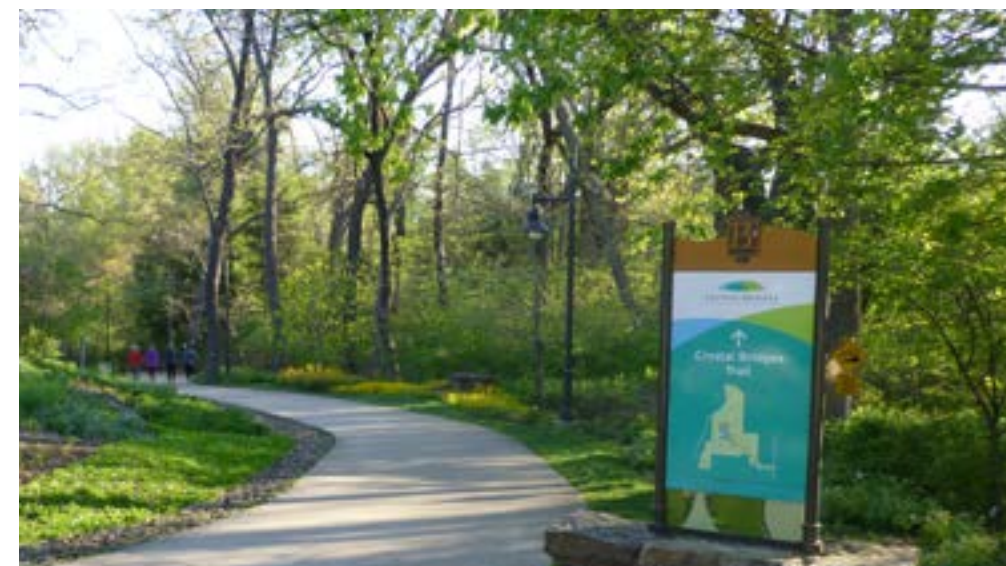




Connectivity Plan (Downtown)



Connectivity Plan Components

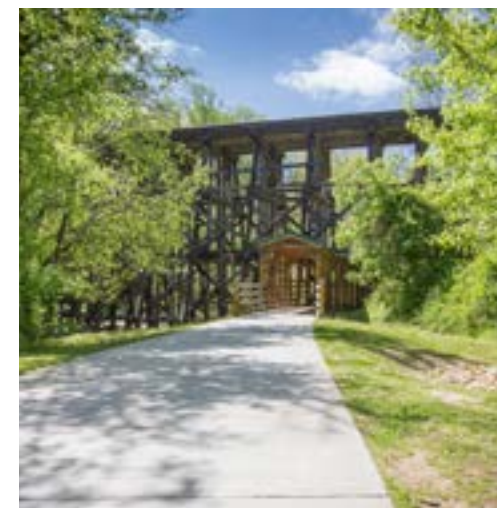


WAYFINDING SIGNAGE is important to the connectivity plan for Hartsville. Signs are utilized to denote trail connections, points of interest, distances, partnerships, and more.



PROGRAMMING ELEMENTS are the red buildings located on the connectivity plan. These buildings vary in use but are the community anchors for the City of Hartsville.

BLUEWAYS are great additions to a connectivity plan. While not typically used for a transportation route between points, blueways are great options for those looking for a recreational trail. The plan for a blueway network in Hartsville includes Little Goose Creek running through downtown and a portion of the Cumberland River.



VISUAL CONTEXT

GREENWAYS are the backbone of alternative transportation networks. In the connectivity plan, a long greenway runs along the western bank of Little Goose Creek connecting the Cumberland River to Downtown Hartsville, the Ward Community Center, and Trousdale County High School.

LOCAL SIDEWALK CONNECTIONS are needed to connect the existing businesses and community uses within Hartsville to one another and to the residential areas near downtown.



SIDEWALK CONNECTIONS are important for linking the existing sidewalk network established in Hartsville. These connections allow for the new greenways and sidewalks to access the historic core of Downtown Hartsville and residential areas around town.



Wayfinding Concepts



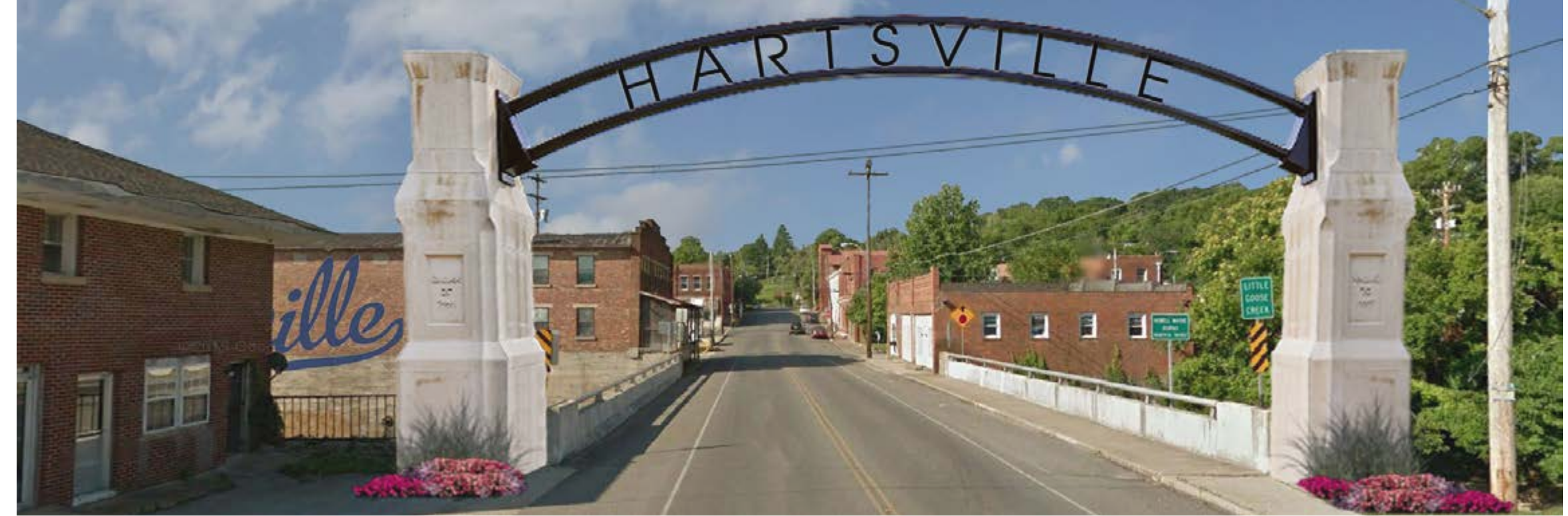
WHAT IS WAYFINDING?

Wayfinding is often defined as “encompassing all the ways in which people orient themselves in a physical space and navigate from place to place.” The overall purpose of a wayfinding plan is to make a place more user-friendly, approachable, and navigable. The wayfinding piece of this plan provides entry signs at both of the entry to downtown and at the main entry point to the town limits. These monumental entry signs are seen as the first point on contact for visitors and would set the tone for future wayfinding measures and signage standards for Hartsville. In addition to this plan a larger study of how to create a comprehensive wayfinding approach for Hartsville-Trousdale County would be effective and benefit the community as a whole.



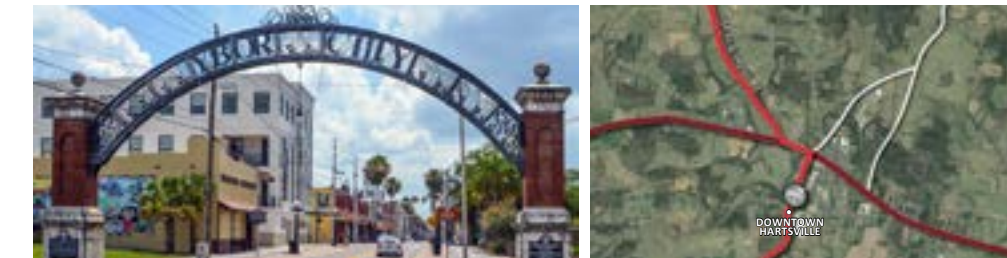
Broadway at McMurry

Two stone monument signs were seen as a feasible option at the entrance to Hartsville from SR10. This is one of the most highly trafficked entry points into the town making it the most appropriate location to invest in signage and beautification through landscaping. In addition to the vehicular traffic counts, this location is also noted on the connectivity plan as a location for future sidewalk connections from McMurry Boulevard running southward to Downtown Hartsville and westward to Trousdale County High School.



Broadway (Bridge to Downtown)

The Howell Wayne Burns Bridge is the main entry point into downtown from SR10 and the north. Creating a wayfinding point at the bridge on Broadway creates a vista into Downtown Hartsville. In order to connect to the historic nature of Downtown Hartsville, a traditional overhead sign spanning Broadway is illustrated.



WAYFINDING PRINCIPLES

- Draw from the area’s character
- Utilize local landmarks to draw interest to the path
- Limit navigation choices
- Ensure signs are visually interesting and uniquely different from their surroundings
- Create easy to understand and uncomplicated signs and wayfinding elements
- Promote the experience as well as the destination
- Establish stopping points with interesting vistas and viewsheds



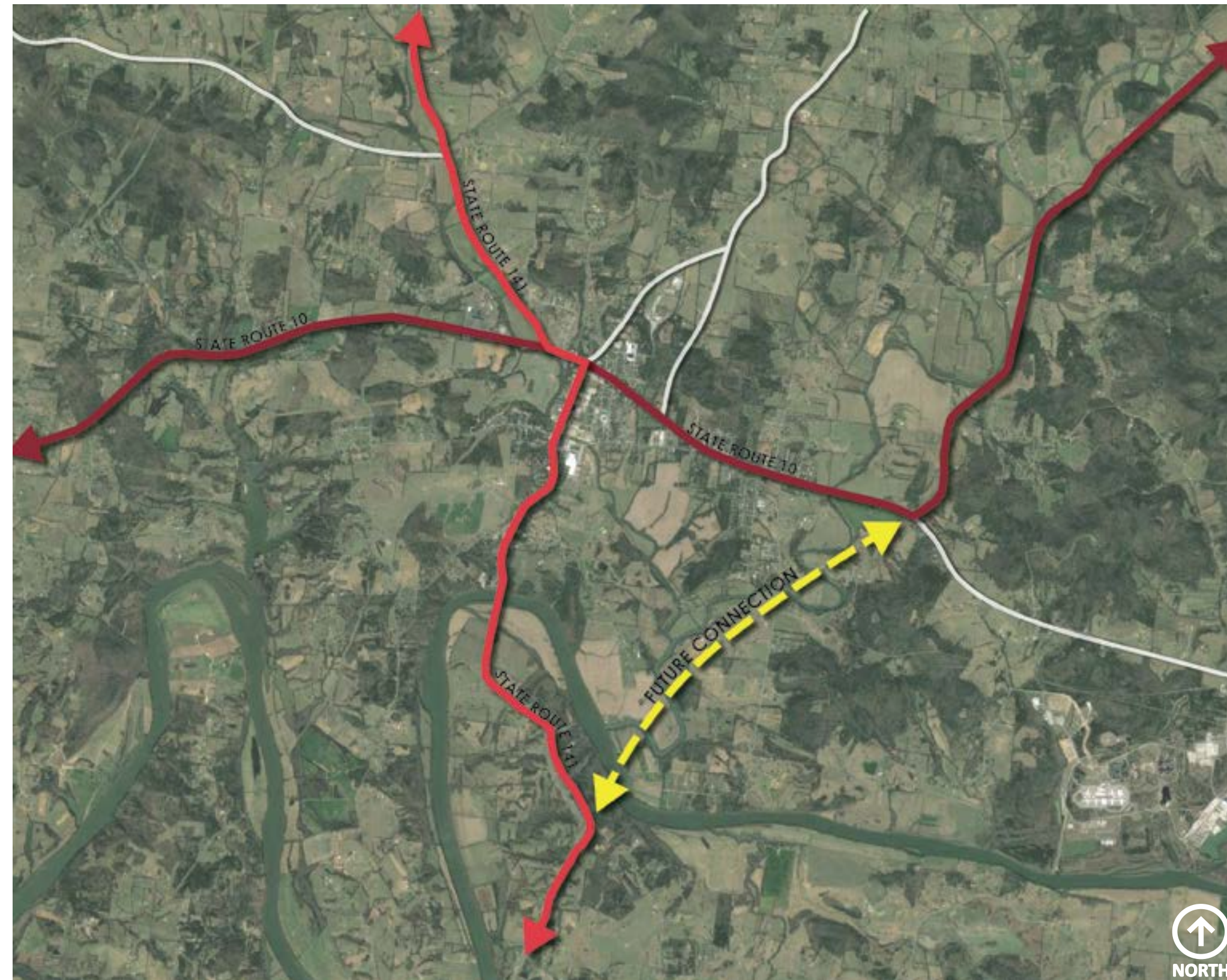


SR141 to SR10 Connection



Trucks traveling State Route 141 and State Route 10 often travel through the heart of Downtown Hartsville. The most common use of this route by trucks are those traveling between Lebanon and Lafayette. This influx of truck traffic creates unsafe conditions for pedestrians and local traffic in Hartsville while also wearing down older infrastructure not designed for truck accessibility.

This is a project to be designed at a later date and to be undertaken by the Tennessee Department of Transportation (TDOT). It is currently on TDOT's new project list and was identified in the IMPROVE Act to be constructed at a date that is yet to be determined.



River Street Intersections



River Street (SR 141) is the main entry point on the southern end of Downtown Hartsville. For most of its length between Lebanon and Hartsville, SR 141 is a rural highway with posted speed limits of 45 to 55 MPH. Even with the speed limits dropping to 30 MPH after crossing the Cumberland, drivers still approach Hartsville at unsafe speeds. The rate of speed traveled down this corridor often creates undesirable traffic conflicts where Cemetery Lane and Church Street intersect with SR 141 south of Downtown. With the higher rate of speed and sharp grade change, the intersection at River Street and Church Street is the most dangerous intersection in the town (Image A). The challenge with this intersection is that the grade difference prevents much, if anything, from being updated at the actual intersection. However, the transportation plan studies placing a roundabout at the other conflict intersection (River Road at Cemetery Lane) in order to reduce speeds southward along the corridor into downtown (Image B). **A detailed study will be needed to determine the feasibility of a roundabout at this location.**



**RECOMMENDATIONS
AND FUNDING**



Recommendation Process



This transportation study comes at a time of rapid growth for the region, making it essential for Hartsville to have a plan for smart, necessary growth. As Hartsville welcomes more residents, it is important to provide a safe, healthy environment that presents opportunity for economic growth and sustainability.

Process

The recommendations presented in this chapter build upon the ideas and outcomes presented in previous chapters. The recommendations were created, vetted, and refined during a broad community outreach campaign. Input provided by the Steering Committee, TDOT, and by members of the community was crucial to creating the final set of recommendations.

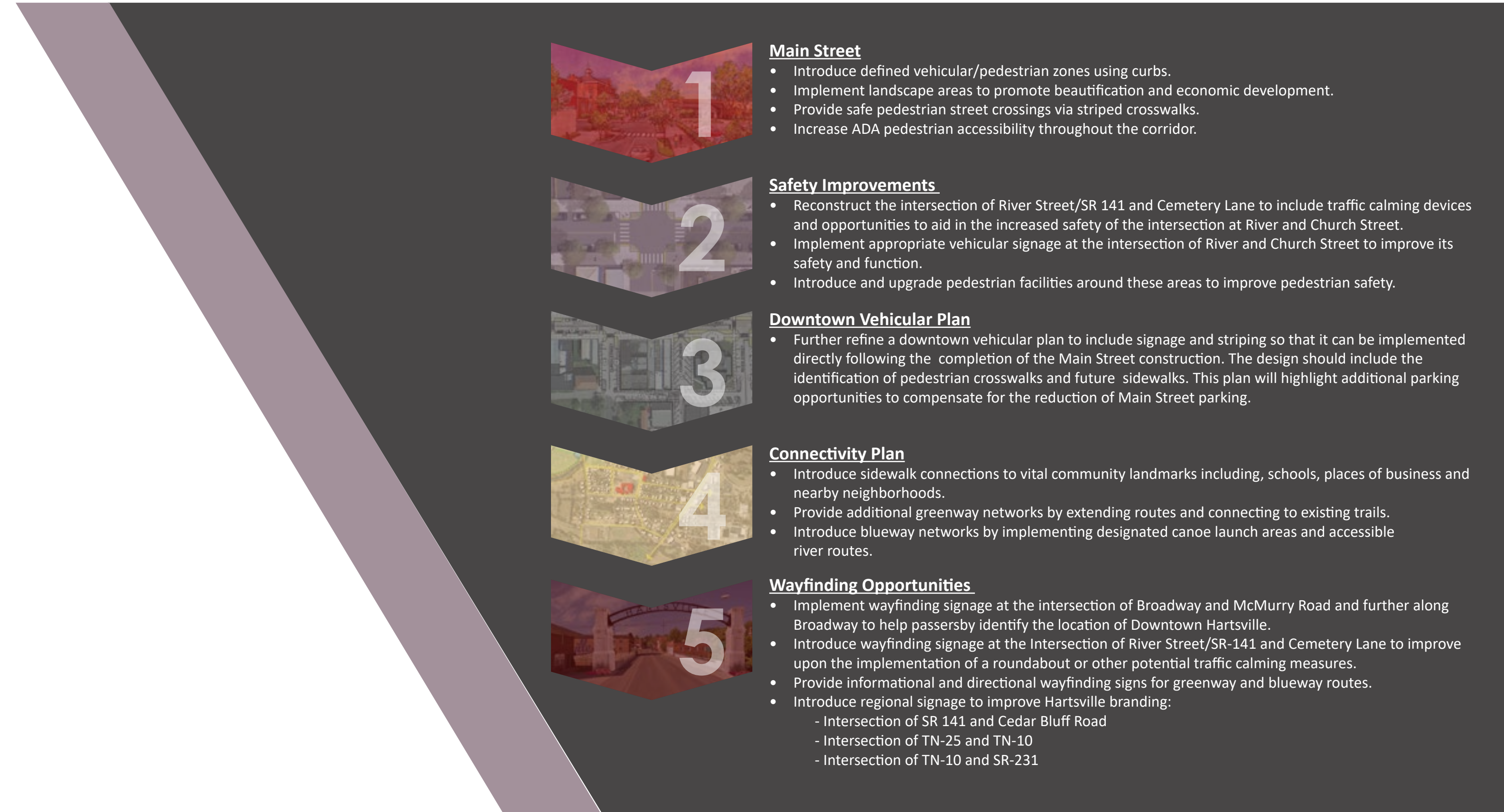
The Steering Committee meeting and community open house focused exclusively on the recommendations contained in this chapter. The recommendations do not need to be completed in unison. Instead, implementation requires flexibility and partnership between the Hartsville-Trousdale County, community stakeholders, and the development community.

While the Downtown Hartsville Transportation Study represents the contribution of the Steering Committee, local staff, and the Hartsville community, successfully implementing it will require cooperation among government entities, stakeholders, private developers, and the people that live, work, and visit this community.

INPUT TIMELINE



Recommendation Overview





Potential Funding Sources



Funding Mechanisms

The recommendations from this study listed on the previous page will not be implemented through a single source, but a combination of multiple sources including some or all of the following, depending on the project type and location:

- **Private investment and partnerships** - Hartsville should conduct conversations with business owners regarding potential partnerships.
- **Hartsville-Trousdale County capital project budgets**
- **Creation of a Central Business District for taxing and improvements**
- **Imposing an additional tax, particularly to provide maintenance dollars**

In addition to self and private funding or partnership agreements, Hartsville can pursue a variety of local, state, and federal grant options that best fit their needs illustrated throughout the plan.

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

Typical Projects:

- Pedestrian facilities
- Greenways
- Bike lanes
- Safe routes for non-drivers
- Scenic overlooks
- Historic preservation
- Sidewalks
- Signage
- Crosswalks
- Multi-use paths
- Streetscapes
- Safe Routes to School

SURFACE TRANSPORTATION PROGRAM (STP)

Typical Projects:

- Resurfacing
- Intersection improvements
- Roadway widening
- Sidewalks
- Signal design
- Signal systems
- ITS
- Streetscapes

RECREATIONAL TRAILS PROGRAM (RTP)

Typical Projects:

- Hard/natural surface trails
- Greenways
- Land acquisition
- Maintenance
- Trail heads

ACCESS GRANT

Typical Projects:

- Sidewalks
- Bike lanes
- Park-and-ride facilities
- Greenways
- Streetscapes

SPOT SAFETY AND HIGHWAY SPOT IMPROVEMENT PROGRAM (HSIP)

Typical Projects:

- Safety improvements
- Guardrails
- Turn lanes
- Signage
- Signals