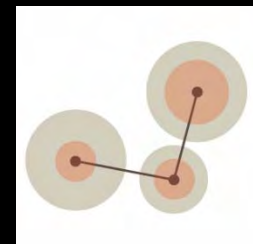




CONNECT FRANKLIN

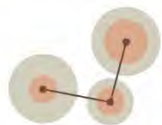
2016 Multimodal Major Thoroughfare Plan

Board of Mayor and Aldermen (BOMA) Work Session
June 14, 2016



AGENDA

- Purpose
- Public Involvement
- Methodology
- Streets
- Bike/Pedestrian
- Transit
- Implementation



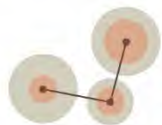
CONNECT FRANKLIN A COMPREHENSIVE TRANSPORTATION PLAN
CITY OF FRANKLIN, TENNESSEE



HISTORIC
FRANKLIN
TENNESSEE

PURPOSE

- Creation of a safe, convenient and efficient multimodal transportation system
- Coordinate transportation and land use planning
- Plan for growth to maintain and enhance high quality of life
- Promote economic development
- Identify, evaluate, and prioritize key transportation and multimodal improvements through year 2040

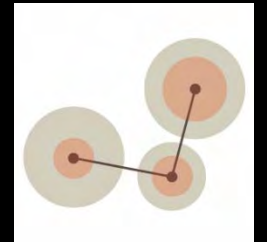








Public Involvement

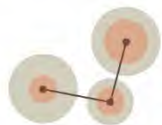
BOMA Work Session

June 14, 2016



PUBLIC INVOLVEMENT

- **Public Meeting**
 - Held on October 22, 2014
- **Online Engagement**
 -  Project Website
 -  City of Franklin Facebook Page
 -  City of Franklin Twitter Feed
 -  My Sidewalk (e.g. MindMixer)
- **Individual BOMA Interviews**

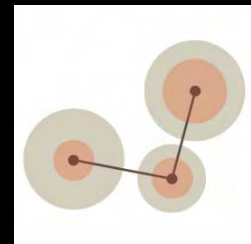




Methodology

BOMA Work Session

May 26, 2016



METHODOLOGY

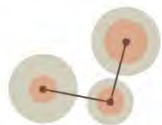
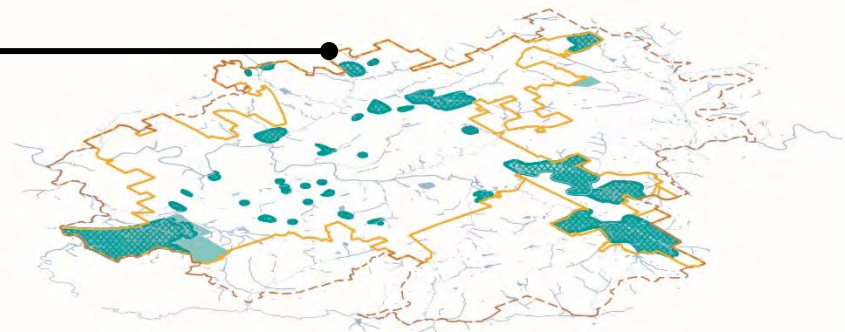
EXISTING LAND USES

Reviewed existing land use information and field verified any areas of question.



KNOWN DEVELOPMENTS

Mapped known development agreements.
Documented proposed number of units, building square footage, densities and FAR.
Cross referenced information with current and past City Development Reports.



METHODOLOGY

AREAS OF CHANGE

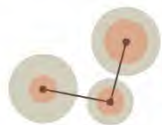
Using feedback from work sessions with planning and engineering staff, major areas of change were mapped and appropriate densities were applied.



VACANT PARCELS

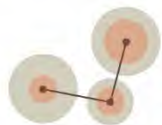
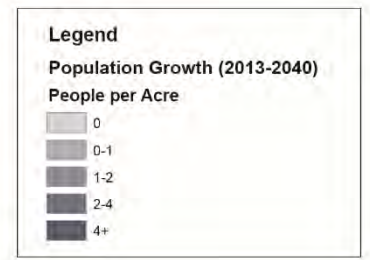
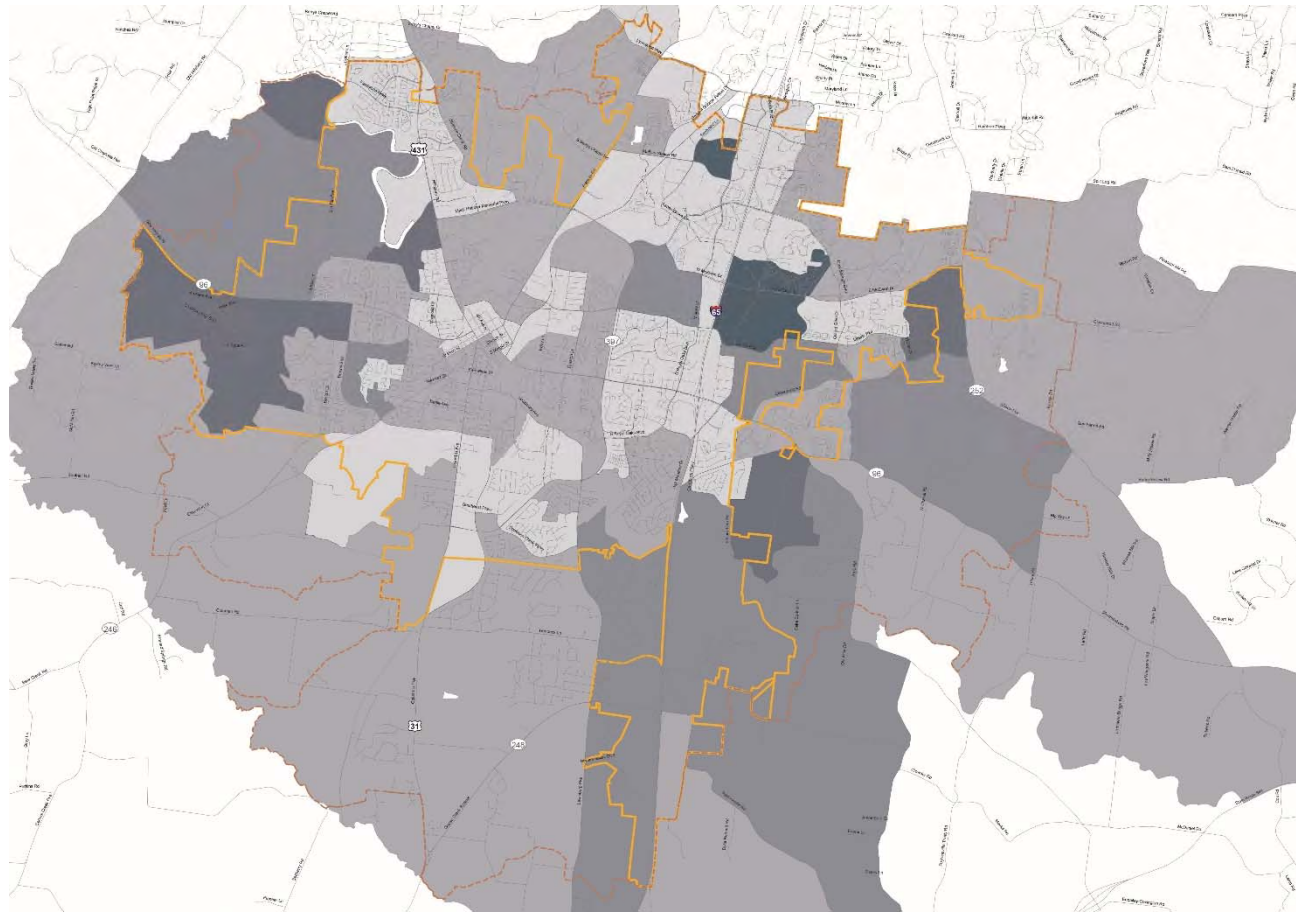
Identified all vacant parcels using City GIS information.

Assigned future land use to identified parcels based on existing zoning, surrounding uses, context, development feasibility, access and visibility.



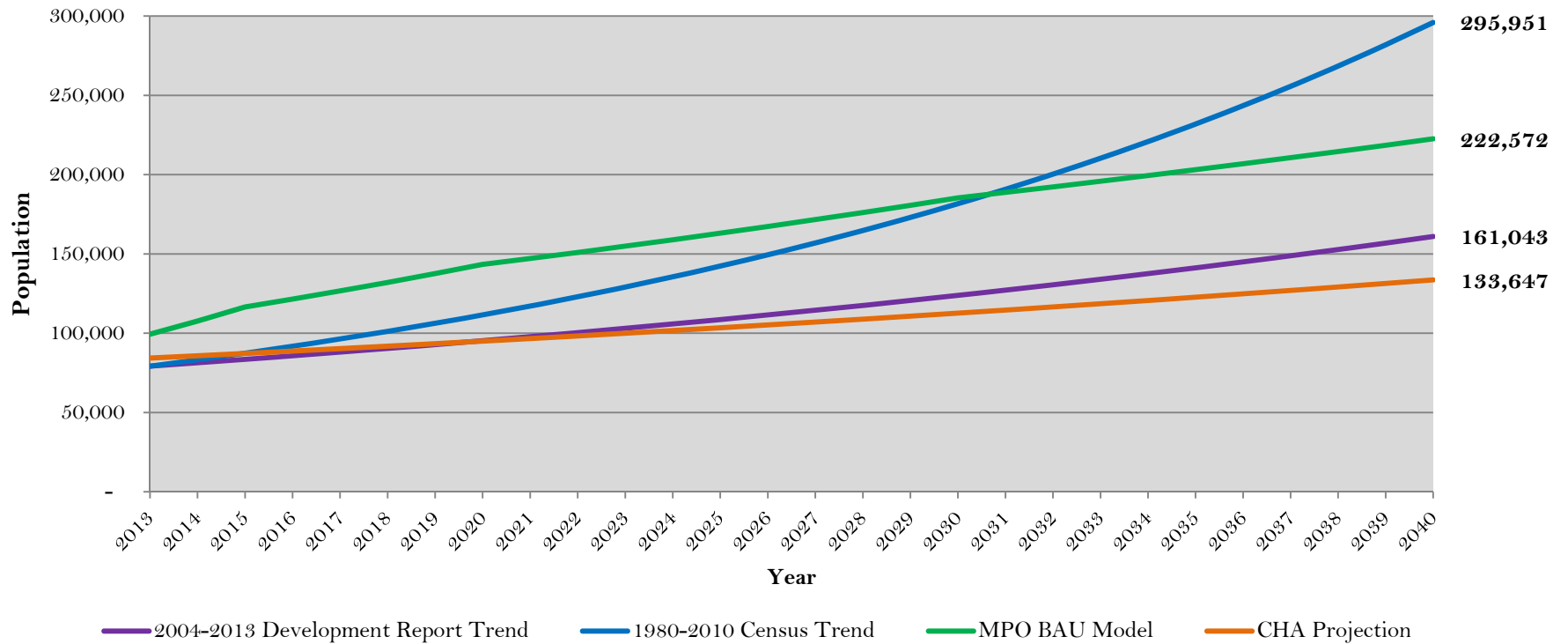
METHODOLOGY

POPULATION GROWTH - PEOPLE PER ACRE

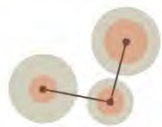


METHODOLOGY

Population Projection (2013-2040)

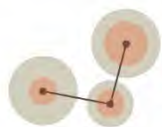
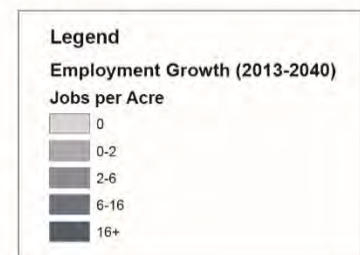
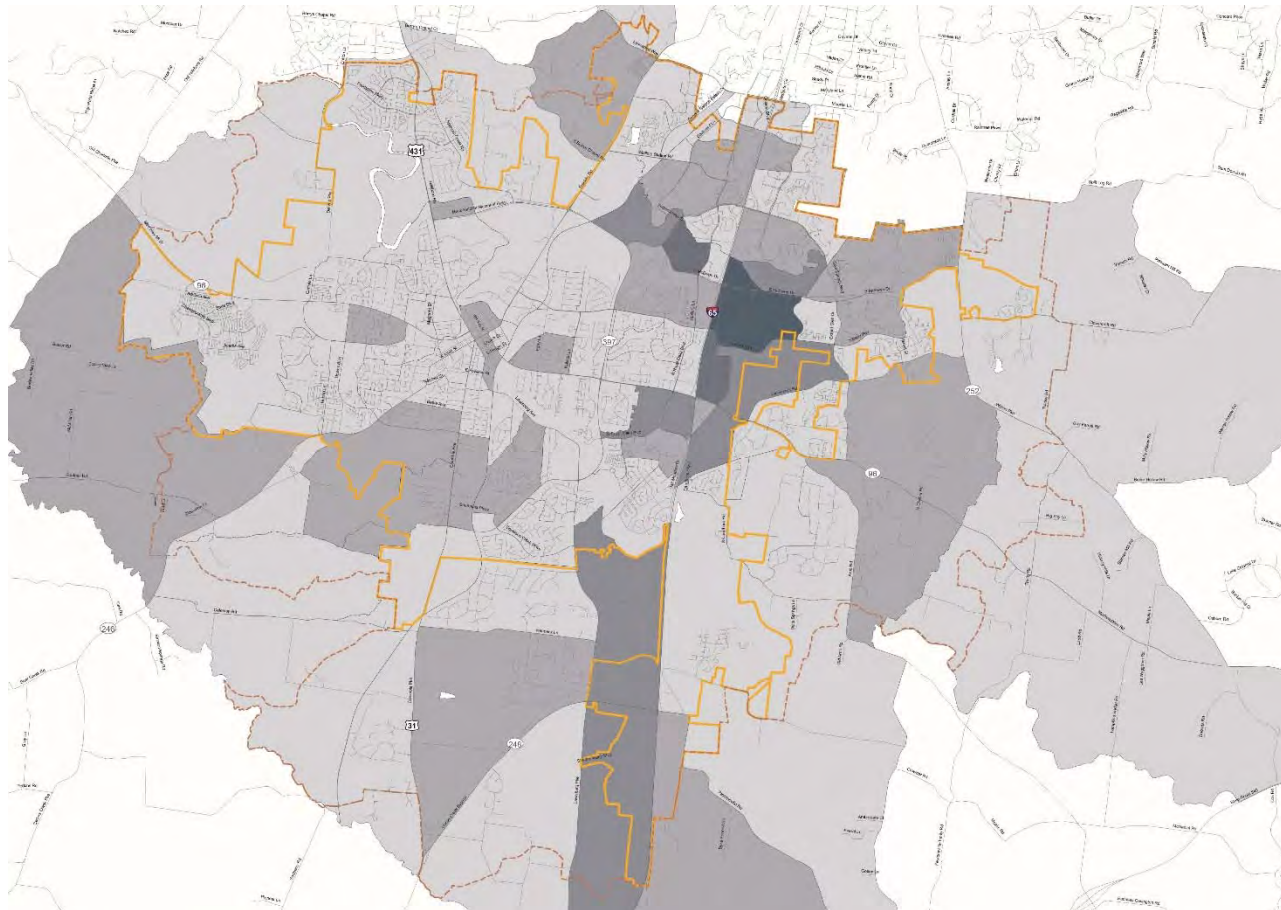


Note: For the MPO Model and CHA Projection, if a portion of a TAZ was within the UGB, the entire TAZ was included. Subsequently, these projections include some areas outside of the UGB.



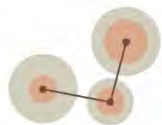
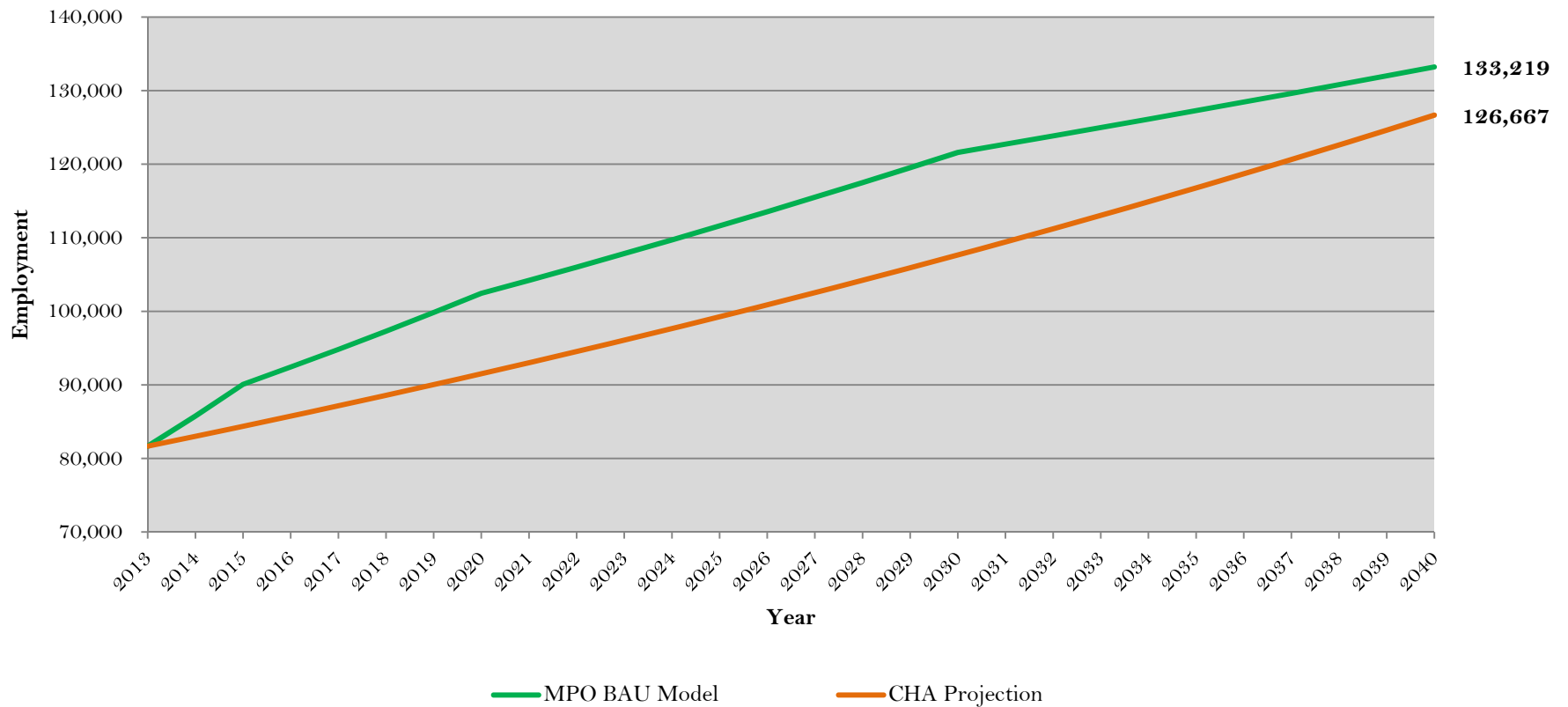
METHODOLOGY

EMPLOYMENT GROWTH - JOBS PER ACRE



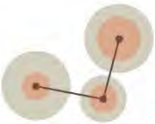
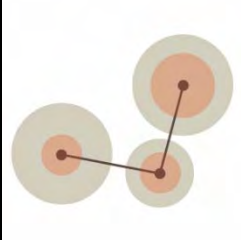
POPULATION AND EMPLOYMENT

Employment Projection (2013-2040)



2015 Traffic Level of Service

Existing

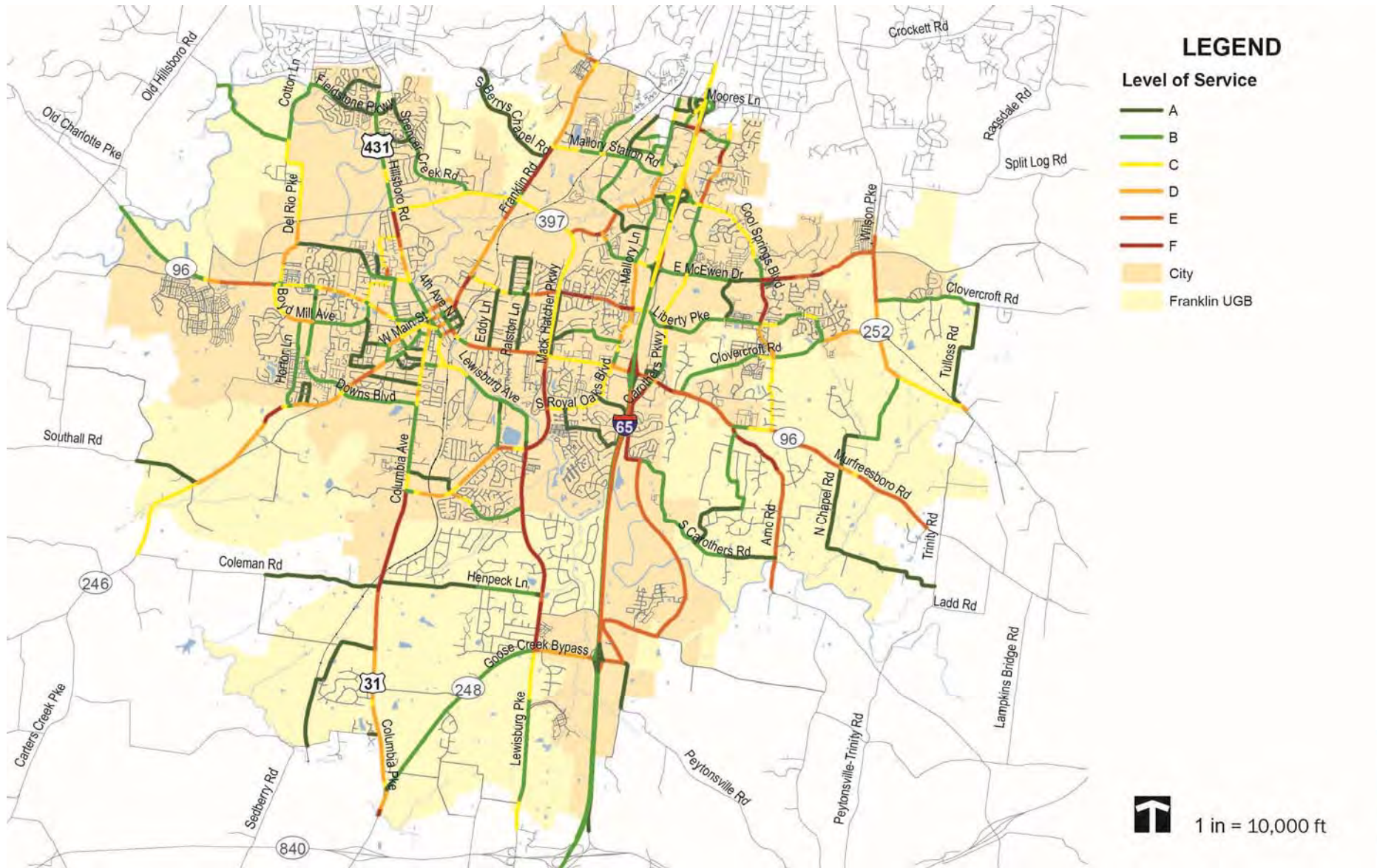


CONNECT FRANKLIN A COMPREHENSIVE TRANSPORTATION PLAN
CITY OF FRANKLIN, TENNESSEE

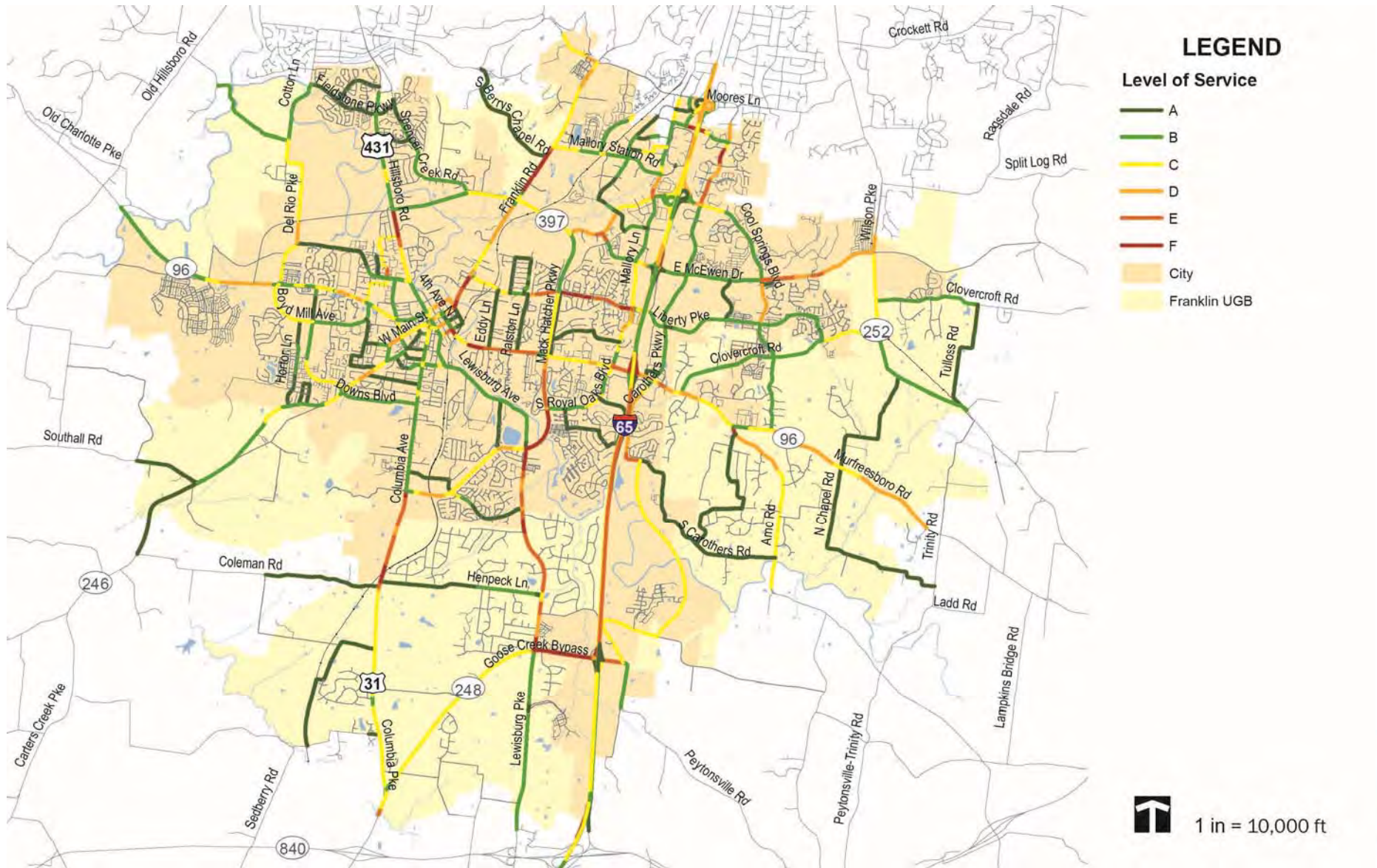


HISTORIC
FRANKLIN
TENNESSEE

2015 LEVEL OF SERVICE E+C AM

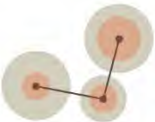
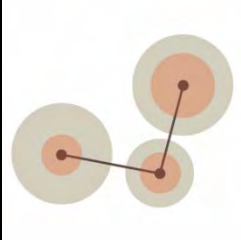


2015 LEVEL OF SERVICE E+C PM



2040 Traffic Level of Service

No Build Option

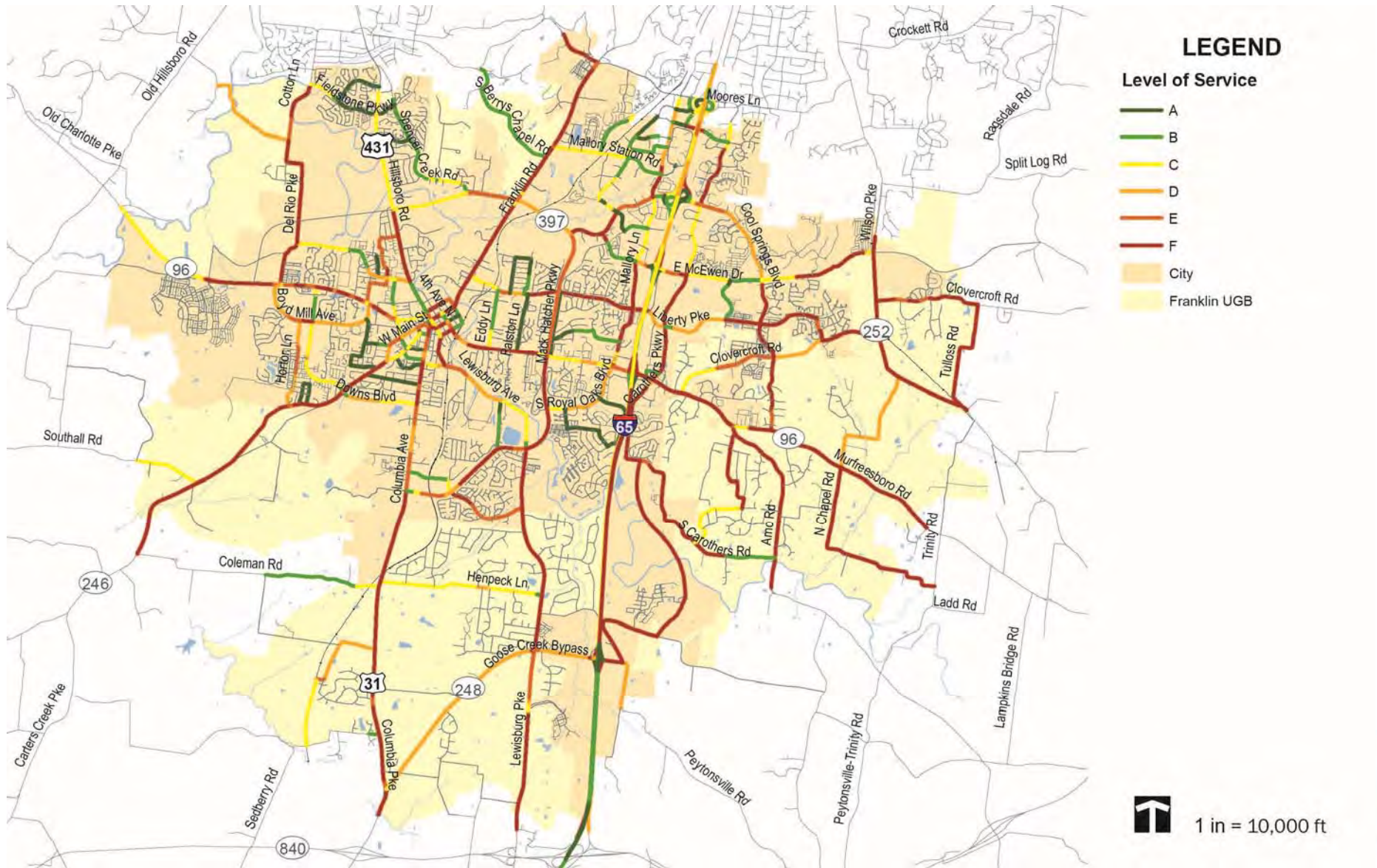


CONNECT FRANKLIN A COMPREHENSIVE TRANSPORTATION PLAN
CITY OF FRANKLIN, TENNESSEE

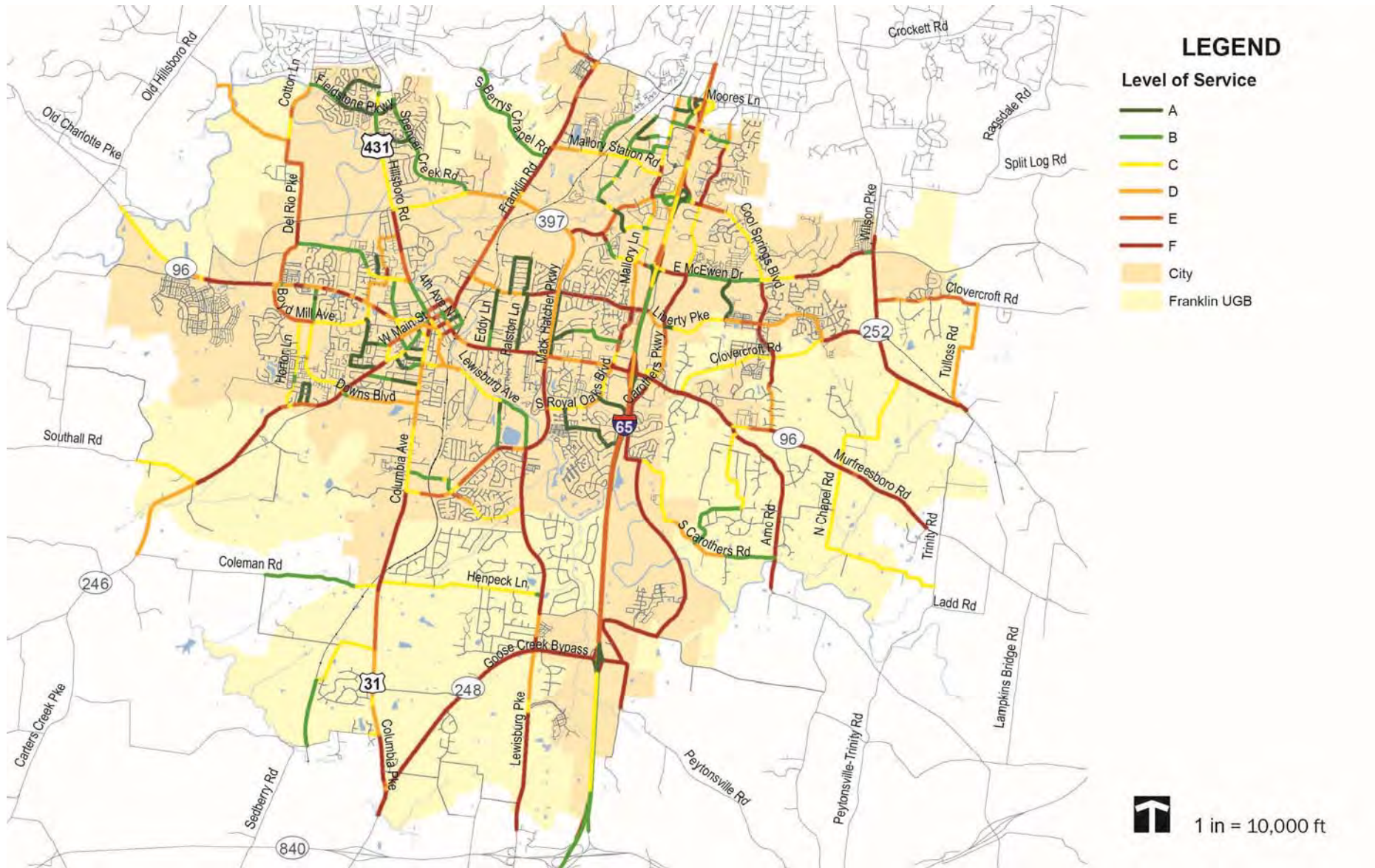


HISTORIC
FRANKLIN
TENNESSEE

2040 LEVEL OF SERVICE E+C AM



2040 LEVEL OF SERVICE E+C PM

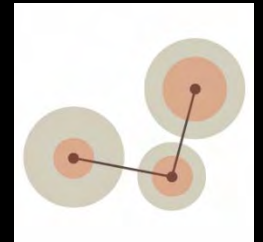




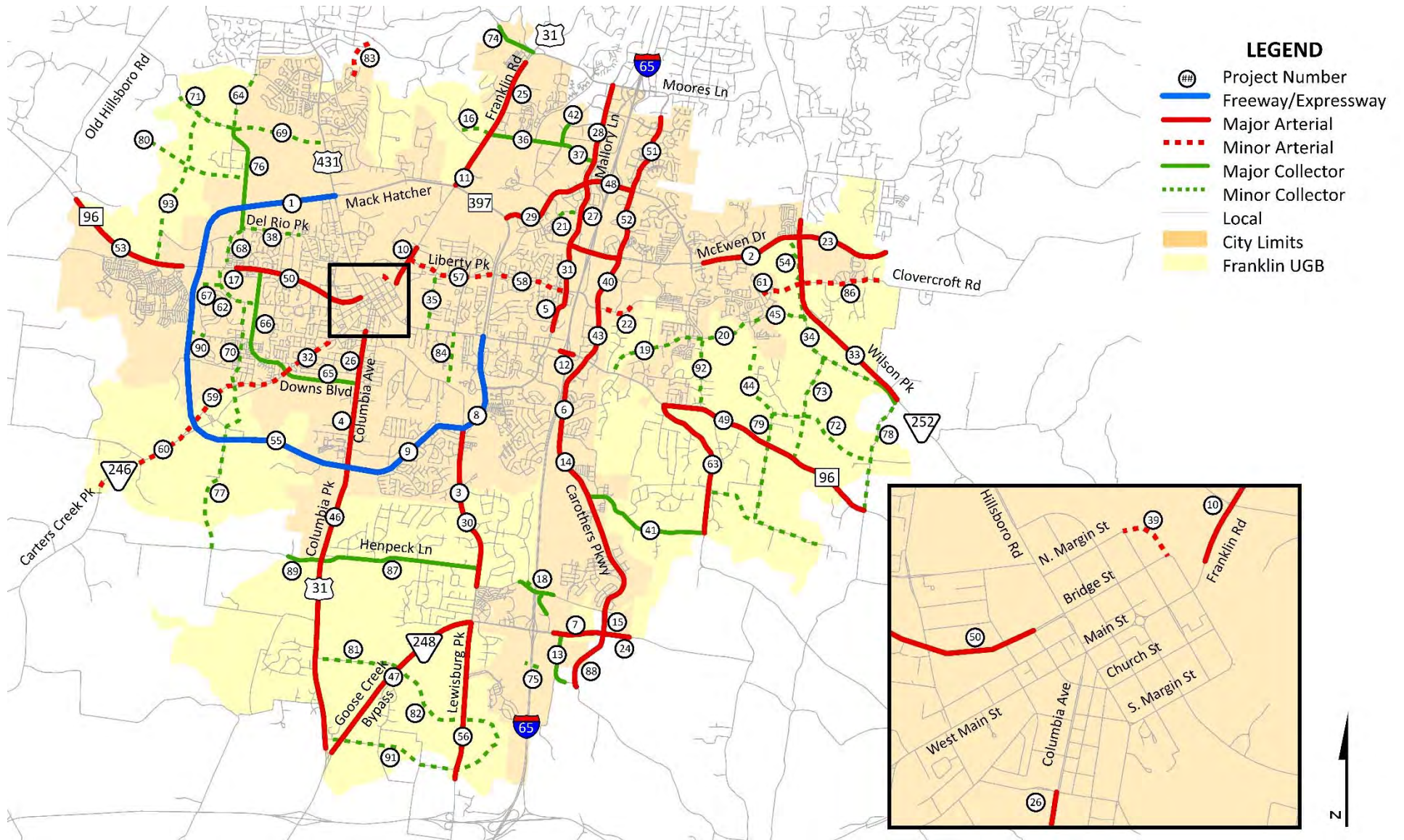
Proposed Street Projects

BOMA Work Session

June 14, 2016



PROPOSED STREET PROJECTS



LEGEND

- ## Project Number
- Freeway/Expressway
- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- City Limits
- Franklin UGB



PROJECT CUT SHEET (EXAMPLE)

53 HIGHWAY 96 WEST (SR-96W) OLD HILLSBORO ROAD (SR-46) TO MACK HATCHER PARKWAY (SR-397)

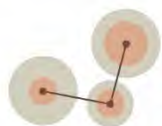
Highway 96 West (SR-96W) will be widened to 4 lanes from Old Hillsboro Road (SR-46) to Mack Hatcher Parkway (SR-397). This section takes vehicular traffic out to the Westhaven development and out of the City's jurisdiction. There will be significant traffic as Westhaven continues to develop and other mixed use or residential development occurs in the northwest quadrant of the City. The 2015 LOS is D from Mack Hatcher Parkway to near the entrance of Westhaven. There is a small area that is a LOS C in front of the first Westhaven entrance and then moves to a LOS B. The 2040 LOS after improvements changes to a LOS of F in that section from Mack Hatcher to Westhaven and then has a LOS of D and C respectively. With the full build out of Mack Hatcher, this decrease in LOS can be attributed to the completion of this segment and more traffic using Mack Hatcher to get around the City and onto a State Route to go west.



PROJECT OVERVIEW	
OVERALL COST:	\$25,300,000
TIME FRAME:	Long
PROJECT DRIVER:	City of Franklin

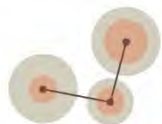
PROJECT CHARACTER	
FUNCTIONAL CLASSIFICATION:	Major Arterial
SEGMENT LENGTH:	1.79 miles
EXISTING LANES:	2
PROPOSED LANES:	4
PROPOSED RIGHT OF WAY:	132 feet

PROJECT SPECIFICS	
LANE WIDTH:	12 feet
MEDIAN:	Yes
CURB & GUTTER:	Yes
PARKING:	No
PEDESTRIAN FACILITY:	Sidewalk (North Side)
BICYCLE FACILITY:	Multi-Use Trail (South Side)
TRANSIT FACILITY:	No

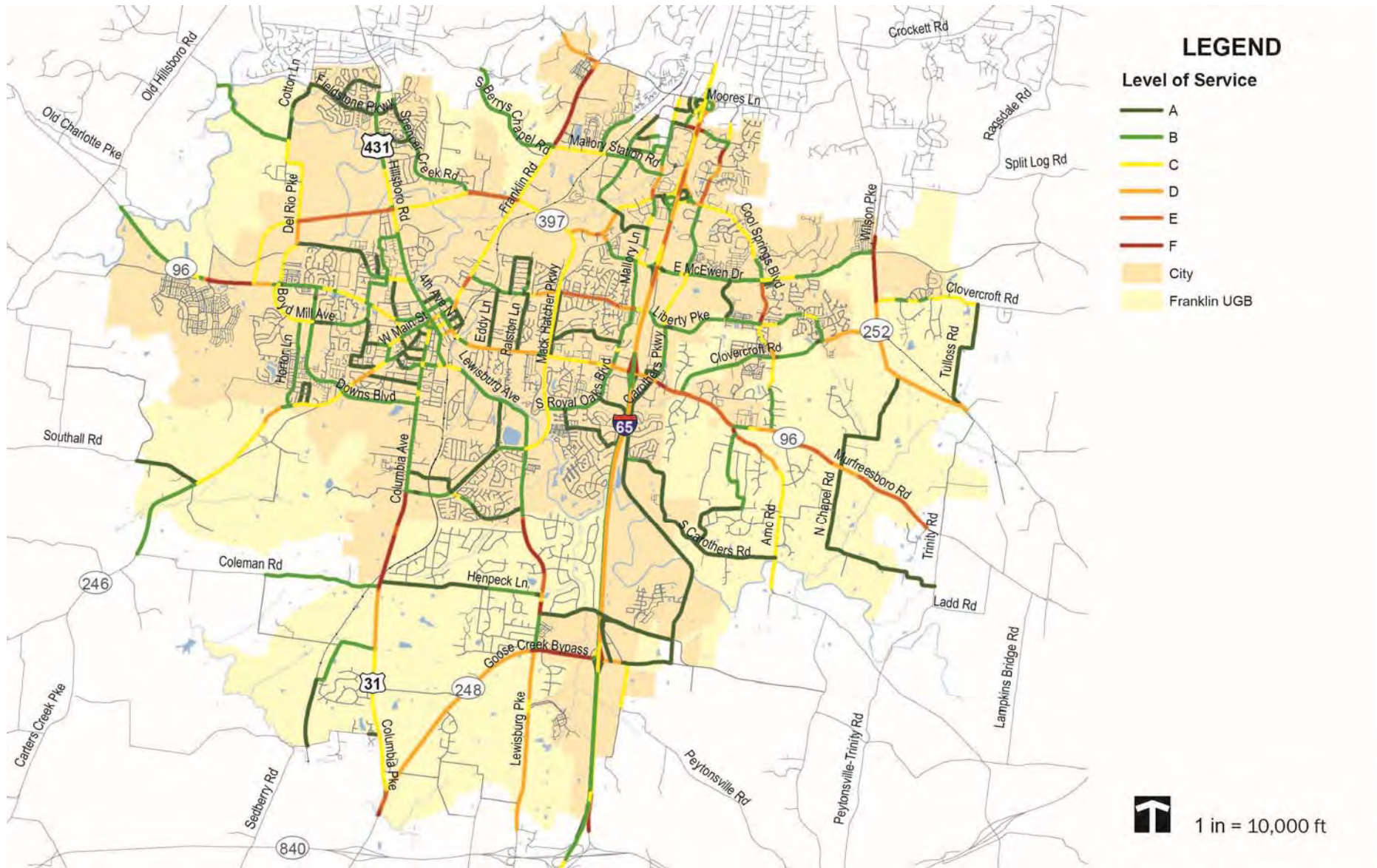


2020 (SHORT TERM) PROPOSED PROJECTS

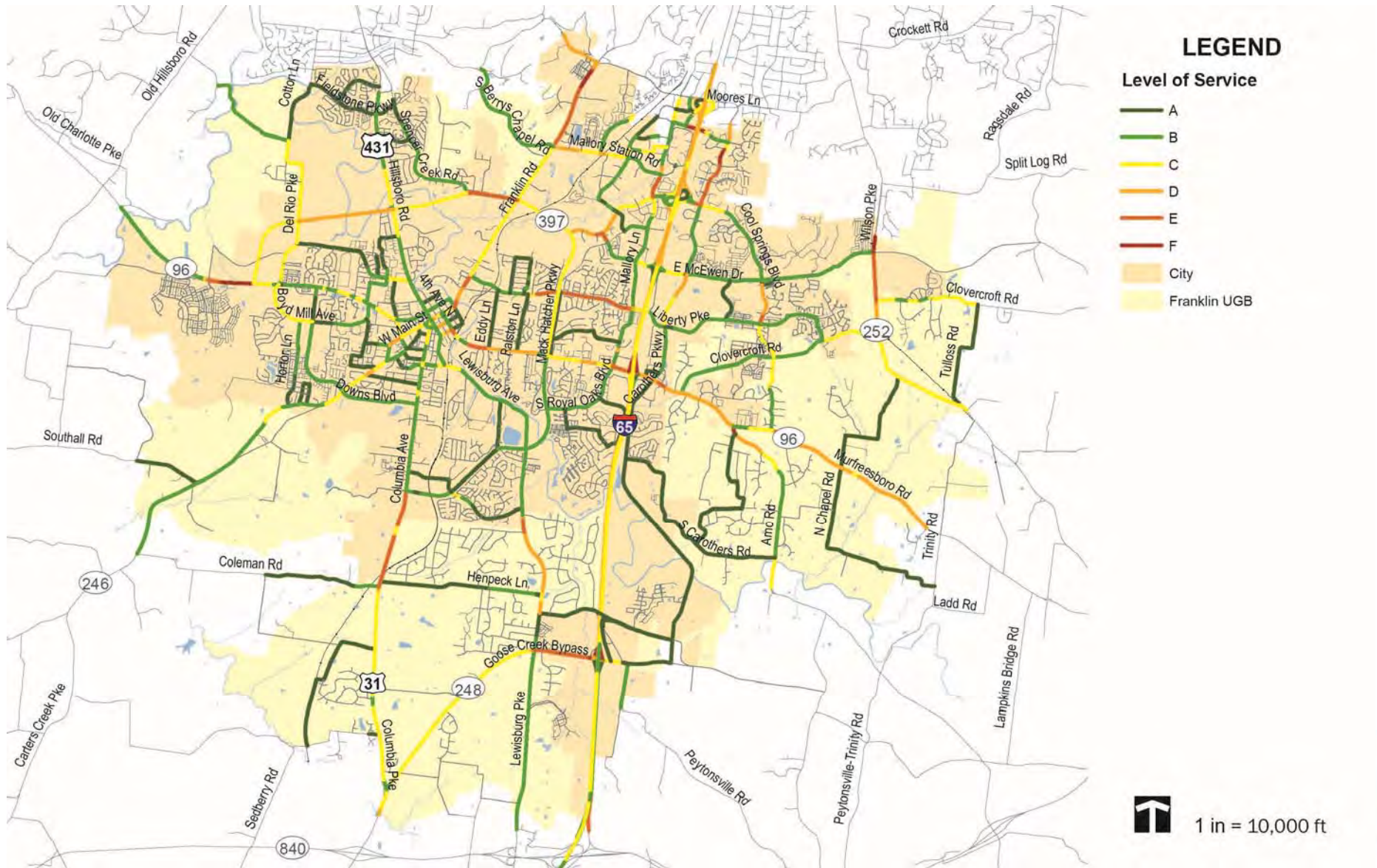
Project Number	Roadway	To	From	Length (Miles)
1	Mack Hatcher Parkway (SR-397)	Highway 96 West (SR-96W)	Hillsboro Road (SR-106/US-431)	2.64
2	East McEwen Drive	Cool Springs Boulevard	Wilson Pike (SR-252)	1.38
3	Lewisburg Pike (SR-106/US-431)	Holly Hill Drive	Mack Hatcher Parkway (SR-397)	0.86
4	Columbia Avenue (SR-6/US-31)	Mack Hatcher Parkway (SR-397)	Downs Boulevard	1.15
5	North Royal Oaks Boulevard	Lakeview Drive	Liberty Pike	0.60
6	Carothers Parkway	South Carothers Road	Murfreesboro Road (SR-96)	1.14
7	Goose Creek Bypass (SR-248) Extension	Existing Peytonsville Road	Carothers Parkway (Future Extension)	0.68
8	Mack Hatcher Parkway (SR-397)	Polk Place Drive	Murfreesboro Road (SR-96)	1.74
9	Mack Hatcher Parkway (SR-397)	Columbia Avenue (SR-6/US-31)	Polk Place Drive	1.46
10	Franklin Road (SR-6/US-31)	Harpeth River Bridge	Harpeth Industrial Court	0.56
11	Franklin Road (SR-6/US-31)	Mack Hatcher Parkway (SR-397)	Mallory Station	0.84
12	Murfreesboro Road (SR-96)	Western I-65 Ramp	Eastern I-65 Ramp	0.25
13	Peytonsville Road	Pratt Lane	Goose Creek Bypass (SR-248) (Future Extension)	0.74
14	Carothers Parkway	Long Lane	South Carothers Road	2.73
15	Carothers Parkway	Long Lane	Goose Creek Bypass (SR-248) (Future Extension)	0.31
16	South Berrys Chapel Road Realignment	South Berrys Chapel Road	Mallory Station Road	0.47
17	Boyd Mill Avenue	Highway 96 West (SR-96W)	Franklin Green Parkway	0.48
18	I-65 Overpass	Old Peytonsville Road	Long Lane	0.70
19	Clovercroft Road	Murfreesboro Road (SR-96)	Oxford Glen Drive	1.40
20	Clovercroft Road	Oxford Glen Drive	Market Street	0.72
21	Jordan Road	Aspen Grove Drive	Mallory Lane	0.32
22	Liberty Pike	Carothers Parkway	Columbia State Community College	0.32



2020 LEVEL OF SERVICE E+C+I AM

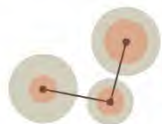


2020 LEVEL OF SERVICE E+C+I PM

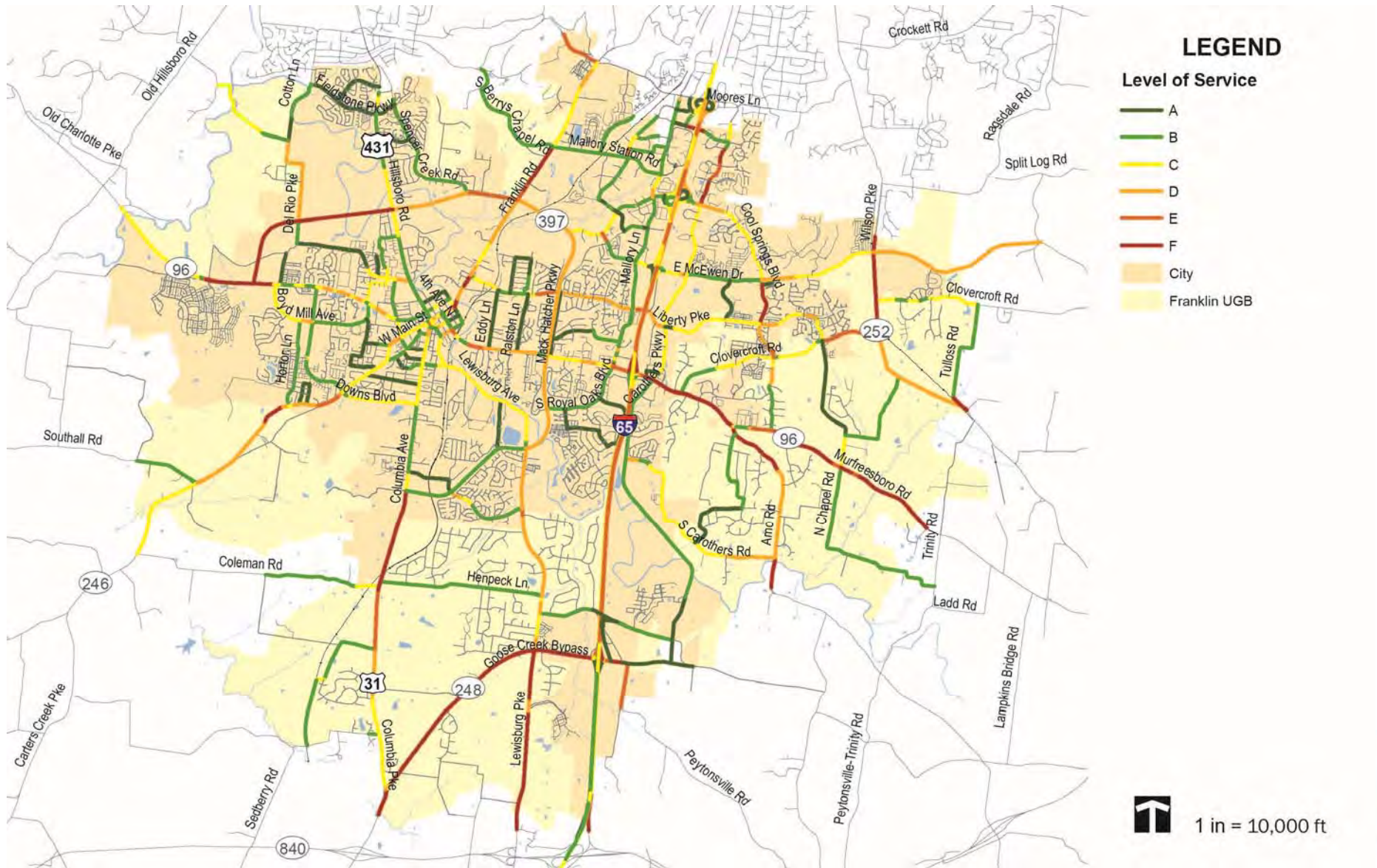


2030 (MID-TERM) PROPOSED PROJECTS

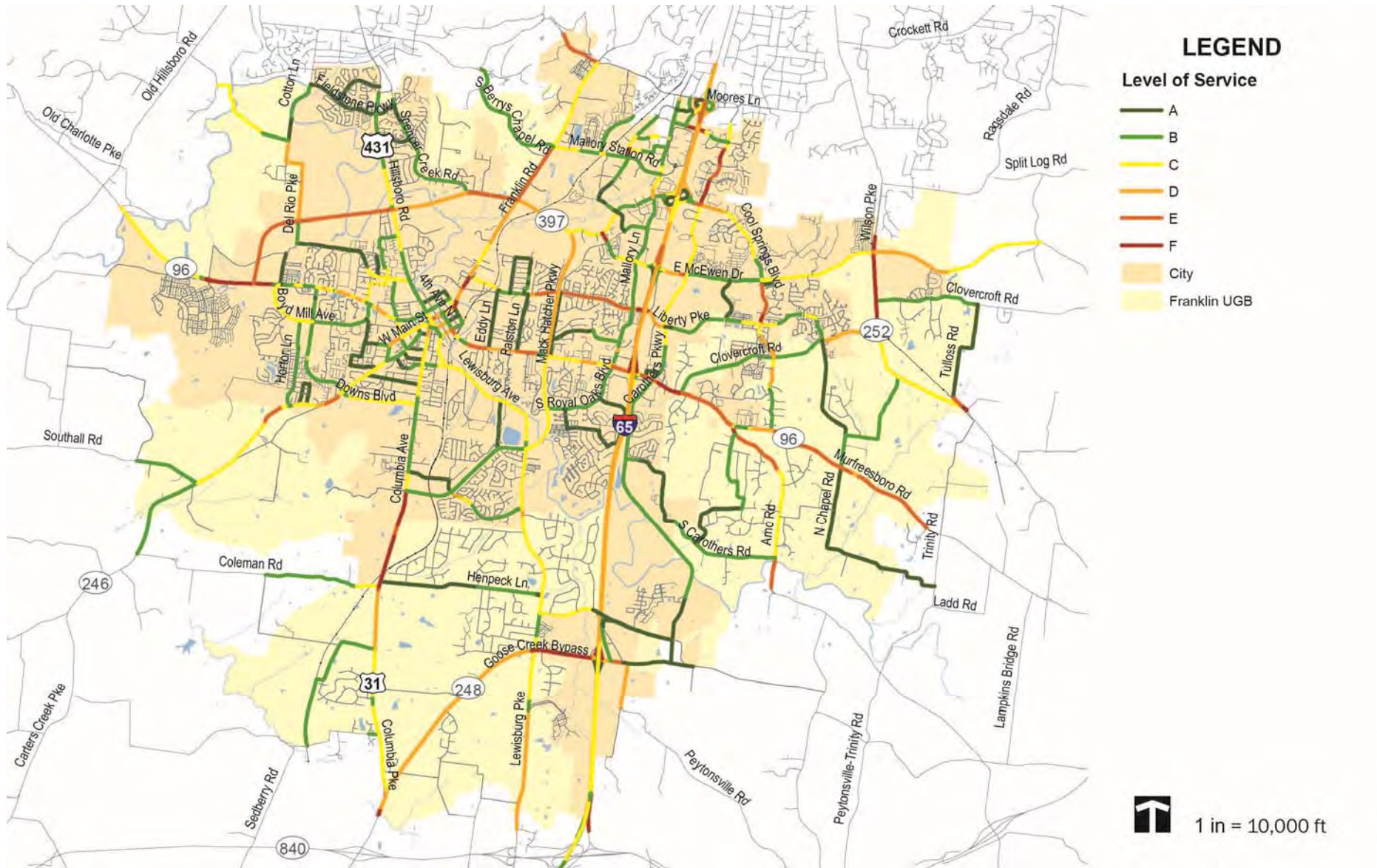
Project Number	Roadway	To	From	Length (Miles)
23	East McEwen Drive	Wilson Pike (SR-252)	Eastern City Limits	1.25
24	Goose Creek Bypass (SR-248) Extension	Carothers Parkway (Future Extension)	Long Lane	0.36
25	Franklin Road (SR-6/US-31)	Mallory Station Road	Davenport Blvd	1.10
26	Columbia Avenue (SR-6/US-31)	Downs Boulevard	Fowlkes Street	0.73
27	Mallory Lane	Mallory Station Road	West McEwen Drive	1.22
28	Mallory Lane	Mallory Station Road	Moore's Lane (SR-441)	1.08
29	Cool Springs Boulevard	Mack Hatcher Parkway (SR-397)	Mallory Lane	1.31
30	Lewisburg Pike (SR-106/US-431)	Old Peytonsville Road	Holly Hill Drive	1.37
31	Mallory Lane	Liberty Pike	West McEwen Drive	0.64
32	West Main Street (SR-246)	Downs Boulevard	Natchez Street	0.72
33	Wilson Pike (SR-252) Realignment	Trinity Road	East McEwen Drive	2.98
34	(Old/Existing) Wilson Pike	Trinity Road	Liberty Pike (Future Extension)	2.29
35	Eddy Lane	Murfreesboro Road (SR-96)	Liberty Pike	0.78
36	Mallory Station Road	Franklin Road (SR-6/US-31)	Seaboard Lane	0.99
37	Mallory Station Road	Seaboard Lane	Mallory Lane	0.52
38	Del Rio Pike	Carlisle Lane	Poplar Grove Elementary School	0.81
39	1st Avenue North	Bridge Street	North Margin Street	0.17
40	Carothers Parkway	Liberty Pike	East McEwen Drive	0.76
41	South Carothers Road	Carothers Parkway	Arno Road	1.79
42	Seaboard Lane	Mallory Station Road	Crossroads Boulevard	0.29
43	Carothers Parkway	Murfreesboro Road (SR-96)	Liberty Pike	0.75
44	Market Street Extension	North Chapel Road (Future Extension)	Amelia Park Subdivision	1.07
45	Clavercroft Road	Market Street	(Old/Existing) Wilson Pike	0.77



2030 LEVEL OF SERVICE E+C+I AM

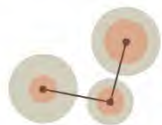


2030 LEVEL OF SERVICE E+C+I PM



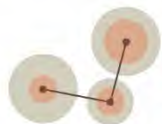
2040 (LONG TERM) PROPOSED PROJECTS

Project Number	Roadway	To	From	Length (Miles)
46	Columbia Pike (SR-6/US-31)	Goose Creek Bypass (SR-248)	Mack Hatcher Parkway (SR-397)	3.89
47	Goose Creek Bypass (SR-248)	Columbia Pike (SR-6/US-31)	Lewisburg Pike (SR-106/US-431)	2.66
48	Cool Springs Boulevard	Mallory Lane	Carothers Parkway	0.63
49	Murfreesboro Road (SR-96)	Arno Road	Trinity Road	2.75
50	Highway 96 West (SR-96W)	Carlisle Lane	7th Avenue North	1.80
51	Carothers Parkway	Cool Springs Boulevard	Bakers Bridge Avenue	1.11
52	Carothers Parkway	East McEwen Drive	Cool Springs Boulevard	0.96
53	Highway 96 West (SR-96W)	Old Hillsboro Road (SR-46)	Mack Hatcher Parkway (SR-397)	1.79
54	(Old/Existing) Wilson Pike Extension	Liberty Pike Extension	East McEwen Drive	0.71
55	Mack Hatcher Parkway (SR-397)	Highway 96 West (SR-96W)	Columbia Avenue (SR-6/US-31)	4.17
56	Lewisburg Pike (SR-106/US-431)	McLemore Road	Goose Creek Bypass (SR-248)	2.13
57	Liberty Pike	Franklin Road (SR-6/US-31)	Mack Hatcher Parkway (SR-397)	1.20
58	Liberty Pike	Mack Hatcher Parkway (SR-397)	Mallory Lane	0.97
59	Carters Creek Pike (SR-246)	Mack Hatcher Parkway (SR-397) (Future SW Quadrant)	Downs Boulevard	1.54
60	Carters Creek Pike (SR-246)	Southwest Urban Growth Boundary	Mack Hatcher Parkway (SR-397) (Future SW Quadrant)	1.66
61	Liberty Pike Extension	Terminus of Existing Liberty Pike	Wilson Pike (SR-252)	0.60
62	Boyd Mill Avenue	Franklin Green Parkway	Downs Boulevard	0.38
63	Arno Road	South Carothers Road	Murfreesboro Road (SR-96)	2.04
64	Cotton Lane	Del Rio Pike	Fieldstone Parkway	0.84
65	Downs Boulevard	West Main Street (SR-246)	Columbia Avenue (SR-6/US-31)	1.01
66	Downs Boulevard	Murfreesboro Road (SR-96)	West Main Street (SR-246)	1.70
67	Boyd Mill Avenue Connector	Mack Hatcher Parkway (SR-397)	Boyd Mill Avenue	0.34
68	Carlisle Lane	Stone Mill Lane	Del Rio Pike	0.55
69	New Roadway	Cotton Lane	Hillsboro Road (SR-106/US-431)	1.27
70	Horton Lane	West Main Street (SR-246)	Boyd Mill Avenue	1.18
71	Del Rio Pike	Old Hillsboro Road (SR-46)	Cotton Lane	0.88

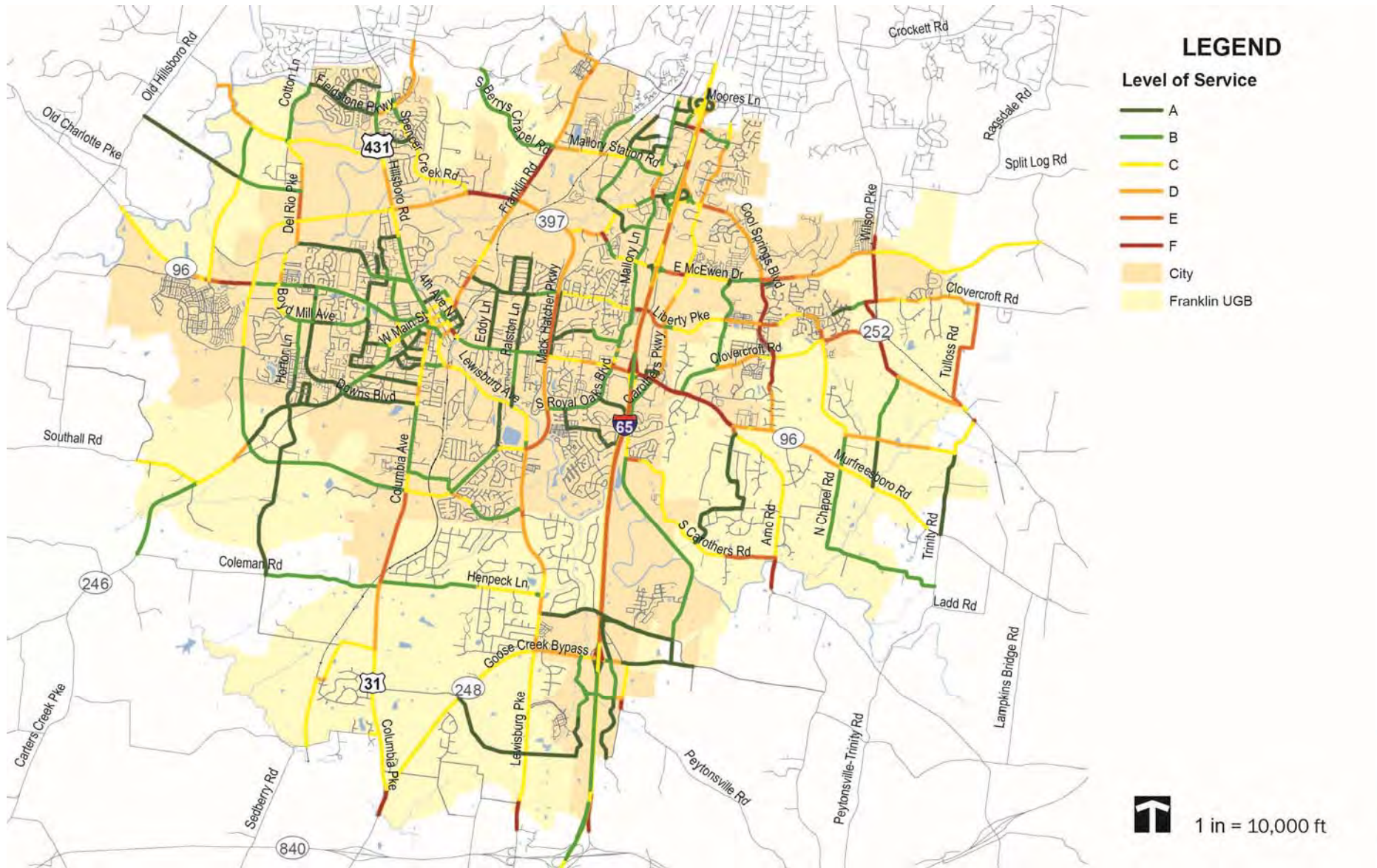


2040 (LONG TERM) PROPOSED PROJECTS

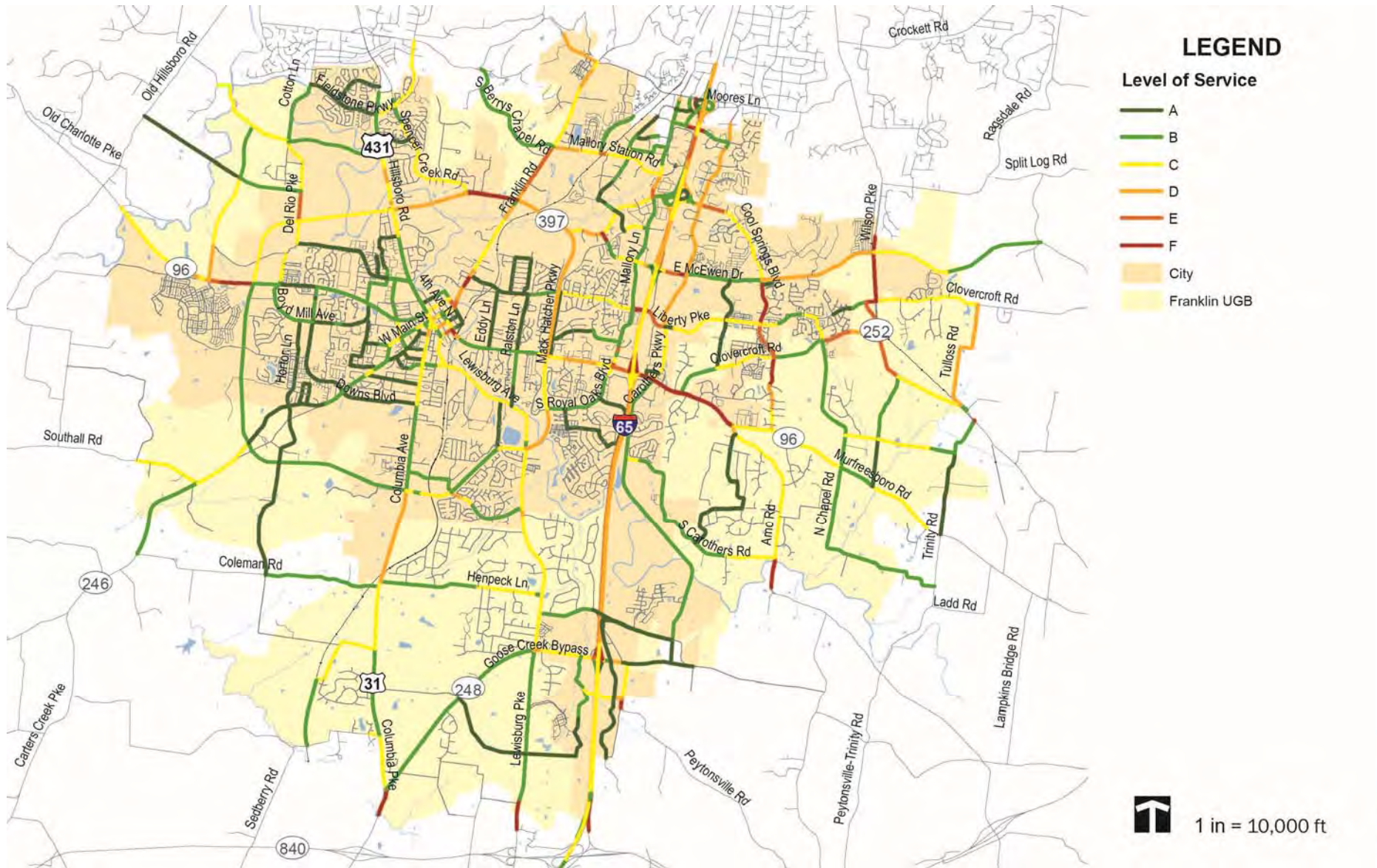
Project Number	Roadway	To	From	Length (Miles)
72	North Chapel Road	Existing Western 90 degree curve	Wilson Pike (SR-252)	1.58
73	New Road (Existing North Chapel Road)	Murfreesboro Road (SR-96)	Wilson Pike (SR-252)	1.47
74	Lynnwood Way	Northwest Urban Growth Boundary	Franklin Road (SR-6/US-431)	0.61
75	Chadwell/Reams Fleming Overpass	Berry Farms - Chadwell	Berry Farms - Reams-Fleming	0.24
76	Del Rio Pike	Carlisle Lane	Cotton Lane	1.45
77	Horton Lane Extension	Carters Creek Pike (SR-246)	Coleman Road	2.44
78	Trinity Road	Murfreesboro Road (SR-96)	Wilson Pike (SR-252)	1.64
79	North Chapel Road (Future Market Street)	Murfreesboro Road (SR-96)	Existing Western 90 degree curve	0.41
80	New Roadway	Old Hillsboro Road (SR-46)	Del Rio Pike	1.41
81	Snowbird Hollow Road	Columbia Pike (SR-6/US-31)	Goose Creek Bypass (SR-248)	1.14
82	Snowbird Hollow Road	Goose Creek Bypass (SR-248)	Lewisburg Pike (SR-106/US-431)	1.26
83	Fieldstone Parkway Extension	Bexley Park Drive	South Berrys Chapel Road	0.71
84	Ralston Lane	Murfreesboro Road (SR-96)	Lewisburg Pike (SR-106/US-431)	0.72
85	McLemore Road Extension	Lewisburg Pike (SR-106/US-431)	Lewisburg Pike (SR-106/US-431)	1.35
86	Clovercroft Road	Wilson Pike (SR-252)	Eastern City Limits	1.11
87	Henpeck Lane	Columbia Pike (SR-6/US-431)	Lewisburg Pike (SR-106/US-431)	2.16
88	Carothers Parkway (South Extension)	Goose Creek Bypass (SR-248) (Future Extension)	Peytonsville Road	0.90
89	Coleman Road	Columbia Pike (SR-6/US-31)	Western Urban Growth Boundary	0.47
90	Willowsprings Boulevard Extension	Mack Hatcher Parkway (SR-397)	Existing Willowsprings Boulevard	0.74
91	McLemore Road	Goose Creek Bypass (SR-248)	Lewisburg Pike (SR-106/US-431)	1.67
92	Oxford Glen Drive	Murfreesboro Road	Clovercroft Road	0.93
93	New Roadway	Old Charlotte Pike	Del Rio Pike	1.69



2040 LEVEL OF SERVICE E+C+I AM



2040 LEVEL OF SERVICE E+C+I PM

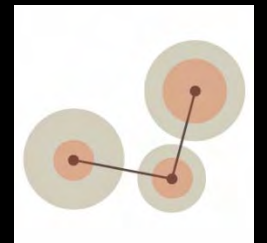




Local Network Plans

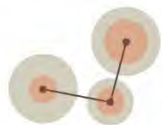
BOMA Work Session

June 14, 2016



LOCAL NETWORK PLANS

- **Wilson Pike**
- **Carters Creek Pike**
- **Columbia Avenue**



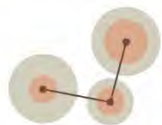
CONNECT FRANKLIN A COMPREHENSIVE TRANSPORTATION PLAN
CITY OF FRANKLIN, TENNESSEE



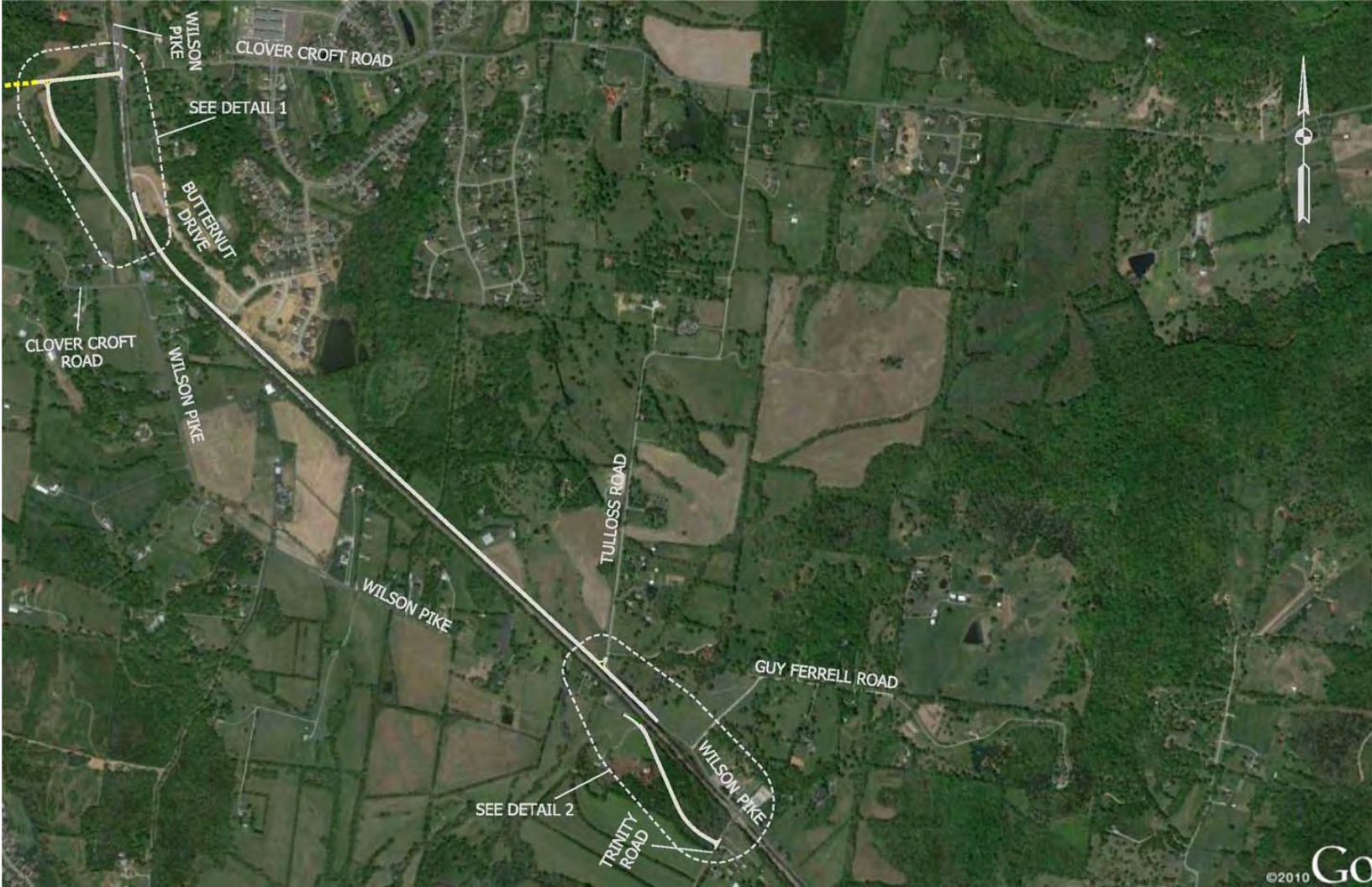
HISTORIC
FRANKLIN
TENNESSEE

WILSON PIKE LOCAL NETWORK PLAN

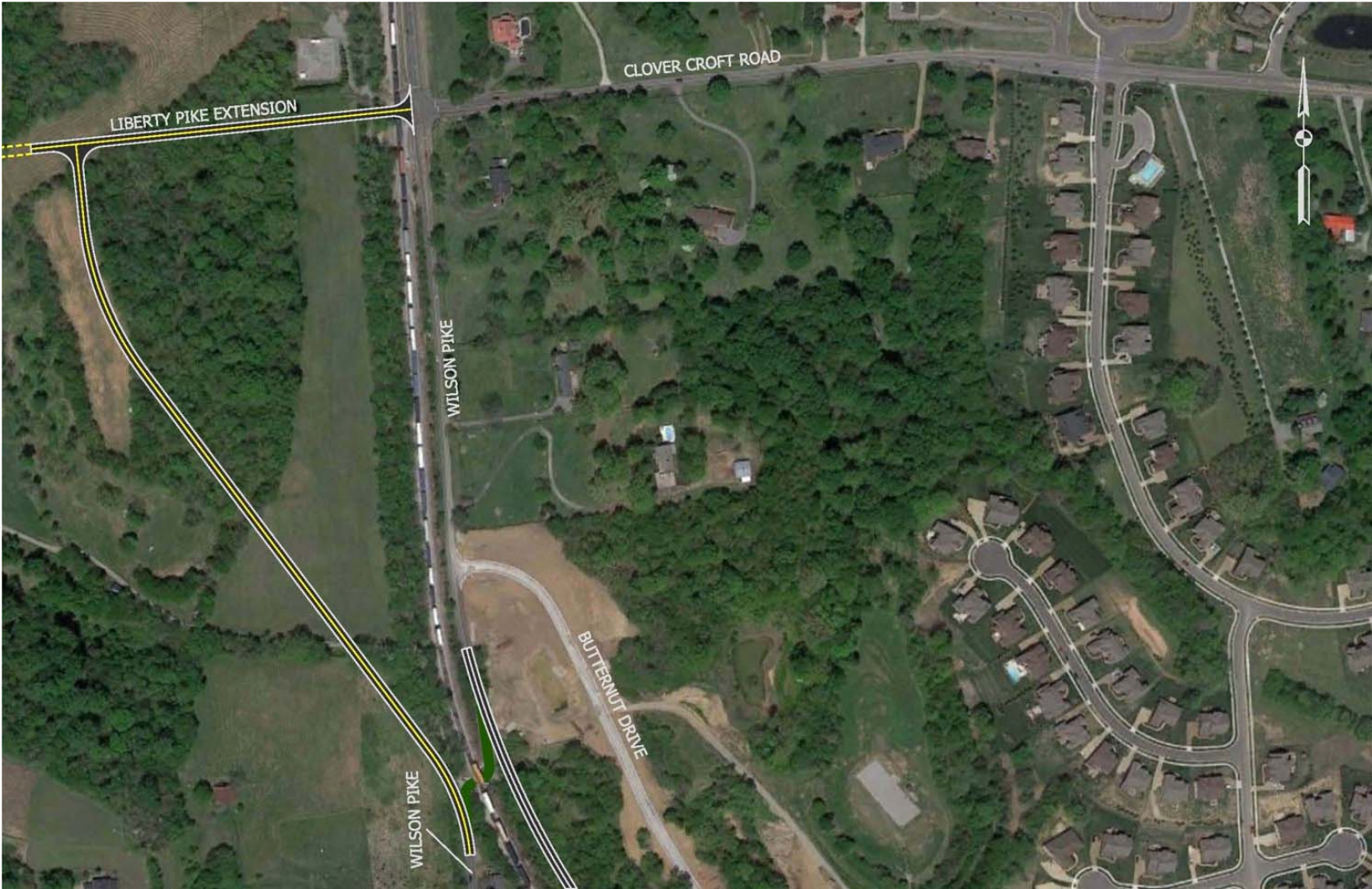
- Existing one-lane tunnels under the railroad tracks present a safety issue
- Three separate projects improve safety by eliminating tunnels
- Connections to Clovercroft Rd and Trinity Rd are minor changes to projects already included project listing



WILSON PIKE LOCAL NETWORK PLAN



WILSON PIKE LOCAL NETWORK PLAN – DETAIL 1

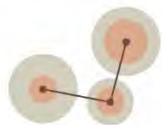


WILSON PIKE LOCAL NETWORK PLAN – DETAIL 2



CARTERS CREEK PIKE LOCAL NETWORK PLAN

- Realignment of intersections to clarify the preferred through movement along the corridor
- Could be undertaken as three separate projects: Extension of Horton Lane, then each cul-de-sac
- Horton Lane extension part of larger project to eventually connect with Coleman Road



CARTERS CREEK PIKE LOCAL NETWORK PLAN



CARTERS CREEK PIKE LOCAL NETWORK PLAN – DETAIL 1



CARTERS CREEK PIKE LOCAL NETWORK PLAN – DETAIL 2

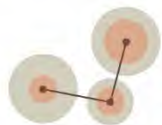


CARTERS CREEK PIKE LOCAL NETWORK PLAN – DETAIL 3



COLUMBIA AVENUE LOCAL NETWORK PLAN

- New roadway corridors will establish better area interconnectivity
- Could be undertaken as separate projects
- Will reduce the turning movements and traffic congestion along Columbia Avenue



COLUMBIA AVENUE LOCAL NETWORK PLAN

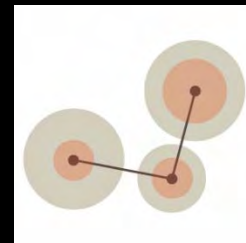




Street Typical Sections

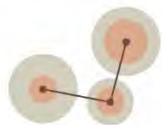
BOMA Work Session

June 14, 2016



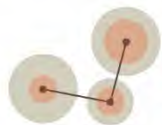
STREET TYPICAL SECTIONS

- **2 Lanes**
 - 63' Right-of-Way (ROW) with Sidewalk & Multi-Use Trail
 - Local Streets
 - Minor Collectors
 - 67' ROW with Sidewalk & Bike Lanes
 - Local Streets
 - Minor Collectors
- **3 Lanes**
 - 75' ROW with Sidewalk & Multi-Use Trail
 - Local Streets
 - Minor Collectors
 - 79' ROW with Sidewalk & Bike Lanes
 - Local Streets
 - Minor Collectors



STREET TYPICAL SECTIONS

- **4 Lanes**
 - 122' ROW with 30' Median, Sidewalk & Multi-Use Trail
 - Major Collectors
 - 126' ROW with 30' Median, Sidewalk & Bike Lanes
 - Major Collectors
 - 128' ROW with 36' Median, Sidewalk & Multi-Use Trail
 - Minor Arterial
 - 132' ROW with 36' Median, Sidewalk & Bike Lanes
 - Minor Arterial
 - 132' ROW with 40' Median, Sidewalk & Multi-Use Trail
 - Major Arterial
 - 136' ROW with 40' Median, Sidewalk & Multi-Use Trail
 - Major Arterial

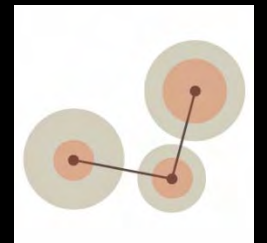




Bike/Pedestrian Plan

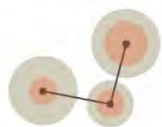
BOMA Work Session

June 14, 2016



FOCUS OF BIKE/PEDESTRIAN PLAN

- Reviewed Greenways and Trails Master Plan (GTMP) and Existing information provided by Engineering for roadways to determine gaps and overlap in the entire bike and ped system
- GTMP focuses mainly with some on off-street facilities but do recommend some on-street facility
- CTNP currently focuses on roadways and intersection improvements
- Combined plan will take into account GTMP and fill in the gaps to create one master bike/ped plan that can be incorporated into public and private roadway projects



FACILITY DEFINITIONS

- **Sidewalks**

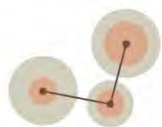
- Sidewalks and associated intersection crossings that have dedicated space for pedestrians
- Separated from travel lanes
- Appropriate intersection and mid-block crossing treatments

- **Bikeways**

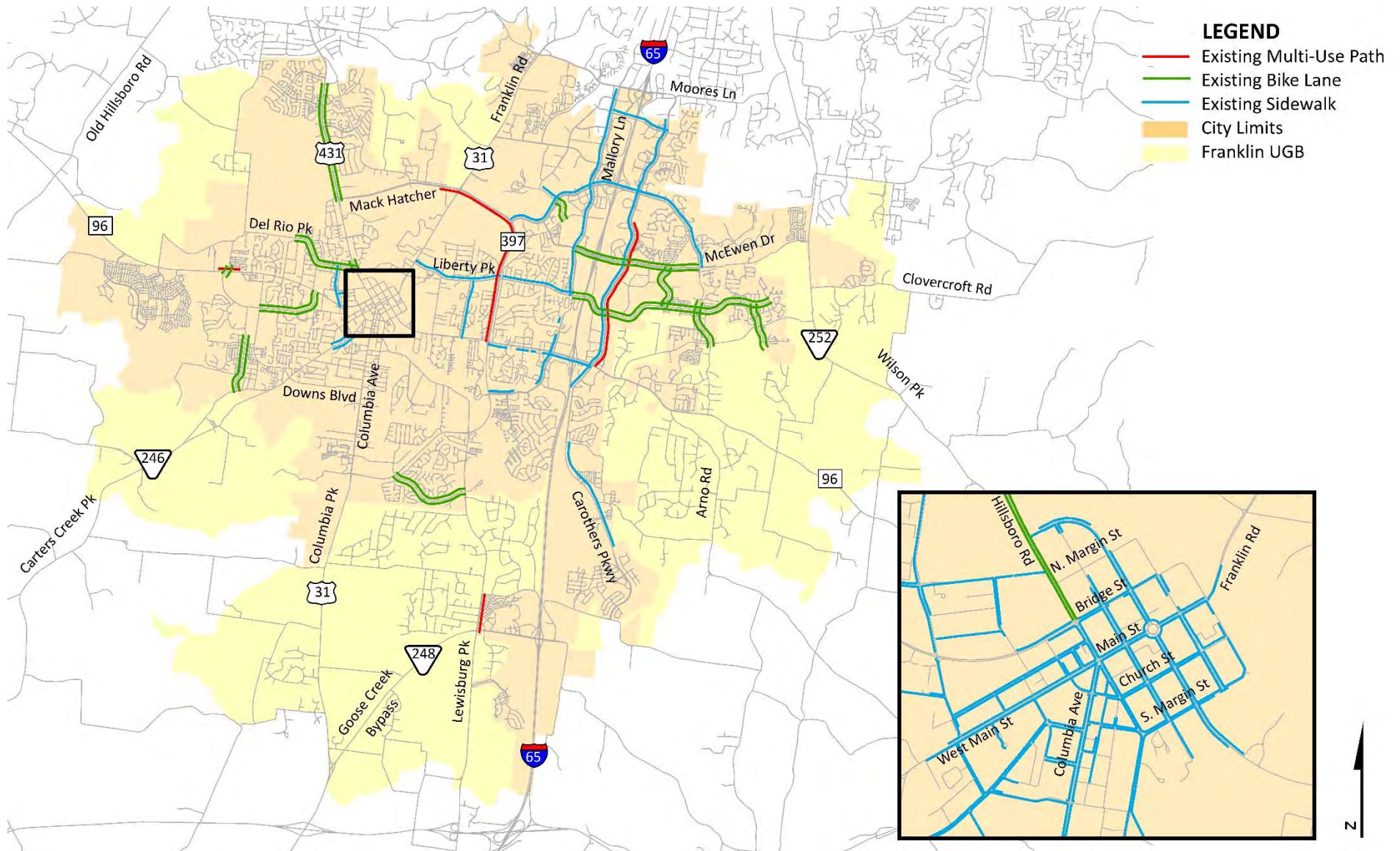
- On-street facilities with dedicated space for bicyclists'
- Wayfinding and pavement markings
- Appropriate intersection crossing treatments

- **Multi-Use Paths**

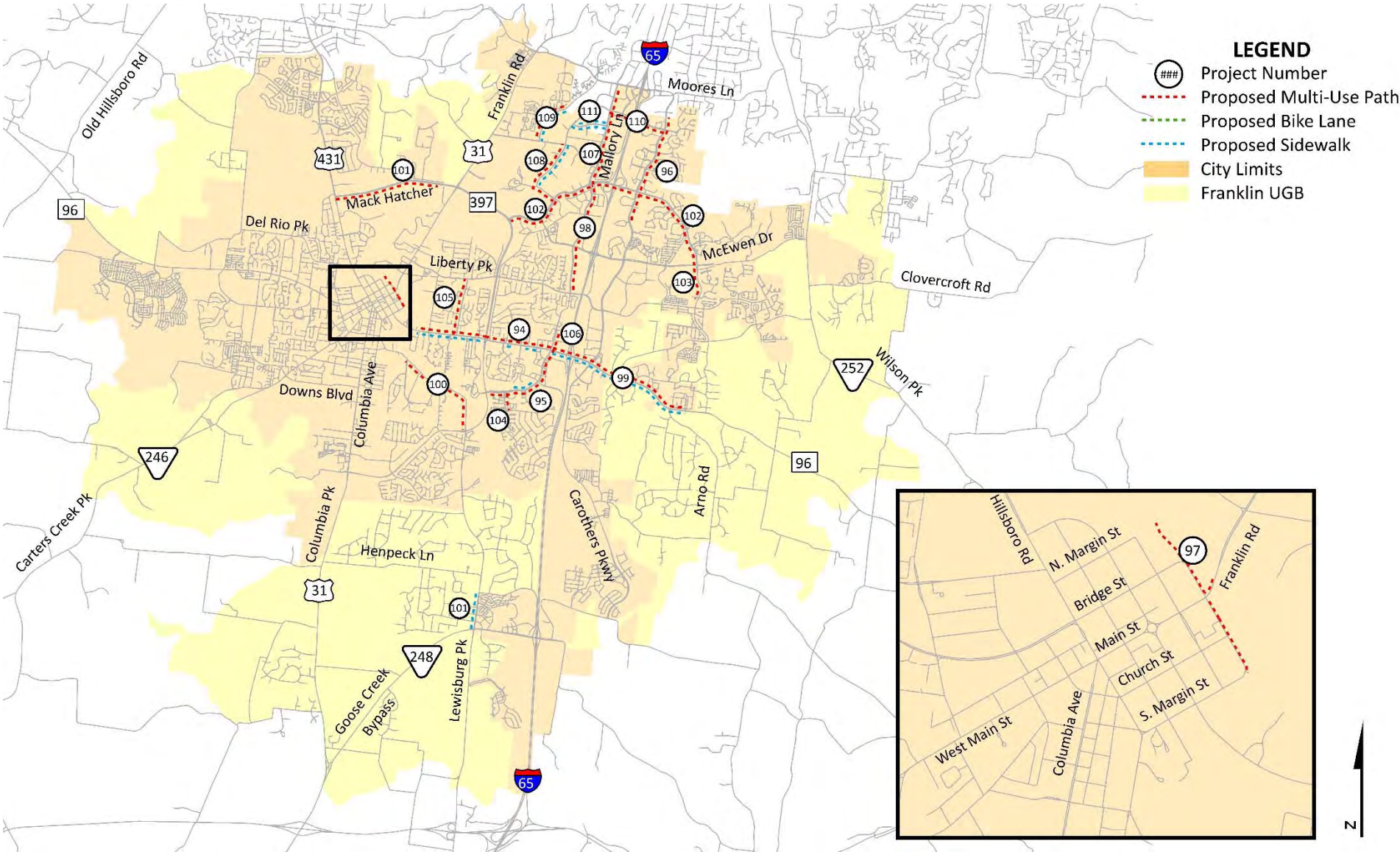
- Paved pathways for walking, biking and other non-motorized activities
- Adjacent roadway pathways will have appropriate buffer space
- Appropriate intersection and mid-block crossing treatments



EXISTING BIKE/PEDESTRIAN FACILITIES

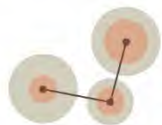


PROPOSED BIKE/PEDESTRIAN FACILITIES

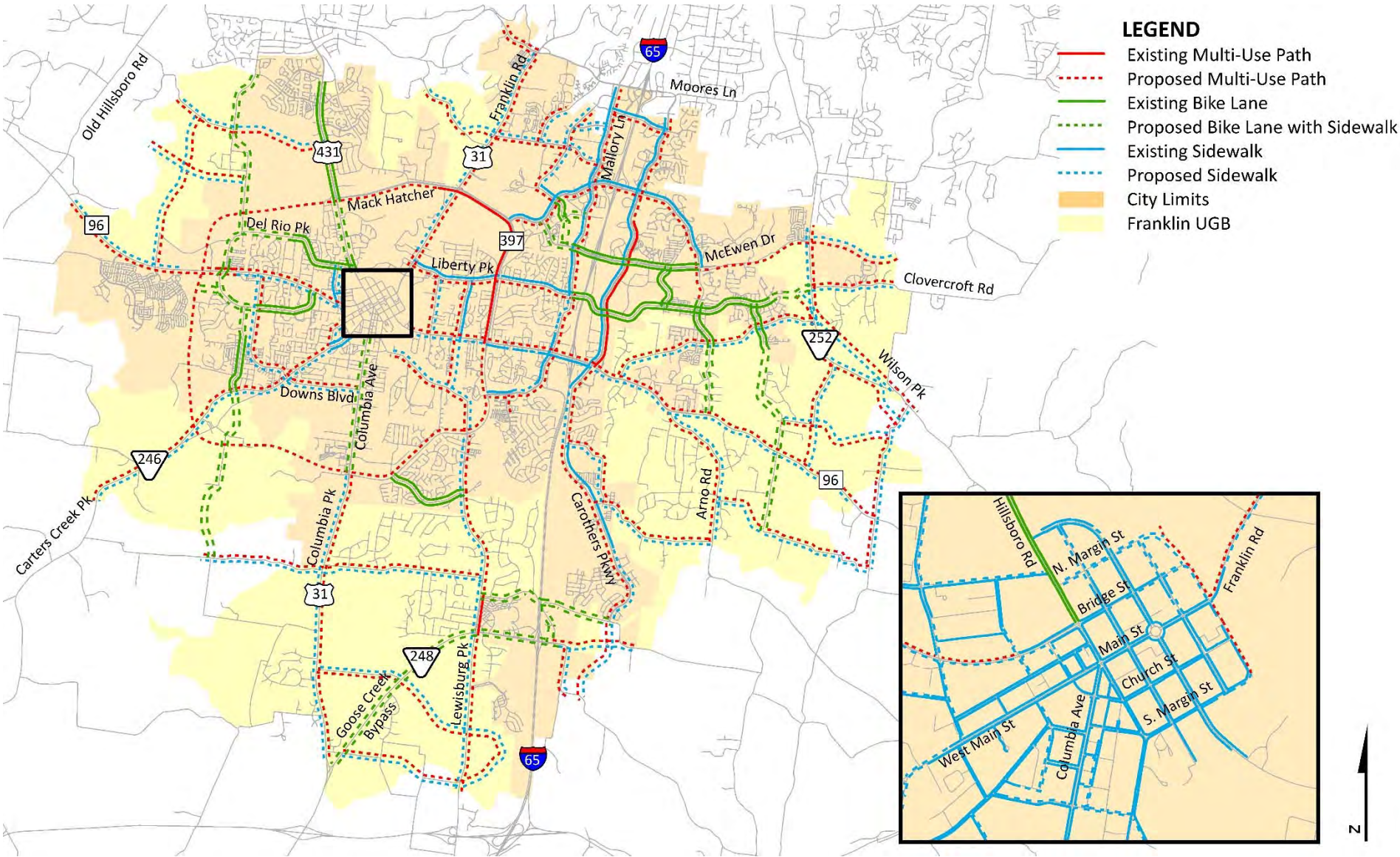


PROPOSED BIKE/PEDESTRIAN FACILITIES

	Project Number	Roadway	To	From	Length (Miles)
SHORT	94	Murfreesboro Road (SR-96)	Mack Hatcher Parkway (SR-397)	Interstate 65	1.20
	95	South Royal Oaks Blvd	Mack Hatcher Parkway (SR397)	Murfreesboro Road (SR-96)	1.30
	96	Carothers Parkway	Northern Nissan Access	Northern City Limits	1.30
	97	1st Ave	South Margin Street	N. Margin Street	0.49
	98	Mallory Lane	Liberty Pike	Cool Springs Blvd.	1.55
	99	Murfreesboro Road (SR-96)	Interstate 65	Hurstbourne Park Blvd	1.80
	100	Lewisburg Pike	Mack Hatcher Parkway (SR-397)	Eastern Flank Battlefield Park	1.40
	101	Mack Hatcher Parkway (SR-397)	Hillsboro Road (SR-106/US-431)	Franklin Road (SR-6/US-31)	1.53
	102	Cool Springs Blvd	Mack Hatcher Parkway (SR-397)	Interstate 65	1.80
	103	Oxford Glen Drive	Daylily Drive	East McEwen Drive	0.58
MEDIUM	104	Forest Crossing Blvd	Stonegate Drive	South Royal Oaks Blvd	0.25
	105	Ralston Lane	Murfreesboro Road (SR-96)	Liberty Pike	0.77
	106	North Royal Oaks Blvd	Murfreesboro Road (SR-96)	Lakeview Drive	0.28
	107	Mallory Lane	Cool Springs Blvd	Moore's Lane	1.45
LONG	108	Seaboard Ln and Aspen Grove Drive	Cool Springs Blvd	Mallory Station Road	1.00
	109	General George Patton Drive	Mallory Station Road	Northern City Limits	0.60
	110	Bakers Bridge Avenue	Mallory Lane	Carothers Parkway	0.75
	111	Crossroads Blvd	Seaboard Lane	Southgate Court	0.25



COMPLETE BIKE/PEDESTRIAN NETWORK



LEGEND

- Existing Multi-Use Path
- ⋯ Proposed Multi-Use Path
- Existing Bike Lane
- ⋯ Proposed Bike Lane with Sidewalk
- Existing Sidewalk
- ⋯ Proposed Sidewalk
- City Limits
- Franklin UGB

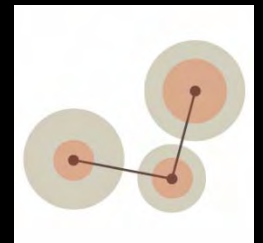




Transit Plan

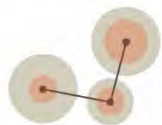
BOMA Work Session

June 14, 2016



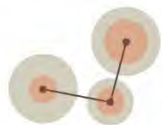
FOCUS OF TRANSIT PLAN

- Reviewed Franklin Transit Authority's transit service and Cool Springs Multimodal Transportation Network Study (CSMNS)
- Overall Franklin has good transit services that provides services to much of the geographical footprint
- However.....
 - With the level of job growth and residential growth an opportunity exists for transit to play a larger role in the multi-modal network.



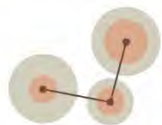
KEY OBSERVATIONS

- Current bus facility is too small to store and park vehicles.
- Current transit routes do not service many residential areas
- Access to and from bus stop to create accessible accommodations. Sidewalks are not available in the majority of areas
- There has been a transit focus in the Cool Springs Area, but more is needed for Carothers Parkway
- Downtown has a great anchor for a certain group of folks in Franklin.
- Transit can improve with better coordination and integration with the City's transportation infrastructure.



TRANSIT RECOMMENDATIONS

- Create a system wide transit plan to complement the work done on the CSMNS
- Service additional residential areas
- Lengthen hours of services
- Partner with area employers, social service agencies and others
- Improved commuter service
- Incorporating transit into transportation infrastructure
- Increased technology use

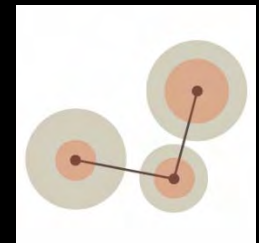




Next Steps

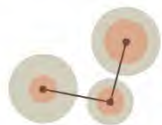
BOMA Work Session

June 14, 2016



SCHEDULE

- May 26, 2016: Presentation of DRAFT plan to BOMA & FMPC at Joint Conceptual Workshop
- June 14, 2016: Presentation of DRAFT plan and DRAFT Resolution to BOMA at Work Session
- June 28, 2016: Presentation of FINAL plan and Resolution to BOMA at Regular Meeting
- July 28, 2016: Presentation to & Approval of FINAL plan to FMPC





CONNECT FRANKLIN

2016 Multimodal Major Thoroughfare Plan

June 14, 2016

