



City of Franklin

Bicycle & Pedestrian Way **MASTER PLAN**

EXECUTIVE SUMMARY

February 2020



WHY DEVELOP A MASTER PLAN

PURPOSE OF THE PLAN

Franklin is a growing and active community dedicated to improving the quality of life for residents by providing bicycle and pedestrian facilities which are convenient, comfortable and safe. The city has made significant progress over the past ten years adding to the network with facilities such as the Franklin Greenway Trail and streetscape and trail improvements along East King Street.

The City of Franklin has undertaken an extensive, community-driven planning process to create the Bicycle and Pedestrian Way Master Plan. The Plan outlines a vision for biking and walking in Franklin, with developed goals and objectives to help guide the implementation of the vision. The Plan includes infrastructure and program recommendations that are supported by an action-oriented implementation strategy to sustain momentum and progress for years.

The physical improvement recommendations in the plan will increase connectivity, accessibility, and safety for pedestrians and cyclists. The education, encouragement and enforcement programs will foster a culture that values multi-modal transportation and recreation. The improved network will create additional opportunities for people to be healthier, reduce vehicular miles traveled, support economic development and attract tourism.

The Bicycle and Pedestrian Way Master Plan provides a long-term plan for improving biking and walking in Franklin. The plan provides a measured and consistent strategy for implementing the recommended improvements through prioritization and phasing to ensure implementation is manageable and economically responsible.



Planning Process Diagram

PLAN VISION & GOALS

VISION

THE CITY OF FRANKLIN IS A COMMUNITY WITH A COMPREHENSIVE, INTEGRATED, CONNECTED TRANSPORTATION NETWORK THAT BALANCES ACCESS, MOBILITY AND SAFETY NEEDS OF MOTORISTS, BICYCLISTS, AND PEDESTRIANS OF ALL AGES AND ABILITIES.

GOAL 1

Connect all areas of the city with bicycle and pedestrian facilities.

GOAL 2

Connect the existing Franklin Greenway to provide a complete bike and pedestrian path around the city.

GOAL 3

Improve and expand bicycle and pedestrian facility types to provide for all users, making biking and walking more comfortable and appealing to users of all ages and abilities.

GOAL 4

Prioritize safety when designing new network facilities with particular focus on intersection/crossing design.

GOAL 5

Complete gaps in existing network to connect existing trails and facilities to each other and to destinations.

GOAL 6

Improve bicycle and pedestrian wayfinding both for visitors and residents (especially when alternate routes are needed during flooding).

GOAL 7

Proactively plan for maintenance, replacement and restoration of existing facilities.

GOAL 8

Encourage bicycling and walking through education and outreach.



Franklin Greenway Trail

WHAT WE HEARD

OVERVIEW

A variety of outreach opportunities were used throughout the master planning process to gather input from the community. The plan development process also included extensive coordination with partner agencies and other city departments to ensure this master plan meets community needs, advances initiatives of local and regional partners, and includes projects and programs that can feasibly be implemented.



COMMUNITY MEETINGS

- Public Open Houses
- Stakeholder Interviews



COMMITTEE, COMMISSION AND COUNCIL MEETINGS

- Bicycle and Pedestrian Steering Committee
- Board of Public Works
- Park Board
- Planning Commission
- City Council



ONLINE

- Community Survey
- Interactive Mapping Tool
- Project Website

KEY TAKEAWAYS

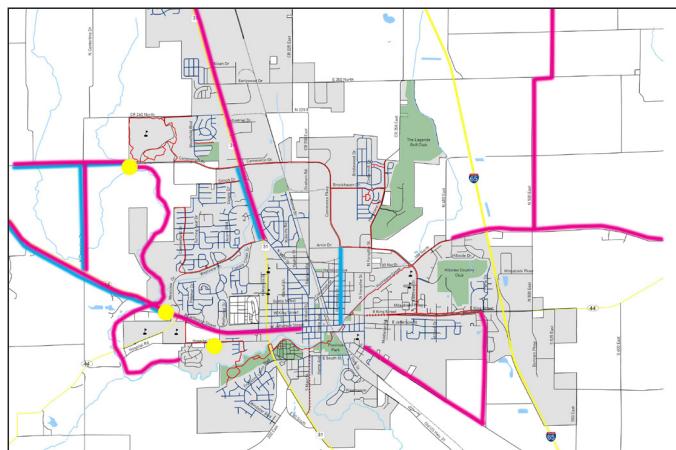
- Complete the Franklin Greenway as a recreational/family oriented loop without excluding commuters.
- Provide a mix of new facility types for all bicycle skill levels with a preference for off-road or protected bike facilities.
- Complete gaps in the sidewalk network especially in the downtown area and near Franklin College.
- Improve bicycle and pedestrian network connectivity for recreation and transportation.
- Improve safety and comfort of bicyclists and pedestrians along U.S. 31, especially at intersections/crossings.
- Like what we have but want to continue to grow the network.

PUBLIC OPEN HOUSES

PUBLIC OPEN HOUSE #1

The first public open house was held on May 19th, 2019. The open house included interactive exercises for attendees to share their opinions. Exercises included a review of existing facilities, what residents are currently using, where they would like to see new facilities added and an exercise to gauge the comfort level of certain facility types. The input that was gathered at the public open house closely mirrored the input from the online interactive mapping exercise. Many of the same routes for existing use and desired routes were identified between the two different methods of outreach. The barriers and challenging intersections were also nearly identical between the two methods.

The exercise gauging the comfort level of cyclists and pedestrians utilizing facilities showed a preference for facilities that are separated from automobile traffic. Other on-road facility types like bike lanes were also identified as desired facilities but not at the same demand as the separated facilities



Public Meeting Desired Routes

PUBLIC OPEN HOUSE #2

The second open house was held in November of 2019. This open house presented plan recommendations for the public's view. Exercises at this meeting included maps with the proposed facilities for the city and additional detail for what those facilities will look like. Attendees were asked to evaluate the recommendations to identify if there were areas of town which were not accessible through proposed bicycle or pedestrian facilities.

In general, attendees at the meeting were supportive of the recommendations and enthusiastic about the future of biking and walking for the city. Attendees at the meeting confirmed again the demand for more bicycle and pedestrian facilities for the city.

The open house also asked visitors to prioritize proposed projects from the master plan. This exercise guided the design team in prioritizing projects for the implementation recommendations of the master plan.



Public Meeting #1



PLAN RECOMMENDATIONS

PLAN RECOMMENDATIONS

OVERVIEW

The Plan Recommendations Chapter provides a comprehensive set of recommendations designed to provide a connected, safe and convenient network of bicycle and pedestrian facilities. The recommendations provide the City of Franklin with the road map needed to continue their current momentum in pedestrian and bike network growth.

Pedestrian recommendations include sidewalks, shared-use pathways and intersection treatments. The bicycle recommendations include bike lanes, shared-use paths, shared lanes, signed routes and amenities such as trailheads and bike parking.

Recommendations are considered planning-level, and should be used as a guide when implementing projects. More detailed analysis, including potential traffic studies, will be required to evaluate specific site conditions and develop designs that reflect conditions and constraints.

An overview of Plan Recommendations is included on the following pages. More project specific information is included in the Master Plan. The information is organized in the following order:

- Bicycle Facility Recommendations
- Pedestrian Facility Recommendations
- Facility Guidelines
- Policy and Program Recommendations



East King Street Shared-Use Path



East King Street Shared-Use Path - Crosswalk

FACILITY RECOMMENDATIONS

BICYCLE NETWORK RECOMMENDATIONS

Creating a comprehensive system of bicycle facilities requires the design of safe, comfortable and convenient facilities for all types of bicycle riders. Originally developed by Roger Geller at the City of Portland, the “Four Types of Bicyclists” offer a broad way to define the different types of riders.

- 1) Strong and Fearless:** People willing to bicycle with limited or no bicycle specific infrastructure.
- 2) Enthused and Confident:** People willing to bicycle if some bicycle-specific infrastructure is in place
- 3) Interested but Concerned:** People willing to bicycle if high-quality bicycle infrastructure is in place (typically separated from traffic)
- 4) No Way, No How:** People unwilling to bicycle even if high-quality bicycle infrastructure is in place.

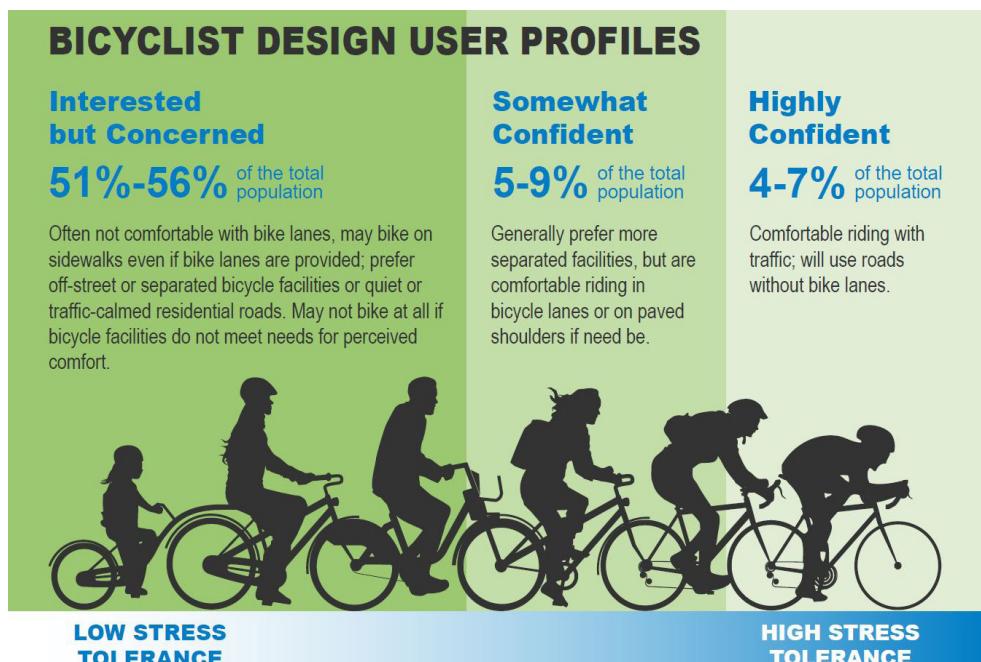
Many streets within the neighborhood network of Franklin are comfortable for all levels of bicycle riders including children. However, neighborhoods are commonly divided by high traffic and high speed roadways such as King Street, Westview Drive, Jefferson Street and U.S. 31 (Morton Street). These road barriers limit the distance that the least confident riders can travel. This often limits their choice to ride a bicycle and forces them into their cars.

One of the primary goals of this plan is to provide a connected network of facilities which will allow residents to reach all parts of the city by bike or on foot. Recommendations include key intersection improvements which will connect facilities which are currently divided by busy roadways.

The bicycle facility recommendations include five facility types. These include:

- Shared use path
- Conventional bike lane
- Buffered bike lane
- Shared lane
- Bike Route

Details for each of these facility types is provided in the Network Facility Guide and include context, design guidelines and intended user type for each facility.



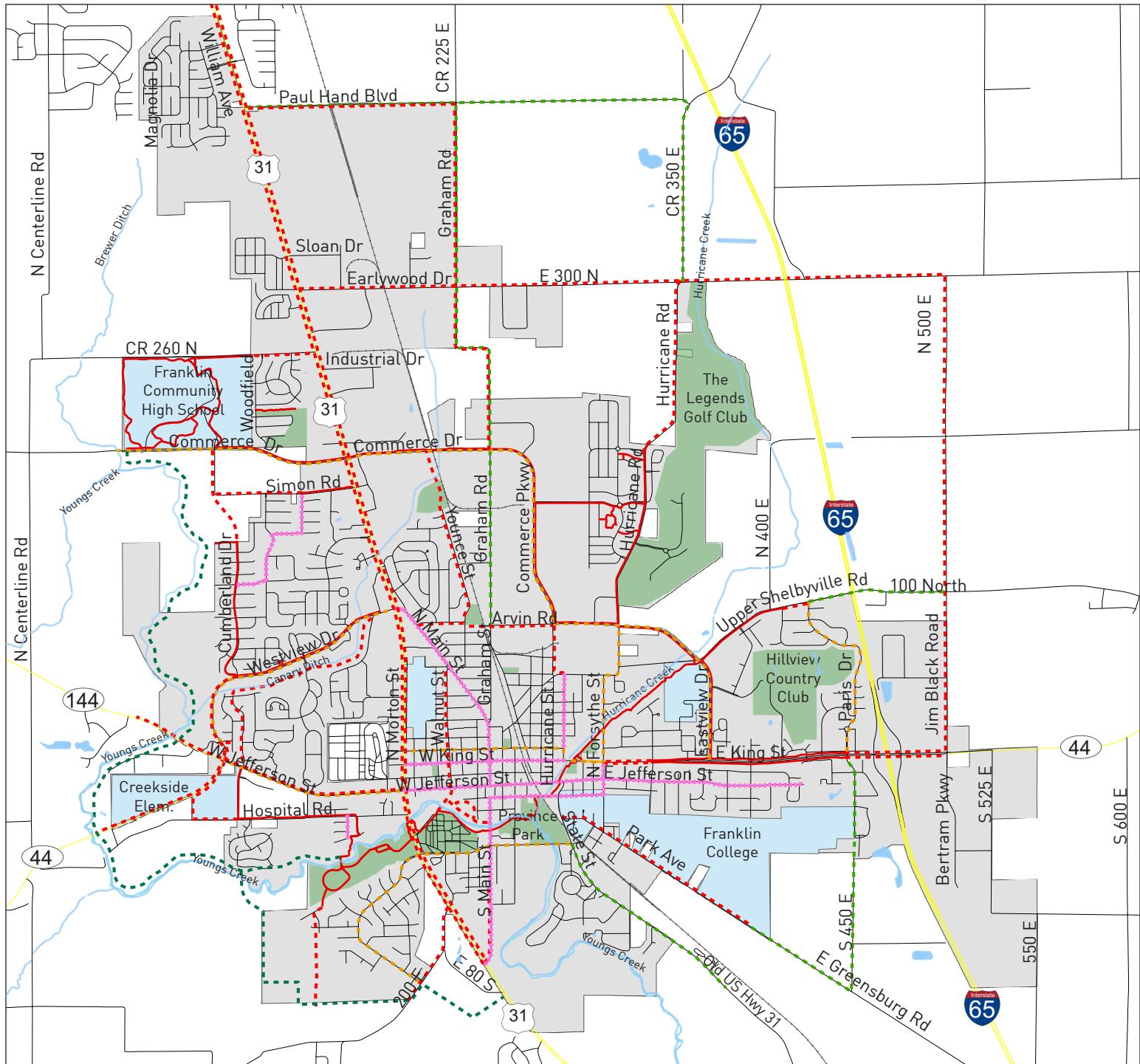


FIGURE 15
PROPOSED
BICYCLE
FACILITIES
(CITYWIDE)

PROPOSED

- Proposed Shared-Use Path
- Proposed Bicycle Lane
- Proposed Greenway
- ... Proposed Shared Lane
- - - Proposed Bike Route

EXISTING

- Existing Shared-Use Path
- Existing Bicycle Lane

DESTINATIONS & BOUNDARIES

- City Limits
- Project Limits
- School
- Park

SIDEWALK CORRIDOR PROJECTS

PEDESTRIAN NETWORK RECOMMENDATIONS

Sidewalks are the primary facility for pedestrians in the city. Sidewalks separate pedestrians from automobile traffic and contribute significantly to creating a pedestrian friendly environment. Many areas of the city have existing sidewalks including within neighborhoods and in the downtown area. However, as with many older cities, many of these sidewalks are substandard with narrow width or are in need of repair because of age, tree root damage or other obstructions to the route. There are also gaps in the sidewalk network creating obstacles especially for those in wheelchairs or with other physical disabilities.

The city does not currently have a method of comparatively prioritizing sidewalk projects. The proposed sidewalk facilities included in the following pages identify priority projects which the city should undertake to begin the process of completing key gaps in the network.

The priority sidewalk projects were determined utilizing the following criteria:

- Completes a gap in pedestrian network
- Connects neighborhoods with nearby parks
- Connects schools to adjacent neighborhoods
- Connects existing facilities such as the Franklin Greenway to parks, schools and neighborhoods
- Provides connections between neighborhoods and key destinations including shopping, restaurants and running errands.

Implementation time-frames for these projects are included in the implementation charts.

Beyond the priority sidewalk projects there are many existing sidewalks which need repair. There are also areas within the existing street grid where sidewalk gaps need to be filled in. The city's ultimate goal is to provide a complete pedestrian network in addition to a complete bicycle network. Creating a complete pedestrian network will require city funds to be dedicated specifically for the growth of the sidewalk network. While the residential cost-sharing program can continue to assist the city with the growth of this network additional efforts will be required by the city.

A sidewalk strategic plan should be developed which can assign a scoring mechanism to help the city determine where sidewalk funds should be directed over future years. This system should include the following:

- Defining acceptable sidewalk conditions
- Replacing of deficient sidewalk sections
- Installing new sections of sidewalk
- Construction of sidewalk ramps (for accessibility) on existing sidewalks

The sidewalk strategic plan can provide data driven priority projects for the city to systematically improve and repair existing sidewalks and construct new sidewalks with the end goal of creating pedestrian facilities that can get people to all areas of the city.

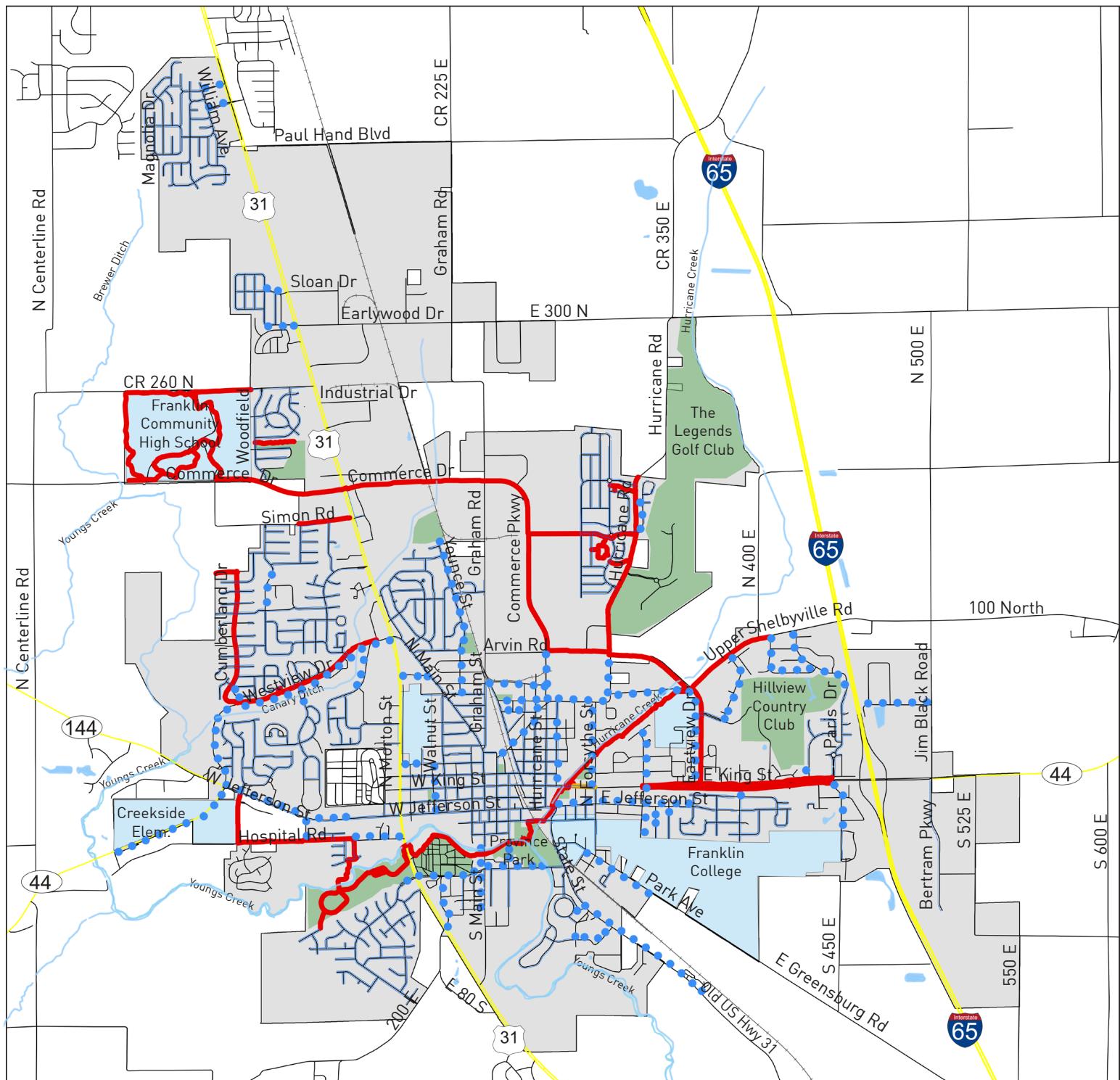


FIGURE 25
PROPOSED
SIDEWALK
FACILITIES
(CITYWIDE)

POLICY & PROGRAM RECOMMENDATIONS

INTRODUCTION

Ensuring that the bicycle and pedestrian network effectively meets the needs of different users requires the adoption of a comprehensive set of policies that addresses each aspect of biking and walking. This includes new policies specific to the City of Franklin as well as the adoption of state and federal policies. Rather than simply focusing on routes and infrastructure, a well-rounded and complete bicycle and pedestrian plan and program is one that is comprehensive in its recommendations and actions. The League of American Bicyclist and the Walk Friendly Communities programs both use the 5 E's model to help communities develop and document their pedestrian safety and encouragement plans. The 5 E's include engineering, education, encouragement, enforcement, and evaluation. This chapter is organized around these Five E's, with each section containing recommendations for new policies unique to Franklin as well as excerpts from the most relevant state and federal policies. Collectively, the policies recommended in this plan seek to sustain and enhance walking and bicycling

conditions for all users, regardless of skill level, physical ability, or whether they walk or bike for transportation or recreational purposes.

GENERAL RECOMMENDATIONS

General recommendations included revisions for the Municipal Code, Comprehensive Plan (including the Thoroughfare Plan) and the Subdivision Control Ordinance. Implementation of these recommendations will assist the development of the Franklin Bicycle and Pedestrian Way Master Plan through improvements to the City's codes and ordinances .

ENGINEERING RECOMMENDATIONS

Engineering policies and actions are typically the most significant, in terms of cost and public agency involvement. They include changes to design standards and practices, the construction of infrastructure, and any other action that creates changes in the built environment.



Engineering

Creating safe and convenient places to ride and park



Education

Giving people of all ages and abilities the skills and confidence to ride



Encouragement

Creating a strong bike culture that welcomes and celebrates bicycling



Enforcement

Ensuring safe roads/routes for all users



Evaluation

Planning for bicycling as a safe and viable transportation option

EDUCATION RECOMMENDATIONS

Education policies and programs are instrumental to the success of networks as they encourage users to use the facilities. Education policies and actions range from media campaigns to practical training, such as how to ride safely or properly wear a helmet. The City of Franklin should develop a comprehensive education campaign for bicyclists, pedestrians, and drivers. The goals of the program could include outlining the rights and responsibilities of all road users, familiarizing all users with the rules of the road, and explaining the various pavement markings and signs associated with sharing the road. The recommended policies provide ways to facilitate the creation of this program.

ENFORCEMENT RECOMMENDATIONS

Enforcement includes policies and actions that address safety issues such as speeding, illegal turns and movements, and general rules of the road. Programs include options for community members to work collaboratively to promote safe walking, bicycling and driving.

ENCOURAGEMENT RECOMMENDATIONS

Encouragement policies and programs should build enthusiasm and interest in bicycling and walking. Programs can include National Bike Month activities, Cyclovias, Walk to School days, launch parties for new facilities and marketing campaigns to encourage more riding and walking.

EVALUATION RECOMMENDATIONS

Evaluation and planning policies include monitoring and documentation of the results of implementing the other E's and planning subsequent actions. Data collection is critical to measuring the overall effectiveness of the network. The Master Plan provides recommendations for collecting the data both before and after infrastructure improvements and programs are implemented.



Encouragement - Cyclovia Tucson Arizona

IMPLEMENTATION

INTRODUCTION

The proposed bicycle and pedestrian network will be implemented over time as resources become available. There are many factors that weigh into decisions concerning sequencing of implementation including availability of funds, the funding source, user needs, land ownership and political will. Implementation of this system will be a long-term investment for the community that will last for many generations with proper care and maintenance. Building on the assets of the existing system and following the goals and objectives of this plan will ensure the system will be built in as little time as possible and in an economically responsible manner. An important part of the plan also involves planning for funding, construction, marketing, and maintenance of the project. The Implementation Chapter provides a general introduction to these tasks.

PRIORITIZATION

The exact route and alignment of each of the specific routes identified on the Proposed Facility Map have not been determined. Land acquisition has not been studied. Therefore, the recommendations for funding, implementing, and prioritizing of the proposed facilities contained herein should be considered guidelines and are being provided at a planning level of detail. The recommendations are based on national practices, information relevant to the project and recent experience with construction and funding of similar project types. The City of Franklin should continue to evaluate the priorities as opportunities for funding become available. When considering these opportunities some general priorities should be considered.

General priorities are recommended for implementation of the master plan as follows:

- **Proposed facilities on publicly owned land:** Access to the land where the facilities are planned, either through fee simple ownership or through easement rights is critical to implementation. Facilities that are proposed on publicly owned land such as parks or in conjunction with public rights-of-way should be given high priority.
- **Proposed facilities associated with other public or private improvements:** Planned improvements to land or along corridors where facilities are planned often times provide opportunities for implementation. As plans are developed by the City of Franklin or the Indiana Department of Transportation for road improvements where a bike and pedestrian facility is proposed coordination should occur between the City and the entity making the improvements to incorporate these new facilities into those improvements. Opportunities might also exist when private development occurs through coordination with the developers and the Planning and Zoning process.
- **Expansion of existing system:** Proposed trail segments which complete existing links between neighborhoods and key destinations shall be given high priority. Franklin has established a foundation for bicycle and pedestrian travel with the Franklin Greenway Trail but there are still areas of the city that can't reach the trail. Filling in these gaps will provide the maximum benefit to a number of existing users.

- **Source of Funding:** Funds have been committed to the project or other agencies or private sector groups, through partnerships, have committed funds in support of the project.
- **Increases safety for alternative modes of travel:** The project provides safe use for all users including people traveling along and across roadways, railways, waterways and other barriers.
- **Ease of Construction:** Construction of the project is considered simple and easy to build according to criteria such as costs and design constraints such as grading and drainage and structures required for the project.

These general priorities should be considered as guidelines, with opportunity playing a major role in determining actual implementation. Opportunity can come in many forms including the funding source (i.e. grant, dedication of land, endowment, etc.) and the timing of related projects (both public and private). These opportunities may open the door for implementation of a specific facility that might have been lower on the priority list for this plan.

IMPLEMENTATION CHARTS

Implementation charts have been developed to prioritize projects for the proposed bike and pedestrian system. This includes short-term, mid-term and long-term projects to be implemented over the next 20 years.

Short-Range Projects

Projects listed in the short-range capital projects chart are often considered high priorities in implementation of the system. Short-range projects help to create early success that builds momentum for other improvements recommended within this plan. These routes provide connections to destinations with high demand with a focus on reaching the majority of residents in Franklin. Most of these projects are fairly easy to implement but some of the more difficult projects are listed within the short-term projects list where they will provide critical connections within the system.

Mid-Range Projects

Mid-range projects are usually more complex construction projects such as improvements to existing bridge facilities and projects requiring land acquisition. In addition, as development spreads through Franklin, new densities will be created outside of the existing neighborhoods. The mid-range projects provide connections to areas of expected growth as well as providing additional connections to destinations identified within this plan.

Long-Range Projects

Long-range capital improvements require additional time for planning, design and budget planning. These projects also seek to incorporate improvements with long-term transportation projects such as road widening projects and bridge improvement projects. Although the majority of these projects will not be constructed for many years there are a number of projects with planning phases which will still be considered a high priority.

SHORT RANGE PROJECTS

Short Range Capital Project Recommendations						
Project	Description	From	To	Miles	Cost Range	
Younce Street	Sidewalk	Arvin Drive	Scott Park	0.64	\$320,000.00	\$384,000.00
West Jefferson Street	Sidewalk	Westview Drive	End of Existing Walk	0.72	\$360,000.00	\$432,000.00
S.R. 44	Sidewalk	West Jefferson Street	City Limits	0.60	\$300,000.00	\$360,000.00
Hospital Road	Sidewalk	End of Existing Walk	U.S. 31	0.28	\$140,000.00	\$168,000.00
South Street	Sidewalk	U.S. 31	End of Existing Walk	0.38	\$190,000.00	\$228,000.00
Drake Road	Sidewalk	West Jefferson Street	Hospital Road	0.03	\$15,000.00	\$18,000.00
South Main Street	Sidewalk	Youngs Creek Bridge	Champ Ulysses St	0.70	\$350,000.00	\$420,000.00
Home Avenue	Sidewalk	South Street	End of Existing Walk	0.42	\$210,000.00	\$252,000.00
North Forsythe Street	Sidewalk	East King Street	Arvin Drive	0.83	\$415,000.00	\$498,000.00
Young Street	Sidewalk	East King Street	End of Existing Walk	0.27	\$135,000.00	\$162,000.00
Adams Street	Sidewalk	Walnut Street	U.S. 31	0.30	\$150,000.00	\$180,000.00
Walnut Street	Sidewalk	East Jefferson Street	Adams Street	0.30	\$150,000.00	\$180,000.00
Fairway Lakes Drive	Sidewalk	End of Existing Walk	East King Street	0.08	\$40,000.00	\$48,000.00
U.S. 31	Shared-Use Path	North City Limits	South Main Street	11.52	\$13,824,000.00	\$16,588,800.00
South Main Street	Shared-Use Path	Champ Ulysses St	U.S. 31	0.50	\$600,000.00	\$720,000.00
West Jefferson Street	Shared-Use Path	Westview Drive	U.S. 31	1.04	\$1,248,000.00	\$1,497,600.00
Westview Drive	Shared-Use Path	Cumberland Drive	West Jefferson Street	0.55	\$660,000.00	\$792,000.00
State Road 44	Shared-Use Path	West Jefferson Street	City Limits	0.84	\$1,008,000.00	\$1,209,600.00
Hospital Road	Shared-Use Path	Woodfield Drive	Cub Drive	0.25	\$300,000.00	\$360,000.00
Younce Street	Shared-Use Path	14th Street	Arvin Drive/Scott Park	0.64	\$768,000.00	\$921,600.00
14th Street	Shared-Use Path	Younce Street	North Main Street	0.27	\$324,000.00	\$388,800.00
Branigin Road	Shared-Use Path	Woodfield Drive	U.S. 31	0.35	\$420,000.00	\$504,000.00
East King Street/Young Street/Adams Street	Bike Lane	Morgan Pike	U.S. 31	1.18	\$23,600.00	\$28,320.00
North Forsythe Street	Bike Lane	East King Street	Eastview Drive	0.84	\$16,800.00	\$20,160.00
Westview Drive	Buffered Bike Lane	West Jefferson Street	U.S. 31	1.53	\$30,600.00	\$36,720.00
Story Drive	Shared Lane	Hospital Road	Creekwood Lane	0.12	\$1,800.00	\$2,160.00
West King Street	Shared Lane	U.S. 31	Edwards Street	1.11	\$16,650.00	\$19,980.00
West Jefferson Street	Shared Lane	U.S. 31	North Forsythe Street	1.20	\$18,000.00	\$21,600.00
North Main Street	Shared Lane	U.S. 31	Jefferson Street	1.19	\$17,850.00	\$21,420.00
Monroe Street	Shared Lane	South Main Street	North Forsythe Street	0.63	\$9,450.00	\$11,340.00
South Main Street	Shared Lane	Monroe Street	U.S. 31	0.94	\$14,100.00	\$16,920.00
Meadow Glen Boulevard/Spring Meadow Court/Turning Leaf Drive/Fiesta Drive	Shared Lane	Simon Drive	Cumberland Drive	0.82	\$12,300.00	\$14,760.00
East Greensburg Road	Signed Route	Province Park	South City Limits	1.89	\$9,450.00	\$11,340.00

* Year 2019 Pricing Estimates

MID RANGE PROJECTS

Mid Range Capital Projects Recommendations						
Project	Description	From	To	Miles	Cost Range	
Israel Lane	Sidewalk	William Avenue	U.S. 31	0.20	\$100,000.00	\$120,000.00
Christian Boulevard	Sidewalk	William Avenue	U.S. 31	0.15	\$75,000.00	\$90,000.00
Lancer Drive	Sidewalk	Eastpointe Drive	U.S. 31	0.22	\$110,000.00	\$132,000.00
Earlywood Drive	Sidewalk	Eastpointe Drive	U.S. 31	0.10	\$50,000.00	\$60,000.00
Westview Drive	Sidewalk	U.S. 31	West Jefferson Street	1.52	\$760,000.00	\$912,000.00
Canary Creek Drive	Sidewalk	Westview Drive	End of Existing Walk	0.19	\$95,000.00	\$114,000.00
Lemley Street	Sidewalk	U.S. 31	North Main Street	0.16	\$80,000.00	\$96,000.00
Province Street	Sidewalk	Johnson Avenue	Hurricane Street	0.32	\$160,000.00	\$192,000.00
Hurricane Street	Sidewalk	Province Street	End of Existing Walk	0.31	\$155,000.00	\$186,000.00
East Jefferson Street	Sidewalk	North Forsythe Street	End of Street	1.10	\$550,000.00	\$660,000.00
Middleton Road	Sidewalk	End of Street	East Jefferson Street	0.28	\$140,000.00	\$168,000.00
Morning Drive	Sidewalk	End of Street	East Jefferson Street	0.16	\$80,000.00	\$96,000.00
Dawn Drive	Sidewalk	End of Street	East Jefferson Street	0.15	\$75,000.00	\$90,000.00
North Milford Drive	Sidewalk	End of Street	East King Street	0.23	\$115,000.00	\$138,000.00
McClain Drive	Sidewalk	Mitsubishi Parkway	Jim Black Road	0.37	\$185,000.00	\$222,000.00
Hillside Drive	Sidewalk	Upper Shelbyville Road	Paris Drive	0.47	\$235,000.00	\$282,000.00
Nineveh Street	Sidewalk	South Street	U.S. 31	0.30	\$150,000.00	\$180,000.00
State Street (Old U.S. 31)	Sidewalk	5 Points Drive	Mobile Home Park	0.82	\$410,000.00	\$492,000.00
5 Points Drive	Sidewalk	State Street	End of Walk	0.06	\$30,000.00	\$36,000.00
Freemason Parkway	Sidewalk	U.S. 31	End of Walk	0.30	\$150,000.00	\$180,000.00
Cumberland Drive	Shared-Use Path	Westview Drive	Dead End	0.83	\$996,000.00	\$1,195,200.00
Westview Drive	Shared-Use Path	U.S. 31	Cumberland Drive	0.98	\$1,176,000.00	\$1,411,200.00
Walnut Street	Shared-Use Path	West Jefferson Street	North Main Street	0.82	\$984,000.00	\$1,180,800.00
Tracy Miles Drive	Shared-Use Path	Hospital Road	West Jefferson Street	0.29	\$348,000.00	\$417,600.00
Woodfield Drive	Shared-Use Path	Hospital Road	Creekwood Lane	0.18	\$216,000.00	\$259,200.00
Arvin Road	Shared-Use Path	Commerce Parkway	Younce Street	0.49	\$588,000.00	\$705,600.00
Simon Road	Shared-Use Path	Meadow Glen Boulevard	Cumberland Drive (ext)	0.50	\$600,000.00	\$720,000.00
Canary Ditch Path	Shared-Use Path	Westview Drive	West Jefferson Street	1.43	\$1,716,000.00	\$2,059,200.00
South Street/Franklin Lakes Boulevard/Windstar Boulevard	Bike Lane	South Nineveh Street	State Street (Old U.S. 31)	1.91	\$38,200.00	\$45,840.00
West Jefferson Street	Bike Lane	Westview Drive	U.S. 31	1.04	\$20,800.00	\$24,960.00
Paris Drive	Bike Lane	East Upper Shelbyville Rd	East King Street	1.06	\$21,200.00	\$25,440.00
Commerce Drive	Buffered Bike Lane	U.S. 31	Centerline Road	1.30	\$26,000.00	\$31,200.00
Eastview Drive/Arvin Road/Commerce Parkway	Buffered Bike Lane	King Street	U.S. 31	3.42	\$68,400.00	\$82,080.00
East Jefferson Street	Shared Lane	Forsythe Street	Dead End	1.20	\$18,000.00	\$21,600.00
Young Street	Shared Lane	East King Street	Hamilton Avenue	0.41	\$6,150.00	\$7,380.00
State Street/Old U.S. 31	Signed Route	South Street	South City Limits	1.20	\$6,000.00	\$7,200.00
Paul Hand Boulevard/Graham Road	Signed Route	U.S. 31	Arvin Road	3.07	\$15,350.00	\$18,420.00
East 400 North/C.R. 350 East(Hurricane Road)	Signed Route	Graham Road (225 E)	East 300 North	1.00	\$5,000.00	\$6,000.00
Upper Shelbyville Road/100 North	Signed Route	Paris Drive	Jim Black Road (500 E)	0.76	\$3,800.00	\$4,560.00
East Greensburg Road/South 450 East (Umbarger Lane)	Signed Route	Franklin College	East King Street	1.97	\$9,850.00	\$11,820.00
Youngs Creek Greenway	Greenway	Franklin Community High School	Blue Heron Park	4.71	\$6,123,000.00	\$7,347,600.00

* Year 2019 Pricing Estimates

LONG RANGE PROJECTS

Long Range Capital Projects Recommendations

Project	Description	From	To	Miles	Cost Range	
Upper Shelbyville Rd (100 North)	Sidewalk	Eastview Drive	Hurricane Road	0.43	\$215,000.00	\$258,000.00
Hamilton Avenue	Sidewalk	100 North	Pratt Street	0.48	\$240,000.00	\$288,000.00
Pratt Street	Sidewalk	Johnson Avenue	End of Existing Walk	0.19	\$95,000.00	\$114,000.00
Cincinnati Street	Sidewalk	North Water Street	Yandes Street	0.31	\$155,000.00	\$186,000.00
Eastview Drive	Sidewalk	Upper Shelbyville Road	East King Street	0.58	\$290,000.00	\$348,000.00
Middleton Road	Sidewalk	East King Street	Heritage Trail	0.23	\$115,000.00	\$138,000.00
Paris Drive	Sidewalk	Upper Shelbyville Road	End of Existing Walk	0.52	\$260,000.00	\$312,000.00
Umberger Lane	Sidewalk	East King Street	Early Lane	0.24	\$120,000.00	\$144,000.00
Turning Leaf Drive (road extension)	Sidewalk	Turning Leaf Drive	Turning Leaf Drive	0.42	\$210,000.00	\$252,000.00
Grizzly Drive/Park Avenue	Sidewalk	2nd Street	City Limits	0.38	\$190,000.00	\$228,000.00
East Greensburg Road	Shared-Use Path	Province Park	South City Limits	1.23	\$1,476,000.00	\$1,771,200.00
East King Street	Shared-Use Path	Paris Drive	Jim Black Road	0.57	\$684,000.00	\$820,800.00
Jim Black Road (N 500 East)	Shared-Use Path	East King Street	North City Limits	3.20	\$3,840,000.00	\$4,608,000.00
Cumberland Drive Extension	Shared-Use Path	Commerce Drive	Existing Dead End	0.31	\$372,000.00	\$446,400.00
Earlywood Drive	Shared-Use Path	U.S. 31	Interstate 65	2.11	\$2,532,000.00	\$3,038,400.00
Graham Road	Shared-Use Path	Paul Hand Boulevard	Commerce Drive	2.09	\$2,508,000.00	\$3,009,600.00
Paul Hand Boulevard	Shared-Use Path	U.S. 31	Graham Road (225 East)	1.17	\$1,404,000.00	\$1,684,800.00

* Year 2019 Pricing Estimates

OPERATIONS & MAINTENANCE

INTRODUCTION

The pedestrian and bicycle network will be an asset to the city but must be maintained at a consistent standard of care to remain viable as an alternate choice for transportation needs. When maintained and operated consistently, the network will be a well-maintained, sustainable, safe, secure and enjoyable bicycle and pedestrian network within the City of Franklin.

The operations and maintenance plan includes recommendations for specific day-to-day tasks as well as long-term remedial tasks and programs needed to assure resources and facilities of the bicycle and pedestrian network are kept in good usable condition. This begins with sound design, durable components, and a comprehensive management plan. In addition, community groups, residents, business owners and other stakeholders will continue to be engaged in the long-term stewardship of the resources preserved and enhanced by trail and greenway development.

Guiding Principles of Quality/Cost-Effective Trail Management

The bicycle and pedestrian network should be viewed and maintained as a first-class public resource. When fully implemented the system will serve as city infrastructure similar to the street system, park system or utility networks, serving the community for generations to come. The following guiding principles will help assure the facilities are maintained and operated at a similar level as other city infrastructure:

- Good maintenance begins with sound planning and design. Protect safety, property and the environment as a priority with design.

- Promote and maintain a quality outdoor recreation and transportation experience.
- Develop a management plan that is reviewed and updated annually with tasks, operational policies, standards, and routine and remedial maintenance goals.
- Conduct regular inspections and keep complete records.
- Maintain an effective, responsive public feedback system and promote public participation and use. Discourage inappropriate use.
- Be a good neighbor by limiting impact to adjacent properties.
- Operate a cost-effective program with sustainable funding sources.
- Establish, adopt and implement a uniform plan and level of commitment amongst all respective agencies and jurisdictions maintaining the bicycle and pedestrian network.

The operations and maintenance plan for the bicycle and pedestrian network provides baseline information for tasks that need to be undertaken by the managing agencies and project partners. The Master Plan recommends a series of work items and tasks that need to be completed in order to maintain the system as an attractive, safe, and enjoyable amenity. The Operations and Maintenance Chapter defines key aspects of facility management, beginning with operational policies, followed by facility management, land management, safety, security, emergency response, risk management, responsibilities, costs and funding.

