

BACKGROUND INFORMATION

The Hendersonville Bicycle and Pedestrian Master Plan was sponsored by the Nashville Area Metropolitan Planning Organization (MPO) under a contract that also provided for similar Master Plans to be prepared for the City of Gallatin and for Sumner County.

The reason for requesting the Master Plans and promoting bicycling and pedestrian project development was that the development of such projects would encourage more commuting by bicycle (or walking), would result in a reduction of traffic congestion and air pollution, and bicyclists and pedestrians would have much safer routes for both commuting and recreation.

PURPOSE OF PLAN

The purpose of this work effort was to develop a comprehensive Bicycle and Pedestrian Master Plan for the City of Hendersonville, Tennessee. For this work, a planning boundary (or growth boundary) was established so that this plan could be coordinated with other ongoing planning in the area. The planning boundary established for this work is illustrated on the Hendersonville Master Plan.

The Master Plan will provide both purpose and direction for the development of bikeway and pedestrian facilities within the City, and should assist in the obtaining of state and/or federal funds for City sponsored projects. The plan will also be very useful in determining the need for bikeway and pedestrian projects that are an integral part of land development projects which come before the City for review and approval. The plan will further be useful in determining the feasibility of bikeway and pedestrian projects that may be proposed by landowners or developers.

The Master Plan includes:

- determination of the most feasible bicycle and pedestrian route locations and facility types;
- recommended cross-sections and design standards for construction; and
- an opinion of probable construction costs for implementation of each component of the bicycle and pedestrian network.

PLANNING PROCESS

The planning process was developed so that the result would be an initial master planning document for a bicycle and pedestrian network. The future network will provide an alternative transportation system that will link residential areas and significant public use facilities, for all residents *and* visitors of the defined study area. This initial planning document, the Master Plan, has been developed with respect to the many issues, both positive and negative, presented during the planning process.

The need to accommodate the more experienced and proficient bicyclists who are able to operate on the streets with heavier traffic and prefer the most direct route of travel, bicyclists of average skill and experience, and children who prefer to ride on neighborhood streets with a lower traffic volume or on designated bicycle facilities were considered during the planning process.

A bicycle and pedestrian facility to link all of the destination points for bicyclists of average skill and experience, as well as children, was considered the preferred bicycle and pedestrian routing plan. Facilities for the more experienced and proficient bicyclists who are able to operate on the streets with heavier traffic and prefer the most direct route of travel are generally utilized as a target for future planning projects, or as optional treatments.

A field reconnaissance was performed of each route that was considered by members of the consultant team. Also, significant Advisory Committee participation and public participation was conducted as follows:

- two meetings with the Advisory Committee
- one joint meeting with the City of Gallatin, City of Hendersonville and the County advisory committees
- one, one-day workshop including a public information meeting
- one presentation to the Hendersonville Planning Commission
- one presentation to the Hendersonville Board of Mayor and Aldermen
- one summary presentation of the study to the MPO Technical Coordinating Committee
- one presentation of the conclusions of the study to the MPO Executive Board

The Master Plan meets the applicable guidelines of the "Guide for the Development of Bicycle Facilities," of the American Association of State Highway and Transportation Officials, 1999.

PLANNING GOALS

The primary planning goals of the study are to:

- Provide bicycle and pedestrian access from residential areas to schools and parks.
- Recognize the existing commitments already made to bikeway and pedestrian development in the region and build on these existing facilities.
- Determine the type of bicycle and pedestrian facilities that are most appropriate for the designated area.
- Develop concepts, including cross-sections and plans that will form the base for future implementation.

- Utilize current guidelines to develop the bikeways and pedestrian facilities (i.e., AASHTO).
- Be fiscally responsible - the plan should be compatible with a reasonable projection of funds available to the City.

END PRODUCT

The recommended bicycle and pedestrian routing plan entails a combination of Multi-Use Paths (22 miles), Bicycle Lanes (15 miles) and Bicycle Routes (29 miles) to provide for a continuous bicycle and pedestrian facility to link all of the destination points (generators/attractors) within the study area. The estimated construction cost for the full development of the plan is \$9.8 million. It should be expected to take approximately 20 years to fully implement the plan.