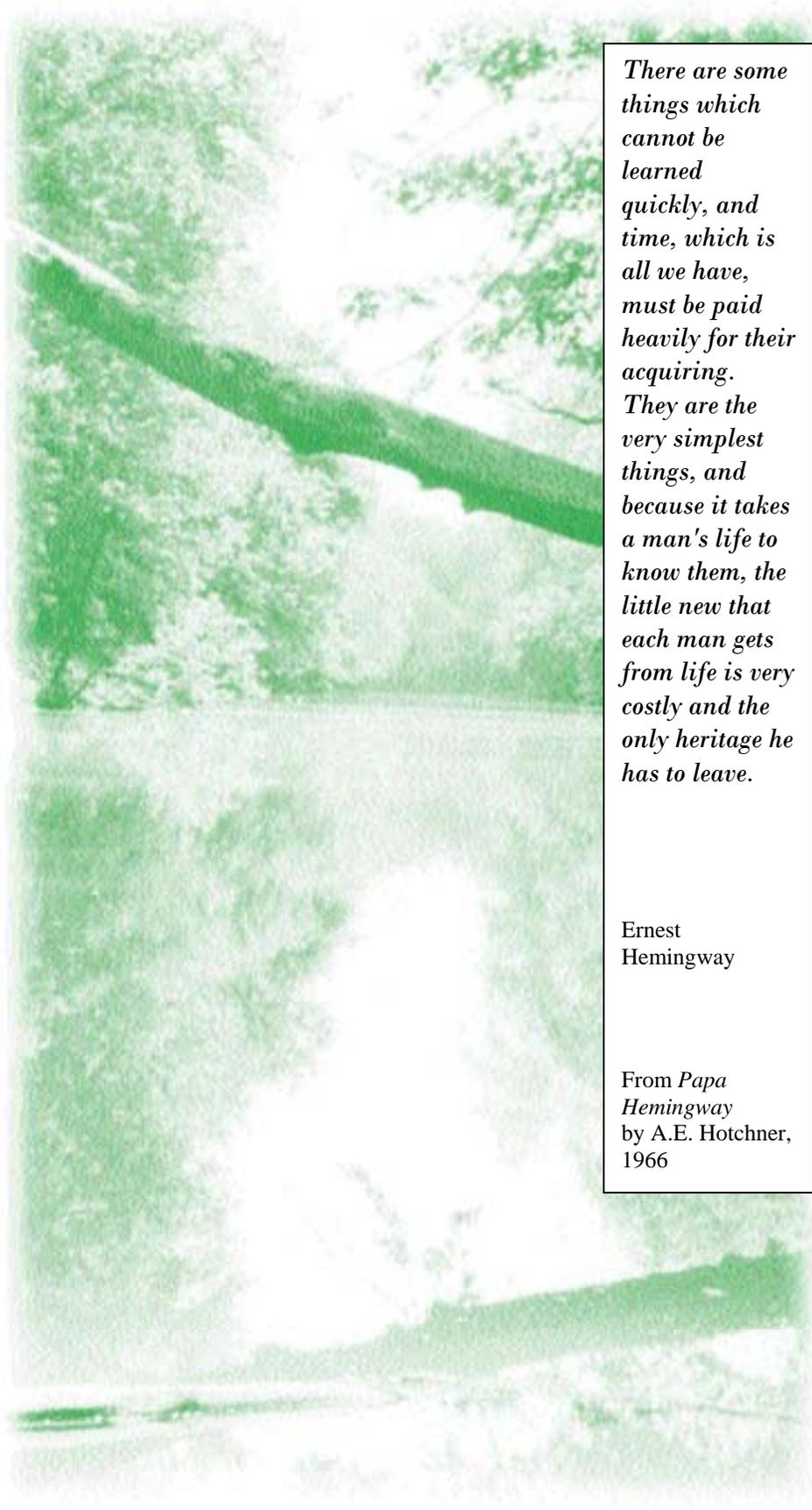


# Clarksville-Montgomery County





*There are some things which cannot be learned quickly, and time, which is all we have, must be paid heavily for their acquiring. They are the very simplest things, and because it takes a man's life to know them, the little new that each man gets from life is very costly and the only heritage he has to leave.*

Ernest  
Hemingway

From *Papa Hemingway*  
by A.E. Hotchner,  
1966

# Executive Summary

Before a greenway system can be planned, it is important to understand what a greenway entails. Our research indicated that greenways are very dynamic elements that can serve in several capacities. The three main types of greenways are ecological, recreational and cultural, all of which travel through different environments and connect different types of elements. The natural and built features already existing within Clarksville and Montgomery County provide opportunities for developing all three types of greenways.

The City of Clarksville and Montgomery County have both developed several previous planning documents to assist with the growth in the area. These documents include studies of potential bike routes within Clarksville, the county's transportation system and the overall opinion of the needs within the community done by the United Way. Four additional plans, not including this one, are currently being produced by or for the City and surrounding areas. These include updates of the land use plan and transportation plan, a growth policy plan and a consolidated plan for housing assistance. Studying these master plans provided a better understanding of the general area.

To reach a clearer understanding of the future of Clarksville and Montgomery County, the past trends in growth and development were examined by looking at the area's demographics. A primary contributing factor to the growth of Clarksville and Montgomery County is Fort Campbell. More than 39,000 families are distributed among Clarksville, Montgomery County and Hopkinsville, Kentucky, with the 29 percent of families who live on base utilizing the resources in Clarksville. This, in addition to an increase in industry and retail, has resulted in a 24% growth rate from 1990 to 1998. Figure 3.2 shows that most

# Introduction

Defining the term "greenway" is difficult because greenways can be such dynamic and flexible elements in the landscape. Identifying the potential uses, locations and surroundings of greenways would create an endless list. A general definition is provided for this master plan to clarify the term greenway as used in this document. However, new ideas for different locations or uses of greenways should not be dismissed only because they do not fit within this definition. A greenway as defined in Greenways for America by Charles Little is a

*...linear open space established along either a natural corridor, such as a riverfront, stream valley, or ridgeline, or overland along a railroad right-of-way converted to recreational use, a canal, scenic road, or other route. It is any natural or landscaped course for pedestrian or bicycle passage. An open-space connector linking parks, nature reserves, cultural features, or historic sites with each other and with populated areas.*

Greenways are often thought of as a new trend in recreation and transportation. However, these non-vehicular trails and paths have been used since the mid-1860's. Developed by Fredrick Law Olmsted in Brooklyn, paths through natural surroundings were designed to provide connections between parks and neighborhoods. The pathways were very successful, and these types of linear connections were soon developed in Chicago, Boston, Buffalo and Minneapolis.

Public interest in greenways changed in the early 20th century as the automobile became the dominant form of transportation. Parkways for automobiles replaced pedestrian greenways with winding roads traveling through natural or heavily landscaped areas. The popularity of parkways and the automobile soon overshadowed the need or desire for pedestrian greenways.

Transportation by automobile has evolved into an extensive and complex system of city streets, highways and interstates. Today, the demand for improved transportation is at an all-time high because of daily traffic jams and congestion. One movement geared towards improving transportation is the increasing effort to redevelop the concept of a pedestrian-oriented greenway system.

Greenways can be described as linear parks with the primary function of connection. This connection can be between people and places or

# History and Research

Transportation has changed dramatically over the past century. Advancements in technology have allowed people to travel further in less time. The automobile's popularity in the early part of the century began trends that, today, practically force the American public to travel by automobile. The dominance of the highway and the patterns of urban sprawl prove that dependence on the automobile is high. Fighting traffic every morning and evening to get to and from work is common in many communities because of the need to commute.

For decades, alternative modes of transportation have been sought to alleviate traffic congestion. The unobstructed rails of the subways in Boston and New York provide fast and convenient transportation that is well used. These mass transit systems are successful in several other large cities, but the costs of construction, operation and maintenance are not justified in many small and medium-sized communities. Bus systems offer a second alternative, but they are typically not as successful as subway systems. Buses do not alleviate the inconvenience of having to sit through traffic jams, and waiting along busy roads for the next scheduled bus, sometimes without a seat or cover from the weather, can be an additional annoyance.

Pedestrian and bicycle circulation are alternative sources of transportation that have become popular over the past 15 years. Non-vehicular trails, widened sidewalks and bike lanes provide pedestrian bicycle connections between neighborhoods, schools and businesses. Making safe pathways available to pedestrians and cyclists minimizes short car trips to grocery stores, banks or parks.

The costs associated with constructing and maintaining greenways are offset by the benefits gained by the community. Health costs decrease when facilities for exercise and recreation are provided. Traffic costs decrease as the number of new roads, maintenance and accidents is reduced with less vehicular circulation and congestion. Rivers and streams are protected with the development of trails along their banks. The buffer maintained for the trail system also protects streams and rivers from excess runoff, erosion and sedimentation. Maintaining open space and greenways not only minimizes a community's negatives, but also maximizes the positives. According to the Trust for Public Land, "Corporate CEO's say quality of life for

# Community Profile

## *History*

The first Englishmen to settle what is now known as Montgomery County arrived in 1780 on flatboats floating down the Cumberland River. A trip up the east branch of the Red River brought the Renfro family near Port Royal. They stayed for three months before Indian attacks forced them to move closer to French Lick, a more densely English-populated area.

Four years following the settlement near Port Royal, explorers of the Cumberland River Valley, John Montgomery and Martin Armstrong, purchased 640 acres at the confluence of the Red and Cumberland Rivers. They surveyed the site and began to sell lots, naming the settlement Clarksville after General George Rogers Clark, a Revolutionary War leader. Indians again were a problem for the new settlers. Many lost their lives during those early days. Despite these challenges, the settlers persevered, and Clarksville was declared a town by the North Carolina Senate in 1785, only one year after its settlement.

To help develop and expand Clarksville, the citizens devoted their energies to building roads, bridges and railroads and to establishing churches and educational institutions in the community. This development provided not only the necessary access to transport goods to and from Clarksville, but also elements that would attract more settlers to this growing area.

The progress that had been made over the past 76 years since becoming a town was put on hold as the country became divided by civil war. When forced to decide whether or not to secede from the Union, Montgomery County citizens voted 2631 to 33 for secession. Fort Donelson, Fort Henry and Fort Defiance were established to halt the Union advance, but they fell to Federal troops in 1862. Clarksville and Montgomery County, however, remained a strategic location for both the Union and Confederate armies because of the usefulness of the Cumberland River for transporting troops and supplies.

After the Civil War, the Cumberland River continued to be an important means of transportation, particularly for the shipment of the area's agricultural products. Clarksville became well known for its primary money crop, dark fired tobacco. In some years, Clarksville tobacco crops were said to have made the finest tobacco available, and it was sold throughout the world. After the turn of the century, up to 1940, the area's trade and business progress was closely connected to the county's agricultural

# Public Input

This master plan was developed using several types of public input. These different techniques were implemented to gain a better understanding of local interests, opportunities and needs. Much of the information gathered through the different processes was repetitious; however, going through each step is beneficial. Documentation of public input is required when applying for state and federal grant money, and gathering viewpoints from different interest groups helps to ensure that the needs of all potential users will be accommodated. Encouraging the public to establish the goals, develop the program and prioritize trail construction also inspires a sense of ownership that otherwise would not be present.

## *Citizens' Workshop*

Public input for this master plan began on May 4, 1999 with an intense four-hour workshop. Those in attendance were invited citizens from different interest groups, ages and genders. This 14-person panel represented several city and county government departments, including planning, parks and recreation, forestry, police and maintenance. Several civic organizations were also represented, including the Chamber of Commerce, Senior Citizens' Organization, Tree Board, Tennessee Trails Association and the Clarksville River District. The Clarksville Leaf-Chronicle was also present to offer their support in circulating the information gathered at the meeting throughout the community.

The information gathered at this workshop was used for several different portions of the planning process. First, it helped the consultant gain a better understanding of the community. Second, the information was included into a presentation to initiate discussion and ideas at public meetings held at later dates. Third, the basis for initial trail development was derived from the input received at this workshop. This allowed the consultant to begin fieldwork, a very time-consuming portion of the planning process.

The workshop was a three-phase process. Initially, the consultant presented a small slide show and explained what a greenway is and the reasons why each person in the room was important to the success of the workshop. Second, those present divided into smaller groups and answered a series of questions. Each group wrote their answers on presentation sheets and hung them on the wall. The answers were discussed, clarified and debated before the next question was asked. The questions and answers were as follows:

### **1. What are public concerns relating to greenways?**

- Cost-who pays
- Understanding what a greenway is
- Safety

# Environmental Conditions

## *Topography*

The diverse topography found in Montgomery County creates an aesthetically pleasing landscape with beautiful vistas and forested ravines. Elevations in Montgomery County range from 830 feet along the outside edges of the county down to 375 feet at the Cumberland River. The slopes throughout the county are rolling hills ranging from 0 to 20 percent. The southern portion of the county has steep hillsides and narrow ridge tops that can reach slopes up to 40 percent.



Montgomery County's many streams and rivers have carved steep ridges and valleys with slopes as high as 90 percent. This creates bluffs that tower more than 150 feet above these waterways. Land not affected by these valley systems becomes rolling hills, especially in the outlying areas of the county. These areas, including Port Royal, Cunningham and out Peachers Mill Road, are covered with fields of corn, wheat and small plots of tobacco.

## *Geology*

Montgomery County is located in the Western Highland Rim. This area of Tennessee is identifiable because of karst terrain, or the presence of sink holes and caves. Also present in the Western Highland Rim are rolling hills with numerous streams and rivers. There is a high presence of limestone, chert, shale, siltstone, sandstone and dolomite.

These elements can be found throughout Clarksville and Montgomery County. There are more than 30 distinguishable waterways within Montgomery County, including the two branches of the Red River and the Cumberland River. Evidence

# Design Standards

Developing quality design standards is very important to the success of a greenway. The first step in defining standards is to identify who will use the greenway and what they will use it for. Different user groups have different needs and different destinations. The ultimate goal of design standards is to ensure the greenways are safe, usable and attractive to the community.

## *Purpose of a Greenway*

Greenways are used for recreation, transportation, therapy and education. The result of each of these uses is connection. Many connections can be developed, including people to places, people to nature and nature to nature. Providing these pedestrian and bicycle connections between neighborhoods, schools, parks and commercial areas can reduce traffic on roadways, provide environmental benefits and help slow the fast pace of life.

Connecting people to nature is becoming more difficult as our natural environment is encroached upon by development. Typically, people want to live in and enjoy the natural environment every day. This need to be surrounded by nature can be seen in the homes we purchase, the places we vacation and the ways we spend our leisure time. As our lives continue to move at a faster pace, time for enjoying our natural surroundings decreases. Incorporating natural surroundings into our daily routines through the use of greenways for daily errands and trips will provide opportunities to reconnect people and nature.

Connecting nature to nature is also a vital aspect of greenways. Small islands of forests remain in Montgomery County. Linear corridors along streams and rivers connect many of these islands of habitat. As development in Clarksville and Montgomery County continues to encroach on the natural environment, fewer areas are available for wildlife. Identifying, protecting and enhancing connections between natural areas will help protect the integrity of the natural environment currently found in the area.

## *Users of a Greenway*

The connections created by greenways provide opportunities for several different uses. Identifying the potential users makes identifying these uses easier. There are two general categories of greenway users: pedestrians and bicyclists. Within these categories are several different subcategories that need to be considered: ages, levels of experience, physical

