

CLARKSVILLE TRANSFER CENTER RELOCATION FEASIBILITY STUDY

APPENDICES



CLARKSVILLE TRANSFER CENTER RELOCATION STUDY

JANUARY 2017 – APPENDICES

PREPARED FOR:

CLARKSVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION (CUAMPO)

PREPARED BY:



AND IN COOPERATION WITH THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION, AND THE TENNESSEE
DEPARTMENT OF TRANSPORTATION

APPENDIX A – PUBLIC INVOLVMENT MATERIALS

PUBLIC MEETING I – PRESENTATION

Clarksville Transfer Center Relocation Feasibility Study

Clarksville, Tennessee | 08.16.2016



PURPOSE

DRAFT

To examine the need for and feasibility of relocating the existing Clarksville Transit System Transfer Center to another location, preferably in the downtown area of Clarksville, Tennessee, and in close proximity to the existing center so operations can continue in an efficient hub and spoke routing pattern.



Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 08.16.2016

NEEDS & ISSUES

Aging Facility
No Opportunity for Expansion
Interior Limitations
Service Disruptions

3



NEEDS & ISSUES

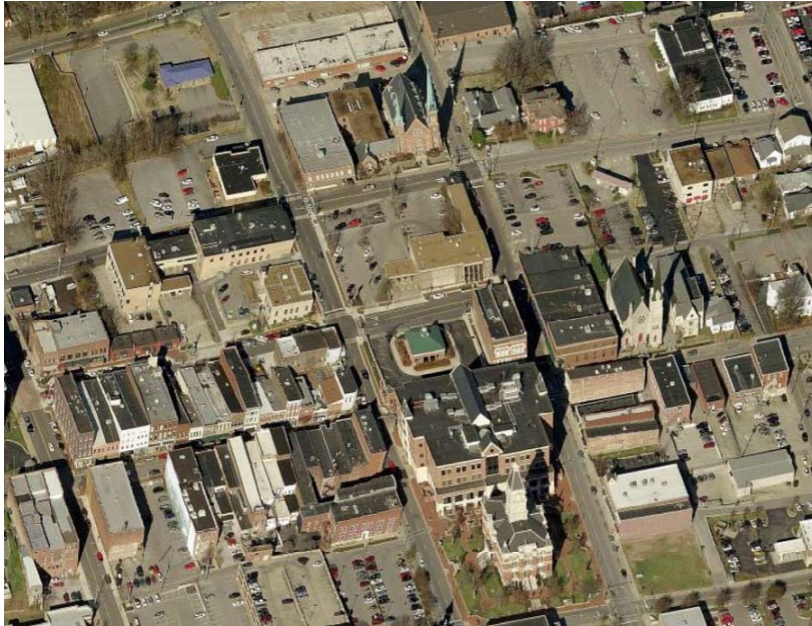
Aging Facility

- 25 years old
- Water infiltration
- Spalling of concrete
- Settling
- Maintenance costs

No Opportunity for Expansion
Interior Limitations
Service Disruptions

Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 08.16.2016

4



Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 08.16.2016

NEEDS & ISSUES

Aging Facility

No Opportunity for Expansion

- Reached route/bus capacity
- No space for taxis, ridesharing, bicycles, intercity buses, or paratransit

Interior Limitations

Service Disruptions

5



NEEDS & ISSUES

Aging Facility

No Opportunity for Expansion

Interior Limitations

- Not suited for customer service, dispatch, and other operations
- Limited space for staff
- Limited restrooms

Service Disruptions

Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 08.16.2016

6



Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 08.16.2016

NEEDS & ISSUES

Aging Facility

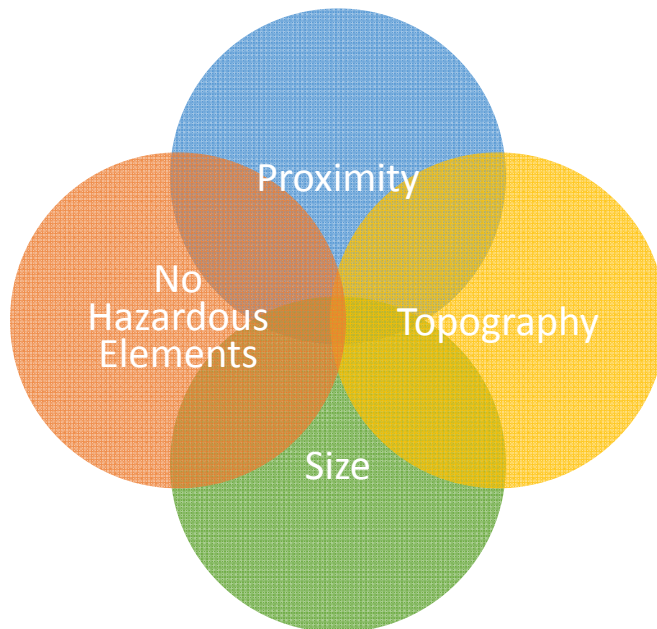
No Opportunity for Expansion

Interior Limitations

Service Disruptions

- During festivals, parades, or other events, CTS operations have to be relocated
- Customer inconvenience

7



INITIAL CRITERIA

FOR NEW LOCATION

Close proximity to the existing center

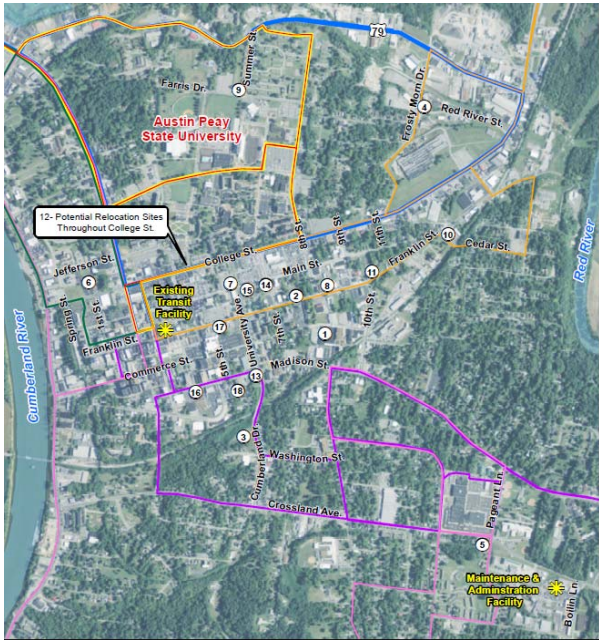
Approximately 1 to 2 acres

Relatively flat / free of topographic issues

No contaminants, underground storage tanks, hazardous elements

Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 08.16.2016

8



POTENTIAL SITES

- 1 Conwood Property
- 2 Hooker Funeral Home
- 3 PDI Property
- 4 Frosty Morn Site
- 5 Near Veterans' Plaza
- 6 NE 1st Street & College Avenue
- 7 NW Main Street & University Avenue
- 8 Franklin Street between 8th & 9th Streets
- 9 Summer Street by APSU Stadium
- 10 Franklin Street & Cedar Street
- 11 Franklin Street between 9th & 11th Streets
- 12 Potential Sites throughout College Street
- 13 SW Corner of Madison Street and University Avenue
- 14 SW Corner of Main Street & 7th Street
- 15 SE Corner of Main Street & University Avenue
- 16 South of Madison Street between 3rd & Union Street
- 17 Franklin Street & 5th Street
- 18 Academy Avenue & Cooper Place

Current CTS Bus Routes

Route 1 | Route 2 | Route 3 | Route 4 | Route 5 | Route 6 | Route 7

Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 08.16.2016

9



CRITERIA FOR SITE SELECTION

- Transportation
- Transit Operations
- Community and Environment
- Agency Considerations

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Clarksville, Tennessee | 08.16.2016

10



Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 08.16.2016

CRITERIA FOR SITE SELECTION

Transportation

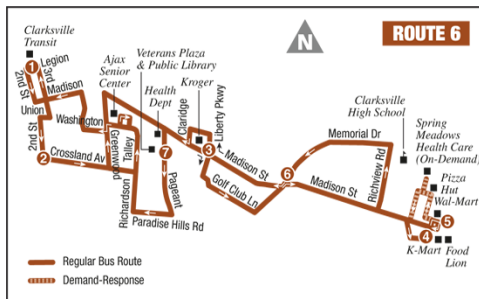
- Route Connectivity
- Affects on O&M Costs
- Accessibility (street width and slope)
- Congestion at ingress / egress points
- Bike and pedestrian interface

Transit Operations

Community and Environment

Agency Considerations

11



CRITERIA FOR SITE SELECTION

Transportation

Transit Operations

- Ability to sustain pulse system
- Proximity to origins and destinations
- Affects on travel time
- Rider safety
- Driver safety

Community and Environment

Agency Considerations

Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 08.16.2016

12



Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 08.16.2016

CRITERIA FOR SITE SELECTION

Transportation

Transit Operations

Community and
Environment

- Compatibility with existing environment / development
- Joint development / Redevelopment potential
- Historic concerns
- Environmental concerns
- Remediation concerns

Agency Considerations

13



Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 08.16.2016

CRITERIA FOR SITE SELECTION

Transportation

Transit Operations

Community and
Environment

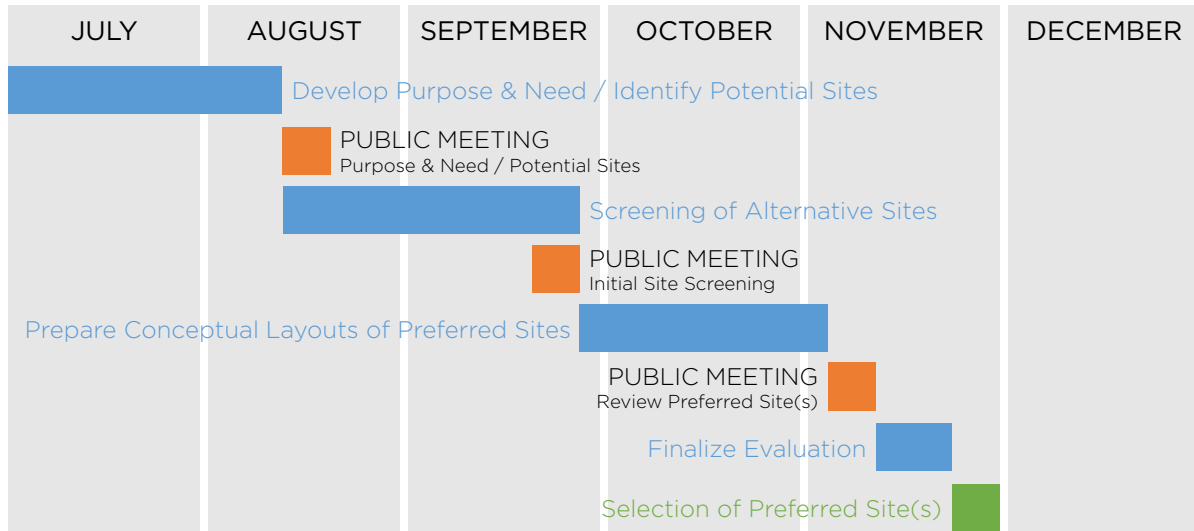
Agency Considerations

- Adequate size and shape
- Site acquisition costs
- Development costs
- Design / Administration / Other costs
- Business / Residential displacement(s)
- Transit center O&M costs

14

2016

TIMEFRAME



Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 08.16.2016

15

Clarksville Transfer Center Relocation Feasibility Study Questionnaire | 08.16.2016



1. In the space below, please provide any suggested additions or changes to the following DRAFT purpose and need for the Clarksville Transfer Center Relocation Feasibility Study:

DRAFT Purpose & Need

"To examine the need for and feasibility of relocating the existing Clarksville Transit System Transfer Center to another location, preferably in the downtown area of Clarksville, Tennessee, and in close proximity to the existing center so operations can continue in an efficient hub and spoke routing pattern."

2. Are there any ranking or evaluation criteria missing from the analysis? If so, indicate what those might be below. Otherwise leave blank.

3. Are there any other sites that should be considered? If so, please detail them in the space below.

4. Do you have any specific comments on the candidate sites under consideration? If so, please indicate which site and detail your comments in the space below.

Thank you for your input!

FEEDBACK

Questionnaire

- DRAFT Purpose & Need
- Additional Ranking / Evaluation Criteria for New Location
- Additional Sites for Consideration
- Additional Information about Sites

Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 08.16.2016

16



QUESTIONS

Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 08.16.2016

17



Clarksville Transfer Center Relocation Feasibility Study

Clarksville, Tennessee | 08.16.2016



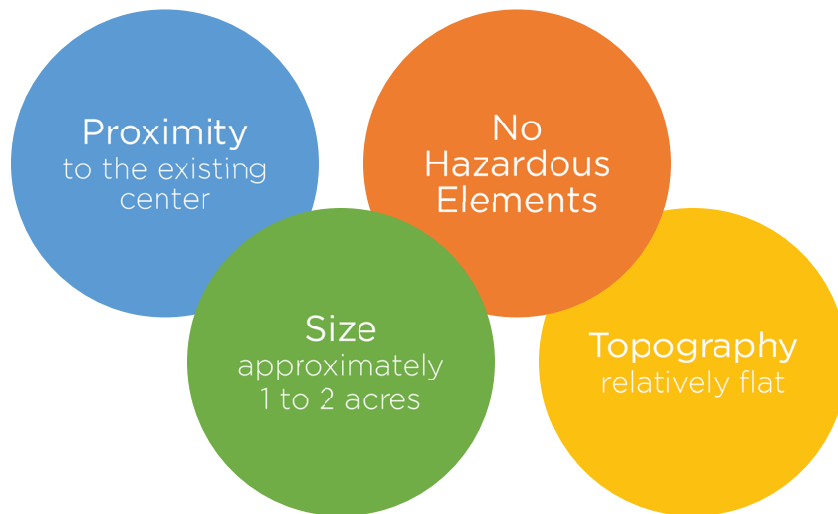
PUBLIC MEETING I – BOARDS

PURPOSE

DRAFT

To examine the need for and feasibility of relocating the existing Clarksville Transit System (CTS) Transfer Center to another location, preferably in the downtown area of Clarksville, Tennessee, and in close proximity to the existing center so operations can continue in an efficient hub and spoke routing pattern.

INITIAL CRITERIA FOR NEW LOCATION



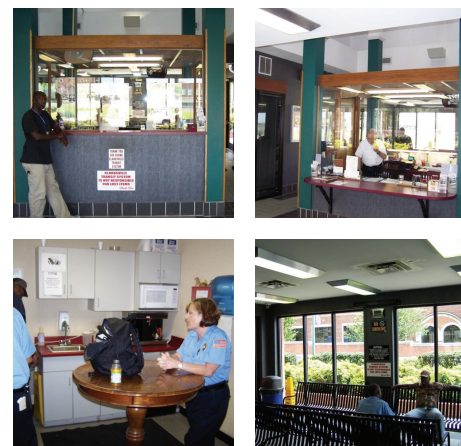
NEEDS & ISSUES EXISTING FACILITY

Aging Facility



No Opportunity for Expansion

Interior Limitations



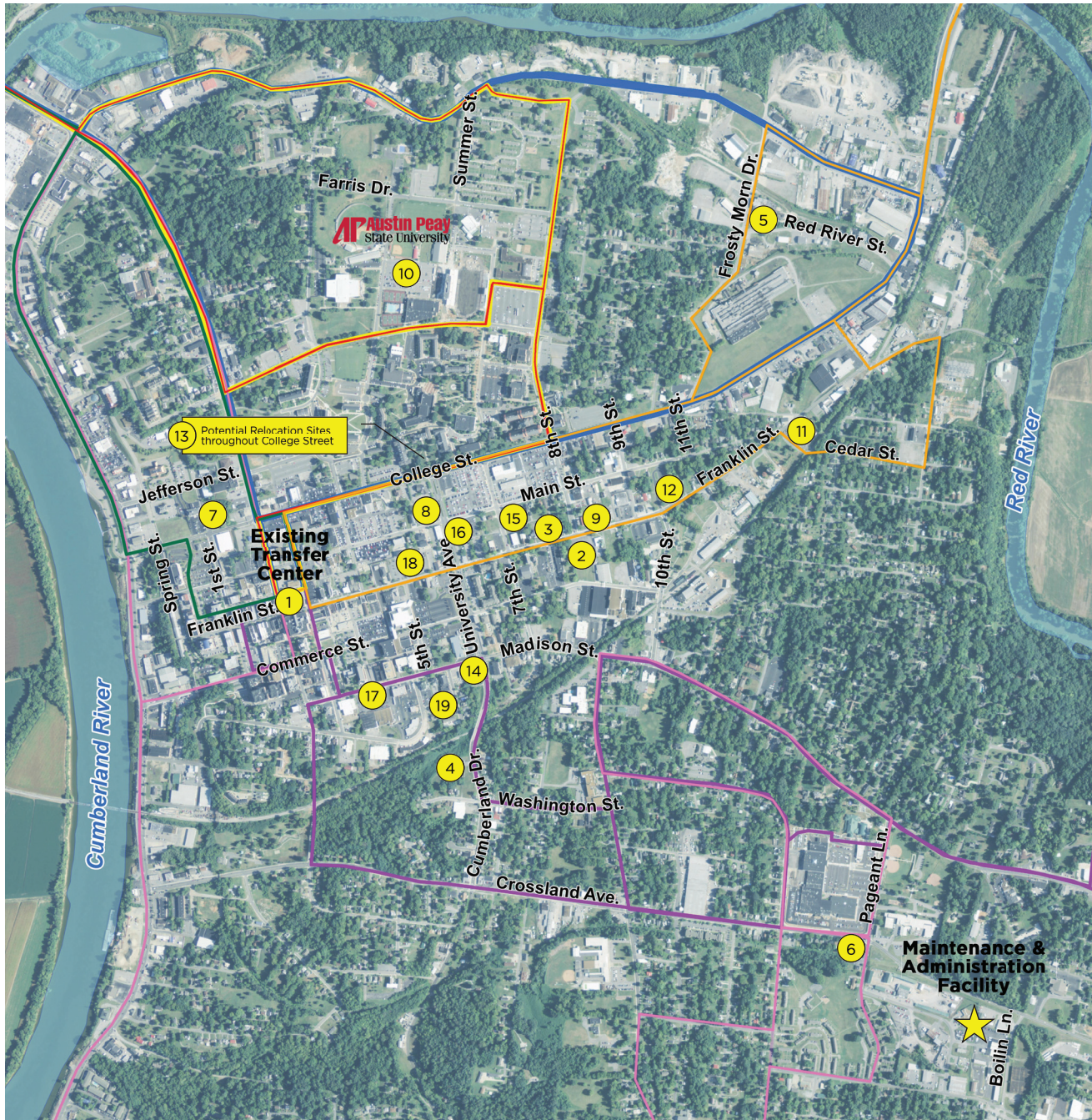
Service Disruptions

POTENTIAL SITES NEW TRANSFER CENTER

- 1 Existing Location
- 2 Conwood Property
- 3 Hooker Funeral Home
- 4 PDI Property
- 5 Frosty Morn Site
- 6 Veterans' Plaza
- 7 NE 1st Street & College Street
- 8 NW Main Street & University Avenue
- 9 Franklin Street between 8th & 9th Streets
- 10 Summer Street by APSU Stadium
- 11 Franklin Street & Cedar Street
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- 13 Potential Sites throughout College Street
- 14 SW Corner of Madison Street and University Avenue
- 15 SE Corner of Main Street & 7th Street
- 16 SE Corner of Main Street & University Avenue
- 17 South of Madison Street between 3rd & Union Street
- 18 Franklin Street & 5th Street
- 19 Academy Avenue & Cooper Place

Current CTS Bus Routes

- Route 1
- Route 2
- Route 3
- Route 4
- Route 5
- Route 6
- Route 7



POTENTIAL SITES NEW TRANSFER CENTER

OLD Target

- 1 Existing Location
- 2 Conwood Property
- 3 Hooker Funeral Home
- 4 PDI Property
- 5 Frosty Morn Site
- 6 Veterans' Plaza
- 7 NE 1st Street & College Street
- 8 NW Main Street & University Avenue
- 9 Franklin Street between 8th & 9th Street
- 10 Summer Street by APSU Stadium
- 11 Franklin Street & Cedar Street
- 12 Franklin Street between 9th & 11th Streets
- 13 Potential Sites throughout College Street
- 14 SW Corner of Madison Street and University Avenue
- 15 SW Corner of Main Street & 7th Street
- 16 SE Corner of Main Street & University Avenue - Redevelopment
- 17 South of Madison Street between 3rd & Union Street
- 18 Franklin Street & 5th Street
- 19 Academy Avenue & Cooper Place - Loc where more buses

EXISTING APSH PARKING LOT

Current CTS Bus Routes

- Route 1
- Route 2
- Route 3
- Route 4
- Route 5
- Route 6
- Route 7



PUBLIC MEETING I – QUESTIONNAIRE EXAMPLE

Clarksville Transfer Center

Relocation Feasibility Study

Questionnaire | 08.16.2016



1. In the space below, please provide any suggested additions or changes to the following DRAFT purpose and need for the Clarksville Transfer Center Relocation Feasibility Study:

DRAFT Purpose & Need

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2. Are there any ranking or evaluation criteria missing from the analysis? If so, indicate what those might be below. Otherwise leave blank.

3. Are there any other sites that should be considered? If so, please detail them in the space below.

4. Do you have any specific comments on the candidate sites under consideration? If so, please indicate which site and detail your comments in the space below.

5. Please indicate (on average) how often you use the Clarksville Transit System.

☐ Once a year ☐ Once a month ☐ Once a week ☐ Daily ☐ Never

Thank you for your input!

PUBLIC MEETING I – QUESTIONNAIRE RESPONSES

Clarksville Transfer Center

Relocation Feasibility Study

Questionnaire | 08.16.2016



1. In the space below, please provide any suggested additions or changes to the following DRAFT purpose and need for the Clarksville Transfer Center Relocation Feasibility Study:

DRAFT Purpose & Need

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- THE OLD HOWELL SCHOOL PROPERTY (NORTH OF INTERSECTION OF 5TH AND FRANKLIN) WOULD MAKE AN EXCELLENT LOCATION. IT MEETS ALL OF THE CRITERIA SHOWN TONIGHT AND IS ALREADY OFF THE TAX ROLLS AS IT'S CURRENTLY OWNED BY 1ST BAPTIST CHURCH. ADDITIONALLY IT'S CONTIGUOUS WITH THE SOUTHERNMOST BOUNDARY OF APSU AND CLOSE TO AP'S STUDENT HOUSING COMPONENT. IT IS ALSO A LARGE ENOUGH TRACT TO BE ABLE TO ACCOMMODATE A RETAIL/HOUSING COMPONENT AS WELL. BELIEVE FIRST BAPTIST WOULD BE AMENABLE TO TRANSFER OWNERSHIP.
2. Are there any ranking or evaluation criteria missing from the analysis? If so, indicate what those might be below. Otherwise leave blank.

3. Are there any other sites that should be considered? If so, please detail them in the space below.

THE OLD A & P SITE (CONVUDOD PROPERTY) IS A GOOD SITE. YOU WOULD BE TAKING IT OFF THE TAX ROLLS HOWEVER AND IT IS NOT AS CLOSE TO THE HOUSING COMPONENT OF AP OR DOWNTOWN.

4. Do you have any specific comments on the candidate sites under consideration? If so, please indicate which site and detail your comments in the space below.

5. Please indicate (on average) how often you use the Clarksville Transit System.

☐ Once a year ☐ Once a month ☐ Once a week ☐ Daily ☒ Never

Thank you for your input!

Clarksville Transfer Center
Relocation Feasibility Study
Questionnaire | 08.16.2016



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"To examine the need for and feasibility of relocating the existing Clarksville Transit System Transfer Center to another location, preferably in the downtown area of Clarksville, Tennessee, and in close proximity to the existing center so operations can continue in an efficient hub-and-spoke routing pattern."

see stikethrough

2. Are there any ranking or evaluation criteria missing from the analysis? If so, indicate what those might be below. Otherwise leave blank.

- if proposed to be located near downtown, it should include some commercial space to be more pedestrian friendly, including "user" uses
- environmental should not be such concern, if opportunity to clean city-owned property possible i.e. #5
3. Are there any other sites that should be considered? If so, please detail them in the space below.
- near Publix on Madison

4. Do you have any specific comments on the candidate sites under consideration? If so, please indicate which site and detail your comments in the space below.

eliminate sites from the study:

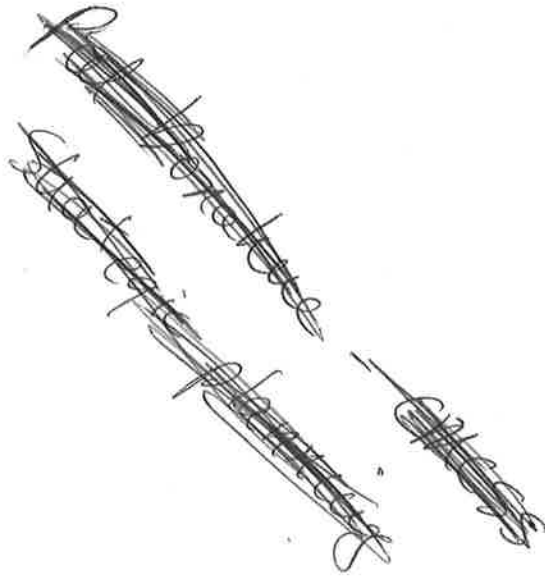
prefer: ranked - 1st - #5 2nd - #12 3rd - #4
4th - #9 5th - #14

5. Please indicate (on average) how often you use the Clarksville Transit System.

☐ Once a year ☐ Once a month ☐ Once a week ☐ Daily ☒ Never

Thank you for your input!

see over



Site # 16

- developer's in approval process currently for residential development

Clarksville Transfer Center
Relocation Feasibility Study
Questionnaire | 08.16.2016



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no additions

2. Are there any ranking or evaluation criteria missing from the analysis? If so, indicate what those might be below. Otherwise leave blank.

great job, i didnt feel anything was missing

3. Are there any other sites that should be considered? If so, please detail them in the space below.

not that I know of

4. Do you have any specific comments on the candidate sites under consideration? If so, please indicate which site and detail your comments in the space below.

I feel 9 or 12 would be best. Our downtown is pretty congested in terms of traffic so out side of downtown shopping but close enough to not add travel time to buses

5. Please indicate (on average) how often you use the Clarksville Transit System.

☐ Once a year ☐ Once a month ☐ Once a week ☐ Daily ☒ Never

Thank you for your input!

Clarksville Transfer Center
Relocation Feasibility Study
Questionnaire | 08.16.2016



1. In the space below, please provide any suggested additions or changes to the following DRAFT purpose and need for the Clarksville Transfer Center Relocation Feasibility Study:

DRAFT Purpose & Need

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yes I agree

2. Are there any ranking or evaluation criteria missing from the analysis? If so, indicate what those might be below. Otherwise leave blank.

3. Are there any other sites that should be considered? If so, please detail them in the space below.

Madison (Union + 3rd)
Franklin St. (empty lot w/ fence)
Greyhound Station Site

4. Do you have any specific comments on the candidate sites under consideration? If so, please indicate which site and detail your comments in the space below.

Want the greyhound st to be moved

5. Please indicate (on average) how often you use the Clarksville Transit System.

☐ Once a year ☐ Once a month ☐ Once a week ☒ Daily ☐ Never

Thank you for your input!

Clarksville Transfer Center
Relocation Feasibility Study
Questionnaire | 08.16.2016



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please consider another model

2. Are there any ranking or evaluation criteria missing from the analysis? If so, indicate what those might be below. Otherwise leave blank.

3. Are there any other sites that should be considered? If so, please detail them in the space below.

4. Do you have any specific comments on the candidate sites under consideration? If so, please indicate which site and detail your comments in the space below.

5. Please indicate (on average) how often you use the Clarksville Transit System.

☐ Once a year ☐ Once a month ☐ Once a week ☐ Daily ☐ Never

Thank you for your input!

Clarksville Transfer Center

Relocation Feasibility Study

Questionnaire | 08.16.2016



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Center needs to be with 1/2 mile of transit housing
transit development

2. Are there any ranking or evaluation criteria missing from the analysis? If so, indicate what those might be below. Otherwise leave blank.

3. Are there any other sites that should be considered? If so, please detail them in the space below.

4. Do you have any specific comments on the candidate sites under consideration? If so, please indicate which site and detail your comments in the space below.

5. Please indicate (on average) how often you use the Clarksville Transit System.

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Thank you for your input!

Clarksville Transfer Center

Relocation Feasibility Study

Questionnaire | 08.16.2016



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building a new center in downtown area is vital - the current site is too small for the # of buses but developers need to keep in mind the amt of services that are downtown

2. Are there any ranking or evaluation criteria missing from the analysis? If so, indicate what those might be below. Otherwise leave blank.

I use buses 4x a week; I would not like to take 2 buses to get downtown. Centralization is important in terms of ~~improving~~ accessing services. You will need sidewalks to accommodate walk to/from the new Transit Ctr.

3. Are there any other sites that should be considered? If so, please detail them in the space below.

4. Do you have any specific comments on the candidate sites under consideration? If so, please indicate which site and detail your comments in the space below.

5. Please indicate (on average) how often you use the Clarksville Transit System.

☐ Once a year ☐ Once a month ☐ Once a week ☒ Daily ☐ Never

Thank you for your input!

consider having a shuttle from Transit Ctr to downtown.

Clarksville Transfer Center

Relocation Feasibility Study

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Why does the Hub need to be located near the existing hub? How far away from the existing hub can be considered? (before the routes get unbalanced)

2. Are there any ranking or evaluation criteria missing from the analysis? If so, indicate what those might be below. Otherwise leave blank.

3. Are there any other sites that should be considered? If so, please detail them in the space below.

① Corner of College and Red River Street - easy access from College & Kraft. Bus routes can easily service downtown. ② The old Toyota dealership

4. Do you have any specific comments on the candidate sites under consideration? If so, please indicate which site and detail your comments in the space below.

Many are not feasible, It would be better to see only those that are relevant

5. Please indicate (on average) how often you use the Clarksville Transit System.

☐ Once a year ☐ Once a month ☐ Once a week ☐ Daily ☒ Never

Thank you for your input!

Clarksville Transfer Center

Relocation Feasibility Study

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Not answered

2. Are there any ranking or evaluation criteria missing from the analysis? If so, indicate what those might be below. Otherwise leave blank.

Choice of location should also take into consideration the convenience of the current ridership.

3. Are there any other sites that should be considered? If so, please detail them in the space below.

The former C&M Supply property would seem to be a good location.

4. Do you have any specific comments on the candidate sites under consideration? If so, please indicate which site and detail your comments in the space below.

The description of the sites in the L.C. news article were vague - could not determine where they were.

5. Please indicate (on average) how often you use the Clarksville Transit System.

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Thank you for your input!

Clarksville Transfer Center
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No Suggestions

2. Are there any ranking or evaluation criteria missing from the analysis? If so, indicate what those might be below. Otherwise leave blank.

No Comment

3. Are there any other sites that should be considered? If so, please detail them in the space below.

No other sites to suggest

4. Do you have any specific comments on the candidate sites under consideration? If so, please indicate which site and detail your comments in the space below.

No comments. Satisfied with transit

5. Please indicate (on average) how often you use the Clarksville Transit System.

☐ Once a year ☐ Once a month ☐ Once a week ☒ Daily ☐ Never

Thank you for your input!

Clarksville Transfer Center

Relocation Feasibility Study

Questionnaire | 08.16.2016



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Not Answered

2. Are there any ranking or evaluation criteria missing from the analysis? If so, indicate what those might be below. Otherwise leave blank.

Not Answered.

3. Are there any other sites that should be considered? If so, please detail them in the space below.

Yes, Jenkins and Wynn's former empty lots. Maybe the city can purchase a part of the lot from A.P.S.U.
This would be ideal spot, since it's still downtown, close to the college, and on a main strip of College Street.

4. Do you have any specific comments on the candidate sites under consideration? If so, please indicate which site and detail your comments in the space below.

Not Answered.

5. Please indicate (on average) how often you use the Clarksville Transit System.

☐ Once a year ☒ Once a month ☐ Once a week ☐ Daily ☐ Never

Thank you for your input!

Clarksville Transfer Center

Relocation Feasibility Study

Questionnaire | 08.16.2016



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DRAFT Purpose & Need

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To examine the need for and feasibility of relocation of the existing Clarksville Transit System Transfer Center. The existing center suffers from lack of space, a inadequate,leaking facility and a location that is a poor use of valuable property. A new center is needed, preferably in the vicinity of downtown area of Clarksville, Tennessee so that operations may continue with the same efficient hub and spoke routing pattern.

2. Are there any ranking or evaluation criteria missing from the analysis? If so, indicate what those might be below. Otherwise leave blank.

Not Answered.

3. Are there any other sites that should be considered? If so, please detail them in the space below.

East end area of Franklin Street near the existing train station. This way a bus center and a possible train center (many year in the future) can be in one location.

4. Do you have any specific comments on the candidate sites under consideration? If so, please indicate which site and detail your comments in the space below.

Not Answered.

5. Please indicate (on average) how often you use the Clarksville Transit System.

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Thank you for your input!

Clarksville Transfer Center

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Looks good.

2. Are there any ranking or evaluation criteria missing from the analysis? If so, indicate what those might be below. Otherwise leave blank.

Needs to be outside any area that could possibly have interruption in service due downtown activities. It should also be on a main arterial street, and have access to a side street.

3. Are there any other sites that should be considered? If so, please detail them in the space below.

I believe site along Kraft Drive near College Street would be best.

4. Do you have any specific comments on the candidate sites under consideration? If so, please indicate which site and detail your comments in the space below.

It does not need to be on Riverside Drive, due to safety concerns. It probably needs to be outside (but not far) of the CBID area due to the smaller streets.

5. Please indicate (on average) how often you use the Clarksville Transit System.

☐ Once a year ☐ Once a month ☐ Once a week ☐ Daily ☒ Never

Thank you for your input!

PUBLIC MEETING II – PRESENTATION

Clarksville Transfer Center Relocation Feasibility Study

Clarksville, Tennessee | 10.04.2016



PURPOSE

To examine the need for and feasibility of relocating the existing Clarksville Transit System Transfer Center to another location, preferably in the downtown area of Clarksville, Tennessee, and in close proximity to the existing center so operations can continue in an efficient hub and spoke routing pattern.

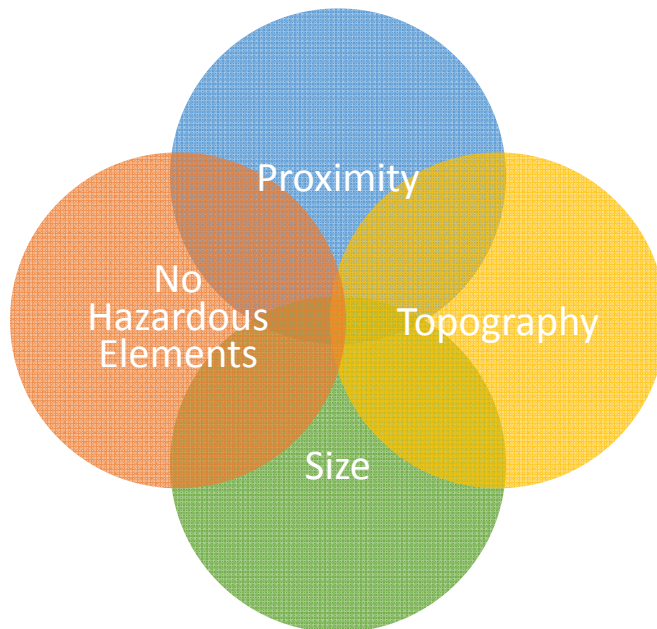


Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 10.04.2016

NEEDS & ISSUES

- Aging Facility
- No Opportunity for Expansion
- Interior Limitations
- Service Disruptions

3



INITIAL CRITERIA FOR NEW LOCATION

Close proximity to the existing center

Approximately 1 to 2 acres

Relatively flat / free of topographic or floodplain issues

No contaminants, underground storage tanks, hazardous elements

Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 10.04.2016

4

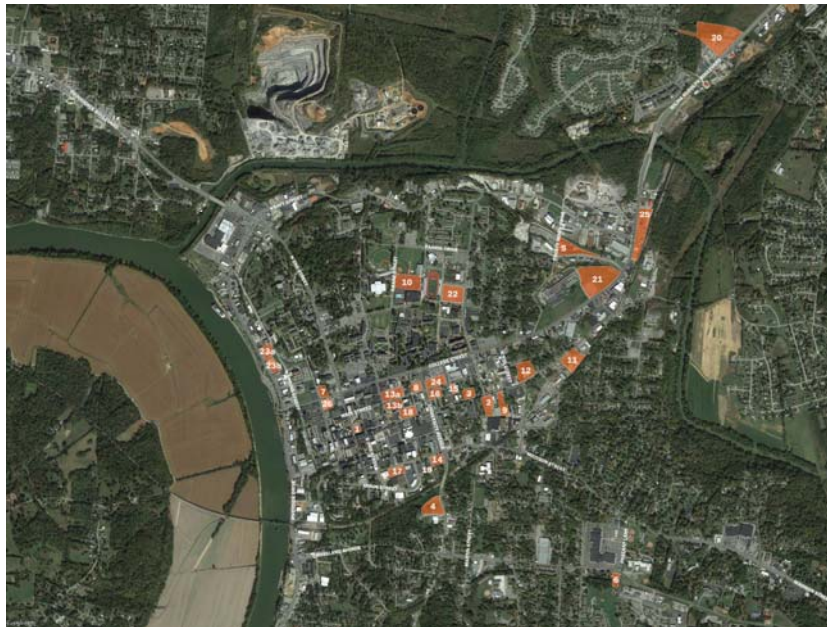


POTENTIAL SITES

- 1 Existing Location
- 2 Conwood / Old A&P
- 3 Hooker Funeral Home
- 4 PDI Property
- 5 Frosty Morn Site
- 6 Haskins Site
- 7 Batson Site
- 8 APSU
- 9 East of Foston Funeral Home
- 10 West of APSU Fortera Stadium
- 11 Smyrna Ready Mix Site
- 12 Burt Cobb Center
- 13a North Site between North 4th and 5th Streets
- 13b South Site between North 4th and 5th Streets
- 14 Brothers Auto Site
- 15 Cumberland Art Center Site
- 16 Mt. Olive Missionary Baptist Church Site
- 17 Dollar General / Habitat for Humanity Site
- 18 Howell School Site
- 19 Cooper Place and Academy Avenue (NW Corner)
- 20 Former Toyota Dealership Site
- 21 Vulcan Corporation Site
- 22 APSU 8th Street Parking Lot
- 23a Kia / Volkswagen Site (North)
- 23b Kia / Volkswagen Site (South)
- 24 Corlew Site
- 25 Farrell-Calhoun Paint / Eagle Signs
- 26 C&M Supply Site

Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 10.04.2016

5



POTENTIAL SITES AFTER INITIAL SCREENING

- 1 Existing Location
- 2 Conwood / Old A&P
- 3 Hooker Funeral Home
- 4 PDI Property
- 5 Frosty Morn Site
- 6 Haskins Site
- 7 Batson Site
- 8 APSU
- 9 East of Foston Funeral Home
- 10 West of APSU Fortera Stadium
- 11 Smyrna Ready Mix Site
- 12 Burt Cobb Center
- 13a North Site between North 4th and 5th Streets
- 13b South Site between North 4th and 5th Streets
- 14 Brothers Auto Site
- 15 Cumberland Art Center Site
- 16 Mt. Olive Missionary Baptist Church Site
- 17 Dollar General / Habitat for Humanity Site
- 18 Howell School Site
- 19 Cooper Place and Academy Avenue (NW Corner)
- 20 Former Toyota Dealership Site
- 21 Vulcan Corporation Site
- 22 APSU 8th Street Parking Lot
- 23a Kia / Volkswagen Site (North)
- 23b Kia / Volkswagen Site (South)
- 24 Corlew Site
- 25 Farrell-Calhoun Paint / Eagle Signs
- 26 C&M Supply Site



Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 10.04.2016

6

Map No.	Site	Site Criterion				Carry Forward?
		Proximity to Existing Transit Center (0.5 miles)	Area Topography (Access roadway/ site grade < 5%; Road/plains)	Site Size (Ideal: 1 to 2 acres)	Proximity to Hazardous Elements (On site USTs; building issues)	
1	200 Legion Street - Existing CTS Transit Center	PASS	PASS	PASS	PASS	PASS
2	750 Franklin Street - Empty lot between Franklin Street and Commerce Street - Conwood / Old A&P	PASS	PASS	PASS	PASS	PASS
3	723 Franklin Street - Existing Hooker Funeral Home	PASS	PASS	PASS	PASS	PASS
4	Cumberland Street - West side north of Washington Street; PDI Property	PASS	PASS	PASS	FAIL	FAIL
5	Frosty Morn Drive - Between Kraft Street and Red River Street	FAIL	PASS	PASS	FAIL	FAIL
6	Pageant Lane and Crossland Lane - Haskins Southwest corner - Haskins	FAIL	PASS	PASS	PASS	FAIL
7	N 1st Street and College Street - Northeast corner - Batson	PASS	FAIL	PASS	PASS	FAIL
8	University Avenue and Main Street - Northwest corner - APSU	PASS	PASS	PASS	PASS	PASS
9	Franklin Street between 8th Street and 9th Street - East of Foston Funeral Home	FAIL	PASS	PASS	PASS	FAIL
10	APSU Drane Street Parking Lot - West of APSU Fortera Stadium	FAIL	PASS	PASS	PASS	FAIL
11	1144 Franklin Street - Corner of Franklin Street and Cedar Street/Hurst Street - Smyrna Read Mix	FAIL	PASS	PASS	FAIL	FAIL
12	1025 Franklin Street - Between S 10th Street and S 11th Street (north side) - Burt Cobb Cntr.	FAIL	PASS	PASS	PASS	FAIL
13a	Main Street -	PASS	FAIL	PASS	PASS	FAIL

Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 10.04.2016

7

SCREENING MATRIX INITIAL SCREENING

Four Criteria

If one fails, site fails



Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 10.04.2016

8

REMAINING SITES AFTER INITIAL SCREENING

- 1 Existing Location
- 2 Conwood / Old A&P
- 3 Hooker Funeral Home
- 8 APSU
- 13b South Site between North 4th and 5th Streets
- 17 Dollar General / Habitat for Humanity Site
- 24 Corlew Site



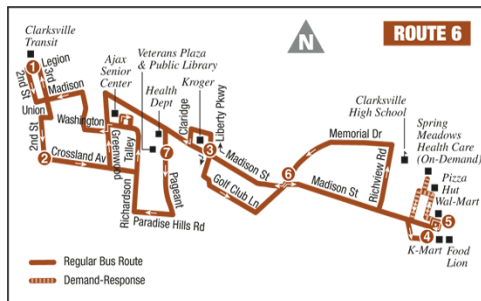
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Clarksville, Tennessee | 10.04.2016

CRITERIA FOR SITE SELECTION

NEXT ROUND

Transit Operations
Transportation
Community and Environment
Agency Considerations

9



CRITERIA FOR SITE SELECTION

Transit Operations

- Ability to sustain pulse system
- Proximity to origins and destinations
- Affects on travel time
- Rider safety
- Driver safety

Transportation

Community and Environment

Agency Considerations



Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 10.04.2016

10



Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 10.04.2016

CRITERIA FOR SITE SELECTION

Transit Operations

Transportation

- Route Connectivity
- Affects on O&M Costs
- Accessibility (street width and slope)
- Congestion at ingress / egress points
- Bike and pedestrian interface

Community and Environment

Agency Considerations

11



Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 10.04.2016

CRITERIA FOR SITE SELECTION

Transit Operations

Transportation

Community and Environment

- Compatibility with existing environment / development
- Joint development / Redevelopment potential
- Historic concerns
- Environmental concerns
- Remediation concerns

Agency Considerations

12



Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 10.04.2016

CRITERIA FOR SITE SELECTION

Transit Operations

Transportation

Community and
Environment

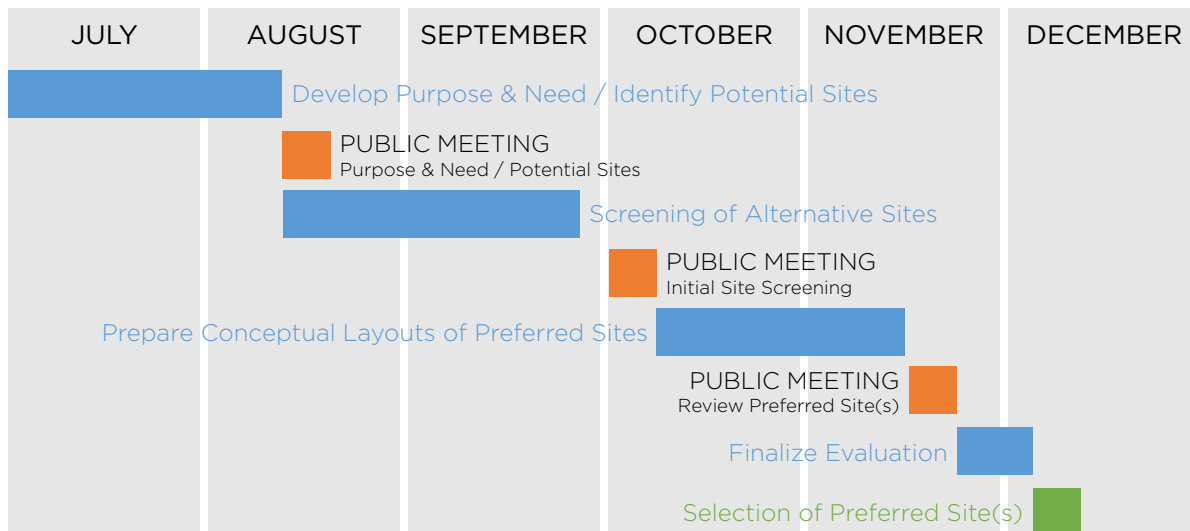
Agency Considerations

- Adequate size and shape
- Site acquisition costs
- Development costs
- Design / Administration / Other costs
- Business / Residential displacement(s)
- Transit center O&M costs

13

2016

TIMEFRAME








Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 10.04.2016

14

Clarksville Transfer Center
Relocation Feasibility Study
Questionnaire | 10.04.2016

CTSA
Clarksville Transit System

1. Based on the initial evaluation criteria, the following seven (7) sites remain under consideration. Please indicate below, and on the opposite side, if you have any specific comments on the nine (9) candidate sites still under consideration.

	1 Existing Transfer Center 200 Logan Street	Comments _____ _____ _____
	2 Conwood / Old A&P 750 Franklin Street	Comments _____ _____ _____
	3 Hooker Funeral Home 723 Franklin Street	Comments _____ _____ _____
	8 APSU Southwest Corner of University Avenue and Main Street	Comments _____ _____ _____
	13b APSU South Side between North 4th Street and North 5th Street	Comments _____ _____ _____

Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 10.04.2016

15

FEEDBACK

Questionnaire

- Remaining Sites for Consideration - What do you know or can tell us?
- Further Screening Criteria



Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 10.04.2016

16

QUESTIONS

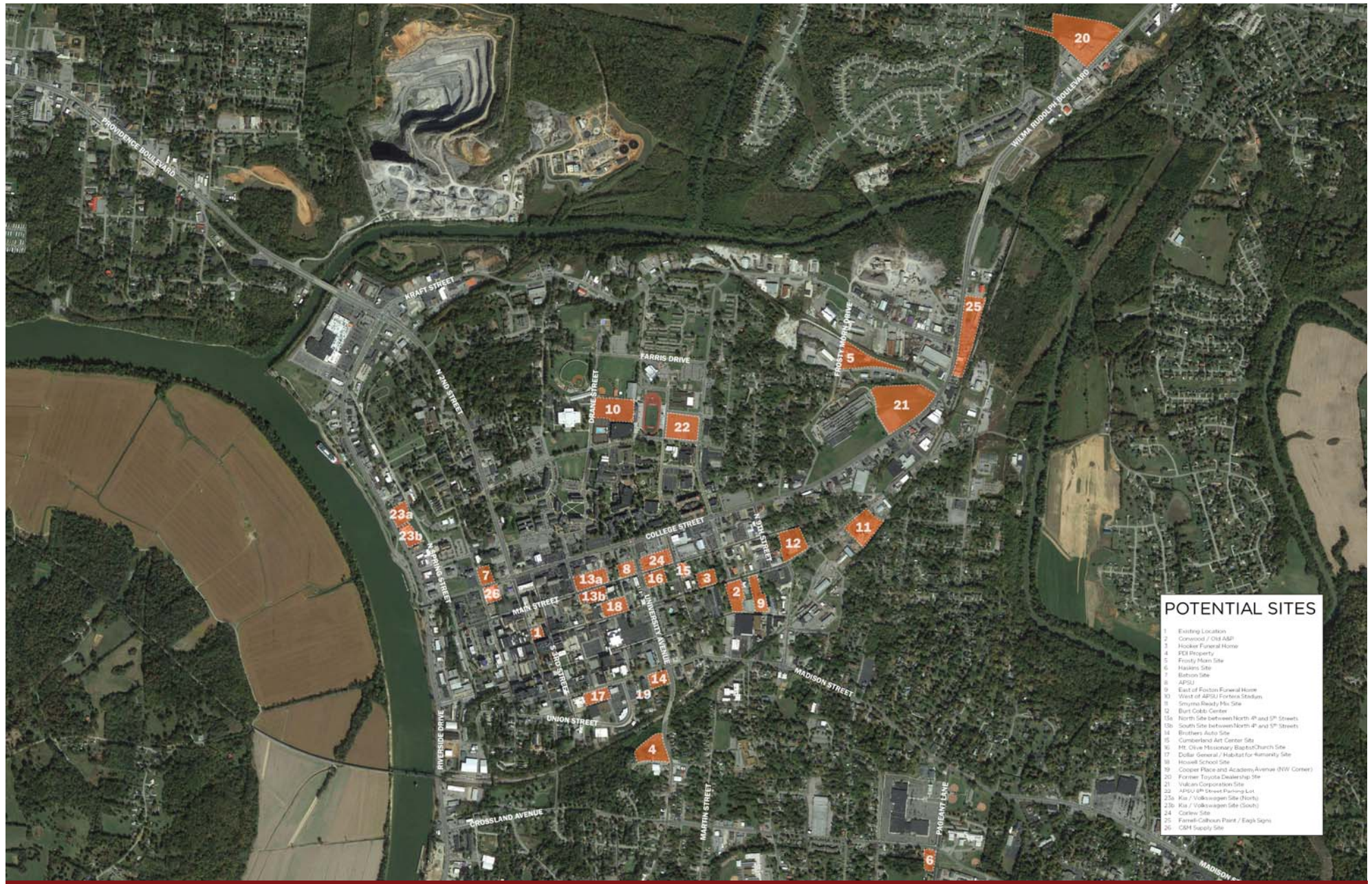
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Clarksville, Tennessee | 10.04.2016



PUBLIC MEETING II – BOARDS

POTENTIAL SITES



POTENTIAL SITES AFTER INITIAL SCREENING



POTENTIAL SITES

1 200 Legion Street

Existing CTS Transit Center

SITE SIZE
0.5 ACRES

OWNERSHIP
City of Clarksville

ZONING
Central Business District

EXISTING USE/DEVELOPMENT
City Exempt



2 Conwood / Old A&P

750 Franklin Street

SITE SIZE
1.9 ACRES

OWNERSHIP
Conwood Company LP

ZONING
M-1- Light Industrial

EXISTING USE/DEVELOPMENT
Industrial



3 Hooker Funeral Home

723 Franklin Street

SITE SIZE
1.2 ACRES

OWNERSHIP
Broady, Terrell A., Sr.

ZONING
Central Business District

EXISTING USE/DEVELOPMENT
Commercial



POTENTIAL SITES

8

APSU

Northwest Corner of University Avenue and Main Street

SITE SIZE
1.1 ACRES

OWNERSHIP
State of Tennessee

ZONING
Central Business District

EXISTING USE/DEVELOPMENT
State Exempt



13b

APSU

South Site between North 4th Street and North 5th Street

SITE SIZE
1.7 ACRES

OWNERSHIP
State of Tennessee

ZONING
Central Business District

EXISTING USE/DEVELOPMENT
Commercial



17

**Dollar General /
Habitat for Humanity**

Parking lot between South 3rd Street and Union Street

SITE SIZE
1.5 ACRES

OWNERSHIP
Madison Business Circle

ZONING
Central Business District

EXISTING USE/DEVELOPMENT
Commercial



POTENTIAL SITES

Site Evaluation Matrix

24

Corlew Site

Northwest corner of Main Street and North 7th Street

SITE SIZE
2.0 ACRES

OWNERSHIP
Corlew, James L., Sr.

ZONING
Central Business District

EXISTING USE/DEVELOPMENT
Commercial



Site	Location	Proximity to Existing Transit Center 0.5 miles	Area Topography Access Roadway/Site Grade < 5% Floodplains	Site Size Ideal: 1 to 2 acres	Proximity to Hazardous Elements On-site USTs; Building Issues	Carry Forward?
1	200 Legion Street Existing CTS Transit Center	↑	↑	↑	↑	↑
2	750 Franklin Street Empty lot between Franklin Street and Commerce Street Conwood / Old A&P	↑	↑	↑	↑	↑
3	723 Franklin Street Existing Hooker Funeral Home	↑	↑	↑	↑	↑
4	Cumberland Street West side north of Washington Street PDI Property	↑	↑	↑	↓	↓
5	Frosty Morn Drive Between Kraft Street and Red River Street	↓	↑	↑	↓	↓
6	Pageant Lane and Cressland Lane Southwest corner Haskins	↓	↑	↑	↑	↓
7	N 1st Street and College Street Northeast corner Baltson	↑	↓	↑	↑	↓
8	University Avenue and Main Street Northwest corner APSU	↑	↑	↑	↑	↑
9	Franklin Street between 8th Street and 9th Street East of Poston Funeral Home	↓	↑	↑	↑	↓
10	APSU Drane Street Parking Lot West of APSU Fortera Stadium	↓	↑	↑	↑	↓
11	1144 Franklin Street Corner of Franklin Street and Cedar Street/Hurst Street Smyrna Road Mix	↓	↑	↑	↓	↓
12	1025 Franklin Street Between S 10th Street and S 11th Street (north side) Burt Cobb Center	↓	↑	↑	↑	↓
13a	Main Street North site between N 4th Street and N 5th Street APSU	↑	↓	↑	↑	↓
13b	Main Street South site between N 4th Street and N 5th Street APSU	↑	↑	↑	↑	↑
14	Madison Street and Cumberland Drive/University Avenue Southwest corner Brothers Auto	↑	↑	↑	↓	↓
15	Main Street and N 7th Street Southeast corner Cumberland Art Center	↑	↑	↓	↑	↓
16	Main Street and N 6th Street Mt. Olive Missionary Baptist Church	↑	↓	↑	↑	↓
17	Madison Street Parking lot between S 3rd Street and Union Street Dollar General / Habitat for Humanity	↑	↑	↑	↑	↑
18	Franklin Street and N 5th Street Northwest corner/parking lot Howell School	↑	↓	↑	↑	↓
19	Cooper Place and Academy Avenue Northwest corner	↑	↑	↓	↑	↓
20	1650 Wilma Rudolph Boulevard Former Toyota Dealership	↓	↑	↑	↓	↓
21	College Street and Red River Street Southwest corner Vulcan Corporation	↓	↑	↑	↑	↓
22	APSU 8th Street Parking Lot East of APSU Fortera Stadium	↓	↑	↑	↑	↓
23a	Riverside Drive Between Jefferson Street and McClure Street (north) Kia - Volkswagen	↑	↓	↑	↓	↓
23b	Riverside Drive Between Jefferson Street and McClure Street (south) Kia - Volkswagen	↑	↓	↑	↑	↓
24	Main Street and N 7th Street Northwest corner Corlew	↑	↑	↑	↑	↑
25	1330 College Street From Farrell-Calhoun Paint to Eagle Signs	↓	↓	↑	↓	↓
26	N 1st Street and College Avenue Southeast corner C&M Supply	↑	↓	↑	↑	↓

PUBLIC MEETING II – QUESTIONNAIRE EXAMPLE

Clarksville Transfer Center Relocation Feasibility Study

Questionnaire | 10.04.2016



1. Based on the initial evaluation criteria, the following sites remain under consideration. Please indicate below, and on the opposite side, if you have any specific comments on the seven (7) candidate sites still under consideration.

1

200 Legion Street
Existing CTS Transfer Center



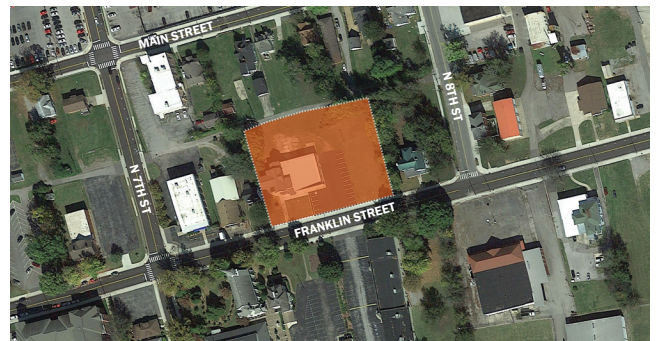
2

804 Franklin Street
Conwood/Old A&P Property



3

723 Franklin Street
Hooker Funeral Home



8

University Avenue & Main Street
APSU Parking Lot



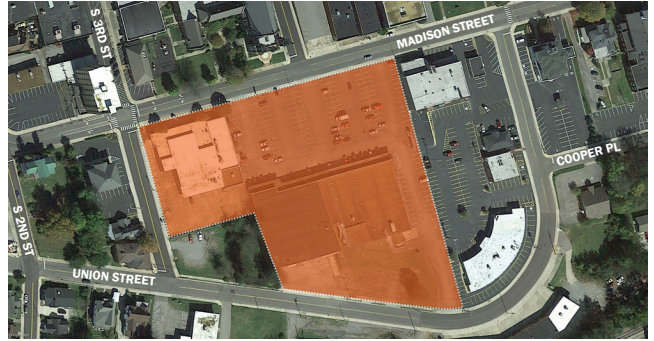
13b

Main Street & N 4th Street
APSU Parking Lot



17

Madison Street
Dollar General Parking Lot



24

Main Street & N 7th Street
Corlew Storage Parking Lot



2. During the second phase of evaluation, the following criteria will be used to evaluate the sites that are still under consideration:

Transit Operations

- Ability to sustain a pulse system
- Proximity to origins and destinations
- Effects on travel time
- Rider and driver safety

Transportation

- Route connectivity
- Effects on O&M costs
- Accessibility (street width and slope)
- Congestion at ingress/egress points
- Bike and pedestrian interface

Community and Environment

- Compatibility with existing development
- Joint development/redevelopment potential
- Historic, environmental, and remediation concerns

Agency Consideration

- Adequate size and shape
- Site acquisition/development costs
- Design/administration/other costs
- Business/residential displacement(s)
- Transit center O&M costs

Please indicate below if there are any additional evaluation criteria that you would suggest be added. Otherwise leave blank.

3. Please indicate (on average) how often you use the Clarksville Transit System (CTS).

- ☐ Daily ☐ Once a week ☐ Once a month ☐ Once a year ☐ Never

PUBLIC MEETING II – QUESTIONNAIRE RESPONSES

Clarksville Transfer Center Relocation Feasibility Study

Questionnaire | 10.04.2016



1. Based on the initial evaluation criteria, the following sites remain under consideration. Please indicate below, and on the opposite side, if you have any specific comments on the seven (7) candidate sites still under consideration.

1

200 Legion Street
Existing CTS Transfer Center

Bad Idea



2

750 Franklin Street
Conwood/Old A&P Property

Okay - eminent domain



3

723 Franklin Street
Hooker Funeral Home

Okay but not likely due to HB Funeral home



8

University Avenue & Main Street
APSU Parking Lot

Not Possible - too much traffic along University during peak travel times



13b

Main Street & N 4th Street
APSU Parking Lot

Not possible likely
but you never know.
Significant elevation change
back to front



17

Madison Street
Dollar General Parking Lot

Possible - good level lot



24

Main Street & N 7th Street
Corlew Storage Parking Lot

Same issues as #8
too much traffic along
University



2. During the second phase of evaluation, the following criteria will be used to evaluate the sites that are still under consideration:

Transit Operations

- Ability to sustain a pulse system
- Proximity to origins and destinations
- Effects on travel time
- Rider and driver safety

Transportation

- Route connectivity
- Effects on O&M costs
- Accessibility (street width and slope)
- Congestion at ingress/egress points
- Bike and pedestrian interface

Community and Environment

- Compatibility with existing development
- Joint development/redevelopment potential
- Historic, environmental, and remediation concerns

Agency Consideration

- Adequate size and shape
- Site acquisition/development costs
- Design/administration/other costs
- Business/residential displacement(s)
- Transit center O&M costs

Please indicate below if there are any additional evaluation criteria that you would suggest be added. Otherwise leave blank.

3. Please indicate (on average) how often you use the Clarksville Transit System (CTS).

- ☐ Daily ☐ Once a week ☐ Once a month ☐ Once a year ☒ Never

City of Clarksville, TN

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Submission information

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ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 75.143.149.65
Submission recorded on : 10/6/2016 6:53:49 PM
Time to take the survey : 3 minutes, 21 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

200 Legion Street Existing CTS Transfer Center Comment Below

T :
Would love for transportation to stay at current location, has been great for me.

750 Franklin Street Conwood/Old A&P Property Comment Below

T Not answered

723 Franklin Street Hooker Funeral Home Comment Below

T Not answered

University Ave & Main Street APSU Parking Lot Comment Below

T Not answered

Main St. & N 4th St. APSU Parking Lot Comment Below

T Not answered

Madison Street Dollar General Parking Lot Comment Below

T Not answered

Main St. & N 7th St. Corlew Storage Parking Lot Comment Below

T Not answered

2. During the second phase of evaluation, the following criteria will be used to evaluate the sites that are still under consideration: Transit Operations Ability to sustain a pulse system Proximity to origins and destinations Effects on travel time Rider and driver safety Community and Environment Compatibility with existing development Joint development/redevelopment potential Historic, environmental, and remediation concerns Transportation Route connectivity Effects on O&M costs Accessibility (street width and slope) Congestion at ingress/egress points Bike and pedestrian interface Agency Consideration Adequate size and shape Site acquisition/development costs

Design/administration/other costs & Business/residential displacement(s) & Transit center O&M costs
Please indicate below if there are any additional evaluation criteria that you would suggest be added. Otherwise leave blank.

T :
ok with all you used.

3. Please indicate (on average) how often you use the Clarksville Transit System (CTS).

- ☐ Daily
 - ☒ **Once a week**
 - ☐ Once a month
 - ☐ Once a year
 - ☐ Never
-

City of Clarksville, TN

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Submission information

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ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 172.12.125.38
Submission recorded on : 10/6/2016 9:42:04 AM
Time to take the survey : 11 minutes, 1 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

200 Legion Street Existing CTS Transfer Center Comment Below

T :
I love the immediate proximity to downtown but the site is too small.

750 Franklin Street Conwood/Old A&P Property Comment Below

T :
This site is too far from downtown shops and restaurants.

723 Franklin Street Hooker Funeral Home Comment Below

T :
Way too far off the center of downtown.

University Ave & Main Street APSU Parking Lot Comment Below

T :
This would not be a bad site for a transfer center. I could stand behind this choice.

Main St. & N 4th St. APSU Parking Lot Comment Below

T :
This is another site I would support. Very close to downtown and APSU.

Madison Street Dollar General Parking Lot Comment Below

T :
This would mean replacing the Dollar Store and Re-Store. It is also too far off of the downtown area I visit regularly.

Main St. & N 7th St. Corlew Storage Parking Lot Comment Below

T :
This is another site I would prefer; it is closer to all the things people use.

2. During the second phase of evaluation, the following criteria will be used to evaluate the sites that are still under consideration: Transit Operations • Ability to sustain a pulse system • Proximity to origins and destinations • Effects on travel time • Rider and driver safety • Community and Environment • Compatibility with existing development • Joint development/redevelopment potential • Historic, environmental, and remediation concerns • Transportation • Route connectivity • Effects on O&M costs • Accessibility (street width and slope) • Congestion at ingress/egress points • Bike and pedestrian interface • Agency Consideration • Adequate size and shape • Site acquisition/development costs • Design/administration/other costs • Business/residential displacement(s) • Transit center O&M costs

Please indicate below if there are any additional evaluation criteria that you would suggest be added. Otherwise leave blank.

T : Part of the development of downtown areas is close and immediate access to public transportation. As one of many seniors in Clarksville that use the transit system, the current site (which I know you've outgrown) is right on to of everything I use. I get off the bus and I am "there." Anything close to College Street is far preferable to the other sites mentioned. 8, 13b, and 24 seem like the best locations. I could stand with any of those three choices.

3. Please indicate (on average) how often you use the Clarksville Transit System (CTS).

- Daily**
Once a week
Once a month
Once a year
Never

City of Clarksville, TN

VISION INTERNET CONTENT MANAGEMENT SYSTEM



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Submission information

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ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 10.4.0.20
Submission recorded on : 10/6/2016 9:00:10 AM
Time to take the survey : 35 minutes, 13 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

200 Legion Street Existing CTS Transfer Center Comment Below

T :
I would like to vote to keep the Transfer center at its current location

750 Franklin Street Conwood/Old A&P Property Comment Below

T Not answered

723 Franklin Street Hooker Funeral Home Comment Below

T Not answered

University Ave & Main Street APSU Parking Lot Comment Below

T Not answered

Main St. & N 4th St. APSU Parking Lot Comment Below

T Not answered

Madison Street Dollar General Parking Lot Comment Below

T Not answered

Main St. & N 7th St. Corlew Storage Parking Lot Comment Below

T Not answered

2. During the second phase of evaluation, the following criteria will be used to evaluate the sites that are still under consideration: Transit Operations Ability to sustain a pulse system Proximity to origins and destinations Effects on travel time Rider and driver safety Community and Environment Compatibility with existing development Joint development/redevelopment potential Historic, environmental, and remediation concerns Transportation Route connectivity Effects on O&M costs Accessibility (street width and slope) Congestion at ingress/egress points Bike and pedestrian interface Agency Consideration Adequate size and shape Site acquisition/development costs

Design/administration/other costs & Business/residential displacement(s) & Transit center O&M costs
Please indicate below if there are any additional evaluation criteria that you would suggest be added. Otherwise leave blank.

T :
I would like to vote to keep the Transfer Center at its current location

3. Please indicate (on average) how often you use the Clarksville Transit System (CTS).

- ☒ **Daily**
 - ☐ Once a week
 - ☐ Once a month
 - ☐ Once a year
 - ☐ Never
-

City of Clarksville, TN

VISION INTERNET CONTENT MANAGEMENT SYSTEM



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Submission information

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ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 10.4.0.24
Submission recorded on : 10/5/2016 8:52:38 AM
Time to take the survey : 35 minutes, 28 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

200 Legion Street Existing CTS Transfer Center Comment Below

T :
Too much congestion in the main downtown area.

750 Franklin Street Conwood/Old A&P Property Comment Below

T :
Less congestion in this area and usage of semi-abandoned property.

723 Franklin Street Hooker Funeral Home Comment Below

T :
Not answered

University Ave & Main Street APSU Parking Lot Comment Below

T :
Not answered

Main St. & N 4th St. APSU Parking Lot Comment Below

T :
Not answered

Madison Street Dollar General Parking Lot Comment Below

T :
Not answered

Main St. & N 7th St. Corlew Storage Parking Lot Comment Below

T :
Not answered

2. During the second phase of evaluation, the following criteria will be used to evaluate the sites that are still under consideration: Transit Operations Ability to sustain a pulse system Proximity to origins and destinations Effects on travel time Rider and driver safety Community and Environment Compatibility with existing development Joint development/redevelopment potential Historic, environmental, and remediation concerns Transportation Route connectivity Effects on O&M costs Accessibility (street width and slope) Congestion at ingress/egress points Bike and pedestrian interface Agency

Consideration • Adequate size and shape • Site acquisition/development costs • Design/administration/other costs • Business/residential displacement(s) • Transit center O&M costs
Please indicate below if there are any additional evaluation criteria that you would suggest be added. Otherwise leave blank.

T Not answered

3. Please indicate (on average) how often you use the Clarksville Transit System (CTS).

- ☐ Daily
 - ☐ Once a week
 - ☐ Once a month
 - ☐ Once a year
 - ☒ **Never**
-

City of Clarksville, TN

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[Administration](#)[Workspace](#)[Core Components](#)[Advanced Components](#)[Utilities](#)[Log Out](#)[Help](#)

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User: Tamara welker [[Reset Password](#)][Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)

Submission information

Submitter DB ID : 3626
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 10.4.0.51
Submission recorded on : 10/5/2016 8:32:44 AM
Time to take the survey : 9 minutes, 4 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

200 Legion Street Existing CTS Transfer Center & Comment Below

T :
I think it should stay where it is. I have never been in a city that the Bus Station is not in the downtown area. It is convenient for the riders for City Hall, Court House and the pleasure of the downtown area.

750 Franklin Street Conwood/Old A&P Property & Comment Below

T :
To far from downtown.

723 Franklin Street Hooker Funeral Home & Comment Below

T :
to far from downtown.

University Ave & Main Street APSU Parking Lot & Comment Below

T :
Not a good location.

Main St. & N 4th St. APSU Parking Lot & Comment Below

T :
Not answered

Madison Street Dollar General Parking Lot & Comment Below

T :
Not answered

Main St. & N 7th St. Corlew Storage Parking Lot & Comment Below

T :
Not answered

2. During the second phase of evaluation, the following criteria will be used to evaluate the sites that are still under consideration: & Transit Operations & Ability to sustain a pulse system & Proximity to origins and destinations & Effects on travel time & Rider and driver safety& & & & Community and Environment & Compatibility with existing development & Joint

City of Clarksville, TN

VISION INTERNET CONTENT MANAGEMENT SYSTEM



Administration

Workspace

Core Components

Advanced Components

Utilities

Log Out

Help

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[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)

Submission information

Submitter DB ID : 3625
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 10.4.0.19
Submission recorded on : 10/5/2016 8:31:49 AM
Time to take the survey : 10 minutes, 21 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

200 Legion Street Existing CTS Transfer Center Comment Below

T :
This is my second choice.

750 Franklin Street Conwood/Old A&P Property Comment Below

T :
This would be my first choice.

723 Franklin Street Hooker Funeral Home Comment Below

T :
Not answered

University Ave & Main Street APSU Parking Lot Comment Below

T :
Not answered

Main St. & N 4th St. APSU Parking Lot Comment Below

T :
Not answered

Madison Street Dollar General Parking Lot Comment Below

T :
Not answered

Main St. & N 7th St. Corlew Storage Parking Lot Comment Below

T :
Not answered

2. During the second phase of evaluation, the following criteria will be used to evaluate the sites that are still under consideration: Transit Operations Ability to sustain a pulse system Proximity to origins and destinations Effects on travel time Rider and driver safety Community and Environment Compatibility with existing development Joint development/redevelopment potential Historic, environmental, and remediation concerns Transportation Route connectivity Effects on O&M costs Accessibility (street width and slope) Congestion at ingress/egress points Bike and pedestrian interface Agency

Consideration • Adequate size and shape • Site acquisition/development costs • Design/administration/other costs • Business/residential displacement(s) • Transit center O&M costs
Please indicate below if there are any additional evaluation criteria that you would suggest be added. Otherwise leave blank.

T :
I think that they need to take into consideration that CTS passengers my need services that are down town. Banks, courts, city offices, and more. If you move the transfer center to some of the proposed sites, the transfer center becomes just that, a transfer center.

3. Please indicate (on average) how often you use the Clarksville Transit System (CTS).

- ☐ Daily
 - ☐ Once a week
 - ☐ Once a month
 - ☐ Once a year
 - ☒ **Never**
-

development/redevelopment potential & Historic, environmental, and remediation concerns & & & & Transportation & Route connectivity & Effects on O&M costs & Accessibility (street width and slope) & Congestion at ingress/egress points & Bike and pedestrian interface & & Agency Consideration & Adequate size and shape & Site acquisition/development costs & Design/administration/other costs & Business/residential displacement(s) & Transit center O&M costs
Please indicate below if there are any additional evaluation criteria that you would suggest be added. Otherwise leave blank.

T Not answered

3. Please indicate (on average) how often you use the Clarksville Transit System (CTS).

- ☐ Daily
- ☒ **Once a week**
- ☐ Once a month
- ☐ Once a year
- ☐ Never

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Submitter DB ID : 3624
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 10.4.0.2
Submission recorded on : 10/5/2016 8:29:24 AM
Time to take the survey : 9 minutes, 29 secs.

Survey answers[Switch to submitter's answers edit mode](#)**200 Legion Street Existing CTS Transfer Center Comment Below****T**

:
This site is adequate until a superior site is established.

750 Franklin Street Conwood/Old A&P Property Comment Below**T**

:
This is, in my opinion, the only "superior" site remaining on the list of possibilities as it relates to the current evaluation criteria.

723 Franklin Street Hooker Funeral Home Comment Below**T**

:
Ingress/Egress is not ideal and there is practically no room for future expansion as the Catholic Church owns most of the surrounding properties.

University Ave & Main Street APSU Parking Lot Comment Below**T**

:
No traffic signal at University and Main means buses will only be able to exit the site via a right hand turn onto University.

Main St. & N 4th St. APSU Parking Lot Comment Below**T**

:
Not answered

Madison Street Dollar General Parking Lot Comment Below**T**

:
Doubtful that the church will be willing to sell what amounts to their only decent parking. Also, the topography at the Union side is not ideal.

Main St. & N 7th St. Corlew Storage Parking Lot Comment Below**T**

:
Again, no traffic signal at University/Main.

2. During the second phase of evaluation, the following criteria will be used to evaluate the sites that are still under consideration: Transit Operations • Ability to sustain a pulse system • Proximity to origins and destinations • Effects on travel time • Rider and driver safety • Community and Environment • Compatibility with existing development • Joint development/redevelopment potential • Historic, environmental, and remediation concerns • Transportation • Route connectivity • Effects on O&M costs • Accessibility (street width and slope) • Congestion at ingress/egress points • Bike and pedestrian interface • Agency Consideration • Adequate size and shape • Site acquisition/development costs • Design/administration/other costs • Business/residential displacement(s) • Transit center O&M costs

Please indicate below if there are any additional evaluation criteria that you would suggest be added. Otherwise leave blank.

T

Not answered

3. Please indicate (on average) how often you use the Clarksville Transit System (CTS).

- ☐ Daily
☐ Once a week
☒ **Once a month**
☐ Once a year
☐ Never

City of Clarksville, TN

VISION INTERNET CONTENT MANAGEMENT SYSTEM



Administration

Workspace

Core Components

Advanced Components

Utilities

Log Out

Help

Advanced Components: Forms: Reporting: Voter Details

User: Tamara welker [[Reset Password](#)][Back](#)
[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)

Submission information

Submitter DB ID : 3623
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 10.4.0.30
Submission recorded on : 10/5/2016 8:25:30 AM
Time to take the survey : 4 minutes, 48 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

200 Legion Street Existing CTS Transfer Center Comment Below

T :
I think if it can't get the Conwood location, it should just stay where it is.

750 Franklin Street Conwood/Old A&P Property Comment Below

T :
I think this would be the best location.

723 Franklin Street Hooker Funeral Home Comment Below

T :
Not answered

University Ave & Main Street APSU Parking Lot Comment Below

T :
Not answered

Main St. & N 4th St. APSU Parking Lot Comment Below

T :
Not answered

Madison Street Dollar General Parking Lot Comment Below

T :
Not answered

Main St. & N 7th St. Corlew Storage Parking Lot Comment Below

T :
Not answered

2. During the second phase of evaluation, the following criteria will be used to evaluate the sites that are still under consideration: Transit Operations Ability to sustain a pulse system Proximity to origins and destinations Effects on travel time Rider and driver safety Community and Environment Compatibility with existing development Joint development/redevelopment potential Historic, environmental, and remediation concerns Transportation Route connectivity Effects on O&M costs Accessibility (street width and slope) Congestion at ingress/egress points Bike and pedestrian interface Agency

Consideration • Adequate size and shape • Site acquisition/development costs • Design/administration/other costs • Business/residential displacement(s) • Transit center O&M costs
Please indicate below if there are any additional evaluation criteria that you would suggest be added. Otherwise leave blank.

T Not answered

3. Please indicate (on average) how often you use the Clarksville Transit System (CTS).

- ☒ **Daily**
 - ☐ Once a week
 - ☐ Once a month
 - ☐ Once a year
 - ☐ Never
-

City of Clarksville, TN

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Administration

Workspace

Core Components

Advanced Components

Utilities

Log Out

Help

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User: Tamara welker [\[Reset Password\]](#)[Back](#)
[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)

Submission information

Submitter DB ID : 3621
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 10.4.0.53
Submission recorded on : 10/5/2016 8:17:54 AM
Time to take the survey : 1 minutes, 35 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

200 Legion Street Existing CTS Transfer Center Comment Below

T :
Please keep it here.

750 Franklin Street Conwood/Old A&P Property Comment Below

T Not answered

723 Franklin Street Hooker Funeral Home Comment Below

T Not answered

University Ave & Main Street APSU Parking Lot Comment Below

T Not answered

Main St. & N 4th St. APSU Parking Lot Comment Below

T Not answered

Madison Street Dollar General Parking Lot Comment Below

T Not answered

Main St. & N 7th St. Corlew Storage Parking Lot Comment Below

T Not answered

2. During the second phase of evaluation, the following criteria will be used to evaluate the sites that are still under consideration: Transit Operations Ability to sustain a pulse system Proximity to origins and destinations Effects on travel time Rider and driver safety Community and Environment Compatibility with existing development Joint development/redevelopment potential Historic, environmental, and remediation concerns Transportation Route connectivity Effects on O&M costs Accessibility (street width and slope) Congestion at ingress/egress points Bike and pedestrian interface Agency Consideration Adequate size and shape Site acquisition/development costs

Design/administration/other costs & Business/residential displacement(s) & Transit center O&M costs
Please indicate below if there are any additional evaluation criteria that you would suggest be added. Otherwise leave blank.

T Not answered

3. Please indicate (on average) how often you use the Clarksville Transit System (CTS).

- ☒ **Daily**
 - ☐ Once a week
 - ☐ Once a month
 - ☐ Once a year
 - ☐ Never
-

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Submitter DB ID :	3620
ASP.net's user name :	Disabled
Submitter's Email :	Anonymous
Submitter's language :	Default language
IP address :	10.4.0.22
Submission recorded on :	10/5/2016 8:12:40 AM
Time to take the survey :	4 minutes, 46 secs.

[Switch to submitter's answers edit mode](#)

Due to the central location and convenience of access to the downtown area, I would like the transfer station to be upgraded & stay in its current location. Any other location would have a negative effect to the systems ability to maintain the current schedule.

Not answered

Not answered

Not answered

Not answered

Not answered

Not answered

2. During the second phase of evaluation, the following criteria will be used to evaluate the sites that are still under consideration: Transit Operations • Ability to sustain a pulse system • Proximity to origins and destinations • Effects on travel time • Rider and driver safety • Community and Environment • Compatibility with existing development • Joint development/redevelopment potential • Historic, environmental, and remediation concerns • Transportation • Route connectivity • Effects on O&M costs • Accessibility (street width and

slope) • Congestion at ingress/egress points • Bike and pedestrian interface Agency Consideration • Adequate size and shape • Site acquisition/development costs • Design/administration/other costs • Business/residential displacement(s) • Transit center O&M costs
Please indicate below if there are any additional evaluation criteria that you would suggest be added. Otherwise leave blank.
T Not answered

3. Please indicate (on average) how often you use the Clarksville Transit System (CTS).

- ☒ Daily
- ☐ Once a week
- ☐ Once a month
- ☐ Once a year
- ☐ Never

City of Clarksville, TN

VISION INTERNET CONTENT MANAGEMENT SYSTEM



Administration

Workspace

Core Components

Advanced Components

Utilities

Log Out

Help

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User: Tamara welker [[Reset Password](#)][Back](#)
[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)

Submission information

Submitter DB ID : 3618
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 10.4.0.1
Submission recorded on : 10/5/2016 7:47:18 AM
Time to take the survey : 11 minutes, 46 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

200 Legion Street Existing CTS Transfer Center Comment Below

T :
Transit Center should stay where it is and purchase the property next to it.

750 Franklin Street Conwood/Old A&P Property Comment Below

T :
This is a good location

723 Franklin Street Hooker Funeral Home Comment Below

T :
Not answered

University Ave & Main Street APSU Parking Lot Comment Below

T :
Not answered

Main St. & N 4th St. APSU Parking Lot Comment Below

T :
Not answered

Madison Street Dollar General Parking Lot Comment Below

T :
Not answered

Main St. & N 7th St. Corlew Storage Parking Lot Comment Below

T :
Not answered

2. During the second phase of evaluation, the following criteria will be used to evaluate the sites that are still under consideration: Transit Operations Ability to sustain a pulse system Proximity to origins and destinations Effects on travel time Rider and driver safety Community and Environment Compatibility with existing development Joint development/redevelopment potential Historic, environmental, and remediation concerns Transportation Route connectivity Effects on O&M costs Accessibility (street width and slope) Congestion at ingress/egress points Bike and pedestrian interface Agency

Consideration • Adequate size and shape • Site acquisition/development costs • Design/administration/other costs • Business/residential displacement(s) • Transit center O&M costs
Please indicate below if there are any additional evaluation criteria that you would suggest be added. Otherwise leave blank.

T Not answered

3. Please indicate (on average) how often you use the Clarksville Transit System (CTS).

- ☐ Daily
 - ☐ Once a week
 - ☐ Once a month
 - ☒ **Once a year**
 - ☐ Never
-

City of Clarksville, TN

VISION INTERNET CONTENT MANAGEMENT SYSTEM



Administration

Workspace

Core Components

Advanced Components

Utilities

Log Out

Help

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[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)

Submission information

Submitter DB ID : 3618
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 10.4.0.1
Submission recorded on : 10/5/2016 7:47:18 AM
Time to take the survey : 11 minutes, 46 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

200 Legion Street Existing CTS Transfer Center Comment Below

T :
Transit Center should stay where it is and purchase the property next to it.

750 Franklin Street Conwood/Old A&P Property Comment Below

T :
This is a good location

723 Franklin Street Hooker Funeral Home Comment Below

T :
Not answered

University Ave & Main Street APSU Parking Lot Comment Below

T :
Not answered

Main St. & N 4th St. APSU Parking Lot Comment Below

T :
Not answered

Madison Street Dollar General Parking Lot Comment Below

T :
Not answered

Main St. & N 7th St. Corlew Storage Parking Lot Comment Below

T :
Not answered

2. During the second phase of evaluation, the following criteria will be used to evaluate the sites that are still under consideration: Transit Operations Ability to sustain a pulse system Proximity to origins and destinations Effects on travel time Rider and driver safety Community and Environment Compatibility with existing development Joint development/redevelopment potential Historic, environmental, and remediation concerns Transportation Route connectivity Effects on O&M costs Accessibility (street width and slope) Congestion at ingress/egress points Bike and pedestrian interface Agency

Consideration • Adequate size and shape • Site acquisition/development costs • Design/administration/other costs • Business/residential displacement(s) • Transit center O&M costs
Please indicate below if there are any additional evaluation criteria that you would suggest be added. Otherwise leave blank.

T Not answered

3. Please indicate (on average) how often you use the Clarksville Transit System (CTS).

- ☐ Daily
 - ☐ Once a week
 - ☐ Once a month
 - ☒ **Once a year**
 - ☐ Never
-

City of Clarksville, TN

VISION INTERNET CONTENT MANAGEMENT SYSTEM

[Administration](#)[Workspace](#)[Core Components](#)[Advanced Components](#)[Utilities](#)[Log Out](#)[Help](#)

Advanced Components: Forms: Reporting: Voter Details

User: Tamara welker [[Reset Password](#)][Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)

Submission information

Submitter DB ID : 3617
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 198.146.58.150
Submission recorded on : 10/5/2016 7:30:12 AM
Time to take the survey : 4 minutes, 44 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

200 Legion Street Existing CTS Transfer Center Comment Below

T :
Since it appears that Clarksville only wants to stay the same with how they operate, this is the best choice to remain the same. I would suggest that you tear down the existing structure and build vertical to get the space you need. Traffic in the area is accustomed to the bus traffic. The only change will be the temporary relocation of the operation while construction is occurring.

750 Franklin Street Conwood/Old A&P Property Comment Below

T :
Not answered

723 Franklin Street Hooker Funeral Home Comment Below

T :
Not answered

University Ave & Main Street APSU Parking Lot Comment Below

T :
Study the traffic on University Avenue. This is busy and the added bus traffic will cause more problems. This will increase the delay times of the buses on their routes.

Main St. & N 4th St. APSU Parking Lot Comment Below

T :
Not answered

Madison Street Dollar General Parking Lot Comment Below

T :
What will you do with the Dollar General and the Habitat for Humanity Restore? If you take their parking away, you will also have to take their building because where are customers supposed to park? I actually like this location if you take the parking and buildings because you will have room to grow.

Main St. & N 7th St. Corlew Storage Parking Lot Comment Below

T :
Study the traffic on University Avenue. This is busy and the added bus traffic will cause more problems. This will increase the delay times of the buses on their routes.

2. During the second phase of evaluation, the following criteria will be used to evaluate the sites that are still under consideration:

- Transit Operations
- Ability to sustain a pulse system
- Proximity to origins and destinations
- Effects on travel time
- Rider and driver safety
- Community and Environment
- Compatibility with existing development
- Joint development/redevelopment potential
- Historic, environmental, and remediation concerns
- Transportation
- Route connectivity
- Effects on O&M costs
- Accessibility (street width and slope)
- Congestion at ingress/egress points
- Bike and pedestrian interface
- Agency Consideration
- Adequate size and shape
- Site acquisition/development costs
- Design/administration/other costs
- Business/residential displacement(s)
- Transit center O&M costs

Please indicate below if there are any additional evaluation criteria that you would suggest be added. Otherwise leave blank.

T

Not answered

3. Please indicate (on average) how often you use the Clarksville Transit System (CTS).

- ☐ Daily
☐ Once a week
☐ Once a month
☐ Once a year
☒ **Never**

City of Clarksville, TN

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[Administration](#)[Workspace](#)[Core Components](#)[Advanced Components](#)[Utilities](#)[Log Out](#)[Help](#)

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User: Tamara welker [\[Reset Password\]](#)[Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)

Submission information

Submitter DB ID : 3616
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 10.4.0.43
Submission recorded on : 10/4/2016 4:40:20 PM
Time to take the survey : 4 minutes, 19 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

200 Legion Street Existing CTS Transfer Center Comment Below

T :
Keep it Here. 2nd choice.

750 Franklin Street Conwood/Old A&P Property Comment Below

T :
This would be my 1st Choice. Would work well for the transit.

723 Franklin Street Hooker Funeral Home Comment Below

T :
no

University Ave & Main Street APSU Parking Lot Comment Below

T :
no

Main St. & N 4th St. APSU Parking Lot Comment Below

T :
no

Madison Street Dollar General Parking Lot Comment Below

T :
no

Main St. & N 7th St. Corlew Storage Parking Lot Comment Below

T :
no

2. During the second phase of evaluation, the following criteria will be used to evaluate the sites that are still under consideration: Transit Operations • Ability to sustain a pulse system • Proximity to origins and

destinations • Effects on travel time • Rider and driver safety• • • • •
•Community and Environment • Compatibility with existing development • Joint
development/redevelopment potential • Historic, environmental, and remediation concerns • • • •
•Transportation • Route connectivity • Effects on O&M costs • Accessibility (street width and
slope) • Congestion at ingress/egress points • Bike and pedestrian interface • • •Agency
Consideration • Adequate size and shape • Site acquisition/development costs •
Design/administration/other costs • Business/residential displacement(s) • Transit center O&M costs
Please indicate below if there are any additional evaluation criteria that you would suggest be added. Otherwise leave
blank.
T Not answered

3. Please indicate (on average) how often you use the Clarksville Transit System (CTS).

- ☐ Daily
- ☒ Once a week
- ☐ Once a month
- ☐ Once a year
- ☐ Never

PUBLIC MEETING III – PRESENTATION

Clarksville Transfer Center Relocation Feasibility Study

Clarksville, Tennessee | 11.17.2016



PURPOSE

To examine the need for and feasibility of relocating the existing Clarksville Transit System Transfer Center to another location, preferably in the downtown area of Clarksville, Tennessee, and in close proximity to the existing center so operations can continue in an efficient hub and spoke routing pattern.



Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 11.17.2016

NEEDS & ISSUES

- Aging Facility
- No Opportunity for Expansion
- Interior Limitations
- Service Disruptions

3



Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 11.17.2016

ALL PREVIOUS SITES

- PREVIOUS STUDIES
- STUDY TEAM IDEAS
- STAKEHOLDER IDEAS

4



Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 11.17.2016

REMAINING SITES AFTER INITIAL SCREENING

- 1 Existing Location
- 2 Conwood / Old A&P
- 3 Hooker Funeral Home
- 8 APSU
- 13b South Side between North 4th and 5th Streets
- 14 Brothers Auto
- 17 Dollar General / Habitat for Humanity Site
- 24 Corlew Site

5



Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 11.17.2016

CRITERIA FOR SITE SELECTION

- Transit Operations
- Transportation
- Community and Environment
- Agency Considerations

6



Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 11.17.2016

7

CRITERIA FOR SITE SELECTION

Transit Operations

- Ability to sustain pulse system
- Proximity to origins and destinations
- Affects on travel time
- Affects on O&M Costs
- Rider safety
- Driver safety

Transportation

Community and Environment

Agency Considerations



Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 11.17.2016

8

CRITERIA FOR SITE SELECTION

Transit Operations

Transportation

- Route Connectivity
- Accessibility (street width and slope)
- Congestion at ingress / egress points
- Bike and pedestrian interface

Community and Environment

Agency Considerations



Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 11.17.2016

CRITERIA FOR SITE SELECTION

Transit Operations

Transportation

Community and
Environment

- Compatibility with existing environment / development
- Joint development / Redevelopment potential
- Historic concerns
- Environmental concerns
- Remediation concerns

Agency Considerations

9



Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 11.17.2016

CRITERIA FOR SITE SELECTION

Transit Operations

Transportation

Community and
Environment

Agency Considerations

- Adequate size and shape
- Site acquisition & costs
- Development costs
- Design / Administration / Other costs
- Business / Residential displacement(s)
- Transit center O&M costs

10

Map No. Site	Site Criterion				Total Score
	Transit Operations	Transportation	Community and Environment	Agency Consideration	
1 200 Legion Street - Existing CTS Transit Center (No Build)	90	75	65	70	77
1A 200 Legion Street - Existing CTS Transit Center (Expansion)	85	75	75	65	77
2 804 Franklin Street - Empty lot between Franklin Street and Commerce Street - Corridor / CTS A&P	80	80	50	75	73
3 723 Franklin Street - Existing Hooper Funeral Home	70	65	50	65	64
8 University Avenue and Main Street - Northwest corner - APSU	65	40	85	45	59
15b Main Street - South side between N 4th Street and N 5th Street - APSU	70	35	65	50	56
14 Madison Street and Cumberland Drive/University Avenue - Southwest corner - Brothers Auto	50	70	60	60	59
17 Madison Street - Parking lot between S 3rd Street and Union Street - Dollar General - Habitat	55	80	80	65	68
24 Main Street and N 7th Street - Northwest corner - Curfew	75	40	55	40	55

Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 11.17.2016

11

PRELIMINARY EVALUATION

Composite Score of
Technical Staff: CUAMPO,
CTS, Consultant

Weighted Score:
transit operations = 35%,
transportation = 25%,
community & environment
= 20%,
agency considerations =
20%.

BUILD OPTION IN FUTURE AT NEW LOCATION MAKES SENSE

- **Staying at Existing Site:**
 - Increased maintenance costs
 - Disruptions due to community events
 - Inadequate operations
 - Less than optimal service quality
- **Expanding the Existing Site:**
 - Potential historic impacts
 - Disruptions due to community events
 - Fewer benefits for investment

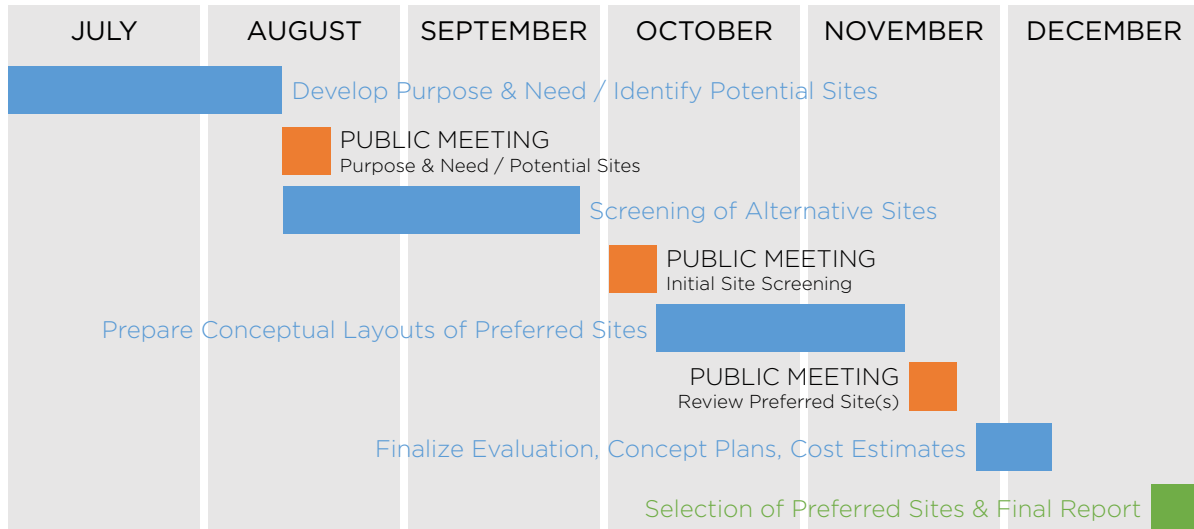


Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 11.17.2016

12

2016

TIMEFRAME

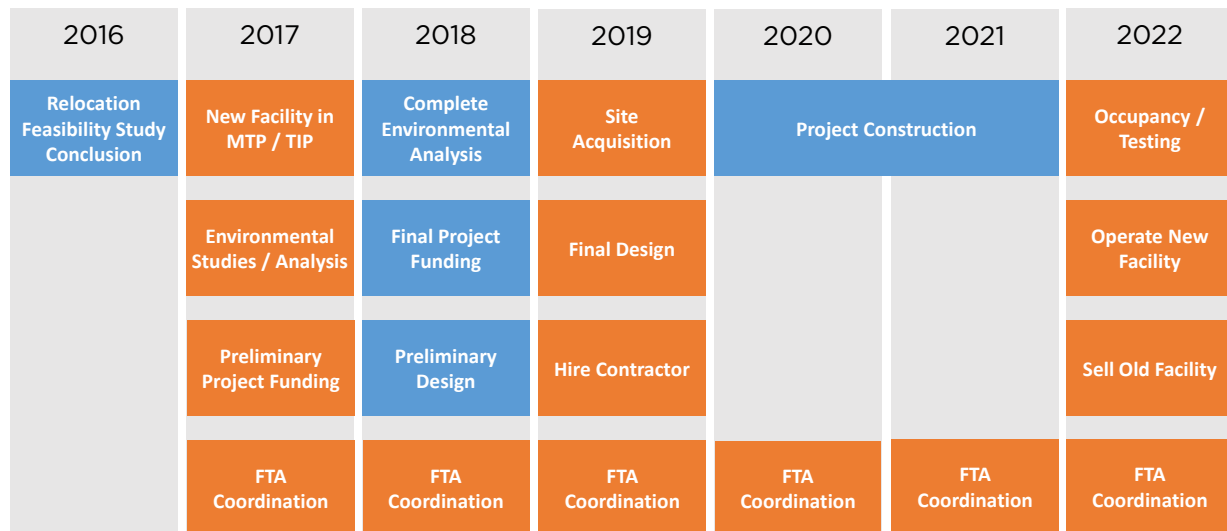


Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 11.17.2016

13

PROJECT DEVELOPMENT TIMEFRAME

KEY STEPS



Clarksville Transfer Center Relocation Feasibility Study
Clarksville, Tennessee | 11.17.2016

14

1. In the space below, please provide any comments or information of interest you now about the build options sites previously ranked higher: Sites 2 and 17.

2. What types of amenities would you like to see at a new transit transfer station? Please describe below.

3. What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

4. Do you have any other comments or information we should consider? Please detail below.

5. Please indicate (on average) how often you use the Clarksville Transit System.
☐ Once a year ☐ Once a month ☐ Once a week ☐ Daily ☐ Never

Thank you for your input!

FEEDBACK

Questionnaire

- Preferred Sites - What do you know or can tell us?
- Future Project Development Comments
 - Amenities
 - Other Development



QUESTIONS

Clarksville Transfer Center Relocation Feasibility Study

Clarksville, Tennessee | 11.17.2016



PUBLIC MEETING III – BOARDS










POTENTIAL SITES AFTER INITIAL SCREENING



POTENTIAL SITES

PRELIMINARY EVALUATION

SITE EVALUATION RESULTS

Map Number	Location Map	Site	Transit Operations	Transportation	Community and Environment	Agency Considerations	Total Score
1		200 Legion Street Existing CTS Transit Center (No Build)	90	75	65	70	77
1a		200 Legion Street Existing CTS Transit Center (Expansion)	85	75	75	65	77
2		804 Franklin Street Empty lot between Franklin Street and Commerce Street - Cornwood / Old A&P	80	80	50	75	73
3		723 Franklin Street Existing Hooker Funeral Home	70	65	50	65	64
8		University Avenue and Main Street Northwest corner - APSU	65	40	85	45	59
13b		Main Street South site between N 4th Street and N 5th Street - APSU	70	35	65	50	56
14		Madison Street and Cumberland Drive/ University Avenue Southwest corner - Brothers Auto	50	70	60	60	59
17		Madison Street Parking lot between S 3rd Street and Union Street - Dollar General - Habitat	55	80	80	65	68
24		Main Street and N 7th Street Northwest corner - Corlew	75	40	55	40	55

WEIGHTED SITE CRITERION

Transit Operations **35%**

- Ability to sustain pulse system
- Proximity to origins and destinations
- Affects on travel time
- Affects on O&M Costs
- Rider safety
- Driver safety

Transportation **25%**

- Route Connectivity
- Accessibility (street width and slope)
- Congestion at ingress / egress points
- Bike and pedestrian interface

Community and Environment **20%**

- Compatibility with existing environment / development
- Joint development / Redevelopment potential
- Historic concerns
- Environmental concerns
- Remediation concerns

Agency Considerations **20%**

- Adequate size and shape
- Site acquisition & costs
- Development costs
- Design / Administration / Other costs
- Business / Residential displacement(s)
- Transit center O&M costs

PUBLIC MEETING III – QUESTIONNAIRE EXAMPLE

Clarksville Transfer Center
Relocation Feasibility Study
Questionnaire | 11.17.2016



1. In the space below, please provide any comments or information of interest you now about the build options sites preliminarily ranked higher: Sites 2 and 17.

2. What types of amenities would you like to see at a new transit transfer station? Please describe below.

3. What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

4. Do you have any other comments or information we should consider? Please detail below.

5. Please indicate (on average) how often you use the Clarksville Transit System.

☐ Once a year ☐ Once a month ☐ Once a week ☐ Daily ☐ Never

Thank you for your input!

PUBLIC MEETING III – QUESTIONNAIRE RESPONSES

Clarksville Transfer Center
Relocation Feasibility Study
Questionnaire | 11.17.2016



1. In the space below, please provide any comments or information of interest you now about the build options sites preliminarily ranked higher: Sites 2 and 17.

Personally, I would like to see a Transfer center move in the Core Center of the downtown area

2. What types of amenities would you like to see at a new transit transfer station? Please describe below.

Coffee shop, cafe, mini-mart, possibly a day care, etc

3. What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

Downtown Residences, grocery store, affordable shopping other than Dollar Store part of it, 7, 14

4. Do you have any other comments or information we should consider? Please detail below.

The present site with expansion seems to be more realistic, practical, less expensive. Other ~~more~~ ^{considered} sites for me: 13b, 8, 14

5. Please indicate (on average) how often you use the Clarksville Transit System.

☒ Once a year ☐ Once a month ☐ Once a week ☐ Daily ☐ Never

I am thinking more about daily riders - 7 commuters

Joseph R. Houton
SU Union
Thank you for your input!

Clarksville Transfer Center
Relocation Feasibility Study
Questionnaire | 11.17.2016



1. In the space below, please provide any comments or information of interest you now about the build options sites preliminarily ranked higher: Sites 2 and 17.

SITE 17 IS PREFERRED
HOOKER SITE (3) 2ND OPTION
SITE 2 3RD OPTION

2. What types of amenities would you like to see at a new transit transfer station? Please describe below.

MULTI-MODAL

3. What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

RETAIL COMPONENT

4. Do you have any other comments or information we should consider? Please detail below.

5. Please indicate (on average) how often you use the Clarksville Transit System.

☐ Once a year ☐ Once a month ☐ Once a week ☐ Daily ☒ Never

Thank you for your input!

Clarksville Transfer Center
Relocation Feasibility Study
Questionnaire | 11.17.2016



1. In the space below, please provide any comments or information of interest you now about the build options sites preliminarily ranked higher: Sites 2 and 17.

2. What types of amenities would you like to see at a new transit transfer station? Please describe below.

Adequate seating in waiting area, ^{ADA compliant} accessible restrooms

3. What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

no ideas

4. Do you have any other comments or information we should consider? Please detail below.

*I wish you could come up with a plan to make
Bus routes cross each other, instead of everyone having
to come to one transit center downtown & then
transfer to another bus route*

5. Please indicate (on average) how often you use the Clarksville Transit System.

☐ Once a year ☐ Once a month ☐ Once a week ☐ Daily ☒ Never

Thank you for your input!

City of Clarksville, TN

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Submission information

Submitter DB ID : 4605
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 208.88.174.78
Submission recorded on : 12/1/2016 10:43:18 AM
Time to take the survey : 52 minutes, 8 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
I own two buildings in downtown Clarksville and have invested a significant amount of money in Clarksville. I believe we can revitalize downtown but keeping the bus terminal at its current location is simply going to derail any attempts for meaningful revitalization. It simply cannot be the best option. A bus stop in downtown to allow those using the bus service is reasonable and appropriate, but the station needs to be moved. The activity around the station is not conducive to growth. We have panhandling and frankly I have witnessed multiple people using the bathroom in the ally behind one of our buildings. We have a wonderful opportunity to change course in downtown. However the current location of the bus terminal is a problem that must be solved. I cannot conceive how anyone would believe the current location is beneficial to the city of Clarksville.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
Substantial room for growth and to safely accomodate riders and to have the same placed in a location that will not negatively impact downtown.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
public space that is consistent with the new urban park.

Do you have any other comments or information we should consider? Please detail below.

T Not answered

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☐ Once a week
☐ Daily
☒ **Never**
-

City of Clarksville, TN

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Submission information

Submitter DB ID : 4604
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 208.87.155.152
Submission recorded on : 12/1/2016 10:20:56 AM
Time to take the survey : 13 minutes, 52 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
I believe that the center should be relocated from its current Downtown location as it contribute nothing to the health and prosperity of the Downtown and occupies a strategic block essentially rendering it "dead" from a commercial, residential and cultural standpoint. I feel that Site 13B is the most strategic.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
Covered waiting, more benches

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
Housing

Do you have any other comments or information we should consider? Please detail below.

T :
Not answered

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☐ Once a week
☐ Daily
☒ Never

City of Clarksville, TN

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Submission information

Submitter DB ID : 4601
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 75.143.146.76
Submission recorded on : 12/1/2016 9:29:38 AM
Time to take the survey : 4 minutes, 42 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
I believe the Transfer Center should be left where it is as recommended by the consultants.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T Not answered

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T Not answered

Do you have any other comments or information we should consider? Please detail below.

T :
Take the advice of the consultants and leave the center where it is.

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☐ Once a week
☐ Daily
☒ **Never**

City of Clarksville, TN

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Submission information

Submitter DB ID : 4600
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 208.88.169.4
Submission recorded on : 12/1/2016 8:37:32 AM
Time to take the survey : 14 minutes, 37 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
The Transfer Center needs to be relocated away from downtown. As that area is developed and grows, the Transfer Center could inhibit that growth.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T Not answered

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T Not answered

Do you have any other comments or information we should consider? Please detail below.

T :
I truly believe that moving the Transfer Center away from downtown is more conducive to the expected and needed growth of the downtown area. With the overall growth of Clarksville, the additional buses add congestion to an area that does not need the congestion. Looking at different delivery models with a focus on delivering what customers need, and capitalizing on available technology would be worth investigating.

Please indicate (on average) how often you use the Clarksville Transit System.

- ☒ **Once a year**
☐ Once a month
☐ Once a week
☐ Daily
☐ Never

City of Clarksville, TN

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Submission information

Submitter DB ID : 4599
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 97.68.234.178
Submission recorded on : 12/1/2016 8:25:28 AM
Time to take the survey : 7 minutes, 52 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
Site two appears to be support APSU campus and those students desiring use of mass transit. A bus stop at the current location will overcome all transit operations concerns of this weighted metrics scorecard.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
Rest rooms Climate controlled for passenger safety / comfort

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T Not answered

Do you have any other comments or information we should consider? Please detail below.

T Not answered

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☐ Once a week
☐ Daily
☒ **Never**

City of Clarksville, TN**VISION INTERNET CONTENT MANAGEMENT SYSTEM****Administration****Workspace****Core Components****Advanced Components****Utilities****Log Out****Help****Advanced Components: Forms: Reporting: Voter Details**User: Tamara welker [[Reset Password](#)][Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)**Submission information**

Submitter DB ID : 4598
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 66.83.142.186
Submission recorded on : 12/1/2016 6:48:17 AM
Time to take the survey : 56 minutes, 4 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
I'm ok with either location but does not need to be in the heart of downtown.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
A place that is up to date and will be able to handle the next 50 years growth.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
Office, residential use, some sort of redevelopment. Need to bring people back downtown.

Do you have any other comments or information we should consider? Please detail below.

T :
We need a downtown that will thrive and be a focus place for the community. We must get families living downtown to spur more growth.

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☐ Once a week
☐ Daily
☒ **Never**

City of Clarksville, TN**VISION INTERNET CONTENT MANAGEMENT SYSTEM****Administration****Workspace****Core Components****Advanced Components****Utilities****Log Out****Help****Advanced Components: Forms: Reporting: Voter Details**User: Tamara welker [[Reset Password](#)][Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)**Submission information**

Submitter DB ID : 4590
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 68.114.131.68
Submission recorded on : 12/1/2016 12:34:20 AM
Time to take the survey : 36 minutes, 13 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T

:
I believe it should stay right where it is currently located. The whole reason for it being located where it is was to get people into the downtown area where most of the business/governmental/legal/court/etc. are located. That has not changed and moving it elsewhere is an unnecessary waste of taxpayer money. It is centrally located to optimize connections to all of the rest of the City for riders and moving it would sacrifice that benefit,

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T

:
The current amenities appear to be fulfilling everyone's needs.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T

:
I realize that the unstated goal is to acquire enough property in the downtown area to build a Convention Center which we do not need or want. I also realize that the people pushing this agenda will deny this until they are "blue in the face" and then feign surprise in the near future when the "suggestion" arises that the highest and best use of this property along with the new "City/County Downtown Park" would be to use it for this purpose. I lived in another community that used these same tactics to burden the taxpayers with this type of "White Elephant" that the Taxpayers did not want. The Taxpayers there have been paying for that bottomless pit for over 40 years and have NEVER realized the promised return on their "Investment" that was promised to them.

Do you have any other comments or information we should consider? Please detail below.

T

:
What benefits to the Taxpayers and Riders will actually come from moving the station?? As I see it, the answer is "None"! That being the case, ask yourself "why is this being pushed right now"? I do not think our Public Officials are being straight with us. Why spend the money for something that is not needed? I believe we are being set up for something much more costly.

Please indicate (on average) how often you use the Clarksville Transit System.

☒**Once a year**☐

Once a month

☐

Once a week

- Daily
- Never

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City of Clarksville, TN

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Submission information

Submitter DB ID : 4588
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 104.192.237.200
Submission recorded on : 11/30/2016 11:18:32 PM
Time to take the survey : 19 minutes, 28 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
I support Site 2 due to its proximity to downtown and its central location. I walk this route weekly from my home to the downtown area. The relocation will allow possible reutilization of the current transit location for office space and downtown residential property which is necessary for true vitalization.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
Space to wait out of the weather, bathroom facilities, and access to community information.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
Room for the buses to maneuver and exit the property safely.

Do you have any other comments or information we should consider? Please detail below.

T :
I am not a frequent transit user, however I am downtown 3-4 times per week. This is an important issue that should be carefully addressed.

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☐ Once a week
☐ Daily
☒ **Never**

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Submitter DB ID : 4586
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 69.166.184.218
Submission recorded on : 11/30/2016 10:26:05 PM
Time to take the survey : 9 minutes, 29 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
What options? Where are they???

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
I'm not sure but bathrooms, water, a snack machine and seating are important.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
The existing one, a new one? This question is not clear.

Do you have any other comments or information we should consider? Please detail below.

T :
Consider a better survey. A redo with some information would be good.

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☐ Once a week
☐ Daily
☒ **Never**

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Submitter DB ID : 4584
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 96.33.40.21
Submission recorded on : 11/30/2016 9:50:23 PM
Time to take the survey : 28 minutes, 57 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
Site 2 is my preference for the transit transfer station because of its high scores for both transit operations and transportation. It's lower score for Community and Environment would need to be addressed.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
I would expect the transit station to provide adequate seating for those waiting, shelter from the weather while waiting, bathroom facilities, snack machines or snack bar.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
It would be convenient to have a grocery store, laundry mat, and a general store.

Do you have any other comments or information we should consider? Please detail below.

T :
My concerns with using the existing site are directly related to the restrictions placed on bus accessibility and congestion at ingress/egress points.

Please indicate (on average) how often you use the Clarksville Transit System.

☒ **Once a year**
☐ Once a month
☐ Once a week
☐ Daily
☐ Never

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Submitter DB ID : 4571
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 162.247.53.74
Submission recorded on : 11/30/2016 7:13:25 PM
Time to take the survey : 2 minutes, 31 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
no build seems like the best option

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
sell the current transit center

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
sell land to private developer

Do you have any other comments or information we should consider? Please detail below.

T Not answered

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☐ Once a week
☐ Daily
☒ **Never**

City of Clarksville, TN

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Submission information

Submitter DB ID : 4568
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 107.77.90.63
Submission recorded on : 11/30/2016 6:18:32 PM
Time to take the survey : 14 minutes, 38 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
Prefer site 2

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
retail and possibly a small day care

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T Not answered

Do you have any other comments or information we should consider? Please detail below.

T Not answered

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☐ Once a week
☐ Daily
☒ **Never**

City of Clarksville, TN

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Administration

Workspace

Core Components

Advanced Components

Utilities

Log Out

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Submission information

Submitter DB ID : 4567
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 208.88.174.78
Submission recorded on : 11/30/2016 5:34:55 PM
Time to take the survey : 21 minutes, 33 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T

:
While it is my opinion that a site further from downtown would better suite the community as a whole, I find that Site 2 is better than the current site in that it is larger, will not impede traffic downtown (which is a current problem), and will not interfere with events in downtown.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T

:
A larger lot size and a larger building size. There needs to be more indoor waiting areas Closer proximity to a grocery store, shopping, and a hotel (such as out by the mall) a location with wider streets and better visibility than the current location

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T

:
a full grocery store retail shopping It needs to be in an area of high visibility and a heavy police presence. If we want to encourage our women, children, and elderly to use the bus, then the transfer station needs to be in an area that is completely safe and visible. Downtown is too congested for a transfer station and there is absolutely nothing to do while waiting on a bus.

Do you have any other comments or information we should consider? Please detail below.

T

:
Clarksville is no longer a small town. We need a transit center that reflects the size and function of our town. It needs to be within walking distance of affordable places to eat, shop, and take in the scenery. Downtown does not have that. If I could afford to eat at the Blackhorse, I would not be riding the bus.

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☐ Once a week
☐ Daily
☒ Never

City of Clarksville, TN**VISION INTERNET CONTENT MANAGEMENT SYSTEM****Administration****Workspace****Core Components****Advanced Components****Utilities****Log Out****Help****Advanced Components: Forms: Reporting: Voter Details**User: Tamara welker [[Reset Password](#)][Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)**Submission information**

Submitter DB ID : 4566
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 104.14.12.225
Submission recorded on : 11/30/2016 5:24:53 PM
Time to take the survey : 16 minutes, 54 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
I like both sites. I probably favor 17 because it is close to downtown, church, and the post office.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T Not answered

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T Not answered

Do you have any other comments or information we should consider? Please detail below.

T Not answered

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
- ☐ Once a month
- ☐ Once a week
- ☐ Daily
- ☒ **Never**

City of Clarksville, TN

VISION INTERNET CONTENT MANAGEMENT SYSTEM

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Submission information

Submitter DB ID : 4560
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 104.14.12.225
Submission recorded on : 11/30/2016 4:28:51 PM
Time to take the survey : 6 minutes, 58 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
Site 17 appears to be a reasonable location because of its location. It provides space for a sizeable building and bus traffic and is still close to downtown, especially the post office and some shopping.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
I would like to see seats for waiting passengers, rest rooms, and vending machines for food.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
I would like to see small restaurants or snack shops, perhaps a family health clinic, a drug store, and a small grocery store.

Do you have any other comments or information we should consider? Please detail below.

T Not answered

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☐ Once a week
☐ Daily
☒ **Never**

City of Clarksville, TN

VISION INTERNET CONTENT MANAGEMENT SYSTEM

[Administration](#)[Workspace](#)[Core Components](#)[Advanced Components](#)[Utilities](#)[Log Out](#)[Help](#)

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Submission information

Submitter DB ID : 4557
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 76.123.210.252
Submission recorded on : 11/30/2016 4:12:36 PM
Time to take the survey : 10 minutes, 15 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T Not answered

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
No opinion since I do not use the transit system but I feel that it should be a safe place where those that utilize the system feel safe.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
Family friendly places that will draw people to our downtown area. Easy access to be able to enjoy the area safely on foot. Eating options that offer outdoor as well as indoor dining options. Been to other areas that offer this for breakfast, lunch and dinner and it seems to draw people of all ages. Parking should be a huge consideration for any options being considered.

Do you have any other comments or information we should consider? Please detail below.

T Not answered

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☐ Once a week
☐ Daily
☒ Never

City of Clarksville, TN

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[Administration](#)[Workspace](#)[Core Components](#)[Advanced Components](#)[Utilities](#)[Log Out](#)[Help](#)

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Submission information

Submitter DB ID : 4556
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 10.245.129.44
Submission recorded on : 11/30/2016 3:56:45 PM
Time to take the survey : 7 minutes, 24 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
Whatever site to which the bus station is moved should be in a more open space and out side of the downtown area. Of course the bus routes should include downtown but the hub should be in a less congested area. Not every bus needs to come downtown. That is not the highest and best use for any commercial space in downtown

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
Partnering with the Austin Peay student trolley, the rental bikes, and even taxi cabs/shuttles or park and ride facility might be very productive and also optimize the site where buses are present.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
residential development downtown is the only way to bring long term commercial business downtown.

Do you have any other comments or information we should consider? Please detail below.

T Not answered

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☐ Once a week
☐ Daily
☒ **Never**

City of Clarksville, TN**VISION INTERNET CONTENT MANAGEMENT SYSTEM****Administration****Workspace****Core Components****Advanced Components****Utilities****Log Out****Help****Advanced Components: Forms: Reporting: Voter Details**User: Tamara welker [[Reset Password](#)][Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)**Submission information**

Submitter DB ID : 4554
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 98.87.101.233
Submission recorded on : 11/30/2016 3:47:41 PM
Time to take the survey : 11 minutes, 1 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
Site #2 is a perfect relocation for the transit center. The site is within walking distance to APSU, downtown, inner city neighborhoods and is accessible to several of the homeless missions and areas that serve free meals.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
There should be free limited time parking at the transit center so one can take a bus to some of the high traffic areas, such as the mall and surrounding Wilma Rudolph street, and not have to take your own car and fight traffic.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
coffee shops, condominiums, restaurants, retail shops

Do you have any other comments or information we should consider? Please detail below.

T :
With the introduction of the civic plaza and APSU expanding their campus, the current site is not adequate for the amount of buses in current use much less the hoped for increase in bus use. It is dangerous right now to walk anywhere downtown with 17 city buses whipping around corners and jockeying for lanes to turn into a too small transit center. Give them more room!

Please indicate (on average) how often you use the Clarksville Transit System.

- ☒ **Once a year**
☐ Once a month
☐ Once a week
☐ Daily
☐ Never
-

City of Clarksville, TN**VISION INTERNET CONTENT MANAGEMENT SYSTEM**[Administration](#)[Workspace](#)[Core Components](#)[Advanced Components](#)[Utilities](#)[Log Out](#)[Help](#)**Advanced Components: Forms: Reporting: Voter Details**User: Tamara welker [[Reset Password](#)][Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)**Submission information**

Submitter DB ID : 4553
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 98.87.101.233
Submission recorded on : 11/30/2016 3:44:17 PM
Time to take the survey : 41 minutes, 9 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
First of all, the transfer center MUST be moved from the present location. It is far too small and as a result, does not function well. More importantly, is a potential prime development site. For the relocated transit center, site #2 (Conwood) is the clear choice. It is large enough, is on the edge of downtown, but not in it's heart, is closer to APSU, and has better access since it fronts on two streets.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
Nice waiting areas and restrooms with TVs and WiFi. Pickup/drop-off area with some limited parking. Maybe a play area for children.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
The transfer center is unlikely to stimulate any development around it, which is precisely why it need to move from the current location. It is not a destination, but a transfer point. Location #2 makes sense because of it's proximity to APSU, which is a destination. A shuttle to the university would encourage bus usage by students, faculty and staff.

Do you have any other comments or information we should consider? Please detail below.

T :
This is an important decision with a long fuse and long term implications. Let's get it right.

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☐ Once a week
☐ Daily
☒ **Never**
-

City of Clarksville, TN

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Submission information

Submitter DB ID : 4548
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 208.88.174.78
Submission recorded on : 11/30/2016 2:53:19 PM
Time to take the survey : 28 minutes, 5 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
I do not support any of the ranked sites. If CTS continues using a spoke and wheel system the transit center should be moved to the City owned Frosty Morn site.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
Bathrooms with lots of toilet paper to prevent the homeless and transients from defacing and urinating in public areas.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
Adequate space to park and maintain the buses while not in use and provide office space for the administrative personnel at CTS.

Do you have any other comments or information we should consider? Please detail below.

T :
The spoke and wheel system utilized by the City is antiquated. The transit system should be headquartered where the buses are parked and maintained with a straight line or grid system. There is absolutely no justifiable need to have a transit center, and certainly not in downtown. The current center has become a gathering place for the homeless and transients. Panhandling has become a common occurrence during the lunch and afternoon hours. On most nice days in Downtown the smell of marijuana is in the air within a block or so of the current center. Downtown now looks like a third-world country. The alleys and streets of downtown are littered with used condoms, empty liquor bottles, discarded items of clothing (mostly soiled), partially eaten food, feces and used toilet paper. I own two commercial buildings on 3rd Street and witness the deterioration of Downtown on a daily basis. This is a golden opportunity to improve downtown by relocating the transit center away from downtown or doing away with a center completely along with the spoke and wheel system currently being used.

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
- ☐ Once a month
- ☐ Once a week
- ☐ Daily



Never

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City of Clarksville, TN

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Submission information

Submitter DB ID : 4547
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 10.245.129.62
Submission recorded on : 11/30/2016 2:45:46 PM
Time to take the survey : 17 minutes, 23 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
Both of these sites would be superior to the existing location. Site 2 would require no demolition of existing structures and is more convenient to APSU.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
Site 17 provide a unique opportunity to redevelop a key piece of downtown property and include amenities such as a coffee shop, grocery, retail, etc..

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
The primary focus of the transit center relocation should be to find a suitable location that has the size to support the growth of our transit needs for the next 25 years while providing opportunities to develop additional pedestrian friendly activities (shopping, dining, affordable housing, etc..) in the close vicinity. The current location is inadequate for the number of buses we have currently and provides zero opportunity for expansion.

Do you have any other comments or information we should consider? Please detail below.

T :
Leaving the transit center in its existing location would be an absolute travesty. The new location should be somewhere on the peripheral of downtown rather than right in the center of it. The existing building is a money-pit that is woefully under-sized for our communities current needs with no room for expansion. Sites 2 & 17 both provide opportunities to relocate to a larger parcel of land that will allow for necessary expansion while still providing convenient access to downtown Clarksville but without locating it in an area that would be prone to service interruptions as our downtown continues to redevelop and attract larger and more frequent music, art & cultural events that are the hallmark of any proud and thriving Urban Core.

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☒ **Once a week**
☐ Daily



Never

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Submitter DB ID : 4544
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 97.89.82.162
Submission recorded on : 11/30/2016 2:20:02 PM
Time to take the survey : 3 minutes, 26 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
I think site 17 would be the best location. Much more space to expand the service area.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
Soda and coffee machine

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
If you had it closer to retail areas for the folks who ride - that would make a difference for them in their needs

Do you have any other comments or information we should consider? Please detail below.

T Not answered

Please indicate (on average) how often you use the Clarksville Transit System.

- ☒ **Once a year**
☐ Once a month
☐ Once a week
☐ Daily
☐ Never

City of Clarksville, TN**VISION INTERNET CONTENT MANAGEMENT SYSTEM****Administration****Workspace****Core Components****Advanced Components****Utilities****Log Out****Help****Advanced Components: Forms: Reporting: Voter Details**User: Tamara welker [[Reset Password](#)][Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)**Submission information**

Submitter DB ID : 4542
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 108.88.148.88
Submission recorded on : 11/30/2016 2:11:33 PM
Time to take the survey : 20 minutes, 5 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
Site 2 is best. Circulator route is absolute necessity for any of the proposed new sites.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
Free Circulator route to APSU and to courts complex, city hall, Franklin and Madson streets. Public restrooms, coffee shop in facility.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
A payment center where payments for all utilities, court costs and fines etc could be made

Do you have any other comments or information we should consider? Please detail below.

T :
I totally agree that the current site is not the best use of that property. However, it is the site most convenient for bus riders to the downtown area. If a new site is chosen, free and convenient shuttle service must be provided to downtown and APSU. Perhaps the Two Rivers Organization should pick up the tab for that.

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☐ Once a week
☐ Daily
☒ **Never**

City of Clarksville, TN

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[Administration](#)[Workspace](#)[Core Components](#)[Advanced Components](#)[Utilities](#)[Log Out](#)[Help](#)

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User: Tamara welker [\[Reset Password\]](#)[Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)

Submission information

Submitter DB ID : 4538
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 208.88.169.144
Submission recorded on : 11/30/2016 1:46:49 PM
Time to take the survey : 19 minutes, 6 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
It took a long time to even find the build option sites. 17 looks promising for turn around and growth. 13B or 24 look like decent alternatives. What about the old Greyhound station off Riverside?

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
Decent seating, ATM machine, snack machines, an area for stretching, wi-fi, self-service ticketing, on screen scheduling info, adequate trash/recycling receptacles, an area with Clarksville tourist info/restaurants outdoor coverings for inclement weather, book sharing center (take a book/leave a book) job postings.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
Bike center/rack,

Do you have any other comments or information we should consider? Please detail below.

T :
It should be in a location that is easy access for people who utilize the bus system.

Please indicate (on average) how often you use the Clarksville Transit System.

☐ Once a year
☐ Once a month
☐ Once a week
☐ Daily
☒ **Never**

City of Clarksville, TN**VISION INTERNET CONTENT MANAGEMENT SYSTEM**[Administration](#)[Workspace](#)[Core Components](#)[Advanced Components](#)[Utilities](#)[Log Out](#)[Help](#)**Advanced Components: Forms: Reporting: Voter Details**User: Tamara welker [[Reset Password](#)][Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)**Submission information**

Submitter DB ID : 4536
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 104.36.203.11
Submission recorded on : 11/30/2016 1:29:45 PM
Time to take the survey : 11 minutes, 27 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
I believe there is a great of potential for the sites located in downtown Clarksville but not in the center of downtown. From a standpoint of traffic, available land, and alternative uses of the current transit center site, these sites make the most sense.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
None.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
I would like to see extensive study of other development and uses at such a site.

Do you have any other comments or information we should consider? Please detail below.

T :
I believe the two top-scoring options given at the presentation on November 17, would be detrimental to further development of downtown. I urge city government to consider and pursue other presented options.

Please indicate (on average) how often you use the Clarksville Transit System.

☒ **Once a year**
☐ Once a month
☐ Once a week
☐ Daily
☐ Never

City of Clarksville, TN**VISION INTERNET CONTENT MANAGEMENT SYSTEM****Administration****Workspace****Core Components****Advanced Components****Utilities****Log Out****Help****Advanced Components: Forms: Reporting: Voter Details**User: Tamara welker [[Reset Password](#)][Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)**Submission information**

Submitter DB ID : 4535
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 108.88.148.88
Submission recorded on : 11/30/2016 1:22:27 PM
Time to take the survey : 17 minutes, 47 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
I prefer moving the transfer center to the old Conwood/A&P location. That site offers space for adequate parking for both private vehicles and buses. It would remove the center from the immediate downtown area and reduce the congestion in it's current location. Further, it removes it from the soon-to-be-built Civic Plaza area and reduces the potential for that space to become a magnet for undesirable activities.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
Adequate parking is a must. A small coffeeshop or restaurant that could serve customers waiting for transfers would be handy. A pleasant green space. Protected areas for waiting for buses.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
Again: Coffee shop or small cafe / Adequate parking

Do you have any other comments or information we should consider? Please detail below.

T :
I think that unless the facility is removed from it's current location in the heart of downtown we will never achieve true economic revitalization of that area. I fear that the Plaza will become a mecca for undesirable activities which will serve to keep people OUT of downtown rather than drawing them. It's location between the Soup Kitchen and the current transfer station makes it an ideal spot for the homeless to congregate.

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☐ Once a week
☐ Daily
☒ **Never**

City of Clarksville, TN

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[Administration](#)[Workspace](#)[Core Components](#)[Advanced Components](#)[Utilities](#)[Log Out](#)[Help](#)

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Submission information

Submitter DB ID : 4534
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 75.131.114.131
Submission recorded on : 11/30/2016 1:08:54 PM
Time to take the survey : 4 minutes, 19 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
Move the station from downtown core in to alleviate traffic congestion. This really is an easy decision.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
The usual.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T Not answered

Do you have any other comments or information we should consider? Please detail below.

T Not answered

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☐ Once a week
☐ Daily
☒ **Never**

City of Clarksville, TN**VISION INTERNET CONTENT MANAGEMENT SYSTEM**[Administration](#)[Workspace](#)[Core Components](#)[Advanced Components](#)[Utilities](#)[Log Out](#)[Help](#)**Advanced Components: Forms: Reporting: Voter Details**User: Tamara welker [[Reset Password](#)][Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)**Submission information**

Submitter DB ID : 4533
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 96.32.231.29
Submission recorded on : 11/30/2016 1:04:52 PM
Time to take the survey : 52 minutes, 19 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
Site #2, in my opinion, is the best location for the bus transfer station. It is far enough away from downtown to avoid the congestion that the station creates along with the excess noise. Location #17 is also a suitable location. I attended the groundbreaking ceremony for the new park and could not hear any of the speakers due to the bus noise coming from the area of the transfer station. Once the park is completed, I cannot imagine sitting in the park listening to music, enjoying food from a food truck, or allowing my grandchildren to play in the splash pad while listening to the constant roar of bus engines. Not to mention the increased pedestrian traffic trying to get to the park while dodging the bus traffic. The station was designed for 6 buses and now supports 17. Too many buses in downtown. If we ever want to grow the downtown area, the bus station needs to be relocated.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
Bike racks, vending machines, WI-FI, and maybe a coffee shop.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T Not answered

Do you have any other comments or information we should consider? Please detail below.

T Not answered

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
 - ☐ Once a month
 - ☐ Once a week
 - ☐ Daily
 - ☐ Never
-

City of Clarksville, TN**VISION INTERNET CONTENT MANAGEMENT SYSTEM****Administration****Workspace****Core Components****Advanced Components****Utilities****Log Out****Help****Advanced Components: Forms: Reporting: Voter Details**User: Tamara welker [[Reset Password](#)][Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)**Submission information**

Submitter DB ID : 4532
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 166.137.248.132
Submission recorded on : 11/30/2016 12:52:17 PM
Time to take the survey : 15 minutes, 38 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
I agree that the buses should be situated away from central downtown development for various reasons. Not only for the less convenient maneuvering of large vehicles but also allowing key spaces nearby available for future downtown sorts of activity. This last reason is why I prefer the old A&P site to site 17.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
I haven't studied transit systems but certainly would and by doing so update as much as possible, taking suggestions from more successful similar cities.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
Is it feasible to consider information sites nearby, as well as potential overnight housing opportunities for new arrivals to town? Also retail that could include simple personal shopping locale for travelers.

Do you have any other comments or information we should consider? Please detail below.

T :
I strongly feel the Transit System would better serve our community and contribute to vibrant downtown development by being on the edge of the central area rather than in the middle of it.

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☐ Once a week
☐ Daily
☒ **Never**
-

City of Clarksville, TN**VISION INTERNET CONTENT MANAGEMENT SYSTEM**[Administration](#)[Workspace](#)[Core Components](#)[Advanced Components](#)[Utilities](#)[Log Out](#)[Help](#)**Advanced Components: Forms: Reporting: Voter Details**User: Tamara welker [[Reset Password](#)][Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)**Submission information**

Submitter DB ID : 4531
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 96.33.36.170
Submission recorded on : 11/30/2016 12:50:21 PM
Time to take the survey : 24 minutes, 39 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
The "no build" or enlarging the current facility are not viable options in terms of looking at the full potential of downtown. Frankly, these options appear as efforts to deliberately hurt downtown redevelopment efforts. For those that walk and travel the area around the current location it a noisy environment and requires extra vigilance to avoid the never ending bus traffic. It has been these very reasons that there has been talk about moving the facility. I also believe placing limitations that required keeping the facility in the downtown area eliminated potential viable options elsewhere in the city. Due to the bus traffic it would have appeared the need to have 4-5 lanes of available road access would have been a consideration. When downtown festivals or events are held the current location in or by the areas that have to be shut down for traffic. With the plaza going in and the possibility of more events happening there, the need to divert the bus traffic will happen more or you will negatively affect events that are being generated to bring folks to downtown. If it must remain anywhere near downtown (and there is no real operational evidence that it must), site #17 at least gets it away from the heart of town. Site #2 would be next.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
It is a transfer station so it only needs the minimal amenities. Room to stand and sit in a comfortable and open environment and restrooms. Perhaps a large screen TV for folks to watch while the await a bus.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
It needs to be away from residential areas/development. Small business or commercial could be successful or near the college campus for classes.

Do you have any other comments or information we should consider? Please detail below.

T :
Get it out of the heart of downtown. Thank you.

Please indicate (on average) how often you use the Clarksville Transit System.

☐ Once a year
☒ Once a month

- Once a week
- Daily
- Never

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Submitter DB ID : 4530
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 98.87.99.203
Submission recorded on : 11/30/2016 12:50:12 PM
Time to take the survey : 10 minutes, 43 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
I favor site #2. This site provides easy access to two major streets (Commerce, Franklin) and received the highest score from transit staff who are the professionals in charge.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
Access to other government services, especially the ability to pay bills.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T Not answered

Do you have any other comments or information we should consider? Please detail below.

T :
I am oppose to leaving the Transit center at its current location. This site is too small and is detrimental to the Civic Plaza.

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☐ Once a week
☐ Daily
☒ **Never**

City of Clarksville, TN

VISION INTERNET CONTENT MANAGEMENT SYSTEM

[Administration](#)[Workspace](#)[Core Components](#)[Advanced Components](#)[Utilities](#)[Log Out](#)[Help](#)

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Submission information

Submitter DB ID : 4529
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 99.173.179.233
Submission recorded on : 11/30/2016 12:49:50 PM
Time to take the survey : 6 minutes, 33 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
I think the transit center should be moved from the center of downtown. A larger space is needed now that we have more buses. The center needs a lot of repairs and that money would be better served on a new center.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
A parking garage or retail space with condos above.

Do you have any other comments or information we should consider? Please detail below.

T Not answered

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☐ Once a week
☐ Daily
☒ **Never**

City of Clarksville, TN**VISION INTERNET CONTENT MANAGEMENT SYSTEM****Administration****Workspace****Core Components****Advanced Components****Utilities****Log Out****Help****Advanced Components: Forms: Reporting: Voter Details**User: Tamara welker [[Reset Password](#)][Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)**Submission information**

Submitter DB ID : 4526
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 99.173.179.161
Submission recorded on : 11/30/2016 12:38:51 PM
Time to take the survey : 9 minutes, 18 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
Site 17 looks the best to me. It is the largest area with multiple entrance and exit areas.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
A "park like" area with benches and covered facilities to serve the riders.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T Not answered

Do you have any other comments or information we should consider? Please detail below.

T Not answered

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☐ Once a week
☐ Daily
☒ **Never**

City of Clarksville, TN

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[Administration](#)[Workspace](#)[Core Components](#)[Advanced Components](#)[Utilities](#)[Log Out](#)[Help](#)

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Submission information

Submitter DB ID : 4519
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 104.192.238.87
Submission recorded on : 11/30/2016 12:19:21 PM
Time to take the survey : 23 minutes, 38 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
Site 2 has a larger lot that would accommodate buses well. It is in town, and convenient to the college. The streets are wider and there is quick access to several city streets. Site 17 is in a lot that already has multiple uses already. That area has narrower streets and Madison Street is already congested.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T Not answered

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
The current transfer site was poorly chosen when it was initially built. Transfer stations and big buses do not add to the appeal of any shopping/dining/business areas.

Do you have any other comments or information we should consider? Please detail below.

T :
the new planned park will be a nice addition to downtown. It's proximity to Riverside Drive will help define a gathering place in downtown Clarksville. This is an area that was once considered for a Convention Center, so the idea is not new. Putting the new transfer station at Site 2 will provide convenient access for those passengers wanting to come into town and bus drivers will find that sit less challenging than the current site.

Please indicate (on average) how often you use the Clarksville Transit System.

- ☒ Once a year
☐ Once a month
☐ Once a week
☐ Daily
☐ Never
-

City of Clarksville, TN

VISION INTERNET CONTENT MANAGEMENT SYSTEM

[Administration](#)[Workspace](#)[Core Components](#)[Advanced Components](#)[Utilities](#)[Log Out](#)[Help](#)

Advanced Components: Forms: Reporting: Voter Details

User: Tamara welker [\[Reset Password\]](#)[Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)

Submission information

Submitter DB ID : 4516
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 68.186.140.127
Submission recorded on : 11/30/2016 12:08:17 PM
Time to take the survey : 2 minutes, 17 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
Much better access

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T Not answered

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T Not answered

Do you have any other comments or information we should consider? Please detail below.

T Not answered

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
- ☐ Once a month
- ☐ Once a week
- ☐ Daily
- ☒ Never

City of Clarksville, TN**VISION INTERNET CONTENT MANAGEMENT SYSTEM****Administration****Workspace****Core Components****Advanced Components****Utilities****Log Out****Help****Advanced Components: Forms: Reporting: Voter Details**User: Tamara welker [[Reset Password](#)][Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)**Submission information**

Submitter DB ID : 4513
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 10.245.129.17
Submission recorded on : 11/30/2016 11:59:28 AM
Time to take the survey : 5 minutes, 2 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
any site other than current site.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T Not answered

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
retail, office or restaurants

Do you have any other comments or information we should consider? Please detail below.

T :
I would like to see the transfer station moved from the location downtown that it currently operates from. This will allow the are to redevelop with other type properties that would better suit the core of downtown.

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☐ Once a week
☐ Daily
☒ **Never**

City of Clarksville, TN**VISION INTERNET CONTENT MANAGEMENT SYSTEM****Administration****Workspace****Core Components****Advanced Components****Utilities****Log Out****Help****Advanced Components: Forms: Reporting: Voter Details**User: Tamara welker [[Reset Password](#)][Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)**Submission information**

Submitter DB ID : 4509
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 162.213.238.212
Submission recorded on : 11/30/2016 11:51:41 AM
Time to take the survey : 21 minutes, 44 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
Site 17 seems the logical choice. It is located on Madison Street, a main thoroughfare, with 2-way traffic. It has plenty of room for buses and a building. Although the elevation slopes away from Madison Street, it is still a usable space. At Site 17, there seems to be good pedestrian and bike interface, with manageable congestion. Site 17 would have limited business and residential displacement. The location seems compatible with the surrounding area.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
A transit building should provide sheltered seating for passengers waiting for the bus. Vending machines or a small cafe would also be desirable. Restrooms are a requirement! Storage lockers would be a nice option. And space for parking and securing bikes is necessary too.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
The transfer center is just that- a transfer location. The routes are important to provide transportation for workers to businesses and industry. The transfer center should be located so that passengers have realistic travel times to transfer from one route to another to have effective transportation options.

Do you have any other comments or information we should consider? Please detail below.

T :
I also think in order to encourage development of downtown Clarksville, a new location is imperative. Visiting Chattanooga and Nashville, I have noticed bus stations are not in downtown areas adjacent to businesses, offices, and restaurants, but are located in close proximity in areas that have less pedestrian traffic. I don't like walking around downtown around Legion and 2nd/3rd Streets because of the bus traffic.

Please indicate (on average) how often you use the Clarksville Transit System.

- ☒ **Once a year**
☐ Once a month
☐ Once a week
☐ Daily
☐ Never

City of Clarksville, TN**VISION INTERNET CONTENT MANAGEMENT SYSTEM****Administration****Workspace****Core Components****Advanced Components****Utilities****Log Out****Help****Advanced Components: Forms: Reporting: Voter Details**User: Tamara welker [[Reset Password](#)][Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)**Submission information**

Submitter DB ID : 4507
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 208.87.155.166
Submission recorded on : 11/30/2016 11:49:29 AM
Time to take the survey : 37 minutes, 14 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
17 seems to be the best choice as far as space, location, and planning for the future.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
Modern and functional.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
Would love to see a grand Civic Center - modern, upscale, and built for a prosperous future, accommodating large events- draw people to our city and help drive us in the right direction for the future. We need to plan for big success in Clarksville and get started on big ideas that are very focused on the future.

Do you have any other comments or information we should consider? Please detail below.

T :
To consider the James Corlew property and negatively impact the only new franchised dealership left downtown seems absurd. Corlew has a long historic record of partnership with APSU and Downtown. They just invested in their facilities and employ 100 or so- parts, service, sales, body shop etc. Corlew is one of Downtown Clarksville's busiest and vibrant businesses. Hooker Funeral Home just updated their facilities as well and does not seem to be a good choice.

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☐ Once a week
☒ **Daily**
☐ Never

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Submitter DB ID : 4506
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 108.70.124.113
Submission recorded on : 11/30/2016 11:44:45 AM
Time to take the survey : 11 minutes, 4 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
Option 2 would allow access to the downtown area without the traffic issues for the buses to maneuver.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
A nice building to accommodate the riders.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
Nice landscaping and benches.

Do you have any other comments or information we should consider? Please detail below.

T Not answered

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☐ Once a week
☐ Daily
☒ **Never**

City of Clarksville, TN

VISION INTERNET CONTENT MANAGEMENT SYSTEM

[Administration](#)[Workspace](#)[Core Components](#)[Advanced Components](#)[Utilities](#)[Log Out](#)[Help](#)

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Submission information

Submitter DB ID : 4503
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 69.166.179.149
Submission recorded on : 11/30/2016 11:23:15 AM
Time to take the survey : 13 minutes, 33 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
Site 17 I think would be a excellent location for the new transit center.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T Not answered

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T Not answered

Do you have any other comments or information we should consider? Please detail below.

T :
The transit center needs to be moved away from the new city park thats currently being built. It will cause to much of a traffic congestion when events are being held at the city park. Plus there will be noise pollution when events are going on at the city park. Plus that area of land where the current transit center can be used or developed into something else that people can enjoy. Such as more green space, condos, restaurants, shops etc.

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☐ Once a week
☐ Daily
☒ Never

City of Clarksville, TN**VISION INTERNET CONTENT MANAGEMENT SYSTEM**[Administration](#)[Workspace](#)[Core Components](#)[Advanced Components](#)[Utilities](#)[Log Out](#)[Help](#)**Advanced Components: Forms: Reporting: Voter Details**User: Tamara welker [[Reset Password](#)][Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)**Submission information**

Submitter DB ID : 4496
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 69.166.179.149
Submission recorded on : 11/30/2016 11:01:59 AM
Time to take the survey : 7 minutes, 17 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
I use the bus to get to APSU which alot of students/employees do. I would like 13b, 8 or 24. 13b looks good for access to the future civic plaza as well as APSU for the future.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
Food/cafe

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
cafe/APSU

Do you have any other comments or information we should consider? Please detail below.

T Not answered

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☐ Once a week
☒ **Daily**
☐ Never

City of Clarksville, TN**VISION INTERNET CONTENT MANAGEMENT SYSTEM****Administration****Workspace****Core Components****Advanced Components****Utilities****Log Out****Help****Advanced Components: Forms: Reporting: Voter Details**User: Tamara welker [[Reset Password](#)][Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)**Submission information**

Submitter DB ID : 4495
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 208.88.169.102
Submission recorded on : 11/30/2016 10:58:20 AM
Time to take the survey : 29 minutes, 54 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
I think both sites can work. Both sites have existing infrastructure that is currently underutilized. The Madison street shopping area is bordering on being an eyesore and the bus station could completely revitalize this area. The Conwood buildings could really turn into something magnificent with the bus station being an anchor. Lots of space at both sites, which is needed. I challenge the City to think bigger. Think beyond a bus station. What other services could the everyday bus riders use which could be co-located at the bus station?

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
Bathrooms Tables/ chairs Vending area cellphone charging stations

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
Entrepreneur center/ business incubator Coffee shop/ deli retail

Do you have any other comments or information we should consider? Please detail below.

T :
I would much rather see the transit center on the edge of downtown. Clarksville downtown streets are narrow. The current bus station is limited to where it can grow. The garage underneath has been leaking for years and nobody can get it fixed. Clarksville is better off redeveloping the site into something that can compliment downtown and the new civic plaza. There is huge potential here. The buildings and lots that surround civic plaza could develop into some great shops and restaurants. The City of Clarksville has not accomplished much the last few years. This is an opportunity to do SOMETHING for the citizens of Clarksville. I've worked downtown for the last 20 years and a day doesn't go by when I don't think about "what could be."

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☐ Once a week
☐ Daily
☒ Never

City of Clarksville, TN**VISION INTERNET CONTENT MANAGEMENT SYSTEM**[Administration](#)[Workspace](#)[Core Components](#)[Advanced Components](#)[Utilities](#)[Log Out](#)[Help](#)**Advanced Components: Forms: Reporting: Voter Details**User: Tamara welker [\[Reset Password\]](#)[Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)**Submission information**

Submitter DB ID : 4492
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 24.159.83.134
Submission recorded on : 11/30/2016 10:53:45 AM
Time to take the survey : 23 minutes, 8 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
Site #2 is my first pick. It's close to downtown and APSU. Site #17 is my 2nd pick. This area already has enough congestion.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
Good restrooms and an eating/waiting area.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T Not answered

Do you have any other comments or information we should consider? Please detail below.

T Not answered

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☐ Once a week
☐ Daily
☒ **Never**

City of Clarksville, TN

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[Administration](#)[Workspace](#)[Core Components](#)[Advanced Components](#)[Utilities](#)[Log Out](#)[Help](#)

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User: Tamara welker [\[Reset Password\]](#)[Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)

Submission information

Submitter DB ID : 4491
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 205.255.224.10
Submission recorded on : 11/30/2016 10:51:12 AM
Time to take the survey : 15 minutes, 3 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
My site recommendation is 17 due to the size of the property to accommodate our fleet of buses plus the fact that there is Dollar General, the Post Office, PDI's Thrift Store and the Rehab store which allows the bus riders the convenience of shopping and reloading within a convenient area.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
A section of Bank ATM's and change makers to accommodate their need for withdrawing funds from their account. This would save them time and eliminate dealing with extreme weather conditions.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
Public phones and maybe a computer. Coffee or refreshment bar.

Do you have any other comments or information we should consider? Please detail below.

T Not answered

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☐ Once a week
☐ Daily
☒ Never

City of Clarksville, TN**VISION INTERNET CONTENT MANAGEMENT SYSTEM****Administration****Workspace****Core Components****Advanced Components****Utilities****Log Out****Help****Advanced Components: Forms: Reporting: Voter Details**User: Tamara welker [[Reset Password](#)][Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)**Submission information**

Submitter DB ID : 4488
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 66.255.246.202
Submission recorded on : 11/30/2016 10:43:15 AM
Time to take the survey : 46 minutes, 38 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
Site 2 - which is the old A&P site is the preferred site for the relocation of the Clarksville Transit Center. This site appears to have the space required and the location puts it on the peripheral of the core downtown which I believe is important. Additionally, the site is ideal as the parcel runs between Franklin Street and Commerce Street and aligns nicely with 8th Street which will provide easy access - for both incoming and outgoing buses. The distance (some 4 or 5 blocks) from the existing site makes it virtually no difference from a logistics/route connectivity perspective. Site 17 - which is the old HG Hills/Wortham's grocery site is in my opinion too near the core downtown. A transit center is not the best and highest use for this parcel. This parcel should be part residential and part retail!

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
Good lighting, benches, shelter to enable people to be protected from inclement weather while waiting for bus connections, plenty of trash cans, and bike racks. May consider a couple of charging stations for electric vehicles if deemed appropriate. Landscaping important also as is a good site for public art. Above all else - the space needs to be maintained and kept clean.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
Retail and mixed use development would enhance the area.

Do you have any other comments or information we should consider? Please detail below.

T :
The Clarksville Transit Center must be moved from the current site. To consider expanding this site or re-building on this site would be a mistake. The buses are too large to easily maneuver in this tight space and with the growing, expanding and spread out area which is our community, the number of buses required now and more importantly our future needs will require a larger area. We must think beyond what our current needs are. Site 2 which is the old A&P site is ideal as the parcel runs between Franklin Street and Commerce Street and aligns nicely with 8th Street which will provide easy access - both incoming and outgoing buses. The distance (some 4 or 5 blocks) from the existing site makes it virtually no difference from a logistics/route connectivity perspective. The plans for the Civic Park across from the existing site are exciting and the space will be a good addition to our downtown. However, even if the park were not planned - it would be my opinion that the transit site should be moved. The structure has problems and does not appear sound. From a welfare and safety standpoint the site should be re-developed completely into something else. Now that the park is a reality the site

potential has expanded. Clarksville which is the 5th largest city in the State of Tennessee should have a new Transit Center.

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
 - ☐ Once a month
 - ☐ Once a week
 - ☐ Daily
 - ☒ **Never**
-

City of Clarksville, TN**VISION INTERNET CONTENT MANAGEMENT SYSTEM**[Administration](#)[Workspace](#)[Core Components](#)[Advanced Components](#)[Utilities](#)[Log Out](#)[Help](#)**Advanced Components: Forms: Reporting: Voter Details**User: Tamara welker [\[Reset Password\]](#)[Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)**Submission information**

Submitter DB ID : 4486
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 205.255.224.10
Submission recorded on : 11/30/2016 10:38:51 AM
Time to take the survey : 3 minutes, 43 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
Site 17. This site is close to Super Market, Dollar Store, Post Office for the customers.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
NA

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
NA

Do you have any other comments or information we should consider? Please detail below.

T :
NA

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☐ Once a week
☐ Daily
☒ **Never**

City of Clarksville, TN

VISION INTERNET CONTENT MANAGEMENT SYSTEM

[Administration](#)[Workspace](#)[Core Components](#)[Advanced Components](#)[Utilities](#)[Log Out](#)[Help](#)

Advanced Components: Forms: Reporting: Voter Details

User: Tamara welker [[Reset Password](#)][Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)

Submission information

Submitter DB ID : 4482
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 170.141.177.125
Submission recorded on : 11/30/2016 10:21:42 AM
Time to take the survey : 38 minutes, 10 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
This needs to be moved out of the downtown area. Our downtown is supposed to be a showcase.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
I think that we should look to other cities for examples and best practices.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
Expand the plaza.

Do you have any other comments or information we should consider? Please detail below.

T :
In order to attract more businesses, we must look at the antiquated building height restrictions. I like RIVERS and Spires, but it would be nice to know that one day we could have a Skyline.

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☒ **Once a month**
☐ Once a week
☐ Daily
☐ Never

City of Clarksville, TN

VISION INTERNET CONTENT MANAGEMENT SYSTEM

[Administration](#)[Workspace](#)[Core Components](#)[Advanced Components](#)[Utilities](#)[Log Out](#)[Help](#)

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Submission information

Submitter DB ID : 4481
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 10.245.129.68
Submission recorded on : 11/30/2016 10:19:03 AM
Time to take the survey : 25 minutes, 58 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
Either site still allows walking access to downtown for riders whose destination is truly downtown, while removing the buses from narrow, 2 lane streets with the highest penetration of pedestrian use in our community.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
Better access to regional transit such as park and ride. Better access to bicycle rental kiosks.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T Not answered

Do you have any other comments or information we should consider? Please detail below.

T :
The current location is ill-suited for a hub and spoke transit system. Access to and from are narrow, urban streets filled with pedestrians and on street parking. Current efforts to revive downtown create a better opportunity for that site. Furthermore, is the current hub and spoke model best serving the ridership? Most everyone is funneled downtown to connect. Does that make the most sense? Have riders travel patterns been studied. Would a blended model of point to point travel combined with a less congested "Hub" make more sense?

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☐ Once a week
☐ Daily
☒ **Never**
-

City of Clarksville, TN**VISION INTERNET CONTENT MANAGEMENT SYSTEM****Administration****Workspace****Core Components****Advanced Components****Utilities****Log Out****Help****Advanced Components: Forms: Reporting: Voter Details**User: Tamara welker [[Reset Password](#)][Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)**Submission information**

Submitter DB ID : 4480
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 143.79.252.24
Submission recorded on : 11/30/2016 10:13:54 AM
Time to take the survey : 26 minutes, 9 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
I am partial to Site 17. I think it is important to move the Station to the edge of downtown, while still providing access to downtown and APSU events and facilities, especially the new Civic Plaza. That site still seems to provide many access options to necessary routes and it could stimulate and support revitalization and growth to the south of downtown, which is critically needed.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
Really nothing out of what would be expected. Customer service amenities to include ample seating, maybe locker storage, and could even support some form of commercial eatery. Small "Welcome Center" capability may be in order if the intent is to present it as a true transportation hub for the Clarksville community. Ability to post helpful information and upcoming events, etc.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
If you incorporate a commercial entity, such as a restaurant, it may spur additional commercial interest in the surrounding area, resulting in a supporting environment for revitalization.

Do you have any other comments or information we should consider? Please detail below.

T :
No

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☒ **Once a month**
☐ Once a week
☐ Daily
☐ Never
-

City of Clarksville, TN**VISION INTERNET CONTENT MANAGEMENT SYSTEM****Administration****Workspace****Core Components****Advanced Components****Utilities****Log Out****Help****Advanced Components: Forms: Reporting: Voter Details**User: Tamara welker [[Reset Password](#)][Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)**Submission information**

Submitter DB ID : 4479
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 104.192.237.202
Submission recorded on : 11/30/2016 10:09:36 AM
Time to take the survey : 16 minutes, 56 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
The Conwood and Madison Street Options are the most attractive to me.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
no opinion

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
I think the transfer station will stimulate little economic activity. It has been a economical detriment in its current location.

Do you have any other comments or information we should consider? Please detail below.

T :
I think leaving the transfer station in its current location is a big mistake. It is a prime redevelopment site, especially given the monies being spent on the property across the street. Private development of the site would yield millions of dollars in private investment along with many new jobs. As I understand it, Legion St. in front of the transfer facility is viewed as a potential overflow area for civic events at the new park. I don't see how that is compatible with a transportation hub. A decision to let the transfer station remain in its current location will be a missed economic opportunity for Clarksville and leave a tainted legacy for those who support it.

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☐ Once a week
☐ Daily
☒ **Never**

City of Clarksville, TN**VISION INTERNET CONTENT MANAGEMENT SYSTEM**[Administration](#)[Workspace](#)[Core Components](#)[Advanced Components](#)[Utilities](#)[Log Out](#)[Help](#)**Advanced Components: Forms: Reporting: Voter Details**User: Tamara welker [[Reset Password](#)][Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)**Submission information**

Submitter DB ID : 4477
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 208.88.170.25
Submission recorded on : 11/30/2016 9:58:27 AM
Time to take the survey : 7 minutes, 3 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
The Conwood location would be my choice for a move. The existing location is too small, its in the core of downtown creating traffic problems in and out

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
Covered transfer space where one can complete the transfer out of the weather and enough room for many buses to be in and out together. Besides that clean restrooms and waiting rooms and internet access as well as heated/cooled waiting rooms with security on hand all hours of operations

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
Only use for transfer so can be anywhere

Do you have any other comments or information we should consider? Please detail below.

T :
The existing facility is old and in the wrong place for downtown development. It is well worth the expenditure to move it to the edge of downtown

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☒ **Once a week**
☐ Daily
☐ Never
-

City of Clarksville, TN**VISION INTERNET CONTENT MANAGEMENT SYSTEM****Administration****Workspace****Core Components****Advanced Components****Utilities****Log Out****Help****Advanced Components: Forms: Reporting: Voter Details**User: Tamara welker [[Reset Password](#)][Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)**Submission information**

Submitter DB ID : 4475
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 205.255.224.10
Submission recorded on : 11/30/2016 9:53:46 AM
Time to take the survey : 1 minutes, 59 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
Before I even opened the survey, I reviewed the potential sites and had selected Sites 2, 3, or 17. Any of these options would be better than the current location.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T Not answered

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T Not answered

Do you have any other comments or information we should consider? Please detail below.

T Not answered

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☐ Once a week
☐ Daily
☒ **Never**

City of Clarksville, TN**VISION INTERNET CONTENT MANAGEMENT SYSTEM**[Administration](#)[Workspace](#)[Core Components](#)[Advanced Components](#)[Utilities](#)[Log Out](#)[Help](#)**Advanced Components: Forms: Reporting: Voter Details**User: Tamara welker [[Reset Password](#)][Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)**Submission information**

Submitter DB ID : 4471
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 104.14.14.101
Submission recorded on : 11/30/2016 9:43:52 AM
Time to take the survey : 0 minutes, 53 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T Not answered

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T Not answered

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T Not answered

Do you have any other comments or information we should consider? Please detail below.

T :
Keep Bus Station where it is now as recommended by paid study.

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
- ☐ Once a month
- ☐ Once a week
- ☐ Daily
- ☐ Never

City of Clarksville, TN

VISION INTERNET CONTENT MANAGEMENT SYSTEM

[Administration](#)[Workspace](#)[Core Components](#)[Advanced Components](#)[Utilities](#)[Log Out](#)[Help](#)

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User: Tamara welker [[Reset Password](#)][Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)

Submission information

Submitter DB ID : 4466
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 68.186.140.9
Submission recorded on : 11/30/2016 9:29:50 AM
Time to take the survey : 22 minutes, 34 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :

I'm not sure which site belongs to which number, so I will refer to them by name. It is my understanding that the current options are to retain the current location, the Conwood property on Franklin, and the Habitat Restore site on Madison. Firstly, I'm not sure how the current site remains in the mix. The current structure is in need of very expensive repairs and according to an Aug. 12, 16 Leaf Chronicle article, the Mayor is quoted as saying the current location is too small for our current needs. Additionally, both the city and the county have committed a large amount of money for the new civic park. Should the current station remain and expand, it will directly compete for space and circulation with future events at the park as well as along Strawberry Alley. Shifting the transfer station to another site opens that current site up to redevelopment and future tax revenue for both the city and the county. Though the old Conwood site is the furthest from the downtown core and is in a less densely developed area of downtown, it does have close proximity to APSU, easy access to both College Street and Madison Street and the current circulation routes, and it provides an anchor to Franklin Street. Historically, Franklin Street was one of the street car lines and a central retail hub for Clarksville. The Conwood site offers itself to the functionality of the transit center and the potential for anchoring future mixed uses. The current trends in mass transit are to consolidate multiple uses with a transfer station commonly known as Transit Oriented Development. The old Conwood property to the south has the potential for redevelopment similar to the Werthan Mills Lofts (former Werthan Bag property) in Nashville thus complementing each other well. The Habitat Restore site is closer to downtown and also lends itself to a mixed used development. However, it seems that this site would be better served as a mixed use site without a transit component to it.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :

I feel it is important to provide opportunities for 'pause points' while waiting on a transfer. This could be in the form of a coffee shop or eating establishment, outdoor plaza space, ubs power chargers, sun/shade exposure, etc. Additionally, having access to surrounding shopping, the courthouse and city offices, and 'everyday' life would be ideal.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :

Multiple uses such as residential, office, and retail and the creation as a "hub" or center of activity.

Do you have any other comments or information we should consider? Please detail below.

T :

Just to reiterate, I strongly feel that retaining the current transfer center is not in the best interest for a vibrant downtown core. I do feel that access to nearby transit is very important so that as the system continues to grow and citizens begin to use it in a more urban fashion, it will remain accessible to downtown and future events. Right now, the current location competes with an future event planning and need for street closures.

Please indicate (on average) how often you use the Clarksville Transit System.

- ☒ **Once a year**
 - ☐ Once a month
 - ☐ Once a week
 - ☐ Daily
 - ☐ Never
-

City of Clarksville, TN**VISION INTERNET CONTENT MANAGEMENT SYSTEM****Administration****Workspace****Core Components****Advanced Components****Utilities****Log Out****Help****Advanced Components: Forms: Reporting: Voter Details**User: Tamara welker [[Reset Password](#)][Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)**Submission information**

Submitter DB ID : 4461
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 172.12.125.38
Submission recorded on : 11/30/2016 9:22:01 AM
Time to take the survey : 19 minutes, 58 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T

:

I would reiterate that any bus that stops downtown needs to be able to stop and put down a handicapped access on or extremely close to the Franklin St shopping district. That may mean a parking ban equivalent to at least one car length. Coming in from either of the other sites will some cases require three instead of two buses to access downtown. A handicapped person with a walker travelling from Market Street. for example, on has to travel north to Walmart North then south back into downtown. Add a third ride to downtown (i.e. to shopping district of Franklin Street) and potentially two buses to return home. While the lift remains an option, at \$5.00 for the roundtrip costs by the Lift, and a significantly low income to draw from, access to the community becomes limited.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T

:

A coffee shop. A ticketing space for Greyhound and a municipal agreement with Greyhound to run buses from a central location in town, namely, the Transit Center. They new Greyhound is not even on a bus line.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T

Not answered

Do you have any other comments or information we should consider? Please detail below.

T

:

As you revamp the bus system for this change, you need to make more bus stops handicapped accessible. Getting dropped off on the side of the road of Wilma Rudolph or Fort Campbell or Madison is not tenable for anyone using a cane, walker or wheelchair. It is a death center. Waiting for the bus while standing in the driveway of the new Premier Medical building is dangerous. There are no sidewalks on these main streets either, which compounds the problem. In addition to the location of the new terminal, one must also examine the bus stops around town as well.

Please indicate (on average) how often you use the Clarksville Transit System.

☐

Once a year

☐

Once a month

☐

Once a week

☒**Daily**

City of Clarksville, TN

VISION INTERNET CONTENT MANAGEMENT SYSTEM

[Administration](#)[Workspace](#)[Core Components](#)[Advanced Components](#)[Utilities](#)[Log Out](#)[Help](#)

Advanced Components: Forms: Reporting: Voter Details

User: Tamara welker [\[Reset Password\]](#)[Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)

Submission information

Submitter DB ID : 4449
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 75.137.42.101
Submission recorded on : 11/30/2016 8:49:27 AM
Time to take the survey : 3 minutes, 16 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
I believe there are great places outside of downtown for this project, and I believe the hub and spoke can be overcome and set aside. The old Vulcan/ Frosty Morn area would be a great place for it.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
good size terminal, room for buses to maneuver, well lit.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
Private development of housing/ commercial use

Do you have any other comments or information we should consider? Please detail below.

T :
There is no way in the world I would rebuild the transit station in the existing site. It is crazy to even consider.

Please indicate (on average) how often you use the Clarksville Transit System.

- ☒ **Once a year**
☐ Once a month
☐ Once a week
☐ Daily
☐ Never

City of Clarksville, TN**VISION INTERNET CONTENT MANAGEMENT SYSTEM****Administration****Workspace****Core Components****Advanced Components****Utilities****Log Out****Help****Advanced Components: Forms: Reporting: Voter Details**User: Tamara welker [[Reset Password](#)][Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)**Submission information**

Submitter DB ID : 4421
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 174.196.143.20
Submission recorded on : 11/30/2016 6:11:20 AM
Time to take the survey : 9 minutes, 41 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
doing nothing or expanding the existing site makes no sense. The current facility is structurally failing. Thousands of repair dollars have been spent and it's still not fixed. So the no build option only means putting more maintenance dollars into a structure that is not worth repairing. Expanding the facility does the same thing. Throwing money at something that is not repairable and it hampers the entire transit operation. The transfer station should be in an area where the buses can move freely and not in the middle of downtown but o the edge of downtown.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
It should have some retail

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T Not answered

Do you have any other comments or information we should consider? Please detail below.

T :
Move it from its current location

Please indicate (on average) how often you use the Clarksville Transit System.

☒ **Once a year**
☐ Once a month
☐ Once a week
☐ Daily
☐ Never

City of Clarksville, TN**VISION INTERNET CONTENT MANAGEMENT SYSTEM****Administration****Workspace****Core Components****Advanced Components****Utilities****Log Out****Help****Advanced Components: Forms: Reporting: Voter Details**User: Tamara welker [[Reset Password](#)][Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)**Submission information**

Submitter DB ID : 4329
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 208.95.178.108
Submission recorded on : 11/29/2016 7:51:06 PM
Time to take the survey : 15 minutes, 13 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
I am in favor of getting out of the current box. How about we focus our efforts on solving more than one problem at a time? Let incorporate a new transfer center into a Transit Oriented Development on the Vulcan site. Combine it with a significant mixed use development that replaces Lincoln Homes. We are one of the few communities not moving towards RAD replacement of dilapidated public housing. If you want to see seed money come in, give APSU a chance to raise money to purchase Lincoln Homes. Clean up the back side of APSU. Clean up the entry into town. Put transit right next to a population that needs it. And give those people trapped in Lincoln Homes some decent housing all in one shot. This is the land of "think small" So that's what we get, small results.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
Space for more busses, space for more people, room to grow so that site will last 50 years. Covered transfer area for the passengers to change busses.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
Leave the garage on the bottom of the site, put a new mixed use building on top to solve the water issue while providing some retail space and additional housing.

Do you have any other comments or information we should consider? Please detail below.

T :
Think BIG for a CHANGE. But I have been here 25 year, doing nothing is what Clarksville does best.

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☐ Once a week
☐ Daily
☒ **Never**

City of Clarksville, TN**VISION INTERNET CONTENT MANAGEMENT SYSTEM****Administration****Workspace****Core Components****Advanced Components****Utilities****Log Out****Help****Advanced Components: Forms: Reporting: Voter Details**User: Tamara welker [[Reset Password](#)][Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)**Submission information**

Submitter DB ID : 3768
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 24.159.74.206
Submission recorded on : 11/23/2016 5:18:43 PM
Time to take the survey : 52 minutes, 37 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
Site #2 is the best location of those on the list. It is unlikely that a Transit Center hub will leverage any significant economic activity (it certainly has NOT done so in its current location on Legion St.), so locating it on a highly visible location such as Site 17 is not preferred. Although both Sites 2 and 17 CURRENTLY have far from "highest and best" uses, Site 17 has significantly more POTENTIAL TO BE AN ASSET to the Downtown district. A location (not on the list) that would perhaps make sense for the future would be adjacent to the Nashville-Clarksville Commuter Rail terminus ... which could make for a viable "Transportation Hub." We need to think more about accommodating and attracting future ridership than thinking in terms of current ridership.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
The Center's amenities should provide for the convenience and comfort of riders, such as nice and maintainable restrooms and waiting area(s) equipped with TVs and WiFi. An activity area for children (indoor and/or outdoor) might be a valuable asset, depending on the composition of ridership. A "rider drop-off/pick-up" zone for automobiles (personal, Uber, Lyft) might be a nice addition, especially if the Center becomes more of a true "transportation hub" facility. Airports have "cellular phone" vehicle waiting areas; perhaps a few parking slots devoted to this function could be a plus.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
Because the Transit Center is essentially a "transfer point" due to the hub-and-spoke CTS operation strategy, riders are mostly just connecting from one route to another. Site 17 probably won't evolve as a significant destination for riders. As APSU grows, it is more likely to be a destination for riders (students, faculty and staff), and the Site 2 location closer to APSU could be an attractive PLUS for both riders and APSU. Perhaps the "Peay Pickup" shuttling passengers to/from the Transit Center to Campus would be a welcome convenience to further build "destination" ridership and better serve the community.

Do you have any other comments or information we should consider? Please detail below.

T :
Please "think future" with this important decision.

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
- ☒ **Once a month**
- ☐ Once a week
- ☐ Daily
- ☐ Never

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City of Clarksville, TN**VISION INTERNET CONTENT MANAGEMENT SYSTEM**[Administration](#)[Workspace](#)[Core Components](#)[Advanced Components](#)[Utilities](#)[Log Out](#)[Help](#)**Advanced Components: Forms: Reporting: Voter Details**User: Tamara welker [[Reset Password](#)][Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)**Submission information**

Submitter DB ID : 3767
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 96.33.54.246
Submission recorded on : 11/23/2016 1:08:51 PM
Time to take the survey : 11 minutes, 7 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
I have changed my mind re: the ranking of sites for the Transfer Center: Note the ranking below. #1 Madison Street Business Circle #2 Conwood #3 no build/expansion

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
not sure at this point. depends on the final site selected.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
Restaurants, retail, corporate head quarters of major company, living spaces, apts, condos, etc.

Do you have any other comments or information we should consider? Please detail below.

T :
The new site selected should not be a haven for the homeless. That could easily happened if not addressed somehow.

Please indicate (on average) how often you use the Clarksville Transit System.

- ☒ **Once a year**
☐ Once a month
☐ Once a week
☐ Daily
☐ Never

City of Clarksville, TN

VISION INTERNET CONTENT MANAGEMENT SYSTEM

[Administration](#)[Workspace](#)[Core Components](#)[Advanced Components](#)[Utilities](#)[Log Out](#)[Help](#)

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Submission information

Submitter DB ID : 3765
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 174.195.154.41
Submission recorded on : 11/22/2016 5:09:06 PM
Time to take the survey : 3 minutes, 29 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T Not answered

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T Not answered

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T Not answered

Do you have any other comments or information we should consider? Please detail below.

T :
I don't like the current transit system downtown. It seems to attract the homeless population who then begs for money from people trying to shop, eat and stroll downtown. I am less likely to spend my time and money downtown if I am harassed every time I try to walk into a store or restaurant.

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☐ Once a week
☐ Daily
☒ **Never**

City of Clarksville, TN

VISION INTERNET CONTENT MANAGEMENT SYSTEM

[Administration](#)[Workspace](#)[Core Components](#)[Advanced Components](#)[Utilities](#)[Log Out](#)[Help](#)

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Submission information

Submitter DB ID : 3764
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 174.194.132.213
Submission recorded on : 11/22/2016 4:50:29 PM
Time to take the survey : 11 minutes, 15 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
Please move the site from the current location. It is outdated and out-done. It is a dangerous location, and is non-supportive of downtown.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
Security, and an active police presence. Seemingly, the CPD is not patrolling, field interviewing, or are otherwise not concerned with the activities around current site.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T Not answered

Do you have any other comments or information we should consider? Please detail below.

T :
Yes. Please all city officials should publicly and openly support downtown, and do so by words and deeds.

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☐ Once a week
☐ Daily
☒ Never

City of Clarksville, TN

VISION INTERNET CONTENT MANAGEMENT SYSTEM



Administration

Workspace

Core Components

Advanced Components

Utilities

Log Out

Help

Advanced Components: Forms: Reporting: Voter Details

User: Tamara welker [[Reset Password](#)][Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)

Submission information

Submitter DB ID : 3763
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 208.88.169.175
Submission recorded on : 11/22/2016 2:37:02 PM
Time to take the survey : 7 minutes, 2 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T

:
The Transfer Center should definitely be moved from its current location in the heart of downtown to a more suitable location. That was the original plan for the reasons listed: From the Leaf Chronicle back in August: "Director of the Clarksville Transit Center Arthur Bing said the building is 20-25 years old and there are "a couple thousand" people a day in the transit center. "We are growing so we need a bigger and a more modern transfer center than what we have now," Bing said. The reasons outlined in the presentation to be given on Aug. 16, are an aging facility, no opportunity for expansion, interior limitations and service disruptions. In September 2015, the Clarksville City Council voted to enter into an interlocal agreement with the county to jointly purchase and develop the old Bank of America property bordered by Second, Third, Legion and Main streets. Under that agreement, the city was to "make all reasonable" efforts to close and relocate the current Clarksville Transit System bus transfer station on Legion Street. City Mayor Kim McMillan says this study and effort are not necessarily a consequence of the year-old agreement. "This is not the first feasibility study that is being conducted to study the possibility of making modifications which could require relocation, mainly because you need more room," McMillan said. "When we originally built this transit center we were running six buses, today there are 17. We have gone from 200,000 passengers a year to 800,000." So how can it be that now there is consideration to keep it where it is?

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T

Not answered

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T

:
Not in the heart of downtown

Do you have any other comments or information we should consider? Please detail below.

T

Not answered

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
- ☐ Once a month
- ☐ Once a week
- ☐ Daily

City of Clarksville, TN**VISION INTERNET CONTENT MANAGEMENT SYSTEM****Administration****Workspace****Core Components****Advanced Components****Utilities****Log Out****Help****Advanced Components: Forms: Reporting: Voter Details**User: Tamara welker [[Reset Password](#)][Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)**Submission information**

Submitter DB ID : 3762
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 209.159.34.50
Submission recorded on : 11/22/2016 1:58:03 PM
Time to take the survey : 4 minutes, 32 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
I do not think that the bus station needs to remain in the same location. It is too small and outdated. I also do not think it needs to be across from the new park. The location of the Conwood property is bad inasmuch as we need jobs downtown and Conwood is using the location. It is also too close to the Catholic preschool. The Hooker Funeral Home was recently restored and bring jobs to downtown. It is also too close to the Catholic preschool. The James Corlew lot is bad inasmuch as it will hurt a viable downtown business. The best choice, by far, is the Dollar General building. This area is blighted and this would be the best use of funds. Practically speaking, it is also close to two of the largest churches in town and is a flat walk to other attractions in downtown.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
restrooms. Adequate space to wait out of the elements.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
I am not concerned with this aspect. If we could get retail to be in the same space, I would think something appropriate (Dunkin' Donuts) would be okay.

Do you have any other comments or information we should consider? Please detail below.

T :
The current location is awful. The only other viable spot is the Dollar General property.

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☐ Once a week
☐ Daily
☒ **Never**

City of Clarksville, TN

VISION INTERNET CONTENT MANAGEMENT SYSTEM

[Administration](#)[Workspace](#)[Core Components](#)[Advanced Components](#)[Utilities](#)[Log Out](#)[Help](#)

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Submission information

Submitter DB ID : 3761
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 107.77.90.64
Submission recorded on : 11/22/2016 1:34:43 PM
Time to take the survey : 3 minutes, 58 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
I am not in favor of the old A and P location. It would be next door to a preschool and I don't think we need that traffic with the small children around.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T Not answered

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T Not answered

Do you have any other comments or information we should consider? Please detail below.

T Not answered

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
☐ Once a month
☐ Once a week
☐ Daily
☒ **Never**

City of Clarksville, TN

VISION INTERNET CONTENT MANAGEMENT SYSTEM

[Administration](#)[Workspace](#)[Core Components](#)[Advanced Components](#)[Utilities](#)[Log Out](#)[Help](#)

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Submission information

Submitter DB ID : 3760
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 10.0.1.17
Submission recorded on : 11/22/2016 10:50:39 AM
Time to take the survey : 6 minutes, 25 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
If leave it as is and/or expand are the best option, that is what should be done. A potential relocation is a 7-10 year process and is quite costly having to have a new Center in service prior to selling the former Center. I would prefer my City tax payer dollars be spent on public safety.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
A Transit Center is a for transportation, other than restrooms amenities are not the norm.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
commercial development that would add to the tax base would be beneficial, not exempt from taxation uses.

Do you have any other comments or information we should consider? Please detail below.

T Not answered

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
- ☐ Once a month
- ☐ Once a week
- ☐ Daily
- ☐ Never

City of Clarksville, TN**VISION INTERNET CONTENT MANAGEMENT SYSTEM****Administration****Workspace****Core Components****Advanced Components****Utilities****Log Out****Help****Advanced Components: Forms: Reporting: Voter Details**User: Tamara welker [[Reset Password](#)][Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)**Submission information**

Submitter DB ID : 3759
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 208.88.174.100
Submission recorded on : 11/22/2016 10:40:45 AM
Time to take the survey : 2 minutes, 24 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
I prefer the "Dollar General" site

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T Not answered

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T Not answered

Do you have any other comments or information we should consider? Please detail below.

T Not answered

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
- ☐ Once a month
- ☐ Once a week
- ☐ Daily
- ☒ **Never**

City of Clarksville, TN**VISION INTERNET CONTENT MANAGEMENT SYSTEM****Administration****Workspace****Core Components****Advanced Components****Utilities****Log Out****Help****Advanced Components: Forms: Reporting: Voter Details**User: Tamara welker [[Reset Password](#)][Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)**Submission information**

Submitter DB ID : 3756
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 166.20.224.13
Submission recorded on : 11/21/2016 8:23:15 AM
Time to take the survey : 7 minutes, 8 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
There needs to be a comprehensive transit study that includes looking at a non-transfer center option. Major retailers in our community may be willing to act as mini-transfer centers. The Walmart stores are already doing this. Regardless, the current location of the transit center needs to change. If the transit center is to remain downtown, then it needs to be located closer to, if not on the APSU campus.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
None, less is more.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
None, less is more.

Do you have any other comments or information we should consider? Please detail below.

T :
The transit center relocation does not need to be influenced by the city mayor or any other elected official. An independent study needs to be conducted that includes not having a central transit center. Independent, means without influence from a mayor or elected official. The current results of the transit center study look just like the athletic complex study that has HEAVILY influenced by the city mayor.

Please indicate (on average) how often you use the Clarksville Transit System.

- ☒ **Once a year**
☐ Once a month
☐ Once a week
☐ Daily
☐ Never
-

City of Clarksville, TN**VISION INTERNET CONTENT MANAGEMENT SYSTEM****Administration****Workspace****Core Components****Advanced Components****Utilities****Log Out****Help****Advanced Components: Forms: Reporting: Voter Details**User: Tamara welker [[Reset Password](#)][Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)**Submission information**

Submitter DB ID : 3755
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 208.88.169.144
Submission recorded on : 11/21/2016 8:06:32 AM
Time to take the survey : 14 minutes, 1 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
Leaving the transfer center at the current location makes no sense to me whatsoever. You actually approved a resolution with an inter-local agreement that indicated you would make "every reasonable effort" to relocate the center and you have not done so. The study was dictated and not broad enough to even consider route change options as opposed to relocation. We have "transfer stations" now at the Wal-Marts that are conveniently placed (they did the research for you). All we need to do is create mini transfer stations at the Wal-marts and keep the buses out on rotating routes that connect. Our development trends and roof tops continue to evolve and change, our bus system should shift with the change if we want to increase ridership.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
I would like to see it outside of the downtown area. The geographic center of our population is no longer downtown, the bus center doesn't need to be either.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
none

Do you have any other comments or information we should consider? Please detail below.

T :
I think you should start over with an all encompassing study that is not dictated to the "consultant". The public has known since day one that the "recommendation" was going to be to stay downtown and do nothing. Surprise us sometime and do what's right!

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
- ☐ Once a month
- ☐ Once a week
- ☐ Daily
- ☐ Never

City of Clarksville, TN

VISION INTERNET CONTENT MANAGEMENT SYSTEM

[Administration](#)[Workspace](#)[Core Components](#)[Advanced Components](#)[Utilities](#)[Log Out](#)[Help](#)

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User: Tamara welker [[Reset Password](#)][Back](#)[graphical report](#) | [text fields entries](#) | [cross tabulation](#) | [data export](#)

Submission information

Submitter DB ID : 3752
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 199.189.72.13
Submission recorded on : 11/19/2016 4:54:23 AM
Time to take the survey : 43 minutes, 37 secs.

Survey answers

[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
I think the Clarksville Transit Center should stay where it is and expand onto the surrounding area to stimulate the creation of a transit station community. It's much more convenient for people to get to this way, and its central location makes it easier to access goods and services along the way to any destination. If it remains convenient, more people will be able to access and use it.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
Coverings over outside seating areas to protect people waiting outside from elements. ample trash cans/ash cans, decorative shrubbery

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
Bicycle stations, local business sandwich and sundries vendors. Every 6 mos a regular crafts/second hand goods like a downtown yard sale people can buy items, or rent a booth in advance and sell their own things/get together with neighbors and sell things. A regular special 'yard sale' specifically for people in college to sell used things and for the college itself to sell things being replaced like dorm furniture, fixtures etc.

Do you have any other comments or information we should consider? Please detail below.

T :
I love the transit centers current location, it is a hub of the city and community. The drivers are all top-notch, courteous, attentive and excellent drivers. It's a joy and a privilege to be able to ride the buses and your stance in customer service shows through them. Whoever hired them has picked the right people to do the job. The ones I've encountered are wonderful and make people Want to ride the bus. A lot of people can't afford automobiles and have to hear others who have cars, actually complain about their lot instead of being thankful that they Can afford a vehicle, the gasoline, insurance and servicing of it. People who have no car except public transit Want to ride your buses because of the quality service they receive tempered by the humaness of the drivers themselves. It lifts them and makes them carry on whatever their lot in life is knowing that there is still kindness in the world, and that's the 'ride' we should All be on, the Human one and your drivers reflect this to us and we carry it to everyone else. Thank you! victoria_gemini@yahoo.com

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
- ☐ Once a month
- ☒ **Once a week**
- ☐ Daily
- ☐ Never

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Submitter DB ID : 3751
ASP.net's user name : Disabled
Submitter's Email : Anonymous
Submitter's language : Default language
IP address : 172.12.125.38
Submission recorded on : 11/18/2016 1:53:01 PM
Time to take the survey : 26 minutes, 31 secs.

Survey answers[Switch to submitter's answers edit mode](#)

In the space below, please provide any comments or information of interest to you about the build options sites preliminarily ranked higher: Sites 2 and 17.

T :
Sites 2 and 17 both require taking another bus to access downtown and Franklin St. Site 17 would have plenty of room for future growth, as would Site 2. My biggest concern is that as an elder my walking is limited. My friend requires the wheelchair feature on buses. Currently, we can walk where we want to go on Franklin Street from the current transfer station but question whether there is even room for a regular bus to drop the wheelchair/walker lift down in that Franklin Street area due to parking congestion. I had in a prior meeting suggested a trolley to run downtown but the ones I have seen do not have lifts. There are already too many places in Clarksville that we cannot access. My top choice remains the current Legion Street site if there was any way to acquire extra land for expansion. The former Bank of America site would have been perfect.

What types of amenities would you like to see at a new transit transfer station? Please describe below.

T :
Larger rest area for drivers. A small coffee shop. Sidewalks. Possibly a shuttle service to the Greyhound bus facility or a contract with Greyhound to have their buses run off one end of the new CTS facility.

What other types of development / land uses would you like to see at the transfer center or surrounding / near it? Please describe below.

T :
Coffee shop. Perhaps a sandwich shop. I would love to see a contract with Greyhound to provide their bus service from the CTS facility. The new Greyhound site is a nightmare.

Do you have any other comments or information we should consider? Please detail below.

T :
I don't see how you can expand the current location, although that is my top choice for a site based on how I use CTS. I currently also use the lift, but that gets to be expensive when you live on \$600/mo in social security benefits. Currently, for example, a trip to Walmart (Ft Campbell) is three buses. Walmart Sango is five buses. The bus to get home requires that I go up to Walmart north to catch the return bus in, since that is the only one that goes by my house. Anything other than that will add still another bus to the mix. ALSO: When you begin to re-arrange things, consider running a bus to the Kohl's/Michael's/Demo shopping center instead of just stopping on Wilma Rudolph where there is no bench and no sidewalk. It's tough with a cane and/or a walker to navigate walking off the curbing on Wilma Rudolph. In fact, a number of frequented sites have no benches or/and shelters, including Premiere Medical, which is impossible for anyone with a walker to use and is without sidewalks on the back of the building where the bus stop is.

Please indicate (on average) how often you use the Clarksville Transit System.

- ☐ Once a year
- ☐ Once a month
- ☐ Once a week
- ☒ **Daily**
- ☐ Never

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APPENDIX B – INITIAL SCREENING

Map No.	Site	Site Criterion				
		Proximity to Existing Transit Center (0.5 miles)	Area Topography (Access roadway/ site grade < 5%; floodplains)	Site Size (Ideal: 1 to 2 acres)	Proximity to Hazardous Elements (On site USTs; building issues)	Carry Forward?
1	200 Legion Street - Existing CTS Transit Center	PASS	PASS	PASS	PASS	PASS
2	804 Franklin Street - Empty lot between Franklin Street and Commerce Street - Conwood / Old A&P	PASS	PASS	PASS	PASS	PASS
3	723 Franklin Street - Existing Hooker Funeral Home	PASS	PASS	PASS	PASS	PASS
4	Cumberland Street - West side north of Washington Street; PDI Property	PASS	PASS	PASS	FAIL	FAIL
5	Frosty Morn Drive - Between Kraft Street and Red River Street	FAIL	PASS	PASS	FAIL	FAIL
6	Pageant Lane and Crossland Lane - Haskins Southwest corner - Haskins	FAIL	PASS	PASS	PASS	FAIL
7	N 1st Street and College Street - Northeast corner - Batson	PASS	FAIL	PASS	PASS	FAIL
8	University Avenue and Main Street - Northwest corner - APSU	PASS	PASS	PASS	PASS	PASS
9	Franklin Street between 8th Street and 9th Street - East of Foston Funeral Home	FAIL	PASS	PASS	PASS	FAIL
10	APSU Drane Street Parking Lot - West of APSU Fortera Stadium	FAIL	PASS	PASS	PASS	FAIL
11	1144 Franklin Street - Corner of Franklin Street and Cedar Street/Hurst Street - Smyrna Read Mix	FAIL	PASS	PASS	FAIL	FAIL
12	1025 Franklin Street - Between S 10th Street and S 11th Street (north side) - Burt Cobb Cntr.	FAIL	PASS	PASS	PASS	FAIL
13a	Main Street - North site between N 4th Street and N 5th Street - APSU	PASS	FAIL	PASS	PASS	FAIL
13b	Main Street - South site between N 4th Street and N 5th Street - APSU	PASS	PASS	PASS	PASS	PASS
14	Madison Street and Cumberland Drive/University Avenue - Southwest corner - Brothers Auto	PASS	PASS	PASS	PASS	PASS
15	Main Street and N 7th Street - Southeast corner - Cumberland Art Cntr.	PASS	PASS	FAIL	PASS	FAIL
16	Main Street and N 6th Street - Mt. Olive Missionary Baptist Church site	PASS	FAIL	PASS	PASS	FAIL
17	Madison Street - Parking lot between S 3rd Street and Union Street - Dollar General - Habitat	PASS	PASS	PASS	PASS	PASS
18	Franklin Street and N 5th Street - Northwest corner/parking lot - Howell School	PASS	PASS	PASS	PASS	PASS
19	Cooper Place and Academy Avenue - Northwest corner	PASS	PASS	FAIL	PASS	FAIL
20	1650 Wilma Rudolph Boulevard - Former Toyota dealership	FAIL	PASS	PASS	FAIL	FAIL
21	College Street and Red River Street - Southwest corner - Vulcan Corp.	FAIL	PASS	PASS	PASS	FAIL
22	APSU 8th Street Parking Lot - East of APSU Fortera Stadium	FAIL	PASS	PASS	PASS	FAIL
23a	Riverside Drive - Between Jefferson Street and McClure Street (north) - Kia - Volkswagen	PASS	FAIL	PASS	FAIL	FAIL
23b	Riverside Drive - Between Jefferson Street and McClure Street (south) - Kia - Volkswagen	PASS	FAIL	PASS	PASS	FAIL
24	Main Street and N 7th Street - Northwest corner - Corlew	PASS	PASS	PASS	PASS	PASS
25	1330 College Street - from Farrell-Calhoun Paint to Eagle Signs	FAIL	FAIL	PASS	FAIL	FAIL
26	N 1st Street and College Avenue - Southeast corner - C&M Supply	PASS	FAIL	PASS	PASS	FAIL

Map No.	Site	Site Criterion - Rationale				Other Notes
		Proximity to Existing Transit Center (0.5 miles)	Area Topography (Access roadway/site grade < 5%; floodplains)	Site Size (Ideal: 1 to 2 acres)	Proximity to Hazardous Elements (On site USTs; building issues)	
1	200 Legion Street - Existing CTS Transit Center	Located on existing site.	Moderate grade issues: N 2nd Street between Main Street and College Street is 8%.	0.5 acres	None	Legion Street often used as staging area for community events, parades, festivals, etc. which occasionally disrupt CTS services.
2	804 Franklin Street - Empty lot between Franklin Street and Commerce Street - Conwood / Old A&P	Site located approximate 0.5 miles from existing site.	No grade issues.	1.9 acres	None	
3	723 Franklin Street - Existing Hooker Funeral Home	Site located approximate 0.5 miles from existing site.	No grade issues.	1.2 acres	None	
4	Cumberland Street - West side north of Washington Street; PDI Property	Site located approximate 0.5 miles from existing site.	No grade issues.	1.9 acres	Yes, 2 POU USTs owned by Ajax Distributing Co. on site.	
5	Frosty Morn Drive - Between Kraft Street and Red River Street	Site located approximate 1.2 miles from existing site.	No grade issues.	4.0 acres	Yes, 1 POU UST owned by Cumberland Milling Co. on site; existing abandoned structure contains asbestos and meatpacking contamination issues.	
6	Pageant Lane and Crossland Lane - Haskins Southwest corner - Haskins	Site located approximate 1.3 miles from existing site.	No grade issues.	1.0 acres	None	
7	N 1st Street and College Street - Northeast corner - Batson	Site located approximate 0.2 miles from existing site.	Severe grade issues: College Street between N 1st Street and N 2nd Street is 12.5%.	1.3 acres	None	
8	University Avenue and Main Street - Northwest corner - APSU	Site located approximate 0.3 miles from existing site.	Minimal grade issues: University Avenue between Main Street and College Street is on average 2%.	1.1 acres	None	Cannot get state property; part of APSU master plan.
9	Franklin Street between 8th Street and 9th Street - East of Foston Funeral Home	Site located approximate 0.6 miles from existing site.	No grade issues.	1.7 acres	None	
10	APSU Drane Street Parking Lot - West of APSU Fortera Stadium	Site located approximate 0.6 miles from existing site.	No grade issues.	3.7 acres	None	
11	1144 Franklin Street - Corner of Franklin Street and Cedar Street/Hurst Street - Smyrna Read Mix	Site located approximate 1.0 miles from existing site.	No grade issues.	3.7 acres	Yes, 2 POU USTs owned by Clarksville Grain Co. on site.	
12	1025 Franklin Street - Between S 10th Street and S 11th Street (north side) - Burt Cobb Cntr.	Site located approximate 0.7 miles from existing site.	No grade issues.	3.3 acres	None	
13a	Main Street - North site between N 4th Street and N 5th Street - APSU	Site located approximate 0.2 miles from existing site.	Severe grade issues: major sinkhole located on corner of Moore Alley and 5th Avenue (site northeast corner) which drains several adjacent blocks.	2.4 acres	None	
13b	Main Street - South site between N 4th Street and N 5th Street - APSU	Site located approximate 0.2 miles from existing site.	No grade issues.	1.7 acres	None	APSU master plan does not include areas south of Main Street; but may prove to be difficult to obtain.
14	Madison Street and Cumberland Drive/University Avenue - Southwest corner - Brothers Auto	Site located approximate 0.4 miles from existing site.	No grade issues.	1.3 acres	None	
15	Main Street and N 7th Street - Southeast corner - Cumberland Art Cntr.	Site located approximate 0.4 miles from existing site.	Minimal grade issues: N 7th Street between Main Street and Grant Alley is 4%; site is on 4% grade.	0.5 acres	None	
16	Main Street and N 6th Street - Mt. Olive Missionary Baptist Church site	Site located approximate 0.4 miles from existing site.	Severe grade issues: access to parking lot from Main Street exceeds 5% grade restriction.	1.2 acres	None	Current active residential development plans for site; already in review process.
17	Madison Street - Parking lot between S 3rd Street and Union Street - Dollar General - Habitat	Site located approximate 0.2 miles from existing site.	No grade issues.	5.0 acres	None	
18	Franklin Street and N 5th Street - Northwest corner/parking lot - Howell School	Site located approximate 0.2 miles from existing site.	No grade issues.	1.8 acres	None	Grade issues going into and out of parking lot may be an issue.
19	Cooper Place and Academy Avenue - Northwest corner	Site located approximate 0.3 miles from existing site.	No grade issues.	0.3 acres	None	Operations at site would be difficult due to significant vehicle use of Cooper and Academy Streets and adjacent streets.
20	1650 Wilma Rudolph Boulevard - Former Toyota dealership	Site located approximate 2.2 miles from existing site.	No grade issues.	12.0 acres	Yes, 1 POU UST owned by Brandon Toyota on site.	
21	College Street and Red River Street - Southwest corner - Vulcan Corp.	Site located approximate 1.2 miles from existing site.	No grade issues.	8.9 acres	None	
22	APSU 8th Street Parking Lot - East of APSU Fortera Stadium	Site located approximate 0.7 miles from existing site.	No grade issues.	3.7 acres	None	
23a	Riverside Drive - Between Jefferson Street and McClure Street (north) - Kia - Volkswagen	Site located approximate 0.5 miles from existing site.	Severe grade issues: McClure Street between Spring Street and N 1st Street is 8.5%, Jefferson Street between N 1st Street and N 2nd Street is 11.2%, College Street from N 1st Street to N 2nd Street is 12.5%; site within FEMA 500-year floodplain.	1.5 acres	Yes, 4 POU USTs owned by Matthews Nissan on site.	
23b	Riverside Drive - Between Jefferson Street and McClure Street (south) - Kia - Volkswagen	Site located approximate 0.4 miles from existing site.	Severe grade issues: McClure Street between Spring Street and N 1st Street is 8.5%, Jefferson Street between N 1st Street and N 2nd Street is 11.2%, College Street from N 1st Street to N 2nd Street is 12.5%; site within FEMA 500-year floodplain.	1.4 acres	None	
24	Main Street and N 7th Street - Northwest corner - Corlew	Site located approximate 0.4 miles from existing site.	Minimal grade issues: University Avenue between Main Street and College Street is on average 2%.	2.0 acres	None	
25	1330 College Street - from Farrell-Calhoun Paint to Eagle Signs	Site located approximate 1.4 miles from existing site.	No grade issues; site within FEMA 500-year floodplain.	6.2 acres	Yes, 7 POU USTs owned by various entitles on site.	
26	N 1st Street and College Avenue - Southeast corner - C&M Supply	Site located approximate 0.2 miles from existing site.	Severe grade issues: College Street between N 1st Street and N 2nd Street is 12.5%.	1.2 acres	None	

APPENDIX C – DETAILED SCREENING

Map No.	Site	Site Criterion				
		Transit Operations	Transportation	Community and Environment	Agency Consideration	Total Score
1	200 Legion Street - Existing CTS Transit Center (No Build)	90	75	65	70	77
1a	200 Legion Street - Existing CTS Transit Center (Expansion)	85	75	75	65	77
2	804 Franklin Street - Empty lot between Franklin Street and Commerce Street - Conwood / Old A&P	80	80	50	75	73
3	723 Franklin Street - Existing Hooker Funeral Home	70	65	50	65	64
8	University Avenue and Main Street - Northwest corner - APSU	65	40	85	45	59
13b	Main Street - South site between N 4th Street and N 5th Street - APSU	70	35	65	50	56
14	Madison Street and Cumberland Drive/University Avenue - Southwest corner - Brothers Auto	50	70	60	60	59
17	Madison Street - Parking lot between S 3rd Street and Union Street - Dollar General - Habitat	55	80	80	65	68
24	Main Street and N 7th Street - Northwest corner - Corlew	75	40	55	40	55

Transit Operations - Rationale					
Map No.	Site	Pulse System Compatibility	Effects on O&M Costs	Proximity to Origins and Destinations (Population and jobs within 0.25 miles of site based on 2010 US Census data populations and 2014 LEHD data (jobs))	Rider and Driver Safety
1	200 Legion Street - Existing CTS Transit Center	No change to pulse system.	No changes to O&M costs; No deadhead mileage savings.	Population: 1,526 Jobs: 1,562 Total (Population + Jobs): 3,088	Driver: Intersection at N 3rd Street and Legion controlled by one-way stop sign for outgoing Legion Street traffic. Rider: Good sidewalk connectivity around site; No pedestrian crossing at Legion Street and N 3rd Street.
1a	200 Legion Street - Existing CTS Transit Center (Expansion)	No change to pulse system.	No changes to O&M costs; No deadhead mileage savings.	Population: 1,526 Jobs: 1,562 Total (Population + Jobs): 3,088	Driver: Intersection at N 3rd Street and Legion controlled by one-way stop sign for outgoing Legion Street traffic. Rider: Good sidewalk connectivity around site; No pedestrian crossing at Legion Street and N 3rd Street.
2	804 Franklin Street - Empty lot between Franklin Street and Commerce Street - Conwood / Old A&P	Overall decrease of 2.05 revenue miles per pulse; loss of downtown core coverage with route realignment.	0.74% decrease in annual revenue miles of local fixed route service; 0.3 miles saved per deadhead trip.	Population: 857 Jobs: 337 Total (Population + Jobs): 1,194	Driver: mid-block entrance exit could pose an issue for drivers; no traffic signal at S 10th and Commerce and N 8th and Franklin which are major intersections in this alternative. Rider: Good sidewalk connectivity around site; No pedestrian crossings at potential site entrance/exits.
3	723 Franklin Street - Existing Hooker Funeral Home	Overall decrease of 1.65 revenue miles per pulse; loss of downtown core coverage with route realignment.	0.52% decrease in annual revenue miles of local fixed route service; 0.3 miles saved per deadhead trip.	Population: 1,002 Jobs: 247 Total (Population + Jobs): 1,249	Driver: mid-block entrance exit could pose an issue for drivers; no traffic signal on N 7th or N 8th along Franklin which are major intersections in this alternative. Rider: Good sidewalk connectivity around site; No pedestrian crossings at potential site entrance/exits.
8	University Avenue and Main Street - Northwest corner - APSU	Overall decrease of 2.05 revenue miles per pulse; loss of downtown core coverage with route realignment.	0.87% decrease in annual revenue miles of local fixed route service;0.2 miles saved per deadhead trip.	Population: 1,484 Jobs: 543 Total (Population + Jobs): 2,027	Driver: no traffic signal at N 6th and Main which is an important intersection in this alternative; Existing signals at N 6th and Franklin and N 6th and College may be too near for additional traffic signal at this intersection. Rider: Good sidewalk connectivity around site; No pedestrian crosswalk across N 6th.
13b	Main Street - South site between N 4th Street and N 5th Street - APSU	Overall decrease of 1.25 revenue miles per pulse; loss of downtown core coverage with route realignment.	0.19% decrease in annual revenue miles of local fixed route service; No deadhead mileage savings.	Population: 1,506 Jobs: 750 Total (Population + Jobs): 2,256	Driver: mid-block entrance exit could pose an issue for drivers; no traffic signal at N 4th and Main or College and N 6th and Main which are major intersections in this alternative. Rider: Good sidewalk connectivity around site; No pedestrian crossings at potential site entrance/exits or N 4th and Main.
14	Madison Street and Cumberland Drive/University Avenue - Southwest corner - Brothers Auto	Overall increase of 0.50 revenue miles per pulse; loss of downtown core coverage with route realignment.	0.36% increase in annual revenue miles of local fixed route service; 0.4 miles saved per deadhead trip.	Population: 1,102 Jobs: 1,090 Total (Population + Jobs): 2,192	Driver: proximity to Madison and University/Cumberland traffic signal could be an issue for buses headed east or ingress/egress to/from station. Rider: Good sidewalk connectivity around site; Limited pedestrian crossings at Madison and University/Cumberland intersection.
17	Madison Street - Parking lot between S 3rd Street and Union Street - Dollar General - Habitat	Overall increase of 1.45 revenue miles per pulse; loss of downtown core coverage with route realignment.	0.80% increase in annual revenue miles of local fixed route service; 0.2 miles saved per deadhead trip.	Population: 1,237 Jobs: 1,608 Total (Population + Jobs): 2,845	Driver: mid-block entrance exit could pose an issue for drivers; no traffic signal at S 3rd and Madison which is a major intersections in this alternative. Rider: Good sidewalk connectivity around site; No pedestrian crossings at potential site entrance/exits.
24	Main Street and N 7th Street - Northwest corner - Corlew	Overall decrease of 2.25 revenue miles per pulse; loss of downtown core coverage with route realignment.	0.96% decrease in annual revenue miles of local fixed route service; 0.1 miles saved per deadhead trip.	Population: 1,151 Jobs: 250 Total (Population + Jobs): 1,401	Driver: no traffic signal at N 6th and Main and N 7th and Main which are important intersections in this alternative; Existing signals at N 6th and Franklin and N 6th and College may be too near for additional traffic signal at this intersection. Rider: Good sidewalk connectivity around site; No pedestrian crosswalk across N 6th.

Transportation - Rationale					
Map No.	Site	Accessibility (street width and scope)	Congestion at ingress/egress points (LOS from 2035 MTP)	Pedestrian Interface	Bicycle Interface
1	200 Legion Street - Existing CTS Transit Center	Ingress/egress at Legion Street only; N. 2nd St. and N. 3rd St. form one-way pair on east and west sides of transit center restricting access to location; adjacent intersections feature curb radii≤10 ft; occasional street closures around site during festivals and parades requires bus reroutes and a temporary facility to be set up - will likely increase with new Civic Plaza.	LOS B along N 2nd Street and N 3rd Street.	Good sidewalk connectivity around site and surrounding area; pedestrian ingress/egress at Legion Street only with no handicap access to Franklin Street.	No existing bike facilities or infrastructure near site however 2040 CMTP proposes bike lanes along N 2nd and N 3rd Street; possible room on existing site for new bike facilities (e.g. bike racks).
1a	200 Legion Street - Existing CTS Transit Center (Expansion)	Ingress/egress at Legion Street only; N. 2nd St. and N. 3rd St. form one-way pair on east and west sides of transit center restricting access to location; adjacent intersections feature curb radii≤10 ft; occasional street closures around site during festivals and parades requires bus reroutes and a temporary facility to be set up - will likely increase with new Civic Plaza.	LOS B along N 2nd Street and N 3rd Street.	Good sidewalk connectivity around site and surrounding area; pedestrian ingress/egress at Legion Street only with no handicap access to Franklin Street.	No existing bike facilities or infrastructure near site however 2040 CMTP proposes bike lanes along N 2nd and N 3rd Street; possible room on existing site for new bike facilities (e.g. bike racks).
2	804 Franklin Street - Empty lot between Franklin Street and Commerce Street - Conwood / Old A&P	Ingress/egress at Franklin Street, 8th Street, and/or Commerce Street; bus movements may overlap existing on-street parking on Franklin St - Franklin Street is only 33' wide with parking on both sides such that buses cannot pass one another without prohibiting parking on one side of street.	LOS A along Franklin Street and Commerce Street.	Good sidewalk connectivity around site and surrounding area; pedestrian crosswalks would be needed around station entrances/exits; Pedestrian ingress/egress at Franklin Street, 8th Street, and/or Commerce Street.	No existing or proposed bike facilities or infrastructure near site.
3	723 Franklin Street - Existing Hooker Funeral Home	Ingress/egress at Franklin Street only; bus movements may extend into existing on-street parking on Franklin St - Franklin Street is only 33' wide with parking on both sides such that buses cannot pass one another without prohibiting parking on one side of street.	LOS A along Franklin Street.	Good sidewalk connectivity around site and surrounding area; pedestrian crosswalks would be needed around station entrances/exits; Pedestrian ingress/egress at Franklin Street only.	No existing or proposed bike facilities or infrastructure near site.
8	University Avenue and Main Street - Northwest corner - APSU	Ingress/egress at Main Street or University Avenue but University limited to right-in/right-out due to raised median; no traffic signal or left-turn bay on University at Main; reduced width in alleyway behind site; bus turning movements at intersection of N. 6th St. and Main St. may extend into adjacent lanes; intersection features curb radii 15–20 ft; planned street closures for festivals and parades includes Main Street to N 6th Street which will require bus reroutes.	LOS E on Main Street at University and LOS D on University at College.	Good sidewalk connectivity around site and surrounding area; pedestrian crosswalks on N 6th Street needed; Pedestrian ingress/egress on University at Main but no pedestrian signal at intersection.	No existing bike infrastructure near site however N 6th/University Avenue is marked as a potential bike route in LRTP and Downtown Parking Study.
13b	Main Street - South site between N 4th Street and N 5th Street - APSU	Ingress/egress at Main St only; no traffic signals or left-turn bays on Madison at University or College at 4th: bus movements may extend into existing on-street parking on Main St; reduced width on 4th south of Main St; bus turning movements at intersection of N. 4th St. and Main St. may overlap into adjacent lanes; intersection features curb radii 10–30 ft; planned street closures for festivals and parades includes Main Street which will require bus reroutes and a temporary facility to be set up.	LOS E on Main Street at University and 4th Street at College.	Good sidewalk connectivity around site and surrounding area; pedestrian crosswalks on N 4th Street/ N 6th Street and Main Street needed; Pedestrian ingress/egress at Main Street only but no pedestrian signal at Main Street and University or 4th at College.	No existing bike infrastructure near site however N 6th/University Avenue is marked as a potential bike route in LRTP and Downtown Parking Study; No proposed bike infrastructure on Main Street.
14	Madison Street and Cumberland Drive/University Avenue - Southwest corner - Brothers Auto	Ingress/egress limited to Madison Street only; occasional street closures in downtown during festivals and parades will require some bus reroutes.	LOS D along Madison Street just east of University Avenue/Cumberland Street.	Good sidewalk connectivity around site and surrounding area; improved crosswalks at Madison Street University Street/Cumberland Drive needed; Pedestrian ingress/egress at Madison Street and Academy Street.	No existing bike infrastructure near site however Madison Avenue is proposed as a bike route in LRTP and Downtown Parking Study.
17	Madison Street - Parking lot between S 3rd Street and Union Street - Dollar General - Habitat	Ingress/egress at Madison Street, 3rd Street, and/or Union Street; bus turning movements at intersections on Madison St. and S. 3rd St. and Madison St. and Hiter St. may extend into adjacent lanes; N. 2nd St. and N. 3rd St. form one-way pair northwest of site, restricting access; planned street closures for festivals and parades includes adjacent streets near site which will require bus reroutes and possibly a temporary facility to be set up.	LOS B along Madison Street.	Good sidewalk connectivity around site and surrounding area; pedestrian crosswalks would be needed around station entrances/exits; Pedestrian ingress/egress at Madison Street, 3rd Street, and/or Commerce Street - all with low traffic volumes.	No existing bike infrastructure near site however Madison Avenue is proposed as a bike route in LRTP and Downtown Parking Study.
24	Main Street and N 7th Street - Northwest corner - Corlew	Ingress/egress at Main Street or University Avenue but University limited to right-in/right-out due to raised median; no traffic signals on University at Main or College at 7th; landscaped median on N. 6th St. restricts access to location; bus movements may extend into existing on-street parking on Main St; occasional street closures in downtown during festivals and parades will require some bus reroutes.	LOS E on Main Street at University and LOS D on University at College.	Good sidewalk connectivity around site and surrounding area; pedestrian crosswalks on N 6th Street needed; Pedestrian ingress/egress at University Street and Main Street but no pedestrian signal on Main Street at University.	No existing bike infrastructure near site however N 6th/University Avenue and Main Street east of N 7th is marked as a potential bike route in Downtown Parking Study.

		Community and Environment - Rationale			
Map No.	Site	Compatibility with Existing Development	Joint Development/Redevelopment Potential	Historic Preservation Concerns	Environmental Concerns
1	200 Legion Street - Existing CTS Transit Center	Site is located in the downtown core and closest of all the alternatives to the various mix of uses in the core that include high and medium density residential, social services, entertainment, retail, commercial, and food/drink; location conflicts with activities at civic park under construction.	Existing site has no room for expansion which would prohibit joint redevelopment of the site. The structure could be expanded to a larger footprint eliminating the existing landscape but would most likely be used to expand staff and passenger areas.	Site is located in Clarksville Architectural District of the National Register of Historic Places (NRHP).	No immediate environmental concerns.
1a	200 Legion Street - Existing CTS Transit Center (Expansion)	Site is located in the downtown core and closest of all the alternatives to the various mix of uses in the core that include high and medium density residential, social services, entertainment, retail, commercial, and food/drink; location conflicts with activities at civic park under construction.	Expansion to the adjacent parcels would allow for limited room for joint development of the site into a mixed-use development that could fit in well with the existing development of the downtown area.	Site is located in Clarksville Architectural District of the National Register of Historic Places (NRHP) and sites to east of the site that would allow for expansion are also in the Architectural District.	No immediate environmental concerns.
2	804 Franklin Street - Empty lot between Franklin Street and Commerce Street - Conwood / Old A&P	This site is located outside the CBD zoning district and the Central Business Improvement District (CBID) and currently zoned light-industrial. The area is a mixture of light-industrial uses along Commerce Street, and commercial (e.g. funeral homes), religious institutions, education, and low density residential along Franklin Street.	Site has ample room for joint development of the site for a mixed-use development however the surrounding areas offer little incentive for any other uses as the site is located in the least developed and most homogenous residential/institution area.	No immediate historic concerns but site is age eligible for NRHP as well as surrounding funeral homes and churches.	No immediate environmental concerns but will require demolition of existing NRHP eligible structure on site.
3	723 Franklin Street - Existing Hooker Funeral Home	This site is located in the CBD zoning district but located outside the CBD. The area along Franklin Street is a mixture of commercial (e.g. funeral homes), religious institutions, education, and low density residential.	Site has ample room for joint development of the site for a mixed-use development however the surrounding areas offer little incentive for any other uses as the site is located in the least developed and most homogenous residential/institutional area; Additionally, the funeral home was recently renovated.	No immediate historic concerns but site is age eligible for NRHP as well as surrounding funeral homes and churches.	No immediate environmental concerns but will require demolition of existing NRHP eligible structure on site.
8	University Avenue and Main Street - Northwest corner - APSU	Site is located near APSU and many of the adjacent parcels recently acquired by APSU slated for redevelopment. The site is near many light commercial uses and some low and medium density residential housing.	Site has limited room for joint development of the site for a mixed-use development. However, since the site is close to APSU and near many student/faculty oriented businesses, the location provides great opportunity for a joint venture with APSU on a variety of uses (e.g. parking lot/deck, retail, etc.). Additionally, the site is part of the APSU master plan.	No immediate historic concerns.	No immediate environmental concerns.
13b	Main Street - South site between N 4th Street and N 5th Street - APSU	Site is located near APSU and the numerous food, drink, and retail establishments along N 6th Street/University Avenue. Some medium density residential is also located nearby with many of the adjacent parcels recently acquired by APSU and slated for redevelopment.	Site has ample room for joint development of the site for a mixed-use development and is close to APSU and near many student/faculty oriented businesses, the location provides great opportunity for a joint venture with APSU on a variety of uses (e.g. parking lot/deck, mixed-use commercial/retail/residential, etc.). Site is currently owned by APSU but not currently part of master plan.	No immediate historic concerns but site is located across the street from Clarksville Methodist Church (334 Main Street) which is on the National Register of Historic Places and northwest corner of site is located in Clarksville Architectural District of NRHP.	No immediate environmental concerns.
14	Madison Street and Cumberland Drive/University Avenue - Southwest corner - Brothers Auto	Site is located adjacent to the mix of uses along Madison Street which includes mostly commercial, social services, religious, and light retail. The site is also near some single and multi-family low density residential and some medium residential apartment complexes.	Site has limited room for development due to it size for a mixed-use development. Any plans for joint development could be used to further the initiative of redeveloping the Downtown/Madison Street commercial corridor.	No immediate historic concerns but site is located near five sites that are age eligible for the NRHP and near two sites on the NRHP - Madison Street Methodist Church and Northington-Beach House.	No immediate environmental concerns. Site once contained three USTs but they have since been removed and TN Department of Environment and Conservation confirms that no remediation of site is required. Site will also require demolition of existing structures on site.
17	Madison Street - Parking lot between S 3rd Street and Union Street - Dollar General - Habitat	Site is located near the downtown core and located adjacent to the mix of uses along Madison Street which includes mostly commercial, religious, and light retail. The site is also near some single and multi-family low density residential.	Site has ample room for joint development of the site for a mixed-use development as an initiative to redevelop the Downtown/Madison Street commercial corridor and while the acquisition of this site reduces the number of retail and commercial businesses in this part of the downtown area, these uses may be avoided or incorporated in the site development. Additionally, it also reduces the amount of parking as the existing site's parking lot was often used as overflow.	No immediate historic concerns but site is located near four sites that are age eligible for the NRHP and near two sites on the NRHP - Madison Street Methodist Church and Northington-Beach House.	No immediate environmental concerns but will require demolition of existing structure on site..
24	Main Street and N 7th Street - Northwest corner - Corlew	Site is located near APSU and the numerous food, drink, and retail establishments along N 6th Street/University Avenue. Some low and medium density residential is also located nearby and adjacent to the Corlew showroom which has recently gone through major renovations.	Site has ample room for joint development of the site for a mixed-use development and is close to APSU and near many student/faculty oriented businesses, the location provides great opportunity for a joint venture with APSU on a variety of uses (e.g. parking lot/deck, mixed-use commercial/retail/residential, etc.) as APSU continues to expand south of College Street. Acquisition adversely affects dealership as land use zoning does not permit expansion of use onto properties not already owned by Corlew.	No immediate historic concerns.	Site is an underground retention area (i.e. sinkhole) which likely makes this site unbuildable.

		Agency Considerations - Rationale			
Map No.	Site	Adequate Size and Shape	Site Acquisition Costs (Montgomery County Assessor of Property - Total Appraised Value)	Business/ Residential Displacements	Site Concerns
1	200 Legion Street - Existing CTS Transit Center	Size: 0.57 acres - The existing transit center has served CTS well but the agency is close to outgrowing the site. There is little room for expanding the indoor passenger waiting or staff area. There is little to no room to incorporate other modes of transportation (i.e. inter-city bus, bicycles, etc.).	No acquisition cost for no-build option but CTS spends \$250,000 every five years on the upkeep of the aging facility.	No displacements.	Most desired site from public surveys.
1a	200 Legion Street - Existing CTS Transit Center (Expansion)	Size: 0.75 acres - The expansion of the existing site would be adequate for CTS' existing and future plans in regards to size and shape. A similar layout (i.e. horseshoe or inverted-U) to the existing transit center would need to be designed for this site or an L-shaped pull-through center could be designed using Legion Street and N 3rd Street.	\$771,800	One site (west) is owned by Kenneth Goble and houses the Goble Law Firm. The adjacent site (east) is owned by Nathaniel Carr and was up until very recently vacant if not still vacant and now off the rental market.	Original site was the most desired site from public surveys.
2	804 Franklin Street - Empty lot between Franklin Street and Commerce Street - Conwood / Old A&P	Size: 1.9 acres - Size and shape of lot is adequate for CTS' existing and future plans. Additionally, the lot is bordered by Franklin Street to the north and Commerce Street to the south which allows for a pull-through transit center to be designed for improved bus throughput.	\$664,500	Site is currently owned by Conwood Company LP but structure on site is believed to be not in use. Conwood Company LP also owns the adjacent (south) parcel which is actively in use.	Second most desired site from public surveys. City of Clarksville Engineering Manager advises that additional drainage will be required for site following TDEC requirements.
3	723 Franklin Street - Existing Hooker Funeral Home	Size: 1.2 acres - Size and shape of lot is adequate for CTS' existing and future plans. To the north, the lot is bound by Grant Avenue which is not adequate for bus operations. With this, a similar layout (i.e. horseshoe or inverted-U) to the existing transit center will need to be designed for this site.	\$488,400	Site is currently owned by Broady Terrell A. Sr. and houses the Hooker Funeral Home.	City of Clarksville Engineering Manager advises that Franklin Street may be too narrow for bus ingress/egress from site and additional drainage will be required for site following TDEC requirements.
8	University Avenue and Main Street - Northwest corner - APSU	Size: 1.1 acres - Size and shape of lot is adequate for CTS' existing and future plans. To the east of the site, N 6th Street is designed as a boulevard with a southbound one-way lane. With this, a similar layout (i.e. horseshoe or inverted-U) to the existing transit center will need to be designed for this site unless routes are designed to operate southbound on N 6th Street when returning to the transit center.	\$435,200 - In the public involvement process, APSU has indicated they would like to retain site for future master planning purposes that have yet to be determined.	Site is currently owned by APSU/State of Tennessee and is an active parking lot for APSU staff/faculty/students.	City of Clarksville Engineering Manager advises N 6th Street/University Avenue may need to be reconfigured and require additional traffic signals. Additional drainage will also be required for site following TDEC requirements. APSU advises that use of the site as a transit center is unlikely as it is part of the master plan.
13b	Main Street - South site between N 4th Street and N 5th Street - APSU	Size: 1.7 acres - Size and shape of lot is adequate for CTS' existing and future plans. To the west and south of the site, the elevated topography of the site prohibits buses from ingressing/egressing from/to those directions. With this, a similar layout (i.e. horseshoe or inverted-U) to the existing transit center will need to be designed for this site.	\$376,500 - In the public involvement process, APSU has indicated they would like to retain site for future master planning purposes that have yet to be determined.	Site is currently owned by APSU/State of Tennessee and serves as a parking lot but is not currently in use.	City of Clarksville Engineering Manager advises that an underground detention system that is located under the site will need to be preserved and that additional drainage will be required for site following TDEC requirements. APSU advises that use of the site as a transit center is unlikely at this time as it will likely be part of the new master plan that will be completed sometime in 2017.
14	Madison Street and Cumberland Drive/University Avenue - Southwest corner - Brothers Auto	Size: 1.3 acres - Size and shape of lot is adequate for CTS' existing and future plans. Storm drain on site requires that bus ingress/egress occur on Madison Street side of site. With this, a similar layout (i.e. horseshoe or inverted-U) to the existing transit center will need to be designed for this site.	\$522,600	One site (west) is owned by Ladd Garnett III and houses, Brother Auto, a car repair business. The other site (east) is owned by Arthur Brent Parchman and houses, Wedding Belles, a wedding/bridal shop.	City of Clarksville Engineering Manager advises that storm drain at site requires that bus ingress/egress occur on Madison Street side of site.
17	Madison Street - Parking lot between S 3rd Street and Union Street - Dollar General - Habitat	Size: 1.52 to 4.02 acres - Size and shape of lot is adequate for CTS' existing and future plans. The lot is bordered by Madison Street to the north and Union Street to the south which allows for a pull-through transit center to be designed for improved bus throughput. However, Union Street is served by CTS and will require some route realigning to get buses back to their routes if a pull-through setup is desired.	\$973,100 for 1.52 acre site and up to \$1,495,900 for 4.02 acre site.	Site is owned by multiple parties and houses the Clarksville Post Office, Arc Thrift, Dollar General, and the Habitat for Humanity ReStore and local office.	City of Clarksville Engineering Manager advises that additional drainage will be required for site following TDEC requirements.
24	Main Street and N 7th Street - Northwest corner - Corlew	Size: 2.02 acres - Size and shape of lot is adequate for CTS' existing and future plans. To the east of the site, N 6th Street is designed as a boulevard with a southbound one-way lane. With this, a similar layout (i.e. horseshoe or inverted-U) to the existing transit center will need to be designed for this site unless routes are designed to operate southbound on N 6th St when returning to the transit center. Alternatively, an L-shaped pull-through transit center could be designed using Main St and N 7th St.	\$861,500	Site is owned by James L Corlew Sr and serves as a storage lot for its auto inventory as their showroom is located across N 7th Street; CBD zoning does not allow expansion of auto sales.	City of Clarksville Engineering Manager advises N 6th Street/University Avenue may need to be reconfigured and require additional traffic signals. Majority of site is also an underground retention area (i.e. sinkhole) which likely makes this site unbuildable. Additionally, drainage will be required for site following TDEC requirements.

APPENDIX D – APPRAISER WORKSHEETS

Site 1a		
215 Franklin	\$	600,000
217 Franklin	\$	430,000
Total	\$	1,030,000

Site 2		
804 Franklin	\$	655,000
Commerce St	\$	-
Total	\$	655,000

Site 17		
Post Office	\$	1,083,000
ARC Thrift Store	\$	342,000
Shopping Center	\$	1,271,000
Parking Lot	\$	427,000
Total	\$	3,123,000

G. HERBERT
PRITCHETT & ASSOCIATES, INC.
REAL ESTATE APPRAISERS CONSULTANTS

222 Union Street
Madisonville, KY 42431
P: 800-227-4708 | F: 270-821-0202
www.ghpritchett.com

December 21, 2016

Mr. Shawn P. Dikes, AICP
Assistant VP, Senior Project Manager
Address
City, State

Re: Clarksville Transfer Center
Site #1- Goble Law Firm
215 Franklin Street
Clarksville, TN 37040

Dear Shawn:

At your request and authorization, we have personally inspected and appraised the above referenced property, taking into account the condition of the land and improvements for the purpose of estimating it's as is market value. This report is intended to aid the client, in conjunction with the Clarksville Transfer Center Relocation Feasibility Study for budget purposes. The intended user of this report is Mr. Shawn Dikes.

Based upon my inspection of the property, market research, and analysis of the data, I have formed the opinion that the market value of the subject property as of December 2, 2016 was

\$600,000

G. Herbert Pritchett,
MAI, CCIM



Individual Member

Christopher J. Phelps,
MAI, SRA, CCIM



Individual Member

In reviewing this report against Appraisal Standards Board Criteria, this report should be considered written in a restricted appraisal report format. This report is for your use only and cannot be understood without access to the appraiser's work file. The valuation is stated within the following pages.

The market value opinions above do not include the value of any furniture or equipment and is only the value of the real estate and real property components.

Based upon my analysis of the sales of similar properties I conclude that it would've had an exposure time centering around six to nine months.

I appreciate your confidence in us and our services and remain

Very truly yours,

G. HERBERT PRITCHETT & ASSOCIATES, INC.



G. Herbert Pritchett, MAI, CCIM
President

TN Gen Cert #1012

hpritchett@ghpritchett.com



Robert Hunt
Associate Appraiser
TN- CG #3625

rwhunt@ghpritchett.com

IDENTITY OF REAL ESTATE

Kenneth Ray Goble is listed as the owner of the property. The subject's legal description is found in Volume 755, PG 480 of the Montgomery County Register's Office. The subject's tax information is recorded under Map & Parcel 066G-H-030.00. To the best of our knowledge the property is neither currently listed for sale nor have there been any offers to purchase the property within the last three years. The owner occupies the first floor and leases the remaining space. No other information pertaining to the leases was available to the appraiser.

The real estate appraised is located at the following address.

215 Franklin Street
Clarksville, TN 37040

The subject site is a rectangular shaped tract of land containing 0.09 acres or 3,920 square feet with its primary frontage along the northern margin of Franklin Street. The building occupies 100% of the site with off-site parking only. The site is subject to city zoning regulations of the CBD zoning district and is not located within a flood-plain. All city utilities are available to the site.

The building was originally constructed in the early 1900's and consists of three floors with a full finished basement typical of the era. It is considered to be a Class "C" construction according to Marshall Valuation Service, a national costing service. It has been renovated over the years and according to public records contains a total 9,783 square feet of finished area above grade. The building appears to be in average condition.

REAL PROPERTY INTEREST APPRAISED

Fee simple estate

TYPE & DEFINITION OF VALUE APPRAISED

Market Value as defined by the Uniform Standards of Professional Appraisal Practice and 12 CFR 323.4.

SCOPE OF WORK

1. Robert Hunt inspected the exterior of the subject property on December 2, 2016.
2. Hunt researched the Montgomery County Assessor's Office to find subject property data and recent sales in Montgomery County.
3. Hunt also utilized search screens on the CRS database for Montgomery County in order to ascertain sales of comparable sales in Montgomery County on and around the date of appraised value.
4. Hunt also consulted local brokers and appraisers familiar with the Clarksville downtown market.

-
5. All sales obtained were inspected via a drive-by inspection where possible.
 6. The firm researched and analyzed various demographic resources so as to ascertain the employment trends, total wages, retail sales, and jobs being generated over the recent past in Montgomery County, Tennessee in the files and collections of the appraisers.
 7. After performing the scope of work referenced above, I then applied this data in the appraisal process culminating with the writing of this report, which is in compliance with Standards Rule 2-2(b) of the *Uniform Standards of Professional Appraisal Practice* (USPAP).

HIGHEST AND BEST USE

The highest and best use of the subject property as though vacant would be its immediate utilization as a low intensity commercial property.

The property will be appraised with this highest and best use in mind.

Appraiser Certification for Robert W. Hunt

I certify that, to the best of my knowledge and belief:

- The statements of fact contained in this report are true and correct.
- The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and is my personal, impartial, and unbiased professional analyses, opinions, and conclusions.
- I have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved.
- I have performed no services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.
- I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
- My engagement in this assignment was not contingent upon developing or reporting predetermined results.
- My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
- My analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the *Uniform Standards of Professional Appraisal Practice*.
- I have made a personal inspection of the property that is the subject of this report.
- No one provided significant real property appraisal assistance to the person signing this certification.
- The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute.
- The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
- As of the date of this report, I, Robert W. Hunt, have completed the continuing education program of the Appraisal Institute.



Robert W. Hunt
TN Cert. Gen. #3625

December 16, 2016

Date

G. HERBERT
PRITCHETT & ASSOCIATES, INC.
REAL ESTATE APPRAISERS CONSULTANTS

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Madisonville, KY 42431
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www.ghpritchett.com

December 21, 2016

Mr. Shawn P. Dikes, AICP
Assistant VP, Senior Project Manager
Address
City, State

Re: Clarksville Transfer Center
Relocation Feasibility Study
Site #1- Old First Trust Saving Bank
217 Franklin Street
Clarksville, TN 37040

Dear Shawn:

At your request and authorization, we have personally inspected and appraised the above referenced property, taking into account the condition of the land and improvements for the purpose of estimating it's as is market value. This report is intended to aid the client, in conjunction with the Clarksville Transfer Center Relocation Feasibility Study for budget purposes. The intended user of this report is Mr. Shawn Dikes.

Based upon my inspection of the property, market research, and analysis of the data, I have formed the opinion that the market value of the subject property as of December 2, 2016 was

\$430,000

G. Herbert Pritchett,
MAI, CCIM



Christopher J. Phelps,
MAI, SRA, CCIM



In reviewing this report against Appraisal Standards Board Criteria, this report should be considered written in a restricted appraisal report format. This report is for your use only and cannot be understood without access to the appraiser's work file. The valuation is stated within the following pages.

The market value opinions above do not include the value of any furniture or equipment and is only the value of the real estate and real property components.

Based upon my analysis of the sales of similar properties I conclude that it would've had an exposure time centering around six to nine months.

I appreciate your confidence in us and our services and remain

Very truly yours,

G. HERBERT PRITCHETT & ASSOCIATES, INC.



G. Herbert Pritchett, MAI, CCIM
President

TN Gen Cert #1012

hpritchett@ghpritchett.com



Robert Hunt
Associate Appraiser
TN- CG #3625

rwhunt@ghpritchett.com

IDENTITY OF REAL ESTATE

Nathanial W. Carr is listed as the owner of the property. The subject's legal description is found in Volume 1557, PG 2883 of the Montgomery County Register's Office. A copy of the deed is contained in Exhibit A of this report. The subject's tax information is recorded under Map & Parcel 066G-H-029.00. To the best of our knowledge the property is neither currently listed for sale nor have there been any offers to purchase the property within the last three years. Lease information is based upon data gathered when we previously appraised the property in 2014. No other information pertaining to the leases or interior finish of the property was available to the appraiser.

The real estate appraised is located at the following address.

217 Franklin Street
Clarksville, TN 37040

PROPERTY SUMMARY

The subject property is located at 217 Franklin Street, Clarksville, TN. This is a rectangular shaped tract of land located at the intersection of Franklin Street and Third Street. The property fronts some 26' along Franklin Street and has an average depth of 135 feet along Third Street containing a total of 3,510 square feet or 0.08+/- acres. The main improvement is a three story average quality 10,608 square foot mixed use building with office space on the first floor and residential or apartments on the upper floors. All city utilities are available to the site.

REAL PROPERTY INTEREST APPRAISED

Fee simple estate

TYPE & DEFINITION OF VALUE APPRAISED

Market Value as defined by the Uniform Standards of Professional Appraisal Practice and 12 CFR 323.4.

SCOPE OF WORK

1. Robert Hunt inspected the exterior of the subject property on December 2, 2016.
2. Hunt researched the Montgomery County Assessor's Office to find subject property data and recent sales in Montgomery County.
3. Hunt also utilized search screens on the CRS database for Montgomery County in order to ascertain sales of comparable sales in Montgomery County on and around the date of appraised value.
4. Hunt also consulted local brokers and appraisers familiar with the Clarksville downtown market.
5. All sales obtained were inspected via a drive-by inspection where possible.

6. The firm researched and analyzed various demographic resources so as to ascertain the employment trends, total wages, retail sales, and jobs being generated over the recent past in Montgomery County, Tennessee in the files and collections of the appraisers.
7. After performing the scope of work referenced above, I then applied this data in the appraisal process culminating with the writing of this report, which is in compliance with Standards Rule 2-2(b) of the *Uniform Standards of Professional Appraisal Practice* (USPAP).

HIGHEST AND BEST USE

The highest and best use of the subject property as though vacant would be its immediate utilization as a low intensity commercial property.

The property will be appraised with this highest and best use in mind.

Appraiser Certification for Robert W. Hunt

I certify that, to the best of my knowledge and belief:

- The statements of fact contained in this report are true and correct.
- The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and is my personal, impartial, and unbiased professional analyses, opinions, and conclusions.
- I have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved.
- I have performed no services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.
- I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
- My engagement in this assignment was not contingent upon developing or reporting predetermined results.
- My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
- My analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the *Uniform Standards of Professional Appraisal Practice*.
- I have made a personal inspection of the property that is the subject of this report.
- No one provided significant real property appraisal assistance to the person signing this certification.
- The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute.
- The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
- As of the date of this report, I, Robert W. Hunt, have completed the continuing education program of the Appraisal Institute.



Robert W. Hunt
TN Cert. Gen. #3625

December 16, 2016

Date

CERTIFICATION OF THE APPRAISAL

I certify that, to the best of my knowledge and belief, ...

1. The statements of fact contained in this report are true and correct.
2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, impartial, unbiased professional analyses, opinions, and conclusions.
3. I have no present or prospective interest in the property that is the subject of this report, and I have no personal interest with respect to the parties involved.
4. I have performed no services, as an appraiser or in any other capacity, regarding this that is the subject of this report within the 3 year period immediately preceding acceptance of this assignment.
5. I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
6. My engagement in this assignment was not contingent upon developing or reporting predetermined results
7. My compensation for completing is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
8. The reported analyses, opinions, and conclusions were developed, and this report has been prepared in conformity with the *Uniform Standards of Professional Appraisal Practice*.
9. The undersigned did make a detailed personal inspection of the property that is the subject of this report.
10. No one provided significant real property professional assistance to the persons signing this report.
11. G. Herbert Pritchett is currently a Certified General Real Property Appraiser, certified by the Kentucky Real Estate Appraisers Board.
12. The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
13. As of the date of this report, I, G. Herbert Pritchett, have completed the requirements of the continuing education program of the Appraisal Institute.
14. As of the date of this report, I, G. Herbert Pritchett have completed the Standards and Ethics Education Requirement of the Appraisal Institute for Associate Members.
15. G. Herbert Pritchett is currently a Certified General Real Property Appraiser, certified by the Kentucky Real Estate Appraisers Board.



December 21, 2016

G. HERBERT PRITCHETT, MAI, CCIM
GENERAL REAL PROPERTY APPRAISER
STATE OF TENNESSEE - #CG1012

In reviewing this report against Appraisal Standards Board Criteria, this report should be considered written in a restricted appraisal report format. This report is for your use only and cannot be understood without access to the appraiser's work file. The valuation is stated within the following pages.

The market value opinions above do not include the value of any furniture or equipment and is only the value of the real estate and real property components.

Based upon my analysis of the sales of similar properties I conclude that it would've had an exposure time centering around six to nine months.

I appreciate your confidence in us and our services and remain

Very truly yours,

G. HERBERT PRITCHETT & ASSOCIATES, INC.



G. Herbert Pritchett, MAI, CCIM
President

TN Gen Cert #1012

hpritchett@ghpritchett.com



Robert Hunt
Associate Appraiser
TN- CG #3625

rwhunt@ghpritchett.com

OWNERSHIP & PROPERTY INFORMATION

Alan M. Werner is listed as the owner of the property. The subject's legal description is found in Volume 1134, PG 871 of the Montgomery County Register's Office. A copy of the deed is contained in Exhibit A of this report. The subject's tax information is recorded under Map & Parcel 066K-E-005.00. The subject property is currently occupied DBA ARC Thrift Store. No Lease information was available to the appraiser.

The real estate appraised is located at the following address.

312 Madison Street
Clarksville, TN 37040

The subject site is a rectangular shaped tract of land containing 0.20 acres or 8,646 square feet and can be accessed from the southern margin of Madison Street. Its primary frontage is along Madison Street with good access and visibility. The site is subject to city zoning regulations of the CBD zoning district and is not located within a flood-plain. All city utilities are available to the site.

The building was originally built in 1976 and contains 5,967 sq. ft. It is considered to be a Class "C" office type construction according to Marshall Valuation Service, a national costing service. It has a brick exterior wall treatment with minimum fenestration. The roof cover is rubber supported by wood trusses. The heating and cooling system is a roof mounted package unit. The interior is of average quality finish but is in poor to fair condition and consists of a reception area, six (6) offices and two restrooms. The floor finish is a combination of tile and carpet. The walls are wood frame studs with taped and painted drywall. The ceilings are suspended acoustical panels with average florescent lighting. Electrical and plumbing fixtures are of low quality. Overall the building appears to be in fair condition however in its current condition it cannot be rented as office space.



REAL PROPERTY INTEREST APPRAISED

Fee simple estate

TYPE & DEFINITION OF VALUE APPRAISED

Market Value as defined by the Uniform Standards of Professional Appraisal Practice and 12 CFR 323.4.

SCOPE OF WORK

1. Robert Hunt inspected the exterior of the subject property on December 2, 2016.
2. Hunt researched the Montgomery County Assessor's Office to find subject property data and recent sales in Montgomery County.
3. Hunt also utilized search screens on the CRS database for Montgomery County in order to ascertain sales of comparable sales in Montgomery County on and around the date of appraised value.

4. Hunt also consulted local brokers and appraisers familiar with the Clarksville downtown market.
5. All sales obtained were inspected via a drive-by inspection where possible.
6. The firm researched and analyzed various demographic resources so as to ascertain the employment trends, total wages, retail sales, and jobs being generated over the recent past in Montgomery County, Tennessee in the files and collections of the appraisers.
7. After performing the scope of work referenced above, I then applied this data in the appraisal process culminating with the writing of this report, which is in compliance with Standards Rule 2-2(b) of the *Uniform Standards of Professional Appraisal Practice* (USPAP).

HIGHEST AND BEST USE

The highest and best use of the subject property as though vacant would be its immediate utilization as a low intensity commercial property.

The property will be appraised with this highest and best use in mind.

Appraiser Certification for Robert W. Hunt

I certify that, to the best of my knowledge and belief:

- The statements of fact contained in this report are true and correct.
- The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and is my personal, impartial, and unbiased professional analyses, opinions, and conclusions.
- I have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved.
- I have performed no services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.
- I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
- My engagement in this assignment was not contingent upon developing or reporting predetermined results.
- My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
- My analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the *Uniform Standards of Professional Appraisal Practice*.
- I have made a personal inspection of the property that is the subject of this report.
- No one provided significant real property appraisal assistance to the person signing this certification.
- The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute.
- The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
- As of the date of this report, I, Robert W. Hunt, have completed the continuing education program of the Appraisal Institute.



Robert W. Hunt
TN Cert. Gen. #3625

December 16, 2016

Date

CERTIFICATION OF THE APPRAISAL

I certify that, to the best of my knowledge and belief, ...

1. The statements of fact contained in this report are true and correct.
2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, impartial, unbiased professional analyses, opinions, and conclusions.
3. I have no present or prospective interest in the property that is the subject of this report, and I have no personal interest with respect to the parties involved.
4. I have performed no services, as an appraiser or in any other capacity, regarding this that is the subject of this report within the 3 year period immediately preceding acceptance of this assignment.
5. I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
6. My engagement in this assignment was not contingent upon developing or reporting predetermined results
7. My compensation for completing is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
8. The reported analyses, opinions, and conclusions were developed, and this report has been prepared in conformity with the *Uniform Standards of Professional Appraisal Practice*.
9. The undersigned did make a detailed personal inspection of the property that is the subject of this report.
10. No one provided significant real property professional assistance to the persons signing this report.
11. G. Herbert Pritchett is currently a Certified General Real Property Appraiser, certified by the Kentucky Real Estate Appraisers Board.
12. The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
13. As of the date of this report, I, G. Herbert Pritchett, have completed the requirements of the continuing education program of the Appraisal Institute.
14. As of the date of this report, I, G. Herbert Pritchett have completed the Standards and Ethics Education Requirement of the Appraisal Institute for Associate Members.
15. G. Herbert Pritchett is currently a Certified General Real Property Appraiser, certified by the Kentucky Real Estate Appraisers Board.



December 21, 2016

G. HERBERT PRITCHETT, MAI, CCIM
GENERAL REAL PROPERTY APPRAISER
STATE OF TENNESSEE - #CG1012

G. HERBERT
PRITCHETT & ASSOCIATES, INC.
REAL ESTATE APPRAISERS CONSULTANTS

222 Union Street
Madisonville, KY 42431
P: 800-227-4708 | F: 270-821-0202
www.ghpritchett.com

December 21, 2016

Mr. Shawn P. Dikes, AICP
Assistant VP, Senior Project Manager
Address
City, State

Re: Clarksville Transfer Center
Relocation Feasibility Study
Site #2- 804 Franklin Street
Clarksville, TN 37040

Dear Shawn:

At your request and authorization, we have personally inspected and appraised the above referenced property, taking into account the condition of the land and improvements for the purpose of estimating it's as is market value. This report is intended to aid the client, in conjunction with the Clarksville Transfer Center Relocation Feasibility Study for budget purposes. The intended user of this report is Mr. Shawn Dikes.

Based upon my inspection of the property, market research, and analysis of the data, I have formed the opinion that the market value of the subject property as of December 2, 2016 was

\$655,000

G. Herbert Pritchett,
MAI, CCIM



Christopher J. Phelps,
MAI, SRA, CCIM



In reviewing this report against Appraisal Standards Board Criteria, this report should be considered written in a restricted appraisal report format. This report is for your use only and cannot be understood without access to the appraiser's work file. The valuation is stated within the following pages.

The market value opinions above do not include the value of any furniture or equipment and is only the value of the real estate and real property components.

Based upon my analysis of the sales of similar properties I conclude that it would've had an exposure time centering around six to nine months.

I appreciate your confidence in us and our services and remain

Very truly yours,

G. HERBERT PRITCHETT & ASSOCIATES, INC.



G. Herbert Pritchett, MAI, CCIM
President

TN Gen Cert #1012

hpritchett@ghpritchett.com



Robert Hunt
Associate Appraiser
TN- CG #3625

rwhunt@ghpritchett.com

IDENTITY OF REAL ESTATE

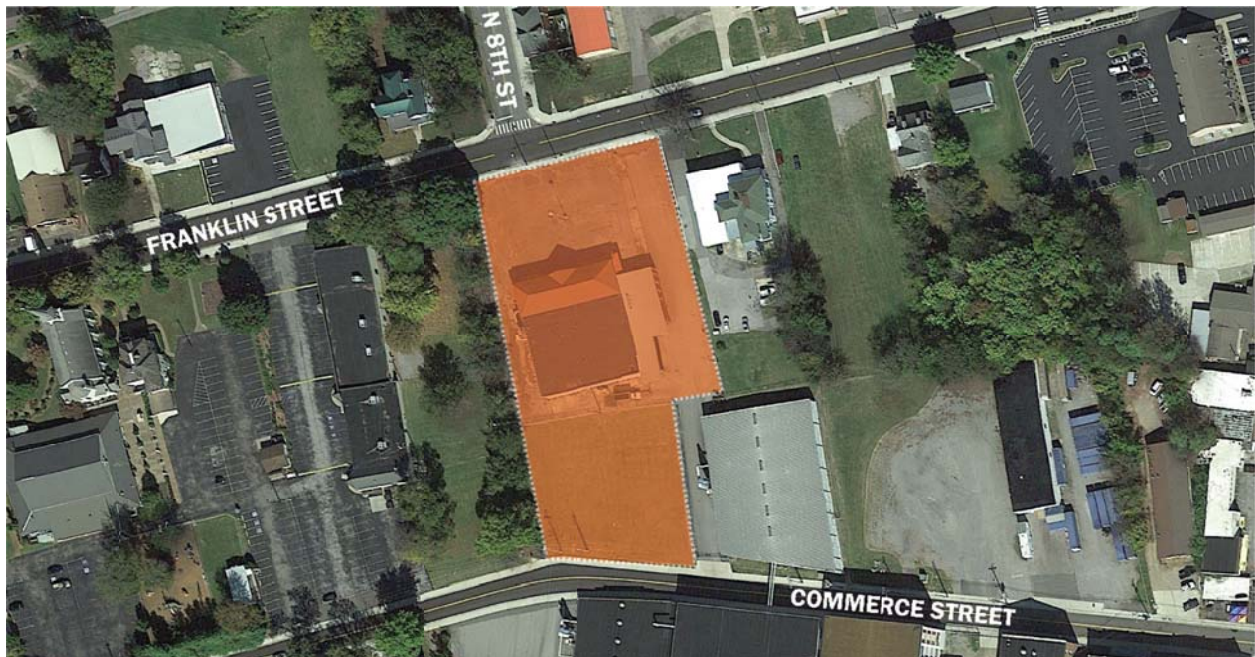
Conwood Company LP is listed as the owner of the property. The subject's legal description is found in Deed Book 321, PG 15 and Volume 674, PG 2176 of the Montgomery County Register's Office. A copy of the deed is contained in Exhibit A of this report.

The real estate appraised is located at the following address.

804 Franklin Street
Clarksville, TN 37040

The subject site is identified on the Montgomery County Assessor on Tax Maps 066F-K-005.00 and 034.00. The two parcels represent a rectangular shaped tract of land containing 1.79 and 0.61 acres respectfully for a total of 2.40+/- acres or 104,544 square feet. The site is sandwiched between Franklin Street and Commerce Street just outside of the Central Business District in Clarksville with good access and visibility from both streets. It is subject to city zoning regulations of the M-1 light industrial zoning district and is not located within a flood-plain. All city utilities are available to the site.

The building was originally built in 1961 and renovated in 1987. It contains a total of 13,625 sq. ft. and is considered to be a Class "C" and "S" construction according to Marshall Valuation Service, a national costing service. It has a brick and metal exterior wall treatment with minimum fenestration. The roof cover is a combination of rubber and composition shingles supported by wood and metal trusses. Overall from the exterior the building appears to be in fair to average condition.



REAL PROPERTY INTEREST APPRAISED

Fee simple estate

TYPE & DEFINITION OF VALUE APPRAISED

Market Value as defined by the Uniform Standards of Professional Appraisal Practice and 12 CFR 323.4.

SCOPE OF WORK

1. Robert Hunt inspected the exterior of the subject property on December 2, 2016.
2. Hunt researched the Montgomery County Assessor's Office to find subject property data and recent sales in Montgomery County.
3. Hunt also utilized search screens on the CRS database for Montgomery County in order to ascertain sales of comparable sales in Montgomery County on and around the date of appraised value.
4. Hunt also consulted local brokers and appraisers familiar with the Clarksville downtown market.
5. All sales obtained were inspected via a drive-by inspection where possible.
6. The firm researched and analyzed various demographic resources so as to ascertain the employment trends, total wages, retail sales, and jobs being generated over the recent past in Montgomery County, Tennessee in the files and collections of the appraisers.
7. After performing the scope of work referenced above, I then applied this data in the appraisal process culminating with the writing of this report, which is in compliance with Standards Rule 2-2(b) of the *Uniform Standards of Professional Appraisal Practice* (USPAP).

HIGHEST AND BEST USE

The highest and best use of the subject property as though vacant would be its immediate utilization as a low intensity commercial property.

The property will be appraised with this highest and best use in mind.

Appraiser Certification for Robert W. Hunt

I certify that, to the best of my knowledge and belief:

- The statements of fact contained in this report are true and correct.
- The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and is my personal, impartial, and unbiased professional analyses, opinions, and conclusions.
- I have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved.
- I have performed no services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.
- I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
- My engagement in this assignment was not contingent upon developing or reporting predetermined results.
- My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
- My analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the *Uniform Standards of Professional Appraisal Practice*.
- I have made a personal inspection of the property that is the subject of this report.
- No one provided significant real property appraisal assistance to the person signing this certification.
- The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute.
- The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
- As of the date of this report, I, Robert W. Hunt, have completed the continuing education program of the Appraisal Institute.



Robert W. Hunt
TN Cert. Gen. #3625

December 16, 2016

Date

CERTIFICATION OF THE APPRAISAL

I certify that, to the best of my knowledge and belief, ...

1. The statements of fact contained in this report are true and correct.
2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, impartial, unbiased professional analyses, opinions, and conclusions.
3. I have no present or prospective interest in the property that is the subject of this report, and I have no personal interest with respect to the parties involved.
4. I have performed no services, as an appraiser or in any other capacity, regarding this that is the subject of this report within the 3 year period immediately preceding acceptance of this assignment.
5. I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
6. My engagement in this assignment was not contingent upon developing or reporting predetermined results
7. My compensation for completing is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
8. The reported analyses, opinions, and conclusions were developed, and this report has been prepared in conformity with the *Uniform Standards of Professional Appraisal Practice*.
9. The undersigned did make a detailed personal inspection of the property that is the subject of this report.
10. No one provided significant real property professional assistance to the persons signing this report.
11. G. Herbert Pritchett is currently a Certified General Real Property Appraiser, certified by the Kentucky Real Estate Appraisers Board.
12. The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
13. As of the date of this report, I, G. Herbert Pritchett, have completed the requirements of the continuing education program of the Appraisal Institute.
14. As of the date of this report, I, G. Herbert Pritchett have completed the Standards and Ethics Education Requirement of the Appraisal Institute for Associate Members.
15. G. Herbert Pritchett is currently a Certified General Real Property Appraiser, certified by the Kentucky Real Estate Appraisers Board.



December 21, 2016

G. HERBERT PRITCHETT, MAI, CCIM
GENERAL REAL PROPERTY APPRAISER
STATE OF TENNESSEE - #CG1012

G. HERBERT
PRITCHETT & ASSOCIATES, INC.
REAL ESTATE APPRAISERS CONSULTANTS

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Madisonville, KY 42431
P: 800-227-4708 | F: 270-821-0202
www.ghpritchett.com

December 21, 2016

Mr. Shawn P. Dikes, AICP
Assistant VP, Senior Project Manager
Address
City, State

Re: Clarksville Transfer Center
Relocation Feasibility Study
Site #17- 312 Madison Street
Clarksville, TN 37040

Dear Shawn:

At your request and authorization, we have personally inspected and appraised the above referenced property, taking into account the condition of the land and improvements for the purpose of estimating it's as is market value. This report is intended to aid the client, in conjunction with the Clarksville Transfer Center Relocation Feasibility Study for budget purposes. The intended user of this report is Mr. Shawn Dikes.

Based upon my inspection of the property, market research, and analysis of the data, I have formed the opinion that the market value of the subject property as of December 2, 2016 was

\$342,000

G. Herbert Pritchett,
MAI, CCIM



Individual Member

Christopher J. Phelps,
MAI, SRA, CCIM



Individual Member

G. HERBERT
PRITCHETT & ASSOCIATES, INC.
REAL ESTATE APPRAISERS CONSULTANTS

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Madisonville, KY 42431
P: 800-227-4708 | F: 270-821-0202
www.ghpritchett.com

December 21, 2016

Mr. Shawn P. Dikes, AICP
Assistant VP, Senior Project Manager
Address
City, State

Re: Clarksville Transfer Center
Relocation Feasibility Study
Site #17- Neighborhood Shopping Center
316 – 404 Madison Street
Clarksville, TN 37040

Dear Mr. Dikes:

At your request and authorization, we have personally inspected and appraised the above referenced property, taking into account the condition of the land and improvements for the purpose of estimating it's as is market value. This report is intended to aid the client, in conjunction with the Clarksville Transfer Center Relocation Feasibility Study for budget purposes. The intended user of this report is Mr. Shawn Dikes.

Based upon my inspection of the property, market research, and analysis of the data, I have formed the opinion that the market value of the subject property as of December 2, 2016 was

\$1,271,000

G. Herbert Pritchett,
MAI, CCIM



Christopher J. Phelps,
MAI, SRA, CCIM



In reviewing this report against Appraisal Standards Board Criteria, this report should be considered written in a restricted appraisal report format. This report is for your use only and cannot be understood without access to the appraiser's work file. The valuation is stated within the following pages.

The market value opinions above do not include the value of any furniture or equipment and is only the value of the real estate and real property components.

Based upon my analysis of the sales of similar properties I conclude that it would've had an exposure time centering around six to nine months.

I appreciate your confidence in us and our services and remain

Very truly yours,

G. HERBERT PRITCHETT & ASSOCIATES, INC.



G. Herbert Pritchett, MAI, CCIM
President

TN Gen Cert #1012

hpritchett@ghpritchett.com



Robert Hunt
Associate Appraiser
TN- CG #3625

rwhunt@ghpritchett.com

IDENTITY OF REAL ESTATE

Mr. Cecil D. Radford is listed as the owner of the property. The subject's legal description is found in Volume 1257, PG 430 and Volume 1259, PG 1178 of the Montgomery County Register's Office. A copy of the deeds is contained in Exhibit A of this report. The subject's tax information is recorded under Map & Parcel 066K-E-006.00 & 007.00. The Assessor has the property appraised for tax purposes at \$1,111,700.

The real estate appraised is located at the following address.

316 – 404 Madison Street
Clarksville, TN 37040

The subject site is an irregular shaped tract of land containing 3.15 acres or 137,214 square feet and can be accessed from the southern margin of Madison Street and the northern margin of Union Street. Its primary frontage is along Madison Street with good access and visibility. The site is subject to city zoning regulations of the CBD zoning district and is not located within a flood-plain. All city utilities are available to the site.

The building was originally built in 1962 and contains 47,378 sq. ft. It is considered to be a Class "C" construction according to Marshall Valuation Service, a national costing service. It has concrete block exterior walls with minimum fenestration. The roof was not accessible but is thought to be a rubber roof cover supported by metal trusses and appears to be in average condition. The heating and cooling system is a roof mounted package unit that is in average condition. The interior is of average quality and condition. The floor finish is a combination of painted concrete, tile and carpet. The walls are a combination of painted concreted block, wood frame studs with taped and painted drywall. The ceilings are suspended acoustical panels with average florescent lighting. Electrical and plumbing fixtures are of average quality. Overall the building appears to be in fair condition. There is a basement under a portion of the building however it was not accessible at the time of my inspection.

REAL PROPERTY INTEREST APPRAISED

Leased fee estate

TYPE & DEFINITION OF VALUE APPRAISED

Market Value as defined by the Uniform Standards of Professional Appraisal Practice and 12 CFR 323.4.



The subject site contains a total of 3.15 +/- acres and is situated on the southern margin of Madison Street in the Central Business District

SCOPE OF WORK

1. Robert Hunt inspected the exterior of the subject property on December 2, 2016.
2. Hunt researched the Montgomery County Assessor's Office to find subject property data and recent sales in Montgomery County.
3. Hunt also utilized search screens on the CRS database for Montgomery County in order to ascertain sales of comparable sales in Montgomery County on and around the date of appraised value.

4. Hunt also consulted local brokers and appraisers familiar with the Clarksville downtown market.
5. All sales obtained were inspected via a drive-by inspection where possible.
6. The firm researched and analyzed various demographic resources so as to ascertain the employment trends, total wages, retail sales, and jobs being generated over the recent past in Montgomery County, Tennessee in the files and collections of the appraisers.
7. After performing the scope of work referenced above, I then applied this data in the appraisal process culminating with the writing of this report, which is in compliance with Standards Rule 2-2(b) of the *Uniform Standards of Professional Appraisal Practice* (USPAP).

HIGHEST AND BEST USE

The highest and best use of the subject property as though vacant would be its immediate utilization as a low intensity commercial property.

The property will be appraised with this highest and best use in mind.

Appraiser Certification for Robert W. Hunt

I certify that, to the best of my knowledge and belief:

- The statements of fact contained in this report are true and correct.
- The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and is my personal, impartial, and unbiased professional analyses, opinions, and conclusions.
- I have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved.
- I have performed no services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.
- I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
- My engagement in this assignment was not contingent upon developing or reporting predetermined results.
- My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
- My analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the *Uniform Standards of Professional Appraisal Practice*.
- I have made a personal inspection of the property that is the subject of this report.
- No one provided significant real property appraisal assistance to the person signing this certification.
- The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute.
- The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
- As of the date of this report, I, Robert W. Hunt, have completed the continuing education program of the Appraisal Institute.



Robert W. Hunt
TN Cert. Gen. #3625

December 16, 2016

Date

CERTIFICATION OF THE APPRAISAL

I certify that, to the best of my knowledge and belief, ...

1. The statements of fact contained in this report are true and correct.
2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, impartial, unbiased professional analyses, opinions, and conclusions.
3. I have no present or prospective interest in the property that is the subject of this report, and I have no personal interest with respect to the parties involved.
4. I have performed no services, as an appraiser or in any other capacity, regarding this that is the subject of this report within the 3 year period immediately preceding acceptance of this assignment.
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7. My compensation for completing is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
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9. The undersigned did make a detailed personal inspection of the property that is the subject of this report.
10. No one provided significant real property professional assistance to the persons signing this report.
11. G. Herbert Pritchett is currently a Certified General Real Property Appraiser, certified by the Kentucky Real Estate Appraisers Board.
12. The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
13. As of the date of this report, I, G. Herbert Pritchett, have completed the requirements of the continuing education program of the Appraisal Institute.
14. As of the date of this report, I, G. Herbert Pritchett have completed the Standards and Ethics Education Requirement of the Appraisal Institute for Associate Members.
15. G. Herbert Pritchett is currently a Certified General Real Property Appraiser, certified by the Kentucky Real Estate Appraisers Board.



December 21, 2016

G. HERBERT PRITCHETT, MAI, CCIM
GENERAL REAL PROPERTY APPRAISER
STATE OF TENNESSEE - #CG1012

G. HERBERT
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www.ghpritchett.com

December 21, 2016

Mr. Shawn P. Dikes, AICP
Assistant VP, Senior Project Manager
Address
City, State

Re: Clarksville Transfer Center
Relocation Feasibility Study
Site #17- Madison Street Parking Lot
Clarksville, TN 37040

Dear Mr. Dikes:

At your request and authorization, we have personally inspected and appraised the above referenced property, taking into account the condition of the land and improvements for the purpose of estimating it's as is market value. This report is intended to aid the client, in conjunction with the Clarksville Transfer Center Relocation Feasibility Study for budget purposes. The intended user of this report is Mr. Shawn Dikes.

Based upon my inspection of the property, market research, and analysis of the data, I have formed the opinion that the market value of the subject property as of December 2, 2016 was

\$427,000

G. Herbert Pritchett,
MAI, CCIM



Christopher J. Phelps,
MAI, SRA, CCIM



In reviewing this report against Appraisal Standards Board Criteria, this report should be considered written in a restricted appraisal report format. This report is for your use only and cannot be understood without access to the appraiser's work file. The valuation is stated within the following pages.

The market value opinions above do not include the value of any furniture or equipment and is only the value of the real estate and real property components.

Based upon my analysis of the sales of similar properties I conclude that it would've had an exposure time centering around six to nine months.

I appreciate your confidence in us and our services and remain

Very truly yours,

G. HERBERT PRITCHETT & ASSOCIATES, INC.



G. Herbert Pritchett, MAI, CCIM
President

TN Gen Cert #1012

hpritchett@ghpritchett.com



Robert Hunt
Associate Appraiser
TN- CG #3625

rwhunt@ghpritchett.com

IDENTITY OF REAL ESTATE

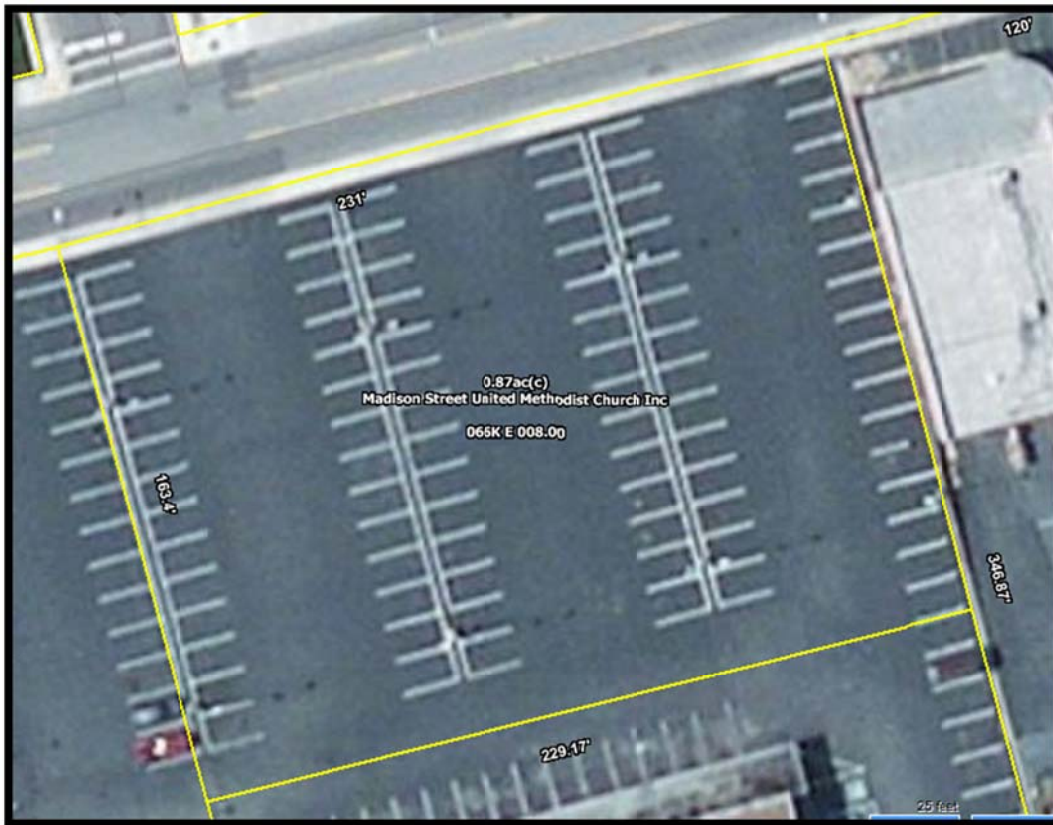
The Madison Street United Methodist Church Inc. is listed as the owner of the property. The subject's legal description is found in Volume 1107, PG 93 of the Montgomery County Register's Office. A copy of the deed is contained in Exhibit A of this report. As far as we know the property is neither currently listed for sale nor have there been any transfers or offers to purchase the property within the last three years. The subject property is currently appraised by the local Assessor for \$0 as it is currently used by the Church and exempt from ad valorem taxes.

The real estate appraised is located at the following address.

Madison Street
Clarksville, TN 37040

The subject site is identified by the Montgomery County Assessor on Tax Map 066F-K-008.00. The parcel is a rectangular shaped tract of land containing 0.87 acres or 37,653 square feet. The site is located on the southern margin of Madison Street within the Central Business District in Clarksville with good access and visibility from Madison Street. It is subject to city zoning regulations of the CBD and is not located within a flood-plain. All city utilities are available to the site.

The site is completely paved with average quality asphalt paving and eight average quality light poles; 6-2 lights per pole, 2-1 light per pole. There are a total of 46 parking spaces. Overall the parking lot appears to be in average condition.



REAL PROPERTY INTEREST APPRAISED

Fee simple estate

TYPE & DEFINITION OF VALUE APPRAISED

Market Value as defined by the Uniform Standards of Professional Appraisal Practice and 12 CFR 323.4.

SCOPE OF WORK

1. Robert Hunt inspected the exterior of the subject property on December 2, 2016.
2. Hunt researched the Montgomery County Assessor's Office to find subject property data and recent sales in Montgomery County.
3. Hunt also utilized search screens on the CRS database for Montgomery County in order to ascertain sales of comparable sales in Montgomery County on and around the date of appraised value.
4. Hunt also consulted local brokers and appraisers familiar with the Clarksville downtown market.
5. All sales obtained were inspected via a drive-by inspection where possible.
6. The firm researched and analyzed various demographic resources so as to ascertain the employment trends, total wages, retail sales, and jobs being generated over the recent past in Montgomery County, Tennessee in the files and collections of the appraisers.
7. After performing the scope of work referenced above, I then applied this data in the appraisal process culminating with the writing of this report, which is in compliance with Standards Rule 2-2(b) of the *Uniform Standards of Professional Appraisal Practice* (USPAP).

HIGHEST AND BEST USE

The highest and best use of the subject property as though vacant would be its immediate utilization as a low intensity commercial property.

The property will be appraised with this highest and best use in mind.

Appraiser Certification for Robert W. Hunt

I certify that, to the best of my knowledge and belief:

- The statements of fact contained in this report are true and correct.
- The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and is my personal, impartial, and unbiased professional analyses, opinions, and conclusions.
- I have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved.
- I have performed no services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.
- I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
- My engagement in this assignment was not contingent upon developing or reporting predetermined results.
- My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
- My analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the *Uniform Standards of Professional Appraisal Practice*.
- I have made a personal inspection of the property that is the subject of this report.
- No one provided significant real property appraisal assistance to the person signing this certification.
- The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute.
- The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
- As of the date of this report, I, Robert W. Hunt, have completed the continuing education program of the Appraisal Institute.



Robert W. Hunt
TN Cert. Gen. #3625

December 16, 2016

Date

CERTIFICATION OF THE APPRAISAL

I certify that, to the best of my knowledge and belief, ...

1. The statements of fact contained in this report are true and correct.
2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, impartial, unbiased professional analyses, opinions, and conclusions.
3. I have no present or prospective interest in the property that is the subject of this report, and I have no personal interest with respect to the parties involved.
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11. G. Herbert Pritchett is currently a Certified General Real Property Appraiser, certified by the Kentucky Real Estate Appraisers Board.
12. The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
13. As of the date of this report, I, G. Herbert Pritchett, have completed the requirements of the continuing education program of the Appraisal Institute.
14. As of the date of this report, I, G. Herbert Pritchett have completed the Standards and Ethics Education Requirement of the Appraisal Institute for Associate Members.
15. G. Herbert Pritchett is currently a Certified General Real Property Appraiser, certified by the Kentucky Real Estate Appraisers Board.



December 21, 2016

G. HERBERT PRITCHETT, MAI, CCIM
GENERAL REAL PROPERTY APPRAISER
STATE OF TENNESSEE - #CG1012

G. HERBERT
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www.ghpritchett.com

December 21, 2016

Mr. Shawn P. Dikes, AICP
Assistant VP, Senior Project Manager
Address
City, State

Re: Clarksville Transfer Center
Relocation Feasibility Study
Site #17- 306 Madison Street, US Post Office
Clarksville, TN 37040

Dear Mr. Dikes:

At your request and authorization, we have personally inspected and appraised the above referenced property, taking into account the condition of the land and improvements for the purpose of estimating it's as is market value. This report is intended to aid the client, in conjunction with the Clarksville Transfer Center Relocation Feasibility Study for budget purposes. The intended user of this report is Mr. Shawn Dikes.

Based upon my inspection of the property, market research, and analysis of the data, I have formed the opinion that the market value of the subject property as of December 2, 2016 was

\$1,083,000

G. Herbert Pritchett,
MAI, CCIM



Christopher J. Phelps,
MAI, SRA, CCIM



In reviewing this report against Appraisal Standards Board Criteria, this report should be considered written in a restricted appraisal report format. This report is for your use only and cannot be understood without access to the appraiser's work file. The valuation is stated within the following pages.

The market value opinions above do not include the value of any furniture or equipment and is only the value of the real estate and real property components.

Based upon my analysis of the sales of similar properties I conclude that it would've had an exposure time centering around six to nine months.

I appreciate your confidence in us and our services and remain

Very truly yours,

G. HERBERT PRITCHETT & ASSOCIATES, INC.



G. Herbert Pritchett, MAI, CCIM
President

TN Gen Cert #1012

hpritchett@ghpritchett.com



Robert Hunt
Associate Appraiser
TN- CG #3625

rwhunt@ghpritchett.com

IDENTITY OF REAL ESTATE

Postal Building & Leasing Company is listed as the owner of the property. The subject's legal description is found in Volume 1622, PG 1415 of the Montgomery County Register's Office. According to the deed Postal Building & Leasing Company acquired the property on March 13, 2015 for \$1,040,900. This was an arms-length transaction between a willing seller and willing buyer that meets the definition of market value. A copy of the deed is contained in Exhibit A of this report. The subject's tax information is recorded under Map & Parcel 066K-E-004.00. To the best of our knowledge the property is neither currently listed for sale nor have there been any offers to purchase the property within the last three years. Based upon information obtained from the client USPS rents the building from the Postal Building & Leasing Company of St. Louis, Missouri for \$95,400 annually. The lease is scheduled to expire 7/28/2018 according to the USPS website.

The real estate appraised is located at the following address.

306 Madison Street
Clarksville, TN 37040

The subject property is located at the intersection of Madison Street and South 3rd Street in Clarksville, TN. It is a mostly rectangular shaped tract of land containing 0.83 acres or 36,186 square feet with good access and visibility from both streets. The site is subject to city zoning regulations of the CBD zoning district and is not located within a flood-plain. All city utilities are available to the site.

The building was originally built in 1963 and contains 11,925 sq. ft. It is considered to be a Class "C" construction according to Marshall Valuation Service, a national costing service. It has a brick and concrete block exterior wall treatment with minimum fenestration. The roof cover is rubber supported by metal trusses. The heating and cooling system is a roof mounted package unit. The interior consists of approximately 3,500 square feet of finished area. The remaining area is unfinished warehouse space of average quality. The floor finish is a combination of tile and concrete. Overall the building appears to be in fair condition.



REAL PROPERTY INTEREST APPRAISED

Fee simple estate

TYPE & DEFINITION OF VALUE APPRAISED

Market Value as defined by the Uniform Standards of Professional Appraisal Practice and 12 CFR 323.4.

SCOPE OF WORK

1. Robert Hunt inspected the exterior of the subject property on December 2, 2016.
2. Hunt researched the Montgomery County Assessor's Office to find subject property data and recent sales in Montgomery County.
3. Hunt also utilized search screens on the CRS database for Montgomery County in order to ascertain sales of comparable sales in Montgomery County on and around the date of appraised value.
4. Hunt also consulted local brokers and appraisers familiar with the Clarksville downtown market.
5. All sales obtained were inspected via a drive-by inspection where possible.
6. The firm researched and analyzed various demographic resources so as to ascertain the employment trends, total wages, retail sales, and jobs being generated over the recent past in Montgomery County, Tennessee in the files and collections of the appraisers.
7. After performing the scope of work referenced above, I then applied this data in the appraisal process culminating with the writing of this report, which is in compliance with Standards Rule 2-2(b) of the *Uniform Standards of Professional Appraisal Practice* (USPAP).

HIGHEST AND BEST USE

The highest and best use of the subject property as though vacant would be its immediate utilization as a low intensity commercial property.

The property will be appraised with this highest and best use in mind.

Appraiser Certification for Robert W. Hunt

I certify that, to the best of my knowledge and belief:

- The statements of fact contained in this report are true and correct.
- The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and is my personal, impartial, and unbiased professional analyses, opinions, and conclusions.
- I have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved.
- I have performed no services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.
- I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
- My engagement in this assignment was not contingent upon developing or reporting predetermined results.
- My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
- My analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the *Uniform Standards of Professional Appraisal Practice*.
- I have made a personal inspection of the property that is the subject of this report.
- No one provided significant real property appraisal assistance to the person signing this certification.
- The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute.
- The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
- As of the date of this report, I, Robert W. Hunt, have completed the continuing education program of the Appraisal Institute.



Robert W. Hunt
TN Cert. Gen. #3625

December 16, 2016

Date

CERTIFICATION OF THE APPRAISAL

I certify that, to the best of my knowledge and belief, ...

1. The statements of fact contained in this report are true and correct.
2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, impartial, unbiased professional analyses, opinions, and conclusions.
3. I have no present or prospective interest in the property that is the subject of this report, and I have no personal interest with respect to the parties involved.
4. I have performed no services, as an appraiser or in any other capacity, regarding this that is the subject of this report within the 3 year period immediately preceding acceptance of this assignment.
5. I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
6. My engagement in this assignment was not contingent upon developing or reporting predetermined results
7. My compensation for completing is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
8. The reported analyses, opinions, and conclusions were developed, and this report has been prepared in conformity with the *Uniform Standards of Professional Appraisal Practice*.
9. The undersigned did make a detailed personal inspection of the property that is the subject of this report.
10. No one provided significant real property professional assistance to the persons signing this report.
11. G. Herbert Pritchett is currently a Certified General Real Property Appraiser, certified by the Kentucky Real Estate Appraisers Board.
12. The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
13. As of the date of this report, I, G. Herbert Pritchett, have completed the requirements of the continuing education program of the Appraisal Institute.
14. As of the date of this report, I, G. Herbert Pritchett have completed the Standards and Ethics Education Requirement of the Appraisal Institute for Associate Members.
15. G. Herbert Pritchett is currently a Certified General Real Property Appraiser, certified by the Kentucky Real Estate Appraisers Board.



December 21, 2016

G. HERBERT PRITCHETT, MAI, CCIM
GENERAL REAL PROPERTY APPRAISER
STATE OF TENNESSEE - #CG1012



Loews Vanderbilt Plaza
2100 West End Ave #630
Nashville, TN 37203
www.pbworld.com