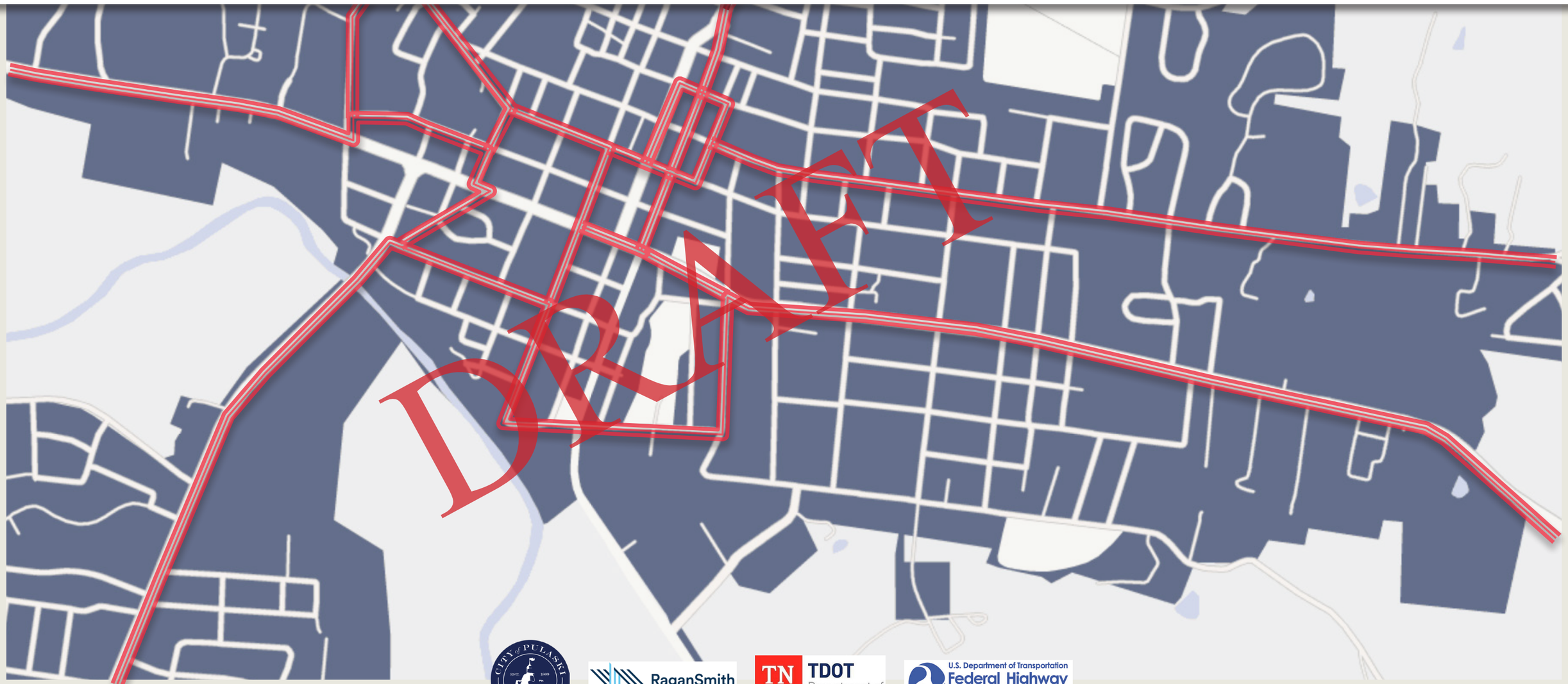
City of Pulaski

PEDESTRIAN & BIKE MASTER PLAN

July 2021



RaganSmith

TN TDOT Department of Transportation

U.S. Department of Transportation Federal Highway Administration

Acknowledgments



In developing the City of Pulaski Multi-Modal Transportation Plan, the Ragan-Smith team worked closely with the City of Pulaski Officials. This plan could not have been possible without the time and efforts put forth by the advisory committee and many stakeholders and constituents who contributed to shaping the vision of this plan.

Project Team:

RaganSmith

TN TDOT Department of Transportation

Key Stakeholders / Advisory Team:

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TDOT

This master plan study was made possible through the TDOT Community Planning Transportation Grant.

Partially funded with State Planning and Research made available by:

U.S. Department of Transportation Federal Highway Administration

Resolution

RESOLUTION

A RESOLUTION TO ADOPT
PULASKI MULTIMODAL TRANSPORTATION PLAN
JULY, 2021

WHEREAS, Pulaski City Staff and stakeholders have met to discuss and provide input in the development of the plan/study.

WHEREAS, the Tennessee Department of Transportation funded the plan through a Community Transportation Planning Grant.

WHEREAS, the City of Pulaski will implement the components of PULASKI MULTIMODAL TRANSPORTATION PLAN to the extent possible as resources are available

NOW, THEREFORE, BE IT RESOLVED by the Pulaski City Council that the PULASKI MULTIMODAL TRANSPORTATION PLAN (attached) is adopted as part of the municipality's general plan.

_____
Mayor, Pulaski City Council

ATTEST:

_____
Recorder

Project Background

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Project Background

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Introduction & Guiding Principles

Introduction:

The City of Pulaski has been awarded nine (9) Tennessee Department of Transportation (TDOT) grants for the implementation and improvement of sidewalks. The existing sidewalks in downtown Pulaski were originally reconstructed; however, due to receiving additional funding opportunities, Pulaski created walking trails that extend from the downtown area of the city to the northern and southern boundaries. Phase 9 of Pulaski's trail system will connect the downtown business district to UT Southern and the West College Street business district.

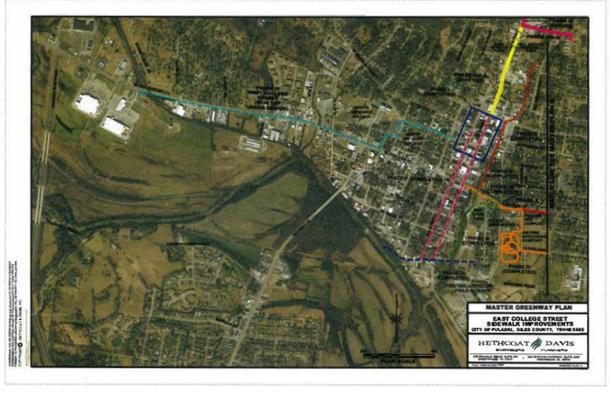
The implementation of a Pedestrian and Bicycle Master Plan will be lay the groundwork for further augmentation of the Pulaski sidewalk and trail system. City leadership has noted UT Southern's growing student population as well as a increased desire among residents for alternate modes of transportation and the health benefits of exercise. For these reasons the, City leaders and stakeholders are poised to embrace the creation of new cycling and pedestrian routes to make vital connections between popular destinations and facilities throughout the City. Students need to be able to travel safely throughout the city in order to enjoy the shopping areas and restaurants on West College Street, downtown businesses and services, and to commute to and from the college's East Campus. Improvements to Pulaski's cycling infrastructure, greenway and trail system, and side walk design will provide students without cars important transportation freedom and will encourage students with cars to occassionally choose alternate modes resulting in reduced traffic congestion and improved community health.

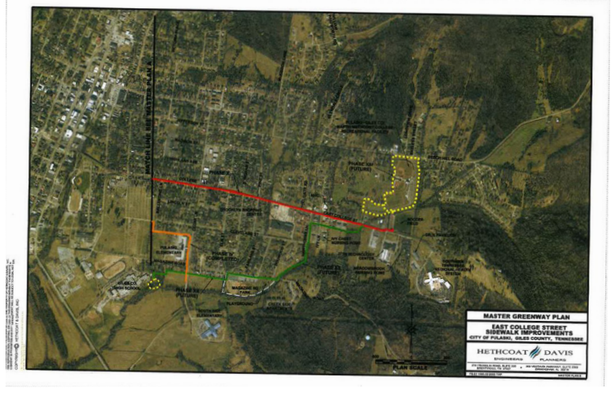
City Leaders have shown great foresight by including the expansion of cycling and pedestrian routes in the five-year capital facilities plan and doubling down on their commitment with an increased local match on phase 9 sidewalk improvements outlined in previous plans. Furthermore, the Board of the Mayor and Aldermen have unanimously supported the grant application resulting in this master plan and anticipate that it will facilitate and inspire additional mobility related projects.

Vision Statement:

This Master Plan seeks to generate recommendations within the following 4 categories:

- ***Transportation Improvements***: Recommendations for pedestrian and bicycle transportation network infrastructure
- ***Land Use Planning & Policy Recommendations:*** Long-term and macro-scale solutions which can contribute to economic growth
- ***Open Space & Greenway Connections:*** Capitalizing on Pulaski's existing parks and recreation facilities by linking them with bike and pedestrian-friendly connections
- ***Branding/Economic Impact:*** Examples of wayfinding and branding materials that can help to increase tourism and local use of the city's commercial retailers, restaurants, and other facilities





Importance of Multimodal Transportation

The specific economic benefits of the bicycle and pedestrian routes proposed for the study area were evaluated in detail under the economic development strategy section of this plan. A brief summary of general benefits associated with trails, pedestrian walkways, shared-use paths and bicycle routes are described here to provide a general understanding of the many values associated with them.

Increased Property Value:

There are numerous examples around the country that display the positive connection between greenways, shared-use paths and parks. The closer a property is located to a park or greenway the greater the gain in value. Trails are quickly becoming the most popular and highest demand amenity a community can offer.

- In a recent survey conducted by the National Association of Home Builders, trails ranked the second highest choice out of eighteen options for community amenities.



Enhanced Cultural Awareness & Community Identity:

Shared-use paths, greenways and bicycle routes can be linked to cultural resources and historic places. Creating stopping points along a greenway with nodes of historical or cultural significance helps preserve those elements of a town's history and gives the community a place to gather, tell the oral history of these places, and create new history.



- Pedestrian and bicycle access to cultural and historical places provides opportunities to provide information and education in more interactive forms with more depth than auto related attractions.
- Interaction on bike and pedestrian routes makes visitors feel more welcome and improves social and cultural exchange within local communities
- A recent online poll by Bicycletouring101.com found that 64% of respondents "prefer to look around for nice restaurants, historical attractions, and interesting things to do" during or after a ride.

Job Opportunities, Economic Stimulation & Tourism:

Shared-use paths, greenways and bicycle routes help generate revenue in several ways such as construction and maintenance, recreational rentals, environmental and cultural tourism, restaurants and lodging.



- An example is the Virginia Creeper Trail in southwest Virginia which generates $2.5 million annually related to recreational uses from its visitors
- The Babson Cetner for Global Studies in Sewannee found that when completed the Mountain Goat Trail in Franklin and Grundy Counties will result in $1.2 million in new spending annually with restaurant and lodging sectors driving gains.
- A general principle used from economic evaluations of greenways and shared-use paths is that one dollar of investment will gain a rate of return of three dollars or more.

Environmental Benefits:

Connection to regional and local environmental assets improves an understanding of their value. Many bike and pedestrian routes allow unique access to areas of scenic beauty, wildlife viewing, and high environmental quality. Greenways and shared-use paths are frequently part of open space easements that protect water sheds and preserve wildlife habitat. Furthermore, trails and greenways help improve air quality by providing transportation alternatives that do not require the burning of fossil fuels.

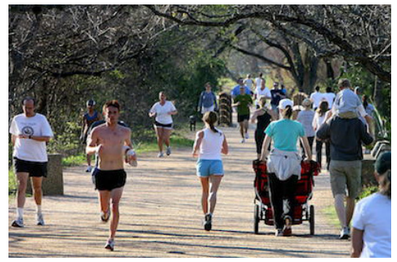


- According to the Rails to Trails Conservancy / Active Transportation for America it was estimated in 2009, in America, that the annual value of walking and biking saved $4 billion in gasoline expenses and reduced 14 million tons of carbon dioxide emissions
- Connected open space has proven to be of much higher value for wildlife habitat and ecosystem preservation than isolated pockets of open space

Promoting Healthy Living:

Shared-use paths, greenways and bicycle routes provide perfect venues to help maintain healthy lifestyles, especially in their appeal to all stages of life and accessibility to people of all social backgrounds, economic positions and abilities.

- The American Heart Association has estimated that every $1 spent on walking paths and bike trails provides for approximately $3 in saved medical expenses which in turn may be spent in the local economy.
- The Center for Disease Control and Prevention (CDC) noted that creating and improving public spaces in a community to account for good access to pedestrian and bicycle routes generally increases the number of people who exercise in that community by 25%



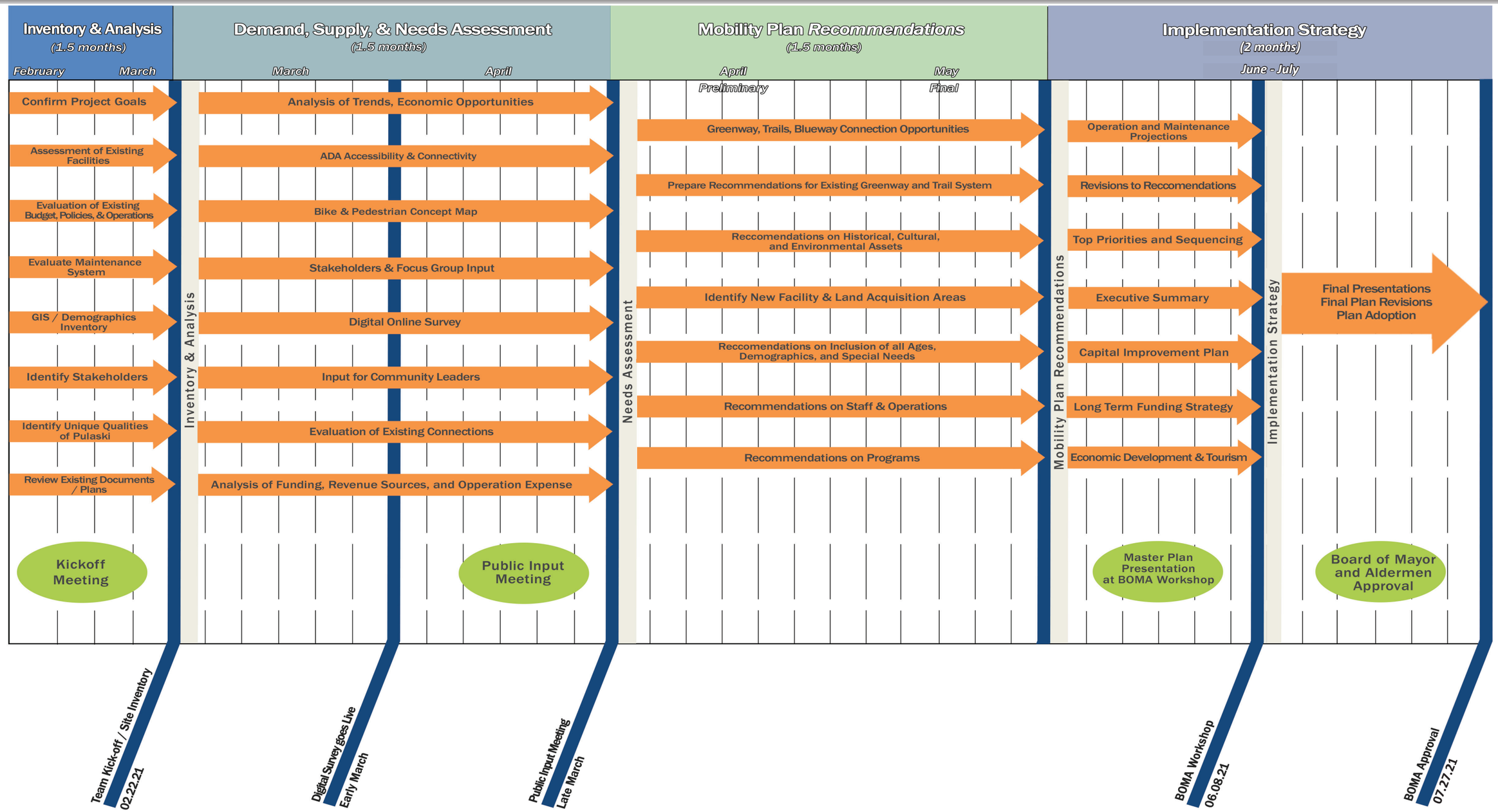
- The National Highway Traffic Safety Administration calculated in 2009 that the health benefits from active transportation results in the prevention of premature deaths and equates to a national value of $235 billion per year.

Improved Transportation Options:

The sprawling nature of modern day development often leads to limited transportation choices. According to the Federal Highway Administration, two-thirds of the trips made by average Americans are less than 5 miles. A majority of people responding to our survey indicated they would be willing to walk for 5 to 10 minutes or up to a 1/2 mile and bike up to 5 miles to their destination if safe and convenient routes were available. A complete transportation network offers effective transportation alternatives that include walking and biking infrastructure to connect people to their homes, places of work and places of play.



Project Schedule



Planning Approach

The process used to establish Pulaski's Bike and Pedestrian Master Plan was both qualitative and quantitative. Information was gathered from on-site reconnaissance, GIS mapping and demographics, and direct input from stakeholders in both large public input meetings and one-on-one interviews. This information was analyzed and communicated back to city staff for the project, to shape out a preliminary transportation plan. Further review and public input of this preliminary plan created the recommendations for a final plan and the direct implementation and tools to bring it to fruition. The stages of the planning process can be summarized as follows:

Phase 1: Inventory & Existing Conditions Analysis

Phase 2: Demand & Needs Assessment

Phase 3: Bike and Pedestrian Plan Recommendations

Phase 4: Implementation & Policy Recommendations

Pulaski's Historic Downtown

The significance of the downtown core, it's businesses, and UT Southern are of particular importance for Pulaski and are important destinations to include in the planning process.

Connections

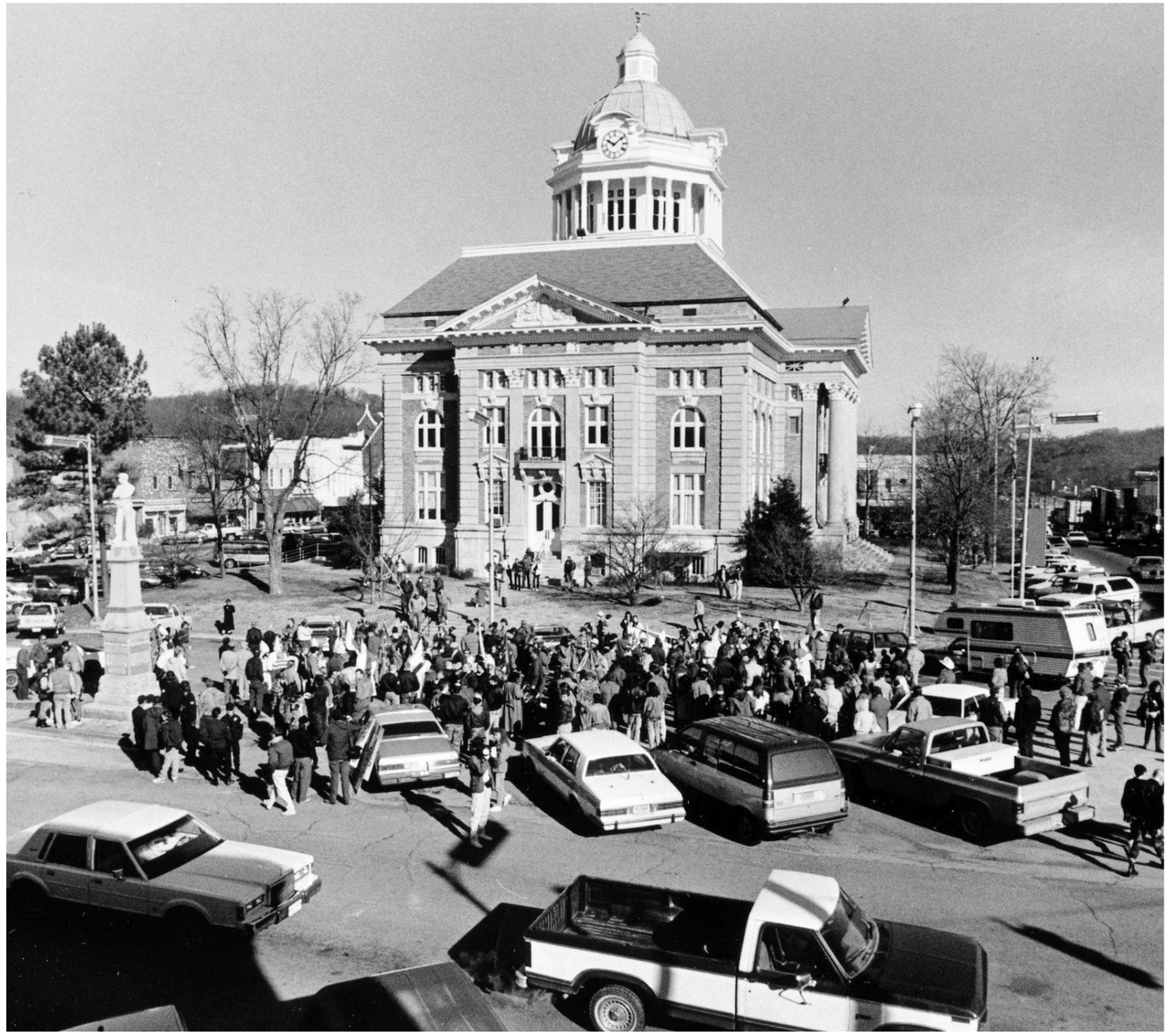
The Master Plan also focused on ways to better connect people with parks with the understanding that making parks accessible and linking parks and recreational opportunities together greatly multiplies their impact and flexibility. The physical connections of greenways and multi-modal routes must be combined with strong communication and multi-media tools to achieve the best utilization possible.

Partnerships

Partnership opportunities are an important component of the master plan with the understanding that they will play a meaningful role in meeting the increased demands placed on parks and green space as development and growth occur. Parks facilities and partnerships where evaluated with a creative approach that expands beyond the traditional defined regional, community or neighborhood system.

Long Term Funding

The master plan focused on specific needs to fund transportation beyond the general fund. In addition to new facilities and programs there is the need to consider the rising cost of operations and maintenance for existing facilities.



7,870

Population

Population Breakdown:	
Age 0-17	28.7%
Age 18-64	55.4%
Age 65+	15.9%

36.4

Median Age

Higher Than State Average

672

Population of Students at UT Southern

1,090

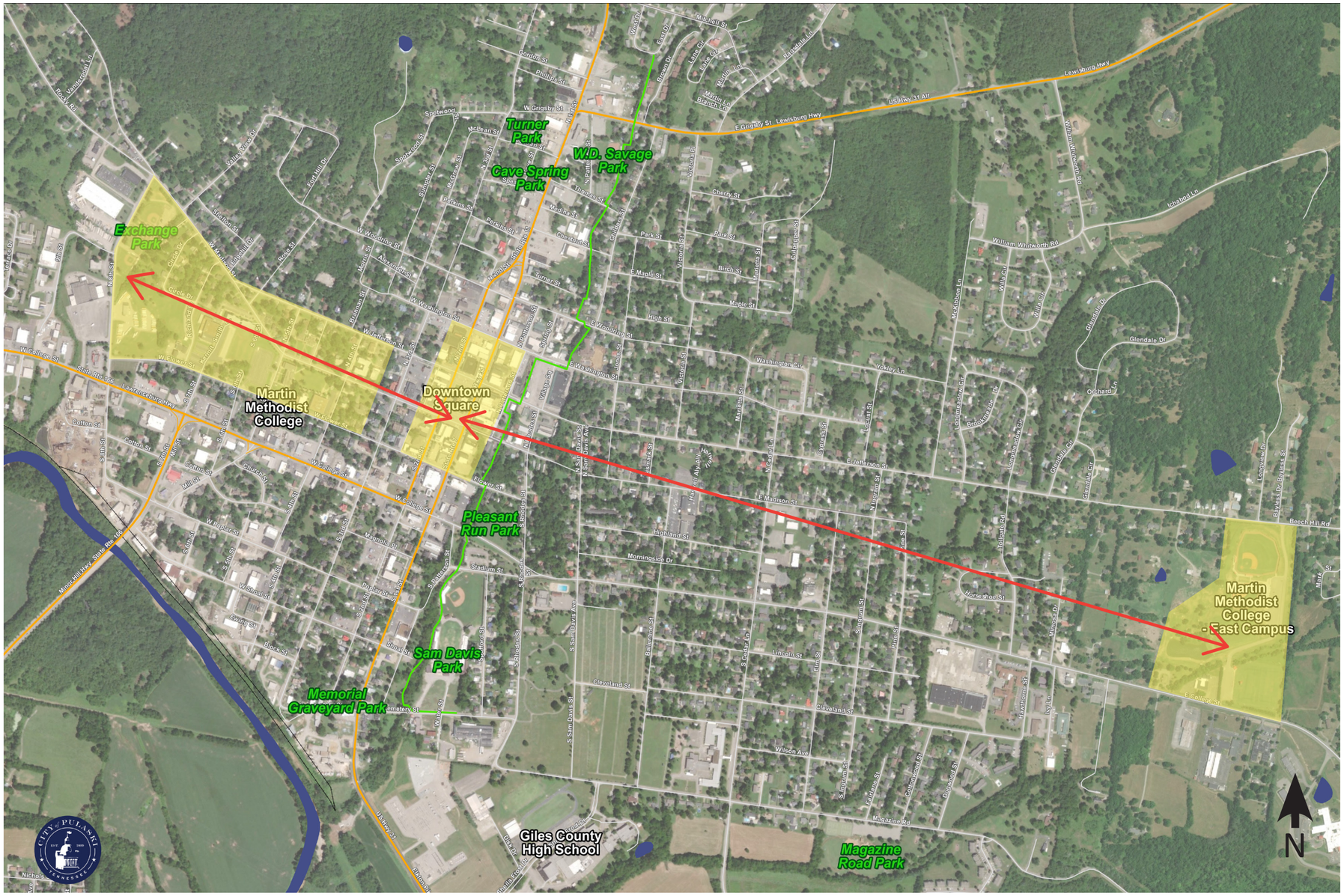
People Per Square Mile

7.5

Square Miles of Land Area

Project Study Limits - Surrounding Context

Study Limits:



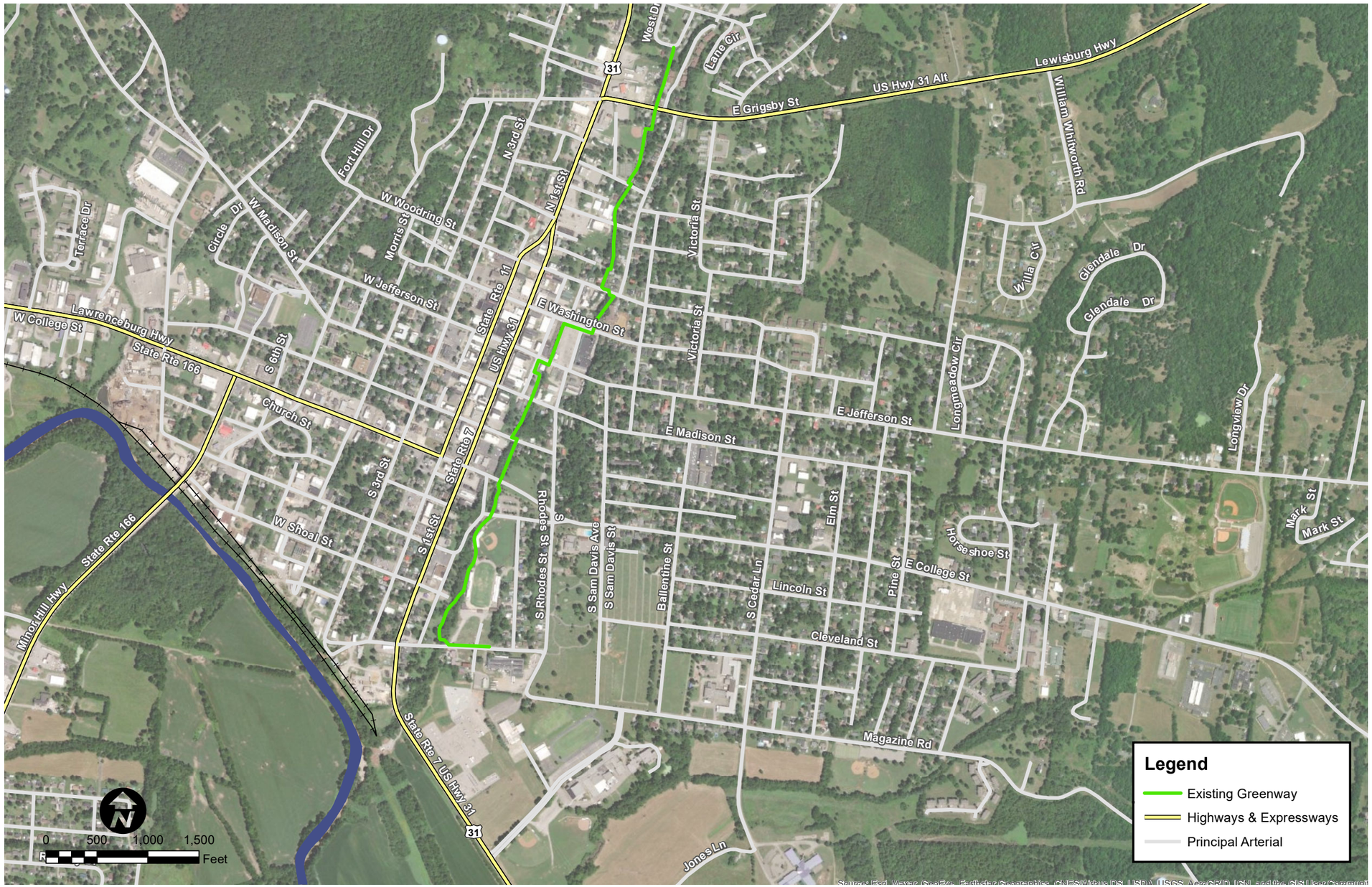
Overview:

The primary areas of focus for this plan are Downtown Pulaski, UT Southern / UT Southern Main Campus and East Campus facilities, and strategies to connect these foundational elements of the City. Pulaski has experienced recent residential growth across Richland Creek to the south and west and industrial and commercial development along west College Street / SR 15 to the west and north. Facilities to provide recreational amenities and link these new growth areas to the historic downtown are also recommended.

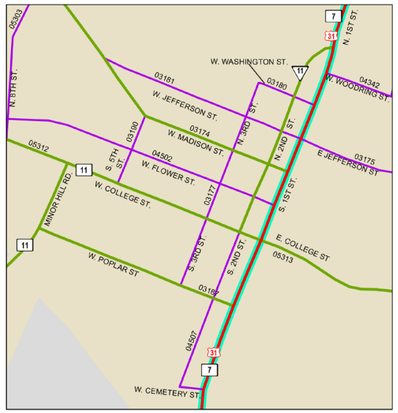
Existing Transportation Networks

Overview:

Pulaski is situated at the intersection of state routes 7, 11, and 15. Historically the town also developed around service from the Nashville & Decatur Railroad and the navigable waters of Richland Creek. Later US Highway 64 was located adjacent to town and brought additional commerce and visitors. These elements still form the backbone for navigating the area and for future recreational and transportation elements.







INSET NO. 1

0.1 0.05 0 0.1 0.2 0.3 0.4 Miles

TN TDOT Department of Transportation
Long Range Planning Division
Data Visualization Office

PULASKI

TENNESSEE
FUNCTIONAL CLASSIFICATION SYSTEM

0.35 0.175 0 0.35 0.7 1.05 1.4 Miles

Date: 8/29/2018



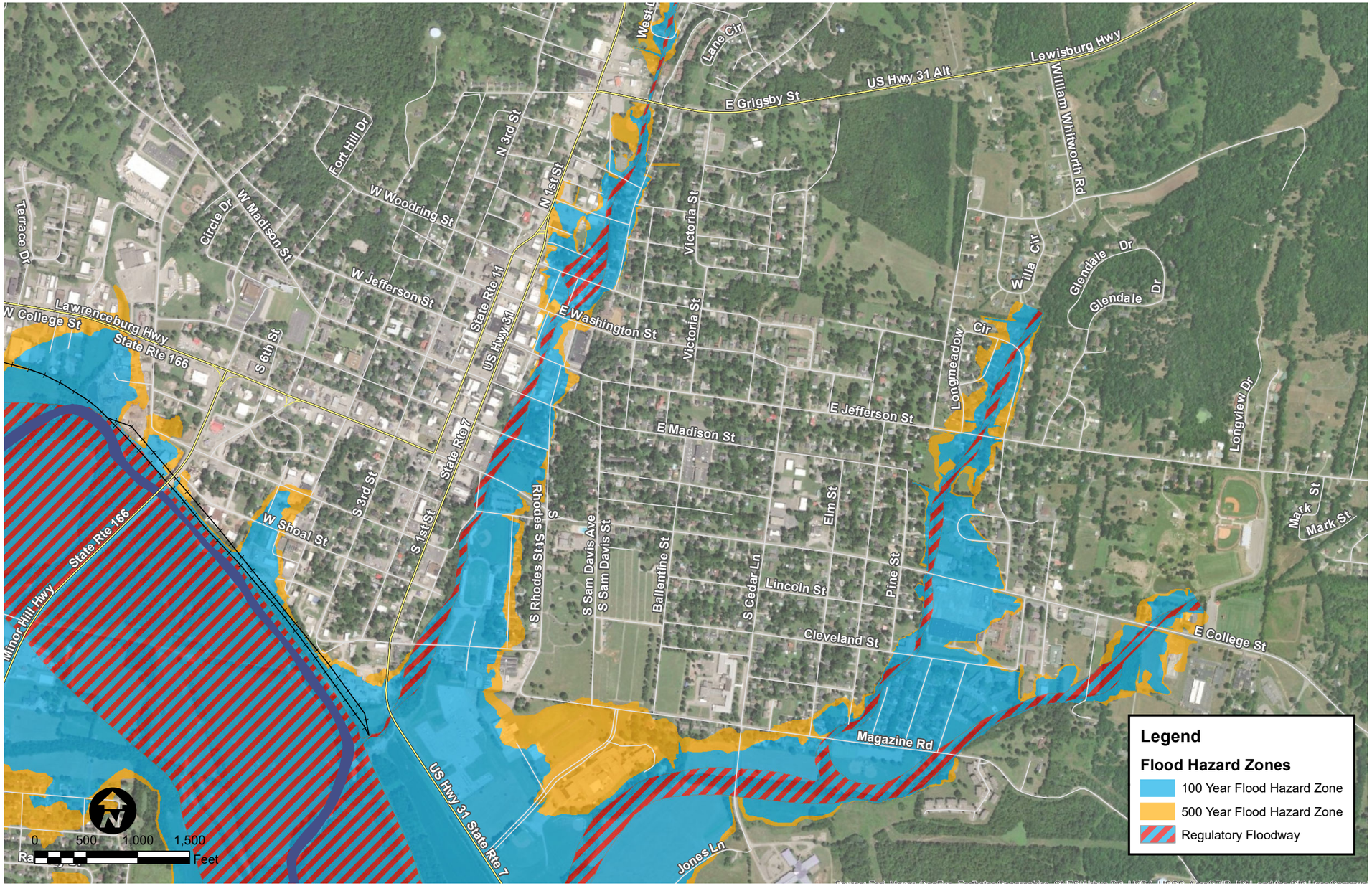
Functional Class Map:

The TDOT functional classification system in Pulaski consists of principal arterials, minor arterials, major collectors, and minor collectors that create a well-connected network across the city. There are also three (3) routes designated on the National Highway System (NHS) in the City of Pulaski.

Traffic Count Locations:

TDOT collects traffic data at over 50 locations each year in the City of Pulaski. These count locations are on all classifications of streets including principal arterials, minor arterials, major collectors, minor collectors, and local streets. In 2020, the average daily traffic at these locations in the City of Pulaski varied from as high as 12,336 vehicles per day to as low as 61 vehicles per day.

Natural Resources Analysis



Overview:

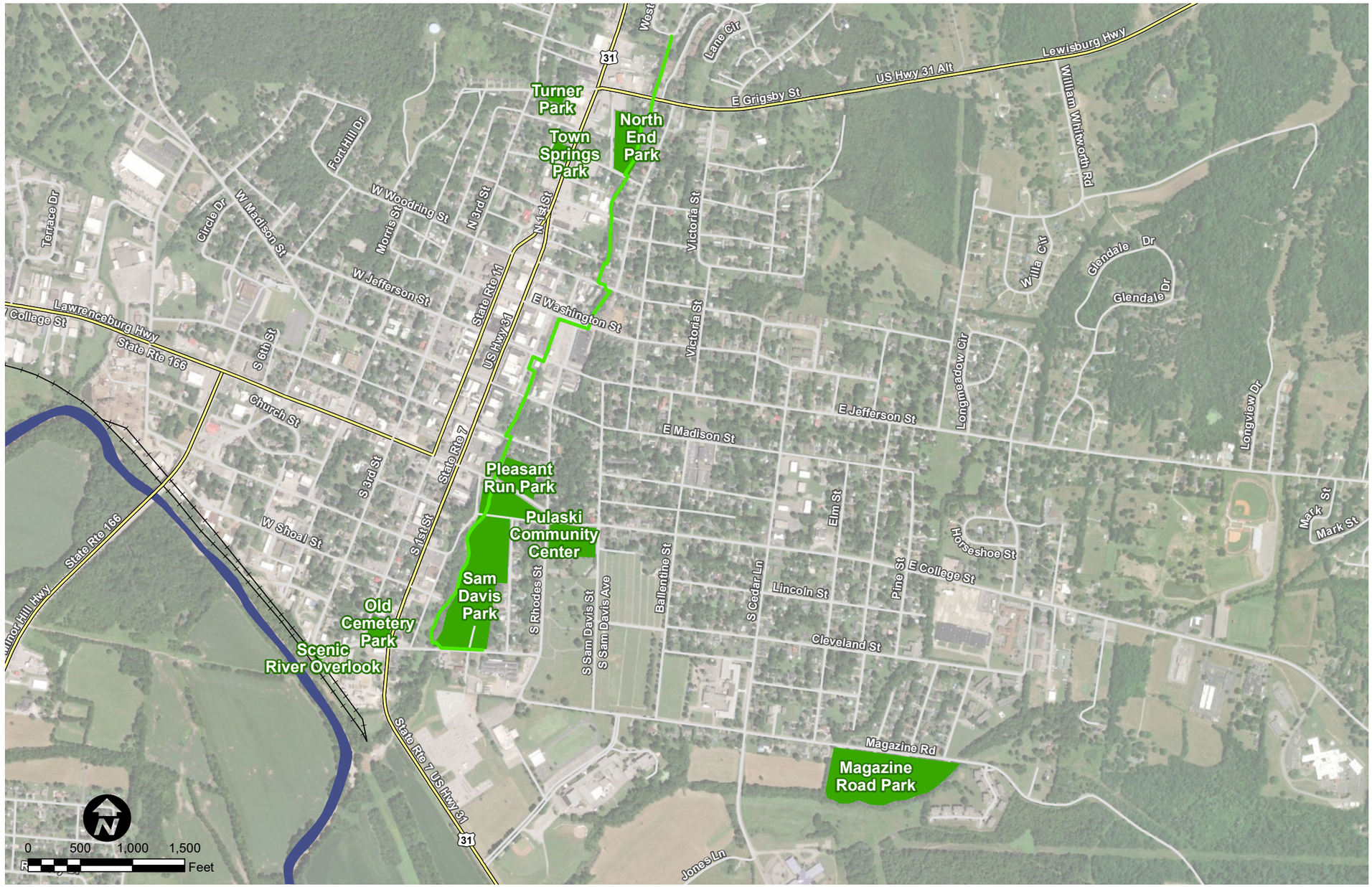
The map displays the areas that have a 1-percent annual chance of flooding (100-year floodplain), areas that have a 0.2-percent annual chance of flooding (500-year floodplain), and the floodway or the area of land that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height.

The floodway and floodplain southwest of downtown limits the potential for development, but creates opportunities for conservation, watershed protections, open space, and associated recreational greenway.

Existing Parks and Open Space

Overview:

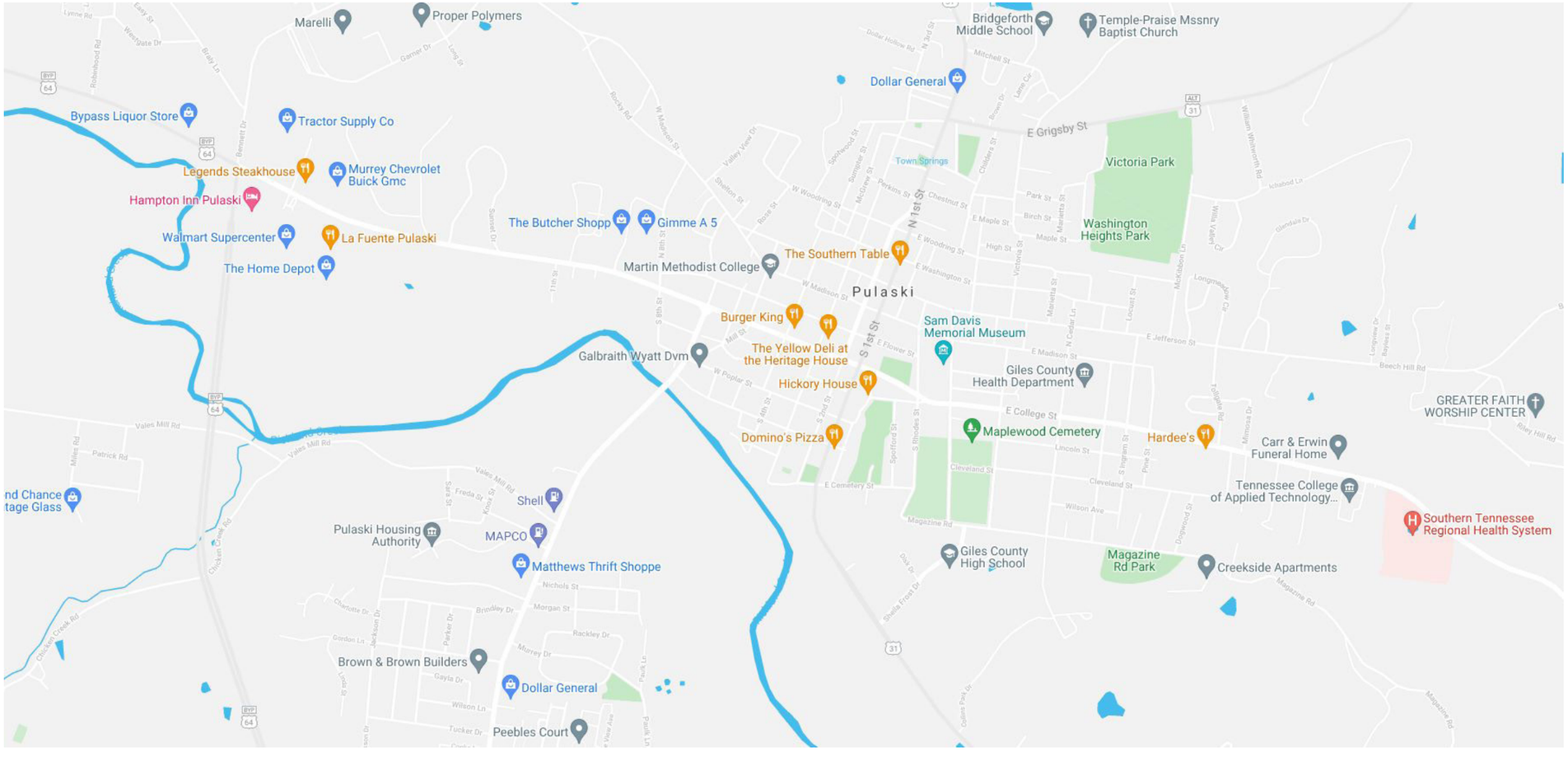
The map shows Pulaski's existing parks and the greenway system.



Points of Destination

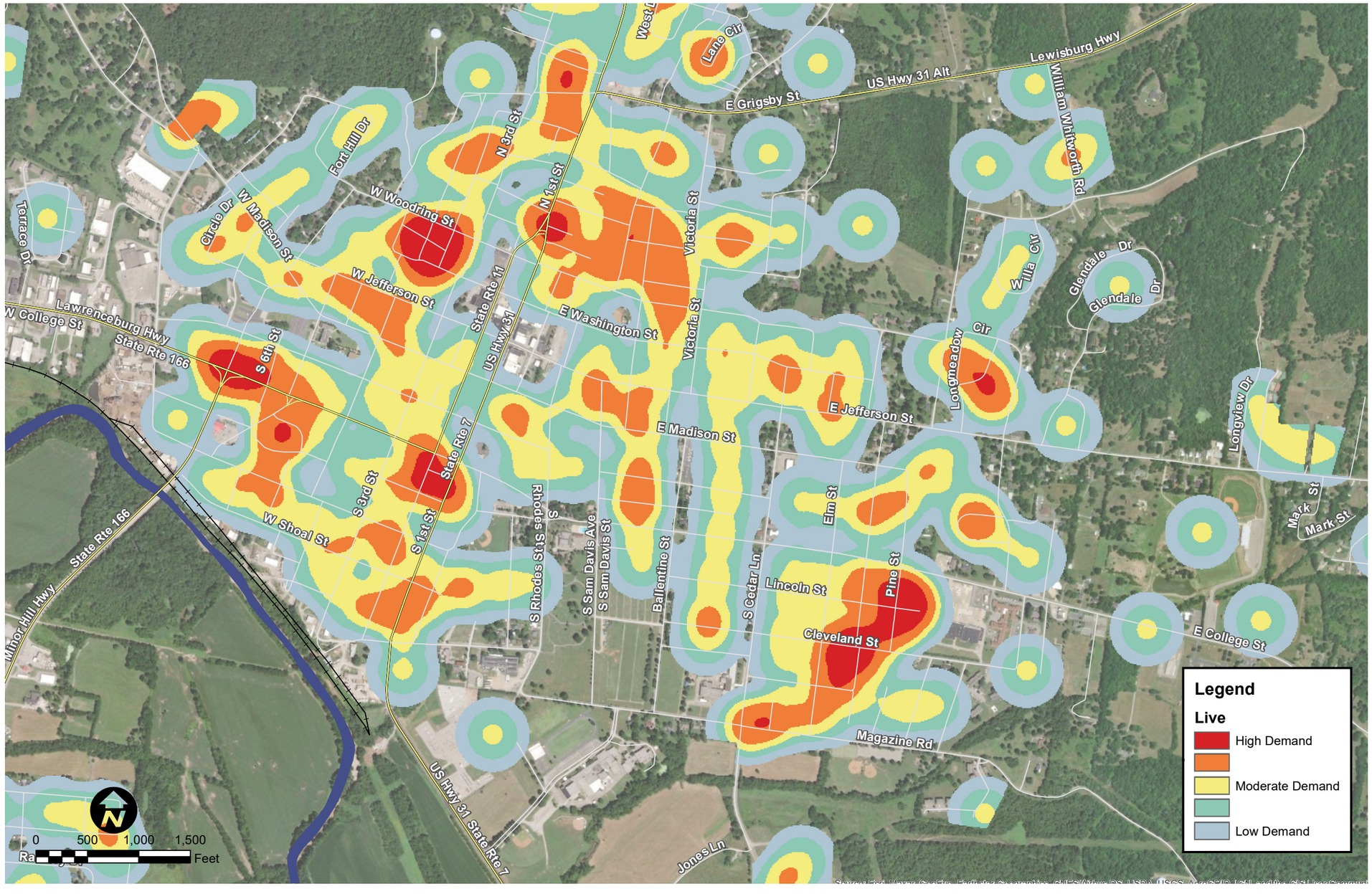
Overview:

This map shows notable points of interest within Pulaski, including: schools, restaurants, shopping, places of worship, etc.

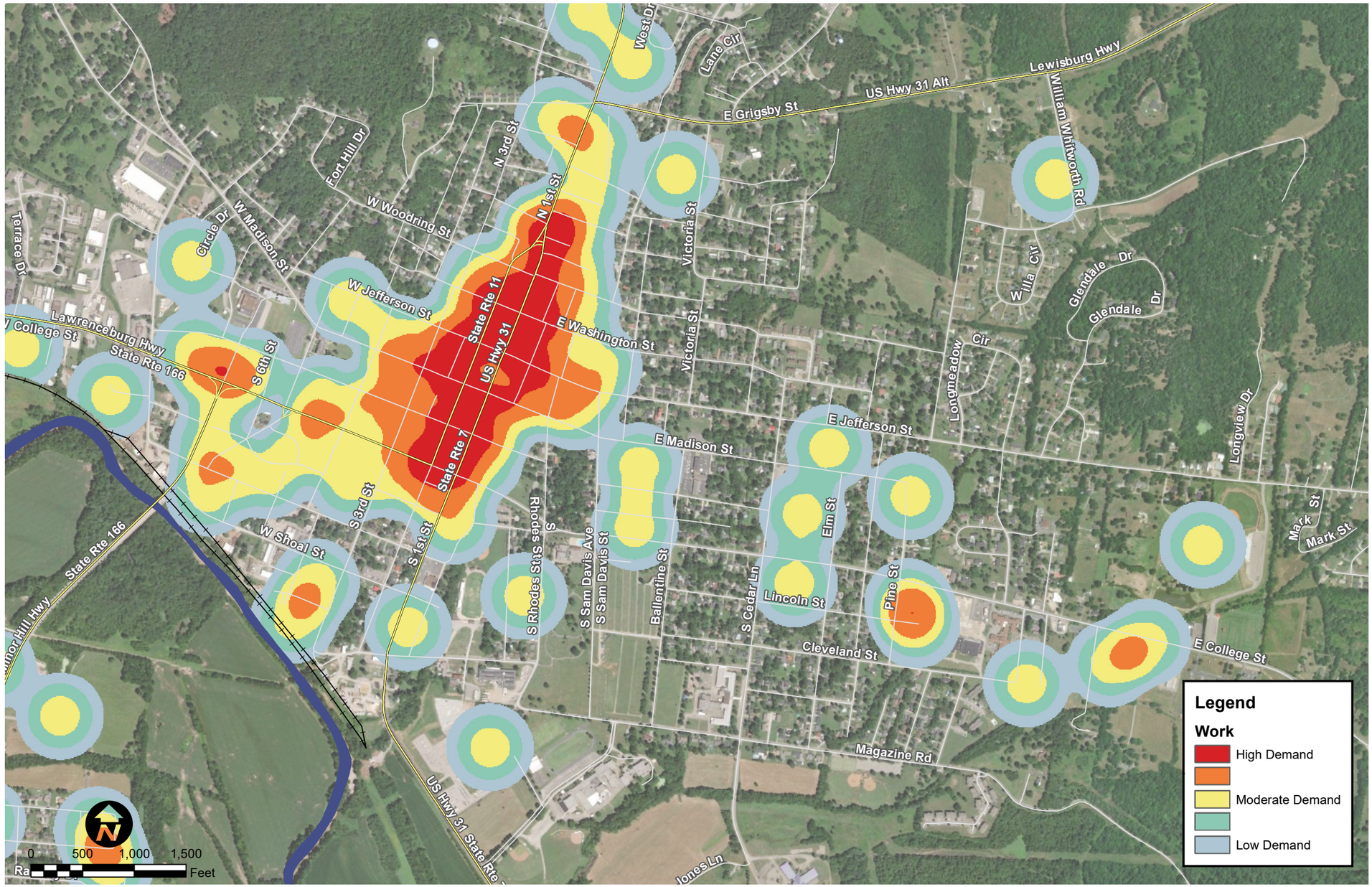


Where People Live:

This map displays population density for Pulaski based on 2018 U.S. Census Bureau data. This data can also be viewed as potential trip origin locations, where the higher density locations would generate more trips.



Where People Work

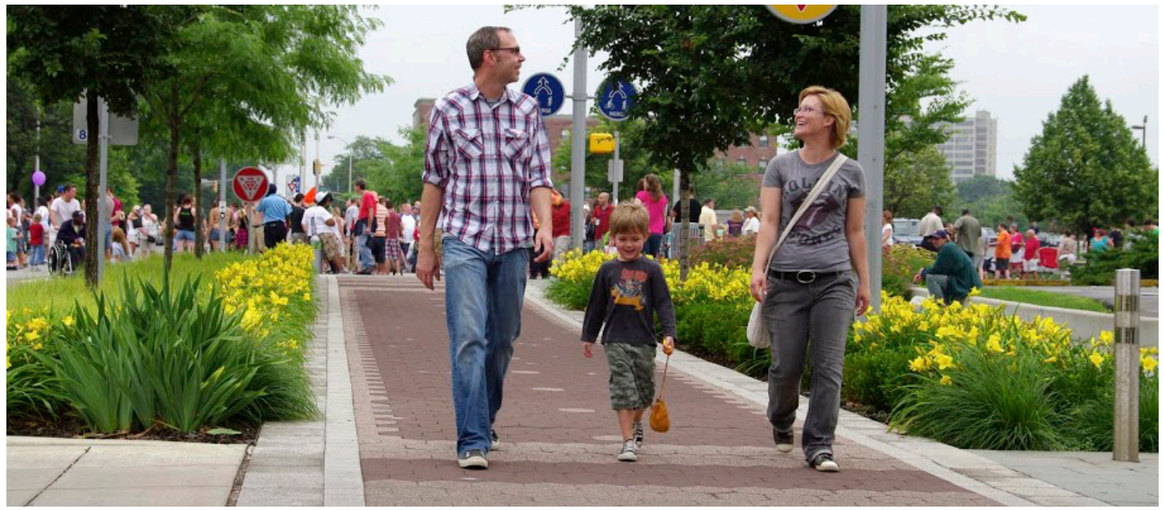


Where People Live:

This map displays trip ends for people working throughout the City of Pulaski based on 2018 Longitudinal Employer-Household Dynamics data. The highest level of employment density is concentrated in Downtown Pulaksi. It should be noted the difference between this map and the previous map (Where People Live), there are much fewer trip ends for people working in Pulaski than trip origins for people living in Pulaski. Many Pulaksi residents work outside of the county.

Modes of Transportation Overview - Sidewalks

Sidewalks provide people with space to travel within the public right-of-way that is separated from vehicles on the road. They provide space to walk, wheelchair roll, run, and skate. Bicyclists are allowed, but not encouraged, to ride on the sidewalk in our area but must yield to pedestrians. Sidewalks should be required as part of typical street sections in all urban and medium or high density developments. All sidewalks and pedestrian crossings should be designed in compliance with ADA (Americans with Disabilities Act) and NACTO (National Association of City Transportation Officials).

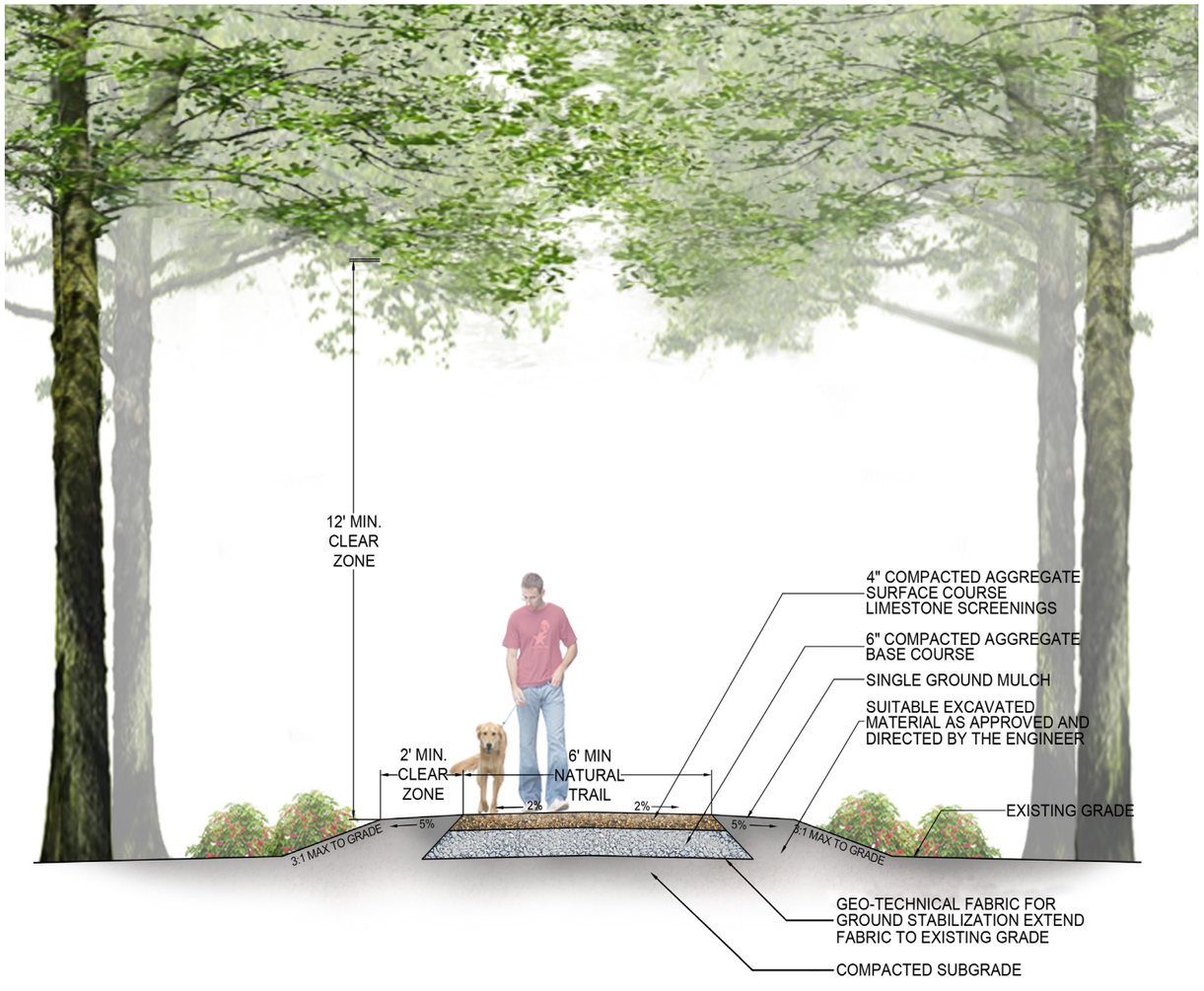






Modes of Transportation Overview - Natural Surface Trails

Natural surface trails are typically used in areas that will see lighter pedestrian traffic, such as an access point from one area to a larger route. These trails can be made of several different types of materials some of which can be compacted into a more solid surface. Due to the surface materials and varied terrain, special attention is needed to design soft surface trails to accomodate as many users as the terrain an environmental constraints will allow. Some natural surface trails will be more challenging than others for all users. The standard for natural surface trails is design for the widest range of users possible providing equal opportuniy to utilize the area.







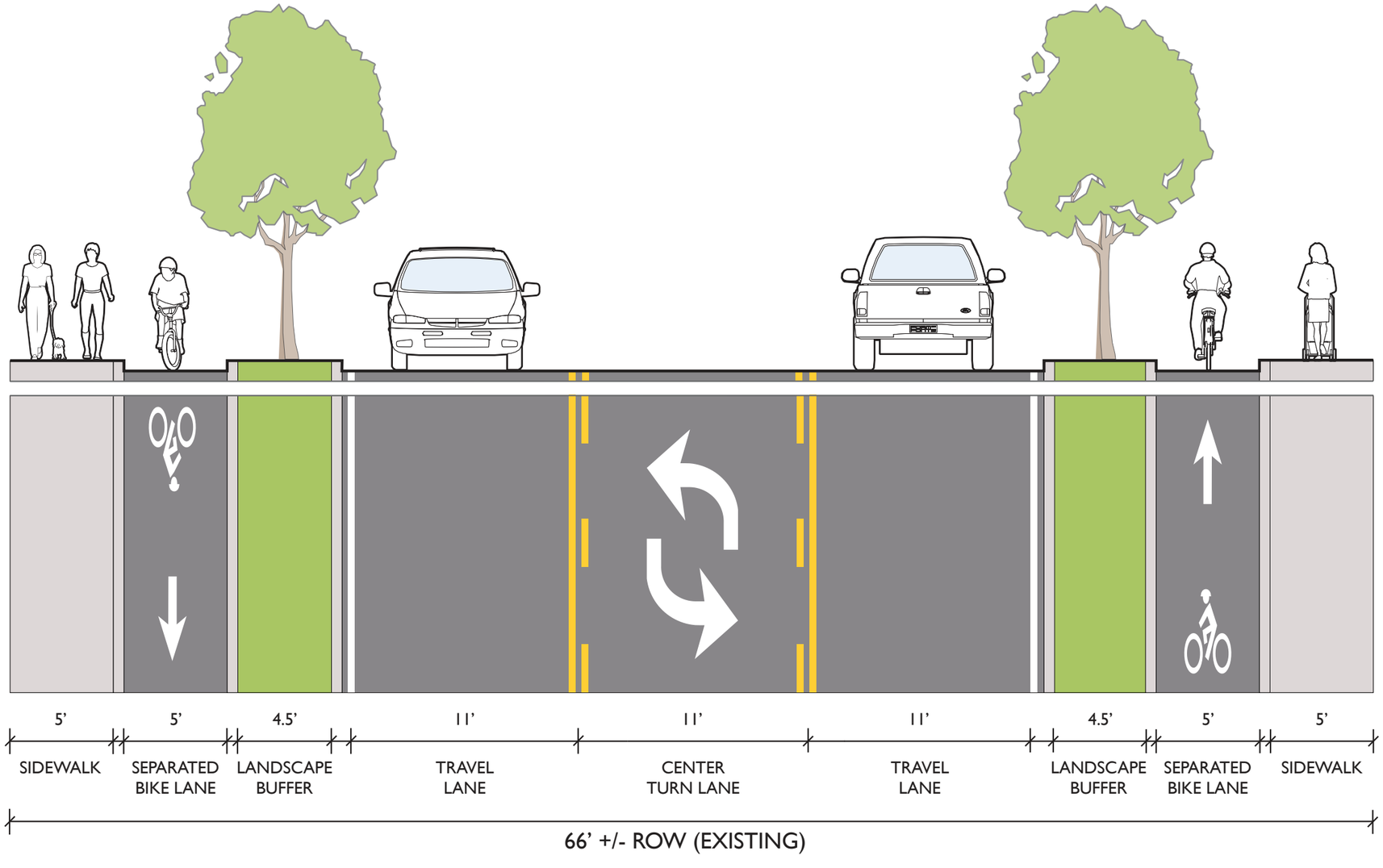
Modes of Transportation Overview - Protected Bike Lanes

Protected bike lanes are on the roadway but are separated from automobile traffic. Buffered bike lanes are separated from traffic by a marked buffer space but are not physically separated from traffic. Separated bike lanes are separated from traffic by a physical barrier such as parked cars, bollards, a curb, a landscaped buffer, or by raising the lanes above street level.





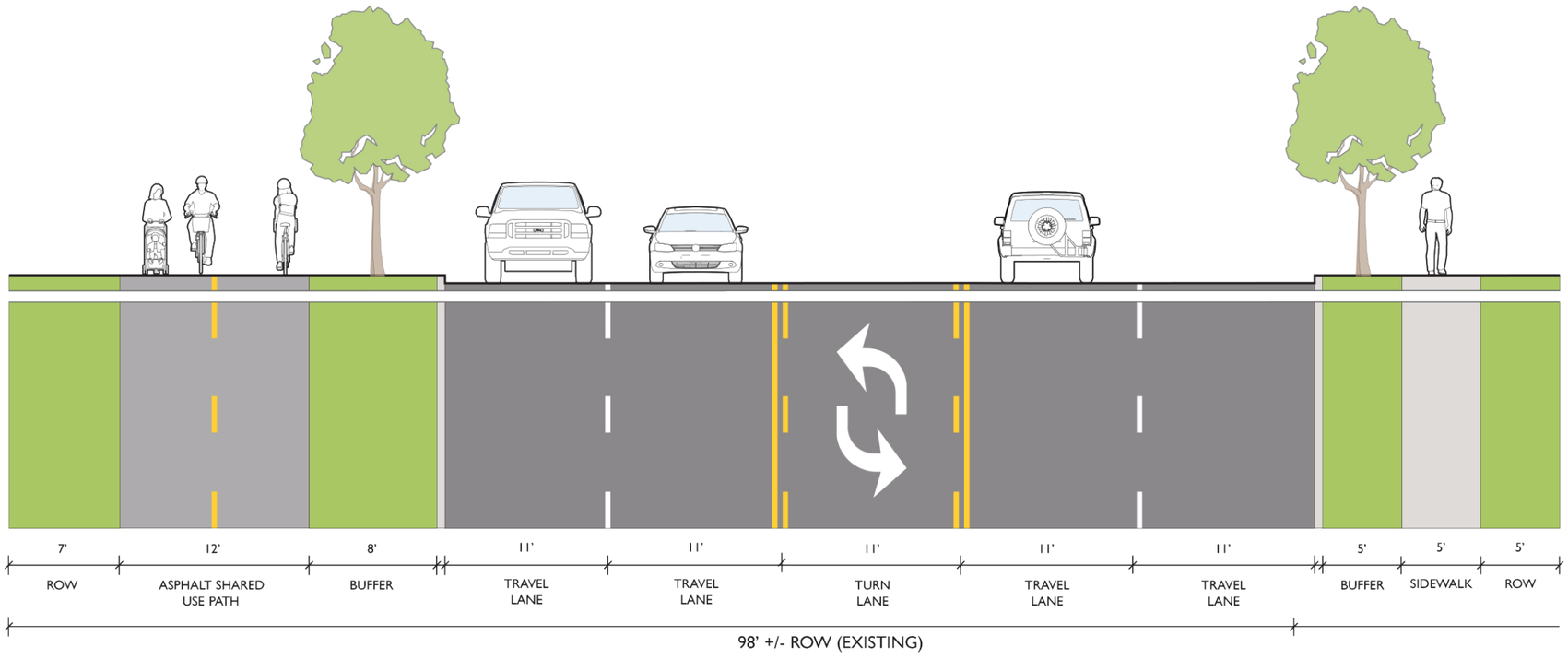




Modes of Transportation Overview - Shared-Use Path

The term “greenway”, is considered synonymous with shared-use path. Shared-Use Path use greatly reduces conflict between users and motorists. An overwhelming majority of such conflicts are present at intersections and street crossings. It is imperative to provide safe, visible, and easily navigable crossings for all users. The challenge with this facility is going to be costly due to topographical issues and limited available right-of-way.

The Shared-Use Path would appear to be the leading facility for successful implementation in the study area. Shared-Use Path facilities could help to both further interconnect and build on the networks within individual communities as well as more effectively provide new connections to other communities.







Modes of Transportation Overview - Bike Route

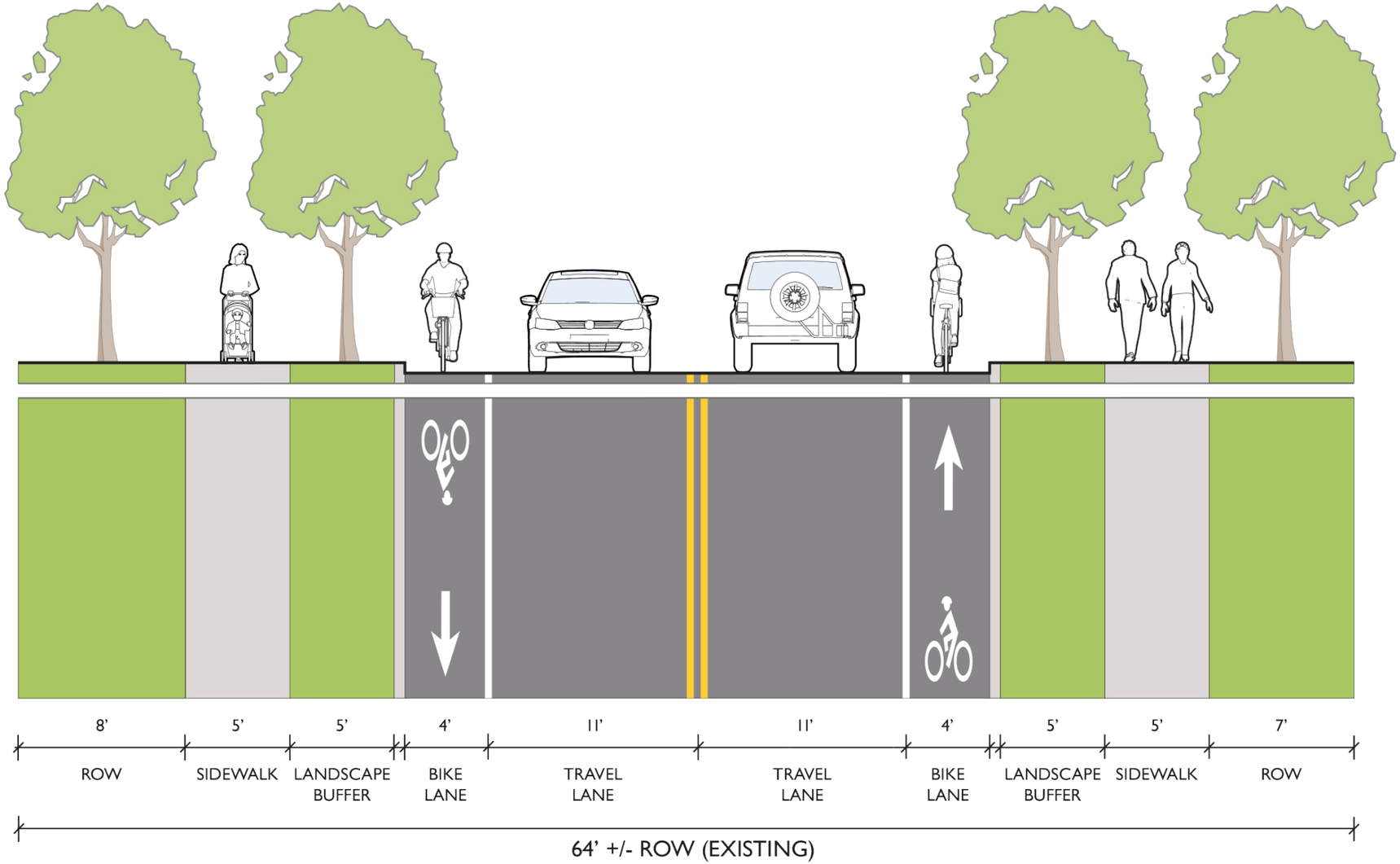
Bike routes have directional and informational signage for bicyclists, signs that say “share the road” or “bike route”, and/or shared lane pavement markings. Signs and markings help alert drivers that bicyclists may be on the roadway. Except when prohibited by law, all roadways are to be shared by bicycles and motor vehicles, even when bicycle signs and markings are not present.





Modes of Transportation Overview - Bike Lane

A Bike Lane lends itself well to both low volume and low speed local streets as well as longer distance and regional connectivity throughout rural areas. A Bike Lanes can greatly reduce pedestrian and bicycle collisions, provided there is necessary room for users and a visual stripe separation for vehicles. The challenge with this facility again is that many of the roadways which could otherwise accommodate this facility based on traffic volume and speed are too narrow, have numerous topographical challenges, and poor sightlines (both to see potential users and oncoming vehicles to pass). Typically, this would be a simple restriping exercise; however, this treatment could be costly to construct as a regional connector due to these topographical challenges and limited available right-of-way.





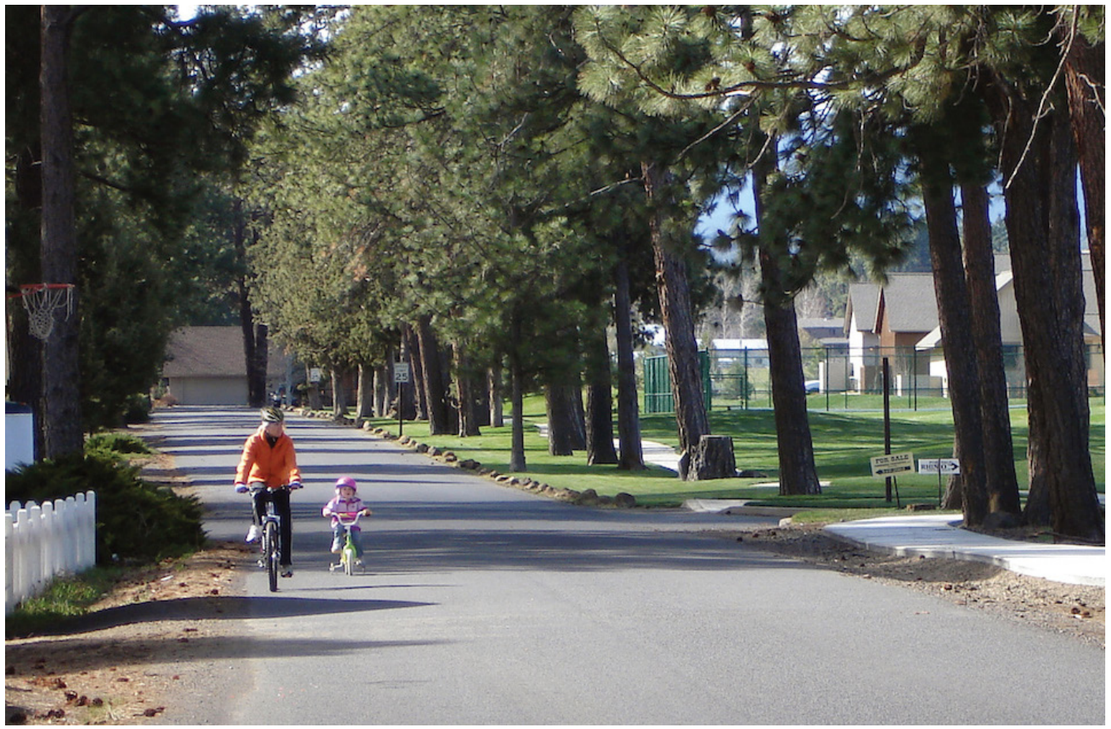


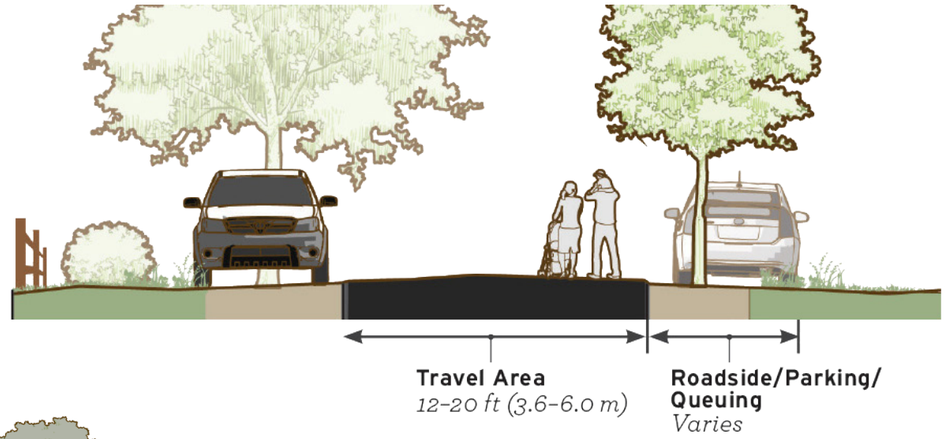
Modes of Transportation Overview - Yield Roadway

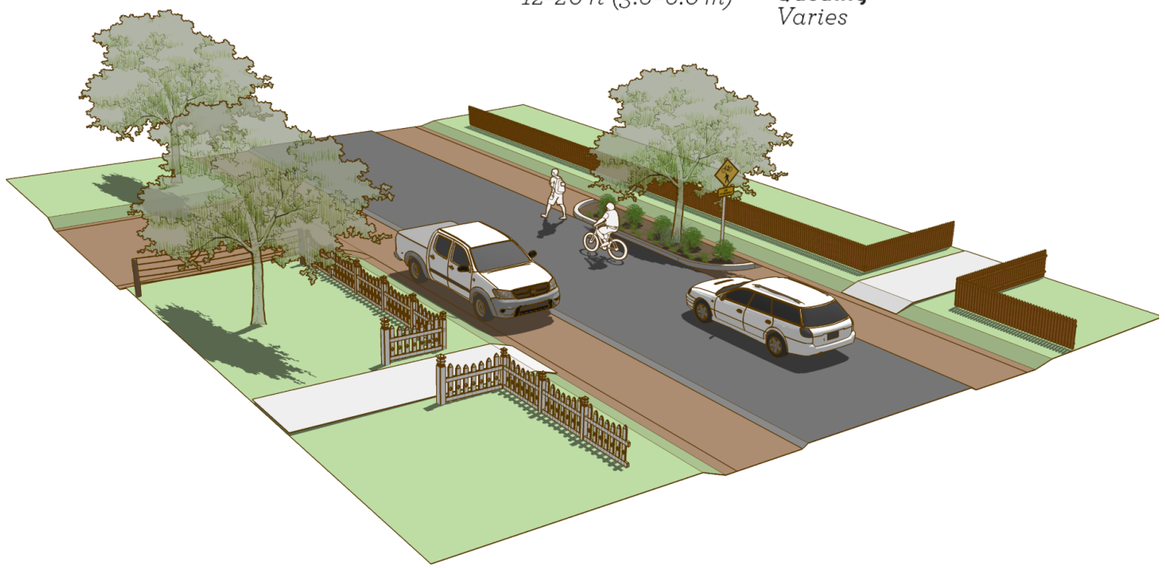
The Yield Roadway lends itself well to low volume and low speed (25 mph or less) local streets throughout the small town urban centers with a network of streets or in rural areas with more densely-developed residential neighborhoods. Two important features of the Yield Roadway facility to embrace are narrow lanes and not marking a center line. These two treatments in tandem introduce traffic friction and help slow vehicle speeds.

Yield Roadway applications will help further interconnect and build on the network in a single municipality, community or neighborhood network, but are not recommended for connections from community to community.

NOTE: The yield roadway is not recommended by TDOT



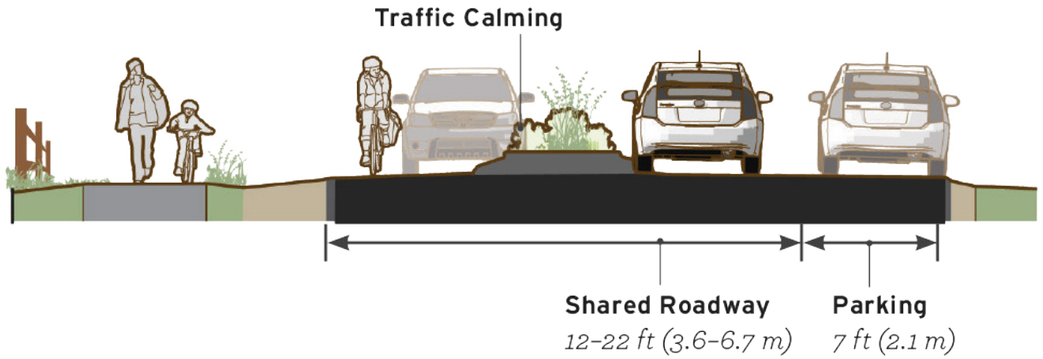




Images & Design Criteria courtesy of Small Town & Rural Design Guide

Modes of Transportation Overview - Bicycle Boulevard

The Bicycle Boulevard also lends itself well to low volume and low speed (25 mph or less) local streets throughout urban centers and in rural areas with a better-defined grid network of streets.







Images & Design Criteria courtesy of Small Town & Rural Design Guide

Modes of Transportation Overview - Safety & Comfort of Users

Facilities Based on Confidence Level of User

It is beneficial to expand routes of travel in conjunction with the type of facilities that match the comfort level of the most potential users. Inventory of the study area included both the mapping of high level elements and a physical site reconnaissance of existing roadway conditions to evaluate potential conflicts with high speed traffic. A general analysis of the different types of cyclist and pedestrians who use multi-use facilities establishes the following categories (on a national level):

- ***Strong & Fearless*** *(1% of potential users)*
- ***Enthused & Confident*** *(7% of potential users)*
- ***Interested but Concerned*** *(60% of potential users)*
- ***Non Rider (Pedestrian)*** *(32% of potential users)*

In order to capture most of the users (about 92%) who fall in the “Interested but Concerned” and “Non Bicycle Rider” categories, routes have been prioritized that have opportunities that can accommodate both pedestrians and cyclists.

The greatest tourism potential and economic benefit comes from facilities that can capture the highest number of potential users. Pedestrian walkways, shared-use paths, dedicated and protected bike lanes, as well as yield roadways in low speed settings are the type of facilities that capture the greatest number of potential tourists.

Dedicated bike lanes, bike routes, bicycle boulevards and advisory shoulders on low and moderate speed roads also hold potential to improve the local transportation network and capture a smaller number of bike tourists, and should be considered as part of the plan to develop facilities.

Some of the proposed long distance connection routes may be more appropriate for the “Strong and Fearless” and “Enthused and Confident” bicycle riders. These travel routes have been established along county roads that could initially fit expanded shoulders and / or dedicated bike lanes with the long term potential for the addition of shared-use paths if the demand and economic return can warrant the associated infrastructure costs.

Modes of Transportation Overview - What Type of User Are You?

Strong & Fearless:
(1% of potential users)

I will ride on almost any road, regardless of the conditions. I would feel comfortable biking on the roads pictured below.







Enthused & Confident:
(7% of potential users)

I feel comfortable sharing the road with cars, but I prefer to ride on roads with bike facilities. I would feel comfortable biking on the roads below.





Interested but Concerned:
(60% of potential users)

I would like to ride a bike for transportation, but traffic makes me nervous so I don't ride regularly. I would ride more if the roads felt safe. I would feel comfortable biking on the roads pictured below.



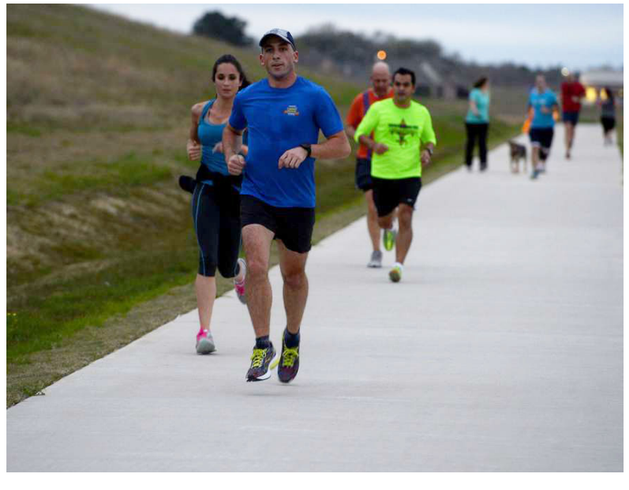




Non-Rider (Pedestrians):
(32% of potential users)

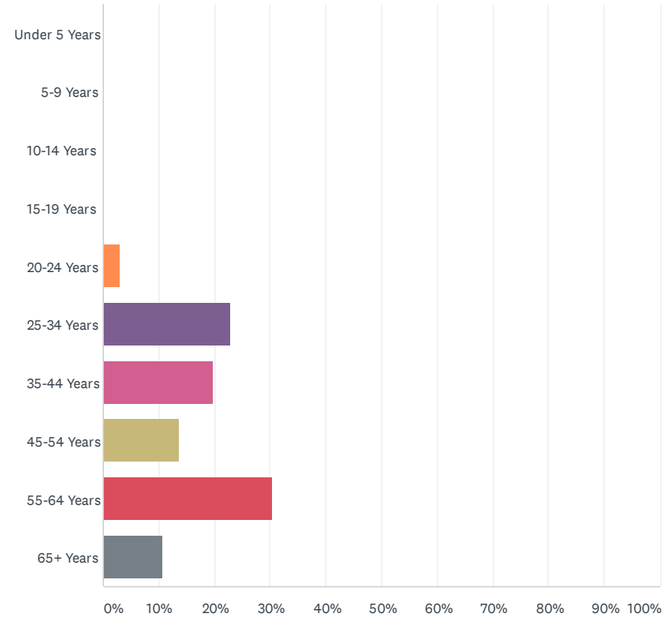
I have no interest in biking for transportation, or may not be physically able to ride a bicycle. I would be more open to riding or walking completely separate from other forms of traffic. I would feel comfortable biking or walking on the paths pictured below.





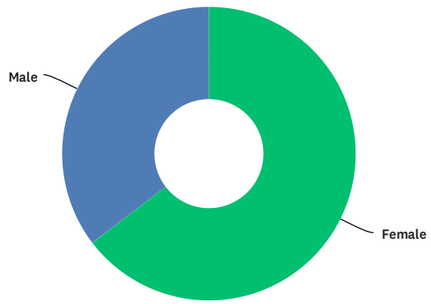
Q1 Indicate your age

Answered: 66 Skipped: 0



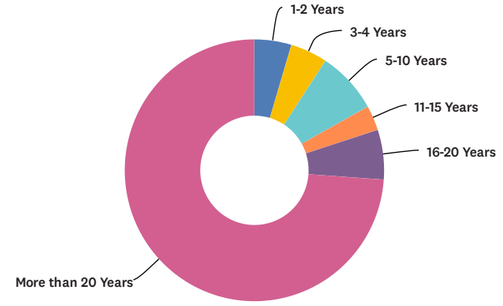
Q2 What is your gender?

Answered: 65 Skipped: 1



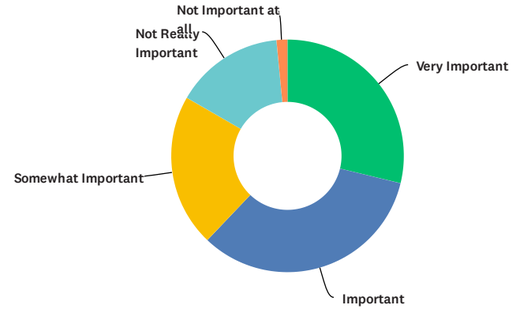
Q3 How long have you lived in Pulaski?

Answered: 65 Skipped: 1



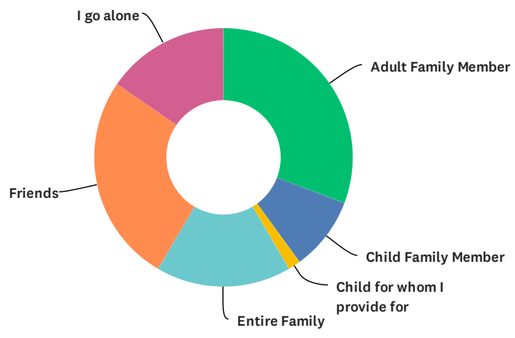
Q4 How important are bike & pedestrian facilities to your quality of life?

Answered: 66 Skipped: 0



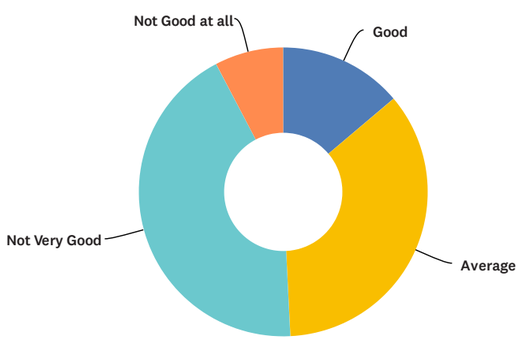
Q5 When you use one of the bike and/or pedestrian facilities, with whom do you usually go?

Answered: 65 Skipped: 1



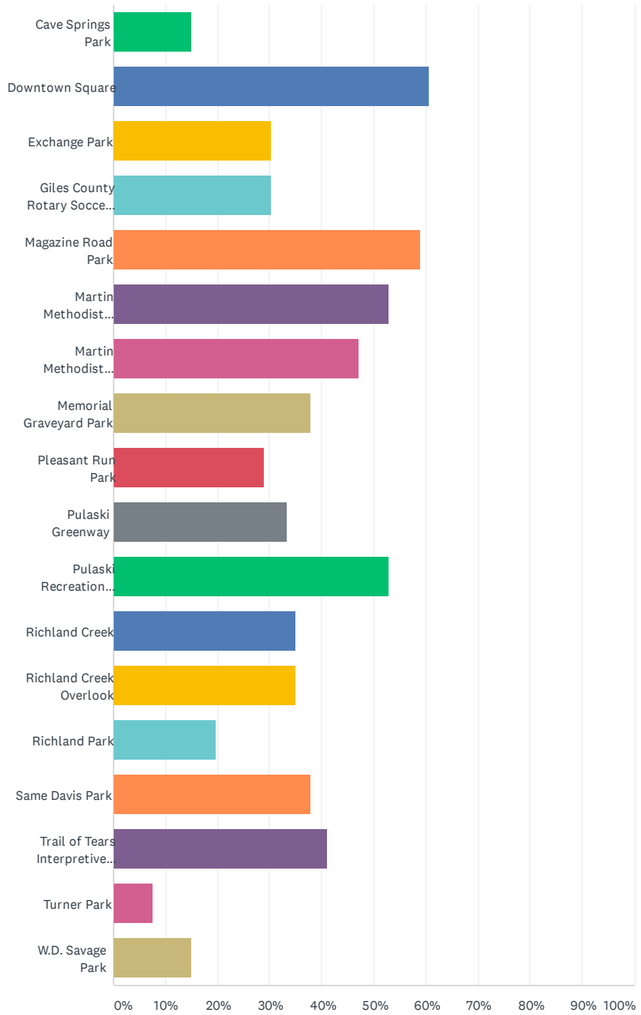
Q6 What are you general impressions of the current bike and pedestrian facilities?

Answered: 65 Skipped: 1



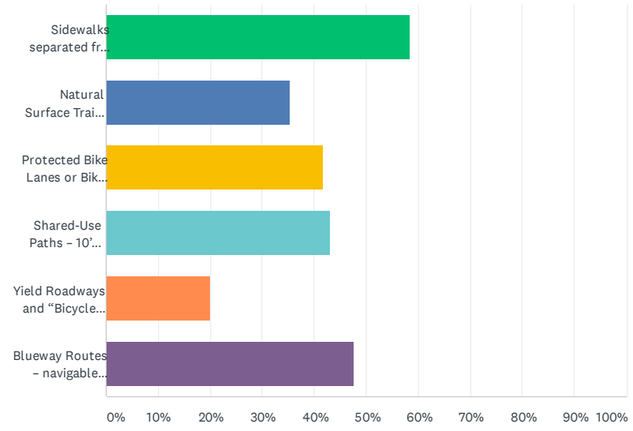
Q7 There are a variety of attractions and points of interest in Pulaski. Where would you like to see bike and/or pedestrian connections made? (Select all that apply)

Answered: 66 Skipped: 0



Q8 What type of bike and pedestrian facilities would you like to see offered or expanded in Pulaksi? (Select all that apply)

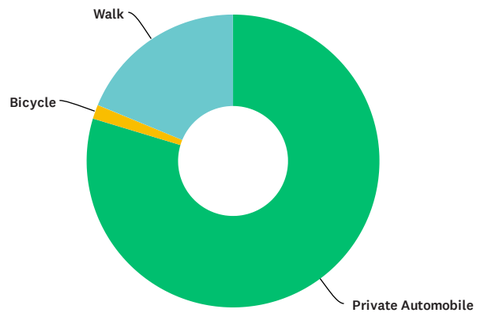
Answered: 65 Skipped: 1



ANSWER CHOICES	RESPONSES	
Sidewalks separated from the road by a grass strip	58.46%	38
Natural Surface Trails - wood chip or gravel off road trails	35.38%	23
Protected Bike Lanes or Bike Routes – 5' bike zone next to the road or part of the road network	41.54%	27
Shared-Use Paths – 10' greenway trail separated from the road	43.08%	28
Yield Roadways and "Bicycle Boulevards" – slow speed roads, designed marked with signs to share space with bicycles	20.00%	13
Blueway Routes – navigable streams, rivers and lakes that have access for canoes and kayaks and other watercraft	47.69%	31
Total Respondents: 65		

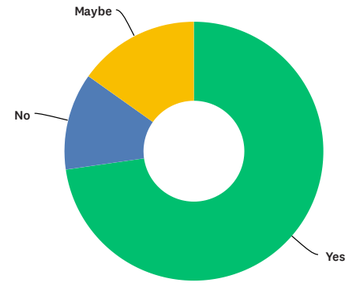
Q9 How do you get to existing parks or facilities?

Answered: 64 Skipped: 2



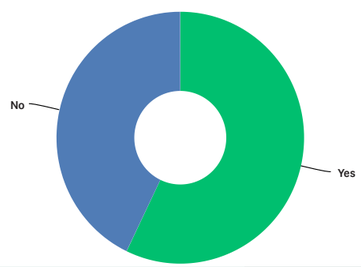
Q10 Would you walk or bike to a destination point in Pulaski if you could get there in 15 minutes or less?

Answered: 66 Skipped: 0



Q12 Do you sometimes or often use Bike and/or Pedestrian facilities outside of the City of Pulaski?

Answered: 63 Skipped: 3



Opportunities & Challenges

Based on input from stakeholder interviews, the public visioning meeting and the on-line public survey the following opportunities and constraints have emerged as elements of primary importance.

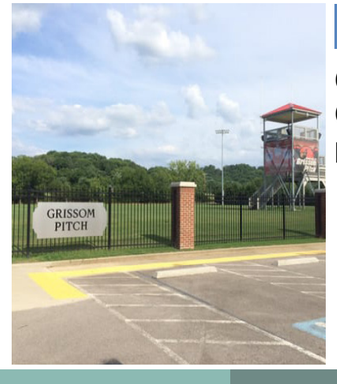
Opportunities & Challenges



1 Expand existing Greenway with connection to UT Southern and Downtown



2 Improve Bike and Pedestrian facilities throughout Downtown Pulaski and connect a loop greenway system to City Recreational Facilities



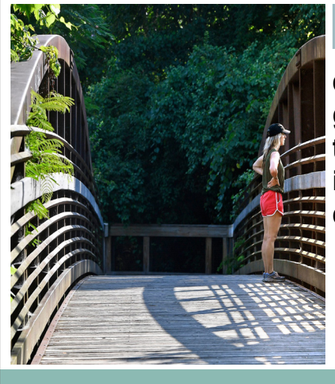
3 Connect the main UT Southern Campus with the East Campus with bike and pedestrain facilities



4 Expand and improve public space in Downtown Pulaski around Historic Courthouse to create a greater sense of place



5 Explore possible solutions to Downtown Parking issues



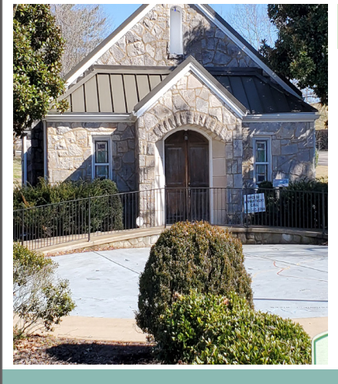
6 Leverage stronger community engagement through greenway and bicycle trail organizations and invest in existing trail enhancements



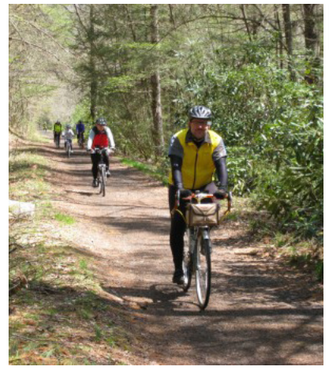
7 Expand multi-modal facilities to west side of town where majority of commercial establishments are located



8 Connect to Richland Creek with bike and pedestrian facilities and add river access points



9 Capture interest in cultural and recreational opportunities in Southern Tennessee and out of North Alabama to bring visitors and investors relative to the Greenway system



10 Explore possible Rails to Trails facility on former rail bed to the south

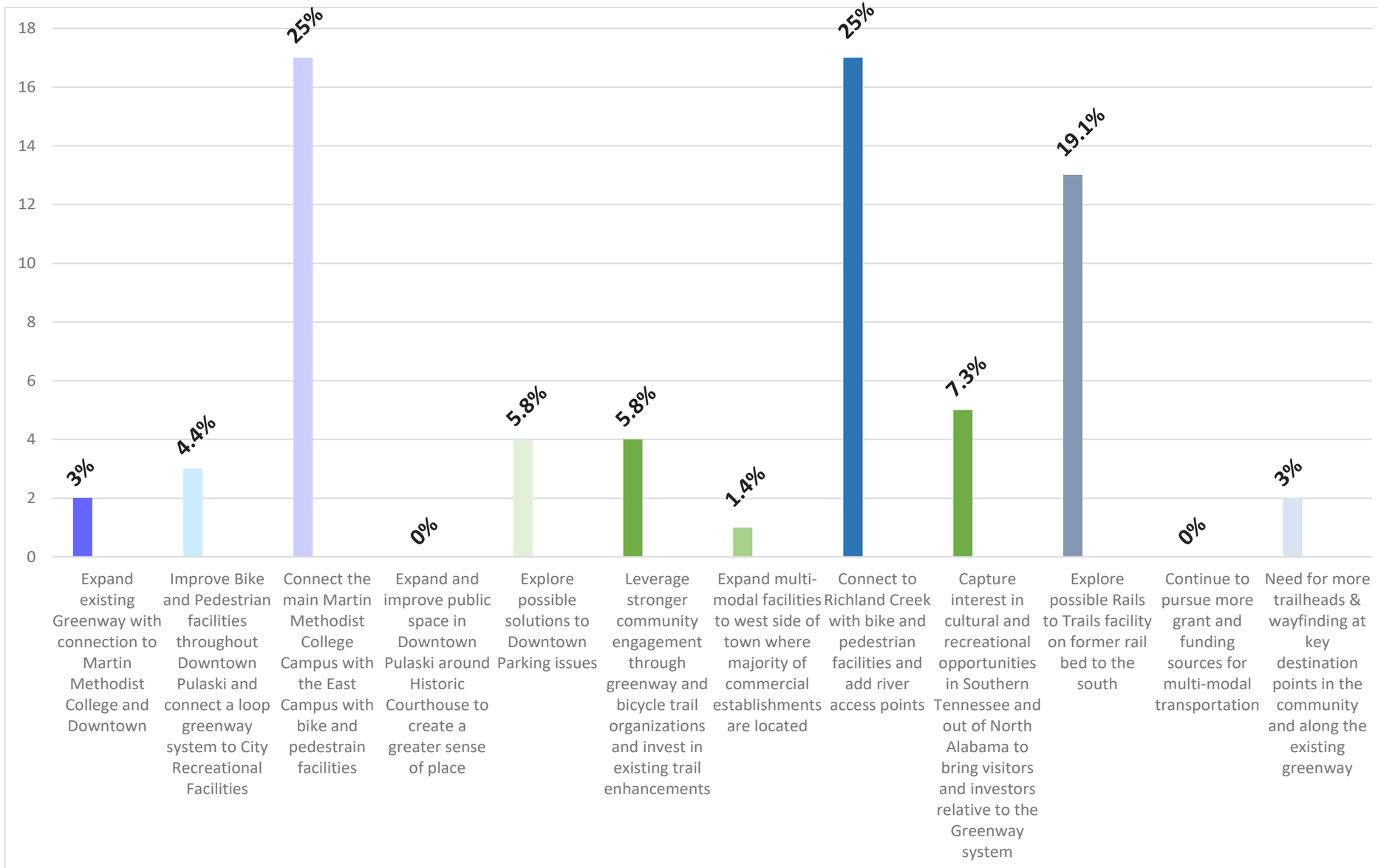


11 Continue to pursue more grant and funding sources for multi-modal transportation



12 Need for more trailheads & wayfinding at key destination points in the community and along the existing greenway

Public Input - Opportunities & Challenges Priority Results



Top Priorities:

TIED #1 - **Connect the main UT Southern Campus with the East Campus with bike and pedestrain facilities**

TIED **#1 - Connect to Richland Creek with bike and pedestrian facilities and add river access points**

#2 - Explore possible Rails to Trails facility on former rail bed to the south

#3 - **Capture interest in cultural and recreational opportunities in Southern Tennessee and out of North Alabama to bring visitors and investors relative to the Greenway system**

TIED **#4 -Explore possible solutions to Downtown Parking issues**

TIED **#4 - Leverage stronger community engagement through greenway and bicycle trail organizations and invest in existing trail enhancements**

#5 - Improve Bike and Pedestrian facilities throughout Downtown Pulaski and connect a loop greenway system to City Recreational Facilities

Overview of Recommendations

Recommendations Overview:

This section presents our recommendations across 3 different focus areas: downtown, city-wide, and the greater Pulaski region, from micro to macro. The public input collected at our public engagement meetings and from survey respondents indicates that strengthening bicycle and pedestrian routes between UT Southern facilities, the downtown, community recreational facilities, and popular commerical service areas was the strongest priority for the community. This is represented in the plan with both a new east-west, and north-south connection sugested to create a transportation spine that can then be linked to other points of interest. Pulaski has been aggressively pursuing new sidewalk extensions to improve pedestrian connections to most of the community focal points identified. To compliment those successes, this plan recommends an emphasis on cycling routes and facilities in the short term priorities. Some of the facilities residents wish to connect are miles apart and the routes between them travel through a variety of neighborhoods with varying intensity of devlopment. Consistency of experience for the user is a primary consideration but new routes in existing communities must also allow design flexiblity and for parallel connectivity to get the job done.

In the downtown, priority should be given to marrying the continued execution of the sidewalk improvements already in the pipeline with new cycling routes and facilties that welcome cyclists to visit and spend money downtown. Finding room for dedicated bike paths in the core of the downtown around court house square appears challening. The alternative depicted in these recommendations is to utilize quieter side streets just off the square as preferred cycling routes highlighted with appropriate way finding singnage, pavent striping and icons, and strategically placed secure bike parking improvements.

The city-wide plan focuses on connecting the east and west hubs of the UT Southern campus to downtown Pulaski, community parks and recreations faciltiites, and popular commercial nodes frequented by students and residents. Working to create bike and pedestrian links to these community assets will have a positive impact on motor vehicle traffic congestion, economic activity, ability to host and sustain events, attract recreational tourism, improve health outcomes, and improve air quality.

In planning for the Pulaski Region, City Leadership should target some aspirational projects that if completed over time will start to put the area on the radar for recreational tourism, attracting new employers, and improving the overall quality of life and experience for residents. Adding greenways along the old rail bed or along Richland Creek from downtown out to US-64 and back can provide a wealth of new recreation and economic development opportunities. A high quality experience could be created along either or both corridors and extended further by enhancing the already designated bike route on US 64. The two greenway corridors suggested also provide ample opportunity to tell the railroad, agricultural, and industrial history of Pulaski. In addition to traditional greenway users, angler access, bird watching, and other wildlife viewing would be created to attract different users. Much of Pulaski's cultural and labor history is centered around the river and railroad resources, so there are cultural and historical benefits to activating these corridors.

Greenway Concept Plan Overview:

A greenway is a multi-modal path designed to link people with their parks, natural resources, places of residence, work, and entertainment.

Benefits

The benefits of greenways are most commonly shared through 4 themes:

Safety & Mobility. Pedestrians and bicyclists are hard pressed to find safe routes that broadly connect through the County. Connections to public open space, schools, and places of residence and work were highly sought after in public feedback. The proposed greenway can vastly improve safety and mobility for those traveling outside of a vehicle.

Health. Walking and bicycling are two of the top activities for fitness, and greenways are proven to attract those that would not otherwise want to walk or bike on roads.

Economy. Study after study shows that greenways improve local economies by attracting businesses, tourism, and increasing property values. A recent Economic Impact Assessment of the Wolf River Greenway in Memphis, including proposed expansions, indicate a total economic benefit of nearly $3 million per year.

Environment. Greenways can work to preserve and make use of under utilized lands that are rich in recreation opportunities. The greenways will provide additional connections for residents to waterways and public open spaces. Setting aside flood prone land for greenways can aid in flooding protection of adjacent communities.

Downtown Pedestrian & Bike Improvements





BIKE SHOULDER WITH BOLLARDS



BICYCLE ALLEY



BIKE & PEDESTRIAN STREET



COMPLETE STREET

Campus Pedestrian & Bike Improvements



COMPLETE STREET



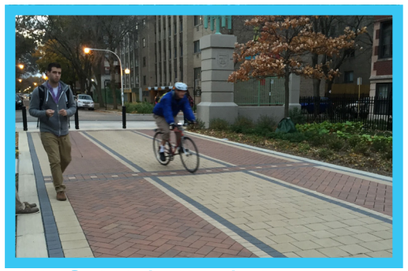
BIKE SHOULDER WITH BOLLARDS



BIKE ROUTE

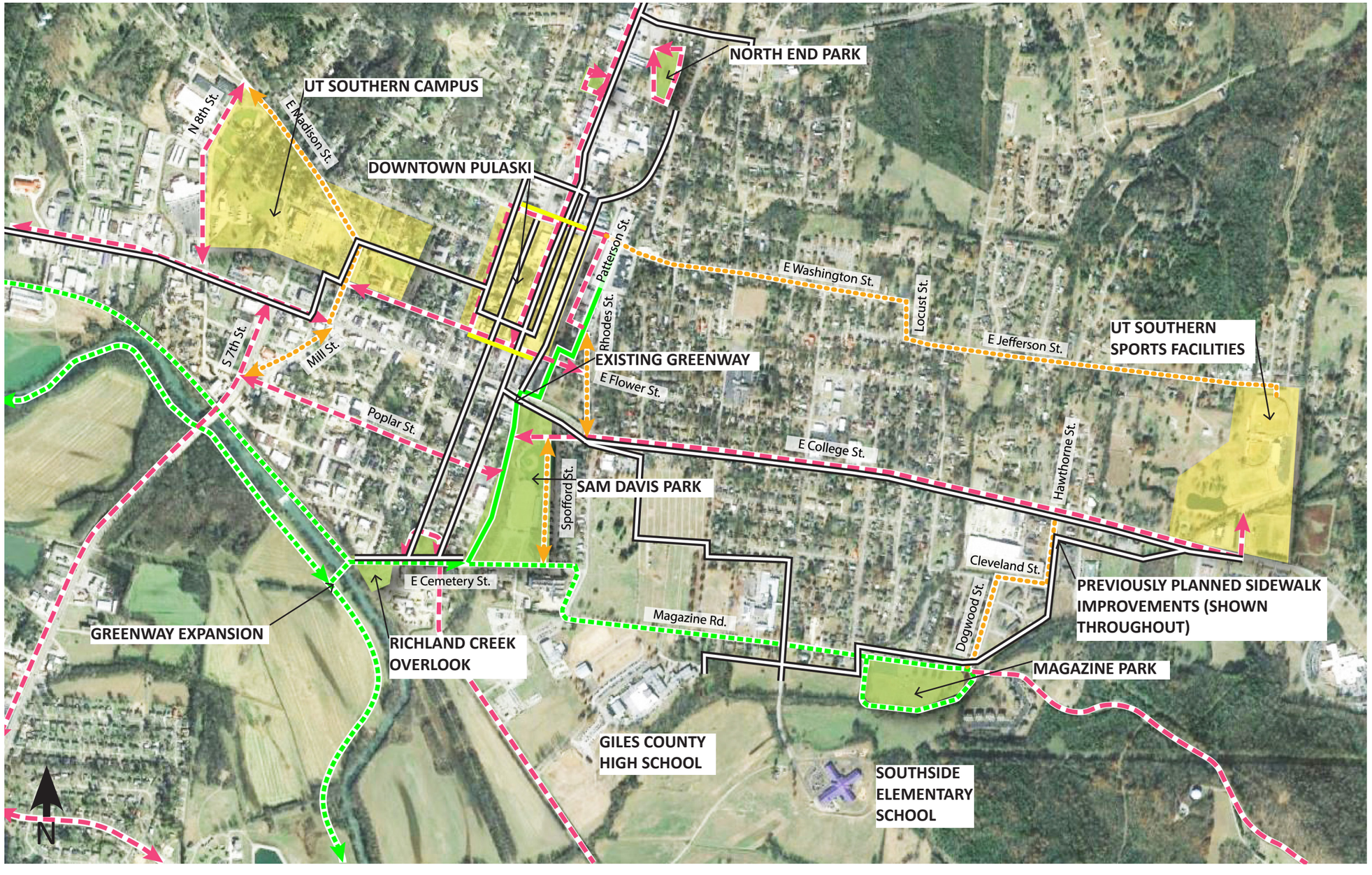


GREENWAY



BIKE & PEDESTRIAN STREET

Types of Connections





BIKE SHOULDER WITH BOLLARDS



BIKE ROUTE

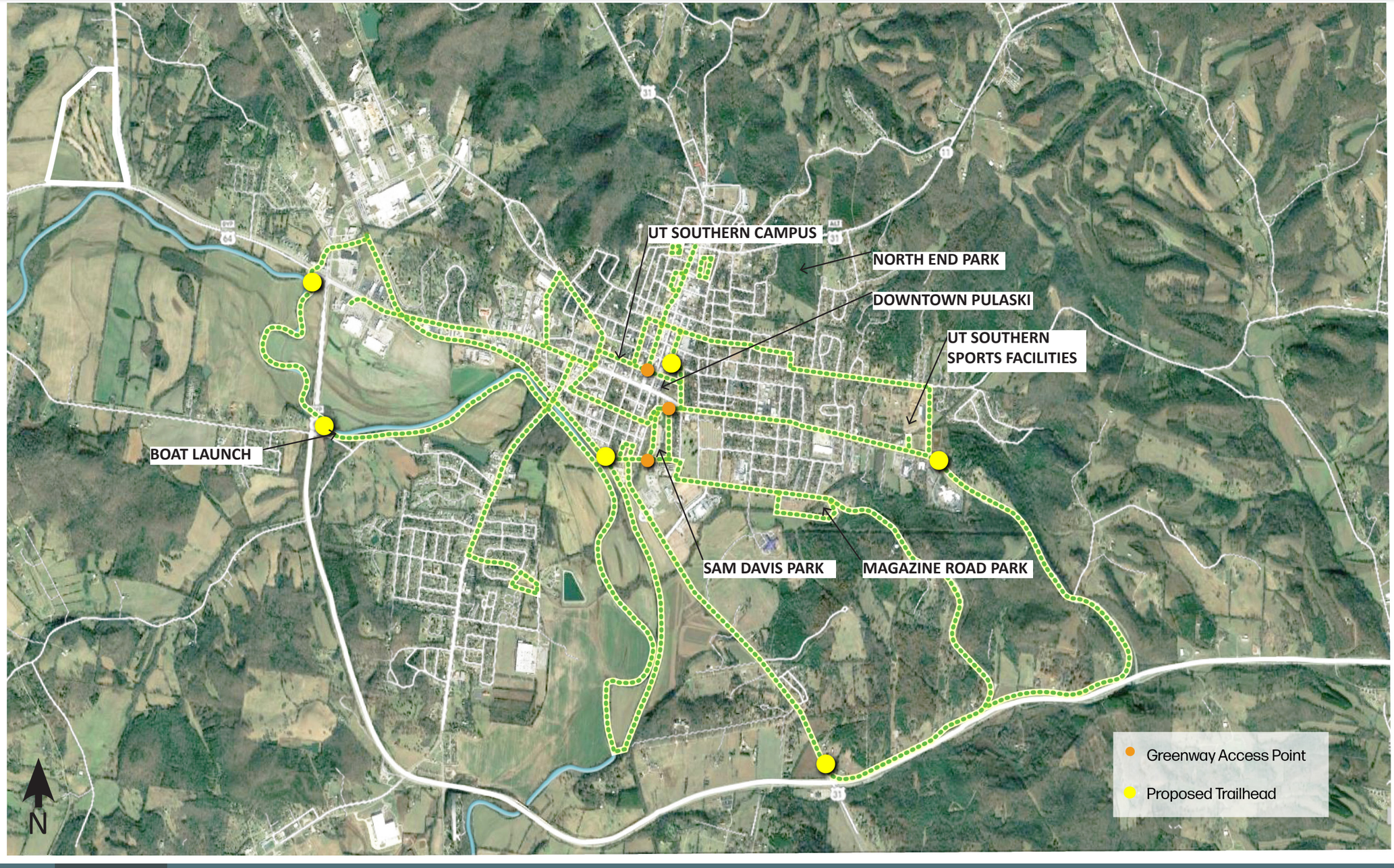


GREENWAY



COMPLETE STREET

Overall Network



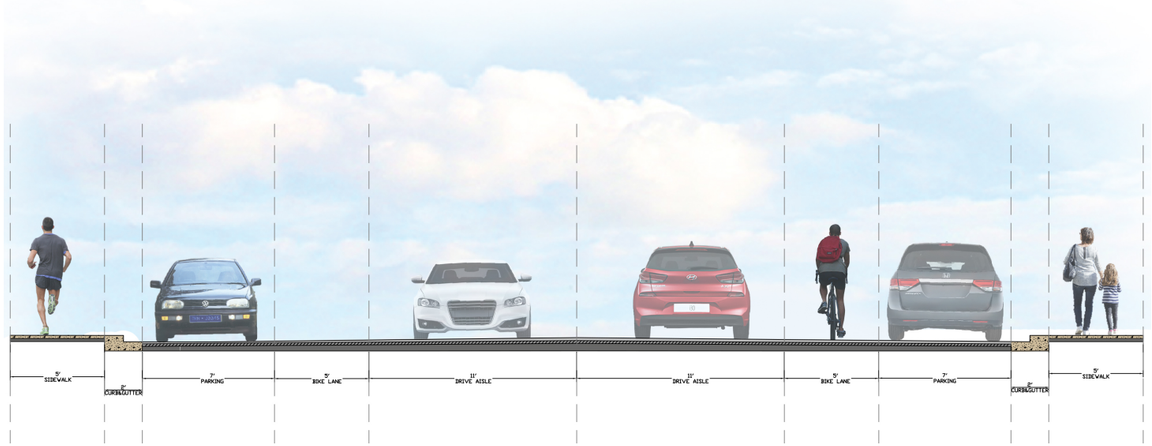
Benefits of Complete Streets:

Complete streets are roadways that are conducive for use by a variety of travelers, such as: cyclists, pedestrians, and drivers. Complete streets typically include landscape buffers, which provide an additional amenity to pedestrians and can mitigate environmental factors by absorbing rainwater and providing shade.

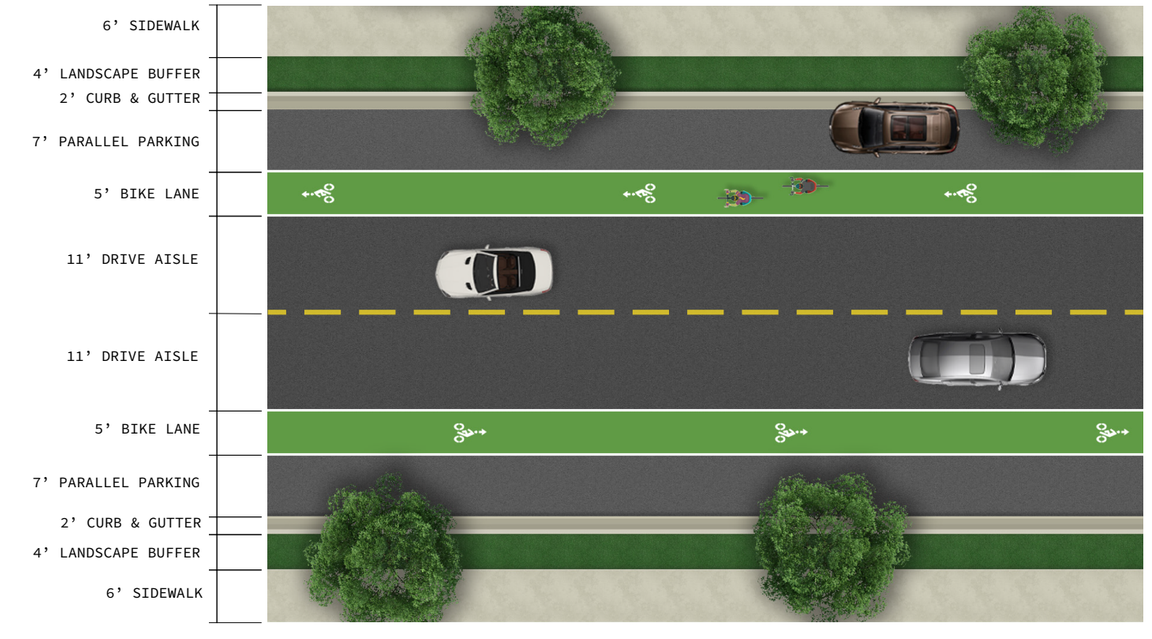
The goal of implementing complete streets is to facilitate an enjoyable experience for all users without having to sacrifice parking or ease of travel for vehicular traffic.

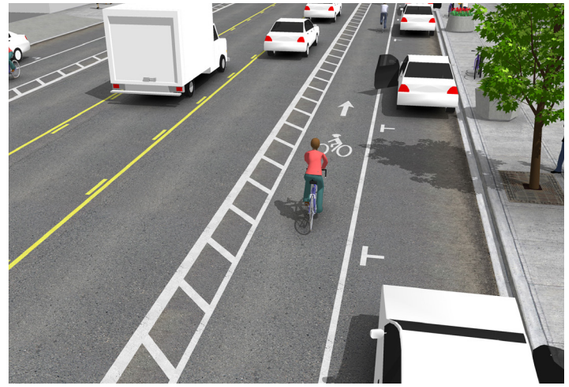
The streetscape configuration can be adjusted for different street widths, but should include a minimum of a 5' sidewalk, 2' curb & gutter, 7' parallel parking, 5' bike lane, and 11' drive aisles on a two-way road. These minimum requirements are shown on the adjacent section diagram. The targeted streets in Pulaski for this type of streetscape have varied widths ranging between 70'-80' right of way. This allows for wider sidewalks and/or bike lanes as well as an addition of a landscape buffer, shown on the adjacent plan diagram.

Section Example - 60' R.O.W



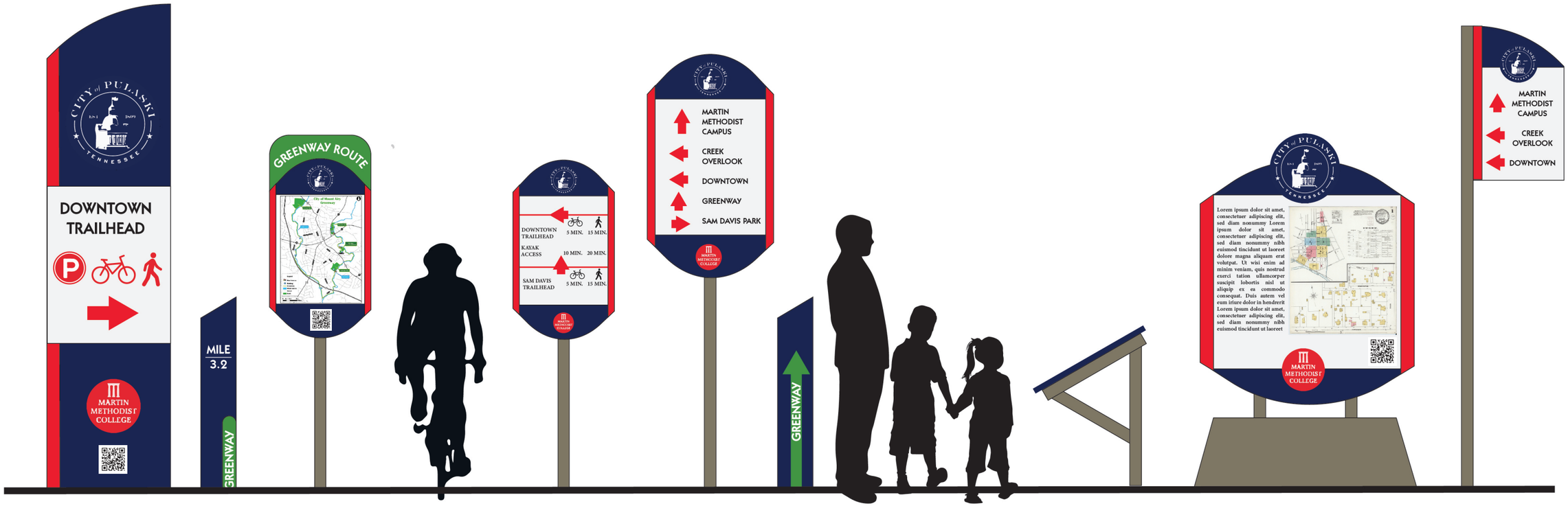
Plan Example - 70' R.O.W











TRAILHEAD I.D. | MILE MARKER | MAP | WALK/BIKE DESTINATION AND DIRECTIONAL | CONFIDENCE MARKER | INTERPRETIVE SIGN | INFORMATIONAL KIOSK | COMMUNITY GUIDE

- Customized signage for the greenway shall be developed using the city's colors and incorporate the Pulaski and UT Southern logos
- Additional signage and/or marketing materials should incorporate relevant imagery and logos, to create awareness of Pulaski's tourist attractions
- Signage could include QR codes that link to tourism resources and/or digital maps

8 Big Recommendations Summary

		Transportation Improvement:	
1	Connect the main UT Southern Campus with the East Campus with bike and pedestrian facilities	Existing 	Proposed 
2	Connect to Richland Creek with bike and pedestrian facilities and add river access points		
3	Explore possible Rails to Trails facility on former rail bed to the south		

8 Big Recommendations Summary

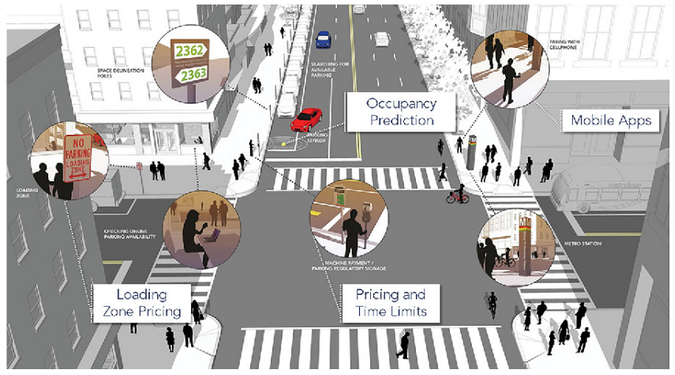
Downtown Improvements:

4 **Explore possible solutions to Downtown Parking issues.**

Existing

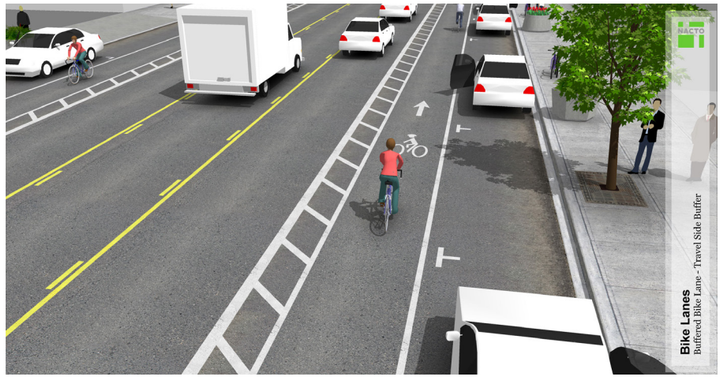


Proposed



5 **Improve Bike and Pedestrian facilities throughout Downtown Pulaski and connect a loop greenway system to City Recreational Facilities**







Land Use Planning/Policy:

6	Leverage stronger community engagement through greenway and bicycle trail organizations and invest in existing trail enhancements	Existing 	Proposed 
7	Encourage bicycling as an important mode of transportation citywide in addition to current pedestrian improvements.		

Economic Impact/Branding:

8

Capture interest in cultural and recreational opportunities in Southern Tennessee and out of North Alabama to bring visitors and investors relative to the Greenway system

Existing



Proposed



8 Big Recommendations Overview

1. Connect the main UT Southern Campus with the East Campus with bike and pedestrian facilities

UT Southern represents one of the cultural and economic focal points of Pulaski. UT Southern has a 150-year history in the community with academic and athletic programs that are well ranked within the region. The college enrolls close to 1000 students annually with plans for growth in both enrollment and variety of course offerings. The combined student, faculty, and staff population at UT Southern represent a significant portion of the town's population. In addition, the college attracts a variety of visitors to Pulaski for both academic and extracurricular events. Finding ways to move students, staff, and visitors to the college between the east and west campus facilities as well as connecting them to the downtown and nearby commercial nodes will have a variety of benefits.

- Reduce vehicle trips and congestion
- Facilitate spending and drive revenues for area businesses
- Reduce parking demand
- Improve student life experience, marketability, and livability for both UT Southern and Pulaski
- Reduce traffic impacts from special events

2. Connect to Richland Creek with bike and pedestrian facilities and add river access points

Richland Creek represents a significant natural resource offering recreational, aesthetic, and economic opportunities. During community engagement sessions residents described a long standing cultural and recreational attachment to this resource which has at various times been utilized recreationally, for transportation, to support industry, and as a setting for quiet enjoyment. Some officials expressed concern with the safety and liability of providing enhanced access to the creek. Boat access already exists, and residents have fond memories of swimming in Richland Creek, however, the issue of encouraging access or activities on or in the water can be left for future discussion. There are plenty of other means for Pulaski to capitalize on this amenity.

- Plan and secure property for a viewing platform / fishing pier that could serve as the south terminus of the existing greenway trail. Extending the existing viewing platform on Cemetery Street would provide and ideal location and opportunity for this amenity. (Ability to enhance proximity to the creek and develop a pocket park TBD by ownership, RR ROW, Floodway, and environmental constraints)
- Explore and plan for possible land or ROW acquisition for a new greenway trail following Richland Creek from Vales Mill Boat Ramp through town to roughly Jenny Lane
- Find locations to tell the history of Richland Creek, the railroad, the passenger depot, and Pulaski in these community spaces

3. Explore possible Rails to Trails facility on former rail bed to the south

As an alternative or addition to the Richland Creek greenway outlined above explore a demonstration section of rails to trails style pathway starting with an available section of ROW closest to town

4. Explore possible solutions to Downtown Parking issues.

Parking issues in a downtown business district can manifest in several ways and different solutions will be appropriate depending on the problem(s). In many cases, downtown parking solutions warrant their own study and public input process. Some possible tools to consider could include:

- Creating a more consistent use of parallel, perpendicular, or angled parking by street or block area.
- Look for strategic opportunities to acquire vacant lots or depressed properties in the downtown area. These sites can often be utilized to temporarily ease parking constraints and later employed to encourage preferred re-development uses and design as property values rise.
- Evaluate current City owned property (particularly the lots around the municipal building or the property along N Patterson between Madison and Jefferson) for a future tiered parking structure that could take advantage of existing grades for access to various parking levels.
- Study the use of paid parking with demand-based pricing to keep parking affordable but available for those wishing to shop and conduct business in the downtown area.

5. Improve Bike and Pedestrian facilities throughout Downtown Pulaski and connect a loop greenway system to City Recreational Facilities.

This report is best digested through the map recommendations depicting East-West Campus Connections, Downtown Opportunities, and City-Wide Connections. At the City Wide or community scale the establishment of a preferred safe cycling route connecting the east and west hubs of UT Southern is a clear priority. Two routes are suggested for evaluation and implementation. Each route has a different set of advantages and constraints. Both routes may warrant implementation over time.

East Campus / Hillside Hospital to Downtown

College Street Route – College Street carries a relatively high traffic volume into and through Pulaski and is a critical transportation corridor. This corridor has wide shoulders and right of way and a reasonable number of access points. Establish a clear and efficient east to west connection a striped bike lane primarily utilizing current road shoulder.

Advantages

- Places a high priority on cycling as an efficient mode of transportation and gives the community a strong visual indication of the commitment to multimodal transportation.
- ROW of and pavement width appears to support a dedicated bike lane.
- Reduced impacts to residential areas and street parking.

Constraints

- The College Street corridor carries a significant percentage of the overall vehicular trip volume. A bike lane without buffers on a street with high traffic volumes may be too intimidating for many people who would

consider biking for transportation purposes.
- Elevated potential for bike and vehicle conflicts.
- Potential to slow or congest traffic on the steep grade entering downtown

Madison Street

Madison Street could become a designated bike route by employing a combination of signage and share the road icons (sharrows) on the pavement surface. Madison Street could provide an alternative to College Street or a compliment to it for more novice cyclists or those looking for a quieter small town cycling experience.

Advantages

- More idyllic, small town cycling experience
- Less potential to slow vehicle traffic, grades slightly easier to navigate entering downtown
- Better suited to families and young cyclists

Constraints

- Less conducive to fast moving cyclists
- More driveway conflicts
- Not enough pavement width or ROW for a separated bike lane
- Not as strong a visual or policy commitment to cycling and multimodal transportation.

6. Leverage stronger community engagement through greenway and bicycle trail organizations and invest in existing trail enhancements

Pulaski has an impressive track record of sidewalk and greenway planning and development with a strong pedestrian focus. One of the primary goals for the foreseeable future should be to create similarly strong links for cyclists. Extensions of cycling and pedestrian pathways to link existing recreational, cultural, and historical nodes of interest should also be prioritized. Top recommendations include:

- Utilizing the existing greenway as a focal point develop additional pedestrian and cycling pathways or routes to loop together Pleasant Run Park, Sam Davis Park, and the Maplewood Cemetery walking paths. This loop should also take advantage of the Phase VI sidewalk from the Hethcoat Davis sidewalk improvement plan to add spurs tying in the High School to the east and The Overlook to the west.
- A north / south connection through town along N 1st Street to connect to North End Park is also recommended.
- The City of Pulaski should reach out to existing greenway supporters, cycling organizations, UT Southern, the Chamber of Commerce, and other critical stakeholders to develop a cohesively branded signage, wayfinding and cultural story telling plan. This plan can be implemented over time but will lay the groundwork for attracting more recreational and cultural tourism and engaging existing visitors, student, and residents at a deeper level. Both the City of Pulaski and UT Southern have a rich and varied history. Wayfinding, signage, storytelling markers, banners, and even landscaping designed at a pedestrian scale and height are an effective way to communicate the equality of pedestrian and cyclist user groups and to show community pride.

7. Encourage bicycling as an important mode of transportation citywide in addition to current pedestrian improvements.

Pulaski's current bike facilities serve a recreational purpose, which is highly valued and should be expanded upon. However, there is a need for a functional transportation network that serves to move cyclists around town. Because of the existing and anticipated rise in the college population, it will be beneficial to offer routes to key destinations for residents without cars. These connections should first cater to college students, and can be expanded over time to reach residential neighborhoods outside of the downtown core. Important points of connection include, but are not limited to: downtown Pulaski, UT Southern East & West campus facilities, The Home Depot & Wal-Mart shopping area, local parks, the local high & elementary schools, grocery stores, doctor's offices, and Richland Creek. A more sophisticated network of bike lanes will expand mobility for students, allowing them to patronize more local businesses and utilize local amenities.

8. Capture interest in cultural and recreational opportunities in Southern Tennessee and out of North Alabama to bring visitors and investors.

Incorporating storytelling and historical information into a cohesive signage and wayfinding plan will attract destination visitors who seek out this type of cultural attraction. Development of a rails to trails pathway and a greenway / blue way combined use area along Richland Creek are also recommended. These types of improvements are proven drivers of destination recreational tourism and economic development. Whether hosting events, or just providing encouragement for family outing well designed greenways that allow for a variety of skill levels and user groups are an important community asset. Communities that have embraced these pieces of infrastructure demonstrate a competitive advantage in attracting new business and employment investments, have better community wide health outcomes, and report better resident satisfaction with community transportation. By linking parks, the college, and other key existing infrastructure Pulaski will increase the potential opportunities to host regional events and cultural gatherings.

8 Big Recommendations Matrix

	Transportation Improvement	Downtown Improvement	Land Use Planning/Policy	Economic Impact/ Branding
Connect the main UT Southern Campus with the East Campus with bike and pedestrian facilities	X			X
Connect to Richland Creek with bike and pedestrian facilities and add river access points	X	X	X	X
Explore possible Rails to Trails facility on former rail bed to the south	X	X		
Explore possible solutions to Downtown Parking issues.	X	X		
Improve Bike and Pedestrian facilities throughout Downtown Pulaski and connect a loop greenway system to City Recreational Facilities	X			X
Leverage stronger community engagement through greenway and bicycle trail organizations and invest in existing trail enhancements	X		X	X
Encourage bicycling as an important mode of transportation citywide in addition to current pedestrian improvements.		X	X	X
Capture interest in cultural and recreational opportunities in Southern Tennessee and out of North Alabama to bring visitors and investors relative to the Greenway system	X		X	X

Implementation & Funding Opportunities

Federal Funding Sources:

Federal funding is typically directed through state agencies to local governments either in the form of grants or direct appropriations, independent from state budgets. Federal funding typically requires a local match of 20%, although there are sometimes exceptions, such as the recent American Recovery and Reinvestment Act stimulus funds, which did not require a match.

Transportation Alternatives (TA) Set-Aside

- These set-aside funds include all projects and activities that encompass a variety of smaller-scale transportation projects such as the conversion and use of abandoned railroad corridors to recreational trails for pedestrians, bicyclists, or other non-motorized transportation users, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.
- See more at: https://www.fhwa.dot.gov/environment/transportation_alternatives/

Recreational Trails Program:

- The Recreational Trails Program (RTP) is a federal funded, state administered grant program. The RTP provides grant funding for land acquisition for trails, trail construction, trail maintenance, trail rehabilitation and for trail head support facilities. These funds are distributed in the form of an 80% grant with a 20% match. Local, state and federal land managing agencies are eligible to apply as well as state chartered, non-profit organizations with IRS 501 (c)(3) status that have a written agreement for trail management with an agency. All grants must be on publicly owned land.
- See more at: https://www.fhwa.dot.gov/environment/recreational_trails/

Partnership to Improve Community Health (PICH):

- PICH is a 3-year initiative that supports implementation of evidence-based strategies to improve the health of communities and reduce the prevalence of chronic disease. PICH builds on a body of knowledge developed through previously funded Centers for Disease Control and Prevention (CDC) programs and encourages collaborations with a multi-sectoral coalition to implement sustainable changes in communities where people live, learn, work, and play.
- See more at: https://www.cdc.gov/nccdphp/dch/programs/partnershipstoimprovecommunityhealth/index.html

State Funding Sources:

Local Parks & Recreation Fund (LPRF) Grants:

- The Local Parks and Recreation Fund (LPRF) provides grants to eligible local government entities for the purchase of lands for parks, natural areas, greenways, and recreation facilities. The funds may also be used for trail development and capital projects in parks, natural areas, and greenways.
- See more at: https://www.tn.gov/environment/about-tdec/grants/grants-recreation-grants/grants-local-parks-and-recreation-fund-lprf-grants.html

Tennessee Recreation Initiative Program:

- The Tennessee Recreation Initiative Program (TRIP) provides grants to those cities and counties currently without a comprehensive parks and recreation delivery system in operation due to lack of staffing and organization.
- See more at: https://www.tn.gov/environment/about-tdec/grants/grants-recreation-grants/grants-tennessee-recreation-initiative-program-trip-grants.html

Transportation Alternative Program (TAP):

- Provides funding (80/20 match) for projects that fit within one of the following categories:
  1. Pedestrian and Bicycle Facilities & Safe Routes for Non-Drivers
  2. Conversion of Abandoned Railway Corridors to Trails
  3. Scenic Turnouts and Overlooks
  4. Historic Preservation & Rehab of Historic Transportation Facilities
  5. Archaeological Activities
- See more at: https://www.tn.gov/tdot/program-development-and-administration-home/local-programs/tap.html

Multimodal Access Grants:

- TDOT's Multimodal Access Grant is a state-funded program created to support the transportation needs of pedestrians, bicyclists, and transit users through infrastructure projects that address existing gaps along state routes.
- See more at: https://www.tn.gov/tdot/multimodal-transportation-resources/multimodal-access-grant.html#:~:text=TDOT's%20Multimodal%20Access%20Grant%20is,existing%20gaps%20along%20state%20routes.

Implementation & Funding Opportunities

Community Transportation Planning Grants (CPTG):

- Assist rural communities with planning efforts that define the transportation cohesiveness between multimodal transportation systems and local land use objectives that achieve the statewide transportation goals
- Aid with the creation of planning documents that support improvements in traffic flow, safety, and overall efficiency of the transportation system
- Provide governments with planning resources to achieve community visions as related to transportation and land use needs that promote future economic growth
- See more at: https://www.tn.gov/tdot/long-range-planning-home/longrange-oct/longrange-planning-grant.html

Recreational Trails Grant (RTG):

- The Recreational Trails Program (RTP) is a federal funded, state administered grant program. RTP provides grant funding for land acquisition for trails, trails maintenance and restoration/ rehabilitation, trail construction, and trail head support facilities. All grant projects must be on publicly owned land.
- See more at: https://www.tn.gov/environment/about-tdec/grants/grants-recreation-grants/grants-recreation-educational-trail-program.html

Land and Water Conservation Funds (LWCF):

- The LWCF program provides matching grants to states to administer to state and local governments for the acquisition and development of public outdoor recreation areas and facilities. Recreation Educational Services administers the LWCF grants in Tennessee.
- See more at: https://www.tn.gov/environment/program-areas/res-recreation-educational-services/res-recreation-educational-services-grants0.html#:~:text=Land%20and%20Water%20Conservation%20Funds,the%20LWCF%20grants%20in%20Tennessee.

Built Environment Grants:

- The Tennessee Department of Health's Office of Primary Prevention manages the Access to Health built environment grant programs. These grants aim to increase access to safe and publicly-accessible places that provide opportunities for physical activity for a diverse group of users, including those who live, visit, work, play, worship, and learn in the community.
- See more at: https://www.tn.gov/health/health-program-areas/office-of-primary-prevention/redirect-opp/built-environment-and-health/built-environment-grants.html

Project Diabetes:

- Project Diabetes is a state-funded initiative administered by Tennessee Department of Health. Grants are awarded to community partners with a focus on reducing overweight and obesity as risk factors for the development of type 2 diabetes. Grant activities are geared toward interventions that are applied before there is any evidence of disease.
- Priorities for funding focus on two primary goals:
  1. Make physical activity an intregal and routine part of life
  2. Create food and beverage environments that ensure that healthy food and beverage options are the routine, easy choice.
- See more at: https://www.tn.gov/health/health-program-areas/mch-diabetes/project-diabetes.html

Local Funding Sources:

Local Bond Measures:

- Local bond measures, or levies, are usually general obligation bonds for specific projects. Bond measures are typically limited by time based on the debt load of the local government or the project under focus. Funding from bond measures can be used for engineering, design and construction of local park facilities.

Stormwater Utility Fees:

- Stormwater charges are typically based on an estimate of the amount of impervious surface on a user's property. Impervious surfaces (such as rooftops and paved areas) increase both the amount and rate of stormwater runoff compared to natural conditions. Such surfaces cause runoff that directly or indirectly discharges into public storm drainage facilities and creates a need for stormwater management services. Thus, users with more impervious surfaces are charged more for stormwater service than users with less impervious surfaces.
- The rates, fees, and charges collected for stormwater management services may not exceed the costs incurred to provide these services. The costs that may be recovered through the stormwater rates, fees, and charges includes any costs necessary to assure that all aspects of stormwater quality and quantity are managed in accordance with federal and state laws, regulations, and rules. Open space may be purchased with stormwater fees, if the property in question is used to mitigate floodwater or filter pollutants.

Hotel & Motel Tax:

- Local governments that choose to exercise a local option of hotel & motel tax can use the tax revenues to provide funding for a wide variety of projects and activities. The development of the future park property could be funded by a portion of local sales tax revenue or from a voter

approved sales tax increase. Many cities and counties use the tax for tourism development, which can include athletic facilities as well as parks and recreation facilities that will draw regional participants.

Private Funding Sources:

Corporate Donations:

- Corporate donations are often received in the form of liquid investments (i.e. cash, stock, bonds) and in the form of land. Employers recognize that creating places to bike, walk, and play sports is one way to build community and attract a quality work force. Bicycling and outdoor recreation businesses often support local projects and programs. Municipalities typically create funds to facilitate and simplify a transaction from a corporation's donation to the given municipality. Donations are mainly received when a widely supported capital improvement program is implemented. Such donations can improve capital budgets and/or projects.

Volunteer Work & Public-Private Partnerships:

- Individual volunteers from the community can be brought together with groups of volunteers from church groups, civic groups, scout troops and environmental groups to work on park development on special community workdays. Volunteers can also be used for fundraising, maintenance, and programming needs. Local schools or community groups may use the park projects as a project for the year, possibly working with a local designer or engineer. A local construction company may donate or discount services. A challenge grant program with local businesses may be a good source of local funding, where corporations 'adopt' a park facility and help construct and maintain the facility.

Private Individual Donations:

- Private individual donations can come in the form of liquid investments (i.e. cash, stock, bonds) or land. Municipalities typically create funds to facilitate and simplify a transaction from an individual's donation to the given municipality. Donations are mainly received when a widely supported capital improvement program is implemented. Such donations can improve capital budgets and/or projects.

Fundraising / Campaign Drives:

- Organizations and individuals can participate in a fundraiser or a campaign drive. It is essential to market the purpose of a fundraiser to rally support and financial backing. Oftentimes fundraising satisfies the need for public awareness, public education, and financial support.

Transportation Improvement:

1. Connect the main Martin Methodist College Campus with the East Campus with bike and pedestrian facilities

1-5 year goals
- Budget for and install share the road icons and signage on the Madison Street route. Coordinate w paving schedules.
- Work with TDOT to design, review, and approve a bike lane along College / SR 15. Identify funding and coordinate with paving schedules.

5-10 year goals
- Work with the school to establish well design bicycle parking facilities at all campus destinations and downtown.

10-20 year goals

2. Connect to Richland Creek with bike and pedestrian facilities and add river access points

1-5 year goals
- Design and identify funding for stronger pedestrian and cycling connections from Sam Davis Park along Cemetery St. to the existing viewing platform.
- Augment the exisiting viewing platform with additional interpretive signage highlighting the historic use of the creek and the railroad.

5-10 year goals
- Explore design and ROW acquisition options for a greenway trail along the flood zone of Richland Creek.
- Identify other parcels where controlled access to the creek could be provided either with additional fishing / observation piers or adjacent to naturally protected pools of slower moving water.

10-20 year goals

3. Explore possible Rails to Trails facility on former rail bed to the south

1-5 year goals
- Prepare conceptual design and explore ROW acquisition for a greenway trail following the old rail bed, the flood zone adjacent to the creek bank, or a combination of both.

5-10 year goals
- Develop an exploratory committee or friends of the greenway group to garner support for a greenway trail.
- Begin process of ROW acquisition with the railroad.

10-20 year goals
- **Target construction of the first phases of greenway construction.**

Downtown Improvement:

4. Explore possible solutions to Downtown Parking issues.

1-5 year goals
- Develop clear wayfinding signage to identify available parking areas.
- Identify opportunities for off peak / shared use agreements in the downtown area.

5-10 year goals
- Consider use of apps or meters with demand based pricing to manage available inventory.

10-20 year goals
- Partner with MMC / UTS to develop shared parking infrastructure

5. Improve Bike and Pedestrian facilities throughout Downtown Pulaski and connect a loop greenway system to City Recreational Facilities

1-5 year goals
- Prioritize proposed pathways and extensions and identify potential funding.
- Install bicycle parking and maintenance stations downtown, on campus, and at commercial nodes.
- Transform N Patterson Street into a bicycle and pedestrian safe zone.

5-10 year goals
- Explore options and funding to improve the existing greenway path. Remove sharp turns, widen and extend the path wherever possible, improve signage.

10-20 year goals
- Identify model phase improvements for a new greenway or rail to trail pathway that can be the spine for the next set of recreational facilities in Pulaski and support recreational tourism visits.

Land Use Planning/Policy:

6. Leverage stronger community engagement through greenway and bicycle trail organizations and invest in existing trail enhancements

1-5 year goals
- Engage the Pulaski Bicycle Club, student organizations, the Chamber of Commerce and others to help advocate, identify needs, and solicit funding for bicycle and pedestrian connections and facilities.
- Host a fun run / ride or healthwalk to raise awareness and funding for improvments.

5-10 year goals
- Solicit interest in a steering committee or "friends of" organization to promote a new greenway or railtrail.

10-20 year goals
- Set a goal for establishing a line item for bike and pedestrian pathway maintenance and new capital improvements in both the Parks & Recreation and Transportation budgets.

7. Encourage bicycling as an important mode of transportation citywide in addition to current pedestrian improvements.

1-5 year goals
- Develop consistent city wide wayfinding signage for cycling routes.

5-10 year goals
- Make Magazine Road a designated bike route to connect Magazine Park, Southside Elementary, Giles County High, and Sam Davis Park.

10-20 year goals
- Sign a new preferred bike loop for recreational cycling utilizing Magazine Road and SR31 / Elkton Pike.

Economic Impact/Branding:

8. Capture interest in cultural and recreational opportunities in Southern Tennessee and out of North Alabama to bring visitors and investors relative to the Greenway system

1-5 year goals
- Organize a recreational event to highlight Pulaski's investment in recreation and cycling and pedestrian connectivity.
- Work with the Giles County Chamber of Commerce to promote Pulaski's recreational amenities and develop strategic event partnerships. (Sports tournaments, fun runs, farmer's markets, health fairs, etc)

5-10 year goals
- Look for corporate partners willing to engage in public - private partnerships to fund new infrastructure benefiting the community and the ability to attract new employees and industry.

10-20 year goals
- As new capital improvements are made include them in comprehensive signage, branding, and marketing efforts for the area to maximize their value.