City of JACKSON TN

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BICYCLE, PEDESTRIAN AND GREENWAYS MASTER PLAN

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PREPARED BY

KCI

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INTRODUCTION

ACTIVE TRANSPORTATION SYSTEMS serve a diverse array of users with varying needs and ability levels – including pedestrians, bicyclists, and people using mobility devices. The goal for a complete active transportation network, which ranges from shared streets to multi-use trails, is to connect people to the places they want to go safely and comfortably. Given their relative lack of protection, pedestrians and bicyclists are the most vulnerable roadway users, and a community's transportation network should be strategically planned to meet the needs of people of all ages and abilities.

The City of Jackson's most recent bicycle and pedestrian plan was adopted in 2005, with network recommendations updated and incorporated in subsequent planning documents. This plan builds upon the 2045 Long Range Transportation Plan by updating the community's long-term vision for walking and bicycling, as well as evaluating previously identified connections and facility types and identifying new ones.

VISION

Walking and bicycling in Jackson is a safe, accessible, and convenient transportation option that connects people to the places they want to go, supports healthy lifestyles and economic development, and improves the City's quality of life.



1. **SAFETY** The most vulnerable roadway users – pedestrians and bicyclists – are provided safe places to walk and bicycle.
2. **CONNECTIVITY** Walkways and bikeways are connected in a continuous network enhancing access between residential neighborhoods and parks, commercial areas, schools, transit, and other community resources.
3. **MAINTENANCE** Maximizing safety, comfort, and community investments, walkways and bikeways are well maintained.
4. **INTEGRATION** Considerations for bicyclists and pedestrians are integrated into all aspects of community planning.



Community Workshop #2 at City Hall

PUBLIC & STAKEHOLDER ENGAGEMENT

PUBLIC AND STAKEHOLDER ENGAGEMENT is critical to developing a plan that meets the community's needs. Jackson residents, stakeholders, and City staff provided important input and guidance throughout the planning process. Stakeholders included the Tennessee Department of Transportation (TDOT), business owners, non-profit and advocacy groups, and students. Input was especially valuable during the development of the plan's vision and goals, identifying opportunities and challenges, and refining recommendations.



Community Workshop #1 at City Hall

2.1 COMMUNITY ENGAGEMENT

In-person and virtual engagement opportunities were offered to maximize feedback gathered and the number of people reached. The project's website was used for virtual opportunities, which included traditional and mapping surveys. In addition, the website provided resources throughout the planning process, such as progress updates, engagement opportunity announcements, and plan information.

The first in-person workshop was held at Jackson's City Hall on August 19, 2021, and related primarily to presenting existing conditions, gathering input on walking and bicycling opportunities and challenges in Jackson, and gathering feedback to inform the draft vision statement. The second in-person workshop was held at City Hall on February 24, 2022, to gather input on the draft bikeway, walkway, and trail recommendations included in the plan.

2.2 STAKEHOLDER AND AGENCY MEETINGS

Following the first community workshop, the study team held a virtual stakeholder meeting with a group of students from Union University. This meeting focused on discussing the planning process and gathering feedback on active transportation connectivity issues in North Jackson, specifically around the University.

Two advisory group meetings were held to discuss priority opportunities and challenges related to walking and bicycling, policy initiatives, project concepts, and technical analyses. Both meetings included representatives from the City of Jackson's Engineering Department, Recreation and Parks, and the Mayor's Office. Attendees provided feedback on draft project concepts, information about the City's Tactical Urbanism policies, and suggested a framework for considering the study area as three neighborhood geographies (North Jackson, Midtown, and South Jackson).

2.3 KEY FINDINGS

In all, more than 200 comments and surveys were received, 85 people attended the in-person events, and the webpage received more than 3,500 visits (Appendix A). Key findings from the public and stakeholder engagement include:

- Safe, comfortable, and connected bicycle and pedestrian infrastructure are largely absent and maintenance issues of existing sidewalks and bikeways are major barriers to walking and bicycling.
- Interstate 40 (I-40) and the South Fork Forked Deer River act as barriers to cross-city walking and bicycling connectivity between North Jackson, Midtown, and South Jackson.
- Residents prefer walking and bicycling facilities that have greater separation from vehicles, are wide enough to pass other users, and have pedestrian-scale lighting.
- Recreation facilities (e.g., community centers, multi-purpose trails, parks, and ballfields) are top destinations for people walking and bicycling, followed by neighborhoods, educational facilities, and commercial areas.
- Residents support focusing on the priority network, north-to-south greenway, and walkable centers as a focus for near-term implementation.



N. Liberty Street at E. Lafayette Street in Downtown Jackson

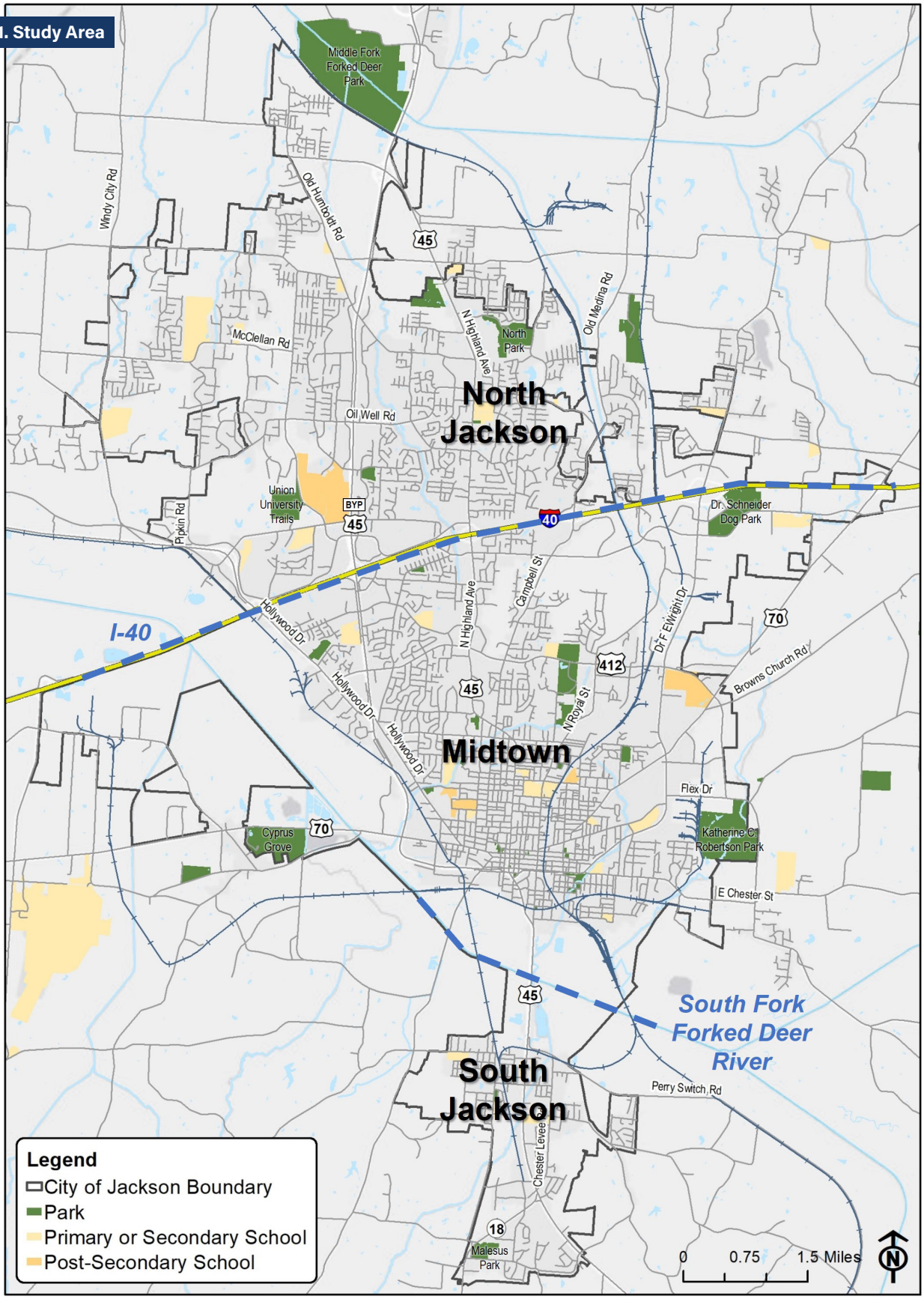
EXISTING CONDITIONS + TRENDS

THE CITY OF JACKSON'S existing land uses, general development patterns, transportation network, and travel characteristics all affect how and where people walk and bicycle. The following sections examine existing conditions and trends in Jackson and report key findings by three geographies (Figure 3-1):

- North Jackson;
- Midtown; and
- South Jackson.

North Jackson stretches from the northern city limits to I-40, Midtown runs from I-40 to the South Fork Forked Deer River, and South Jackson extends from the South Fork Forked Deer River to the southern city limits. The major physical barriers, specifically I-40 and the South Fork Forked Deer River, greatly influence travel and development patterns within the community and have shaped these three distinctive areas.

Figure 3-1. Study Area



3.1 LAND USE AND DEVELOPMENT

Land use and development patterns drive travel behavior, including the likelihood that people will walk or bicycle to destinations. Overall, Jackson has a well-defined downtown core that includes a mix of uses within close proximity to one another (Figure 3-2). Beyond downtown, uses are largely separate. Commercial areas are concentrated along high-traffic corridors, near I-40 interchanges, and in downtown, while industrial uses are primarily located on the outer edges of the city limits. Public lands include parcels owned by the City, County, State, and other public agencies. Dispersed throughout Jackson, these parks, vacant lands, and open spaces provide opportunities for incorporating walking and bicycling connections. Key findings for the three geographic areas are described below.

KEY FINDINGS

NORTH JACKSON:

- Land uses are primarily separated by large distances, reducing the attractiveness of walking and bicycling between commercial destinations and residential areas.
- Low-density residential, characterized by curvilinear and cul-de-sac street patterns, is the dominant style of residential development.
- Commercial is concentrated linearly along roadways running parallel to the "Bypass" (State Route (SR) 186/US 45 Bypass), such as Stonebridge Boulevard and N. Highland Avenue (SR 5/US 45). Nodes of commercial areas are also concentrated around Exit 80 and Exit 82 interstate interchanges.
- Primary and secondary school campuses are dispersed throughout North Jackson with many serving as neighborhood centers.
- Union University is located immediately west of the Bypass. Commercial and residential development is located north and south of campus. Given on-campus and off-campus housing nearby, potential demand exists for creating walking and bicycling connections to nearby destinations beyond campus boundaries. This area can become an important walkable and bikeable district in North Jackson.

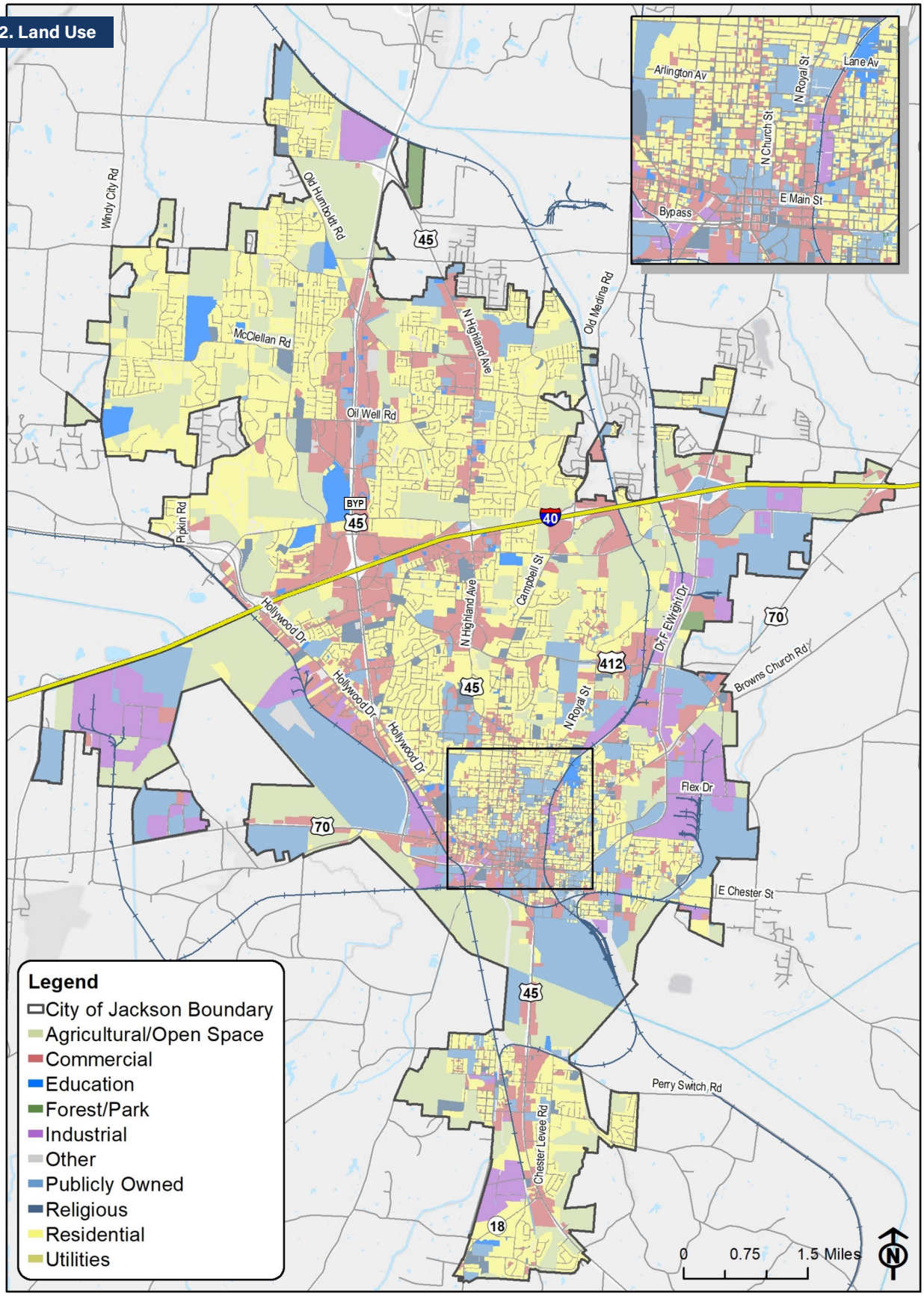
MIDTOWN:

- There is a greater mix of uses compared to North Jackson, especially near downtown. Commercial and residential are more interspersed, creating additional opportunities to walk or bicycle.
- Public lands are abundant in and around the downtown core and include schools, parks, and redevelopment opportunities.
- Midtown has the greatest amount of industrial acreage. With many parcels located near the outer edges of the city limits and/or near high-capacity roadways in the downtown area, industrial truck traffic is concentrated within these areas and roadways.

SOUTH JACKSON:

- Commercial uses are concentrated along S. Highland Avenue with residential areas on either side, creating potential demand for east-west connectivity.
- Anchor destinations in South Jackson include schools, the historic Bemis Mill Village, and the South Jackson Community Center at Malesus Park.

Figure 3-2. Land Use



3.2 TRANSPORTATION NETWORKS

ROADWAY, PEDESTRIAN, BICYCLE, AND TRAIL NETWORKS

Jackson's heaviest traffic volumes occur on I-40, which provides important high-speed east-west connectivity for local and regional trips (Figure 3-3). Furthermore, the Bypass and South and N. Highland Avenue are critical north-south corridors for vehicular connectivity. The roadway network within and around downtown and the historic Bemis community is primarily a grid, while suburban development in newer areas have resulted in a curvilinear and cul-de-sac street pattern.

Existing sidewalks are primarily found in older areas of Jackson (Figure 3-4); however, the broader network is incomplete, and gaps exist. Existing bicycle lanes are mainly located south of the interstate, except for two near Union University in North Jackson (Figure 3-5). Like the sidewalk network, existing bike lanes lack connectivity to each other and provide limited access to Jackson's parks, schools, and multi-purpose trails. In addition, schools north of I-40 generally lack walking and bicycling connections from nearby residential areas. Key findings are described below.

KEY FINDINGS

NORTH JACKSON:

- Existing sidewalks and bicycle lanes generally serve commercial areas around Union University and along N. Highland Avenue.
- There are currently no paved multi-purpose trails; however, paved and unpaved public trails are available in parks, such as North Park and Liberty Garden, as well as at the Wooded Trail System adjacent to Union University's campus.
- Short, paved pathways are located in several subdivisions, including Winding Creek, Arbor Springs, and Waterstone; however, most are private.

MIDTOWN:

- Traffic volumes are more dispersed in and around downtown, given the grid-like pattern of the street network, while collector and arterials north of Forest Avenue carry higher volumes.
- The existing sidewalk network is most established in and around the downtown, although connections are lacking to the north and east, where distances to nearby destinations are walkable.
- Many schools south of I-40 have sidewalks present on roadways that provide direct access; however, gaps exist to the surrounding neighborhoods. Continuous sidewalks are lacking, especially for those walking to Lincoln Elementary along Whitehall Street, the Magnet Schools along Lexington Avenue, or West Bemis Middle School along D Street. Arlington Elementary School and Community Montessori School also lack sidewalk access, in general, to nearby residential areas.
- Several functionally classified corridors to the north of downtown have sidewalks; however, critical gaps exist, or sidewalks are non-existent where destinations are prevalent.

SOUTH JACKSON:

- Sidewalk coverage in Bemis and along S. Highland Avenue is good; however, east-west connectivity across South Highland Avenue is a critical gap in the network, limiting walking opportunities.
- A short, paved trail is provided in Bemis Memorial Park, along with a splash pad. Additionally, paved walking trails are available in Malesus Park.

Figure 3-3. Roadway Network

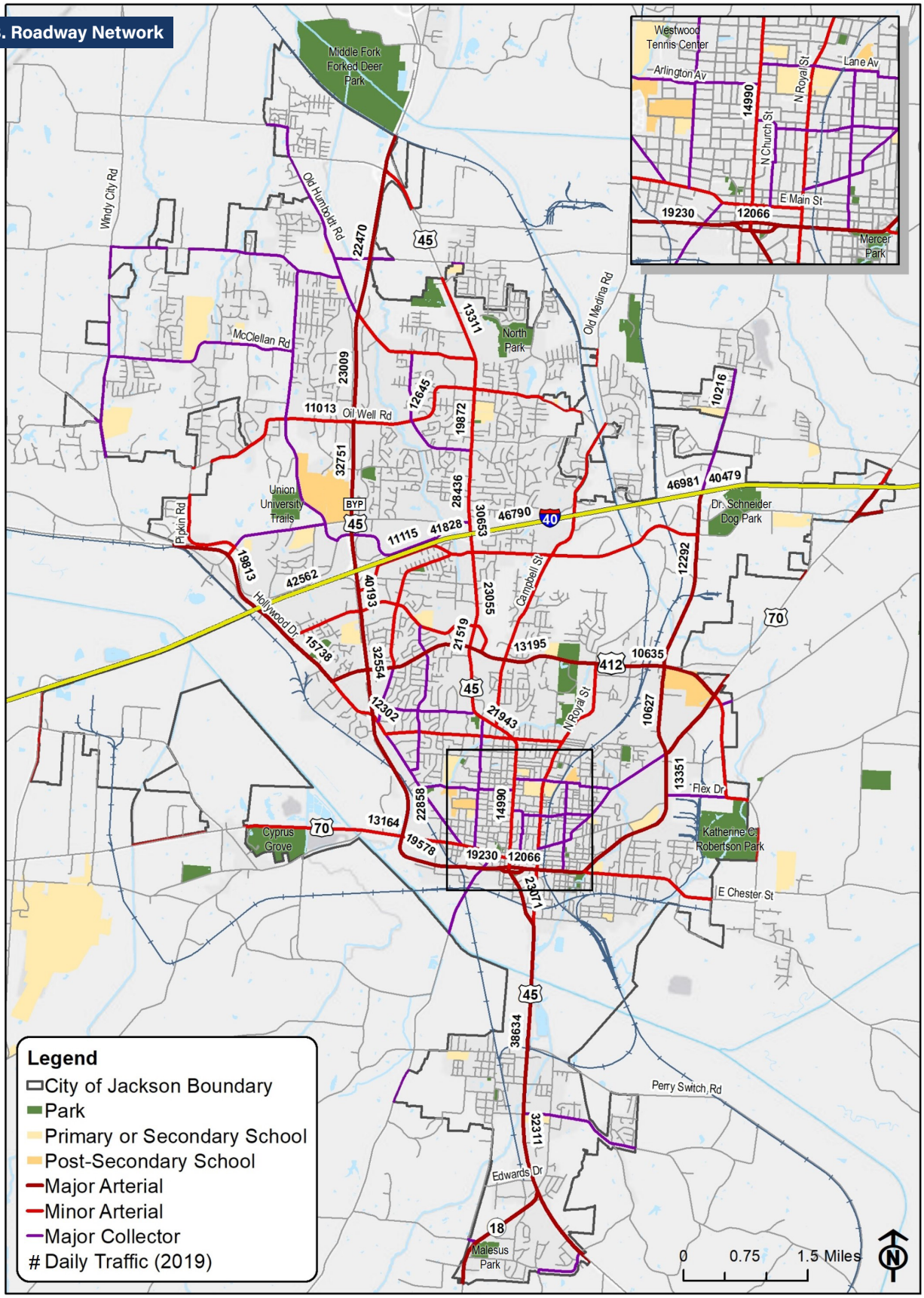


Figure 3-4. Pedestrian Network

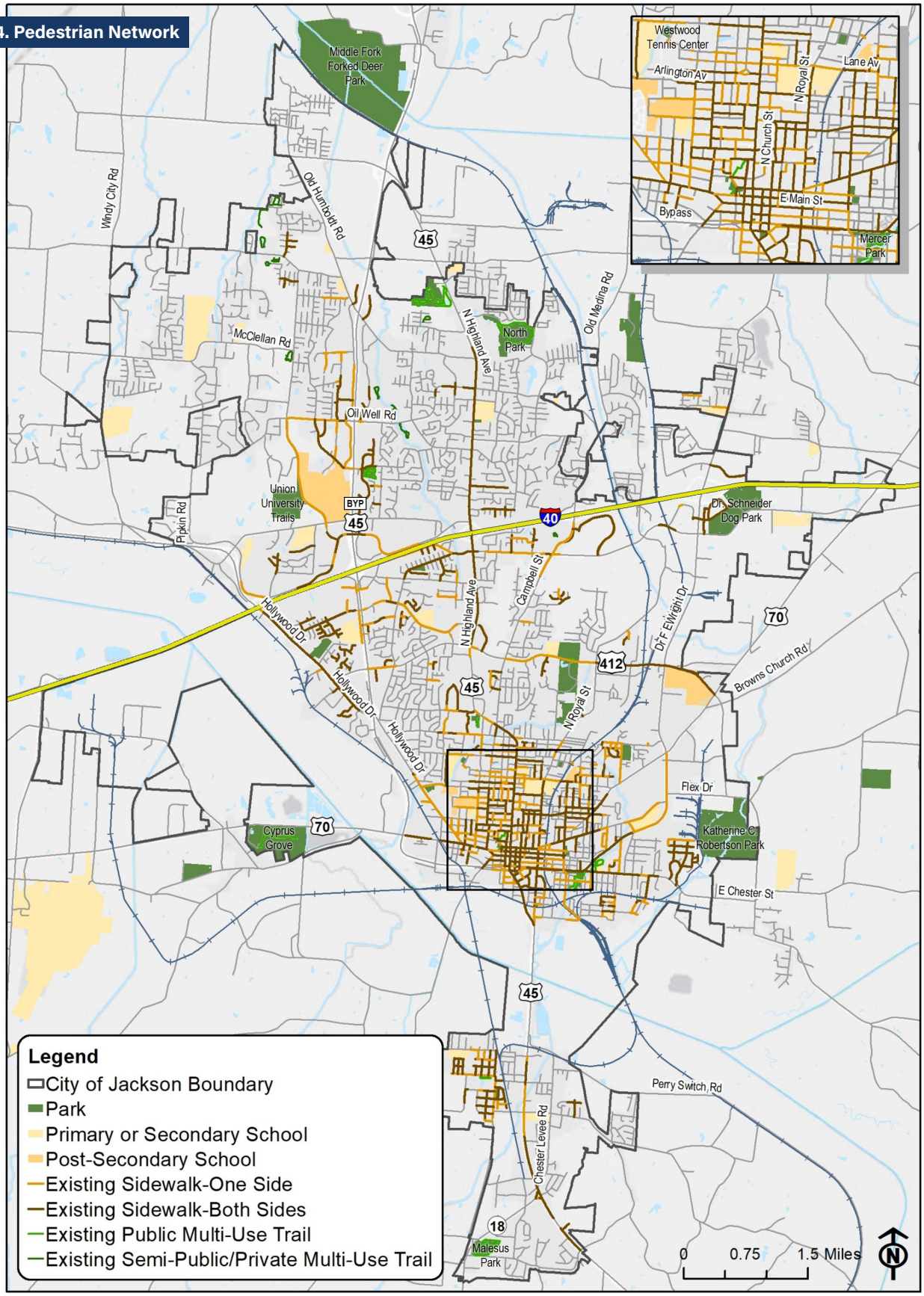
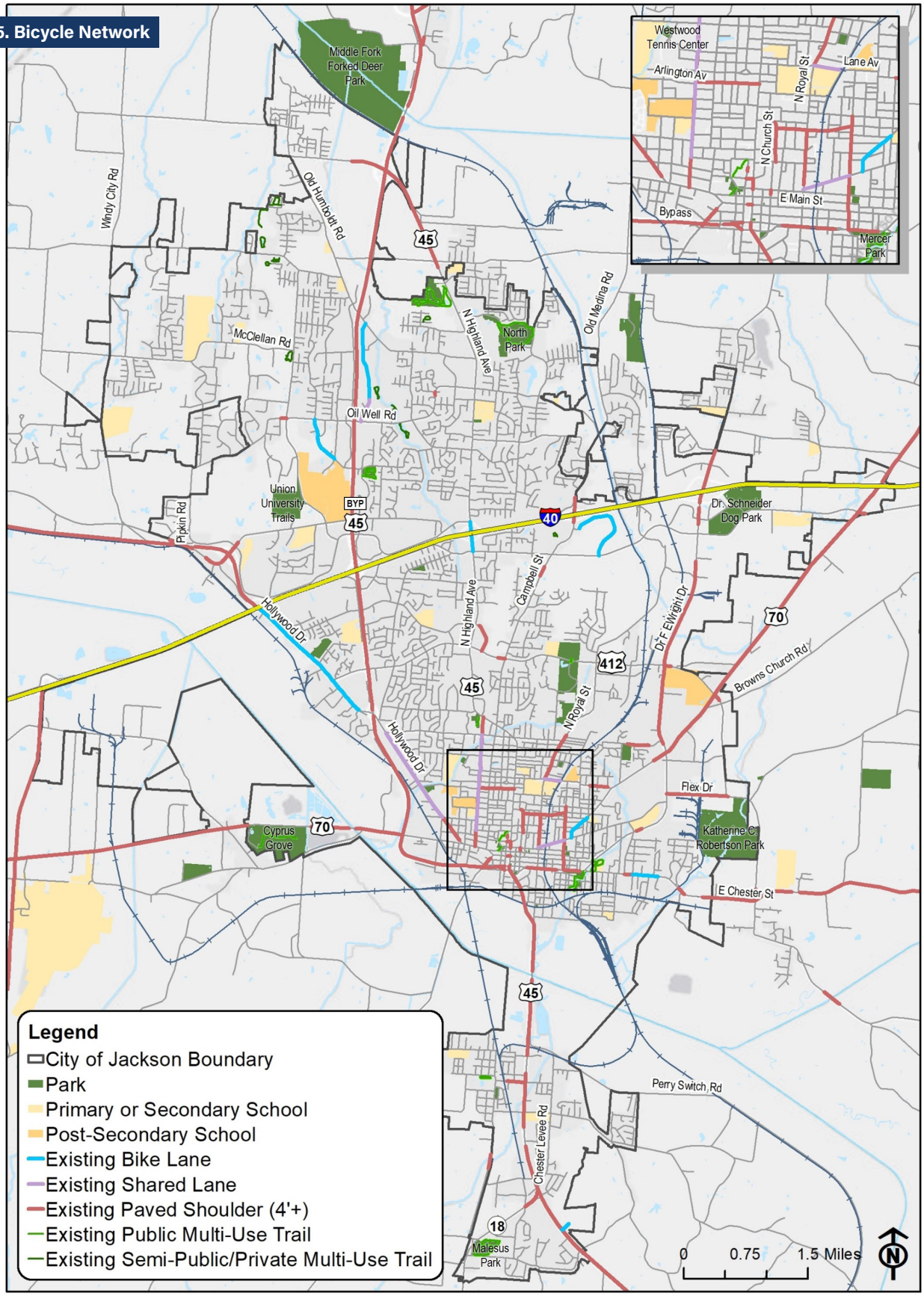


Figure 3-5. Bicycle Network



3.3 BICYCLE AND PEDESTRIAN LEVEL OF TRAFFIC STRESS (LTS) AND CRASHES

Level of Traffic Stress (LTS) is a methodology used to better understand how comfortable roadways are for people walking and bicycling. Lower LTS scores (i.e., 1s and 2s) are typically assigned to roadways with lower posted speed limits, fewer traffic lanes, and dedicated walking and bicycling infrastructure. These are considered low stress for the majority of the population. Higher LTS scores (i.e., 3s and 4s) are generally assigned to higher-speed roadways with a greater number of lanes. These roadways are considered high stress unless a shared use path and/or protected bicycle facility exists.

BICYCLE LEVEL OF TRAFFIC STRESS (LTS) AND CRASHES

At a city-wide level, islands of low-stress street networks are bordered by high-stress roadways, which have a higher number of lanes and higher posted speed limits. Of reported bicycle crashes from 2010 to 2020, 71% of bicycle crashes occurred on high-stress roadways (LTS 3 and LTS 4). The majority of reported bicycle-vehicle crashes occurred south of I-40 with a larger number of crashes located in and near downtown. This may be due to higher levels of bicycling in this area given the number of destinations in close proximity and the grid street network (i.e., greater route choices and dispersed traffic volumes). Bicycle LTS scores and crashes are shown in Figure 3-6, and key findings are summarized below.

KEY FINDINGS

NORTH JACKSON:

- North-south arterials and major collectors are high-stress for bicyclists given the number of lanes and posted speed limits.
- Neighborhoods and subdivisions provide islands of low-stress connectivity with larger collector and arterial roadways acting as barriers.
- While major east-west roadway connections are somewhat less stressful, N. Highland Avenue, the Bypass, and the lack of street connectivity in neighborhoods are significant barriers to east-west mobility. In addition, I-40 acts as a significant north-south barrier, with all interchange areas scoring as high stress.
- Reported bicycle-vehicle crashes predominantly occurred on arterial and collector roadways in areas of North Jackson where traffic volumes and speeds are higher.

MIDTOWN:

- The majority of bicycle-vehicle crashes are generally concentrated in and around downtown Jackson, with those north of downtown mainly occurring on high-stress arterial and collector roadways.
- As in North Jackson, islands of low-stress connections are limited by higher-stress arterial and collector roadways.
- Low-stress east-west connectivity is limited south of I-40 and north of North Parkway (US 412) due to the lack of roadway connectivity, in general.
- I-40 and the South Fork Forked Deer River are barriers that limit north-south roadway and low-stress connectivity between North and South Jackson. Only one low-stress roadway, Henderson Road, currently bridges I-40.

SOUTH JACKSON:

- Despite wide paved shoulders, high speeds and traffic volumes on S. Highland Avenue make bicycling stressful. These elements also make this roadway a high-stress barrier to east-west connectivity.
- Aside from major roadways, the street network is largely low stress for bicyclists.

PEDESTRIAN LEVEL OF TRAFFIC STRESS (LTS) AND CRASHES

Similar to the pattern of bicycle crashes, the majority of pedestrian crashes (81%) occurred on high-stress roadways. The majority of Jackson's roadways have received high-stress pedestrian LTS scores primarily because Jackson's speed limit on residential streets is 30 mph, and the existing sidewalk network is extremely limited outside of downtown. Pedestrian LTS scores are displayed in Figure 3-7, and key findings are described below.

KEY FINDINGS

NORTH JACKSON:

- Pedestrian crashes are largely concentrated along N. Highland Avenue, University Parkway, and in other commercial areas despite having sidewalks.
- Low-stress north-south connections have developed parallel to the Bypass due to the presence of sidewalks in the commercial areas.
- Low-stress connectivity between parks and residential areas is especially limited.

MIDTOWN:

- The presence of low stress streets in and around downtown is due to the completeness of the sidewalk network and because many of these roadways have lower posted speeds. Despite this, pedestrian crashes are still relatively high and evenly distributed within the downtown area, likely due to the higher number of people walking.
- Crashes north of downtown are mainly concentrated in or near commercial areas or along arterial or collector roadways.
- The street network north of downtown is mainly high stress due to the lack of sidewalks and posted speed limits of 30 mph or greater.

SOUTH JACKSON:

- Low-stress roadways are limited to Bemis, where sidewalks are present.
- Pedestrian crashes are concentrated along S. Highland Avenue and on neighborhood streets to the east, where no sidewalks are present.
- Malesus Park, South Jackson Community Center, and South Side High School have no low-stress connectivity.

Figure 3-6. Bicycle Level of Traffic Stress (LTS) and Crashes

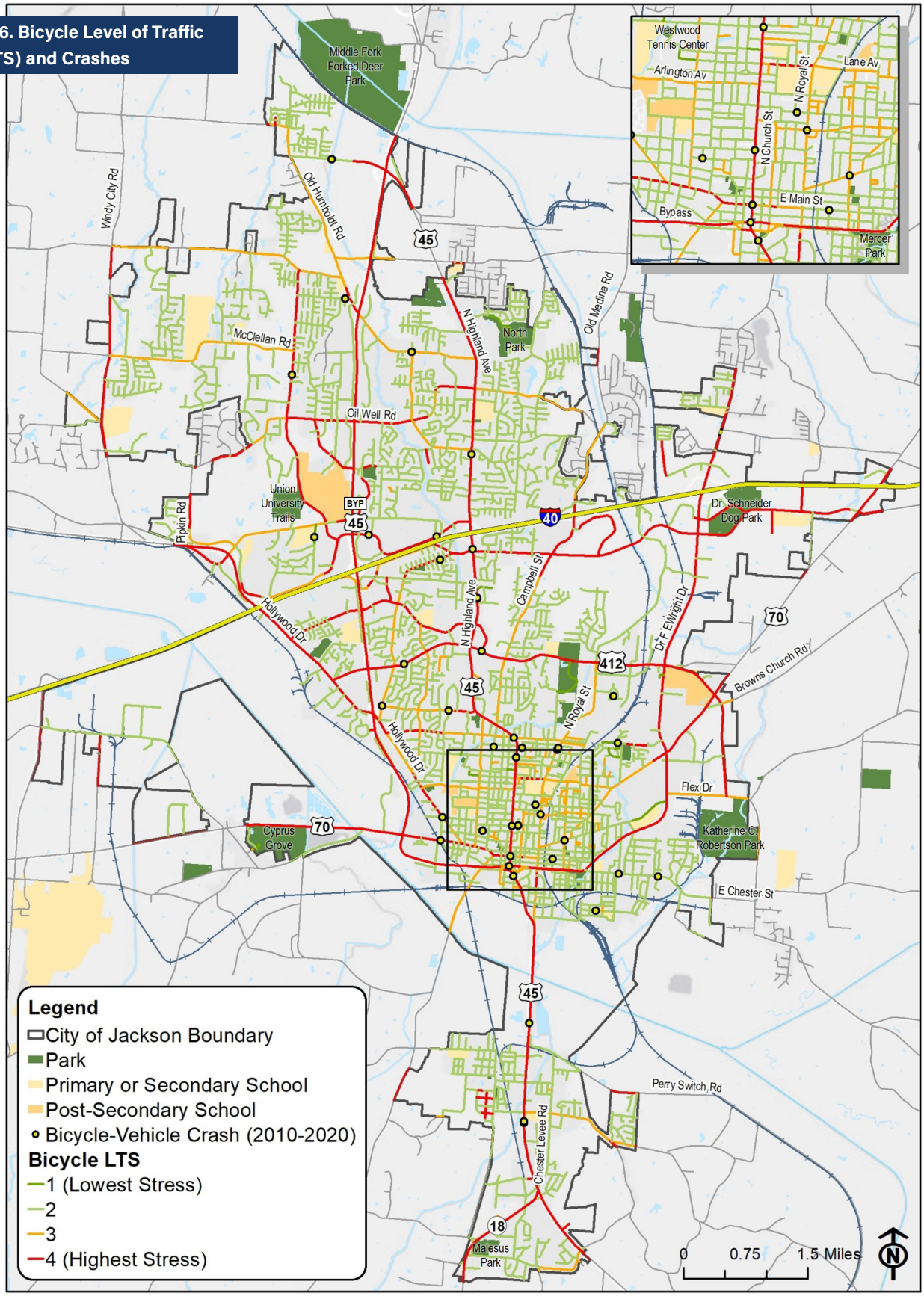
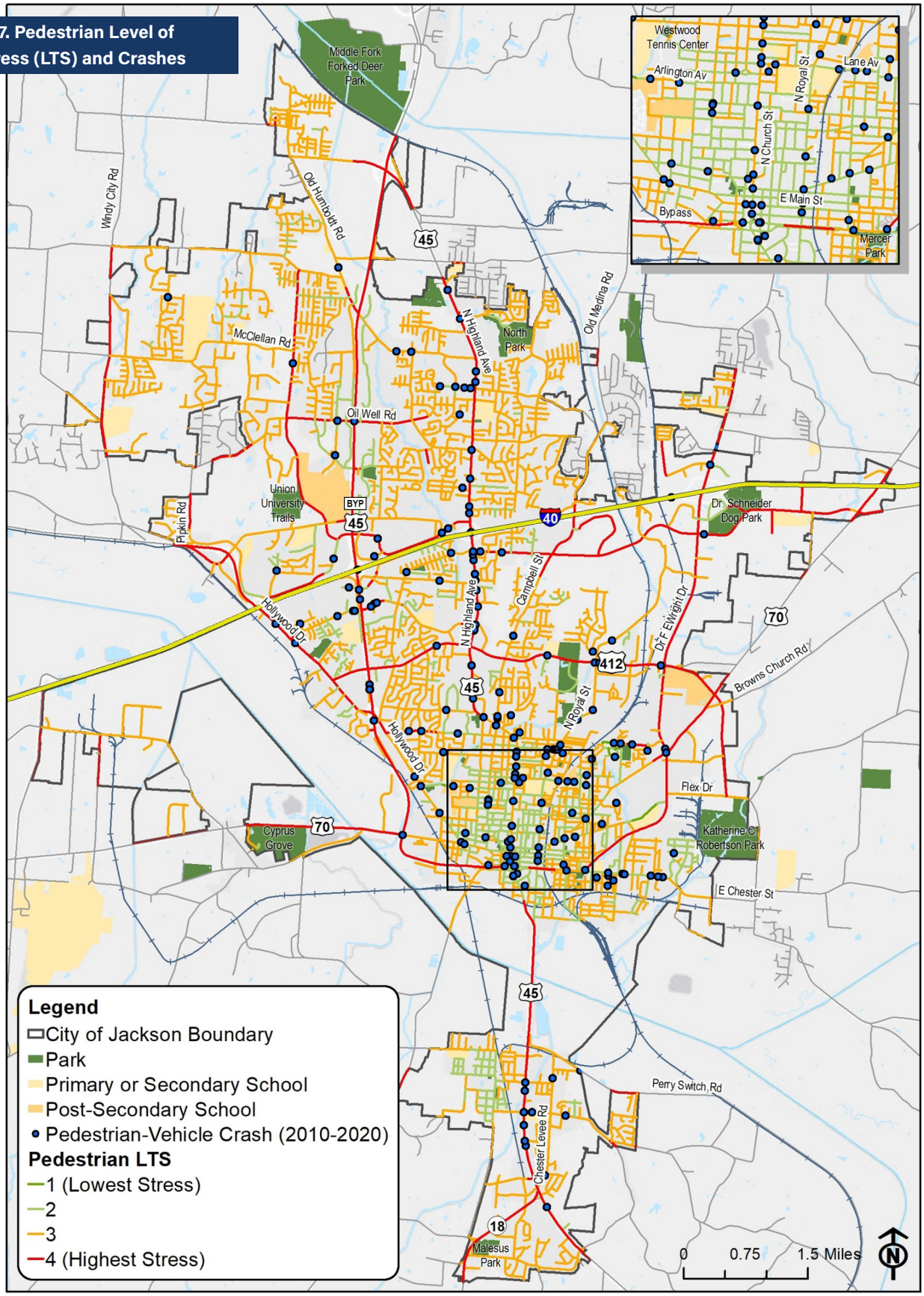


Figure 3-7. Pedestrian Level of Traffic Stress (LTS) and Crashes




N. Royal Street

3.4 HEALTH AND EQUITY ANALYSIS

The health and equity analysis provides insight into bicycle and pedestrian access to parks, transit, health care, and education by walking or bicycling, specifically focusing on five block groups with a higher proportion of historically underserved populations (Figures 3-8 to 3-11). These groups tend to rely upon non-motorized modes of travel to access critical community resources more so than other groups. Historically underserved populations were determined at the block group level using the following indicators:

- Household income (median household income at or below the TDOT Region's poverty level)
- Educational attainment (population aged ≥ 25 years with less than a high school education)
- Age (<18, ≥65)
- Disability (including hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, and independent living difficulty by household)
- Race (non-white)
- Limited English Proficiency (LEP)
- Vehicle ownership (households without access to a vehicle)

Walk- and bike-sheds for key destinations were developed to evaluate the level of access by existing walkways and bikeways, specifically for the identified block groups, and where infrastructure could improve access for historically underserved populations. Key findings from this analysis are described below.

KEY FINDINGS

ACCESS TO PARKS

- With exception of the block group which includes Hillcrest Circle Drive, most residential parcels within the historically underserved parcels are within a half-mile walking distance to a park (Figure 3-8). While sidewalks are not provided for all streets, major roadways do have sidewalk on at least one side. A sidewalk gap along Lexington Avenue limits access to the T.R. White Sportsplex located at the corner of E. College Street and N. Hays Avenue.
- Sidewalk gaps within underserved block groups exist along Lexington Avenue, East Chester Street, and Whitehall Street for accessing Forest Hill Park, Lincoln Elementary School Playground, and Centennial Park.

ACCESS TO TRANSIT

- Existing bus stops are concentrated in Midtown and downtown Jackson along major arterials and collectors. Bus stop access extends to just north of Oil Well Road in North Jackson and south to Bolivar Highway (SR 18) in South Jackson.
- Most of the bus stops in Midtown are on roadways that lack sidewalks (Figure 3-9).
- Important sidewalk gaps within the block groups exist along Carriage House Drive, Whitehall Street, N. Royal Street, Lexington Avenue, Wiley Parker Road, and Cartmell Street.

ACCESS TO HEALTH CARE

- Medical services are concentrated along the Bypass and N. Highland Avenue in North Jackson and near W. Forest Avenue in Midtown (Figure 3-10).
- Sidewalk access to medical facilities is sporadic; where sidewalks are present within a larger medical complex, there is often insufficient sidewalk connectivity to provide easy access to medical services from nearby neighborhoods.
- Sidewalk gaps within the block groups exist along E. College Street, Lexington Avenue, E. Chester Street, Whitehall Street, Carriage House Drive, and Ridgecrest Road.

ACCESS TO EDUCATION

- The block groups encompassing Wallace Road and Hillcrest Circle Drive do not have a school within the block group boundaries, nor are any accessible within a half-mile walking distance (Figure 3-11), largely due to the configuration of the street network in these block groups.
- Sidewalk gaps within the block groups exist along Lane Avenue (for accessing Lane College), as well as Wallace Road, Wiley Parker Road, Lexington Avenue, E. Chester Street, and Whitehall Street.

Figure 3-8. Access to Parks

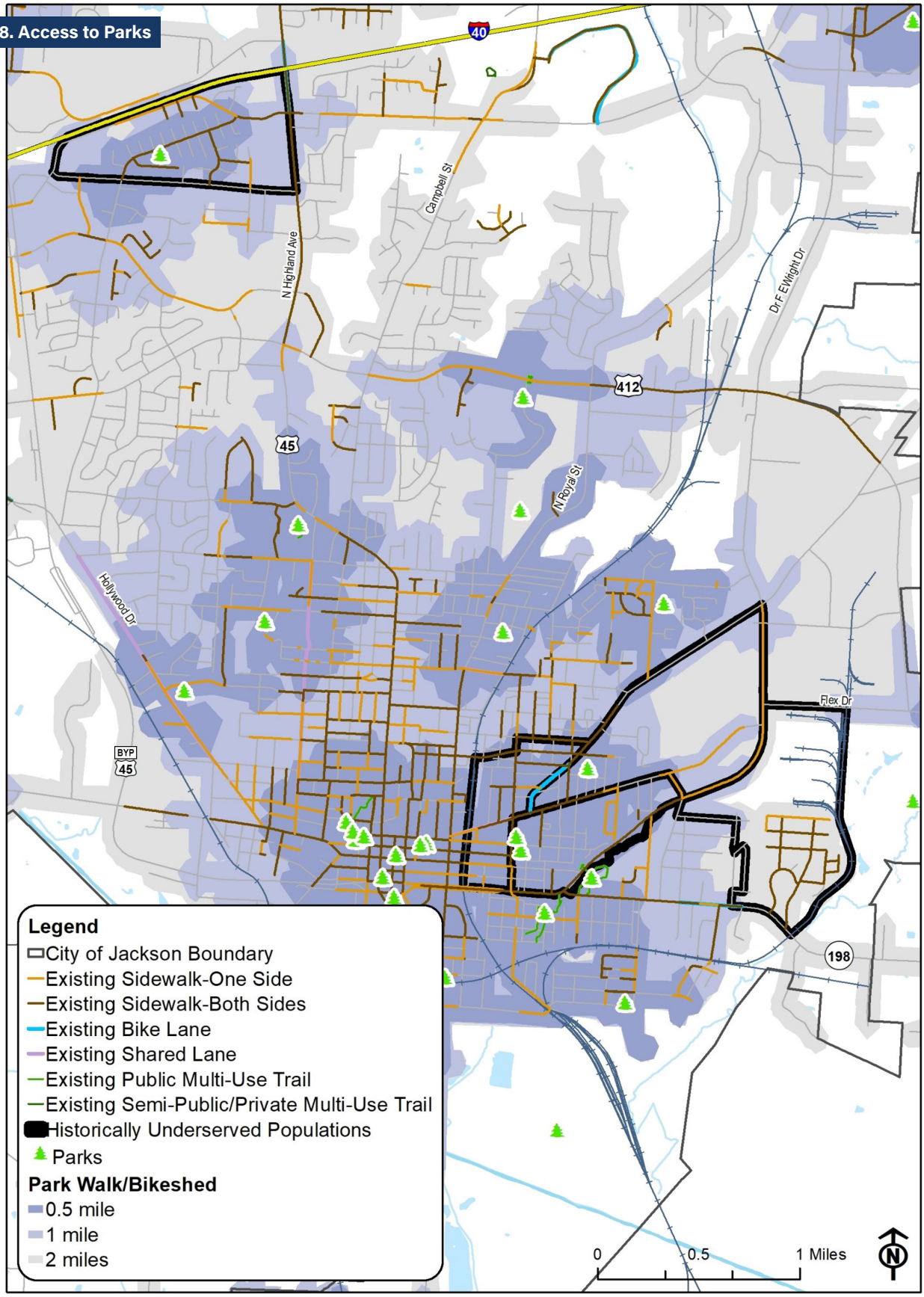


Figure 3-9. Access to Transit

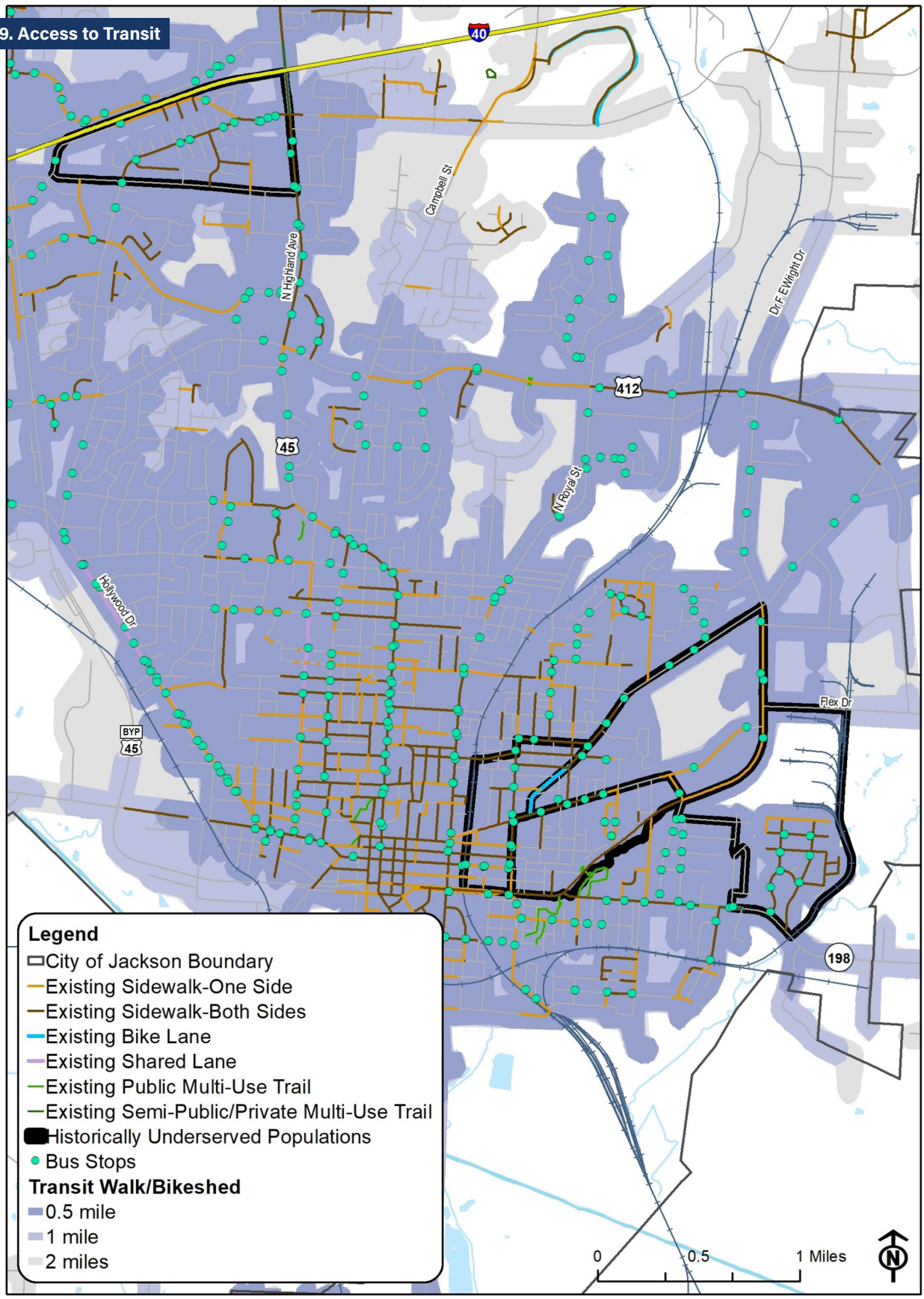


Figure 3-10. Access to Health Care

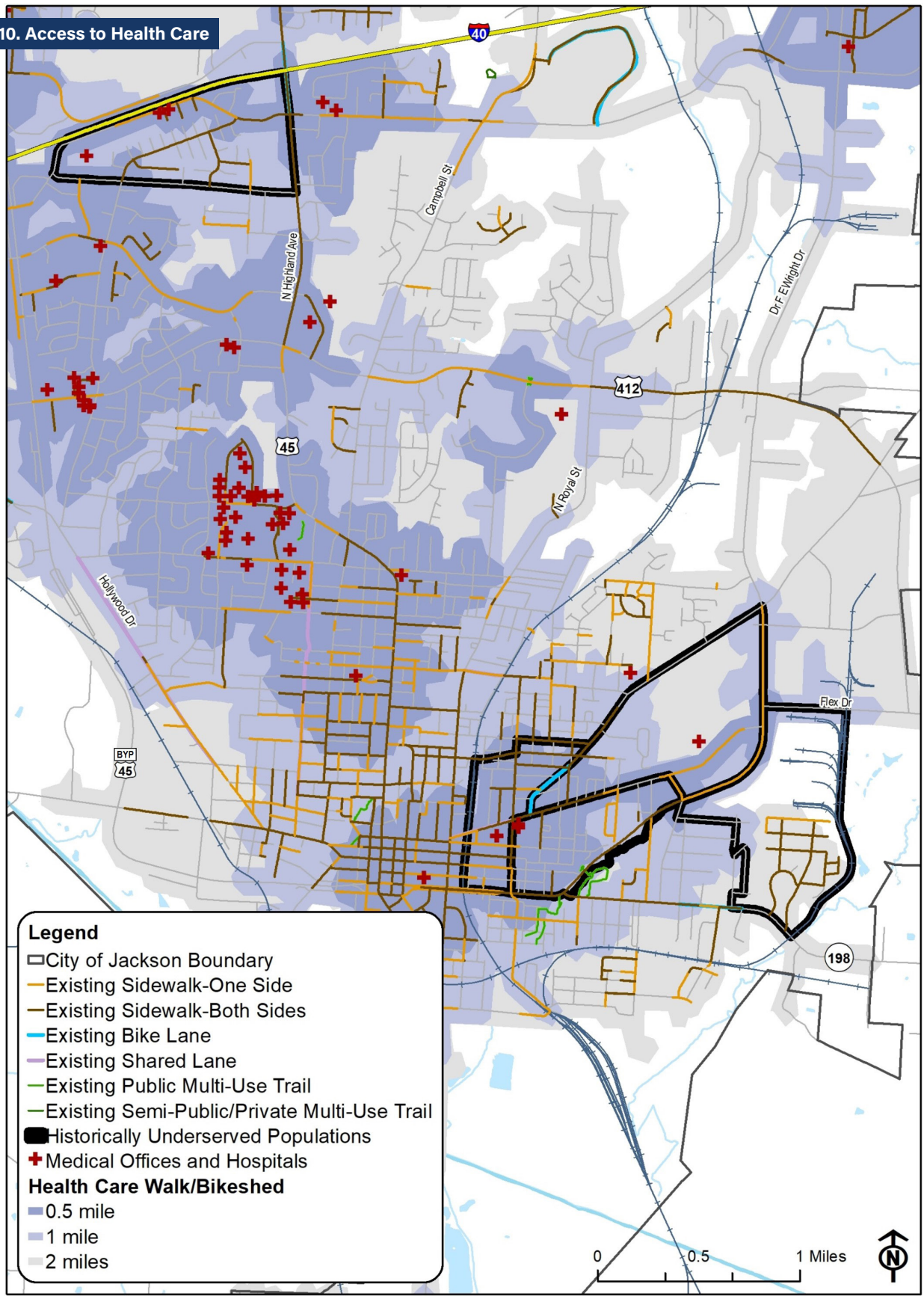
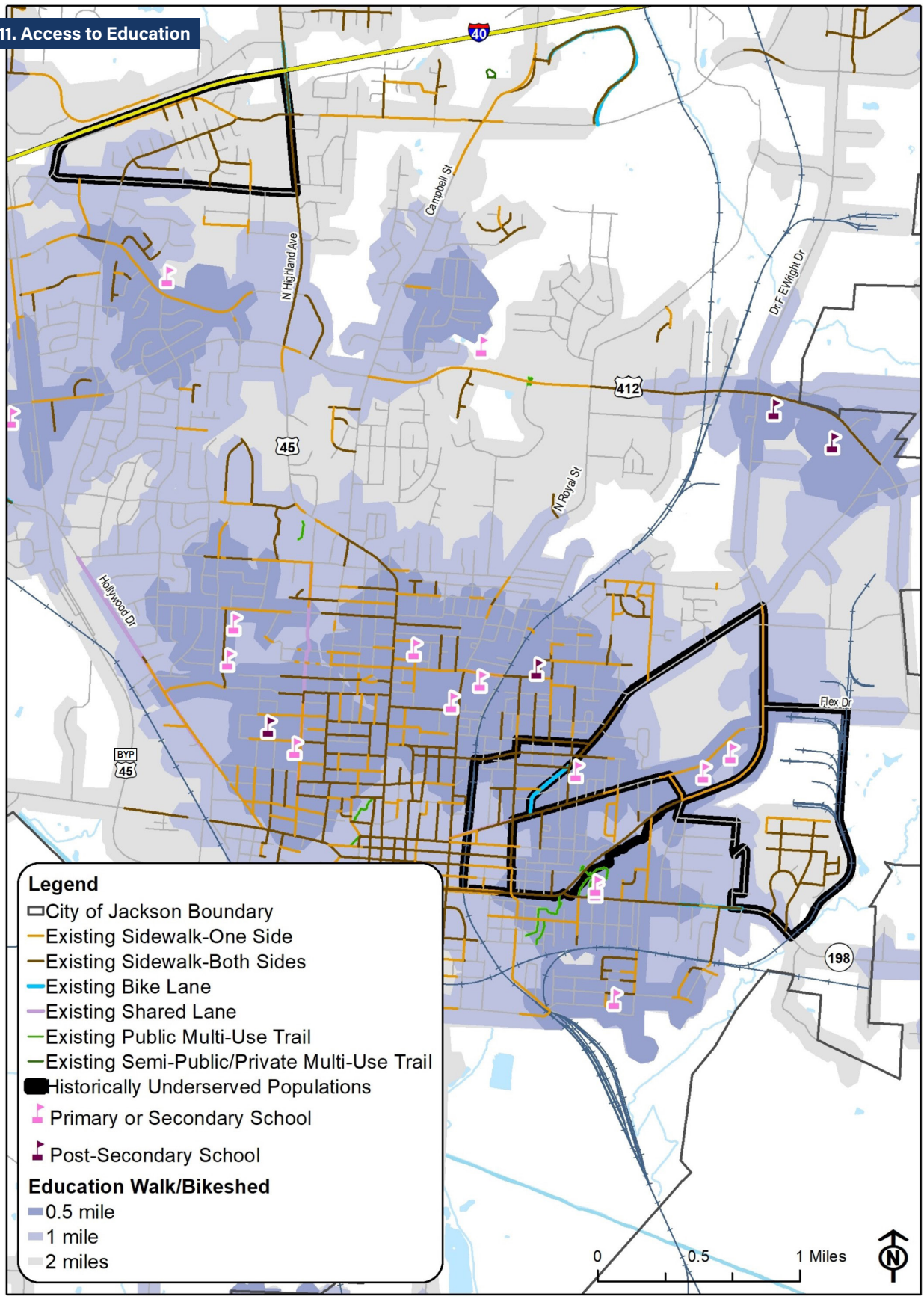


Figure 3-11. Access to Education





Hollywood Drive

3.5 MULTIMODAL PRIORITIZATION INDEX

TDOT's Multimodal Prioritization Index (MPI) is a GIS-based scoring methodology for the roadway network to evaluate the potential impact of walking or bicycling projects on meeting user needs. The composite score includes four components – LTS, equity, safety, and demand – and is geared towards prioritizing roadway segments where investments in walking or bicycling infrastructure could have the most significant impact based on existing conditions (Figure 3-12). The MPI is included here to provide additional insight on pedestrian and bicyclist needs on state routes.

KEY FINDINGS

NORTH JACKSON:

- North-south arterials and major collectors are high-stress for bicyclists given the number of lanes and posted speed limits.
- Neighborhoods and subdivisions provide islands of low-stress connectivity with larger collector and arterial roadways acting as barriers.
- While major east-west roadway connections are somewhat less stressful, N. Highland Avenue, the Bypass, and the lack of street connectivity in neighborhoods are significant barriers to east-west mobility. In addition, I-40 acts as a significant north-south barrier, with all interchange areas scoring as high stress.
- Reported bicycle-vehicle crashes predominantly occurred on arterial and collector roadways in areas of North Jackson where traffic volumes and speeds are higher.

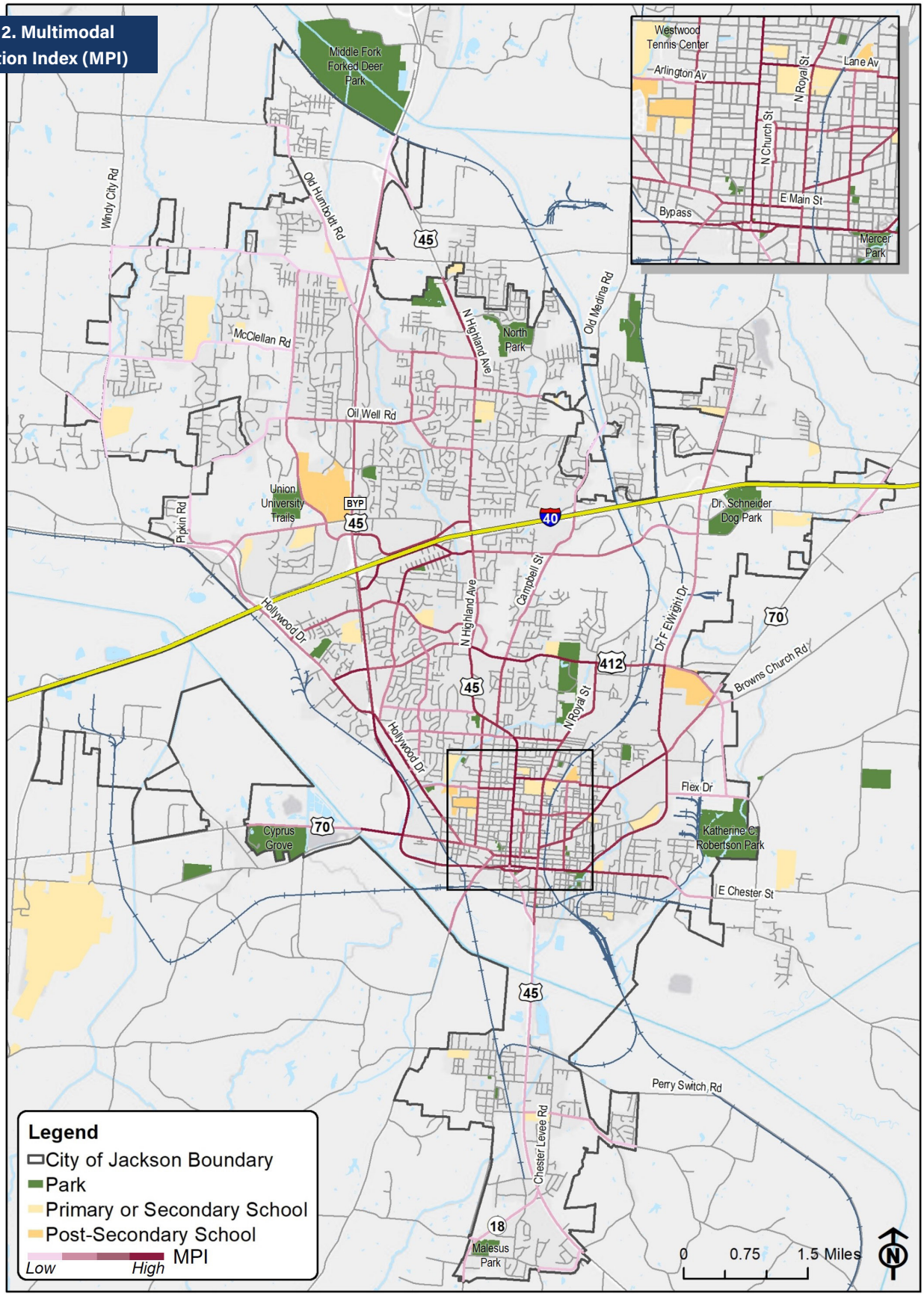
MIDTOWN:

- The highest MPI scores for Jackson's roadway network are concentrated in Midtown. This is due to the mix and density of land uses, high number of destinations, crash history, and nearby population characteristics.
- The top three segments for multimodal potential include N. Highland Avenue between Forest Avenue and Main Street, Lane Avenue between N. Highland Avenue and N. Royal Street, and Airways Boulevard immediately west of the Bypass. These roadways received high equity and demand scores.

SOUTH JACKSON:

- Multimodal potential is moderately low for the roadway network in South Jackson given the low-density nature of land uses and destinations.
- The segment with the most significant potential impact for a walking or bicycling project is S. Highland Avenue between S. Royal Street and Harts Bridge Road.

Figure 3-12. Multimodal Prioritization Index (MPI)





Boardwalk at Cypress Grove Nature Park

3.6 EXISTING CONDITIONS KEY FINDINGS

The existing conditions assessment included a review of land use patterns, existing and proposed infrastructure, safety, accessibility to community resources, and the potential impact of pedestrian and bicycle improvements on state routes. Key findings are summarized below.

- Overall, Jackson has a well-defined downtown core that includes a mix of uses within proximity of one another, creating a walkable and bikeable environment.
- Beyond downtown, land uses are separated by large distances, making bicycle and pedestrian travel challenging. Furthermore, many commercial destinations are concentrated along high-traffic corridors.
- I-40 and the South Fork Forked Deer River act as significant barriers to north-south travel between North Jackson, Midtown, and South Jackson.
- Existing sidewalks are primarily found in older areas of Jackson; however, the broader network is incomplete, and many gaps exist. The same is true for bikeways, although bicycle infrastructure is limited throughout Jackson.
- Existing bicycle lanes offer little connectivity between community destinations and mainly provide insufficient separation from vehicles.
- Parcels owned by public agencies (City, County, and State) are scattered throughout Jackson, creating opportunities to extend multi-purpose trail networks and provide short, low-stress connections to nearby destinations.
- Critical sidewalk gaps in areas with higher concentrations of historically underserved populations include Carriage House Drive, Lexington Avenue, E. Chester Street, Whitehall Street, and Cartmell Street.
- The top roadway segment with the highest MPI is Lane Avenue between N. Highland Avenue and N. Royal Street.



Downtown Fitness Trail

INFRASTRUCTURE
DESIGN GUIDELINES

INFRASTRUCTURE DESIGN evolves to better meet the needs of those walking and bicycling. Figure 4-1 to Figure 4-10 include the latest best practice design principles for the facilities that make up Jackson's recommended networks. This information is intended to assist City of Jackson staff in planning and designing new connections, as well as improving existing ones. Furthermore, general parameters for tactical urbanism projects are provided to ensure that future low-cost, quick-build projects align with best practice traffic engineering principles while still encouraging creativity and flexibility in the design and construction process.

Design guidelines include the following types of walkways and bikeways:

- Sidewalks;
- Multi-use trails;
- Shared lanes;
- Neighborhood greenways;
- Conventional bike lanes;
- Buffered bike lanes; and
- Protected/separated bike lanes.

Tactical urbanism design guidelines include the following project types:

- Pedestrian and bike lanes;
- Traffic circles;
- Crosswalks; and
- Intersection bulb-outs.

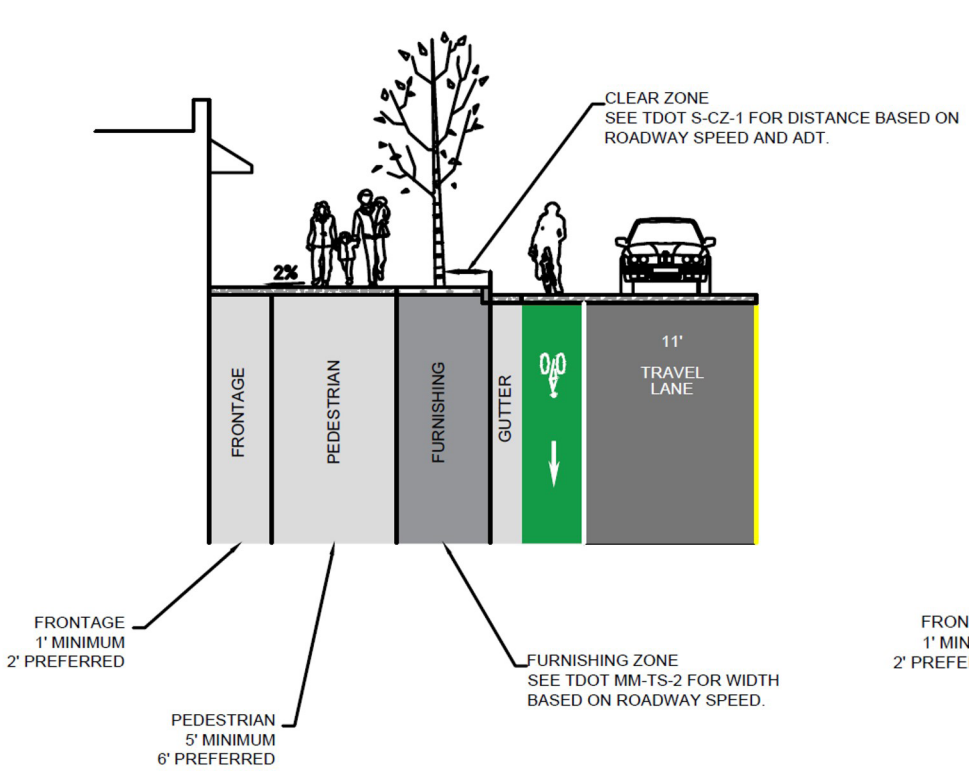
Figure 4-1. Design Guidelines: Sidewalks

MARKING ABBREVIATIONS

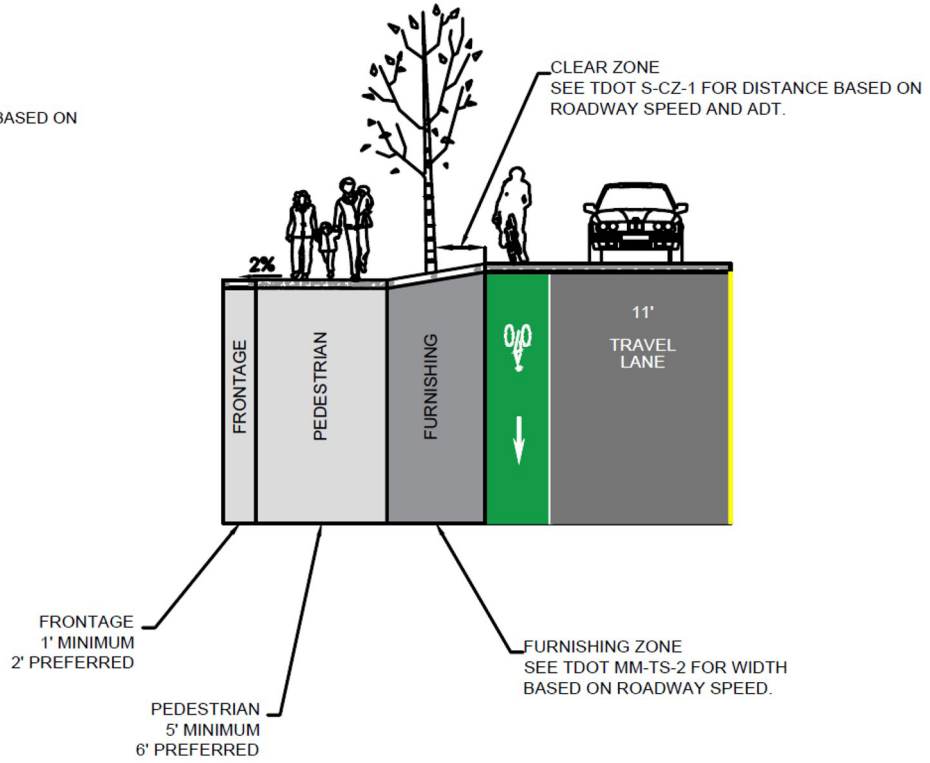
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NOTE: ALL MARKINGS 4" UNLESS OTHERWISE SPECIFIED
ALL DIMENSIONS REPRESENT TYPICAL MEASUREMENTS

Sidewalks



Curbed



Non-Curbed

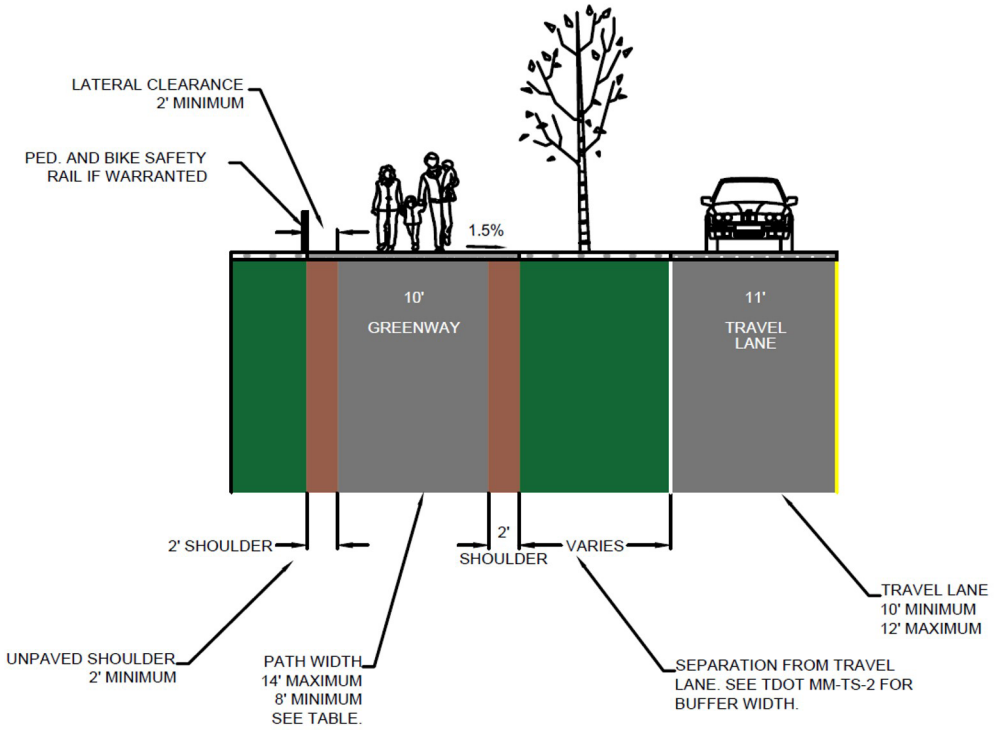
Figure 4-2. Design Guidelines: Multi-Use Trails

MARKING ABBREVIATIONS

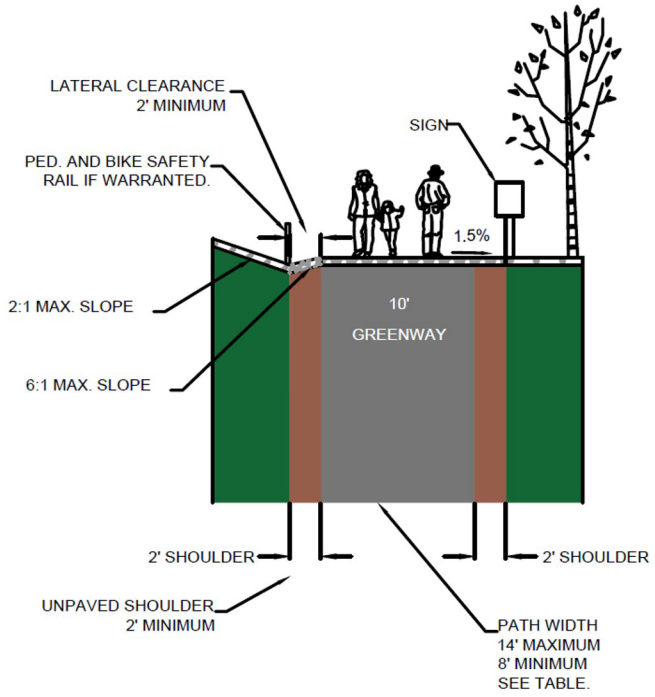
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NOTE: ALL MARKINGS 4" UNLESS OTHERWISE SPECIFIED

Multi-Use Trails



In Roadway Right-of-Way



Independent Right-of-Way

VOLUME AND USER MIX	RECOMMENDED MINIMUM PATHWAY WIDTH
LOW VOLUME (LESS THAN 50 USERS IN ONE DIRECTION PER HOUR), LOW MIX (75 PERCENT BICYCLISTS, 25 PERCENT PEDESTRIANS).	8'-10'
LOW VOLUME (LESS THAN 50 USERS IN ONE DIRECTION PER HOUR), HEAVY USER MIX (50 PERCENT BICYCLISTS, 50 PERCENT PEDESTRIANS).	12'
HIGH VOLUME (150 OR MORE USERS IN ONE DIRECTION PER HOUR), LOW MIX (75 PERCENT BICYCLISTS, 25 PERCENT PEDESTRIANS).	12'-14'
** A PATH WIDTH OF 11' IS THE MINIMUM WIDTH NEEDED TO FACILITATE PASSING BETWEEN TWO DIRECTIONS.*	

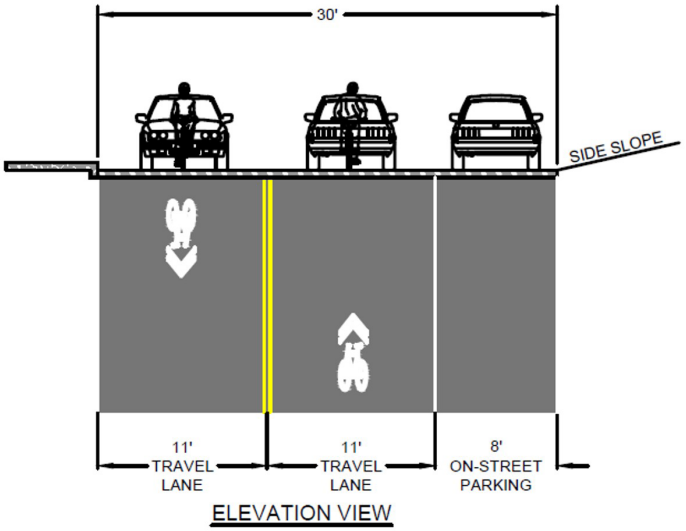
Figure 4-3. Design Guidelines: Shared Lanes and Neighborhood Greenways

MARKING ABBREVIATIONS

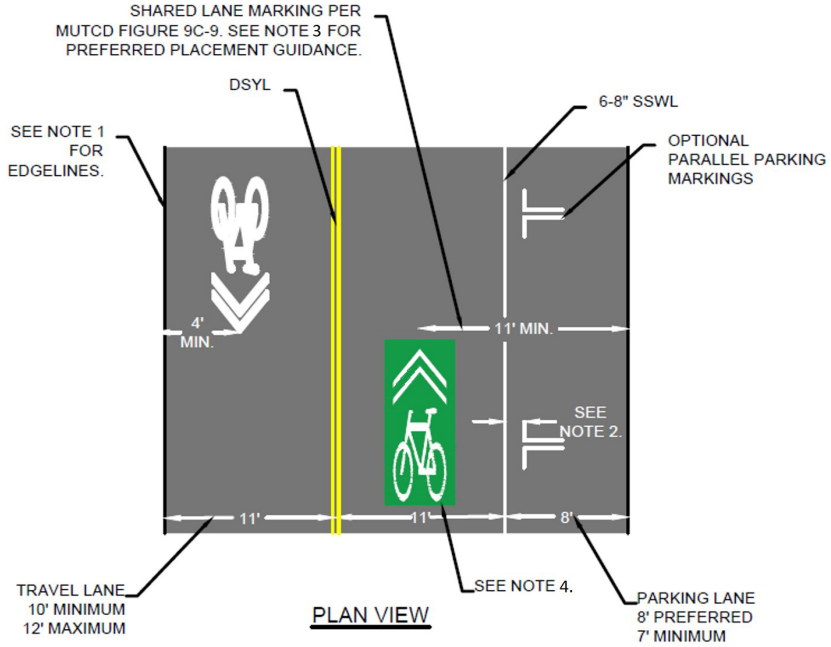
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NOTE: ALL MARKINGS 4" UNLESS OTHERWISE SPECIFIED
ALL DIMENSIONS REPRESENT TYPICAL MEASUREMENTS

Shared Lanes and Neighborhood Greenways



ELEVATION VIEW



PLAN VIEW

NOTES

1. EDGE LINES ARE NOT REQUIRED FOR PAVEMENT WIDTHS LESS THAN 16" OR ON CURB AND GUTTER SECTIONS.
2. IF WIDTH IS GREATER THAN 18" PROVIDE WIDER BIKE LANE TO REDUCE DOOR CONFLICTS. IF WIDTH IS LESS THAN 18" REFER TO BUFFERED BIKE LANE TYPICAL STRIPING.
3. IF SHARED LANE MARKINGS ARE NOT ADJACENT TO A PARKING LANE, THE PREFERRED PLACEMENT SHOULD BE A MINIMUM OF 4' FROM THE EDGE OF PAVEMENT, GUTTER SEAM, OR OTHER OBSTACLES. ON STREETS WITH POSTED SPEEDS LIMITS OF 25 MPH OR SLOWER, THE PREFERRED PLACEMENT SHOULD BE IN THE CENTER OF THE TRAVEL LANE. IF SHARED LANE MARKINGS ARE ADJACENT TO A PARKING LANE, THE PREFERRED PLACEMENT SHOULD PROVIDE A MINIMUM OF 3' OFFSET FROM THE EDGE OF THE PARKING LANE OR 11' FROM THE EDGE OF PAVEMENT, GUTTER SEAM, OR OTHER OBSTACLES.
4. GREEN BACKGROUND COLOR MAY BE USED TO SUPPLEMENT SHARED LANE MARKINGS FOR ADDED VISIBILITY.
5. SHARED LANE MARKINGS SHOULD NOT BE INSTALLED ON ROADWAYS THAT HAVE POSTED SPEED LIMITS OF 35 MPH OR FASTER.
6. SHARED LANE MARKINGS SHOULD BE PLACED IMMEDIATELY AFTER INTERSECTIONS AND SPACED AT INTERVALS NOT GREATER THAN 250' THEREAFTER.
7. SHARED LANES AND NEIGHBORHOOD GREENWAYS ARE APPLICABLE FOR LOW VOLUME AND LOW SPEED STREETS. ADDITIONAL VOLUME AND SPEED MANAGEMENT TOOLS SHOULD BE CONSIDERED TO DISCOURAGE THROUGH TRAFFIC AND TO BRING VEHICLE SPEEDS CLOSER TO BICYCLE SPEEDS.

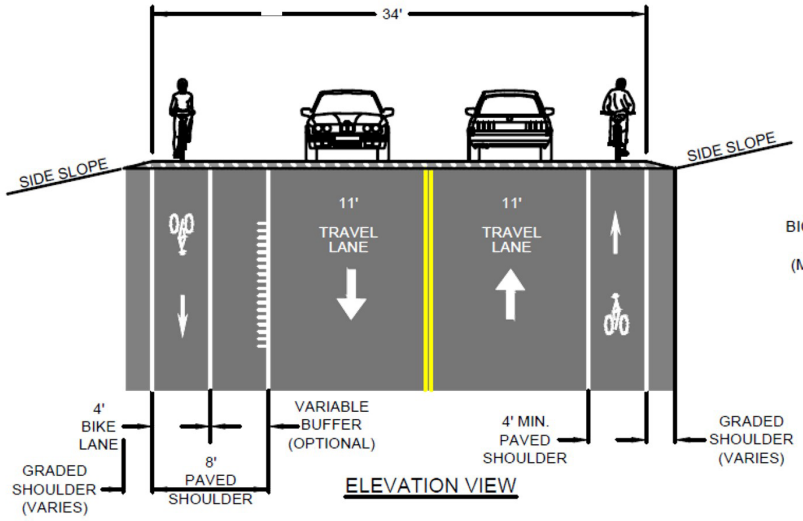
Figure 4-4. Design Guidelines: Conventional Bike Lanes (Rural Cross Section)

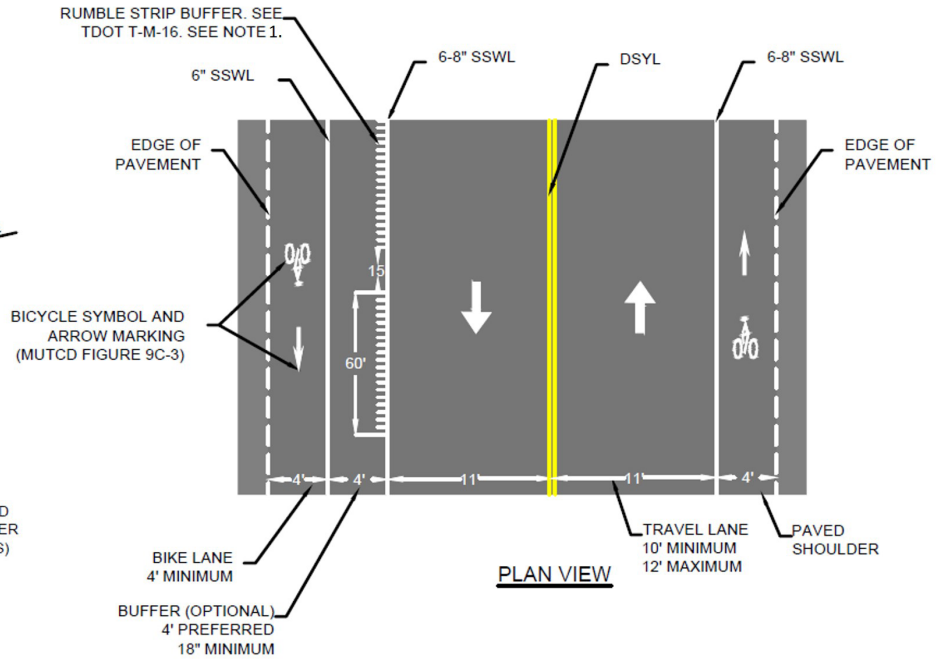
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NOTE: ALL MARKINGS 4" UNLESS OTHERWISE SPECIFIED
ALL DIMENSIONS REPRESENT TYPICAL MEASUREMENTS

Conventional Bike Lanes
(Rural Cross Section)





NOTES

1. RUMBLE STRIPS INSTALLED IN THE BUFFER SHOULD NOT BE USED WHEN THEIR INSTALLATION CREATES A CLEAR SHOULDER WIDTH LESS THAN 4' TO THE RIGHT OF THE RUMBLE STRIP FOR BICYCLE USE.
2. NOT APPLICABLE FOR CONTROLLED ACCESS FACILITIES.
3. SHOULDER WIDTH OF AT LEAST 5' IS RECOMMENDED FROM THE FACE OF GUARDRAIL, CURB, OR OTHER ROADSIDE BARRIER TO PROVIDE ADDITIONAL OPERATING WIDTH.
4. BICYCLE SYMBOL AND ARROW MARKINGS SHOULD BE PLACED AT THE BEGINNING OF THE BIKE LANE AND AT PERIODIC INTERVALS ALONG THE BICYCLE LANE BASED ON ENGINEERING JUDGEMENT AND THE CONDITIONS OF EXISTING PAVEMENT.

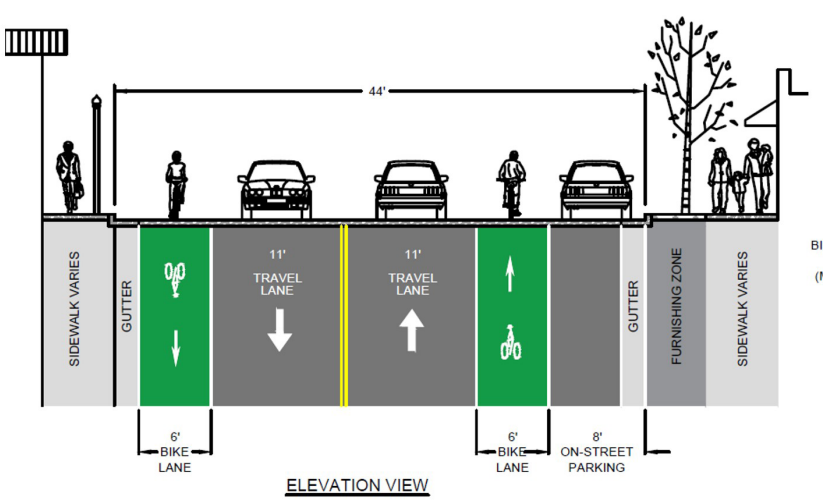
Figure 4-5. Design Guidelines: Conventional Bike Lanes (Urban Cross Section)

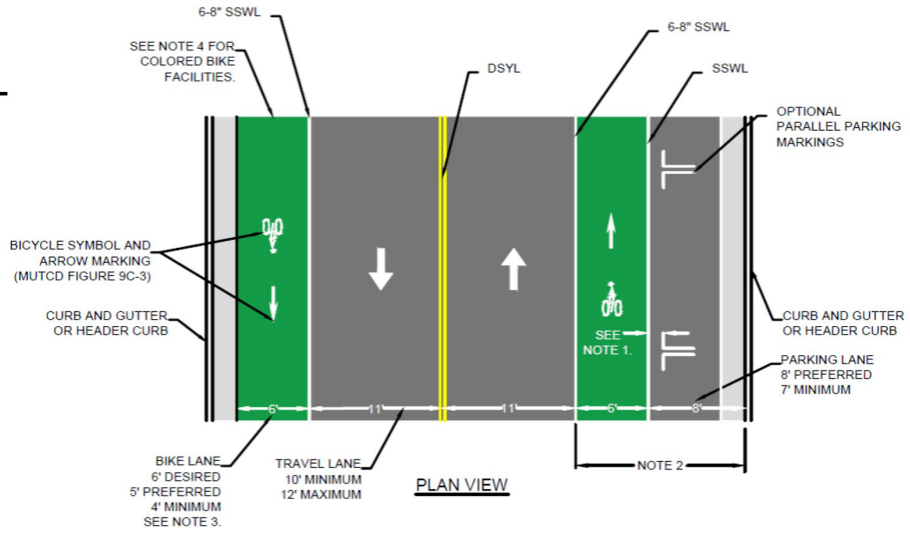
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NOTE: ALL MARKINGS 4" UNLESS OTHERWISE SPECIFIED
ALL DIMENSIONS REPRESENT TYPICAL MEASUREMENTS

Conventional Bike Lanes
(Urban Cross Section)





NOTES

1. IF WIDTH IS LESS THAN 18" PROVIDE WIDER BIKE LANE TO REDUCE DOOR CONFLICTS. IF WIDTH IS GREATER THAN 18" REFER TO BUFFERED BIKE LANE TYPICAL STRIPING.
2. DESIRABLE REACH FROM THE CURB FACE TO THE EDGE OF THE BIKE LANE WHEN PLACED ADJACENT TO A PARKING LANE IS 14.5' WITH AN ABSOLUTE MINIMUM OF 12'. A BIKE LANE ADJACENT TO A PARKING LANE SHOULD BE 5' MINIMUM. WHEREVER POSSIBLE, MINIMIZE WIDTH OF PARKING LANE IN FAVOR OF INCREASED BIKE LANE WIDTH.
3. THE DESIRABLE BIKE LANE WIDTH ADJACENT TO A CURB FACE IS 6' AND SHOULD NOT INCLUDE THE WIDTH OF THE GUTTER PAN.
4. GREEN COLORED PAVEMENT WITHIN A BIKE LANE CAN BE USED TO INCREASE THE VISIBILITY OF THE FACILITY, IDENTIFY POTENTIAL AREAS OF CONFLICT, AND TO REINFORCE AREAS WHERE ILLEGAL PARKING MAY OCCUR. PAINT, EPOXY, OR THERMOPLASTIC MATERIALS CAN PROVIDE A SKID RESISTANT AND RETRO REFLECTIVE SURFACE.
5. BICYCLE SYMBOL AND ARROW MARKINGS SHOULD BE PLACED AT THE BEGINNING OF THE BIKE LANE AND AT PERIODIC INTERVALS ALONG THE BICYCLE LANE BASED ON ENGINEERING JUDGEMENT AND THE CONDITIONS OF EXISTING PAVEMENT.

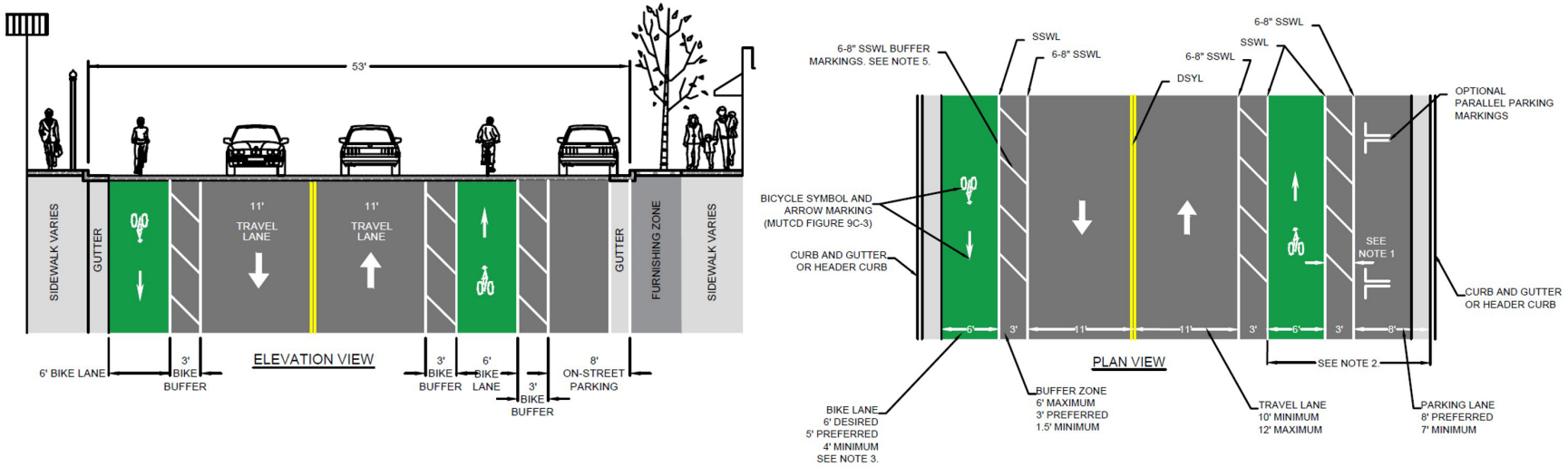
Figure 4-6. Design Guidelines: Buffered Bike Lanes

MARKING ABBREVIATIONS

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NOTE: ALL MARKINGS 4" UNLESS OTHERWISE SPECIFIED
ALL DIMENSIONS REPRESENT TYPICAL MEASUREMENTS

Buffered Bike Lanes



NOTES

1. IF WIDTH IS LESS THAN 18" PROVIDE WIDER BIKE LANE TO REDUCE DOOR CONFLICTS. IF WIDTH IS 3' OR GREATER PROVIDE INTERIOR DIAGONAL CROSS HATCHING OR CHEVRON MARKINGS IN THE PARKING SIDE BUFFER. THE DESIRABLE WIDTH TO REDUCE DOOR CONFLICTS ON THE DRIVER SIDE IS 3'.
2. DESIRABLE REACH FROM THE CURB FACE TO THE EDGE OF THE BIKE LANE WHEN PLACED ADJACENT TO A PARKING LANE IS 14.5' WITH AN ABSOLUTE MINIMUM OF 12'. A BIKE LANE ADJACENT TO A PARKING LANE SHOULD BE 5' MINIMUM. WHEREVER POSSIBLE, MINIMIZE WIDTH OF PARKING LANE IN FAVOR OF INCREASED BIKE LANE WIDTH OR BUFFER WIDTH.
3. THE DESIRABLE BIKE LANE WIDTH ADJACENT TO A CURB FACE IS 6' AND SHOULD NOT INCLUDE THE WIDTH OF THE GUTTER PAN.
4. GREEN COLORED PAVEMENT WITHIN A BIKE LANE CAN BE USED TO INCREASE THE VISIBILITY OF THE FACILITY, IDENTIFY POTENTIAL AREAS OF CONFLICT, AND TO REINFORCE AREAS WHERE ILLEGAL PARKING MAY OCCUR. PAINT, EPOXY, OR THERMOPLASTIC MATERIALS CAN PROVIDE A SKID RESISTANT AND RETRO REFLECTIVE SURFACE.
5. ALL DIAGONAL BUFFER MARKINGS SHOULD BE INSTALLED AT 45 DEGREES AND SPACED AT A MAXIMUM DISTANCE OF 20' MEASURED PARALLEL TO THE CENTERLINE OF THE MAIN TRAVELED WAY.
6. BICYCLE SYMBOL AND ARROW MARKINGS SHOULD BE PLACED AT THE BEGINNING OF THE BIKE LANE AND AT PERIODIC INTERVALS ALONG THE BICYCLE LANE BASED ON ENGINEERING JUDGEMENT AND THE CONDITIONS OF EXISTING PAVEMENT.

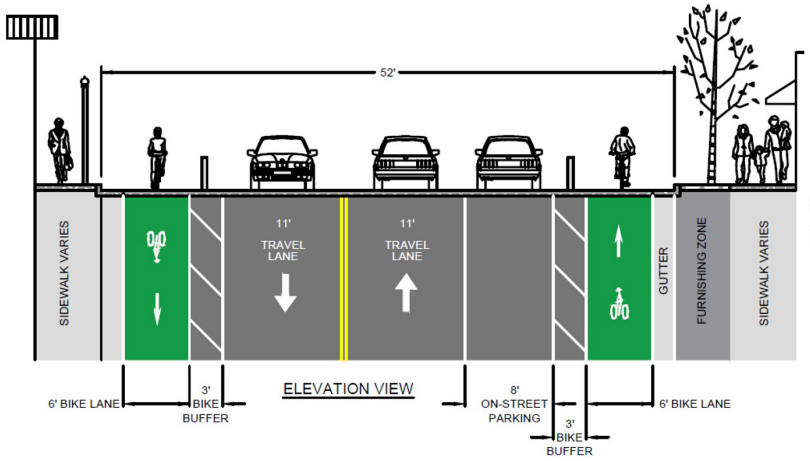
Figure 4-7. Design Guidelines: Protected/Separated Bike Lanes

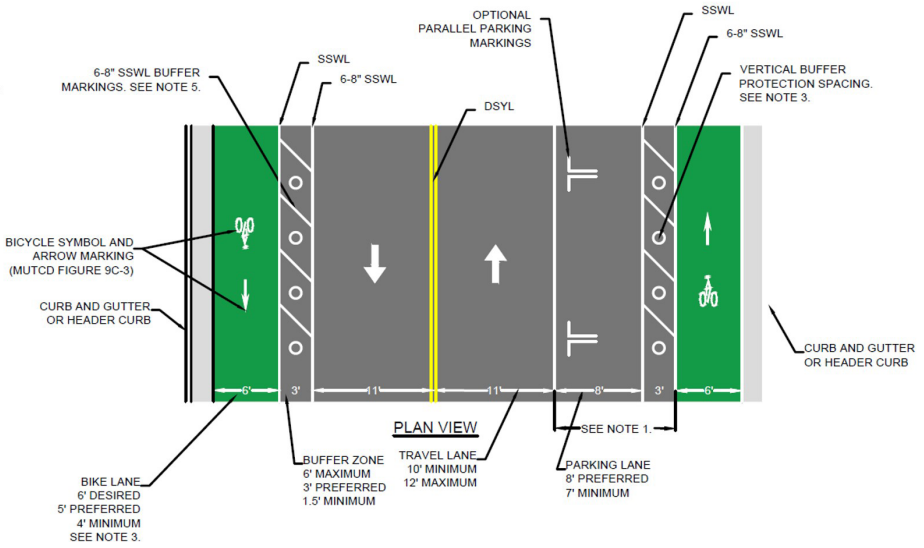
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NOTE: ALL MARKINGS 4" UNLESS OTHERWISE SPECIFIED
ALL DIMENSIONS REPRESENT TYPICAL MEASUREMENTS

Protected/Separated Bike Lanes





NOTES

1. WHEN USING A PARKING PROTECTED PAVEMENT MARKING BUFFER, THE DESIRED PARKING LANE AND COMBINED BUFFER WIDTH IS 11’ TO DISCOURAGE VEHICLE ENCROACHMENT IN THE PROTECTED BIKE LANE.
2. IN THE ABSENCE OF A RAISED MEDIAN OR CURB, THE DESIRED WIDTH OF THE PAINTED BUFFER IS 3'.
3. THE BUFFER SPACE CAN INCLUDE VERTICAL PROTECTIVE MEASURES SUCH AS TUBULAR MARKERS, PLANTERS, SIGNS, OR OTHER FORMS OF PHYSICAL PROTECTION. THE SPACING OF THE PROTECTION SHOULD BE IDENTICAL TO THE SPACING OF THE DIAGONAL BUFFER MARKINGS.
4. GREEN COLORED PAVEMENT WITHIN A BIKE LANE CAN BE USED TO INCREASE THE VISIBILITY OF THE FACILITY, IDENTIFY POTENTIAL AREAS OF CONFLICT, AND TO REINFORCE AREAS WHERE ILLEGAL PARKING MAY OCCUR. PAINT, EPOXY, OR THERMOPLASTIC MATERIALS CAN PROVIDE A SKID RESISTANT AND RETRO REFLECTIVE SURFACE.
5. ALL DIAGONAL BUFFER MARKINGS SHOULD BE INSTALLED AT 45 DEGREES AND SPACED AT A MAXIMUM DISTANCE OF 20' MEASURED PARALLEL TO THE CENTERLINE OF THE MAIN TRAVELED WAY.

Figure 4-8. Design Guidelines: Tactical Urbanism - Pedestrian/Bike Lanes

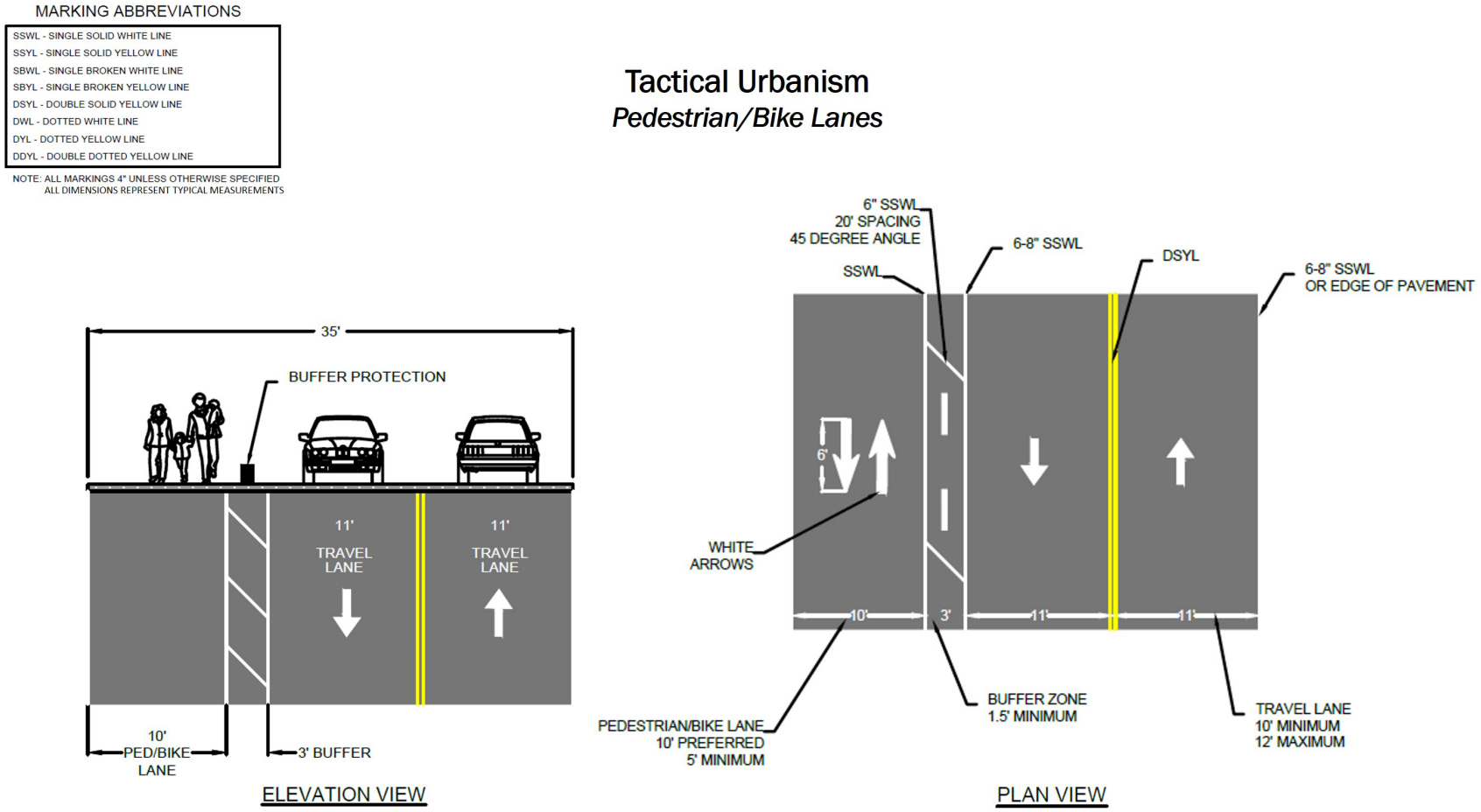


Figure 4-9. Design Guidelines: Tactical Urbanism - Neighborhood Traffic Circles

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Tactical Urbanism

Neighborhood Traffic Circles

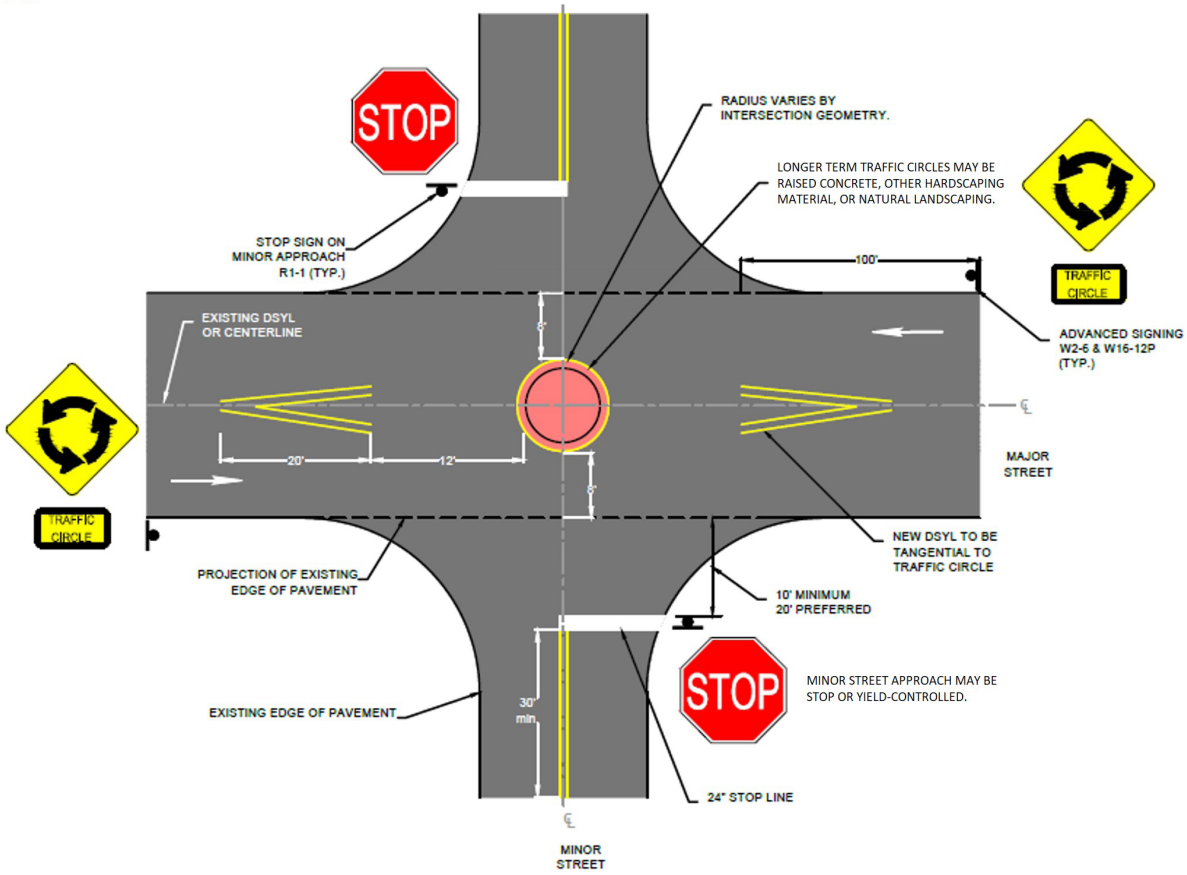


Figure 4-10. Design Guidelines: Tactical Urbanism - Crosswalk Art and Intersection Bulb-Outs

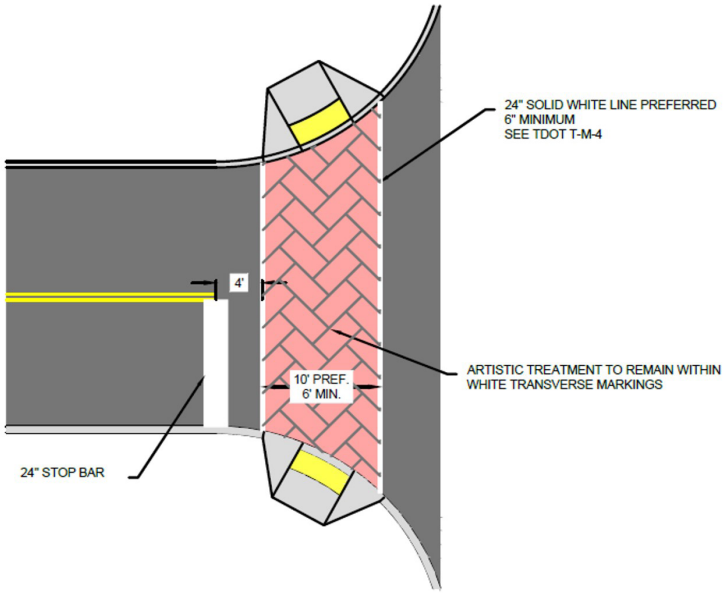
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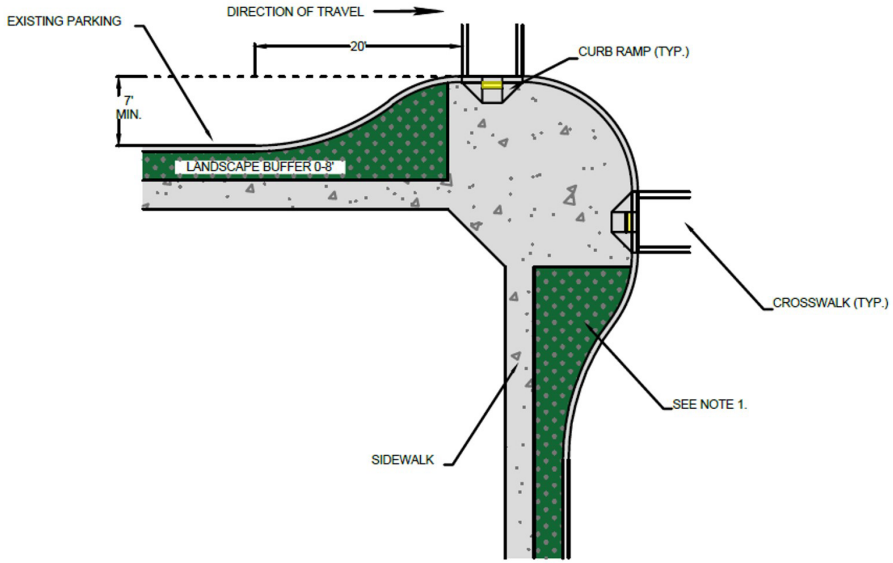
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Tactical Urbanism

Crosswalk Art and Intersection Bulb-Outs





NOTES

1. LIMIT COLOR PALETTE TO SUBDUED COLORS AND SIMPLE GRAPHIC IMAGES TO ENHANCE THE CONTRAST OF THE WHITE TRAVERSE LINES.
2. ARTISTIC TREATMENTS SHOULD NOT EXTEND ONTO MEDIAN ISLANDS, CURB GUTTERS, CURBS, SIDEWALKS, OR OTHER ROADWAY FEATURES.
3. TREATMENTS SHOULD NOT INCLUDE TRAFFIC-RELATED SHAPES (TRIANGLES, OCTAGONS, ETC.), TEXT, LOGOS, OR COLORS THAT MAY BE MISTAKEN FOR STANDARD TRAFFIC CONTROL DEVICES.
4. IF MORE THAN ONE CROSSWALK HAS BEEN IDENTIFIED FOR ARTISTIC TREATMENT AT AN INTERSECTION, ARTWORK SHOULD HAVE CONSISTENCY OF STYLE TO CREATE A UNIFIED AESTHETIC.
5. NOT APPLICABLE ON STATE ROUTES.
6. ALL ART INSTALLATIONS ARE SUBJECT TO APPROVAL BY THE CITY.

NOTES

1. TEMPORARY BULB-OUT APPLICATIONS MAY INCLUDE THE USE OF MURAL ART, THERMOPLASTIC, AND/OR PLANTERS WITHIN THE BUFFER AREA AND A COMBINATION OF DOUBLE SOLID WHITE STRIPING AND CURBING OR DELINEATORS TO DEFINE THE BULB-OUT.



Bikeway gap along E. Chester Street in front of Centennial Park

4.2 NETWORK RECOMMENDATIONS

The long-term vision for bicycle, pedestrian, and trail networks in Jackson is based on several elements. Recommendations from the 2045 Long Range Transportation Plan acted as a foundation for this plan. Connections were reevaluated based on the updated roadway and infrastructure inventory and analyses, as well as land use changes and recommended best practices for facility separation. Public and stakeholder input as well as network planning best practices (including route directness, network completeness, and route spacing) were incorporated into the network update process. Recommended networks are broken down by facility types (i.e., bikeways and trails and sidewalks and trails) and Jackson's three geographic areas (Figure 4-11 to Figure 4-16).

The long-term vision is undoubtedly an aspirational one; however, this plan serves as an important first step in identifying connections that support safe and convenient active mobility within the community, as well as outlining opportunities and challenges related to network expansion and walkability and bikeability in Jackson. Chapter 5 outlines the implementation strategy for completing the following long-term vision networks.

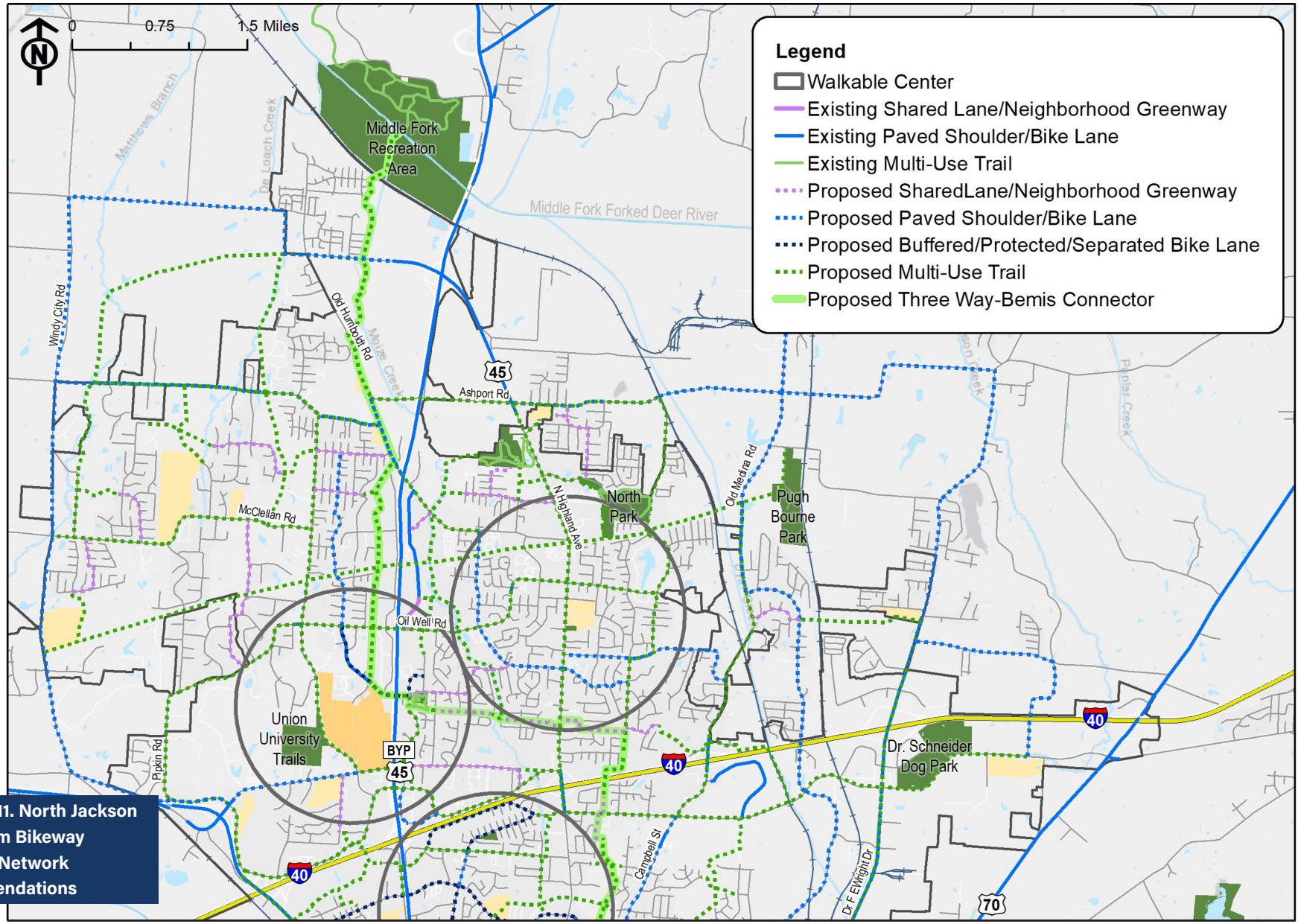


Figure 4-11. North Jackson Long-Term Bikeway and Trail Network Recommendations

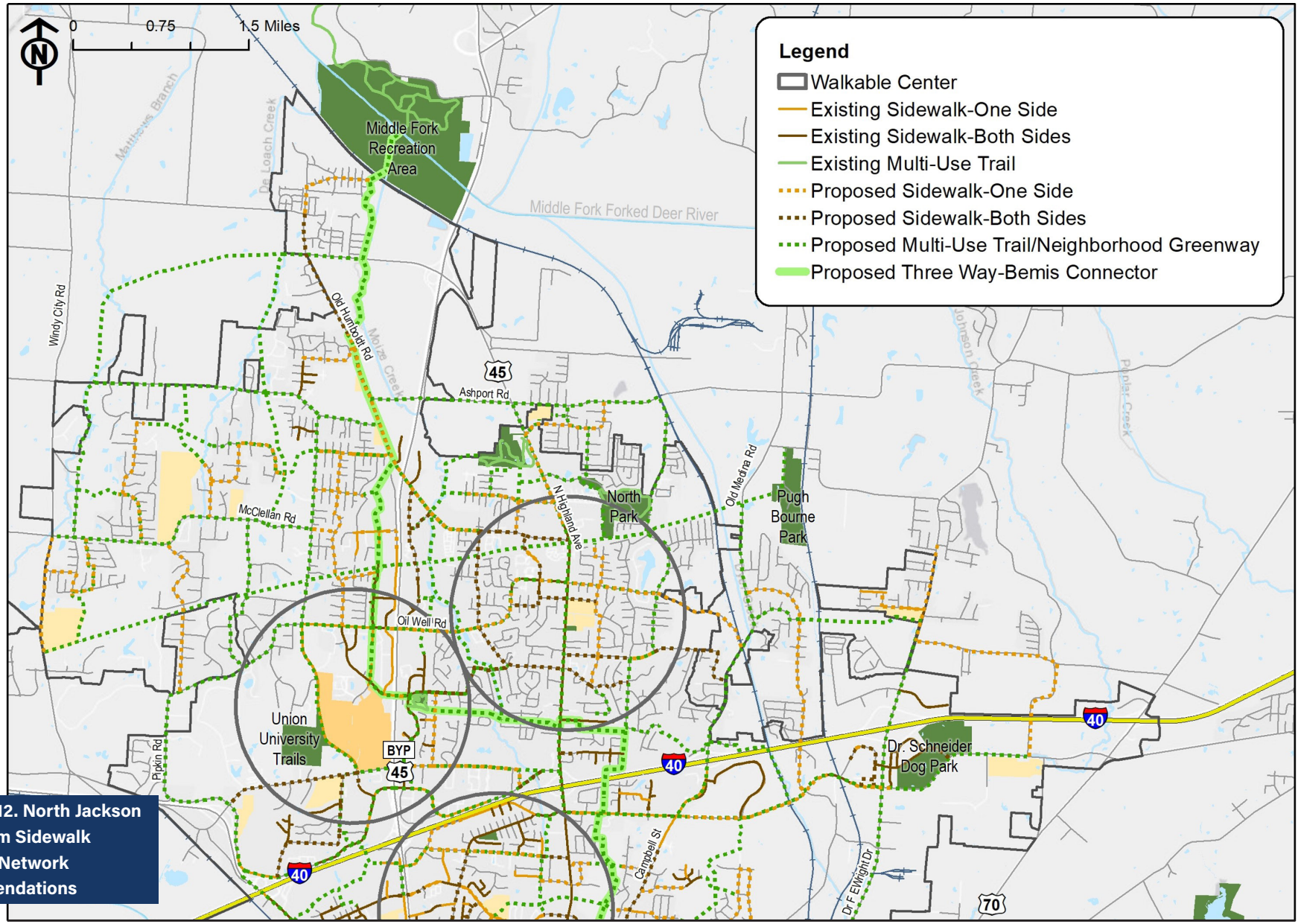


Figure 4-12. North Jackson Long-Term Sidewalk and Trail Network Recommendations

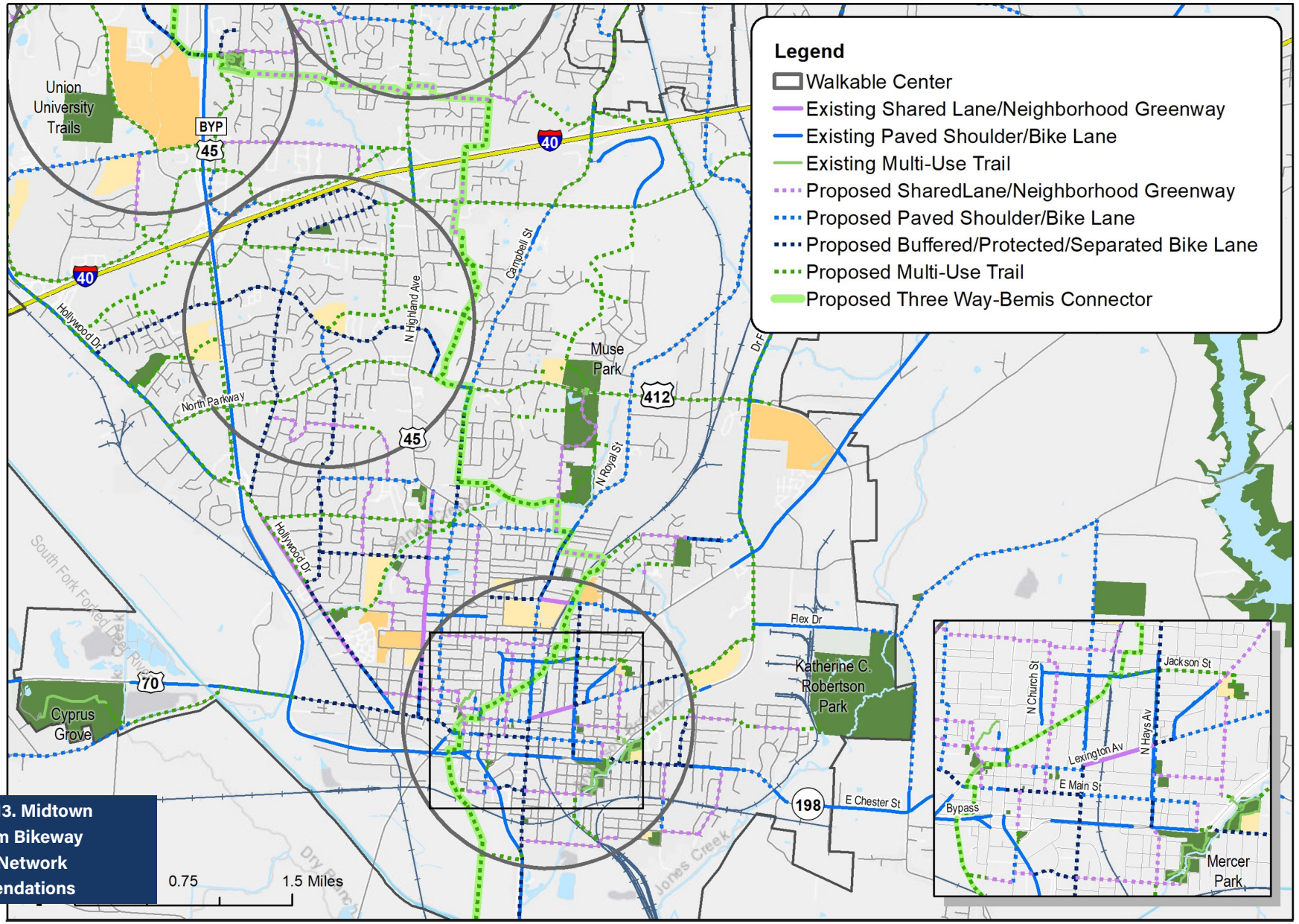


Figure 4-13. Midtown Long-Term Bikeway and Trail Network Recommendations

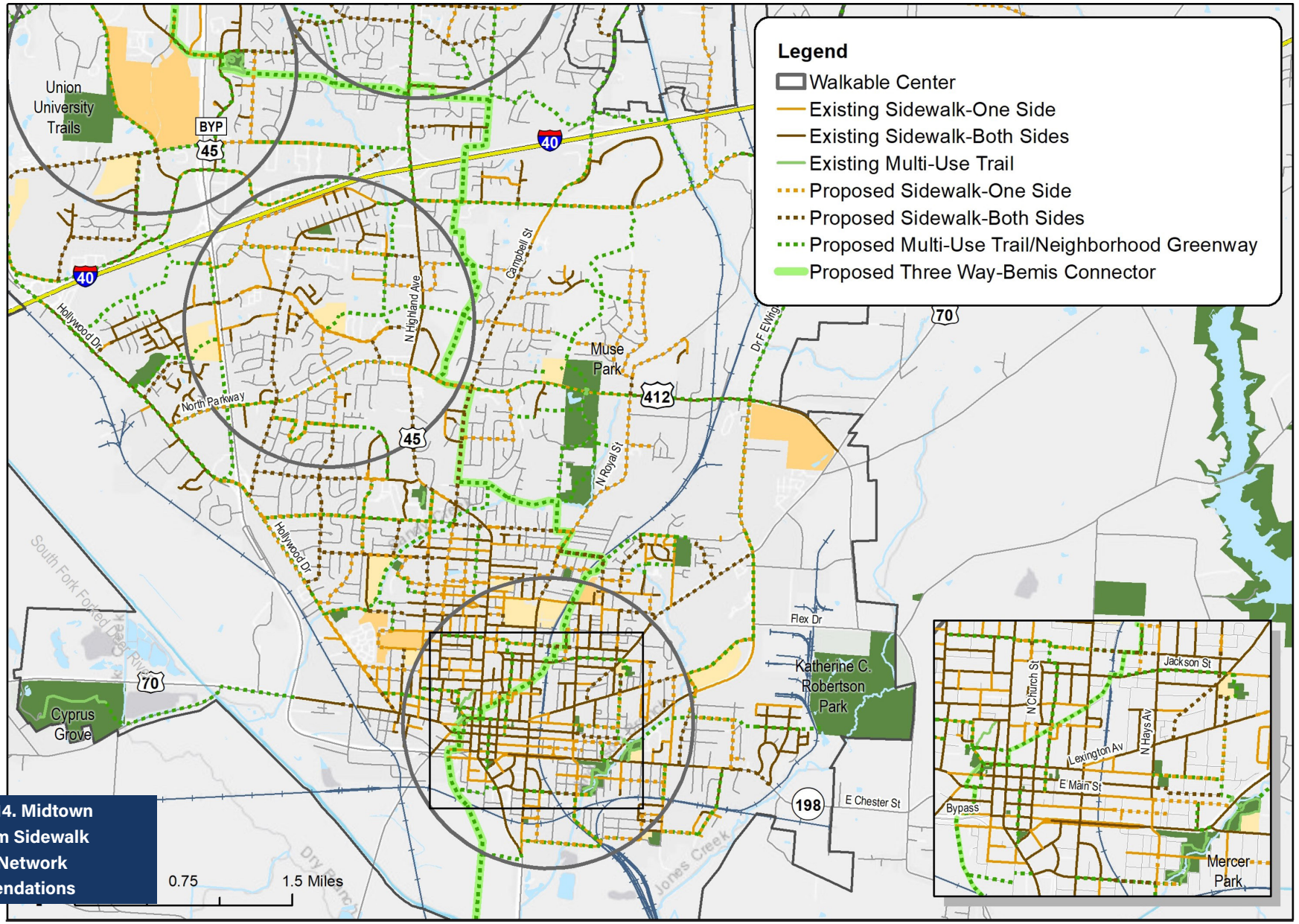


Figure 4-14. Midtown Long-Term Sidewalk and Trail Network Recommendations

Figure 4-15. South Jackson Long-Term Bikeway and Trail Network Recommendations

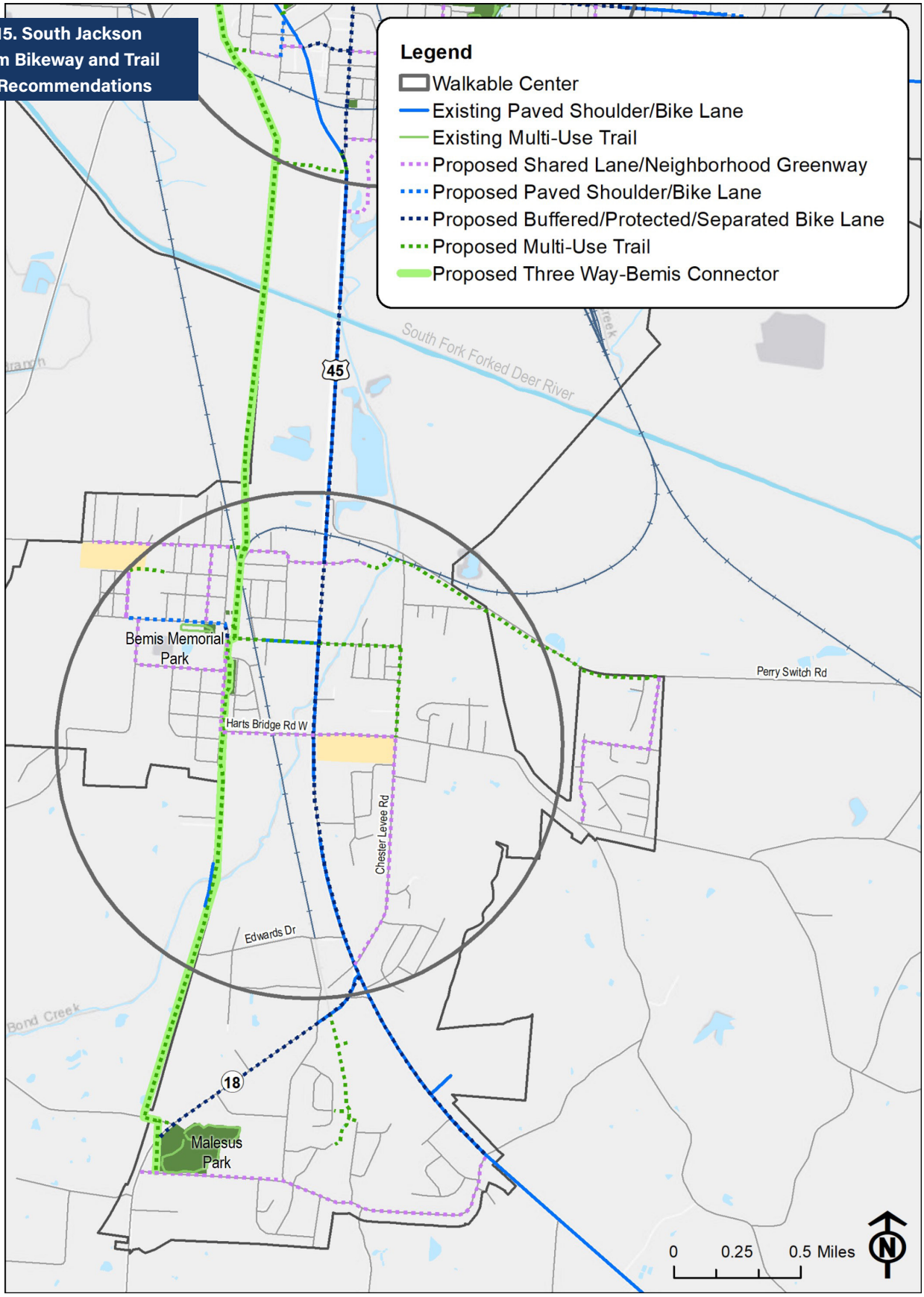
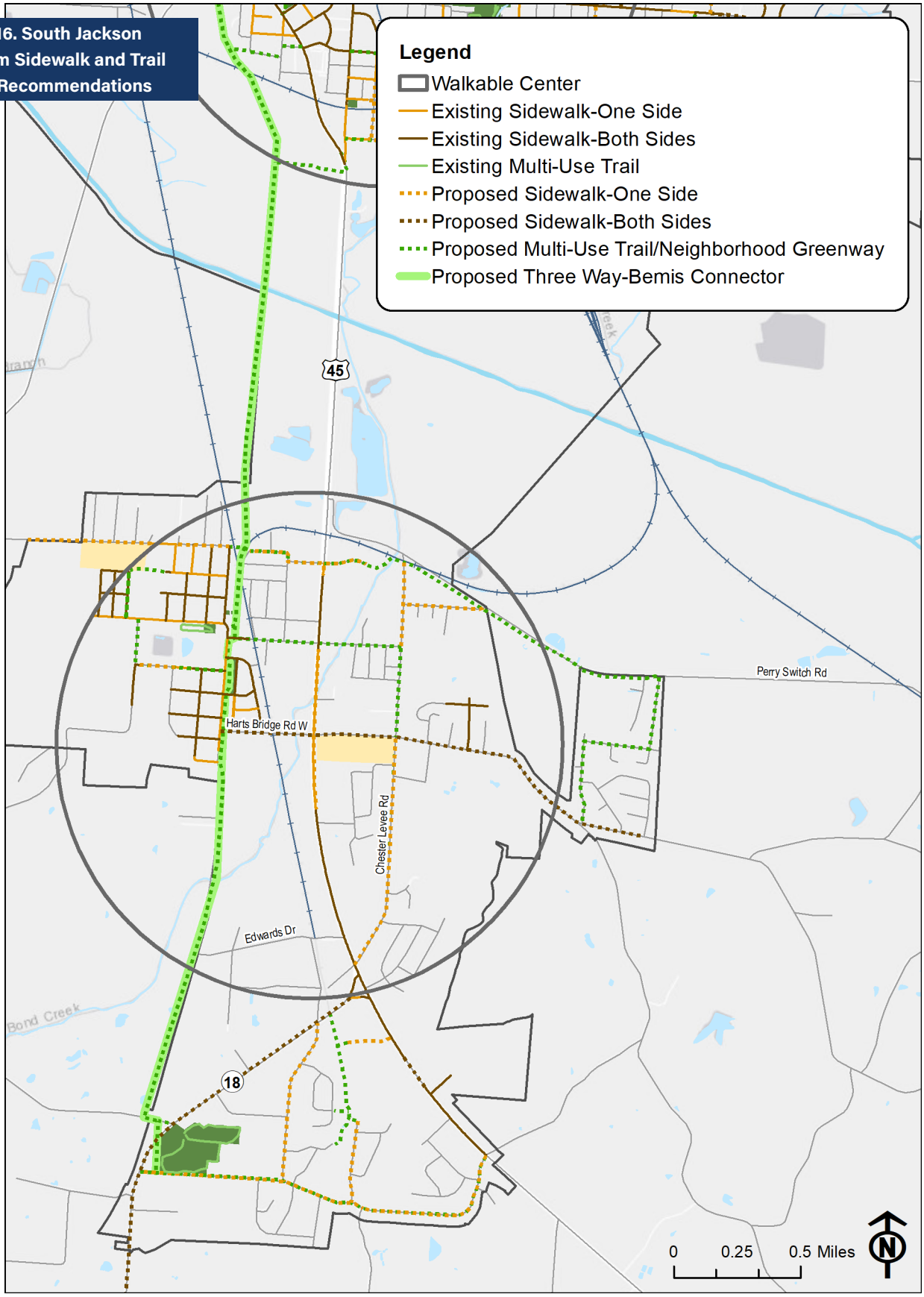
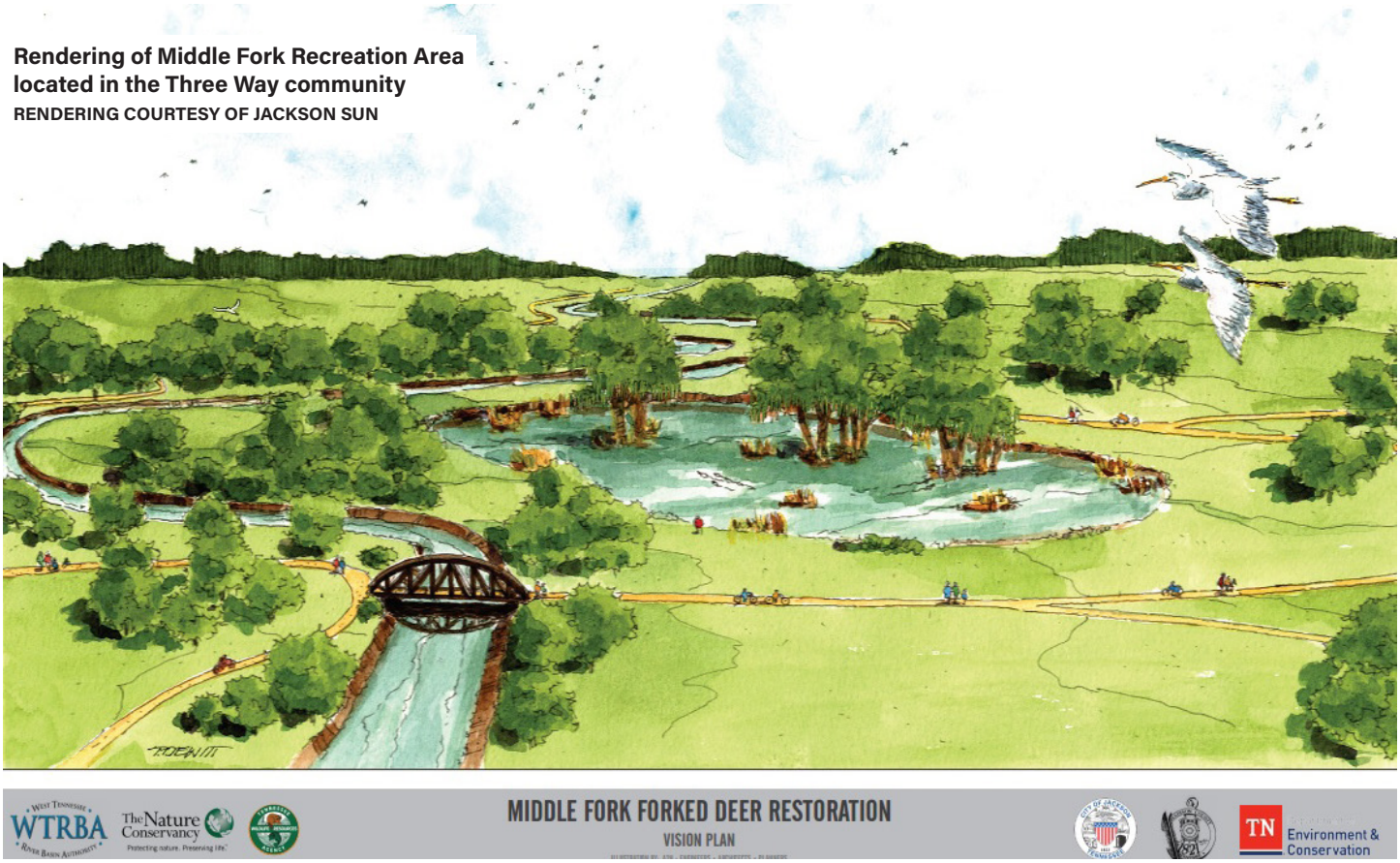


Figure 4-16. South Jackson Long-Term Sidewalk and Trail Network Recommendations





Rendering of Middle Fork Recreation Area located in the Three Way community
RENDERING COURTESY OF JACKSON SUN

4.3 INFRASTRUCTURE COSTS AND GRANT FUNDING SOURCES

Table 4-1 includes general costs per mile for the recommended facility types using assumptions regarding various design elements. Actual costs may be lower or higher based on individual project needs, particularly if right-of-way acquisition is required or utilities need to be relocated, which can increase costs significantly.

TABLE 4-1. INFRASTRUCTURE UNIT COSTS

FACILITY TYPE	UNIT COST PER MILE
Shared Lane	$55,000
Neighborhood Greenway (Shared Lane with Speed Cushions and Traffic Circles)	$80,000
Paved Shoulder	$110,000
Conventional Bike Lane	$80,000
Buffered Bike Lane	$185,000
Protected/Separated Bike Lane	$295,000
Sidewalk (One Side)	$370,000
Multi-Use Trail (Concrete)	$820,000

Table 4-2 summarizes various grant funding opportunities available to jurisdictions and non-profit organizations to support the planning, construction, maintenance, and operation of bicycle and pedestrian ways. Like other communities, the City of Jackson and Madison County rely heavily upon grant funding for implementing significant, costly improvements relating to various initiatives ranging from park expansion, new roadways, or existing roadway retrofits, to greenway construction, community revitalization, and flood management. Previous active transportation initiatives funded through grants have included the Downtown Fitness Trail, the design and construction of the South Fork multi-use trail, and the recently opened Middle Fork Recreation Area.

TABLE 4-2. GRANT FUNDING OPPORTUNITIES

GRANT/ PROGRAM	ADMINISTERING AGENCY	PROGRAM FOCUS	ELIGIBILITY	FUNDING DETAILS
Local Parks and Recreation Fund (LPRF)	Tennessee Department of Environment and Conservation	Funding to purchase land for parks, greenways, recreational facilities, natural areas, and trail development	City or county governments	50% match required
Multimodal Access Grant (MMAG)	TDOT Multimodal Transportation Resources Division	Pedestrian, bicycle, and transit infrastructure projects on state routes, including road diets and pedestrian-scale lighting	Projects within at-risk or distressed counties are prioritized	5% local match required; state match not to exceed $950,000
Project Diabetes	Tennessee Department of Health	Design and construction of facilities that support health, such as greenways, fitness equipment, playgrounds, sports facilities, walking trails, and others; also supports educational and community health programs	All government agencies	Category A grants are funded up to $150,000 per year for up to 3 years. Category B grants are funded up to $15,000 per year for up to 2 years.
Recreation Trails Program (RTP)	Tennessee Department of Environment and Conservation	Funding for hard and soft-surface trails, maintenance, restoration, construction, and trailside facilities, including land acquisition	Government agencies and some non-profits; project must be on publicly owned land	20% match required (maximum of $200,000)
Safe Streets and Roads for All	United States Department of Transportation	Development of comprehensive safety action plans, including planning, design, and construction/implementation of projects or strategies identified in safety action plans	Cities, counties, and MPOs	20% match required
Surface Transportation Block Grant (STBG)	FHWA	Construction and maintenance of highways, bridges, tunnels, pedestrian and bicycle infrastructure, transit capital projects, and more	Cities with populations of 5,000 or more	20% match typically required - in some cases, TDOT will provide match funding by request. For some safety-related projects, 100% federal funding is available
Transportation Alternatives Program (TAP)	TDOT Local Programs Development Office	Construction of on- and off-road bicycle and pedestrian facilities, pedestrian bridges/ underpasses, bicycle and pedestrian amenities, rail-to-trail projects, scenic overlooks, and safe routes to school projects	All government agencies	20% local construction match required, plus all preliminary engineering, design, and right-of-way expenses
Transportation Planning Grant	TDOT Long Range Planning Division Office of Community Transportation	A variety of planning topics, including active transportation plans, safety plans, corridor studies (including road diet evaluations), transportation resilience and/or sustainability plans, among others	Cities and counties	10% local match required; state match not to exceed $200,000



Pedestrian and bicycle-friendly development in Jackson's downtown walkable center

IMPLEMENTATION PLAN

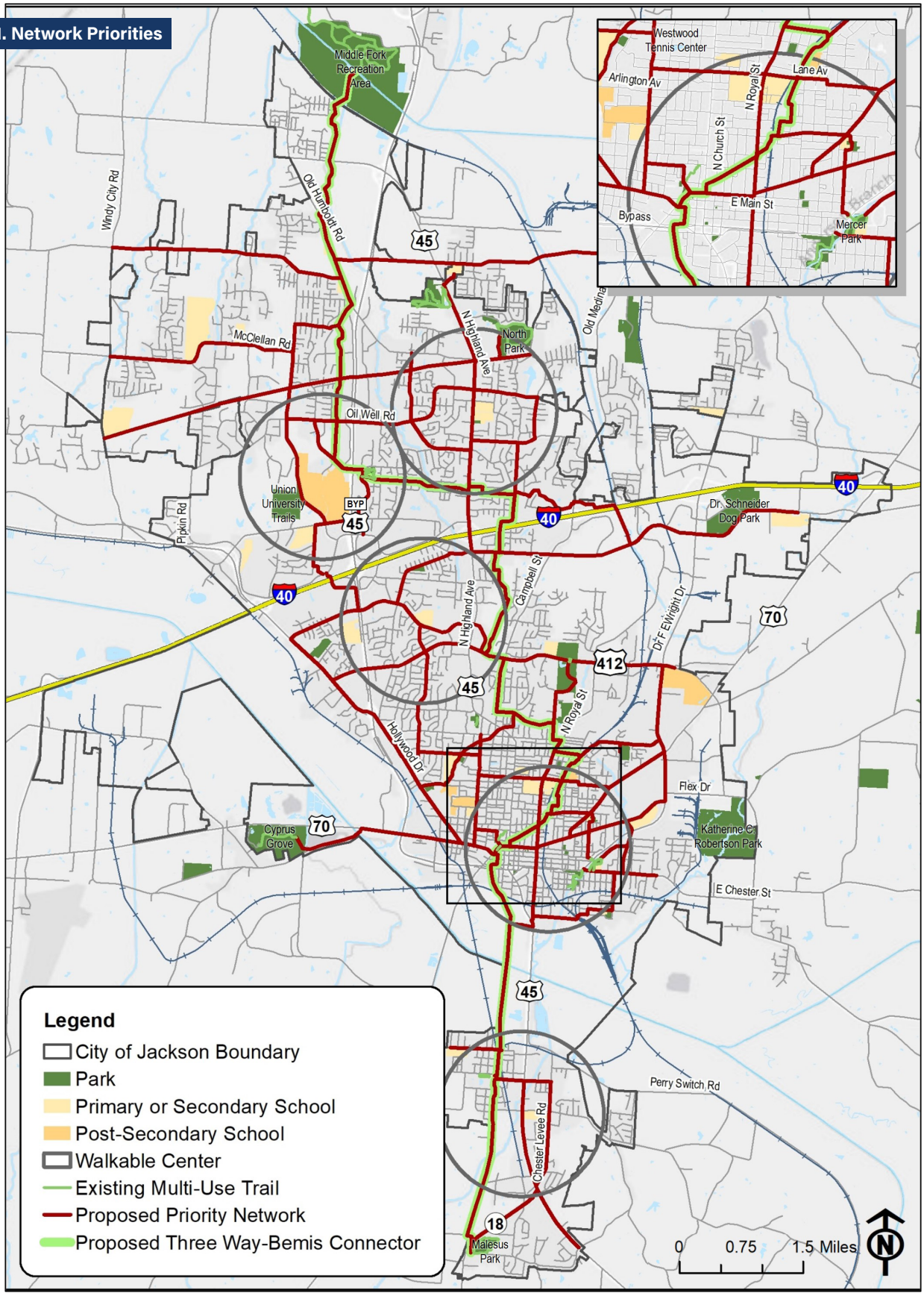
5.1 INFRASTRUCTURE

NETWORK PRIORITIES

Implementation of the proposed networks will occur over many years as funding opportunities arise, grants for analysis and construction is secured, roadways are repaved, and development and/or redevelopment occurs. Near-term implementation emphasis will be placed on the following three components of the recommended networks (Figure 5-1).

- WALKABLE CENTERS Five areas, each 2 miles in diameter, were identified based on existing major destinations and active transportation infrastructure, as well as a mix of land uses within a close distance of one another. Generally, walking and bicycling already occurs in these areas, and the built environment supports walkability and bikeability. Focus on sidewalk and bikeway implementation in these areas will encourage safer and more convenient travel by foot or bike, which will help build momentum across the community.
- THREE WAY TO BEMIS GREENWAY A safe, low-stress north-south greenway connection is an important implementation strategy for linking Jackson's three geographic areas, major destinations, and walkable centers. Facility types range from multi-use trails (on and off roadway corridors) to neighborhood greenways. Opportunities exist for businesses, schools, and neighborhoods to adopt sections for construction and ongoing maintenance. The soon-to-be-constructed multi-use trail between downtown and Bemis (i.e., South Fork multi-use trail) will be an important first step in bridging the South Fork Forked Deer River barrier and generating support for additional connections.
- PRIORITY NETWORK The priority network, made up of bikeways and trails, will provide city-wide connectivity, predominantly along major roadway corridors where exposure to high vehicle speeds and volumes creates safety issues and decreases comfort. These connections link major destinations, including within, to, and between walkable centers, with many segments ultimately connecting to the Three Way-Bemis Greenway. The proposed network utilizes existing facilities, such as the Downtown Fitness Trail adjacent to the Farmers Market, bikeways along Hollywood Drive and Lane Avenue, and the Liberty Garden Park and Arboretum trail.

Figure 5-1. Network Priorities



The priority network and sidewalks in the walkable centers were scored using a two-step process (Table 5-1). The first level of screening evaluates the potential high-level impacts of improving safety and connectivity, while the second focuses on ease of implementation. The purpose of the scoring is not to identify a strict timeline for implementation but, instead, provide decision-makers with a general idea of various connection priorities as implementation opportunities arise. The three projects that scored the highest for each facility type are identified in Table 5-2 with the complete list provided in Appendix B.

TABLE 5-1. PRIORITY SCORING METHODOLOGY

Level 1 Evaluation	SAFETY
	1) Improves safety for segments experiencing crashes (i.e., all bicycle and pedestrian crashes between 2010 and 2020)
	2) Improves LTS
	CONNECTIVITY
	3) Addresses existing gap
	4) Extends existing infrastructure
	5) Improves connectivity within ½-mile of activity generators (i.e., parks, schools, transit stops, and medical facilities (a surrogate for commercial districts))
Level 2 Evaluation	INTEGRATION
	6) Integrates with a future 2045 LRTP roadway project or planned 2022 resurfacing project
	7) Aligns with a 2045 LRTP Priority 1 connection
	COST
	8) Planning-level cost of project (i.e., need for roadway widening and/or right-of-way, presence of major utility conflicts, underpass or major bridge required, etc.)

TABLE 5-2. TOP SCORING PRIORITY PROJECTS

FACILITY TYPE	ROADWAY/FACILITY	TERMINI	LINEAR LENGTH (MILES)	ESTIMATED COST
Sidewalks (Walkable Centers)	1) Preston St	Existing Sidewalk to N. Royal St	0.1	$35,000
	2) Oil Well Rd	Keith Short Bypass Frontage Rd to N. Highland Ave	1.4	$525,000
	3) Conger St	E. King St to Hale St	0.1	$35,000
Bikeways (Priority Network)	1) Lexington Ave Bike Lane/ Buffered Bike Lane/Multi-Use Trail	Existing Shared Lanes/S. Hayes St to JCT Middle School Driveway	1.0	$240,000
	2) Morgan St/Union Ave Neighborhood Greenway	Lambuth Blvd to W. College St/ Farmers Market	0.5	$40,000
	3) S. Highland Ave Buffered Bike Lane	Watlington Rd to Bemis Ln/ Herron Grove Rd	2.2	$410,000
Trails (Priority Network)	1) Oil Well Rd Multi-Use Trail	Pleasant Plains Ext to Old Humboldt Rd	1.5	$1,240,000
	2) Anderson Creek Multi-Use Trail	Existing Centennial Park Trail to Cartmell St/Idlewild St	0.4	$315,000
	3) Hollywood Drive	North Pkwy to Arlington Ave	1.7	$1,420,000

NEAR-TERM NEXT STEPS

Near-term next steps to implement network priorities include the following strategies.

- PLEASANT PLAINS EXTENSION SIGNALIZED CROSSWALK the city and/or University should pursue a grant, such as TDOT's TAP, for constructing a protected crossing (signalized) across Pleasant Plains Extension at the Taylor Circle intersection. This would provide direct, safe access to the University's popular Wooded Trail System, which offers both hiking and mountain biking trails to students and the public alike. This improvement was the most popular identified during the first public engagement survey (i.e., 84 upvotes).

- RUSSELL ROAD BIKEWAY the width of the roadway and presence of existing edgeline striping provides a low-hanging fruit opportunity to extend Jackson's bikeway network (Figure 5-2). Narrowing the travel lanes, providing buffer striping, and including protection (while maintaining driveway accesses) could extend Hollywood Drive's shared lane and bike lane facility by a little under 2 miles.

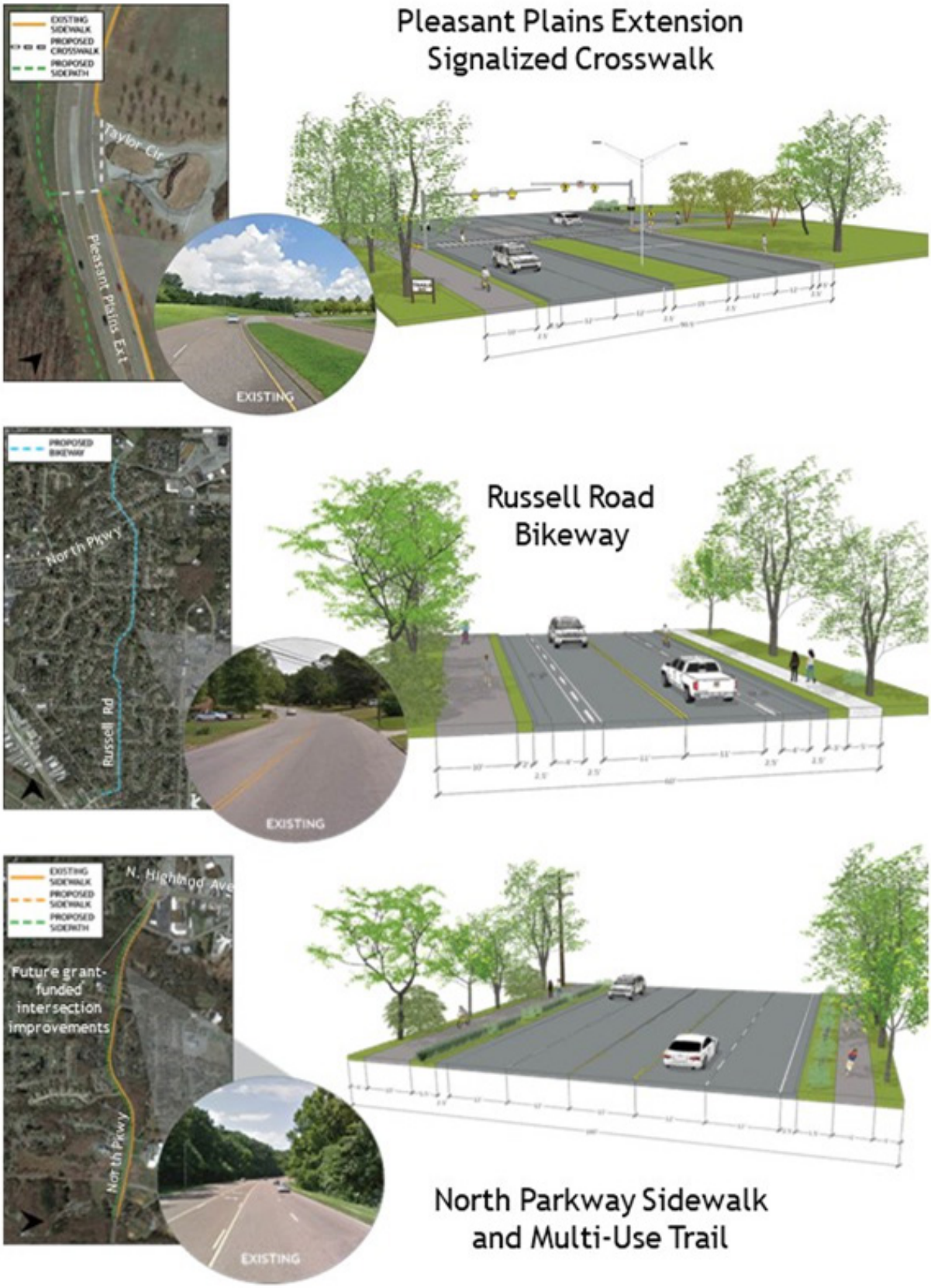
- NORTH PARKWAY SIDEWALK AND MULTI-USE TRAIL Evident by the worn roadway shoulders, North Parkway between Old Hickory Boulevard and Campbell Street serves as an important connection between where people live and where they work, shop, and access other important community resources. Input from the public reiterated this need. The city should consider pursuing grant funding for constructing infrastructure along this segment, including conducting user counts to illustrate existing demand.



Union University Wooded Trail System for Hiking, Trail Running, and Mountain Biking

PHOTO COURTESY OF ALEX TROGE, MTB PROJECT WEBSITE

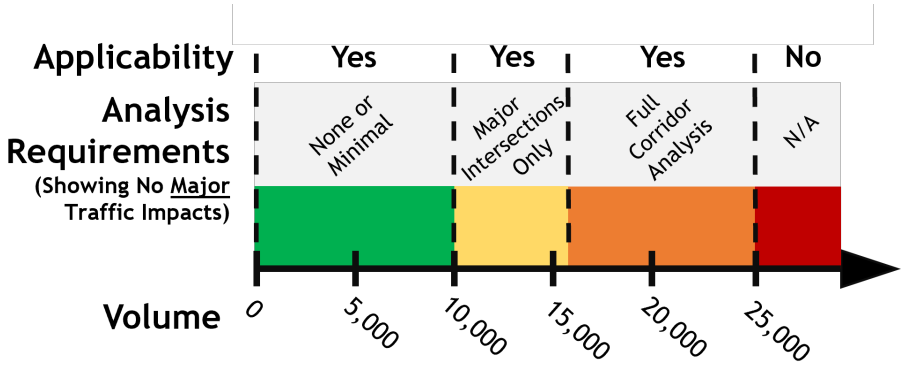
Figure 5-2. Near-Term Next Step Projects



- VANN DRIVE EXTENSION Extending Vann Drive between N. Highland Avenue and Campbell Street/Old Medina Road is planned to occur within the next 10 years. As the design is being developed, the recommended I-40 multi-use trail crossing for the Three Way-Bemis Greenway should be incorporated, which is intended to connect MCO Road on either side of I-40 using a pedestrian bridge.

- ROAD DIET EVALUATIONS Several bikeway recommendations are dependent upon a road diet, at least for incorporating the type of facility identified. Examples include Lane Avenue, Russell Road, and Wallace Road. A road diet involves either narrowing existing travel lanes through striping improvements or repurposing travel lanes where the capacity may no longer be needed and/or there is a stated objective to better balance the needs and safety of all roadway users. The Federal Highway Administration's (FHWA) guidelines describe roadways carrying less than 10,000 vehicles per day as great candidates for road diets without requiring in-depth analyses. Varying levels of analysis are recommended for roadways carrying more than 10,000 but less than 25,000 vehicles (Figure 5-3). Road diets can also be an important tool for traffic calming or providing interim infrastructure until a longer-term facility, such as a protected/separated multi-use trail, can be constructed. Examples where interim applications might be applicable include Ridgecrest Road and Old Hickory Boulevard. The city should build off the Pleasant Plains Extension pilot project and evaluate other roadways where a road diet may be applicable for improving walkability and bikeability.

Figure 5-3. Road Diet Feasibility and Analysis Requirements







Example road diet project along Cumberland Avenue in Knoxville, TN

5.2 NON-INFRASTRUCTURE STRATEGIES

PROGRAMMATIC AND POLICY PRIORITIES

Non-infrastructure strategies should be considered in tandem with larger capital projects to support expanding walking and bicycling in the City of Jackson. The recommendations included in Table 5-3 are lower-cost and can be implemented in a shorter timeframe than traditional construction projects while still supporting the goal of making active transportation an accessible mode of travel for all ages and abilities. The non-infrastructure strategies are organized into four types of recommendations: education, encouragement, enforcement, and evaluation.

TABLE 5-3. NON-INFRASTRUCTURE STRATEGIES

	STRATEGIES	EXAMPLES
Education	School Programming	Partnerships and educational programming targeting local school districts could promote walking and bicycling through safety courses and walking school buses, among others, for improved health outcomes. Schools could also be potential partners for Jackson's Tactical Urbanism program.
	Educational Campaigns	Branded maps of bicycle routes, neighborhood greenways, sidewalks, and multi-purpose trails could highlight existing and future walking and bicycling opportunities in the city. City-sponsored walk/bike events could be held to promote specific opportunities, particularly in conjunction with the opening of new trails or active living in general.
Encouragement	Bicycle Rental Program	The City could explore the feasibility of establishing a bicycle rental program utilizing the former Zagster Bike Share fleet. The program could be housed within the Jackson-Madison County Library system with bikes available to rent at any library location.
	Policy Recommendations	Ensure subdivision and development regulations require sidewalk construction with all new and infill development, regardless of roadway type and access to public sewer, and the dedication of walkway easements to promote connectivity to nearby destinations (whether at the end of cul-de-sacs and/or along subdivision blocks). Consider providing an alternative option for developers to construct a pedestrian pathway system in dedicated open space or access easements in lieu of sidewalks (at the discretion of the Planning Commission).
		Adopt a Complete Streets Policy to ensure those walking, bicycling, and using transit facilities are incorporated/considered in all roadway and capital projects. This should be done in concert with updating the City's existing minimum street standards to meet current best practice design and the design recommendations of this plan.
		Consider establishing a program to purchase structures located within floodways. Not only does this provide floodplain benefits and property owner protection, but it can also provide opportunities to incorporate trails along or stream corridors.
		Chapter 11, Section 15-1104 of the City's Municipal Code should be amended to allow bicyclists of any age to ride on sidewalks outside of the business district, given the general lack of dedicated infrastructure. In addition, the City should consider lowering the default speed limit on residential streets and in the downtown business district from 30 mph to 25 mph (Chapter 5, Section 15-101 (2)).

TABLE 5-3. NON-INFRASTRUCTURE STRATEGIES (CONT.)

Enforcement	Safety-Related Campaigns	Police and fire department staff could visit schools and community centers to promote safe walking and bicycling behaviors, including educational tips for drivers on sharing the road.
	Speed Radar Trailer Program	The Police Department and/or Streets Department could establish a program for placing mobile speed radar feedback trailers on targeted streets on a rotating weekly or bi-weekly basis. This program could operate as part of or independent of a potential traffic calming program.
Evaluation	Data Collection	Update the City's GIS inventory of existing sidewalks, bikeways, and trails annually to provide an up-to-date inventory of maintenance needs, gaps, and future projects. Also, consider conducting bicycle and pedestrian counts for purposes of prioritizing projects and/or grant submittals.
	Bicycle/Pedestrian Safety Metrics	The City of Jackson should establish bicycle and pedestrian safety targets to monitor and address active transportation safety needs as they arise.

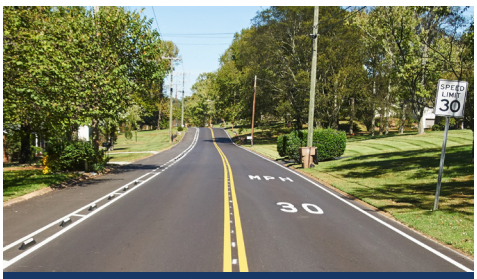
NEAR-TERM NEXT STEPS

Immediate next steps relating to the implementation of non-infrastructure strategies include the following.



FUTURE TRAIL CORRIDOR SIGNAGE IN GASTONIA, NC. PHOTO COURTESY OF CITY OF GASTONIA

MULTI-USE TRAIL AND WAYFINDING SIGNAGE – the city should explore the development of wayfinding signage for the downtown area to guide those walking and bicycling to major designations, particularly to support tourism and local business development initiatives. In addition, specific branding and signage should be developed for the multi-use trail and neighborhood greenway network to provide a consistent and identifiable brand for these types of connections. This should include "future corridor" signage to educate users on future extensions, establish expectations regarding trail development, and build momentum for future projects.



TRAFFIC CALMING PROJECT IN NASHVILLE, TN INCORPORATING A PROTECTED WALK/BIK PATH BY REPURPOSING EXISTING PAVEMENT

TRAFFIC CALMING PROGRAM – Jackson should explore establishing a traffic calming program building off the recent Arlington Avenue study for purposes of increasing the safety and comfort of shared streets. A resident request-based approach should be considered for the initial program with applications reviewed on a quarterly or biannual basis. Speed cushions, neighborhood traffic circles, signage, striping, other pavement markings, and speed limit reductions should be considered as the initial toolbox of engineering measures. Given the potential for overlap, the traffic calming program should align with the tactical urbanism program.



DEMONSTRATION BI-DIRECTIONAL MOBILITY LANE IN KANSAS CITY, MO. PHOTO COURTESY OF AMERICAN ASSOCIATION OF RETIRED PERSONS

TACTICAL URBANISM PROGRAM UPDATES – Resident input pointed to excitement regarding the newly-established tactical urbanism program; however, few were aware of the opportunity. The city should consider undertaking a targeted marketing campaign to neighborhood groups and associations, non-profits, businesses, schools, housing authority communities, among others. An additional option is for the city to undertake demonstration projects in highly visible locations to further market the program and generate project ideas. These could be as part of or aside from an Open Streets event, which is essentially a block party or street fair that focuses on encouraging physical activity and broadening transportation choices. Additional general recommendations for the program include providing an approved material list in conjunction with the design guideline drawings contained within this plan, providing additional details regarding allowable project lengths and eligible applicants, and identifying a process for projects to become more permanent. Project examples are provided on the following pages.

TACTICAL URBANISM EXAMPLE PROJECTS

BULB-OUTS/CURB EXTENSIONS

Adding bulb-outs/curb extensions can help to narrow travel lanes (thus, slowing vehicle speeds), reduce the crossing distance for those on foot or bike, and tighten up corner turning radii at intersections. The delineated space provides a blank canvas for mural art, planters, seating, signage, and bicycle or scooter corals, among other features.



MEMPHIS, TN
MEDICAL DISTRICT

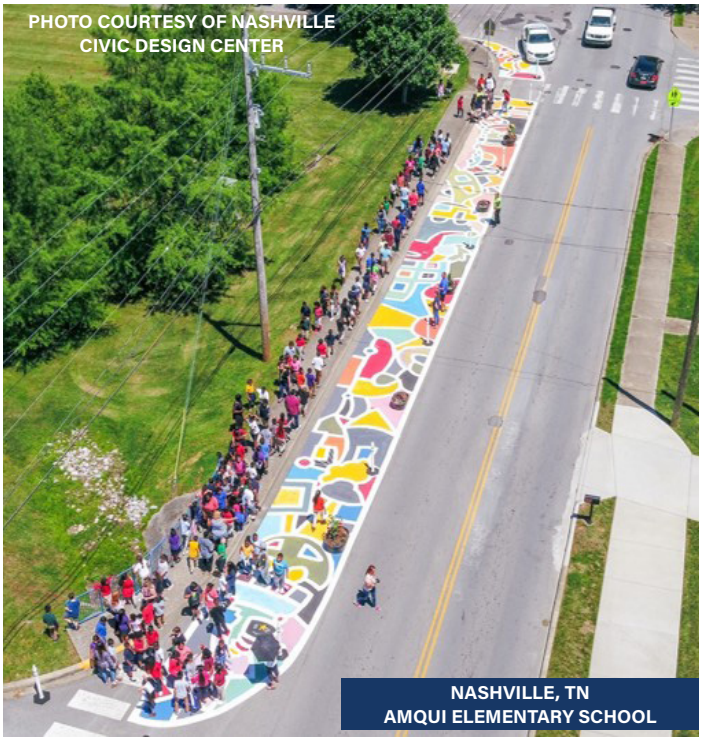


PHOTO COURTESY OF NASHVILLE
CIVIC DESIGN CENTER

NASHVILLE, TN
AMQUI ELEMENTARY SCHOOL

CROSSWALKS

Crosswalks provide an opportunity to incorporate colors, textures, and patterns to increase visibility for those crossing, as well as providing a place-making opportunity to reflect a neighborhood or district's unique character and/or history. Some decorative crosswalks are used as gateways to better define special areas of the community.



PHOTO COURTESY OF NASHVILLE
CIVIC DESIGN CENTER

NASHVILLE, TN
EAST NASHVILLE NEIGBORHOOD



PHOTO COURTESY OF MEMPHIS
MEDICAL DISTRICT COLLABORATIVE

MEMPHIS, TN
MEDICAL DISTRICT

WALKING/BICYCLING LANES

Repurposing existing pavement width can be a low-cost solution to providing a safer place to walk and bike if accompanied by protective barriers. Markings, signage, delineators, and/or paint can be used to properly identify the multi-use lane. The Seattle example (shown below) was constructed for 1/10th of the price of the planned sidewalk.



NASHVILLE, TN
NEAR GRANBERY ELEMENTARY

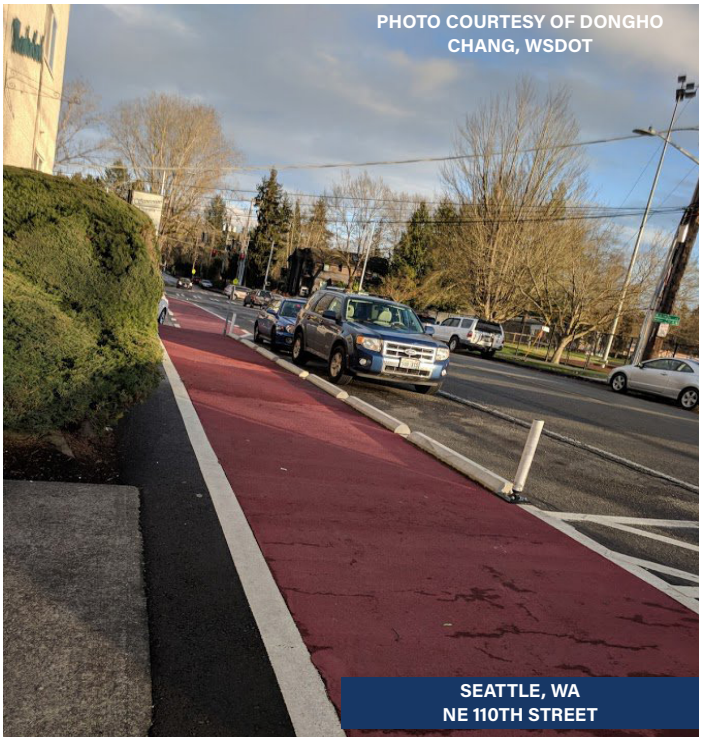


PHOTO COURTESY OF DONGHO CHANG, WSDOT

SEATTLE, WA
NE 110TH STREET

NEIGHBORHOOD TRAFFIC CIRCLES

Neighborhood traffic circles are a traffic calming measure used to improve shared streets by reducing vehicle speeds, as well as improving the aesthetics of residential intersections. Demonstration projects are a great way to involve residents and provide a platform for observing and measuring the impacts on vehicular behaviors.





NASHVILLE, TN
12 SOUTH NEIGHBORHOOD

POP-UP EVENTS

Public participatory pop-up events are becoming more common as the livable cities movement gains momentum. Open Streets and Park(ing) Day are community-led international initiatives that temporarily repurpose street space for non-vehicular purposes. Common objectives include encouraging physical activity, social engagement, and the broadening of transportation choices, reimagining public spaces, and exposing residents to local art, music, and businesses. In addition to these events, booths and interactive exhibits at street fairs and block parties provide opportunities for municipalities to engage and educate residents on transportation, among other important topics.



MEMPHIS, TN
OPEN STREETS FESTIVAL

PHOTO COURTESY OF MEMPHIS MEDICAL DISTRICT COLLABORATIVE



NEW YORK CITY, NY
POP-UP D.O.T. ENGAGEMENT TENT





PHOTO COURTESY OF COMMUNITY DESIGN CENTER

KNOXVILLE, TN
DOWNTOWN PARK(ING) DAY



Church Street at E. Main Street in downtown Jackson

CONCLUSION

WHILE CHALLENGES EXIST for enhancing walking and bicycling in Jackson, this plan serves as an essential step in achieving the community's long-term vision. An added benefit of this planning process is that it occurred in tandem with the development of the 2050 Metropolitan Transportation Plan (MTP), which includes improvements for the complete transportation system. While implementation for both plans serves as a challenge, the interconnectedness of the transportation system allows for Jackson to take a more deliberate approach to such improvements, one that balances the needs of all transportation users. With both plans in place, Jackson is poised to achieve the shared quality-of-life goals of the community.

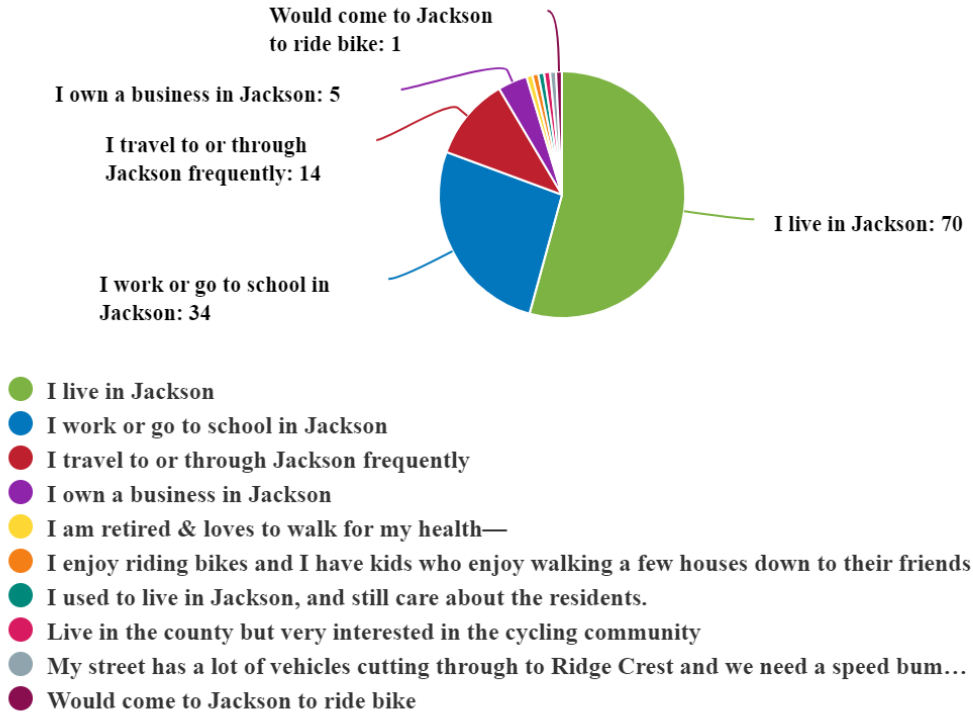


APPENDIX A

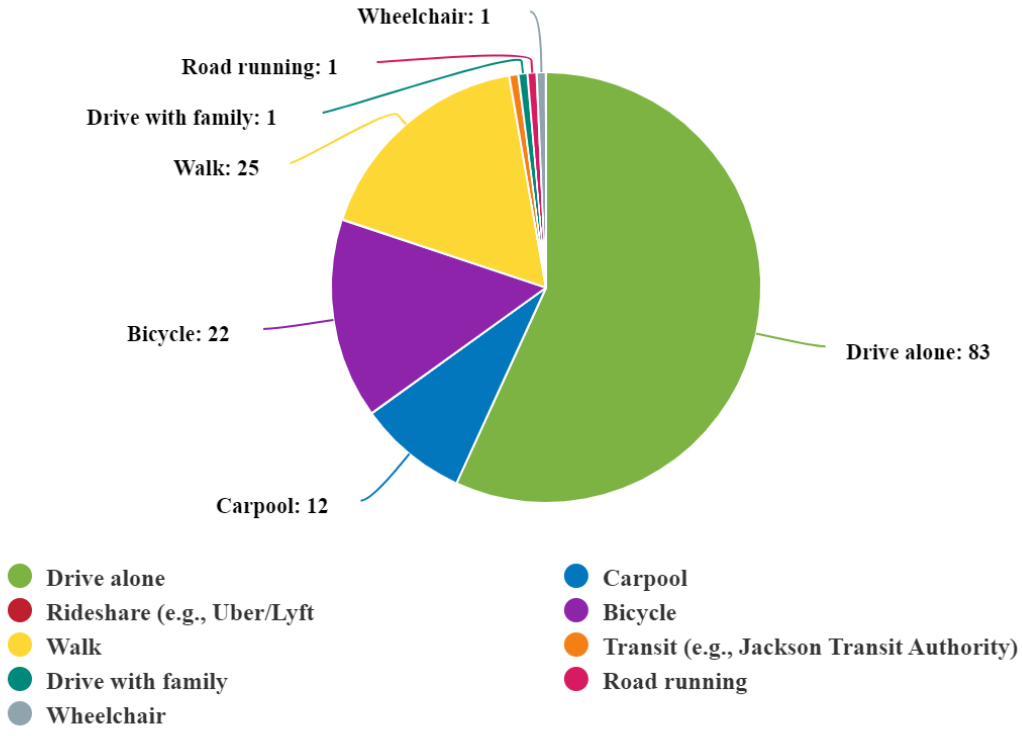
PUBLIC AND STAKEHOLDER OUTREACH

COMMUNITY WORKSHOP #1 ONLINE SURVEY RESPONSES

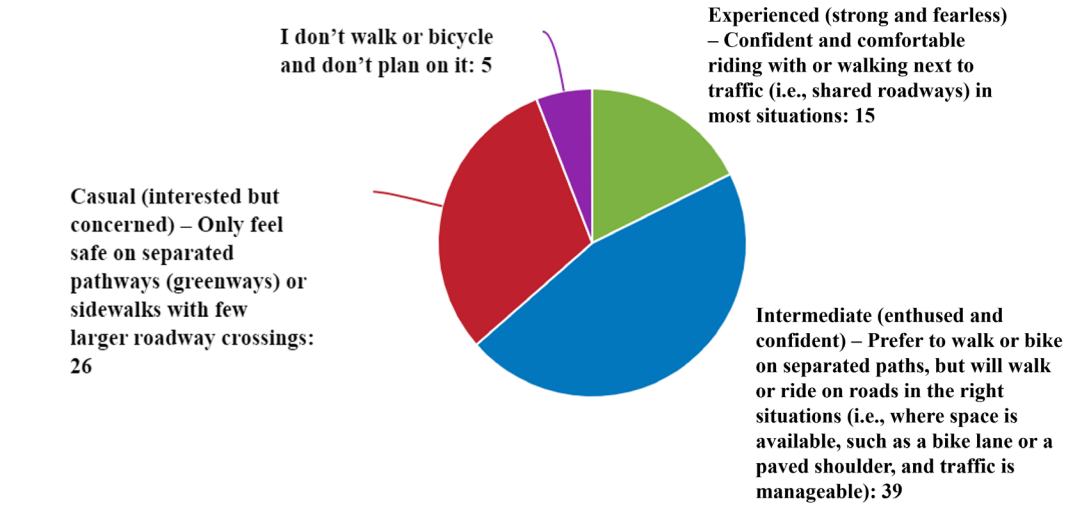
Question 1: Why are you interested in walking and bicycling in Jackson? (Select all that apply)



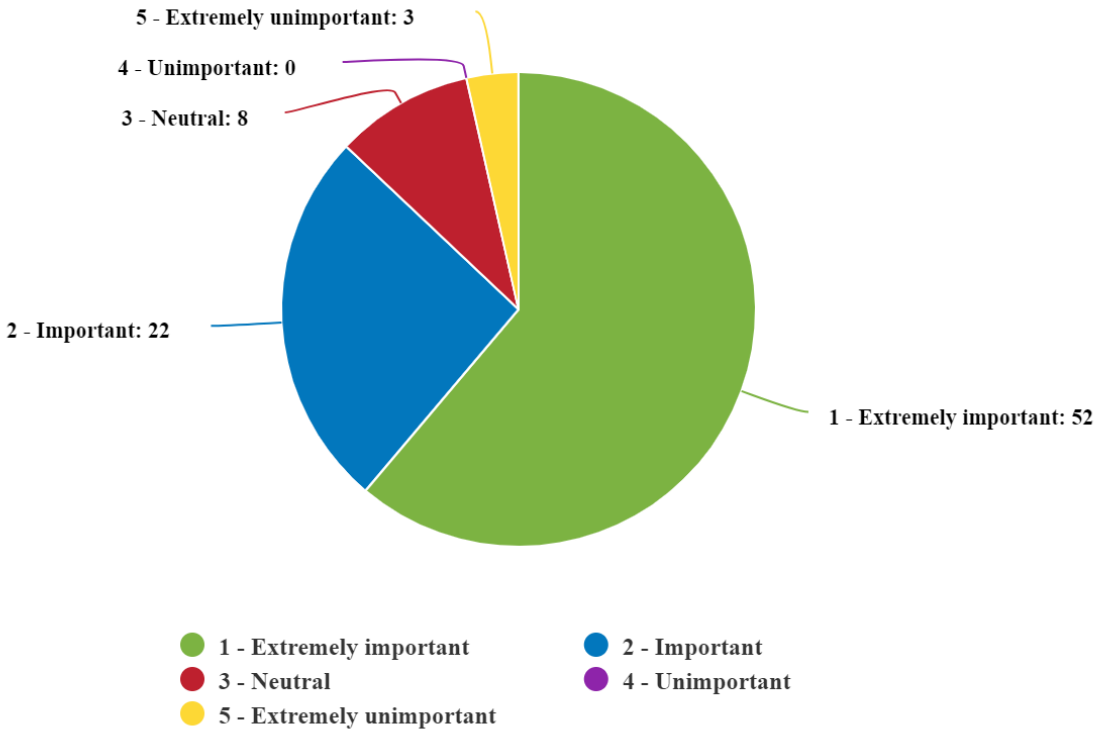
Question 2: How do you most often travel within Jackson? (Select all that apply)



Question 3: How would you describe your level of confidence in walking or bicycling?

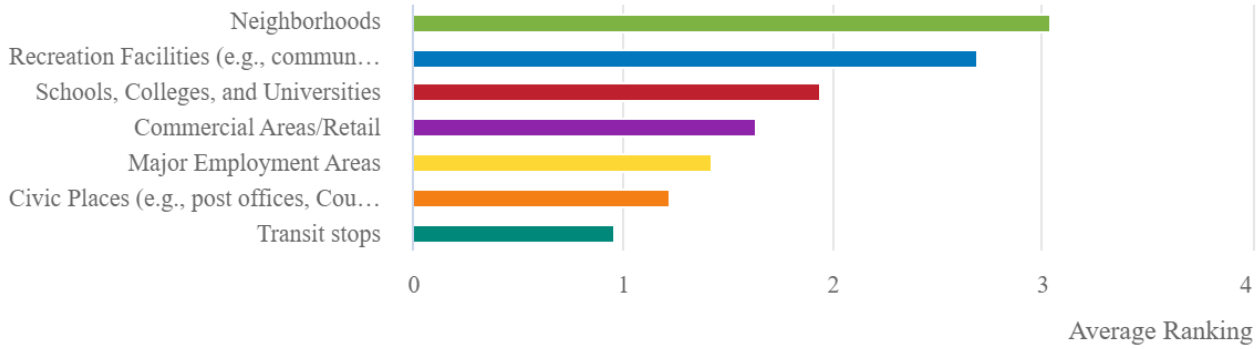


Question 4: On a scale of 1 to 5 (1 being the most important), how important of a community issue is walking and bicycling to you?



Q5. 5. Rank the following destinations in terms of their priority for walking and bicycling improvements.

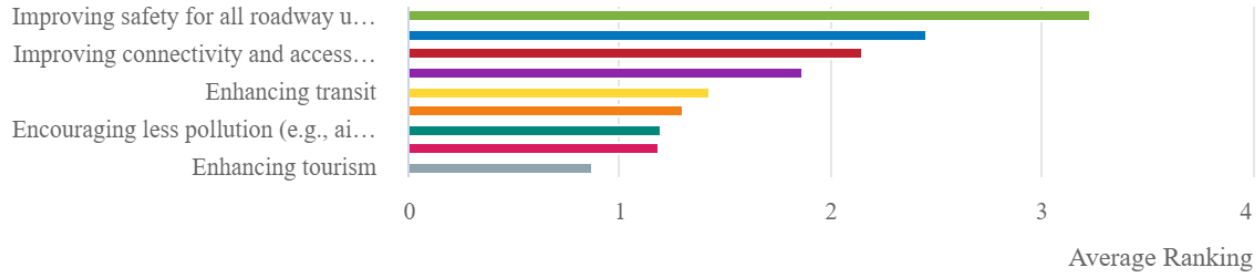
56 answers



- **Neighborhoods**
- **Recreation Facilities (e.g., community centers, existing greenways, parks, ballfields)**
- **Schools, Colleges, and Universities**
- **Commercial Areas/Retail**
- **Major Employment Areas**
- **Civic Places (e.g., post offices, Courthouse, libraries)**
- **Transit stops**

Q6. 6. Please rank the following goals for improving walking and biking infrastructure in Jackson from most to least important:

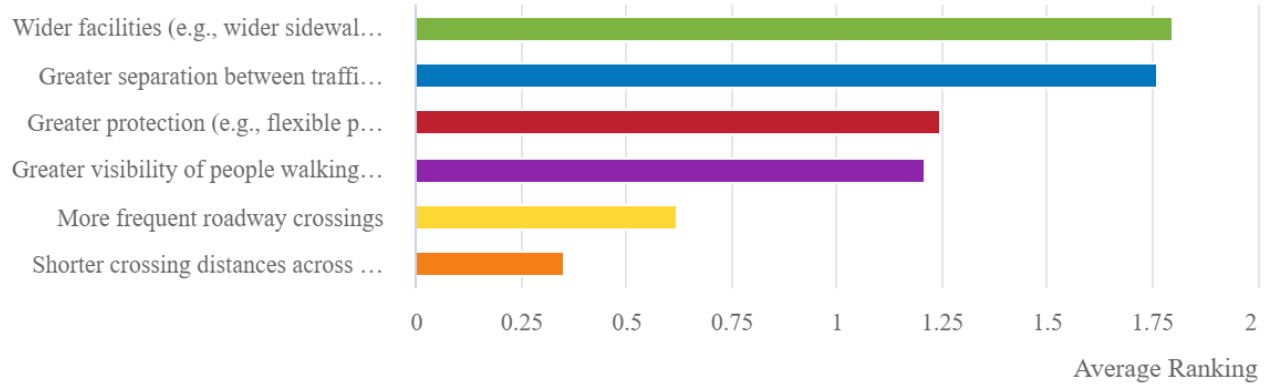
36 answers



- **Improving safety for all roadway users**
- **Supporting healthy lifestyles**
- **Improving connectivity and access to existing assets (e.g., greenways, parks, communit…**
- **Attracting and retaining residents, students, and businesses**
- **Enhancing transit**
- **Providing transportation options for historically underserved communities**
- **Encouraging less pollution (e.g., air, noise)**
- **Managing congestion**
- **Enhancing tourism**

Q7. 7. Please rank the following sidewalk, bikeway, and greenway safety designs from most to least important:

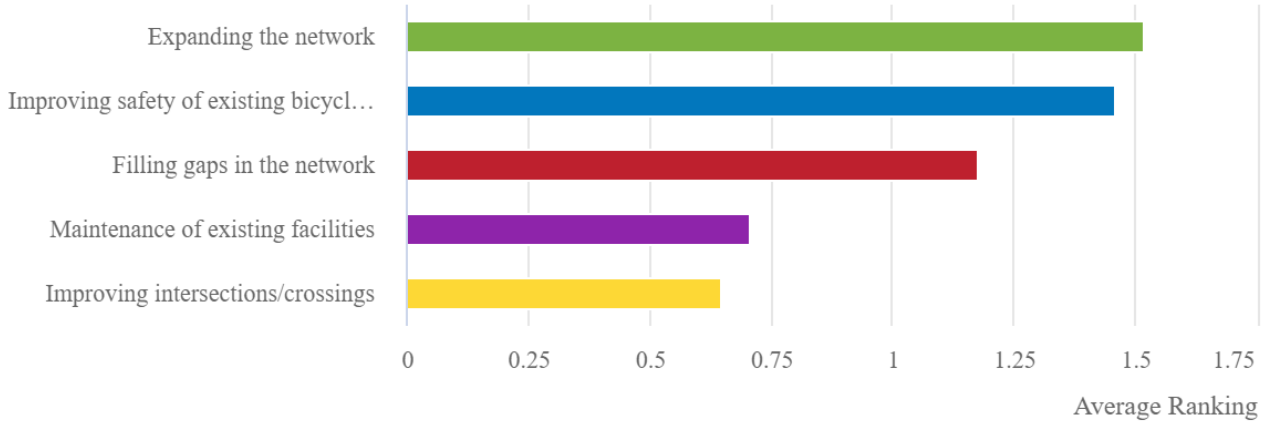
34 answers



- **Wider facilities (e.g., wider sidewalks, bike lanes, and greenways)**
- **Greater separation between traffic and pedestrian/bicycle facility (i.e., a buffer)**
- **Greater protection (e.g., flexible posts in buffer, parking-protected bike lanes, etc.)**
- **Greater visibility of people walking or bicycling (e.g., lighting, signage)**
- **More frequent roadway crossings**
- **Shorter crossing distances across roadways**

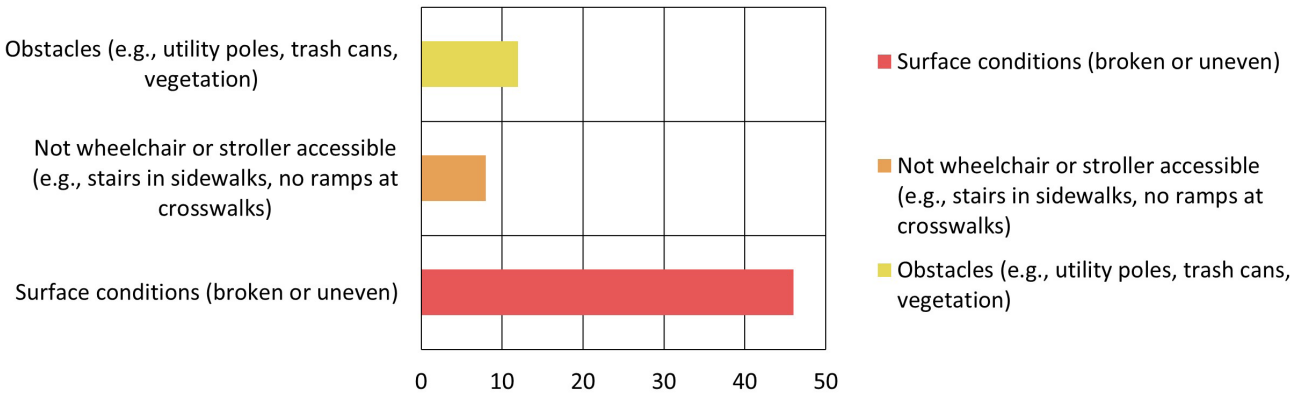
Q8. 8. Please rank the following types of walking and bicycling projects from most to least important:

39 answers



- **Expanding the network**
- **Improving safety of existing bicycle/pedestrian facilities**
- **Filling gaps in the network**
- **Maintenance of existing facilities**
- **Improving intersections/crossings**

9. What is the top maintenance issue for existing sidewalks, bike lanes, and greenways?

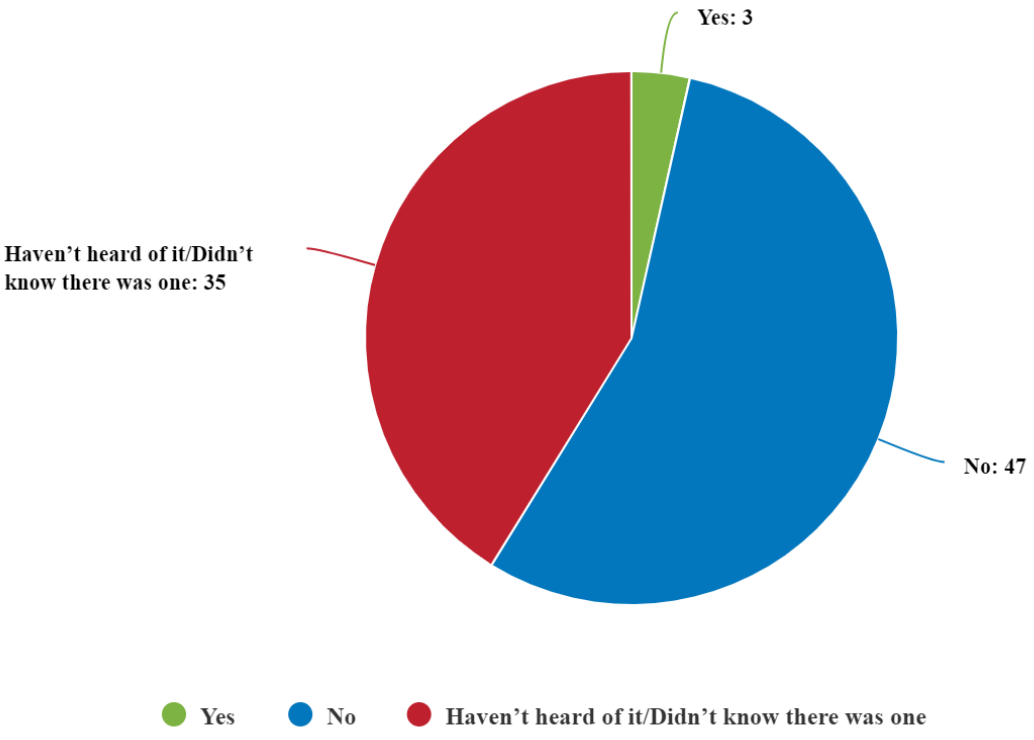


Other:	Total
All of the above	1
All of the above!!!	1
Cyclists are in the road	1
Existing sidewalks and bike lanes do not connect to provide useful transportation options, bike lane or sidewalk terminates after a short distance	1
Inconsistent availability across blocks such that the heavy use in the UM Lambuth area requires juggling between available sidewalks, remnants of what used to be there (e.g., west side of Lambuth between Arlington and Westmoreland), and walking on busy roadways.	1
Lack of greenway bike trails to ride on	1
lack of maintenance. tree branches, cracked concrete, visibility at intersections..	1
Lack of sidewalks	1
Speed bumps for more neighbors in the city limits so we can walk and ride....Fair Oaks neighbor off Highland and Ridgecrest	1
Speeding cars, loud mufflers, no visible traffic control by police	1
Traffic drives way to fast in the mid town area	1
Very few sidewalks	1

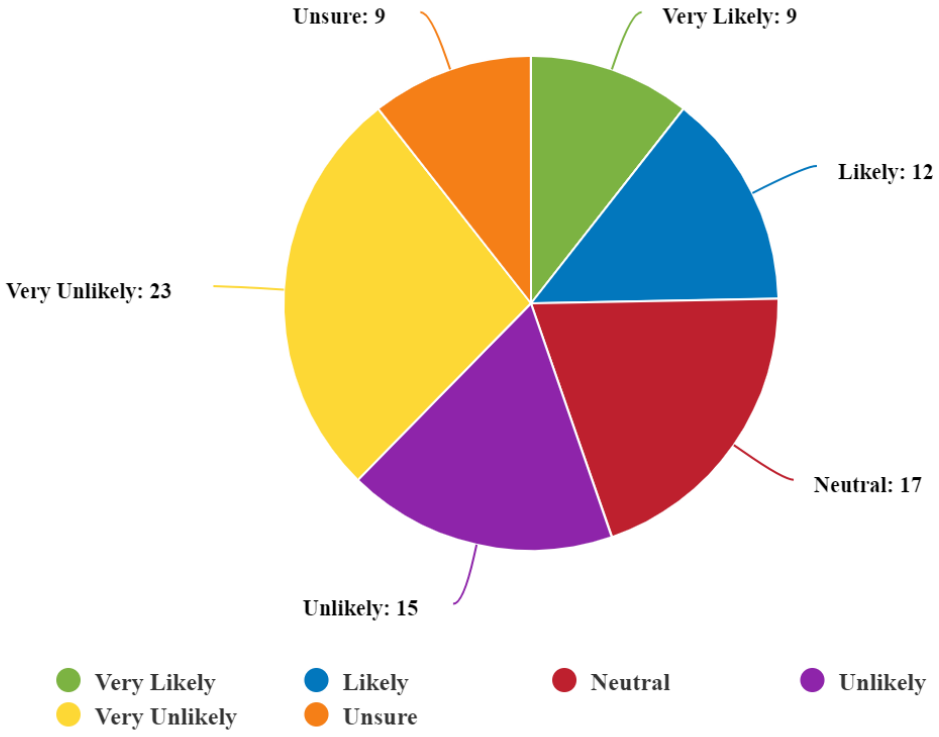
Q10. 10. Please complete the following sentence: "The future of walking and bicycling in Jackson is…."



Question 11: Jackson previously had a small bike share program called Zagster. Did you use this service when it was available?



Question 12: How likely are you to use a bike share or scooter share program in Jackson if one was established in the future?



INTERACTIVE MAP COMMENTS

TYPE	COMMENT	LOCATION	UP VOTES	DOWN VOTES
Safety	Just as general car and pedestrian safety, the painted lines on FE Wright are washed away just south of North Parkway - there are a couple spots where the lanes merge and it's impossible to see and dangerous. We need more paint.	35.647149, -88.787277	0	0
Safety	The lanes under this bridge are confusing	35.612241, -88.803767	0	0
Walking	There's a bus stop here but no sidewalk, and people are just standing in grass on the side of the road. There are so many factories and workers around here so a sidewalk and improved bus stops would be great	35.635727, -88.78674	0	0
Walking	Need sidewalk	35.569548, -88.809008	0	0
Bicycling	With directional sunlight, it is sometimes scary as a driver. The bicyclists park at Pope School and ride up Ashport to Windy City, Pleasant Plains to McClellan. This is the route of choice for a large group of them.	35.718225, -88.873472	0	0
Walking	Sidewalks on Penny Lane. A lot of adults and children walk in this subdivision and more would if there were sidewalks. It might also help with the flooding during heavy but just short rains.	35.564996, -88.791118	0	0
Safety	There are zero sidewalks on this area of N. Highland, and the vegetation is grown over, forcing people to walk in the road itself. I've often had to pass pedestrians while driving. It is a huge safety issue.	35.646094, -88.828926	1	0
Ideas and Suggestions	The area between University and Ashport Rd has a lot of low income residents. Many have no transportation. Inclement weather makes getting to the nearest bus stop an impossibility for most. With North Park being in this area, there is a need for a new bus stop. This would increase access to public transportation for the residents in the area that need it. More people could take a job in another area of town, and more kids could get to the park safely. It's a win-win. Just do it.	35.712301, -88.835835	0	0
Walking	There is no sidewalk in this area where low income residents have to walk to get to the grocery store or the nearest bus stop, a mile away. The sidewalk from University ends at the cemetery and doesn't pick back up until Demonbreun, where it ends again in a few yards. I used to have to walk this stretch to get to work at Kroger. It's very difficult in the rain or when the grass is high. It keeps the disabled with no vehicle from getting to needed services.	35.713277, -88.836694	0	0
Safety	If bike lanes are added then the speed limit needs to be enforced for added safety. Current speed limit is 30 mph but most vehicles travel 40 to 45 mph.	35.717389, -88.901367	0	0
Bicycling	Windy City Road is extremely popular with bike riders, but it needs an extra amount of safe space separate from vehicle traffic.	35.715856, -88.90729	0	0
Bicycling	There are tons of bikers on Ashport and Old Humboldt Rd. There needs to be protected bike lanes between Old Humboldt and Windy City. At a minimum on Ashport, between Old Humboldt and Longleaf Dr. where the road is narrow, it curves, there is a partial blind hill, and there is increased vehicle traffic from residents to and from the adjacent neighborhoods. At a minimum between Pope Elementary and Northpointe Dr. on Old Humboldt.	35.717807, -88.907204	0	0
Ideas and Suggestions	There needs to be public restroom facilities at the top of this hill near the trailhead with water fountains and a bike washing station.	35.675461, -88.866348	0	0

TYPE	COMMENT	LOCATION	UP VOTES	DOWN VOTES
Ideas and Suggestions	This entire wooded area needs to be an extension of the Union trails, with walking/mountain biking trails installed.	35.683444, -88.866895	0	0
Ideas and Suggestions	This entire wooded area needs to be an extension of the Union trails, with walking/mountain biking trails installed.	35.687061, -88.868741	0	0
Safety	As another comment suggested, some sort of signal device to aid in the ease of crossing for pedestrians or cyclists needs to be installed here. In addition, the curb on the West side of the street could benefit from being smoothed out into an easier transition... Many children on bikes frequent these trails and they don't know how to quickly and safely hop the curb, leaving them, and the people with them, perched dangerously in the flow of traffic as they lift their bikes over the curb.	35.675252, -88.865844	1	0
Walking	Add sidewalk from southwest corner of highland and parkway all the way to Hicksville	35.649851, -88.829516	0	0
Safety	When parking on Channing Way gets full for Liberty Park, people park across the street in front of West Tenn Bone & Joint. Adding a crosswalk would be helpful here.	35.681727, -88.851178	1	0
Ideas and Suggestions	Mark it off as a private neighborhood and not a detour to go to school. Install speed bumps to keep teens from driving erratic and potentially harming our young children.	35.565978, -88.811378	0	0
Safety	Our children are not safe with new teens driving through here going to South side high school.	35.565081, -88.811307	0	0
Walking	Dixie lane and rebel road have never had sidewalks but the neighborhood is growing with more children than before. The traffic in this area have teenagers with new licenses that constantly speed through and endanger our young children who ride bikes and walk around the block. We need side walks/speed bumps to keep our children safe.	35.565438, -88.8126	0	0
Safety	A lot of people walk this area of N Parkway possibly to get to Bus Stop or to Kroger for their groceries and it is extremely dangerous. I have witnessed people actually walking in the middle lane between the traffic to avoid walking on the side of the road. Sidewalks in this area is desperately needed for safety.	35.648526, -88.825021	1	0
Walking	I have driven to and from work on Highland between North Parkway and Tucker St. from 1980 to the present and I have seen MANY situations when pedestrians, and bikers, have been very close to the street trying to walk north and south. Many of these pedestrians are walking this area apparently because it is there only means of transportation. There are areas along here where it is hard to just stand safely, much less walk. There is on sidewalk at all between Radio Road and Lambeth.	35.650514, -88.829269	2	0
Safety	Walking in this area of Campbell is extremely dangerous. I, myself have almost hit people walking at night in this area several times. People have no place to walk or ride a bike..the street is narrow with just enough room for cars. There are so many other areas in Jackson that desperately need sidewalks for safety.	35.655535, -88.818498	0	0
Walking	On Highland from Skyline Dr to Parkway a sidewalk needs to be put down someone is going to get hit very dangerous it's always someone walking or riding a bike. A sidewalk is greatly needed on the side of the street that First Baptist Church sits on.	35.647624, -88.827918	1	0
Ideas and Suggestions	Do more to promote the Forked Dear Bottoms project, it could be the best park in west TN. Need to make a bike/ walking path off sebastian Dr. Best of all the state has it all most complete and paid for.	35.759162, -88.774808	0	0

TYPE	COMMENT	LOCATION	UP VOTES	DOWN VOTES
Ideas and Suggestions	Needs a sidewalk on both sides of street. Its unsafe and have to walk in the busy road.	35.669942, -88.8607	5	0
Bicycling	Lots of bikers on Old Humboldt Rd. Would be nice and safer to add bike lane.	35.716343, -88.86034	2	0
Walking	McClellan is not pedestrian friendly, inhibiting safety, health, and sense of community.	35.699181, -88.891196	1	0
Walking	I live on this road and see people walking down it all the time. In fact, I was seeing the same person walking on a consistent basis, turns out he was walking to the hospital for chemo because he didn't have a car. It's pretty dangerous as there's hardly any room. They walk through all the yards instead (and leave trash all over the place but that's a whole different problem, ha!).	35.635794, -88.839507	2	0
Greenways and Trails	Plenty of nice, unused forest space here: add some gravel or paved trails for walking!	35.644577, -88.83208	0	0
Greenways and Trails	This area may be small, but you could tear down the old, derelict buildings here and expand the green space next to the Farmer's Market to here. It would be nice to have a larger green space right across from the Amp and Market!	35.61482, -88.822274	0	0
Walking	Perhaps the city could partner with the Jackson Country Club to provide walking trails on the golf course that are open to the public?	35.673169, -88.833861	0	0
Safety	This isn't a pedestrian concern, but this intersection is very busy and dangerous, specifically during the 5:00 rush.	35.689622, -88.854074	0	0
Greenways and Trails	Please encourage the property owners to tear down the old Service Merchandise and the entire shopping area attached. The whole section of Jackson is a disgrace. Make it a green space at the very least. This area has been basically abandoned for30 years.	35.653347, -88.830471	3	0
Walking	Many people walk to the Kroger and bus stop who live in the apartment and housing complexes on Cheyenne Dr and Volunteer Blvd. Adding sidewalks would help keep pedestrians safe because the sidewalks are so disjointed. Pedestrians are either required to walk on the side of the road or through uncut grass to get to their destination	35.697438, -88.833497	7	0
Walking	Sidewalks are spotty, at best, along Campbell. Connecting existing and adding new would make it easier to walk or bike on Campbell.	35.633636, -88.823599	0	0
Bicycling	If the City or State could keep trash and debris out of the breakdown lane on the Bypass, it would make bicycle riding much easier	35.708189, -88.855276	0	0
Safety	Close through-street so there isn't any cross traffic going through the park. This might help correct the "shady" perception of the park and improve the safety of pedestrians at the same time.	35.643452, -88.809839	0	0
Greenways and Trails	There is so much potential to turn "Westwood Gardens" into an actual garden/green space for the community of LANA. There are many beautiful trees here, and I can envision running trails, even more trees, a large playground, and maybe a 9-hole disc golf course being added. Thanks to the ditch on one side, it feels secluded from the neighborhood and its proximity to Montessori is a plus. I'm not sure what this area is zoned for, but it is such a shame that it is just sitting unused.	35.629858, -88.830664	0	0
Safety	People bike and run on Old Humboldt and would be great if there are lanes for that. There is not a good space for bikers and runners and is dangerous.	35.704951, -88.851716	2	0

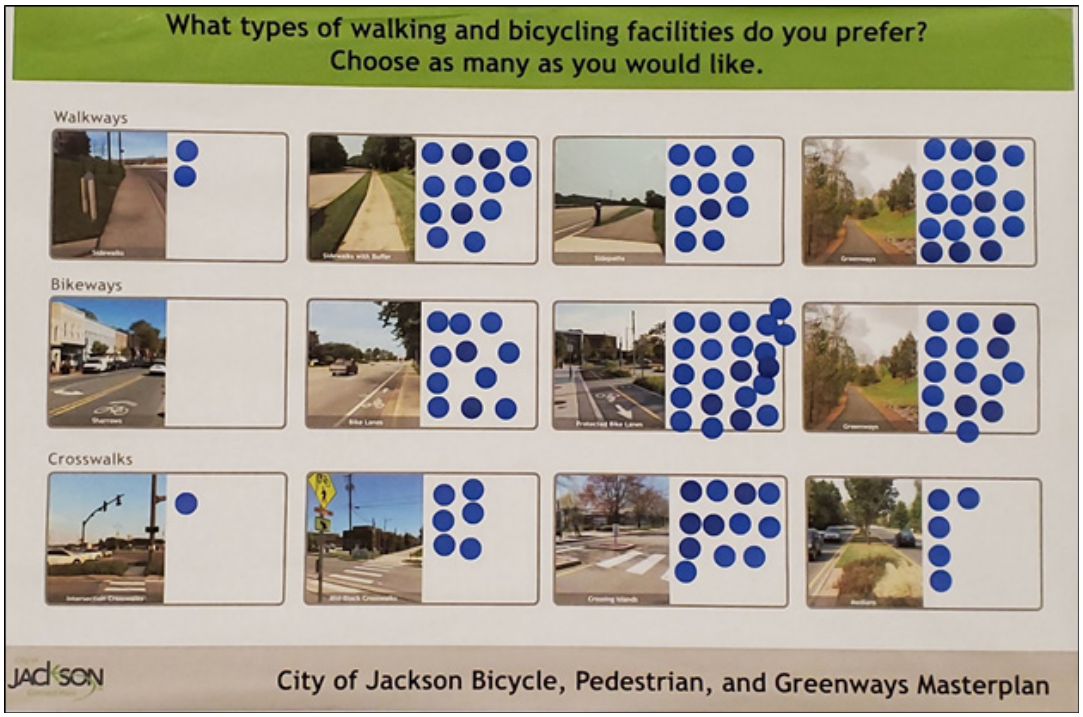
TYPE	COMMENT	LOCATION	UP VOTES	DOWN VOTES
Bicycling	Traffic lanes on this street need to be re-striped to have 3 lanes of traffic and bike lanes. It's terribly tight for cars now, and there's not enough traffic to justify 4 lanes. Have 1 lane each direction and a center turn lane. Traffic would flow much better, and we'd have space for cyclists and pedestrians. Just make sure you create a whole network of cycling lanes, so they aren't playing frogger.	35.635535, -88.834891	2	0
Ideas and Suggestions	Buy this shopping center, tear it down and make it a green space with a walking path, water features, coffee shops, restaurants and an outdoor live music venue. Maybe even create a space where food trucks can set up for Food Truck Fridays with electricity and water hookups. Huntsville has done this and it's great!	35.650156, -88.830611	5	0
Safety	Both walking and biking on this road is suicidal. Add sidewalks and bike lanes to make it safe.	35.658656, -88.816996	1	0
Safety	Fix the arrows at this intersection. They make absolutely no sense. The right lane should be for right and straight, and the left land a left turn lane only.	35.662335, -88.843453	0	0
Walking	Walking in this area is extremely unsafe, but folks walk it all the time to get to Kroger. There needs to be a sidewalk and streetlights for pedestrian safety.	35.650148, -88.826394	2	0
Walking	This road is treacherous to walk down. Needs a sidewalk desperately.	35.645161, -88.829184	3	0
Ideas and Suggestions	If the City could partner with Fellowship Church to expand their walking trail to give community members a safe place to walk that isn't on the streets, that would help a lot! We live in Hunters Green North and there isn't a safe place to walk in our neighborhood. We don't have time to drive to Union every day to get our fitness in before work.	35.69878, -88.871683	6	0
Safety	There needs to be a light here, preferably not just a caution light. Speeding is a huge problem on this road and we watch cars run the stop signs often. Morning and afternoon carpool is a disaster. It will only get worse when another subdivision is added.	35.699651, -88.908228	5	0
Walking	Extend sidewalks down Westwood to continue completely from Highland to Russell.	35.631577, -88.825171	0	0
Walking	Walking down this road it would be great to have mirrors or a sidewalk since there is limited visibility for drivers, walkers, bikers etc.	35.629314, -88.828406	0	0
Walking	Walking children through this area to avoid the roads and walk them to school is great. Would be wonderful to have a bridge to cross the creek here or anywhere along the creek.	35.626876, -88.832719	0	0
Walking	This area needs a sidewalk or at least a wider shoulder for pedestrians and bicyclists.	35.626221, -88.833329	2	0
Safety	Difficult to cross for bikes/peds and vehicles, especially left turns.	35.681376, -88.857331	1	0
Walking	Development happening along Walker - sidewalks going in	35.685914, -88.859106	1	0
Bicycling	Bike lane drops - not connected to network	35.684741, -88.862121	1	0
Greenways and Trails	Middle Forked Bottoms trail access (walking and mountain biking) from North Jackson. Dirt/gravel trails.	35.744858, -88.860855	1	0
Greenways and Trails	Would like to see existing parks connected by a greenway or even a separated bike path.	35.700198, -88.821201	10	0
Bicycling	Re-establish and improve bike trails at Fred Young Park.	35.522377, -88.765154	0	0

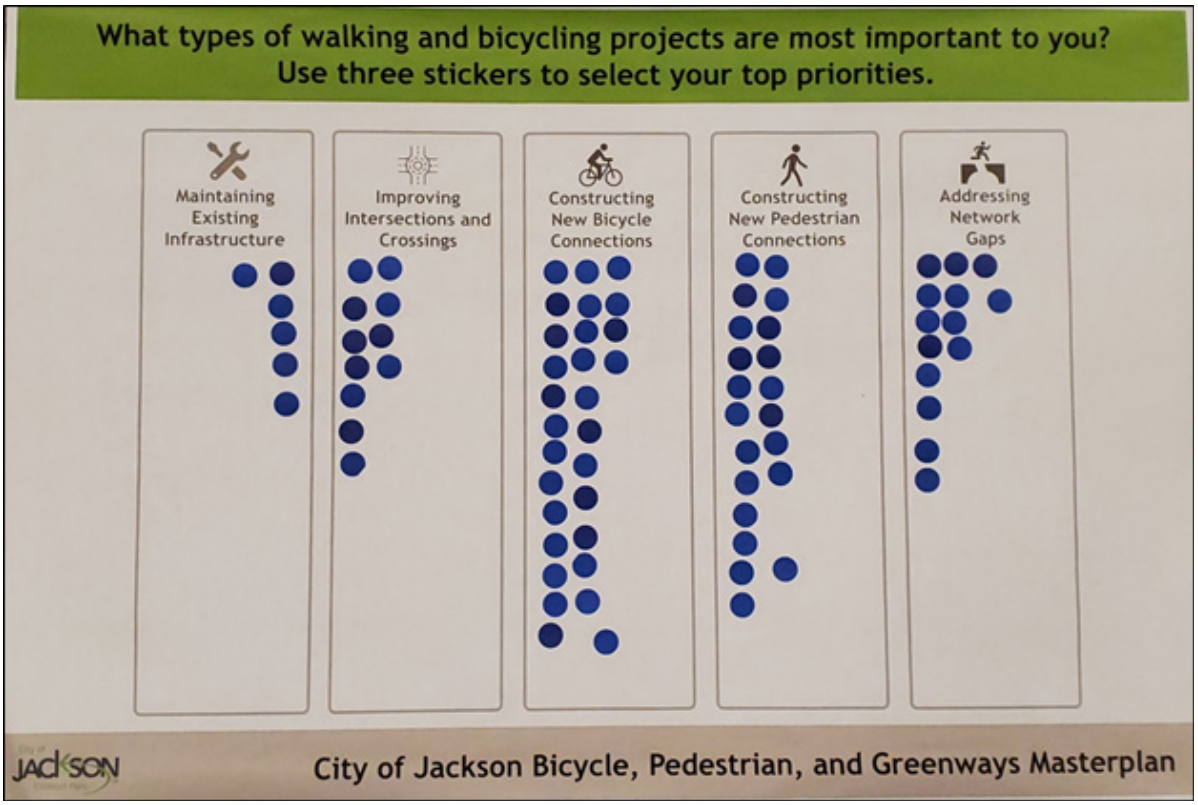
TYPE	COMMENT	LOCATION	UP VOTES	DOWN VOTES
Bicycling	It would be great to connect the bike lane on Northstar / Murray Guard dr to another bike lane. Either Oil Well or Old Humboldt rd.	35.704496, -88.851585	3	0
Safety	For Hollywood to be an access point between NW Jackson and Downtown- the bike lanes need to be restriped to correct width and cleared of debris. During non-rush hour traffic this is actually a safe thoroughfare with a few modifications.	35.647916, -88.862572	4	0
Ideas and Suggestions	A safe bike path to cross 1-40, possibly as an underpass would move Jackson toward being more bike friendly. The city is flat, the weather is good, but the safe routes are seriously lacking.	35.672693, -88.817895	7	0
Walking	When Madison is complete, crosswalks will need to be marked with the zebra stripes for students crossing Campbell. Traffic management for car riders and student drivers will needs to be considered.	35.622271, -88.826948	0	0
Safety	General comment - Drivers aren't familiar w/ how vehicles should interact w/ peds, bikers, & runners on roadways. They don't know how to handle crosswalks. It's dangerous here to walk or bike. We need a long-term public education campaign to teach everyone the rules for sharing the road. Peds & bikers also need to know the rules for passing each other on trails - announce yourself and pass on the left, for example.	35.687987, -88.859075	6	0
Ideas and Suggestions	Use the utility easement under the high voltage power line to build a greenway. Could extend from 45 bypass to Windy City. Would alleviate pedestrian traffic on McClellan- which is high traffic most of the day.	35.696846, -88.878922	10	0
Ideas and Suggestions	Many people use McClellan Rd. for fitness - running and cycling. But there is no shoulder on this road to offer the least acceptable amount of buffering from traffic. A bike lane or even a two foot shoulder on one side would be very helpful in providing for the safety of these people.	35.701272, -88.888836	7	0
Ideas and Suggestions	Boardwalk is still in dire need of repair after 2 years of being closed!!	35.609022, -88.865318	5	0
Ideas and Suggestions	East Jackson / East Union area needs a tennis court ... our community has lost the one we use to play on at Kate-Campbell Park & also at Muse Park.	35.615219, -88.77342	1	0
Bicycling	please widen Paul Coffman Drive ... it's so dangerous for bikers & cars around these curves!!	35.605464, -88.773537	1	0
Safety	The section of Skyline between Russell and Wallace is very dangerous for bikers and pedestrians. There is no shoulder at all and cars speed here.	35.639595, -88.843869	2	0
Walking	Park needs pedestrian access.	35.639452, -88.827703	1	0
Walking	This area needs sidewalks and/or on-street pathways.	35.639431, -88.839621	1	0
Safety	Lots of families/children cross the street here to get back and forth to 2 Therapy and Learning Center buildings. Walking and driving.	35.693348, -88.856582	1	0
Walking	There are 5 schools in this area (Pope, USJ, Trinity, Augustine, Sacred Heart) and multiple subdivisions between them. Most of the students in those subdivisions could walk or bike to school if there were sidewalks or safe biking lanes to allow them to do so.	35.699965, -88.890724	12	0
Walking	Would love to see sidewalks on Lambuth and all throughout LANA. We have so many walking and running with children and pets and fast cars and not enough safe places to go	35.63114, -88.826491	4	0

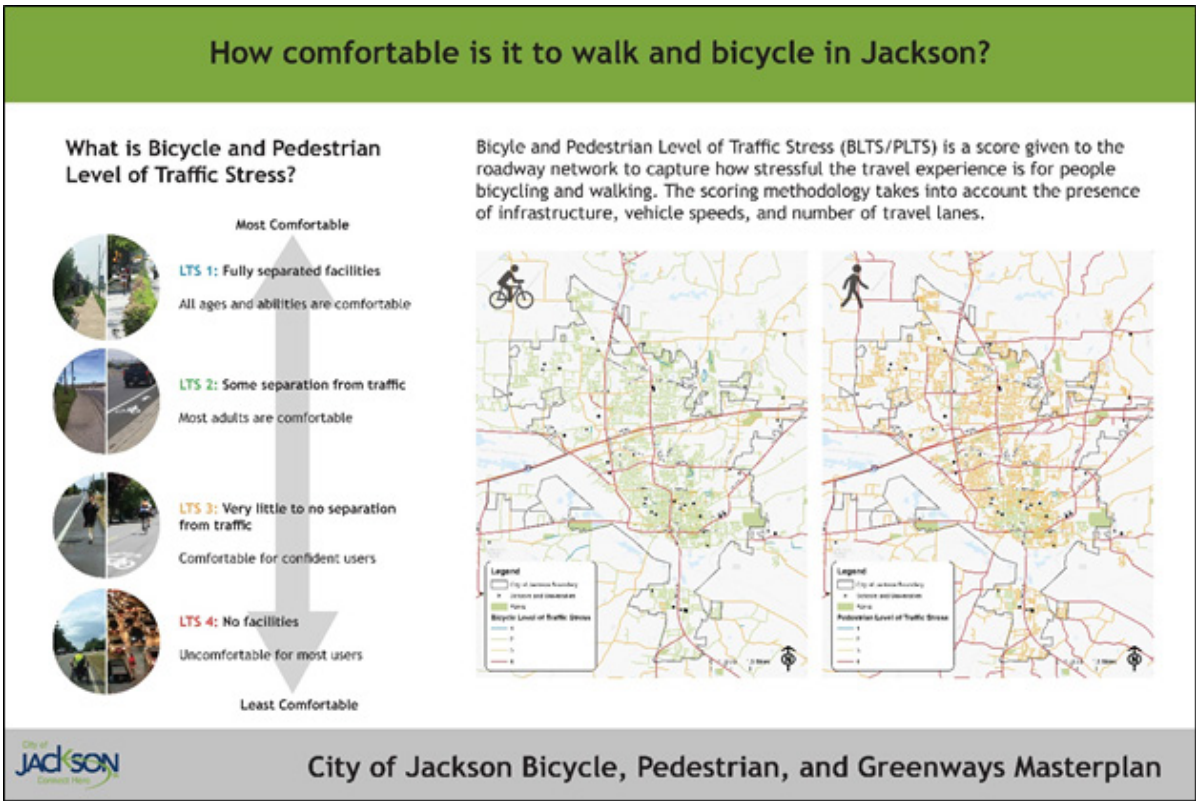
TYPE	COMMENT	LOCATION	UP VOTES	DOWN VOTES
Safety	Here is a picture of the 4 lane + middle turning lane crossing of Pleasant Plains Ext. to access running, walking, biking trails across from Union University. From a recent data collection, the trails see between 75-150 visitor per day. This is a major safety concern (for pedestrians and motorist). A painted crosswalk with pedestrian crossing signage with lights would help motorist be aware when someone is crossing the road. I am happy to talk more about the problem/solution! thanks Lauren!	35.675383, -88.865522	84	0
Walking	There is no sidewalk so it's unsafe to walk	35.626204, -88.824377	8	0
Bicycling	continue proposed bike trail from Downtown to Bemis to Malesus Park along old RR track route.	35.543122, -88.82309	9	0
Ideas and Suggestions	great put in place for Kayaks and Canoes to float from Pinson/Pinson Mounds area all the way into Jackson.	35.495897, -88.713913	1	0
Greenways and Trails	would be awesome to have trail from Kate Campbell Park to Fairgrounds to UT Ag Center in addition to the proposed trail from Downtown to Bemis.	35.596461, -88.810129	7	0
Safety	Speeds of motor vehicles on Windy City are persistently too fast. Enforcement here would help greatly. It's a well traveled cycling/running road but is very dangerous. Also there needs to be "Bikes May use full lane" signs in the area.	35.688707, -88.909607	8	0
Ideas and Suggestions	Reopen this area with just a bicycle path. It is hard to walk or bike in this area if you are on Bon Air. Just need a little cut through to the other neighborhood. Would be so nice!	35.661341, -88.82472	0	0
Greenways and Trails	It would be good if the City could fix up a walking trail around the property it Owns next to Jackson tennis center. Lots of people enjoy walking their dogs there and just walking on the old golf path	35.709374, -88.837509	4	0
Ideas and Suggestions	Reduce Main Street to 2 lanes of traffic, moving parallel parking to protect bike/pedestrian paths.	35.61423, -88.816856	6	0
Safety	Sidewalks and curbs would be much appreciated and used in this neighborhood. Several people walk in the neighborhood, it would be so much nicer and safer with sidewalks and curbs that many more people would walk.	35.560021, -88.795624	2	0
Ideas and Suggestions	CLEAN UP THIS PARK!!!! ITs a known "hookup spot" and also lots of crime. Not really used for recreation and it puts out a eerie feeling when there. Repair trails and stock the fishing pond. Constant police presence or "Park Patrol" would benefit all.	35.644829, -88.804806	2	0
Walking	Several families walk or bike to Community Montessori. This area is highly congested at drop off and pick up with no clear markings for walkers or bikers. The areas around all our public schools should absolutely have safe sidewalks and clear boundaries for bikers.	35.631994, -88.834527	6	0
Safety	Cars fly up and down Weatheridge. There are not any sidewalks and it's unsafe for people walking or biking. Oil Well has disjointed sidewalks and is very difficult to navigate on a bike. It's just unsafe in this entire area to ride a bike or walk.	35.695631, -88.865436	10	0
Bicycling	This area needs a sidewalk for those that walk or bicycle.	35.63515, -88.825505	9	0
Bicycling	This area need a sidewalk for those walk or bicycle.	35.648428, -88.801661	1	0
Walking	High traffic area, no shoulder, deep drainage, and lots of foliage. Pedestrians walking to get to commercial area from bus stops on Highland. Difficult for drivers to see pedestrians at night.	35.640017, -88.827918	9	1

TYPE	COMMENT	LOCATION	UP VOTES	DOWN VOTES
Ideas and Suggestions	Having a safe way to cross the bypass whether by a bike lane or a foot traffic bridge,	35.681204, -88.855619	25	1
Bicycling	This area needs a sidewalk for those that walk or bicycle.	35.635394, -88.833882	11	0
Bicycling	This area needs a sidewalk for those that walk or bicycle.	35.639547, -88.827342	8	0
Bicycling	This area needs a sidewalk for those that walk or bicycle.	35.650955, -88.832852	6	0
Walking	So many people use this area to walk to the bus stops and Kroger that the grass is worn. Someday someone is going to get hit.	35.648548, -88.821201	7	0
Greenways and Trails	Follow existing creek to create a Midtown greenway. Possible water management techniques to make it possible to interact with the creek more.	35.636755, -88.820815	14	1
Walking	Connect existing sidewalks. High traffic area plus speeding.	35.631698, -88.827682	7	1
Walking	Connect existing sidewalks, high traffic area, narrow sections without shoulders, speeding traffic.	35.63693, -88.822746	6	1
Walking	Connect existing sidewalks, high traffic areas, limited visibilities due to hills, traffic has excessive speed.	35.638325, -88.825815	6	1
Walking	High traffic area. many children in the area walking to school to other parts of the neighborhood. Traffic does speed on this section.	35.632099, -88.839397	2	1
Walking	This is a high traffic area with two lanes, no shoulder, and several apartments on Hollywood and four lanes and no shoulder on Forrest. Hollywood has a lot of pedestrians walking towards the shopping area shopping area. Forrest would be used more by residents for walking and exercise if there was space to share the road or sidewalks.	35.628053, -88.840374	7	1

COMMUNITY WORKSHOP #1 PRESENTATION BOARDS

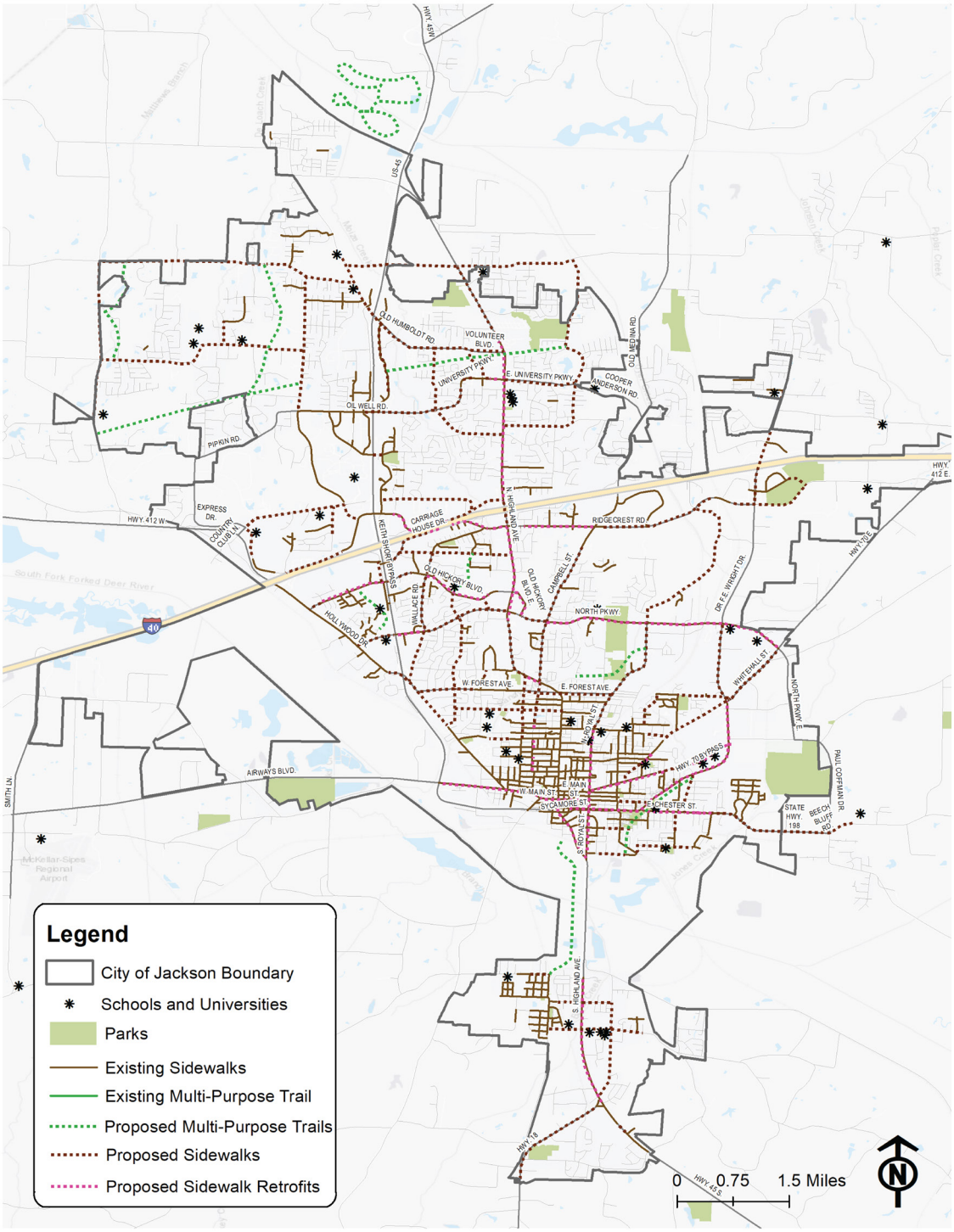



What types of walking and bicycling projects are most important to you?
Use three stickers to select your top priorities.
Maintaining Existing Infrastructure
Improving Intersections and Crossings
Constructing New Bicycle Connections
Constructing New Pedestrian Connections
Addressing Network Gaps
City of Jackson Bicycle, Pedestrian, and Greenways Masterplan


How comfortable is it to walk and bicycle in Jackson?
What is Bicycle and Pedestrian Level of Traffic Stress?
Most Comfortable
LTS 1: Fully separated facilities
All ages and abilities are comfortable
LTS 2: Some separation from traffic
Most adults are comfortable
LTS 3: Very little to no separation from traffic
Comfortable for confident users
LTS 4: No facilities
Uncomfortable for most users
Least Comfortable
Bicyle and Pedestrian Level of Traffic Stress (BLTS/PLTS) is a score given to the roadway network to capture how stressful the travel experience is for people bicycling and walking. The scoring methodology takes into account the presence of infrastructure, vehicle speeds, and number of travel lanes.
City of Jackson Bicycle, Pedestrian, and Greenways Masterplan

What is it like to walk and bicycle in Jackson today?

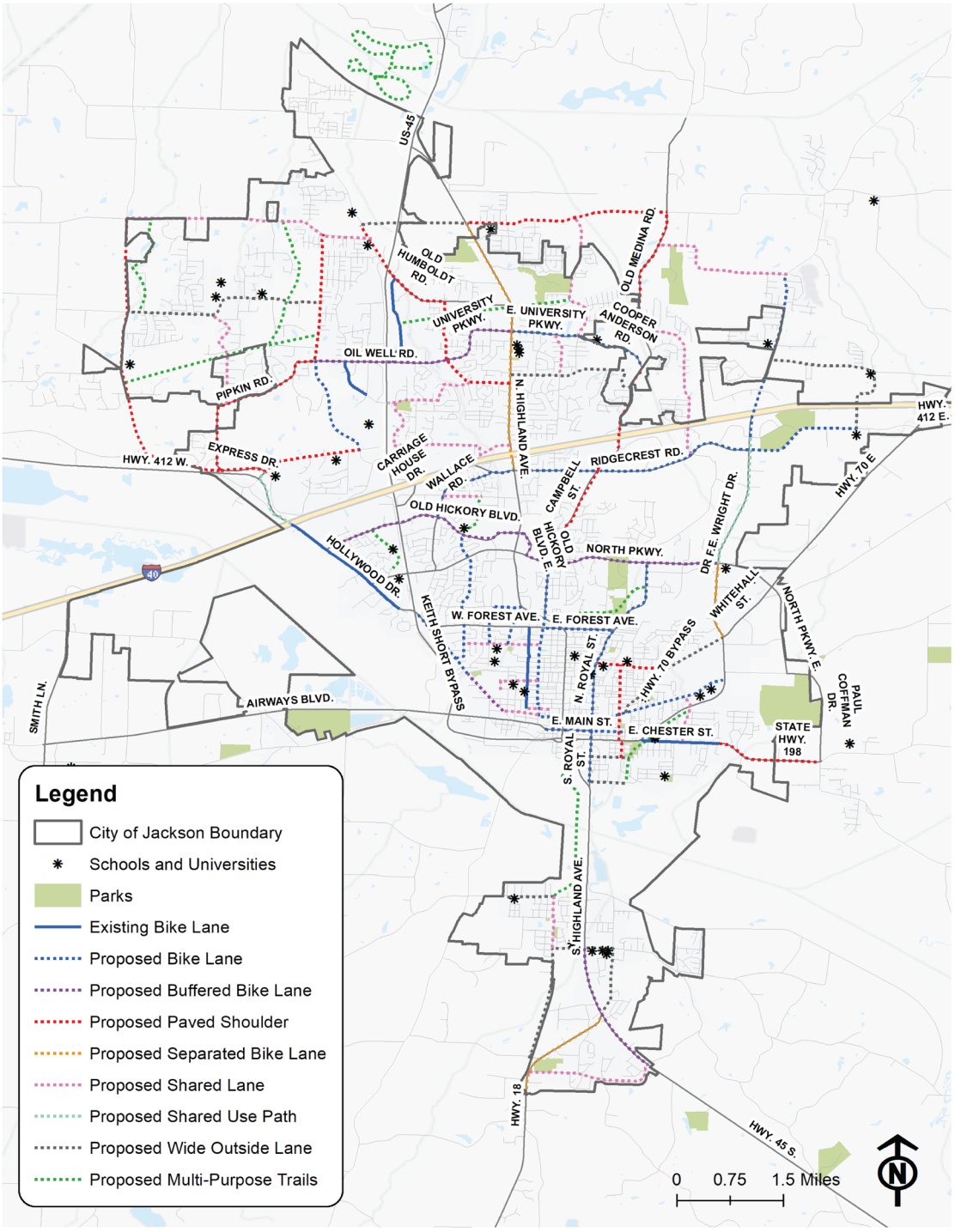
Existing and Proposed Walking Network



City of Jackson
Bicycle, Pedestrian, and Greenways Masterplan

What is it like to walk and bicycle in Jackson today?

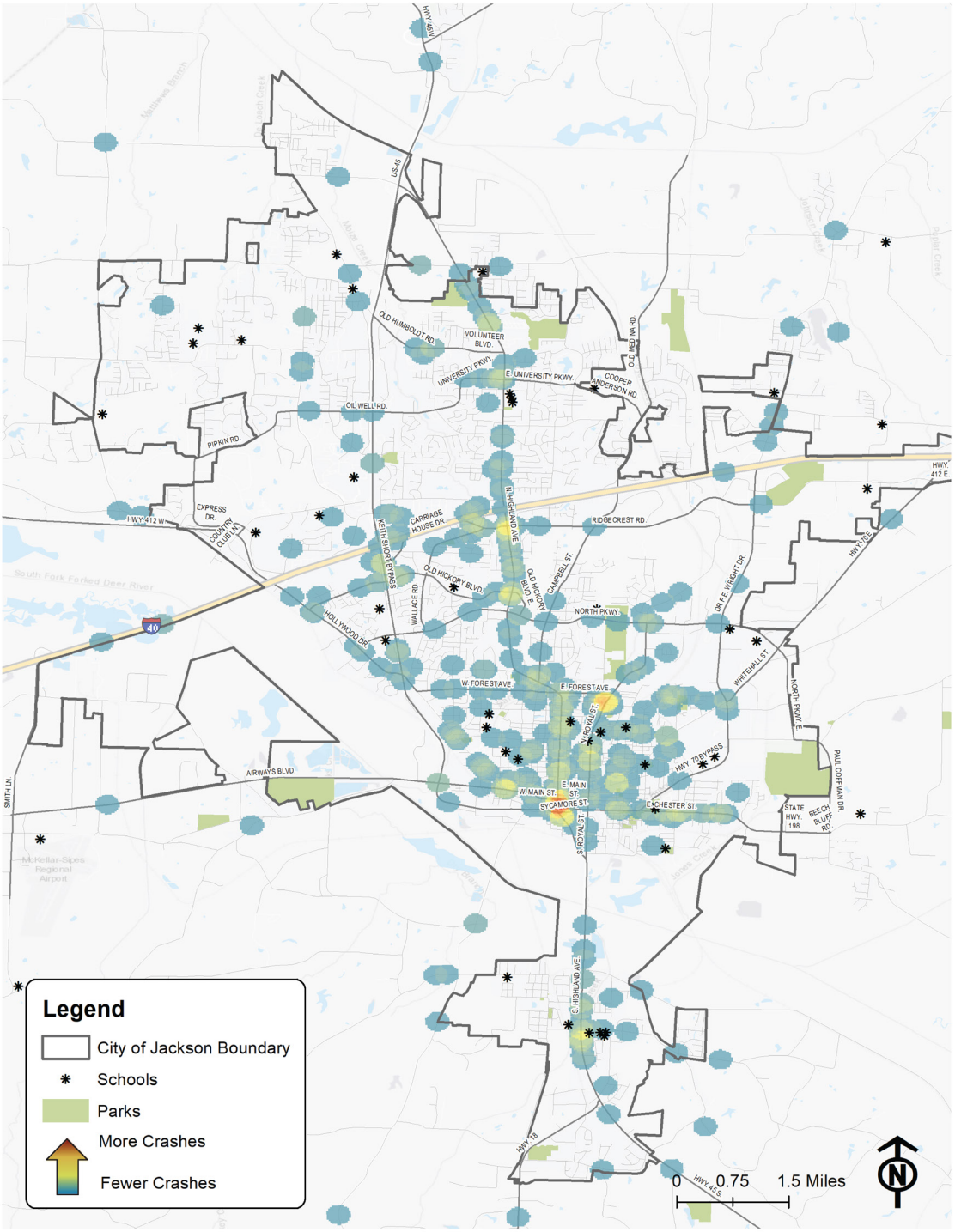
Existing and Proposed Bicycling Network



City of Jackson
Bicycle, Pedestrian, and Greenways Masterplan

What is it like to walk and bicycle in Jackson today?

Pedestrian and Bicyclist Crashes, 2016 to 2020



City of Jackson
Bicycle, Pedestrian, and Greenways Masterplan

Traffic Calming and Shared Streets

What is traffic calming?

Infrastructure is expensive and it is not practical to build sidewalks on every street. Traffic calming measures can be applied to roadways to ensure safe and comfortable streets for all people, whether driving, walking, or bicycling.

There are dozens of traffic calming applications to choose from, depending on the context and issue to be addressed.

Approaches include:

- Speed cushions
- Bulb-outs
- Raised crosswalks
- Traffic circles
- On-street parking
- Medians
- Chicanes

Examples



Traffic circles reduce speeds at uncontrolled intersections.



Speed cushions reduce vehicle speeds.



Bike lanes and edge lines reduce lane width and vehicle speeds.



Bulb-outs reduce crossing distances and increase pedestrian visibility.



Chicanes reduce speeds by narrowing and curving the roadway.



Signage and pavement markings inform users of speed limits, bike routes, and more.



On-street pathways provide dedicated space for people walking and bicycling.



Radar feedback signs remind drivers of their speed.

Place your response on this board.

The future of walking and bicycling in Jackson is...

How would you answer this question?

What does walking and bicycling mean to you and your community?

Support the River Basin Plan for Greenway Trail!! Connecting through Downtown Jackson from the Farmers market (open land at Layfette to Triangle Park)

To make walking, running, biking safer and more accessible for traffic on streets, sidewalks, and neighborhoods in Jackson.

To encourage new bikers, walkers, runners while ensuring their safety!

PROTECTED + COMPLETE BIKE LANES

integrated paths to allow for safe consistently across the city

Safe routes to school

Having fun

Exercise and responsibility for kids walking/biking to school

Safe places to walk and bike for kids.

Bike lanes on Holly Road Street

Make it easy to block

Wireless cut thru's

Make complete one way and use one lane as greenway

Nothing you can't together while not the right

Healthier Community

Positive Community Reinforcement!

CITY OF JACKSON

BICYCLE, PEDESTRIAN, AND GREENWAYS MASTER PLAN

AUGUST ENGAGEMENT SUMMARY

WHO Jacksonians and others interested in walking and bicycling in Jackson.

WHEN Workshop - August 19, 2021
Website - August to November, 2021

45 workshop attendees
3106 online webpage visits*
99 map comments*
91 survey responses*

*As of 10/31/2021

1 HOW DO PEOPLE FEEL ABOUT WALKING AND BICYCLING IN JACKSON?

86% of all participants consider walking and bicycling an important or extremely important community issue.

2 WHAT ARE THE MAIN ISSUES?



Maintenance (of existing sidewalks, bike lanes, and greenways)

1. Surface conditions (broken/uneven)
2. Not wheelchair or stroller accessible
3. Obstacles (e.g., utility poles, trash)



Safety

1. Lack of dedicated infrastructure
2. Gaps in existing walking and bicycling networks
3. High vehicle speeds and need for traffic calming

3 WHAT SHOULD THE FOCUS BE MOVING FORWARD?

Top destinations for improving walking and bicycling accessibility:

1. Neighborhoods
2. Recreation facilities (e.g., community centers, greenways, parks, ballfields)
3. Schools, Colleges, Universities
4. Commercial areas/retail

Top community goals for walking and bicycling:

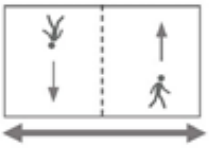
1. Improve safety for all roadway users
2. Support healthy lifestyles
3. Improve connectivity and access to existing assets (e.g., greenways, parks, community resources)
4. Attract and retain residents, students, and businesses

Top three safety design features for new walking and bicycling infrastructure:

1 Greater Separation



2 Wider Facilities



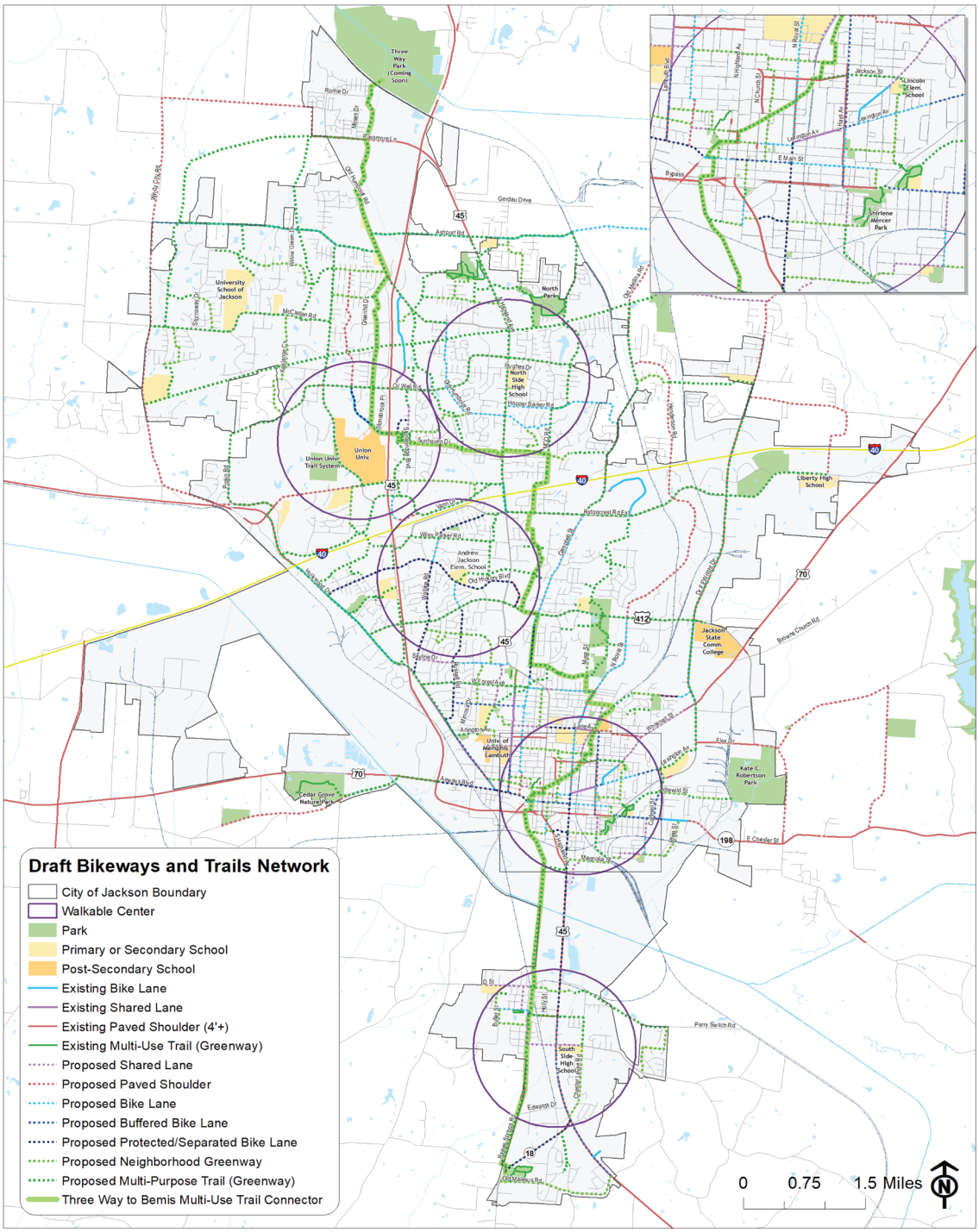
3 Greater Protection



City of JACKSON Connect Here

DRAFT BIKEWAYS AND TRAILS NETWORK

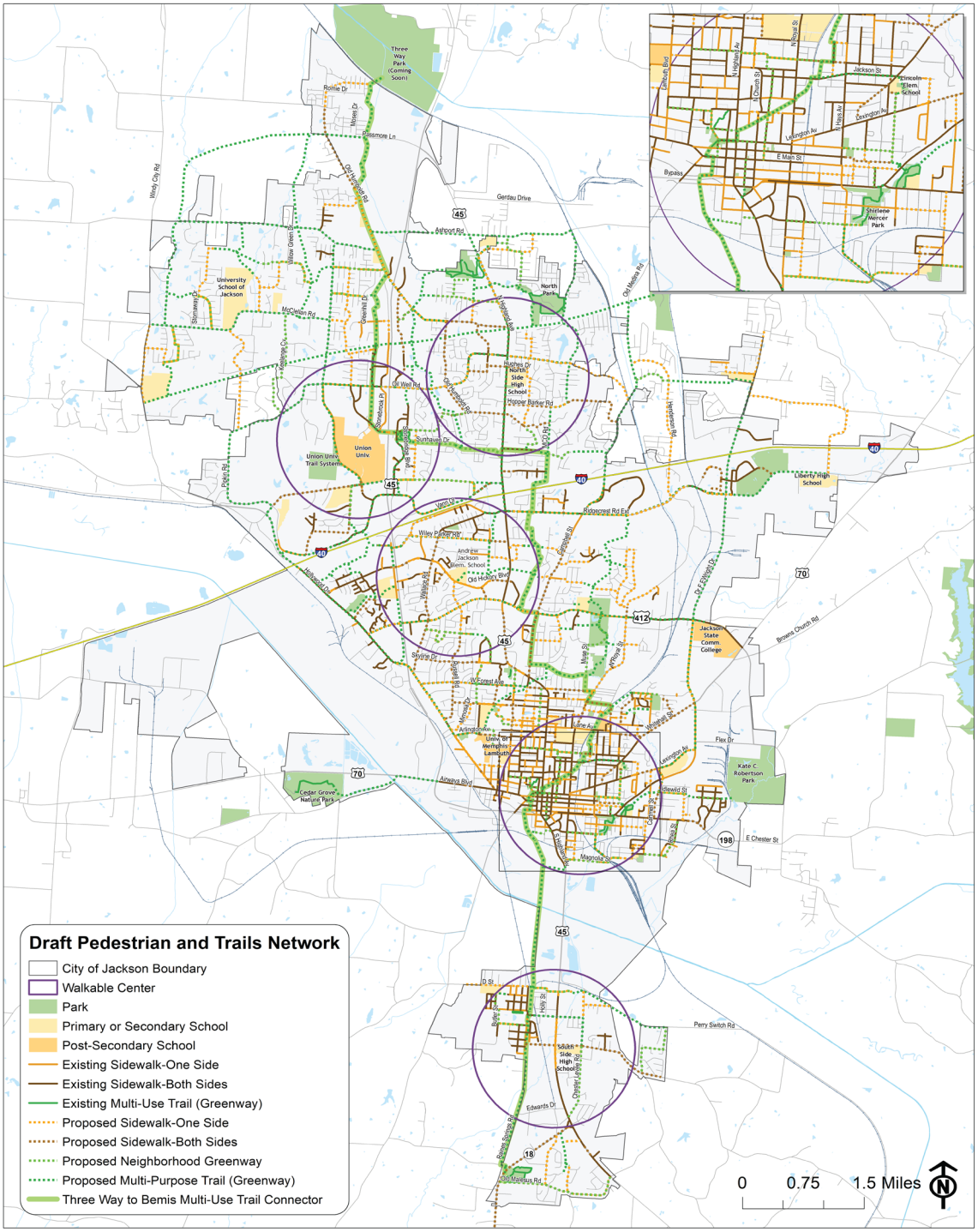
LONG-TERM VISION



City of JACKSON Connect Here

Bicycle, Pedestrian and Greenways Master Plan

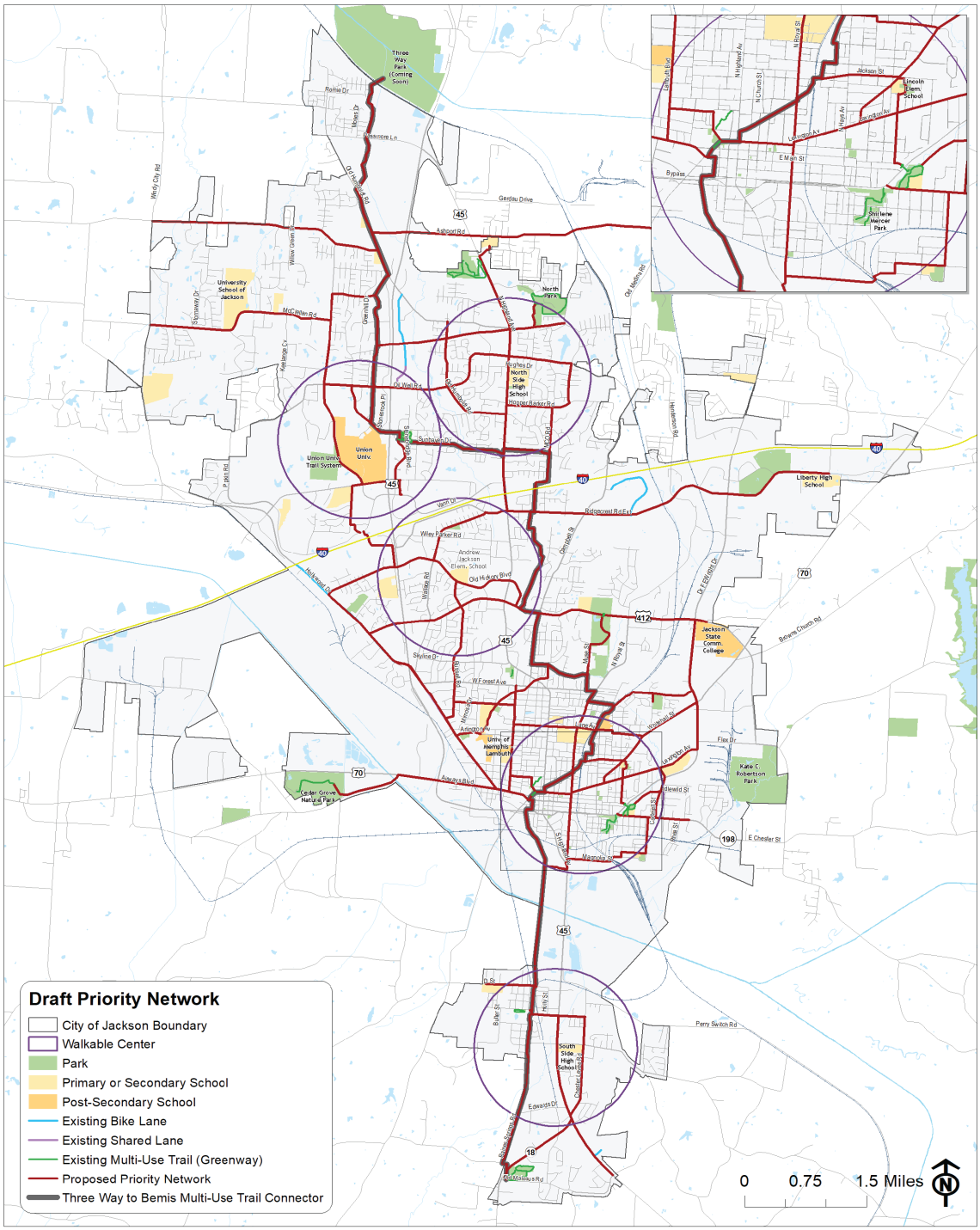
DRAFT PEDESTRIAN AND TRAILS NETWORK
LONG-TERM VISION



City of JACKSON Connect Here

Bicycle, Pedestrian and Greenways Master Plan

DRAFT PRIORITY NETWORK



City of JACKSON Connect Here

Bicycle, Pedestrian and Greenways Master Plan

BUILDING A MORE WALKABLE AND BIKEABLE COMMUNITY

Walking and bicycling depend on safe, comfortable, and connected networks of sidewalks, bike lanes, and trails. The following elements influence where and how walking and bicycling connections are generally identified and prioritized.

Access to Destinations	Network Completeness	Network Quality	Community Support	Constructability
• Schools • Parks • Bus Stops • Commercial Areas • Other Major Destinations	• Route Directness • Route Continuity • Route Spacing	• Speed Limit • Daily Traffic Volumes • Roadway Crossings	• Identified in Previous Plan • Public Meeting Input • Current Demand • Future Development	• Right-of-Way Availability • Utility Conflicts • Topography • Pavement Width • Roadway Capacity

RECOMMENDED WALKWAYS AND BIKEWAYS

PLACES TO WALK

Sidewalks



Multi-Use Trails (Greenways)



Multi-Use Trails (Sidepaths)



PLACES TO BIKE

Neighborhood Greenways



Shared Lanes



Paved Shoulders (4')



Bike Lanes



Buffered Bike Lanes



Separated Bike Lanes



PROJECT EXAMPLES



Sidewalk and Sidepath
North Parkway - Proposed





Mid-Block Crossing
Pleasant Plains Extension - Proposed





Protected Bike Lane
Russell Road - Proposed





Intersection Improvements and Sidewalks
Harts Bridge Road - Proposed



TACTICAL URBANISM

WHAT IS IT? Demonstration projects to test street improvements


Neighborhood Traffic Circles


Crosswalks


Curb Extensions



Walkways & Bikeways


Park(ing) Days


Open Streets

HOW LONG DO PROJECTS LAST?



DEMONSTRATION
1 day - 1 month
- *Engage community*
- *Test new ideas*

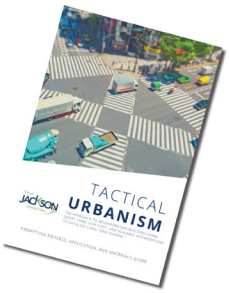
PILOT
1 month - 1 year
- *Evaluate impacts*

INTERIM DESIGN
1 year - 5 years
- *Make decisions*

PERMANENT
5 years - 50 years
- *Inspire change*

DID YOU KNOW?

- The City of Jackson has a new community-led tactical urbanism program.
- For more information, please visit:
  jacksontn.gov/residents/tacticalurbanism



City of JACKSON Connect Here
Bicycle, Pedestrian and Greenways Master Plan

COMMUNITY WORKSHOP #2: COMMENTS AND FEEDBACK

TYPE	COMMENT
Comment Card	I am glad the city of Jackson is considering these improvements. Being at Union, I am particularly interested in the Pleasant Plains crossing.
Comment Card	My goal: I live on Ridgecrest and over the past month 3 electric poles down due to traffic accidents. The street is used as a drag strip and too much noise from 18 wheelers. Solution: 3 lane road with protected bike lanes for Ridgecrest. Certain hours that 18 wheelers can travel on street. Also = can't ride to grocery store. Campbell street – sidewalks/bike lanes; North parkway – protected bike lanes; Wallace Road – protected bike lanes. Try temporary protected bike lanes?
Comment Card	Draft pedestrian trails network is an excellent idea! I like that all of the districts are included. Way to go!
Interactive Map	Would there be any traffic calming measures (such as speed humps) employed for safety of cyclists?
Emailed Comment	Move our BMX track to the city from Fred Young Park. It's a great youth organization and most kids don't even know we have one. I'm a big fan of greenways.

CITY OF
JACKSON

BICYCLE, PEDESTRIAN, AND GREENWAYS MASTER PLAN
2ND ROUND ENGAGEMENT SUMMARY

WHO Jacksonians and others interested in walking and bicycling in Jackson.

WHEN Workshop - February 24, 2022
Website - February to March 2022

30 workshop attendees
7 webmap comments
3,532 online webpage visits*

*Since June 2021

1 HOW DID ATTENDEES REACT TO THE DRAFT RECOMMENDATIONS?

- Bicycle and pedestrian facilties are an important element of Jackson's quality of life
- Support for maximum separation from vehicles for walkways, bikeways, and trails
- The Three Way to Bemis Greenway overcomes significant barriers, intertwines major destinations, and connects Jackson's distinct geographic areas.

2 WHAT ISSUES REMAIN?

- Lack of facilities for walking and bicycling will take time to address
- Active transportation facility needs exceed available resources
- Existing infrastructure, maintenance issues, and land use patterns pose challenges to bicycle/pedestrian project implementation

3 WHAT SHOULD THE FOCUS BE MOVING FORWARD?

- Secure funding for bicycle, pedestrian, and trail projects through dedicated funding, grants, and development partnerships
- Prioritize the Priority Network, Three Way to Bemis Greenway, and projects within walkable centers for near-term implementation
- Modify Tactical Urbanism program based on study recommendations (dedicated funding, additional guidance, demonstration projects)
- Implement road diets where possible to expand the active transportation system with minimal capital investment
- Require sidewalk and trail construction as part of new subdivision development
- Develop a traffic calming program to develop safety improvements in tandem with neighborhood greenway implementation





City of JACKSON Connect Here

ADVERTISING

← Tweet

City of Jackson, TN
@CityofJacksonTN

We will be hosting a community workshop on August 19, as part of the #Bicycle, #Pedestrian, and #Greenways Master Plan. This master plan will identify improvements to increase the safety and comfort of people walking and bicycling in #JacksonTN. Read More: bit.ly/3yFbZIs



4:00 PM · Aug 9, 2021 · Twitter Web App

← Tweet

City of Jackson, TN
@CityofJacksonTN

SURVEY ENDS FRIDAY, OCTOBER 15 -- #JacksonTN: participate in a #Bicycle, #Pedestrian, and #Greenways Master Plan Survey! View the interactive map and place comments on specific locations; share opportunities and challenges related to walking and bicycling: bit.ly/3kwrYDX



8:51 AM · Oct 12, 2021 · Twitter Web App

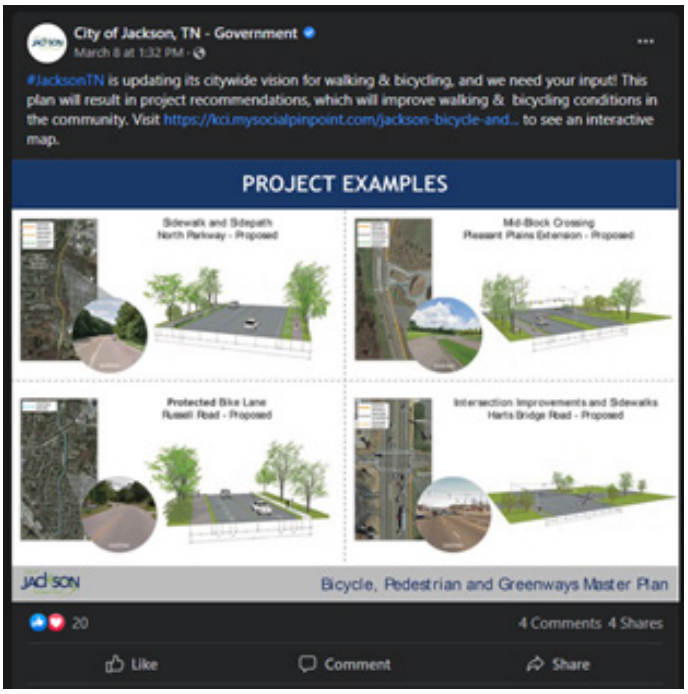
← Tweet

City of Jackson, TN
@CityofJacksonTN

The 2nd and final Community Workshop for the BPG Master Plan will be held on 2/24/22, from 4-6pm in the George A. Smith Meeting Room at #JacksonTN City Hall as part of the #Bicycle, #Pedestrian, & #Greenways Master Plan. kci.mysocialpinpoint.com jackson-bicycle-and-pedestrian-plan



2:00 PM · Feb 17, 2022 · Twitter Web App


City of Jackson, TN - Government
March 8 at 1:32 PM
#JacksonTN is updating its citywide vision for walking & bicycling, and we need your input! This plan will result in project recommendations, which will improve walking & bicycling conditions in the community. Visit https://kci.mysocialpinpoint.com/jackson-bicycle-and... to see an interactive map.
PROJECT EXAMPLES
Sidewalk and Sidepath
North Parkway - Proposed
Mid-Block Crossing
Pleasant Plains Extension - Proposed
Protected Bike Lane
Russell Road - Proposed
Intersection Improvements and Sidewalks
Harts Bridge Road - Proposed
Bicycle, Pedestrian and Greenways Master Plan
20
4 Comments 4 Shares
Like
Comment
Share


PROJECT EXAMPLES
Bicycle, Pedestrian and Greenways Master Plan


Tweet
City of Jackson, TN
@CityofJacksonTN
#JacksonTN is updating its citywide vision for walking & bicycling, and we need your input! This plan will result in project recommendations, which will improve walking & bicycling conditions in the community. Visit kci.mysocialpinpoint.com/jackson-bicycl... to see an interactive map.
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Intersection Improvements and Sidewalks
Harts Bridge Road - Proposed
Bicycle, Pedestrian and Greenways Master Plan
1:32 PM · Mar 8, 2022 · Twitter Web App



APPENDIX B

NETWORK PRIORITIES

TOP SCORING PROJECTS - BY FACILITY TYPE

TOP SCORING PROJECTS – BIKEWAYS AND TRAILS (PRIORITY NETWORK)

Rank	Project ID	Proposed Facility Type	Road	From	To	Linear Feet	Estimated Cost (Rounded)	Timeframe	Geographic Area	Score
1	P14	Bike Lane/Buffered Bike Lane/Multi-Use Trail	Lexington Ave	Hayes Ave	JCT Middle School Driveway	5,120.2	$240,000	Near-term	Midtown	47
2*	P19	Neighborhood Greenway	Morgan St/Union Ave	Lambuth Blvd	W. College St	2,466.1	$40,000	Near-term	Midtown	45
2*	P99	Buffered Bike Lane	S. Highland Ave	Bemis Ln/Herron Grove Rd	Watlington Rd	11,683.6	$410,000	Near-term	South Jackson	45
3*	P18	Multi-Use Trail	W. Main St/Proposed Trail	W. Lafayette St	Bemis Multi-Use Trail	564.3	$90,000	Near-term	Midtown	42
3*	P75	Multi-Use Trail	Oil Well Rd	Pleasant Plains Rd/ Pleasant Plains Ext	Old Humboldt Rd	7,985.6	$1,240,000	Near-term	North Jackson	42
4	P13	Multi-Use Trail	Proposed Anderson Creek Multi-Use Trail	Rothrock Field	Cartmell St	2,024.3	$315,000	Near-term	Midtown	40
5	P44	Multi-Use Trail	Hollywood Dr	North Pkwy	Arlington Ave	9,139.2	$1,420,000	Near-term	Midtown	39
6*	P24	Multi-Use Trail	Proposed Westwood Multi-Use Trail	Hollywood Dr	Westwood Ave	3,839.8	$600,000	Near-term	Midtown	35
6*	P32	Bike Lane/ Separated Bike Lane	N. Royal St	E. Main St	E. Forest Ave	7,775.4	$255,000	Near-term	Midtown	35
6*	P37	Shared Lane	Whitehall St	Existing Bike Lanes	Hwy 70 Bypass/ Dr. F.E. Wright Dr	6,707.3	$70,000	Near-term	Midtown	35
6*	P38	Multi-Use Trail/ Neighborhood Greenway	N. Royal St/ E. Forest Ave/Muse St	Hardee St	North Pkwy	7,630.9	$315,000	Near-term	Midtown	35
6*	P70	Multi-Use Trail	N. Highland Ave	Ridgecrest Rd/ Carriage House Dr	Charjean Dr	4,195.1	$655,000	Near-term	North Jackson	35
7	P74	Multi-Use Trail	University Pkwy	Old Humboldt Rd	N. Highland Ave	5,491.1	$855,000	Near-term	North Jackson	34
8*	P27	Separated Bike Lane/ Shared Lane	Division Ave/Lane Ave	Lambuth Blvd	N. Royal St	4,138.5	$130,000	Near-term	Midtown	32
8*	P63	Multi-Use Trail	Pleasant Plains Ext	Oil Well Rd/Pipkin Rd	Country Club Ln	7,558.3	$1,175,000	Near-term	North Jackson	32
9	P65	Multi-Use Trail/ Neighborhood Greenway	Arboretum Connector Multi-Use Trail	Existing Arboretum Trail	N. Highland Ave	6,089.2	$160,000	Near-term	North Jackson	31
10*	P23	Buffered Bike Lane	Hollywood Dr	Airways Blvd	Russell Rd	5,775.9	$205,000	Near-term	Midtown	30
10*	P31	Multi-Use Trail/ Neighborhood Greenway	S. Lindsey St	Woodland St/ Proposed Multi-Use Trail	Existing Hwy 70 Bypass Pedestrian Bridge	2,539.1	$75,000	Near-term	Midtown	30

TOP SCORING PROJECTS – BIKEWAYS AND TRAILS (PRIORITY NETWORK) (CONT.)

Rank	Project ID	Proposed Facility Type	Road	From	To	Linear Feet	Estimated Cost (Rounded)	Timeframe	Geographic Area	Score
10*	P45	Bike Lane/ Separated Bike Lane	Russell Rd	Old Hickory Blvd	Hollywood Dr	9,895.7	$475,000	Near-term	Midtown	30
10*	P62	Multi-Use Trail	Stonebridge Blvd	Country Club Ln	Stonebridge Blvd/ Channing Way/ Hospital Blvd	3702.7	$575,000	Near-term	North Jackson	30

**Tie*

TOP SCORING PROJECTS – SIDEWALKS (WALKABLE CENTERS)

Rank	Project ID	Proposed Facility Type	Road	From	To	Side	Linear Feet	Estimated Cost (Rounded)	Timeframe	Geographic Area	Score
1	S22	Sidewalk	Preston St	Existing Sidewalk	N. Royal St	One	458.8	$35,000	Near-term	Midtown	50
2	S53	Sidewalk	Oil Well Rd/University Pkwy	Existing Sidewalk	Existing Sidewalk	One	7,487.7	$525,000	Near-term	North Jackson	47
3	S25	Sidewalk	Conger St	E. King St	Hale St	Both	572.63	$45,000	Near-term	Midtown	45
4	S49	Sidewalk	Channing Way/Chickering Rd/Glen Echo Dr	Keith Short Bypass	Old Humboldt Rd	One/Both	9,714.3	$685,000	Near-term	North Jackson	44
5*	S23	Sidewalk	E. Orleans St Group	Multiple	Multiple	One	1,231.7	$90,000	Near-term	Midtown	43
5*	S28	Sidewalk	Stonewall St	Whitehall St	Neff St	One/Both	1,151.0	$85,000	Near-term	Midtown	43
6*	S15	Sidewalk	Commerce St	E. Chester St	Existing Sidewalk	One	1,318.4	$95,000	Near-term	Midtown	42
6*	S17	Sidewalk	Lane Ave Group	Multiple	Multiple	One/Both	3,431.5	$245,000	Near-term	Midtown	42
6*	S33	Sidewalk	North Parkway	Hollywood Dr	Keith Short Bypass	One	2,372.7	$170,000	Near-term	Midtown	42
6*	S1	Sidewalk	Chester Levee Rd	S. Highland Ave	Harts Bridge Rd	One	4,933.3	$350,000	Near-term	South Jackson	42
7	S2	Sidewalk	Harts Bridge Rd	S. Missouri St	Penny Ln	Both	18,924.4	$1,325,000	Near-term	South Jackson	41
8	S26	Sidewalk	E. Baltimore St Group	Multiple	Multiple	One	1,398.8	$100,000	Near-term	Midtown	40
9*	S37	Sidewalk	Old Hickory Blvd	Wallace Rd	Existing Sidewalk	One/Both	7,415.0	$520,000	Near-term	Midtown	38
9*	S42	Sidewalk	Tinker Hill Rd Group	Multiple	Multiple	One	3,755.0	$265,000	Near-term	Midtown	38
10*	S9	Sidewalk	Magnolia St/Iselin St	Short St	Briggs St	One	3,283.7	$230,000	Near-term	Midtown	37
10*	S10	Sidewalk	Short St Group	Multiple	Multiple	One	1,415.8	$100,000	Near-term	Midtown	37
10*	S34	Sidewalk	Old Hickory Blvd	Existing Sidewalk	Existing Sidewalk	One/Both	3,160.4	$225,000	Near-term	Midtown	37
10*	S64	Sidewalk	N. Rosewood St	Jackson St	Lexington Ave	One	946.0	$70,000	Near-term	Midtown	37
10*	S67	Sidewalk	Williams St	Hollywood Dr	Lambuth Blvd	One	2,179.2	$155,000	Near-term	Midtown	37
10*	S69	Sidewalk	Edgewood Ave	Allen Ave	Existing Sidewalk	Both	2,274.4	$160,000	Near-term	Midtown	37

**Tie*

PRIORITY PROJECTS BY GEOGRAPHY

PRIORITY NETWORK BIKEWAY AND TRAIL NETWORK RECOMMENDATIONS – NORTH JACKSON

Project ID	Proposed Facility Type	Road	From	To	Linear Feet	Estimated Cost (Rounded)	Timeframe	Score
P75	Multi-Use Trail	Oil Well Rd	Pleasant Plains Rd/ Pleasant Plains Ext	Old Humboldt Rd	7,985.6	$1,240,000	Near-term	42
P70	Multi-Use Trail	N. Highland Ave	Ridgecrest Rd/Carriage House Dr	Charjean Dr	4,195.1	$655,000	Near-term	35
P74	Multi-Use Trail	University Pkwy	Old Humboldt Rd	N. Highland Ave	5,491.1	$855,000	Near-term	34
P63	Multi-Use Trail	Pleasant Plains Ext	Oil Well Rd/Pipkin Rd	Country Club Ln	7,558.3	$1,175,000	Near-term	32
P65	Multi-Use Trail/ Neighborhood Greenway	Arboretum Connector Multi-Use Trail	Existing Arboretum Trail	N. Highland Ave	6,089.2	$160,000	Near-term	31
P62	Multi-Use Trail	Stonebridge Blvd	Country Club Ln	Stonebridge Blvd/ Channing Way/Hospital Blvd	3702.7	$575,000	Near-term	30
P78	Multi-Use Trail	TVA Multi-Use Trail E	Murray Guard Dr/N. Star Dr	Old Humboldt Rd	2,860.8	$445,000	Near-term	29
P81	Multi-Use Trail	North Park Multi-Use Trail	TVA Multi-Use Trail G	North Park Existing Trail	1,685.8	$265,000	Near-term	26
P73	Multi-Use Trail	E. University Pkwy	N. Highland Ave	Cooper Anderson Rd	4,091.8	$635,000.00	Mid-term	25
P77	Multi-Use Trail	TVA Multi-Use Trail D	Walker Rd	Murray Guard Dr/N. Star Dr	1,698.7	$265,000.00	Mid-term	25
P82	Multi-Use Trail	N. Highland Ave	E. University Pkwy	Demonbreun Dr	5,077.4	$790,000.00	Mid-term	23
P83	Multi-Use Trail	Thelma Barker Multi-Use Trail	Thelma Barker Elem School	Demonbreun Dr	3,060.6	$475,000.00	Mid-term	22
P64	Separated Bike Lane	Union University Dr	Oil Well Rd	Stonebridge Blvd/ Channing Way/Hospital Blvd	6,418.8	$355,000.00	Mid-term	20
P59	Multi-Use Trail/ Neighborhood Greenway	Rushmeade Rd/Vann Dr Connector	Vann Dr	Country Club Ln	3,621.8	$200,000.00	Mid-term	18
P71	Multi-Use Trail	N. Highland Ave	University Pkwy	Charjean Dr	6,192.0	$960,000.00	Mid-term	18
P66	Neighborhood Greenway	Charjean Dr/Smithfield Dr	N. Highland Ave	MCO Rd	3,317.4	$50,000.00	Mid-term	17
P72	Bike Lane	Old Humboldt Rd	N. Highland Ave	Moize Cut Off Rd	9,019.2	$140,000.00	Mid-term	17
P76	Multi-Use Trail	Walker Rd	Sterling Farms Multi-Use Trail	Union University Dr	6,822.1	$1,060,000.00	Mid-term	17
P91	Multi-Use Trail	Pleasant Plains Rd	Oil Well Rd	Greenhill Dr	6,106.3	$950,000.00	Mid-term	17
P69	Bike Lane	Hopper Barker Rd	N. Highland Ave	MCO Rd	2,991.9	$45,000.00	Mid-term	16
P60	Multi-Use Trail	Country Club Ln	Pleasant Plains Ext	Stonebridge Blvd	2,790.2	$435,000.00	Long-term	15
P61	Multi-Use Trail	Proposed Town Centre North Multi-Use Trail	Stonebridge Blvd	Vann Dr	1,321.8	$205,000.00	Long-term	15
P58	Multi-Use Trail	Casey Jones Connector Multi-Use Trail	Vann Dr	Casey Jones Ln	1,141.7	$180,000.00	Long-term	14
P68	Multi-Use Trail	MCO Rd/Broad Meadow Dr	Laurel Creek Dr/ Proposed Multi-Use Trail	E. University Pkwy/ Cooper Anderson Rd	7,005.6	$1,090,000.00	Long-term	11
P67	Multi-Use Trail/ Neighborhood Greenway	MCO Multi-Use Trail	Ridgecrest Rd	Laurel Creek Dr/ Proposed Multi-Use Trail	4,530.4	$600,000.00	Long-term	8

PRIORITY NETWORK BIKEWAY AND TRAIL NETWORK RECOMMENDATIONS – NORTH JACKSON (CONT.)

Project ID	Proposed Facility Type	Road	From	To	Linear Feet	Estimated Cost (Rounded)	Timeframe	Score
P88	Multi-Use Trail	Middle Fork Connector Multi-Use Trail	Moize Creek Multi-Use Trail/ Passmore Ln	Middle Fork Recreation Area Trails	6,573.5	$1,020,000	Long-term	16
P86	Multi-Use Trail	Old Humboldt Rd	Sterling Farms Multi-Use Trail/ Frontage Rd	Moize Creek Multi-Use Trail/ Northpointe Dr	5,520.9	$860,000	Long-term	14
P90	Multi-Use Trail/ Neighborhood Greenway	Greenhill Dr	Pleasant Plains Rd	Sterling Farms Multi-Use Trail	2,863.6	$130,000	Long-term	11
P95	Multi-Use Trail	TVA Multi-Use Trail B	Shadow Ridge Dr	Pleasant Plains Rd	5,714.5	$890,000	Long-term	10
P79	Multi-Use Trail	TVA Multi-Use Trail F	Old Humboldt Rd	N. Highland Ave	4,148.8	$645,000	Long-term	9
P85	Bike Lane	Ashport Rd	Old Humboldt Rd	N. Highland Ave	6,395.8	$100,000	Long-term	9
P80	Multi-Use Trail	TVA Multi-Use Trail G	N. Highland Ave	Cooper Anderson Rd	3,571.4	$555,000	Long-term	8
P89	Bike Lane	Ashport Rd	Windy City Rd	Old Humboldt Rd	1,5062.1	$230,000	Long-term	8
P92	Multi-Use Trail	McClellan Rd	Shadow Ridge Dr	Pleasant Plains Rd	7,351.1	$1,140,000	Long-term	8
P84	Bike Lane	Ashport Rd	N. Highland Ave	Old Medina Rd	12,358.8	$190,000	Long-term	7
P87	Multi-Use Trail	Moize Creek Multi-Use Trail	Northpointe Dr	Middle Fork Connector Multi-Use Trail	4,554.4	$710,000	Long-term	6
P93	Multi-Use Trail	McClellan Rd	Windy City Rd	Shadow Ridge Dr	5,174.4	$805,000	Long-term	6
P94	Multi-Use Trail	TVA Multi-Use Trail A	Old Bells Rd	Shadow Ridge Dr	6,583.9	$1,025,000	Long-term	6

PRIORITY SIDEWALK NETWORK RECOMMENDATIONS (WALKABLE CENTERS) – NORTH JACKSON

Project ID	Proposed Facility Type	Road	From	To	Side	Linear Feet	Estimated Cost (Rounded)	Timeframe	Score
S53	Sidewalk	Oil Well Rd/University Pkwy	Existing Sidewalk	Existing Sidewalk	One	7,487.7	$525,000	Near-term	47
S49	Sidewalk	Channing Way/Chickering Rd/ Glen Echo Dr	Keith Short Bypass	Old Humboldt Rd	One/Both	9,714.3	$685,000	Near-term	44
S44	Sidewalk	Country Club Ln	Stonebridge Blvd	Vann Dr	One	5,916.4	$415,000	Near-term	36
S50	Sidewalk	Old Humboldt Rd/ Ramblewood Dr/Shiloh Dr	University Pkwy	MCO Rd	Both	15,994.1	$1,120,000	Near-term	36
S48	Sidewalk	Plantation Rd	Country Club Ln	Channing Way	One	3,313.2	$235,000	Near-term	35
S52	Sidewalk	Aztec Dr/Cheyenne Dr/ Tahlequah Dr/Hughes Dr	University Pkwy	Northside Rd	Both	9,098.1	$640,000	Near-term	35
S54	Sidewalk	E. University Pkwy/ Cooper Anderson Rd	N. Highland Ave	Old Medina Rd	One	8,997.9	$630,000	Near-term	35
S46	Sidewalk	Country Club Ln	Express Dr	Pleasant Plains Ext	Both	12,271.7	$860,000	Mid-term	31
S60	Sidewalk	Cheyenne Dr	Existing Sidewalk	Volunteer Blvd	One/Both	3,379.0	$240,000	Mid-term	31
S43	Sidewalk	Hopper Barker Rd	N. Highland Ave	Old Medina Rd	One/Both	16,368.5	$1,150,000	Mid-term	30
S56	Sidewalk	Willow Branch Dr/ Weatheridge Dr	Oil Well Rd	Forest Pointe Dr	One	8,206.0	$575,000	Mid-term	25
S57	Sidewalk	Murray Guard Dr/N. Star Dr	Existing Sidewalk	Old Humboldt Rd	Both	9,581.3	$675,000	Mid-term	25
S61	Sidewalk	Moize Cut Off Rd	Volunteer Blvd	Fairway Blvd	One	1,442.0	$105,000	Mid-term	25
S47	Sidewalk	Pleasant Plains Ext	Existing Sidewalk	Existing Sidewalk	Both	1,588.6	$115,000	Long-term	24
S45	Sidewalk	Rushmeade Rd	Vann Dr	Country Club Ln	Both	14,203.9	$995,000	Long-term	23
S59	Sidewalk	Moize Cut Off Rd/ Volunteer Blvd	Old Humboldt Rd	N. Highland Ave	Both	8,157.5	$575,000	Long-term	20
S55	Sidewalk	Derbyshire Dr/ Wheeling Dr/Richmeade Dr	E University Pkwy	Proposed Multi-Use Trail	One	2,207.6	$155,000	Long-term	19
S51	Sidewalk	Rockwell Rd/Northside Rd	Ramblewood Dr	E. University Pkwy	One	4,863.4	$345,000	Long-term	15
S58	Sidewalk	Old Humboldt Rd	University Pkwy	Old Humboldt Rd/Moize Cut Off Rd	Both	8,708.7	$610,000	Long-term	9

PRIORITY NETWORK BIKEWAY AND TRAIL NETWORK RECOMMENDATIONS – MIDTOWN

Project ID	Proposed Facility Type	Road	From	To	Linear Feet	Estimated Cost (Rounded)	Timeframe	Score
P14	Bike Lane/Buffered Bike Lane/Multi-Use Trail	Lexington Ave	Hayes Ave	JCT Middle School Driveway	5,120.2	$240,000	Near-term	47
P19	Neighborhood Greenway	Morgan St/Union Ave	Lambuth Blvd	W. College St	2,466.1	$40,000	Near-term	45
P18	Multi-Use Trail	W. Main St/Proposed Trail	W. Lafayette St	Bemis Multi-Use Trail	564.3	$90,000	Near-term	42
P13	Multi-Use Trail	Proposed Anderson Creek Multi-Use Trail	Rothrock Field	Cartmell St	2,024.3	$315,000	Near-term	40
P44	Multi-Use Trail	Hollywood Dr	North Pkwy	Arlington Ave	9,139.2	$1,420,000	Near-term	39
P24	Multi-Use Trail	Proposed Westwood Multi-Use Trail	Hollywood Dr	Westwood Ave	3,839.8	$600,000	Near-term	35
P32	Bike Lane/ Separated Bike Lane	N. Royal St	E. Main St	E. Forest Ave	7,775.4	$255,000	Near-term	35
P37	Shared Lane	Whitehall St	Existing Bike Lanes	Hwy 70 Bypass/Dr. F.E. Wright Dr	6,707.3	$70,000	Near-term	35
P38	Multi-Use Trail/ Neighborhood Greenway	N. Royal St/E. Forest Ave/Muse St	Hardee St	North Pkwy	7,630.9	$315,000	Near-term	35
P27	Separated Bike Lane/ Shared Lane	Division Ave/Lane Ave	Lambuth Blvd	N. Royal St	4,138.5	$130,000	Near-term	32
P23	Buffered Bike Lane	Hollywood Dr	Airways Blvd	Russell Rd	5,775.9	$205,000	Near-term	30
P31	Multi-Use Trail/ Neighborhood Greenway	S. Lindsey St	Woodland St/ Proposed Multi-Use Trail	Existing Hwy 70 Bypass Pedestrian Bridge	2,539.1	$75,000	Near-term	30
P45	Bike Lane/ Separated Bike Lane	Russell Rd	Old Hickory Blvd	Hollywood Dr	9,895.7	$475,000	Near-term	30
P28	Paved Shoulder/ Shared Lane	Lane Ave/Middleton St	N. Royal St	Whitehall St	4,438.4	$80,000	Near-term	29
P54	Multi-Use Trail	Ridgecrest Rd	N. Highland Ave	Campbell St	5,041.3	$785,000	Near-term	28
P53	Bike Lane/Multi-Use Trail/Separated Bike Lane	Wallace Rd/Carriage House Dr	Old Hickory Blvd	N. Highland Ave	6,634.0	$445,000	Near-term	28
P15	Multi-Use Trail	Lexington Ave/Bypass	JCT Middle School Driveway	Roosevelt Pkwy	5,929.9	$920,000	Near-term	27
P42	Multi-Use Trail	North Pkwy/Campbell St	N. Highland Ave	Proposed Multi-Use Trail	6,885.1	$1,070,000	Near-term	27
P55	Multi-Use Trail	Ridgecrest Rd	Campbell St	Dr. F.E. Wright Dr	9,971.0	$1,550,000	Near-term	27
P17	Multi-Use Trail	W. College St/Proposed Trail	New Market St	N. Royal St	3,049.2	$475,000	Near-term	26
P50	Separated Bike Lane	Old Hickory Blvd	Hollywood Dr	North Pkwy	7411.5	$410,000	Near-term	26
P11	Buffered Bike Lane	E. Chester St	Hwy 70 Bypass	Existing Bike Lane/Holland Ave	3,046.4	$110,000	Mid-term	25
P25	Multi-Use Trail	Proposed Forest Cove Multi-Use Trail	Westwood Ave	Proposed Multi-Use Trail	4,728.8	$735,000	Mid-term	25
P46	Buffered Bike Lane	Westwood Ave	Russell Rd	Lambuth Blvd	3,960.9	$140,000	Mid-term	25
P35	Neighborhood Greenway	Roosevelt Pkwy	Proposed Multi-Use Trail/Lincoln St	Forest Hill Park Driveway	1,780.5	$30,000	Mid-term	23
P57	Multi-Use Trail	Casey Jones Ln/Frontage Rd	Casey Jones Connector Multi-Use Trail	Old Hickory Blvd	2,803.6	$435,000	Mid-term	23

PRIORITY NETWORK BIKEWAY AND TRAIL NETWORK RECOMMENDATIONS – MIDTOWN (CONT.)

Project ID	Proposed Facility Type	Road	From	To	Linear Feet	Estimated Cost (Rounded)	Timeframe	Score
P9	Neighborhood Greenway/ Shared Lane	Magnolia St	S. Royal St	Commerce St	5,689.4	$80,000	Mid-term	22
P41	Multi-Use Trail	North Pkwy	N. Royal St	Campbell St	5,942.3	$925,000	Mid-term	22
P56	Multi-Use Trail	Ridgecrest Rd Ext	Dr. F.E. Wright Dr	Watson Rd	7,233.6	$1,125,000	Mid-term	22
P16	Bike Lane/ Neighborhood Greenway	E. College St	N. Highland Ave	N. Royal St	1,781.6	$30,000	Mid-term	21
P36	Bike Lane/Neighborhood Greenway/Separated Bike Lane	Roosevelt Pkwy	Labelle St	Dr. F.E. Wright Dr	2,630.6	$90,000	Mid-term	21
P10	Bike Lane/ Neighborhood Greenway	Commerce St	E. Chester St	Daugherty St	2,427.8	$40,000	Mid-term	20
P26	Buffered Bike Lane	Lambuth Blvd	Maple St	Airways Blvd	2,459.3	$80,000	Mid-term	20
P39	Multi-Use Trail	Dr. F.E. Wright Dr	Roosevelt Pkwy	North Pkwy	4,824.5	$750,000	Mid-term	20
P43	Multi-Use Trail	Proposed Mt. Olivet Multi-Use Trail	Proposed Multi-Use Trail	Muse St	2,778.3	$435,000	Mid-term	20
P22	Multi-Use Trail	Airways Blvd/Westover Rd	Cypress Grove Nature Park	State St	7,745.7	$1,205,000	Mid-term	17
P40	Multi-Use Trail	North Pkwy	N. Royal St	Lawrence Switch Rd/ Jackson State CC	5,087.0	$790,000	Mid-term	17
P47	Multi-Use Trail	North Pkwy	Wallace Rd	N. Highland Ave	5,234.9	$815,000	Mid-term	17
P8	Multi-Use Trail/ Separated Bike Lane	Bemis Trail-Royal Connector	Bemis Trail	E. Main St	6,003.6	$525,000	Mid-term	16
P12	Buffered Bike Lane/ Multi-Use Trail	Cartmell St	E. Chester St	Lexington Ave	3,500.3	$330,000	Mid-term	16
P29	Multi-Use Trail	Proposed Lane College Multi-Use Trail	Lane Ave	N. Royal St	3,906.1	$610,000	Mid-term	16
P30	Multi-Use Trail	Jackson St	Extension St	Whitehall St	3,438.1	$535,000	Mid-term	16
P49	Multi-Use Trail	Hollywood Dr	Old Hickory Blvd	North Pkwy	3,732.0	$580,000	Mid-term	16
P33	Multi-Use Trail	Proposed Lincoln Courts Multi-Use Trail	Lane Ave	Roosevelt Pkwy	3,684.7	$575,000	Long-term	15
P48	Multi-Use Trail	North Pkwy	Hollywood Dr	Wallace Rd	4,051.6	$630,000	Long-term	15
P21	Separated Bike Lane	Airways Blvd	Hollywood Dr	Bypass	3,851.8	$215,000	Long-term	12
P20	Separated Bike Lane	Airways Blvd	Hollywood Dr	Riverside Dr/Proposed Trail	2,253.5	$125,000	Long-term	11
P34	Neighborhood Greenway	Hardee St	N. Royal St	Proposed Multi-Use Trail/ Middleton St	1,743.3	$30,000	Long-term	11
P51	Separated Bike Lane	Old Hickory Blvd	Hollywood Dr	North Pkwy	7,833.2	$435,000	Long-term	10
P52	Multi-Use Trail/ Neighborhood Greenway	Proposed Sandy Creek North Multi-Use Trail	Ridgecrest Rd	North Pkwy	7,405.8	$995,000	Long-term	10

PRIORITY SIDEWALK NETWORK RECOMMENDATIONS (WALKABLE CENTERS) – MIDTOWN

Project ID	Proposed Facility Type	Road	From	To	Side	Linear Feet	Estimated Cost (Rounded)	Timeframe	Score
S22	Sidewalk	Preston St	Existing Sidewalk	N. Royal St	One	458.8	$35,000	Near-term	50
S25	Sidewalk	Conger St	E. King St	Hale St	One	572.6	$45,000	Near-term	45
S23	Sidewalk	E. Orleans St Group	Multiple	Multiple	One	1,231.7	$90,000	Near-term	43
S28	Sidewalk	Stonewall St	Whitehall St	Neff St	One/Both	1,151.0	$85,000	Near-term	43
S33	Sidewalk	North Parkway	Hollywood Dr	Keith Short Bypass	One	2,372.7	$170,000	Near-term	42
S15	Sidewalk	Commerce St	E. Chester St	Existing Sidewalk	One	1,318.4	$95,000	Near-term	42
S17	Sidewalk	Lane Ave Group	Multiple	Multiple	One/Both	3,431.5	$245,000	Near-term	42
S26	Sidewalk	E. Baltimore St Group	Multiple	Multiple	One	1,398.8	$100,000	Near-term	40
S37	Sidewalk	Old Hickory Blvd	Wallace Rd	Existing Sidewalk	One/Both	7,415.0	$520,000	Near-term	38
S41	Sidewalk	Carriage House Dr	Existing Sidewalk	Existing Sidewalk	One	3,197.8	$225,000	Near-term	38
S42	Sidewalk	Tinker Hill Rd Group	Multiple	Multiple	One	3,755.0	$265,000	Near-term	38
S9	Sidewalk	Magnolia St/Iselin St	Short St	Briggs St	One	3,283.7	$230,000	Near-term	37
S10	Sidewalk	Short St Group	Multiple	Multiple	One	1,415.8	$100,000	Near-term	37
S34	Sidewalk	Old Hickory Blvd	Existing Sidewalk	Existing Sidewalk	One/Both	3,160.4	$225,000	Near-term	37
S64	Sidewalk	N. Rosewood St	Jackson St	Lexington Ave	One	946.0	$70,000	Near-term	37
S67	Sidewalk	Williams St	Hollywood Dr	Lambuth Blvd	One	2,179.2	$155,000	Near-term	37
S69	Sidewalk	Edgewood Ave	Allen Ave	Existing Sidewalk	Both	875.6	$65,000	Near-term	37
S16	Sidewalk	1st St	Belmont Ave	Commerce St	One	1,577.0	$115,000	Near-term	35
S24	Sidewalk	E. College St	Existing Sidewalk	Lindsey St	One	1,432.0	$105,000	Near-term	35
S65	Sidewalk	Lindsey St	Elizabeth St	E. College St	One/Both	3,047.7	$215,000	Near-term	35
S66	Sidewalk	E. Lafayette St	S. Hayes Ave	Lindsey St	Both	3,189.0	$225,000	Near-term	35
S12	Sidewalk	E. King St	N. Highland Ave	Conger St	One	426.5	$30,000	Mid-term	34
S27	Sidewalk	N. Royal St	Lane Ave	Hardee St	Both	3,751.9	$265,000	Mid-term	34
S31	Sidewalk	N. Highland Ave	Existing Sidewalk	Campbell St	One/Both	8,938.9	$630,000	Mid-term	32
S32	Sidewalk	North Parkway	Wallace Rd	Campbell St	One	6,997.1	$490,000	Mid-term	32
S38	Sidewalk	Rosenblum Dr	Old Hickory Blvd	North Pkwy	Both	1,701.3	$120,000	Mid-term	30
S11	Sidewalk	Dr. Martin Luther King Jr. Dr Group	Multiple	Multiple	One/Both	2,866.3	$205,000	Mid-term	29
S18	Sidewalk	Cartmell St	E. Chester St	Lexington Ave	One/Both	5,315.1	$375,000	Mid-term	27
S19	Sidewalk	Lexington Ave	Boone St	Hwy 70 Bypass	One/Both	3,147.2	$225,000	Mid-term	27
S21	Sidewalk	Preston St	N. Royal St	N. Hayes Ave	Both	3,134.9	$220,000	Mid-term	27
S29	Sidewalk	Oak St	Jackson St	Preston St	One	448.8	$35,000	Mid-term	27
S40	Sidewalk	Wiley Parker Rd	Carriage House Dr	N. Highland Ave	One/Both	7,612.8	$535,000	Mid-term	26
S14	Sidewalk	Idlewild St/Liddon St	Cartmell St	Richard St	One	3,454.6	$245,000	Mid-term	25
S20	Sidewalk	Phillips St	Lexington Ave	Hwy 70 Bypass	One	953.1	$70,000	Mid-term	25
S73	Sidewalk	Woodmere Dr/Franwood Dr/ Ayers Dr/Coatsland Dr	Wallace Rd	Russell Rd	One	3,717.2	$265,000	Mid-term	25

PRIORITY SIDEWALK NETWORK RECOMMENDATIONS (WALKABLE CENTERS) – MIDTOWN (CONT.)

Project ID	Proposed Facility Type	Road	From	To	Side	Linear Feet	Estimated Cost (Rounded)	Timeframe	Score
S35	Sidewalk	Wallace Rd	Hollywood Dr	North Pkwy	Both	7,209.8	$505,000	Mid-term	25
S36	Sidewalk	Wallace Rd	North Pkwy	Wiley Parker Rd	Both	11,392.9	$800,000	Mid-term	25
S13	Sidewalk	Briggs St Group	Multiple	Multiple	One/Both	1,591.0	$115,000	Long-term	22
S39	Sidewalk	Hurtland Dr	Existing Sidewalk	Old Hickory Blvd	Both	1,985.5	$140,000	Long-term	20

PRIORITY NETWORK BIKEWAY AND TRAIL NETWORK RECOMMENDATIONS – SOUTH JACKSON

Project ID	Proposed Facility Type	Road	From	To	Linear Feet	Estimated Cost (Rounded)	Timeframe	Score
P99	Buffered Bike Lane	S. Highland Ave	Bemis Ln/Herron Grove Rd	Watlington Rd	11,683.6	$410,000	Near-term	45
P7	Multi-Use Trail/Shared Lane	D St	Jefferson St	Carroll St/Clayton St	3,292.7	$100,000	Near-term	28
P2	Neighborhood Greenway	Chester Levee Rd	S. Highland Ave	Harts Bridge Rd/South HS Driveway	4,933.3	$75,000	Near-term	26
P4	Multi-Use Trail	Bemis Ln	Bemis Multi-Use Trail	S. Highland Ave	2,018.3	$315,000	Near-term	26
P5	Multi-Use Trail	Proposed Stella Duncan Multi-Use Trail	Harts Bridge Rd	Bemis Multi-Use Trail/Bemis Ln	2,073.5	$325,000	Mid-term	25
P6	Multi-Use Trail	Raines Springs Rd/Caldwell Rd	Old Malesus Rd	Harts Bridge Rd/Stella Duncan Multi-Use Trail	9,622.3	$1,495,000	Mid-term	25
P3	Multi-Use Trail	Herron Grove Rd/Chester Levee Rd	S. Highland Ave	Harts Bridge Rd	3,612.6	$560,000	Mid-term	16
P1	Separated Bike Lane	Bolivar Hwy	Raine Springs Rd	S. Highland Ave	5,483.9	$305,000	Long-term	11

PRIORITY SIDEWALK NETWORK RECOMMENDATIONS (WALKABLE CENTERS) – SOUTH JACKSON

Project ID	Proposed Facility Type	Road	From	To	Side	Linear Feet	Estimated Cost (Rounded)	Timeframe	Score
S1	Sidewalk	Chester Levee Rd	S. Highland Ave	Harts Bridge Rd	One	4,933.3	$350,000	Near-term	41
S2	Sidewalk	Harts Bridge Rd	S. Missouri St	Penny Ln	Both	18,924.4	$1,325,000	Near-term	41
S3	Sidewalk	S. Highland Ave	Bond St/Will McKnight Dr	Rebel Rd	One/Both	5,161.6	$365,000	Near-term	35
S5	Sidewalk	D St	N. Kentucky St	N. Missouri St	One	3,679.9	$260,000	Mid-term	33
S6	Sidewalk	Bond St/Will McKnight Dr	Clayton St	Dead End	One	2,626.2	$185,000	Mid-term	33
S4	Sidewalk	2nd St	Butler St	Fifth St	One	744.1	$55,000	Long-term	24
S7	Sidewalk	Grove Ave	Chester Levee Rd	Perry Switch Rd	One	1,728.7	$125,000	Long-term	18
S8	Sidewalk	Chester Levee Rd	Herron Grove Rd	Perry Switch Rd	One	1,758.6	$125,000	Long-term	13