HUMPHREYS COUNTY

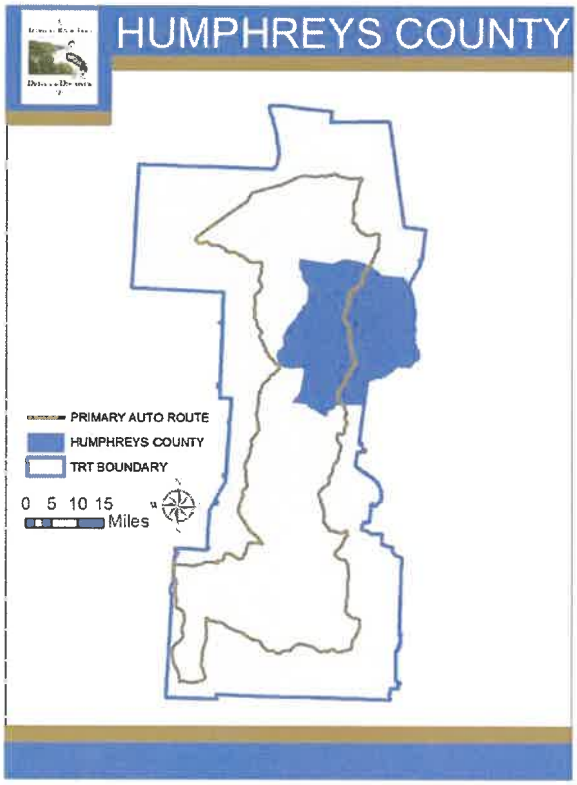


Figure 79 Humphreys County's Location within TRTA Region

4.4.6. Humphreys County

Humphreys County, Tennessee is located in the northeastern section of the TRTA Region as illustrated in Figure 79. The county has approximately 18,538 residents who are generally older and less diverse as compared to the state's averages (displayed in Table 41). Municipalities include Waverly, which acts as its county seat, and McEwen, New Johnsonville and Hurricane Mills.

	HUMPHREYS COUNTY	TRTA REGION	TENNESSEE	SOURCE
County Seat	Waverly	-	-	-
Land Area (sq mi)	531	4,207	41,235	U.S. Census 2010
Water Area (sq mi)	25.7	179.2	909.4	U.S. Census 2010
County Population (2010)	18,538	151,826	6,346,105	U.S. Census 2010
County Population (2014 Estimate)	18,392	151,075	6,451,365	ACS 2014
Persons Younger than 18 Years	22.5%	21.1%	23.1%	ACS 2014
Persons 65 Years and Over	17.8%	19.1%	14.2%	ACS 2014
Percent Minority	4.5%	6.7%	21.8%	ACS 2014
Percent Households Living Below Poverty Line (below $25,000 for family of four)	12.7%	20.1%	16.6%	ACS 2014
Percent Households Living With No Vehicle	5.1%	6.1%	6.4%	ACS 2014
Adventure Tourism District	-	-	-	-
TN River Resort District	-	-	-	-

Table 41 Humphreys County Overview

Destination Mileage

Table 42 following consists of mileage between various communities and key destinations within the county. Mileage was calculated using Google Map's bicycle routing feature. Information may be especially useful for trail publication materials as well as providing a general understanding of cycling distances within the county.

	Exit 143-140	Hurricane Mills	McEwen	New Johnsonville	Waverly
Exit 143-140		8.4	22.4	26.9	15.9
Hurricane Mills	8.4		19	22.1	9.8
McEwen	22.4	19		22.3	9.8
New Johnsonville	26.9	22.1	22.3		12.6
Waverly	15.9	9.8	9.8	12.6	

Table 42 Houston County Riding Milages

Climate

Climate data, displayed in Figure 80, can influence information contained in trail guide materials, such as the types of gear that may be needed for touring cyclists, as well as provide a helpful tool when planning cycling events.

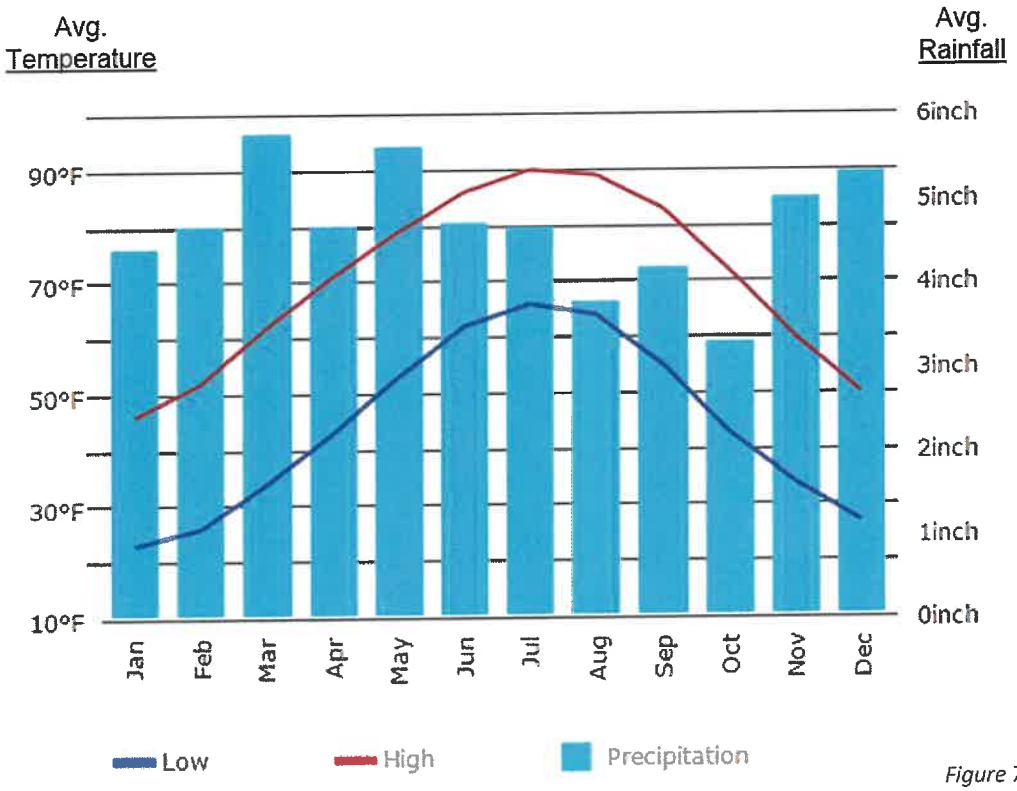


Figure 75 Humphreys County Climate Data
Source: www.usclimatedata.com

Demographics

Households with No Access to a Vehicle and Living below Poverty Line

Households without access to a vehicle, as well as those living below the poverty line ($25,000), are more likely to rely upon non-motorized transportation. Figure 81 contains a Demographic Map Series that illustrates the County's distribution of these demographic groups by Census Block. Understanding where these households are generally located within a county can help to prioritize improvements by ensuring public investments meet the needs of those that especially are impacted. Overall, 4.2% of Humphreys County households do not have access to a vehicle, while 13.6% live below the poverty line, as compared to Tennessee's respective 6.4% and 16.6%.

Percentage of Non-Active Adults and Adults with Access to Exercise Opportunities

Tennessee's high rates of lifestyle-related diseases and conditions has prompted the Tennessee Department of Health to shift its traditional philosophy of treatment to a preventative one. This strategy centers upon enabling residents to make more active and healthy lifestyle choices, including walking and biking. County Health Rankings is a national data resource the Department uses to assist in tracking various health measures that are influencing Tennesseans' length and quality of life, including percent of adults that report no leisure-time physical activity and the percentage with access to exercise opportunities. These points of data, as well as variety of additional measures, such as access to health care, tobacco use, and income, yield a health factor score that provides a basic understanding of elements contributing positively or negatively to health in each county. Counties with especially poor health can now qualify for new Department of Health programs that provide funding assistance for sidewalk and greenway projects.

Humphreys County's 2016 Health Factor score ranking is 34th out of Tennessee's 95 counties. 35% of residents were considered as inactive, while 40% of Humphreys County residents had reasonable opportunities for physical activity as illustrated in Figure 81. Thirty five percent of residents met the criteria for being obese according to County Health Rankings. Table 43 illustrates the county's historic obesity levels as compared to the state of Tennessee and the United States.

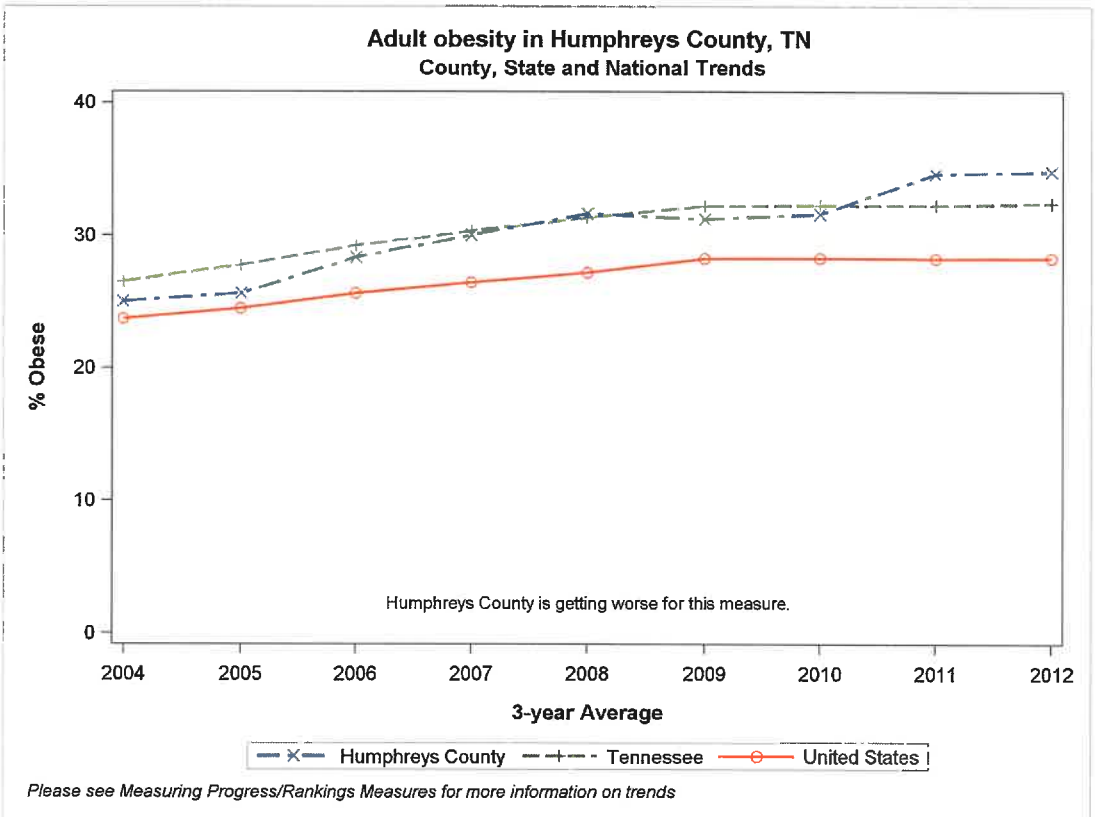


Table 43 Humphreys County Obesity Levels

PROFILE

DEMOGRAPHICS

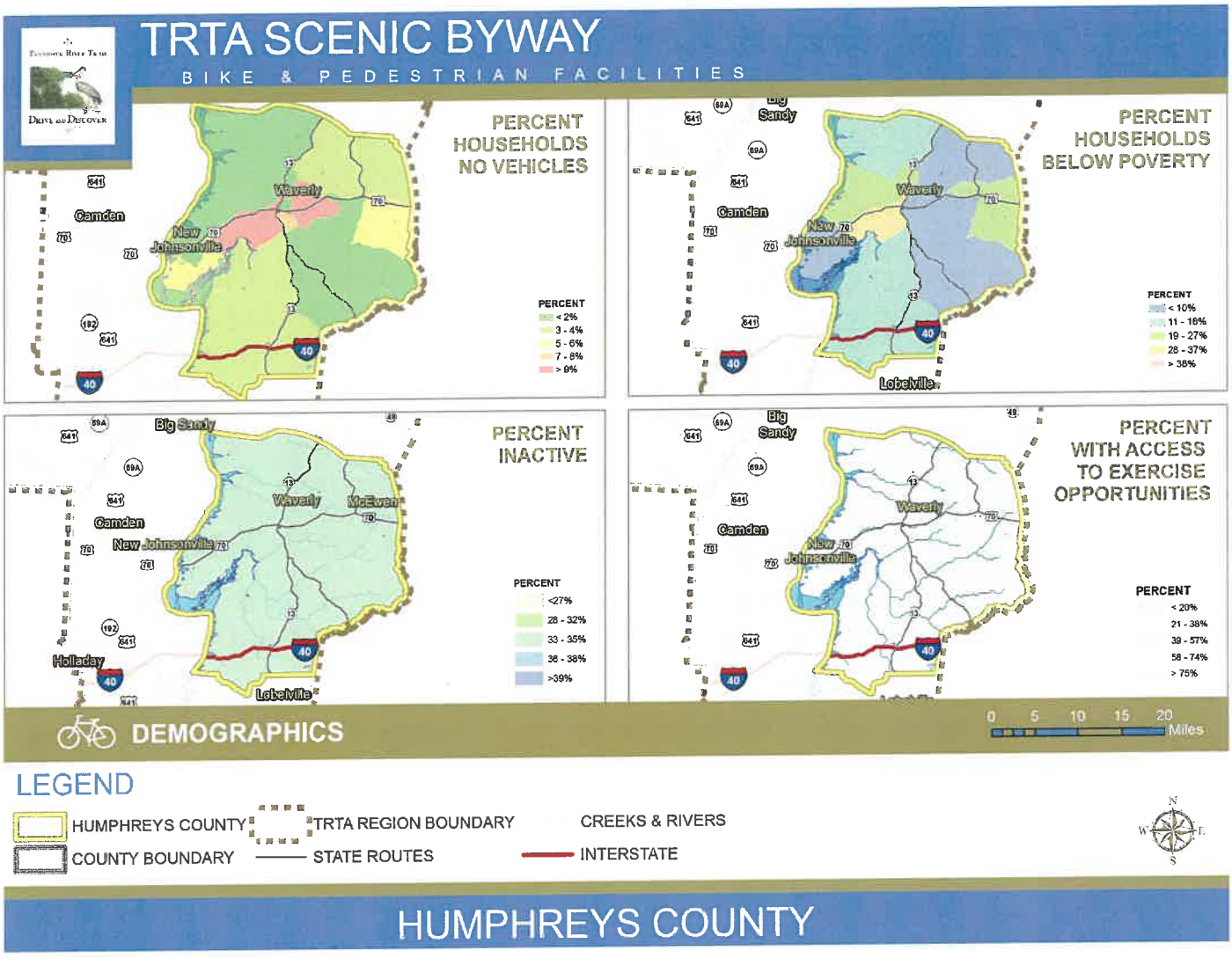


Figure 81 Humphreys County Demographic Map Series

Environment

Ecoregions and Land Cover

According to the United States Geological Survey (USGS), ecoregions denote areas of similarity in ecosystems as well as the type, quantity, and quality of environmental resources. There are three ecoregions with the TRTA region:

-Interior Plateau: According to the USGS, this ecoregion is characterized by a series of grassland plateaus and forested uplands, with Oak-Hickory stands being the most common forest type. The relatively flat nature and fertile lowlands particularly attracted early settlement and agriculture uses in this eco-region, the TRTA region's largest.

-Mississippi Valley Loess: Irregular plains primarily characterize this ecoregion's topography, which is only found in the northwestern portion of Henry County. Its distinguishing characteristic is the thick, highly erodible loess deposits (top soil). While these soils are often poor in nutrients and organic matter, the use of fertilizers allow lands to be easily cultivated.

-Southeastern Plains: This expansive ecoregion is characterized by relatively flat plains as well as croplands, forests, and wetlands. Although growing seasons are long and precipitation is abundant, relatively poor sandy soils limit agriculture uses as compared to other regions. Once covered in natural forests, heavily managed timberlands (largely pine plantations) now are prevalent, which poses a risk to cyclists given the amount of logging truck activity.

Humphreys County is made up of one ecoregion, Southeastern Plains, as illustrated in Figure 82. Except for impacts from human activity (i.e. land use), ecoregions inform the types of vegetation found at the Earth's surface. Land cover is relevant to bicycle route planning in terms of evaluating the general types of land uses or environment types a route might pass through, as well as the likeliness (although at a high level) for tree coverage along a desired route. Humphreys County's land cover is also illustrated in Figure 82.

Watersheds and Wetlands, Waterfalls, and County High Points

Watersheds refer to the land area by which surface water drains into a given body of water. These hydrological units are commonly associated with water quality and water management plans. Watershed boundary information, wetlands, and waterfalls are relevant to both route planning, the development of supportive route materials, as well as providing information to the assist the region in protecting the health of its water bodies through increased resident awareness of the water cycle and its processes. These hydrological features as well as the county's high point are illustrated in Figure 82.

PROFILE

ENVIRONMENT

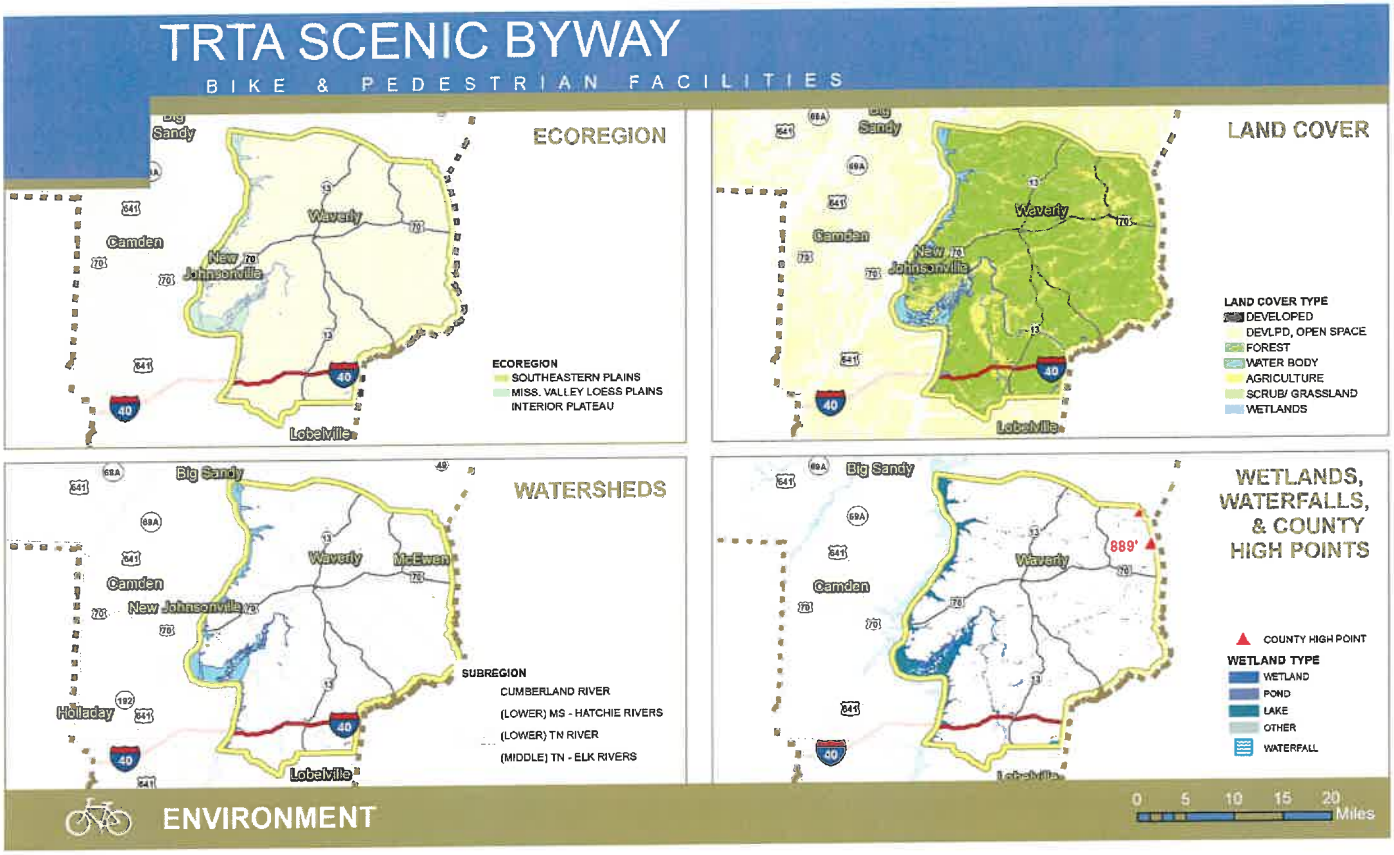


Figure 82 Humphreys County Environment Map Series

PROFILE

Destinations

Public Lands

Public lands under the management of state and federal agencies provide active and passive outdoor recreation opportunities in the TRTA region. Public fishing piers as well as boat ramps are included in Figure 83 to help identify further public opportunities to experience the Tennessee River. While there is an abundance of these lands, public engagement revealed that many residents are not aware of the public use rules and associated walking and biking opportunities these lands provide.

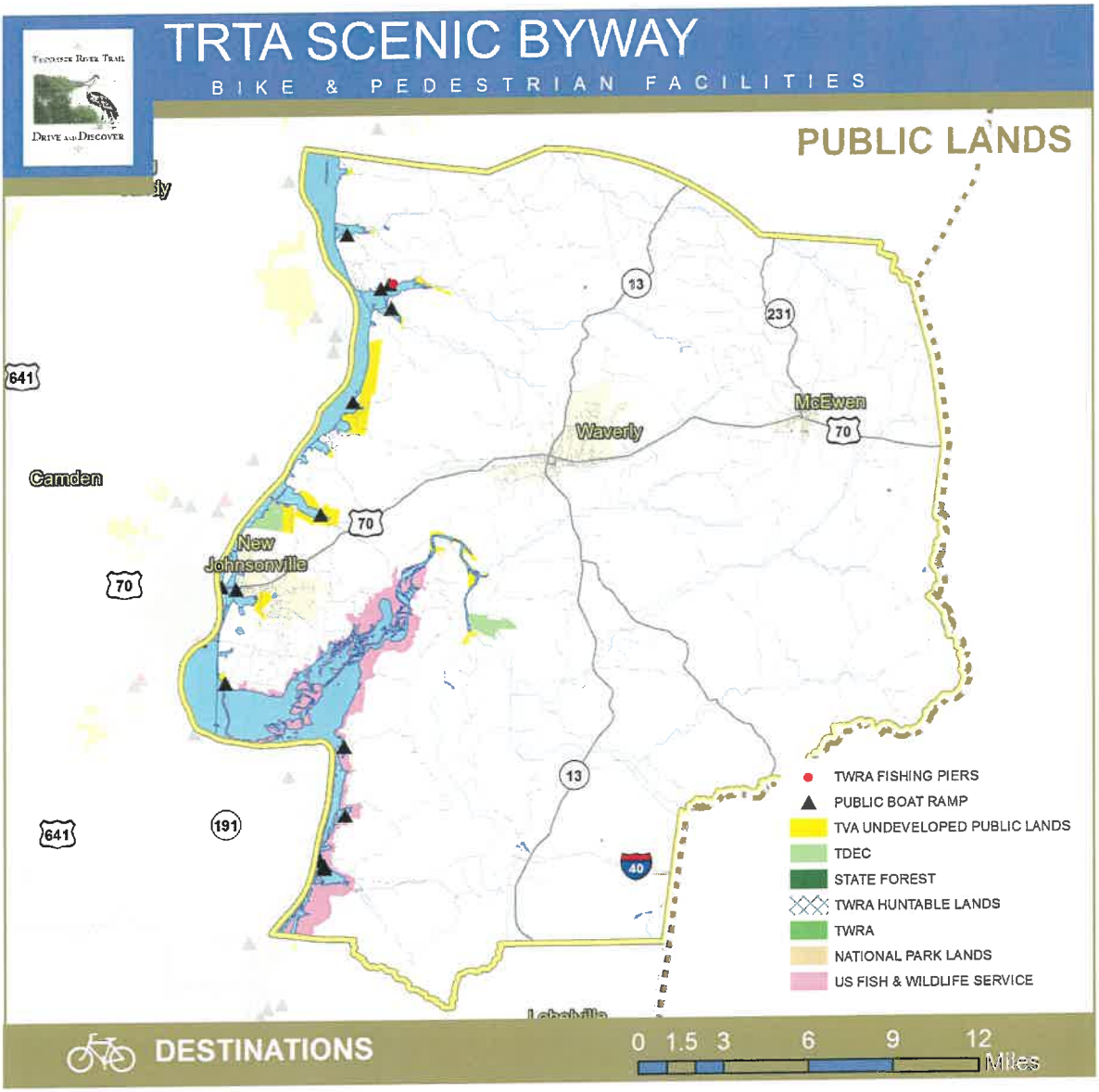


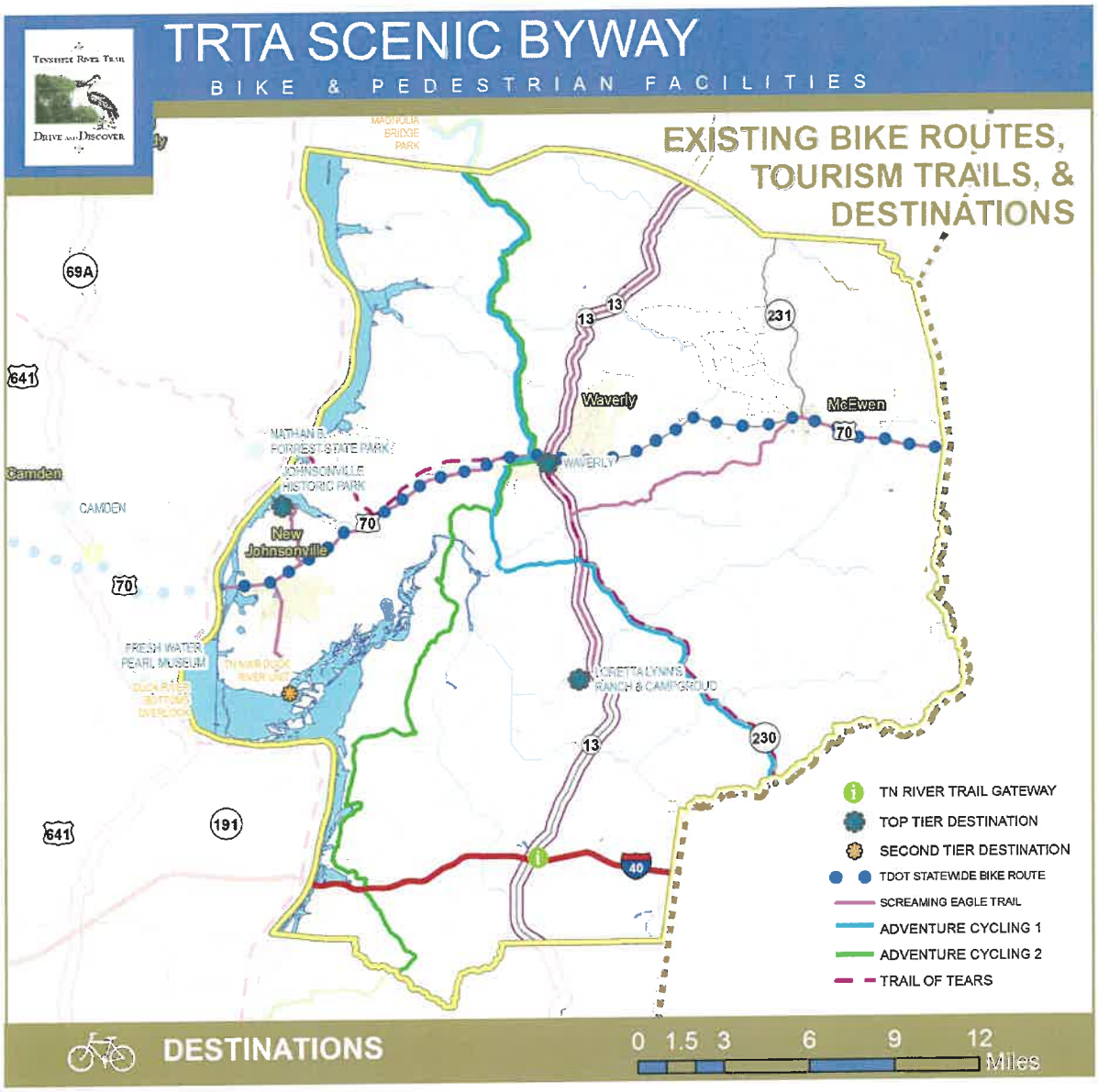
Figure 83 Humphreys County Public Lands

PROFILE

DESTINATIONS

Routes, Trails, and Major Destinations

A number of existing bicycle routes, tourism trails, and historic trails exist in the TRTA region. These are important for understanding how visitors are currently entering, traveling within, and exiting the region. Associated trail points-of-interest help to identify the county's destinations which are currently being marketed to tourists. For purposes of this plan and the identification of the regional route network, these destinations are broken down into primary and secondary categories. Routes, trails, and byways that pass through Humphreys County, as well as key points-of-interest are illustrated in Figure 84.



LEGEND

- MUNICIPALITIES
- HUMPHREYS COUNTY
- COUNTY BOUNDARY
- WATER BODY
- TRTA BOUNDARY
- TRTA PRIMARY AUTO ROUTE
- ROADWAYS
- STATE ROUTE
- CREEKS & RIVERS
- PUBLIC LANDS

HUMPHREYS COUNTY

Figure 84 Humphreys County Routes, Trails, and Major Destinations

PROFILE

DESTINATIONS

County Destinations

In the early stages of the plan's development process, destinations including lodging, dining, retail, and recreation opportuntities were geo-coded for each county. These destinations, shown in Figure 85, are relevant for understanding the level of support a county provides tourists, pedestrian connectivity in TRTA communities, and the identification of a recommended route network.

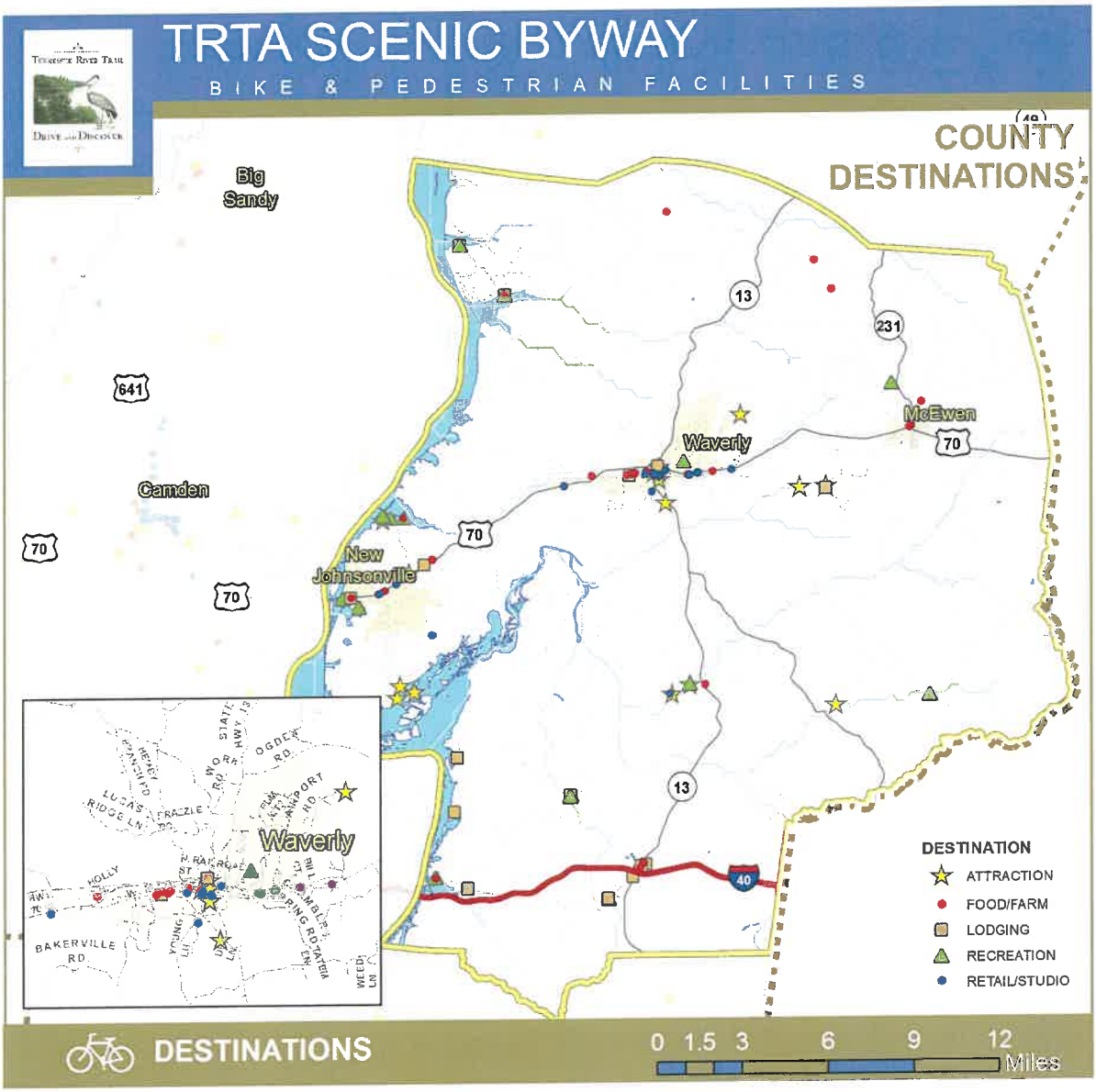


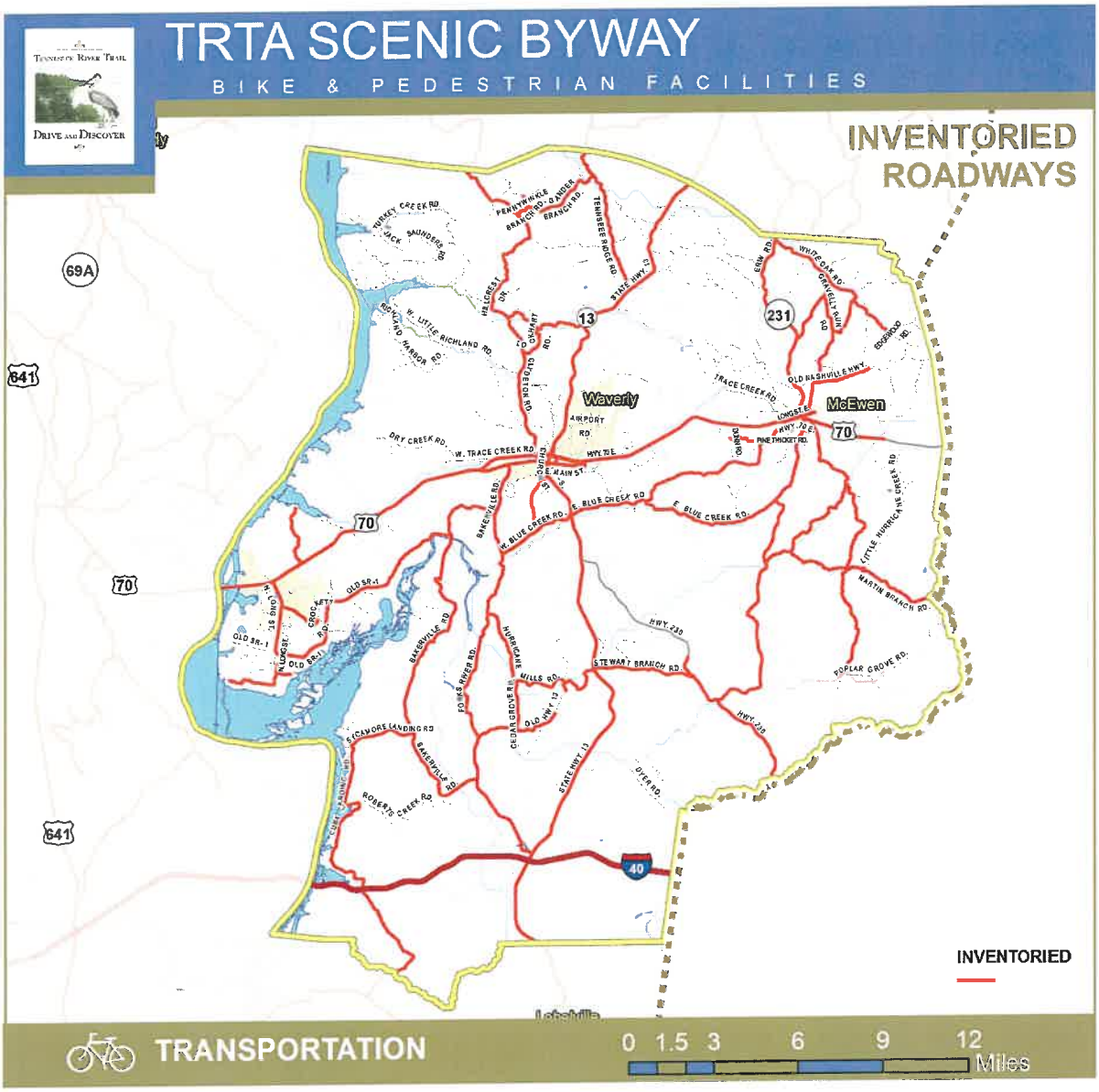
Figure 85 Humphreys County Destinations

PROFILE

TRANSPORTATION

Transportation

Information contained in this section consists of data gathered from both TDOT, as well as the plan's field inventory. TDOT roadway data exists for functionally-classified collector roadways and above, meaning no data exists for those classified as local. As such, it should be noted that maps in this section reflect available data. Of Humphreys County's approximate 798 miles of roadway, 256 miles (32%) were inventoried (illustrated in Figure 86).

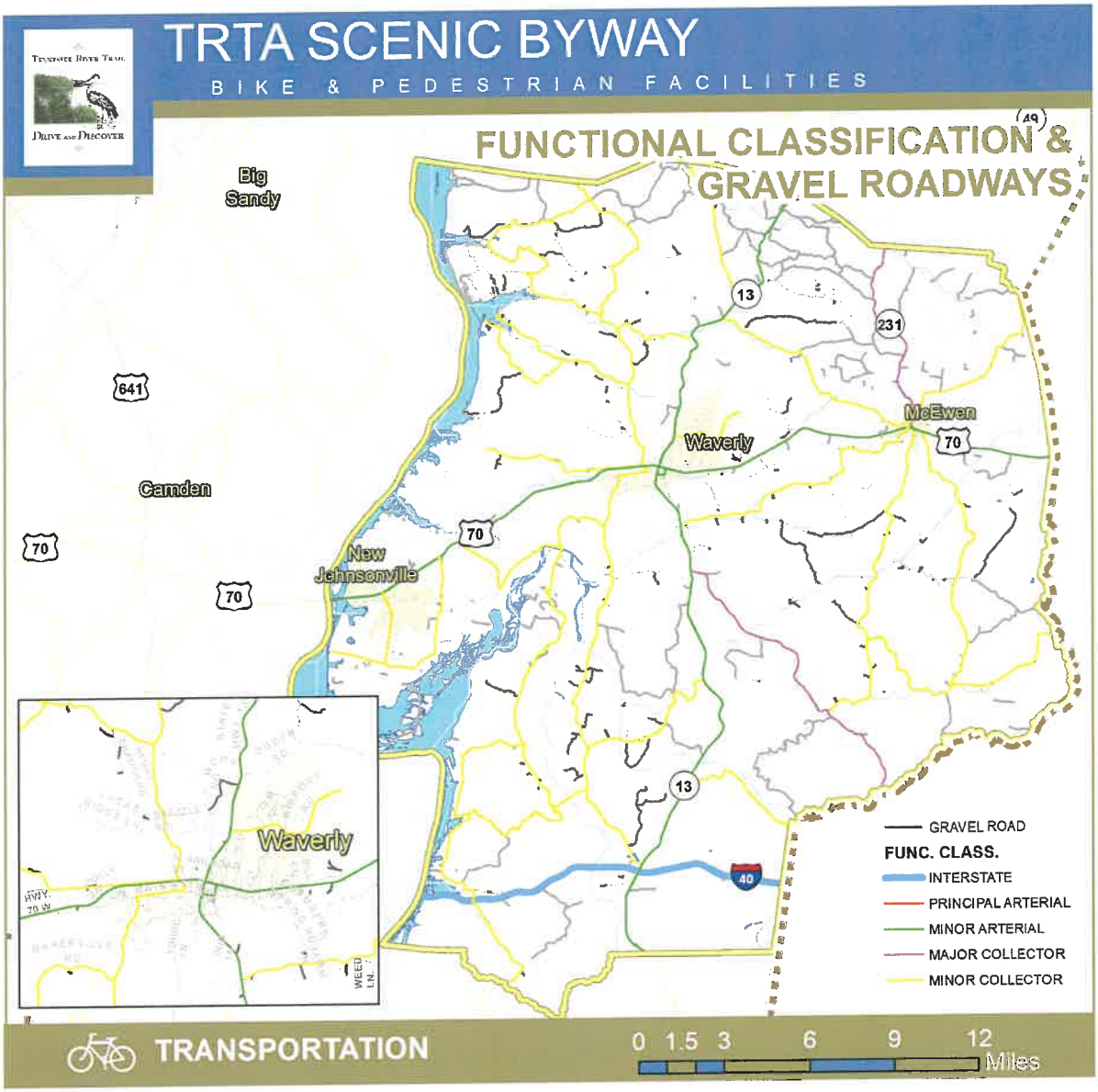


HUMPHREYS COUNTY

Figure 86 Humphreys County Inventoried Roads

Functional Classification

According to the Federal Highway Administration (FHWA), there are three main roadway functional classifications, including arterials, collectors, and locals. Classifications are determined by the level of traffic service that the roadway is intended to provide, which includes degree of land access and traffic characteristics. Arterials are intended for long-distance travel and, therefore, are often associated with higher traffic volumes and speed limits, whereas local roads are intended for a high degree of local accessibility meaning speed limits and traffic volumes are often low. Collectors provide a balance between the two types, especially emphasizing connections to residential areas. The functional classification of roadways for Humphreys County, as well as those that have gravel surfaces, are illustrated in Figure 87.



LEGEND

- MUNICIPALITIES
- HUMPHREYS COUNTY
- COUNTY BOUNDARY
- WATER BODY
- TRTA BOUNDARY
- ROADWAYS
- STATE ROUTE
- CREEKS & RIVERS

N W E S

HUMPHREYS COUNTY

Figure 87 Humphreys County Functionally-Classified and Gravel Roads

Crashes

An important component in route planning, crash data illustrated in Figure 88 includes pedestrians, bicyclists, and fatal vehicular crashes that have occurred in the past 10 years in the county. In addition, Table 44 describes the numbers of these crashes. TDOT's numbers do not include those occurring on parking lots and private property as well as those with less than $400 in damage.

	PED	BIKE	VEHICLE (FATAL)
HUMPHREYS	10 (4 FATAL)	5 (1 FATAL)	54

Table 44 Humphreys County Crashes (2006-2016)

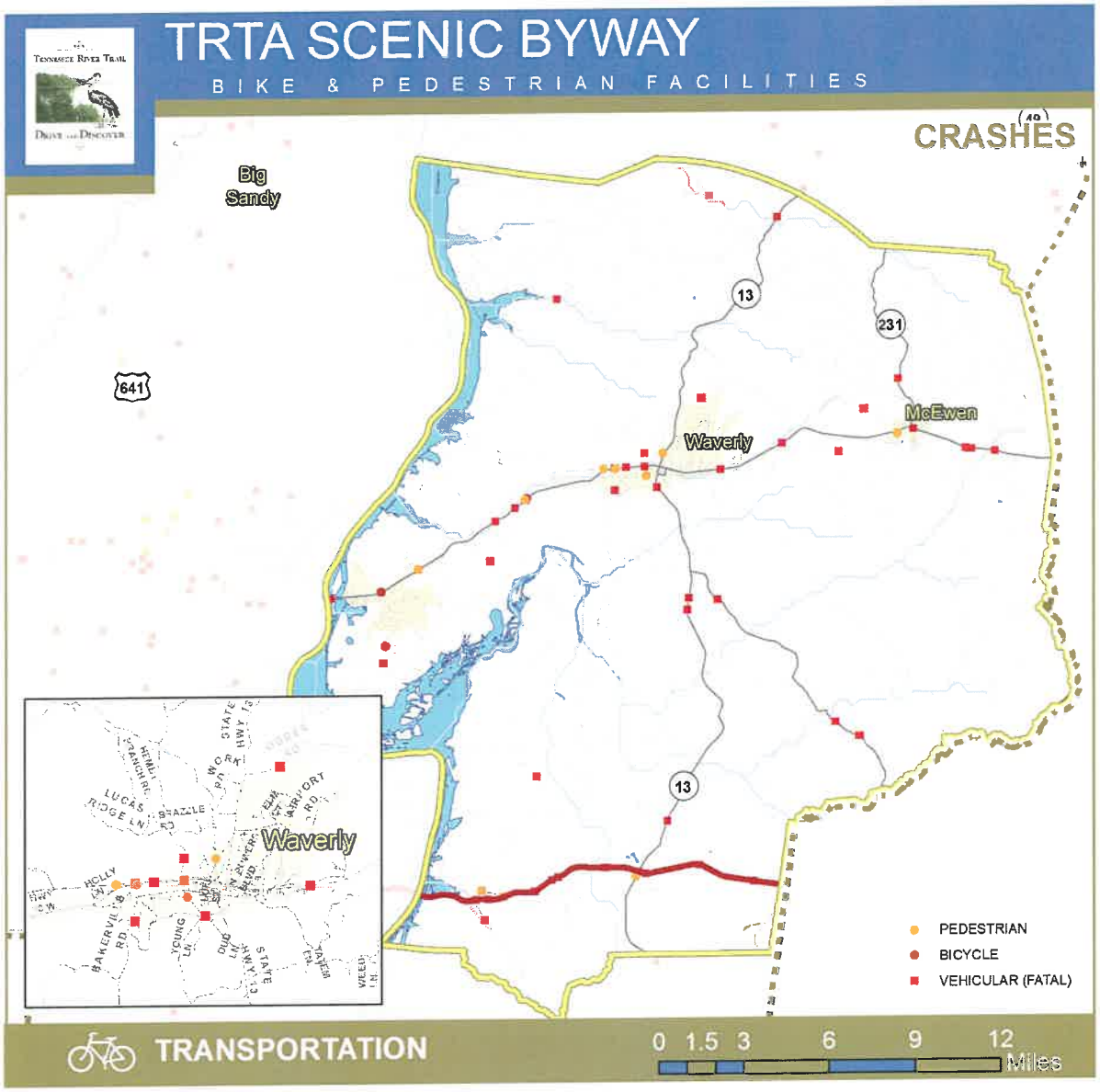


Figure 88 Humphreys County Crashes

Speed and Average Annual Daily Traffic (AADT)

Posted speed limits and traffic volumes are two of the most important roadway elements for cyclists determining preferred routes. The map in Figure 89 illustrates roadways with a posted speed less than 40 mph as well as those with less than 1,000 vehicles per day. Total mileage for the county broken down by these attributes is displayed in Table 45. TDOT traffic count station data was used when available, however, volume assumptions were assigned for roadways lacking count data based on averages experienced across similar roadways in the county.

	MILES WITH AADT <1,000	ROADWAYS WITH NO COUNT DATA BUT LIKELY LOW VOLUMES	TOTAL MILAEAGE-LOW VOLUME ROADWAYS	SPEED LIMIT LESS THAN 40 MPH (TRIMS+INVENTORY)
HUMPHREYS	164	535	699	114

Table 45 Humphreys County Speed Limit and AADT Mileage Data

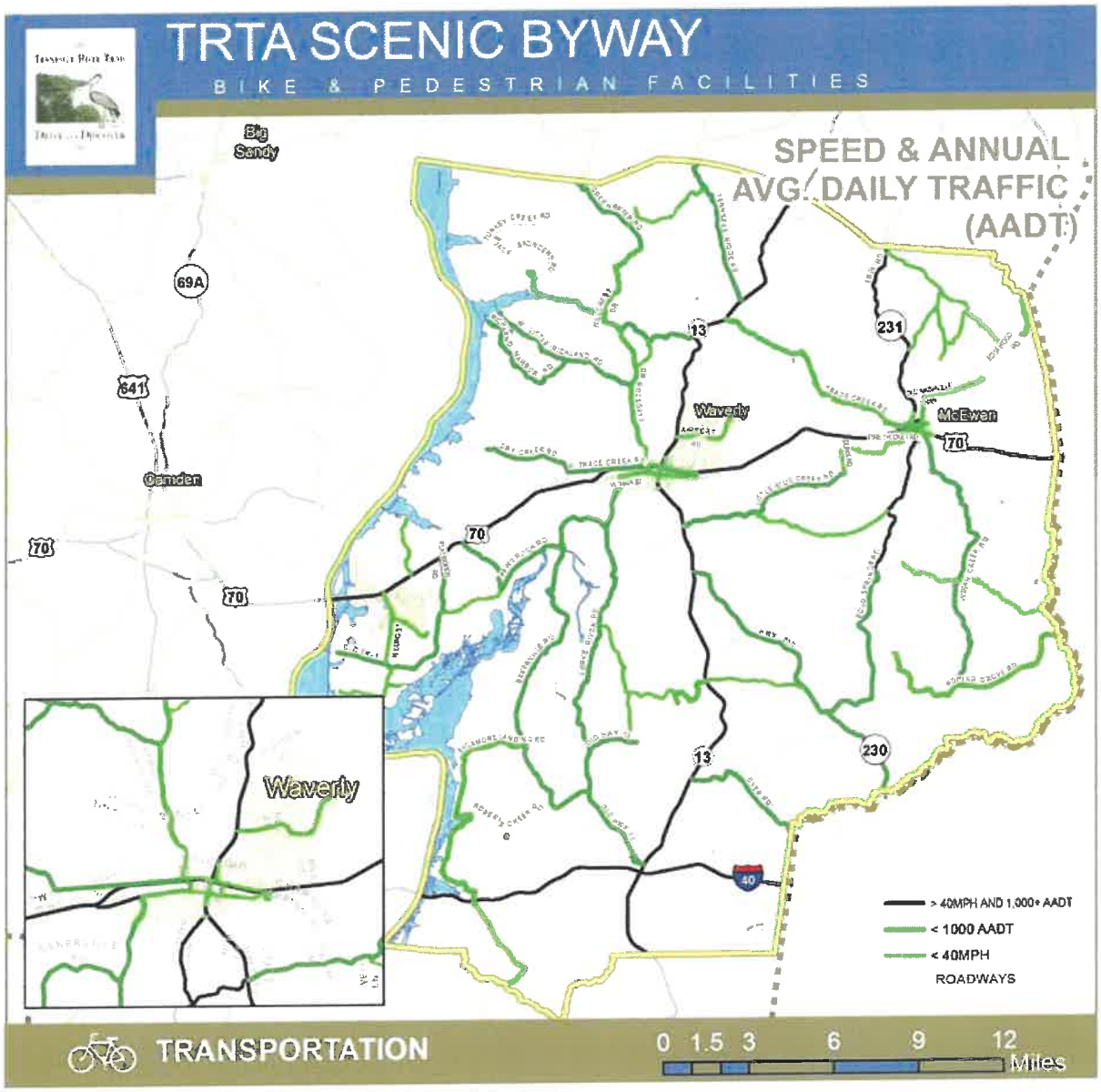


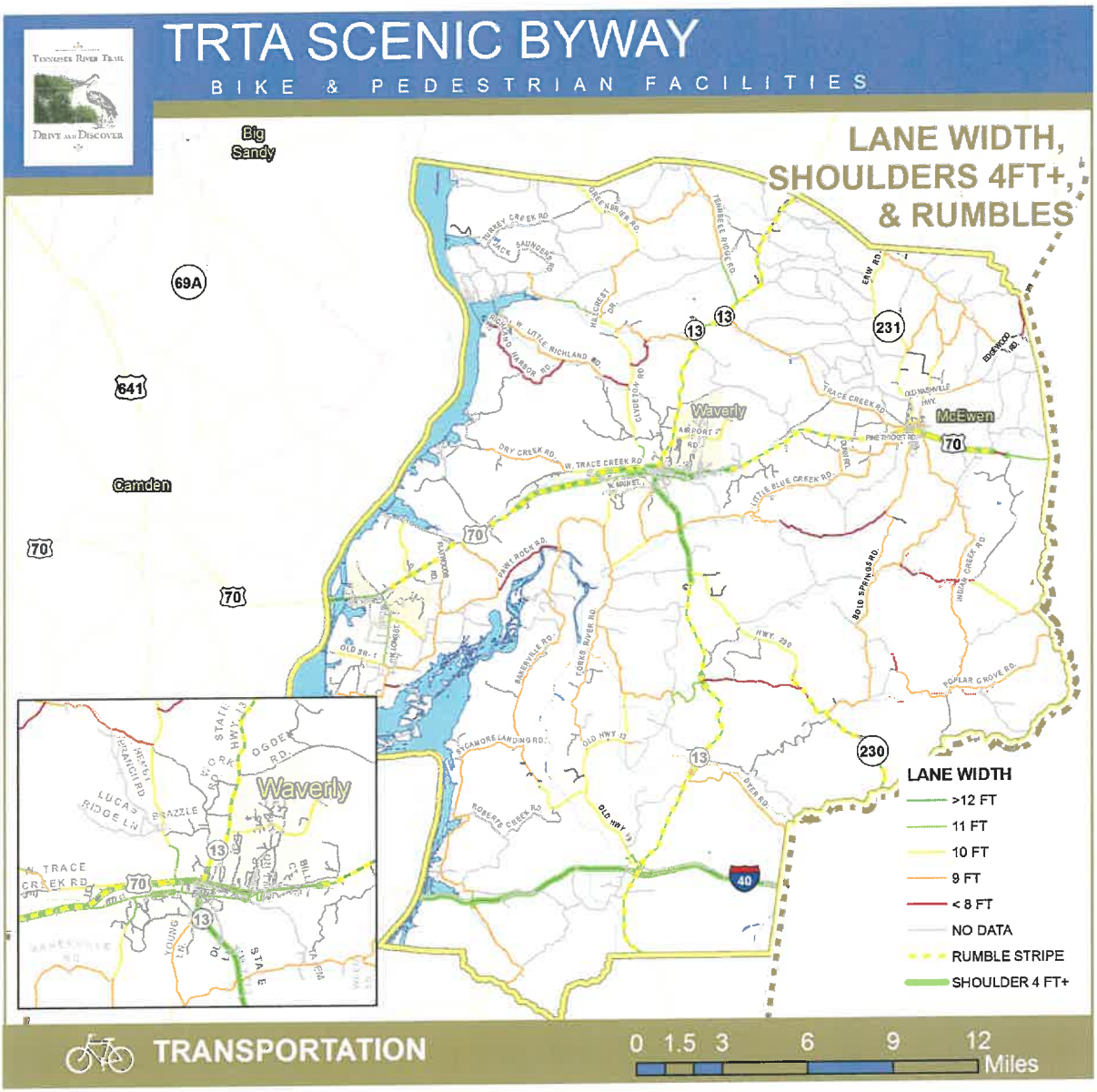
Figure 89 Humphreys County Speed Limit and AADT Data

Lane Widths and Shoulders

Lane widths, and especially the presence of shoulder facilities, are two additional roadway elements critical for bicycle route planning. Depending upon an individual's ability and comfort levels, shoulder width can be a sole determination for a preferred route, regardless of the road's speed limit and traffic volumes. Benton County lane widths, shoulders, and rumble strips are illustrated in Figure 90 and described in Table 46.

	LAND WIDTH 12+	SHOULDERS 4FT+	RUMBLE STRIP/STRIPE
HUMPHREYS	60	28	51

Table 46 Humphreys County Lane Width and Shoulder Mileage Data



LEGEND

- MUNICIPALITIES
- HUMPHREYS COUNTY
- COUNTY BOUNDARY
- WATER BODY
- TRTA BOUNDARY
- ROADWAYS
- STATE ROUTE
- CREEKS & RIVERS

HUMPHREYS COUNTY

Figure 90 Humphreys County Lane Width and Shoulder Data

Bicycle Level-of-Service (BLOS)

As previously mentioned, BLOS is an algorithm that uses a variety of roadway variables to help quantify a cyclist's quality of travel by scoring roadways using an A to F grading scale, A being the highest and F being the lowest. Scores A, B, and C are generally considered acceptable with greater concern for roadways assigned a D, E, or F. A score of E or F, however, does not necessarily disqualify a roadway from being a route, it just means that extra diligence is required for analyzing the safety and comfort of that roadway section. BLOS scores for Humphreys County roadways are illustrated in Figure 91 and described in Table 47.

	BLOS A-C	BLOS D-F
HUMPHREYS	250	83

Table 47 Humphreys County Bicycle Level of Service Mileage

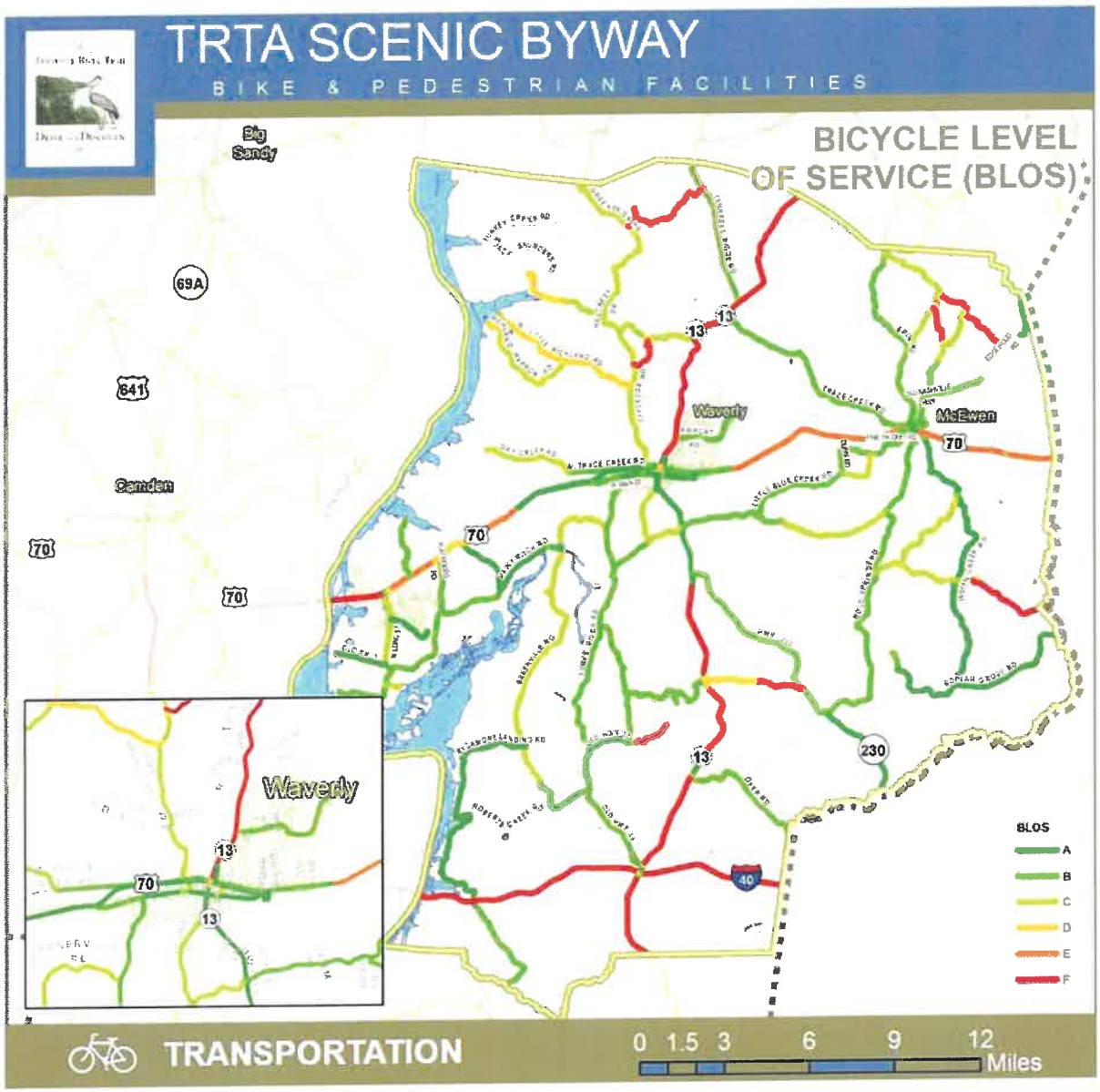


Figure 91 Humphreys County Bicycle Level of Service

PROFILE

SPOTLIGHT ON WALKABILITY

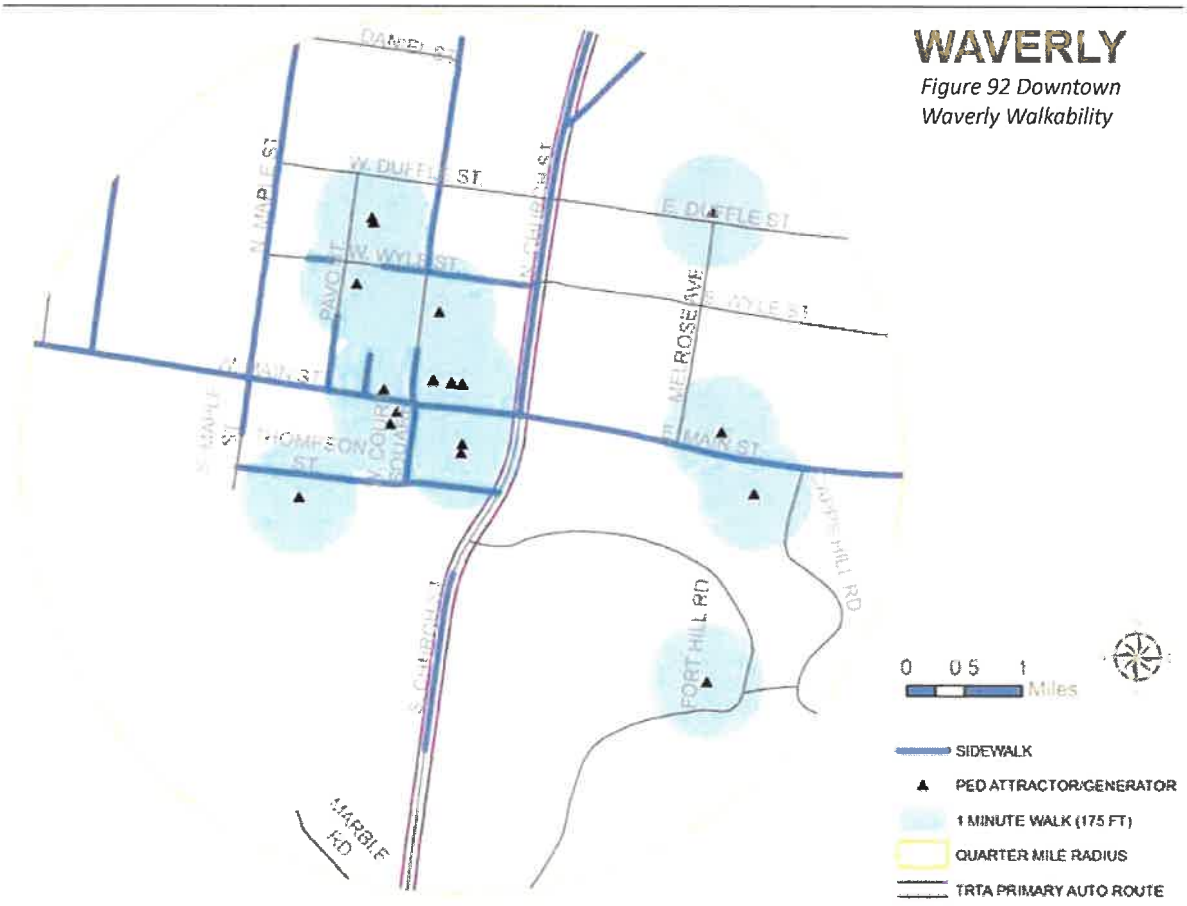


Figure 92 Downtown Waverly Walkability

WAVERLY SIDEWALKS	
ROADWAYS WITH A SIDEWALK ON AT LEAST ONE SIDE IN DOWNTWON WAVERLY (SHOWN IN FIGURE 92) - MILEAGE TOTAL	1.7 MILES (29% ON STATE ROUTES)
ROADWAYS WITH A SIDEWALK ON AT LEAST ONE SIDE IN WAVERLY - MILEAGE TOTAL	8.3 MILES (28% ON STATE ROUTES)

Table 48 Waverly Sidewalk Mileage

Each county's largest community, typically the county seat, acts as a destination for tourists and residents. Providing walkable environments within these communities is an important component to supporting the TRTA's overall economic development, tourism, and livability goals, as well as the recommendations of this plan. Figure 92 illustrates roadways that have a sidewalk on at least one side of the roadway within a quarter mile radius from the county courthouse (except for Parsons, which uses the main downtown intersection). Pedestrian attractors and generators, such as parks, civic buildings, and other retail and restaurant destinations, are shown in order to demonstrate the existing level of connectivity provided by sidewalk infrastructure relative to locations where pedestrian activity is likely. This information provides communities with a basic understanding of where future sidewalk investments may be most beneficial within the downtown.

PROFILE

CONCLUSIONS

HUMPHREYS COUNTY

Humphreys County has several key destinations, including one that draws visitors from across the U.S., Loretta Lynn's Ranch and Campground. This destination is unique to the entire TRTA region given the vast array of activities the venue provides, the important history and culture of the area that is represented on the property and illustrated in the museum, and the fact that the site is easily accessed from an interstate. Additional key destinations include Johnsonville State Historic Park and the Duck River Unit of the Tennessee National Wildlife Refuge. The relatively close distances between these destinations, which can be accessed by low volume, scenic county roads, is a particular draw for cyclists in this county.

While State Highway 13 south of Waverly carries a relatively low amount of traffic, little to no shoulder with rumble stripes and high speeds creates an uncomfortable, and in spots, unsafe environment for cyclists. U.S. Highway 70 carries the county's highest average traffic volumes and because a large portion has little to no shoulder, it also provides an unfavorable environment for cyclists. Despite poor conditions on major highways, the remainder of the county's roadways generally experience low traffic volumes, with more rural areas of the county seeing less than 500 cars a day on average.

Humphreys County is one of the few counties in the TRTA region that has considerable mileage of gravel roadways. Concentrations are found near Hurricane Mills and in the northern portion of the county. Coupled with the county's rural landscape, adjacent location to Hickman County, variety in terrain, and access to the interstate, the county possesses potential for drawing user types particularly interested in riding on gravel or dirt roads.

This page left intentionally blank.

PERRY COUNTY

PROFILE

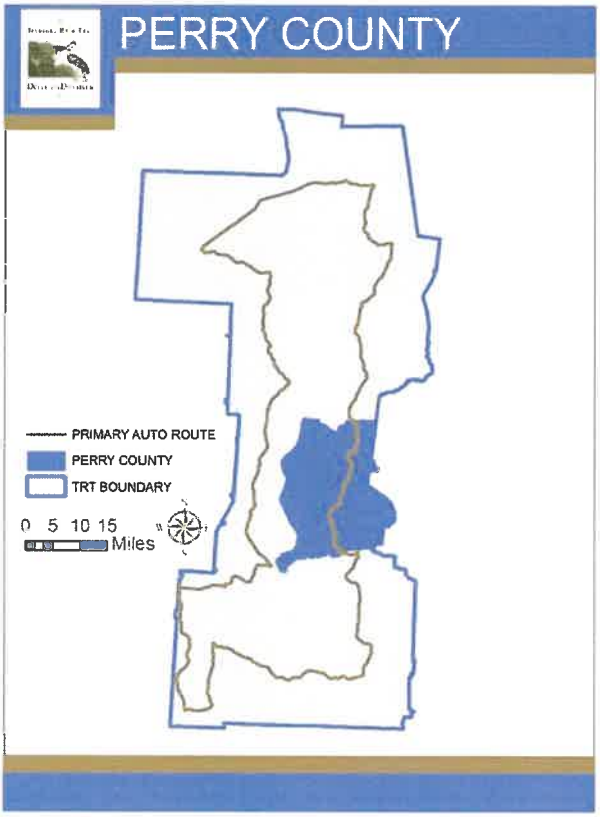


Figure 93 Perry County's Location within TRTA Region

4.4.7. Perry County

Perry County, Tennessee is located in the southeastern section of the TRTA Region as illustrated in Figure 93. The county has approximately 7,915 residents who are generally older and less diverse as compared to the state's averages (displayed in Table 49). Municipalities include Linden, which acts as its county seat, and Flatwoods and Lobelville.

	PERRY COUNTY	TRTA REGION	TENNESSEE	SOURCE
County Seat	Linden	-	-	-
Land Area (sq mi)	414.7	4,207	41,235	U.S. Census 2010
Water Area (sq mi)	8.1	179.2	909.4	U.S. Census 2010
County Population (2010)	7,915	151,826	6,346,105	U.S. Census 2010
County Population (2014 Estimate)	7,861	151,075	6,451,365	ACS 2014
Persons Younger than 18 Years	22.1%	21.1%	23.1%	ACS 2014
Persons 65 Years and Over	18.8%	19.1%	14.2%	ACS 2014
Percent Minority	4.5%	6.7%	21.8%	ACS 2014
Percent Households Living Below Poverty Line (below $25,000 for family of four)	20.0%	20.1%	16.6%	ACS 2014
Percent Households Living With No Vehicle	6.1%	6.1%	6.4%	ACS 2014
Adventure Tourism District	1 (2014)	-	-	-
TN River Resort District	-	-	-	-

Table 49 Perry County Overview

Destination Mileage

Table 50 following consists of mileage between various communities and key destinations within the county. Mileage was calculated using Google Map's bicycle routing feature. Information may be especially useful for trail publication materials as well as providing a general understanding of cycling distances within the county.

	Flatwoods	Linden	Lobelville	Mousetail Landing SP
Flatwoods		11.5	25.5	24.8
Linden	11.5		14.3	12.6
Lobelville	25.5	14.3		206
Mousetail Landing SP	24.8	12.6	20.6	

Table 50 Perry County Riding Milages

Climate

Climate data, displayed in Figure 94, can influence information contained in trail guide materials, such as the types of gear that may be needed for touring cyclists, as well as provide a helpful tool when planning cycling events.

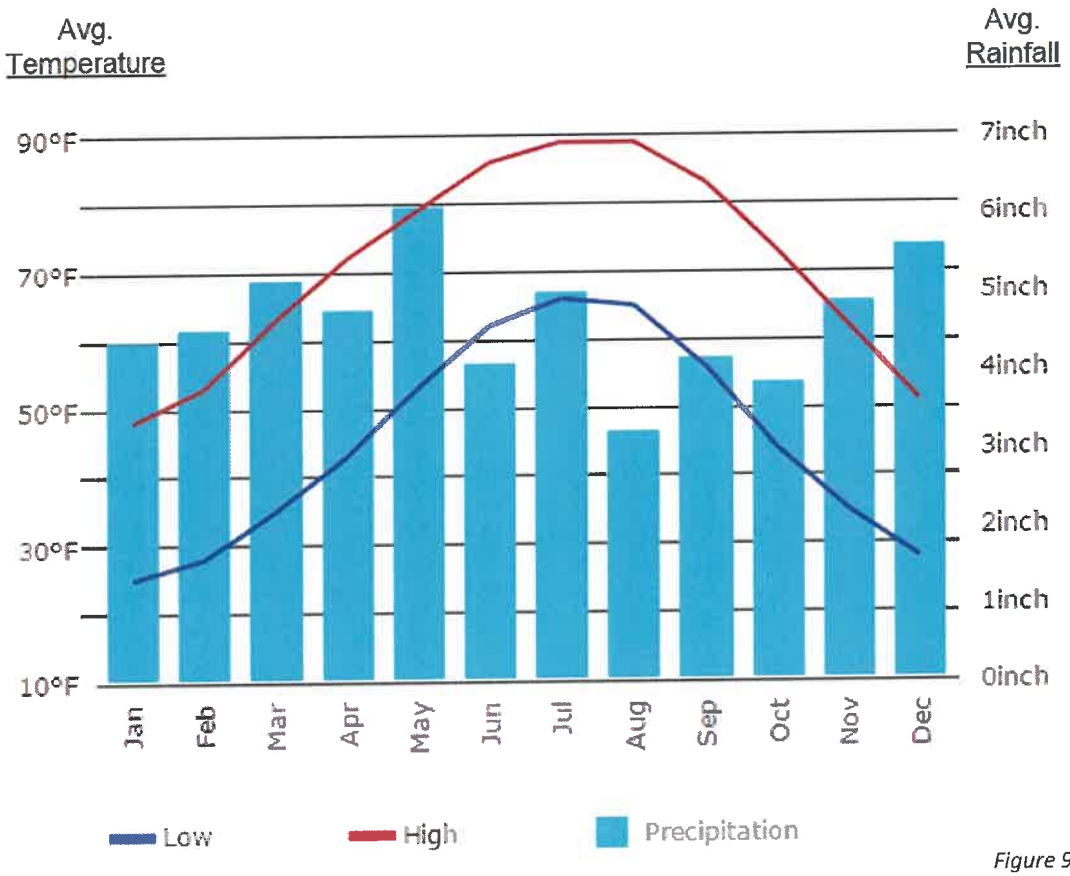


Figure 94 Perry County Climate Data
Source: www.usclimatedata.com

Demographics

Households with No Access to a Vehicle and Living below Poverty Line

Households without access to a vehicle, as well as those living below the poverty line ($25,000), are more likely to rely upon non-motorized transportation. Figure 95 contains a Demographic Map Series that illustrates the County's distribution of these demographic groups by Census Block. Understanding where these households are generally located within a county can help to prioritize improvements by ensuring public investments meet the needs of those that especially are impacted. Overall, 6.6% of Perry County households do not have access to a vehicle, while 21.1% live below the poverty line, as compared to Tennessee's respective 6.4% and 16.6%.

Percentage of Non-Active Adults and Adults with Access to Exercise Opportunities

Tennessee's high rates of lifestyle-related diseases and conditions has prompted the Tennessee Department of Health to shift its traditional philosophy of treatment to a preventative one. This strategy centers upon enabling residents to make more active and healthy lifestyle choices, including walking and biking. County Health Rankings is a national data resource the Department uses to assist in tracking various health measures that are influencing Tennesseans' length and quality of life, including percent of adults that report no leisure-time physical activity and the percentage with access to exercise opportunities. These points of data, as well as variety of additional measures, such as access to health care, tobacco use, and income, yield a health factor score that provides a basic understanding of elements contributing positively or negatively to health in each county. Counties with especially poor health can now qualify for new Department of Health programs that provide funding assistance for sidewalk and greenway projects.

Perry County's 2016 Health Factor score ranking is 82nd out of Tennessee's 95 counties. 36% of residents were considered as inactive, while 9% of Perry County residents had reasonable opportunities for physical activity as illustrated in Figure 95. Thirty three percent of residents met the criteria for being obese according to County Health Rankings. Table 51 illustrates the county's historic obesity levels as compared to the state of Tennessee and the United States.

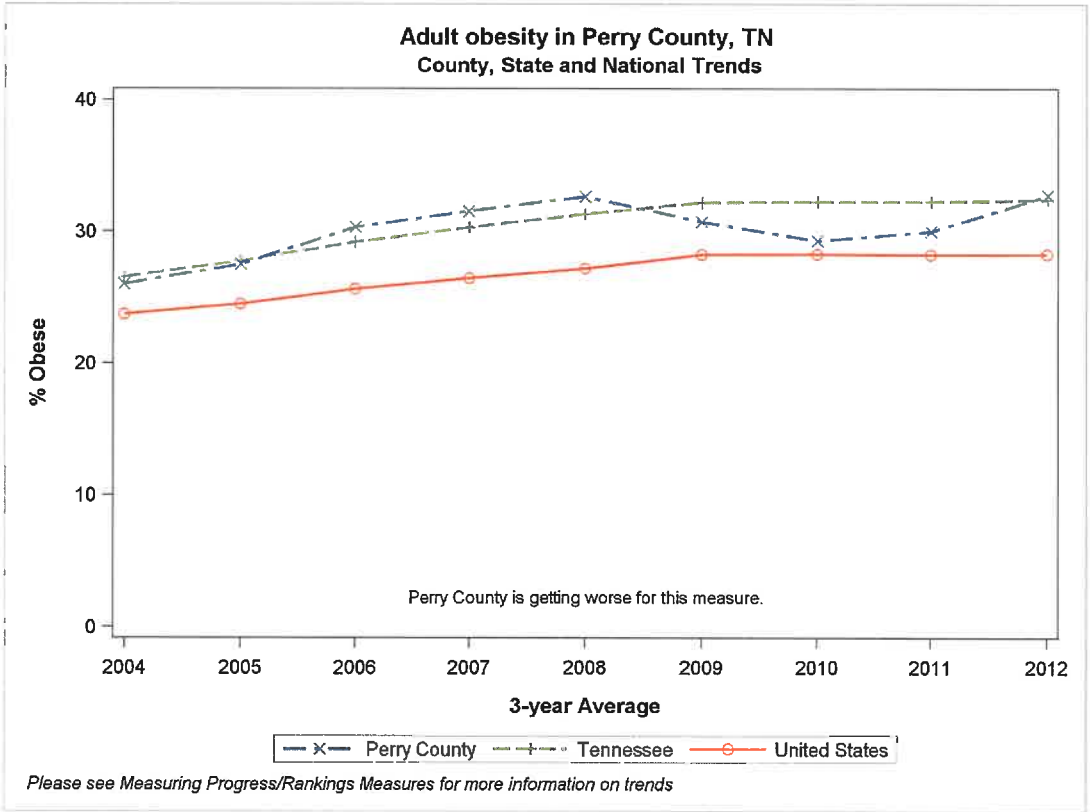


Table 51 Perry County Obesity Levels

PROFILE

DEMOGRAPHICS

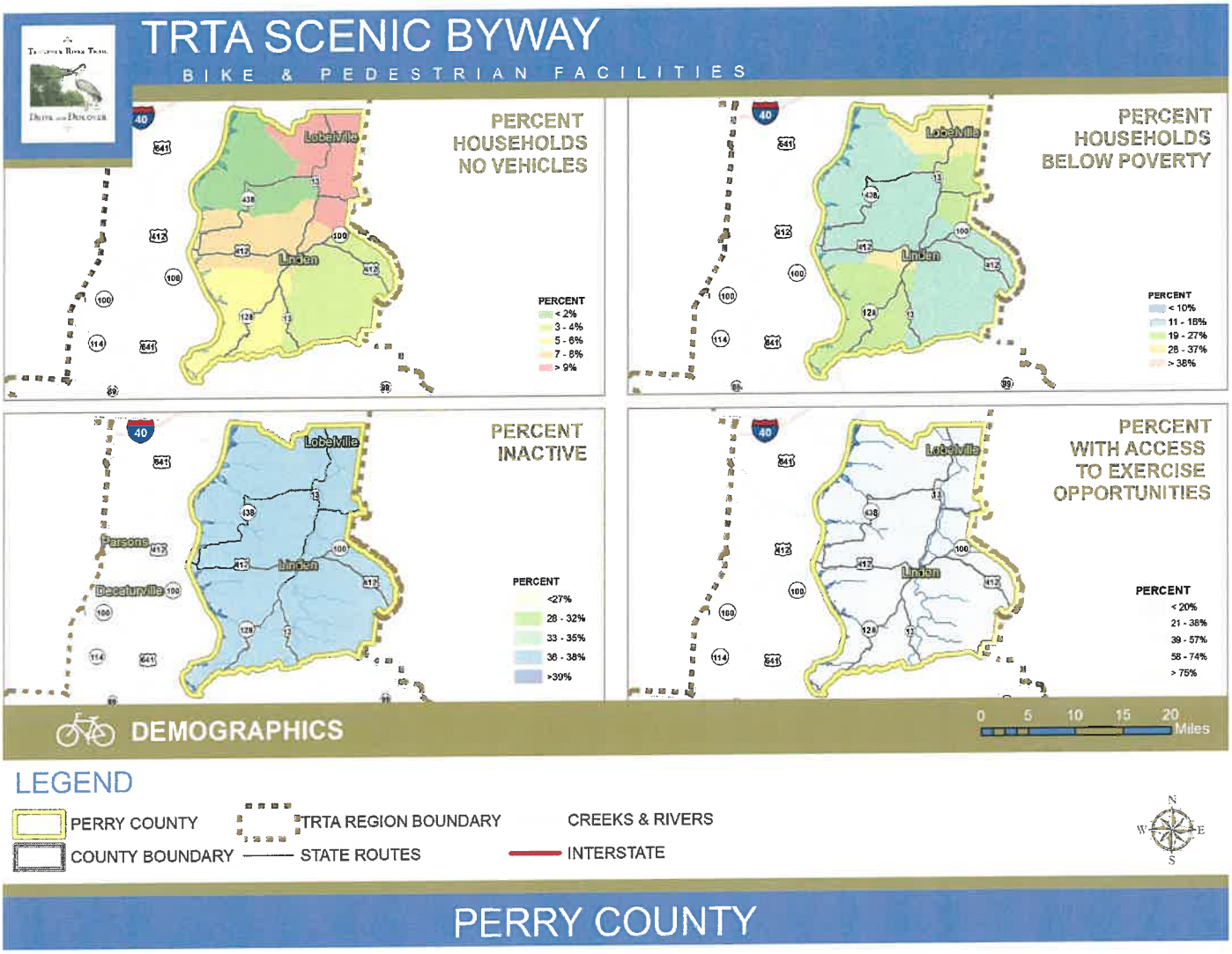


Figure 95 Perry County Demographic Map Series

PROFILE

ENVIRONMENT

Environment

Ecoregions and Land Cover

According to the United States Geological Survey (USGS), ecoregions denote areas of similarity in ecosystems as well as the type, quantity, and quality of environmental resources. There are three ecoregions with the TRTA region:

-Interior Plateau: According to the USGS, this ecoregion is characterized by a series of grassland plateaus and forested uplands, with Oak-Hickory stands being the most common forest type. The relatively flat nature and fertile lowlands particularly attracted early settlement and agriculture uses in this eco-region, the TRTA region's largest.

-Mississippi Valley Loess: Irregular plains primarily characterize this ecoregion's topography, which is only found in the northwestern portion of Henry County. Its distinguishing characteristic is the thick, highly erodible loess deposits (top soil). While these soils are often poor in nutrients and organic matter, the use of fertilizers allow lands to be easily cultivated.

-Southeastern Plains: This expansive ecoregion is characterized by relatively flat plains as well as croplands, forests, and wetlands. Although growing seasons are long and precipitation is abundant, relatively poor sandy soils limit agriculture uses as compared to other regions. Once covered in natural forests, heavily managed timberlands (largely pine plantations) now are prevalent, which poses a risk to cyclists given the amount of logging truck activity.

Perry County is made up of one ecoregion, Southeastern Plains, as illustrated in Figure 96. Except for impacts from human activity (i.e. land use), ecoregions inform the types of vegetation found at the Earth's surface. Land cover is relevant to bicycle route planning in terms of evaluating the general types of land uses or environment types a route might pass through, as well as the likeliness (although at a high level) for tree coverage along a desired route. Perry County's land cover is also illustrated in Figure 96.

Watersheds and Wetlands, Waterfalls, and County High Points

Watersheds refer to the land area by which surface water drains into a given body of water. These hydrological units are commonly associated with water quality and water management plans. Watershed boundary information, wetlands, and waterfalls are relevant to both route planning, the development of supportive route materials, as well as providing information to the assist the region in protecting the health of its water bodies through increased resident awareness of the water cycle and its processes. These hydrological features as well as the county's high point are illustrated in Figure 96.

PROFILE

ENVIRONMENT

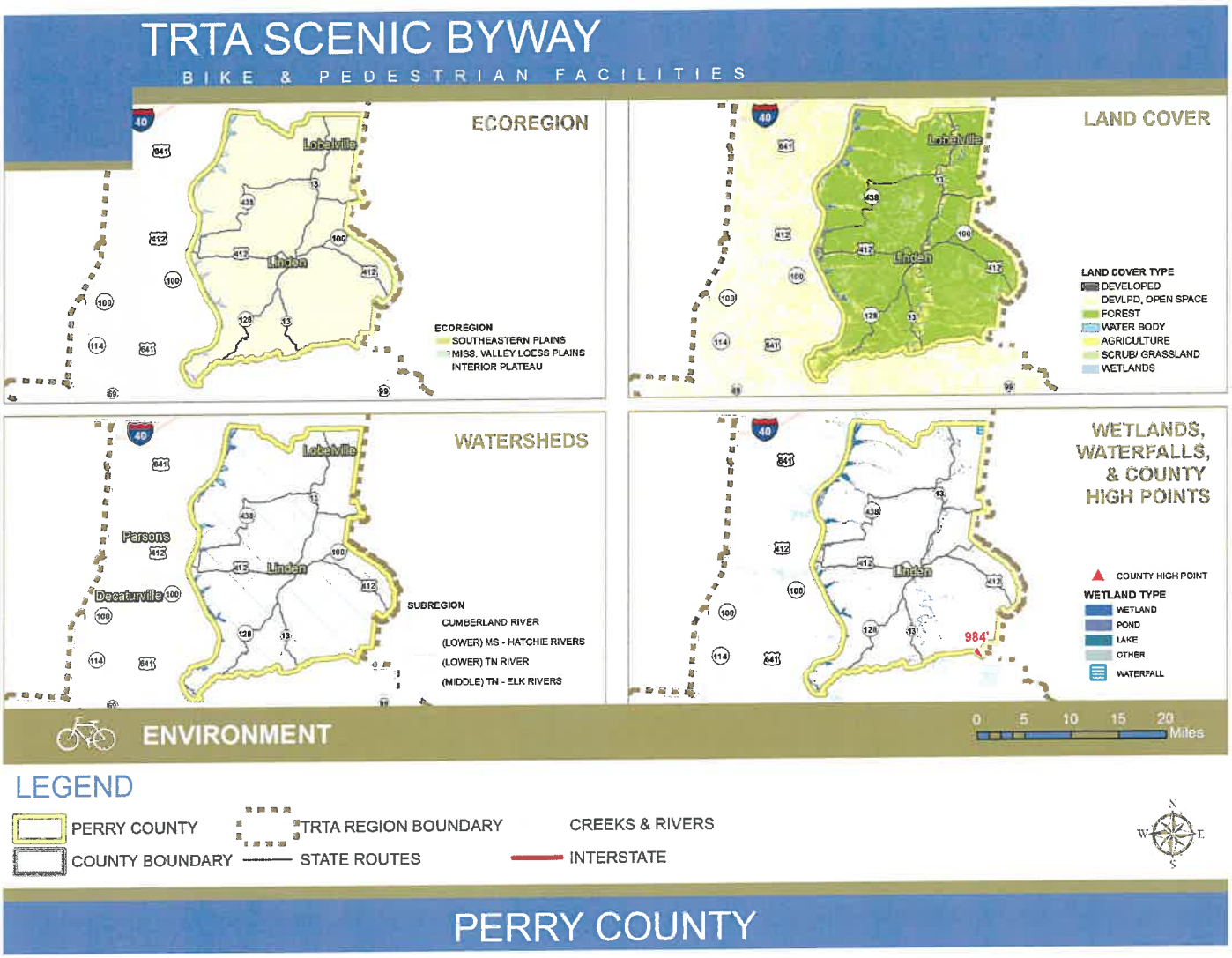


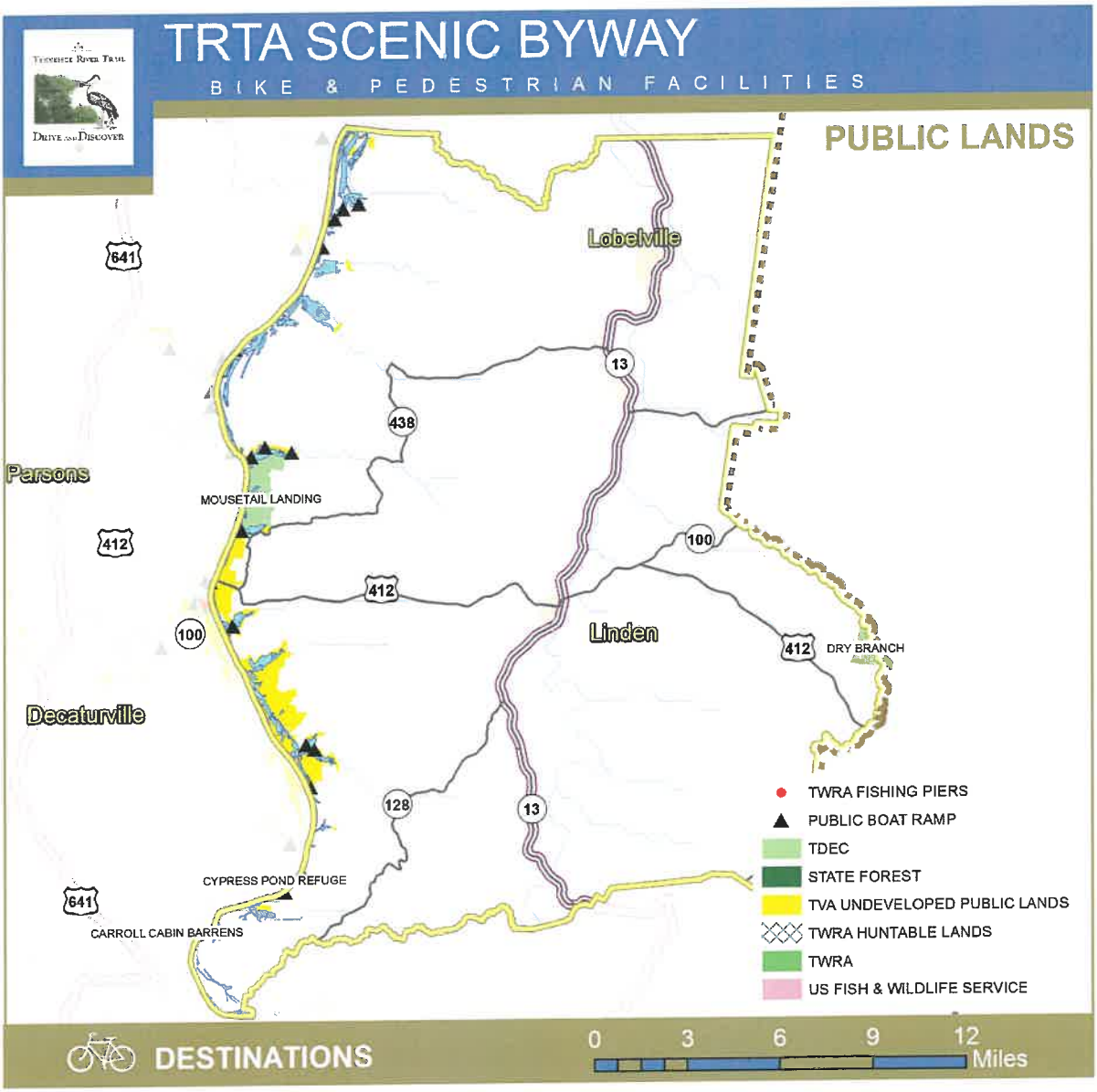
Figure 96 Perry County Environment Map Series

PROFILE

Destinations

Public Lands

Public lands under the management of state and federal agencies provide active and passive outdoor recreation opportunities in the TRTA region. Public fishing piers as well as boat ramps are included in Figure 97 to help identify further public opportunities to experience the Tennessee River. While there is an abundance of these lands, public engagement revealed that many residents are not aware of the public use rules and associated walking and biking opportunities these lands provide.



LEGEND

- MUNICIPALITIES
- PERRY COUNTY
- COUNTY BOUNDARY
- WATER BODY
- TRT REGION BOUNDARY
- TRT PRIMARY AUTO ROUTE
- ROADWAYS
- STATE ROUTES
- CREEKS & RIVERS

N W E S

PERRY COUNTY

Figure 97 Perry County Public Lands

PROFILE

DESTINATIONS

Routes, Trails, and Major Destinations

A number of existing bicycle routes, tourism trails, and historic trails exist in the TRTA region. These are important for understanding how visitors are currently entering, traveling within, and exiting the region. Associated trail points-of-interest help to identify the county's destinations which are currently being marketed to tourists. For purposes of this plan and the identification of the regional route network, these destinations are broken down into primary and secondary categories. Routes, trails, and byways that pass through Perry County, as well as key points-of-interest are illustrated in Figure 98.

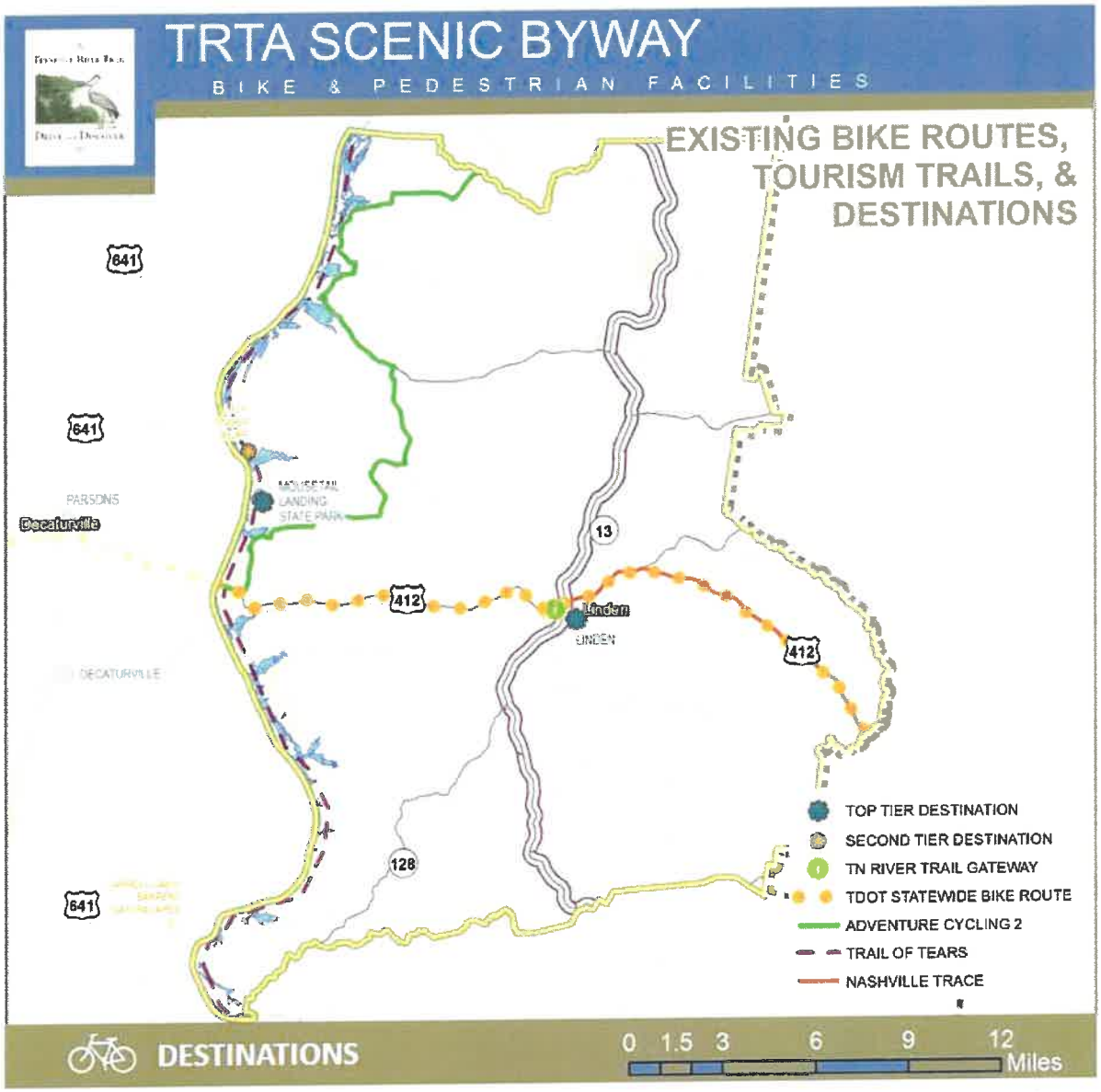


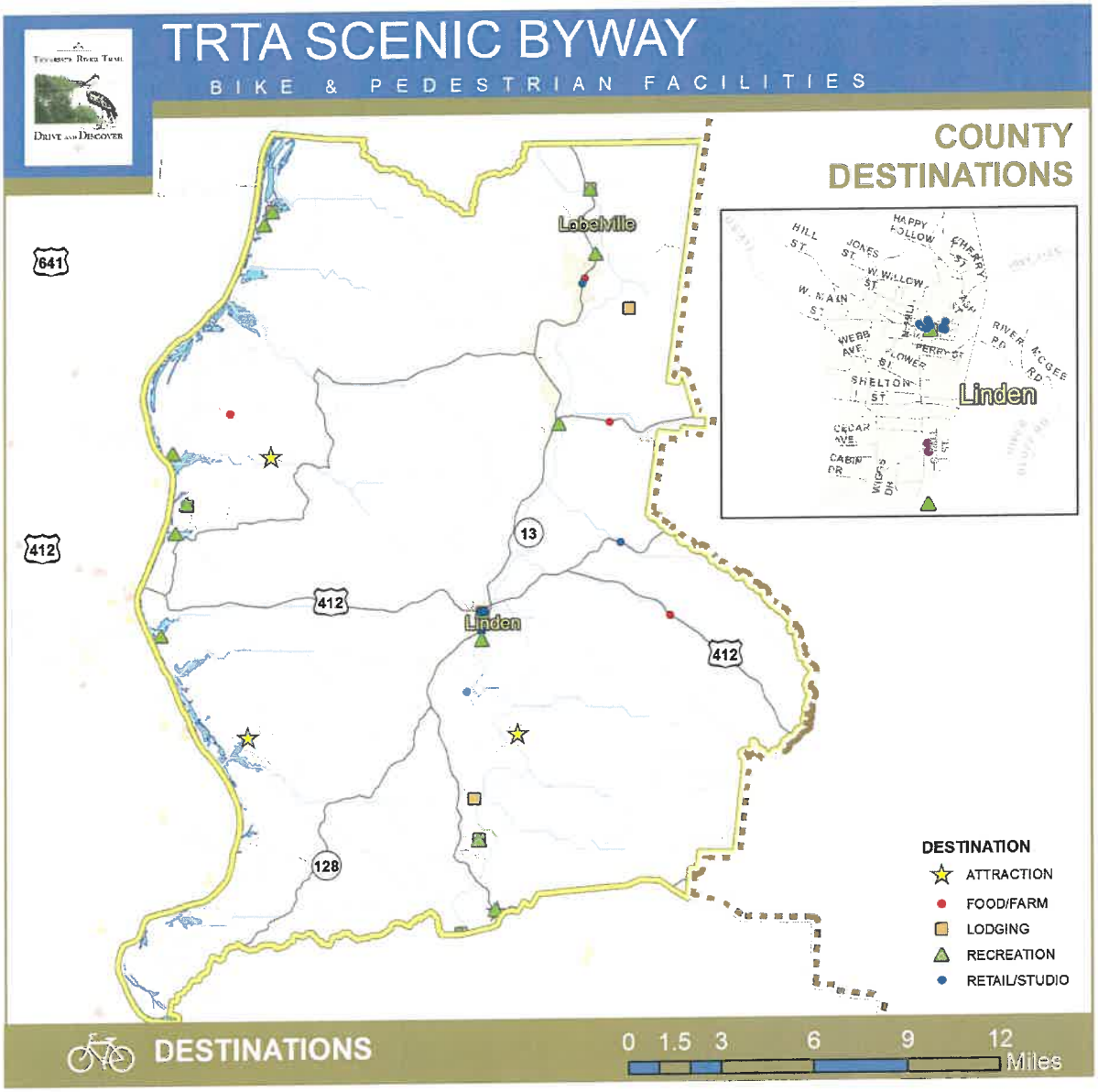
Figure 98 Perry County Routes, Trails, and Major Destinations

PROFILE

DESTINATIONS

County Destinations

In the early stages of the plan's development process, destinations including lodging, dining, retail, and recreation opportuntities were geo-coded for each county. These destinations, shown in Figure 99, are relevant for understanding the level of support a county provides tourists, pedestrian connectivity in TRTA communities, and the identification of a recommended route network.



LEGEND

- MUNICIPALITIES
- PERRY COUNTY
- COUNTY BOUNDARY
- WATER BODY
- TRTA BOUNDARY
- ROADWAYS
- STATE ROUTE
- CREEKS & RIVERS
- INTERSTATE

N W E S

PERRY COUNTY

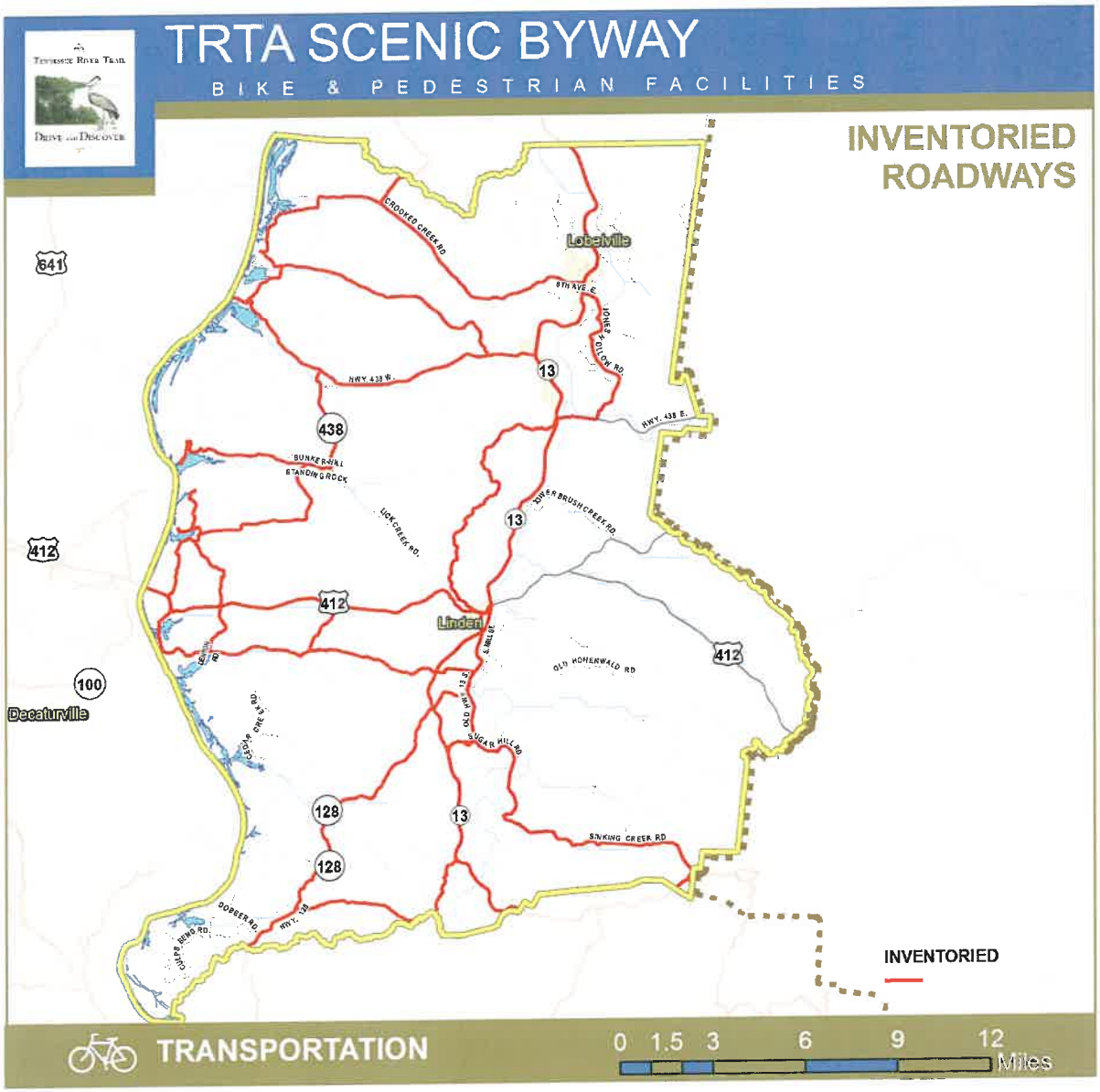
Figure 99 Perry County Destinations

PROFILE

TRANSPORTATION

Transportation

Information contained in this section consists of data gathered from both TDOT, as well as the plan's field inventory. TDOT roadway data exists for functionally-classified collector roadways and above, meaning no data exists for those classified as local. As such, it should be noted that maps in this section reflect available data. Of Perry County's approximate 511 miles of roadway, 177 miles (35%) were inventoried (illustrated in Figure 100).



LEGEND

- MUNICIPALITIES
- PERRY COUNTY
- COUNTY BOUNDARY
- WATER BODY
- TRTA BOUNDARY
- ROADWAYS
- STATE ROUTE
- CREEKS & RIVERS

N W E S

PERRY COUNTY

Figure 100 Perry County Inventoried Roads

Functional Classification

According to the Federal Highway Administration (FHWA), there are three main roadway functional classifications, including arterials, collectors, and locals. Classifications are determined by the level of traffic service that the roadway is intended to provide, which includes degree of land access and traffic characteristics. Arterials are intended for long-distance travel and, therefore, are often associated with higher traffic volumes and speed limits, whereas local roads are intended for a high degree of local accessibility meaning speed limits and traffic volumes are often low. Collectors provide a balance between the two types, especially emphasizing connections to residential areas. The functional classification of roadways for Perry County, as well as those that have gravel surfaces, are illustrated in Figure 101.

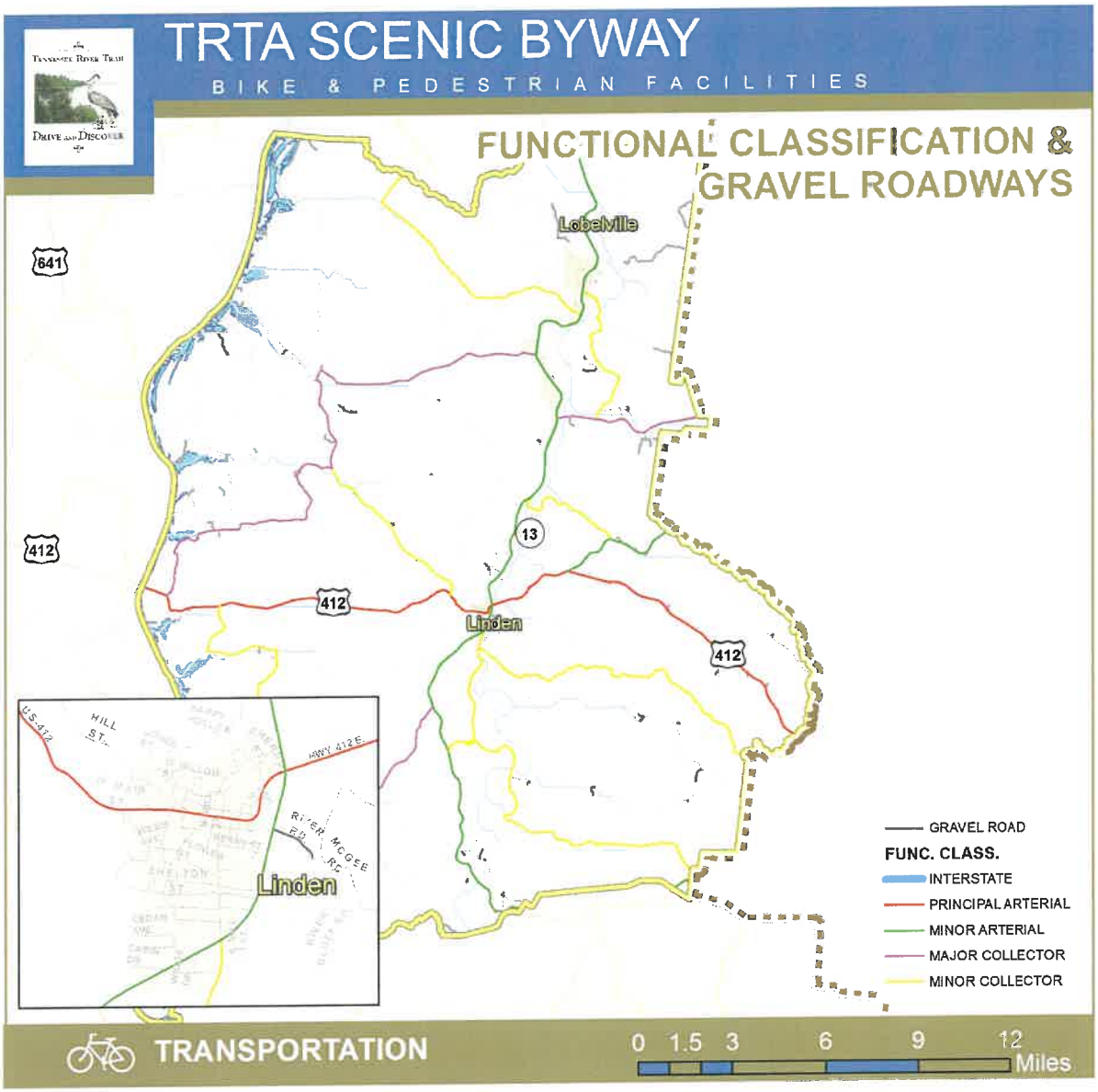


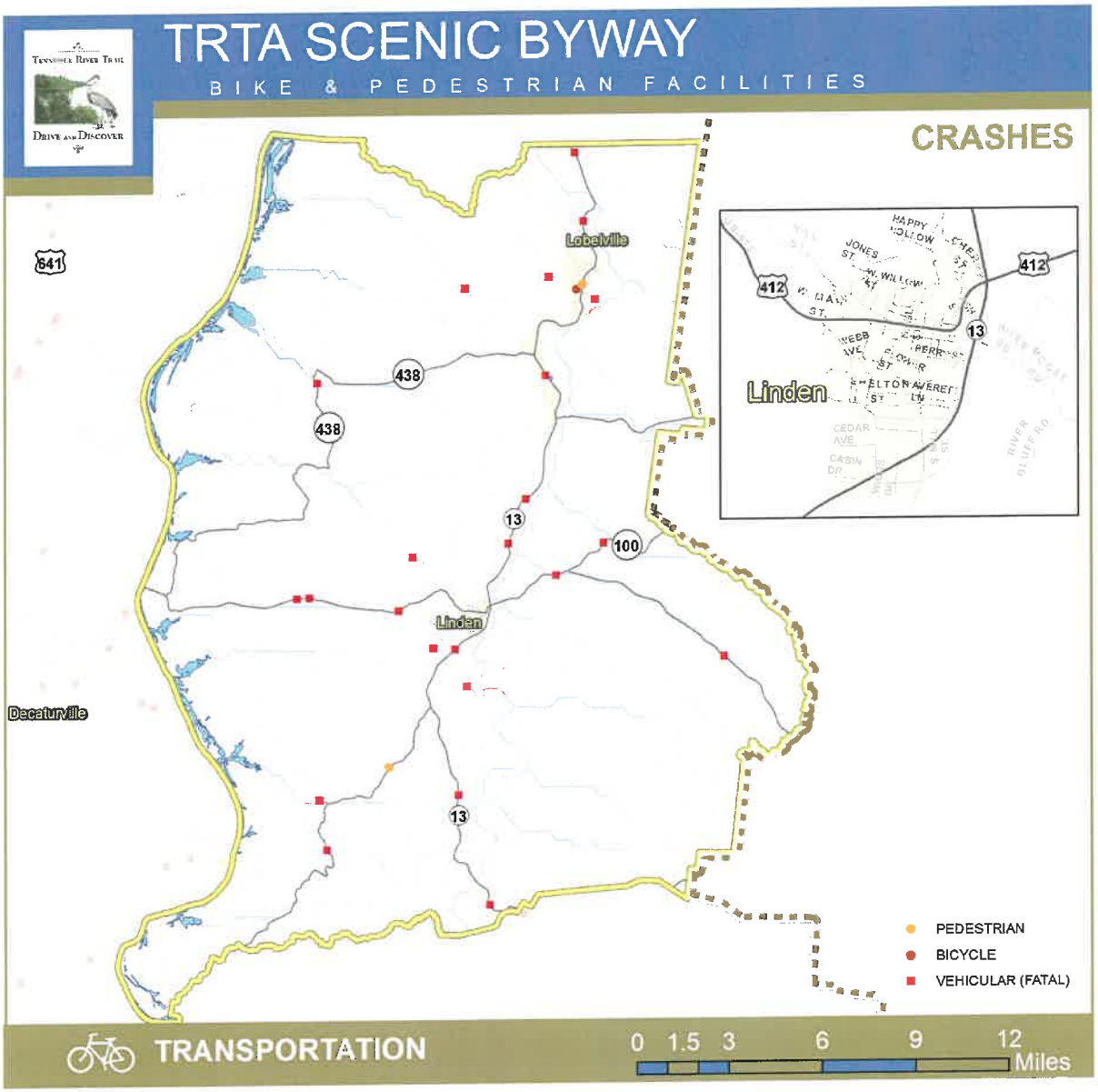
Figure 101 Perry County Functionally-Classified and Gravel Roads

Crashes

An important component in route planning, crash data illustrated in Figure 102 includes pedestrians, bicyclists, and fatal vehicular crashes that have occurred in the past 10 years in the county. In addition, Table 52 describes the numbers of these crashes. TDOT's numbers do not include those occurring on parking lots and private property as well as those with less than $400 in damage.

	PED	BIKE	VEHICLE (FATAL)
PERRY	2	1	27

Table 52 Perry County Crashes (2006-2016)



LEGEND

- MUNICIPALITIES
- PERRY COUNTY
- COUNTY BOUNDARY
- WATER BODY
- TRTA BOUNDARY
- ROADWAYS
- STATE ROUTE
- CREEKS & RIVERS

N
W E
S

PERRY COUNTY

Figure 102 Perry County Crashes

Speed and Average Annual Daily Traffic (AADT)

Posted speed limits and traffic volumes are two of the most important roadway elements for cyclists determining preferred routes. The map in Figure 103 illustrates roadways with a posted speed less than 40 mph as well as those with less than 1,000 vehicles per day. Total mileage for the county broken down by these attributes is displayed in Table 53. TDOT traffic count station data was used when available, however, volume assumptions were assigned for roadways lacking count data based on averages experienced across similar roadways in the county.

	MILES WITH AADT <1,000	ROADWAYS WITH NO COUNT DATA BUT LIKELY LOW VOLUMES	TOTAL MILAEAGE-LOW VOLUME ROADWAYS	SPEED LIMIT LESS THAN 40 MPH (TRIMS+INVENTORY)
PERRY	114	344	458	67

Table 53 Perry County Speed Limit and AADT Mileage Data

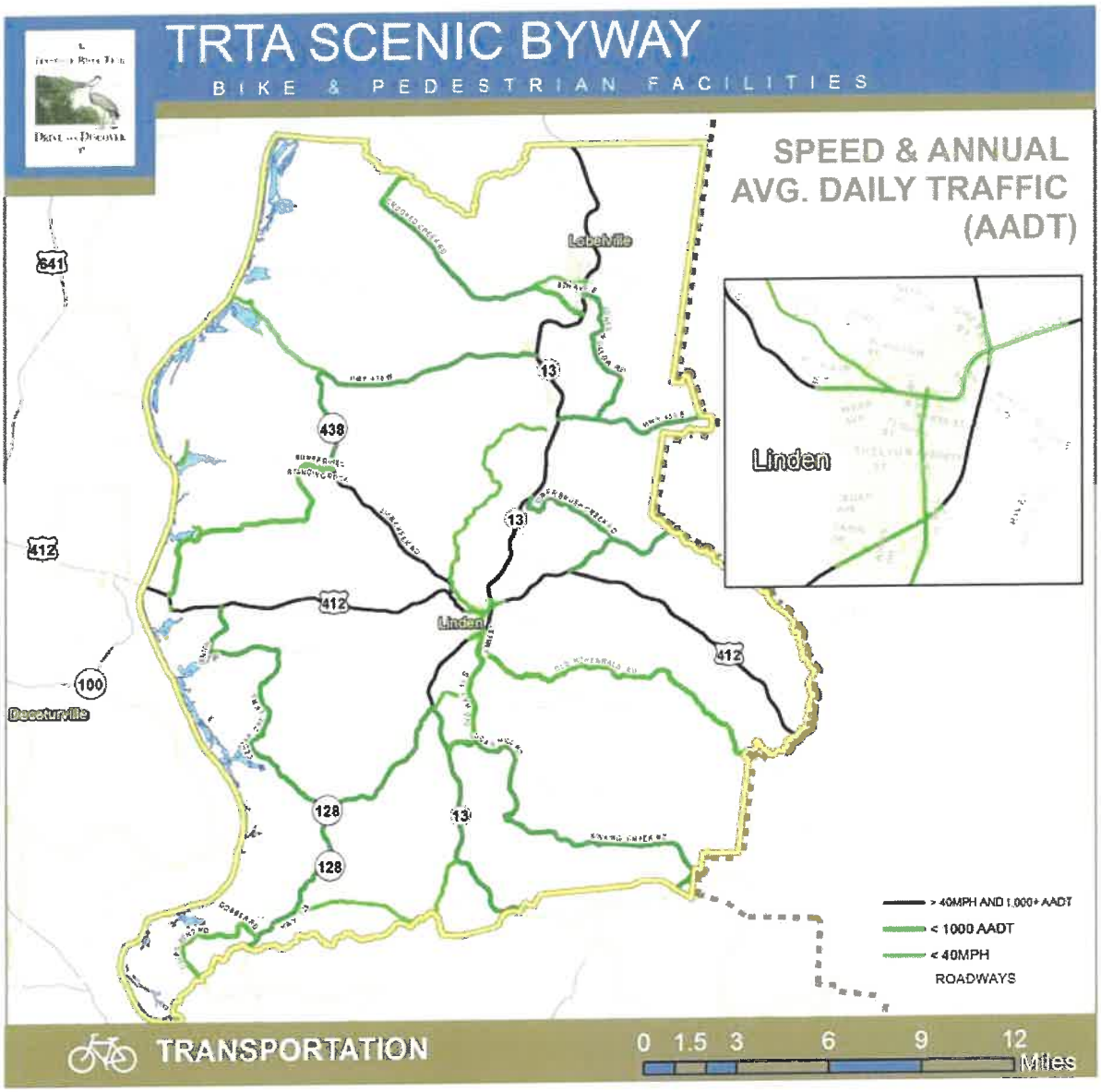


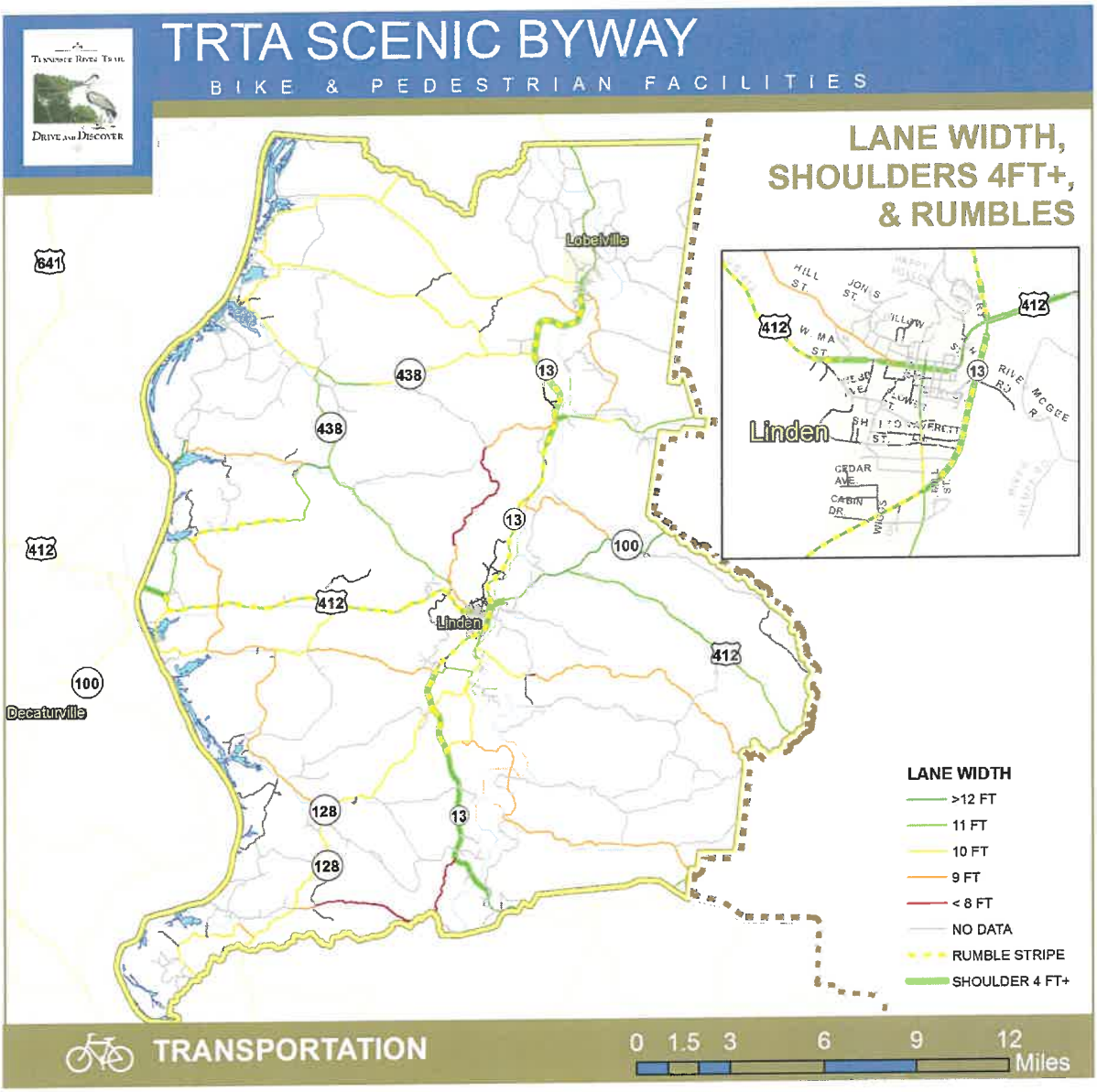
Figure 103 Perry County Speed Limit and AADT Data

Lane Widths and Shoulders

Lane widths, and especially the presence of shoulder facilities, are two additional roadway elements critical for bicycle route planning. Depending upon an individual's ability and comfort levels, shoulder width can be a sole determination for a preferred route, regardless of the road's speed limit and traffic volumes. Perry County lane widths, shoulders, and rumble strips are illustrated in Figure 104 and described in Table 54.

	LAND WIDTH 12+	SHOULDERS 4FT+	RUMBLE STRIP/STRIPE
PERRY	23	33	32

Table 54 Perry County Lane Width and Shoulder Mileage Data



LEGEND

- MUNICIPALITIES
- PERRY COUNTY
- COUNTY BOUNDARY
- WATER BODY
- TRTA BOUNDARY
- ROADWAYS
- STATE ROUTE
- CREEKS & RIVERS

PERRY COUNTY

Figure 104 Perry County Lane Width and Shoulder Data

Bicycle Level-of-Service (BLOS)

As previously mentioned, BLOS is an algorithm that uses a variety of roadway variables to help quantify a cyclist's quality of travel by scoring roadways using an A to F grading scale, A being the highest and F being the lowest. Scores A, B, and C are generally considered acceptable with greater concern for roadways assigned a D, E, or F. A score of E or F, however, does not necessarily disqualify a roadway from being a route, it just means that extra diligence is required for analyzing the safety and comfort of that roadway section. BLOS scores for Perry County roadways are illustrated in Figure 105 and described in Table 55.

	BLOS A-C	BLOS D-F
PERRY	207	26

Table 55 Perry County Bicycle Level of Service Mileage

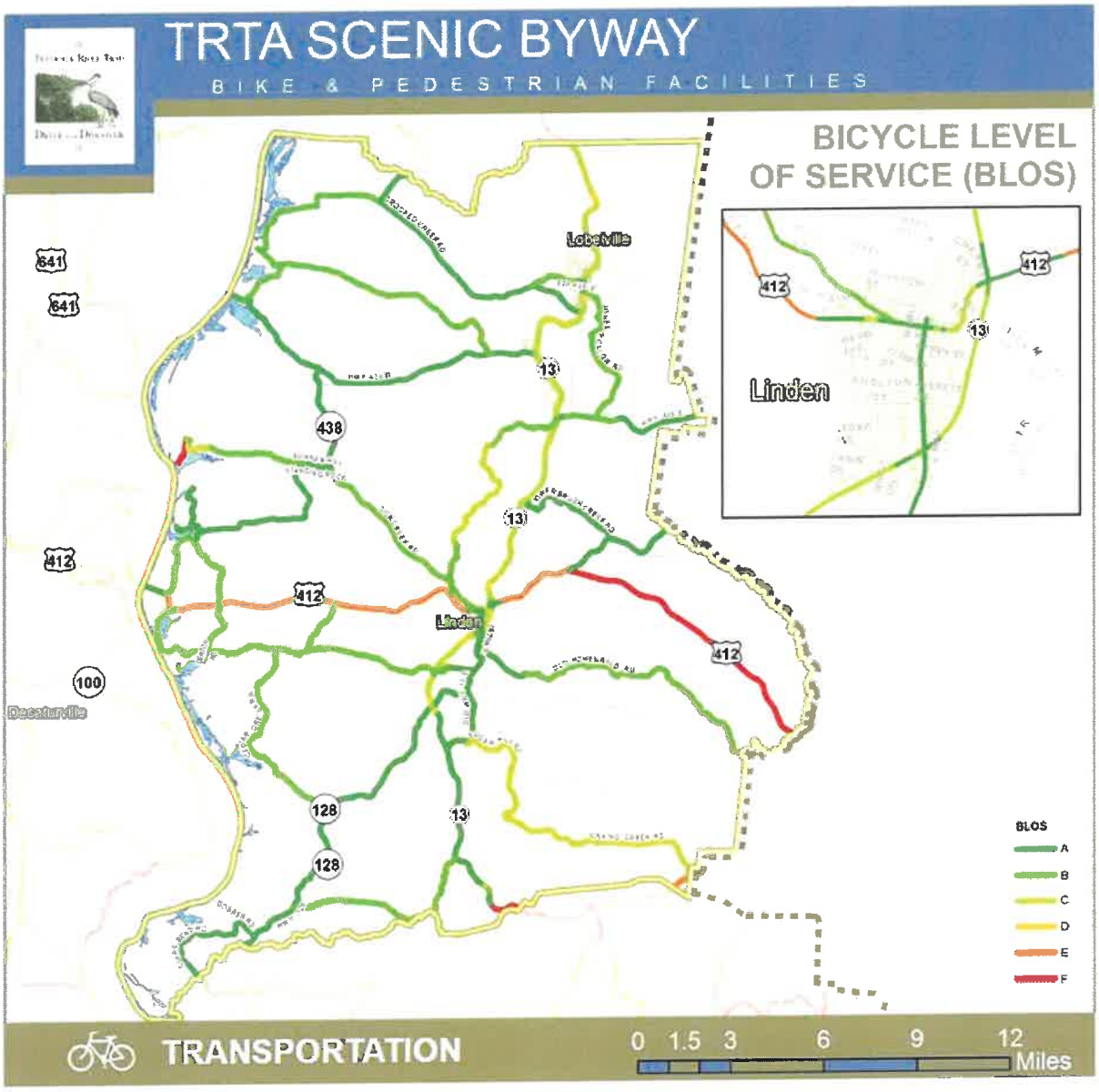


Figure 105 Perry County Bicycle Level of Service

PROFILE

SPOTLIGHT ON WALKABILITY

Figure 106 Downtown Linden Walkability

LINDEN SIDEWALKS	
ROADWAYS WITH A SIDEWALK ON AT LEAST ONE SIDE IN DOWNTWON LINDEN (SHOWN IN FIGURE 106) - MILEAGE TOTAL	.6 MILES (50% ON STATE ROUTES)
ROADWAYS WITH A SIDEWALK ON AT LEAST ONE SIDE IN LINDEN - MILEAGE TOTAL	1.4 MILES (21% ON STATE ROUTES)

Table 56 Linden Sidewalk Mileage

Each county's largest community, typically the county seat, acts as a destination for tourists and residents. Providing walkable environments within these communities is an important component to supporting the TRTA's overall economic development, tourism, and livability goals, as well as the recommendations of this plan. Figure 106 illustrates roadways that have a sidewalk on at least one side of the roadway within a quarter mile radius from the county courthouse (except for Parsons, which uses the main downtown intersection). Pedestrian attractors and generators, such as parks, civic buildings, and other retail and restaurant destinations, are shown in order to demonstrate the existing level of connectivity provided by sidewalk infrastructure relative to locations where pedestrian activity is likely. This information provides communities with a basic understanding of where future sidewalk investments may be most beneficial within the downtown.

PROFILE

CONCLUSIONS

PERRY COUNTY

A challenge for Perry County is the lack of major destinations, although the County does possess elements that are unique to the overall TRTA region. Mousetail Landing State Park, the one larger park in the county, provides limited activities, although the site does offer hiking (an activity that is limited across the TRTA region). Lady Finger Bluff is one of the best opportunities in the entire TRTA region to view the Tennessee River, however, its accessibility (i.e. isolated located) can be a challenge for cyclists. The number of Buffalo River canoe and kayak outfitters provides the county with an opportunity to develop multimodal experiences that incorporate cycling; however, most of these are located along Highway 13 which is particularly treacherous for cyclists. An additional element that Perry County uniquely possesses is an established art culture which can act as an attractor in itself for interested visitors.

U.S. Highway 412, similar to Highway 13, offers a poor cycling environment given high speeds and limited to no shoulder. State highways beyond these roadways carry relatively low traffic volumes; however, curviness of roads, limited shoulder widths, and travel speeds pose as general challenges to riders. The county's terrain can be challenging in sections, although given a large portion of local roads follow either a ridgeline or stream valley, challenging segments are limited to navigating transitions between ridgelines and valleys resulting in more sudden changes in elevation. These same characteristics, however, also result in scenic rides that follow meandering streams through picturesque farmland.

This page left intentionally blank.

STEWART COUNTY

PROFILE

STEWART COUNTY

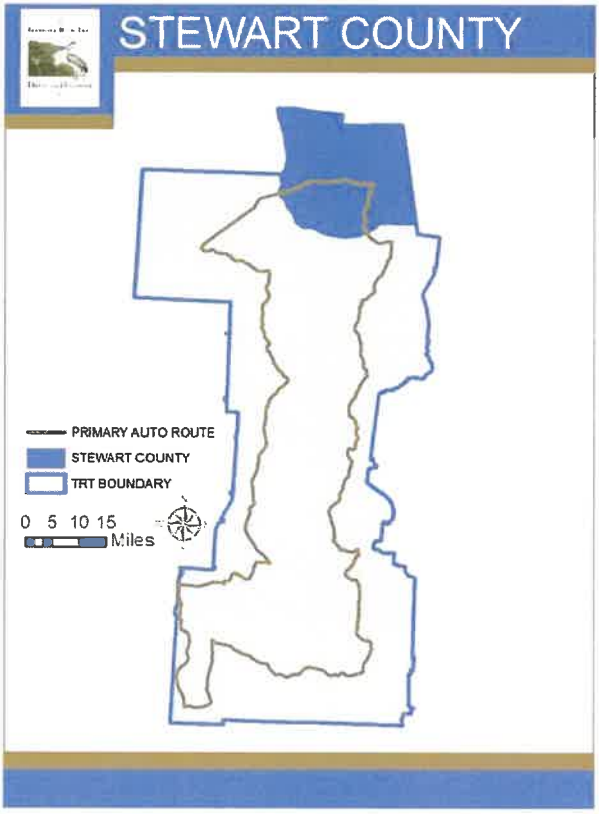


Figure 107 Stewart County's Location within TRTA Region

4.4.8. Stewart County

Stewart County, Tennessee is located in the northeastern section of the TRTA Region as illustrated in Figure 107. The county has approximately 13,324 residents who are generally older and less diverse as compared to the state's averages (displayed in Table 57). Municipalities include Dover, which acts as its county seat, and Cumberland City.

	STEWART COUNTY	TRTA REGION	TENNESSEE	SOURCE
County Seat	Dover	-	-	-
Land Area (sq mi)	459.3	4,207	41,235	U.S. Census 2010
Water Area (sq mi)	33.7	179.2	909.4	U.S. Census 2010
County Population (2010)	13,324	151,826	6,346,105	U.S. Census 2010
County Population (2014 Estimate)	13,313	151,075	6,451,365	ACS 2014
Persons Younger than 18 Years	22.0%	21.1%	23.1%	ACS 2014
Persons 65 Years and Over	17.1%	19.1%	14.2%	ACS 2014
Percent Minority	6.5%	6.7%	21.8%	ACS 2014
Percent Households Living Below Poverty Line (below $25,000 for family of four)	19.7%	20.1%	16.6%	ACS 2014
Percent Households Living With No Vehicle	5.7%	6.1%	6.4%	ACS 2014
Adventure Tourism District	-	-	-	-
TN River Resort District	-	-	-	-

Table 57 Stewart County Overview

Destination Mileage

Table 58 following consists of mileage between various communities and key destinations within the county. Mileage was calculated using Google Map's bicycle routing feature. Information may be especially useful for trail publication materials as well as providing a general understanding of cycling distances within the county.

	Bumpus Mills	Cumberland City	Dover	North Welcome Station (LBL)	South Welcome Station (LBL)	Tennessee River @ Hwy 79
Bumpus Mills		28.2	9.5	28.9	16.1	25.6
Cumberland City	28.2		15.4	46.9	24.7	31.1
Dover	9.5	17.9		29	6.8	13.2
North Welcome Station (LBL)	28.9				22.3	36.1
South Welcome Station (LBL)	16.1	24.7	6.8	22.3		13.9
Tennessee River @ Hwy 79	25.6	31.1	13.2	36.1	13.9	

Table 58 Stewart County Riding Milages

Climate

Climate data, displayed in Figure 108, can influence information contained in trail guide materials, such as the types of gear that may be needed for touring cyclists, as well as provide a helpful tool when planning cycling events.

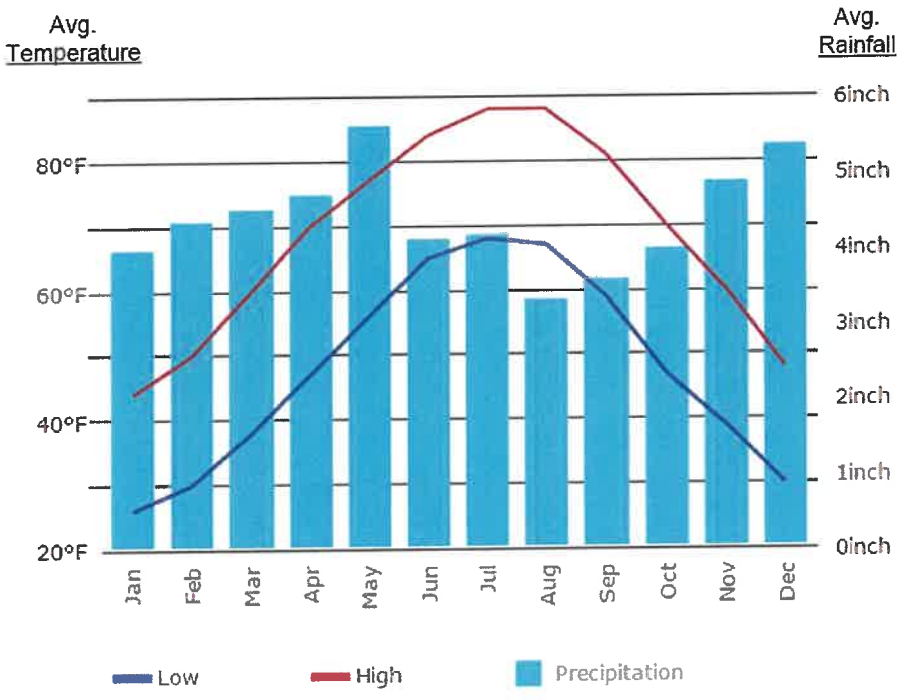


Figure 101 Stewart County Climate Data
Source: www.usclimatedata.com

Demographics

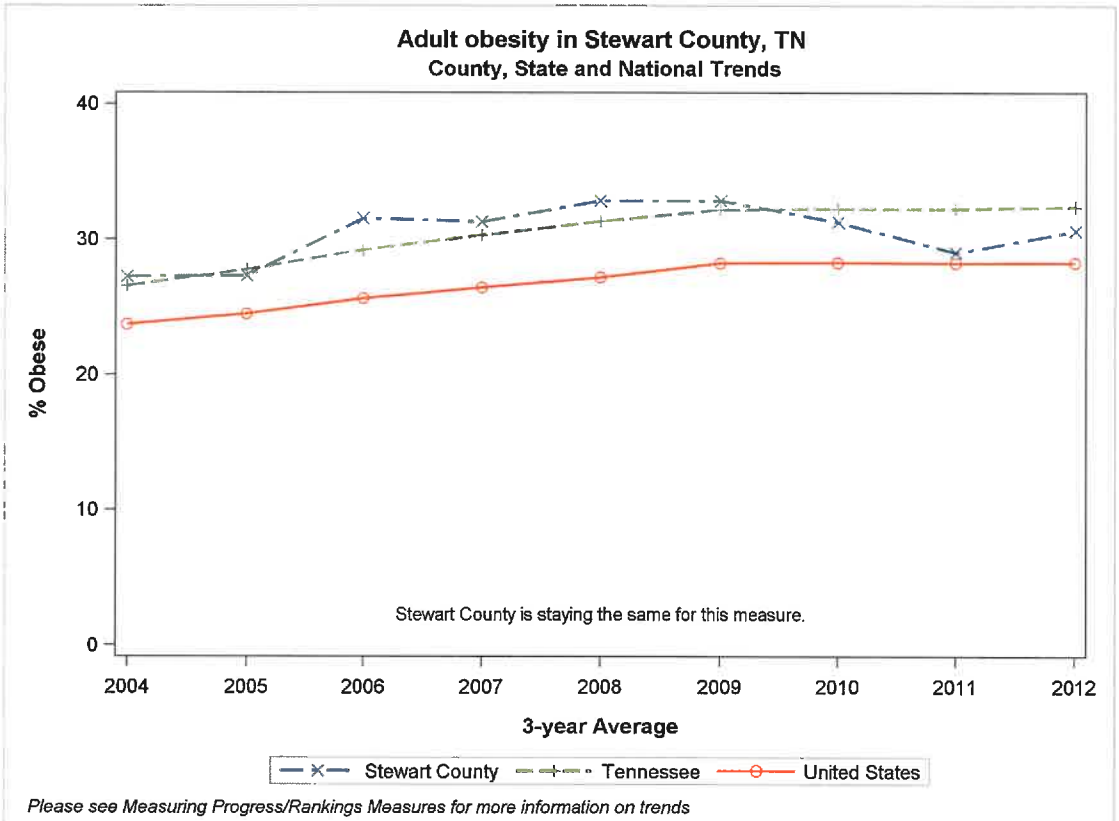
Households with No Access to a Vehicle and Living below Poverty Line

Households without access to a vehicle, as well as those living below the poverty line ($25,000), are more likely to rely upon non-motorized transportation. Figure 109 contains a Demographic Map Series that illustrates the County's distribution of these demographic groups by Census Block. Understanding where these households are generally located within a county can help to prioritize improvements by ensuring public investments meet the needs of those that especially are impacted. Overall, 7.8% of Stewart County households do not have access to a vehicle, while 17.9% live below the poverty line, as compared to Tennessee's respective 6.4% and 16.6%.

Percentage of Non-Active Adults and Adults with Access to Exercise Opportunities

Tennessee's high rates of lifestyle-related diseases and conditions has prompted the Tennessee Department of Health to shift its traditional philosophy of treatment to a preventative one. This strategy centers upon enabling residents to make more active and healthy lifestyle choices, including walking and biking. County Health Rankings is a national data resource the Department uses to assist in tracking various health measures that are influencing Tennesseans' length and quality of life, including percent of adults that report no leisure-time physical activity and the percentage with access to exercise opportunities. These points of data, as well as variety of additional measures, such as access to health care, tobacco use, and income, yield a health factor score that provides a basic understanding of elements contributing positively or negatively to health in each county. Counties with especially poor health can now qualify for new Department of Health programs that provide funding assistance for sidewalk and greenway projects.

Stewart County's 2016 Health Factor score ranking is 58th out of Tennessee's 95 counties. 39% of residents were considered as inactive, while 24% of Stewart County residents had reasonable opportunities for physical activity as illustrated in Figure 109. Thirty one percent of residents met the criteria for being obese according to County Health Rankings. Table 59 illustrates the county's historic obesity levels as compared to the state of Tennessee and the United States.



Please see Measuring Progress/Rankings Measures for more information on trends

Table 59 Stewart County Obesity Levels

PROFILE

DEMOGRAPHICS

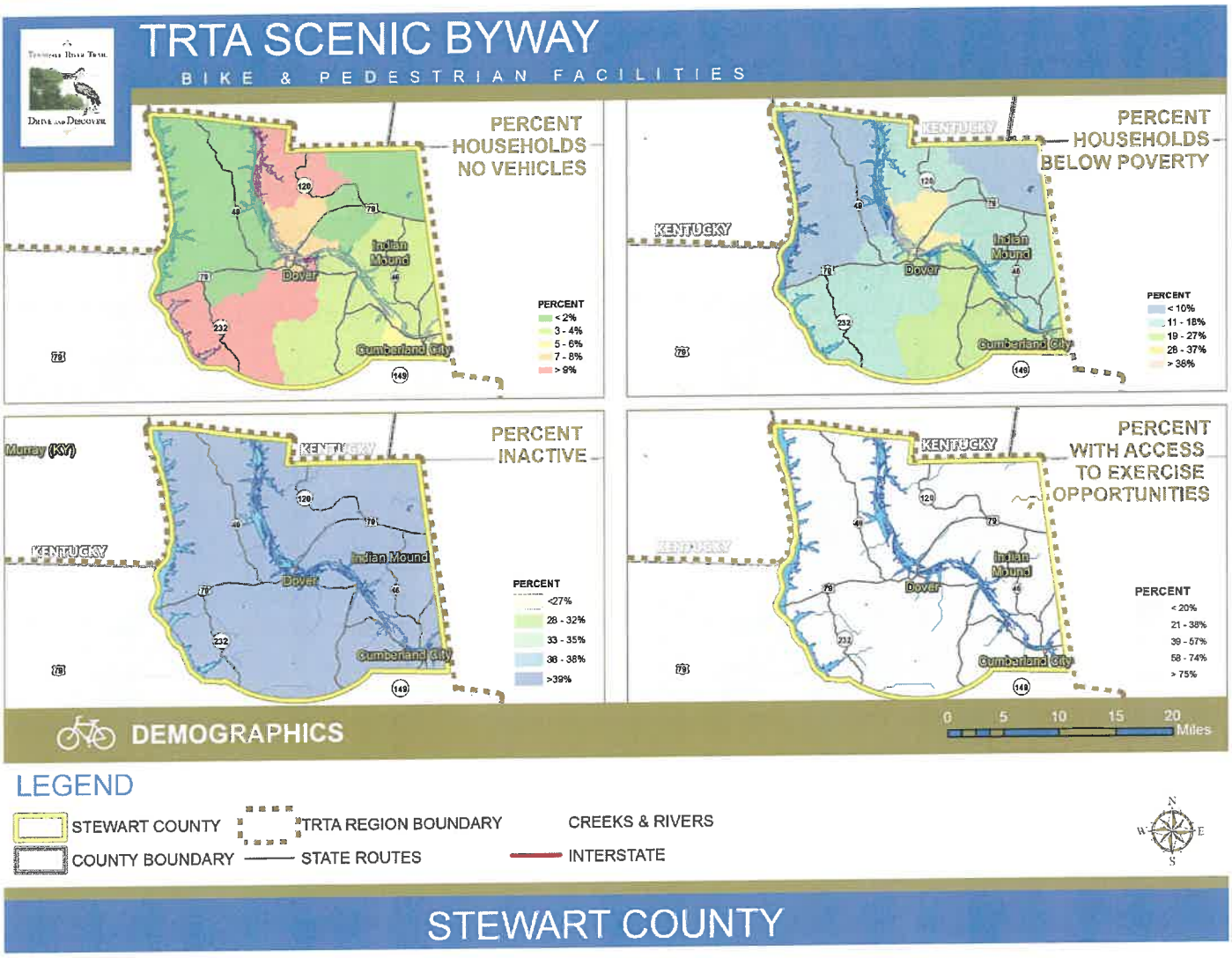


Figure 109 Stewart County Demographic Map Series

PROFILE

Environment

Ecoregions and Land Cover

According to the United States Geological Survey (USGS), ecoregions denote areas of similarity in ecosystems as well as the type, quantity, and quality of environmental resources. There are three ecoregions with the TRTA region:

-Interior Plateau: According to the USGS, this ecoregion is characterized by a series of grassland plateaus and forested uplands, with Oak-Hickory stands being the most common forest type. The relatively flat nature and fertile lowlands particularly attracted early settlement and agriculture uses in this eco-region, the TRTA region's largest.

-Mississippi Valley Loess: Irregular plains primarily characterize this ecoregion's topography, which is only found in the northwestern portion of Henry County. Its distinguishing characteristic is the thick, highly erodible loess deposits (top soil). While these soils are often poor in nutrients and organic matter, the use of fertilizers allow lands to be easily cultivated.

-Southeastern Plains: This expansive ecoregion is characterized by relatively flat plains as well as croplands, forests, and wetlands. Although growing seasons are long and precipitation is abundant, relatively poor sandy soils limit agriculture uses as compared to other regions. Once covered in natural forests, heavily managed timberlands (largely pine plantations) now are prevalent, which poses a risk to cyclists given the amount of logging truck activity.

Stewart County is made up of one ecoregion, Southeastern Plains, as illustrated in Figure 110. Except for impacts from human activity (i.e. land use), ecoregions inform the types of vegetation found at the Earth's surface. Land cover is relevant to bicycle route planning in terms of evaluating the general types of land uses or environment types a route might pass through, as well as the likeliness (although at a high level) for tree coverage along a desired route. Stewart County's land cover is also illustrated in Figure 110.

Watersheds and Wetlands, Waterfalls, and County High Points

Watersheds refer to the land area by which surface water drains into a given body of water. These hydrological units are commonly associated with water quality and water management plans. Watershed boundary information, wetlands, and waterfalls are relevant to both route planning, the development of supportive route materials, as well as providing information to the assist the region in protecting the health of its water bodies through increased resident awareness of the water cycle and its processes. These hydrological features as well as the county's high point are illustrated in Figure 110.

PROFILE

ENVIRONMENT

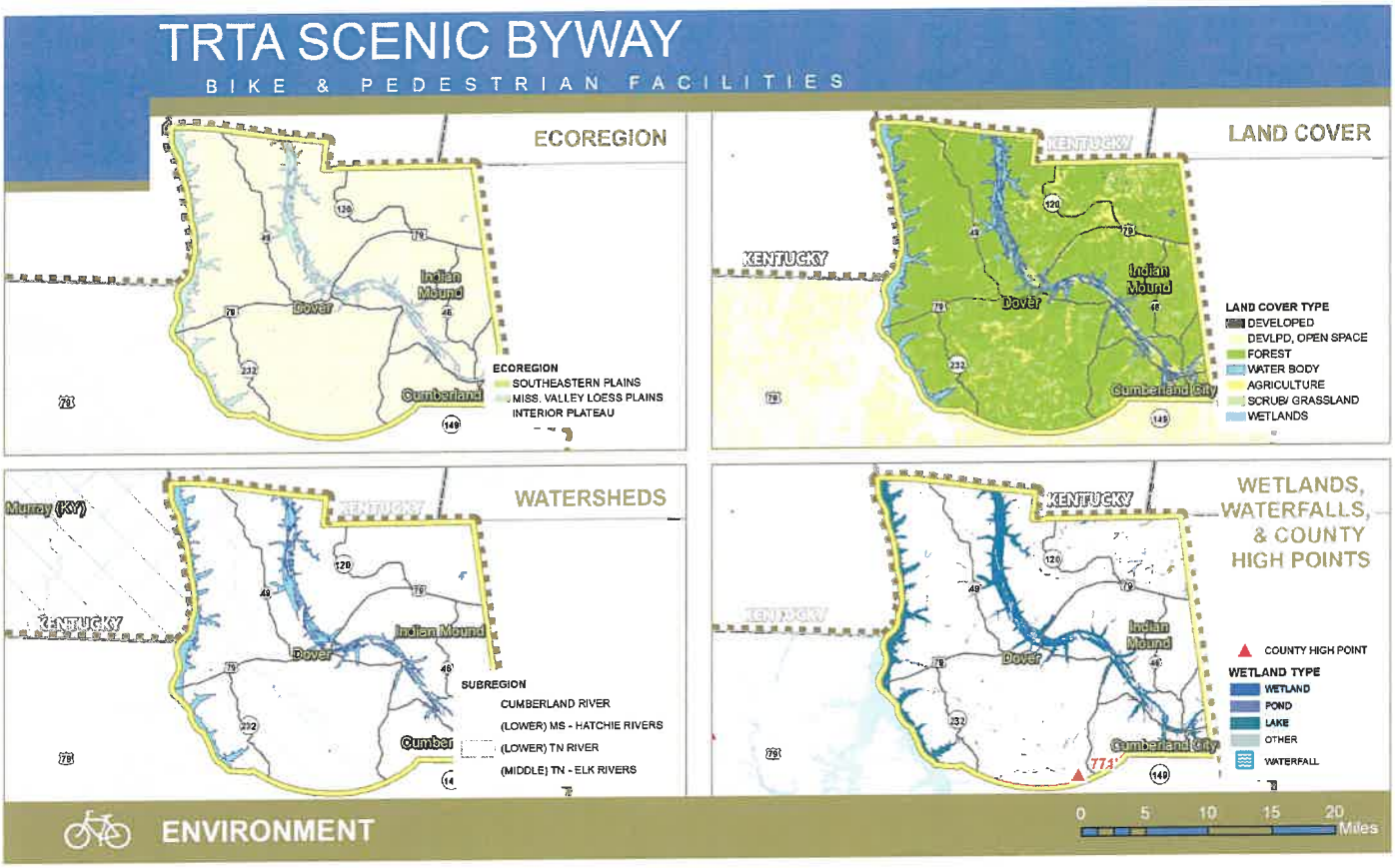


Figure 110 Stewart County Environment Map Series

PROFILE

DESTINATIONS

Destinations

Public Lands

Public lands under the management of state and federal agencies provide active and passive outdoor recreation opportunities in the TRTA region. Public fishing piers as well as boat ramps are included in Figure 111 to help identify further public opportunities to experience the Tennessee River. While there is an abundance of these lands, public engagement revealed that many residents are not aware of the public use rules and associated walking and biking opportunities these lands provide.

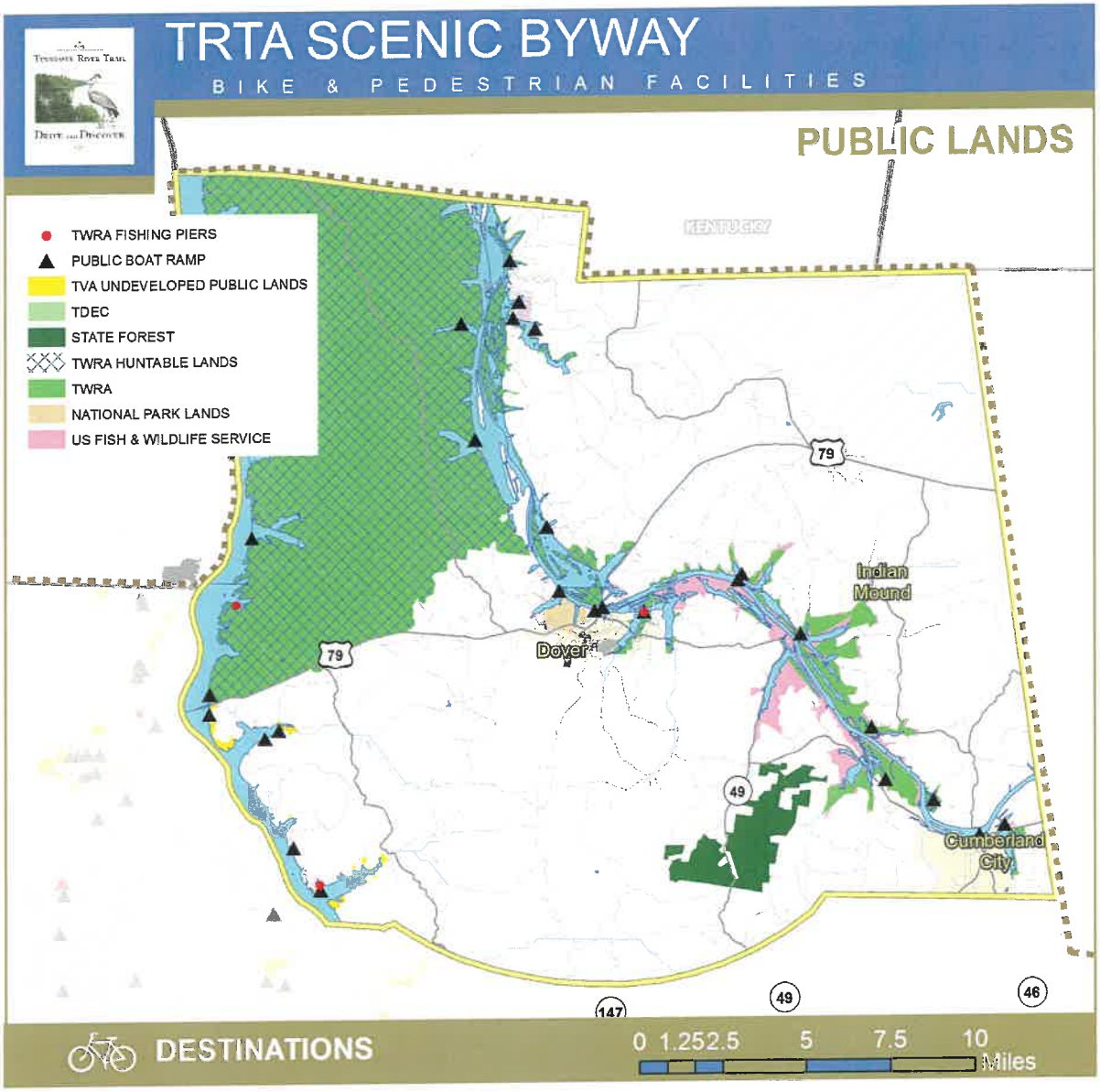


Figure 111 Stewart County Public Lands

PROFILE

DESTINATIONS

Routes, Trails, and Major Destinations

A number of existing bicycle routes, tourism trails, and historic trails exist in the TRTA region. These are important for understanding how visitors are currently entering, traveling within, and exiting the region. Associated trail points-of-interest help to identify the county's destinations which are currently being marketed to tourists. For purposes of this plan and the identification of the regional route network, these destinations are broken down into primary and secondary categories. Routes, trails, and byways that pass through Stewart County, as well as key points-of-interest are illustrated in Figure 112.

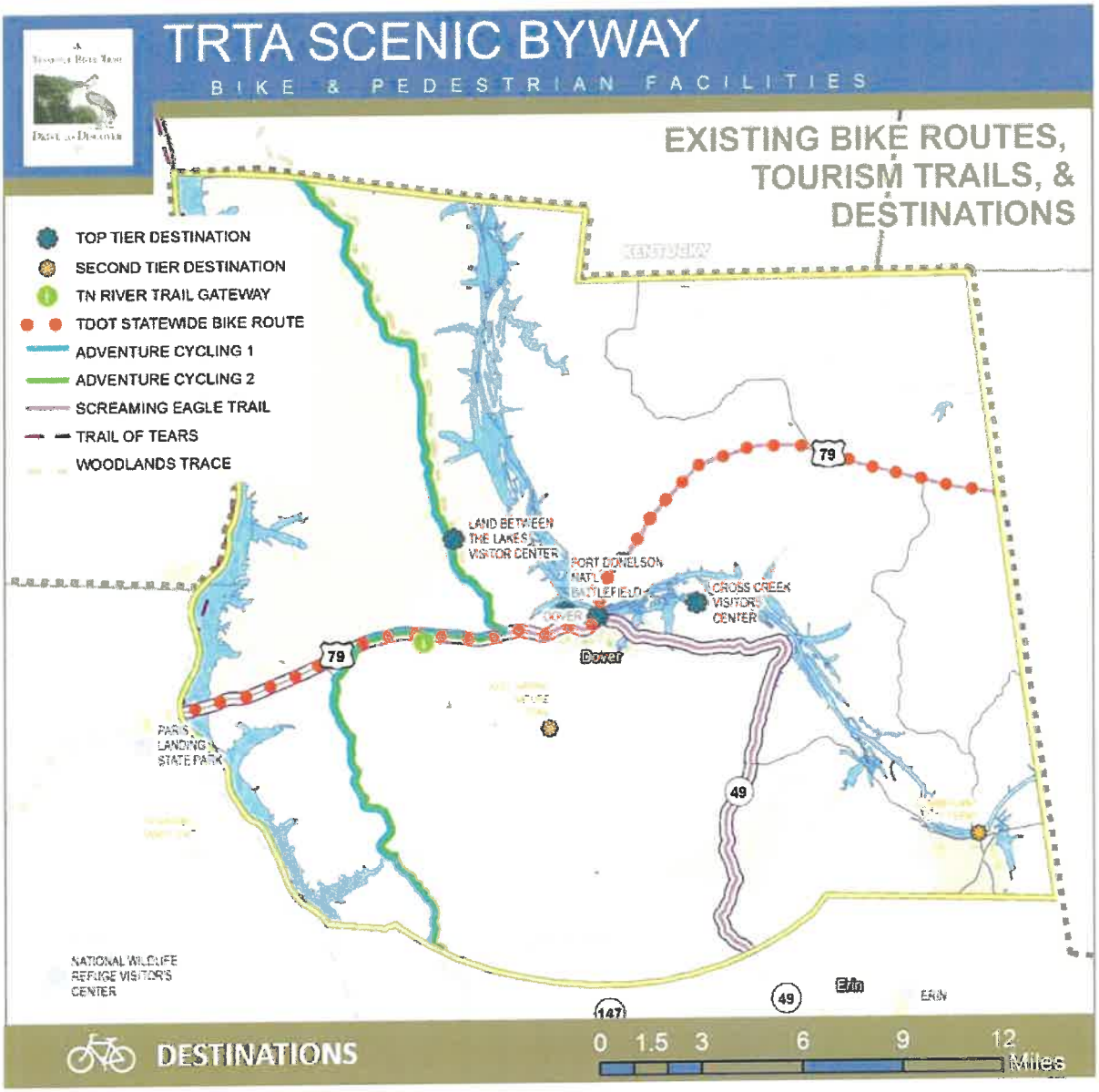


Figure 112 Stewart County Routes, Trails, and Major Destinations

PROFILE

DESTINATIONS

County Destinations

In the early stages of the plan's development process, destinations including lodging, dining, retail, and recreation opportuntities were geo-coded for each county. These destinations, shown in Figure 113, are relevant for understanding the level of support a county provides tourists, pedestrian connectivity in TRTA communities, and the identification of a recommended route network.

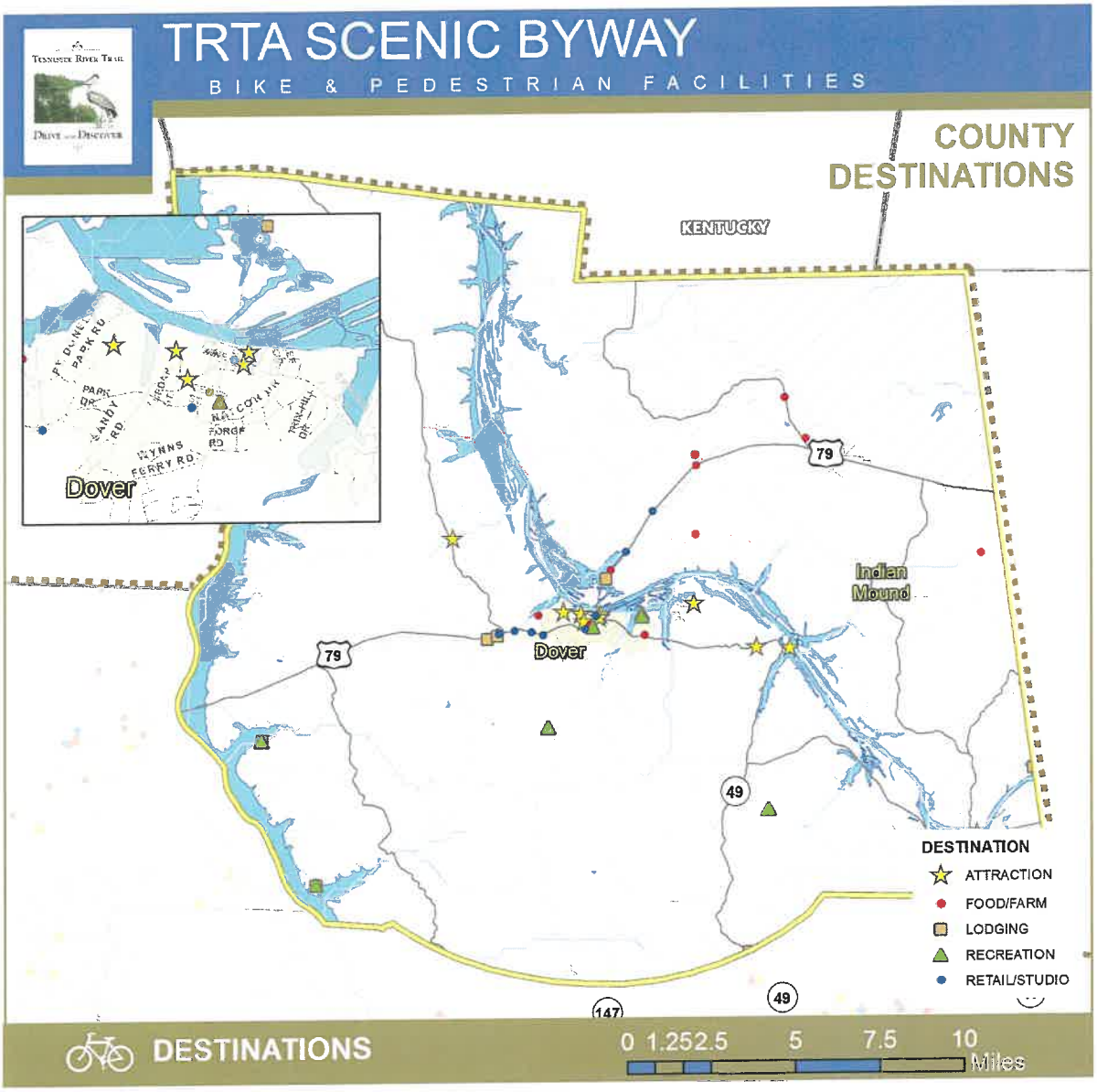


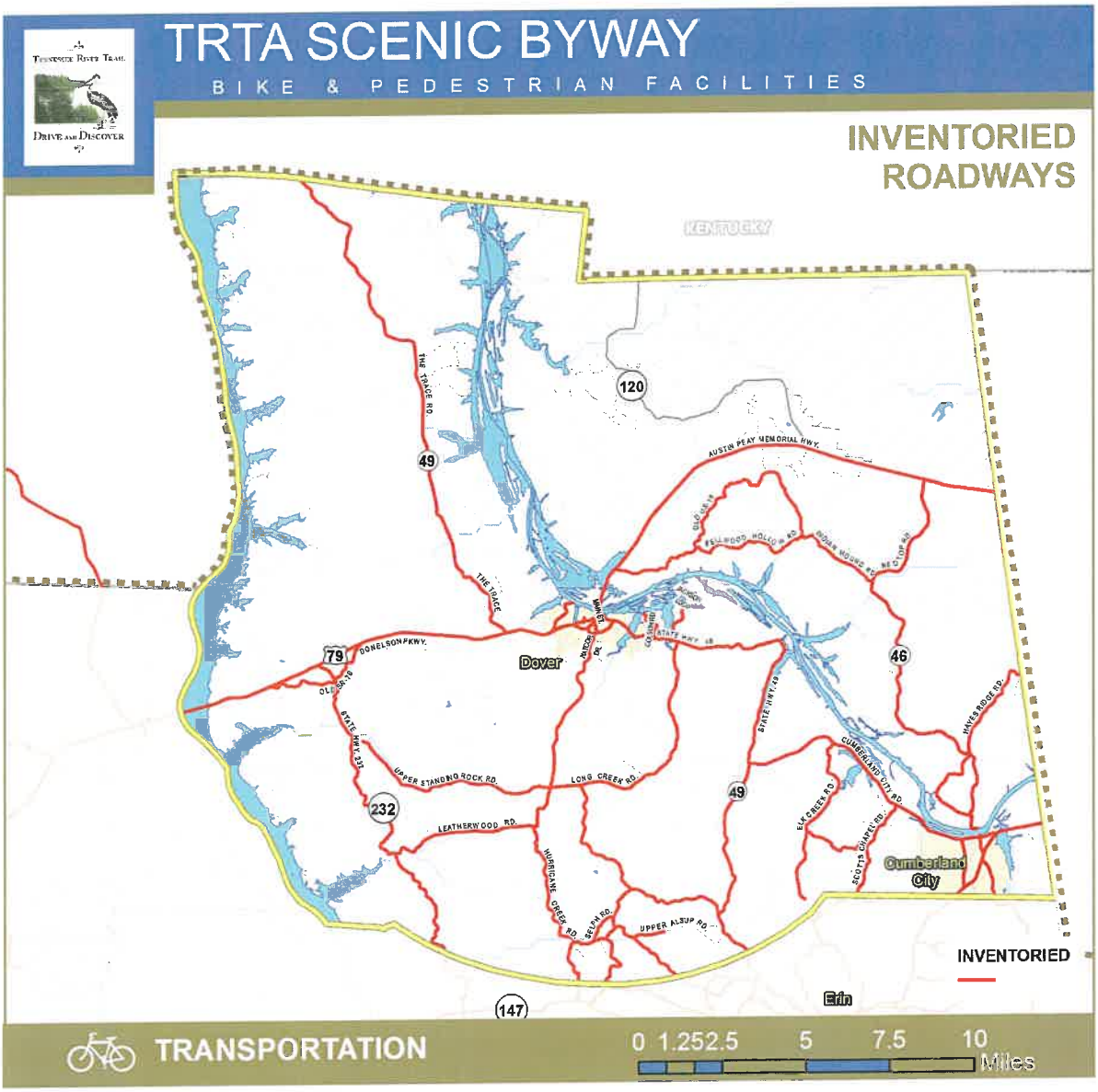
Figure 113 Stewart County Destinations

PROFILE

TRANSPORTATION

Transportation

Information contained in this section consists of data gathered from both TDOT, as well as the plan's field inventory. TDOT roadway data exists for functionally-classified collector roadways and above, meaning no data exists for those classified as local. As such, it should be noted that maps in this section reflect available data. Of Stewart County's approximate 659 miles of roadway, 194 miles (29%) were inventoried (illustrated in Figure 114).



LEGEND

- MUNICIPALITIES
- STEWART COUNTY
- COUNTY BOUNDARY
- WATER BODY
- TRTA BOUNDARY
- FORT CAMPBELL
- ROADWAYS
- STATE ROUTE
- CREEKS & RIVERS

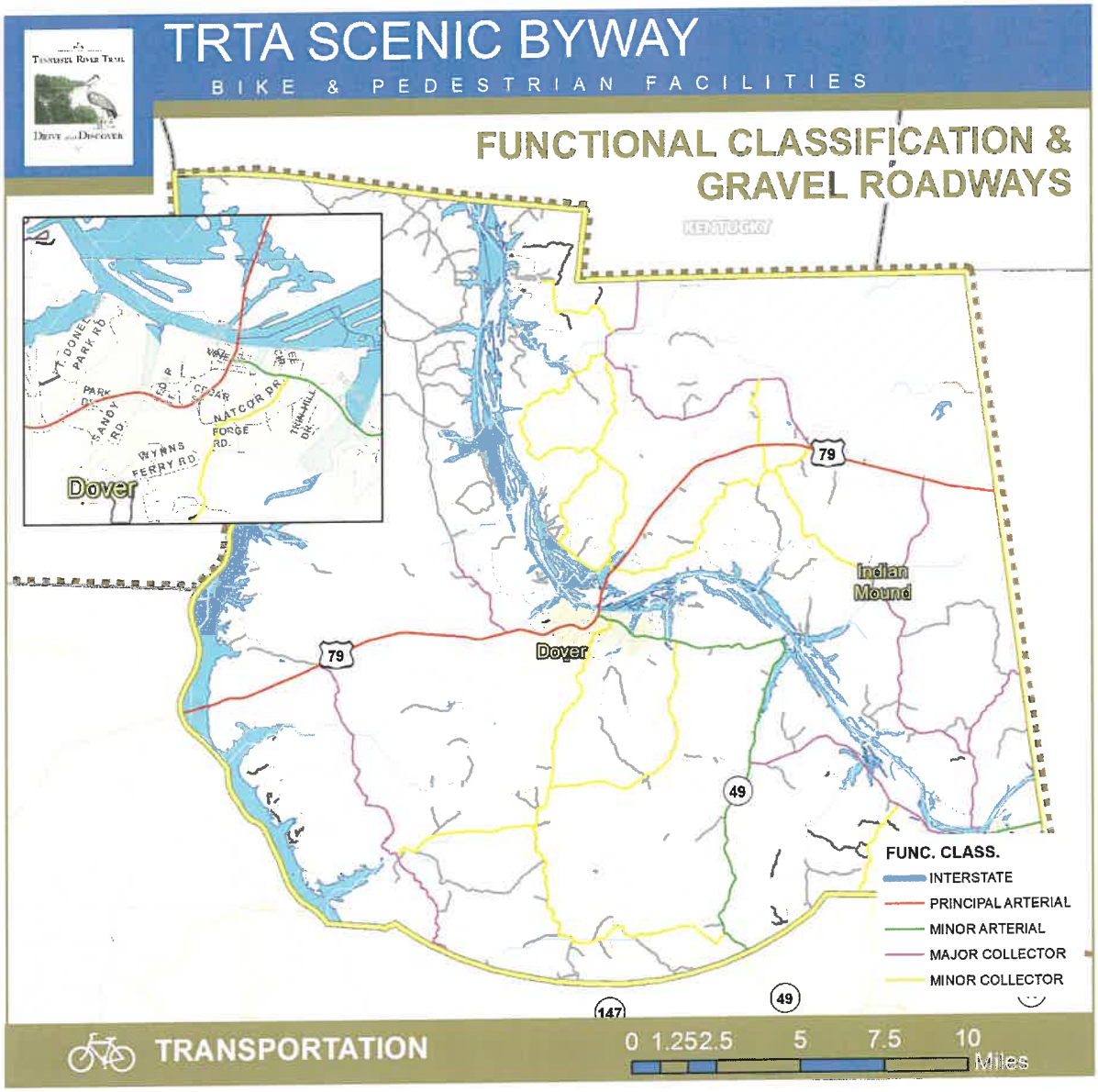
N W E S

STEWART COUNTY

Figure 114 Stewart County Inventoried Roads

Functional Classification

According to the Federal Highway Administration (FHWA), there are three main roadway functional classifications, including arterials, collectors, and locals. Classifications are determined by the level of traffic service that the roadway is intended to provide, which includes degree of land access and traffic characteristics. Arterials are intended for long-distance travel and, therefore, are often associated with higher traffic volumes and speed limits, whereas local roads are intended for a high degree of local accessibility meaning speed limits and traffic volumes are often low. Collectors provide a balance between the two types, especially emphasizing connections to residential areas. The functional classification of roadways for Stewart County, as well as those that have gravel surfaces, are illustrated in Figure 115.



LEGEND

- MUNICIPALITIES
- STEWART COUNTY
- COUNTY BOUNDARY
- WATER BODY
- TRTA BOUNDARY
- FORT CAMPBELL
- ROADWAYS
- STATE ROUTE
- CREEKS & RIVERS

STEWART COUNTY

Figure 115 Stewart County Functionally-Classified and Gravel Roads

Crashes

An important component in route planning, crash data illustrated in Figure 116 includes pedestrians, bicyclists, and fatal vehicular crashes that have occurred in the past 10 years in the county. In addition, Table 60 describes the numbers of these crashes. TDOT's numbers do not include those occurring on parking lots and private property as well as those with less than $400 in damage.

	PED	BIKE	VEHICLE (FATAL)
STEWART	6 (2 FATAL)	0	37

Table 60 Stewart County Crashes (2006-2016)

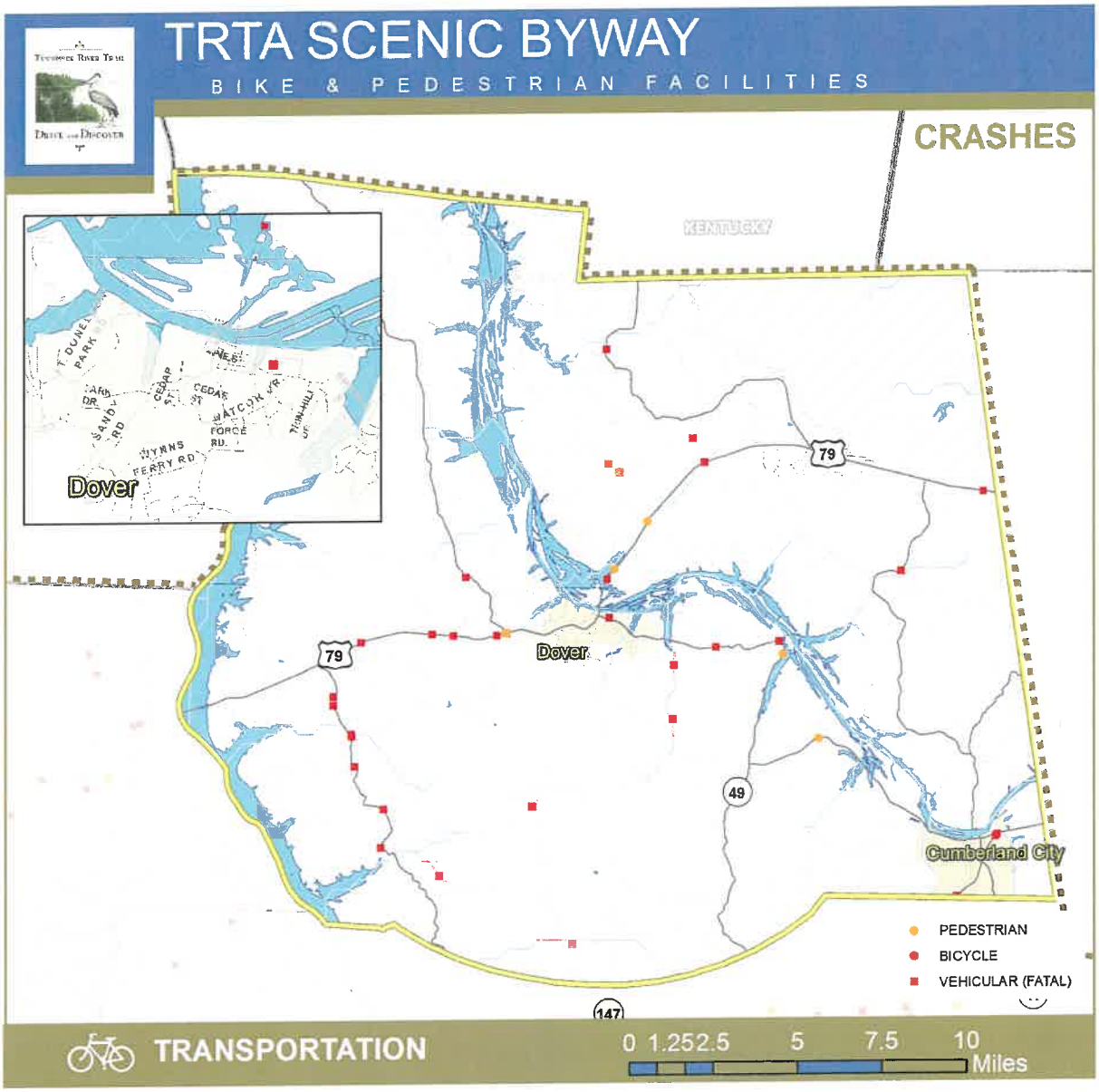


Figure 116 Stewart County Crashes

Speed and Average Annual Daily Traffic (AADT)

Posted speed limits and traffic volumes are two of the most important roadway elements for cyclists determining preferred routes. The map in Figure 117 illustrates roadways with a posted speed less than 40 mph as well as those with less than 1,000 vehicles per day. Total mileage for the county broken down by these attributes is displayed in Table 61. TDOT traffic count station data was used when available, however, volume assumptions were assigned for roadways lacking count data based on averages experienced across similar roadways in the county.

	MILES WITH AADT <1,000	ROADWAYS WITH NO COUNT DATA BUT LIKELY LOW VOLUMES	TOTAL MILAEAGE-LOW VOLUME ROADWAYS	SPEED LIMIT LESS THAN 40 MPH (TRIMS+INVENTORY)
STEWART	120	485	605	81

Table 61 Stewart County Speed Limit and AADT Mileage Data

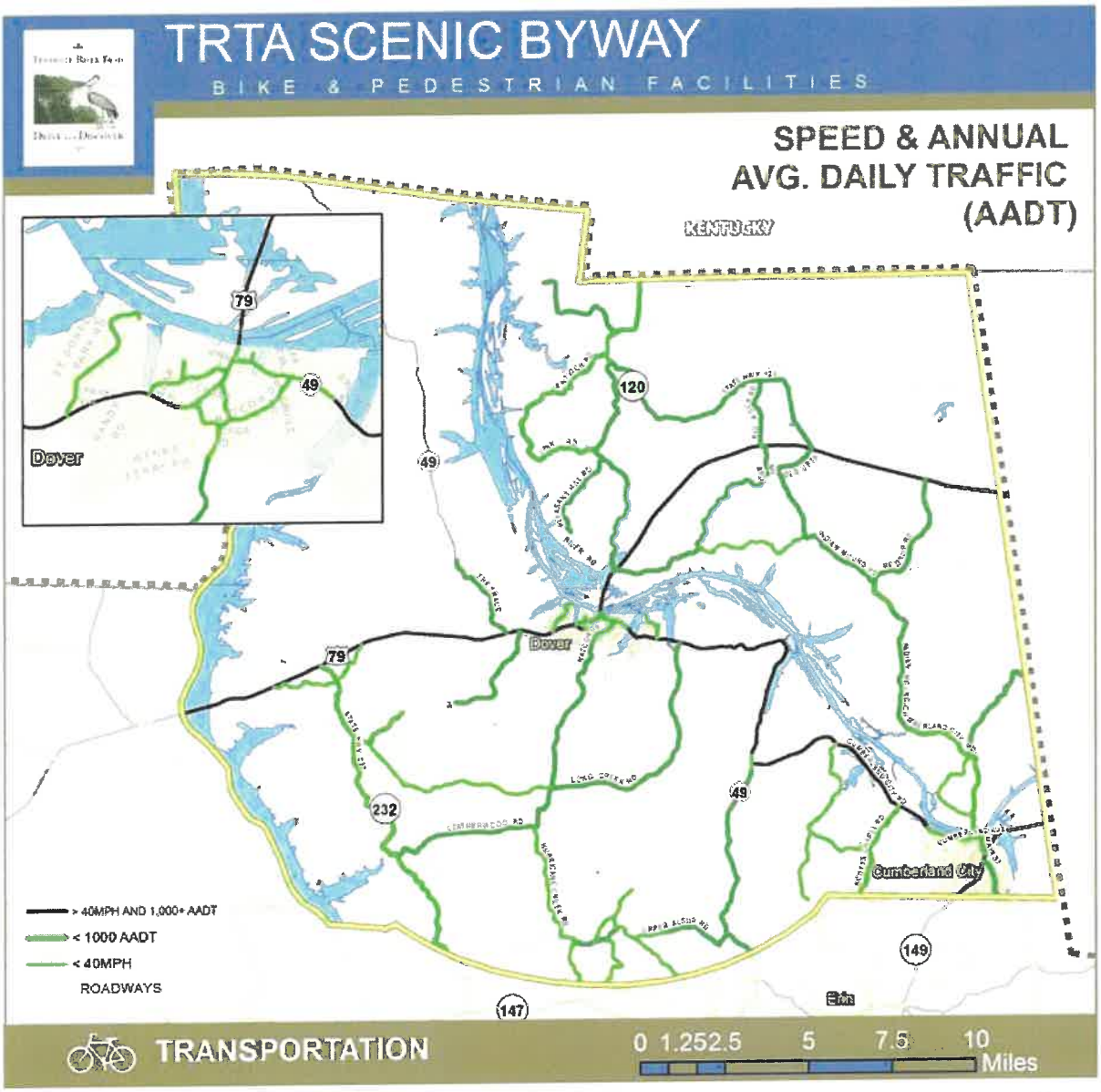


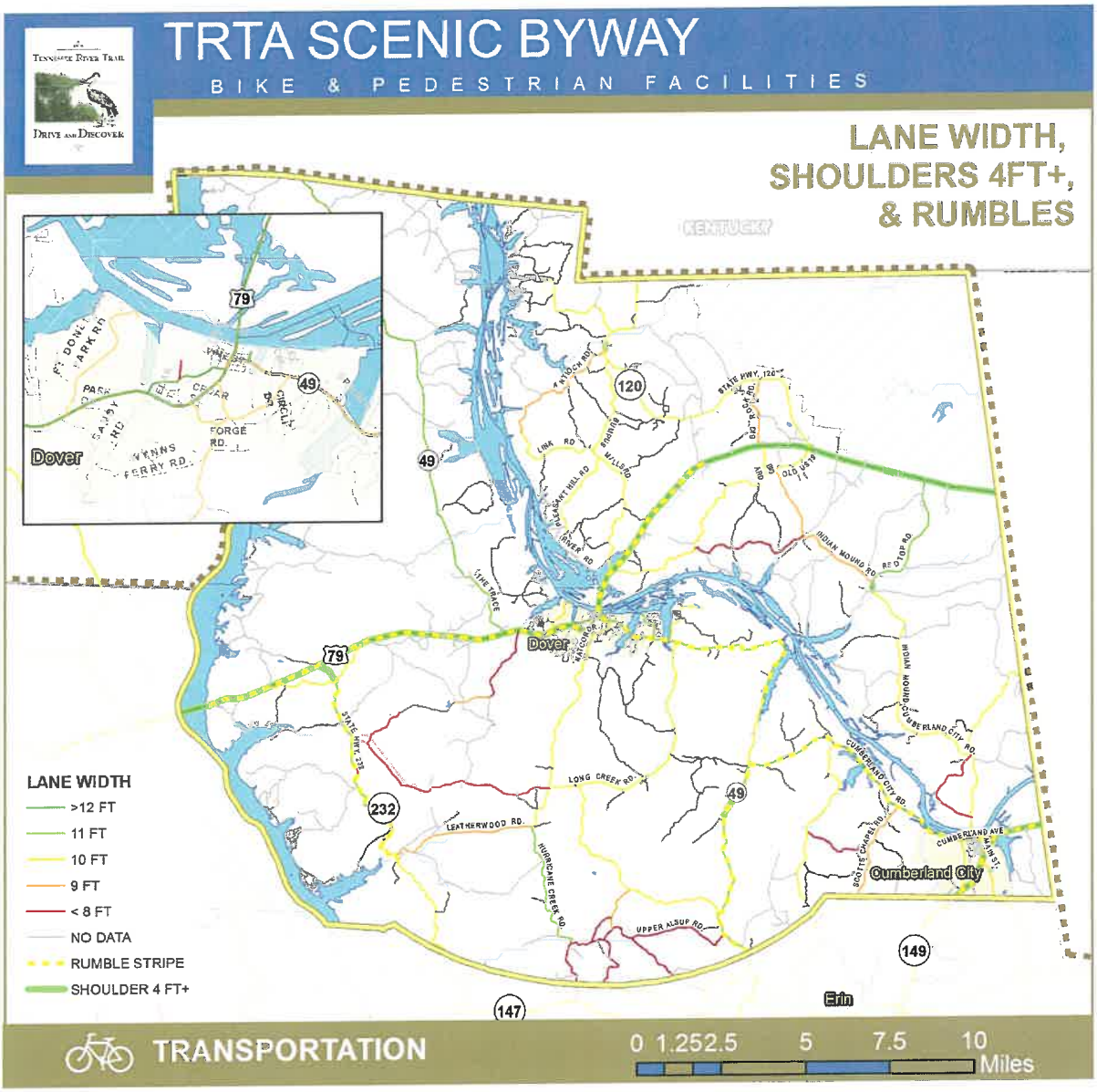
Figure 117 Stewart County Speed Limit and AADT Data

Lane Widths and Shoulders

Lane widths, and especially the presence of shoulder facilities, are two additional roadway elements critical for bicycle route planning. Depending upon an individual's ability and comfort levels, shoulder width can be a sole determination for a preferred route, regardless of the road's speed limit and traffic volumes. Stewart County lane widths, shoulders, and rumble strips are illustrated in Figure 118 and described in Table 62.

	LAND WIDTH 12+	SHOULDERS 4FT+	RUMBLE STRIP/STRIPE
STEWART	40	33	49

Table 62 Stewart County Lane Width and Shoulder Mileage Data



LEGEND

- MUNICIPALITIES
- STEWART COUNTY
- COUNTY BOUNDARY
- WATER BODY
- TRTA BOUNDARY
- FORT CAMPBELL
- ROADWAYS
- STATE ROUTE
- CREEKS & RIVERS

STEWART COUNTY

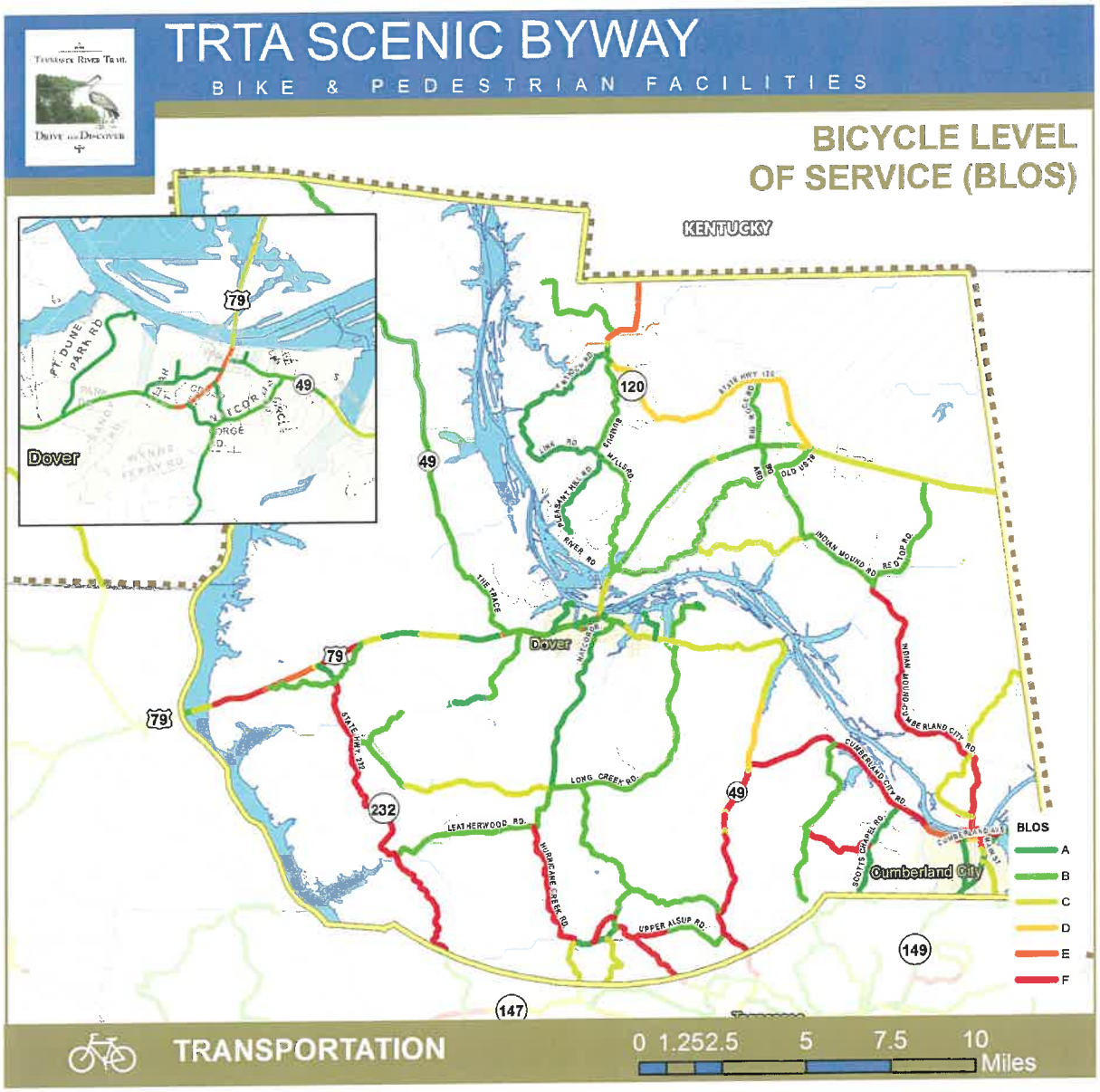
Figure 118 Stewart County Lane Width and Shoulder Data

Bicycle Level-of-Service (BLOS)

As previously mentioned, BLOS is an algorithm that uses a variety of roadway variables to help quantify a cyclist's quality of travel by scoring roadways using an A to F grading scale, A being the highest and F being the lowest. Scores A, B, and C are generally considered acceptable with greater concern for roadways assigned a D, E, or F. A score of E or F, however, does not necessarily disqualify a roadway from being a route, it just means that extra diligence is required for analyzing the safety and comfort of that roadway section. BLOS scores for Stewart County roadways are illustrated in Figure 119 and described in Table 63.

	BLOS A-C	BLOS D-F
STEWART	173	65

Table 63 Stewart County Bicycle Level of Service Mileage



STEWART COUNTY

Figure 119 Stewart County Bicycle Level of Service

PROFILE

SPOTLIGHT ON WALKABILITY

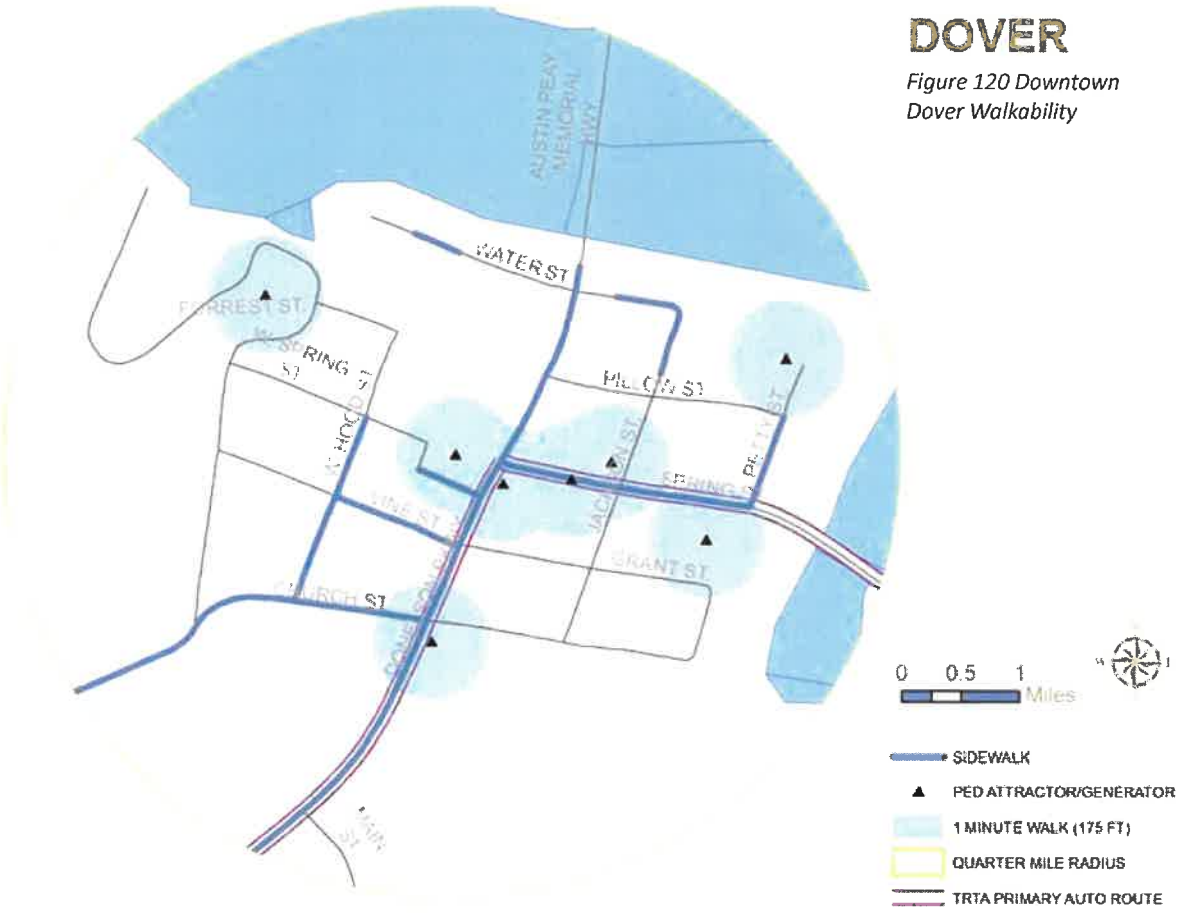


Figure 120 Downtown Dover Walkability

DOVER SIDEWALKS	
ROADWAYS WITH A SIDEWALK ON AT LEAST ONE SIDE IN DOWNTWON DOVER (SHOWN IN FIGURE 120) - MILEAGE TOTAL	1.1 MILES (47% ON STATE ROUTES)
ROADWAYS WITH A SIDEWALK ON AT LEAST ONE SIDE IN DOVER - MILEAGE TOTAL	1.9 MILES (46% ON STATE ROUTES)

Table 64 Dover Sidewalk Mileage

Each county's largest community, typically the county seat, acts as a destination for tourists and residents. Providing walkable environments within these communities is an important component to supporting the TRTA's overall economic development, tourism, and livability goals, as well as the recommendations of this plan. Figure 120 illustrates roadways that have a sidewalk on at least one side of the roadway within a quarter mile radius from the county courthouse (except for Parsons, which uses the main downtown intersection). Pedestrian attractors and generators, such as parks, civic buildings, and other retail and restaurant destinations, are shown in order to demonstrate the existing level of connectivity provided by sidewalk infrastructure relative to locations where pedestrian activity is likely. This information provides communities with a basic understanding of where future sidewalk investments may be most beneficial within the downtown.

PROFILE

CONCLUSIONS

STEWART COUNTY

Stewart County has a number of destinations that act as regional draws and currently offer hiking and biking opportunities, including Land Between the Lakes, Cross Creeks National Wildlife Refuge, and Fort Donelson National Battlefield. The county also has several destinations unique to the entire TRTA region including several iron furnaces, a ferry, a National Recreation Trail (Keel Spring Nature Trail), and Stewart State Forest which also features hiking and biking trails. In general, the county's rural portions have limited destinations or opportunities for cyclists to refuel or rest which can pose as a challenge to cyclists; however, the county does have several marinas that line the River south of U.S. Highway 79, providing opportunities for cyclists to experience the River.

U.S. Highway 79 carries the county's highest average traffic volumes, however, wide shoulder facilities allow for a safe riding environment. State highways in the county carry relatively low amounts of traffic, but minimal shoulders and the curviness of roads coupled with elevation changes creates difficult portions for cyclists to navigate. Specific troublesome sections include the important connection between Dover and Cumberland City along Highways 49 and 233 where the roadway navigates over or adjacent to water features especially limits maneuvering space given the presence of guardrails. As mentioned, terrain in portions of the county can be challenging for cyclists relative to the rest of the TRTA region, although this also provides for scenic overviews in spots. Concentrations of gravel roadways in the southern and northern portions of the county as well as the many miles of gravel and dirt roads located in Land Between the Lakes provide a unique opportunity for drawing gravel grinder users.

This page left intentionally blank.

WAYNE COUNTY

PROFILE

WAYNE COUNTY

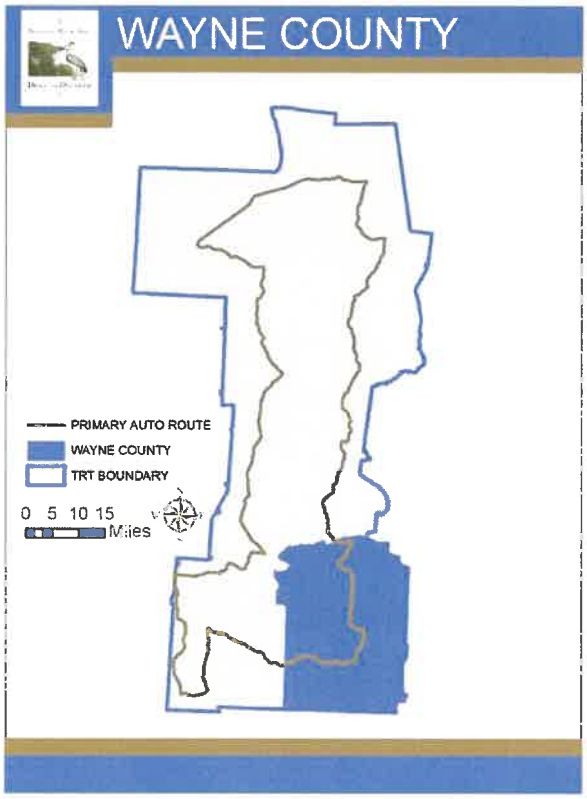


Figure 121 Wayne County's Location within TRTA Region

4.4.9. Wayne County

Wayne County, Tennessee is located in the southeastern section of the TRTA Region as illustrated in Figure 121. The county has approximately 17,021 residents who are generally older and less diverse as compared to the state's averages (displayed in Table 65). Municipalities include Waynesboro, which acts as its county seat, and Clifton and Lutts.

	WAYNE COUNTY	TRTA REGION	TENNESSEE	SOURCE
County Seat	Waynesboro	-	-	-
Land Area (sq mi)	734.1	4,207	41,235	U.S. Census 2010
Water Area (sq mi)	1.6	179.2	909.4	U.S. Census 2010
County Population (2010)	17,021	151,826	6,346,105	U.S. Census 2010
County Population (2014 Estimate)	16,996	151,075	6,451,365	ACS 2014
Persons Younger than 18 Years	19.1%	21.1%	23.1%	ACS 2014
Persons 65 Years and Over	16.6%	19.1%	14.2%	ACS 2014
Percent Minority	7.8%	6.7%	21.8%	ACS 2014
Percent Households Living Below Poverty Line (below $25,000 for family of four)	22.4%	20.1%	16.6%	ACS 2014
Percent Households Living With No Vehicle	2.7%	6.1%	6.4%	ACS 2014
Adventure Tourism District	-	-	-	-
TN River Resort District	Yes	-	-	-

Table 65 Wayne County Overview

Destination Mileage

Table 66 following consists of mileage between various communities and key destinations within the county. Mileage was calculated using Google Map's bicycle routing feature. Information may be especially useful for trail publication materials as well as providing a general understanding of cycling distances within the county.

	Clifton	Cypress Inn	Flatwoods (Perry Co)	Lutts	Waynesboro
Clifton		37.1	18.3	21.9	16.8
Cypress Inn	37.1		40.5	13.9	25.1
Flatwoods (Perry Co)	18.3	40.8		35.8	15.2
Lutts	21.9	13.9	35.8		20.7
Waynesboro	16.8	25.1	15.2	20.7	

Table 66 Wayne County Riding Mileages

Climate

Climate data, displayed in Figure 122, can influence information contained in trail guide materials, such as the types of gear that may be needed for touring cyclists, as well as provide a helpful tool when planning cycling events.

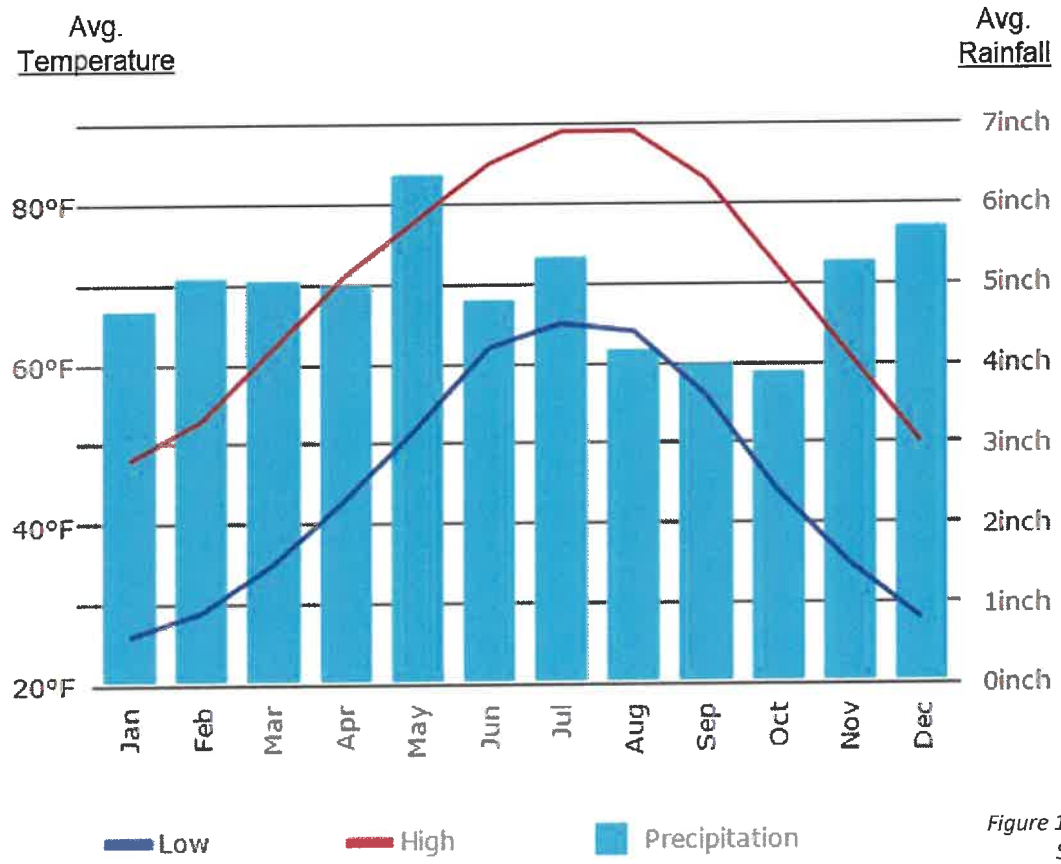


Figure 122 Wayne County Climate Data
Source: www.usclimatedata.com

Demographics

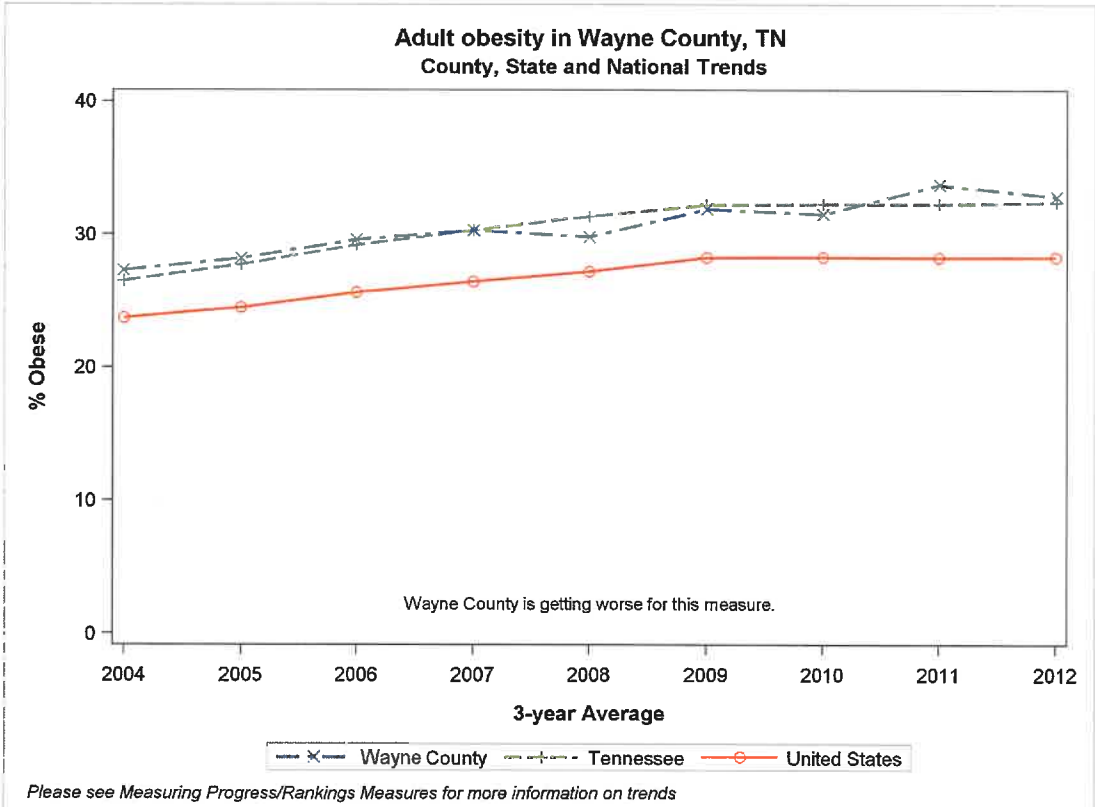
Households with No Access to a Vehicle and Living below Poverty Line

Households without access to a vehicle, as well as those living below the poverty line ($25,000), are more likely to rely upon non-motorized transportation. Figure 123 contains a Demographic Map Series that illustrates the County's distribution of these demographic groups by Census Block. Understanding where these households are generally located within a county can help to prioritize improvements by ensuring public investments meet the needs of those that especially are impacted. Overall, 4.1% of Wayne County households do not have access to a vehicle, while 23.4% live below the poverty line, as compared to Tennessee's respective 6.4% and 16.6%.

Percentage of Non-Active Adults and Adults with Access to Exercise Opportunities

Tennessee's high rates of lifestyle-related diseases and conditions has prompted the Tennessee Department of Health to shift its traditional philosophy of treatment to a preventative one. This strategy centers upon enabling residents to make more active and healthy lifestyle choices, including walking and biking. County Health Rankings is a national data resource the Department uses to assist in tracking various health measures that are influencing Tennesseans' length and quality of life, including percent of adults that report no leisure-time physical activity and the percentage with access to exercise opportunities. These points of data, as well as variety of additional measures, such as access to health care, tobacco use, and income, yield a health factor score that provides a basic understanding of elements contributing positively or negatively to health in each county. Counties with especially poor health can now qualify for new Department of Health programs that provide funding assistance for sidewalk and greenway projects.

Wayne County's 2016 Health Factor score ranking is 76th out of Tennessee's 95 counties. 37% of residents were considered as inactive, while 32% of Wayne County residents had reasonable opportunities for physical activity as illustrated in Figure 123. Thirty three percent of residents met the criteria for being obese according to County Health Rankings. Table 67 illustrates the county's historic obesity levels as compared to the state of Tennessee and the United States.



Please see Measuring Progress/Rankings Measures for more information on trends

Table 67 Wayne County Obesity Levels

PROFILE

DEMOGRAPHICS

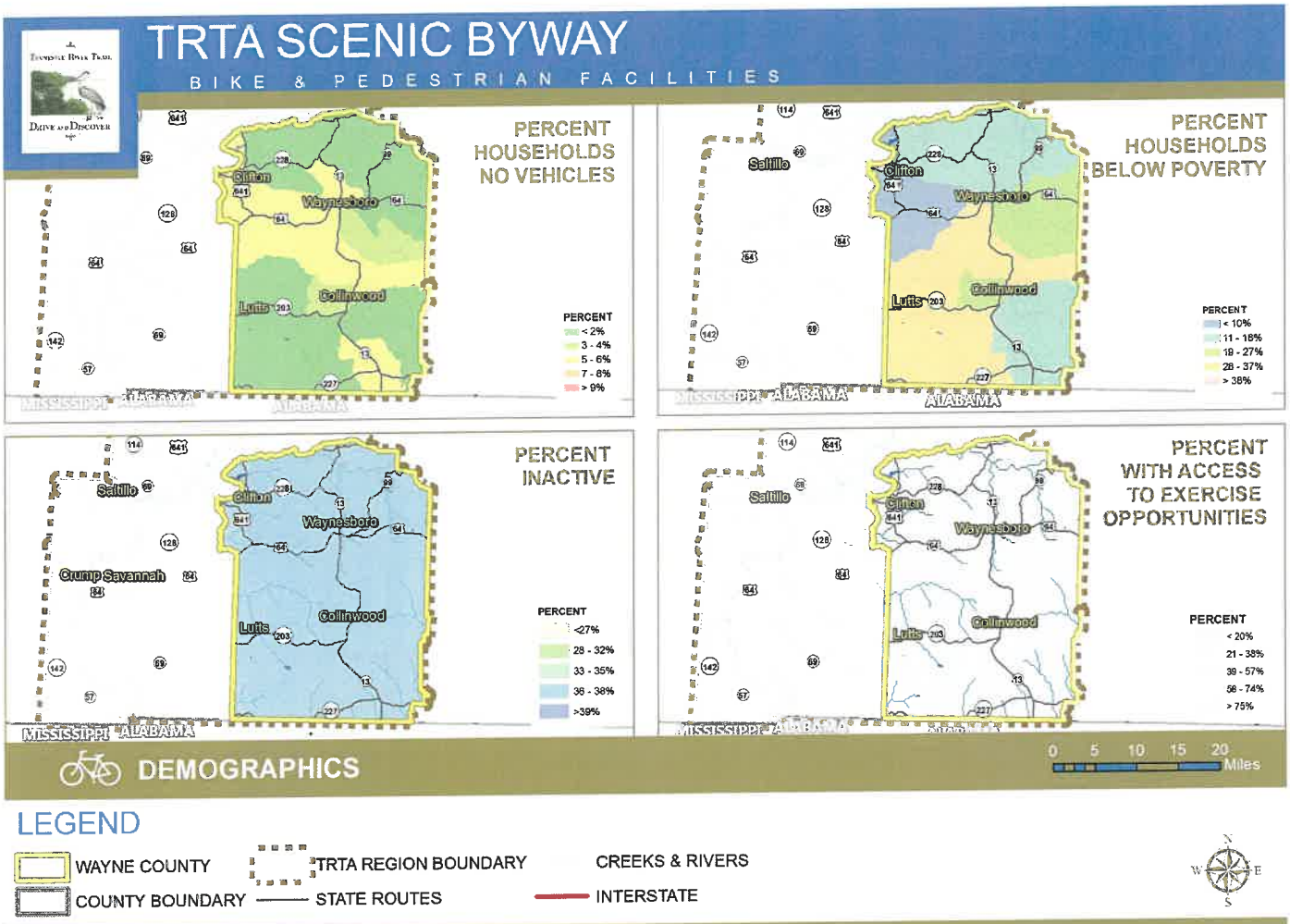


Figure 123 Wayne County Demographic Map Series

Environment

Ecoregions and Land Cover

According to the United States Geological Survey (USGS), ecoregions denote areas of similarity in ecosystems as well as the type, quantity, and quality of environmental resources. There are three ecoregions with the TRTA region:

-Interior Plateau: According to the USGS, this ecoregion is characterized by a series of grassland plateaus and forested uplands, with Oak-Hickory stands being the most common forest type. The relatively flat nature and fertile lowlands particularly attracted early settlement and agriculture uses in this eco-region, the TRTA region's largest.

-Mississippi Valley Loess: Irregular plains primarily characterize this ecoregion's topography, which is only found in the northwestern portion of Henry County. Its distinguishing characteristic is the thick, highly erodible loess deposits (top soil). While these soils are often poor in nutrients and organic matter, the use of fertilizers allow lands to be easily cultivated.

-Southeastern Plains: This expansive ecoregion is characterized by relatively flat plains as well as croplands, forests, and wetlands. Although growing seasons are long and precipitation is abundant, relatively poor sandy soils limit agriculture uses as compared to other regions. Once covered in natural forests, heavily managed timberlands (largely pine plantations) now are prevalent, which poses a risk to cyclists given the amount of logging truck activity.

Wayne County is made up of two ecoregions, Southeastern Plains and Interior Plateau, as illustrated in Figure 124. Except for impacts from human activity (i.e. land use), ecoregions inform the types of vegetation found at the Earth's surface. Land cover is relevant to bicycle route planning in terms of evaluating the general types of land uses or environment types a route might pass through, as well as the likeliness (although at a high level) for tree coverage along a desired route. Wayne County's land cover is also illustrated in Figure 124.

Watersheds and Wetlands, Waterfalls, and County High Points

Watersheds refer to the land area by which surface water drains into a given body of water. These hydrological units are commonly associated with water quality and water management plans. Watershed boundary information, wetlands, and waterfalls are relevant to both route planning, the development of supportive route materials, as well as providing information to the assist the region in protecting the health of its water bodies through increased resident awareness of the water cycle and its processes. These hydrological features as well as the county's high point are illustrated in Figure 124.

PROFILE

ENVIRONMENT

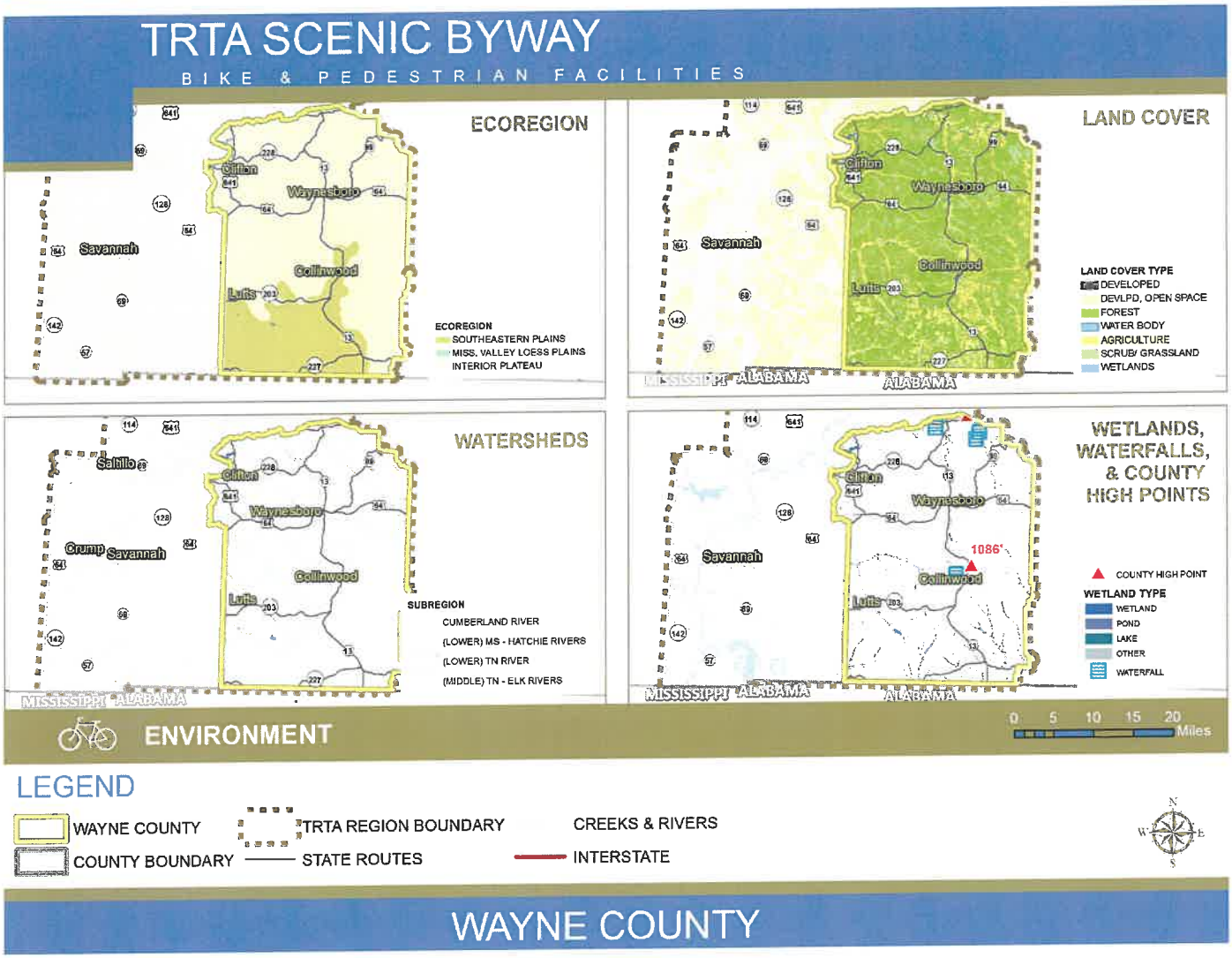


Figure 124 Wayne County Environment Map Series

PROFILE

DESTINATIONS

Destinations

Public Lands

Public lands under the management of state and federal agencies provide active and passive outdoor recreation opportunities in the TRTA region. Public fishing piers as well as boat ramps are included in Figure 125 to help identify further public opportunities to experience the Tennessee River. While there is an abundance of these lands, public engagement revealed that many residents are not aware of the public use rules and associated walking and biking opportunities these lands provide.

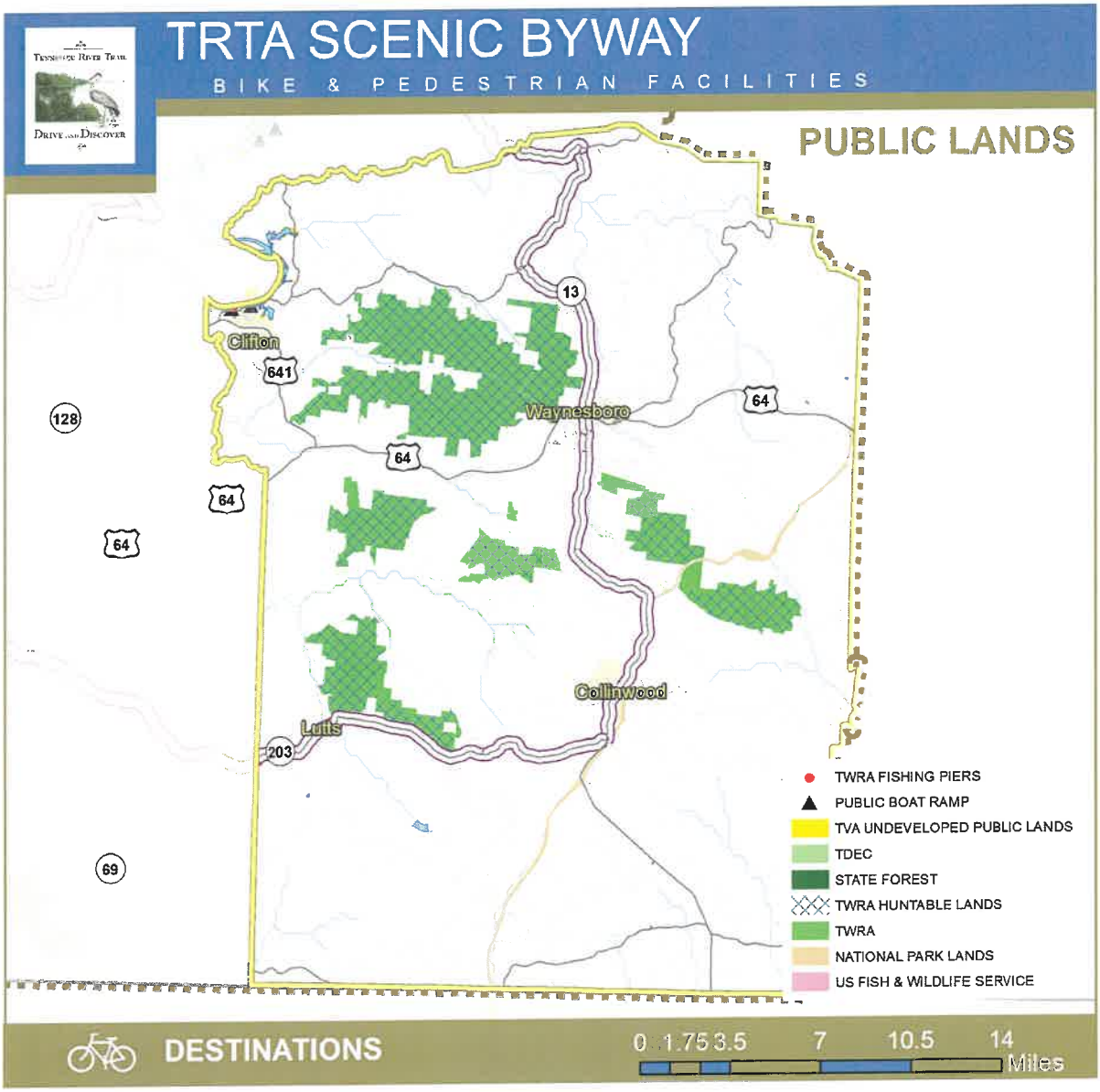


Figure 125 Wayne County Public Lands

PROFILE

DESTINATIONS

Routes, Trails, and Major Destinations

A number of existing bicycle routes, tourism trails, and historic trails exist in the TRTA region. These are important for understanding how visitors are currently entering, traveling within, and exiting the region. Associated trail points-of-interest help to identify the county's destinations which are currently being marketed to tourists. For purposes of this plan and the identification of the regional route network, these destinations are broken down into primary and secondary categories. Routes, trails, and byways that pass through Wayne County, as well as key points-of-interest are illustrated in Figure 126.

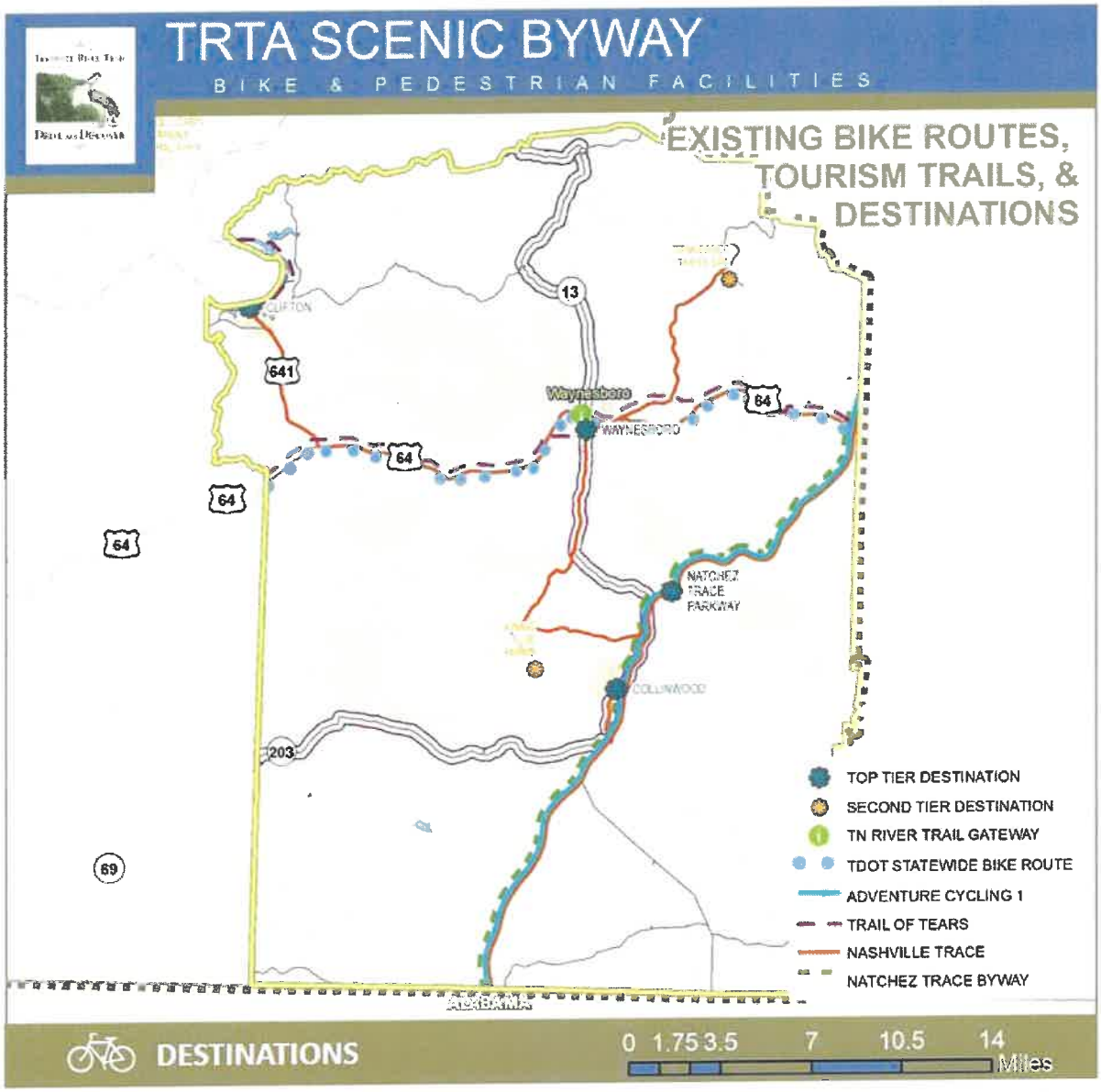


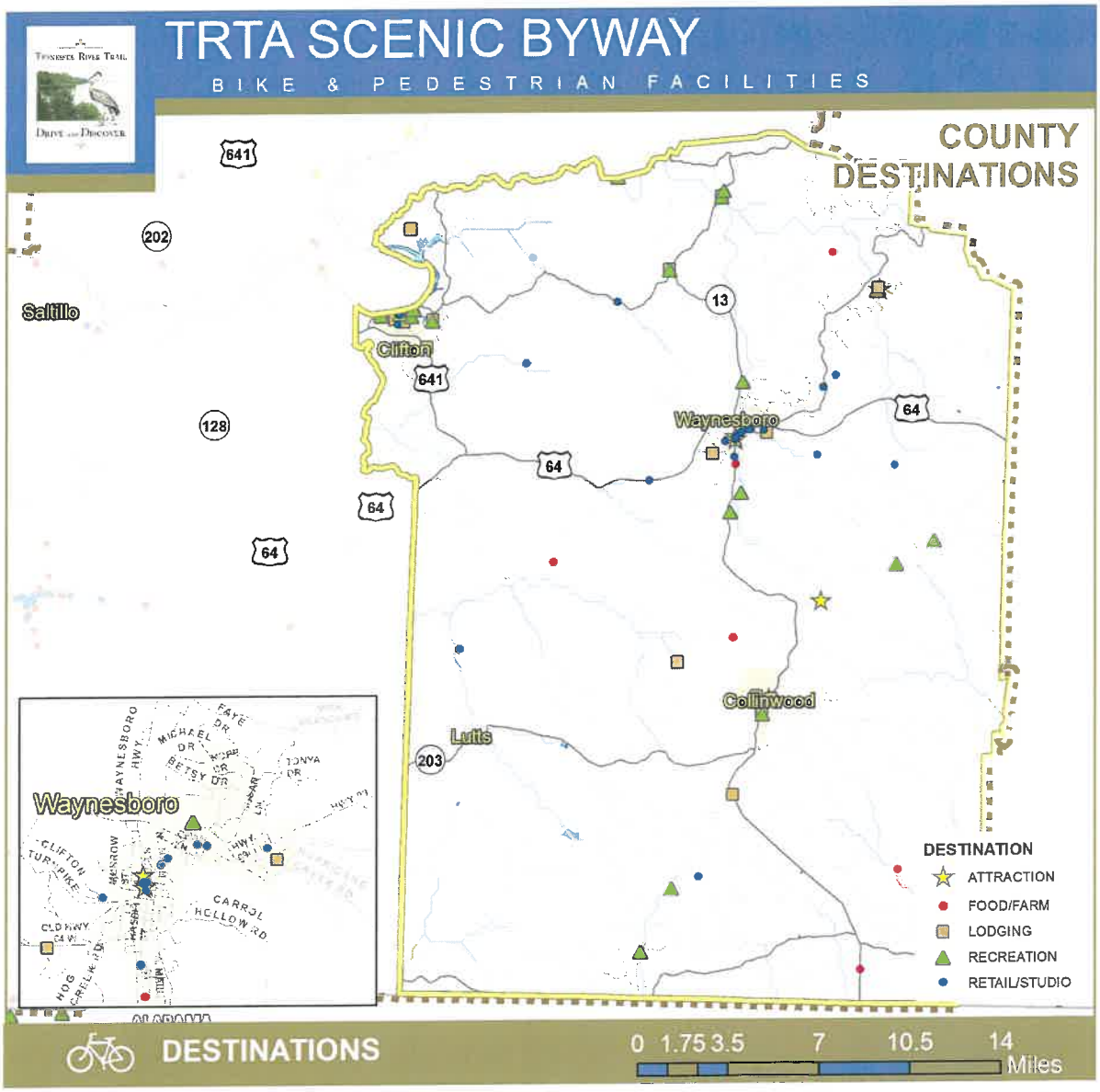
Figure 126 Wayne County Routes, Trails, and Major Destinations

PROFILE

DESTINATIONS

County Destinations

In the early stages of the plan's development process, destinations including lodging, dining, retail, and recreation opportuntities were geo-coded for each county. These destinations, shown in Figure 127, are relevant for understanding the level of support a county provides tourists, pedestrian connectivity in TRTA communities, and the identification of a recommended route network.



LEGEND

- MUNICIPALITIES
- WAYNE COUNTY
- COUNTY BOUNDARY
- WATER BODY
- TRTA BOUNDARY
- ROADWAYS
- STATE ROUTE
- CREEKS & RIVERS

WAYNE COUNTY

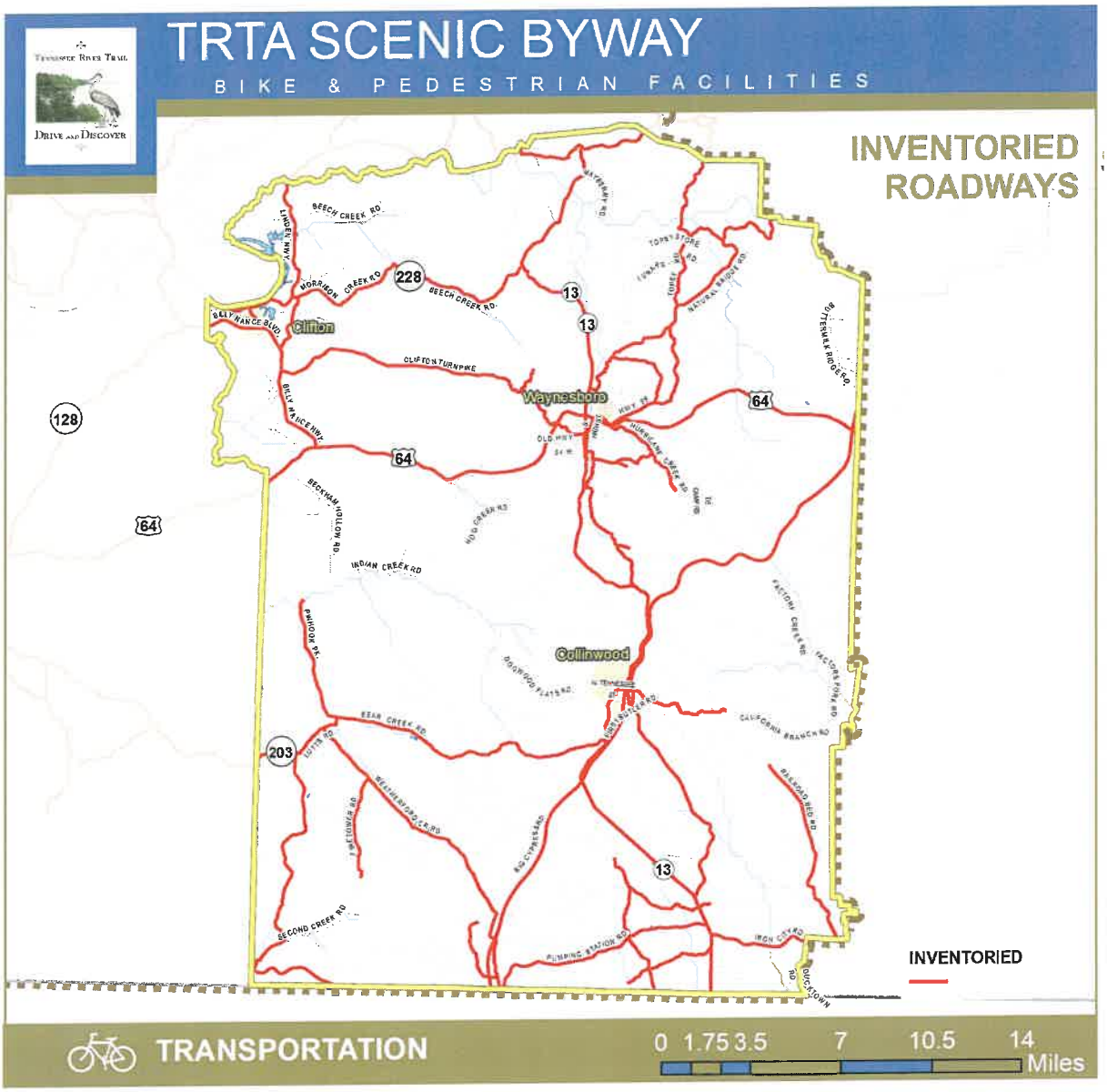
Figure 127 Wayne County Destinations

PROFILE

TRANSPORTATION

Transportation

Information contained in this section consists of data gathered from both TDOT, as well as the plan's field inventory. TDOT roadway data exists for functionally-classified collector roadways and above, meaning no data exists for those classified as local. As such, it should be noted that maps in this section reflect available data. Of Wayne County's approximate 986 miles of roadway, 303 miles (31%) were inventoried (illustrated in Figure 128).



LEGEND

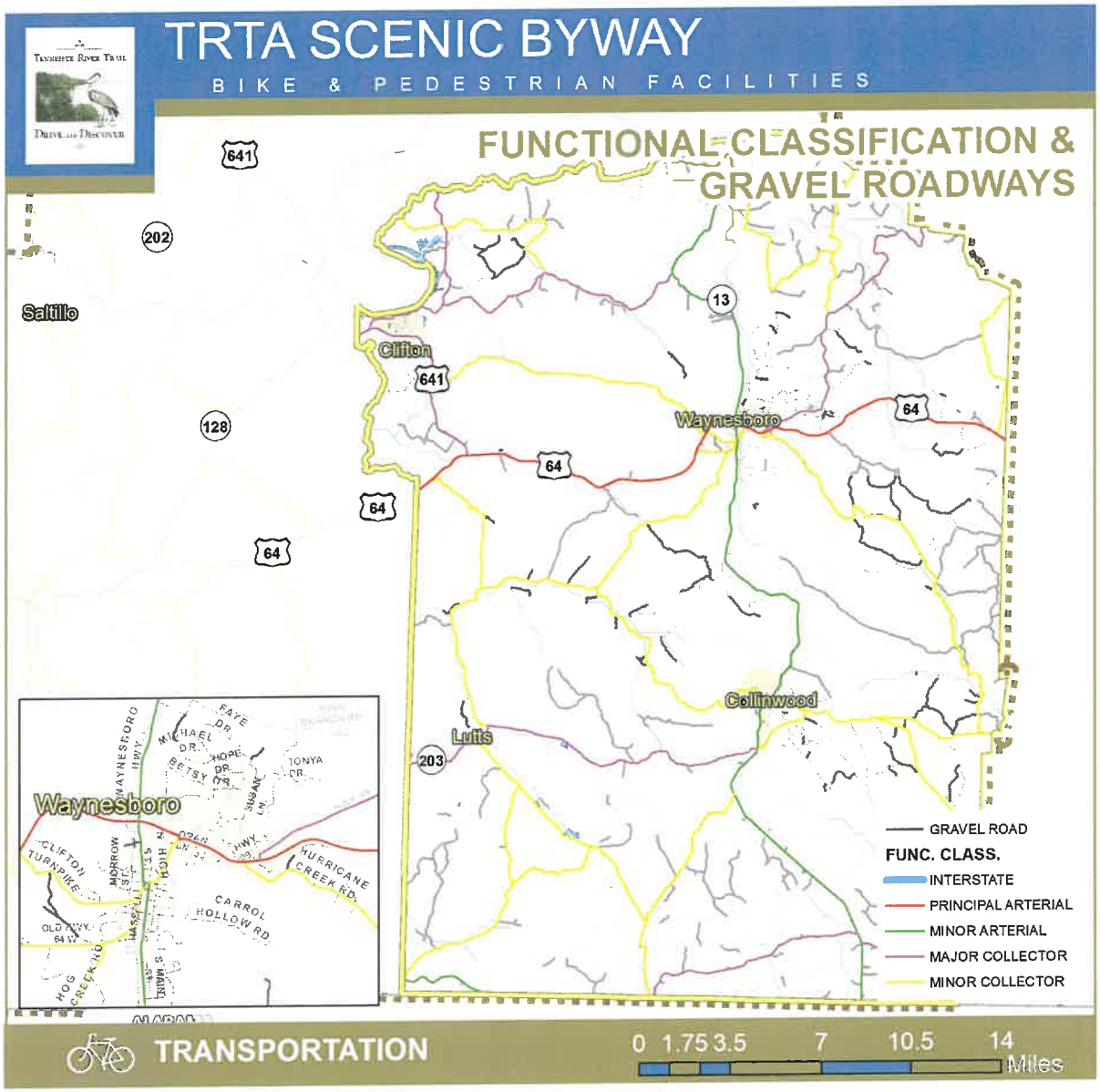
- MUNICIPALITIES
- WAYNE COUNTY
- COUNTY BOUNDARY
- WATER BODY
- TRTA BOUNDARY
- ROADWAYS
- STATE ROUTE
- CREEKS & RIVERS

WAYNE COUNTY

Figure 128 Wayne County Inventoried Roads

Functional Classification

According to the Federal Highway Administration (FHWA), there are three main roadway functional classifications, including arterials, collectors, and locals. Classifications are determined by the level of traffic service that the roadway is intended to provide, which includes degree of land access and traffic characteristics. Arterials are intended for long-distance travel and, therefore, are often associated with higher traffic volumes and speed limits, whereas local roads are intended for a high degree of local accessibility meaning speed limits and traffic volumes are often low. Collectors provide a balance between the two types, especially emphasizing connections to residential areas. The functional classification of roadways for Wayne County, as well as those that have gravel surfaces, are illustrated in Figure 129.



WAYNE COUNTY

Figure 129 Wayne County Functionally-Classified and Gravel Roads

Crashes

An important component in route planning, crash data illustrated in Figure 130 includes pedestrians, bicyclists, and fatal vehicular crashes that have occurred in the past 10 years in the county. In addition, Table 68 describes the numbers of these crashes. TDOT's numbers do not include those occurring on parking lots and private property as well as those with less than $400 in damage.

	PED	BIKE	VEHICLE (FATAL)
WAYNE	5	0	32

Table 68 Wayne County Crashes (2006-2016)

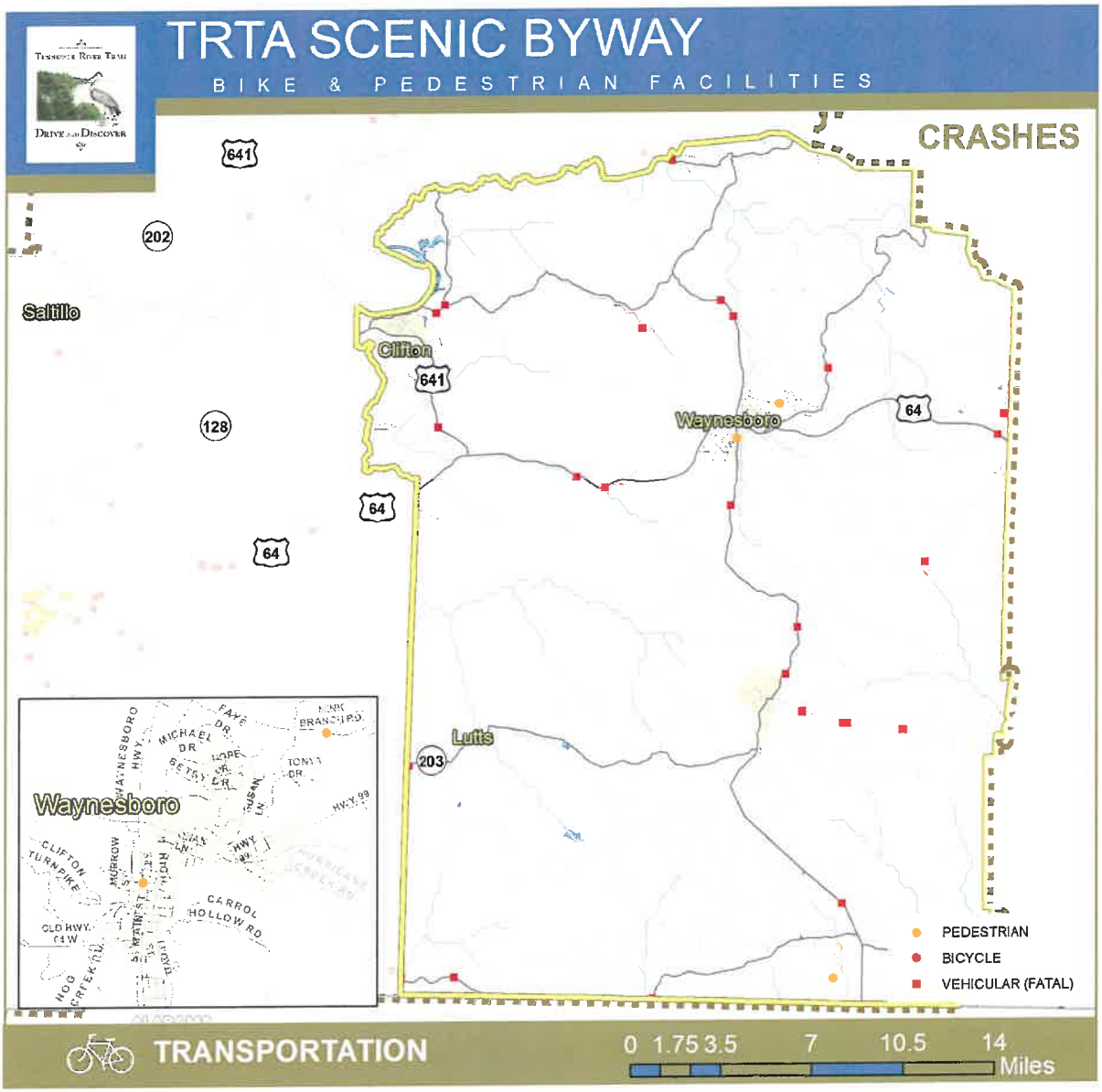


Figure 130 Wayne County Crashes

Speed and Average Annual Daily Traffic (AADT)

Posted speed limits and traffic volumes are two of the most important roadway elements for cyclists determining preferred routes. The map in Figure 131 illustrates roadways with a posted speed less than 40 mph as well as those with less than 1,000 vehicles per day. Total mileage for the county broken down by these attributes is displayed in Table 69. TDOT traffic count station data was used when available, however, volume assumptions were assigned for roadways lacking count data based on averages experienced across similar roadways in the county.

	MILES WITH AADT <1,000	ROADWAYS WITH NO COUNT DATA BUT LIKELY LOW VOLUMES	TOTAL MILAEAGE-LOW VOLUME ROADWAYS	SPEED LIMIT LESS THAN 40 MPH (TRIMS+INVENTORY)
WAYNE	204	674	878	111

Table 69 Wayne County Speed Limit and AADT Mileage Data

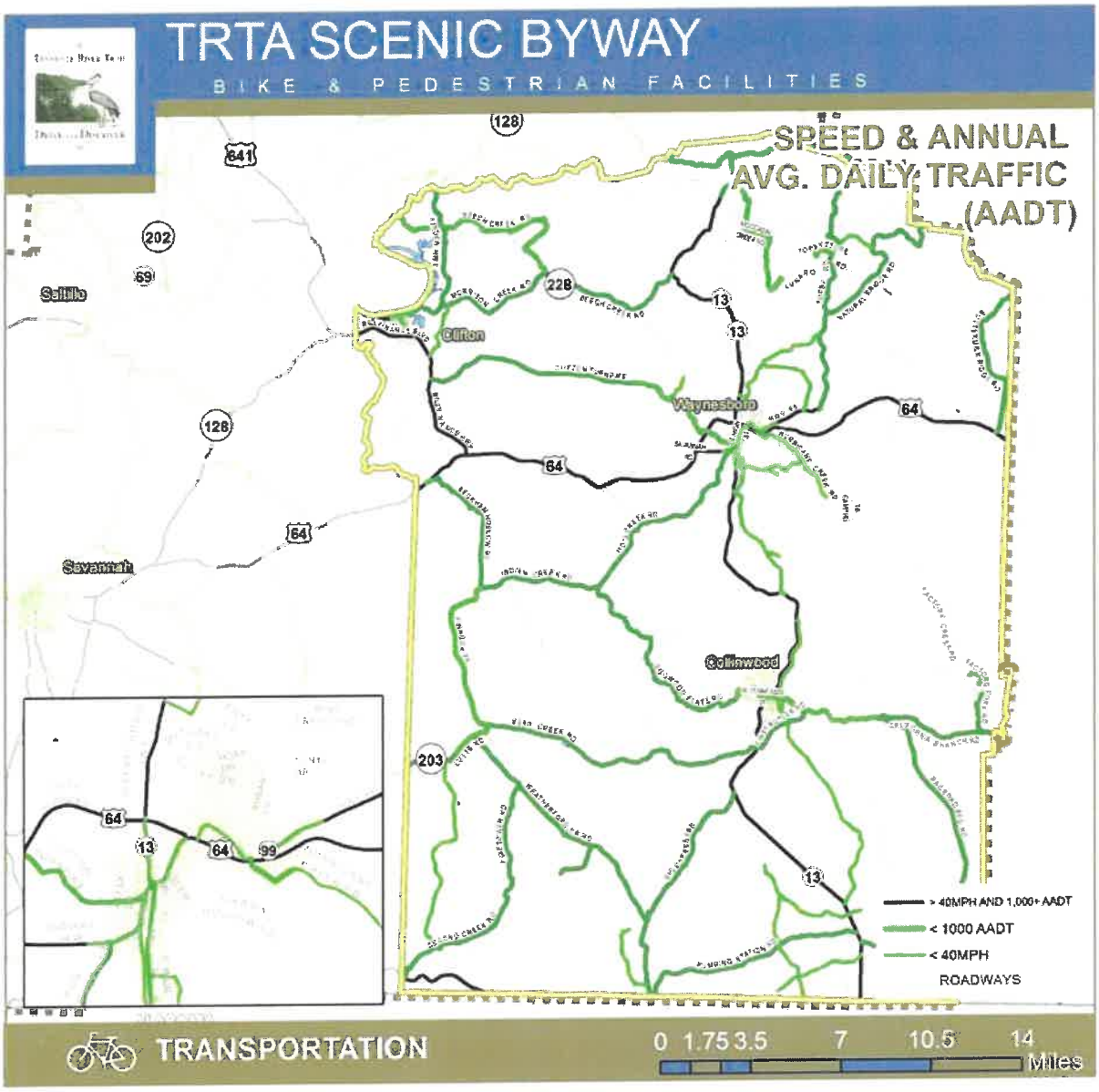


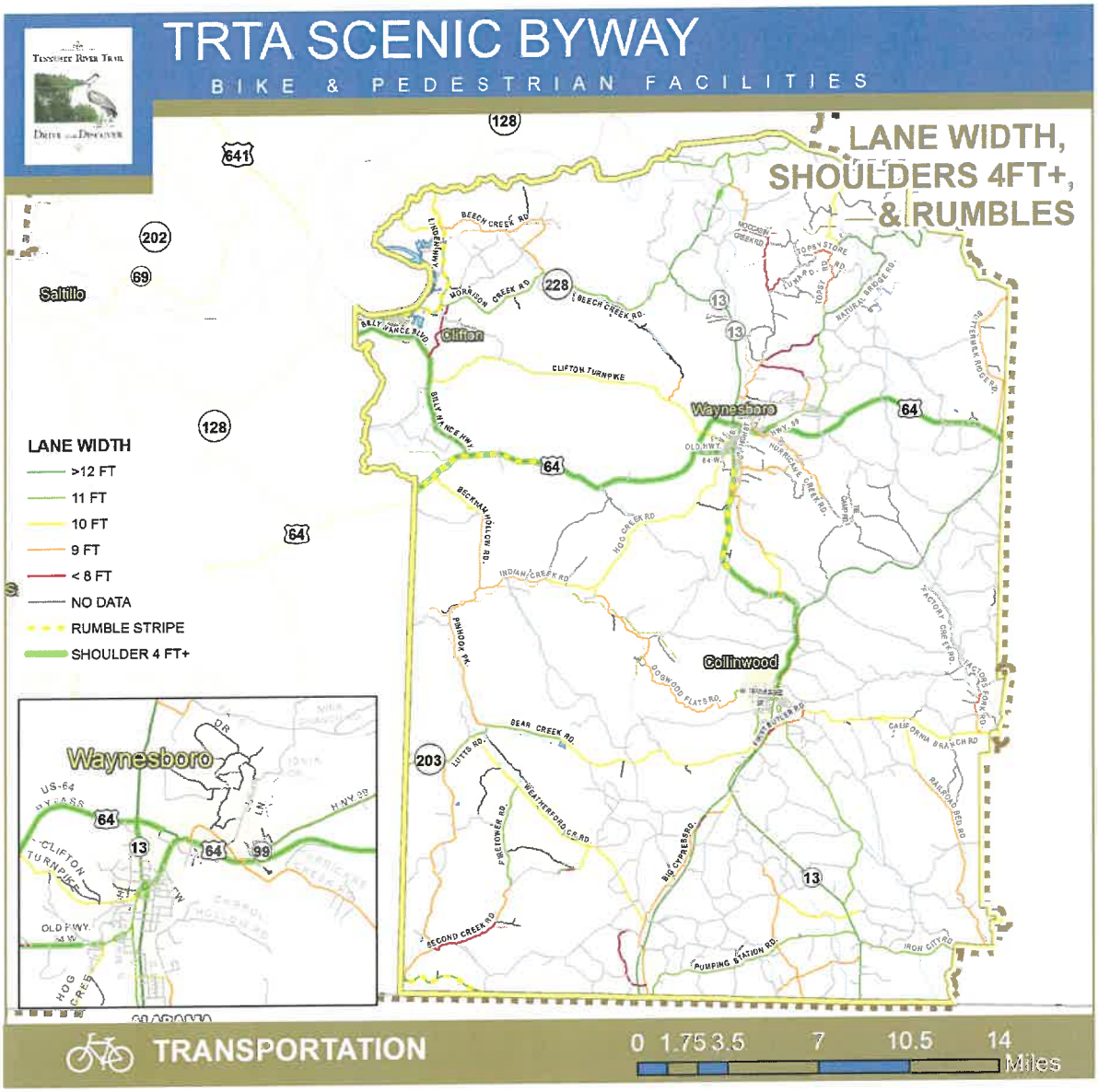
Figure 131 Wayne County Speed Limit and AADT Data

Lane Widths and Shoulders

Lane widths, and especially the presence of shoulder facilities, are two additional roadway elements critical for bicycle route planning. Depending upon an individual's ability and comfort levels, shoulder width can be a sole determination for a preferred route, regardless of the road's speed limit and traffic volumes. Wayne County lane widths, shoulders, and rumble strips are illustrated in Figure 132 and described in Table 70.

	LAND WIDTH 12+	SHOULDERS 4FT+	RUMBLE STRIP/STRIPE
WAYNE	116	47	21

Table 70 Wayne County Lane Width and Shoulder Mileage Data



LEGEND

- MUNICIPALITIES
- WAYNE COUNTY
- COUNTY BOUNDARY
- WATER BODY
- TRTA BOUNDARY
- ROADWAYS
- STATE ROUTE
- CREEKS & RIVERS

WAYNE COUNTY

Figure 132 Wayne County Lane Width and Shoulder Data

Bicycle Level-of-Service (BLOS)

As previously mentioned, BLOS is an algorithm that uses a variety of roadway variables to help quantify a cyclist's quality of travel by scoring roadways using an A to F grading scale, A being the highest and F being the lowest. Scores A, B, and C are generally considered acceptable with greater concern for roadways assigned a D, E, or F. A score of E or F, however, does not necessarily disqualify a roadway from being a route, it just means that extra diligence is required for analyzing the safety and comfort of that roadway section. BLOS scores for Wayne County roadways are illustrated in Figure 133 and described in Table 71.

	BLOS A-C	BLOS D-F
WAYNE	292	94

Table 71 Wayne County Bicycle Level of Service Mileage

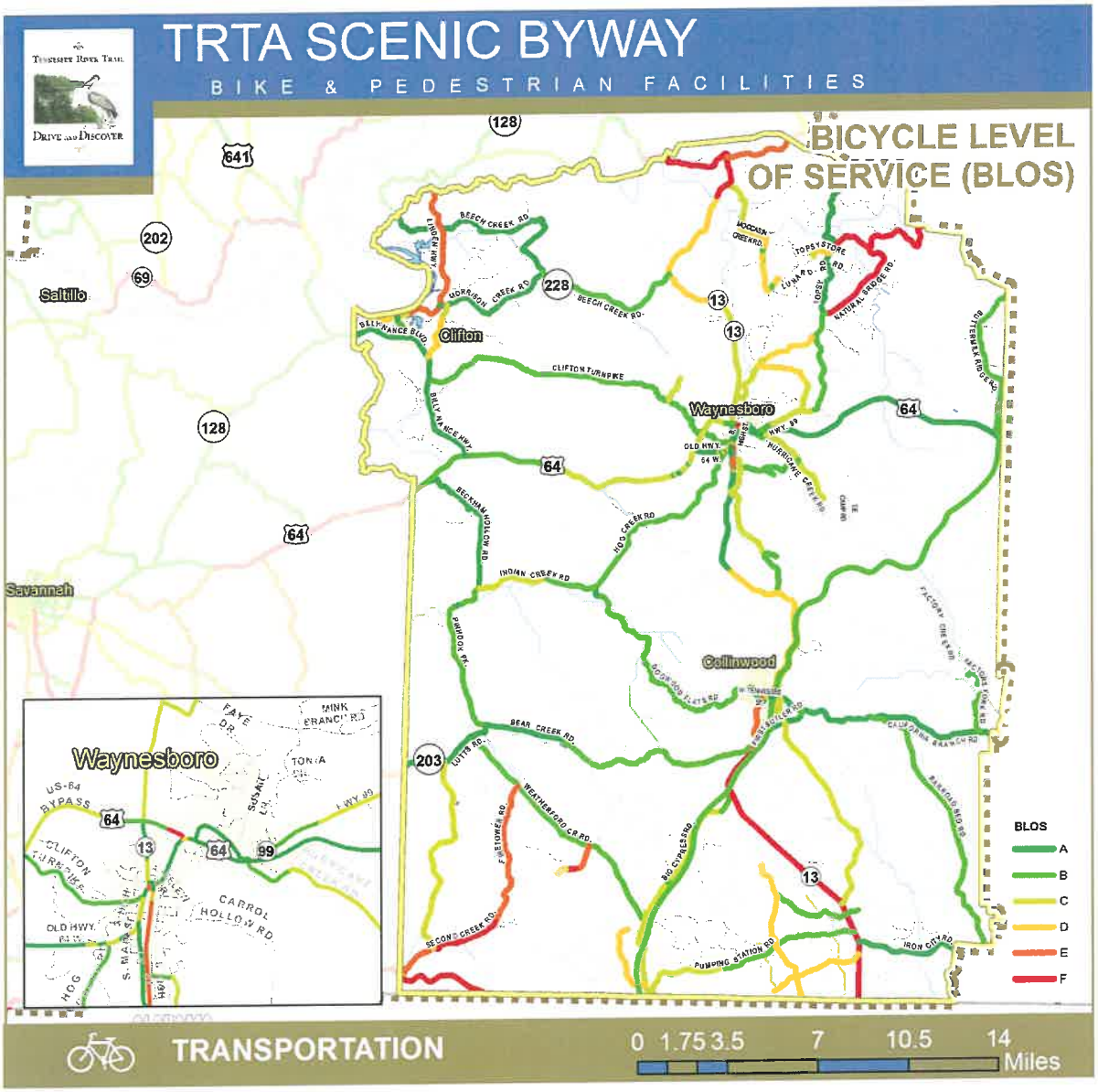


Figure 133 Wayne County Bicycle Level of Service

PROFILE

SPOTLIGHT ON WALKABILITY

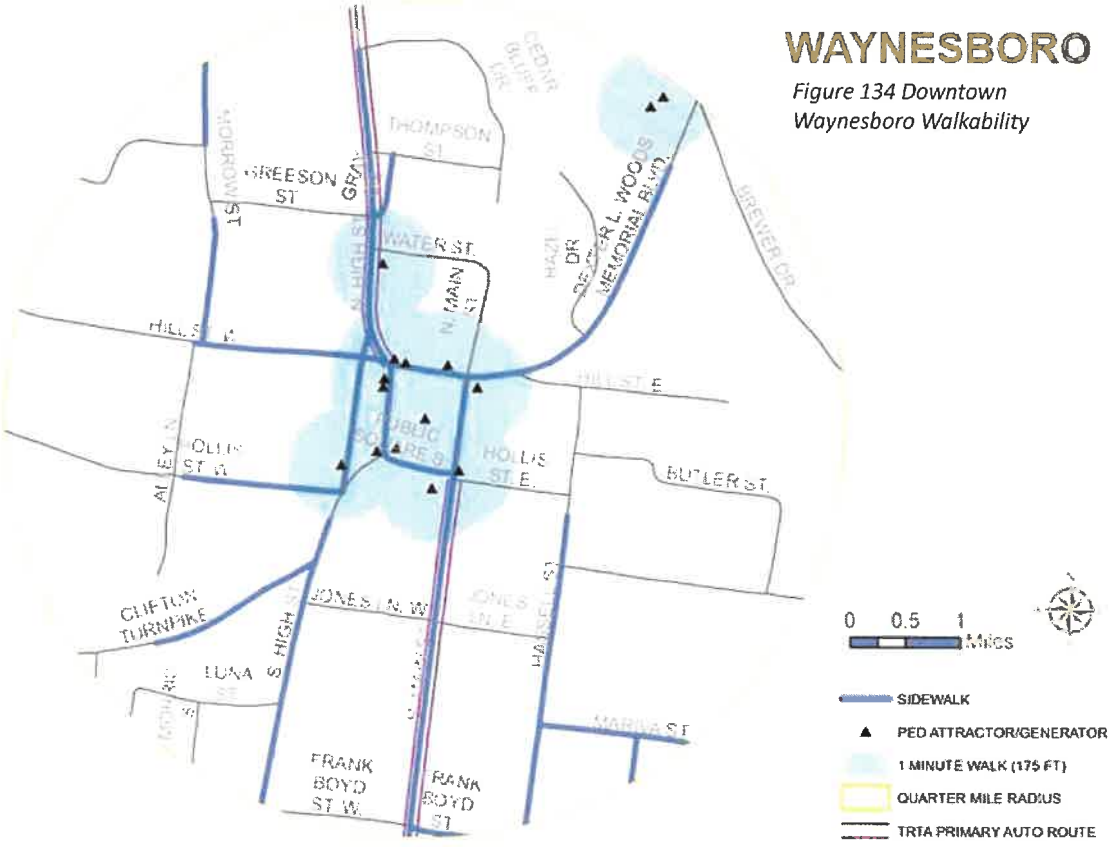


Figure 134 Downtown Waynesboro Walkability

WAYNESBORO SIDEWALKS	
ROADWAYS WITH A SIDEWALK ON AT LEAST ONE SIDE IN DOWNTWON WAYNESBORO (SHOWN IN FIGURE 134) - MILEAGE TOTAL	1.9 MILES (32% ON STATE ROUTES)
ROADWAYS WITH A SIDEWALK ON AT LEAST ONE SIDE IN WAYNESBORO - MILEAGE TOTAL	4.7 MILES (40% ON STATE ROUTES)

Table 72 Waynesboro Sidewalk Mileage

Each county's largest community, typically the county seat, acts as a destination for tourists and residents. Providing walkable environments within these communities is an important component to supporting the TRTA's overall economic development, tourism, and livability goals, as well as the recommendations of this plan. Figure 134 illustrates roadways that have a sidewalk on at least one side of the roadway within a quarter mile radius from the county courthouse (except for Parsons, which uses the main downtown intersection). Pedestrian attractors and generators, such as parks, civic buildings, and other retail and restaurant destinations, are shown in order to demonstrate the existing level of connectivity provided by sidewalk infrastructure relative to locations where pedestrian activity is likely. This information provides communities with a basic understanding of where future sidewalk investments may be most beneficial within the downtown.

PROFILE

CONCLUSIONS

WAYNE COUNTY

Wayne County has several destinations unique to the TRTA region including the Natchez Trace Parkway, Clifton (whose historic downtown is directly on the River), Collinwood (a bicycle-friendly community) as well as unique private destinations, such as the Tennessee Fitness Spa and Bonnie Blue Farms. While rural portions of the county have unique farms, art studios, and woodshops spread throughout, most of these venues do not currently offer tours or other visitor opportunities leaving cyclists without refueling options outside of the county's communities. Opportunities for paddling the Buffalo River, one of the few counties in the TRTA region with such opportunities, are available in the northern portion of the county, although these venues are difficult for cyclists to currently access given poor riding conditions on Highway 13.

Traffic volumes across the county are relatively low, even on U.S. and State Highways; however, as mentioned, Highway 13 north of Waynesboro is poor for cyclists given the lack of usable shoulders and high speeds. U.S. Highway 64 is relatively good for cycling given the wide shoulders and low traffic volumes. Terrain can be difficult in portions of the county for cyclists, especially west of Waynesboro. The county's Clifton Turnpike provides a unique riding connection between Clifton and Waynesboro on a historic, low-volume roadway. From this roadway, users can access Eagle Creek WMA, which offers extensive mileage of gravel, dirt, and abandoned logging roadways. The county also has a concentration of gravel roadways to the southeast of Waynesboro which could provide Natchez Trace riders with an off-road detour or could provide a unique alternative route component to the annual Tour de Wayne.

4.4.10. TRTA Region Overview

A basic overview of the TRTA region's population and transportation network are provided in this section to further assist the TRTA in implementing the recommendations of this plan as well as provide counties with an understanding of the greater region and the general riding conditions existing today. According to the U.S. Census, approximately 151,000 residents call the region home which encompasses a little over 4,200 square miles of land and 170 square miles of water, as described in Table 73. Figure 135 illustrates the growth in population experienced by the TRTA region between 1970 and 2010, while the region is forecasted to grow to approximately 157,500 by 2020 (U.S. Census). Figure 136 shows the regions population growth compared to the state while 137 illustrates each county's population in 2010, as well as the population density (number of persons per square mile).

	TRTA REGION	TENNESSEE	SOURCE
County Seat	-	-	-
Land Area (sq mi)	4,207	41,235	U.S. Census 2010
Water Area (sq mi)	179.2	909.4	U.S. Census 2010
County Population (2010)	151,826	6,346,105	U.S. Census 2010
County Population (2014 Estimate)	151,075	6,451,365	ACS 2014
Persons Younger than 18 Years	21.1%	23.1%	ACS 2014
Persons 65 Years and Over	19.1%	14.2%	ACS 2014
Percent Minority	6.7%	21.8%	ACS 2014
Percent Households Living Below Poverty Line (below $25,000 for family of four)	20.1%	16.6%	ACS 2014
Percent Households Living With No Vehicle	6.1%	6.4%	ACS 2014
Adventure Tourism District	-	-	-
TN River Resort District	-	-	-

Table 73 TRTA Region Overview

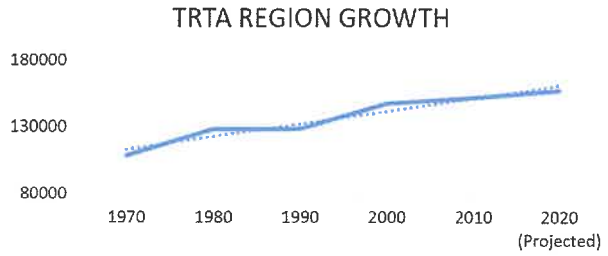


Figure 135 TRTA Region Historic and Projected Growth

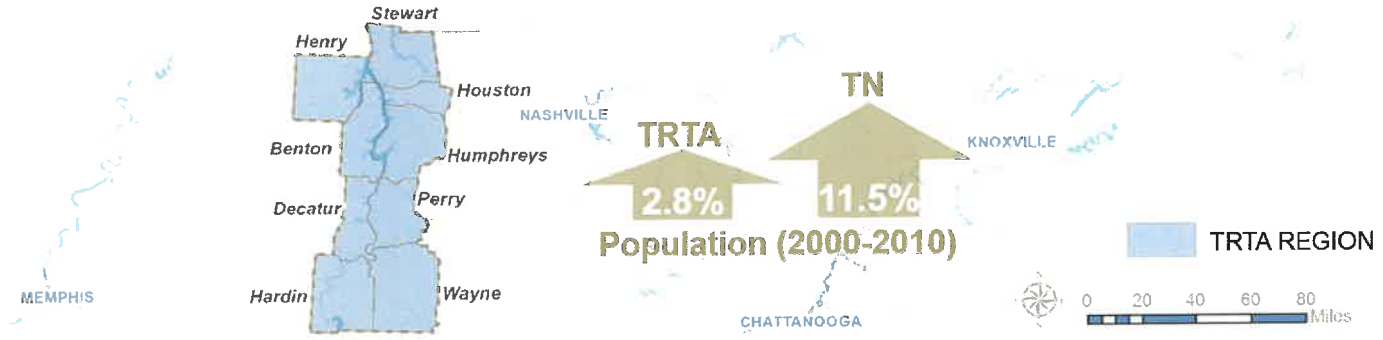
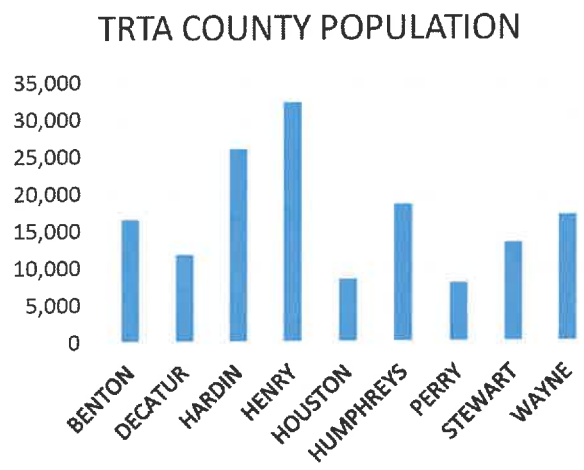


Figure 136 TRTA Region Growth Versus State Growth (2000-2010)



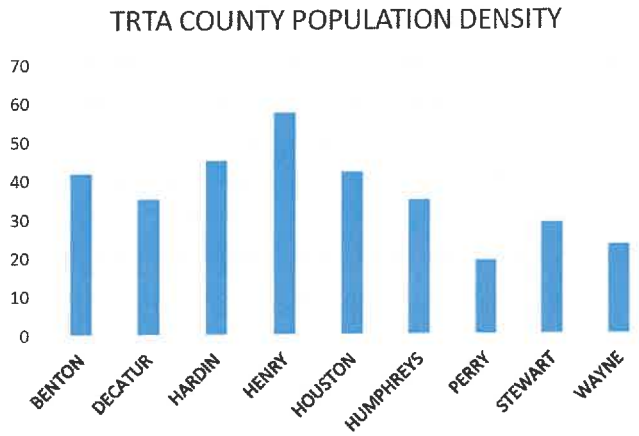


Figure 137 TRTA County Population (US Census, 2010)

As compared to the state's population, the TRTA region has a larger percentage of youth and seniors and is considerably less diverse. In 2014, there were a higher number of households living in poverty (20.1%) as compared to the state of Tennessee, while a slightly smaller percentage of households had no access to a vehicle (6.1%) as compared to the state's average in 2014. As mentioned previously, an important outcome of this plan's recommendations is to increase opportunities for active recreation and transportation among residents, especially as it can translate into poor health outcomes related to inactivity. Figure 138 illustrates each county's percentages relating to the number of residents that are considered as inactive, as well as residents with access to exercise opportunities. A health outcome that is impacted by these environmental variables, obesity, is shown in Table 74 broken down by county, as well as how these rates compare to the state of Tennessee's average.

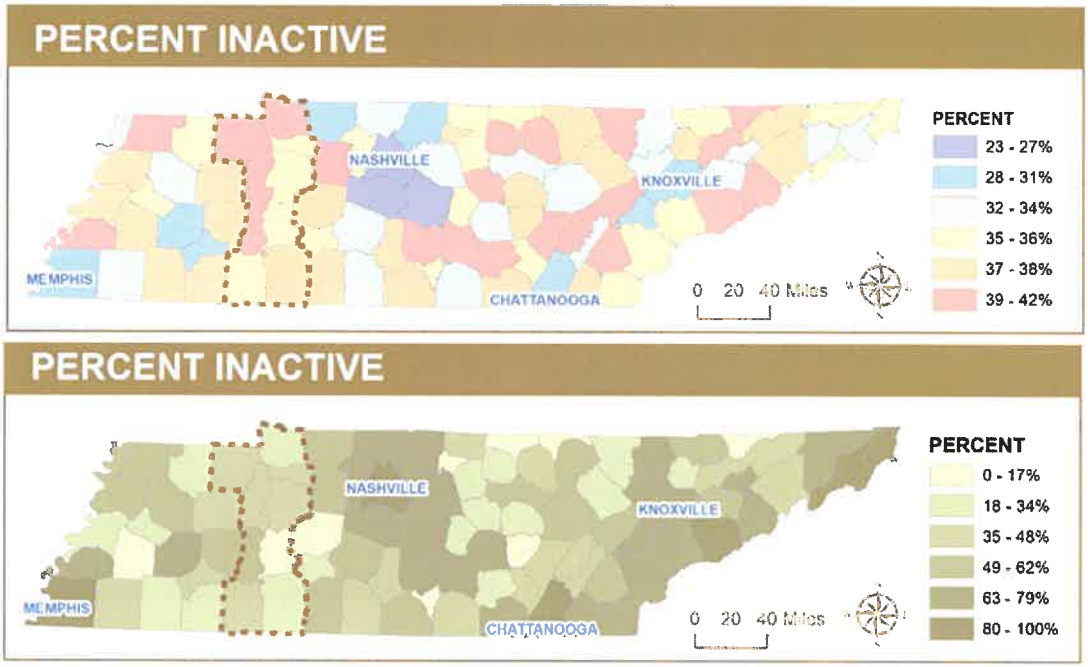


Figure 138 TRTA Region Percent Inactive and With Access to Exercise Opportunities

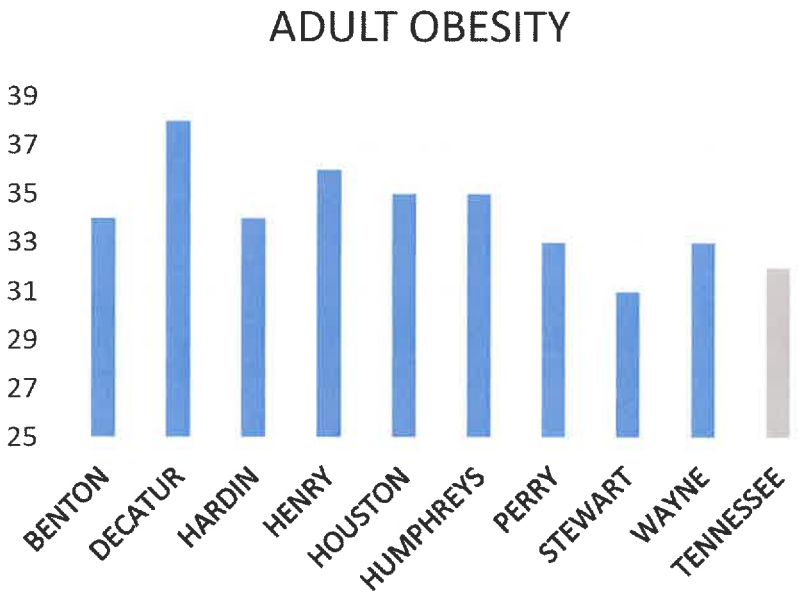


Table 74 TRTA Region Percent Obese Adults

There are approximately 7,000 miles of roadway in the TRTA region, which is roughly 7% of the total roadway mileage in the state of Tennessee. Henry County has the most roadway mileage (1,124 miles) of the TRTA counties, while Houston has the least (411 miles). Of the region's roadway mileage, approximately 67% are functionally classified, while 17% have a gravel surface.

As illustrated in Figure 139, 1,775 miles were inventoried as part of this effort. Twenty nine of these miles are in Calloway County, KY while 5 are in Lewis County, TN. These were inventoried to complete a desired route connection between Perry and Wayne Counties as well as to understand biking conditions between Paris and Murray, KY where one of the region's closest bike shops is located (as well as Murray State University's cycling team). The connection between Hardin County and Corinth, MS was also driven to explore the quality of the connection given its significance relative to Shiloh and the Civil War. A key destination in the community is the Corinth Interpretative Center, one of the National Park Service's newest visitor centers, which explains the key role the community played in the Civil War. Highway 350 along the state line has limited shoulder but is low-volume and straight making it relatively comfortable for cyclists. North Shiloh Road south to Corinth has striped bike lanes providing a safe connection into the downtown area.

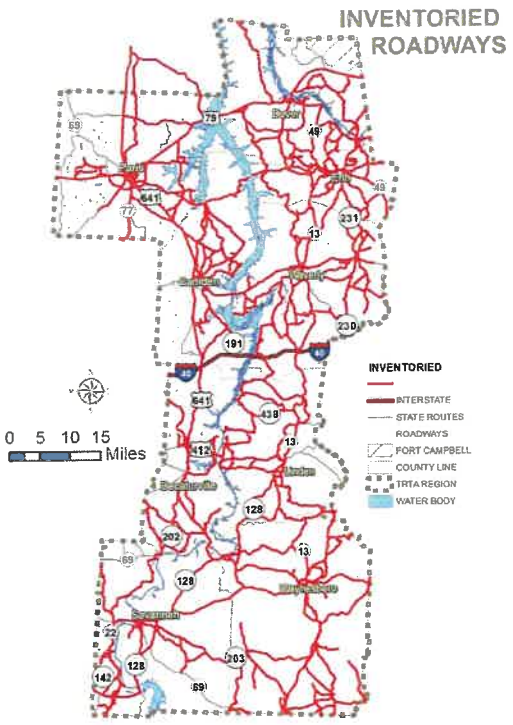


Figure 139 Inventoried Roads in TRTA Region

In addition to the inventory, roadway attribute data was also gathered for roadways using TDOT's TRIMS database, which contains information for those that are functionally classified. With both of these sources, approximately 37% (2,599 miles) of the region's roadway mileage has attribute data relating to identified cycling elements. Of this mileage, there are approximately 300 miles of roadway with a usable shoulder width of 4 feet or greater. Not surprisingly, most of this mileage is along state highway facilities, while the presence of rumble stripes or strips is exclusively identified along these facility types, which is illustrated in Figure 139.

Speed and AADT are especially important traffic characteristics that impact a cyclist's comfort and safety. Of the roadways with data, approximately half (1,386 miles) have less than 1,000 cars per day, as illustrated in Figure 140. If assuming the remainder of the mileage, which are not functionally classified (meaning by definition they likely carry low amounts of traffic) also have less than 1,000 cars per day, then 89% of TRTA roadways are considered to be low-volume. Wayne County has the greatest amount of mileage (204 miles) with low traffic volumes, which accounts for a little more than half of the county's roadways with available data, while Benton County has the greatest percentage (66%) of the TRTA counties. For roadways with available data, there are approximately 650 miles in the TRTA region that have a posted speed limit

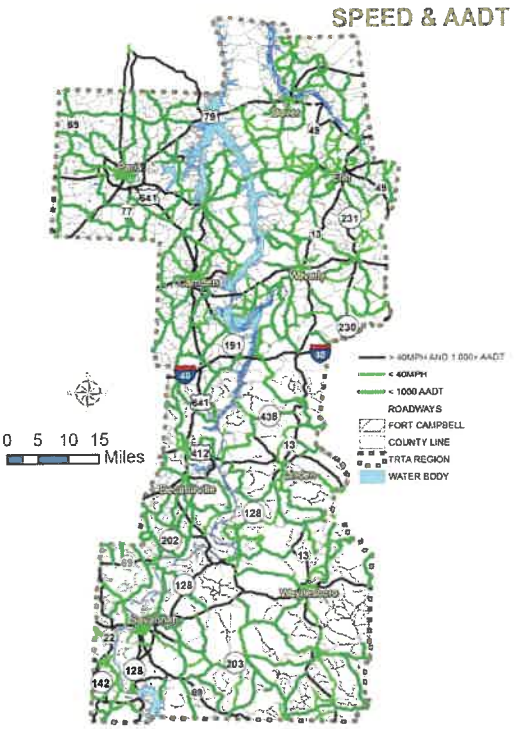


Figure 140 Low Speed and Low Volume Roadways in TRTA Region

of 35 mph or below, with Humphreys County having the greatest amount (114 miles). Roadways with both high speeds (40 mph and above) and traffic volumes (above 1,000 cars a day) are, for the most part, state highway facilities, which is to be expected. Approximately 42% of these roads currently have a shoulder width of 4 feet or greater as shown in Figure 141.

As discussed previously, these roadway and traffic attributes are used for the development of a roadway segment score (BLOS) that indicates the level of service the roadway provides for a cyclist, an important tool for identifying the recommended bicycle routes. For all of the TRTA region roadways with available data, approximately 78% (2,038 miles), as displayed in Table 75, have a BLOS score of either an A, B, or C, which is considered to be acceptable for riding. Roughly 22% (564 miles) have a score of D, E, or F. Of all of the counties, Perry has the greatest percentage of "acceptable" BLOS scores (89%), while Henry County has the greatest number of miles, 310, which is approximately 87% of their network with available data. Hardin County, as illustrated in Figure 142, has the greatest amount of roadway mileage (138 miles) with a "poor" BLOS score.

As supported by the BLOS scores, roadway conditions in the TRTA region are generally favorable for cycling. Traffic is relatively low across the region and many of the highest volume, high speed four and five lane highways have wide shoulder facilities allowing cyclists to safely ride outside of the travel lanes. Roadways that pose the greatest discomfort to riders include major highways with no shoulders, less traveled state highways where drivers are more likely to drive above posted speeds, and/or high volumes of commercial vehicles and some local roads with significant horizontal and vertical curvature which limit sight distance.

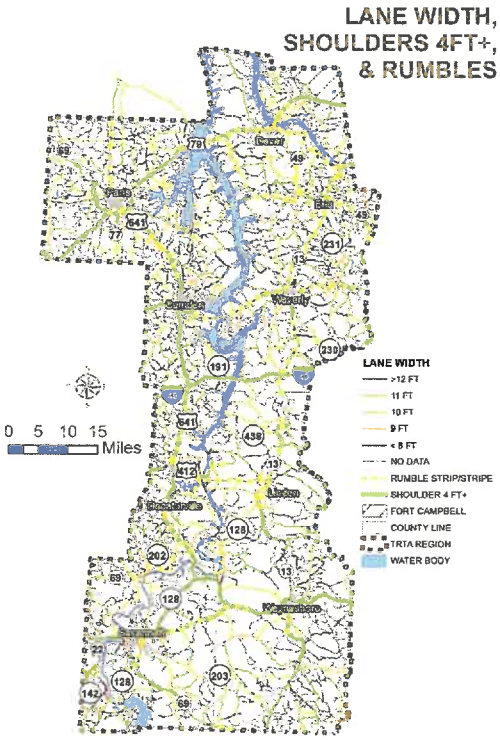


Figure 141 Lane Widths, Shoulder Widths, and Rumble Strips/Stripes in TRTA Region

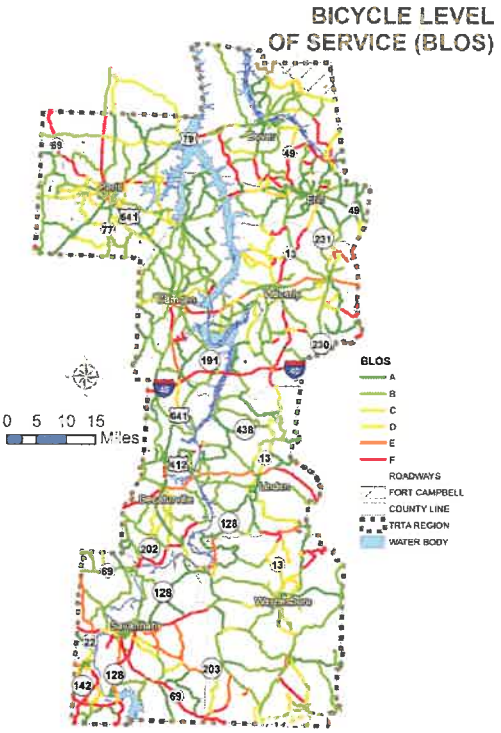


Figure 142 Bicycle Level of Service Scores for the TRTA Region

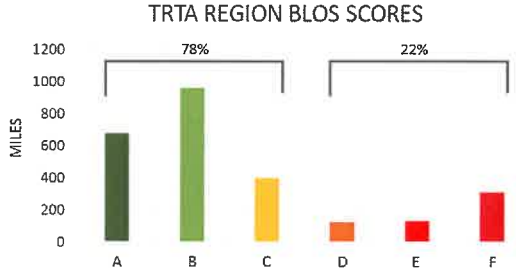


Table 75 TRTA Region BLOS Score Breakdown

5

RECOMMENDATIONS

5.0 RECOMMENDATIONS

The Tennessee River Trail Bicycle and Pedestrian Master Plan provides recommendations for increasing both walkability and bikeability in the TRTA region. This chapter consists of bicycle and pedestrian recommendations which work towards this goal. Recommendations relating to cycling are broken down by the envisioned three riding experiences and include recommended roadway improvements aimed at increasing the safety and comfort of the regional point-to-point route. Larger stand-alone projects that emerged as opportunities or needs during the public engagement process are also included. General pedestrian recommendations as it relates to the maintenance, design, and planning of the roadway and sidewalk network are also provided.

5.1 Bicycle Recommendations

This section focuses on the three riding experiences that cater to both residents and visitors, as well as the full spectrum of ability levels and bicyclist types. A variety of tools and datasets helped to identify roadways for the regional route network and community loop routes. Data includes TDOT roadway data, field inventory data, geocoded county destinations, and public input. A particularly useful tool in the process worth noting, heat maps provided by Strava Labs, has the potential for assisting communities as they move forward on expanding cycling opportunities in the region. This online tool consolidates geocoded workout activities of individual users (runs and rides logged through GPS or smartphone capabilities) onto one map for analysis purposes. Thickness and intensity of lines illustrate routes that are repeatedly taken by users, thereby allowing route planners to understand the desirability of existing cycling route choices for those using this application. Figure 1 illustrates a snapshot of all 2015 bicycle rides recorded in the Paris area.

Figure 1 Strava Heatmap Tool Illustrating Bicycle Movements in 2015 Surrounding Paris, TN

5.1.1. Riding/Walking Destinations

Riding destinations for the region are shown in Figure 2 while figures 3 – 11 are more specific by county. These locations are places where cyclists can take their bikes and ride either separated from roadway traffic or with relatively low traffic volumes and speeds. A broad spectrum of venues are identified to accommodate a wide range of bicycle user types as well as ability levels, from a child just learning to veterans of the sport. By default, most, if not all, of these destinations equally provide a venue for walking as well. These locations largely consist of city parks and state and federal resource management lands which permit public use; however, it should be noted that some sites restrict access based upon hunting seasons. Given the year-to-year variation in hunting seasons, as well as other periodic activities impacting public use, users are highly encouraged to independently research a specific site's rules prior to use. In addition, users are encouraged to research a destination's available riding venues given the variety in style (on- and/or off-road) and length of riding opportunities. Finally, it should be noted that two identified destinations in Hardin County require either a day pass or permission from the property owner prior to riding and are, therefore, identified as "semi-public".

Many of the identified state and federal lands, such as the National Wildlife Refuges and National Battlefields, serve as tourism destinations in themselves. Adding a bicycle component to their tourism development strategies, whether it be through targeted advertising or bicycle rentals, could provide these agencies with the opportunity to increase visitorship while also drawing more local residents.

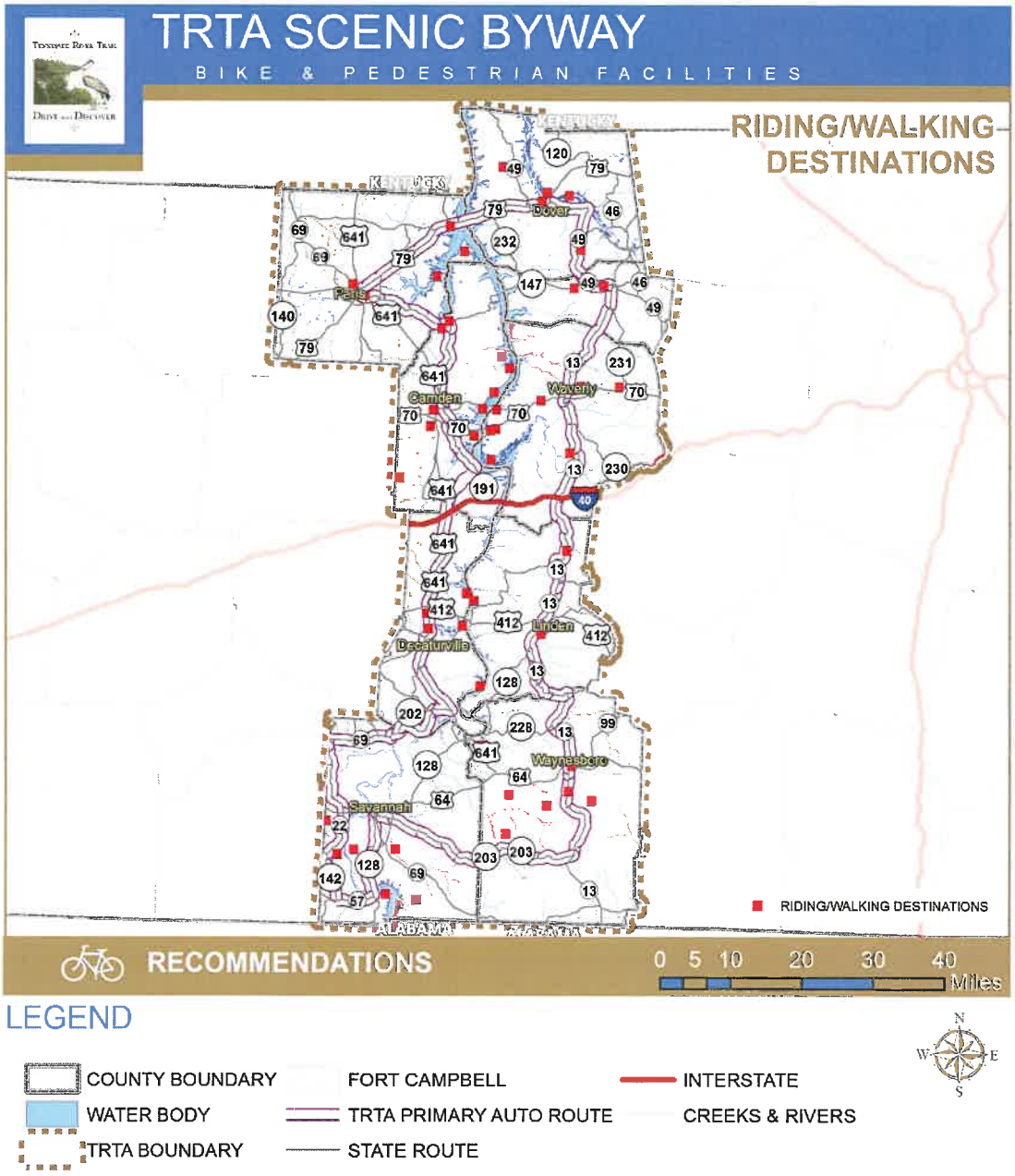
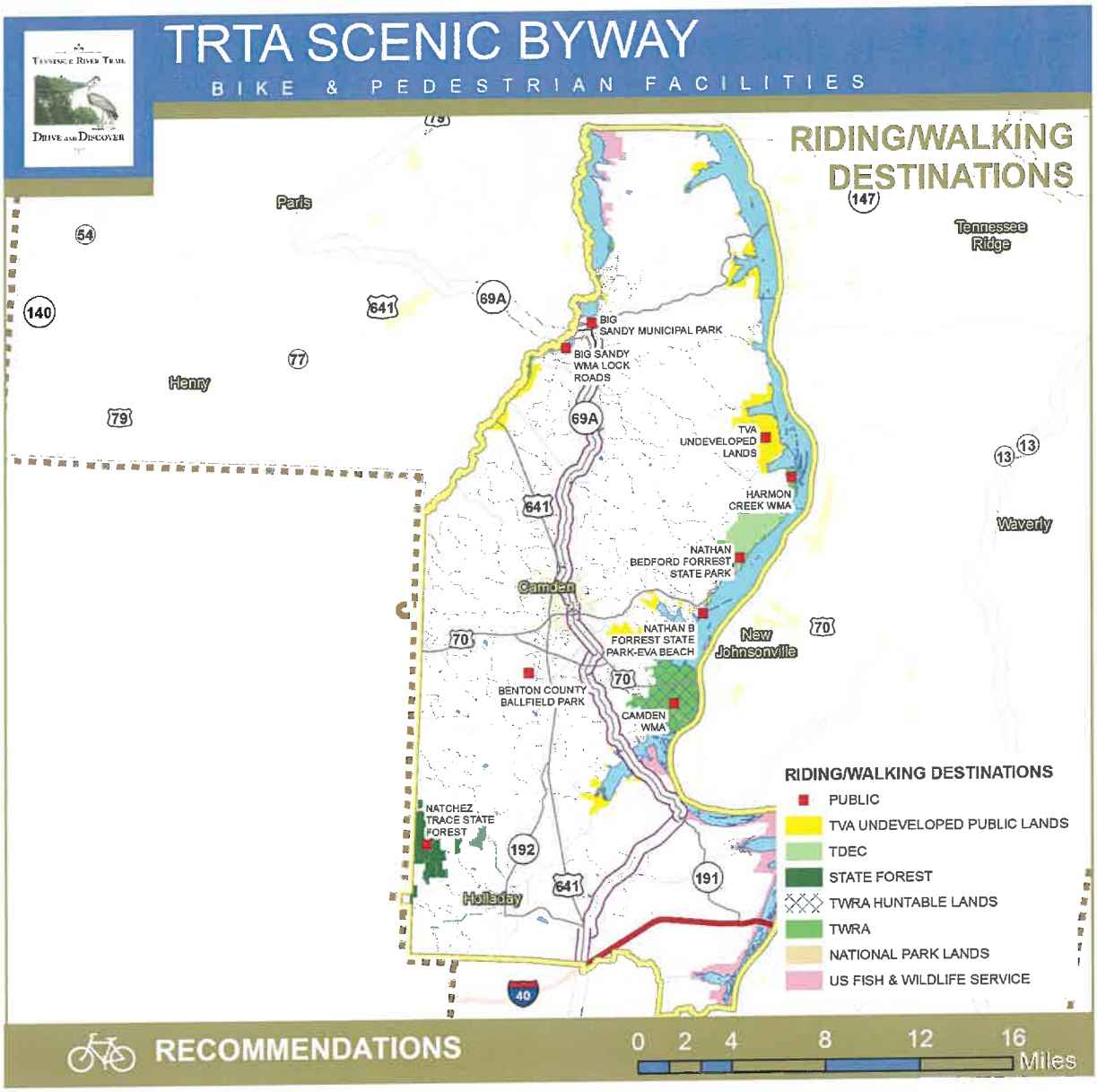


Figure 2 Riding/Walking Destinations



LEGEND

- MUNICIPALITIES
- BENTON COUNTY
- COUNTY BOUNDARY
- WATER BODY
- TRTA BOUNDARY
- TRTA PRIMARY AUTO ROUTE
- ROADWAYS
- STATE ROUTE
- CREEKS & RIVERS
- INTERSTATE

BENTON COUNTY

Figure 3 Benton County Riding/Walking Destinations

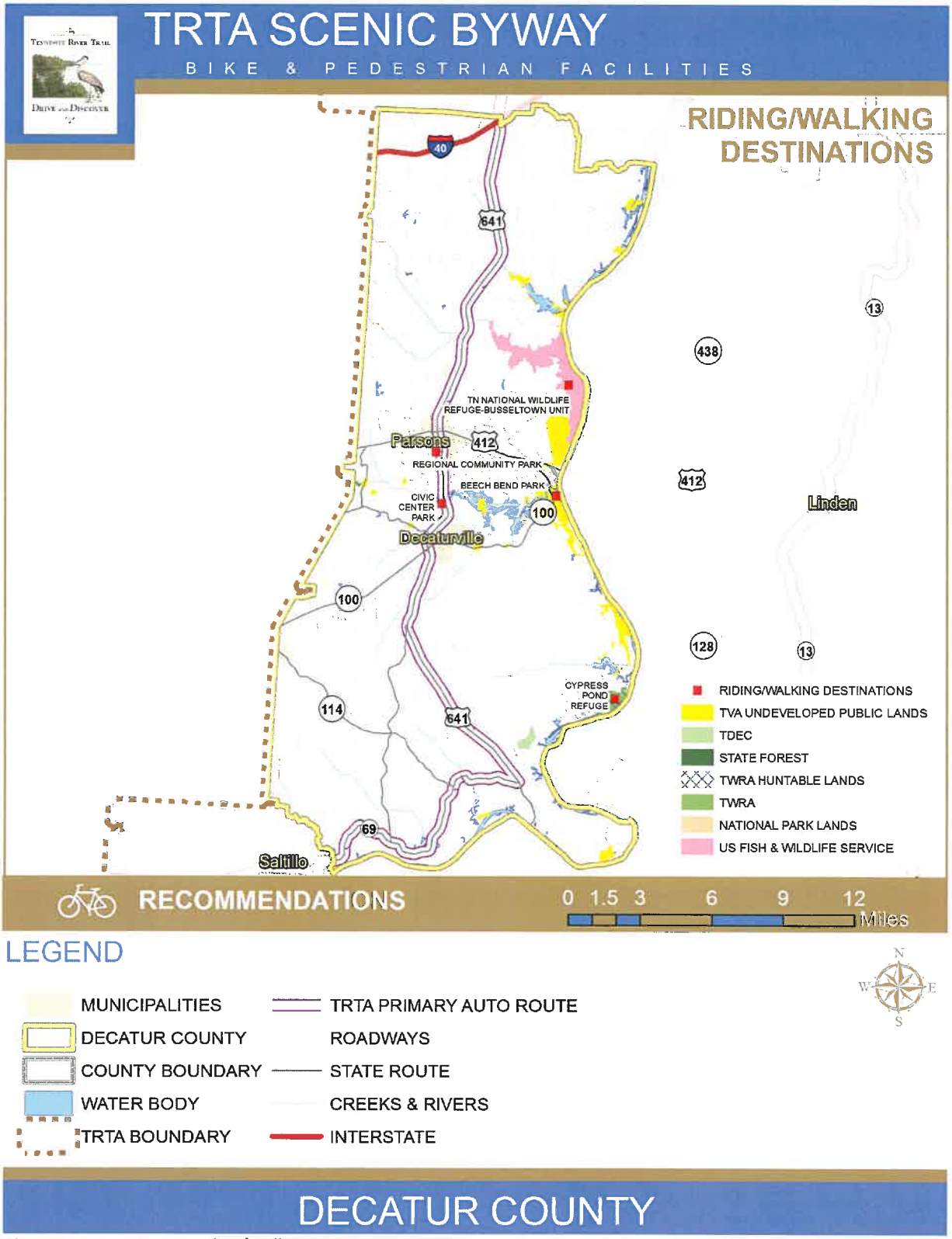
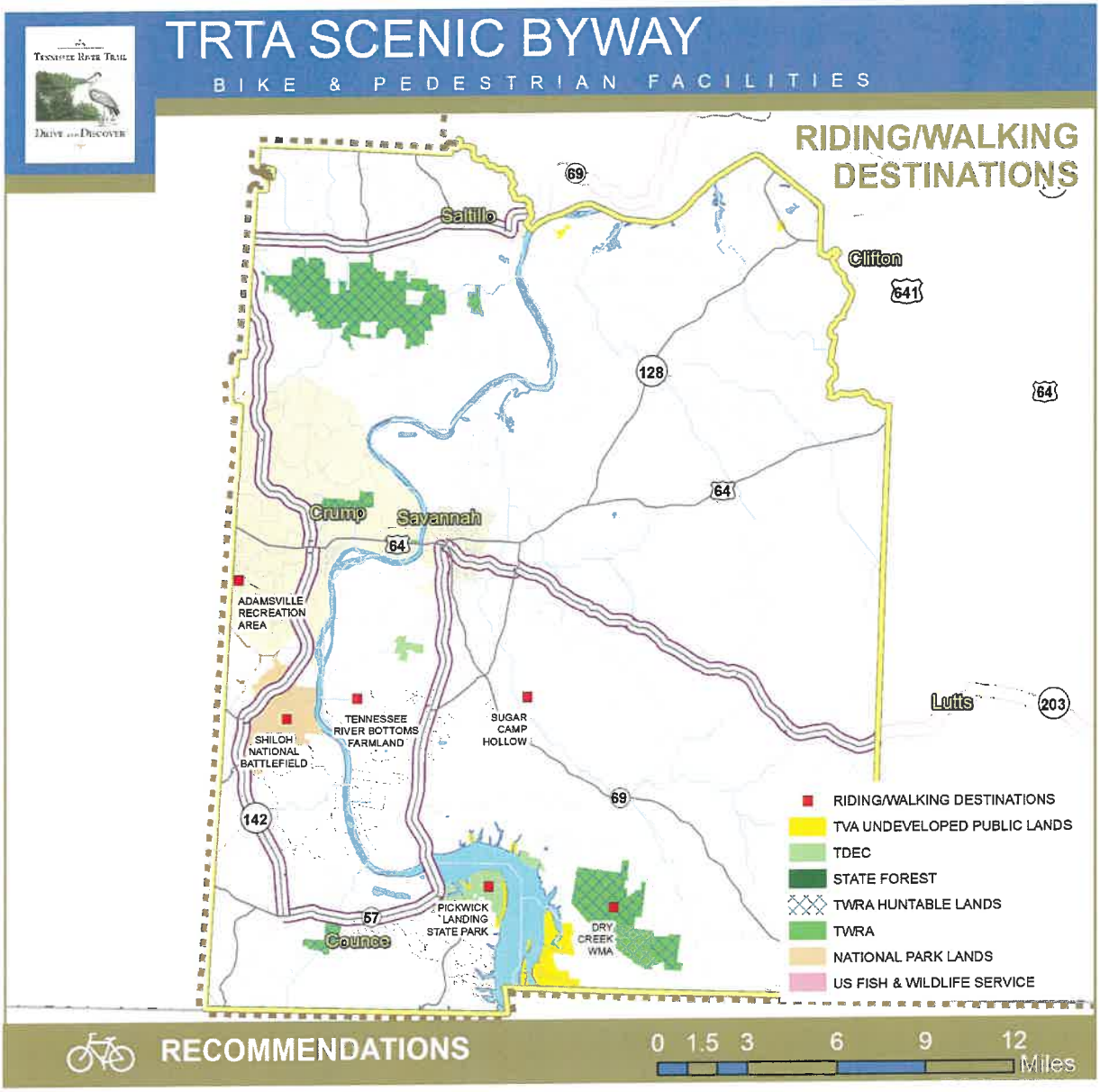


Figure 4 Decatur County Riding/Walking Destinations



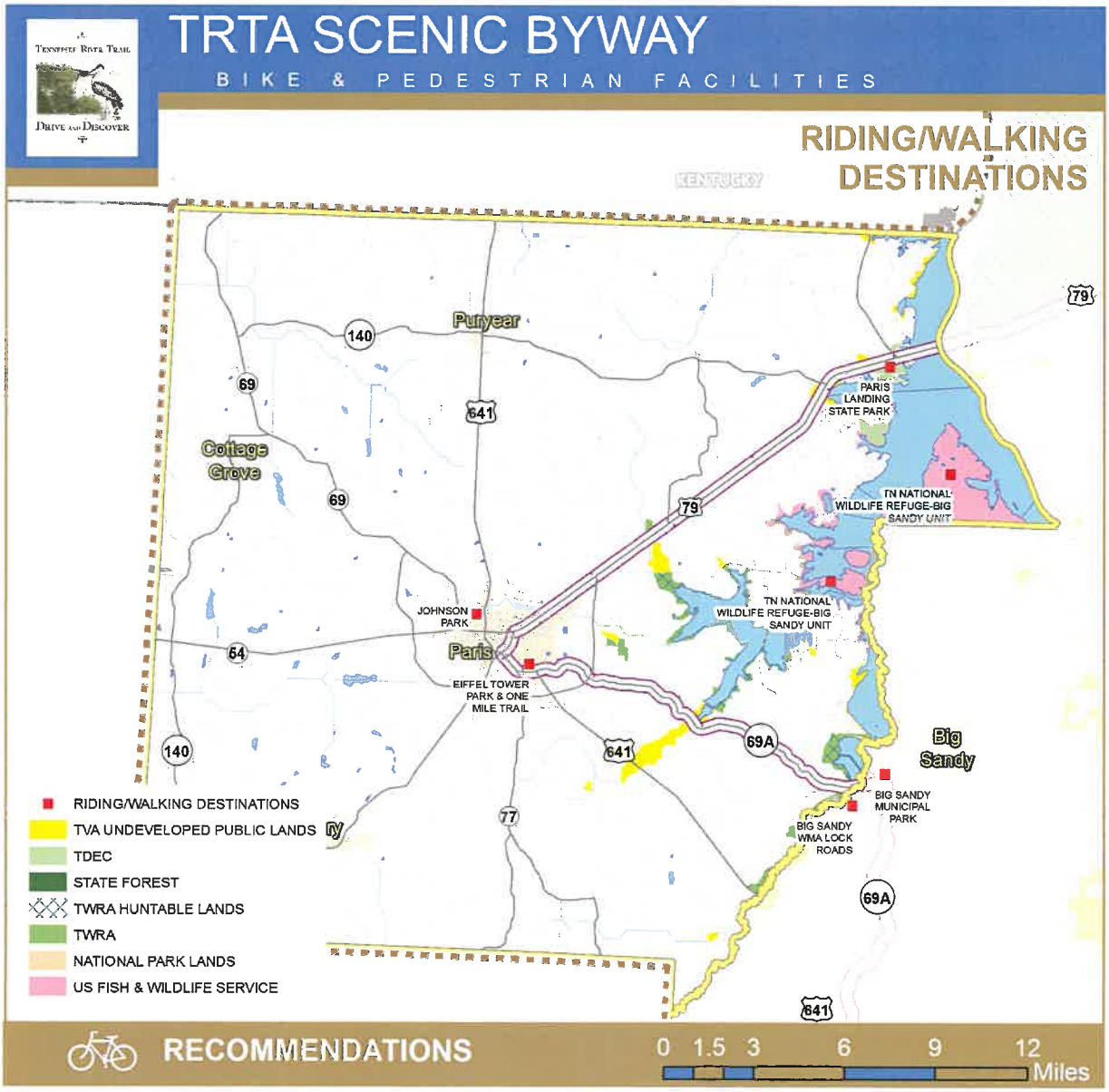
LEGEND

- MUNICIPALITIES
- HARDIN COUNTY
- COUNTY BOUNDARY
- WATER BODY
- TRTA BOUNDARY
- TRTA PRIMARY AUTO ROUTE
- ROADWAYS
- STATE ROUTE
- CREEKS & RIVERS
- INTERSTATE

N W E S

HARDIN COUNTY

Figure 5 Hardin County Riding/Walking Destinations



LEGEND

- MUNICIPALITIES
- HENRY COUNTY
- COUNTY BOUNDARY
- WATER BODY
- TRTA BOUNDARY
- TRTA PRIMARY AUTO ROUTE
- ROADWAYS
- STATE ROUTE
- CREEKS & RIVERS
- INTERSTATE

N W E S

HENRY COUNTY

Figure 6 Henry County Riding/Walking Destinations

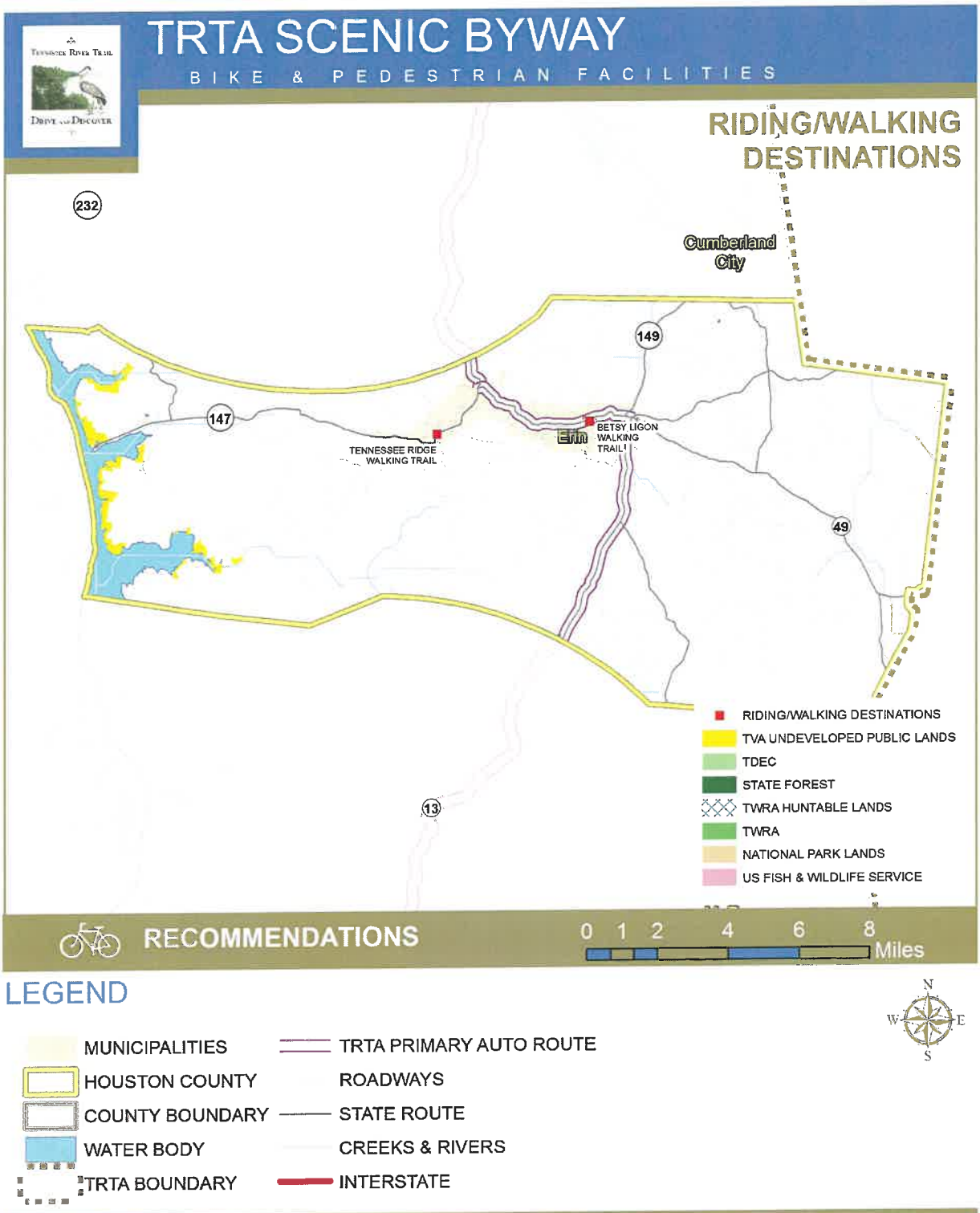
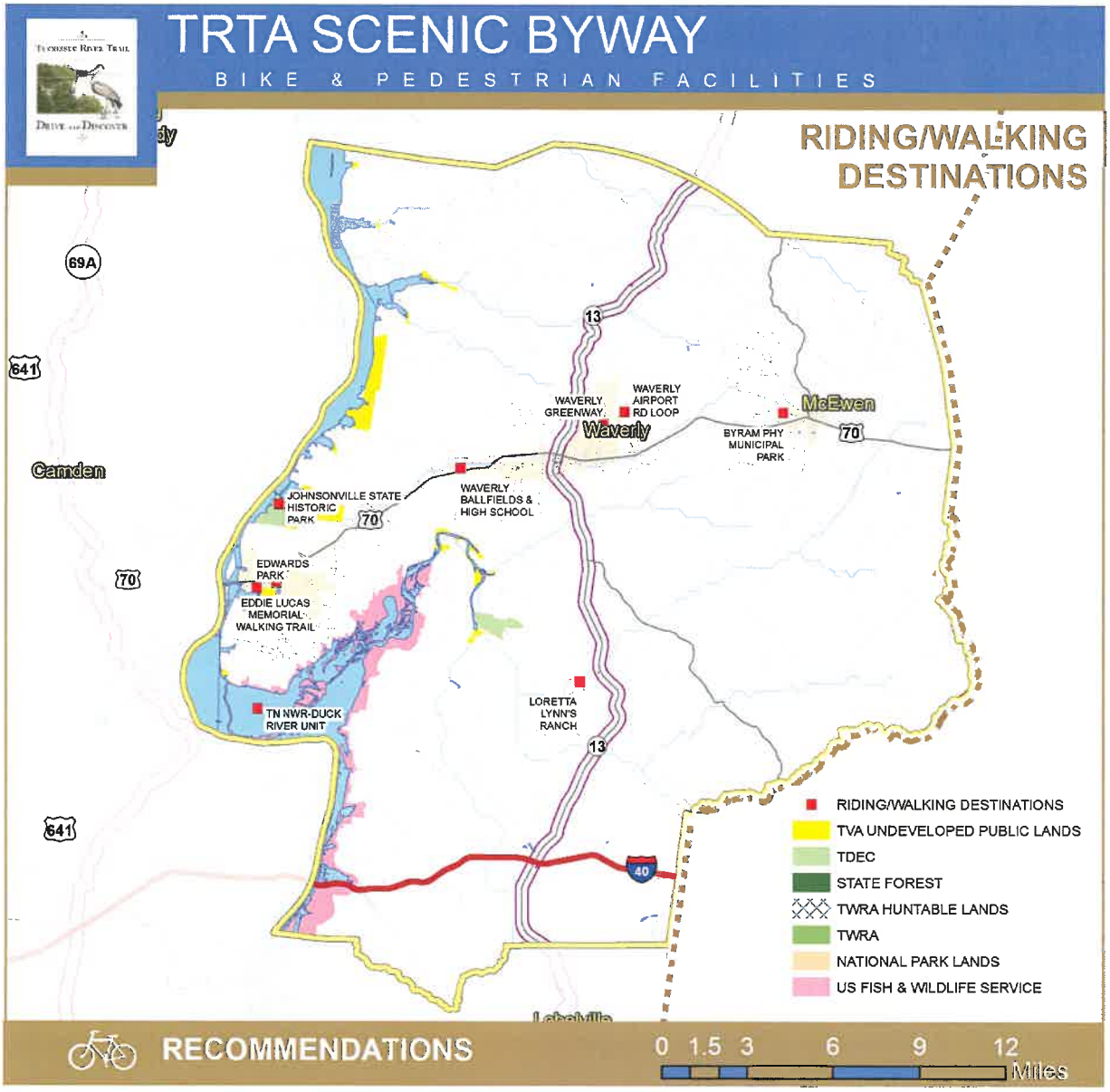


Figure 7 Houston County Riding/Walking Destinations



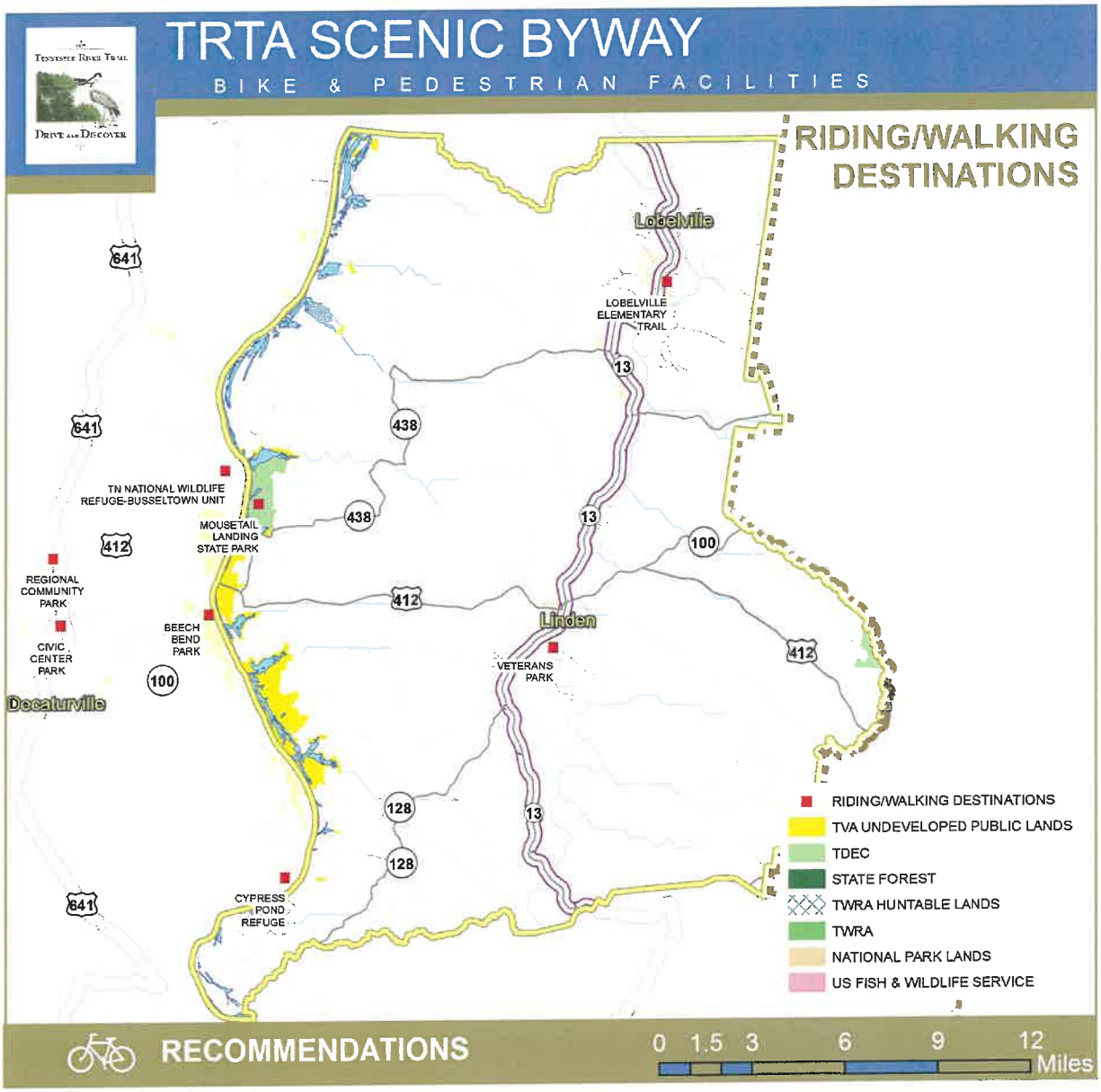
LEGEND

- MUNICIPALITIES
- HUMPHREYS COUNTY
- COUNTY BOUNDARY
- WATER BODY
- TRTA BOUNDARY
- TRTA PRIMARY AUTO ROUTE
- ROADWAYS
- STATE ROUTE
- CREEKS & RIVERS
- INTERSTATE

N W E S

HUMPHREYS COUNTY

Figure 8 Humphreys County Riding/Walking Destinations

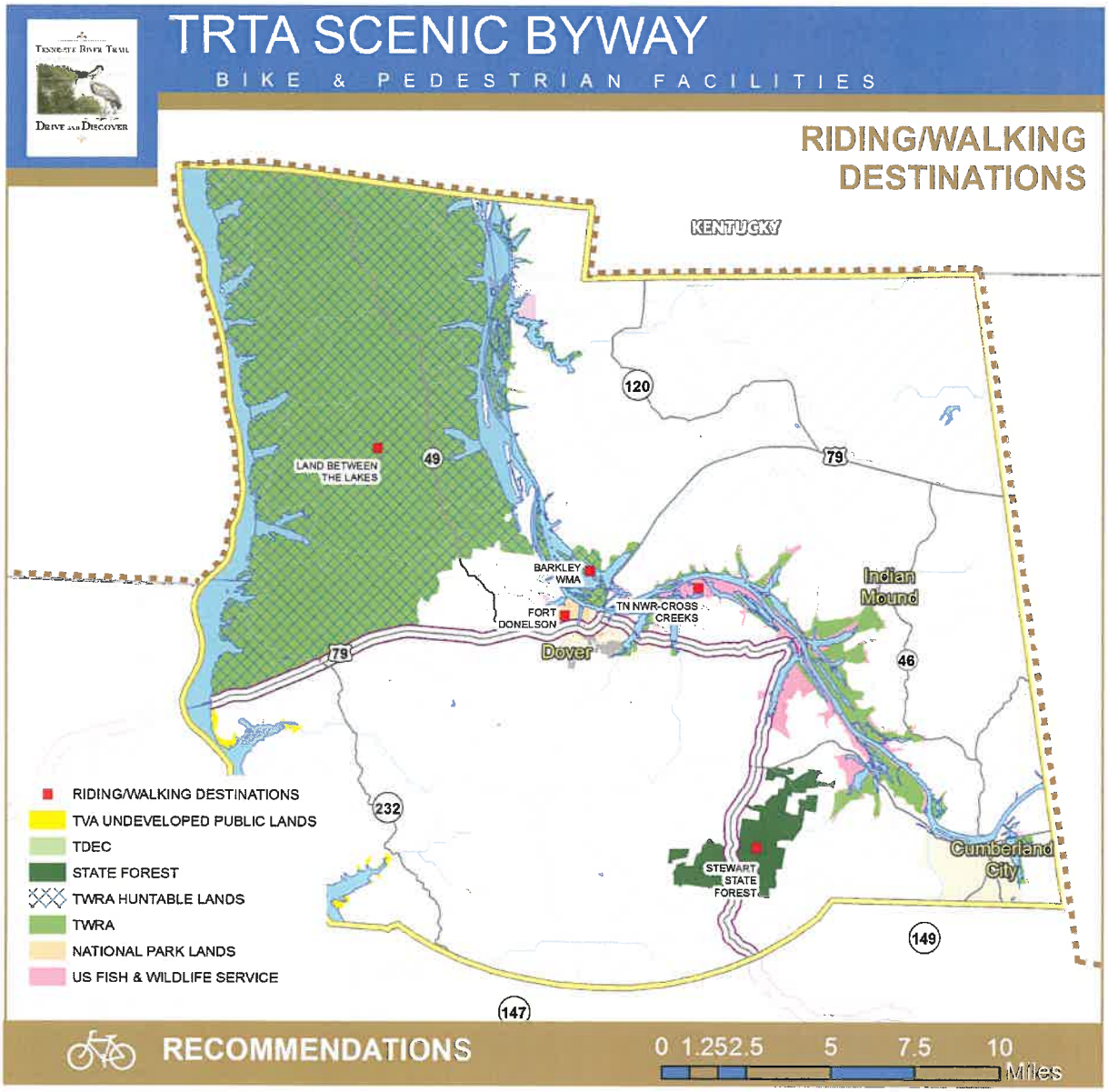


LEGEND

- MUNICIPALITIES
- PERRY COUNTY
- COUNTY BOUNDARY
- WATER BODY
- TRTA BOUNDARY
- TRTA PRIMARY AUTO ROUTE
- ROADWAYS
- STATE ROUTE
- CREEKS & RIVERS
- INTERSTATE

PERRY COUNTY

Figure 9 Perry County Riding/Walking Destinations



LEGEND

- MUNICIPALITIES
- STEWART COUNTY
- COUNTY BOUNDARY
- WATER BODY
- TRTA BOUNDARY
- FORT CAMPBELL
- TRTA PRIMARY AUTO ROUTE
- ROADWAYS
- STATE ROUTE
- CREEKS & RIVERS
- INTERSTATE

STEWART COUNTY

Figure 10 Stewart County Riding/Walking Destinations

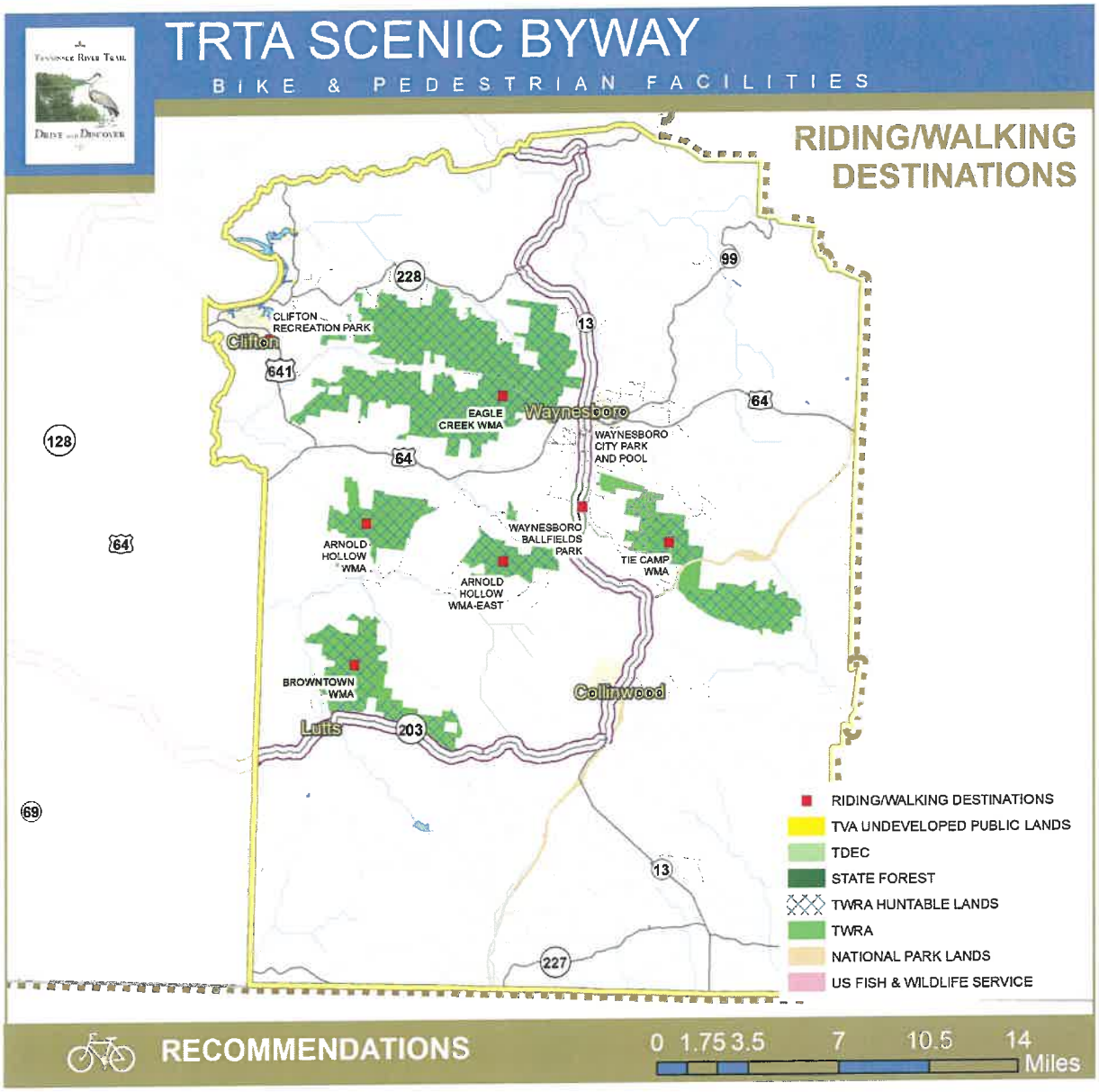


Figure 11 Wayne County Riding/Walking Destinations

BENTON:
Benton County Ballfield Park
Big Sandy Municipal Park
Camden WMA
Harmon Creek WMA
Natchez Trace State Forest/WMA
Nathan B. Forrest State Park
Nathan B. Forrest State Park-Eva Beach
TVA Undeveloped Lands

DECATUR:
Beech Bend Park
Civic Center Park
Cypress Pond Refuge
Regional Community Park
TNNWR – Busseltown Unit

HARDIN:
Adamsville Recreation Area**
Dry Creek WMA
Pickwick Landing State Park
Shiloh National Battlefield
Sugar Camp Hollow**
Tennessee River Bottoms Farmland
** (Semi-public: Requires Permission)

HENRY:
TNNWR – Big Sandy Unit
Paris Landing State Park
Johnson Park (Paris)
Big Sandy WMA Lock Roads
Eiffel Tower Park & One Mile Trail (Paris)

HOUSTON :
Betsy Ligon Walking Trail
Tennessee Ridge Walking Trail

HUMPHREYS:
Byram Phy Municipal Park
Eddie Lucas Memorial Walking Trail
Edwards Park
Johnsonville State Historic Park
Loretta Lynn's Ranch & Campground
TNNWR – Duck River Unit
Waverly Airport Rd Loop
Waverly Ballfields & High School
Waverly Greenway

PERRY:
Lobelville Elementary Trail
Mousetail Landing State Park
Veterans Park

STEWART:
Barkley WMA
Fort Donelson National Battlefield
Land Between the Lakes
Stewart State Forest
TNNWR – Cross Creeks Unit

WAYNE:
Arnold Hollow WMA
Arnold Hollow WMA-East
Browntown WMA
Clifton Recreation Park
Eagle Creek WMA
Tie Camp WMA
Waynesboro Ballfields Park
Waynesboro City Park and Pool

5.1.2. Community Loops

Community loop rides are identified for the four Pilot communities (Paris, Erin, Waynesboro, and Savannah). The loop routes and associated elevation profiles are illustrated in Figure 12, 13, 14, and 15 on the following pages. These rides typically range between 5 – 10 miles and originate in or near the communities' downtown. Erin's community loop, however, takes advantage of the Cumberland City Ferry to provide an especially unique loop riding experience, therefore resulting in longer route mileage. Intended for both residents and visitors, these rides feature a variety of cycling settings – from neighborhood streets to state highways – to assist riders in becoming more comfortable in mixed traffic, as well as with the rules of the road as a cyclist. Within the context of this plan, these routes can be considered intermediate level, as opposed to riding destinations which provide beginner opportunities and the regional route which caters to more advanced riders. Given the connections between community destinations and the spectrum of scenery unique to each community, these routes also have potential for drawing tourists interested in exploring these communities by bicycle.

Loop routes are intended to be "route ready" meaning no improvement recommendations are provided; however, individual communities may choose to make strategic improvements based upon the community's reception of the loop routes. This also applies to route signage, as these routes will not be signed with general TRTA bicycle route signage. Instead, route maps and associated information will be marketed either through TRTA, local parks departments, chambers of commerce, other tourism-related organizations, or a combination of these venues.

Erin-Cumberland City Community Loop

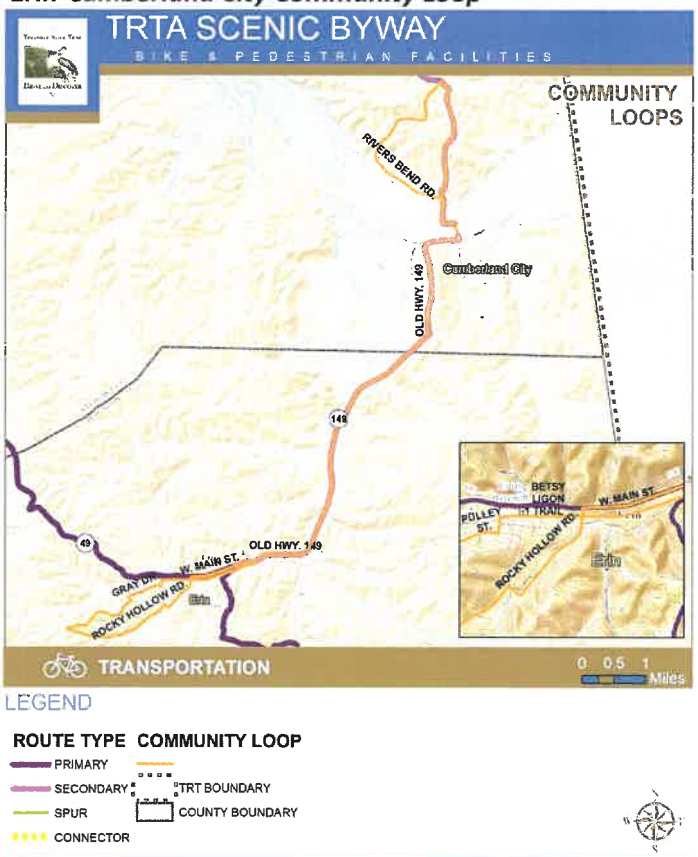


Figure 12 Erin-Cumberland City Community Loop

Erin-Cumberland City Community Loop:

Mileage:

27.6 miles

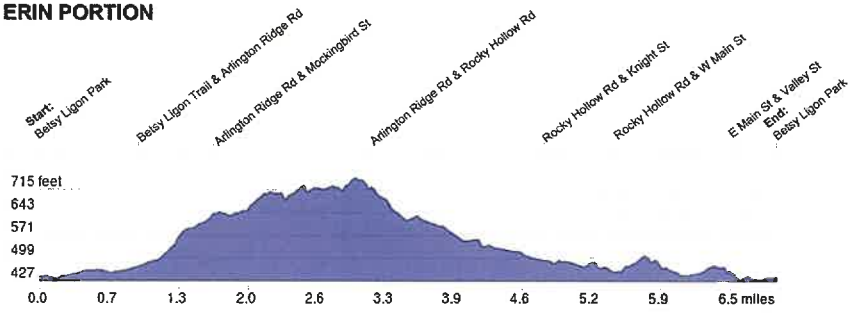
Elevation Gain:

+/- 1,514 Feet

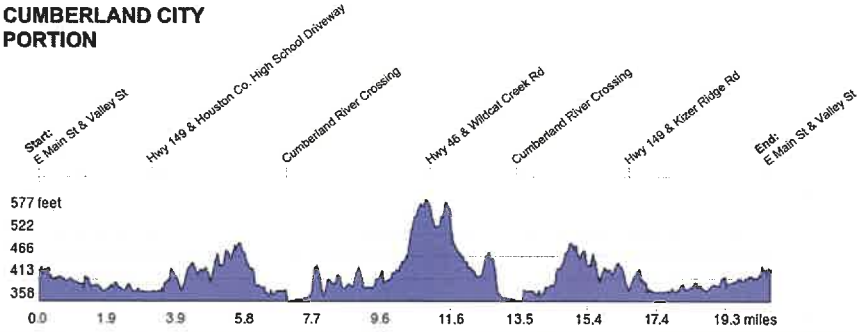
Example Destinations:

Betsy Ligon Park & Rail-to-Trail
Wells Basin Meteor Crater
Cumberland City Ferry
River Bend Recreation Area

ERIN PORTION



CUMBERLAND CITY PORTION



Paris Community Loop

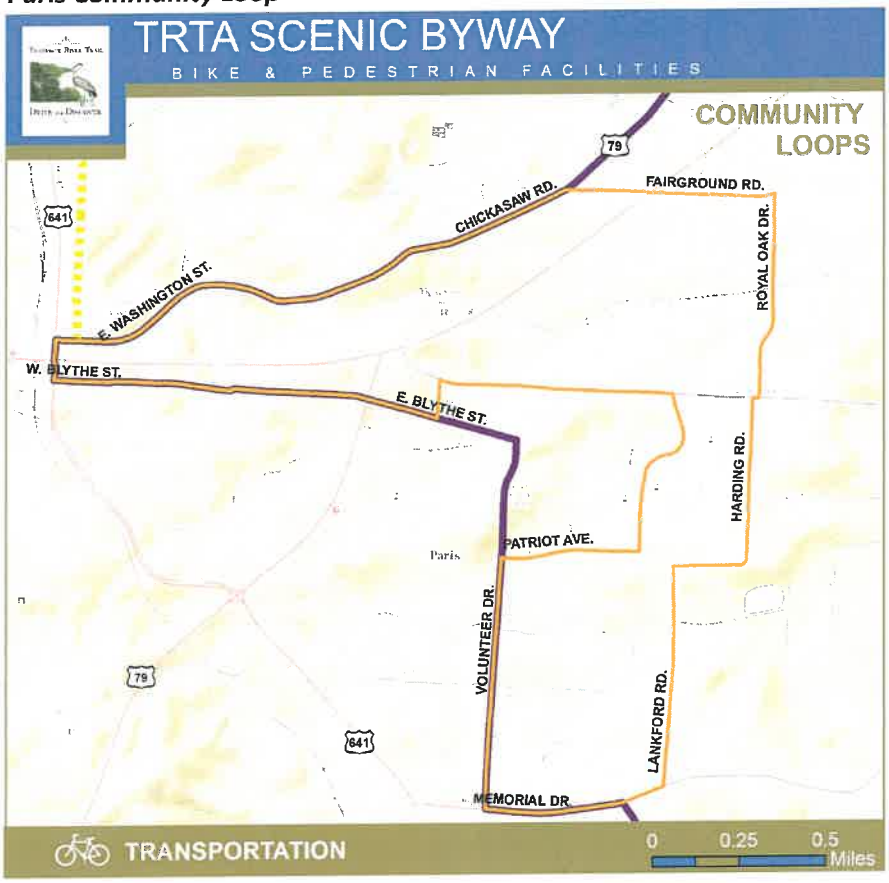


Figure 13 Paris Community Loop

Paris Community Loop:

Mileage:

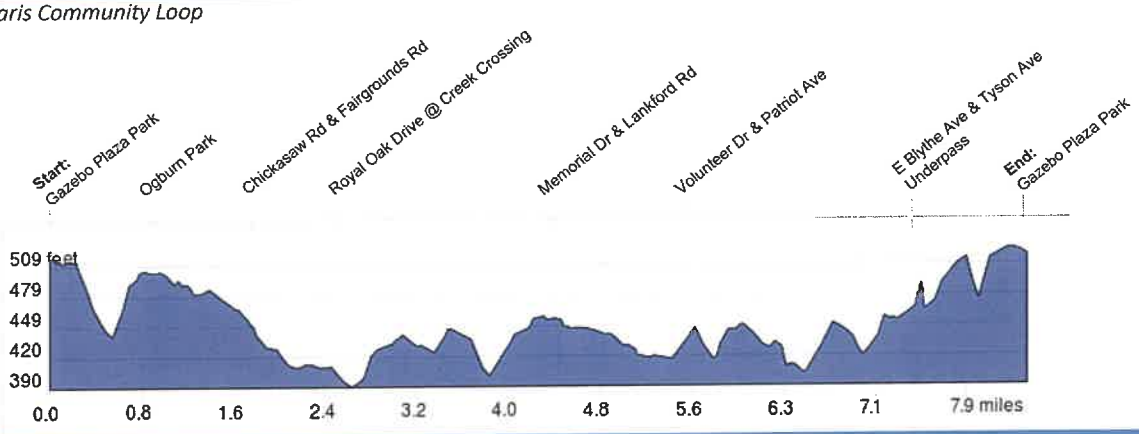
8.4 Miles

Elevation Gain:

+/- 374 Feet

Example Destinations:

Downtown Paris
Gazebo Plaza Park
Ogburn Park
Eiffel Tower Park
Henry County High School
Rhea Elementary School
Henry County Fairgrounds



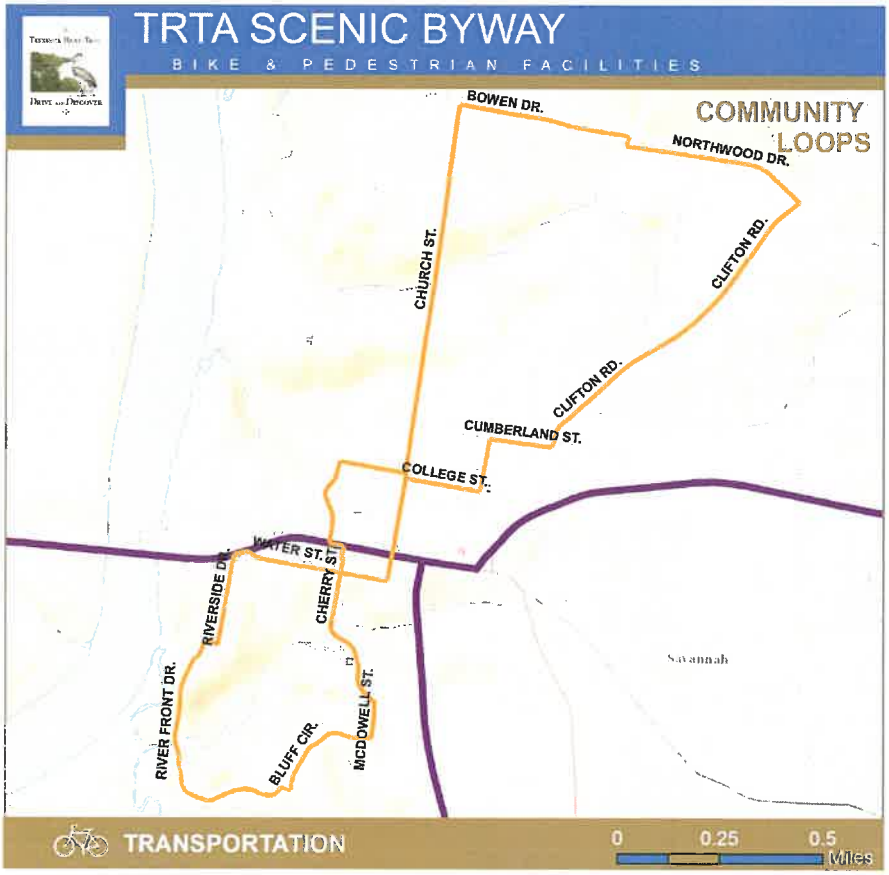


Figure 14 Savannah Community Loop

Savannah Community Loop:

Mileage:

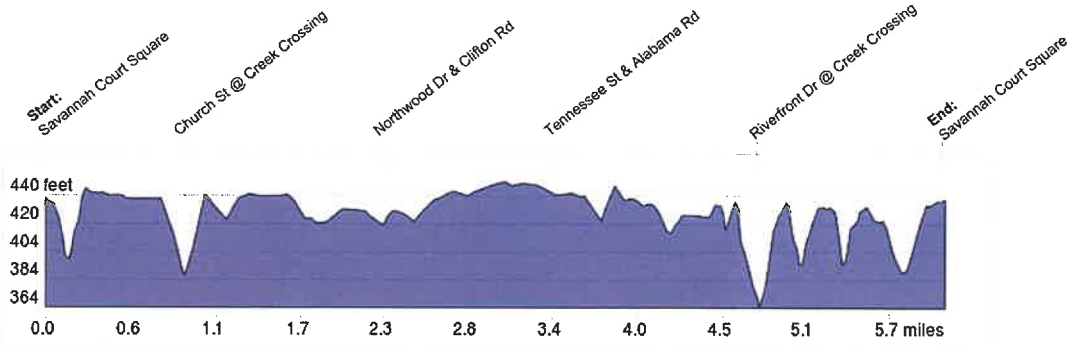
6.2 Miles

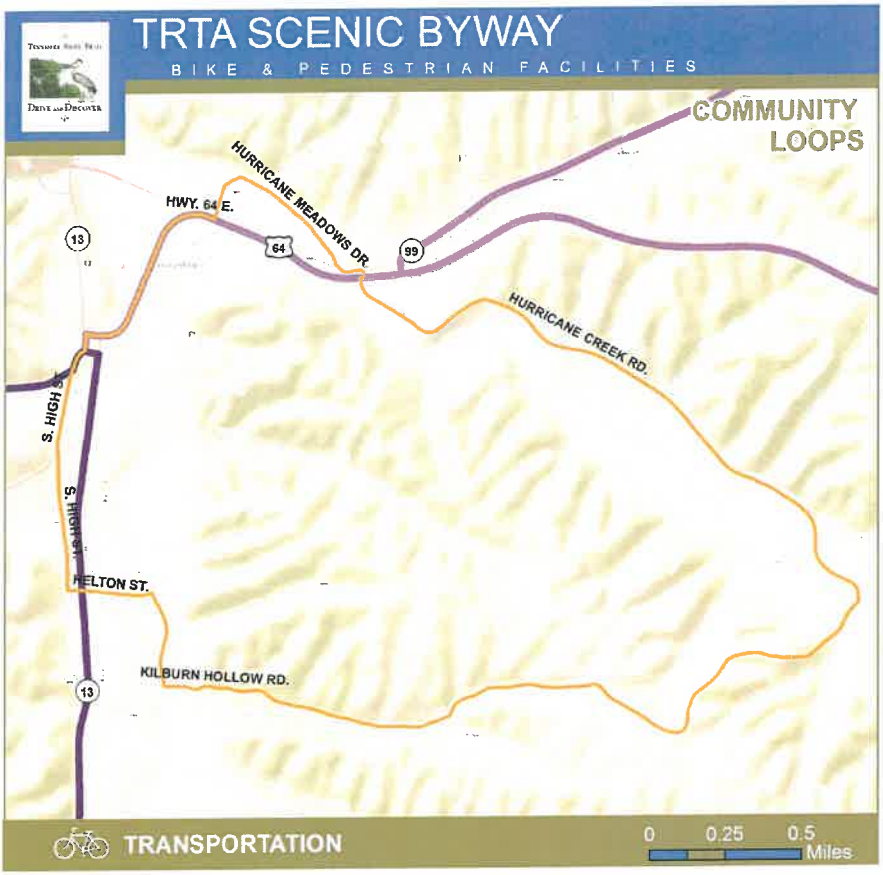
Elevation Gain:

+/- 273 Feet

Example Destinations:

Downtown Savannah
Savannah's Court Square
Savannah Historic District
Wayne Jerrolds River Park
Tennessee Street Park
Hank Deberry Complex
Savannah Cemetery (Alex Haley's Grandparents' Grave)





Waynesboro Community Loop:

Mileage:

7.7 Miles

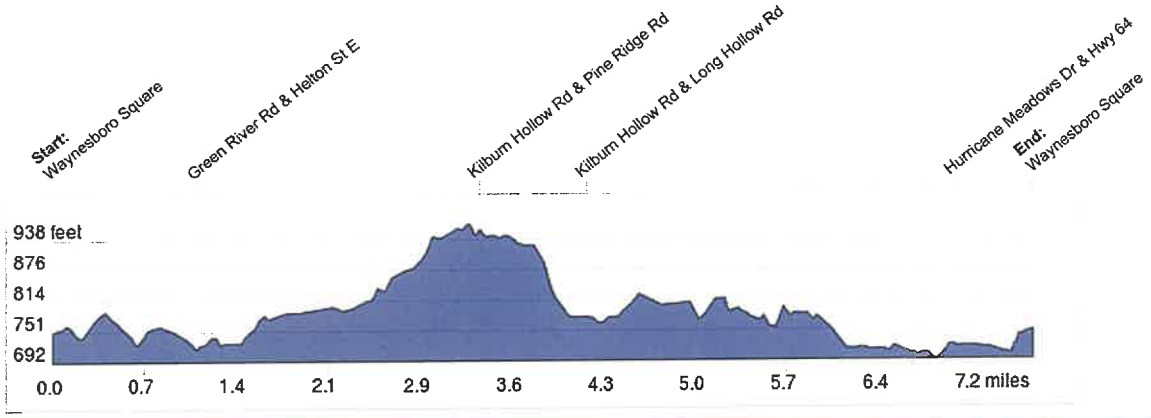
Elevation Gain:

+/- 437 Feet

Example Destinations:

Downtown Waynesboro
Waynesboro Elementary School
Wayne County Public Library
Waynesboro City Park and Pool

Figure 15 Waynesboro Community Loop



5.1.3 Regional Point-to-Point Route Network

The recommended regional point-to-point bicycle route network, illustrated in Figure 16, connects all of the counties within the Tennessee River Trail region, similar in concept to the vehicular scenic byway. The network connects TRTA communities and major and minor regional destinations unique to the region using a variety of roadway types, including state and county highways, community streets, and local county roads. A breakdown of the route network's mileage by county is shown in Table 1 with Figures 17 - 25 illustrating the county's portion of the route network. Serving as the plan's long-term vision, this route network is, first, geared towards drawing bicycle tourists. While the route is "ready" today for many intermediate and expert riders, recommendations for improving the route network are intended to increase the spectrum of rider ability levels served, and thus, the amount of local riders it draws.

Engagement with the public revealed stark contrasts in riding preferences regarding roadway environments. For example, some riders prefer state highway facilities because of the wide shoulders, however, other cyclists avoid these roadways at all costs given higher traffic volumes and speed limits. Therefore, the route network is broken down into primary and secondary routes to provide a variety of roadway settings to accommodate riding preferences. This also allows for additional connections throughout the region. A summary of the route types is described below:

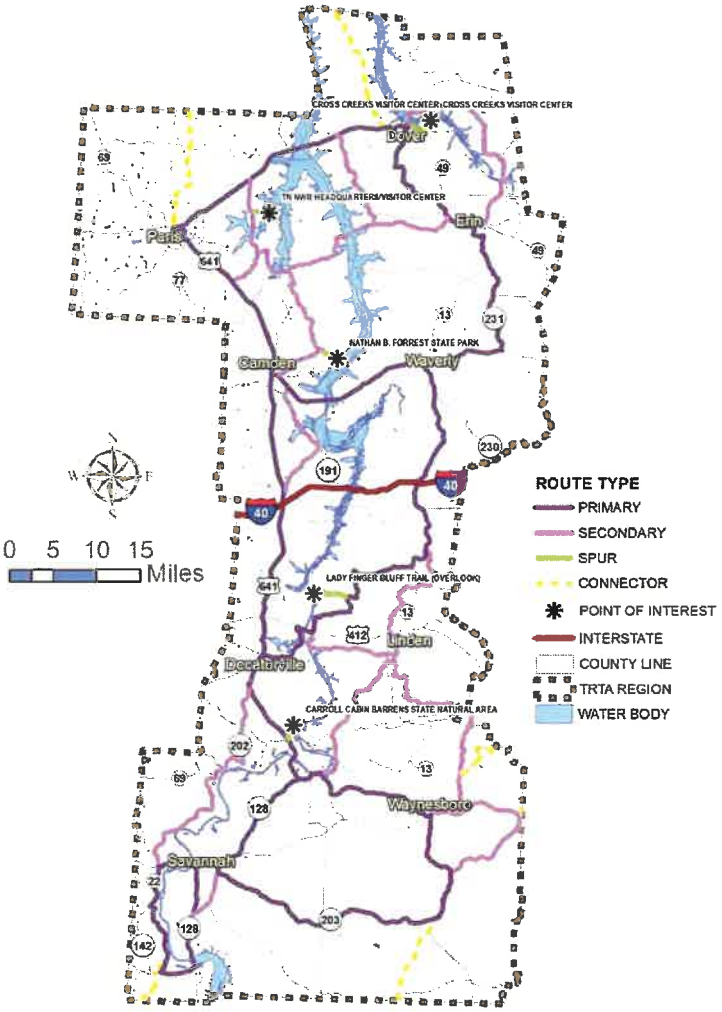


Figure 16 Regional Point-to-Point Route Network

Primary Route: Provides more direct connections between major communities and destinations. Uses more national and state highways, typically meaning better pavement quality, higher speeds, wider lane widths, and shoulder facilities

Secondary Route: Typically traverses more rural settings. Generally not as direct between connections, this route uses more county roads, generally resulting in poorer (and sometimes unpredictable) pavement quality, lower speeds, smaller lane widths, and few shoulder facilities.

Spur Route: Provides an out-and-back connection from the primary or secondary route to a regional destination of interest

Connector Route: Provides a strategic connection into the region from either a metropolitan area, an area with an existing group of established riders, or an existing/proposed route in an adjacent state.

Recommended Regional Route Network Mileage Summary

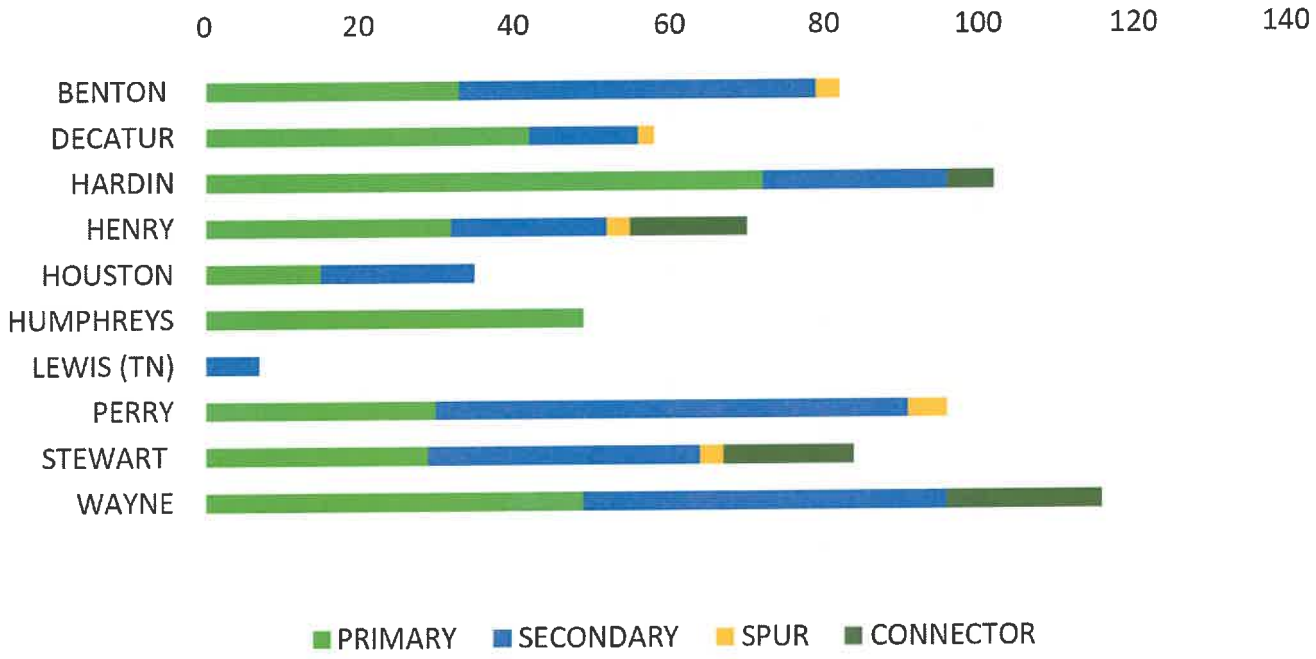
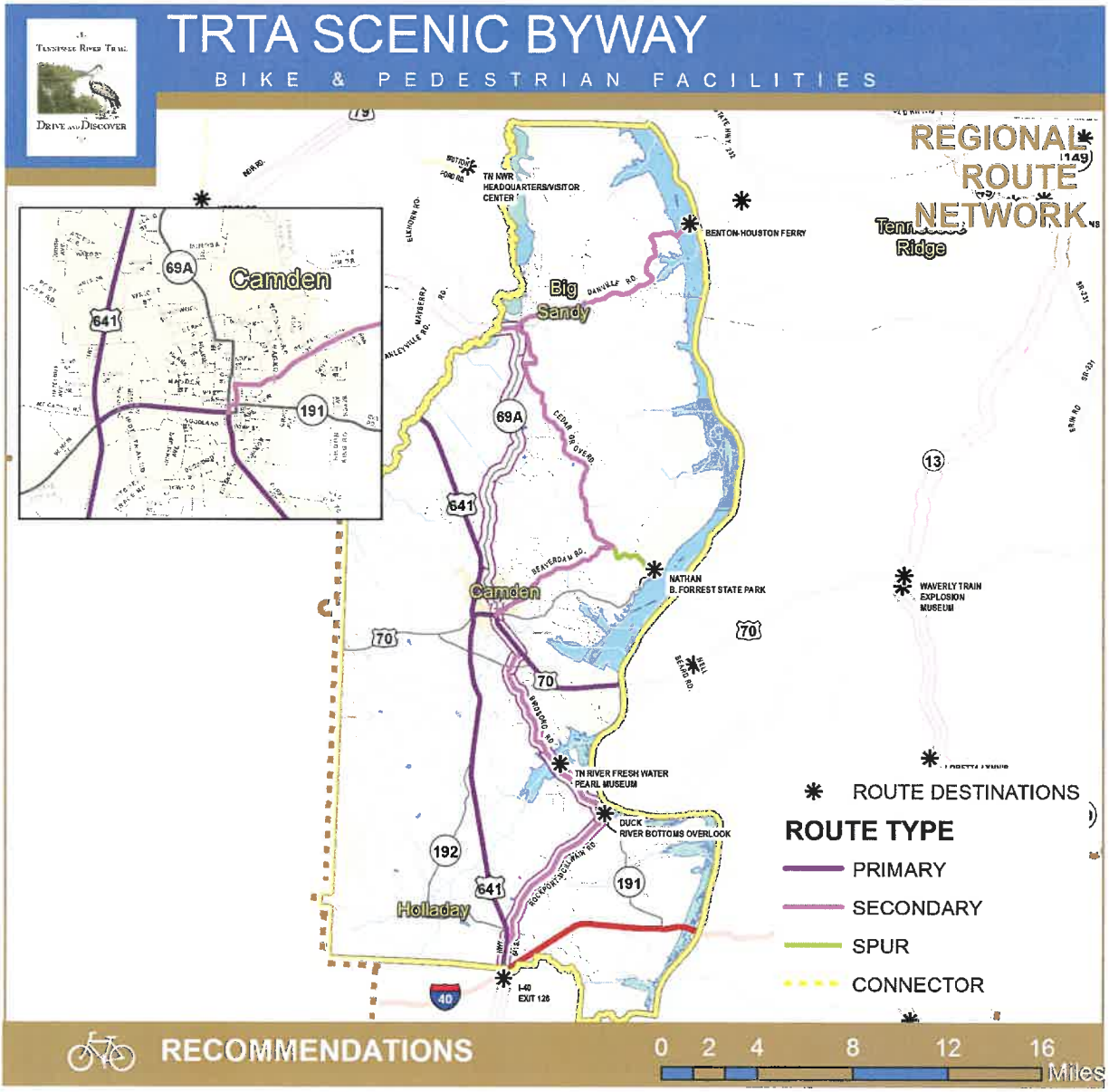


Table 1 Recommended Regional Route Network Mileage Summary

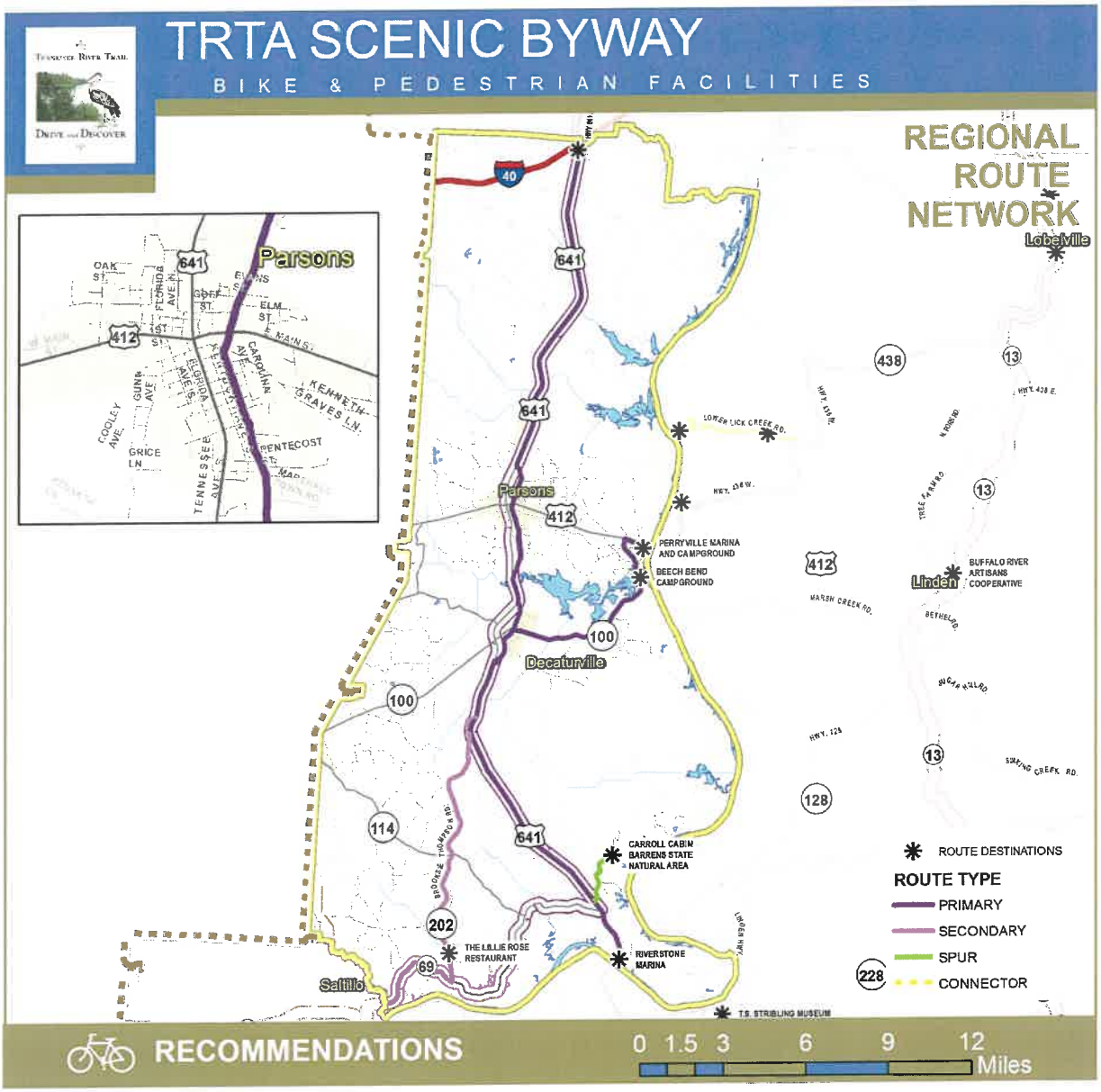


LEGEND

- MUNICIPALITIES
- BENTON COUNTY
- COUNTY BOUNDARY
- WATER BODY
- TRTA BOUNDARY
- TRTA PRIMARY AUTO ROUTE
- ROADWAYS
- STATE ROUTE
- INTERSTATE
- CREEKS & RIVERS
- PUBLIC LANDS

BENTON COUNTY

Figure 17 Recommended Benton County Point-to-Point Route Network

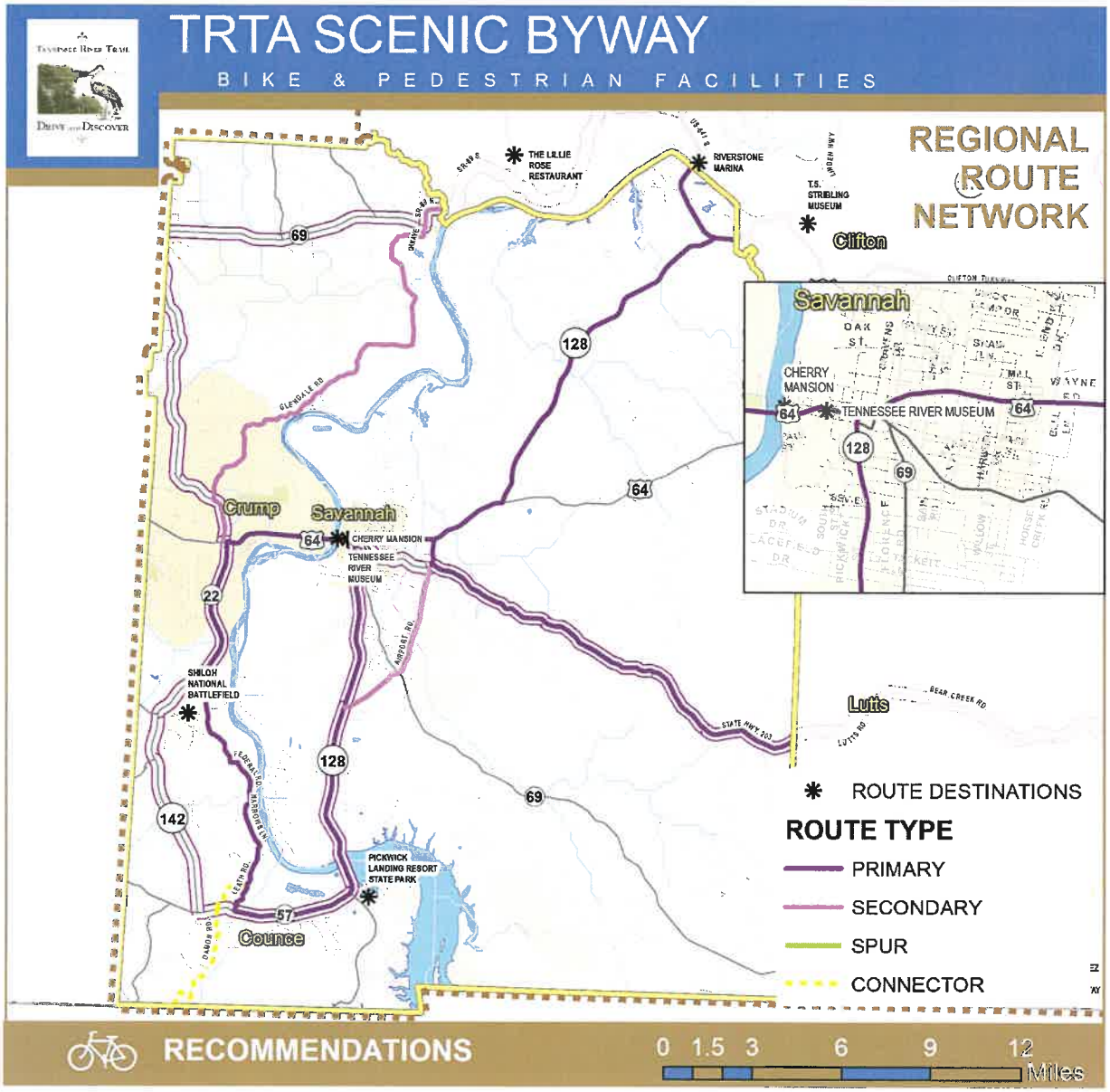


LEGEND

- MUNICIPALITIES
- DECATUR COUNTY
- COUNTY BOUNDARY
- WATER BODY
- TRTA BOUNDARY
- TRTA PRIMARY AUTO ROUTE
- ROADWAYS
- STATE ROUTE
- CREEKS & RIVERS
- INTERSTATE
- PUBLIC LANDS

DECATUR COUNTY

Figure 18 Recommended Decatur County Point-to-Point Route Network



LEGEND

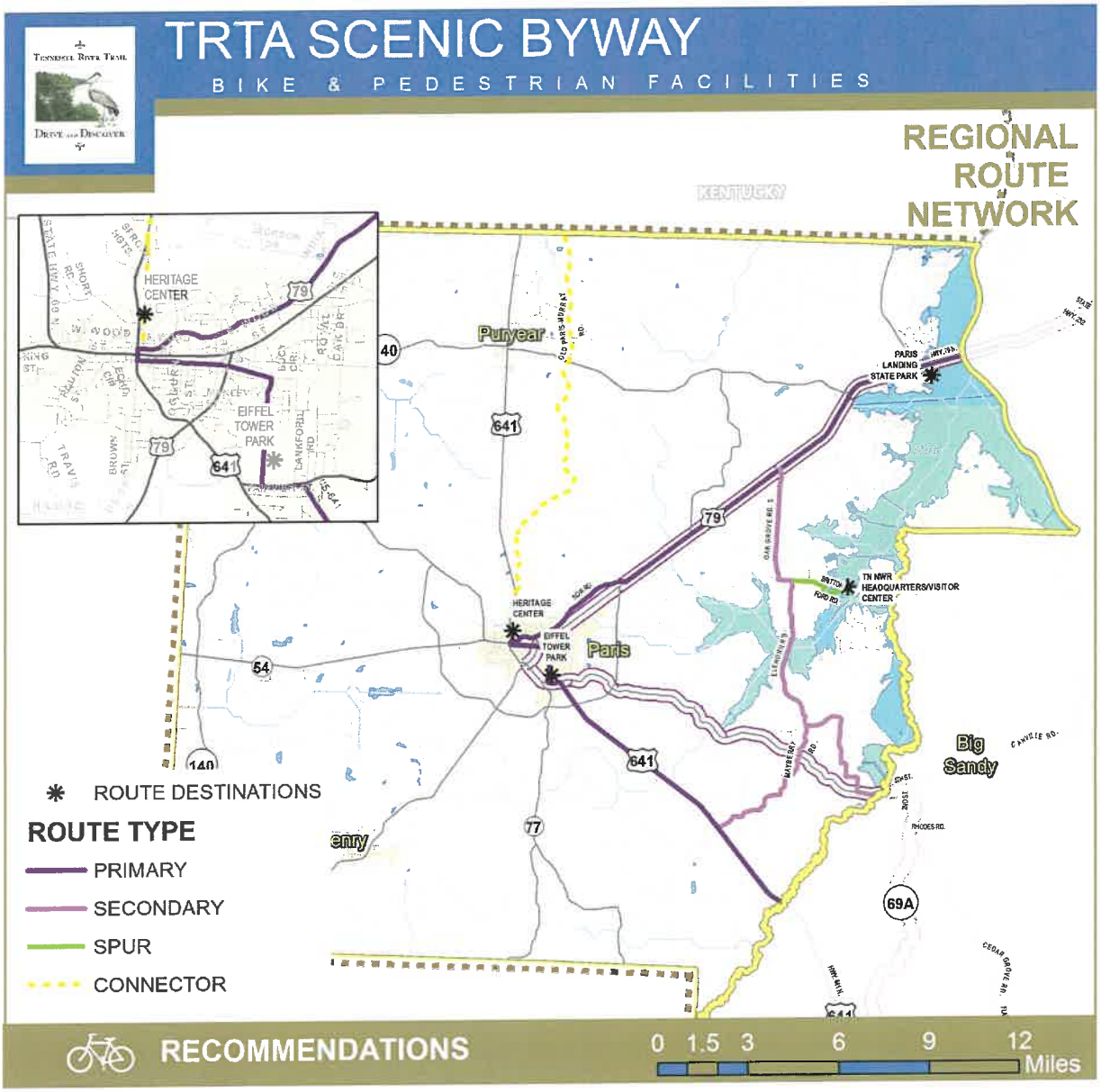
- MUNICIPALITIES
- HARDIN COUNTY
- COUNTY BOUNDARY
- WATER BODY
- TRTA BOUNDARY
- TRTA PRIMARY AUTO ROUTE
- ROADWAYS
- STATE ROUTE
- INTERSTATE
- CREEKS & RIVERS
- PUBLIC LANDS

N W E S

HARDIN COUNTY

Figure 19 Recommended Hardin County Point-to-Point Route Network

LOSE & ASSOCIATES, INC. TN TDOT Department of Transportation RPM



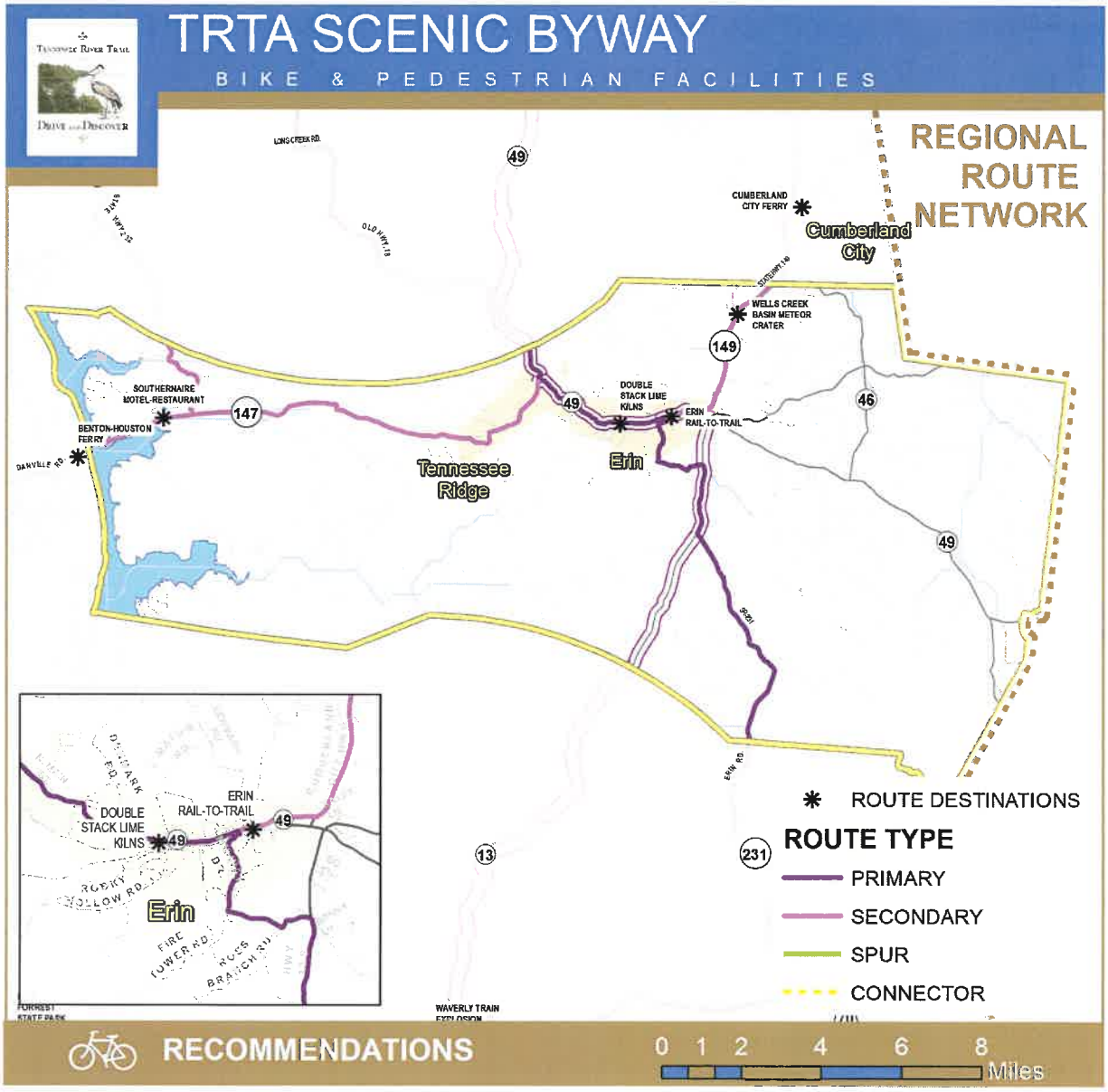
LEGEND

- MUNICIPALITIES
- HENRY COUNTY
- COUNTY BOUNDARY
- WATER BODY
- TRTA BOUNDARY
- TRTA PRIMARY AUTO ROUTE
- ROADWAYS
- STATE ROUTE
- INTERSTATE
- CREEKS & RIVERS
- PUBLIC LANDS

N W E S

HENRY COUNTY

Figure 20 Recommended Henry County Point-to-Point Route Network



LEGEND

- MUNICIPALITIES
- HOUSTON COUNTY
- COUNTY BOUNDARY
- WATER BODY
- TRTA BOUNDARY
- TRTA PRIMARY AUTO ROUTE
- ROADWAYS
- STATE ROUTE
- INTERSTATE
- CREEKS & RIVERS
- PUBLIC LANDS

HOUSTON COUNTY

Figure 21 Recommended Houston County Point-to-Point Route Network

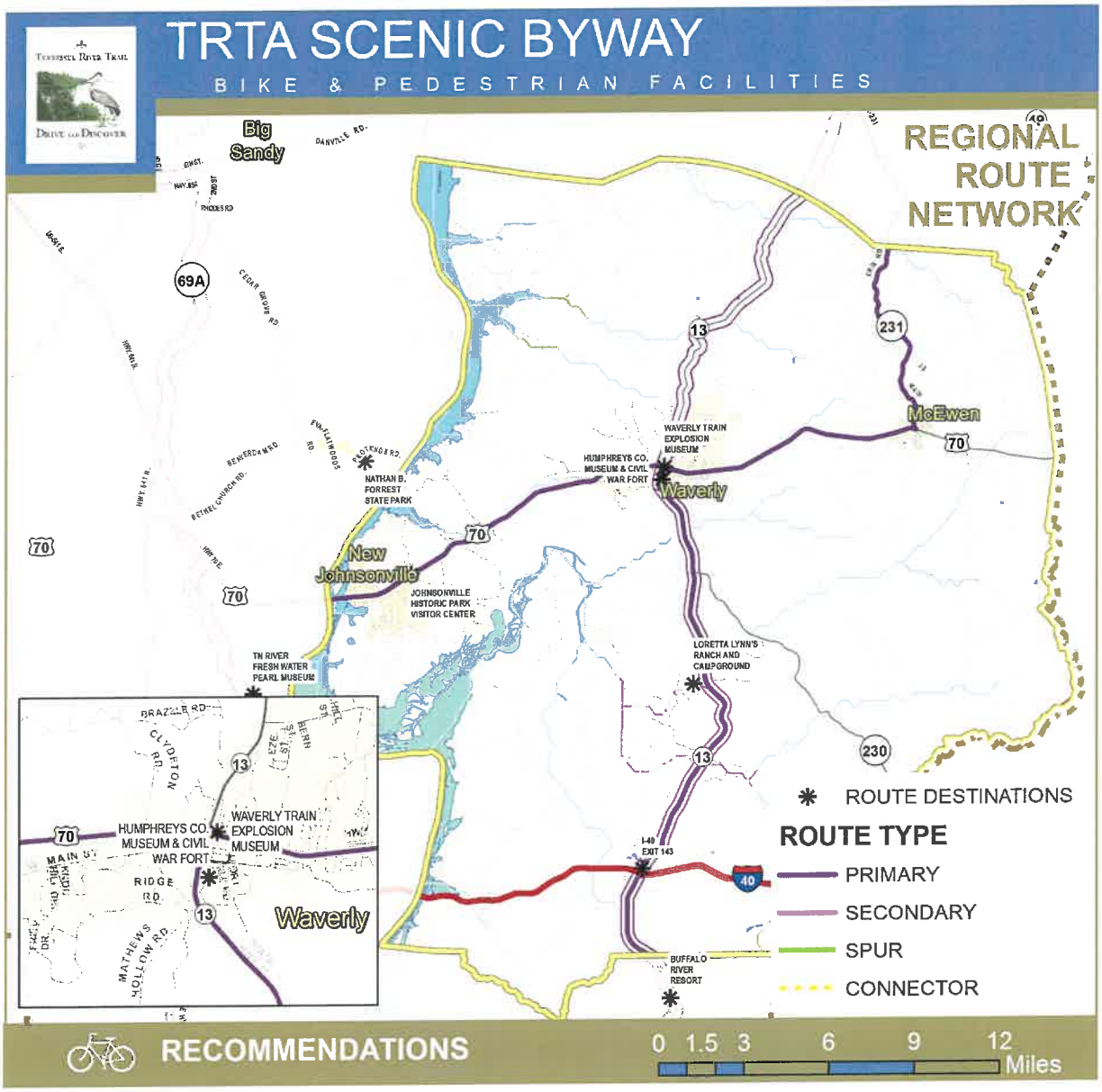
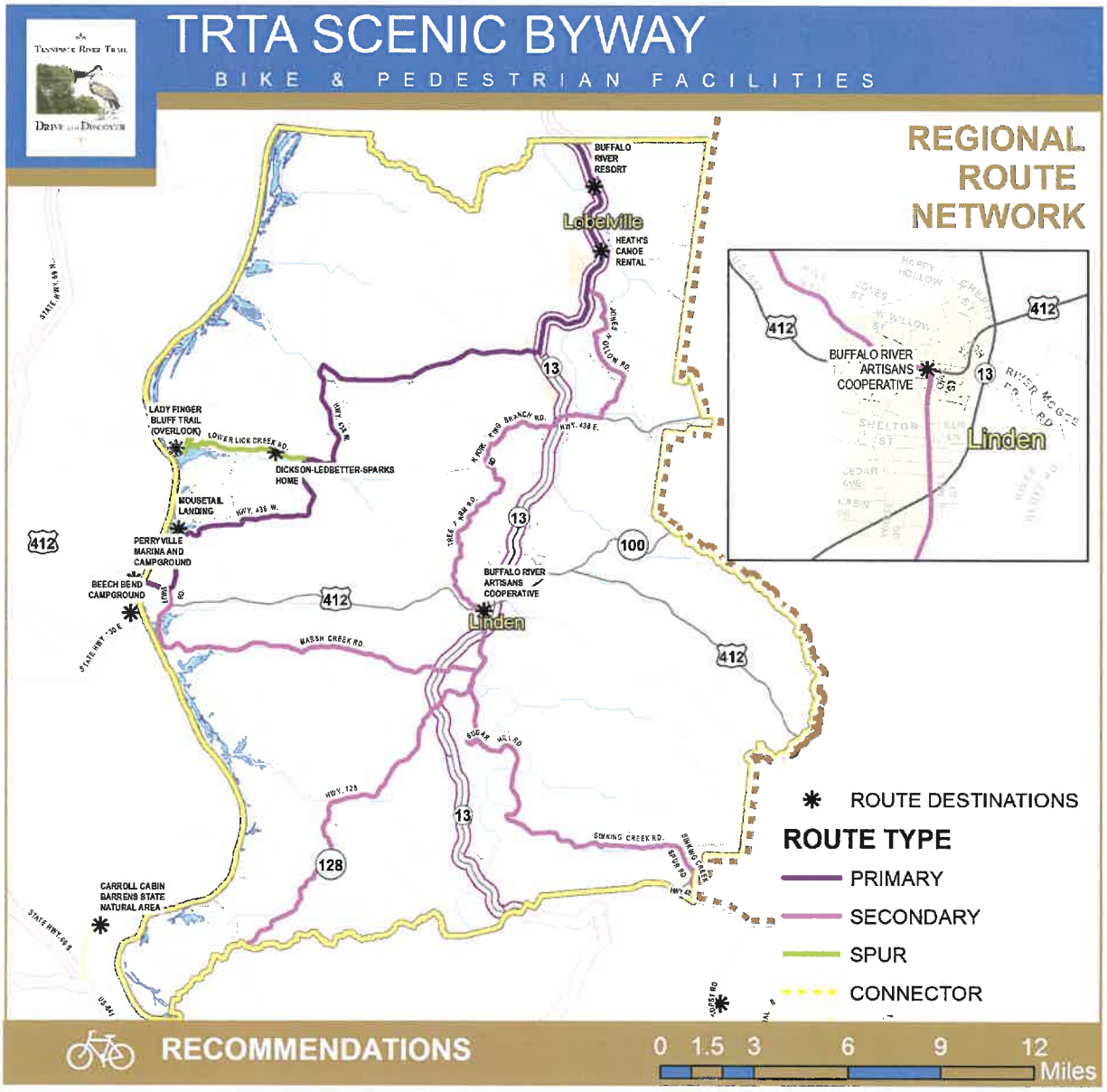


Figure 22 Recommended Humphreys County Point-to-Point Route Network



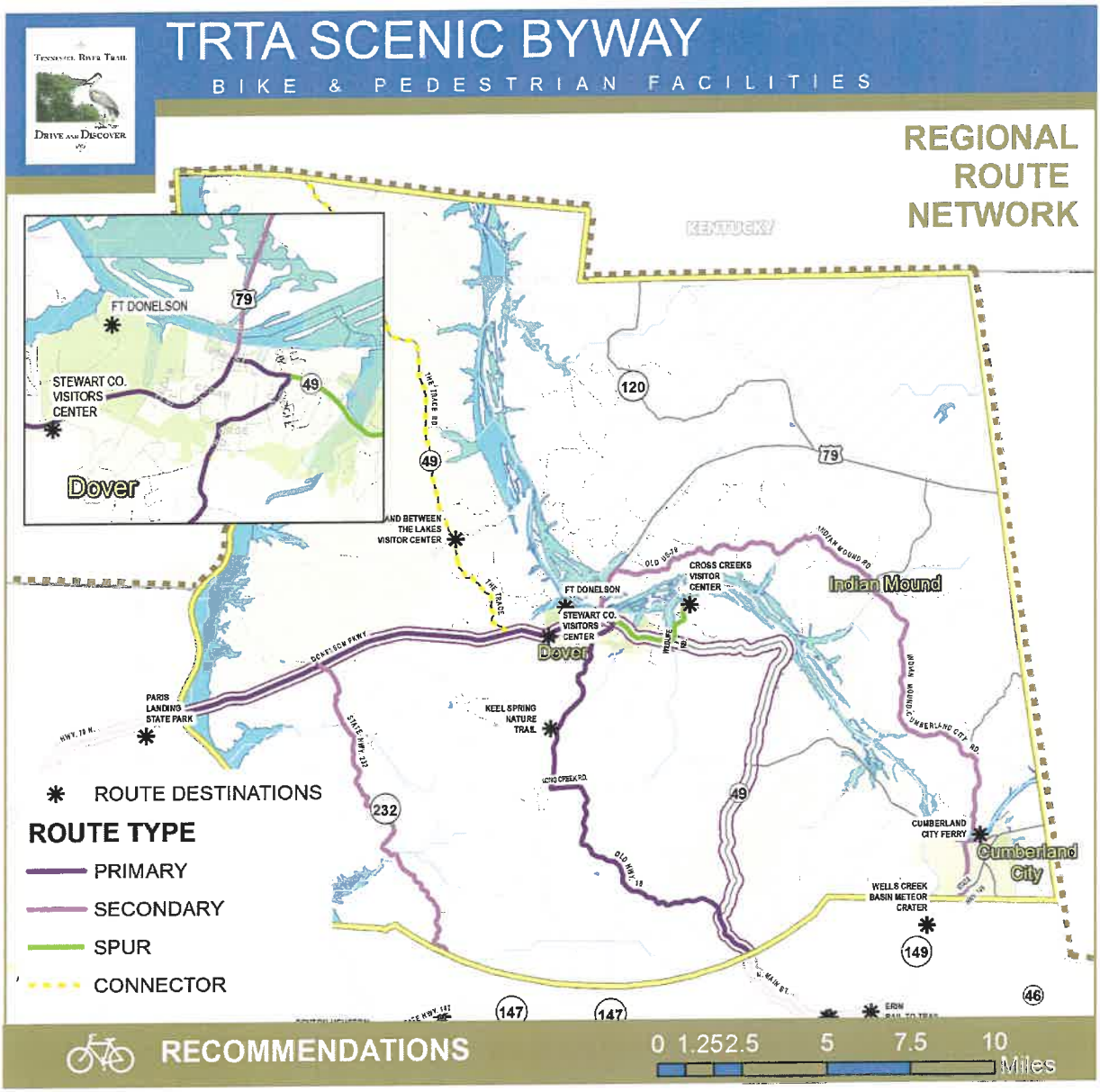
LEGEND

- MUNICIPALITIES
- PERRY COUNTY
- COUNTY BOUNDARY
- WATER BODY
- TRTA BOUNDARY
- TRTA PRIMARY AUTO ROUTE
- ROADWAYS
- STATE ROUTE
- INTERSTATE
- CREEKS & RIVERS
- PUBLIC LANDS

N W E S

PERRY COUNTY

Figure 23 Recommended Perry County Point-to-Point Route Network



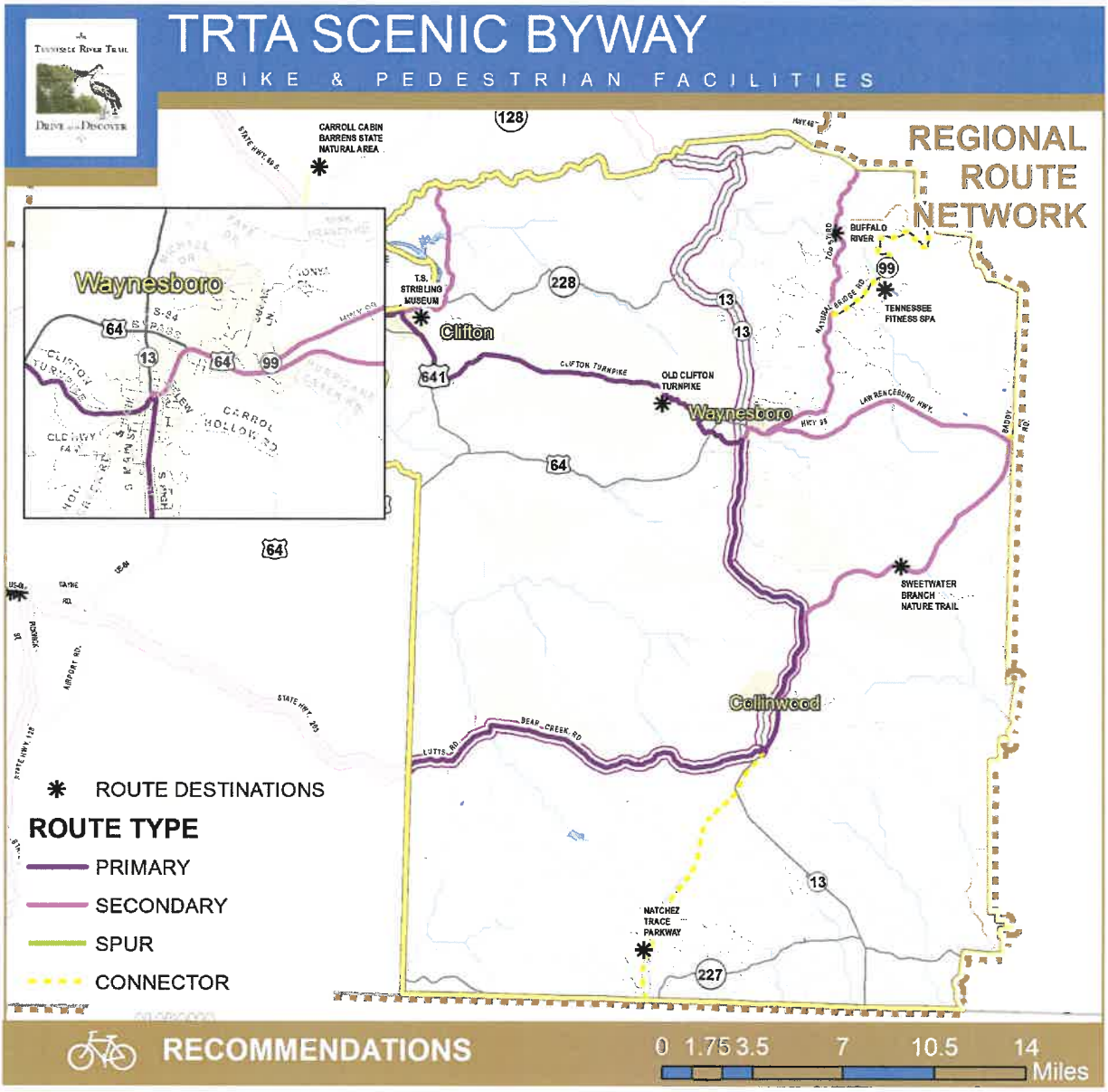
LEGEND

- MUNICIPALITIES
- STEWART COUNTY
- COUNTY BOUNDARY
- WATER BODY
- TRTA BOUNDARY
- FORT CAMPBELL
- TRTA PRIMARY AUTO ROUTE
- ROADWAYS
- STATE ROUTE
- INTERSTATE
- CREEKS & RIVERS
- PUBLIC LANDS

N W E S

STEWART COUNTY

Figure 24 Recommended Stewart County Point-to-Point Route Network



LEGEND

- MUNICIPALITIES
- WAYNE COUNTY
- COUNTY BOUNDARY
- WATER BODY
- TRTA BOUNDARY
- TRTA PRIMARY AUTO ROUTE
- ROADWAYS
- STATE ROUTE
- INTERSTATE
- CREEKS & RIVERS
- PUBLIC LANDS

WAYNE COUNTY

Figure 25 Recommended Wayne County Point-to-Point Route Network

5.1.4. Regional Point-to-Point Route Network Improvements

Recommended improvements for the regional network, illustrated in Figure 26 with mileage broken down by county in Table 2, support improved long-term safety and comfortability for the regional route network. Improvements by County are illustrated in Figures 27 - 35. Given the constrained fiscal environment of local governments, non-motorized investments will require a piecemeal approach to implementation. Associated design guidelines, cost estimates, and project descriptions are provided in Appendix I and II. The following improvement types are recommended for all route types that make up the regional route network:

- **Shoulders:** The addition of shoulder facilities to roadways or expanding an existing shoulder's width not only provides increased comfort and maneuver space for cyclists, but also provides increased safety for vehicles as well. An ideal width for paved shoulder facilities is 6 feet, with 4 feet being a desired minimum; however, any increase in width provides increased protection and comfort. The use of rumble strips should be limited to roadways with a history of run-off-the-road crashes due to the negative impact upon cyclists. Should they be necessary, the use of an interrupted pattern allows for cyclists to better navigate strips minimizing inconvenience. Shoulder improvements are identified based upon environmental data, including traffic volumes, traffic speeds (posted and behavioral considerations), sightlines, and topography. Roadways with a BLOS of E or F automatically qualify for shoulder expansions, unless facilities are already present.
- **Paving:** Paving recommendations are reserved for portions of the regional route that were noted during the field inventory as having especially poor pavement quality or remain gravel. Given the difficulty in funding paving projects for Counties, improvements are reserved for the poorest sections.
- **Multiuse Path:** Multiuse path improvements that directly support the regional route network provide both buffered protection from vehicular traffic on particularly troublesome sections of the route, while also providing an opportunity for residents to walk and bike. These pathways resemble greenways, but are specifically located within a roadway's right-of-way. Additional multiuse path opportunities in the region are discussed in Section 5.1.5.
- **Additional Signage and Pavement Markings:** The regional route network will be signed with bicycle route signs specific to the Tennessee River Trail; however, some sections of the route could be further enhanced with additional signage and pavement markings alerting motorists to the likely presence of non-motorized users. Pavement markings (commonly referred to as "sharrows" are more applicable in low speed environments such as in communities or on public lands property (such as an entrance road to a State Park) with general signage provided elsewhere. Specific placement details are intended to be determined by decision-making entities, including community public works departments or county highway departments, given their in-depth knowledge of the local transportation system and typical driving behaviors.

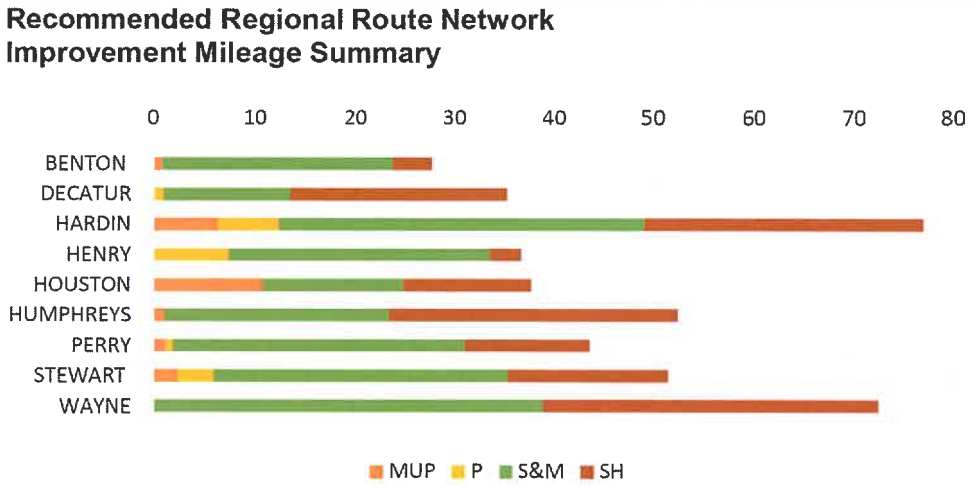


Table 2 Regional Point-to-Point Route Network Recommended Improvement Mileage Summary

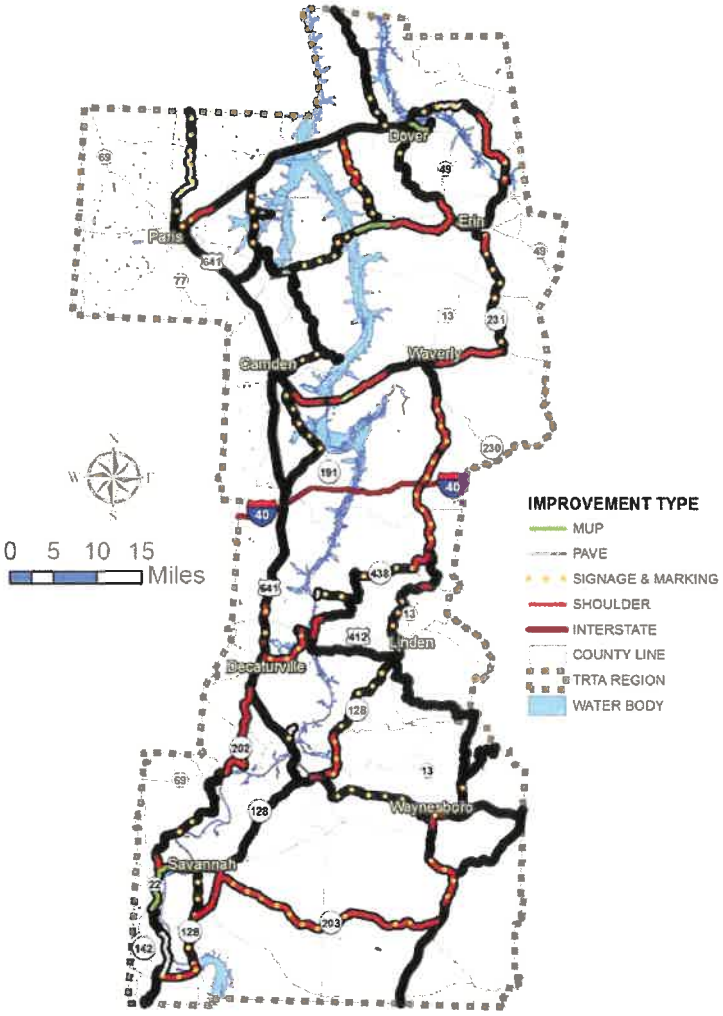
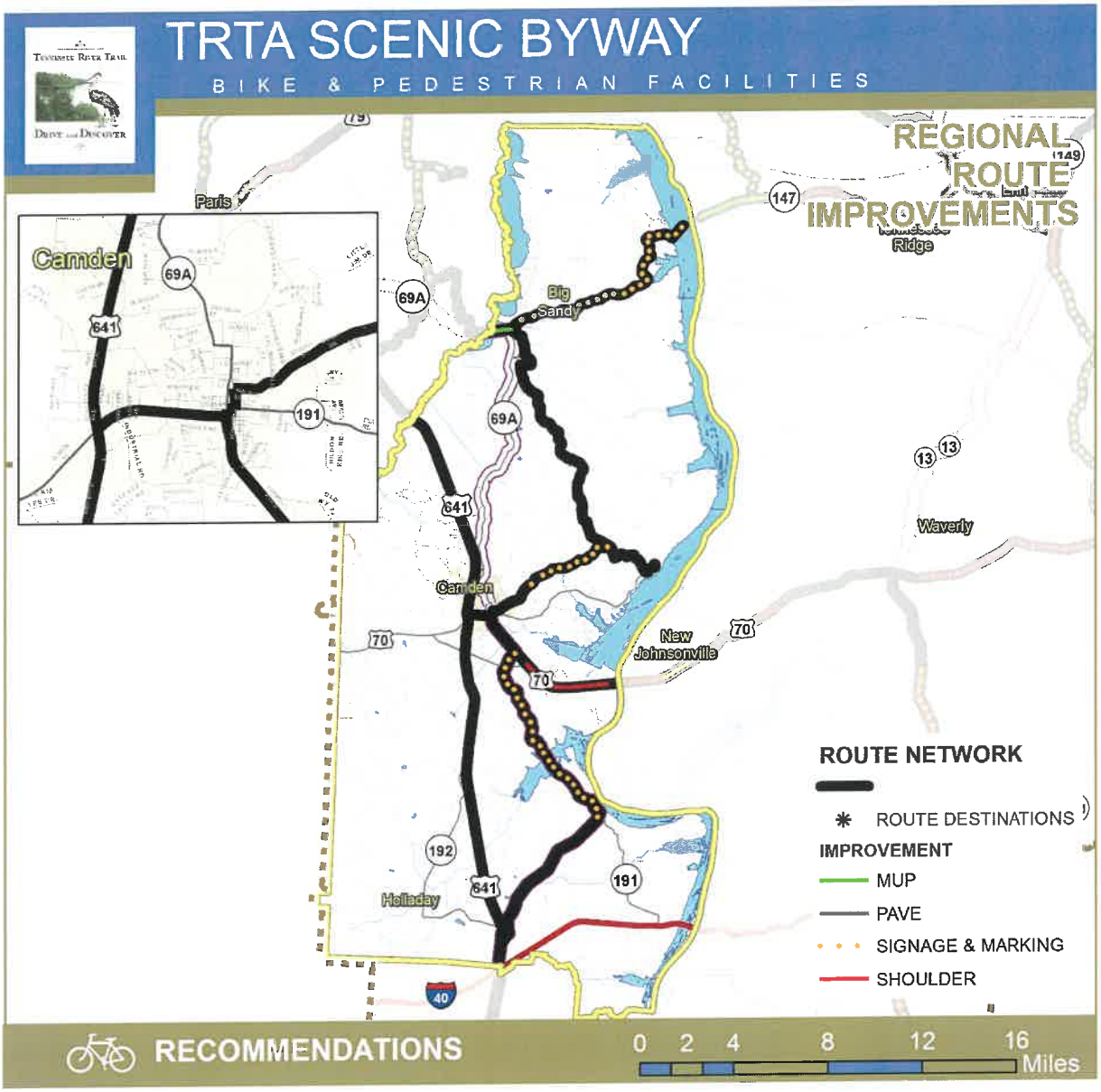


Figure 26 Regional Point-to-Point Route Network Recommended Improvements



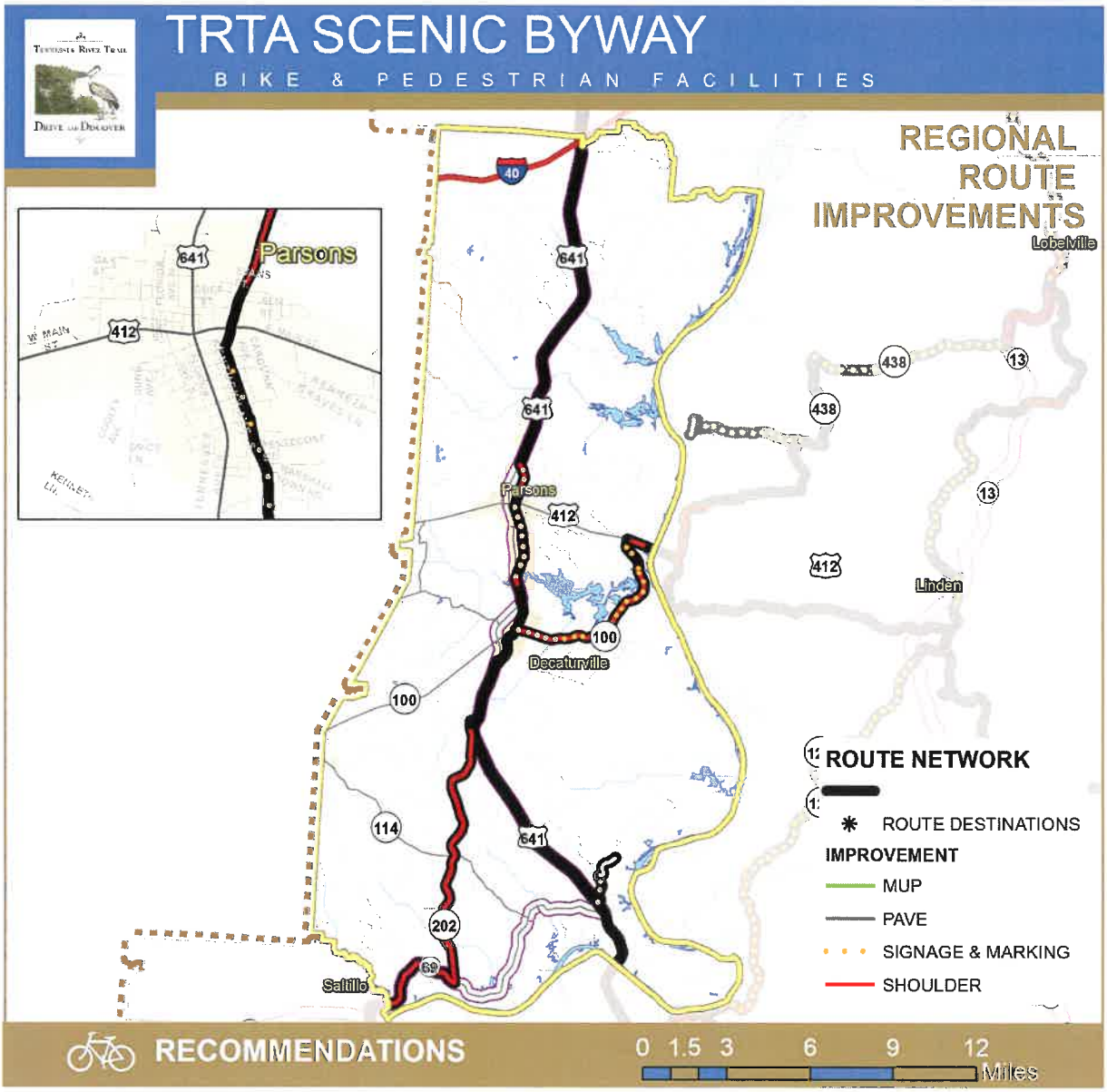
LEGEND

- MUNICIPALITIES
- BENTON COUNTY
- COUNTY BOUNDARY
- WATER BODY
- TRTA BOUNDARY
- TRTA PRIMARY AUTO ROUTE
- ROADWAYS
- STATE ROUTE
- CREEKS & RIVERS
- INTERSTATE

N W E S

BENTON COUNTY

Figure 27 Regional Point-to-Point Route Network Recommended Improvements in Benton County



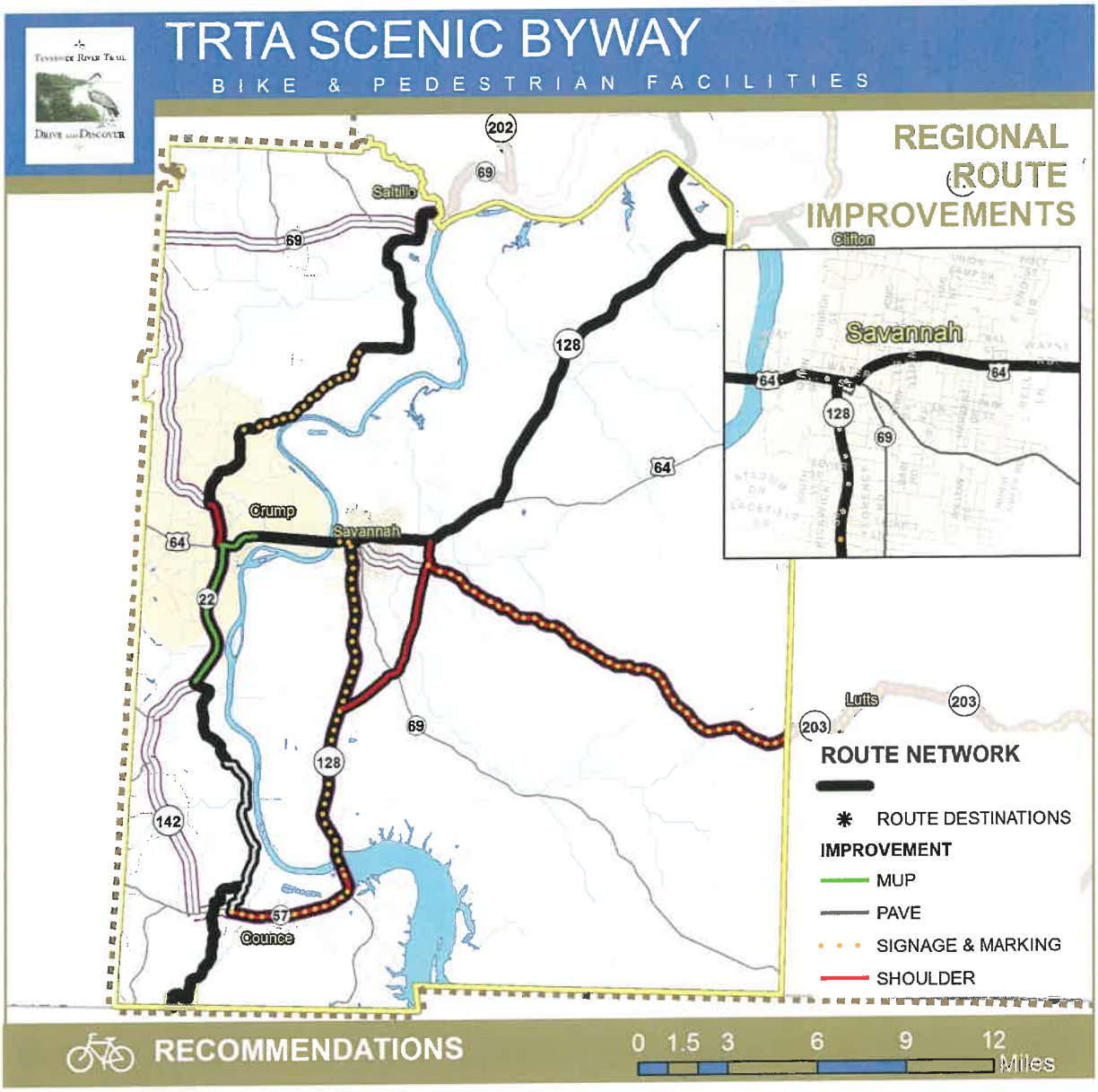
LEGEND

- MUNICIPALITIES
- DECATUR COUNTY
- COUNTY BOUNDARY
- WATER BODY
- TRTA BOUNDARY
- TRTA PRIMARY AUTO ROUTE
- ROADWAYS
- STATE ROUTE
- CREEKS & RIVERS
- INTERSTATE

N W E S

DECATUR COUNTY

Figure 28 Regional Point-to-Point Route Network Recommended Improvements in Decatur County



LEGEND

- MUNICIPALITIES
- HARDIN COUNTY
- COUNTY BOUNDARY
- WATER BODY
- TRTA BOUNDARY
- TRTA PRIMARY AUTO ROUTE
- ROADWAYS
- STATE ROUTE
- CREEKS & RIVERS
- INTERSTATE

HARDIN COUNTY

Figure 29 Regional Point-to-Point Route Network Recommended Improvements in Hardin County

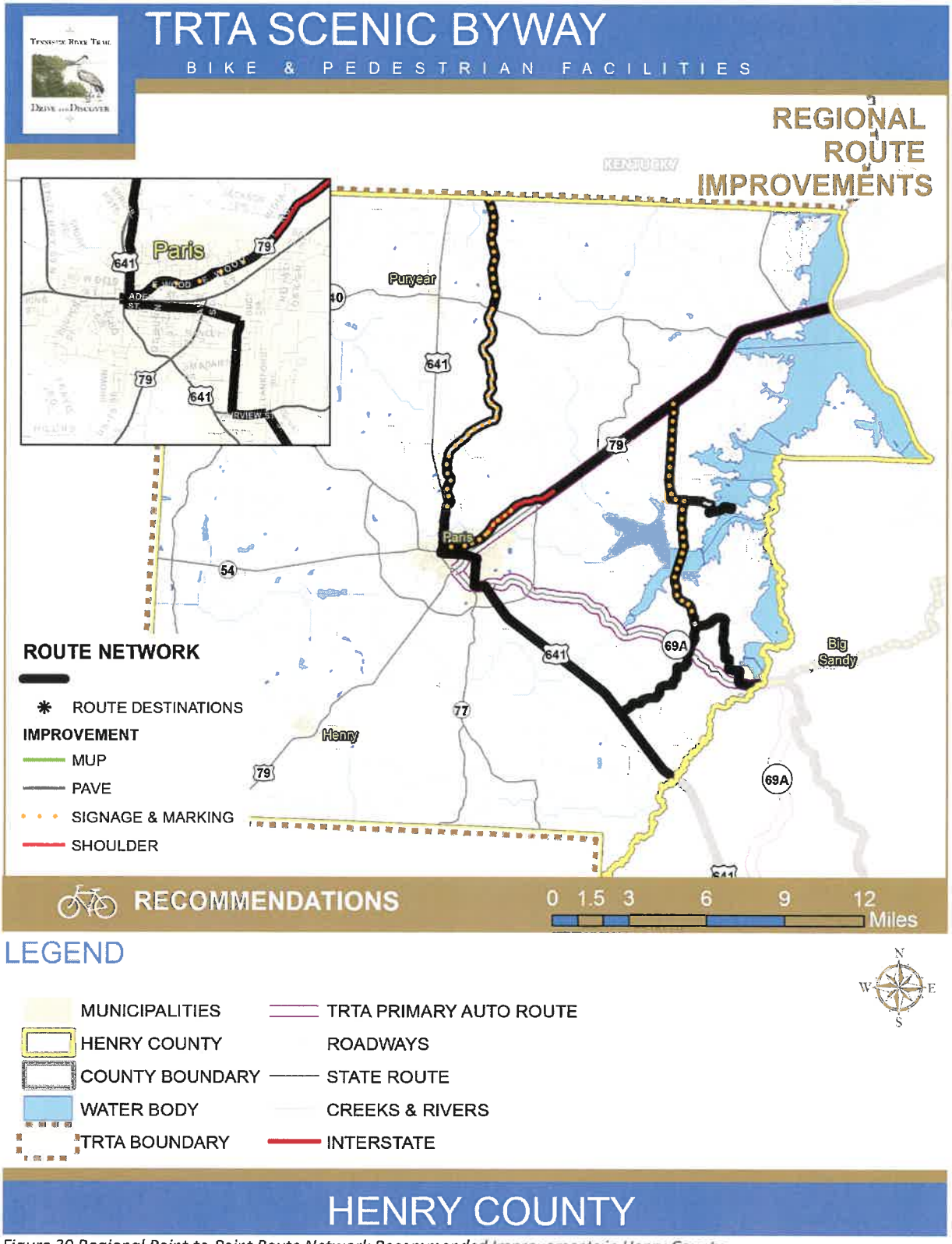


Figure 30 Regional Point-to-Point Route Network Recommended Improvements in Henry County

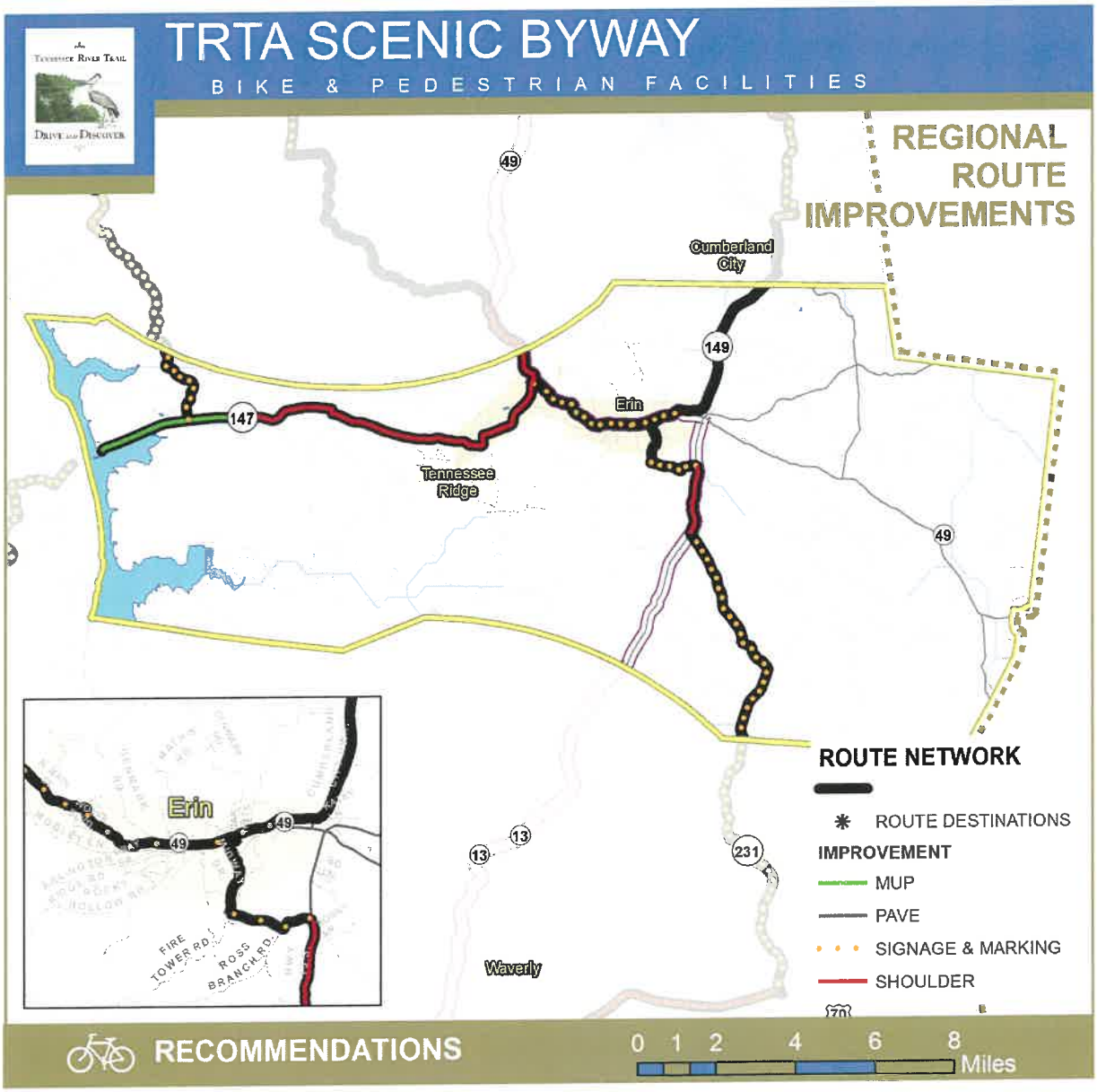


Figure 31 Regional Point-to-Point Route Network Recommended Improvements in Houston County

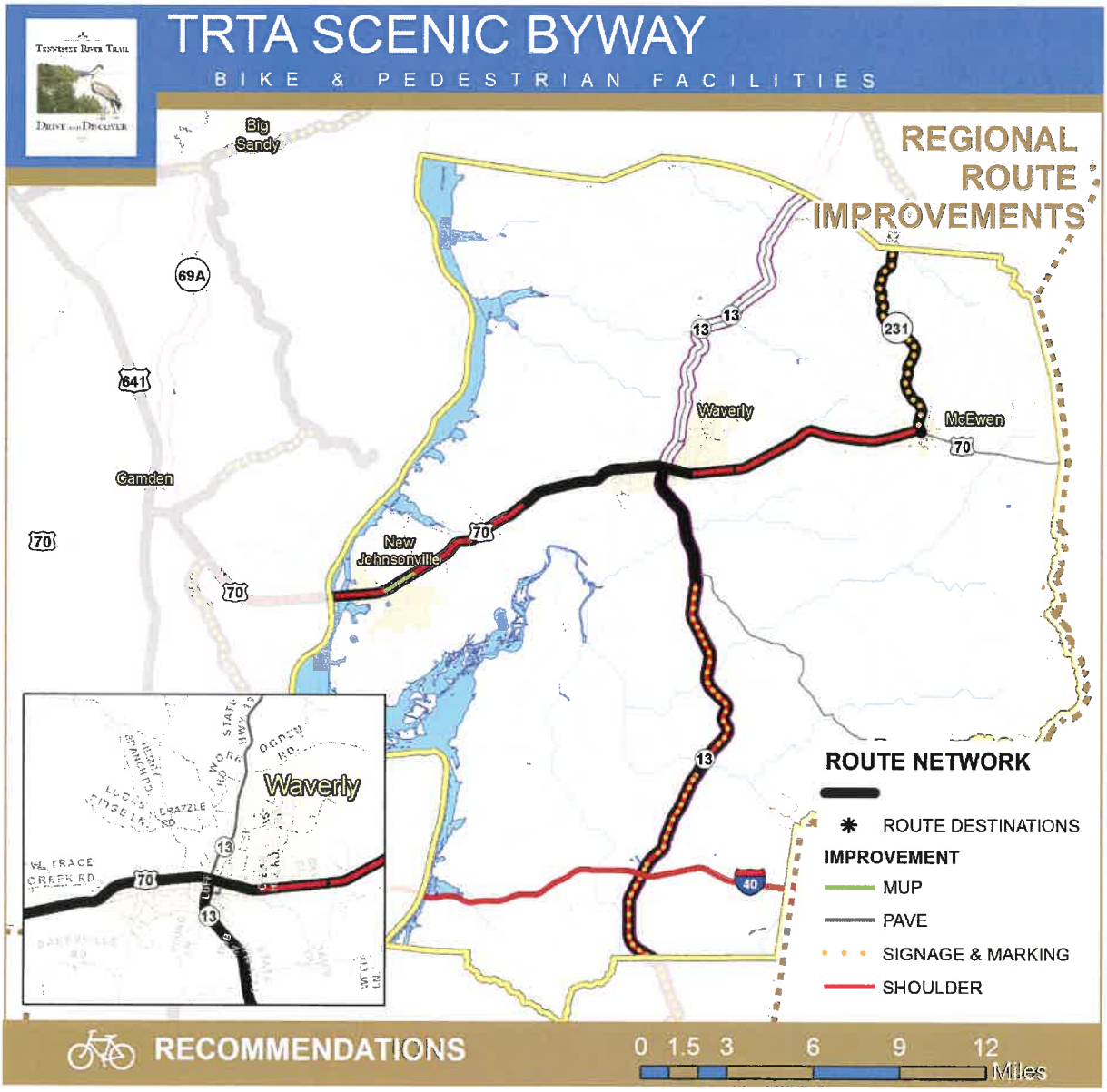
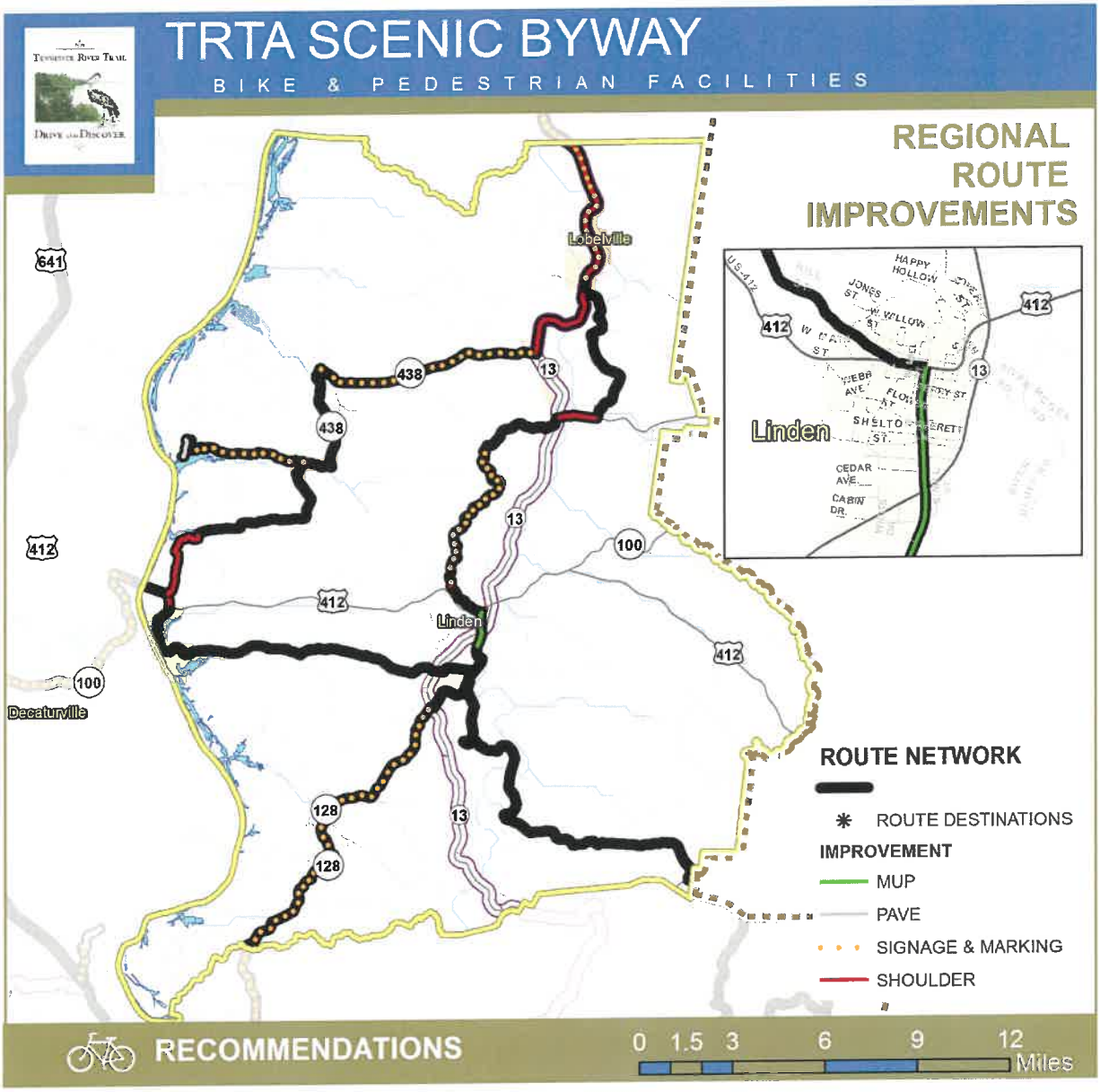


Figure 32 Regional Point-to-Point Route Network Recommended Improvements in Humphreys County



LEGEND

- MUNICIPALITIES
- PERRY COUNTY
- COUNTY BOUNDARY
- WATER BODY
- TRTA BOUNDARY
- TRTA PRIMARY AUTO ROUTE
- ROADWAYS
- STATE ROUTE
- CREEKS & RIVERS
- INTERSTATE

N W E S

PERRY COUNTY

Figure 33 Regional Point-to-Point Route Network Recommended Improvements in Perry County

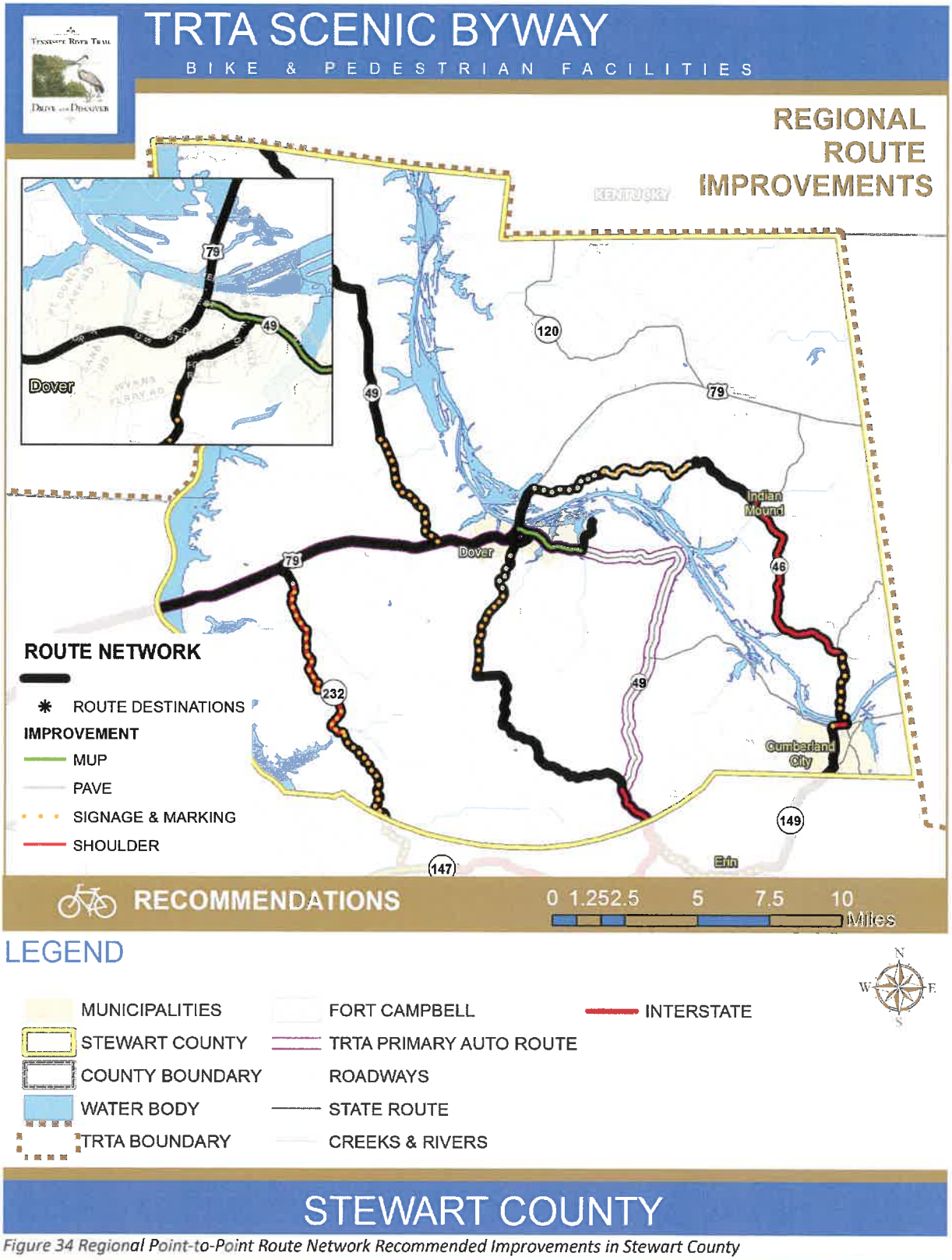
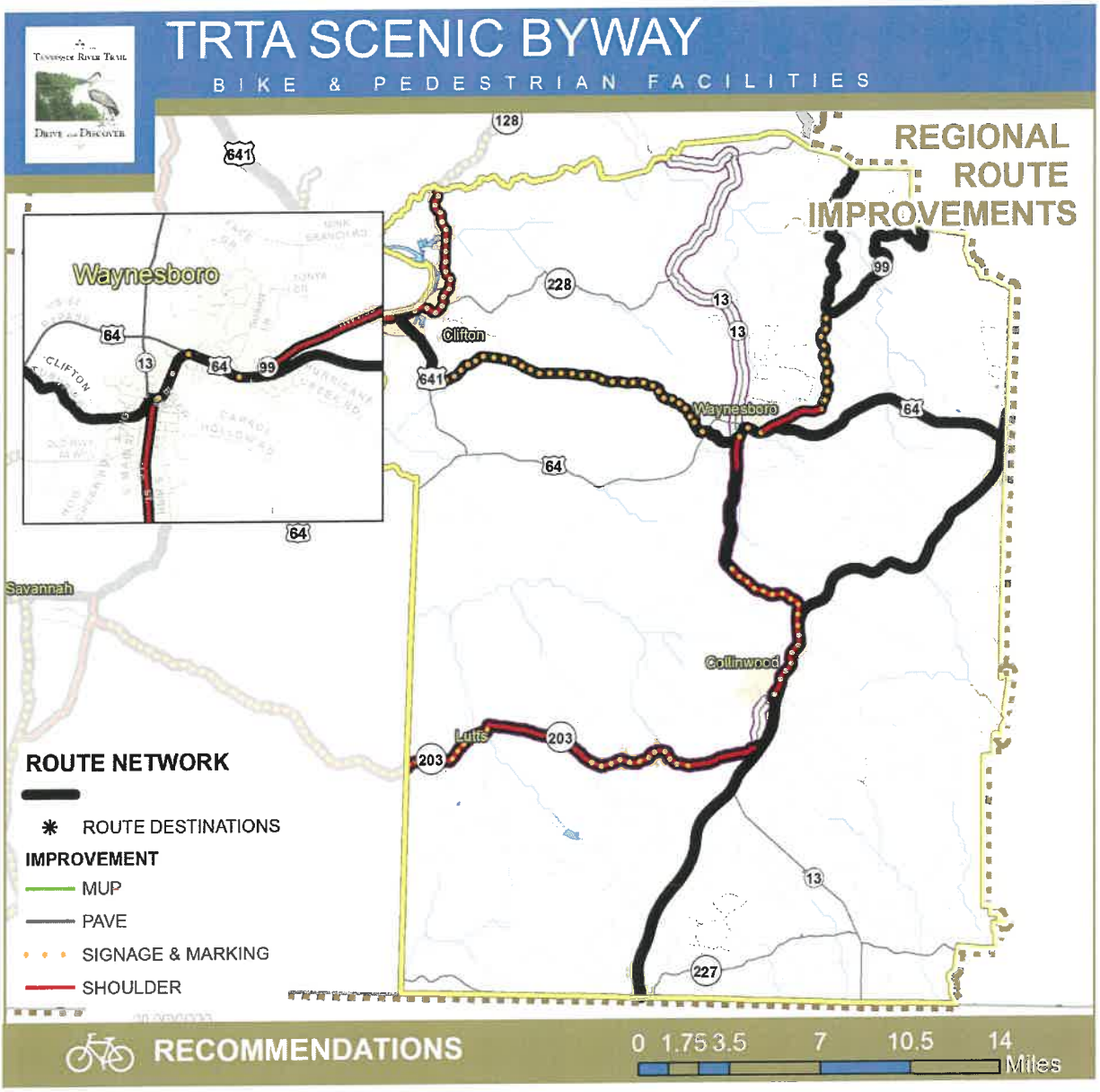


Figure 34 Regional Point-to-Point Route Network Recommended Improvements in Stewart County



LEGEND

- MUNICIPALITIES
- WAYNE COUNTY
- COUNTY BOUNDARY
- WATER BODY
- TRTA BOUNDARY
- TRTA PRIMARY AUTO ROUTE
- ROADWAYS
- STATE ROUTE
- CREEKS & RIVERS
- INTERSTATE

WAYNE COUNTY

Figure 35 Regional Point-to-Point Route Network Recommended Improvements in Wayne County

5.1.5. Standalone Bicycle Recommendations

Additional recommendations that support the development of bicycling in the region beyond the regional route improvements are provided in this section. These standalone projects or strategies were identified during or as a result of the public and stakeholder input process as having potential for greatly enhancing the efforts and recommendations of this plan. They include:

Former L&N Rail Line: Rails-to-Trail Opportunity

Prompted by discussions at the bicycle tourism workshop, the City of Erin, who already has a paved trail along an abandoned rail corridor adjacent to their downtown, began to investigate the remaining ownership of the corridor's right-of-way. Officials found that the City, with amazing foresight, purchased the rail right-of-way in the 1980's following its abandonment providing an excellent opportunity for the community to, not only extend its path, but also potentially connect to Tennessee Ridge's trail. A future Houston County park slated for the 56.8 acre property just north of the ferry access (envisioned to be a major tourist draw in itself), would provide an excellent "book end" destination for a 15 mile rail-to-trail pathway connection between Erin and the River, illustrated in Figure 36. Restroom facilities, an outside shower, drinking fountains, a hiking trail, a boardwalk, and tent camping pads are envisioned for various phases of the project. This rail-to-trail opportunity has potential in itself for drawing a number of bicycle tourists to the region, while further increasing opportunities to connect directly to the River in the TRTA region.

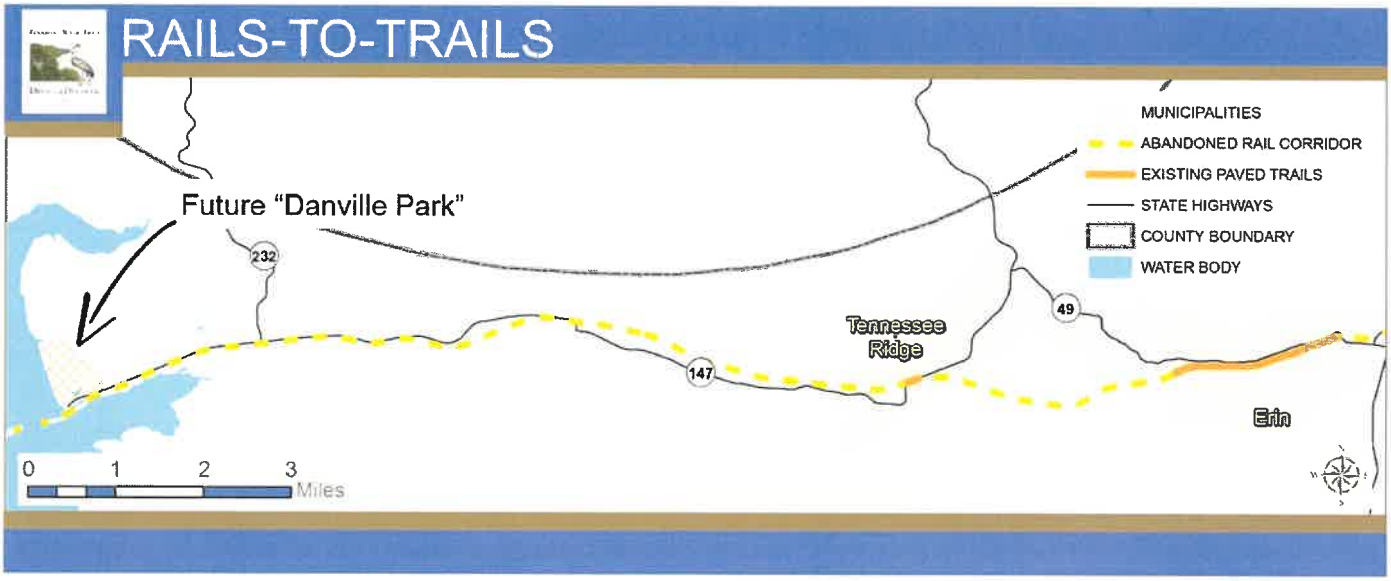
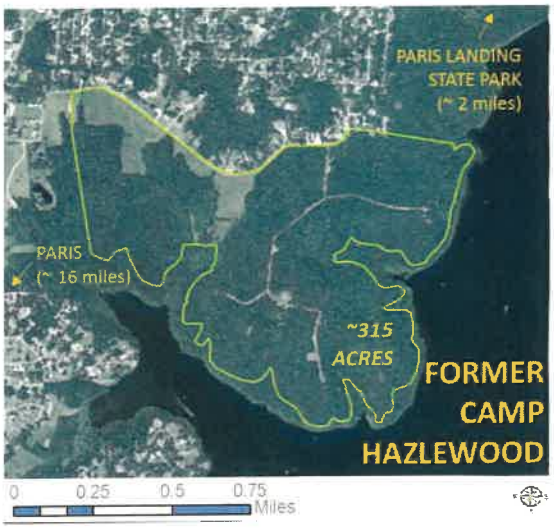


Figure 36 Rail-to-Trail Opportunity in Houston County

Former Camp Hazlewood: Bicycle Destination Opportunity

The former Girl Scout Camp, Camp Hazlewood, is located in eastern Henry County just south of Paris Landing State Park. Abandoned as a camp in 2007, the 330-acre facility, shown in Figure 37, is now under ownership and management of State Parks. The site still contains a spectrum of lodging options – backcountry camping, platform tents, and cabins – as well as a dining hall, restrooms, pavilions, hiking and biking trails, and a beach area that have been relatively maintained over the years through other efforts to use the facility. Given the existing infrastructure, amount of acreage, and lack of family-oriented riding destinations in the region, ideas for the site focused upon an adventure tourism destination for families which could include mountain biking trails for all ability levels as well as a pump track. The size of the property further allows for the accommodation of single-track trails, which are more conducive for children riders, providing an especially unique aspect to this destination opportunity.




Mobile Workshop Touring Existing Tent Structures in Camp Hazlewood


Camp's Main Roadway


Cabin Trail

Camp Entrance Sign

Figure 37 Camp Hazlewood - Potential Cycling Destination in Henry County

Supportive Bicycle Amenities at Major Riding Destinations

Providing convenient amenities for cyclists at major destinations in the TRTA region is an important component to enhancing the recommendations of this plan, while generally encouraging greater visitorship for some of the region's greatest assets. Safe places to park or store bicycles, convenient resources, and easy navigation around destinations encourage residents and visitors to ride bicycles or walk at these attractions. Additional amenities or considerations include:

- destination information kiosks
- restrooms open during non-office hours
- access to water spigot
- internet access
- basic bicycle repair tools
- safe overnight/daytime storage for both bicycles as well as gear, such as lockers, bicycle racks, or hanging bicycle storage sheds
- access to laundry facilities is a plus
- recharging opportunities for electronics
- acceptance of resupply packages mailed ahead of time by touring cyclists
- wayfinding for roads and trails for easy navigation
- knowledgeable staff regarding local destinations and amenities, as well as the closest available bicycle services (bicycle shop, supplies, etc.)

5.2 Pedestrian Recommendations

5.2.1 General Recommendations

Having adequate and safe facilities for pedestrian connections, whether in a downtown or at a state park, enhances both the region's overall livability for residents and accessibility to visitors. This section provides general recommendations for providing appropriate accommodations in rural parts of the region, as well as within communities to further enhance the overall recommendations of this plan.

Rural environments face unique transportation challenges as compared to urban areas. Sparsely populated areas, narrow roads (which are sometimes unpaved), larger distances between destinations, and limited areas with street lights are a few of the unique challenges in planning for pedestrians within a rural context. In addition, while traffic volumes may be low, traffic speeds and the number of trucks can be high, both of which negatively impact non-motorized user travel. Planning for pedestrian facilities must, therefore, rely upon adjacent land use and population density characteristics, demand for walking trips, and roadway characteristics to determine the appropriate level of accommodation. In some cases, a paved or compacted unpaved shoulder facility is considered acceptable as opposed to none at all. Counties and communities should consider the following in regards to providing pedestrian accommodations in the region's more rural environments:

- Keep key corridor shoulders mowed and free of vegetation obstructions to allow for pedestrians to maneuver when traffic approaches
- Keep speed limits low for corridors providing a high degree of pedestrian connectivity and enforce speed limits
- Consider pavement markings where pedestrian activity is expected to be higher to promote more cautious driving in these areas
- If striped, consider reducing roadway lane widths to allow for wider shoulder space
- Consider the addition of paved/unpaved shoulders along key roadways if sidewalk facilities are not warranted given adjacent land uses and densities

In the region's communities, state highways often act as the towns' main streets. Designed for regional mobility, roadway designs are often not conducive for non-motorized travel, while lax land use policies allow for linear, leap frog development further decreasing the town's walkability. While many of these highways have sidewalks, wide lane widths, sprawled development patterns, lack of safe crossings, and often, truck traffic, lead to unpleasant and sometimes unsafe pedestrian connections. Furthermore new regional highway facilities (i.e. bypasses) often lack pedestrian facilities given the statewide goal to maintain regional movement efficiency. A lack of coordination between transportation and land use planning at the local and state levels continues to limit the region's walkability. To work towards increased walkability, communities should:

- Provide a balance between local accessibility and state mobility goals as it relates to roadway design for new or improved state highway facilities by coordinating with TDOT beginning with TDOT's Bicycle and Pedestrian Coordinator, the local region office engineer, or the Regional Planning Organization (RPO) coordinator. Seek to incorporate non-motorized facilities and align land use policies to accommodate walking and biking movements along these routes.
- Consider pedestrian accommodations as an integral part of all new local roadway projects, whether it be shoulders or sidewalks
- Immediately begin to implement simple and inexpensive solutions that increase walkability such as removing all removable obstacles (trash cans, newspaper stands, etc.)
- Identify and begin to address top local maintenance and safety issues as it relates to sidewalk infrastructure

and roadway design. Prioritize projects to ensure most beneficial improvements are made first.

- Maximize non-motorized improvement investments by coordinating with other planned community improvements – such as utility relocation or a road being repaved – to help reduce costs
- Make connections between key destinations a priority as well as where higher population and employment densities exist, and especially, where they overlap
- Sometimes distributing funds among several less expensive projects can have a greater overall impact on an area's accessibility, versus focusing on one ideal (and expensive) project. Community development patterns and local non-motorized movements should influence a community's strategy for non-motorized investments
- Consider traffic calming measures for targeted corridors that lack facilities but have higher levels of pedestrian activity. These measures, such as chicanes, lane striping for non-stripped roadways, and speed bumps, can have a positive impact on vehicular behaviors, thereby increasing safety and comfort of non-motorized traffic at a lower cost (as opposed to building infrastructure)

5.2.2 *Access Management*

In addition to these general strategies, access management is a particularly relevant and useful tool for TRTA region communities to employ. As mentioned above, state highways often act as community main streets. An excess of driveway connections along these roadway types leads to an increase in potential points of conflict. If sidewalks are placed directly adjacent to the roadway, reaction window times for vehicles and pedestrians to avoid conflicts decreases. Figure 38 illustrates this relatively common issue along state highways in the region. Located in Savannah, this section of Highway 64 has seven points of potential conflict within a few hundred feet. No median also allows for vehicles to turn from both directions further increasing the number of potential conflicts. Depending upon the age of sidewalk infrastructure, damage and concealment (from driveway repavings) can also occur at these driveway access points. While TDOT is actively developing an access management manual for purposes of assisting communities on these issues, communities should be proactive and especially cognizant of non-motorized user movements in the land use planning and development processes. TDOT's manual is expected to be completed in 2016 or early 2017.

Figure 38 Example of Poor Access Management

According to FHWA, managing access consists of the management of driveway spacing and placement management of traffic signal spacing, median treatments, providing safe turning lanes when appropriate, and right-of-way management. Working towards better access management not only improves the safety and comfort of non-motorized movements, but it also positively contributes to the reduction in vehicular crashes and more efficient vehicular movements. Communities should consider the following:

- Establishing access levels for various roadway types in a community as well as spacing, location, and design parameters for each roadway type as it relates to the roadway's context, function, and design. An alternative for communities is to adopt TDOT's access management guidelines or use it as a foundation for developing personalized guidelines specific to a community's context
- Ensuring a balance between roadway user rights (movement, safety, and efficient use of public funds) and property owner rights (right to provide "reasonable access")
- Including flexible policies that allow for alternative accesses (such as service roads, circulation accesses between adjacent developments, and shared driveways), as well as redesigns of poorly designed access connections
- Promoting the use of medians in identified high conflict areas to reduce the number of turning conflicts
- Installing barriers in targeted locations to help provide definition for currently undefined driveway access areas, such as the example illustrated in Figure 39 (Savannah)
- Generally promoting good land use planning practices, including promoting mixed use activity nodes and discouraging strip development, to increase walkability

Figure 40 below illustrates an example from the region (in Parsons) where the use and design of a median are based upon the land use context and desired roadway function. Figure 41 illustrates examples of applicable access management design solutions for the TRTA region.

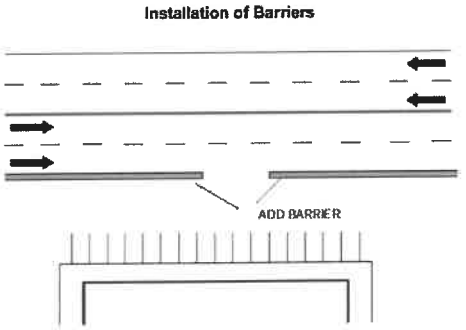


Figure 39 Targeted Barriers

Figure 40 Access Management Example - Use of a Median

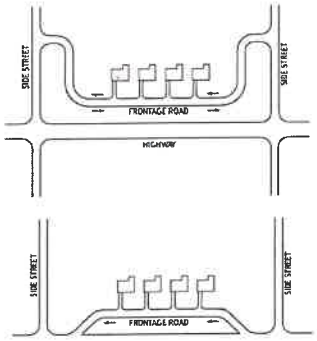


Figure 41 Potential Access Management Design Solutions

This page left intentionally blank.

6

STRATEGIC RECOMMENDATIONS AND CONCLUSIONS

6.0 ADDITIONAL STRATEGIC RECOMMENDATIONS AND CONCLUSIONS

This chapter provides additional strategies for furthering the development of bicycling in the TRTA region beyond the route and riding destination recommendations of this plan.

6.1 Conclusions on the Development of Bicycling in the TRTA Region

The TRTA region is well-positioned to not only attract bicycle tourists, but also provide opportunities for residents to ride. Abundant resources, a unique regional story, and a balance between riding destinations and an extensive network of low volume, scenic roadways provide the necessary foundation for successfully drawing a variety of user types and ability levels. Aaron Hautula (President of Cuyuna Lakes Mountain Bike Crews), the keynote speaker at the Paris Landing Multi-Day Workshop, noted foundational parallels between the TRTA region and the Cuyuna Lakes region in Minnesota which has successfully developed a rapidly growing bike-based economy in an economically-distressed mining region. Additional strengths, weaknesses, opportunities, and threats to the development of bicycling in the region are summarized as follows:

STRENGTHS	• Abundance of state & federal wildlife management areas & other public lands • Active local riders throughout the region who are eager to help develop bicycling • Some marked routes present in region • State Parks offer consistency in traveler services • Established nationally known cycling in routes around &through the region • Local riders are currently using technology to organize routes & communicate routes • Willingness of City, County, State, & Federal entities to work together to develop bicycling • Extensive system of logging & back road opportunities
OPPORTUNITIES	• Opportunity to attract gravel riders – a new trend in bicycling • Development of themed rides – Cultural Heritage Trails or other special events that cater to cyclists • Development of bike-friendly business program • Offer bike rentals at major destination locations (such as state parks and battlefields) • Connect with established bicycling groups in nearby states &urban areas (i.e., Murray, KY, Florence, AL, Nashville, Jackson, and Clarksville) & draw existing riders from Natchez Trace & Land Between the Lakes • Rails-to-Trails opportunities, specifically the L&N line between Cumberland City and Paris, as well as future opportunities between Paris and Murray, KY • Capitalize on two ferry crossings • Development of multimodal tourism experiences (bike, hike, paddle, & horseback ride)

WEAKNESSES	• Despite strong interest limited personnel/funding resources to bring projects to reality • Downtown business operating hours are inconsistent with traveler needs • Only one known program in region that promotes bicycling for youth • Lack of information at destinations offering visitors safe places to ride • No local support (i.e., bike shops) or formal bike clubs in region and few annual bikes events • Few off-road trails in the region identified for cyclists • Limited connectivity between existing bike routes • Limited lodging that caters to cyclists • State wildlife management areas hesitant to promote cycling on lands • Existing cycling events need stronger promotional and staffing support
THREATS	• Local residents feel streets are unsafe for cyclists • Shoulders are not swept and debris is dangerous to cyclists • Dogs! • Residents noted that driver behavior on country back roads can be dangerous • Roadways that service marinas & boat ramps are troublesome to cyclists given narrow lane widths, curviness (sightlines), and number of vehicles pulling boats • Relatively few roads in the region have shoulders • Heavy truck traffic • Development is complex due to need for many partnerships

6.2 *Additional Recommendations to Support Bicycling in the TRTA Region*

Cultivate Bicycle Friendliness

- **Consider establishing a bicycle art program for the region.** Incorporating low-cost bicycle art into the communities will help to visually reinforce the region's bicycle-friendliness. This strategy is commonly used in towns associated with strong local tourism identities, such as in ski towns or along the Appalachian Trail. Examples of bicycle art could include the use of murals or repurposed bicycles for a variety of structures (such as a bicycle arch, planter boxes, or "statues").

- **Explore opportunities for developing youth programs.** Public input revealed the particular need for encouraging youth to be more active. Consider hosting bicycle rodeos at local schools for students to develop and practice riding skills, as well as learning the basic rules of the road as a cyclist. Also consider a Bike-to-School day event to encourage more students to bicycle to and from school. A successful youth triathlon club in Paris run by the Parks Director acts as a model for the region should there be enough interest for afterschool youth programs or specific clubs such as this one. Health and education grants can be particularly useful in supporting youth programs.

- **Consider pursuing a Bicycle Friendly designation for your community by the League of American Bicyclists.** While the application can be resource-intensive and designation for smaller communities challenging, the process in itself can be rewarding. The organization identifies a spectrum of detailed actions, strategies, and programs a community can employ to increase its bicycle-friendliness. Furthermore, the process can help to establish new partnerships and momentum for bicycle planning in a community, while consolidating community data on cycling and resident health into one place. The designation process can also help to show local decision-makers how their community stacks up against similar-sized communities across the nation. Finally, if an application is submitted, the organization provides customized feedback and technical assistance for moving the community forward on its goal of becoming a bicycle-friendly community.

- **Provide bicycle parking where appropriate.**
Key destinations for bicycle parking include downtowns, visitor centers, chamber of commerce offices, libraries, grocery stores, parks, community centers, and other venues likely to elicit bicycle traffic. Also consider providing temporary bicycle parking during special events, such as local festivals, county fairs, or farmers markets.

- **Voice local desire and need for non-motorized investments and funding assistance to elected officials, as well as participate in state planning efforts (TDOT, TDEC, Department of Health, etc.) to ensure State officials have an understanding of the existing gap between the desire for non-motorized projects and implementation of these projects due to a lack of funding.**
Funding has been a barrier for some of TRTA's region communities desiring to complete non-motorized improvement projects, such as the Rail-to-Trail opportunity between Paris and Big Sandy. It is important to convey this need at the state level, especially given the current transportation funding discussion occurring at the state level, to ensure considerations for non-motorized transportation is incorporated. Participating in state planning efforts, particularly health, transportation, and recreation long-range planning, provides a platform for this discussion to occur as well as helping communities to stay abreast of new funding assistance programs these Departments might offer.

- **Be proactive, if possible, regarding the purchasing of right-of-way following the abandonment of an existing rail line for potential future trail development.**
Purchasing right-of-way is expensive; however, near-term investments can lead to long-term trail opportunities that are capable of playing an important role in a community's economic development strategy.

- **Provide signage for local businesses that advertise information, such as "internet", "bike parts available", and "bicyclists welcome".**
Signage provides benefits to both residents and bicycle tourists, while also visually contributing to the community's bicycle-friendly identity.

- **Consider offering a "bike box" at a key destination in a county, such as a visitor's center or library.**
A bike box, which consists of a variety of tools, bike parts, and other essentials a cyclist might need, can provide a lifeline for bicycle tourists as well as resident cyclists given the lack of a bicycle shop in the region. Consider teaming with Gear Up Cycles to purchase bike parts and accessories in bulk, helping to reduce costs while providing advertising for this important business that sponsors and helps coordinate cycling events in the TRTA region. The website www.24hrBikeShop.com offers customized bike boxes to depict a region's culture and habitat, which could provide consistency between design and materials available throughout the TRTA region.

- **Ensure local pedestrian and bicycle planning studies and plans are coordinated with the recommendations of this plan in order to maximize the benefits of both.**
  Also ensure plans and studies include tourist attractions as important pedestrian and bicycle attractors and generators, while also incorporating potential tourist non-motorized movements in the planning or analysis processes.

- **Consider the installation of at least one self-service "bicycle repair station" per county.**
  Bicycle repair stations generally consist of a bicycle tire pump and tools likely needed for simple bicycle repair. Some models include a QR code that allows smartphone users to navigate to bicycle repair websites. Encourage public land agencies to add a station as well, especially when located in remote areas and higher volumes of cycling can be expected. Good examples include the visitor's centers for Land Between the Lakes, Shiloh National Battlefield, and the National Wildlife Refuges.

- **Pursue better linkage between tourism and agricultural operations.**
  The TRTA region has a number of unique farms in operation that have potential for attracting visitors in one way or another. Consider incentives for inspiring farmers to accommodate visitors, whether by providing on-site purchases, farm tours, classes, hosting dinner events using farm products, or accommodating camping in open space on their property. These provide further tourism draws in themselves, and can play an especially relevant role in the marketing of rural Tennessee life in the TRTA region.

Expand Bicycling Opportunities

- **Work towards providing bicycle lending/rentals at locations throughout the study area:** Support the development of bicycle lending programs or rentals (electric bicycle options are an added bonus) through either a public program or private outfitter. Targeted locations include state parks, historic sites, county seat libraries, and schools. Some communities have partnered with police departments to utilize stolen/lost bike inventories as a method for acquiring rental bikes for a public rental venture.

- **Host a gravel grinder event:** Consider the development of a gravel grinder event to bring attention to the region's resources or encourage Hickman County's event to feature a portion of the TRTA region within their event route.
  - o Wayne County could potentially include a gravel grinder route option for the Tour De Wayne.
  - o Loretta Lynn's Ranch has potential for hosting a gravel grinder, or even a pump track event, given the existing motocross arena, lodging facilities, amount of dirt trails open to bicycles, adjacent gravel road network, and onsite tourism attractions.
  - o Land Between the Lakes also has potential for hosting a gravel grinder event given the expansive network of gravel and dirt roads, as well as biking trails in the North End.

- **Designate additional community loops:** Continue to identify loop routes for the Pilot communities that have expressed interest for expanding these opportunities, as well as for the remaining county seats.
  - o Henry County: Develop a loop route beginning at Paris Landing State Park that features more opportunities to ride along or to the River. Coordinate loop planning with Kentucky's proposed east-west bicycle route that is identified to navigate State Line Road, State Highway 119, and U.S. Highway 79 into Stewart County. Providing a connection into Kentucky's system would add a secondary opportunity (in addition to the Old Paris Murray Road connector route) to capture bicycle travelers in the county.

- Wayne County: Consider designating a gravel grinder loop route that begins and ends in Collinwood, given the county's contiguous gravel road network northeast of the community. This would provide an additional draw for appropriately-geared Natchez Trace cyclists to stay longer in the region.
- Perry County: Consider using the four identified vehicular loop routes from Linden as a platform for developing a bicycle loop route.

- **Develop and market themed rides:** Given the region's abundance of unique historical, cultural, and environmental resources, consider the development and regional marketing (along with supportive educational materials) of themed rides such as:
  - Civil War History Tour – Could connect Shiloh National Battlefield, Johnsonville Historic Park, and Fort Donelson National Battlefield, as well as other important Civil War sites along the way.
  - Tobacco Curing Tour – This touring route of remaining functional tobacco curing barns during curing season could provide a unique cultural and historic experience for riders in Stewart and Henry Counties.
  - Native American Heritage Tour – This touring route could feature important Native American history and significant sites including Eva Beach in Benton County, the earthen mounds at Shiloh, Trail of Tears river crossing sites, as well as portions of the Trail of Tears National Historic Trail.
  - "Quirky" Tour – This touring route could highlight all that is unique in the TRTA region including the Eiffel Tower replica, Wells Creek Crater, Patsy Cline Crash Site Memorial, the Botel in Hardin County, and E.T. Wickham's Folk Art in Palmyra.

- **Expand off-road trail opportunities:** Encourage and support the development of additional off-road trail facilities. Explore the possibility of formalizing the two existing trail facilities on "semi-public" land in Hardin County. Also coordinate with public land management agencies to explore opportunities for trail development or expansions. TVA is a particularly useful partner for the region given the amount of undeveloped recreation lands along the Tennessee River, as well as the Authority's efforts in recent years to expand recreation opportunities on their properties. Communities should also consider purchasing former golf course properties or partnering with owners given the already-established pathway networks.

Expand Support For and Build Bicycle Tourism

- **Consider Adventure Tourism District designation and monitor the use of Tennessee River Resort District designations at the State level**

  According to the Tennessee Department of Economic and Community Development's website, Adventure Tourism District designations allow "qualified businesses within the district to earn a jobs tax credit to offset a portion of the business' Tennessee franchise and excise tax liability". Applications for designation are accepted during the first quarter of each year. Counties and cities are encouraged to explore this opportunity, starting with ECD's website where a guidance document for local governments is provided.

  The Tennessee River Resort District Act was approved in 2005 allowing qualifying counties bordering the Tennessee River in west Tennessee to keep almost five percent of state sales tax collected in the county, of which half must be specifically used for tourism purposes. Counties were required to elect resort district status by July 2008; however, a recent amendment to the bill allowed for Rhea County to apply for designation. Counties should stay abreast of changes being proposed for this Act in case the opportunity for future designation arises.

- **Keep a bicycle tourist log book**
  Keep a guest log book in a key community destination (or alter the format of an existing guest book) to gather information on bicycle tourists, such as their hometowns, origins, travel destinations, as well as experiences they hope to explore in the region. This information will play an important role in future evaluations of bicycle tourism in the region.

- **Expand TRTA's "app"**
  Expand the region's existing app's capabilities to show riding destinations, community loops, and the regional route network. This could act as a critical venue for disseminating and gathering information as it relates to cycling. Also consider the development of a crowd-sourcing map that allows users to record pertinent information in real-time such as pavement conditions, particularly troublesome intersections or curves in the route, camping and other lodging options immediately adjacent to facilities, as well as water source locations for refills. This information not only assists bicycle tourists as they make their journey, but it also assists TRTA in monitoring the existing route, as well as identifying gaps in supporting bicycle tourism.

- **Develop supportive and interpretative route materials that follow a unified brand and marketing strategy**
  - o Materials should include relevant historical, environmental, and cultural facts regarding the TRTA region.
  - o Consider development of a TRTA region "passport" program that allows users to gather unique county or destination stamps to encourage intra-TRTA region visits
  - o Develop a logo unique to Tennessee River Trail bicycling. This logo may be used in business windows to show that they particularly accommodate cyclist needs (similar to those used in Appalachian Trail towns) or to generally promote cycling in the region in the form of stickers and other branded materials.
  - o Develop a guide for the "rules of the road" as a cyclist geared towards both tourists and residents.

- **Develop bicycle tourism itineraries for ride-centered cyclists.**
  Providing example ride-centered itineraries, ideally centered around local bed and breakfasts or locally-unique lodging options. Itineraries might consist of loop routes from these destinations as well as recommendations for dining, recreation, and other sightseeing activities. Especially important target markets include families and seniors.

- **Develop concentrated multimodal tourism experiences.**
  Adventure tourism is one of the fastest growing categories of tourism. Encouraging and supporting additional modal experiences where existing experiences exist can help to draw these types of tourists. Examples include expanding riding opportunities in Wayne and Perry Counties' near the concentration of kayaking and canoeing venues along the Buffalo River, as well as providing kayak rentals at the National Wildlife Refuge Visitor Centers or Land Between the Lakes.

- **Seek local partners to help fill in needed bicycle tourism gaps, especially for lodging and shower facilities**
  - o Communities should consider identifying a dedicated space for camping within or adjacent to the municipal limits. If no public outdoor space exists, consider facilitating the provision of sleeping space in places such as community centers or churches either for free, by donation, or for a small fee.
  - o Drinking water is a necessity for cyclists. Ensure a water spigot or public water fountain is available for filling up in your community.

- If shower facility options are limited or do not exist, consider encouraging use of the website Warm Showers by residents, a "free worldwide hospitality exchange for touring cyclists" that allows users to find local hosts willing to provide a shower to riders.

- **Reach out to logging or other freight companies**
  Approach logging companies with final route recommendations and any further cycling efforts to ensure truck drivers are aware of a likely increased presence of cyclists on specific rural roadways in the county.

- **Market region to companies offering cycling tours beyond Adventure Cycling (such as America By Bike)**
  Seek to expand commercialized bicycle tour opportunities in the region by marketing the region to targeted bicycle tour companies.

- **Pursue U.S. bicycle route designation**
  Adventure Cycling's National Corridor Plan (May 2016) identifies existing and proposed cycling corridors to make up the envisioned 50,000-mile national network. Partner with TDOT to work on officially designating route numbers 35 and 25 which are both proposed for the TRTA region.

- **Coordinate efforts with the Blueway Trail development**
  The Tennessee River (the portion compassed within the TRTA region) has been identified for the future development of an officially-designated blueway. These blueway "paddle trails" are intended to provide kayakers and canoers with important waterway information such as put-ins, marina sites, and camping opportunities. Given the existing limited options to be on the river, as well as similarities in target users, the region should be an active partner in this upcoming State Parks planning effort to ensure the recommendations of this plan are maximized and enhanced by this water trail.

- **Participate in the National Geographic-TVA geotourism mapping effort**
  The Tennessee River Valley was selected by the National Geographic Society for their geotourism program, a program that maps and advertises all things local and unique to the Valley including festivals, museums, galleries, outdoor adventures, and eateries. Program materials include online interactive maps, guides, and virtual tours to promote regions all over the world. While a TVA coordinator leads the effort, the destinations are essentially crowd-sourced, thereby relying upon local participation. County, city, and/or tourism representatives should seek to participate in this planning process to strengthen the national and international spotlight on the TRTA region.

- **Consider a Trail Town Designation Program**
  TRTA should explore the benefits and potential application for the establishment of a Trail Town program similar to Kentucky's.

This page left intentionally blank.

AI

DESIGN GUIDELINES

APPENDIX I. DESIGN GUIDELINES

AI.1 Bicycle Facilities

Shared Roadway

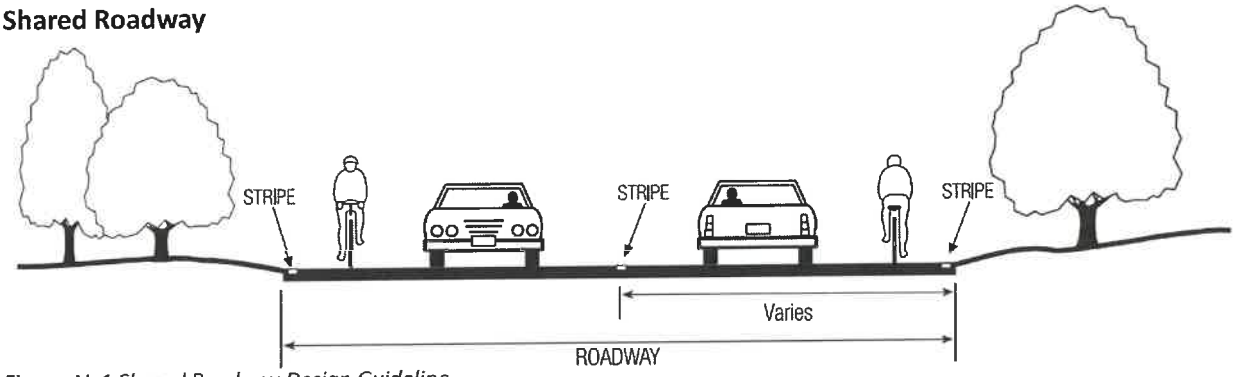


Figure AI. 1 Shared Roadway Design Guideline

Wide Outside Lane

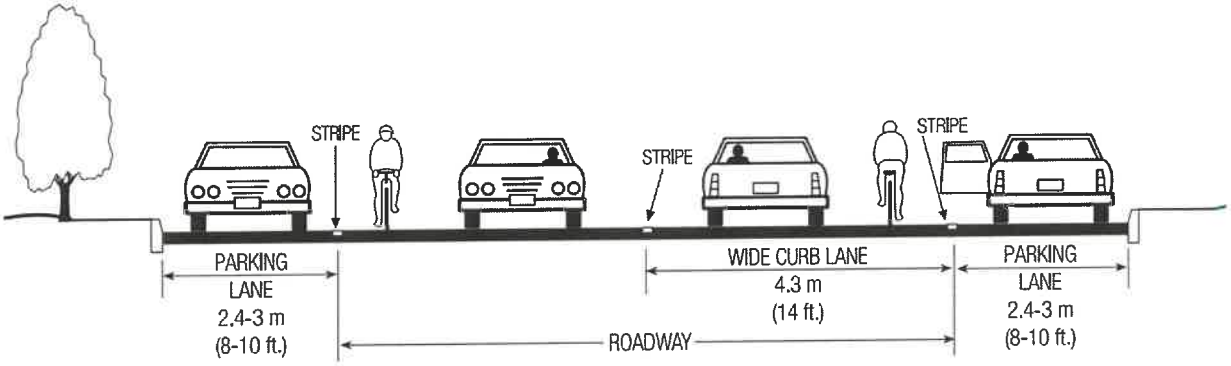


Figure AI. 2 Wide Outside Lane Design Guideline

Paved Shoulder Facility

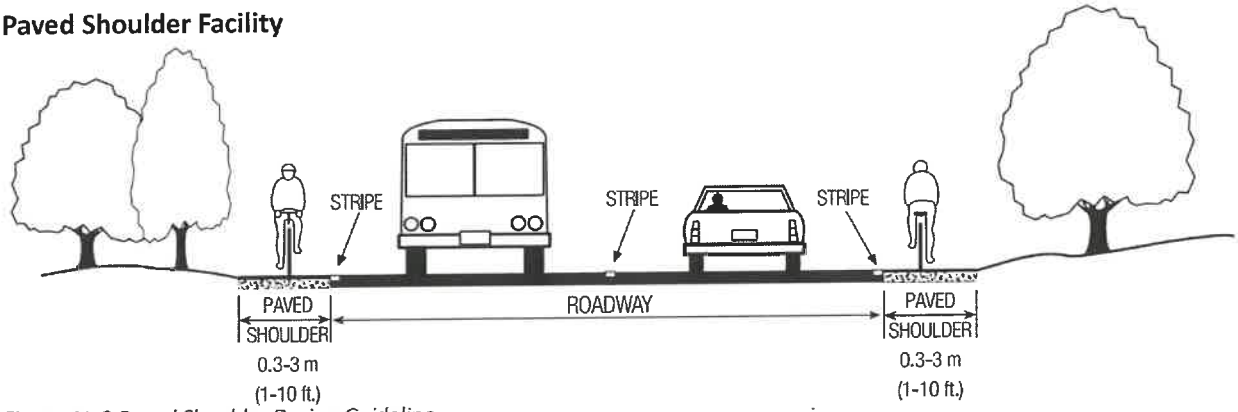


Figure AI. 3 Paved Shoulder Design Guideline

Bike Lane

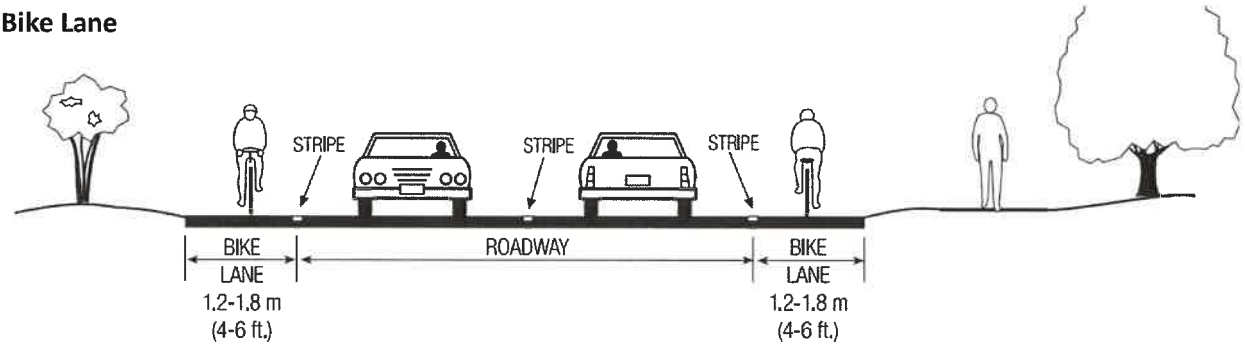


Figure AI. 4 Bike Lane Design Guideline

Bicycle Signage

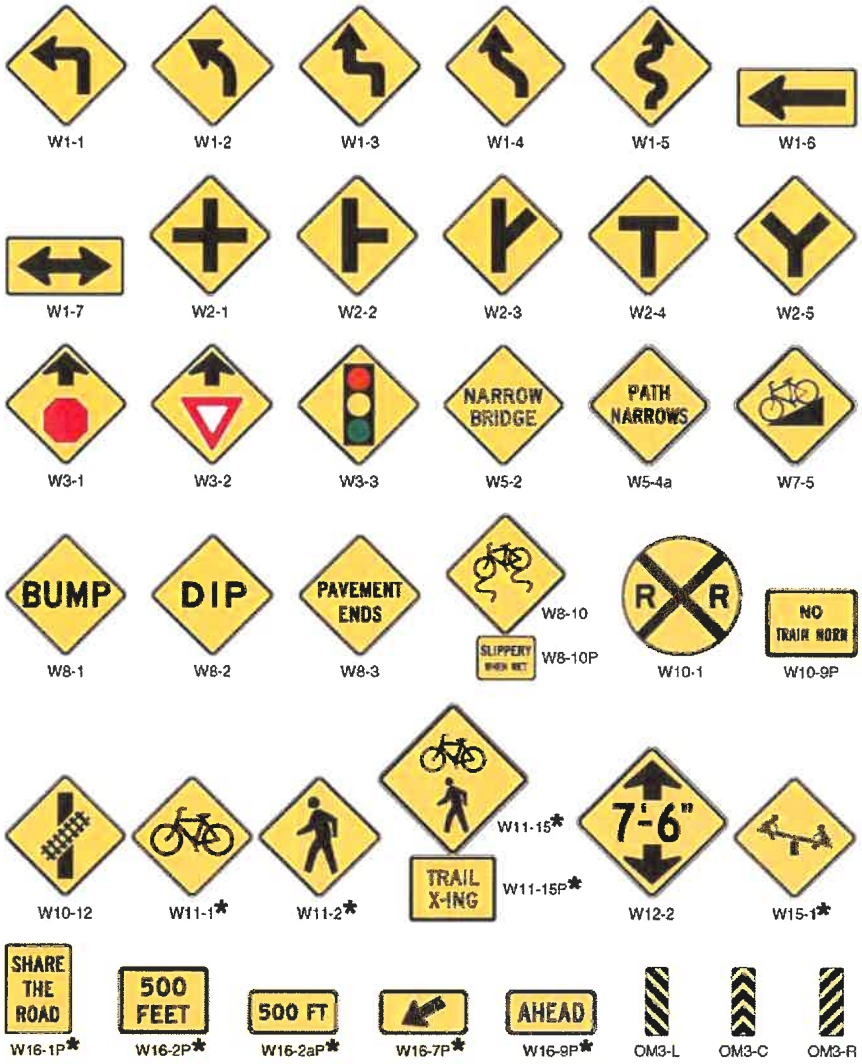


Figure AI. 5 Bicycle Warning and Object Marker Signage

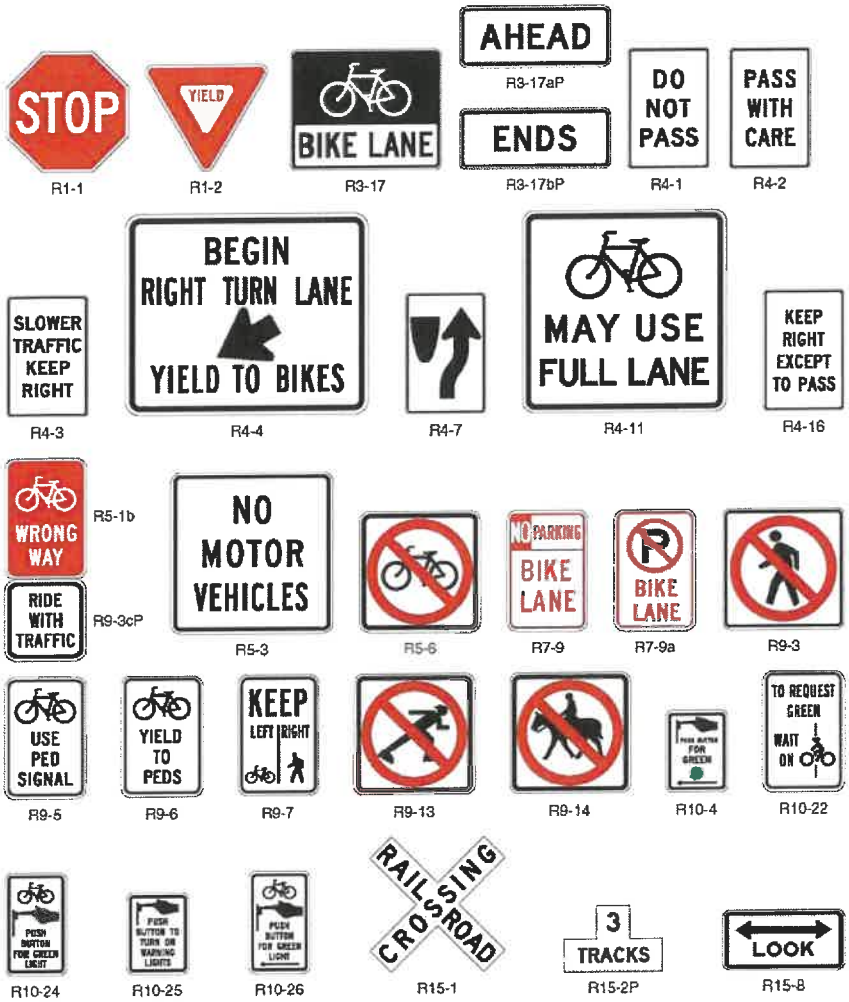
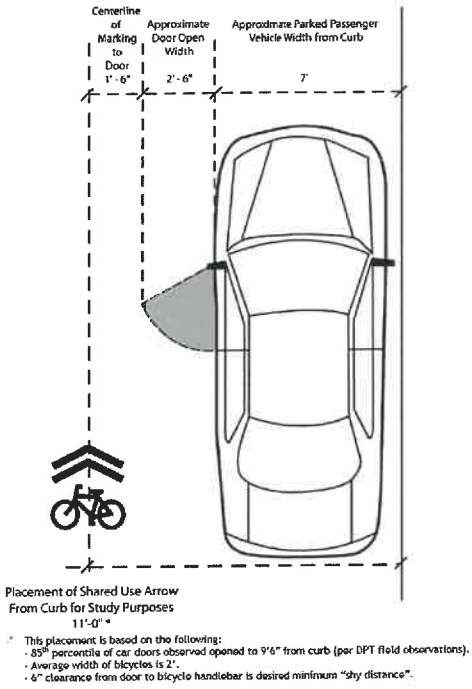


Figure AI. 6 Bicycle Directional Signage



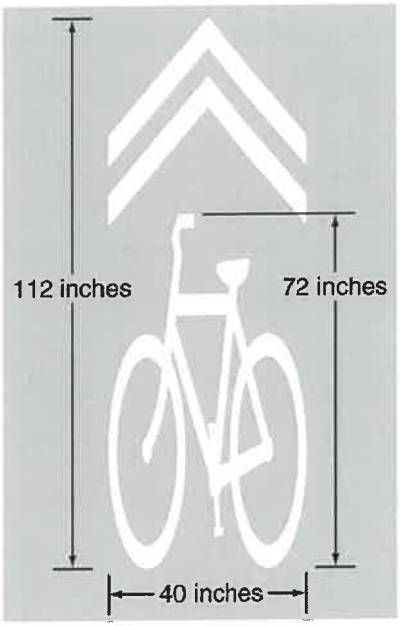


Figure AI. 7 Bicycle Pavement Markings

AI.2 Pedestrian Facilities

Sidewalk

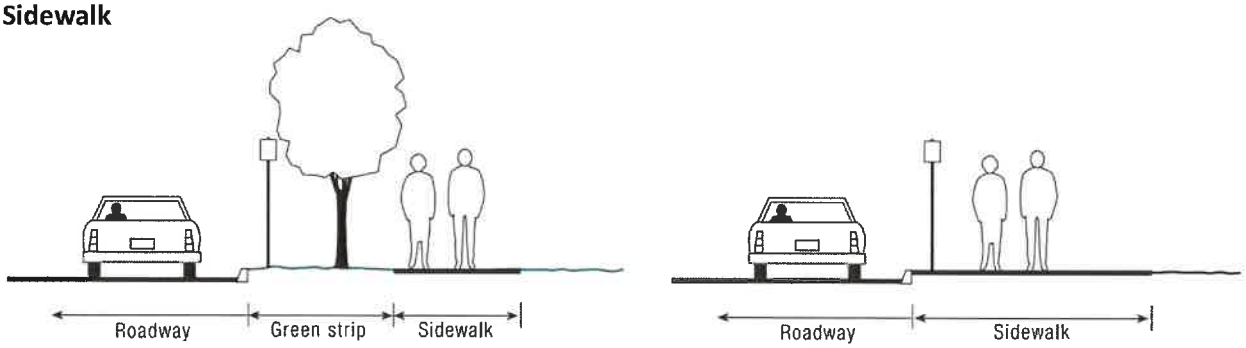


Figure AI. 8 Sidewalk Design Guideline

Sidewalk With Buffer

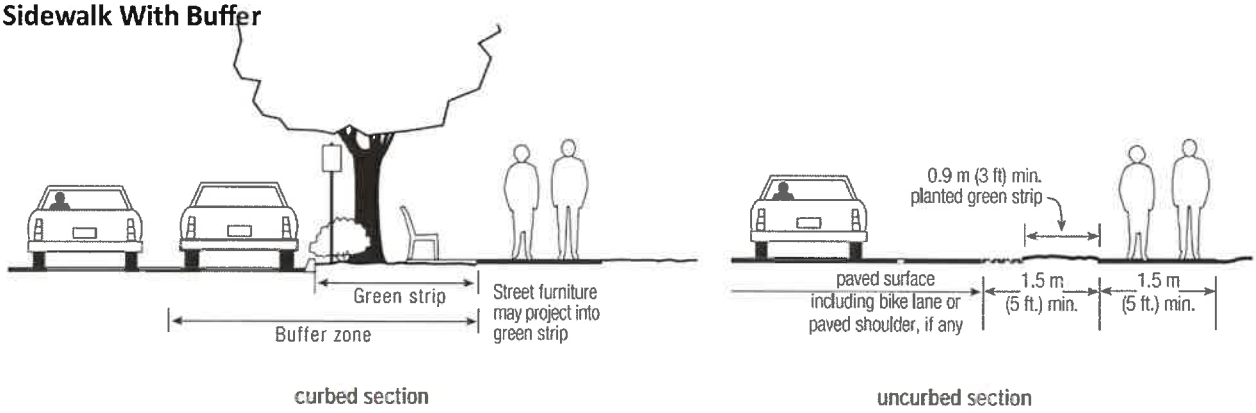


Figure AI. 9 Sidewalk with Buffer Design Guideline

Pedestrian Signage

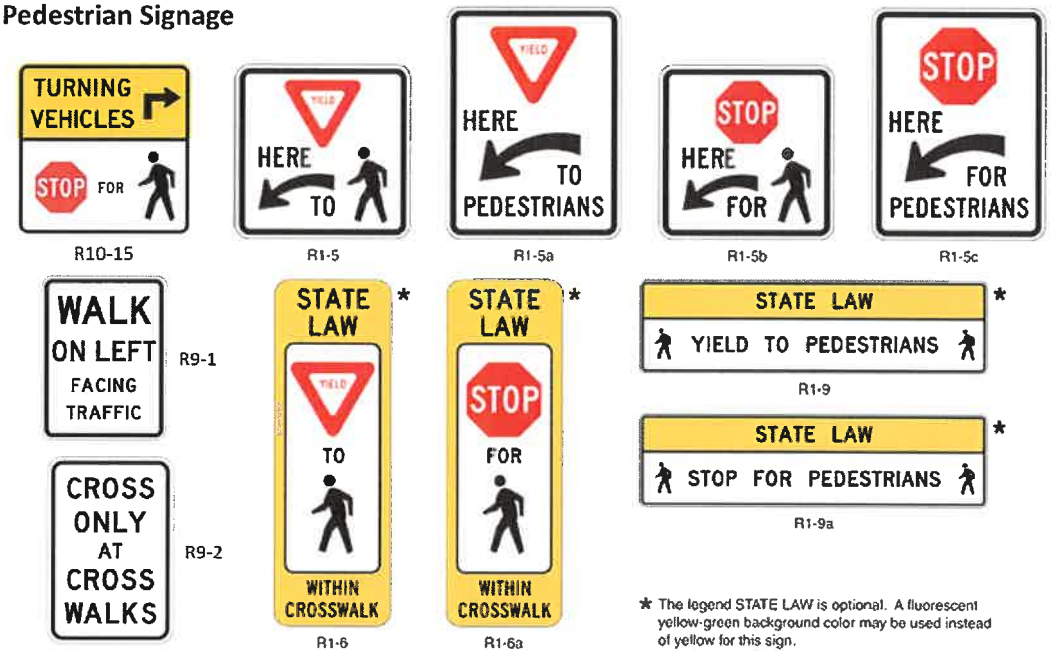


Figure AI. 10 Pedestrian Signage at Unsignalized Crosswalks

AI.3 Non-Motorized Facilities

Multiuse Path – Curb

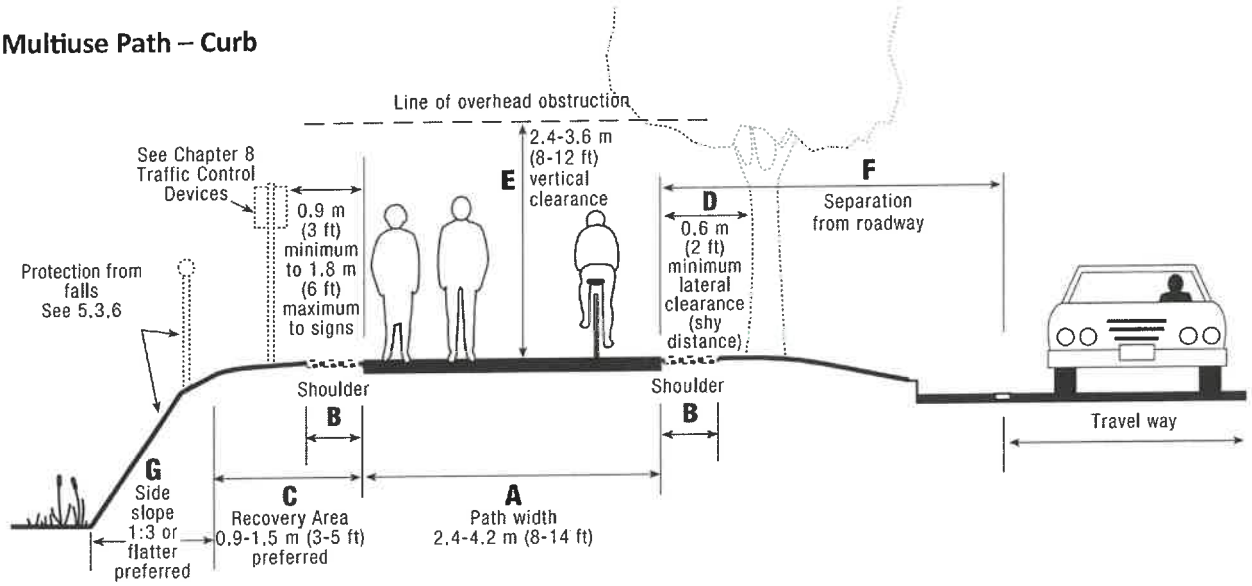


Figure AI. 11 Multiuse Path with Curb Design Guideline

Multiuse Path – Curb

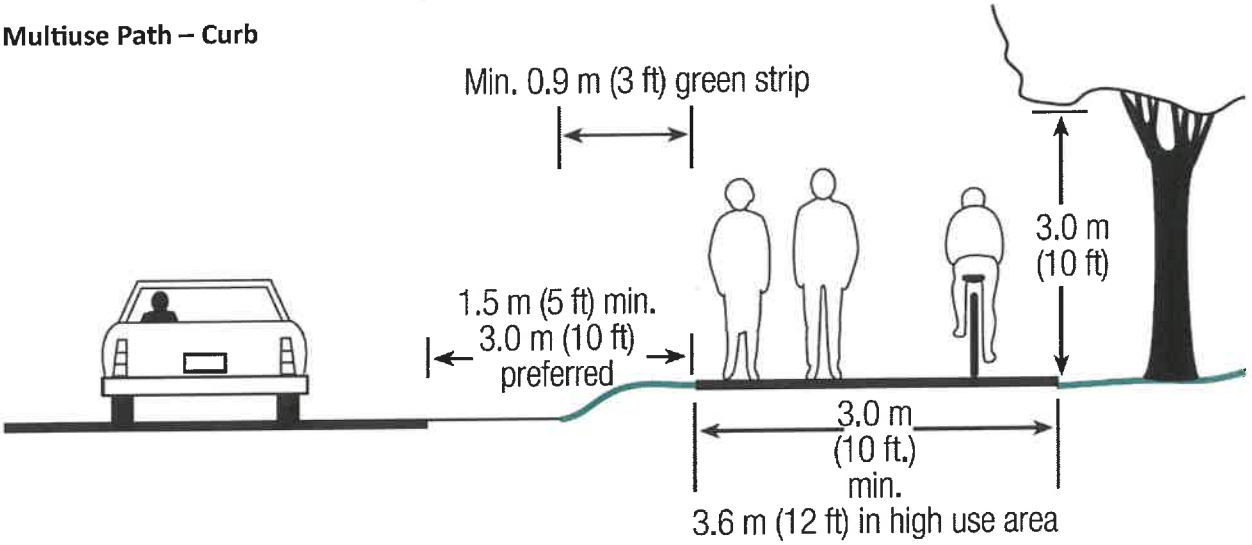


Figure AI. 12 Multiuse Path without Curb Design Guideline

Greenway

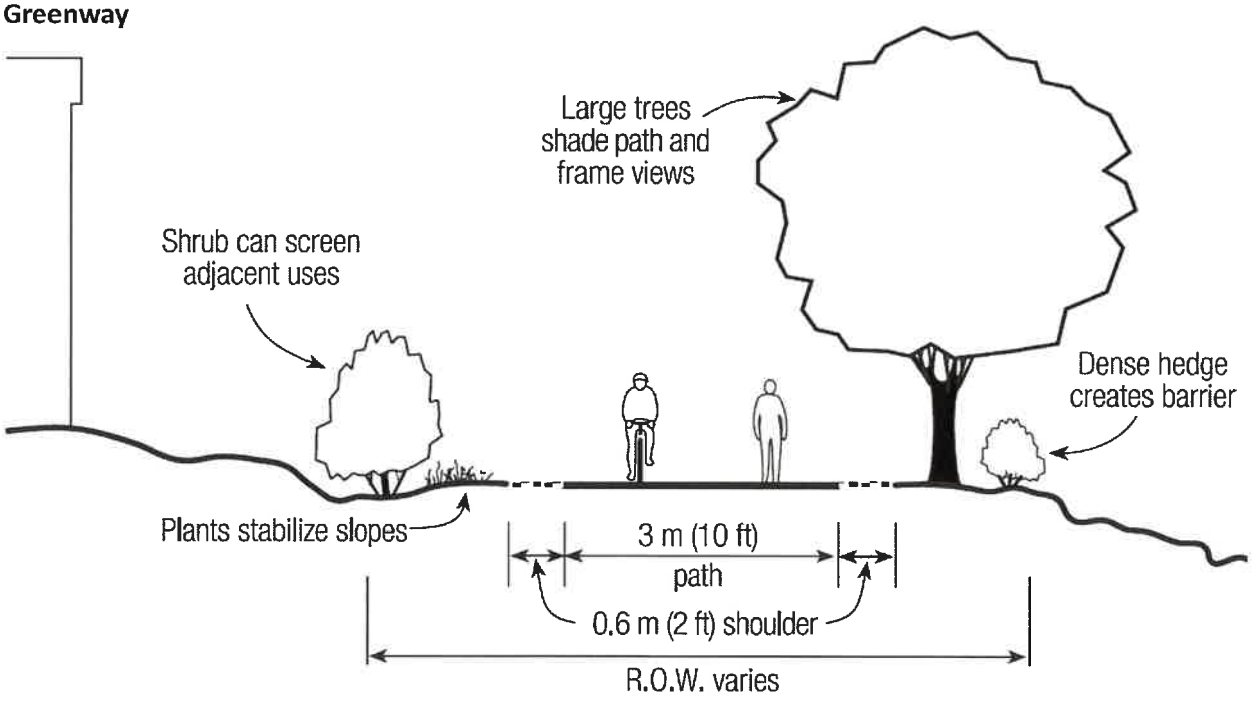


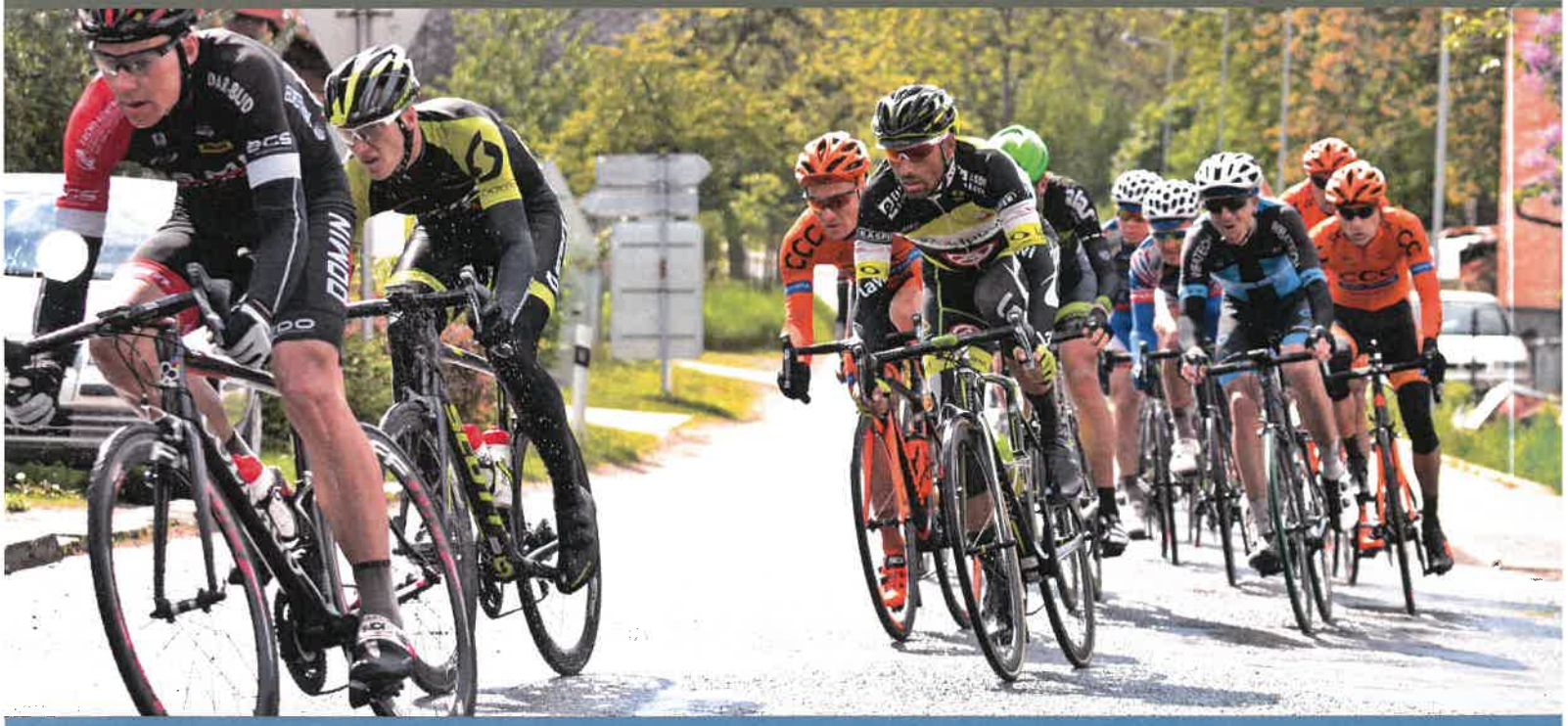
Figure AI. 13 Greenway Design Guideline

Greenway Signage

R9-7

Figure A. 14 Greenway Signage

AII



PROJECT DESCRIPTIONS AND COST ESTIMATES

APPENDIX II PROJECT DESCRIPTIONS AND COST ESTIMATES

Project descriptions and planning level cost estimates for recommended route improvements are provided in this appendix. Route improvements are identified for all four types of routes that make up the recommended regional point-to-point route network and are broken down below by county. Cost estimates reflect the costs of materials and do not include those associated with right-of-way acquisition or the engineering and design phase. Material costs are generic estimates generated using TDOT's 2016 Cost Estimation Tool. Table AII. 1 displays descriptions for recommended multiuse path improvements in the TRTA region.

Table AII. 1 Recommended Multiuse Path Improvement Descriptions and Cost Estimates

Recommended Multiuse Path Improvement Descriptions					
COUNTY	**ROADWAY**	**FROM <-- --> TO**	**MILEAGE**	**COUNTY MILEAGE TOTAL**	**COST ESTIMATE**
Benton	State Highway 69A	Creek Street to Southern Lock Road Entrance	0.8	0.8	$960,000.00
Decatur	None	None	-	-	-
Hardin	State Highway 22	U.S. Highway 64 to Pittsburg Landing Road	5	6.4	$7,680,000.00
	U.S. Highway 64	State Highway 69 to 605 ft east of Catfish Lane where shoulder width tapers off	1.4		
Henry	None	None	-	-	-
Houston	State Highway 147	Ferry Crossing/Tennessee River to ~one half mile west of Walford Hollow Rd	10.8	10.8	$12,960,000.00
Humphreys	U.S. Highway 70	Long Street to Shaver Road	1.1	1.1	$1,320,000.00
Perry	S Mill Street/Old State Highway 13	Old Hohenwald Road (Veterans Park) to W. Main Street	1.2	1.2	$1,440,000.00
Stewart	Spring Street/ State Highway 49	U.S. Highway 79 to Wildlife Road	2.4	2.4	$2,880,000.00
Wayne	None	None	-	-	-
*Multiuse Path Unit Price: $1,200,000/mile				TRTA REGION TOTAL 22.7	TRTA REGION TOTAL $27,240,000.00

Table AII. 2 displays project descriptions and cost estimates for recommended paving improvements. Prices are contingent upon the level of paving required, as some roadways are currently gravel while others simply need to be resurfaced. Costs reflect the assumption that the identified roadway segment will maintain its current pavement width.

Table AII. 2 Recommended Paving Improvement Descriptions and Cost Estimates

Recommended Paving Improvement Descriptions					
COUNTY	**ROADWAY**	**FROM <-- --> TO**	**MILEAGE**	**COUNTY MILEAGE TOTAL**	**COST ESTIMATE**
Benton	None	None	-	-	-
Decatur	Smith Gravel Pit Road	Carrol Cabin Road to Bob's Landing Road	1	1	$844,800.00
Hardin	Federal Road	Fraley Drive to Leath Road	2.1	6	$199,584.00
	Leath Road	Federal Road to State Highway 57	3.9		$411,840.00
Henry	Old Paris Murray Road	Highway 140 to Vaughn Road	7.2	7.5	$760,320.00
	Bobcat Den Road	Remaining unpaved portion (~85 feet east of Elkhorn Lane to T Intersection)	0.3		$278,784.00
Houston	None	None	-	-	-
Humphreys	None	None	-	-	-
Perry	Lady Bluff Road	Standing Rock Road to Lady's Bluff Access Parking Lot	0.7	0.7	$413,952.00
Stewart	Bellwood Hollow Road	Old Highway 79 to Cub Creek Road	3.6	3.6	$342,144.00
Wayne	None	None	-	-	-
*Full-Depth Paving (without excavation and drainage) Unit Price: $8/square foot *Resurfacing Only Unit Price: $1/square foot				TRTA REGION TOTAL 18.8	TRTA REGION TOTAL $3,251,424.00

Improvement recommendations for additional signage is intended to include both standalone roadway signs as well as pavement markings; however, given the nature of the TRTA region (i.e., multiple jurisdictions and rural), the likeliness for using pavement markings is not as great as in urban settings nor can its use can be consistently predicted across the region. Therefore, cost estimates displayed in Table AII. 3 reflect the addition of standalone signs only (one in either direction for each segment) with the intention for identified segments within municipal limits to receive a higher level of scrutiny by roadway officials in terms of identifying the most beneficial improvement type for the roadway's context. Appropriate contexts for the use of sharrows in the region are likely within community downtowns, especially where on-street (parallel or angled) parking is available. Plastic versions of these roadway markings cost approximately $325 per sharrow, while painted sharrows are much cheaper.

Table AII. 3 Recommended Signage and Pavement Marking Improvement Descriptions and Cost Estimates

Recommended Signage and Marking Improvement Descriptions					
COUNTY	**ROADWAY**	**FROM <-- --> TO**	**MILEAGE**	**COUNTY MILEAGE TOTAL**	**COST ESTIMATE**
Benton	Danville Road	Benton-Houston Ferry to ~140 feet east of Lick Creek Road	9.9	23.0	$700
	Beaverdam Road	Bethel Church Road to Eva Flatwoods Road	4		$700
	Birdsong Road	Rockport McIllwain Road to Bivens Cypress Creek Rd/U.S. Highway 70BUS	9.1		$700
Decatur	Old Decaturville Road	U.S. Highway 641 to Mays Town Road	1	12.6	$700
	S Georgia Avenue	Mays Town Road to E Third Street	1.7		$700
	Bob's Landing Road	Smith Gravel Pit Road to U.S. Highway 641	1.1		$700
	State Highway 100	U.S. Highway 412 to Barber Street	7.1		$700
	E Main Street	Barber Street to N/S Pleasant Street	0.5		$700
	Camden Road	U.S. Highway 641 to ~200 feet north of Evans Street	1.2		$700
Hardin	Glendale Road	Old Union Road to Saltillo Road/Marshall Drive	5.5	36.8	$700
	State Highway 57	Leath Road/Robinson Road to ~400 feet east of Old State Highway 57	3.9		$700
	State Highway 128	U.S. Highway 64 to State Highway 57	12.3		$700
	Main Street/U.S. Highway 64	Riverside Drive to Wayne Road	0.6		$700
	State Highway 203	Airport Road to Wayne County line	1405		$700

Table AII. 3 Recommended Signage and Pavement Marking Improvement Descriptions and Cost Estimates

Recommended Signage and Marking Improvement Descriptions					
COUNTY	**ROADWAY**	**FROM <-- --> TO**	**MILEAGE**	**COUNTY MILE-AGE TOTAL**	**COST ESTIMATE**
Henry	Elkhorn Road	Oak Grove Road S to Poplar Grove Road	9.4	26.1	$700
	Old Paris Murray Road	U.S. Highway 641 to Kentucky state line	13.7		$700
	E Washington Street	Lake Street to N Blakemore Street	0.5		$700
	Chickasaw Road	Lake Street to Fairground Road	0.8		$700
	India Road	Fairground Road to ~30 feet east of Scott Lane	1.7		$700
Houston	Standing Rock Rd/ State Highway 232	State Highway 147 to Houston/Stewart County Line	2.4	14.1	$700
	W Main St/State Highway 49	Hurricane Loop/N Main Street/State Highway 147	4.3		$700
	Campground Road	Fire Tower Road to State Highway 13	1.3		$700
	McEwen Road/ State Highway 231	State Highway 13 to Houston/Humphreys County Line	6.1		$700
Humphreys	Erin Road/State Highway 231	Humphreys/Stewart County Line to May Street	7.3	22.3	$700
	State Highway 13	Humphreys/Perry County Line to ~2,000 Feet South of Bold Spring Rd/ State Highway 230	15		$700
Perry	State Highway 13	Humphreys/Perry County Line to ~1,000 Feet South of E 3rd Avenue	5.1	34.4	$700
	Toms Creek Road/ State Highway 438	State Highway 13 to Linden Pineview Road/State Highway 438	7.4		$700
	Lower Lick Creek Road	Spring Creek Road/State Highway 438 to Bunker Hill Rd	3.9		$700
	Tree Farm Road	Linden Pineview Road to Strickland Road	5.8		$700
	Clifton Road/State Highway 128	State Highway 13 to Wayne/Perry County Line	12.2		$700

Table AII. 3 Recommended Signage and Pavement Marking Improvement Descriptions and Cost Estimates

Recommended Signage and Marking Improvement Descriptions					
COUNTY	**ROADWAY**	**FROM <-- --> TO**	**MILEAGE**	**COUNTY MILE-AGE TOTAL**	**COST ESTIMATE**
Stewart	Bellwood Hollow Road	Cub Creek Road to Old Highway 79	6.4	29.2	$700
	Old Highway 79	Bellwood Hollow Road to U.S. Highway 79	2.8		$700
	The Woodlands Trace/State Highway 461	Donelson Parkway/U.S. Highway 79 to Forest Service Road 227	4.6		$700
	Leatherwood Road	Long Creek Road/Upper Standing Rock Road to ~525 feet south of Wynn's Ferry Road	4.8		$700
	TVA Road/State High-way 232	Lower Standing Rock Road/Ribbon Branch Road to Houston County line	10.6		$700
Wayne	Bear Creek Road/ State Highway 203	Cromwell Ridge Road to Wapiti Lane	4.2	39.0	$700
	Lutts Road/State Highway 203	Pinhook Pike Road to Wayne/Hardin County Line	4.1		$700
	Collinwood Highway/ State Highway 13	1st Avenue N to Chalk Creek Road	7		$700
	Clifton Turnpike	Billy Nance Highway/U.S. Highway 641 to ~550 feet west of Savannah High-way/U.S. Highway 64	12.3		$700
	Linden Highway/ State Highway 128	~825 feet east of Cypress Street to Perry County Line	6.2		$700
	Dexter L Woods Memorial Blvd/ U.S. Highway 64	State Highway 99 to Hill Street	1.2		$700
	Natural Bridge Road/ State Highway 99	Old U.S. Highway 64 E to Topsy Store Road	4		$700
*Roadway Sign Unit Price: $350/sign				TRTA REGION TOTAL 237.5	TRTA REGION TOTAL $29,400.00

Project descriptions and cost estimates for recommended shoulder improvements are identified in Table AII. 4. Cost estimates take into consideration the existing width of the shoulder facility and assume the addition of width to meet the preferred six feet. As these estimates are at a planning-level, shoulder additions are assumed for the full length of the targeted roadway segment, while in actuality, the addition of shoulder may not be feasible for the entire duration, especially for segments that travel near or over water.

Table AII. 4 Recommended Shoulder Improvement Descriptions and Cost Estimates

Recommended Shoulder Improvement Descriptions					
COUNTY	**ROADWAY**	**FROM <-- --> TO**	**MILEAGE**	**COUNTY MILE-AGE TOTAL**	**COST ESTIMATE**
Benton	U.S. Highway 70	Highway 70B to ~1350 feet from beginning of bridge	3.9	3.9	$370,656.00
Decatur	Camden Road	Highway 69/ N Tennessee Street to ~200 feet from Evans St	1.2	23	$114,048.00
	State Highway 69/U.S. Highway 641	Old Decaturville Road to ~170 feet from Civic Lane	0.1		$7,920.00
	E Main St/State Highway 100	S Pleasant Street to Barber Street	0.5		$47,520.00
	State Highway 100	Barber Street/Barber Street Ext. to U.S. Highway 412	7.1		$551,232.00
	U.S. Highway 412	~340 feet east of Perryville Road to ~150 feet east of Bunches Chapel Road	0.5		$47,520.00
	Brooksie Thompson Road/State Highway 202	State Highway 69 to Brooksie Access/State Highway 202	10		$950,400.00
	State Highway 69	Brooksie Thompson Road/State Highway 202 to Hardin County line	3.6		$342,144.00
Hardin	State Highway 57	Leath Road to existing shoulder ~860 feet of State Highway 57 access ramp	3.9	27.8	$247,104.00
	State Highway 128	State Highway 57 to beginning of dam	0.8		$76,032.00
	Airport Road/ State Highway 226	U.S. Highway 64 to State Highway 128	7		$665,280.00
	State Highway 203	Airport Road/State Highway 226 to Wayne County line	14.5		$1,378,080.00
	State Highway 69	U.S. Highway 64 to Glendale Road	1.6		$76,032.00

Table AII. 4 Recommended Shoulder Improvement Descriptions and Cost Estimates

Recommended Shoulder Improvement Descriptions					
COUNTY	**ROADWAY**	**FROM <-- --> TO**	**MILEAGE**	**COUNTY MILE-AGE TOTAL**	**COST ESTIMATE**
Henry	U.S. Highway 79	Existing shoulder ~535 feet west of Service-master Road to India Road	0.6	3.2	$38,016.00
	India Road	U.S. Highway 79 to Paris City Limit (~685 feet east of Joe Street)	2.6		$247,104.00
Houston	State Highway 147	End of Proposed MUP/~855 feet east of Bush Lane to Hurricane Road/N Main Street/State Highway 49	10.1	12.9	$479,952.00
	State Highway 49	Hurricane Road/N Main Street/State High-way 49 to Houston/Stewart County Line	1		$47,520.00
	State Highway 13	Campground Road to McEwen Road/State Highway 231	1.8		$114,048.00
Humphreys	U.S. Highway 70	Tennessee River Bridge to ~1,900 feet west of Hartman Loop	7.5	29.1	$712,800.00
	State Highway 13	~1,975 feet south of Bold Spring Road/State Highway 230 to ~890 feet north of Burned House Road/Tumbling Creek Road E	6.6		$627,264.00
	State Highway 13	~875 feet north of Dyer Road to ~465 feet north of Old State Highway 13	3.6		$171,072.00
	State Highway 13	Bodine Loop/Warren Lane to Humphreys/ Perry County Line	3.3		$313,632.00
	U.S. Highway 70	N Powers Boulevard to ~890 feet east of Hughey Lane	1.4		$133,056.00
	U.S. Highway 70	~735 feet west of Lawson Lane to Wilkie Street	6.7		$424,512.00
Perry	State Highway 13	Humphreys/Perry County Line to ~150 feet south of E 3rd Avenue	5.1	12.6	$403,920.00
	State Highway 13	~210 feet south of 8th Avenue E to Toms Creek Road/State Highway 438	3.2		$152,064.00
	State Highway 438	State Highway 13 to Jones Hollow Road	1.3		$41,184.00
	Linden Pineview Road	Tree Farm Road to Hill Street	0.1		$9,504.00
	State Highway 438	State Highway 100/U.S. Highway 412 to Mousetail Landing Road	2.7		$256,608.00
	State Highway 100/U.S. Highway 412	~600 feet south of State Highway 438 to Lewis Road	0.2		$19,008.00

Table AII. 4 Recommended Shoulder Improvement Descriptions and Cost Estimates

Recommended Shoulder Improvement Descriptions					
COUNTY	**ROADWAY**	**FROM <-- --> TO**	**MILEAGE**	**COUNTY MILEAGE TOTAL**	**COST ESTIMATE**
Stewart	State Highway 46	State Highway 233 to Indian Mound Road	7.4	16.1	$703,296.00
	State Highway 49	Houston County line to Old Highway 18	1.5		$118,800.00
	State Highway 232	Old Tennessee 76 to Leatherwood Road	6.7		$530,640.00
	Cumberland City Road/State Highway 233	Old Highway 149 to State Highway 46/ Ferry Access Road	0.5		$47,520.00
Wayne	State Highway 203	Hardin County line to Chisholm Road/ State Highway 13	15.5	33.5	$1,227,600.00
	Collinwood Highway/State Highway 13	1st Avenue N to Chalk Creek Road	7		$221,760.00
	S Main St/Highway 13	Forrest Hills Drive to Hollis Street	1.2		$114,048.00
	Old Highway 64 E/ State Highway 99	U.S. Highway 64 to Old U.S. Highway 64 E	2.5		$198,000.00
	W Pillow Street/ State Highway 128	Shoulder end ~350 feet north of Old State Highway 128 to ~375 feet north of Walnut Street/W Pillow Street Intersection	1.1		$104,544.00
	E Water Street/ State Highway 128	~840 feet east of Cypress Street to Wayne/Perry County Line	6.2		$491,040.00
*Full-Depth Shoulder Unit Price: $3/square foot				TRTA REGION TOTAL 162.1	TRTA REGION TOTAL $12,822,480.00

AIII

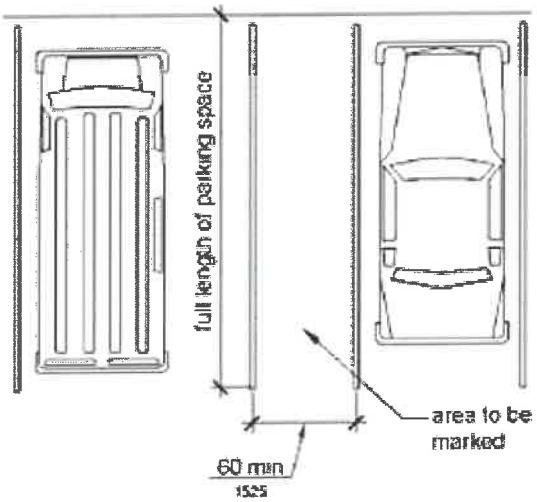
ADA CHECKLIST FOR EXISTING FACILITIES

APPENDIX III ADA CHECKLIST FOR EXISTING FACILITIES

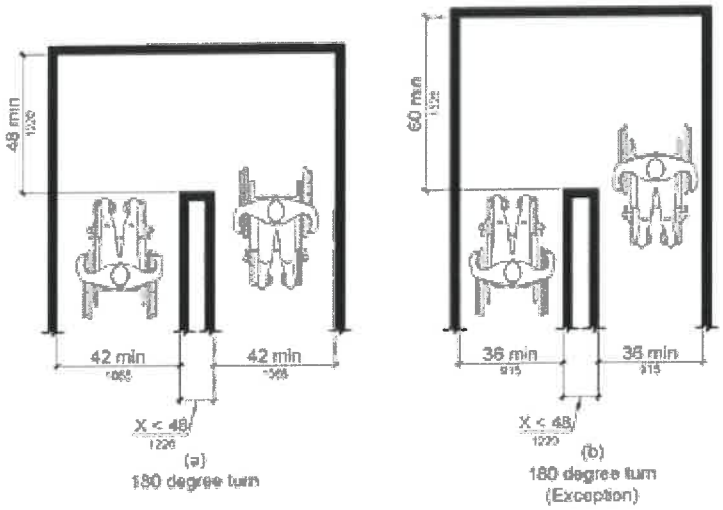
Introduction:

This summary is intended to as a guide to the complete ADA Checklist for Existing Facilities which is available in multiple formats at www.adachecklist.org. This guide will highlight topics covered in four priority areas that are included in the comprehensive checklist. The four priority areas are:

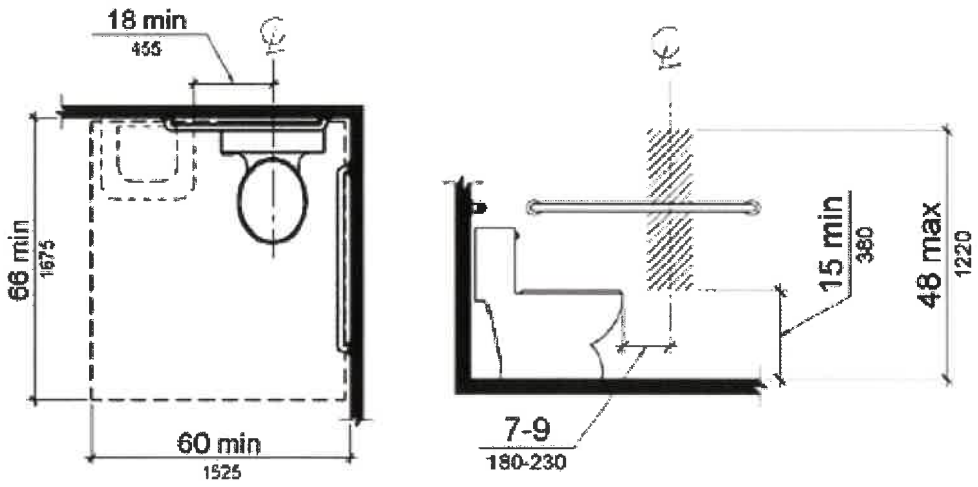
Approach and Entrance – Covers parking and travel ways to a facility



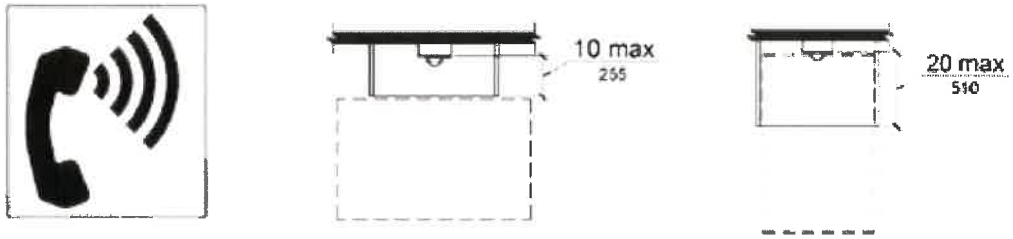
Access to Goods & Services – Addresses the interior functionality of a facility



Toilet Rooms – Applies to specific considerations required of bathroom design



Additional Access – Drinking Fountains, Public Telephones & Fire Alarms – Addresses drinking fountains, public telephones, and fire alarm



This checklist may be customized to meet local needs. Some users may choose to add state or other requirements. However, the provided checklist is a good resource to help you identify easily.

What is Program Accessibility?

State and local governments are obligated to ensure that services, programs and activities are accessible to people with disabilities. This includes verifying that public buildings and spaces accommodate those with disabilities but, it also goes beyond the built environment. For example, program accessibility would include measures that allow people with disabilities to effectively participate in public meetings.

What are Public Accommodations?

Private entities that own, lease, lease to or operate a place of public accommodation have a responsibility to remove barriers that impact individuals with disabilities. This means that both a landlord who leases out a space in a building to a tenant and the tenant who operates a place of public accommodation have responsibilities to remove barriers.

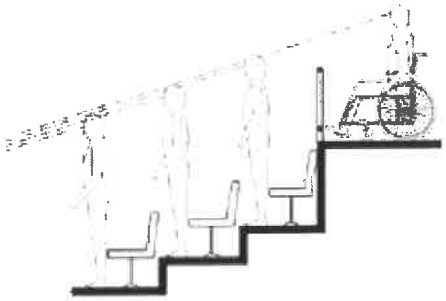
A place of public accommodation is a facility whose operations affect commerce and fall within at least one of the following 12 categories:

1. Places of lodging (e.g., inns, hotels, motels, except for owner-occupied establishments renting fewer than six rooms)

2. Establishments serving food or drink (e.g. , restaurants and bars)

3. Places of exhibition or entertainment (e.g. , motion picture houses, theaters, concert halls, stadiums)

4. Places of public gathering (e.g. , auditoriums, convention centers, lecture halls)



Example of barrier mitigation for auditorium seating

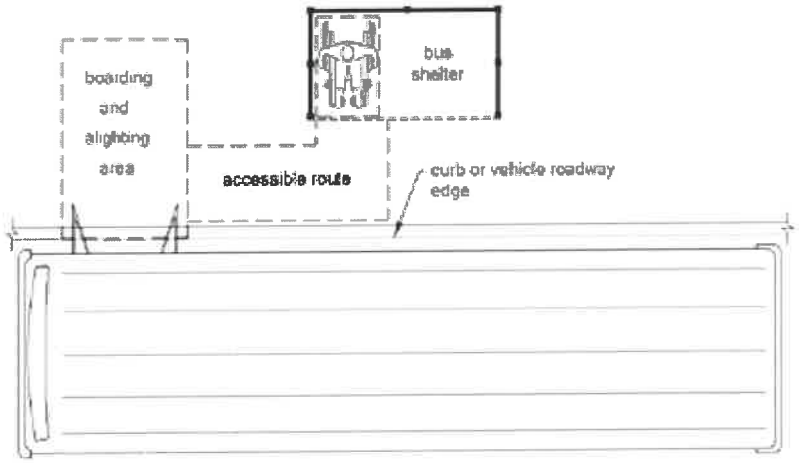
5. Sales or rental establishments (e.g. , bakeries, grocery stores, hardware stores, shopping centers)

6. Service establishments (e.g. , laundromats, dry-cleaners, banks, barber shops, beauty shops, travel services, shoe repair services, funeral parlors, gas stations, offices of accountants or lawyers, pharmacies, insurance offices, professional offices of health care providers, hospitals)

7. Public transportation terminals, depots, or stations (not including facilities relating to air transportation)

8. Places of public display or collection (e.g. , museums, libraries, galleries)

9. Places of recreation (e.g. , parks, zoos, amusement parks)Places of education



Example of accessible design of a bus stop.

10. Places of education (e.g. , nursery schools, elementary, secondary, undergraduate, or postgraduate private schools)

11. Social service center establishments (e.g. , day care centers, senior citizen centers, homeless shelters, food banks, adoption agencies)

12. Places of exercise or recreation (e.g. , gymnasiums, health spas, bowling alleys, golf courses)

What is Readily Achievable Barrier Removal?

Barrier removal is considered "Readily achievable when the barrier in question is easily accomplishable and able to be carried out without much difficulty or expense.

The decision of what is readily achievable is made considering the size, type, and overall finances of the public accommodation and the nature and cost of the access improvements needed. Barrier removal that is difficult now may be readily achievable in the future as finances change.

This checklist is intended to assist public accommodations in identifying existing barriers as the first step in a process for readily achievable barrier removal.

Getting Started

1. Start Outside – Survey the parking, accessible pathways, entrance features, etc.
2. Keep Good Notes – Don't count on your memory or the checklist alone. Record detailed notes about each site. A photo log is helpful as well.
3. Take Good Measurements
4. Check, then Double-Check - Is the checklist complete? Are there unique barriers the checklist did not address?

After the Survey

1. List the Barriers & Solutions – What did the survey reveal? Work with contractors to estimate potential costs.
2. Make a Plan – Prioritize the work, create a schedule, determine who is responsible for completing the work and develop a budget.
3. Make the Changes – Use the 2010 ADA Standards for Accessible Design unless local or state building codes require greater accessibility.
4. Follow Up – Were the barriers removed successfully? Are additional improvements needed?

AIV

TENNESSEE DEPARTMENT OF HEALTH -
LIVABLE COMMUNITIES CHECKLIST

APPENDIX IV TENNESSEE DEPARTMENT OF HEALTH - LIVABLE COMMUNITIES CHECKLIST

This checklist is intended to serve as a resource for communities in Tennessee in order to assess characteristics of the built environment related to health and livability. Some of the items in this checklist may not be applicable to all communities. Some items are more relevant for looking at entire communities, while others are more useful for smaller spaces or projects. The checklists items can be selected or modified to suit each individual community's needs. Assessing these types of characteristics is an important first step in determining how communities can promote livability and health through changes to their built environment, and for tracking progress in livability over time.

AIV.1 Benton County

AIV.1.1 Place Being Assessed: County

AIV.1.2 Place Characteristics: Rural

Number of residents: 16,489

AIV.1.3 Parks and Nature

What percentage of residents lives within ½ mile of a park? 4.14 %

How many acres of parkland do you have? (per 1,000 population) 164.65

How many miles of greenways, walking/biking trails do you have? 0.55

If so, do the greenways and/or trails connect to destinations? Destinations include schools, retail, and business centers. Yes ___ No x

What percentage of your sidewalk length has street trees present? 0%

How many playgrounds or playspaces are present? 2

Rate based on condition, safety, number of different types of activities that can occur (playground equipment, sports fields, seating, water fountains, family gatherings, etc.)
1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

AIV.1.4 Healthy Food

Food deserts are areas without a full-service grocery store, produce market, or other retailer present who sells healthy and fresh foods. Are there food deserts present? Yes x No ___

How many full-service grocery stores do you have? (per 1,000 population) 0.24

How many other healthy/fresh food retail stores do you have? (per 1,000 population) __0__

How many community gardens do you have? (per 1,000 population) __0.06__

How many farmers markets do you have? __0__

If farmers markets present, rate based on cost of food, hours/months of the year open, whether it accepts SNAP benefits, and walking distance (1/4 mile) to nearby residents and workers.
1=poor____ 2=fair____ 3=acceptable____ 4=good____ 5=excellent____

AIV.1.5 Transportation

Do you have bikeways? Bikeways are designated spaces in the roadway for bike use only. They can be separated bike lanes, protected bike lanes, or bike symbols painted in roadways shared with cars. Yes____ No__x__

If so, what is the ratio of bikeway miles to roadway miles?____ : ____

If so, how safe are they? Rate on what percentage are shared (less safe) vs. protected (barrier present between bike and car traffic) or separated (painted lanes with no barrier.
1=poor____ 2=fair____ 3=acceptable____ 4=good ____ 5=excellent ____

Do you have sidewalks? Yes __x__ No ____

If so, how many miles? __2.78__

If so, what is the ratio of sidewalk miles to roadway miles? __2.78__ : __771__

If so, what is the quality of your sidewalks?

- Condition (cracks, holes)
  1=poor____ 2=fair____ 3=acceptable____ 4=good____ 5=excellent____
- Width (wide enough for people to pass, wheelchairs)
  1=poor____ 2=fair____ 3=acceptable____ 4=good____ 5=excellent____
- Barriers (telephone poles, overgrown landscape, mailboxes)
  1=poor____ 2=fair____ 3=acceptable____ 4=good____ 5=excellent____
- Interruptions (curb cuts, missing sections)
  1=poor____ 2=fair____ 3=acceptable____ 4=good____ 5=excellent____
- Connectivity (connects residents and workers to destinations)
  1=poor____ 2=fair____ 3=acceptable____ 4=good____ 5=excellent____

What percentage of workers bikes to work? __0__%

What percentage of workers walks to work? __1__%

What percentage of workers takes public transportation to work? __0__%

What percentage of workers lives within walking distance (1/4 mile) of a transit stop? 0 %

What percentage of transit stops provide:

- Seating NA %
- Shade NA %
- Trash cans NA %

Do you have bike racks? Yes ___ No ___

If so, how many? _____

Are the following active transportation features required for new developments or projects in the area being assessed?

- Bikeways Yes ___ No___
- Bike Racks Yes ___ No___
- Sidewalks Yes x No___
- Transit stop with seating and/or shelter Yes ___ No___

What percentage of the budget (city, project, etc.) is used to fund active transportation infrastructure or improvements? _____%

AIV.1.6 Social Life of Spaces

Does the space provide opportunities for social interaction and gatherings?
1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

What types of uses, activities, or programming (events) are available in the space?
Organized sports: baseball; tennis; etc. ,Swimming , Picnic pavilions, Community Garden

What percentage of the space's users are children (under 15 yrs old)? 15.7 %

What percentage of the space's users are elders (over 70 yrs old)? 13.7 %

What types of connection are there to and from the place (public transit, bikeways, sidewalks)?
Few connections exist due to the limited active transportation and transit facilities

AIV.1.7 Community Partnerships

What community partners are engaged with the space? List city agencies or other organizations that have a direct impact on/in the space.
Benton County Ministerial Alliance; City of Camden; City of Big Sandy; Benton County; Northwest Tennessee Development district; Benton County Chamber of Commerce; Benton County Board of Education

AIV.1.8 Schools

How safely can students walk to school?
1=poor _x_ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

How safely can students bike to school?
1=poor _x_ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

Are school grounds and facilities open to the community after school hours?
Yes _x_ No ____ Unsure ____

AIV.1.9 Health Equity

Are disadvantaged populations at greater risk of health problems?
1=definitely ____ 2=likely ____ 3-unsure ____ 4=not likely ____ 5=not at all ____

Are residents involved in planning for changes that impact their livability and health?
1=never ____ 2=not often ____ 3=unsure ____ 4=sometimes ____ 5=always ____

AIV.1.10 Air Quality

How many stationary sources of pollution do you have? (EPA permitted sources) 3

AIV.1.11 Housing

How many vacant (blighted) homes do you have? 2,180

Where are they located? Are they concentrated in certain areas?
Concentrated in the northern and southern portions of the county

What percentage of households does not have a vehicle 7 %

Where are they located? Are they concentrated in certain areas?

Do you have a mix of housing types? (single-family, multi-family, rental and ownership options, affordable housing options) Yes _x_ No ____ Unsure ____

How many homeless people are there at any given time? (point-in-time) _____

What percentage of renter is cost burdened? 44 %

AIV.1.12 Public Safety

How many pedestrian fatalities annually are there? (per 100,000 population) 6.11

How many crashes are there annually involving a vehicle and either a pedestrian or bicyclist annually? 18

Are crosswalks and crossing signals present? (both visual and audible) Yes ___ No x

Is the space well-lit at night? (streetlights) Yes ___ No ___

How many vacant (empty) lots do you have? _____

Where are they located? Are they concentrated in certain areas?

_____

AIV.1.13 Accessibility

Is the space ADA compliant or designed for all users regardless of ability? (Universal Design)
Yes ___ No x Unsure ___

In general, how comfortable is the space for all users regardless of ability? Rate based on wheelchair access, ease of use for children and the elderly, lighting, seating, shade, directional signage, visual and audible cures at intersection for those with disabilities.
1=poor x 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

Does the place allow for residents to continue using the area comfortably as they grow older (aging-in-place)?
1=poor x 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

AIV.1.14 Internet Access

How many internet providers serve the area? 5

What percent of the population has internet speeds of at least 25 mbs? 0 %

How much do those packages cost on average? $ NA per month

AIV.2 Decatur County

AIV.2.1 Place Being Assessed: County

AIV.2.2 Place Characteristics: Rural

Number of residents: 11,757

AIV.2.3 Parks and Nature

What percentage of residents lives within ½ mile of a park? 0.36 %

How many acres of parkland do you have? (per 1,000 population) 0.09

How many miles of greenways, walking/biking trails do you have? 0

If so, do the greenways and/or trails connect to destinations? Destinations include schools, retail, and business centers. Yes____ No____

What percentage of your sidewalk length has street trees present? 0 %

How many playgrounds or playspaces are present? 1

Rate based on condition, safety, number of different types of activities that can occur (playground equipment, sports fields, seating, water fountains, family gatherings, etc.)
1=poor___ 2=fair___ 3=acceptable___ 4=good___ 5=excellent___

AIV.2.4 Healthy Food

Food deserts are areas without a full-service grocery store, produce market, or other retailer present who sells healthy and fresh foods. Are there food deserts present? Yes___ No x

How many full-service grocery stores do you have? (per 1,000 residents) 0.34

How many other healthy/fresh food retail stores do you have? 0

How many community gardens do you have? 0

How many farmers markets do you have? 0

If farmers markets present, rate based on cost of food, hours/months of the year open, whether it accepts SNAP benefits, and walking distance (1/4 mile) to nearby residents and workers.
1=poor___ 2=fair___ 3=acceptable___ 4=good___ 5=excellent___

AIV.2.5 Transportation

Do you have bikeways? Bikeways are designated spaces in the roadway for bike use only. They can be separated bike lanes, protected bike lanes, or bike symbols painted in roadways shared with cars. Yes___ No x

If so, what is the ratio of bikeway miles to roadway miles? ____:____

If so, how safe are they? Rate on what percentage are shared (less safe) vs. protected (barrier present between bike and car traffic) or separated (painted lanes with no barrier.
1=poor____ 2=fair____ 3=acceptable____ 4=good____ 5=excellent____

Do you have sidewalks? Yes x No____

If so, how many miles? 2.6

If so, what is the ratio of sidewalk miles to roadway miles? 2.6 : 663

If so, what is the quality of your sidewalks?

- Condition (cracks, holes)
  1=poor ___ 2=fair___ 3=acceptable___ 4=good___ 5=excellent___
- Width (wide enough for people to pass, wheelchairs)
  1=poor ___ 2=fair___ 3=acceptable___ 4=good___ 5=excellent___
- Barriers (telephone poles, overgrown landscape, mailboxes)
  1=poor ___ 2=fair___ 3=acceptable___ 4=good___ 5=excellent___
- Interruptions (curb cuts, missing sections)
  1=poor ___ 2=fair___ 3=acceptable___ 4=good___ 5=excellent___
- Connectivity (connects residents and workers to destinations)
  1=poor ___ 2=fair___ 3=acceptable___ 4=good___ 5=excellent___

What percentage of workers bikes to work? 0 %

What percentage of workers walks to work? 2 %

What percentage of workers takes public transportation to work? 0.11 %

What percentage of workers lives within walking distance (1/4 mile) of a transit stop? _____ %

What percentage of transit stops provide:

- Seating ____ %
- Shade ____ %
- Trash cans ____ %

Do you have bike racks? ___ Yes ___ No

If so, how many? _____

Are the following active transportation features required for new developments or projects in the area being assessed?

- Bikeways Yes___ No x
- Bike Racks Yes___ No x
- Sidewalks Yes x No___
- Transit stop with seating and/or shelter Yes___ No x

What percentage of the budget (city, project, etc.) is used to fund active transportation infrastructure or improvements? _____ %

AIV.2.6 Social Life of Spaces

Does the space provide opportunities for social interaction and gatherings?
1=poor ___ 2=fair___ 3=acceptable___ 4=good ___ 5=excellent ___

What types of uses, activities, or programming (events) are available in the space?

What percentage of the space's users are children (under 15 yrs old)? _____ %

What percentage of the space's users are elders (over 70 yrs old)? _____ %

What types of connection are there to and from the place (public transit, bikeways, sidewalks)?

AIV.2.7 Community Partnerships

What community partners are engaged with the space? List city agencies or other organizations that have a direct impact on/in the space.
City of Scots Hill; City of Parson; City of Decaturville; Decatur County Veteran's Office; Senior Services Center; Decatur County Health Department; Decatur County Saddle Club

AIV.2.8 Schools

How safely can students walk to school?
1=poor _X_ 2=fair____ 3=acceptable____ 4=good____ 5=excellent____

How safely can students bike to school?
1=poor _X_ 2=fair____ 3=acceptable____ 4=good____ 5=excellent____

Are school grounds and facilities open to the community after school hours?
Yes _X_ No____ Unsure____

AIV.2.9 Health Equity

Are disadvantaged populations at greater risk of health problems?
1=definitely____ 2=likely _x_ 3-unsure____ 4=not likely____ 5=not at all____

Are residents involved in planning for changes that impact their livability and health?
1=never____ 2=not often____ 3=unsure _x_ 4=sometimes____ 5=always____

AIV.2.10 Air Quality

How many stationary sources of pollution do you have? (EPA permitted sources) ____1____

AIV.2.11 Housing

How many vacant (blighted) homes do you have? 1,869

Where are they located? Are they concentrated in certain areas?
Northeast portion of the county near Cozette, Sugar Tree, and Yellow Springs

What percentage of households does not have a vehicle? 5 %

Where are they located? Are they concentrated in certain areas?
Slight concentration south of Parsons

Do you have a mix of housing types? (single-family, multi-family, rental and ownership options, affordable housing options) Yes x No _____ Unsure _____

How many homeless people are there at any given time? (point-in-time) _____

What percentage of renter is cost burdened? 42%

AIV.2.12 Public Safety

How many pedestrian fatalities annually are there? (per 100,000 population) 0

How many crashes are there annually involving a vehicle and either a pedestrian or bicyclist annually? 9

Are crosswalks and crossing signals present? (both visual and audible) Yes ____ No ____

Is the space well-lit at night? (streetlights) Yes ____ No ____

How many vacant (empty) lots do you have? _____

Where are they located? Are they concentrated in certain areas?

_____

AIV.2.13 Accessibility

Is the space ADA compliant or designed for all users regardless of ability? (Universal Design)
Yes _____ No _____ Unsure _____

In general, how comfortable is the space for all users regardless of ability? Rate based on wheelchair access, ease of use for children and the elderly, lighting, seating, shade, directional signage, visual and audible cures at intersection for those with disabilities.
1=poor ____ 2=fair____ 3=acceptable____ 4=good ____ 5=excellent ____

Does the place allow for residents to continue using the area comfortably as they grow older (aging-in-place)?
1=poor ____ 2=fair____ 3=acceptable____ 4=good ____ 5=excellent ____

AIV.2.14 Internet Access

How many internet providers serve the area? 4

What percent of the population has internet speeds of at least 25 mbs? 0 %

How much do those packages cost on average? $ NA per month

AIV.3 Hardin County

AIV.3.1 Place Being Assessed: County

AIV.3.2 Place Characteristics: Rural

Number of residents: 26,025

AIV.3.3 Parks and Nature

What percentage of residents lives within ½ mile of a park? 2.71 %

How many acres of parkland do you have? (per 1,000 population) 182.05

How many miles of greenways, walking/biking trails do you have? _____

If so, do the greenways and/or trails connect to destinations? Destinations include schools, retail, and business centers. Yes ____ No ____

What percentage of your sidewalk length has street trees present? _____ %

How many playgrounds or playspaces are present? _____

Rate based on condition, safety, number of different types of activities that can occur (playground equipment, sports fields, seating, water fountains, family gatherings, etc.)
1=poor ____ 2=fair ____ 3=acceptable ____ 4=good ____ 5=excellent ____

AIV.3.4 Healthy Food

Food deserts are areas without a full-service grocery store, produce market, or other retailer present who sells healthy and fresh foods. Are there food deserts present? Yes x No ____

How many full-service grocery stores do you have? (per 1,000 residents) 0.35

How many other healthy/fresh food retail stores do you have? (per 1,000 residents) 0

How many community gardens do you have? (per 1,000 residents) 0

How many farmers markets do you have? (per 1,000 residents) 0.04

If farmers markets present, rate based on cost of food, hours/months of the year open, whether it accepts SNAP benefits, and walking distance (1/4 mile) to nearby residents and workers.
1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

AIV.3.5 Transportation

Do you have bikeways? Bikeways are designated spaces in the roadway for bike use only. They can be separated bike lanes, protected bike lanes, or bike symbols painted in roadways shared with cars. Yes ___ No x

If so, what is the ratio of bikeway miles to roadway miles? ___ : ___

If so, how safe are they? Rate on what percentage are shared (less safe) vs. protected (barrier present between bike and car traffic) or separated (painted lanes with no barrier.
1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

Do you have sidewalks? Yes x No ___

If so, how many miles? 6.9

If so, what is the ratio of sidewalk miles to roadway miles? 6.9 : 1,045

If so, what is the quality of your sidewalks?

- Condition (cracks, holes)
  1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___
- Width (wide enough for people to pass, wheelchairs)
  1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___
- Barriers (telephone poles, overgrown landscape, mailboxes)
  1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___
- Interruptions (curb cuts, missing sections)
  1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___
- Connectivity (connects residents and workers to destinations)
  1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

What percentage of workers bikes to work? 0 %

What percentage of workers walks to work? 1 %

What percentage of workers takes public transportation to work? 0.22 %

What percentage of workers lives within walking distance (1/4 mile) of a transit stop? ___ %

What percentage of transit stops provide:

- Seating ____%
- Shade ____%
- Trash cans ____%

Do you have bike racks? Yes ____ No ____

If so, how many? _____

Are the following active transportation features required for new developments or projects in the area being assessed?

- Bikeways Yes____ No ____
- Bike Racks Yes ____ No ____
- Sidewalks Yes_x_ No ____
- Transit stop with seating and/or shelter Yes____ No ____

What percentage of the budget (city, project, etc.) is used to fund active transportation infrastructure or improvements? _____ %

AIV.3.6 Social Life of Spaces

Does the space provide opportunities for social interaction and gatherings?
1=poor ____ 2=fair____ 3=acceptable____ 4=good ____ 5=excellent ____

What types of uses, activities, or programming (events) are available in the space?

_____

_____

_____

_____

_____

What percentage of the space's users are children (under 15 yrs old)? _17.1_ %

What percentage of the space's users are elders (over 70 yrs old)? _13.5_ %

What types of connection are there to and from the place (public transit, bikeways, sidewalks)?

_____

_____

_____

AIV.3.7 Community Partnerships

What community partners are engaged with the space? List city agencies or other organizations that have a direct impact on/in the space.
City of Savannah; City of Crump; City of Adairsvill; City of Milledgeville; City of Saltillo; Hardin County Chamber of Commerce; UT Extension Service; Hardin County; Tennessee Valley Authority

AIV.3.8 Schools

How safely can students walk to school?
1=poor _x_ 2=fair ____ 3=acceptable ____ 4=good ____ 5=excellent ____

How safely can students bike to school?
1=poor _x_ 2=fair ____ 3=acceptable ____ 4=good ____ 5=excellent ____

Are school grounds and facilities open to the community after school hours?
Yes _x_ No ____ Unsure _x_

AIV.3.9 Health Equity

Are disadvantaged populations at greater risk of health problems?
1=definitely ____ 2=likely ____ 3-unsure ____ 4=not likely ____ 5=not at all ____

Are residents involved in planning for changes that impact their livability and health?
1=never ____ 2=not often ____ 3=unsure ____ 4=sometimes ____ 5=always ____

AIV.3.10 Air Quality

How many stationary sources of pollution do you have? (EPA permitted sources) ____9____

AIV.3.11 Housing

How many vacant (blighted) homes do you have? ____4,109____

Where are they located? Are they concentrated in certain areas?
Southern portion of the county east of Pickwick Dam and east along the Alabama line

What percentage of households does not have a vehicle? ____5.4____%

Where are they located? Are they concentrated in certain areas?
Southwest portions of Savannah

Do you have a mix of housing types? (single-family, multi-family, rental and ownership options, affordable housing options) Yes _x_ No _____ Unsure _____

How many homeless people are there at any given time? (point-in-time) _____
What percentage of renter is cost burdened? ____34____ %

AIV.3.12 Public Safety

How many pedestrian fatalities annually are there? (per 100,000 population) ____3____

How many crashes are there annually involving a vehicle and either a pedestrian or bicyclist annually? ____34____

Are crosswalks and crossing signals present? (both visual and audible) Yes____ No ____

Is the space well-lit at night? (streetlights) Yes____ No ____

How many vacant (empty) lots do you have? _____

Where are they located? Are they concentrated in certain areas?

_____

AIV.3.13 Accessibility

Is the space ADA compliant or designed for all users regardless of ability? (Universal Design)
Yes____ No____ Unsure____

In general, how comfortable is the space for all users regardless of ability? Rate based on wheelchair access, ease of use for children and the elderly, lighting, seating, shade, directional signage, visual and audible cures at intersection for those with disabilities.
1=poor____ 2=fair____ 3=acceptable____ 4=good____ 5=excellent____

Does the place allow for residents to continue using the area comfortably as they grow older (aging-in-place)?
1=poor____ 2=fair____ 3=acceptable____ 4=good____ 5=excellent____

AIV.3.14 Internet Access

How many internet providers serve the area? 6

What percent of the population has internet speeds of at least 25 mbs? 0 %

How much do those packages cost on average? $ NA per month

AIV.4 Henry County

AIV.4.1 Place Being Assessed: County

AIV.4.2 Place Characteristics: Rural

Number of residents: 32,330

AIV.4.3 Parks and Nature

What percentage of residents lives within ½ mile of a park? 9.39 %

How many acres of parkland do you have? (per 1,000 population) 159.89

How many miles of greenways, walking/biking trails do you have? _____

If so, do the greenways and/or trails connect to destinations? Destinations include schools, retail, and business centers. Yes ___ No ___

What percentage of your sidewalk length has street trees present? _____%

How many playgrounds or playspaces are present? _____

Rate based on condition, safety, number of different types of activities that can occur (playground equipment, sports fields, seating, water fountains, family gatherings, etc.)
1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

AIV.4.4 Healthy Food

Food deserts are areas without a full-service grocery store, produce market, or other retailer present who sells healthy and fresh foods. Are there food deserts present? Yes x No ___

How many full-service grocery stores do you have? (per 1,000 residents) 0.15

How many other healthy/fresh food retail stores do you have? (per 1,000 residents) 0.03

How many community gardens do you have? (per 1,000 residents) 1

How many farmers markets do you have? (per 1,000 residents) 0.03

If farmers markets present, rate based on cost of food, hours/months of the year open, whether it accepts SNAP benefits, and walking distance (1/4 mile) to nearby residents and workers.
1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

AIV.4.5 Transportation

Do you have bikeways? Bikeways are designated spaces in the roadway for bike use only. They can be separated bike lanes, protected bike lanes, or bike symbols painted in roadways shared with cars. Yes No ___

If so, what is the ratio of bikeway miles to roadway miles? ___:___

If so, how safe are they? Rate on what percentage are shared (less safe) vs. protected (barrier present between bike and car traffic) or separated (painted lanes with no barrier.
1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

Do you have sidewalks? Yes x No ___

If so, how many miles? 23.6

If so, what is the ratio of sidewalk miles to roadway miles? 23.6 : 1,124

If so, what is the quality of your sidewalks?

- Condition (cracks, holes)
  1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___
- Width (wide enough for people to pass, wheelchairs)
  1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___
- Barriers (telephone poles, overgrown landscape, mailboxes)
  1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___
- Interruptions (curb cuts, missing sections)
  1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___
- Connectivity (connects residents and workers to destinations)
  1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

What percentage of workers bikes to work? 0.13 %

What percentage of workers walks to work? 1 %

What percentage of workers takes public transportation to work? 0.07 %

What percentage of workers lives within walking distance (1/4 mile) of a transit stop? _____%

What percentage of transit stops provide:

- Seating ____%
- Shade ____%
- Trash cans ____%

Do you have bike racks? Yes ___ No ___

If so, how many? _____

Are the following active transportation features required for new developments or projects in the area being assessed?

- Bikeways Yes ___ No___
- Bike Racks Yes ___ No___
- Sidewalks Yes _x_ No___
- Transit stop with seating and/or shelter Yes ___ No___

What percentage of the budget (city, project, etc.) is used to fund active transportation infrastructure or improvements? _____%

AIV.4.6 Social Life of Spaces

Does the space provide opportunities for social interaction and gatherings?
1=poor___ 2=fair___ 3=acceptable___ 4=good___ 5=excellent___

What types of uses, activities, or programming (events) are available in the space?

What percentage of the space's users are children (under 15 yrs old)? 17.4 %

What percentage of the space's users are elders (over 70 yrs old)? 14.4 %

What types of connection are there to and from the place (public transit, bikeways, sidewalks)?

AIV.4.7 Community Partnerships

What community partners are engaged with the space? List city agencies or other organizations that have a direct impact on/in the space.
City of Paris; City of Puryear; City of McKenzie; Northwest Tennessee Tourism; Paris Housing Authority; Downtown Paris Association

AIV.4.8 Schools

How safely can students walk to school?
1=poor _x_ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

How safely can students bike to school?
1=poor _x_ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

Are school grounds and facilities open to the community after school hours?
Yes _x_ No ___ Unsure ___

AIV.4.9 Health Equity

Are disadvantaged populations at greater risk of health problems?
1=definitely ___ 2=likely ___ 3-unsure ___ 4=not likely ___ 5=not at all ___

Are residents involved in planning for changes that impact their livability and health?
1=never ___ 2=not often ___ 3=unsure ___ 4=sometimes ___ 5=always ___

AIV.4.10 Air Quality

How many stationary sources of pollution do you have? (EPA permitted sources) 14

AIV.4.11 Housing

How many vacant (blighted) homes do you have? 3,537

Where are they located? Are they concentrated in certain areas?
Eastern portion of the county near Sulphur Branch.

What percentage of households does not have a vehicle? 7.8 %

Where are they located? Are they concentrated in certain areas?
Slightly concentrated near Paris.

Do you have a mix of housing types? (single-family, multi-family, rental and ownership options, affordable housing options) Yes x No ____ Unsure ____

How many homeless people are there at any given time? (point-in-time) _____

What percentage of renter is cost burdened? 41 %

AIV.4.12 Public Safety

How many pedestrian fatalities annually are there? (per 100,000 population) 3

How many crashes are there annually involving a vehicle and either a pedestrian or bicyclist annually? 41

Are crosswalks and crossing signals present? (both visual and audible) Yes ____ No ____

Is the space well-lit at night? (streetlights) Yes ____ No ____

How many vacant (empty) lots do you have? _____

Where are they located? Are they concentrated in certain areas?

_____

AIV.4.13 Accessibility

Is the space ADA compliant or designed for all users regardless of ability? (Universal Design)
Yes ___ No ___ Unsure ___

In general, how comfortable is the space for all users regardless of ability? Rate based on wheelchair access, ease of use for children and the elderly, lighting, seating, shade, directional signage, visual and audible cures at intersection for those with disabilities.
1=poor___ 2=fair___ 3=acceptable___ 4=good___ 5=excellent___

Does the place allow for residents to continue using the area comfortably as they grow older (aging-in-place)?
1=poor___ 2=fair___ 3=acceptable___ 4=good___ 5=excellent___

AIV.4.14 Internet Access

How many internet providers serve the area? 8

What percent of the population has internet speeds of at least 25 mbs? 0 %

How much do those packages cost on average? $ NA per month

AIV.5 Houston County

AIV.5.1 Place Being Assessed: County

AIV.5.2 Place Characteristics: Rural

Number of residents: 8,426

AIV.5.3 Parks and Nature

What percentage of residents lives within ½ mile of a park? 0 %

How many acres of parkland do you have? (per 1,000 population) 0

How many miles of greenways, walking/biking trails do you have? 1

If so, do the greenways and/or trails connect to destinations? Destinations include schools, retail, and business centers. Yes x No____

What percentage of your sidewalk length has street trees present? _____ %

How many playgrounds or playspaces are present? _____

Rate based on condition, safety, number of different types of activities that can occur (playground equipment, sports fields, seating, water fountains, family gatherings, etc.)
1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

AIV.5.4 Healthy Food

Food deserts are areas without a full-service grocery store, produce market, or other retailer present who sells healthy and fresh foods. Are there food deserts present? Yes x No ___

How many full-service grocery stores do you have? (per 1,000 residents) 0.24

How many other healthy/fresh food retail stores do you have? (per 1,000 residents) 0

How many community gardens do you have? (per 1,000 residents) __0__

How many farmers markets do you have? (per 1,000 residents) __0__

If farmers markets present, rate based on cost of food, hours/months of the year open, whether it accepts SNAP benefits, and walking distance (1/4 mile) to nearby residents and workers.
1=poor___ 2=fair___ 3=acceptable___ 4=good___ 5=excellent___

AIV.5.5 Transportation

Do you have bikeways? Bikeways are designated spaces in the roadway for bike use only. They can be separated bike lanes, protected bike lanes, or bike symbols painted in roadways shared with cars. Yes___ No___

If so, what is the ratio of bikeway miles to roadway miles? ____:____

If so, how safe are they? Rate on what percentage are shared (less safe) vs. protected (barrier present between bike and car traffic) or separated (painted lanes with no barrier.
1=poor___ 2=fair___ 3=acceptable___ 4=good___ 5=excellent___

Do you have sidewalks? Yes __x__ No ____

If so, how many miles? __4.4__

If so, what is the ratio of sidewalk miles to roadway miles? __4.4__ : __411__

If so, what is the quality of your sidewalks?

- Condition (cracks, holes)
  1=poor___ 2=fair___ 3=acceptable___ 4=good___ 5=excellent___
- Width (wide enough for people to pass, wheelchairs)
  1=poor___ 2=fair___ 3=acceptable___ 4=good___ 5=excellent___
- Barriers (telephone poles, overgrown landscape, mailboxes)
  1=poor___ 2=fair___ 3=acceptable___ 4=good___ 5=excellent___
- Interruptions (curb cuts, missing sections)
  1=poor___ 2=fair___ 3=acceptable___ 4=good___ 5=excellent___
- Connectivity (connects residents and workers to destinations)
  1=poor___ 2=fair___ 3=acceptable___ 4=good___ 5=excellent___

What percentage of workers bikes to work? __0__ %

What percentage of workers walks to work? __4__ %

What percentage of workers takes public transportation to work? __0.31__ %

What percentage of workers lives within walking distance (1/4 mile) of a transit stop? _____ %

What percentage of transit stops provide:

- Seating ____%
- Shade ____%
- Trash cans ____%

Do you have bike racks? Yes___ No___

If so, how many? _____

Are the following active transportation features required for new developments or projects in the area being assessed?

- Bikeways Yes___ No___
- Bike Racks Yes___ No___
- Sidewalks Yes_x_ No___
- Transit stop with seating and/or shelter Yes___ No___

What percentage of the budget (city, project, etc.) is used to fund active transportation infrastructure or improvements? _____%

AIV.5.6 Social Life of Spaces

Does the space provide opportunities for social interaction and gatherings?
1=poor___ 2=fair___ 3=acceptable___ 4=good___ 5=excellent___

What types of uses, activities, or programming (events) are available in the space?

_____

_____

_____

_____

_____

What percentage of the space's users are children (under 15 yrs old)? 19.3 %

What percentage of the space's users are elders (over 70 yrs old)? 13.2 %

What types of connection are there to and from the place (public transit, bikeways, sidewalks)?

_____

_____

_____

AIV.5.7 Community Partnerships

What community partners are engaged with the space? List city agencies or other organizations that have a direct impact on/in the space.
City of Erin; Greater Nashville Regional Council; Houston County Area Chamber of Commerce

AIV.5.8 Schools

How safely can students walk to school?
1=poor _x_ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

How safely can students bike to school?
1=poor _x_ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

Are school grounds and facilities open to the community after school hours?
Yes _x_ No ____ Unsure ____

AIV.5.9 Health Equity

Are disadvantaged populations at greater risk of health problems?
1=definitely ____ 2=likely ____ 3-unsure ____ 4=not likely ____ 5=not at all ____

Are residents involved in planning for changes that impact their livability and health?
1=never ____ 2=not often ____ 3=unsure ____ 4=sometimes ____ 5=always ____

AIV.5.10 Air Quality

How many stationary sources of pollution do you have? (EPA permitted sources) _1_

AIV.5.11 Housing

How many vacant (blighted) homes do you have? _926_

Where are they located? Are they concentrated in certain areas?
Concentrated in the western part of the county

What percentage of households does not have a vehicle? _7.4_ %

Where are they located? Are they concentrated in certain areas?
Slightly concentrated near Paris

Do you have a mix of housing types? (single-family, multi-family, rental and ownership options, affordable housing options) Yes _x_ No ____ Unsure ____

How many homeless people are there at any given time? (point-in-time) _____

What percentage of renter is cost burdened? _34_ %

AIV.5.12 Public Safety

How many pedestrian fatalities annually are there? (per 100,000 population) _0_

How many crashes are there annually involving a vehicle and either a pedestrian or bicyclist annually? 2

Are crosswalks and crossing signals present? (both visual and audible) Yes____ No____

Is the space well-lit at night? (streetlights) Yes____ No____

How many vacant (empty) lots do you have? _____

Where are they located? Are they concentrated in certain areas?

_____

AIV.5.13 Accessibility

Is the space ADA compliant or designed for all users regardless of ability? (Universal Design)
Yes____ No____ Unsure____

In general, how comfortable is the space for all users regardless of ability? Rate based on wheelchair access, ease of use for children and the elderly, lighting, seating, shade, directional signage, visual and audible cures at intersection for those with disabilities.
1=poor____ 2=fair____ 3=acceptable____ 4=good____ 5=excellent____

Does the place allow for residents to continue using the area comfortably as they grow older (aging-in-place)?
1=poor____ 2=fair____ 3=acceptable____ 4=good____ 5=excellent____

AIV.5.14 Internet Access

How many internet providers serve the area? 1 to 3

What percent of the population has internet speeds of at least 25 mbs? 0 %

How much do those packages cost on average? $ NA per month

AIV.6 Humphreys County

AIV.6.1 Place Being Assessed: County

AIV.6.2 Place Characteristics: Rural

Number of residents: 18,538

AIV.6.3 Parks and Nature

What percentage of residents lives within ½ mile of a park? 0.23 %

How many acres of parkland do you have? (per 1,000 population) 7.02

How many miles of greenways, walking/biking trails do you have? _____

If so, do the greenways and/or trails connect to destinations? Destinations include schools, retail, and business centers. Yes____ No____

What percentage of your sidewalk length has street trees present? _____%

How many playgrounds or playspaces are present? _____

Rate based on condition, safety, number of different types of activities that can occur (playground equipment, sports fields, seating, water fountains, family gatherings, etc.)
1=poor ___ 2=fair___ 3=acceptable___ 4=good ___ 5=excellent___

AIV.6.4 Healthy Food

Food deserts are areas without a full-service grocery store, produce market, or other retailer present who sells healthy and fresh foods. Are there food deserts present? Yes x ____No

How many full-service grocery stores do you have? (per 1,000 residents) 0.16

How many other healthy/fresh food retail stores do you have? (per 1,000 residents) 0

How many community gardens do you have? (per 1,000 residents) 2

How many farmers markets do you have? (per 1,000 residents) 0

If farmers markets present, rate based on cost of food, hours/months of the year open, whether it accepts SNAP benefits, and walking distance (1/4 mile) to nearby residents and workers.
1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

AIV.6.5 Transportation

Do you have bikeways? Bikeways are designated spaces in the roadway for bike use only. They can be separated bike lanes, protected bike lanes, or bike symbols painted in roadways shared with cars. Yes____ No ____

If so, what is the ratio of bikeway miles to roadway miles? ____:____

If so, how safe are they? Rate on what percentage are shared (less safe) vs. protected (barrier present between bike and car traffic) or separated (painted lanes with no barrier.
1=poor___ 2=fair___ 3=acceptable___ 4=good___ 5=excellent___

Do you have sidewalks? Yes x No ____

If so, how many miles? 8.3

If so, what is the ratio of sidewalk miles to roadway miles? 8.3 : 798

If so, what is the quality of your sidewalks?

- Condition (cracks, holes)
  1=poor___ 2=fair___ 3=acceptable___ 4=good___ 5=excellent___
- Width (wide enough for people to pass, wheelchairs)
  1=poor___ 2=fair___ 3=acceptable___ 4=good___ 5=excellent___
- Barriers (telephone poles, overgrown landscape, mailboxes)
  1=poor___ 2=fair___ 3=acceptable___ 4=good___ 5=excellent___
- Interruptions (curb cuts, missing sections)
  1=poor___ 2=fair___ 3=acceptable___ 4=good___ 5=excellent___
- Connectivity (connects residents and workers to destinations)
  1=poor___ 2=fair___ 3=acceptable___ 4=good___ 5=excellent___

What percentage of workers bikes to work? 0.42 %

What percentage of workers walks to work? 1 %

What percentage of workers takes public transportation to work? 0.04 %

What percentage of workers lives within walking distance (1/4 mile) of a transit stop? _____%

What percentage of transit stops provide:

- Seating ____%
- Shade ____%
- Trash cans ____%

Do you have bike racks? Yes____ No____

If so, how many? _____

Are the following active transportation features required for new developments or projects in the area being assessed?

- Bikeways Yes___ No___
- Bike Racks Yes___ No___
- Sidewalks Yes_x_ No___
- Transit stop with seating and/or shelter Yes___ No___

What percentage of the budget (city, project, etc.) is used to fund active transportation infrastructure or improvements? _____%

AIV.6.6 Social Life of Spaces

Does the space provide opportunities for social interaction and gatherings?
1=poor___ 2=fair___ 3=acceptable___ 4=good___ 5=excellent___

What types of uses, activities, or programming (events) are available in the space?

What percentage of the space's users are children (under 15 yrs old)? 17.9 %

What percentage of the space's users are elders (over 70 yrs old)? 12.5 %

What types of connection are there to and from the place (public transit, bikeways, sidewalks)?

AIV.6.7 Community Partnerships

What community partners are engaged with the space? List city agencies or other organizations that have a direct impact on/in the space.
City of McEwen; City of New Johnsonville; City of Waverly; Tennessee Valley Authority; Humphreys County Chamber of Commerce; Humphreys County Economic Development Council; Highland Rim Economic Corp.

AIV.6.8 Schools

How safely can students walk to school?
1=poor _x_ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

How safely can students bike to school?
1=poor _x_ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

Are school grounds and facilities open to the community after school hours?
Yes _x_ No ____ Unsure ____

AIV.6.9 Health Equity

Are disadvantaged populations at greater risk of health problems?
1=definitely ____ 2=likely ____ 3-unsure ____ 4=not likely ____ 5=not at all ____

Are residents involved in planning for changes that impact their livability and health?
1=never ____ 2=not often ____ 3=unsure ____ 4=sometimes ____ 5=always ____

AIV.6.10 Air Quality

How many stationary sources of pollution do you have? (EPA permitted sources) ___8___

AIV.6.11 Housing

How many vacant (blighted) homes do you have? 1,760

Where are they located? Are they concentrated in certain areas?
Slightly concentrated in the northwest portion of the county near Halls Creek

What percentage of households does not have a vehicle? 4.2 %

Where are they located? Are they concentrated in certain areas?
Dispersed in areas near McEwen, Waverly and from Hurricane Mills to the Tennessee River

Do you have a mix of housing types? (single-family, multi-family, rental and ownership options, affordable housing options) Yes x No ____ Unsure ____

How many homeless people are there at any given time? (point-in-time) _____

What percentage of renter is cost burdened? 39 %

AIV.6.12 Public Safety

How many pedestrian fatalities annually are there? (per 100,000 population) 5.48

How many crashes are there annually involving a vehicle and either a pedestrian or bicyclist annually? 15

Are crosswalks and crossing signals present? (both visual and audible) Yes ____ No____

Is the space well-lit at night? (streetlights) Yes ____ No____

How many vacant (empty) lots do you have? _____

Where are they located? Are they concentrated in certain areas?

_____

AIV.6.13 Accessibility

Is the space ADA compliant or designed for all users regardless of ability? (Universal Design)
Yes ___ No ___ Unsure ___

In general, how comfortable is the space for all users regardless of ability? Rate based on wheelchair access, ease of use for children and the elderly, lighting, seating, shade, directional signage, visual and audible cures at intersection for those with disabilities.
1=poor ___ 2=fair___ 3=acceptable___ 4=good___ 5=excellent___

Does the place allow for residents to continue using the area comfortably as they grow older (aging-in-place)?
1=poor ___ 2=fair ___ 3=acceptable___ 4=good___ 5=excellent ___

AIV.6.14 Internet Access

How many internet providers serve the area? __5__

What percent of the population has internet speeds of at least 25 mbs? __0__ %

How much do those packages cost on average? $__NA__ per month

AIV.7 Perry County

AIV.7.1 Place Being Assessed: County

AIV.7.2 Place Characteristics: Rural

Number of residents: 7,915

AIV.7.3 Parks and Nature

What percentage of residents lives within ½ mile of a park? __0__ %

How many acres of parkland do you have? (per 1,000 population) __0__

How many miles of greenways, walking/biking trails do you have? _____

If so, do the greenways and/or trails connect to destinations? Destinations include schools, retail, and business centers. Yes____ No____

What percentage of your sidewalk length has street trees present?_____ %

How many playgrounds or playspaces are present? _____

Rate based on condition, safety, number of different types of activities that can occur (playground equipment, sports fields, seating, water fountains, family gatherings, etc.)
1=poor____ 2=fair____ 3=acceptable____ 4=good ____ 5=excellent____

AIV.7.4 Healthy Food

Food deserts are areas without a full-service grocery store, produce market, or other retailer present who sells healthy and fresh foods. Are there food deserts present? Yes __x__ No____

How many full-service grocery stores do you have? __0.51__

How many other healthy/fresh food retail stores do you have?__0.13__

How many community gardens do you have?__0__

How many farmers markets do you have? 0.13

If farmers markets present, rate based on cost of food, hours/months of the year open, whether it accepts SNAP benefits, and walking distance (1/4 mile) to nearby residents and workers.
1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

AIV.7.5 Transportation

Do you have bikeways? Bikeways are designated spaces in the roadway for bike use only. They can be separated bike lanes, protected bike lanes, or bike symbols painted in roadways shared with cars. Yes ___ No ___

If so, what is the ratio of bikeway miles to roadway miles? ___:___

If so, how safe are they? Rate on what percentage are shared (less safe) vs. protected (barrier present between bike and car traffic) or separated (painted lanes with no barrier.
1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

Do you have sidewalks? Yes x No ___

If so, how many miles? 1.4

If so, what is the ratio of sidewalk miles to roadway miles? 1.4 : 511

If so, what is the quality of your sidewalks?

- Condition (cracks, holes)
  1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___
- Width (wide enough for people to pass, wheelchairs)
  1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___
- Barriers (telephone poles, overgrown landscape, mailboxes)
  1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___
- Interruptions (curb cuts, missing sections)
  1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___
- Connectivity (connects residents and workers to destinations)
  1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

What percentage of workers bikes to work? 0 %

What percentage of workers walks to work? 3 %

What percentage of workers takes public transportation to work? 0.71 %

What percentage of workers lives within walking distance (1/4 mile) of a transit stop? ___ %
What percentage of transit stops provide:

- Seating ___ %
- Shade ___ %
- Trash cans ___ %

Do you have bike racks? Yes ___ No ___

If so, how many? _____

Are the following active transportation features required for new developments or projects in the area being assessed?

- Bikeways Yes ___ No ___
- Bike Racks Yes ___ No ___
- Sidewalks Yes _x_ No ___
- Transit stop with seating and/or shelter Yes ___ No ___

What percentage of the budget (city, project, etc.) is used to fund active transportation infrastructure or improvements? _____ %

AIV.7.6 Social Life of Spaces

Does the space provide opportunities for social interaction and gatherings?
1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

What types of uses, activities, or programming (events) are available in the space?

_____

_____

_____

_____

_____

What percentage of the space's users are children (under 15 yrs old)? _18.3_ %

What percentage of the space's users are elders (over 70 yrs old)? _13.3_ %

What types of connection are there to and from the place (public transit, bikeways, sidewalks)?

_____

_____

_____

_____

AIV.7.7 Community Partnerships

What community partners are engaged with the space? List city agencies or other organizations that have a direct impact on/in the space.
City of Lobelville; Town of Linden; Perry County Veterans Service office; Perry County Schools; Perry County Chamber of Commerce

AIV.7.8 Schools

How safely can students walk to school?
1=poor _x_ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

How safely can students bike to school?
1=poor _x_ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

Are school grounds and facilities open to the community after school hours?
Yes _x_ No ___ Unsure ___

AIV.7.9 Health Equity

Are disadvantaged populations at greater risk of health problems?
1=definitely ___ 2=likely ___ 3-unsure ___ 4=not likely ___ 5=not at all ___

Are residents involved in planning for changes that impact their livability and health?
1=never ___ 2=not often ___ 3=unsure ___ 4=sometimes ___ 5=always ___

AIV.7.10 Air Quality

How many stationary sources of pollution do you have? (EPA permitted sources) _5_

AIV.7.11 Housing

How many vacant (blighted) homes do you have? _1,349_

Where are they located? Are they concentrated in certain areas?
Concentrated in the northwest part of the county

What percentage of households does not have a vehicle? _7_ %

Where are they located? Are they concentrated in certain areas?
The eastern portion of the county south of Lobelville toward Flat Woods

Do you have a mix of housing types? (single-family, multi-family, rental and ownership options, affordable housing options) Yes _x_ No ___ Unsure ___

How many homeless people are there at any given time? (point-in-time) _____

What percentage of renter is cost burdened? _45_ %

AIV.7.12 Public Safety

How many pedestrian fatalities annually are there? (per 100,000 population) _0_

How many crashes are there annually involving a vehicle and either a pedestrian or bicyclist annually? _3_

Are crosswalks and crossing signals present? (both visual and audible) Yes ___ No ___

Is the space well-lit at night? (streetlights) Yes ___ No ___

How many vacant (empty) lots do you have? _____

Where are they located? Are they concentrated in certain areas?

_____

AIV.7.13 Accessibility

Is the space ADA compliant or designed for all users regardless of ability? (Universal Design)
Yes___ No___ Unsure___

In general, how comfortable is the space for all users regardless of ability? Rate based on wheelchair access, ease of use for children and the elderly, lighting, seating, shade, directional signage, visual and audible cures at intersection for those with disabilities.
1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

Does the place allow for residents to continue using the area comfortably as they grow older (aging-in-place)?
1=poor___ 2=fair___ 3=acceptable___ 4=good___ 5=excellent___

AIV.7.14 Internet Access

How many internet providers serve the area? 1 to 3

What percent of the population has internet speeds of at least 25 mbs? 0 %

How much do those packages cost on average? $ NA per month

AIV.8 Stewart County

AIV.8.1 Place Being Assessed: County

AIV.8.2 Place Characteristics: Rural

Number of residents: 13,324

AIV.8.3 Parks and Nature

What percentage of residents lives within ½ mile of a park? 10.88 %

How many acres of parkland do you have? (per 1,000 population) 5,647.13 (includes LBL)

How many miles of greenways, walking/biking trails do you have? _____

If so, do the greenways and/or trails connect to destinations? Destinations include schools, retail, and business centers. Yes ____ No ____

What percentage of your sidewalk length has street trees present? _____ %

How many playgrounds or playspaces are present? _____

Rate based on condition, safety, number of different types of activities that can occur (playground equipment, sports fields, seating, water fountains, family gatherings, etc.)
1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

AIV.8.4 Healthy Food

Food deserts are areas without a full-service grocery store, produce market, or other retailer present who sells healthy and fresh foods. Are there food deserts present? Yes ___ No _x_

How many full-service grocery stores do you have? _0.15_

How many other healthy/fresh food retail stores do you have? _0_

How many community gardens do you have? _0_

How many farmers markets do you have? _0_

If farmers markets present, rate based on cost of food, hours/months of the year open, whether it accepts SNAP benefits, and walking distance (1/4 mile) to nearby residents and workers.
1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

AIV.8.5 Transportation

Do you have bikeways? Bikeways are designated spaces in the roadway for bike use only. They can be separated bike lanes, protected bike lanes, or bike symbols painted in roadways shared with cars. Yes ___ No___

If so, what is the ratio of bikeway miles to roadway miles? ____:____

If so, how safe are they? Rate on what percentage are shared (less safe) vs. protected (barrier present between bike and car traffic) or separated (painted lanes with no barrier.
1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

Do you have sidewalks? Yes _x_ No ___

If so, how many miles? _1.9_

If so, what is the ratio of sidewalk miles to roadway miles? _1.9 : 659_

If so, what is the quality of your sidewalks?

- Condition (cracks, holes)
  1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___
- Width (wide enough for people to pass, wheelchairs)
  1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

- Barriers (telephone poles, overgrown landscape, mailboxes)
  1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___
- Interruptions (curb cuts, missing sections)
  1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___
- Connectivity (connects residents and workers to destinations)
  1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

What percentage of workers bikes to work? __0__ %

What percentage of workers walks to work? __2__ %

What percentage of workers takes public transportation to work? __0.15__ %

What percentage of workers lives within walking distance (1/4 mile) of a transit stop? ____ %

What percentage of transit stops provide:

- Seating ____%
- Shade ____%
- Trash cans ____%

Do you have bike racks? Yes ____ No ____

If so, how many? _____

Are the following active transportation features required for new developments or projects in the area being assessed?

- Bikeways Yes ___ No ___
- Bike Racks Yes ___ No ___
- Sidewalks Yes _x_ No ___
- Transit stop with seating and/or shelter Yes ___ No ___

What percentage of the budget (city, project, etc.) is used to fund active transportation infrastructure or improvements? ____ %

AIV.8.6 Social Life of Spaces

Does the space provide opportunities for social interaction and gatherings?
1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

What types of uses, activities, or programming (events) are available in the space?

_____

_____

_____

_____

_____

What percentage of the space's users are children (under 15 yrs old)? 18.3 %

What percentage of the space's users are elders (over 70 yrs old)? 11.2 %

What types of connections are there to and from the place (public transit, bikeways, sidewalks)?

AIV.8.7 Community Partnerships

What community partners are engaged with the space? List city agencies or other organizations that have a direct impact on/in the space.
City of Dover; Cumberland City; Town of Tennessee Ridge; Stewart County chamber of Commerce; Stewart County Schools; Stewart County Public Library; Land Between the Lakes National Recreation Area; Fort Donelson National Battlefield

AIV.8.8 Schools

How safely can students walk to school?
1=poor x 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

How safely can students bike to school?
1=poor x 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

Are school grounds and facilities open to the community after school hours?
Yes x No ___ Unsure ___

AIV.8.9 Health Equity

Are disadvantaged populations at greater risk of health problems?
1=definitely ___ 2=likely ___ 3-unsure ___ 4=not likely ___ 5=not at all ___

Are residents involved in planning for changes that impact their livability and health?
1=never ___ 2=not often ___ 3=unsure ___ 4=sometimes ___ 5=always ___

AIV.8.10 Air Quality

How many stationary sources of pollution do you have? (EPA permitted sources) 3

AIV.8.11 Housing

How many vacant (blighted) homes do you have? 1,630

Where are they located? Are they concentrated in certain areas?

Western portion of the county and south of Dover

What percentage of households does not have a vehicle? 7.8 %

Where are they located? Are they concentrated in certain areas?
Southwest part of the county from Dover to Cotton Patch Crossroads

Do you have a mix of housing types? (single-family, multi-family, rental and ownership options, affordable housing options) Yes x No ____ Unsure ____

How many homeless people are there at any given time? (point-in-time) _____

What percentage of renter is cost burdened? 31 %

AIV.8.12 Public Safety

How many pedestrian fatalities annually are there? (per 100,000 population) 2

How many crashes are there annually involving a vehicle and either a pedestrian or bicyclist annually? 6

Are crosswalks and crossing signals present? (both visual and audible) Yes ___ No ___

Is the space well-lit at night? (streetlights) Yes ___ No ___

How many vacant (empty) lots do you have? _____

Where are they located? Are they concentrated in certain areas?

_____

AIV.8.13 Accessibility

Is the space ADA compliant or designed for all users regardless of ability? (Universal Design)
Yes___ No ___ Unsure ___

In general, how comfortable is the space for all users regardless of ability? Rate based on wheelchair access, ease of use for children and the elderly, lighting, seating, shade, directional signage, visual and audible cures at intersection for those with disabilities.
1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

Does the place allow for residents to continue using the area comfortably as they grow older (aging-in-place)?
1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

AIV.8.14 Internet Access

How many internet providers serve the area? 5

What percent of the population has internet speeds of at least 25 mbs? __0__%

How much do those packages cost on average? $ __NA__ per month

AIV.9 Wayne County

AIV.9.1 Place Being Assessed: County

AIV.9.2 Place Characteristics: Rural

Number of residents: __17,021__

AIV.9.3 Parks and Nature

What percentage of residents lives within ½ mile of a park? __0__%

How many acres of parkland do you have? (per 1,000 population) __0__

How many miles of greenways, walking/biking trails do you have? _____

If so, do the greenways and/or trails connect to destinations? Destinations include schools, retail, and business centers. Yes ___ No ___

What percentage of your sidewalk length has street trees present?_____%

How many playgrounds or playspaces are present? _____

Rate based on condition, safety, number of different types of activities that can occur (playground equipment, sports fields, seating, water fountains, family gatherings, etc.)
1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

AIV.9.4 Healthy Food

Food deserts are areas without a full-service grocery store, produce market, or other retailer present who sells healthy and fresh foods. Are there food deserts present? Yes __x__ No___

How many full-service grocery stores do you have? __0.29__

How many other healthy/fresh food retail stores do you have? __0__

How many community gardens do you have? __0__

How many farmers markets do you have?__0__

If farmers markets present, rate based on cost of food, hours/months of the year open, whether it accepts SNAP benefits, and walking distance (1/4 mile) to nearby residents and workers.

1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

AIV.9.5 Transportation

Do you have bikeways? Bikeways are designated spaces in the roadway for bike use only. They can be separated bike lanes, protected bike lanes, or bike symbols painted in roadways shared with cars. ___Yes ___ No

If so, what is the ratio of bikeway miles to roadway miles? _____:_____

If so, how safe are they? Rate on what percentage are shared (less safe) vs. protected (barrier present between bike and car traffic) or separated (painted lanes with no barrier.
1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

Do you have sidewalks? Yes _x_ No ___

If so, how many miles? 6.7

If so, what is the ratio of sidewalk miles to roadway miles? 6.7 : 986

If so, what is the quality of your sidewalks?

- Condition (cracks, holes)
  1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___
- Width (wide enough for people to pass, wheelchairs)
  1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___
- Barriers (telephone poles, overgrown landscape, mailboxes)
  1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___
- Interruptions (curb cuts, missing sections)
  1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___
- Connectivity (connects residents and workers to destinations)
  1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

What percentage of workers bikes to work? 0 %

What percentage of workers walks to work? 0 %

What percentage of workers takes public transportation to work? 0 %

What percentage of workers lives within walking distance (1/4 mile) of a transit stop? _____ %

What percentage of transit stops provide:

- Seating ___%
- Shade ___ %
- Trash cans ___ %

Do you have bike racks? Yes ___ No ___

If so, how many? _____

Are the following active transportation features required for new developments or projects in the area being assessed?

- Bikeways Yes ___ No ___
- Bike Racks Yes ___ No ___
- Sidewalks Yes _x_ No ___
- Transit stop with seating and/or shelter Yes ___ No ___

What percentage of the budget (city, project, etc.) is used to fund active transportation infrastructure or improvements? _____%

AIV.9.6 Social Life of Spaces

Does the space provide opportunities for social interaction and gatherings?
1=poor___ 2=fair___ 3=acceptable___ 4=good___ 5=excellent___

What types of uses, activities, or programming (events) are available in the space?

What percentage of the space's users are children (under 15 yrs old)? 14.8 %

What percentage of the space's users are elders (over 70 yrs old)? 12.0 %

What types of connection are there to and from the place (public transit, bikeways, sidewalks)?

AIV.9.7 Community Partnerships

What community partners are engaged with the space? List city agencies or other organizations that have a direct impact on/in the space.
City of Clifton; City of Waynesboro; City of Collinwood; Wayne County Chamber of Commerce; Civitan – Wayne County; Collinwood Beautification Board; Lion's Club Waynesboro and South Wayne County; Rotary – Clifton, Waynesboro, Collinwood; Butterfly Foundation; Volunteer Trail Riders Club

AIV.9.8 Schools

How safely can students walk to school?
1=poor_x_ 2=fair___ 3=acceptable ___ 4=good ___ 5=excellent ___

How safely can students bike to school?
1=poor_x_ 2=fair___ 3=acceptable___ 4=good___ 5=excellent___

Are school grounds and facilities open to the community after school hours?
Yes _x_ No____ Unsure ____

AIV.9.9 Health Equity

Are disadvantaged populations at greater risk of health problems?
1=definitely ____ 2=likely ____ 3-unsure____ 4=not likely ____ 5=not at all ____

Are residents involved in planning for changes that impact their livability and health?
1=never ____ 2=not often____ 3=unsure ____ 4=sometimes____ 5=always ____

AIV.9.10 Air Quality

How many stationary sources of pollution do you have? (EPA permitted sources) ___6___

AIV.9.11 Housing

How many vacant (blighted) homes do you have? 1,283

Where are they located? Are they concentrated in certain areas?
Concentrated in the norther part of the county

What percentage of households does not have a vehicle? 4 %

Where are they located? Are they concentrated in certain areas?
North of Waynesboro near Mt. Hope

Do you have a mix of housing types? (single-family, multi-family, rental and ownership options, affordable housing options) Yes _x_ No____ Unsure ____

How many homeless people are there at any given time? (point-in-time) _____

What percentage of renter is cost burdened? 31%

AIV.9.12 Public Safety

How many pedestrian fatalities annually are there? (per 100,000 population) 0

How many crashes are there annually involving a vehicle and either a pedestrian or bicyclist annually? 5

Are crosswalks and crossing signals present? (both visual and audible) Yes___ No___

Is the space well-lit at night? (streetlights) Yes ____ No ____

How many vacant (empty) lots do you have? _____

Where are they located? Are they concentrated in certain areas?

_____

AIV.9.13 Accessibility

Is the space ADA compliant or designed for all users regardless of ability? (Universal Design)
Yes____ No____ Unsure____

In general, how comfortable is the space for all users regardless of ability? Rate based on wheelchair access, ease of use for children and the elderly, lighting, seating, shade, directional signage, visual and audible cures at intersection for those with disabilities.
1=poor ___ 2=fair ___ 3=acceptable ___ 4=good ___ 5=excellent ___

Does the place allow for residents to continue using the area comfortably as they grow older (aging-in-place)?
1=poor___ 2=fair___ 3=acceptable___ 4=good___ 5=excellent___

AIV.9.14 Internet Access

How many internet providers serve the area? 1 to 3

What percent of the population has internet speeds of at least 25 mbs? 0 %

How much do those packages cost on average? $ NA per month

This page left intentionally blank.