



CITY OF WARTBURG PEDESTRIAN & BICYCLE MASTER PLAN

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GRESHAM
SMITH AND
PARTNERS

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CITY OF WARTBURG

PEDESTRIAN AND BICYCLE MASTER PLAN

The Tennessee Department of Transportation (TDOT) established the Community Transportation Planning Grant (CTPG) program to assist Tennessee's small and rural communities in developing transportation plans to address transportation, land use, and growth management issues. The program is designed to better integrate multimodal transportation systems with local land use objectives to achieve statewide transportation goals. A significant portion of this study was supported with State Planning and Research (SPR) funds provided to TDOT by the Federal Highway Administration.

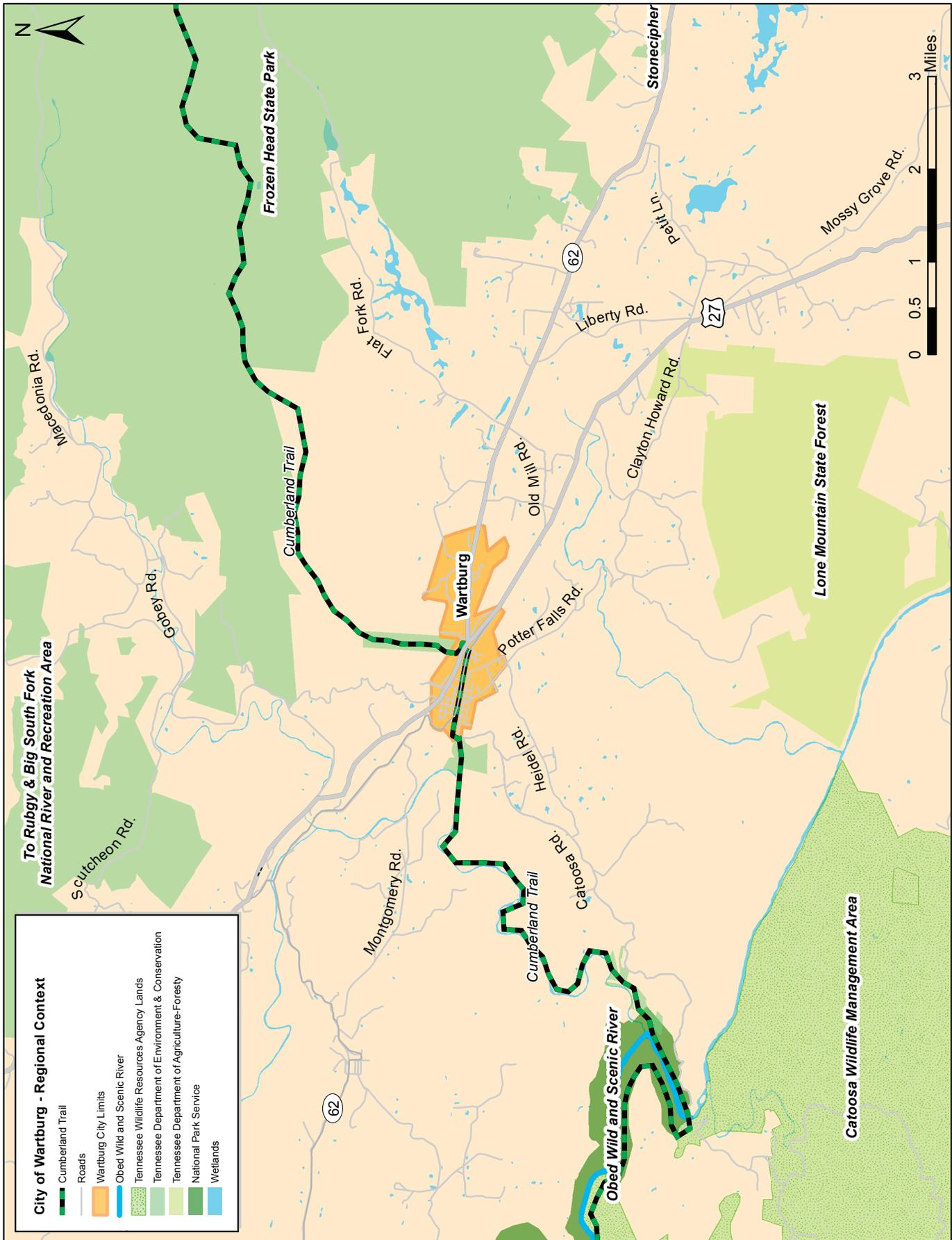
The City of Wartburg is one of ten grant recipients during the CTPG program's 2016-2017 grant cycle. This report documents the findings and recommendations of the City of Wartburg Pedestrian and Bicycle Master Plan.

1. OVERVIEW

The City of Wartburg is both a hub for outdoor activities and a great place to raise a family in a small-town environment. Located on the Cumberland Plateau in east Tennessee, the City is within easy access to major outdoor recreational areas, such as the Obed Wild and Scenic River (US National Park Service), Frozen Head State Park (State of Tennessee), and the Big South Fork National River and Recreation Area (US National Park Service), as well as the Knoxville metropolitan region including Oak Ridge.

Today, Wartburg is actively pursuing an economic development strategy that will leverage its assets to support long-term community growth and development. A key component of the City's strategy is the development of safe and comfortable walking and bicycling facilities for residents and visitors alike. The Wartburg Pedestrian and Bicycle Master Plan will serve as a blueprint for pedestrian and bicycle facilities over the long-term horizon, focusing on streetscape enhancements in downtown, safe connections to important destinations within the City, and regional connections to recreational destinations (Figure 1-1).

Figure 1-1. Study Area



2. ISSUES AND OPPORTUNITIES

Pedestrian and bicycle facilities provide the basic transportation framework for any community, allowing people of all ages and abilities access to a wide variety of destinations, goods, and services. Importantly, pedestrian and bicycle facilities also play an important role as distinct public spaces and help attract people to local businesses and community resources. These twin functions, pedestrian and bicycle facilities as transportation and pedestrian and bicycle facilities as public spaces, underpin many of the following **key issues and opportunities identified in Wartburg:**

- A. Improve** access to downtown Wartburg from US 27 at SR 62, Freytag Street, Mill Street, and/or Kingston Street;
- B. Maximize** the benefits of the Cumberland Trail to and through Wartburg, including safe access across US 27/SR 62 and links to Central High School;
- C. Enhance** bicycle and pedestrian connections between residential areas, downtown, Central High School, and Central Elementary School;
- D. Add** pedestrian crossings between Central High School and Central Elementary School to land uses on the south side of SR 62; and
- E. Improve** pedestrian and bicycle safety along S. Kingston Street between downtown and Old Mill Road.

Each of these issues and opportunities is discussed in greater detail below. Figure 2-1 captures the full range of issues and opportunities identified through stakeholder meetings, public workshops, and field reviews. The first public workshop, attended by 32 people, was held on Tuesday, February 21 at the American Legion Hall in Wartburg.

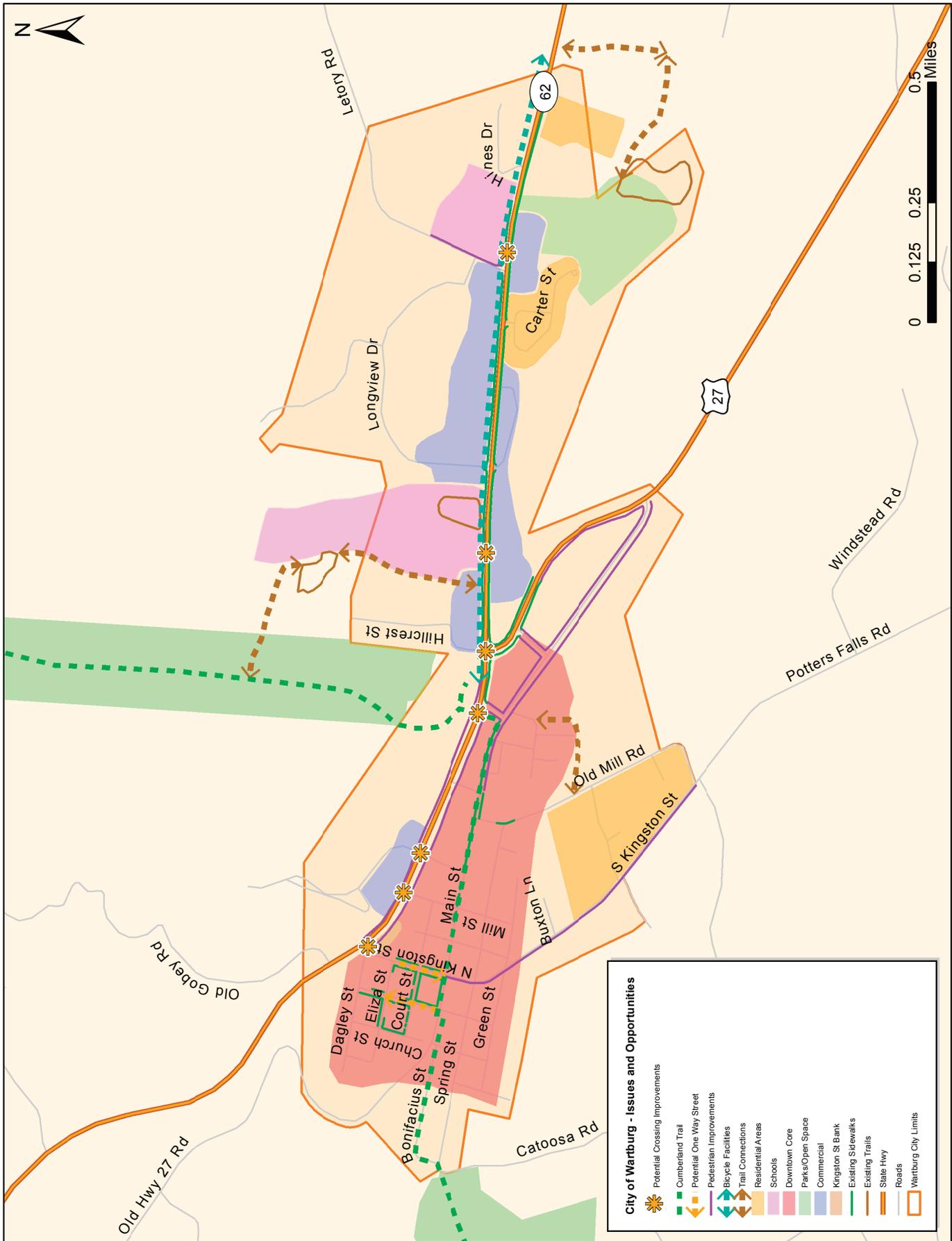
A IMPROVE ACCESS TO DOWNTOWN WARTBURG

Because of higher vehicle speeds, roadway geometry, limited wayfinding, and few walking and bicycle facilities, access to downtown Wartburg from and across US 27/SR 62 is currently constrained for pedestrians and bicyclists as well as motorists. The intersection of US 27 and SR 62 (Figure 2-2), which includes the Morgan County Visitor Center and Cumberland Trail, provides the only marked crosswalks along the approximately 1.7-mile US 27/SR 62 and SR 62 corridor that bisects the city. Even with the marked crosswalks at the US 27/SR 62 traffic signal, the intersection can be difficult to cross due to large corner radii, right-on-red turning movements, and the absence of pedestrian signage and signals. Farther west on US 27/SR 62, a small shopping center across from downtown Wartburg is safely accessible only by motorists.

Figure 2-2. US 27/SR 62 Intersection



Figure 2-1. Issues and Opportunities



B MAXIMIZE THE BENEFITS OF THE CUMBERLAND TRAIL

When completed, the Cumberland Trail will **traverse more than 300 miles and 11 counties in Tennessee and serve as an important link in the 1,600-mile Great Eastern Trail between Alabama and New York.** The section of the Cumberland Trail in Morgan County will connect Frozen Head State Park and the Obed Wild and Scenic River by way of Main Street in downtown Wartburg. While the Cumberland Trail will establish Wartburg as a “Trail Town” and national recreational destination, it can also improve walking opportunities in Wartburg itself. Trail spurs to Central High School and an improved connection across US 27/SR 62 (Figure 2-3) can provide an additional walking option north of SR 62 for city residents while simultaneously addressing the need to improve access to downtown Wartburg.

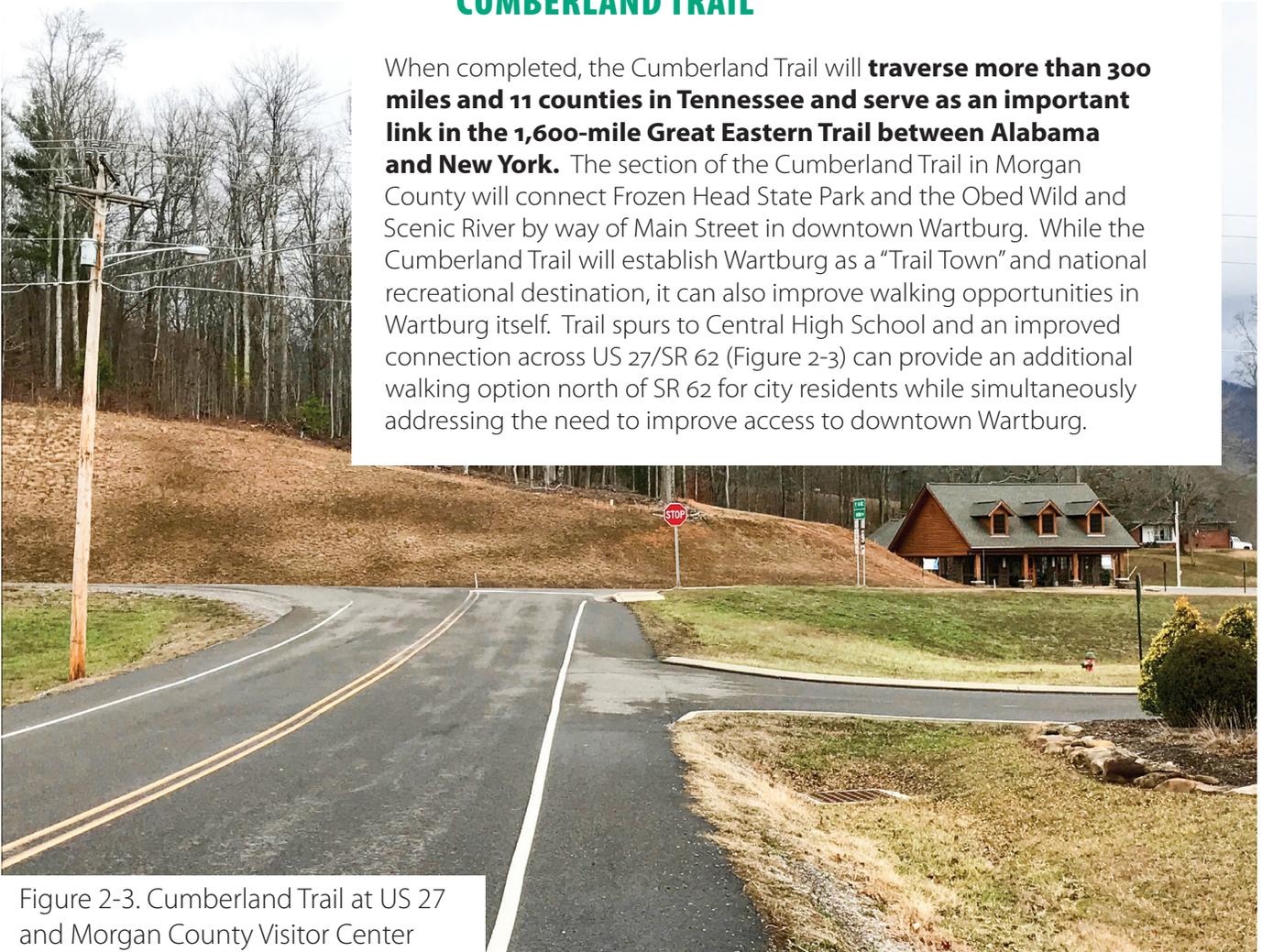


Figure 2-3. Cumberland Trail at US 27 and Morgan County Visitor Center

C ENHANCE CONNECTIONS BETWEEN NEIGHBORHOODS AND SCHOOLS

Closely related to improving access to downtown is enhancing pedestrian and bicycle connections between neighborhoods south and west of downtown to Central High School and Central Elementary School. **The existing sidewalk network in downtown is fragmented outside the area around the courthouse,** and consequently, it is difficult for children and families to walk safely through downtown to the intersection of US 27 and SR 62 and toward the high school and elementary school. Similarly, as noted earlier, crossing the US 27 and SR 62 intersection

is difficult. Even though US 27/SR 62 is a 5-lane section, the pedestrian crossing width is approximately 90 feet on the east and west legs of the intersection and 120 feet on the intersection’s south leg (Figure 2-4). At an average walking speed of 4 feet per second, it takes approximately 23 seconds to cross the east and west legs and approximately 30 seconds to cross the south leg – excluding any delays related to vehicles making right-on-red turns and causing pedestrians to proceed cautiously. Finally, although there are continuous 5-foot sidewalks between the US 27 and SR 62 intersection and the schools to the east, the sidewalks are flush against the curb with little separation between the motorist and pedestrian.

Figure 2-4. US 27 and SR 62 Intersection South Leg



D ADD PEDESTRIAN CROSSINGS ACROSS SR 62 TO SCHOOLS

Because there is only one signalized intersection and marked crosswalk in the corridor at the US 27 and SR 62 intersection, **access between Central High School and Central Elementary School on the north side of SR 62 and land uses on the south side of the highway requires mid-block crossings at different times of day and night.** Land uses on the south side of SR 62 include restaurant and general merchandise establishments, apartments, the city park – Solomon Park,

and overflow parking for large events at the high school. Additionally, SR 62 includes two distinct school speed zones – one speed zone associated with the high school that begins approximately 400 feet east of the US 27 and SR 62 intersection and ends just east of Longview Drive; and a second speed zone that begins approximately 100 feet west of Letory Road and ends approximately 500 feet east of the entrance to Solomon Park. While school speed zones slow traffic during regular school opening and closing times, the absence of crossing treatments requires people of various ages and abilities to make difficult decisions to cross the highway at any given time.



Figure 2-5. SR 62 at Central Elementary School and Solomon Park”

E IMPROVE PEDESTRIAN AND BICYCLE SAFETY ON S. KINGSTON STREET

S. Kingston Street is a narrow 2-lane road that links several residential areas to downtown Wartburg. Generally paralleling Old Mill Road to the east, **S. Kingston Street provides the most direct connection to downtown's courthouse square and other civic and commercial destinations.** Currently, residents of all ages use the vehicle travel lanes to walk or bicycle from their neighborhoods to downtown. While vehicle speeds are generally slower on S. Kingston Street with a posted speed limit of 25 miles per hour (mph), mixing vehicle traffic, especially trucks and buses, with younger and older pedestrians creates unsafe conditions for everyone. Potential improvements to S. Kingston Street are constrained by a 30-foot right-of-way (ROW) with some structures located immediately adjacent to the ROW line and a shoulder and ditch section.



Figure 2-6. S. Kingston Street

3. DEVELOPMENT AND EVALUATION OF ALTERNATIVES

In addition to the identified issues and opportunities, the first public workshop also included a series of visual preference surveys that addressed the following five questions:

- What type of pedestrian or bicycle elements would you like to see along US 27/SR 62?
- What type of elements would you like to see for a pedestrian crossing of US 27/SR 62 at Wartburg Central Elementary/Solomon Park?
- What type of elements would you like to see for a pedestrian crossing of US 27 at the proposed Cumberland Trail?
- What type of pedestrian or bicycle elements would you like to see along Main Street and Kingston Street?
- What type of pedestrian or bicycle elements would you like to see along South Kingston Street?

Taken together, the identified issues and opportunities and visual preference survey results formed the basis for the proposed improvements at the regional scale, citywide scale, and more specifically for SR 62, Main Street, Kingston Street, and S. Kingston Street. The second public workshop, held on May 28, 2017 at the American Legion Hall and attended by 17 people, focused primarily on reviewing different options for each of the streets (Figures 3-1 through 3-4). Following is a summary of public input regarding the different options.

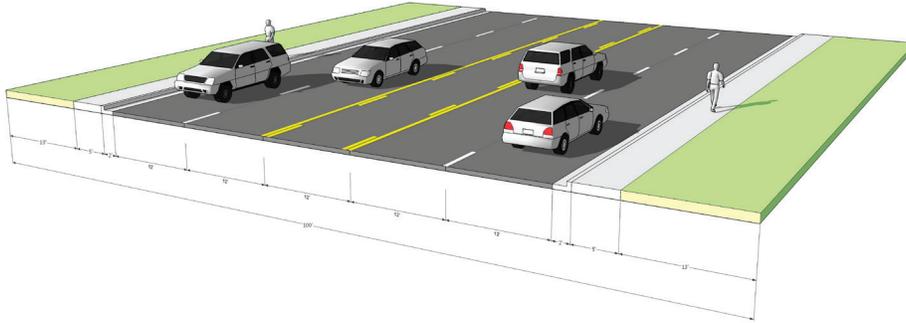
- **State Route 62:** The preferred option (Option A, Figure 3-1) widens the sidewalk on the north side of SR 62 to create a 10-foot sidepath for bicycles and a 5-foot sidewalk for pedestrians. Concerns with Option B included maintenance of the planting strip dividing the sidepath and sidewalk.

- **Main Street:** Workshop participants preferred Option A (Figure 3-2) for Main Street, which would retain diagonal parking on both sides of the street and add colored pavement and planting beds to create a safe and comfortable pedestrian space. Option C, with park space in a median was also received favorably especially with the Cumberland Trail following Main Street through downtown Wartburg.
- **Kingston Street:** For Kingston Street, workshop participants recommended against adding street trees adjacent to the courthouse and preferred keeping diagonal parking on the commercial side of the street. Two other issues discussed were: (1) converting Kingston Street to a one-way street between Eliza Street and Main Street to help with court related traffic circulation; and (2) raising the elevation of Kingston Street between Court Street and Main Street to match the existing elevation of the sidewalks on both the east and west sides of the street.
- **S. Kingston Street:** Given existing constraints, options for introducing dedicated pedestrian and bicycle facilities on S. Kingston Street are limited. Workshop participants preferred Option A (Figure 3-4), which consists of building a boardwalk over the existing shoulder and ditch section within the available ROW and preserving the street drainage. The boardwalk could transition to an at-grade concrete or paved walkway in some locations and could also require easements for short segments.

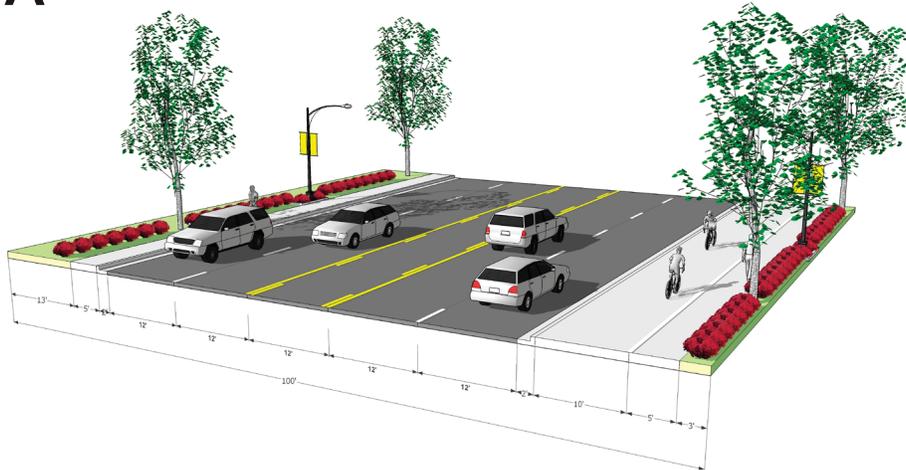
Figure 3-1. SR 62 Alternatives

STATE ROUTE 62

EXISTING



OPTION A



OPTION B

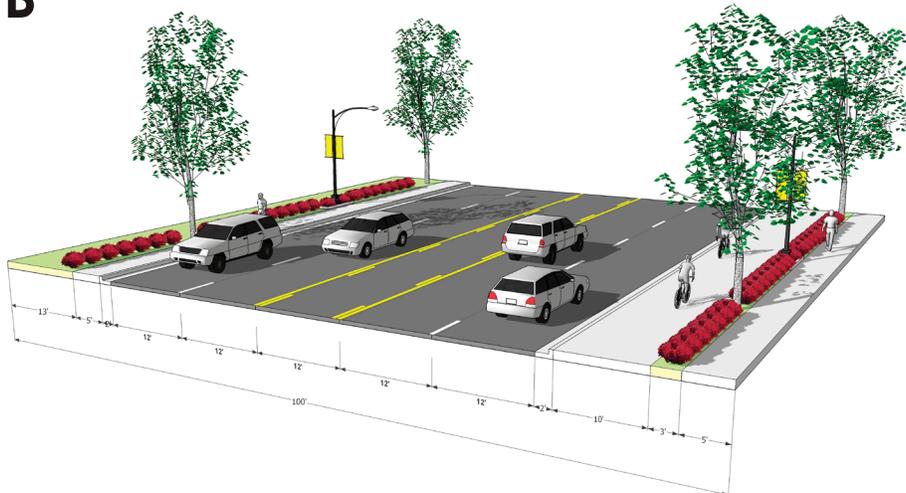
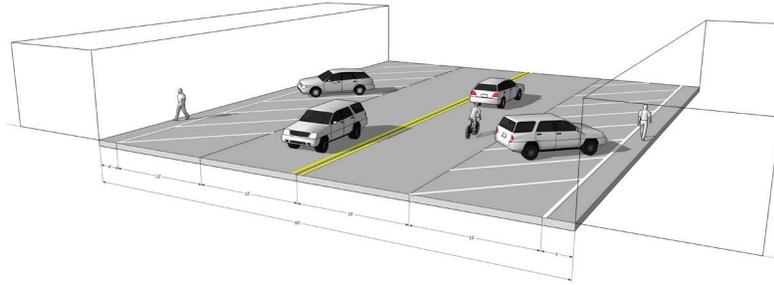
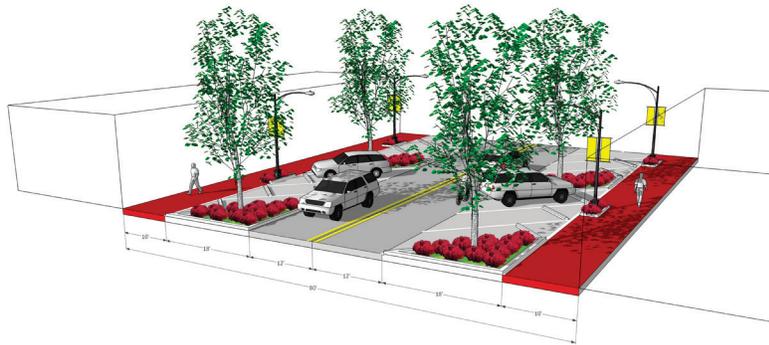


Figure 3-2. Main Street Alternatives

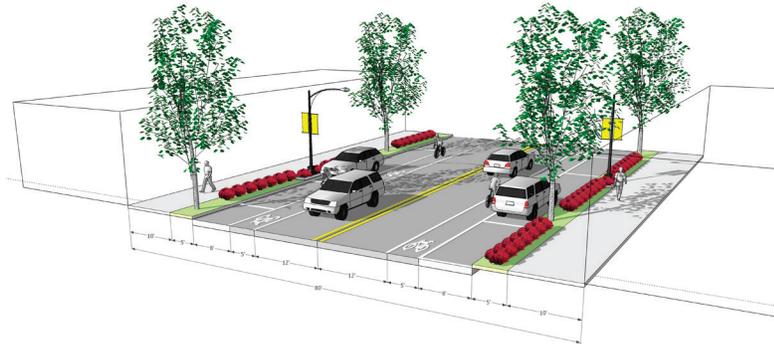
MAIN STREET EXISTING



OPTION A



OPTION B



OPTION C

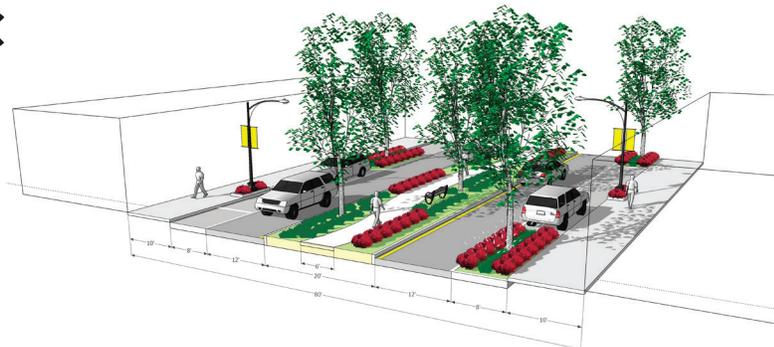
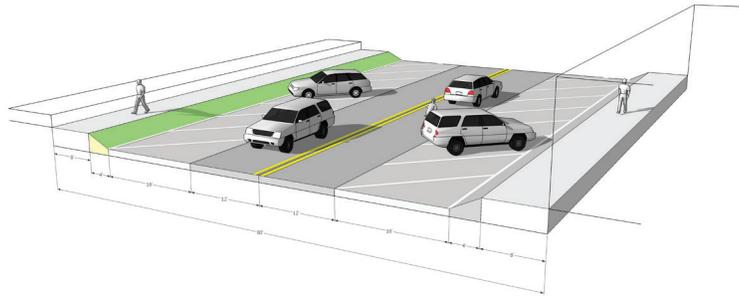
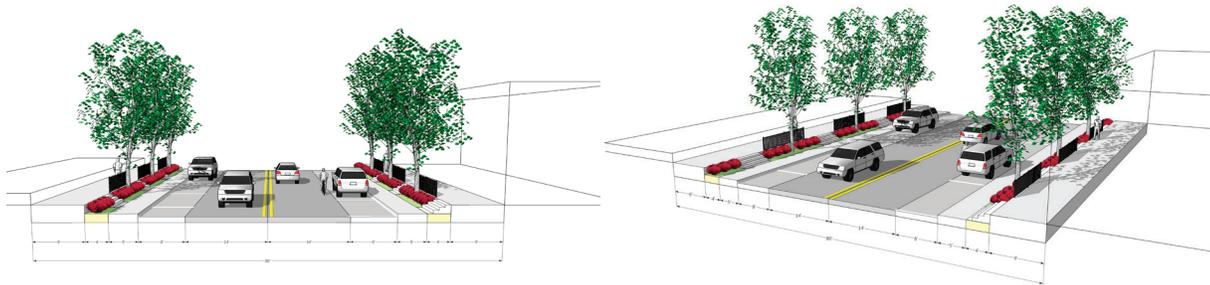


Figure 3-3. Kingston Street Alternatives

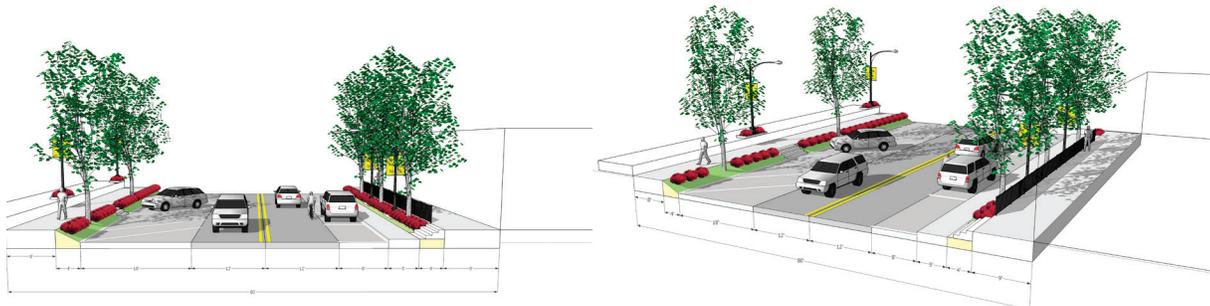
KINGSTON STREET EXISTING



OPTION A



OPTION B



OPTION C

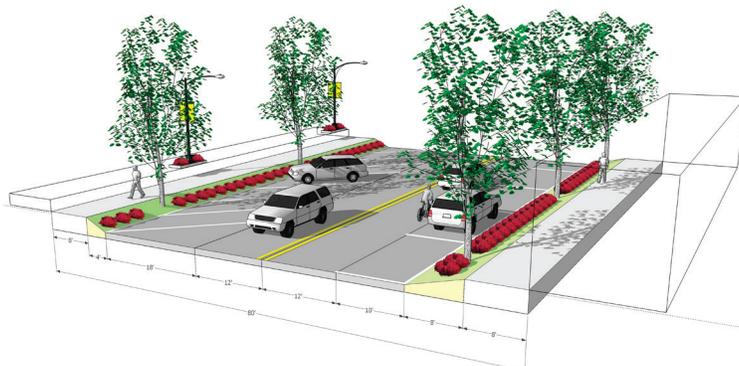
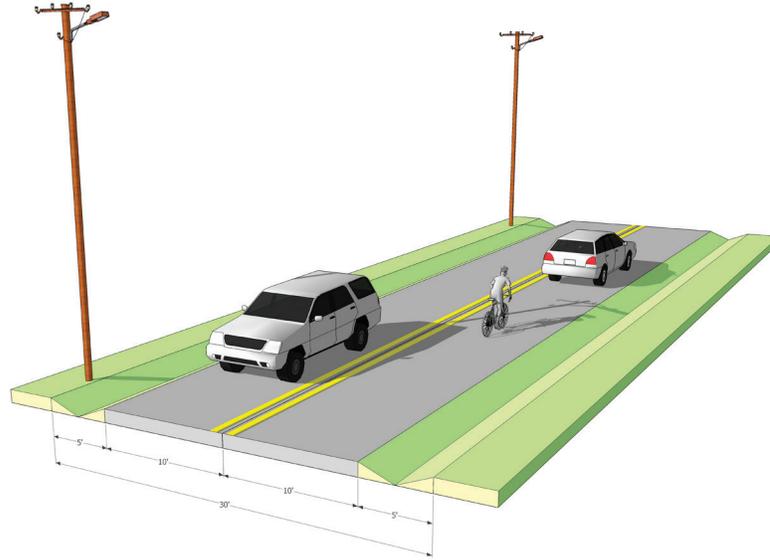


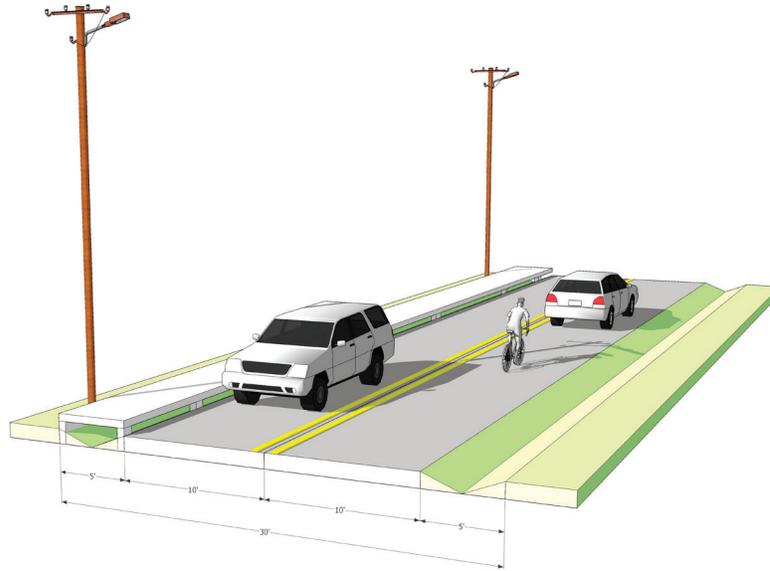
Figure 3-4. S. Kingston Street Alternatives

SOUTH KINGSTON STREET

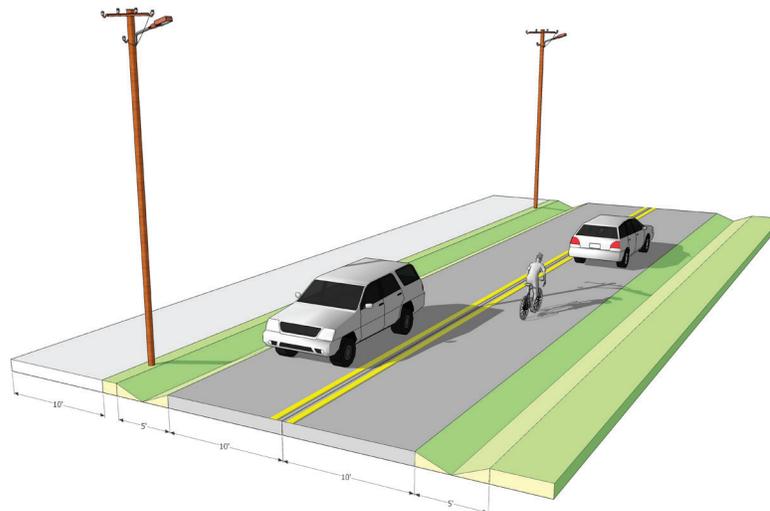
EXISTING



OPTION A



OPTION B



4. RECOMMENDATIONS

The master plan identifies recommended improvements at three scales: the region, city, and street. Developing improvements at all three scales allows for improvements to be made either as individual standalone projects or in conjunction with other planned improvements and as funding becomes available from different sources.

A REGION

The regional improvements (Figure 4-1) in the Wartburg Pedestrian and Bicycle Master Plan highlight connections between the city and regional recreational destinations. Recommended improvements include:

- **Proposed State Bikeways:** To support experienced bicyclists, particularly touring riders, SR 62 and US 27 should be further evaluated as designated state bicycle routes. Adding the highways to the state bicycle route would not only improve access to and from Wartburg, but would also fill an approximately 100-mile east-west gap in the statewide bicycle route map between Cookeville and Morristown north of Interstates 40/81.
- **Proposed Regional Bikeways:** Proposed regional bikeways utilize county roads to connect the city to regional destinations such as the Obed Wild and Scenic River and Frozen Head State Park. Importantly, regional bikeways can also link other local destinations that lie outside the city limits, including Central Middle School. Because many of these bikeways involve relatively narrow roads with sharp curves in places, they will require improved signage to improve safety for both bicyclists and motorists.
- **Proposed Shared Use Paths:** Shared use paths tie together local streets, park trails, and other off-road paths to expand walking and bicycling networks and options. For Wartburg, adding shared use paths can help link Central Middle School with Solomon Park and Central Elementary School.

B CITY

The proposed city improvements (Figure 4-2) provide a comprehensive approach for addressing the key issues and opportunities identified at the outset of the planning process. Complementing the proposed regional improvements, the city recommendations will establish, when implemented, a system of pedestrian and bicycle facilities that can serve Wartburg for generations to come.

THE IMPROVEMENTS INCLUDE:

- **Proposed Sidewalks:** Strategically located new sidewalks in downtown and between downtown and adjacent residential areas will provide the long-term framework for safe walking in Wartburg. Proposed sidewalks and walkways on Main Street, Mill Street, S. Kingston Street, and Old Mill Road will allow residents and visitors to walk comfortably throughout the city.
- **Proposed Shared Use Paths:** Within Wartburg, the critical shared use path recommendation involves converting the sidewalk on the north side of SR 62 into a sidepath and sidewalk facility for bicycling and walking. Extending from the US 27 and SR 62 intersection to the eastern city limits, the new shared use path would link public facilities and services, schools, and businesses. Other shared use paths would connect to the regional paths discussed above.
- **Proposed Walking Trails:** Walking trails can also play an important role in improving pedestrian options in Wartburg. As noted earlier, a walking trail linking Central High School to the Cumberland Trail would augment existing and planned trails, and allow the community to benefit directly from the Cumberland Trail. A second proposed walking trail, linking S. Main Street and Old Mill Road, would provide more direct access between residents in the S. Kingston Street area and businesses along S. Main Street.
- **Proposed Pedestrian Crossings:** An additional set of city scale recommendations includes proposed pedestrian crossing improvements at the intersections of US 27 and Mill Street, US 27 and SR 62, and SR 62 and Letory Road. High visibility crosswalks, advanced stop lines, pedestrian median islands, and pedestrian hybrid beacon systems (HAWK signals) are recommended at both the US 27/Mill Street (Figure 4-3) and SR 62/Letory Road (Figure 4-4) intersections. At the US 27/SR 62 intersection (Figure 4-5), improvements include reducing the curb radii with pavement markings and tubular markers and adding pedestrian signal countdown heads and leading pedestrian intervals to traffic signals. Closely related to improvements at the US 27/SR 62 intersection is a proposed pedestrian overpass connecting the Cumberland Trail directly to downtown (Figure 4-6). The pedestrian bridge would solidify Wartburg as a “Trail Town” and serve as landmark gateway for the city on US 27/SR 62.

Figure 4-1. Regional Improvements

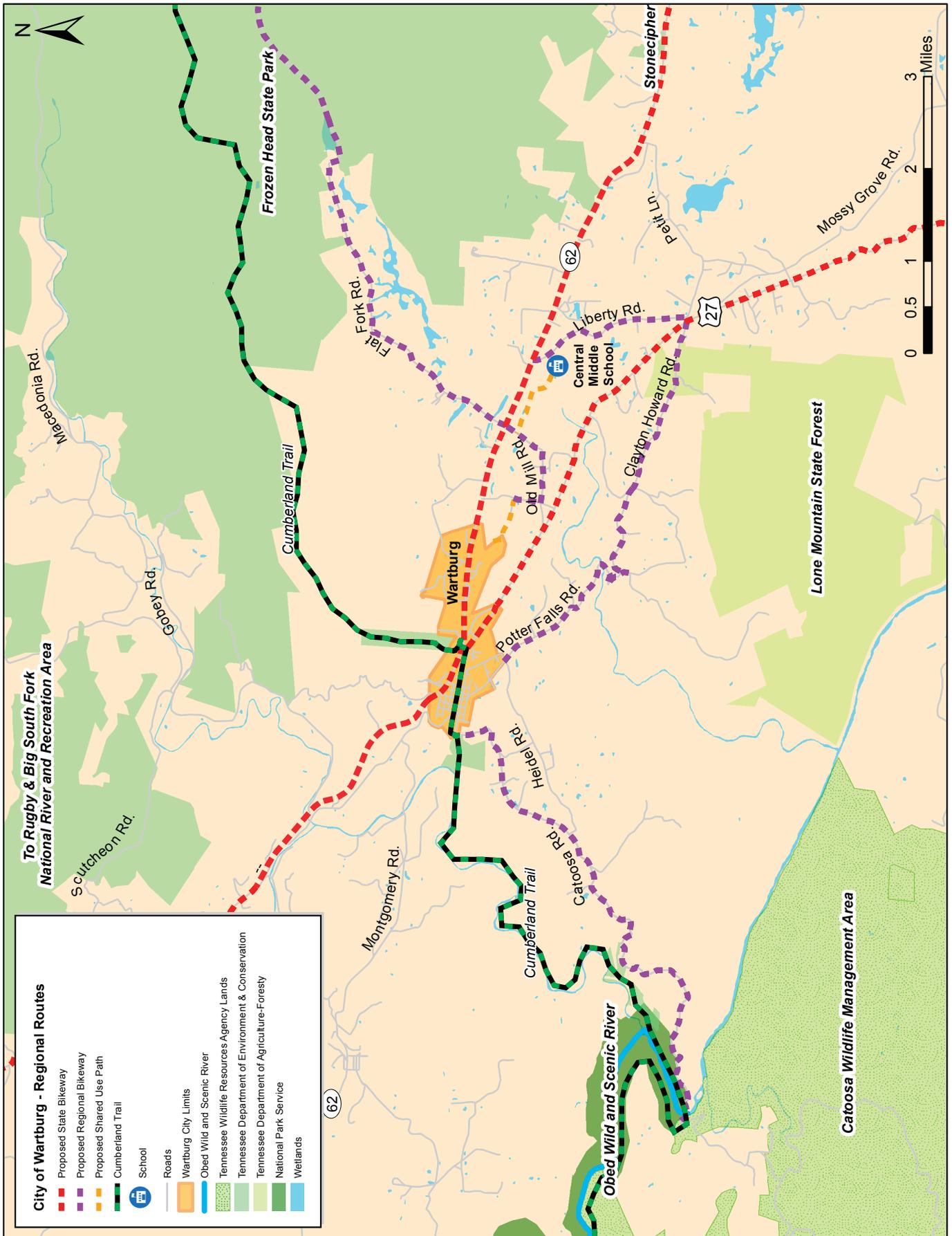


Figure 4-2. City Improvements

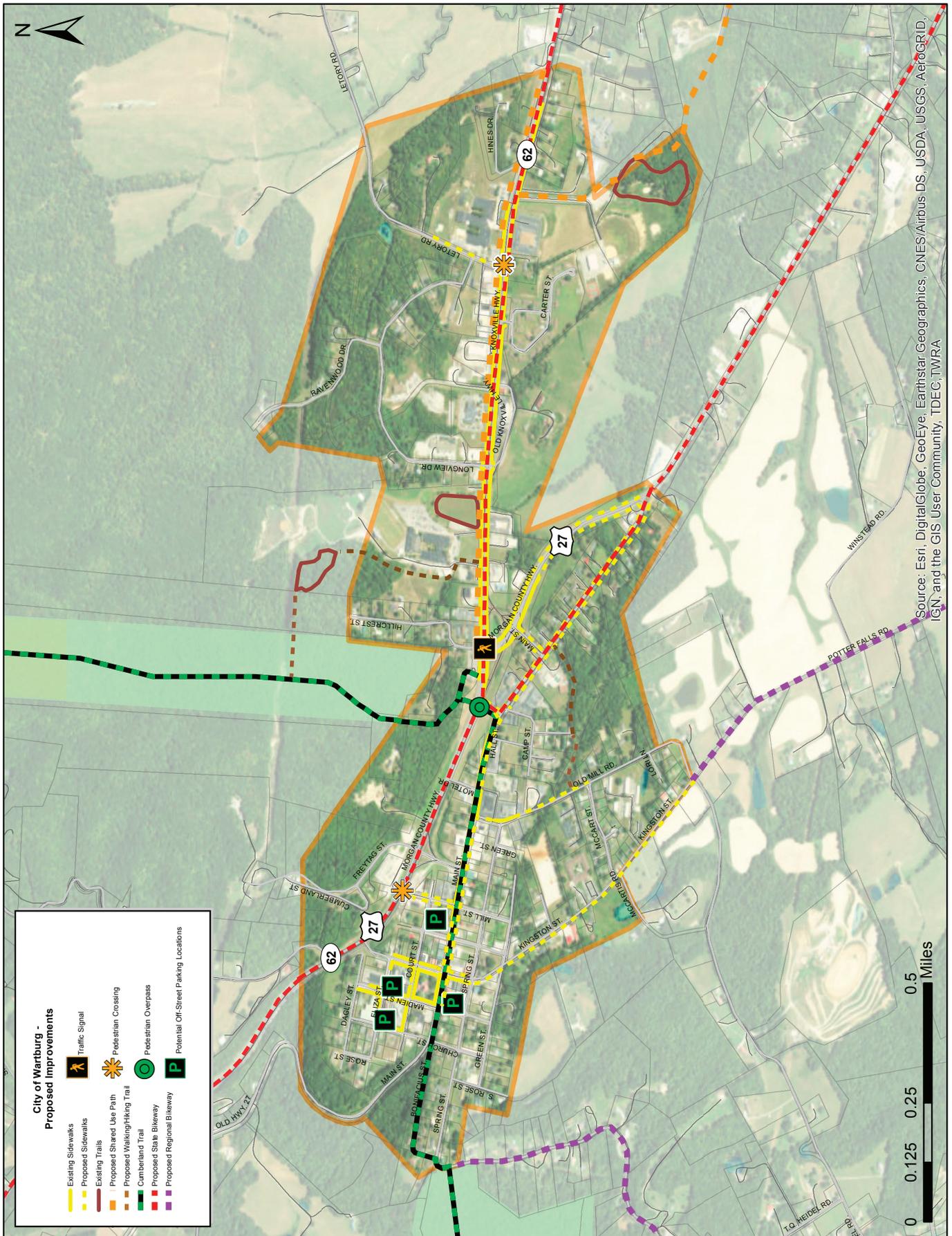


Figure 4-3. US 27/Mill Street Intersection: Conceptual Improvement



Figure 4-4. SR 62/Letory Road Intersection: Conceptual Improvement



Figure 4-5. US 27/SR 62 Intersection: Conceptual Improvement

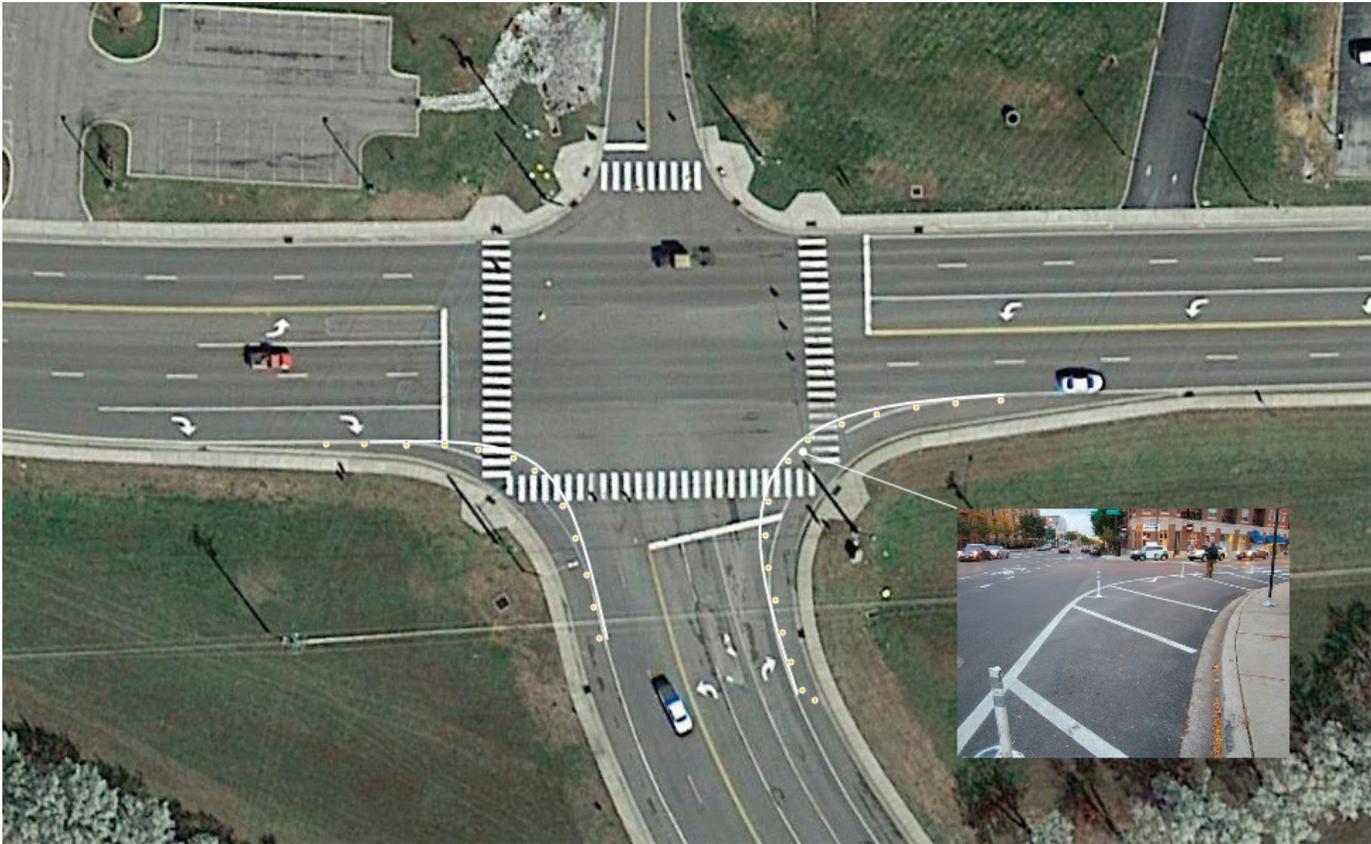
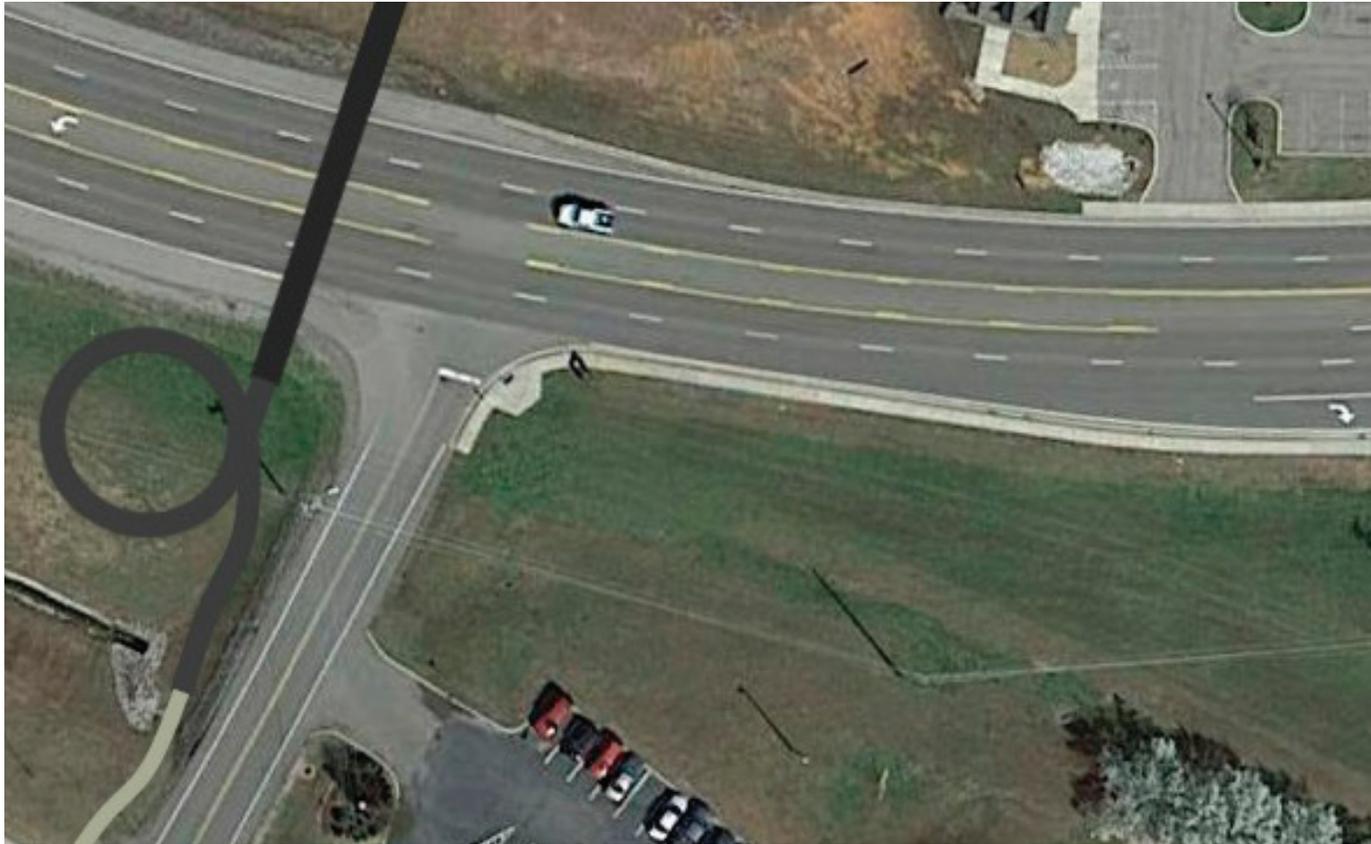


Figure 4-6. US 27/SR 62 Pedestrian Overpass: Conceptual Improvement



C STREET

At the street scale, the recommendations focus on walking and bicycling improvements for SR 62, Main Street, Kingston Street, and S. Kingston Street. Based on public input during the alternatives phase (Section 3), the final recommended typical sections are illustrated in Figures 4-7 through 4-10, and a more detailed concept plan for downtown is shown in Figure 4-11. Highlights and issues requiring additional analysis during design include:

- State Route 62:** In addition to a widened pathway on the north side of SR 62 for pedestrians and bicyclists (Figure 4-7), the preferred option incorporates a furnishing zone at the back of the 15-foot sidewalk/sidepath for street trees and plants, benches, and pedestrian lighting. Because of overhead utilities at the edge of the right-of-way, the selection of street trees and street lighting will need to consider overhead wires or be relocated to a furnishing zone at the back of the curb. Moving the furnishing zone to the back of the curb has the additional advantage of introducing vertical separation from the roadway, calming motorist travel speeds, and allowing for larger shade trees.
- Main Street:** Stormwater drainage was identified as an ongoing problem for some business owners on Main Street east of Kingston Street. While the recommended cross section (Figure 4-8) keeps the existing stormwater system in place, there will be opportunities in the design phase to improve drainage either by capturing runoff in the tree planters and/or adding trench drains with grating.
- Kingston Street:** In the recommended street cross section for Kingston Street (Figure 4-9), the elevation change between the roadway and sidewalks is retained. Although elevation changes between street and sidewalk may have some drawbacks, e.g., impeded movement, they can also create a more distinct and comfortable pedestrian space. In the concept plan for downtown (Figure 4-11), two-way traffic is also maintained on Kingston Street between Court Street and Main Street. One-way street conversions do offer more capacity, but should first be evaluated for area traffic circulation, higher travel speeds, out-of-way travel, wayfinding, business exposure, and pedestrian safety.
- S. Kingston Street:** As noted earlier, existing constraints along S. Kingston Street from Old Mill Road to Green Street, including limited right-of-way, drainage ditches, and utility poles, present a number of challenges for improving pedestrian and bicycle safety. While the initial set of options considered an easement on the south side of S. Kingston Street and a boardwalk over the existing ditch, the final recommendation (Figure 4-10) combines the concepts with a paved walkway adjacent to the edge of pavement. Similar to the Main Street cross section, the added pavement can be colored to distinguish the walking and bicycling zone from the roadway. Covered trench drains would capture stormwater runoff.

Figure 4-7. SR 62 Proposed Typical Section

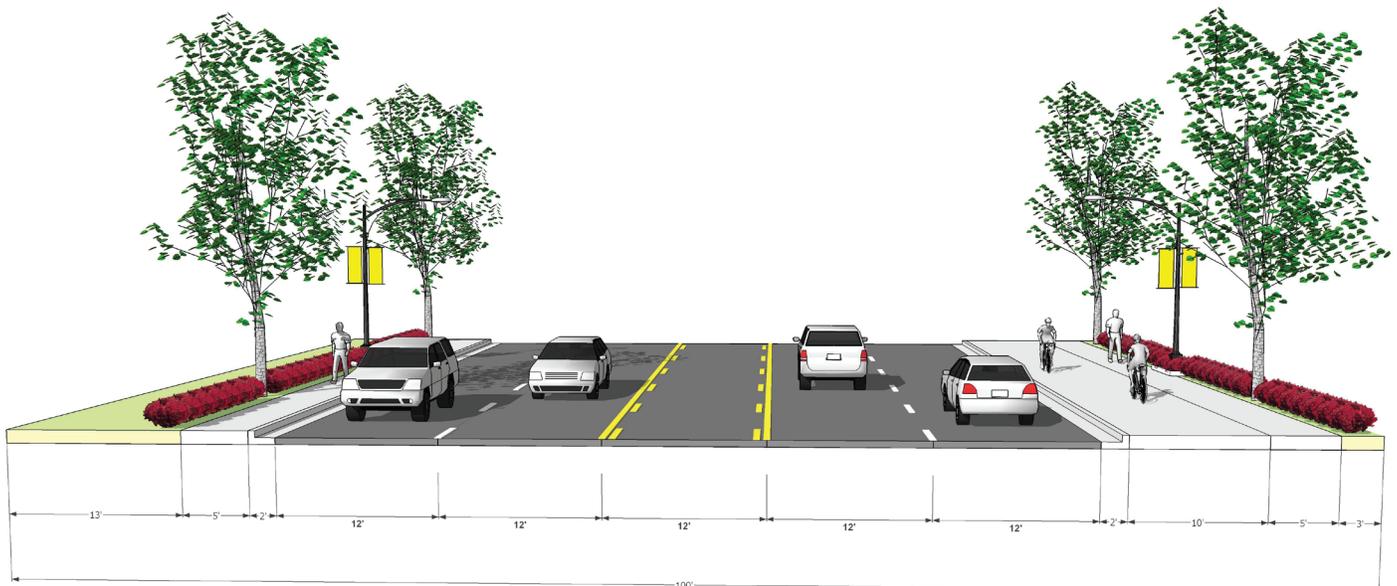


Figure 4-8. Main Street Proposed Typical Section

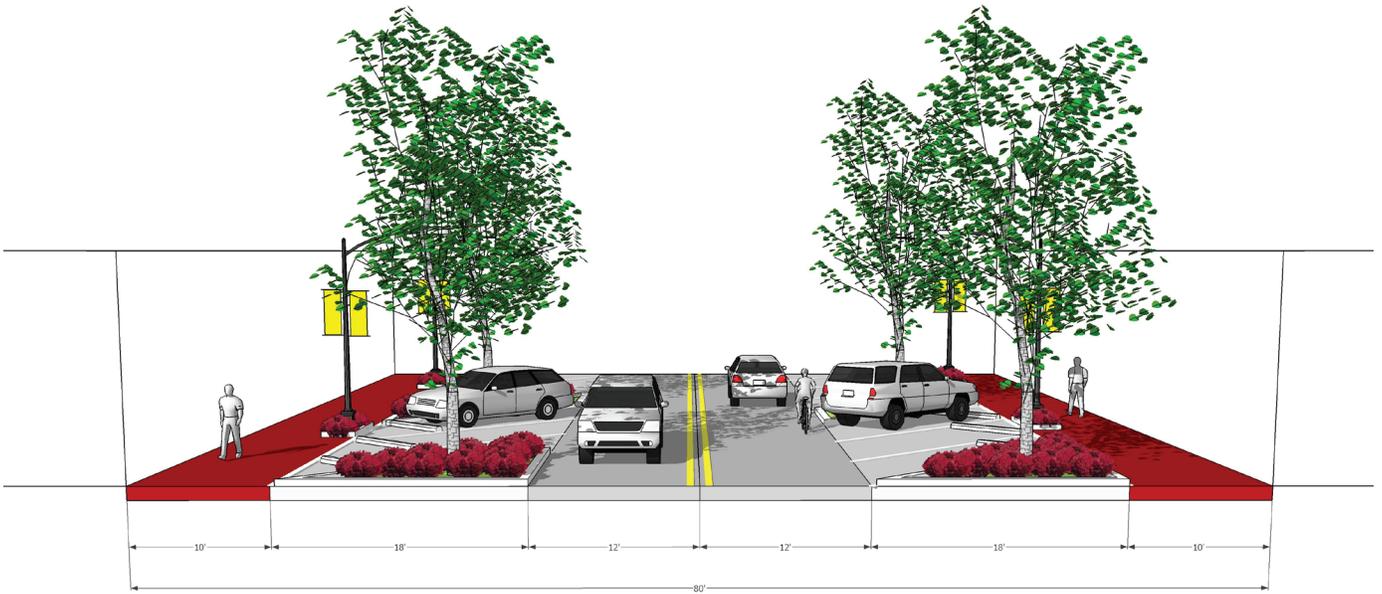


Figure 4-9. Kingston Street Proposed Typical Section

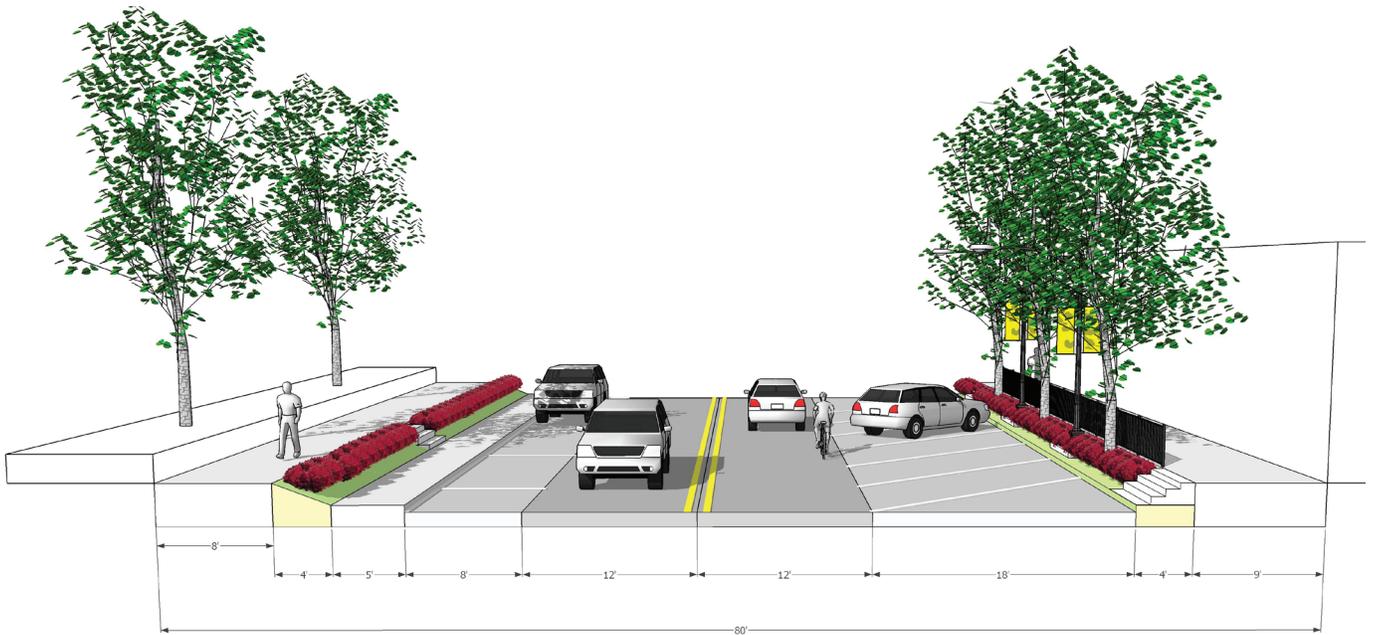


Figure 4-10. S. Kingston Street Proposed Typical Section

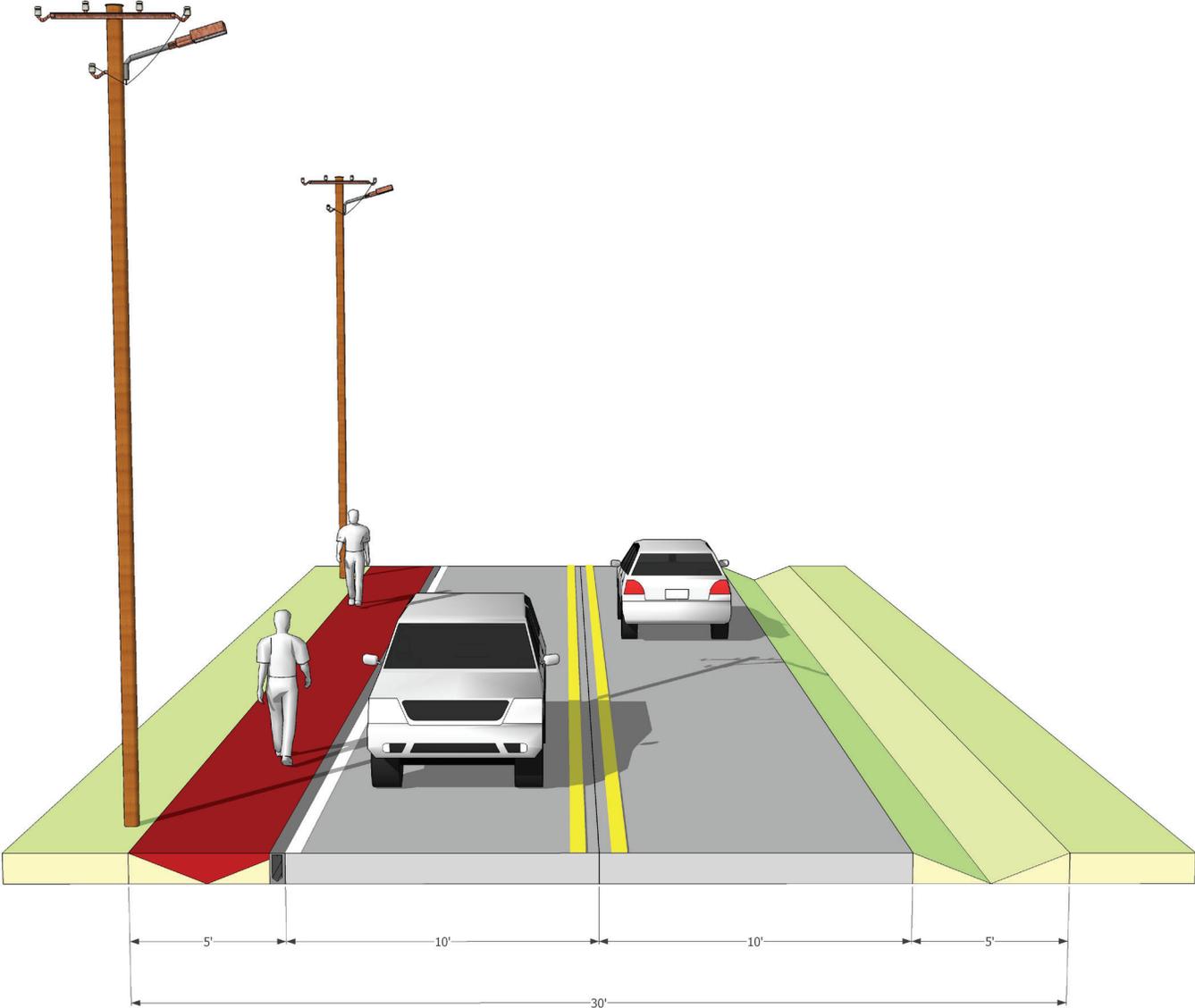
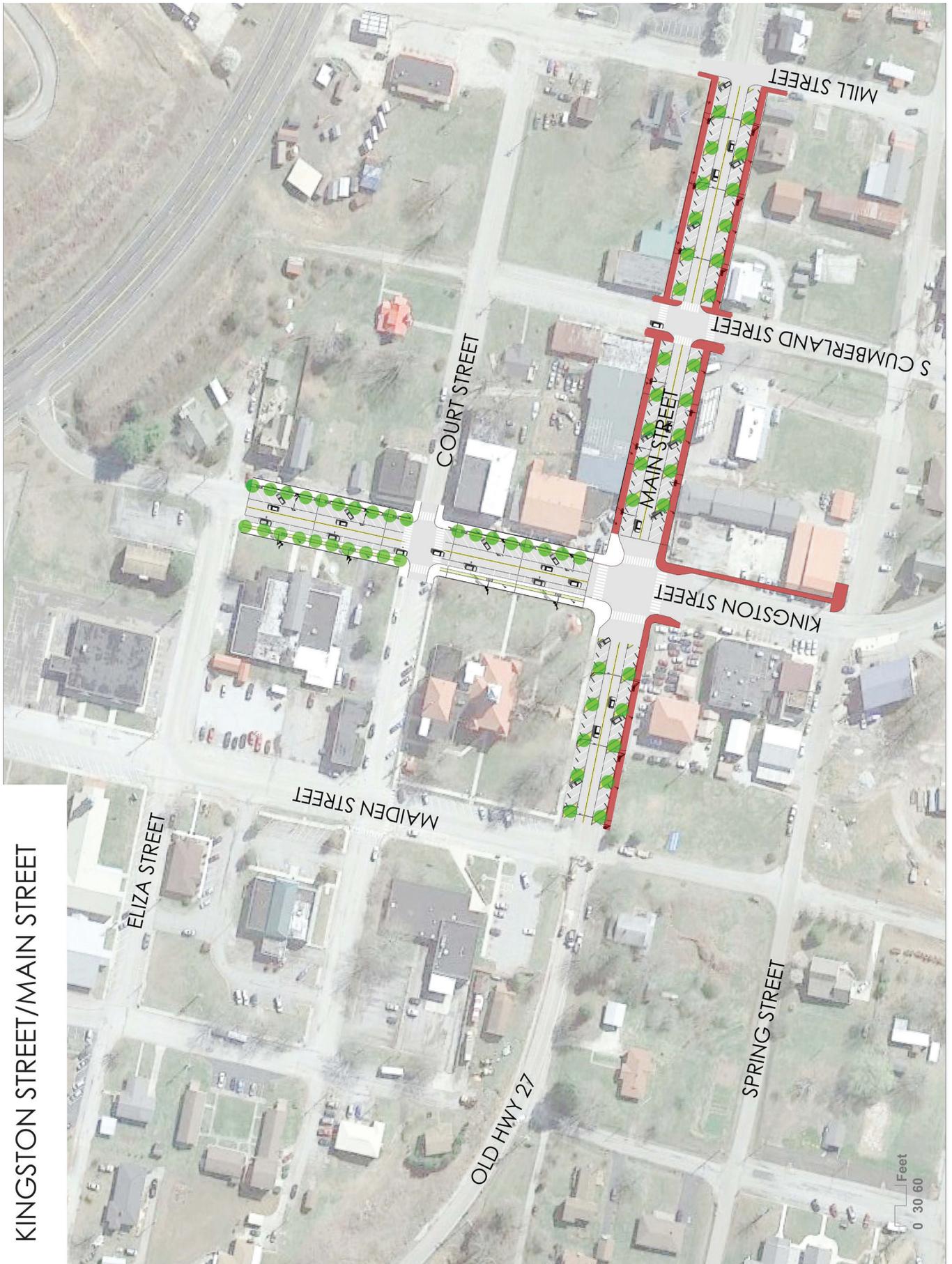


Figure 4-11. Downtown Wartburg Pedestrian and Bicycle Concept Plan



5. IMPLEMENTATION

The master plan provides an overall framework for pedestrian and bicycling improvements in Wartburg. Importantly, within the overall framework, there is a great deal of flexibility in terms of project scoping, phasing, and funding.

A PROJECT COST ESTIMATES

The cost estimates are planning level assessments for each of the four proposed street improvements and the three proposed pedestrian crossings on SR 62. Because the design of the proposed pedestrian bridge over US 27/SR 62 could vary widely, the cost estimates do not include the recommended bridge linking the Cumberland Trail to downtown Wartburg. Assuming a cost of \$275 per square foot, however, a 10-foot wide pedestrian bridge and ramps would cost approximately \$650,000. It is also important to note that although the cost estimates cover the entire extent of the street and crossing improvements proposed in the master plan, each improvement can be further separated into smaller projects as needed, for example, a single block length for a street improvement or a single crossing. Table 5-1 summarizes the cost estimates, and for planning purposes, indicates the required local match if the project received federal funding.

At approximately 1.3 miles in length and \$1.7 million in costs, the proposed sidepath along SR 62 is the most expensive recommended improvement. The three other street projects range in cost from approximately \$473,000 to \$787,000, and taken together, the three pedestrian crossing improvements are estimated to cost \$385,100.

B PROJECT PRIORITIZATION

While project prioritization and phasing are driven by funding availability in many instances, there are other important project selection criteria that can help inform the decision-making process. Other criteria or factors include:

- Safety (e.g., documented or perceived high crash/risk locations);
- Access and mobility (e.g., network connectivity gaps or barriers); and
- Quality of life (e.g., proximity to activity centers).

Evaluating, even at a high level, the five principal recommendations in the master plan – the four street improvements and the package of pedestrian crossings, against the criteria suggests that Main Street, S. Kingston Street, and the SR 62 pedestrian crossings should be considered high priorities. Table 5-2 provides an overview of the proposed improvements relative to safety, access and mobility, and quality of life.

Table 5-1. Planning Level Cost Estimates

PROJECT NAME	TERMINI (FROM)	TERMINI (TO)	PRELIMINARY ENGINEERING/DESIGN	ROW/ UTILITIES	CONSTRUCTION/ MOBILIZATION/ADMIN	TOTAL
State Route 62	Intersection of US 27/SR 62	City Limits (East)	\$55,000	\$171,300	\$1,531,700	\$1,758,000
					Federal Funds (80%)	\$1,225,400
					Local Match (20%)	\$532,700
Main Street	Mill Street	Maiden Street	\$15,000	\$35,000	\$423,000	\$473,000
					Federal Funds (80%)	\$338,400
					Local Match (20%)	\$134,600
N. Kingston Street	Spring Street	Eliza Street	\$25,000	\$50,000	\$712,000	\$787,000
					Federal Funds (80%)	\$569,600
					Local Match (20%)	\$217,400
S. Kingston Street	Old Mill Road	Green Street	\$16,000	\$37,300	\$532,100	\$585,400
					Federal Funds (80%)	\$425,700
					Local Match (20%)	\$159,700
SR 62 Ped Crossings (3)			\$10,000	\$25,000	\$350,100	\$385,100
					Federal Funds (80%)	\$280,100
					Local Match (20%)	\$105,500

Table 5-2. Potential Prioritization Criteria

PROJECT NAME	SAFETY (e.g., high crash/high risk locations)	ACCESS AND MOBILITY (e.g., network gaps or barriers)	QUALITY OF LIFE (e.g., proximity to activity centers)
State Route 62	MEDIUM	LOW	HIGH
Main Street	MEDIUM	HIGH	HIGH
N. Kingston Street	LOW	MEDIUM	HIGH
S. Kingston Street	HIGH	HIGH	MEDIUM
SR 62 Ped Crossings (3)	HIGH	HIGH	HIGH

C POTENTIAL FUNDING SOURCES

While walking and bicycling facilities are typically included as part of larger public infrastructure and private development projects, increasingly, communities are undertaking targeted bicycle and pedestrian improvements to retrofit commercial districts and neighborhoods for economic and community development purposes. Following is a brief overview of several candidate funding sources.

- **Multimodal Corridor Projects:** The most cost-effective way to implement the recommendations in the master plan is to coordinate walking and bicycling improvements with either local or state road projects during the project planning and programming processes. Opportunities for coordinating projects include:
 - » Corridor resurfacing;
 - » Corridor reconstruction;
 - » Intersection and safety improvements;
 - » Drainage improvements; and
 - » Utility projects.
- **State/Federal Transportation Grant Programs:** There are also several grant opportunities at the state and federal levels aimed at bicycle and pedestrian improvements. Table 5-3 summarizes the primary programs, including eligible activities.

D SUMMARY

The Pedestrian and Bicycle Master Plan serves as a long-term blueprint for pedestrian and bicycle facilities in Wartburg, focusing on streetscape enhancements in downtown, safe connections to important destinations within the City, and regional connections to recreational destinations. Strategically targeting investments that simultaneously achieve economic and community development goals will largely determine the success of the master plan. Cities and towns are made up of multiple centers – including commercial centers, civic centers, school campuses, and neighborhoods. Improving the safety, convenience, and comfort of each of these centers for walking and bicycling will help strengthen the local economy by making Wartburg a more enjoyable place to visit and live.

Table 5-3. Federal and State Grant Programs

PROGRAM NAME/ ADMINISTERING AGENCY	EXAMPLES OF ELIGIBLE ACTIVITIES	FUNDING	HOW TO APPLY
Transportation Alternatives Program/Tennessee Department of Transportation	On- and off-road pedestrian and bicycle facilities, and safe routes to school projects.	80 percent federal with a 20 percent non-federal construction share. Non-federal share must be provided as a hard cash match, and all preliminary engineering (PE), design and right-of-way expenditures are solely the responsibility of the local governmental agency.	Application cycle is open from July 1 to October 3 each year. Application materials can be accessed on the TDOT website: www.tn.gov/tdot/topic/tap
Multimodal Access Grant/Tennessee Department of Transportation	Pedestrian crossing improvements, sidewalks,paved shoulders, bicycle lanes, ADA, multi-use paths, and pedestrian lighting.	95 percent state with a 5 percent local match. Total project costs must not exceed \$1 million.	Previous application cycle closed on January 15, 2016. Application materials can be accessed on the TDOT website: www.tn.gov/tdot/topic/multimodal-multimodal-access-grant
Spot Safety Improvement Program/Tennessee Department of Transportation	Signalization, school flashing signals, and flashing beacons on state routes or at intersections with state routes only.	Depending on the type of work, 80 percent to 100 percent federal with corresponding local match.	Application materials can be accessed on the TDOT website: www.tdot.tn.gov/PublicDocuments/LocalPrograms/FundingGuidance/SpotSafetyGuidelines.pdf
Recreational Trails Program/Tennessee Department of Environment & Conservation	Land acquisition for trails, trail maintenance, trail construction, trail rehabilitation and trail head support facilities.	80 percent federal with a 20 percent non-federal match. Maximum award is \$200,000.	Previous application cycle closed on April 22, 2016. Application materials can be accessed on the TDEC website: tn.gov/environment/article/res-recreation-educational-services-grants
Access to Health through Healthy Built Environments/Tennessee Department of Health	Greenways, trailhead signs, sidewalks, bikeways, crosswalks, and pedestrian/bicycle traffic signs/signals.	100 percent state with a maximum award of \$85,000, including a maximum of \$80,000 for design/construction. All applications must include an evaluation framework.	Application announcement is in the fall of each year. Materials from the prior year can be accessed on the TDH website: https://www.tn.gov/content/dam/tn/health/funding-opportunities/RFA_Access_to_Health_34301-17618_Final_Posting.pdf
Project Diabetes/Tennessee Department of Health	Greenways connecting schools and neighborhoods and park walking trails.	There are two levels of Project Diabetes funding. Category A grants are funded for up to 3 years for a maximum amount of \$150,000 per year. Category B grants are funded for up to 2 years for a maximum amount of \$15,000 per year	Current funding cycle is for 2016-2019. Additional information can be accessed on the TDH website: www.tn.gov/health/article/project-diabetes