



CITY OF DRESDEN
T E N N E S S E E

COMPLETE STREETS PLAN:
SR22, EVERGREEN ST, LINDEN ST, AND PIKEVIEW ST

SEPTEMBER 2021

FINAL REPORT

ACKNOWLEDGEMENT

Thank you to the people who participated in the development of this plan through the online survey, public outreach events, and meetings. This time spent planning for the City of Dresden's future is appreciated and will positively impact the community for years to come.

CITY OF DRESDEN, TENNESSEE

Honorable Jeff Washburn, Mayor

Dr. Gwin Anderson, Alderman

Mr. Lyndal Dilday, Alderman

Ms. Sandra Klutts, Alderman

Mr. Willie Parker, Alderman

Mr. Ralph Cobb, Alderman

Mr. Kenneth Moore, Alderman

Ms. Jennifer Branscum, City Recorder



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TENNESSEE DEPARTMENT OF TRANSPORTATION



NORTHWEST TENNESSEE DEVELOPMENT DISTRICT



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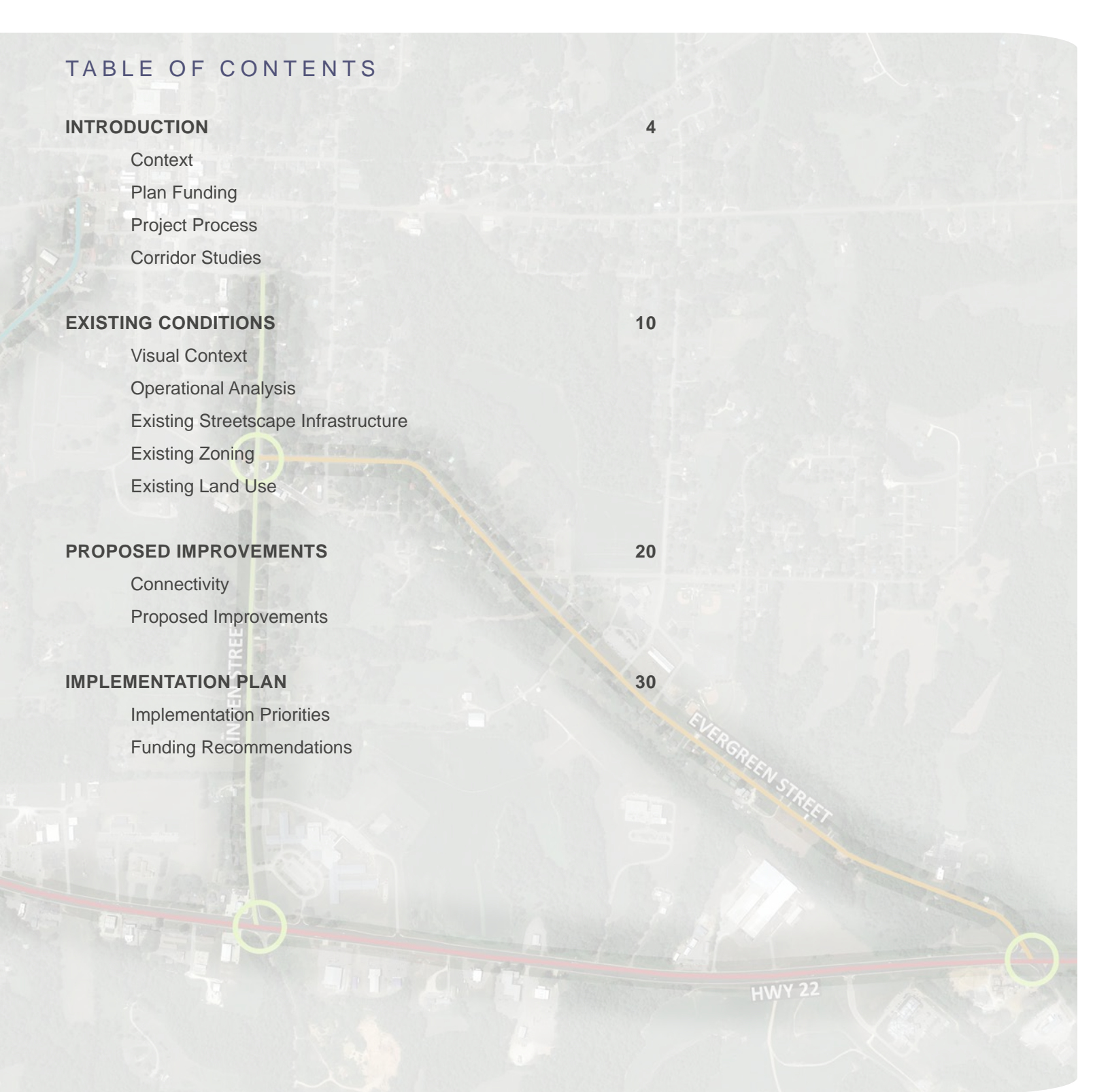
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Map of Transportation Networks in Dresden, TN



INTRODUCTION



Context

Plan Funding

Project Process

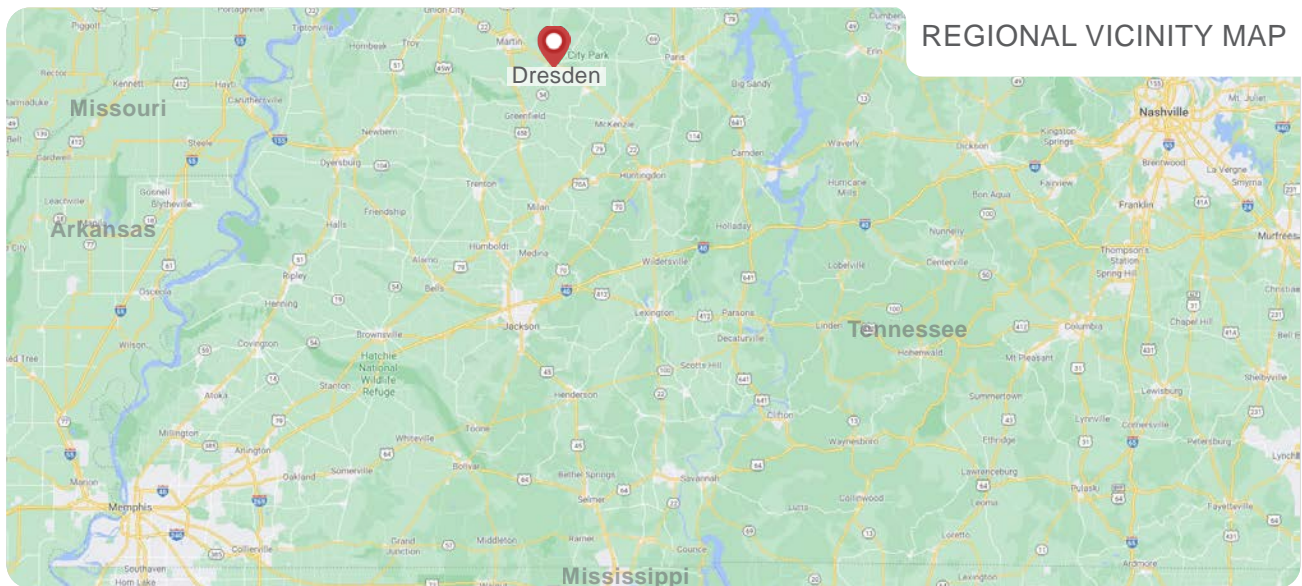
Corridor Studies

CONTEXT

SUMMARY

Dresden is a small city of approximately 2,855 people and serves as the county seat of Weakley County - located in the northwest corner of the State. Dresden is 121 miles northeast of Memphis, 65 miles east of the Mississippi River and 130 miles west of Nashville. Unlike many towns and cities in the rural areas of Western Tennessee, the population of Dresden has been increased slightly since the 2010 Census.

The major vehicular corridors that create our study area are TN-22, Linden Street, Evergreen Street, and Pikeview Street. The specific areas of focus include: intersection at TN-22 and Pikeview Street, intersection at TN-22 and Linden Street, intersection at TN-22 and Evergreen Street. In addition to these intersections the study area included Linden Street between Evergreen Street and TN-22 as well as Evergreen Street between Wilson Park and TN-22.



PLAN FUNDING

FUNDING SOURCES

It is critical to establish a timeline to secure necessary funding to finance Dresden's transportation plan. There are many sources of funding through state and federal programs. It is a long process to obtain these financial opportunities, and an appropriate amount of time must be taken into consideration when planning for future improvements. Once funding has been awarded, time is limited in using the funds to establish construction plans and produce built results, thus the importance of this document to outline proposed improvements ready to be designed once funding is allocated. Successful community improvements begin with a well thought out schedule, while taking funding resources into consideration.

COMMUNITY TRANSPORTATION PLANNING GRANT (CTPG)

The Dresden Complete Streets Plan was selected as a recipient of TDOT's CTPG funding. The Office of Community Transportation (OCT) coordinates the state's transportation planning efforts to provide technical guidance for local jurisdictions, increasing the level of collaboration between TDOT and municipalities across the state. OCT gives TDOT a thorough understanding of local communities and the various transportation planning documents and policies in place. The office is comprised of two sections, Community Planning and Regional Planning. The OCT's mission is to coordinate the state's transportation planning, local land use decisions, and community visions to guide the development of a safe and efficient statewide transportation system. This report was funded by Dresden's CTPG grant. As a part of the agreement to receive funding through the grant, the City of Dresden will need to adopt a resolution; allowing the implementation of recommendations from this plan.

RURAL COMMUNITY TRANSPORTATION PLANNING GRANT OBJECTIVES

- Develop transportation and land use plans containing deliverables that can be used as guiding tools for future transportation projects.
- Develop real-world transportation and land use solutions that are cost effective and feasible.
- Improve safety through planning documents.
- Create policies and procedures that link all transportation modes and provide alternative mobility options.
- Utilize Context Sensitive Design and Solutions (CSD/CSS) that preserve and enhance community resources.

(Information on this page is from TDOT's Office of Community Transportation website)



PROJECT PROCESS

PLAN DEVELOPMENT

The planning process began on February 26, 2021 with a project kick-off meeting with City of Dresden staff and featured one public meeting. Meetings included discussions and activities that generated and evaluated planning concepts and strategies. While the project team coordinated and received feedback, the team also pulled opinions from community members and took their thoughts and ideas into consideration. Outreach and project input occurred throughout the planning process (see diagram to the right).

In addition, a TDOT Road Safety Audit project along TN-22 at Linden St. has been ongoing during the development of this plan. Concepts identified in this CTPG report have been shared with the Road Safety Audit team for consideration.

ENGAGEMENT PROCESS

Special consideration was given to reaching a broad cross-section of the community with the intent to accomplish several objectives:

- Offering decision and/or influence opportunities for citizens
- Using the engagement process to raise awareness of the project and of planning in general

WHAT IS A COMPLETE STREETS PLAN

Complete streets give considerations to all users. In many cases certain roadways are not good candidates to become complete streets. A complete streets plan identifies opportunities and locations for developing a multi-modal network to accommodate user-choice.

WHY HAVE A COMPLETE STREETS PLAN

Complete streets plans identify locations where enhancements to existing infrastructure can broaden the use of the network. Providing dedicated space for alternative modes can help to focus public and private investment in a community. This focused investment can assist a community in developing a sense of place and attract new people, businesses, and services to a community. Some additional benefits of developing a complete streets network include:

- Promotion of healthy and active living
- Safety improvements
- Mitigation of traffic issues
- Systems planning

PROJECT INITIATION

1

- Client Project Kickoff Meeting
- Communicate Workplan

VISIONING

2

- Community Input Event
- Online Survey

PLAN & REPORT DEVELOPMENT

3

- Final report development and adoption of plan

PROJECT IMPLEMENTATION

4

- Funding Acquisition
- Construction of recommendations

COMPLETE STREETS PLAN

HOW TO CREATE A COMPLETE STREETS PLAN

STEP 1: Project Development

- **Leadership Commitment** Leadership commitment from local government leaders is necessary to garner public and private sector support for any transportation project.
- **Vision and Consensus** Establishing a shared vision and consensus allows the community to set project goals and objectives that meet their specific needs. Knowing what is needed and gathering the necessary support from the community is vital to start the planning, design, and implementation processes.
- **Planning and Design** Local leaders must make the decision to obtain expertise and resources to develop a project plan and design guidelines to direct the community's desires for a complete streets plan. These elements create a foundation for implementation actions.

STEP 2: Project Implementation

- Identify funding sources for implementation based upon priorities developed during the planning process.

LEADERSHIP COMMITMENT

Community leaders must demonstrate a clear commitment to support the transportation study.

VISIONING & CONSENSUS

Establishing a shared vision and consensus allows the community to set project goals and objectives. Understanding needs and developing support from the community is vital to start the planning, design and implementation processes.

PLANNING & DESIGN

Communities should leverage local resources and knowledge to assist in guiding project activities to best meet the needs of their community. Tailoring best practices to meet local conditions and desires will assist in developing an implementable, successful planning study.

PLAN & REPORT DEVELOPMENT

Communities should seek funding from diverse sources to implement their transportation studies. Communities should also consider partnering with private industry as well as seeking funding from other state and federal sources.

STEPS FOR IMPLEMENTATION



EXISTING CONDITIONS

Visual Context

Operational Analysis

Existing Streetscape Infrastructure

Existing Zoning

Existing Land Use



VISUAL CONTEXT

1 Pikeview St. and Highway 22



2 Poplar St. and Morrow Ave



3 Linden St. and Highway 22



4 Farmer's Market

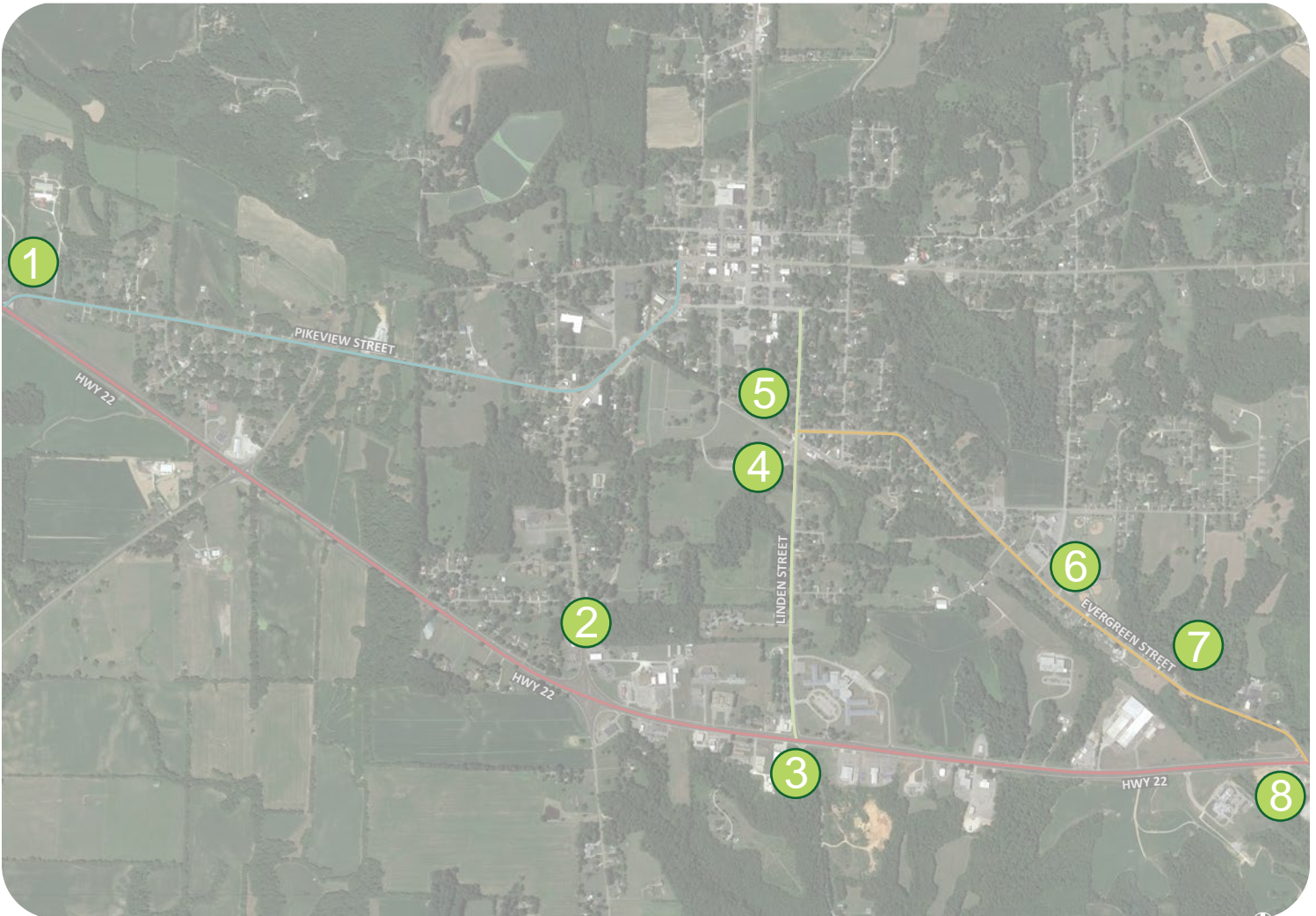


5 Linden St. and Evergreen St.



6 Evergreen St. and Wilson Park





OPERATIONAL ANALYSIS

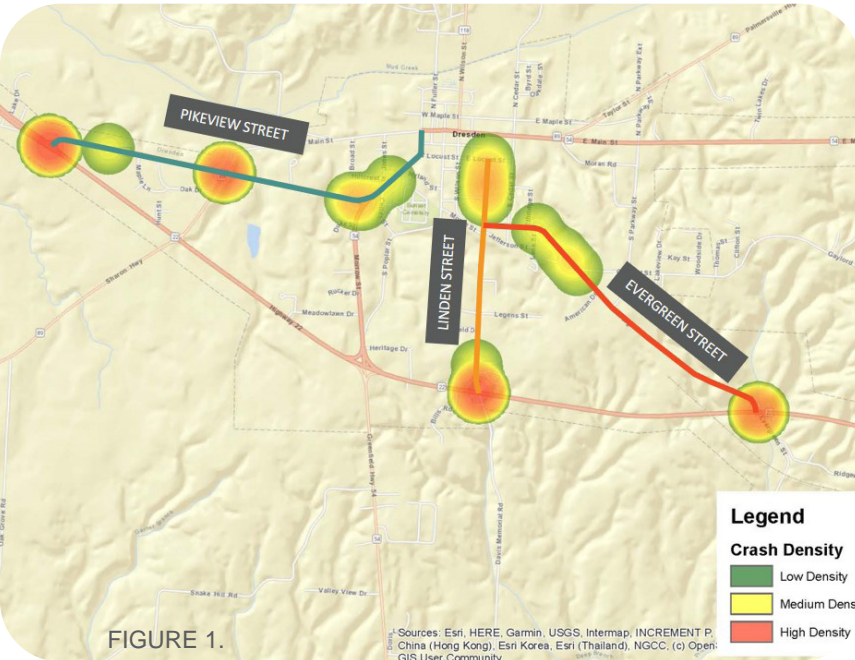


FIGURE 1.

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenGIS User Community

OPERATIONAL SUMMARY

Historic traffic counts along each of the corridors were collected from TDOT. The counts were average annual daily traffic (AADT) counted which represent the number of trips that use a roadway on an average day. Counts were collected from 2001 to 2019. 2020 volumes were not evaluated due to the impacts on travel patterns stemming from the pandemic.

In the project study area, current traffic volumes range from 1,000 to 6,500 vehicles per day. Trends from the year 2000 show a steady decline from around 8,000 to 6,500 vehicles per day on Pikeview East, 4,500 to 4,000 cars per day at Pikeview Center, 4,000 to 3,000 cars per day at Pikeview West, and 1,500 to 1,000 cars per day at Evergreen Street. Conversely, trends from the year 2000 show a steady increase from around

3,100 to 3,500 cars per day at Linden Street.

Future traffic volumes were obtained by increasing the 2019 volumes by an amount that represents potential growth of traffic in the study area to the year 2040. Volumes in the year 2040 are expected to range from approximately 1,800 vehicles on Evergreen St. to 11,700 on Pikeview St.

Based on current roadway volumes and projected future roadway volumes, there appear to be no capacity issues along the study corridors. All corridors are expected to function at acceptable Level of Service (LOS). Therefore, no recommendations are made for these corridors to accommodate future capacity.

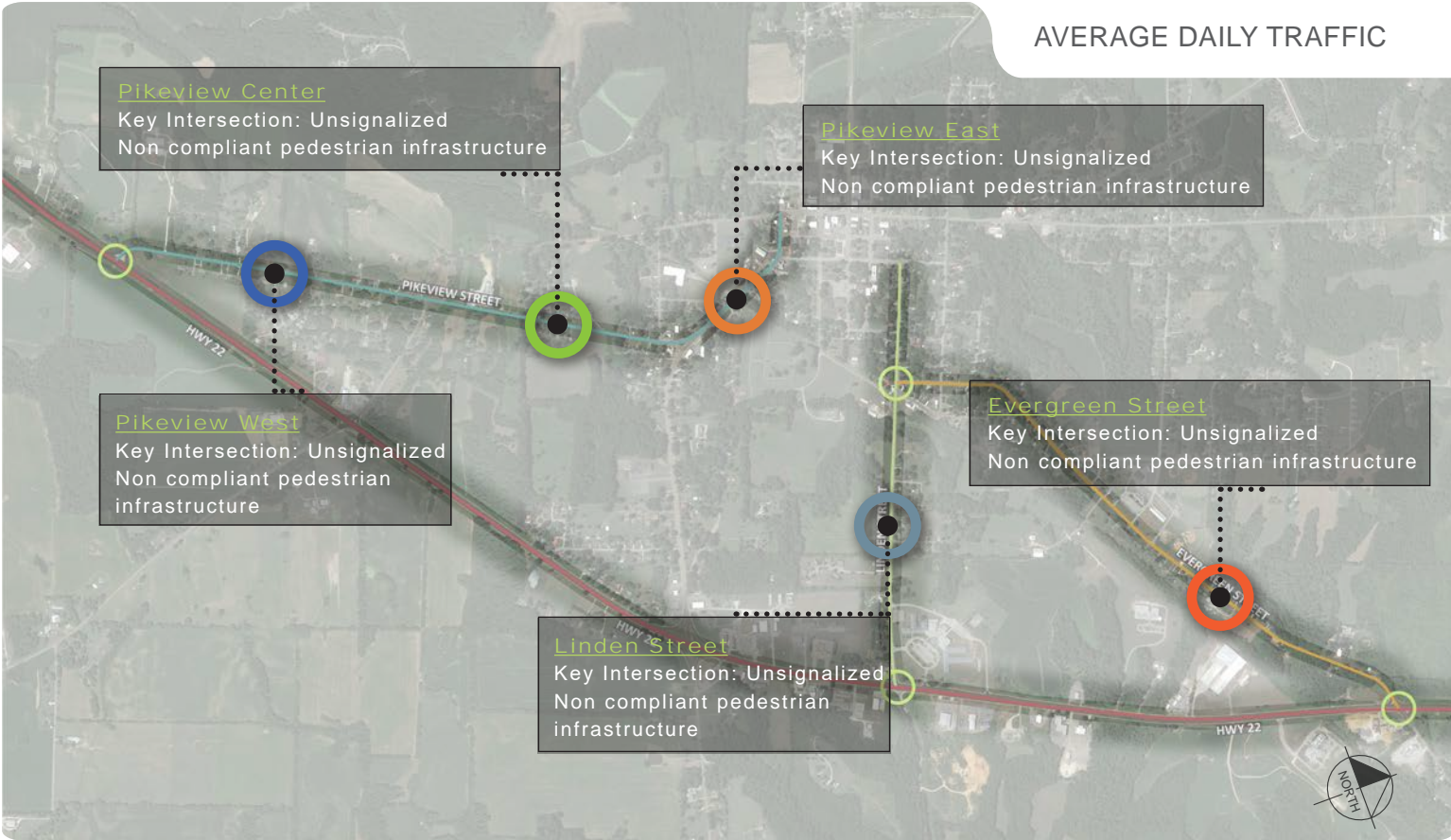
CRASH HISTORY

Crash data was obtained from TDOT through the Enhanced Tennessee Roadway Information Management Systems (ETRIMS) for the previous three years (2017-2019). Crash data from 2020 was not evaluated due to the impacts on travel patterns stemming from the pandemic. A total of 52 crashes were reported along the study or at intersections along the corridors during this time period.

Of the 52 crashes, 39 resulted in property damage only. This means that vehicles and road features were damaged, but no motorists, pedestrians, or bicyclists were injured. The 13 remaining crashes resulted in suspected minor injuries. None of the 52 crashes resulted in any serious or incapacitating injuries or fatalities.

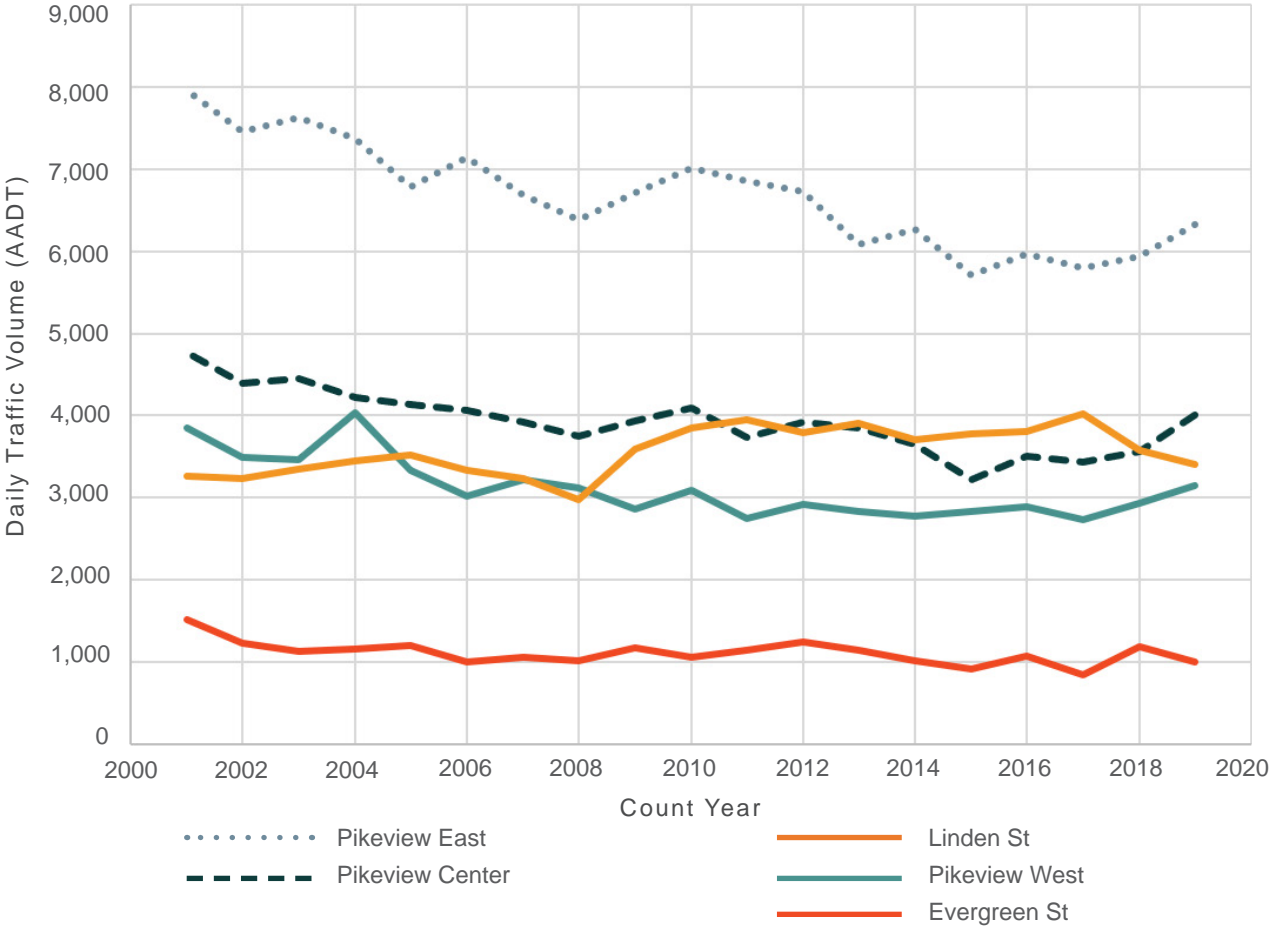
Figure 1 is a heat map that shows the density of crashes along the corridor. The figure indicates that the high density areas of crashes along the corridors occur at the intersections along the corridors, primarily where the routes intersect Highway 22.

Crash rates were calculated for road segments and intersections. Crash rates are the number of crashes that occur over a specified time taking into account the exposure over the time period. The highest crash rate along the study corridors was identified at the intersection of Highway 22 at Pikeview St. The crash rate for this intersection was 0.720 crashes per million entering vehicles. Similar type facilities within the state of Tennessee have an average crash rate of 0.084 crashes



Traffic Volumes - Average Annual Daily Traffic

Figure 1.0 Average Daily Traffic Volumes



EXISTING STREETScape INFRASTRUCTURE

1

PIKEVIEW STREET AND HIGHWAY 22

Pikeview St

- 2 lanes
- 30 mph speed limit
- Lane width- 11'
- No sidewalks or shoulders

Highway 22

- 5 lanes
- 45 mph speed limit
- Lane width- 12'
- No sidewalks



2

LINDEN ST & HIGHWAY 22 INTERSECTION

Linden Street

- 2 lanes
- 20 mph speed limit
- Lane width- 11'
- 5' Sidewalks on West side and some east side

Highway 22

- 5 lanes
- 45 mph speed limit
- Lane width- 12'
- No sidewalks



3

POPLAR STREET AND MORROW STREET INTERSECTION

Poplar Street

- 2 lanes
- 30 mph speed limit
- Lane width- 10'
- No shoulders or sidewalks

Morrow Street

- 2 lanes
- 30 mph speed limit
- Lane width- 15'
- Sidewalks on both sides



4

EVERGREEN STREET

Evergreen Street

- 2 lanes- no striping
- 30 mph speed limit
- Lane width- 10'
- No sidewalks



5

EVERGREEN STREET AND HIGHWAY 22 INTERSECTION

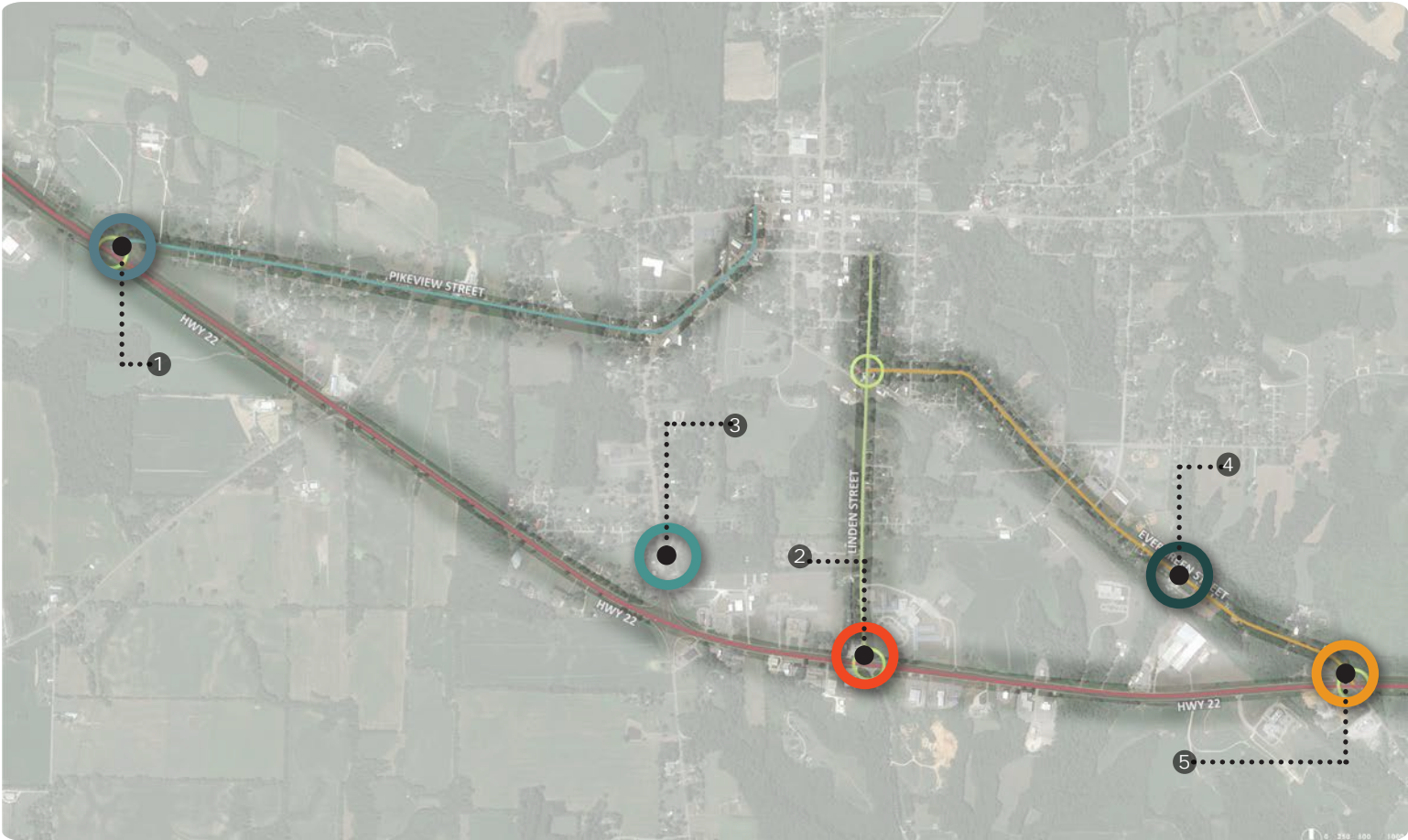
Evergreen Street

- 2 lanes- no striping
- 30 mph speed limit
- Lane width- 10'
- No sidewalks

Highway 22

- 5 lanes
- 45 mph speed limit
- Lane width- 12'
- No sidewalks





per million entering vehicles. The critical crash rate is calculated to determine if there is a safety issue and further investigation is warranted. For this intersection the critical crash rate was calculated to be 7.964 crashes per million entering vehicles, which is above the crash rate for the intersection. All other road segments and intersections have crash rates below either the statewide average for similar facility types or the critical crash rate for that facility.

EXISTING STREETScape INFRASTRUCTURE

SITE ANALYSIS

The majority of traffic incidents occur at this intersection due to the layout of Highway as the off ramp merges directly onto Pikeview Street. Additionally, there are limited street trees along Pikeview Street. This intersection serves low-density residential uses and acts as a gateway into the City of Dresden for people traveling north on Highway 22. Upgrading the streetscape at this intersection will help identify it as a gateway into Dresden.

PRIMARY OBJECTIVE

IMPROVE VEHICULAR SAFETY



SENSE OF PLACE COULD BE ENHANCED



POWERLINES ALONG PIKEVIEW STREET



CONCERN ABOUT VEHICULAR SAFETY AT EXIT



RAMP ONTO HWY-22 NEEDS SAFETY IMPROVEMENTS



LACKING TREES ALONG PIKEVIEW ST.



LANES MERGE WITHOUT YIELD SIGN ONTO HWY 22



LOOKING EAST AT THE INTERSECTION OF HIGHWAY 22 AND PIKEVIEW STREET.

EXISTING STREETScape INFRASTRUCTURE

SITE ANALYSIS

The current intersection of Linden Street and Highway 22 is in much need of improvements. There is not a traffic signal at the intersection of Linden Street and Highway 22. The intersection does not provide delineated pedestrian crossings, which creates issues for pedestrians with destinations and/or origins near the intersection. This intersection serves commercial and educational purposes and is zoned as highway-oriented business. Drainage and other utilities need to be considered during design of improvements

PRIMARY OBJECTIVE

IMPROVE PEDESTRIAN SAFETY



STOP CONDITION AT INTERSECTION



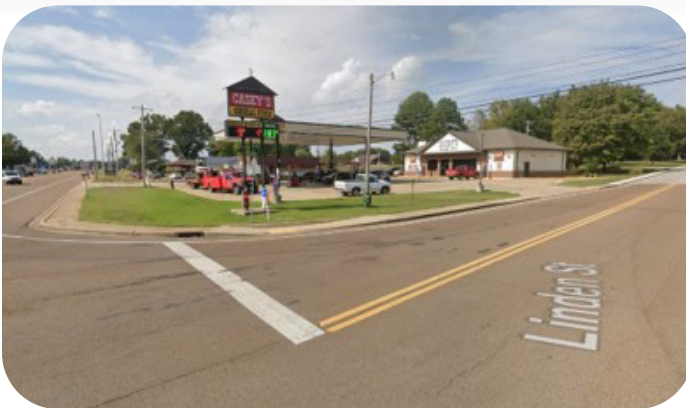
POWERLINES ALONG EAST SIDE OF LINDEN ST.



NO CROSSWALKS AT HWY-22 AND SCHOOL DROP OFF



LINDEN ST. AND SCHOOL DROP-OFF RD



LINDEN ST. AND HWY-22 LACKING CROSSWALKS



LACKING PEDESTRIAN HEADS



LOOKING EAST AT THE INTERSECTION OF HIGHWAY 22 AND LINDEN STREET.

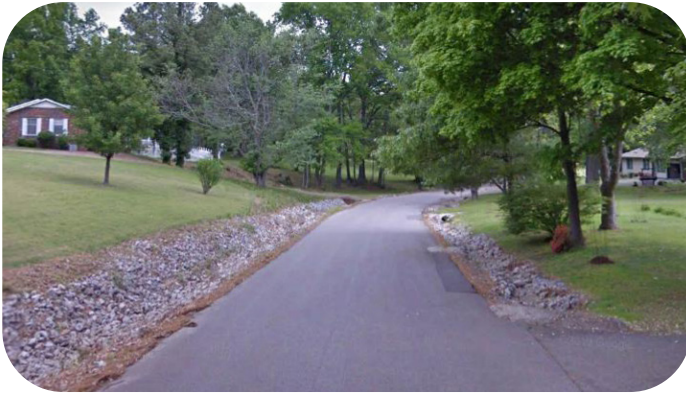
EXISTING STREETScape INFRASTRUCTURE

SITE ANALYSIS

The current intersection of Poplar Street and Morrow Street has several key areas of improvement. Sidewalks do not exist along Poplar Street. Furthermore, the alignment of Morrow Street with Poplar Street is abrupt and tight for vehicular use. This intersection serves light residential uses.

PRIMARY OBJECTIVE

RE-ALIGN
POPLAR ST. AT
MORROW ST.



SIDEWALKS DO NOT CONTINUE ALONG POPLAR ST.



POWERLINES ALONG BOTH SIDES OF MORROW ST



LACKING CROSSWALKS ACROSS POPLAR ST.



MORROW ST MEETS POPLAR ST AT ACUTE ANGLE





LOOKING NORTH AT THE INTERSECTION OF POPLAR ST. AND MORROW ST.

EXISTING STREETScape INFRASTRUCTURE

SITE ANALYSIS

Enhancements between Wilson Park and TN22 along Evergreen St would improve the safety and functionality of the study area. No sidewalks are currently present along this street, yet residential areas are located to the north and south of the study area. The lack of infrastructure along Evergreen limits access to public areas along the corridor, including Wilson Park. There are no guard rails along the steep edge of an existing ravine. This study area serves medium-density residential land uses and acts as a gateway between Highway 22 and surrounding neighborhoods.

PRIMARY OBJECTIVE

IMPROVE PEDESTRIAN SAFETY



POWERLINES NORTH OF EVERGREEN ST



ROADSIDE DRAINAGE



IN NEED OF PEDESTRIAN INFRASTRUCTURE



DIRT ACCESS ROAD OFF OF EVERGREEN ST



LACKING SIDEWALKS SOUTH OF WILSON PARK





LOOKING NORTHWEST AT THE EVERGREEN ST. RAVINE.

EXISTING STREETScape INFRASTRUCTURE

SITE ANALYSIS

There are no delineated pedestrian crossings and the alignment of some lanes on Evergreen Street at the intersection could be improved. Sidewalks do not continue along Evergreen St. This intersection serves commercial and residential uses and is zoned as highway-oriented business and medium-density residential. Due to the proximity of this intersection to residential development and its use as a route to and from the High School it is crucial that appropriate pedestrian signage and infrastructure is added.

PRIMARY
OBJECTIVE

IMPROVE
PEDESTRIAN
SAFETY



SIDEWALKS TERMINATES AT EVERGREEN ST



STOP CONDITION AT INTERSECTION



TURN LANE COULD BE RE-ALIGNED FOR SAFETY



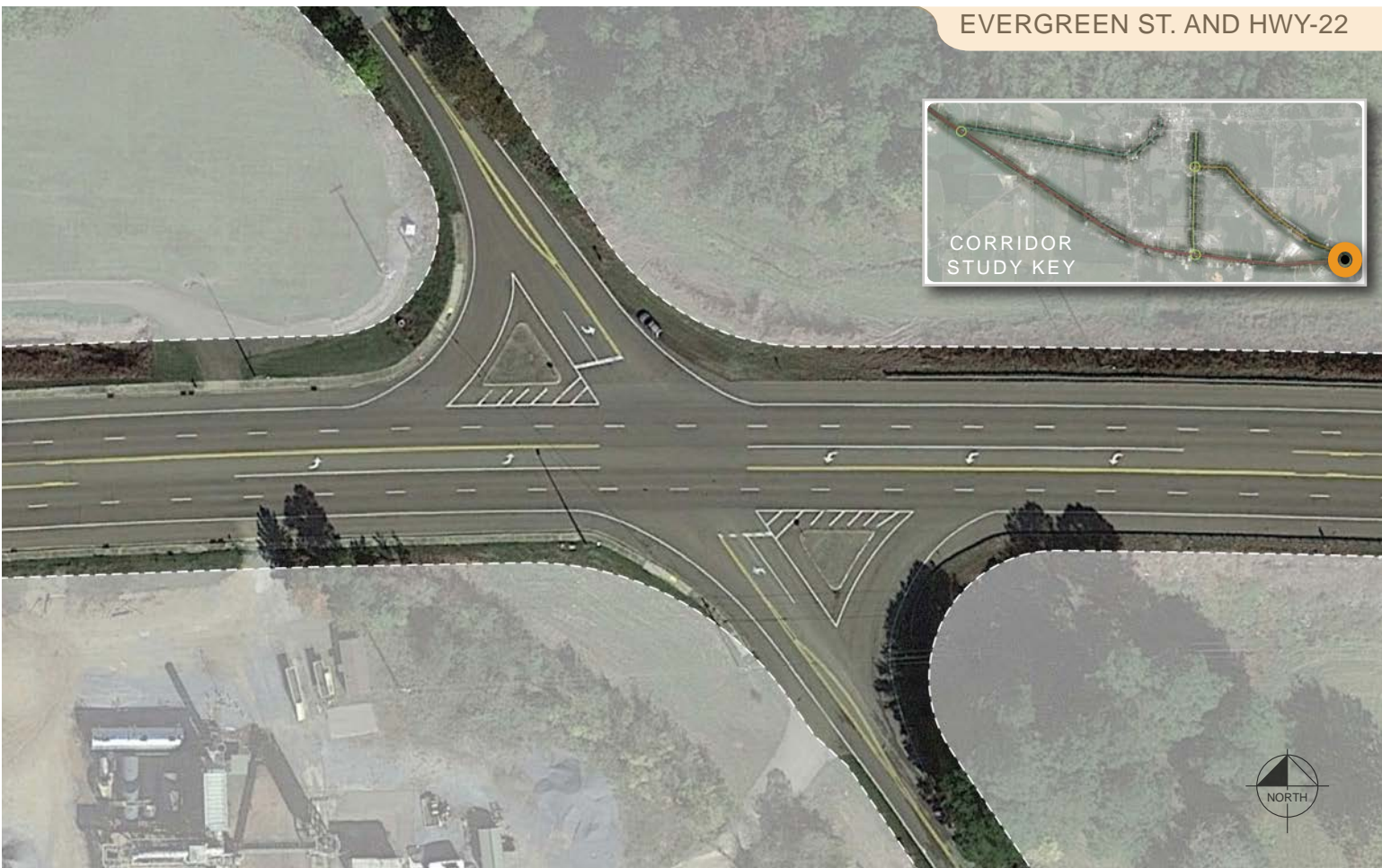
LACKING PEDESTRIAN INFRASTRUCTURE



LACKING PEDESTRIAN INFRASTRUCTURE



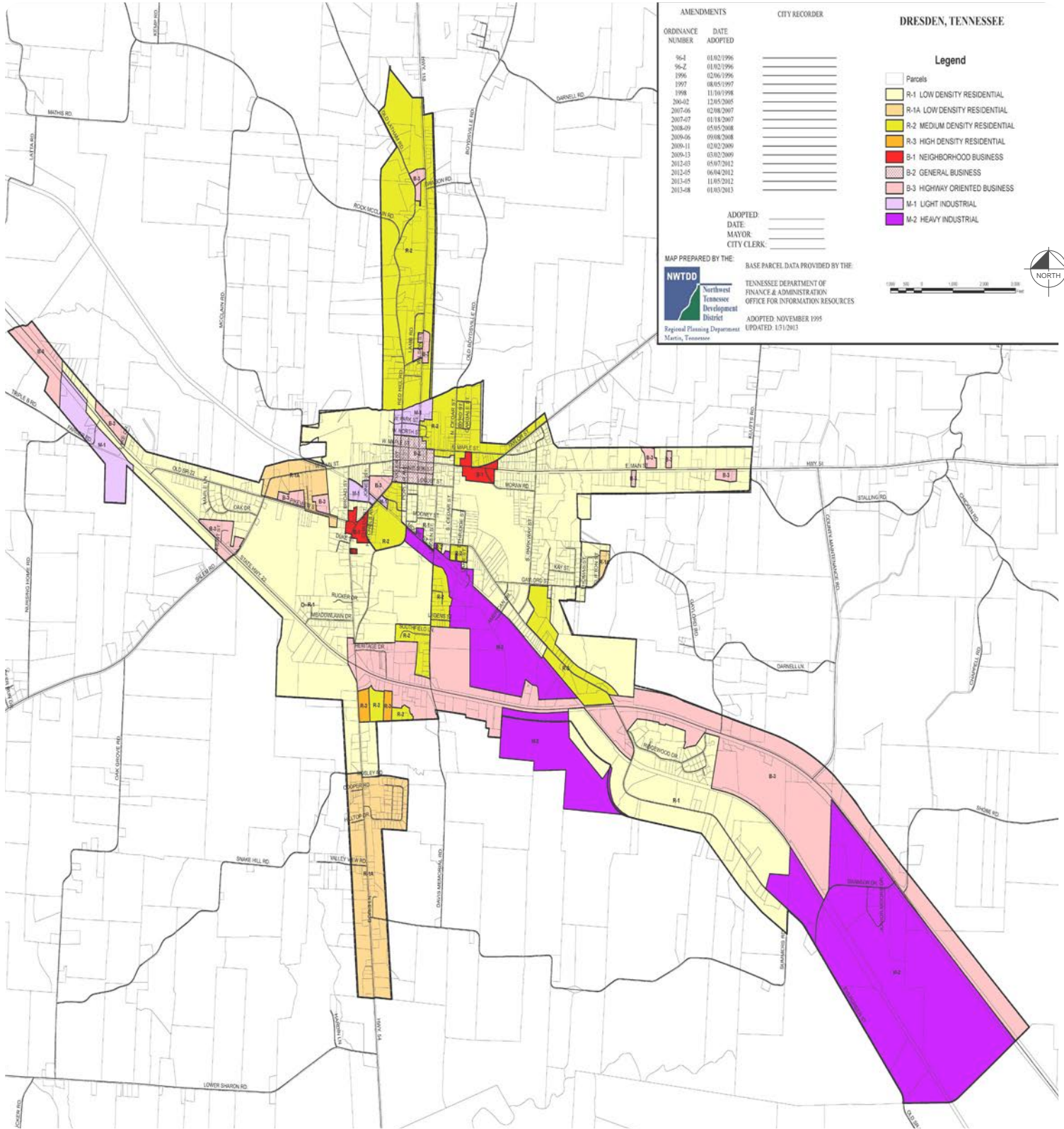
LACK OF SIGNAGE FOR SAFETY



VIEWING NORTH AT THE INTERSECTION OF HIGHWAY 22 AND EVERGREEN STREET.

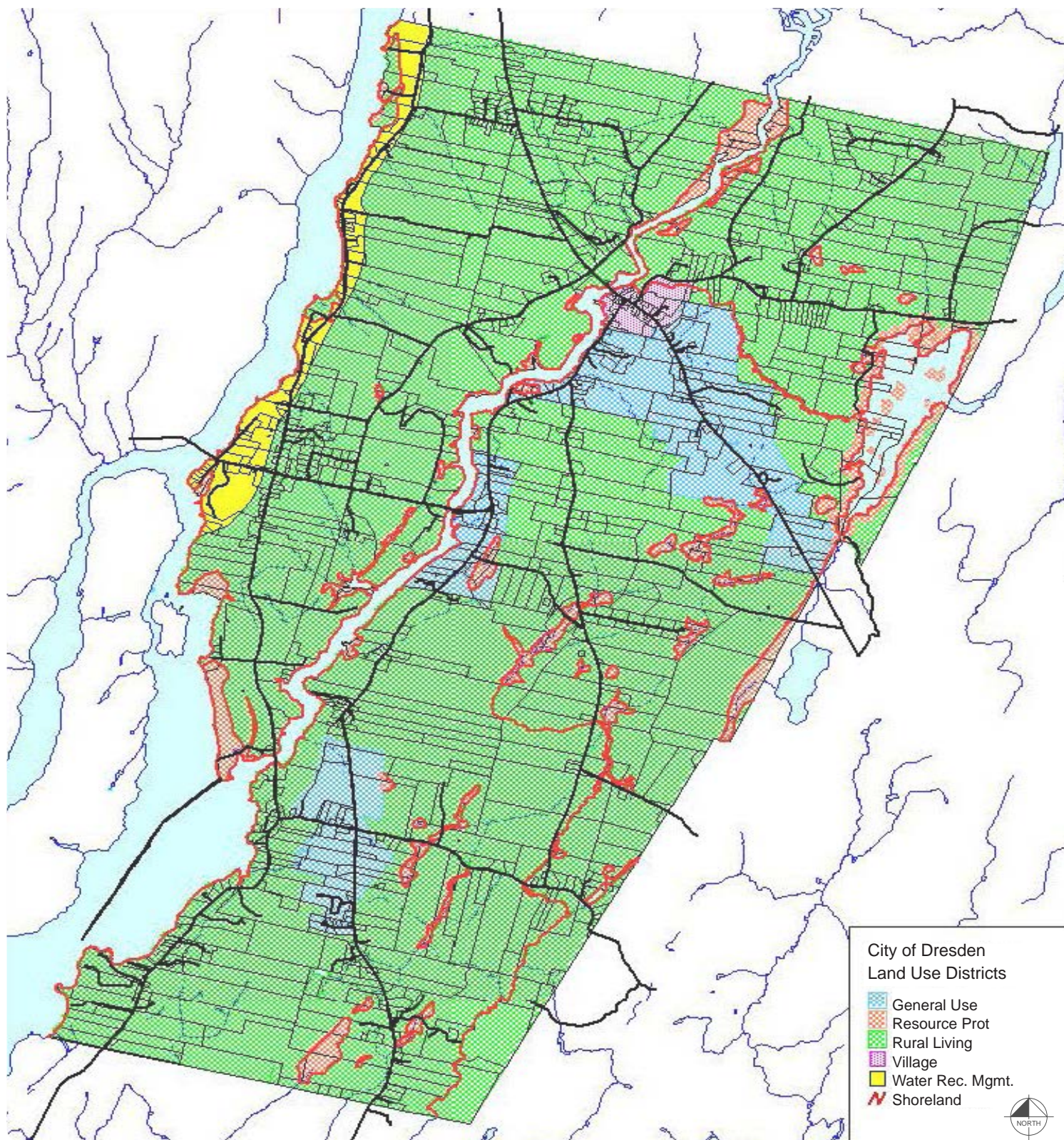
EXISTING ZONING

The core of Dresden is zoned as primarily low density residential, with a commercial core located at the confluence of low and medium density residential areas. Light and heavy industrial zones are located alongside highway-oriented businesses and extend into the inner portions of the city. Low density residential extends into the rural parcels of the city.



EXISTING LAND USE

The core of Dresden consists of general and village land uses. Moving away from the core of the city, the majority of parcels are rural, with resource protection and water management parcels along the city perimeter.



COMMUNITY ENGAGEMENT

In an effort to engage with the community Kimley-Horn Associates team members hosted a series of "Public Input Meetings" in connection with the Mayor and Board of Alderman members where the community could attend and participate. The City of Dresden posted flyers on their facebook page (image right, bottom left) as well as links to live streaming for each of the public input meetings. There were also sign-in sheets (image bottom right) to keep track of attendees as well as compiled notes of community feedback from each meeting.

City of Dresden Complete Streets Study Project Kick-off Meeting February 26, 2021 at 10AM

Agenda:

- **Introductions**
- **Review of Project Scope** – *Discuss scope items that are needed for the study to achieve the goals of the City of Dresden and TDOT.*
- **Confirm Goals of this Study** – *Review existing conditions exhibit and discuss items that are important for the City of Dresden and TDOT to address within the corridors.*
- **Project Schedule**

Dresden Complete Streets Plan Evergreen, Linden, and Pikeview Streets

Community Meeting #1
March 30, 2021 at 5:30PM

When: Tuesday, March 30, 2021 from 5:30pm to 6:30pm

Why: Provide input on street improvement needs to accommodate safe vehicular, pedestrian, and bicycling uses.

Where: **Virtual Zoom Meeting** – Required Pre-registration link:

<http://bit.ly/DresdenCompleteStreets>

Public Online Survey:

<https://www.surveymonkey.com/r/DresdenCommunityMobility>

Dresden Complete Streets Plan Evergreen, Linden, and Pikeview Streets

Community Meeting #2
June 1, 2021 at 5:30PM

When: Tuesday, June 1, 2021 from 5:30pm to 6:30pm

Why: Review and comment on street improvement ideas to accommodate safe vehicular, pedestrian, and bicycling uses.

Where: Dresden City Hall
117 West Main Street
Dresden, TN 38225

**Dresden Complete Streets Plan – Community Transportation Planning Grant
Public Meeting #2
June 1, 2021**

Name	Organization	Address	Phone	Email Address
Jeff Washburn	City of Dresden	117 Main Street Dresden, TN	731-571-1292	jeffwashburn@hotmail.com
Jennifer Brannum	City of Dresden	117 W Main, Dresden	731-364-2270	cityrecorder@cityofdresden.net
Kenneth Moore	City of Dresden	427 Evergreen St	731-574-3115	moore3@frontier.net
Ralph Cobb Jr	City of Dresden	147 DAWSON Rd Dresden TN 38225	731-571-4264	Ralph.Cobb@TN.Gov.
Amanda Mansfield	Weakley Co. Press	335 N. Lindell Martin, TN	731-587-3144	wcpnewswriter@gmail.com
Joe Moore		427 Evergreen Dresden TN	731-364-5228	moore3@frontier.net
Ashley Owens	TDOT			ashley.owens@tn.gov
Ben Bradberry	Northwest TN Development	122 Lakeview Dr Dresden TN 38225	731-574-1070	benbradberry@nwtdd.org
Sandra Klett	City of Dresden	1076 East Main Dresden, TN	731-234-9159	SKlett43@gmail.com
MICHAEL SUTTON	KIMLEY - HORN			
DOUG SWETT	KIMLEY - HORN			



BEN MAGEE

KIMLEY -
HORN



SURVEY FINDINGS

The below survey findings are arranged by each question that was present in the public input survey. The percentages are based off responses from the 55 community members who took the survey. Questions focused primarily on the Evergreen, Linden, and Pikeview Street corridors and looked at how people currently use the street network, improvements they see fit, and the likelihood of multi-modal use (walking, biking). This was a key step in getting a pulse on how the streets are used, what people see as major issues of the existing corridors, and better informed the roadway improvements to better serve the community.

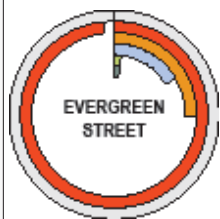
HOUSEHOLD AGE GROUP



Under 5	11.02%
5-17	18.90%
18-24	7.87%
25-44	27.56%
45-64	22.83%
65+	11.81%

Survey responses to the household breakdown by age group. The findings show that the most common age group among respondents to be residents aged 45-64, with the least common being those under the age of five. Understanding the percentage of potential working-aged commuters on the road and children being driven or walked to school is valuable for designing safer and more efficient street infrastructure.

TRANSIT ON EVERGREEN STREET



Drive	98.18%
Walk	25.45%
Bike	16.36%
Not Used	1.82%
Other	1.82%

Survey respondents were asked all ways in which they are currently utilizing Evergreen Street in regards to transit and were asked to check all applicable categories. The evidence shows that Evergreen Street is heavily used for vehicular transit, less so for walking, and is rarely used by cyclists. Improved pedestrian infrastructure and facilities (sidewalks, crosswalks, shade trees, etc.) could increase alternate modes of transit.

USAGE ON EVERGREEN STREET



Employment	32.73%
Errands	67.27%
Social/Recreation	49.09%
Other	21.82%
Not Used	3.64%

Survey participants were asked all the reasons they use Evergreen Street on an average day (respondents checked all that apply). Highest on the list was for employment purposes (commuting to and from places of work), followed by running errands (groceries, mail, etc.), and then socialization and recreation.

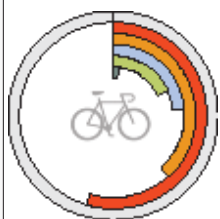
WALKABILITY ON EVERGREEN STREET



Sidewalks	47.27%
Crossing Improvements	27.27%
Lighting Improvements	47.27%
None	32.73%
Other	7.27%

Survey participants were asked what improvements to walkability along Evergreen Street they would want to see in order to walk on this corridor (respondents checked all that apply). Highest on the list was the need for sidewalks. Other major needs include improvements to crossings and lighting.

BIKING ON EVERGREEN STREET



Bike Paths, Lanes, etc.	38.18%
Crossing Improvements	18.18%
Lighting Improvements	23.64%
None	54.55%
Other	1.82%

Survey participants were asked what improvements to bicycle facilities along Evergreen Street they would want to see in order to bike on this corridor (respondents checked all that apply). Highest on the list was the fact that people do not bike on this corridor and would not utilize any improvements for biking. Other major needs include bike facilities, crossings and lighting.

VEHICLE OWNERSHIP



1 CAR	9.09%
2 CARS	54.55%
3 CARS	25.45%
4+ CARS	10.91%

Vehicle ownership of respondents by household, with the most common response being two cars per household and the least common response being those with one car. This gives insight into how heavily residents are relying upon vehicular transit in their day to day lives, and how the street infrastructure can improve overall safety and efficiency for residents.

TRANSIT ON LINDEN STREET



Drive	100%
Walk	23.64%
Bike	10.91%
Not Used	0.00%
Other	1.82%

Survey respondents were asked all ways in which they are currently utilizing Linden Street in regards to transit and were asked to check all applicable categories. The evidence shows that Linden Street is heavily used for vehicular transit, less so for walking, and is rarely used by cyclists. Improved pedestrian infrastructure and facilities could increase alternate modes of transit.

USAGE ON LINDEN STREET



Errands	36.36%
Employment	89.09%
Social/Recreational	50.91%
Other	14.55%
Not Used	1.82%

Survey participants were asked all the reasons they use Linden Street on an average day (respondents checked all that apply). Highest on the list was for running errands (groceries, mail, etc.), followed by employment purposes (commuting), and then socialization and recreation.

WALKABILITY ON LINDEN STREET



Sidewalks	64.81%
Crossing Improvements	40.74%
Lighting Improvements	51.85%
None	18.52%
Other	7.41%

Survey participants were asked what improvements to walkability along Linden Street they would want to see in order to walk on this corridor (respondents checked all that apply). Highest on the list was the need for sidewalks. Other major needs include improvements to crossings and lighting.

BIKING ON LINDEN STREET



Bike Paths, Lanes, etc.	38.18%
Crossing Improvements	25.45%
Lighting Improvements	32.73%
None	54.55%
Other	0.00%

Survey participants were asked what improvements to bicycle facilities along Linden Street they would want to see in order to bike on this corridor (respondents checked all that apply). Highest on the list was the fact that people would not bike on this corridor. Other major needs include bike facilities, crossings and lighting.



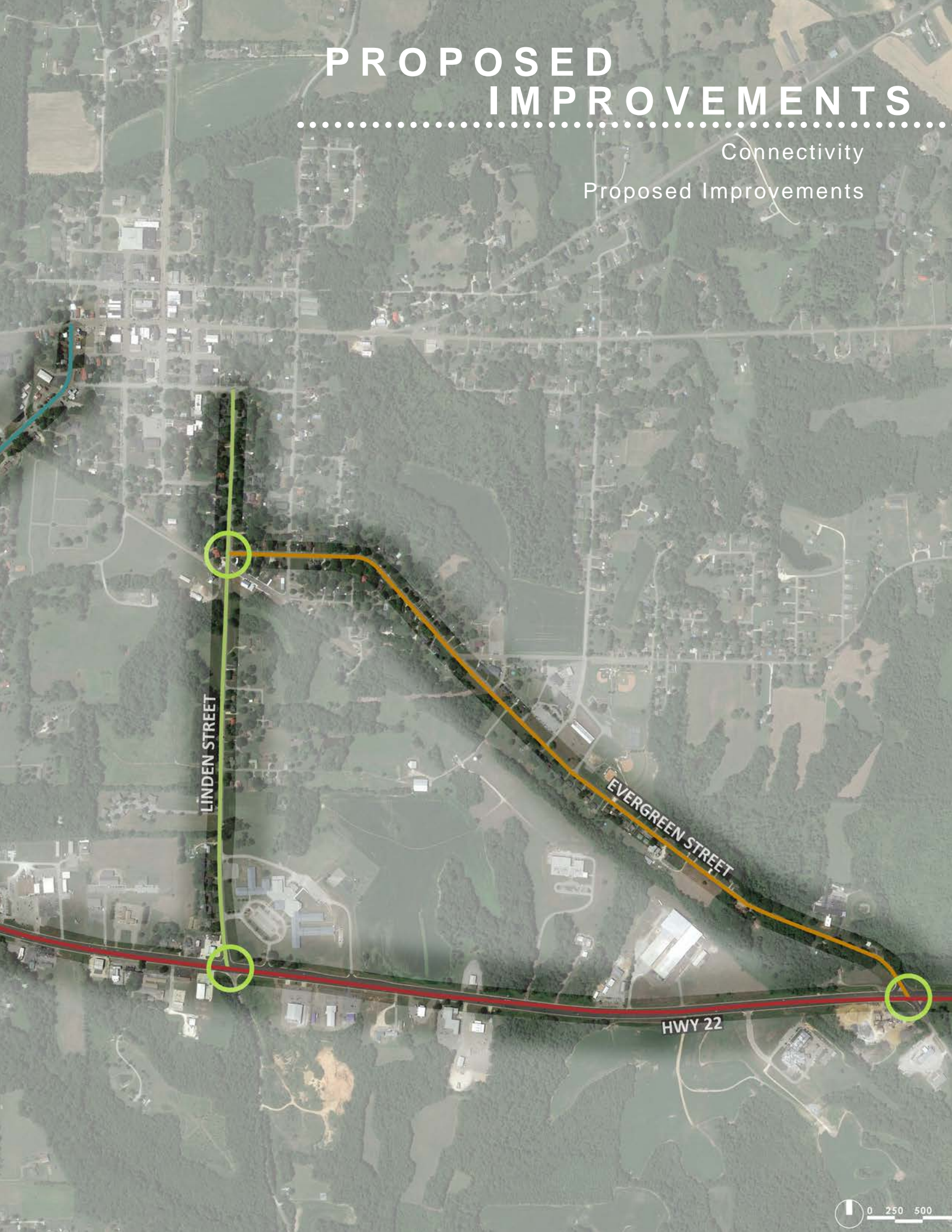
PIKEVIEW STREET

HWY 22

HWY 22

PROPOSED IMPROVEMENTS

Connectivity
Proposed Improvements



LINDEN STREET

EVERGREEN STREET

HWY 22

CONNECTIVITY

SITE ANALYSIS

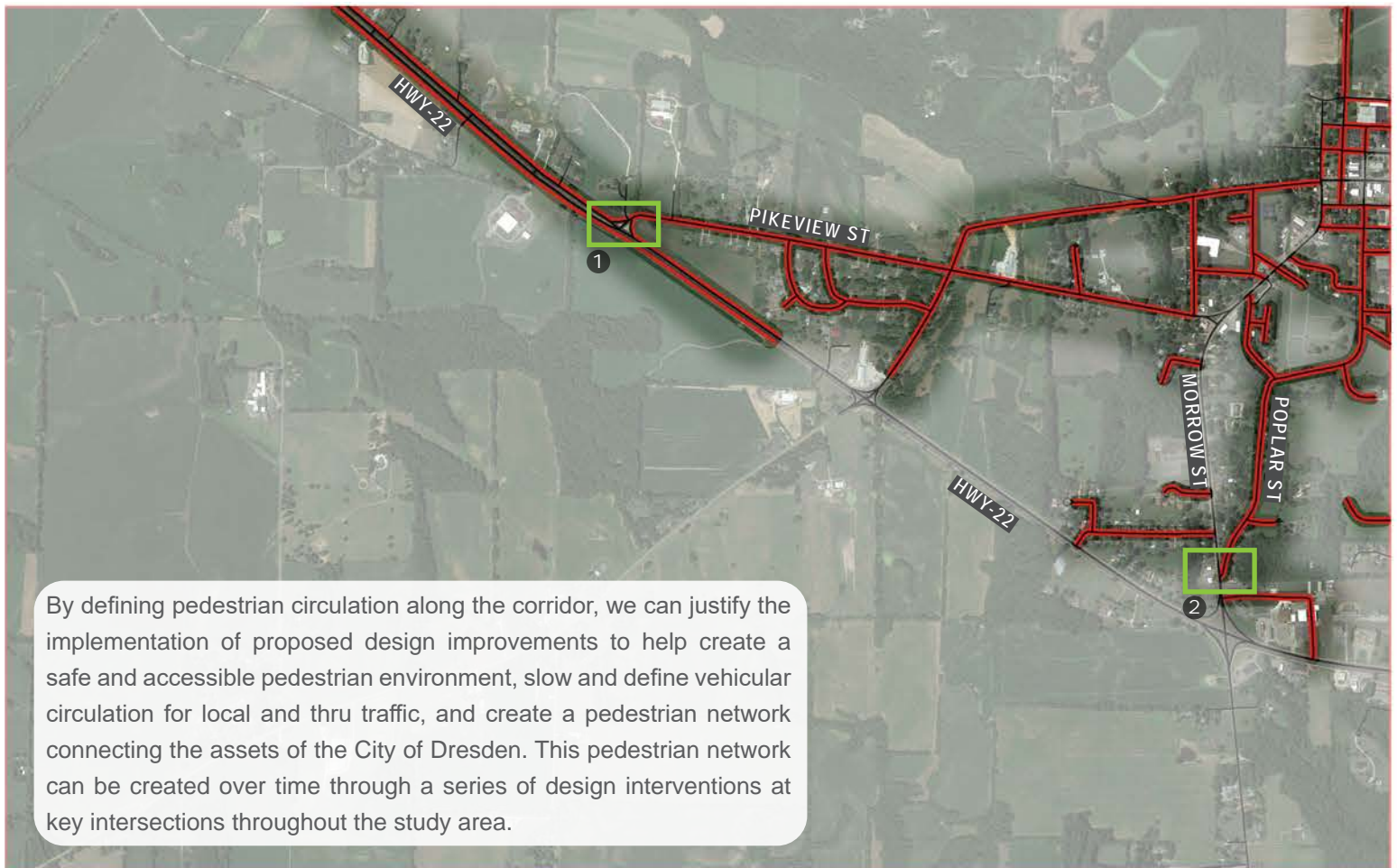
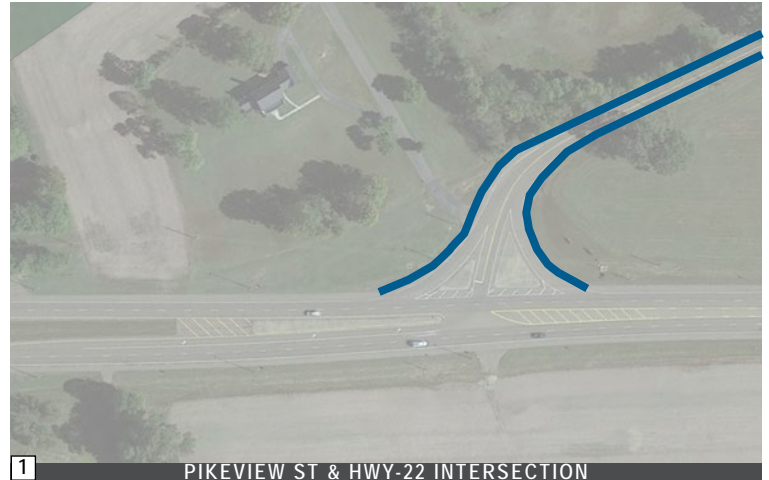
The state routes that make up the corridor are meant to connect various destinations within the region and will influence how we approach the design improvements of the key intersections within the study area. Aside from local traffic flow, drivers passing through the study area have access to direct routes linking several nearby towns including Martin, Gleason, and McKenzie.

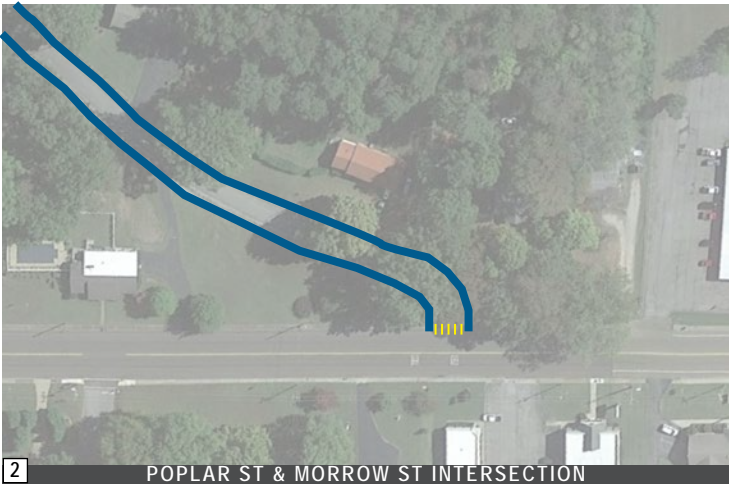
IMAGE BELOW

Existing Pedestrian Connectivity map highlighting missing sidewalks, study area corridors, and intersection enlargement focus areas.

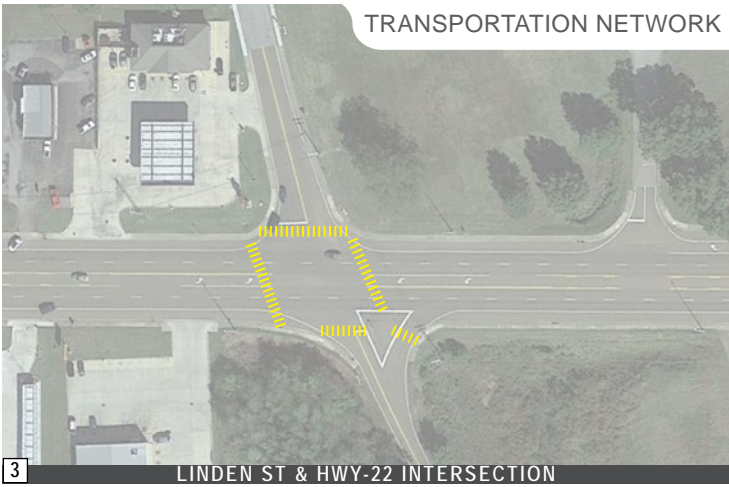
IMAGES RIGHT

Enlarged focus areas showing proposed pedestrian sidewalks and crosswalks

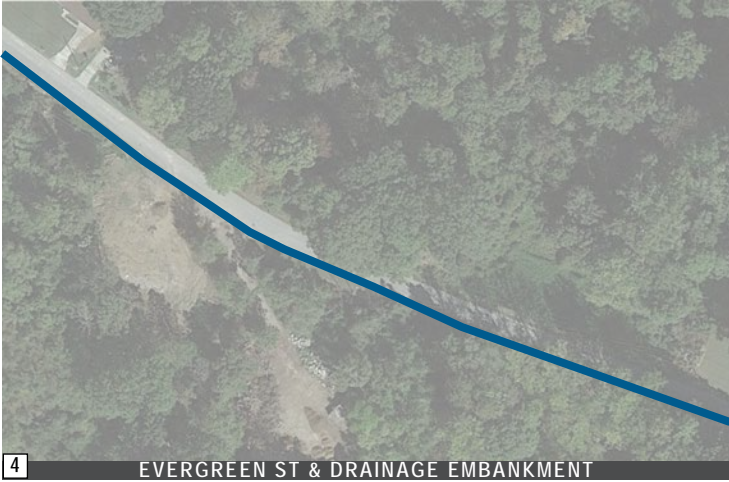




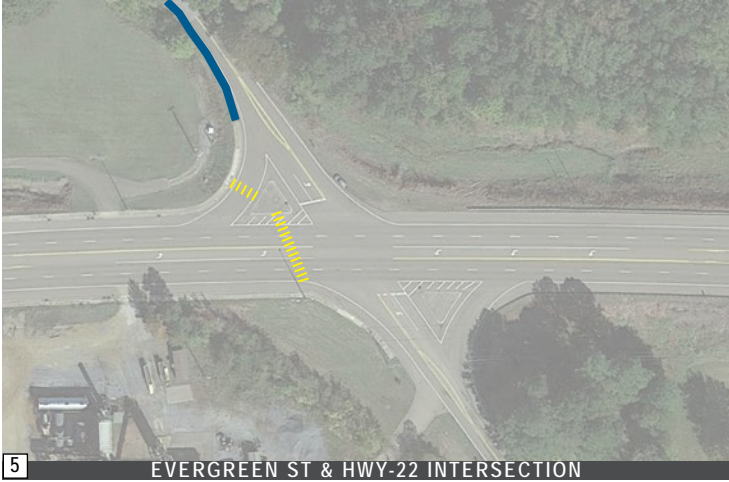
2 POPLAR ST & MORROW ST INTERSECTION



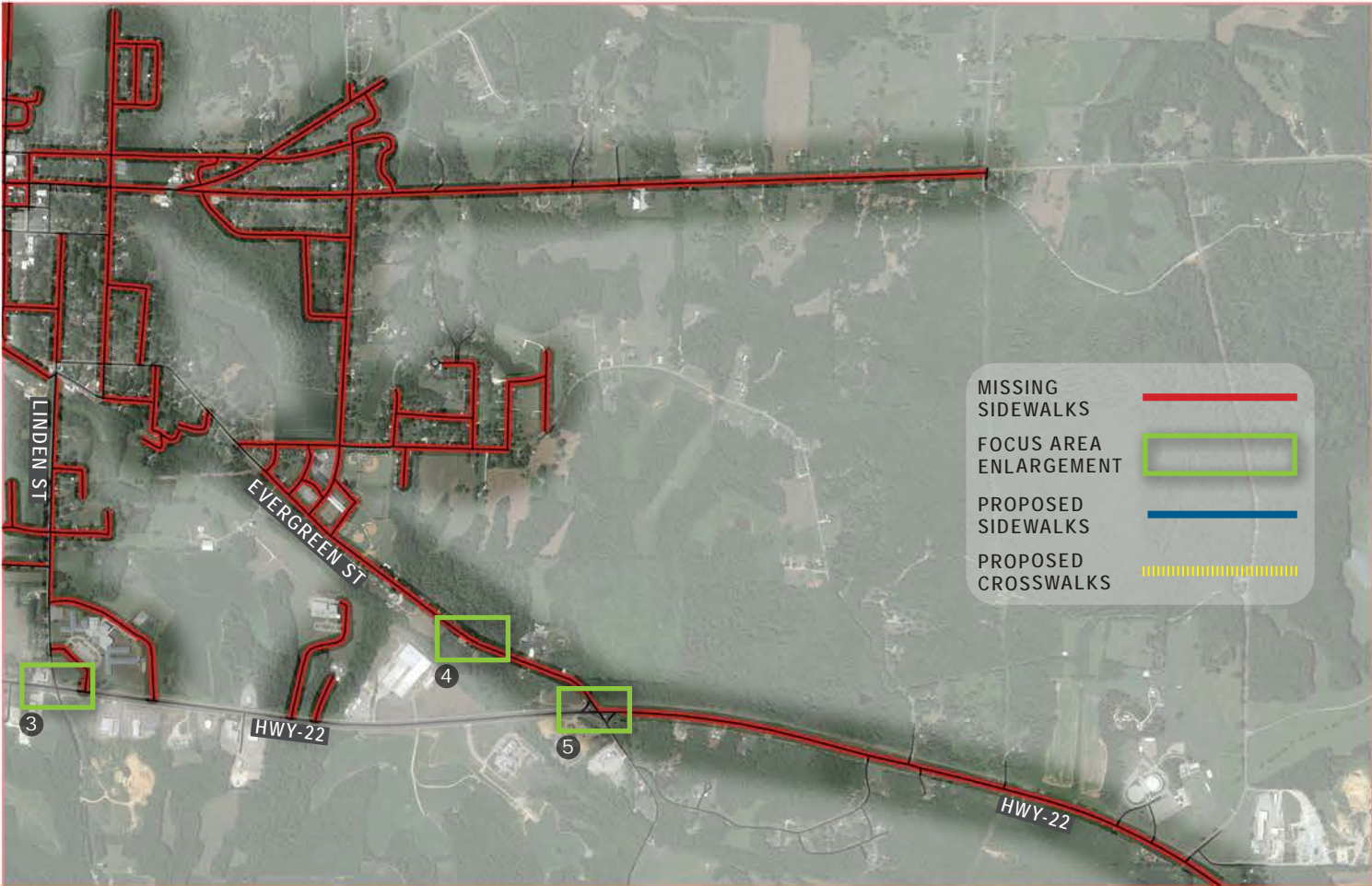
3 LINDEN ST & HWY-22 INTERSECTION



4 EVERGREEN ST & DRAINAGE EMBANKMENT



5 EVERGREEN ST & HWY-22 INTERSECTION



PROPOSED IMPROVEMENTS

PIKEVIEW STREET AT HIGHWAY 22

The key improvements for this intersection include the addition of a west bound acceleration lane along TN-22 from Pikeview Street, updated pavement markings, and the installation of additional landscaping. The goal of these recommendations is to improve safety at the intersection and create an aesthetic gateway into the City of Dresden.

KEY INTERSECTION IMPROVEMENTS

- Add acceleration lane for right turning vehicles from Pikeview Street onto Highway 22 to allow for vehicles to accelerate up to travel speed before merging into Highway 22 traffic
- Street trees where there is no conflict with overhead/underground utilities
- Updated pavement markings improve intersection functionality

KEY INTERSECTION IMPROVEMENTS



Street trees improve sense of place

Acceleration lane increases vehicular safety

PRIMARY OBJECTIVE

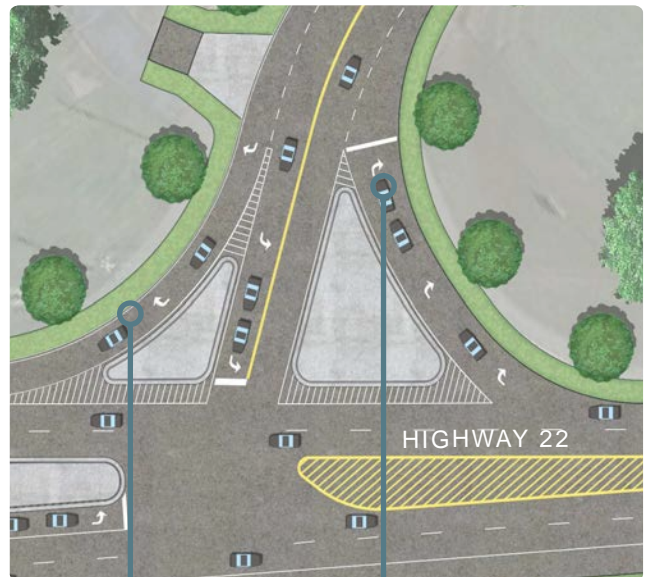
IMPROVE VEHICULAR SAFETY



Acceleration lane increases safety



Street trees enhance sense of place



Updated pavement markings

BEFORE



AFTER



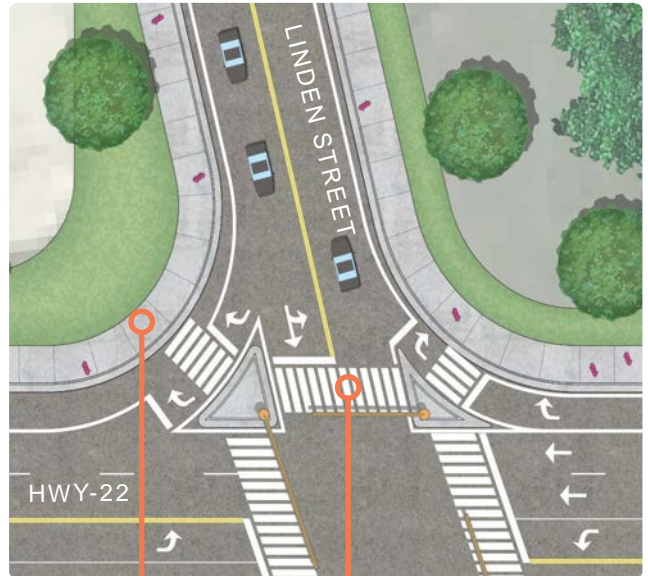
PROPOSED IMPROVEMENTS

LINDEN STREET AT HIGHWAY 22

The key improvements for this intersection could consist of the installation of a traffic signal at the intersection with the addition of protected pedestrian crossings and pedestrian signal displays and push buttons. A future warrant study would be required to determine justification for a traffic signal. Raised channelized islands will reduce the pedestrian crossing distance and improve safety for pedestrians crossing at the intersection. The raised channelized islands will also serve as a form of traffic calming to lower speeds and raise awareness among drivers.

In addition, a TDOT Road Safety Audit project along TN-22 at Linden St. has been ongoing during the development of this plan. Concepts identified in this CTPG report have been shared with the Road Safety Audit team for consideration.

KEY INTERSECTION IMPROVEMENTS



Sidewalks extended to increase accessibility

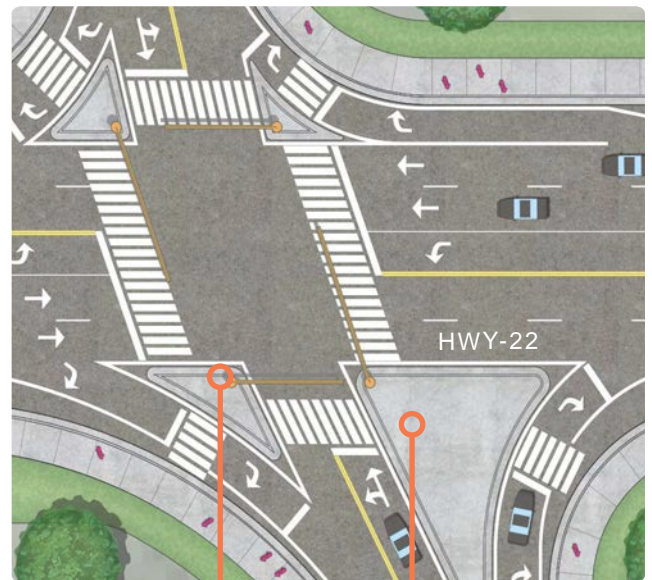
Crosswalks increase pedestrian safety



Traffic lights at intersection



Raised refuge islands increase safety



Traffic signals increase vehicular safety

Raised channelized islands shorten pedestrian crossing distances and improve pedestrian safety

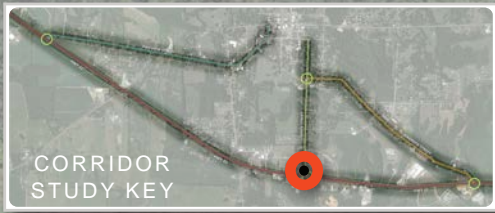
KEY INTERSECTION IMPROVEMENTS

- Installation of ADA compliant sidewalks
- Defined crossing areas with required pedestrian traffic signals and painted crosswalks
- Installation of a traffic signal at the intersection (if warranted)
- Street trees where there is no conflict with overhead/underground utilities

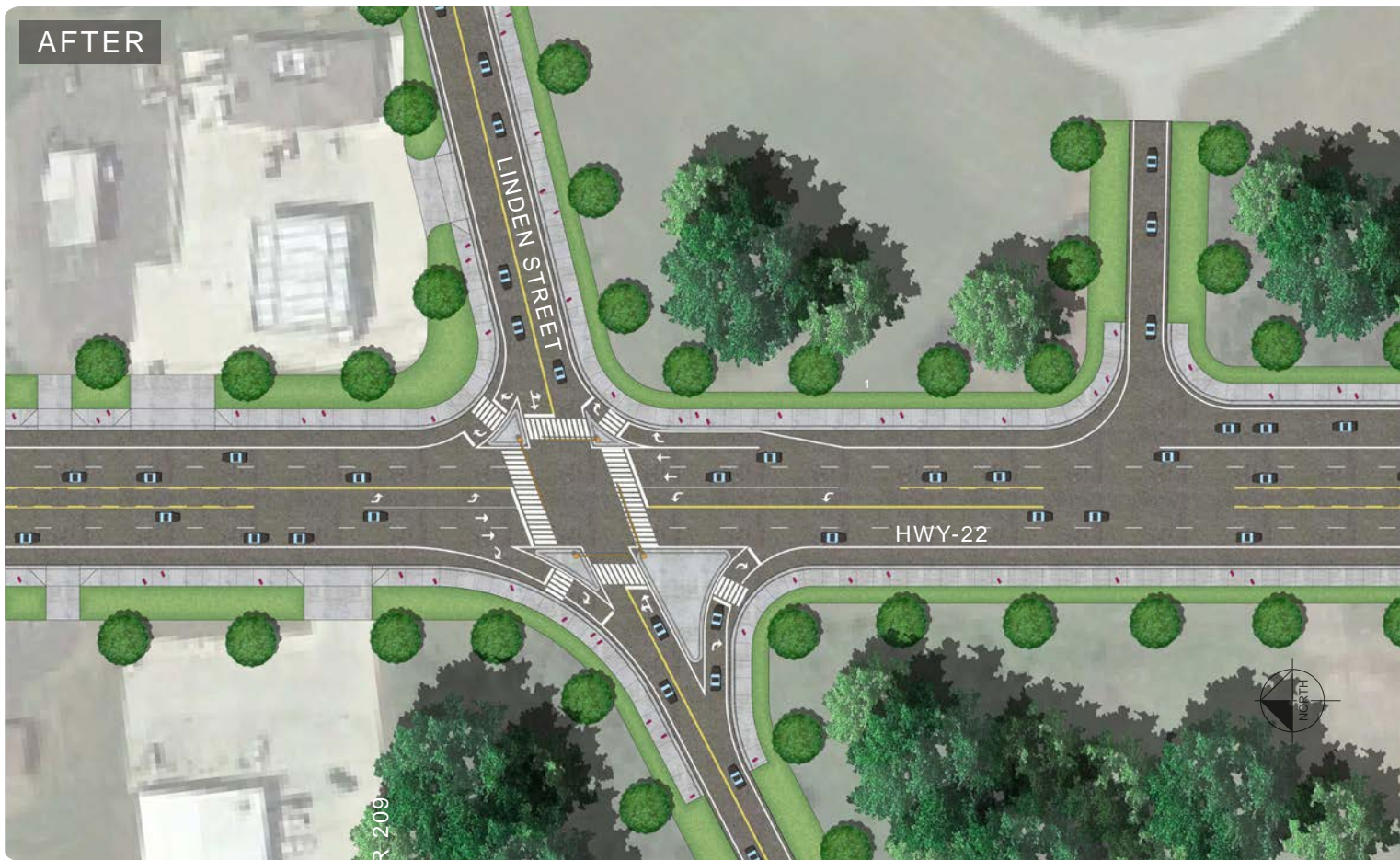
PRIMARY OBJECTIVE

IMPROVE PEDESTRIAN SAFETY

BEFORE



AFTER



PROPOSED IMPROVEMENTS

POPLAR ST. AT MORROW ST.

The key improvements for this intersection would include the addition of street trees in areas where there is no overhead or underground utility conflicts, the re-alignment of Poplar Street at the intersection to increase vehicular safety, and the addition of sidewalks along Morrow Street. These improvements will add needed pedestrian facilities and improve safety conditions for both pedestrians and vehicular movements.



Street trees define space



Streets are re-aligned for safety

KEY INTERSECTION IMPROVEMENTS



Poplar St. is re-aligned with Morrow to increase safety

Street trees define space and improve aesthetics

KEY INTERSECTION IMPROVEMENTS

- Defined crosswalk at intersection
- Re-alignment of Poplar Street at Morrow Street to improve vehicular and pedestrian safety
- Street trees where there is no conflict with overhead/underground utilities

PRIMARY OBJECTIVE

RE-ALIGN MORROW ST. AT POPLAR ST.



Sidewalks are continued along Morrow St. for safe pedestrian access

Drainage swale is relocated to allow for sidewalks

BEFORE



AFTER



PROPOSED IMPROVEMENTS

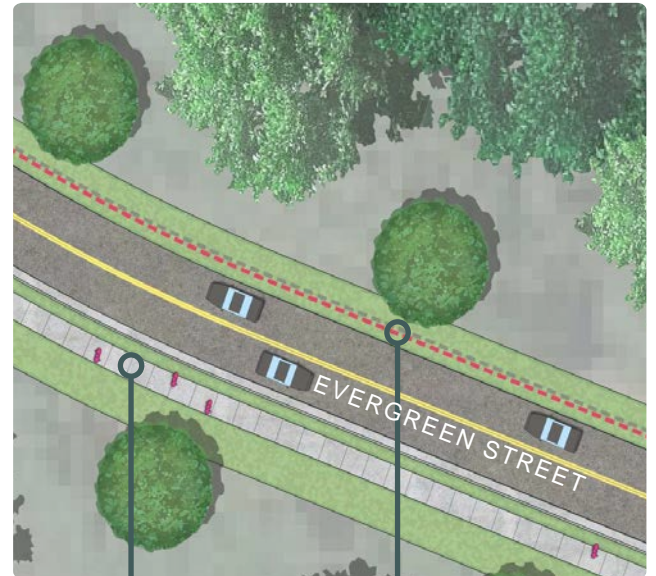
EVERGREEN STREET

The key improvements for this study area would include installing raised, ADA compliant sidewalks leading to and from the intersection of Evergreen St. and Highway 22 and neighborhoods to the north. Guard rails should be installed along the northern edge of the road, and street trees to improve the aesthetic experience and sense of place.

KEY INTERSECTION IMPROVEMENTS

- Installation of ADA compliant sidewalks to improve accessibility and pedestrian safety
- Guard rails along northern edge of Evergreen Street to improve vehicular safety
- Street trees where there is no conflict with overhead/underground utilities

KEY INTERSECTION IMPROVEMENTS



Sidewalks increase accessibility

Guard rails for vehicular protection adjacent to existing creek

PRIMARY OBJECTIVE

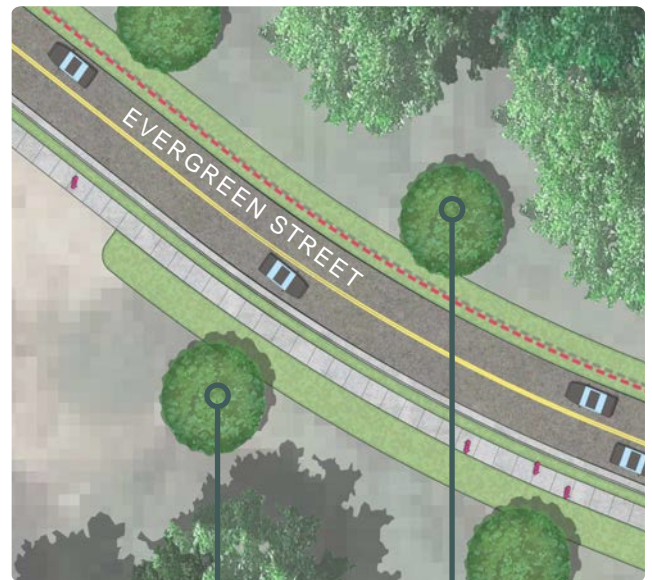
IMPROVE PEDESTRIAN SAFETY



Street trees enhance aesthetics



Guard rails increase safety

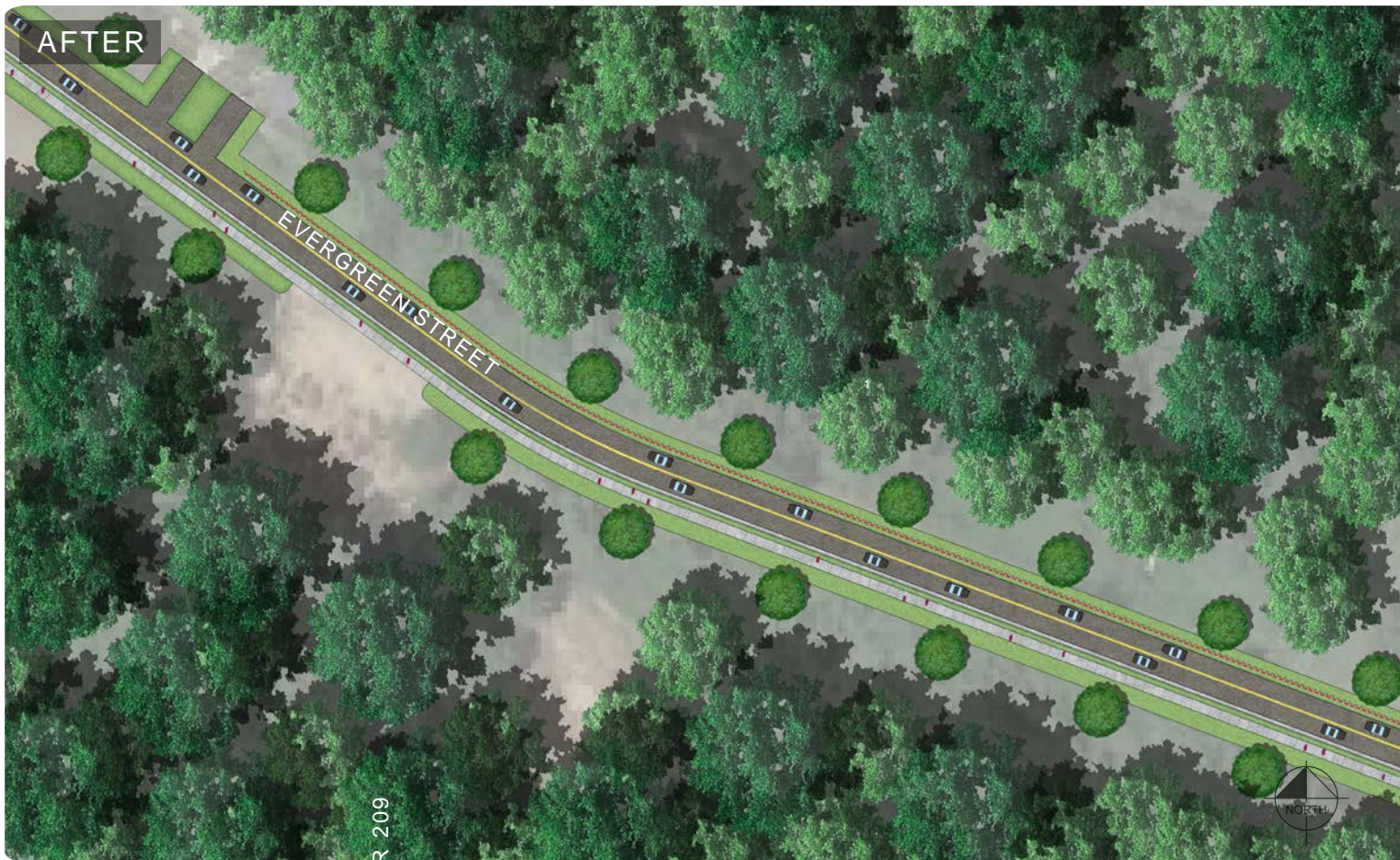


Street trees enhance sense of place

BEFORE



AFTER



R 209

PROPOSED IMPROVEMENTS

EVERGREEN STREET AT HWY-22

The key improvements for this intersection would include installing raised, ADA compliant sidewalks leading to and from the intersection with ADA curb ramps at the intersection, a Rectangular Rapid Flashing Beacon (RRFB) system for the highway crossing, painted crosswalks and new curb ramps in raised channelized islands to create a pedestrian path of travel across the intersection.

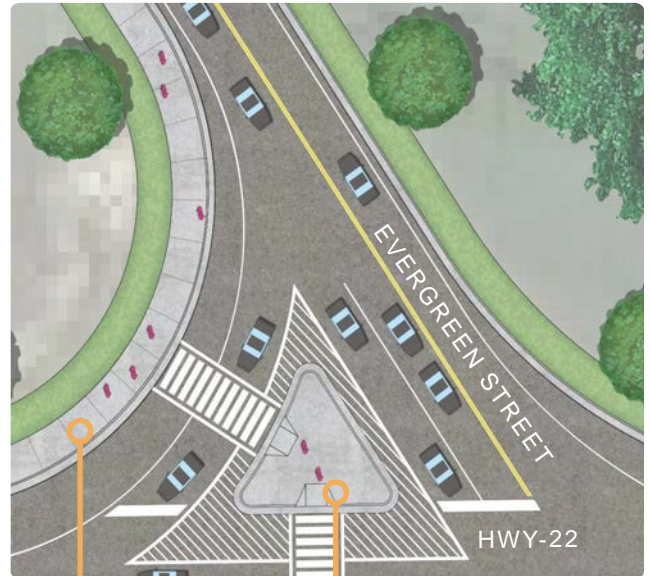
KEY INTERSECTION IMPROVEMENTS

- All sidewalks are to be grade separated with ADA compliant curb ramps
- Defined crossing areas with painted crosswalks
- Street trees where there is no conflict with overhead/underground utilities
- Bump outs where possible to reduce pedestrian crossing length
- Defined crossing areas with painted crosswalks
- Install a Rectangular Rapid Flashing Beacon (RRFB) system for the ped crossing

PRIMARY OBJECTIVE

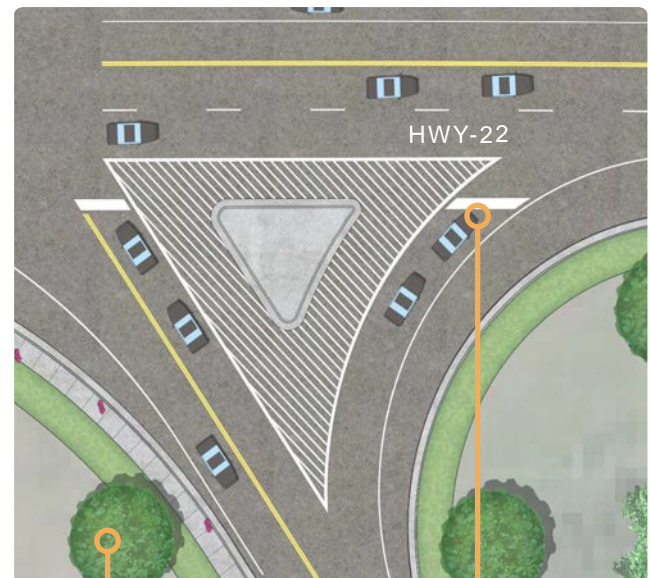
IMPROVE PEDESTRIAN SAFETY

KEY INTERSECTION IMPROVEMENTS



Extended sidewalks increase pedestrian safety

RRFBs raise awareness to vehicles for pedestrians crossing the road



Street trees enhance sense of place

New striping along lanes to enhance intersection functionality



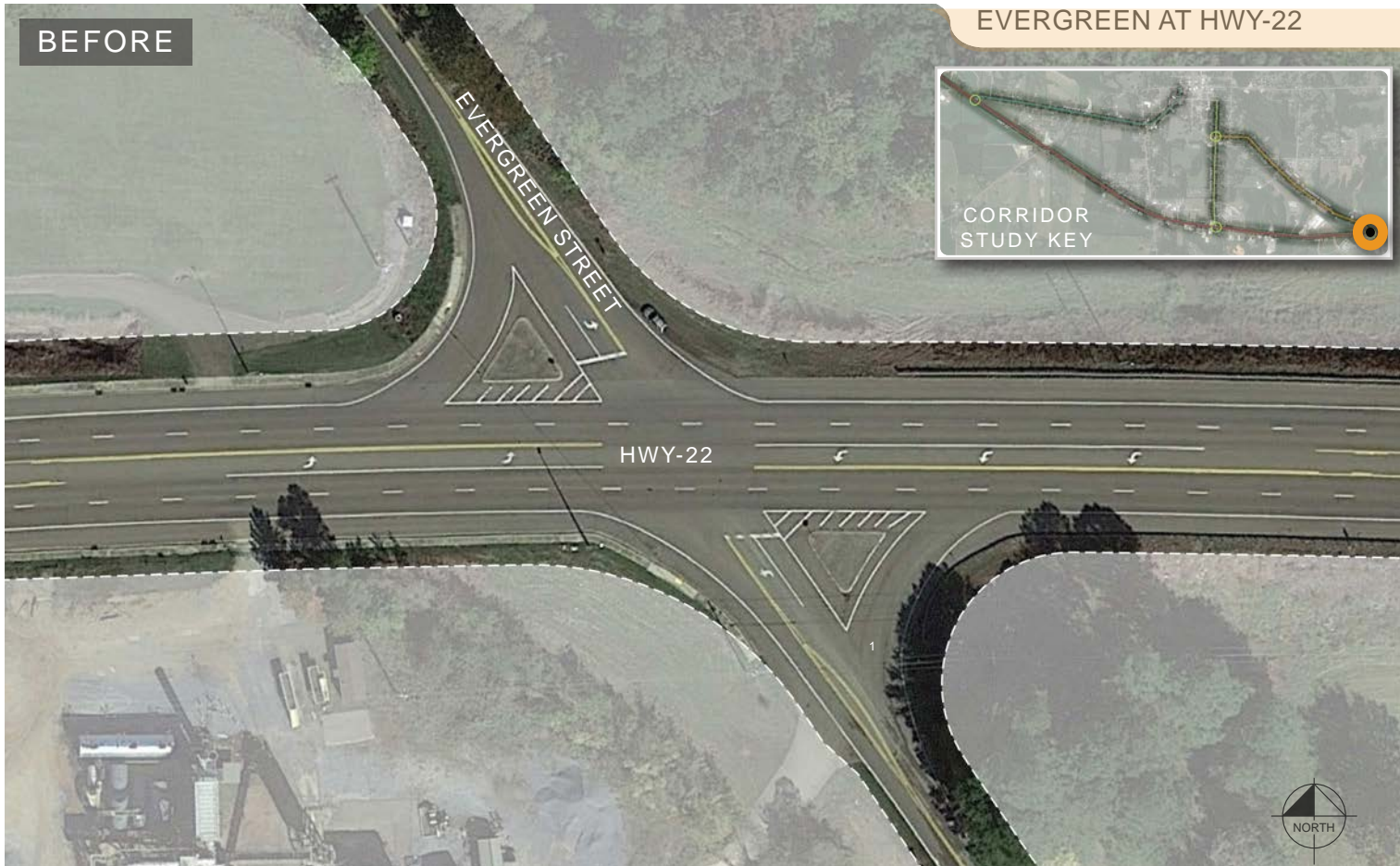
Crosswalks increase safety



New striping improves legibility of intersection and prevents accidents

EVERGREEN AT HWY-22

BEFORE



AFTER





IMPLEMENTATION PLAN

Implementation Priorities

Funding Recommendations



Opinion of Probable Construction Costs

Steps Toward Implementation:

The City of Dresden Complete Streets Plan provides recommendations that were developed through input and feedback from the local community. These recommendations should be undertaken in the short term to make the vision of the corridors become a reality. The first step in the implementation process involves identifying and quantifying the proposed improvements to the corridors in order to develop an "opinion of probable construction costs" to assist in prioritizing improvements.

The budget ranges below have been assembled based upon TDOT average unit prices (2020). The bulleted lists itemize the improvements being used in the estimated total, and the graphic plans outline the "limit of work" boundaries for each of the areas studied.

LINDEN ST & HWY-22 INTERSECTION

ESTIMATE: \$750K - \$1,000,000

- REMOVAL OF EXISTING ASPHALT, CONCRETE AND VEGETATION / SOIL
- COLD PLANING OF EXISTING ASPHALT
- NEW CONCRETE CURB AND GUTTER
- NEW CONCRETE CURB RAMP (ADA)
- NEW SIGNALIZED TRAFFIC POLES (4)
- RELOCATION OF UTILITIES
- NEW RASIED CONCRETE ISLANDS
- NEW CONCRETE SIDEWALKS
- NEW PAINTED PAVEMENT MARKING (TURN ARROWS)
- NEW PAINTED PAVEMENT MARKING (STOP LINE)
- NEW PAINTED PAVEMENT MARKING (CROSSWALKS)
- NEW PAINTED PAVEMENT MARKING (PARKING, SOLID WHITE LANE)
- NEW PAINTED PAVEMENT MARKING (YELLOW BARRIER)
- NEW SOD / LANDSCAPE AREAS



PIKEVIEW ST & HWY-22

ESTIMATE: \$250K- \$500K

- REMOVAL OF EXISTING ASPHALT, CONCRETE AND VEGETATION / SOIL
- COLD PLANING OF EXISTING ASPHALT
- NEW CONCRETE CURB AND GUTTER
- NEW PAINTED PAVEMENT MARKING (TURN ARROWS)
- NEW PAINTED PAVEMENT MARKING (TURN ARROWS)
- NEW PAINTED PAVEMENT MARKING (STOP LINE)
- NEW PAINTED PAVEMENT MARKING (PARKING, SOLID WHITE LANE)
- NEW PAINTED PAVEMENT MARKING (YELLOW BARRIER)



POPLAR ST & MORROW ST

ESTIMATE: \$500K - \$750K

- REMOVAL OF EXISTING ASPHALT, CONCRETE AND VEGETATION / SOIL
- COLD PLANING OF EXISTING ASPHALT
- NEW CONCRETE CURB AND GUTTER
- NEW CONCRETE CURB RAMP (ADA)
- NEW CONCRETE SIDEWALKS
- NEW PAINTED PAVEMENT MARKING (STOP LINE)
- NEW PAINTED PAVEMENT MARKING (CROSSWALKS)
- NEW PAINTED PAVEMENT MARKING (PARKING, SOLID WHITE LANE)
- NEW BORROW EXCAVATION FOR INFILL



Opinion of Probable Construction Costs

EVERGREEN ST NORTHWEST OF HWY-22

ESTIMATE: \$500K - \$750K

- REMOVAL OF EXISTING ASPHALT, CONCRETE AND VEGETATION / SOIL
- COLD PLANING OF EXISTING ASPHALT
- NEW MINERAL AGGREGATE, ASPHALT CONCRETE MIX, ACS MIX GRADING
- NEW CONCRETE CURB AND GUTTER
- NEW CONCRETE SIDEWALKS
- NEW PAINTED PAVEMENT MARKING (PARKING, SOLID WHITE LANE)
- NEW PAINTED PAVEMENT MARKING (YELLOW BARRIER)
- NEW SOD / LANDSCAPE AREAS
- NEW TDOT SINGLE GUARDRAIL (TYPE 2)



EVERGREEN ST & HWY-22

ESTIMATE: \$250K - \$500K

- REMOVAL OF EXISTING ASPHALT, CONCRETE AND VEGETATION / SOIL
- COLD PLANING OF EXISTING ASPHALT
- NEW CONCRETE CURB AND GUTTER
- NEW CONCRETE CURB RAMP (ADA)
- NEW CONCRETE SIDEWALKS
- NEW RECTANGULAR RAPID FLASHING BEACON (RRFB)
- NEW PAINTED PAVEMENT MARKING (TURN ARROWS)
- NEW PAINTED PAVEMENT MARKING (STOP LINE)
- NEW PAINTED PAVEMENT MARKING (CROSSWALKS)
- NEW PAINTED PAVEMENT MARKING (PARKING, SOLID WHITE LANE)
- NEW PAINTED PAVEMENT MARKING (YELLOW BARRIER)



FUNDING RECOMMENDATIONS

FEDERAL AND STATE GRANT PROGRAMS

MULTIMODAL ACCESS GRANT*

Match: 95% State, 5% Local
Maximum for Project: \$1M

TDOT's Multimodal Access Grant is a state-funded program created to support the transportation needs of transit users, pedestrians, and bicyclists through infrastructure projects that address existing gaps along state routes.

Typical Projects: Sidewalks, bike lanes, park-and-ride facilities, greenways, transit facilities, streetscapes

TRANSPORTATION ALTERNATIVES GRANT (TAP)

Match: 80% Federal, 20% Local

More than \$317 million in grants has gone to 267 communities across the Volunteer State to build sidewalks, bike and pedestrian trails and to renovate historic train depots and other transportation related structures. These projects serve to improve access and providing a better quality of life for people in the state of Tennessee.

Typical Projects: sidewalks, bike and pedestrian trails, streetscapes, renovation of historic train depots and other transportation related structures

LOCAL PARKS AND RECREATION FUND (LPRF)

Match: 50% State, 50% Local
Maximum for Project - \$1M

The LPRF program provides state funding for the purchase of land for parks, natural areas, greenways and the purchase of land for recreational facilities. Funds also may be used for trail development and capital projects in parks, natural areas and greenways.

Typical Projects: Land acquisition, indoor and outdoor recreation facilities, trail development

RECREATIONAL TRAILS PROGRAM (RTP)

Match: 80% State, 20% Local
Maximum for Project - \$250K

The RTP provides grant funding for land acquisition for trails, trail maintenance, trail construction, trail rehabilitation and for trail head support facilities on publicly owned land.

Typical Projects: Hard/natural-surfaced trails and greenways (land acquisition, maintenance, construction, trail heads)

SPOT SAFETY AND HIGHWAY SPOT IMPROVEMENT PROGRAM

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land.

Typical Projects: Safety improvements (e.g., guardrail, turn lanes, signage, signals)

