



# Dunlap Bicycle and Pedestrian Plan

Adopted by Dunlap Board of Commissioners – August 2021

TENNESSEE  
DEPARTMENT OF  
TRANSPORTATION

TN

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## 1. INTRODUCTION & OVERVIEW

### 1.1 PROJECT BACKGROUND

The Tennessee Department of Transportation (TDOT) awarded the City of Dunlap a Community Transportation Planning Grant in 2020 to develop a citywide bicycle and pedestrian plan that identifies and prioritizes needed transportation improvements. The plan provides a summary of existing pedestrian and bicycling assets and issues along with recommendations for projects to support and expand opportunities for biking and walking in line with City, stakeholder, and public priorities. The HNTB Planning and Engineering firm was selected to lead a team including Alta Planning and Design to complete the study and write the plan.

### 1.2 BICYCLE-PEDESTRIAN PLAN OBJECTIVES

The objective of the City of Dunlap Bicycle/Pedestrian Plan is to lay out a vision for planning and implementation of a multimodal system of bicycle and pedestrian paths throughout the city. Through the Bicycle/Pedestrian Plan, the City of Dunlap aims to advance the causes of safety, efficiency, placemaking, and sustainability through the following tasks:

- Expand bicycle facilities throughout the city
- Install ADA-compliant pathways
- Improve the pedestrian network:
  - Sidewalks
  - Walking paths
  - Crosswalks
  - Pedestrian bridges
  - Lighting

This Bicycle/Pedestrian Plan will examine needs and potential opportunities in Dunlap and create a set of prioritized project proposals, which could be implemented through future funding opportunities.

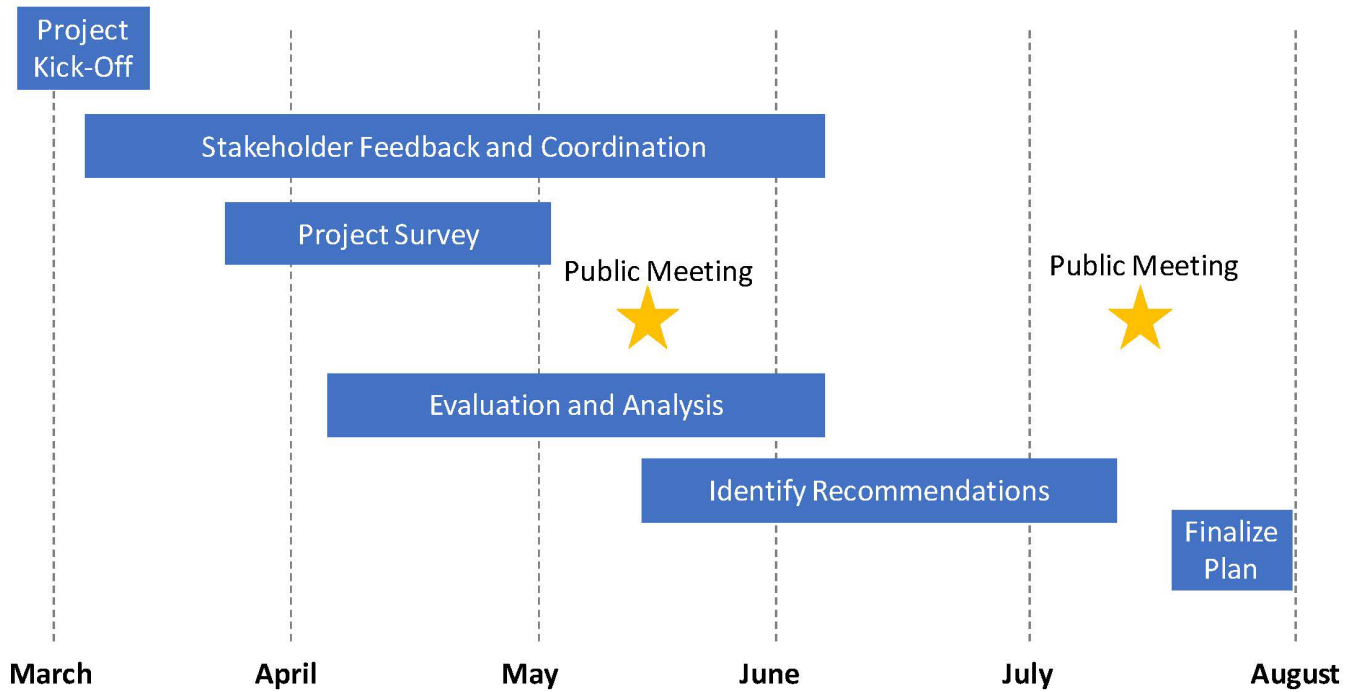
### 1.3 PLANNING PROCESS

The planning process was driven by robust stakeholder engagement from March through July 2021. In order to fully meet the needs of Dunlap, the project team met with the public and project stakeholders to better understand how a bicycle/pedestrian plan could support the City's broader goals and priorities. After the project kickoff in March, the project team conducted three meetings with presentations: two meetings included key stakeholders from law enforcement, city government, business community, and tourist ventures. At a third meeting, the general public was invited to participate in a virtual workshop. In addition to the public meeting, a survey was deployed to gain an understanding of priorities from a broader selection of citizens. To continue to gather input, an online comment form was posted where individuals could submit ideas or feedback throughout the plan formulation process.



## Dunlap Bicycle and Pedestrian Plan

Exhibit 1: Dunlap Bicycle and Pedestrian Plan -- Project Timeline





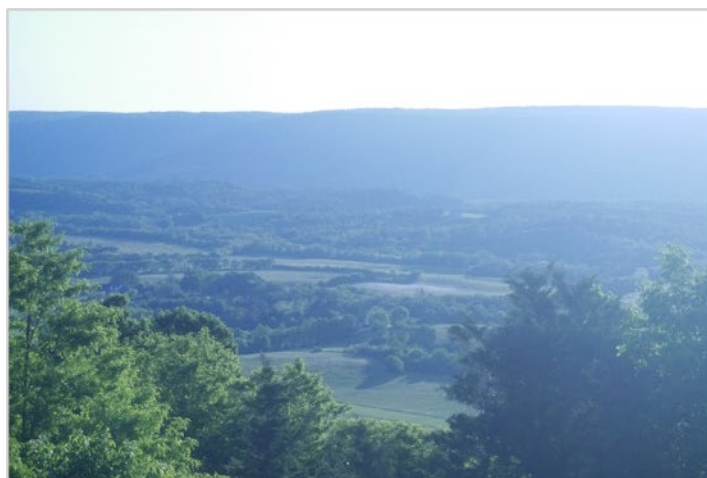
## 2. EXISTING CONDITIONS

### 2.1 GEOGRAPHY

Founded in 1858, Dunlap, TN was formed as the county seat for Sequatchie County, which had been established the previous year. Coal mining played an important role in Dunlap's early history with the opening of a coal mine on Fredonia Mountain in 1899. At the base of the mountain, coke ovens were constructed to convert the mined coal into coke for use in iron and steel in nearby production facilities. In 1927 the operations were shut down and the ovens were left unused. Today, the Coke Ovens site has been placed on the National Register of Historic Places and is a popular destination for tourists and Dunlap residents.<sup>1</sup>

Dunlap is located in southeastern Tennessee. It is a popular destination for visitors to the Sequatchie Valley – a 65-mile long valley that cuts through the Cumberland Plateau. It covers a total area of 8.6 square miles and is primarily served by SR-28 and US-127/Rankin Avenue that connect Dunlap to Pikeville and Crossville in the north and Chattanooga to the southeast.

Exhibit 2: Sequatchie Valley and Downtown Dunlap



### 2.2 DEMOGRAPHICS

With an estimated population of 5,100 in 2019, Dunlap has seen an a 24% increase in population since 2000.<sup>2</sup> About 66% of the town population lives in an area categorized as urban, while the remaining 34% live in rural areas. The majority of Sequatchie County population is white – at 97.1% of the total population. In 2019, the unemployment rate in the county was 4.2%, compared to 3.4% across the state of Tennessee. The median household income was \$49,370 with 19.7% of households living below the poverty level.<sup>3</sup>

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<sup>1</sup> <https://sequatchiecountyttn.gov/history/>

<sup>2</sup> <https://www.census.gov/quickfacts/dunlapcitytennessee>

<sup>3</sup> <https://www.census.gov/quickfacts/dunlapcitytennessee>



### 2.3 DUNLAP'S ECONOMY

The top employer in Sequatchie County is the Sequatchie Board of Education, which runs the three schools in the area – Griffith Elementary School, Sequatchie Middle School, and Sequatchie High School. Each is located on the same campus in Dunlap. Other top employers in the county are Mann + Hummel USA, Inc., a filtration manufacturer, and the Southeast Tennessee Human Resource Agency.<sup>4</sup>

Dunlap and the surrounding Sequatchie Valley are major draws for recreational activities. Project stakeholders and local organizations like the Chamber of Commerce, the Southeast Tennessee Development District, and Southeast Tennessee Tourism Association have worked to promote tourism and recreational activities in the area, including development of “Bikeways of the Scenic South,” a network of bike routes that stretch through the Chattanooga Tri-State Region.<sup>5</sup> Sequatchie Valley draws cyclists for its scenic views, lower-volume rural roads, and historic landmarks. “Cycle Sequatchie” is a three-day bike ride that begins and ends in Dunlap, with different routes around the valley for each day.<sup>6</sup> It brings significant numbers of cyclists and visitors to the area. “Walk-Bike Nashville” has begun an annual 225-mile bike ride that takes riders through Tennessee’s scenic Cumberland Plateau roadways. It begins in Dunlap and ends at Percy Priest Lake in Nashville. Additionally, Dunlap and the surrounding Sequatchie Valley are known for hang-gliding and paragliding, which bring significant numbers of tourists to the area each year. Dunlap is even known as the “Hang Gliding Capital of the East.”<sup>7</sup>

### 2.4 RELEVANT PLANS AND PREVIOUS PROJECTS

Within the last decade, the City of Dunlap has made significant investments in bicycle and pedestrian infrastructure. Harris Park and downtown streetscapes were upgraded in 2016-18. In 2018, the City completed Phase II of the Coops Creek Greenway that connects Rankin Avenue at Coops Creek to the Sequatchie County Schools campus via an abandoned railway alignment behind the commercial storefronts south of downtown. Additional planned projects like the Downtown Multimodal Connector have been awarded funding from TDOT and are planned for implementation in the near future.

In recent years, Dunlap and the surrounding Sequatchie Valley have seen an expanding population and marked growth in tourism-related businesses. To capitalize on this growth and encourage further development, several initiatives have been planned. The development of this document recognizes these efforts and seeks to coordinate with them to encourage comprehensive planning. For example, the Sequatchie Valley Scenic Byway Corridor Management Plan, funded by a grant through the Federal Highway Administration with matching funding from the Southeast Tennessee Development District, was created to create a cohesive identity, as well as increase economic development and protect natural and historic resources along the state-designated Sequatchie Valley Scenic Byway<sup>8</sup>. The management plan includes an examination of the potential for bicycle lanes along the Byway. In 2021, the Byway was one of five Tennessee roads to earn a “National Scenic Byway” or “All-American Road” designation, acknowledging the significance of the area’s archeological, cultural, historical, natural, and recreational resources.<sup>9</sup> The Sequatchie-Bledsoe Tourism Asset Development Plan, adopted in 2017, is also relevant. It proposes concepts and makes recommendations to further economic

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<sup>4</sup> [https://www.greaterchatt.com/images/uploads/pdfs/Sequatchie\\_County.pdf](https://www.greaterchatt.com/images/uploads/pdfs/Sequatchie_County.pdf)

<sup>5</sup> <http://scenicbikeways.com/>

<sup>6</sup> <https://cyclesequatchie.com/details>

<sup>7</sup> <https://cokeovens.com/dunlap/>

<sup>8</sup> <https://www.sedev.org/wp-content/uploads/2017/06/Sequatchie-Valley-Byways-Corridor-Management-Plan-reduced.pdf>

<sup>9</sup> <https://www.newsbreak.com/news/2165006116002/sequatchie-valley-scenic-byway-designated-as-national-scenic-byway>



growth through tourism-focused, asset-based planning in Bledsoe and Sequatchie counties.<sup>10</sup> The Tennessee State Bicycle Route Plan, called for SR-28 to be part of a proposed bicycle route that would run through Dunlap.<sup>11</sup>

### 3. STAKEHOLDER AND PUBLIC ENGAGEMENT

#### 3.1 STAKEHOLDER ENGAGEMENT PROCESS

Stakeholder outreach is a key component to planning studies and is integral to successfully seeing a project through implementation. Plans serve as guides for the coordination of potential project activities with the stakeholders most likely affected by a particular study or project. Stakeholders also have valuable local knowledge about a project or issue that allows planners to design solutions that work more effectively.

##### 3.1.1 STAKEHOLDER TEAM

The project team consisted of the following individuals with their affiliations:

- Mayor Clint Huth – City of Dunlap
- Former Mayor Dwain Land – City of Dunlap
- Yonna Hatfield – City of Dunlap
- Norman Hatfield – Fire Department
- Chief Randy Phillips – Dunlap Police Department
- Lieutenant Lynn Lewis – Dunlap Police Department
- Becky Card - Business owner & Dunlap City Commissioner
- Jenni Veal – Tourism Coordinator - Southeast Tennessee Tourism Association
- Janis Kyser – Executive Director of Dunlap-Sequatchie Chamber of Commerce
- Andrea Noel – TDOT
- Rachael Bergmann – TDOT
- Brian Ruehling – Sequatchie County Sheriff's Department
- Pete Swafford – Sequatchie County Schools
- Dave Anderson – City of Dunlap
- Sarah Murray – Southeast TN Development District
- Zach North – Sequatchie County Health Council

#### 3.2 STAKEHOLDER ENGAGEMENT

In order to inform potential improvements to the bicycle and pedestrian network in Dunlap, the planning process required significant stakeholder engagement. This was done via stakeholder/public meetings and a public survey. The feedback received from these two sources was analyzed and shaped into key themes that informed the process leading to the plan's recommendations.

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<sup>10</sup>

<https://static1.squarespace.com/static/5d5aa6d18c20010001f5909a/t/5da7598a575fb9555cf3b001/1571248524916/Project+Page+Sequatchie+bledsoe+tourism.pdf>

<sup>11</sup> <https://www.tn.gov/content/dam/tn/tdot/public-trans/bicyclerouteRegion2.pdf>





## Dunlap Bicycle and Pedestrian Plan

### 3.2.1 MEETINGS

Three stakeholder and two general public meetings were held to solicit input on bicycle and pedestrian planning in Dunlap. The stakeholder meetings included representatives from the local government, the county school system, the Chamber of Commerce, regional agencies, and local businesses. During these meetings, stakeholders shared their insights regarding transportation issues and discussed potential solutions. The general public meetings were conducted similarly, and the project team heard from a number of citizens regarding their highest priorities for bicycle and pedestrian needs in Dunlap.

### 3.2.2 SURVEY

Stakeholder and general public meeting participants were encouraged to share the link for an online survey, the results of which are available in Appendix A. The survey was designed to determine the needs and priorities of the various walking and biking opportunities in Dunlap. The survey was open for three weeks and received 132 responses. The survey contained the following questions:

- How important is improving walking or biking conditions in Dunlap?
- What goals should the Dunlap Active Transportation Plan focus on?
- What are your reasons for walking and/or bicycling in Dunlap?
- What are the biggest obstacles to you walking and/or bicycling more?
- Which destinations would you like to be able to reach by walking and/or biking?
- Where in Dunlap are your top locations for new/improved sidewalks, trails, bicycle lanes?
- Where in Dunlap are your top three locations for improvements to intersections/pedestrian-bike crossings?
- How likely are the following types of bike/ped facilities to encourage you to bike or walk more often?
  - Wayfinding signage
  - Sidewalks
  - Bike lanes
  - Buffered bike lanes
  - Separated bike lanes (physically separated from traffic)
  - Greenways (shared use paths)
  - Safer intersections
- What age group are you in?

### 3.2.3 SUMMARY OF SURVEY

The survey indicated an elevated interest in bicycling and walking activities but that citizens felt unsafe in many circumstances – especially crossing or traveling along major thoroughfares like Rankin Avenue. When presented with alternatives, survey respondents overwhelmingly preferred solutions that created more distance between bikers/walkers and automobiles. In general, the survey highlighted the public's support for improving walking and biking conditions in Dunlap along with a need to focus on health, safety, and increasing tourism opportunities in order to support the City's economy. This feedback was vital to the project team in the formation of project and policy recommendations.



### 3.3 PLANNING GOALS

Pedestrian and bicycle facilities provide a strong transportation backbone for any city, allowing for people of all ages and abilities to move freely throughout their community. They also serve to attract visitors and new residents from the surrounding region, while providing a network to better connect the center of a town to the area around it. Through the Dunlap Bicycle-Pedestrian Plan, the City of Dunlap intends to strengthen the quality of life for its residents by

- Enhancing safety of all road users,
- Expanding opportunities for walking and biking, and
- Supporting economic development.

#### 3.3.1 ENHANCING SAFETY OF ALL ROAD USERS

Throughout the planning process, stakeholders and the general public highlighted “safety” as the most important component of a bicycle/pedestrian plan. During the kickoff meeting, the Mayor of Dunlap highlighted a fatal crash that occurred near the Rankin Avenue Coops Creek bridge that highlighted the need for increased safety for pedestrians and drivers in the area. The Chief of Police also referenced a pedestrian death that occurred on Main Street, further emphasizing the need for safe facilities for those traveling on foot.

During the general public meetings, Dunlap residents expressed concerns about safety with a need for more sidewalks and crosswalks at dangerous intersections and across busy streets. They also wanted to slow traffic down through town, specifically on Rankin Avenue and Main Street. Currently, the speed limit on Rankin Avenue is 45 mph into town, but then drops to 30 mph but only for the immediate downtown area. Stakeholders expressed that the continuation of 45 mph speed limits reflected an earlier era, when development in Dunlap covered a more compact area around downtown. Today, as development has spread north and south, it may be time to reduce speed limits to reflect the existence of new businesses and residents further from downtown. In addition to lower speed limits, vehicle speeds can also be lowered by narrowing the travel lanes on Rankin Avenue. Narrower lanes tend to slow cars down without contributing to traffic congestion. Additionally, stakeholders wanted to focus on adding signage and lighting that would alert drivers to the existence of walkers and bikers on roads, sidewalks, and crosswalks.

The survey results reflect these initial findings. When it comes to biking and walking, the main concern of residents is safety. When asked what the biggest obstacles to walking/biking were, the respondents replied “safety concerns” and “lack of infrastructure.” These go hand in hand, as more infrastructure (greenways, marked and signed street crossings, multi-use pathways) would support a greater level of safety.

#### 3.3.2 SUPPORTING ECONOMIC DEVELOPMENT

As communities across the United States become aware of the needs of pedestrians and cyclists, there tends to be an influx of economic activity. Dunlap is already known as a tourist destination for those visiting Sequatchie Valley, particularly among cyclists. When asked in the survey, the general public listed “improving the economy and increasing tourism” as the second most important goal that the Bicycle & Pedestrian Plan should focus on. Expanding access in and around Dunlap through a strategically designed bicycle/pedestrian network will better connect the city to the rest of Sequatchie County and to surrounding counties, which in turn will strengthen the entire region’s economic competitiveness.

As downtown is already relatively compact in its form with buildings fronting the sidewalks rather than extensive parking lots as in newer parts of town, it is a natural place to continue building bike and pedestrian facilities. In stakeholder meetings, people expressed that downtown Dunlap was poised for economic growth, if the plan addressed issues like more bike facilities or addressing traffic speeds and volumes. Many people



## Dunlap Bicycle and Pedestrian Plan

perceived that getting to and from downtown Dunlap by bike or on foot was dangerous and that during peak afternoon travel times that traffic would be congested on the main state routes through much of the city. A negative feedback loops as high traffic volumes and speeds discourage people from choosing walking or biking as an alternative to driving, further contributing to congestion. Allowing for safer walking and biking to, from, and within downtown will encourage people to enjoy the experience of shopping and dining downtown

### 3.3.3 EXPANDING OPPORTUNITIES FOR BIKING AND WALKING

Although Dunlap has significant potential for walking and biking, it currently lacks sufficient infrastructure to support a robust number of cyclists and pedestrians. In the public survey, 63% of respondents said that improving biking and walking conditions was “very important” to them, showing that there is demand for an improved network of alternative transportation options.

Surprisingly, when looking at what kind of additional infrastructure would support walking and biking in Dunlap, bike lanes were not a standout choice. Only 30% said that bike lanes and buffered bike lanes would make them more comfortable walking/biking. However, greenways and sidewalks were far more popular options – garnering more than 60% support.

One consideration that could explain these results is that most people surveyed could prefer walking over biking. This would explain the lack of enthusiasm towards bike lanes as incentive to walk/bike. When asked about their willingness to ride a bicycle, 50% of respondents said they were “interested, but concerned”, which meant that they could be willing to bike if significant, high-quality infrastructure is put in place. Only 7.5% of respondents felt “strong and fearless” about riding, even with limited infrastructure. Another perspective on bike lanes compared to more protected infrastructure such as multiuse pathways or greenways is that bike lanes do not offer the same level of protection against cars due to not having grade separation.

Expanding the bicycle/pedestrian network would also serve to connect Dunlap’s public resources. Several parks could easily see more use if they were connected to networked bike/ped infrastructure. Additionally, connecting downtown with the less densely developed areas to the north and south could enable residents and visitors to walk and bike rather than drive, which would in turn lessen traffic congestion during peak periods.

Survey respondents indicated that their primary purpose for walking and biking was for recreation purposes and that their destinations would be nearby parks, downtown Dunlap, and local restaurants. “Exercise” was the main reason that people currently walk or bike in Dunlap (81%). Several of the most popular destinations for biking/walking were parks and recreation destinations (Harris Park – 53%, Veterans Memorial Park – 45%, and Sequatchie River Access Points – 59%). Conversely, very few said they would be interested in biking or walking for shopping, health care, or church. As infrastructure is developed, however, these perspectives may change.

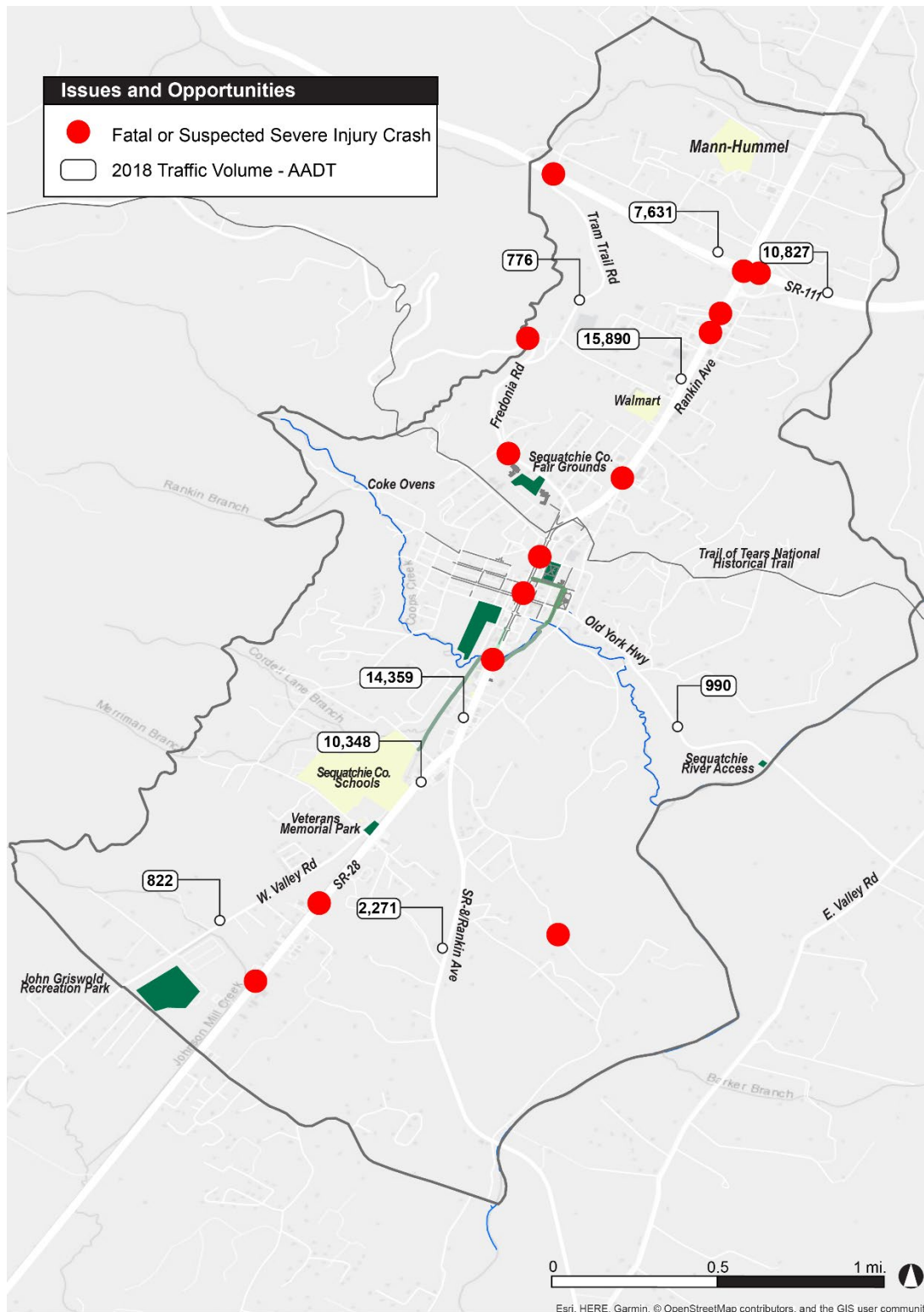
## 4. ISSUES AND OPPORTUNITIES

Feedback from project stakeholders and the public, along with data collected from the survey identified several issues and opportunities within the City of Dunlap. Safety on SR-28/Rankin Avenue was the leading concern as many members of the public indicated that they would feel unsafe walking or bicycling along SR-28/Rankin Avenue in its current condition.

Based on TDOT data summarized in the exhibit below, SR-28/Rankin Avenue has the highest traffic volume of any street in the study area (approximately 15,000 vehicles per day on average) and accounts for a majority of fatal and severe injury crashes that have occurred within city limits since 2016. The data also indicates that streets off of Rankin Avenue typically experience low traffic volumes, with Old York Highway, W. Valley Road, and Tram Trail experiencing fewer than 1,000 vehicles per day on average based on 2018 TDOT counts.



Exhibit 3: Average Annual Traffic Volume (2018) and Vehicle Crashes within Dunlap City Limits 2016-2020





## **4.1 SR-28/RANKIN AVENUE**

Project stakeholders indicated that with limited sidewalks, no bicycle facilities north of Jones Drive, and more than 15,000 vehicles on an average day, SR-28/Rankin Avenue provides little attraction for bicyclists and pedestrians. Many stakeholders indicated that without an expansion of sidewalk facilities and implementation of protected bicycle facilities, SR-28/Rankin Avenue would be unusable for the vast majority of residents unless they were driving. As the primary corridor within the City, however, SR-28/Rankin Avenue provides the most direct route for connecting through the Sequatchie Valley, as well as providing the best access to community and commercial facilities, including Walmart, Hughes Produce, the Sequatchie Valley Health Department and emergency medical facility, Dunlap City Hall, and downtown and south of downtown commercial locations.

In addition to a lack of sidewalk and bicycling facilities, stakeholders indicated that with limited signalized crossings within Dunlap, pedestrians experience difficulty crossing SR-28/Rankin Avenue. Project stakeholders and the general public identified the existing mid-block crossing where the Coops Creek Greenway crosses SR-28/Rankin Avenue as inadequate to sufficiently get drivers attention and to actually stop for would-be road crossers. Stakeholders stated that vehicular stop compliance, lighting, and signage visibility at the crossing were subpar. Members of the general public also highlighted safety concerns with the crossing, many expressing uncertainty on whether vehicles would actually stop to allow passage. Also on SR-28/Rankin Avenue the signalized intersection at Walmart and the unsignalized intersections downtown were identified as locations needing pedestrian crossing protections.

## **4.2 DOWNTOWN DUNLAP**

In addition to identifying needs for sidewalks, bicycle facilities, and improved crossings along SR-28/Rankin Avenue, stakeholders and the general public also identified a number of opportunities to support biking and walking in downtown Dunlap, including:

- Expanding sidewalks throughout downtown,
- Installing bicycle parking at priority locations, and
- Providing better awareness of existing vehicle parking

Stakeholders identified the opportunity to expand sidewalks and install bicycle parking in downtown Dunlap as a way to support local businesses and improve access to amenities and destinations while building off of planned and existing infrastructure investments. Stakeholders highlighted the opportunity for bicycle and pedestrian facilities to spur and support commercial redevelopment and economic activity downtown, while providing local residents travel alternatives and supporting the active recreational bicycling community.

Despite on-street parking and an abundance of surface parking on privately owned parcels in downtown Dunlap, stakeholders questioned whether more parking was needed to access downtown businesses. Evaluation of existing parking availability off of SR-28/Rankin Avenue indicated that sufficient parking was available for typical daily demand, but that better signage, wayfinding, and sidewalks could help drivers find their way to existing parking at City Hall, on Cherry Street, and on Church Street. Stakeholders identified Coops Creek Commons, City Hall, the Sequatchie County Public Library, and Harris Park as desirable locations to install bicycle parking.

## **4.3 RECREATION AND TOURIST DESTINATIONS**

The existing Coops Creek Greenway, arguably the highest quality bicycle/pedestrian asset within the County, provides a roughly one-mile, grade-separated multi-use path connecting Downtown Dunlap to the Sequatchie County Schools campus. Planned expansion of the Greenway onto the schools campus will improve access to



## **Dunlap Bicycle and Pedestrian Plan**

one of the largest employment sites in Sequatchie County and extend protected biking and walking facilities to Cordell Lane on the south end of campus. In addition to the schools campus extension, recent streetscape projects have helped pedestrians access the Greenway from the Sequatchie County Courthouse and Harris Park.

Stakeholders feedback and survey responses indicated a strong interest in providing access to recreation and tourist sites within the city, especially the Coke Ovens Museum and the Sequatchie River access point at Old York Highway. Developing a bicycle/pedestrian network that connected downtown and Harris Park to the Coke Ovens Museum and the Sequatchie River would link two of the most important tourist and recreation sites in Dunlap. The existing Greenway and recent sidewalk improvements near Harris Park would form the backbone of this network.

### **4.4 ELM STREET AND MAIN STREET**

Aside from SR-28/Rankin Avenue in downtown Dunlap, Elm Street on the western half of the city and Main Street on the eastern half of the city provide two of the longer, more continuous streets at 1.75 and 1.5 miles in length respectively. As local collector streets, both provide access to residential areas while carrying low vehicle volumes compared to SR-28/Rankin Avenue. Although they each could serve as effective bicycle and pedestrian alternatives to the busy state highway, neither street currently has sidewalks or bicycling facilities.

Stakeholders indicated that Elm Street could serve as a useful alternative bicycle route to SR-28/Rankin Avenue that also connects to destinations further south including the Sequatchie County Schools campus via Cordell Lane and from there to West Valley Road.

### **4.5 WEST VALLEY ROAD AND EAST VALLEY ROAD**

West Valley Road was identified by project stakeholders as a potential alternative to SR-28/Rankin Avenue for improved biking and walking facilities. Within the City of Dunlap, West Valley Road provides a connection between John Griswold Recreation Park, Veterans Memorial Park, and the Sequatchie County Schools Campus on Cordell Lane. New residential construction along West Valley Road includes newly constructed sidewalks with more residential development planned for the near future. This could form the beginning of a wider sidewalk network for the southern part of town – increasingly important as the city develops.

East Valley Road roughly parallels SR-28/Rankin Avenue just outside of Dunlap city limits, but was still identified by project stakeholders as an important asset for recreational cyclists within the Sequatchie Valley. Due to its rural condition, beautiful country aesthetic, and low traffic volumes, stakeholders indicated that in-town connections to East Valley Road would support the recreational cycling community that currently avoids SR-28/Rankin Avenue through downtown Dunlap.

## 5. DEVELOPMENT AND EVALUATION OF RECOMMENDATIONS

A set of potential project types were identified by stakeholders and informed by general public input via the project survey. The set of project types included both broader categories of improvements such as traffic calming and safe intersections, as well as a range of investments for specific project types, such as low cost bikes lanes to medium cost grade-separated multiuse paths to higher cost greenways.

The following criteria were used to evaluate how well project types would address the goals identified by project stakeholders and the general public:

- **Improve Safety** – how well does the project type reduce conflicts between vehicles, bicyclists, and pedestrians
- **Expand Access and Mobility to Destinations** – how well does the project type expand bicycle and pedestrian connections to destinations
- **Minimize Traffic Impact** – how well does the project type minimize impacts to existing traffic operations
- **Provide Cost Effective Treatment** – how well does the project type support an increase in bicycling and walking, while minimizing costs

Each project type was scored qualitatively on a three-point scale (i.e., high = three points; medium = two points; low = one point).

[See Methodology Matrix beginning on next page.]



## 5.1 EVALUATION METHODOLOGY

Exhibit 4: Dunlap Bicycle/Pedestrian Project Type Evaluation Scorecard

Criteria	Improves Safety	Expands Access and Mobility	Minimizes Traffic Impact	Cost Effective	TOTAL
	<i>Reduces conflicts between modes</i>	<i>Serves key destinations and expands network</i>	<i>Limits impact to traffic or congestion</i>	<i>Benefit to cost ratio</i>	
<b>Complete Streets</b>	High	High	Medium	High	11
<b>Greenway Expansion</b>	High	High	High	Medium	11
<b>Pedestrian Crossings</b>	High	Medium	Medium	High	10
<b>Sidewalk Upgrades and Expansion</b>	High	Medium	High	Medium	10
<b>Regional Bikeway</b>	Low	Medium	High	High	9
<b>Traffic Calming</b>	Medium	Medium	Medium	Medium	8
<b>Intersection Improvements</b>	Medium	Low	High	Medium	8
<b>Lighting</b>	Medium	Low	High	Medium	8
<b>Wayfinding</b>	Low	Low	High	Medium	7

## 5.2 SUMMARY OF RECOMMENDATIONS

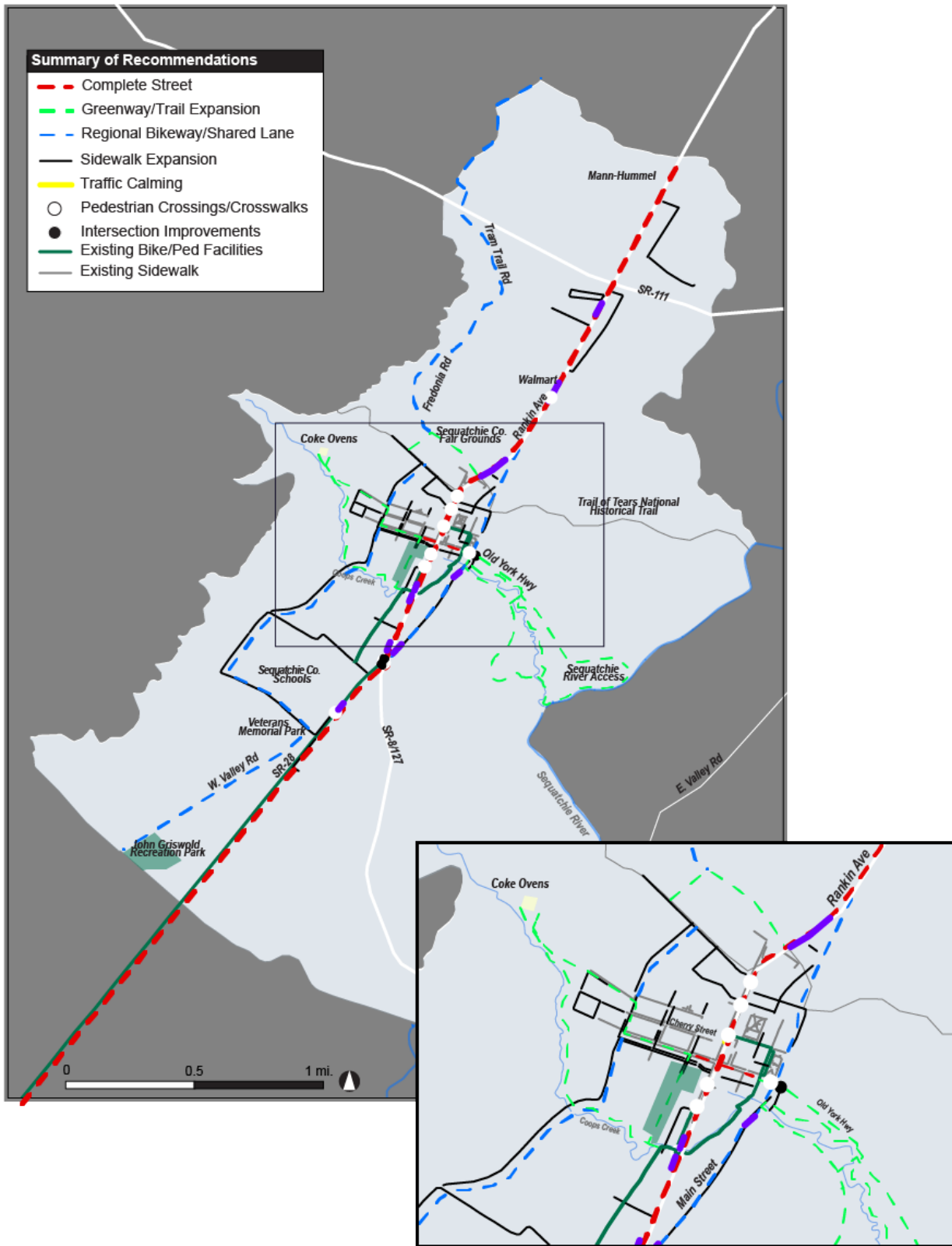
Project type evaluation combined with extensive stakeholder and general public feedback resulted in a set of recommended projects. The recommendations identified below reflect a strong stated preference for safe and separated facilities for bicyclists and pedestrians, expansion of existing greenways and sidewalks, and the need for improved pedestrian road crossings throughout the city.





# Dunlap Bicycle and Pedestrian Plan

## Exhibit 5: Dunlap Bike/Ped Recommendation Summary





## *Dunlap Bicycle and Pedestrian Plan*

Detail regarding project descriptions, locations and extents is provided in the table on the following pages, along with considerations and planning-level cost estimates derived from TDOT average bid prices for 2020.<sup>12</sup>

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<sup>12</sup> [https://www.tn.gov/content/dam/tn/tdot/construction/old\\_web\\_page/Const-aup2020.pdf](https://www.tn.gov/content/dam/tn/tdot/construction/old_web_page/Const-aup2020.pdf)

Exhibit 6: Summary of Recommendations by Project Type and Location

	Description	Project Location
<p><b>Complete Streets</b></p>	<p>Complete Streets are roadway modifications that provide safe and separated infrastructure for all roadway users, with careful consideration for more vulnerable users like bicyclists and pedestrians including wheelchair users.</p> <p>Project stakeholders supported implementation of a complete street to include a shared multi-use path in downtown Dunlap and on the SR-28/Rankin Avenue corridor north and south of downtown extending to the city limits.</p> <p><b>COST:</b> \$1-2 million per mile</p>	<ul style="list-style-type: none"> <li>SR-28/Rankin Avenue from Mann Hummel in the north to an area south of John Griswold Park in the south</li> </ul>
<p><b>Greenway Expansion</b></p>	<p>Stakeholders identified the need for safe and protected bicycling and walking facilities that build upon the existing Coops Creek Greenway and connect to existing recreational and tourist assets like the Coke Ovens Museum and the Sequatchie River access point. Several expansion routes were identified that would consist of 8-to-10-foot separated greenway trail or equivalent streetside side path.</p> <p>1) Greenway northwest to the Coke Ovens Museum - two alternatives:</p> <ul style="list-style-type: none"> <li>100% Greenway along Coops Creek north to Coke Ovens</li> <li>100% multi-use side path via Wagner Lane or through Coops Creek Commons to Cherry Street – Elm Street – Hickory Street and Mountain View Road</li> </ul> <p>2) Greenway southeast to Sequatchie River access point – three alternatives:</p> <ul style="list-style-type: none"> <li>100% Greenway along Coops Creek</li> <li>Partial Greenway partial via Coops Creek and partial sidepath via Highpoint Drive</li> <li>100% multi-use side path via Old York Highway</li> </ul> <p>3) New sidepath on Fredonia Road connecting to the Sequatchie County Fairgrounds and proposed complete street and regional bikeway.</p> <p><b>COST:</b> \$500k-700k per mile</p>	<ul style="list-style-type: none"> <li>Existing Coops Creek Greenway at the tressle bridge to Coops Creek Commons and Coke Ovens Museum via Cherry Street, Elm Street, Hickory Street, and Mountain View Road, or along Coops Creek.</li> <li>Connection to Sequatchie River Access via Old York Highway, Highpoint Drive, or along Coops Creek.</li> <li>Fredonia Road between Rankin Avenue and Davis Street</li> </ul>





	Description	Project Location
<p><b>Pedestrian Crossings</b></p>	<p>Project stakeholders and the public identified the need for crosswalk improvements downtown along Rankin Avenue and outside of downtown at key destinations such as Walmart to the north and Cordell Lane at the Sequatchie County Schools campus to the south. They also highlighted that existing crosswalks and signage may not be sufficient in certain locations, such as the Coops Creek Greenway crossing at Rankin Avenue.</p> <p>Potential investments could range from installation of striped crosswalks and curb ramps to additional lighting and overhead signage along with traffic calming measures such as median pedestrian islands, rumble strips, and additional pavement markings.</p> <p><b>COST:</b> \$3,000 to \$5,000 for striping, signage, and marking of typical crosswalk. Additional \$25,000 to include raised concrete median.</p>	<ul style="list-style-type: none"> <li>• SR-28/Rankin Avenue at Walmart entrance</li> <li>• SR-28/Rankin Avenue at Cates Street</li> <li>• SR-28/Rankin Avenue at Dell Trail</li> <li>• SR-28/Rankin Avenue at State Street</li> <li>• SR-28/Rankin Avenue at Church Street</li> <li>• SR-28/Rankin Avenue at Pine Street</li> <li>• SR-28/Rankin Avenue at Reed Street</li> <li>• SR-28/Rankin Avenue at Coops Creek Greenway crossing</li> <li>• SR-28/Rankin Avenue at Valley View Drive and Lane Road</li> <li>• SR-28 at Cordell Lane/Sequatchie County Schools campus</li> <li>• Main Street at Old York Highway</li> </ul>
<p><b>Sidewalk Improvements</b></p>	<p>Installation of minimum 5' sidewalk with ADA-compliant curb ramps and detectable warning surfaces throughout downtown. Curb ramps should include bulb-out design to narrow pedestrian crossing distances where on-street parking is present.</p> <p><b>COST:</b> \$10 per square foot</p>	<ul style="list-style-type: none"> <li>• Primarily downtown</li> </ul>
<p><b>Regional Bikeways</b></p>	<p>To support recreational cycling and tourism, project stakeholders identified the need to provide wayfinding and shared lane markings (a.k.a. “sharrows”) indicating designated bicycle route and destinations on low-traffic-volume streets. Regional bikeways would indicate preferred cycling routes for recreational cyclists that avoid the higher vehicle volumes and speeds on SR-28.</p> <p><b>COST:</b> \$10,000 - \$15,000 per mile</p>	<ul style="list-style-type: none"> <li>• Fredonia Road, Tram Trail, and Old Union Road from Rankin Avenue to city limits</li> <li>• Elm Street – Cordell Lane – W. Valley Road</li> <li>• Main Street</li> </ul>





	Description	Project Location
<p><b>Traffic Calming</b></p>	<p>Design treatments that lower vehicle speeds and when combined with pedestrian treatments can further improve safety and comfort for all users. Examples include:</p> <ul style="list-style-type: none"> <li>○ Median Pedestrian Islands</li> <li>○ Mid-Block Crossing Signage/Flashers</li> <li>○ Overhead Pedestrian Crossing Signage</li> <li>○ Speed Feedback Signage</li> <li>○ Curb Bulb-Outs (where on-street parking is present)</li> </ul> <p>Project stakeholders and the general public indicated that during non-peak periods, vehicle speeds along SR-28/Rankin Ave and Main Street make pedestrian crossings or bicycling along the corridor feel unsafe, especially where the posted speed limit is 45 mph.</p> <p>Traffic calming is recommended at various transition points along SR-28/Rankin Avenue and Main Street, such as when entering downtown Dunlap and south of SR-111 to slow vehicle speeds and alert drivers that they are entering a town environment with bicyclists and pedestrians.</p> <p><b>COST:</b> \$2,500 to \$50,000 depending on scale of treatment</p>	<ul style="list-style-type: none"> <li>● SR-28/Rankin Avenue at Sheperd Road/Hickey Circle</li> <li>● SR-28/Rankin Avenue at Walmart entrance</li> <li>● SR-28/Rankin Avenue at Cates Street</li> <li>● SR-28/Rankin Avenue at Church Street</li> <li>● SR-28/Rankin Avenue at Coops Creek Greenway crossing</li> <li>● SR-28 at Cordell Lane/Sequatchie County Schools campus</li> <li>● SR-28/Rankin Avenue at Valley View Drive and Lane Road</li> <li>● Main Street at SR-28/Rankin Avenue</li> <li>● Main Street at Cherry Street/Old York Highway</li> <li>● Main Street at Cates Street</li> </ul>
<p><b>Intersection Improvements</b></p>	<p>Project stakeholders identified several intersections where traffic operations and safety improvements were needed. Intersection improvements could range from installation of curbs and removal of channelized right turns, to implementation of a roundabout (a.k.a. “traffic peanut” due to its configuration) at the SR/28 SR-8/US-127 intersection.</p> <p><b>COST:</b> varies widely based on design and ROW impacts. Multi-lane roundabout could cost up to \$4 million. Smaller-scale improvements to square-up intersections and delineate curbs and crossings would be substantially less: \$10,000 to \$15,000.</p>	<ul style="list-style-type: none"> <li>● SR-28 at Rankin Avenue/SR-8/US-127</li> <li>● Main Street at Old York Highway</li> <li>● SR-28/Rankin Avenue at Cates Street</li> <li>● Low volume residential intersections with existing sidewalks</li> </ul>
<p><b>Lighting</b></p>	<p>To support safe crossings and pedestrian facilities, project stakeholders identified the need for lighting along the existing Coops Creeks Greenway and other locations identified for bicycling and pedestrian improvements. Adequate lighting at crossing and along greenways ensures that pedestrian facilities are able to be utilized in evenings and in winter months.</p> <p><b>COST:</b> \$10,000-\$25,000 (per trail/street crossing) 100,000 to 750,000 per mile depending on light spacing</p>	<ul style="list-style-type: none"> <li>● Coops Creek Greenway</li> <li>● Main Street</li> <li>● Pedestrian crossing locations at Rankin Avenue</li> </ul>





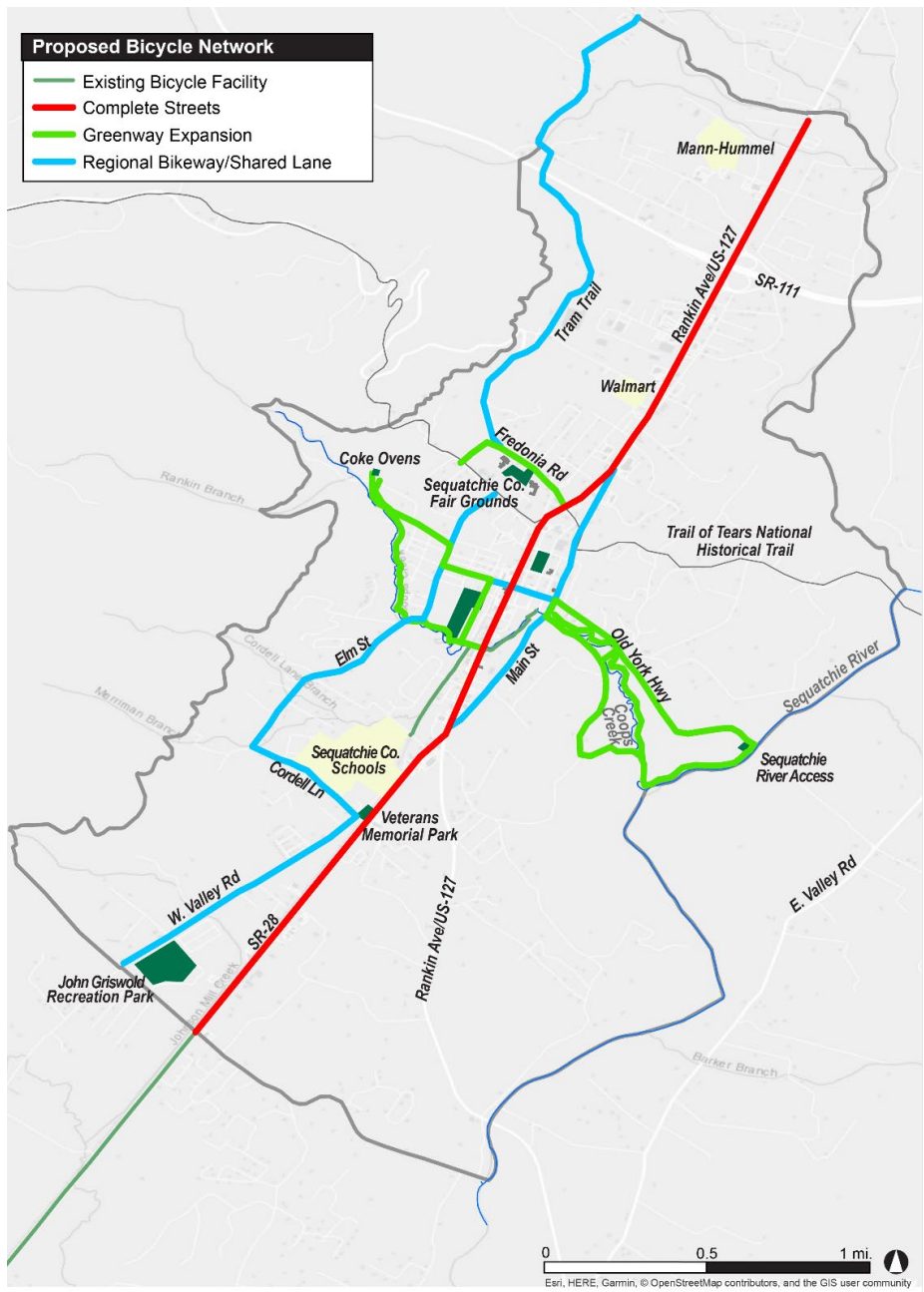
	Description	Project Location
<b>Parking Signage</b>	<p>Project stakeholders and the general public identified the need for signage indicating available public parking locations in downtown Dunlap. Evaluation of available parking and typical demand indicates that existing supply of parking downtown is sufficient for typical daily parking utilization, but that additional signage and wayfinding could direct residents and out-of-town users to available public parking at City Hall and on-street locations off of SR-28/Rankin Avenue.</p> <p><b>COST:</b> \$300-\$400 per unit</p>	<ul style="list-style-type: none"> <li>• Dunlap City Hall</li> <li>• Harris Park</li> <li>• Chamber of Commerce</li> </ul>
<b>Bicycle Parking</b>	<p>Project stakeholders indicated that there is currently no bicycle parking available downtown. Installation of bicycle parking at convenient destinations can lessen the need for vehicular parking while also signaling that bicyclists are welcome. Custom bicycle racks can also serve as a placemaking and branding opportunity for the downtown area.</p> <p><b>COST:</b> \$1,000-\$2,000 per unit</p>	<ul style="list-style-type: none"> <li>• Coops Creek Commons</li> <li>• Dunlap City Hall</li> <li>• Chamber of Commerce</li> <li>• Harris Park</li> <li>• Sequatchie County Schools campus</li> </ul>
<b>Placemaking</b>	<p>Placemaking refers to the installation of various amenities or treatments that look to activate and draw users to public space, such as outdoor seating, public art, or signage.</p> <p>Placemaking treatments can be combined with pedestrian crossings or gateways to further enhance safety features.</p> <p><b>COST:</b> varies by treatment - \$50,000 - \$60,000, for asphalt art at intersections or crossings</p>	<ul style="list-style-type: none"> <li>• Coops Creek Greenway crossing at Rankin Avenue</li> <li>• Dunlap City Hall</li> <li>• Coops Creek Commons</li> <li>• Harris Park</li> <li>• Rankin Avenue at Cherry Street</li> </ul>



### 5.3 PROPOSED BICYCLE NETWORK

The proposed bicycle network and downtown pedestrian improvements are shown in the following exhibits. The proposed bicycle network includes seven miles of complete street improvements spanning the SR-28 corridor, 7.5 miles of regional bikeways on lower volume streets that connect to scenic rural roadways outside the city limits, and three miles of greenway expansion between the Coke Ovens and the Sequatchie River, along with a greenway spur on Fredonia Road connecting to the Historic Trail ofTears.

Exhibit 7: Dunlap Recommended Bicycle Network

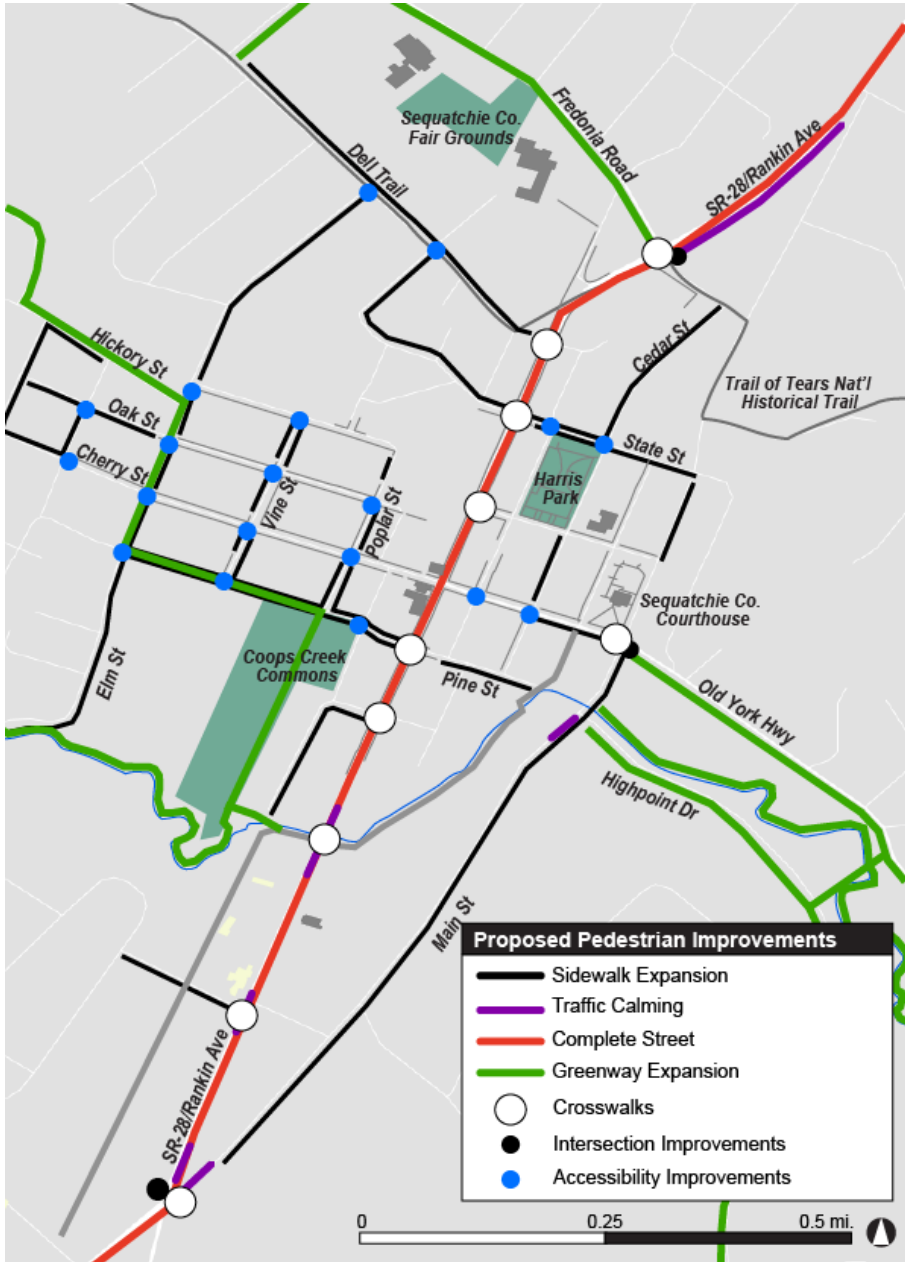




## 5.4 PROPOSED PEDESTRIAN IMPROVEMENTS

Proposed pedestrian improvements within the downtown area are shown in the exhibit below and include complete streets and the greenway improvements identified above. Recommended sidewalk expansion would eliminate network gaps downtown and provide pedestrian connections to existing and proposed complete streets and greenway projects. Traffic calming improvements have been identified at transition points along SR-28/Rankin Avenue into downtown along with pedestrian crossings throughout downtown between the Coops Creek Greenway crossing and Cates Street..

Exhibit 8: Dunlap Recommended Pedestrian Improvements





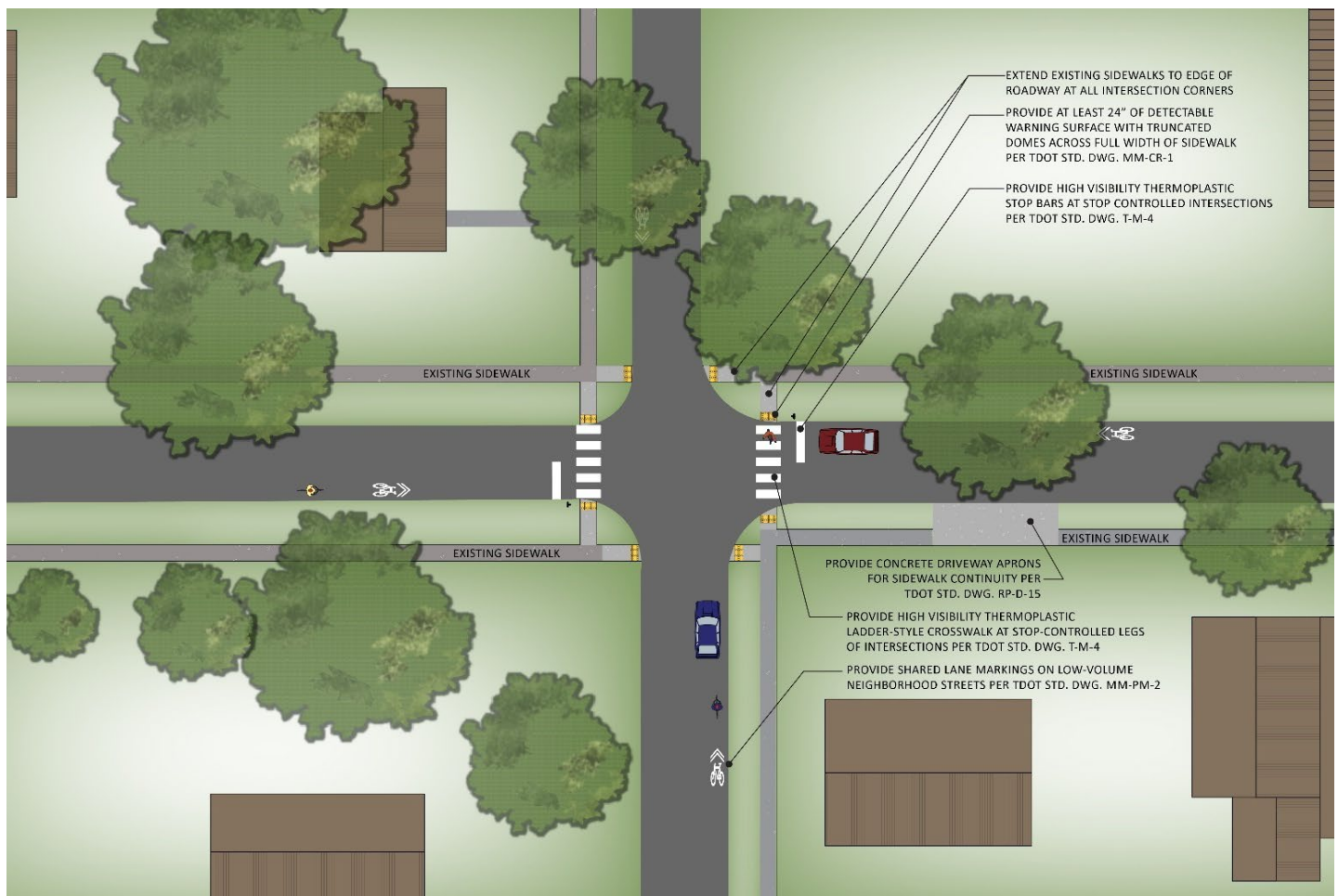


## Dunlap Bicycle and Pedestrian Plan

### 5.4.1 DOWNTOWN ACCESSIBILITY IMPROVEMENTS

In order to provide low-cost, impactful improvements to the existing pedestrian network in Dunlap, ADA-compliant accessible curb ramps should be installed at all intersections with existing sidewalk facilities within the residential and commercial areas downtown. This will ensure that residents and visitors with disabilities and others, including elderly, children, and parents with strollers, can use the sidewalk safely and will promote a more equitable pedestrian network within the city. Crosswalk striping and additional signage can be provided at higher volume intersections on an as-needed basis. Share the Road signage and pavement markings can also be added to lower volume residential streets that act as bicycle connector route facilities. Consulting a licensed Professional Engineer is recommended prior to initiating these improvements. These improvements can be done incrementally by City public works staff or can be coordinated as a part of a larger accessibility improvement project.

Exhibit 8: Dunlap Accessibility Improvements





## 6. PRIORITY RECOMMENDATIONS

### 6.1 PRIORITY: SR-28/RANKIN AVENUE COMPLETE STREET

SR-28/Rankin Avenue is designated by TDOT as a proposed state bicycle route and is the primary transportation corridor for the City of Dunlap and Sequatchie County. Currently, the corridor includes a paved shoulder with bike lanes south of US-127 and sidewalks in downtown. Implementing a complete street project on the corridor would substantially improve access, mobility, and safety for all users. General public and stakeholder feedback indicated a strong interest in safe and separated facilities for biking and walking; striped, on-street bike lanes were not seen as providing a sufficient level of grade separation to encourage biking and walking activities that in turn support tourism and recreational opportunities.

Distinct complete streets treatments are recommended for downtown Dunlap and the SR-28/Rankin Avenue Corridor north and south of downtown that would likely be implemented in phases:

**Phase 1:** Coops Creek Greenway north to Walmart entrance

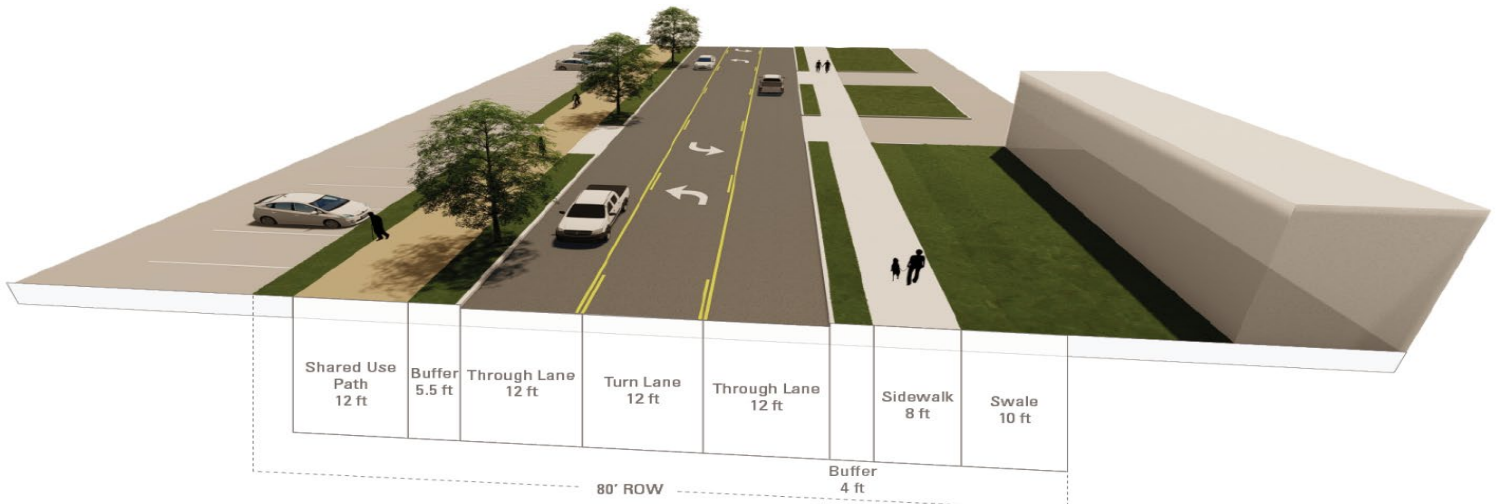
**Phase 2:** Coops Creek Greenway south to city limits

**Phase 3:** Walmart entrance north to city limits

#### 6.1.1 SR-28/RANKIN AVENUE CORRIDOR (NORTH AND SOUTH COMMERCIAL CORRIDORS)

Project stakeholders supported the shared use path alternative as the complete street treatment for SR-28/Rankin Avenue along the northern and southern commercial corridors away from downtown. This is primarily due to this alternative's higher degree of separation for bicyclists and pedestrians, and its ability to accommodate many types of users, similar to the existing greenway. Stakeholders indicated that the shared-use path would likely better serve Dunlap residents more than the alternative with bicycle-only facilities in the road. The shared use path would provide access to key destinations on the western side of SR-28/Rankin Avenue north of downtown Dunlap such as Walmart, the Erlanger Sequatchie Valley Emergency Department, as well as commercial destinations south of downtown leading to the Sequatchie County Schools campus.

Exhibit 9: Dunlap SR-28/Rankin Avenue Recommended Complete Street (North and South Commercial Corridors)– Preferred Alternative

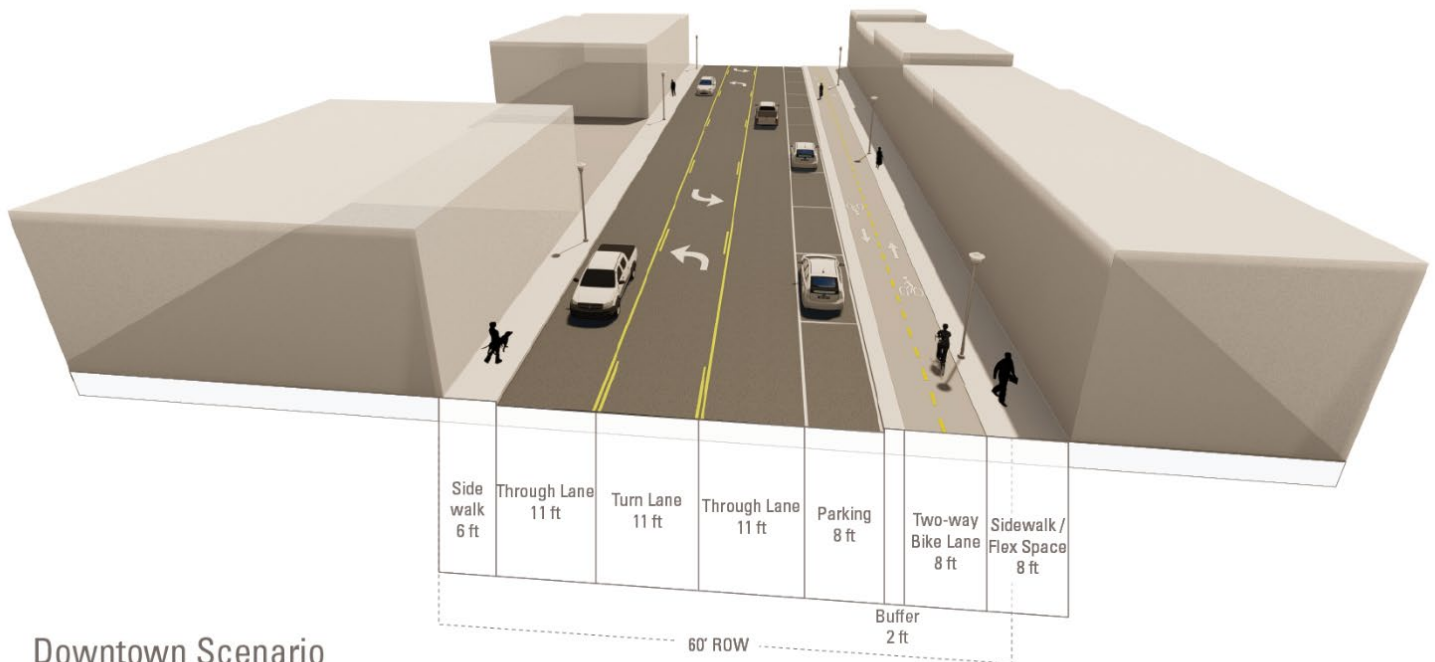




### 6.1.2 DOWNTOWN COMPLETE STREET

Project stakeholders supported a two-way grade separated bike facility between the existing on-street parking and sidewalk for SR-28/Rankin Avenue downtown. This alternative provides eight feet for a two-way bicycle facility on the eastern curb along with an additional eight feet of sidewalk space in front of downtown businesses. This alternative would narrow the existing travel lanes to 11 feet in each direction, including the existing center turn lane, while providing roughly 18 feet of flexible space in-front of downtown businesses that could support existing and planned amenities such as street lighting, benches, and other placemaking strategies. A slight narrowing of the existing on-street parking lane preserves parking downtown while providing an additional buffer to the bicycle and pedestrian facilities on the eastern curb.

Exhibit 10: Dunlap SR-28/Rankin Avenue Recommended Complete Street (Downtown) – Preferred Alternative



Downtown Scenario  
Parallel Parking, Two-Way Separated Bike Lane, and Sidewalks



## Dunlap Bicycle and Pedestrian Plan

A precedent for the downtown complete street alternative is shown in the exhibit on the following page, taken from the Indianapolis Cultural Trail that connects downtown Indianapolis to the Monon Trail, a former rail corridor that extends north of the city. Distinct pavers used on the Cultural Trail along with benches, lighting and signage help delineate the space between pedestrians, cyclists, and other users while creating an active and inviting streetscape in front of local businesses.

Exhibit 11: Downtown Complete Street Example – Indianapolis Cultural Trail<sup>13</sup>



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<sup>13</sup> Source: ALTA Planning & Design



## 6.2 PRIORITY: PEDESTRIAN CROSSINGS - COOPS CREEK GREENWAY/DOWNTOWN

The existing crossing at SR-28/Rankin Avenue and the Coops Creek Greenway was highlighted repeatedly by the general public and project stakeholders as a priority location for safe pedestrian crossing improvements. Feedback indicated that existing signage and markings do not adequately support safe crossings and that stop-compliance by vehicles was inconsistent.

Site visits indicated that the narrowing of the roadway at the existing bridge over Coops Creek served as a traffic calming measure for southbound traffic but that additional improvements could be implemented to slow northbound traffic and alert drivers to the presence of pedestrians crossing SR-28/Rankin Avenue.

A number of potential improvements could be implemented at this location as well as the other locations identified for pedestrian crossing improvements:

- Median Pedestrian Island/Pavers
- Street Lighting
- Enhanced Mid-Block Crossing Signage – dual-round, flashing-amber signalheads
- Overhead Pedestrian Crossing Signage
- Additional Pavement Markings (including stop bar and “STOP HERE FOR PEDS”)
- Speed Detection and Feedback Signage
- Curb Ramps with Detectable Warning Surfaces
- Curb Bulb-Outs (where on-street parking is present)

Exhibit 12: Existing Pedestrian Crossing of SR-28/Rankin Avenue at Coops Creek Greenway





## *Dunlap Bicycle and Pedestrian Plan*

In addition to improvements to the existing Coops Creek Greenway Crossing at SR-28/Rankin Avenue, the need for additional pedestrian crossing improvements were identified by project stakeholders and the general public throughout downtown and also at these non-downtown locations:

- SR-28/Rankin Avenue at Walmart entrance
- SR-28/Rankin Avenue at Valley View Drive and Lane Road
- SR-28/Rankin Avenue at Cordell Lane at the Sequatchie County Schools campus

### **6.3 PRIORITY: DOWNTOWN SIDEWALK EXPANSION**

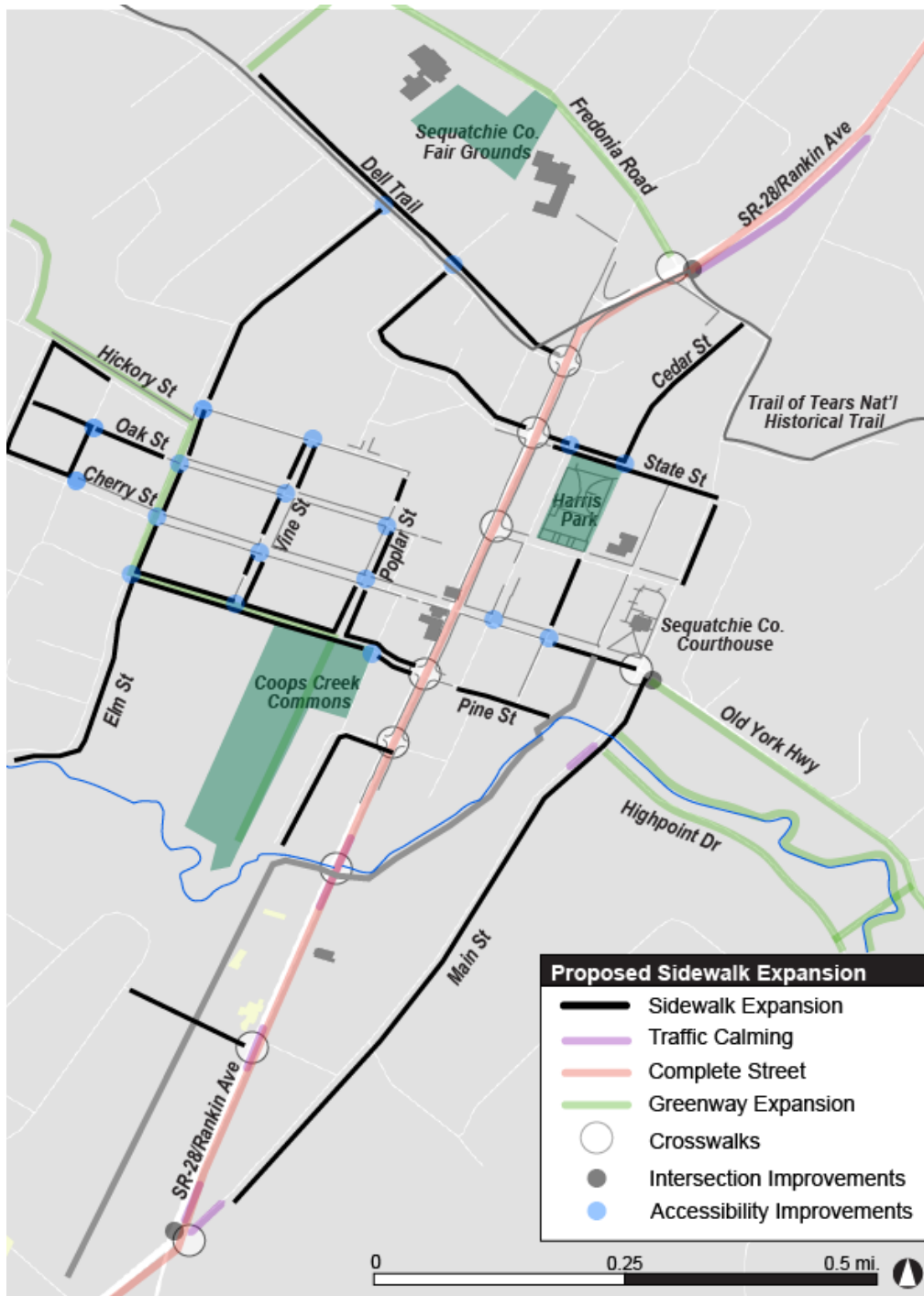
Expanding sidewalks in downtown Dunlap would eliminate gaps in the sidewalk network and support pedestrian access within the downtown residential and commercial area. Expansion of sidewalks along Elm Street and Main Street would provide for pedestrian connections between the downtown area, residential areas on the east and west sides of town, and the commercial corridor to the south including the Sequatchie County Schools campus.

[See map image on next page.]



# Dunlap Bicycle and Pedestrian Plan

## Exhibit 13: Dunlap Downtown Sidewalk Expansion Recommendations



Implementation of new sidewalks along Dell Trail would provide pedestrian access to the Trail of Tears National Historical Trail as well as provide access to residential areas northwest of downtown. Installation of sidewalks could spur development on strategic parcels in the downtown area which could further enhance the pedestrian experience for existing residents.

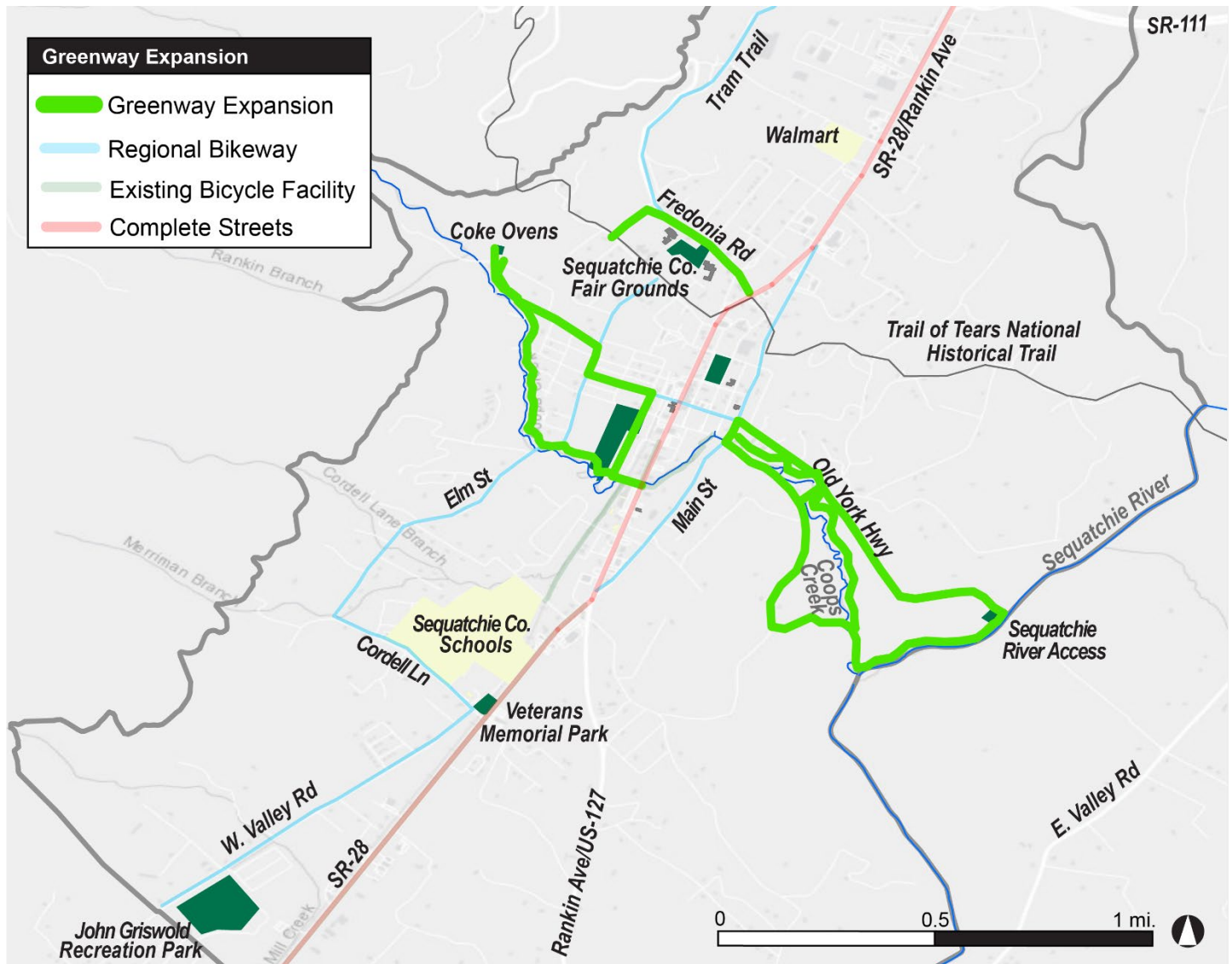




## 6.4 PRIORITY: COKE OVENS TO SEQUATCHIE RIVER GREENWAY

Expansion of the existing Coops Creek Greenway to access the Coke Ovens Museum and the Sequatchie River access point would provide a minimum 8-foot separated path connecting two of the City's most important tourist and recreation assets. Greenway expansion would also provide a valuable east-west connection across Dunlap for bicyclists and pedestrians while extending the existing greenway in the direction of E. Valley Road, a scenic and well utilized regional bicycle route.

Exhibit 14: Dunlap Greenway Expansion Recommendations







## **Dunlap Bicycle and Pedestrian Plan**

The Coke Ovens is already a primary tourist draw for the region and the City has planned to develop the Sequatchie River access point to support outdoor recreation and attract tourists. Five segments were identified which would link the two sites with a new Greenway:

### **Coke Ovens to Downtown**

1. Greenway following Coops Creek to the existing greenway
2. Sidepath following Hickory, Elm, and Pine Streets

### **Downtown to Sequatchie River access point**

1. Greenway following Coops Creek and the Sequatchie River
2. Greenway following Coops Creek to a sidepath on Highpoint Drive, or
3. Sidepath along the Old York Highway.

On-street “side path” alternatives shown for greenway expansion would likely result in lower project costs but would provide a different experience than the existing Coops Creek Greenway which follows the creek and is well separated from traffic. Alternatives that follow the creek would likely require higher costs and coordination with adjacent property owners but would provide a more comfortable and aesthetic condition for bicyclists and pedestrians, similar to what is experienced on the existing greenway.

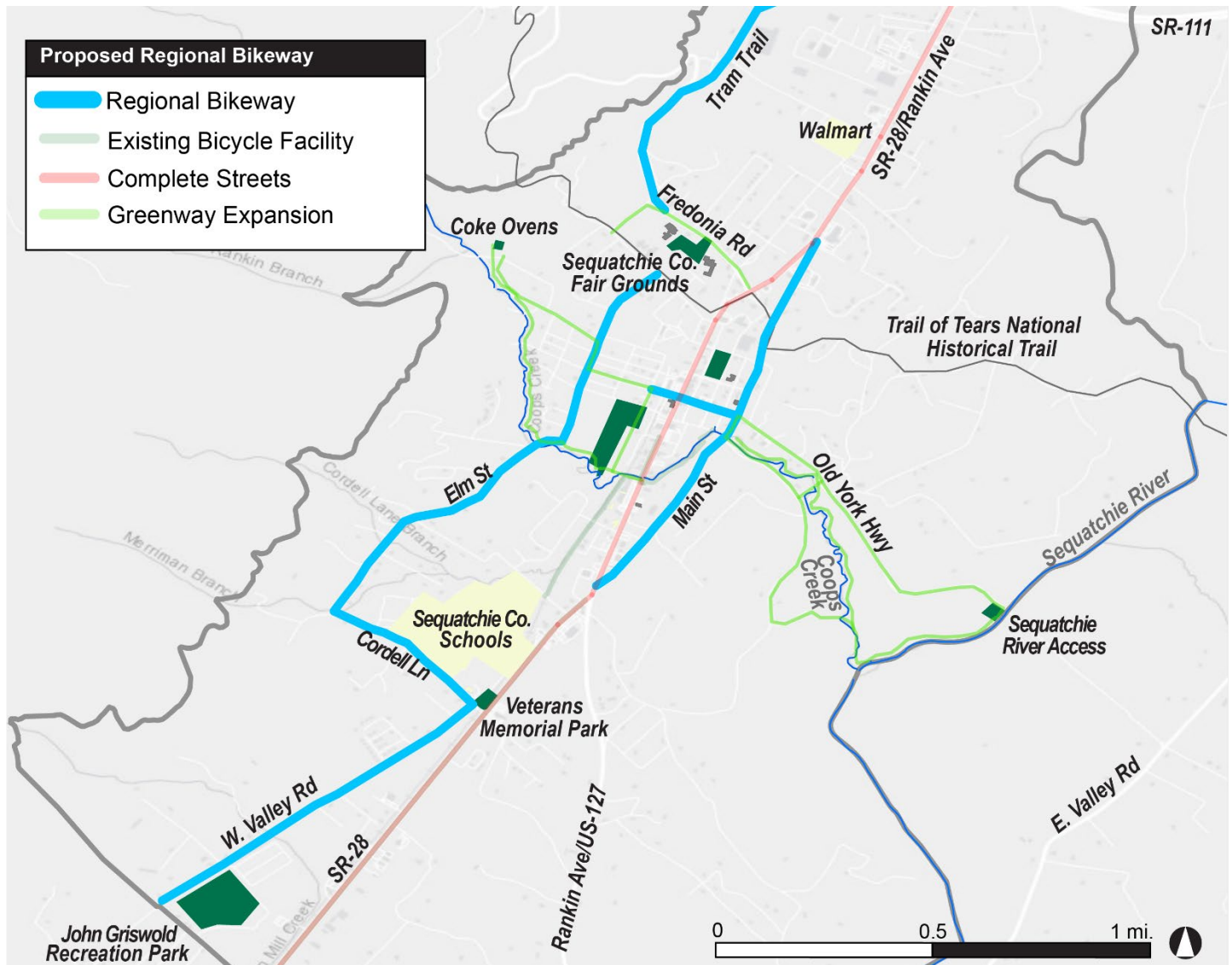
## **6.5 PRIORITY: REGIONAL BIKEWAYS**

Installation of regional bikeway route and destination signage along with shared lane pavement markings supports the area’s recreational cycling needs and provides connections to existing and proposed complete streets and greenway improvements. Recommended regional bikeways would provide 7.5 miles of shared lane markings (“sharrows”) and are recommended for streets where existing traffic volumes and speeds are low and may not warrant separated bicycle infrastructure. Regional bikeway signage provides visual cues to cyclists indicating recommended routes, while reminding drivers to be alert and share the road with cyclists. Regional bikeways are recommended for Fredonia Road to Tram Trail and Old Union Road, Elm Street to West Valley Road via Cordell Lane, and Main Street. See the exhibit below for a map of recommended bikeways.



# Dunlap Bicycle and Pedestrian Plan

## Exhibit 15: Dunlap Regional Bikeway Recommendations



The Fredonia Road – Tram Trail – Old Union Road bikeway provides one of the only alternative connections north of SR-111 that does not require travel along SR-28/Rankin Avenue. Together with the proposed regional bikeway for Elm Street – Cordell Lane, and West Valley Road this bikeway would provide a valuable tourist-friendly cycling route through Dunlap that connects to scenic routes extending beyond the city limits.



## 6.6 PRIORITY: ADDITIONAL CONSIDERATIONS

### 6.6.1 PLACEMAKING

Placemaking can support economic development of Dunlap’s downtown by creating a unique sense of place and drawing residents and visitors to a specific location. Placemaking can support local businesses, schools, and arts organizations while incorporating safety improvements at intersections, and can be coupled with wayfinding, bicycle parking, outdoor seating, and other amenities. Placemaking efforts are recommended to draw attention and visitors to existing assets and amenities such as Harris Park, Coops Creek Commons, City Hall, and the Coops Creek Greenway crossing at SR-28/Rankin Avenue.

Exhibit 16: Bloomberg Philanthropies’ Asphalt Art Initiative



### 6.6.2 TRAFFIC STUDY

Stakeholder and public concerns about traffic congestion and vehicle speeds along SR-28/Rankin Avenue in downtown Dunlap may warrant further evaluation through analysis of vehicle counts, vehicle speeds, and turning movement volumes. Traffic study evaluation may also serve to address concerns regarding the



potential impact on traffic congestion of traffic calming measures that support safe pedestrian crossings, like median pedestrian islands.

### 6.6.3 POLICY CHANGES

Pedestrian and bicyclists' needs should be considered within the context of the City of Dunlap's transportation and land use system; one means to ensure this is through the regulatory framework. One of the most cost-effective strategies for the City of Dunlap is to establish land use and transportation policies and development regulations that promote walkable and bikeable new development, programs, and capital projects. As part of a comprehensive approach to developing recommendations for a more walkable and bikeable city, the project team reviewed the City of Dunlap's Zoning Ordinance and Subdivision Regulations to identify general regulatory issues and opportunities impacting the pedestrian and bicycling environment.

In order to increase pedestrian and cyclist safety, the City should consider implementing an **access management plan**, which would limit the number of vehicular access points (or "curb cuts") within a particular area, with the idea of clarifying for drivers and pedestrians where the contact zones would be. Additionally, Dunlap should consider revising zoning policies to support pedestrian and bicycle accommodation, such as requiring a sidewalk and/or bike facility in new developments where a sidewalk or bike facility is shown in this Dunlap Bicycle & Pedestrian Plan. The City could require sidewalks within existing Subdivision Regulations, as part of a new section of the zoning code. Finally, there could be a requirement for cyclists and pedestrian accommodations in development, such as ensuring a more connected street network, pedestrian friendly block size requirements, and/or the creation of pedestrian and cyclist cut-through path connections. Implementing these policies within the City regulatory framework will ensure that Dunlap will continue to promote walkable and bikable new development, programs and capital projects as it grows and matures.

### 6.6.4 DOWNTOWN ACCESSIBILITY IMPROVEMENTS

In order to provide low-cost, impactful improvements to the existing pedestrian network in Dunlap, ADA-compliant accessible curb ramps should be installed at all intersections with existing sidewalk facilities within the residential and commercial areas downtown. This will ensure that residents and visitors with disabilities and others, including elderly, children, and parents with strollers, can use the sidewalk safely and will promote a more equitable pedestrian network within the city. Crosswalk striping and additional signage can be provided at higher volume intersections on an as-needed basis. Share the Road signage and pavement markings can also be added to lower volume residential streets that act as bicycle connector route facilities. Consulting a licensed Professional Engineer is recommended prior to initiating these improvements. These improvements can be done incrementally by City public works staff or can be coordinated as a part of a larger accessibility improvement project.

[Continues on next page.]



## Dunlap Bicycle and Pedestrian Plan

### 6.6.5 WAYFINDING

Local organizations like Bikeways of the Scenic South and the Southeast Tennessee Development District have already made great strides at bringing attention to the Sequatchie Valley's scenic beauty, recreational facilities, and tourist attractions. Wayfinding is an important part of both organizations efforts to draw in visitors and highlight the area's existing assets.

#### Exhibit 17: Wayfinding in Dunlap



Additional wayfinding for bicyclists and pedestrians is recommended to complement proposed hard infrastructure projects like the SR-28/Rankin Avenue complete street, the Coke Ovens to Sequatchie River Greenway, and promotion of regional bikeways.

## 7. IMPLEMENTATION

While this plan provides a framework for pedestrian and bicycle improvements in Dunlap, there is significant flexibility in regards to things like timeline, scoping, and funding. Implementation of the plan’s recommendations will require a creative and persistent approach in finding funding opportunities. The table below displays some relevant public and private grant programs that most closely relate to the needs of Dunlap.

### 7.1 POTENTIAL FUNDING SOURCES & PARTNERSHIP

Exhibit 18: Potential Funding Sources

	Example of Eligible Activities	Funding	How to Apply
<b>Transportation Alternatives Program - TDOT</b>	On- and off-road pedestrian and bicycle facilities, and safe routes to school projects.	80 percent federal with a 20 percent nonfederal 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: <a href="http://www.tn.gov/tdot/topic/tap">www.tn.gov/tdot/topic/tap</a>
<b>Multimodal Access Grant - TDOT</b>	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: <a href="http://www.tn.gov/tdot/topic/multimodal-multimodal-access-grant">www.tn.gov/tdot/topic/multimodal-multimodal-access-grant</a>



	Example of Eligible Activities	Funding	How to Apply
<b>Recreational Trails Program – TN Dept. of Environment &amp; Conservation</b>	Land acquisition for trails, trail maintenance, trail construction, trail rehabilitation and trail head support facilities.	80 percent federal with a 20 percent nonfederal match. Maximum award is \$200,000.	Previous application cycle closed on April 22, 2016. Application materials can be accessed on the TDEC website: <a href="http://www.tn.gov/environment/article/res-recreation-educational-services-grants">www.tn.gov/environment/article/res-recreation-educational-services-grants</a>
<b>Access to Health through Healthy Built Environments - TN Dept. of Health</b>	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: <a href="https://www.tn.gov/content/dam/tn/health/funding-opportunities/RFA_Access_to_Health_34301-17618_Final_Posting.pdf">https://www.tn.gov/content/dam/tn/health/funding-opportunities/RFA_Access_to_Health_34301-17618_Final_Posting.pdf</a>
<b>Project Diabetes – TN Dept. of Health</b>	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: <a href="http://www.tn.gov/health/article/project-diabetes">www.tn.gov/health/article/project-diabetes</a>
<b>Bloomberg Philanthropies’ Asphalt Art Initiative</b>	Street art in intersections, on crosswalks, or other spaces	Up to \$25,000 per project through	All United States cities are welcome to apply from March 2 to April 30, 2021. Winning cities will be announced in fall 2021 and all

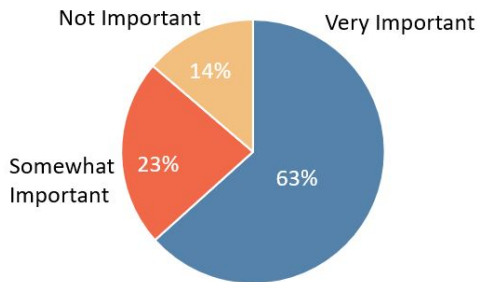


	Example of Eligible Activities	Funding	How to Apply
	to strengthen safety and use in city streets	Bloomberg Philanthropies	selected projects will be installed by the fall of 2022. The application and city selection guidelines are available at <a href="https://asphaltart.bloomberg.org">asphaltart.bloomberg.org</a>
<b>Creative Placemaking - Tennessee Arts Commission</b>	<p>Some examples are:</p> <ul style="list-style-type: none"> <li>Arts used as a catalyst to revitalize downtowns or neighborhoods</li> <li>Development of an arts or cultural business incubator or apprenticeship program</li> <li>Transformation of a perceived community liability into a community asset through the arts</li> <li>Development of an activity or project that encourages greater engagement with the arts in state parks, farmer's markets, or other natural, unique ecological or recreational assets</li> </ul>	\$10,000-\$15,000	<p>Register online to use the Online Grants System:  <a href="https://tnartscommission.org/grants/creative-placemaking-grants-competition/">https://tnartscommission.org/grants/creative-placemaking-grants-competition/</a></p>



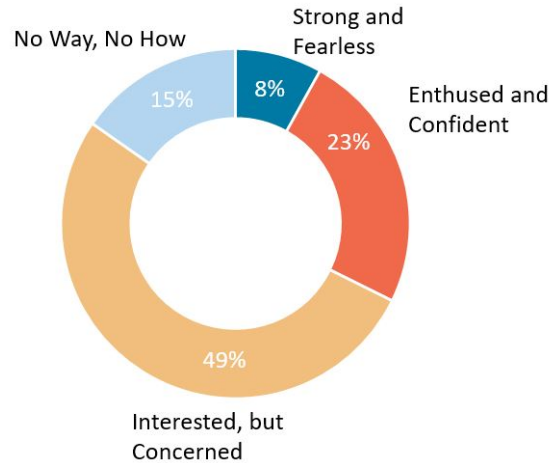
## APPENDIX A: PROJECT SURVEY RESULTS

How important is improving walking and biking conditions in Dunlap to you?

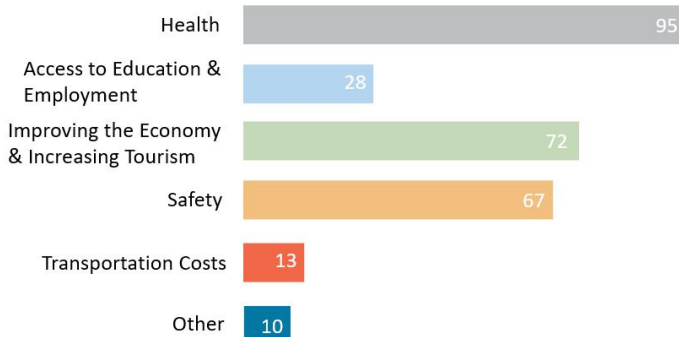


Total Respondents: 132

Willingness to Ride a Bicycle

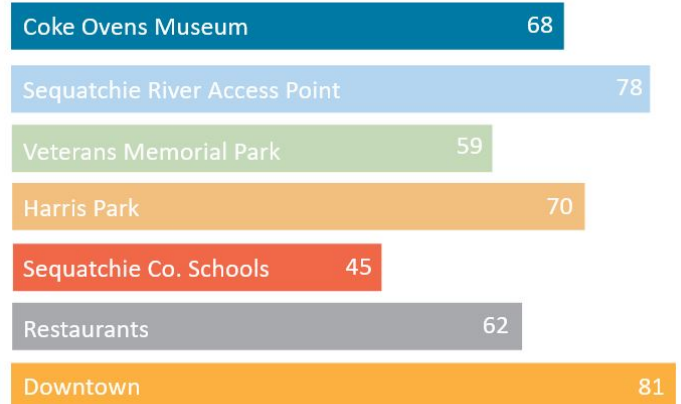


What goals should the Dunlap bike/pedestrian plan focus on?\*

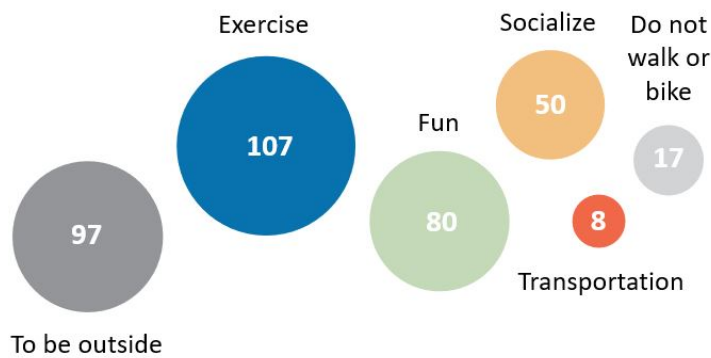


\* Respondents could choose more than one goal.

Where Respondents Want to Walk or Bike To



Reasons for Walking or Biking

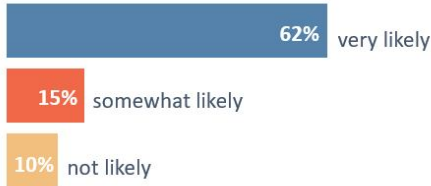


# Dunlap Bicycle and Pedestrian Plan

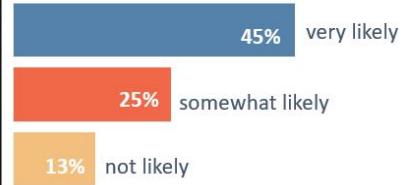
How likely are the following types of facilities to encourage you to walk or bike more often?



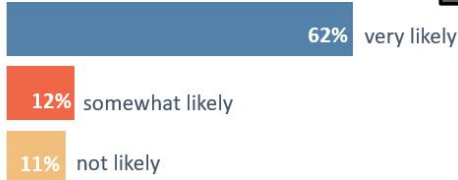
**SIDEWALKS**



**TRAFFIC CALMING**



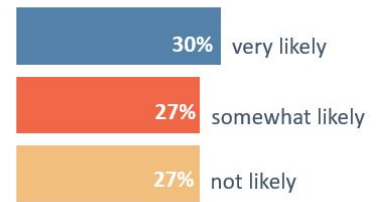
**SAFER INTERSECTIONS**



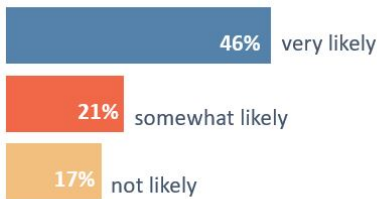
**GREENWAYS**



**BIKE LANES**



**SEPERATED BIKE LANES**





## **APPENDIX B: SAMPLE BOARD RESOLUTION**

**RESOLUTION \_\_\_\_\_**

**A RESOLUTION TO ADOPT  
DUNLAP BICYCLE-PEDESTRIAN PLAN**

**August 2021**

**WHEREAS**, Dunlap City Staff and stakeholders have met to discuss and provide input in the development of the plan/study; and

**WHEREAS**, the Tennessee Department of Transportation funded the plan through a Community Transportation Planning Grant; and

**WHEREAS**, the City of Dunlap will implement the components of the City of Dunlap Bicycle-Pedestrian Plan to the extent possible as resources are available;

**NOW, THEREFORE, BE IT RESOLVED** by the Dunlap Board of Commissioners that the Bicycle-Pedestrian Plan (attached) is adopted as part of the municipality's general plan.

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**Mayor, Dunlap City Council**

**ATTEST:**

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**Recorder**