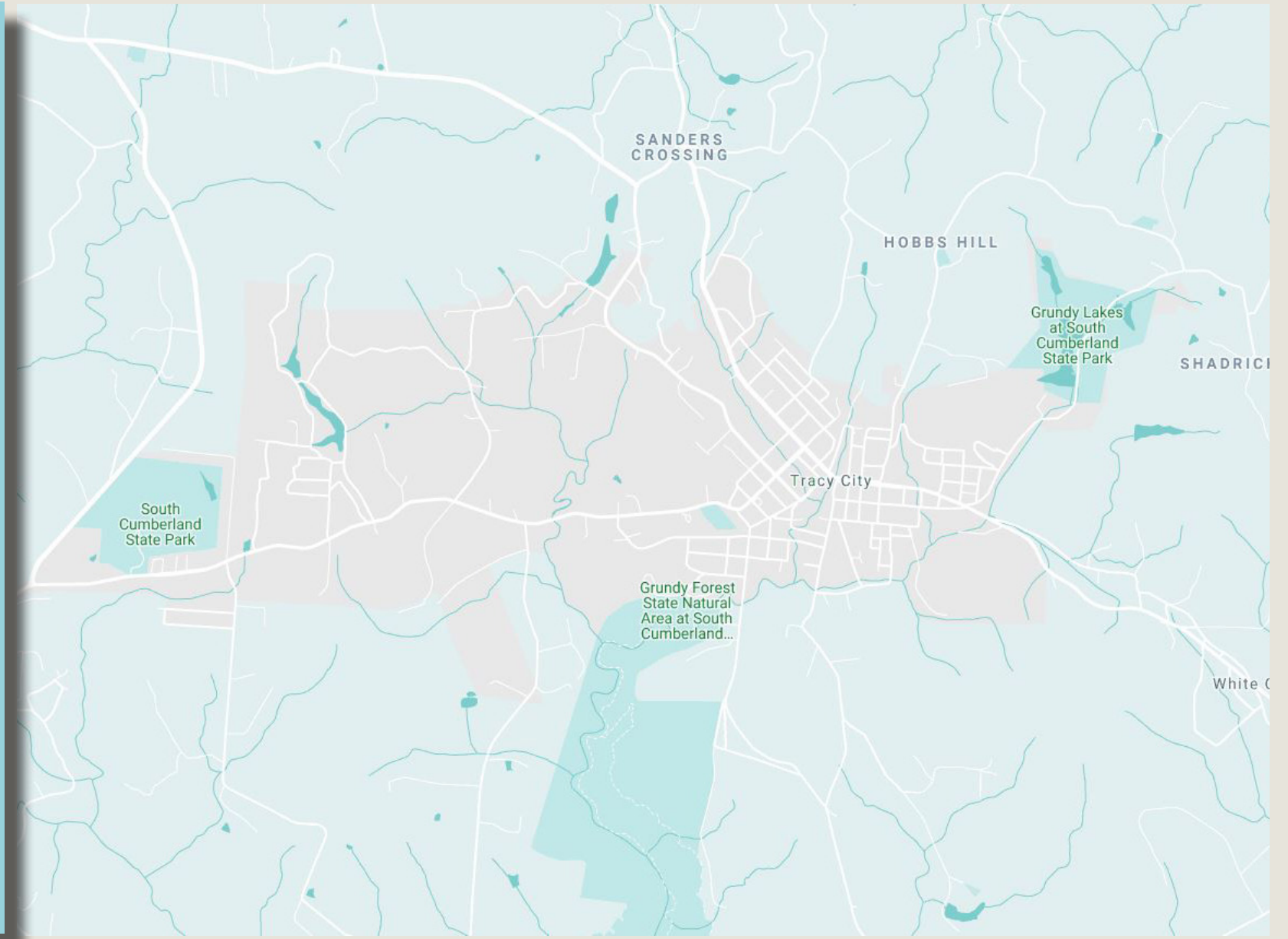


Tracy City, Tennessee

# Bike & Pedestrian Master Plan

July 2, 2021

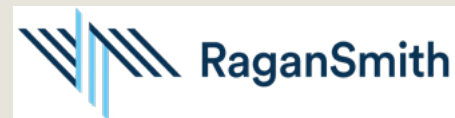


# ACKNOWLEDGMENTS



*In developing the Tracy City Multi-Modal Transportation Plan, the Ragan-Smith team worked closely with the Tracy City Officials. This plan could not have been possible without the time and efforts put forth by the advisory committee and many stakeholders and constituents who contributed to shaping the vision of this plan.*

## Project Team:



## Key Stakeholders / Advisory Team:

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## TDOT:

This master plan study was made possible through the TDOT Community Planning Transportation Grant.



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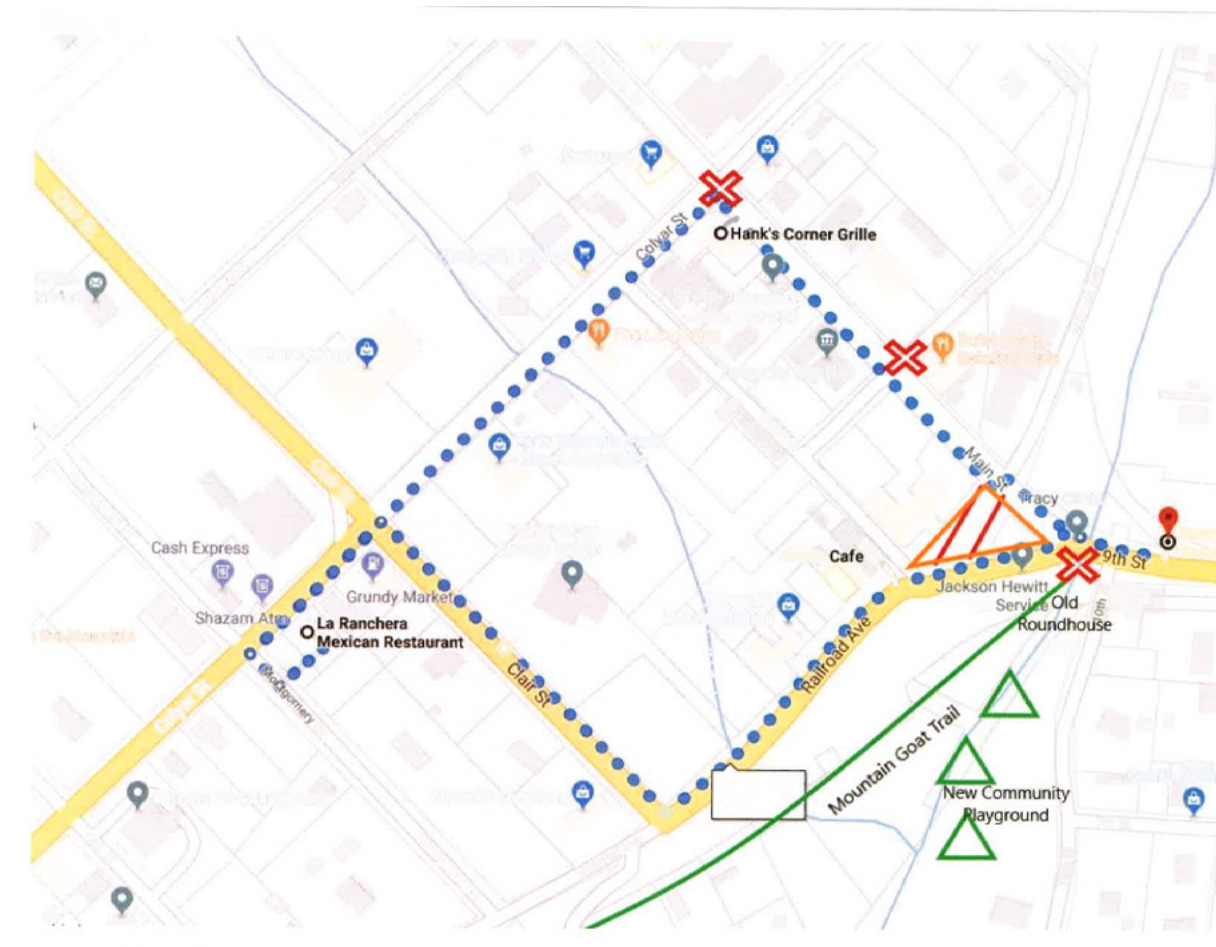


# Goals and Objectives

## Project Vision Statement:

As a gateway community to the South Cumberland Plateau, Tracy City's vision is to be a welcoming and thriving community that encourages sustainable growth while maintaining good stewardship of the land, history, and quality of life. Tracy City's goals are to energize the downtown economy through implementable steps that balance commitment by local and state government with individual investment and to inspire the community through a bold vision of a walkable, attractive place that makes living and visiting the downtown enjoyable. This multi-modal transportation plan will aid in the achievement of these goals through four objectives:

1. Facilitate Downtown Redevelopment and Enhancement
2. Connect Downtown to South Cumberland State Park
3. Improve Downtown Multi-modal Planning
4. People-First Planning





# Importance of Multi-Modal Transportation

The specific economic benefits of the bicycle and pedestrian routes proposed for the study area were evaluated in detail under the economic development strategy section of this plan. A brief summary of general benefits associated with trails, pedestrian walkways, shared-use paths and bicycle routes are described here to provide a general understanding of the many values associated with them.

## Increased Property Value:

There are numerous examples around the country that display the positive connection between greenways, shared-use paths and parks. The closer proximity a property is located to a park or greenway the greater the gain in value. Trails are quickly becoming the most popular and highest demand amenity a community can offer.

- In a recent survey conducted by the National Association of Home Builders, trails ranked the second highest choice out of eighteen options for community amenities.



## Enhanced Cultural Awareness & Community Identity:

Shared-use paths, greenways and bicycle routes frequently link to cultural resources and historic places. This often provides access to historic places such as battlegrounds, bridges, historic sites and historic buildings that might otherwise be difficult to reach.

- Pedestrian and bicycle access to cultural and historical places provides educational opportunities not necessarily found through auto related access
- Interaction on bike and pedestrian routes makes visitors feel more welcome and improves social and cultural exchange within local communities



## Job Opportunities, Economic Stimulation & Tourism:

Shared-use paths, greenways and bicycle routes help generate revenue in several ways such as construction and maintenance, recreational rentals, environmental and cultural tourism, restaurants and lodging.

- An example is the Virginia Creeper Trail in southwest Virginia which generates \$2.5 million annually related to recreational uses from its visitors
- A study done by the University of Massachusetts revealed that for every \$1million spent on shared-use paths there was a yield of 9 jobs
- A general principle used from economic evaluations of greenways and shared-use paths is that one dollar of investment will gain a rate of return of three dollars or more.



## Environmental Benefits:

Connection to regional and local environmental assets improves an understanding of their value. Many bike and pedestrian routes allow unique access to areas of scenic beauty and high environmental quality. Greenways and shared-use paths are frequently part of open space easements that protect water sheds and preserve wildlife habitat. Furthermore, trails and greenways help improve air quality by providing transportation alternatives that do not require the burning of fossil fuels.

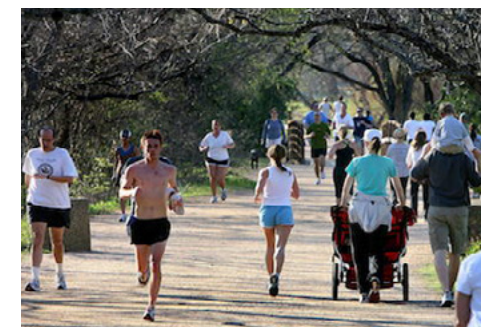


- According to the Rails to Trails Conservancy / Active Transportation for America it was estimated in 2009, in America, that the annual value of walking and biking saved \$4 billion in gasoline expenses and reduced 14 million tons of carbon dioxide emissions
- Connected open space has proven to be of much higher value for wildlife habitat and ecosystem preservation than isolated pockets of open space

## Promoting Healthy Living:

Shared-use paths, greenways and bicycle routes provide great opportunities to help maintain healthy lifestyles, especially in their appeal to all stages of life and their accessibility to people of all social backgrounds, economic positions and physical conditions.

- The American Heart Association has estimated that every \$1 spent on walking paths and bike trails provides for approximately \$3 in saved medical expenses
- The Center for Disease Control and Prevention (CDC) noted that creating and improving public spaces in a community to account for good access to pedestrian and bicycle routes generally increases the number of people who exercise in that community by 25%
- The National Highway Traffic Safety Administration calculated in 2009 that the health benefits from active transportation results in the prevention of premature deaths and equates to a national value of \$235 billion per year



## Improved Transportation Options:

The sprawling nature of modern day development often leads to limited transportation choices. According to the Federal Highway Administration, two-thirds of the trips made by average Americans are less than 5 miles. Most people surveyed have indicated they would be willing to walk for 5 to 10 minutes or up to a 1/2 mile and bike up to 5 miles to their destination points if safe and convenient facilities were available to them. A complete transportation network offers effective transportation alternatives that include walking and biking infrastructure to connect people to their homes, places of work and places of play.





# Project Schedule





The process used to establish Tracy City's Bike and Pedestrian Master Plan was both qualitative and quantitative. Information was gathered from on-site reconnaissance, GIS mapping and demographics, and direct input from stakeholders in both large public input meetings and one-on-one interviews. This information was analyzed and communicated back to city leadership for the project, to shape out a preliminary transportation plan. Further review and public input of this preliminary plan created the recommendations for a final plan and the direct implementation and tools to bring it to fruition. The stages of the planning process can be summarized as follows:

***Phase 1: Inventory & Existing Conditions Analysis***

***Phase 2: Demand & Needs Assessment***

***Phase 3: Bike and Pedestrian Plan Recommendations***

***Phase 4: Implementation & Policy Recommendations***

## **Downtown Tracy City**

The significance of the downtown core, its businesses, and its park are of particular importance for Tracy City and are important destinations to include in the planning process.

## **Connections**

The Master Plan also focused on ways to better connect people with parks with the understanding that making parks accessible and linking parks and recreational opportunities together greatly multiplies their impact and flexibility. The physical connections of greenways and multi-modal routes must be combined with strong communication and multi-media tools to achieve the best utilization possible.

## **Partnerships**

Partnership opportunities are an important component of the master plan with the understanding that they will play a meaningful role in meeting the increased demands placed on parks and green space as development and growth occur. Parks facilities and partnerships were evaluated with a creative approach that expands beyond the traditional defined regional, community or neighborhood system.

## **Long Term Funding**

The master plan focused on specific needs to fund transportation beyond the general fund. In addition to new facilities and programs there is the need to consider the rising cost of operations and maintenance for existing facilities.



# About Tracy City - History & Demographics

## History:

Tracy City was incorporated in 1915, but was discovered when coal was found there in 1840. A coal mine was established there in the 1850's, but was promptly rendered defunct after confederates took over the mine during the Civil War. Post-Civil war, advocates of "The New South" movement reclaimed the industrial capacity in Tracy city in an attempt to regain economic independence. Samuel Jones, the owner of the Tennessee Coal, Iron, and Railroad company built an experimental blast furnace in an attempt to see if local coal could be used to produce iron. He called his furnace the "Fiery Gizzard," which later became the namesake of the town's recreation area. The "Fiery Gizzard" produced 15 tons of iron before breaking down after three days. Although Jones' experimental furnace proved unsuccessful, the town still developed as an industrial town, primarily producing fuel for the Mountain Goat Railroad, which inspired the naming of town's "Mountain Goat Trail," a popularly utilized greenway route. The coke ovens which produced fuel for the Mountain Goat Railroad are listed on the National Register of Historic Places and the former location of the "Fiery Gizzard" furnace is marked with a historical plaque. One of Tracy City's most notable active cultural site is the Dutch Maid Bakery, established in 1902, it is distinguished as the oldest family bakery in the state.



**↓ 1,556**  
**Population**  
Lower Than State Average

Population Breakdown:	
Age 0-17	19.98%
Age 18-64	60.09%
Age 65+	19.92%

**30%**  
 Of Tracy City Residents Travel Less Than 10 Minutes to work

**85%**  
 Of Tracy City Residents Drive to Work

**↑ 41.3**  
**Median Age**  
Higher Than State Average

**3%**  
**F** Of Tracy City Residents Walk to Work

**292**  
**People Per Square Mile**  
Very Low Density

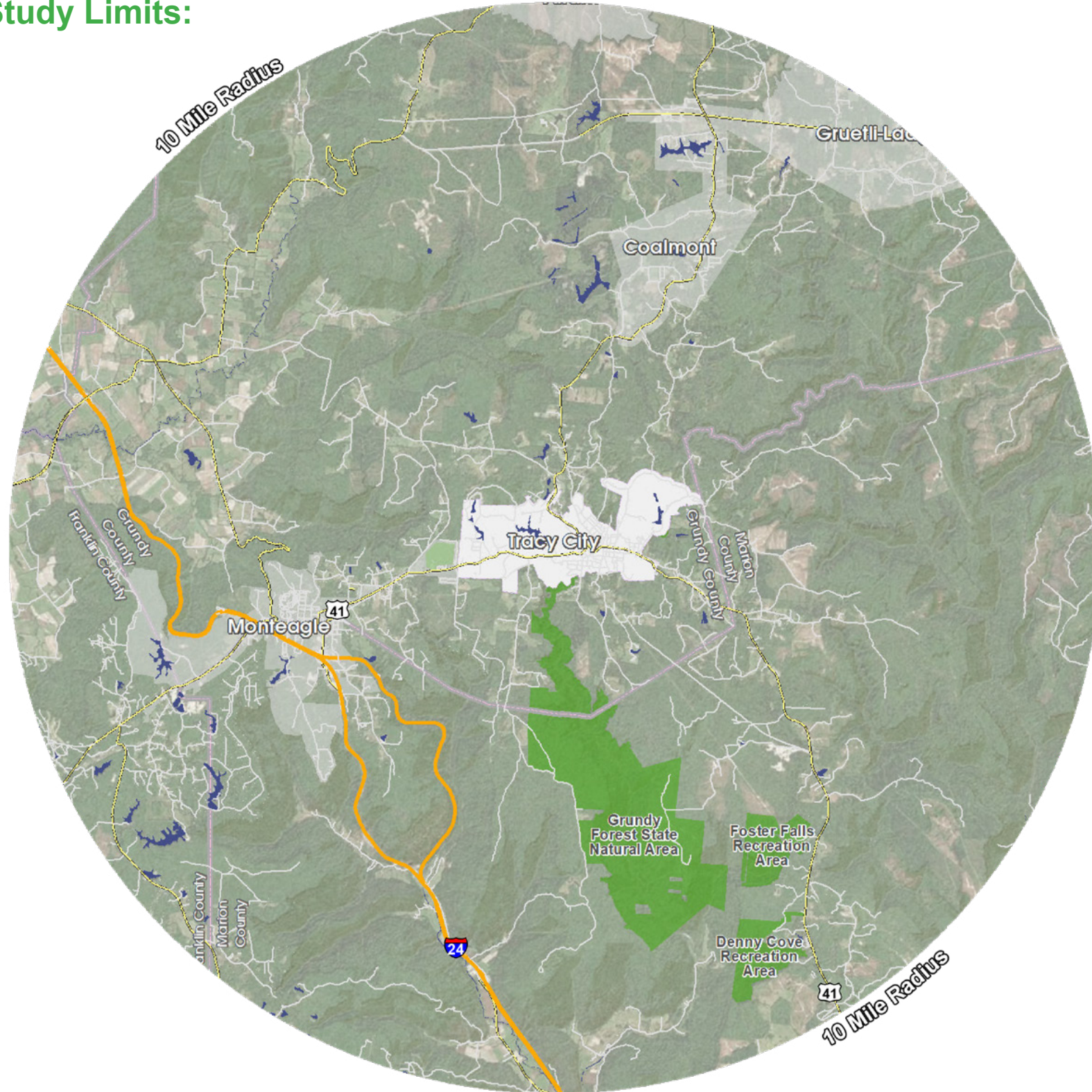
**4.79**  
**Square Miles of Land Area**





# Project Study Limits - Surrounding Context

## Study Limits:



## Overview:

Tracy City is the 2nd largest town in Grundy County, but has a population of just over 1,500 people. Grundy county currently ranks 93rd out of Tennessee's 95 counties for health outcomes, and is designated as one of Tennessee's 15 economically distressed counties. Tracy City has forged partnerships with a number of government agencies, such as: The Department of Health, The Department of Environment and Conservation, and Tennessee's Economic and Community Development organization, among others, in an effort to improve quality of life for their community.

Some notable attractions in and around Tracy City include:

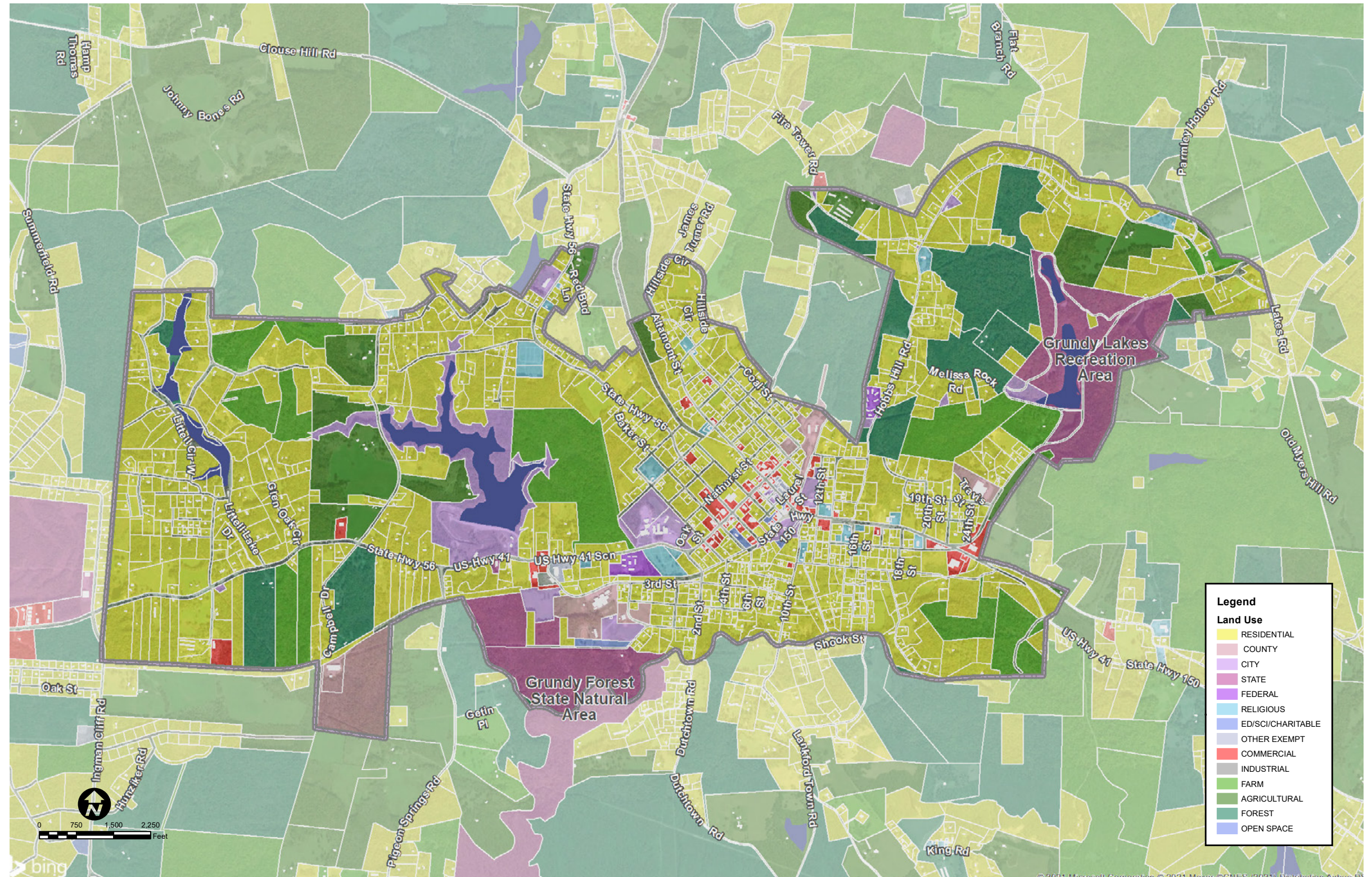
- Grundy Lakes - South Cumberland State Park
- Foster Falls - South Cumberland State Park
- Grundy County Historical Society & Heritage Center
- Grundy Forest & Fiery Gizzard State National Area
- La Ranchera
- The Lunch Box & Market
- Tea on the Mountain
- The Gizzard Grill
- Dutch Maid Bakery and Cafe
- Dari-Delight
- Annex Cafe
- Bigfoot Adventures at Baggenstoss Farms
- Hank's Corner Grille
- The Farm at Fiery Gizzard
- The Mountain Goat Trail



# Existing Land Use

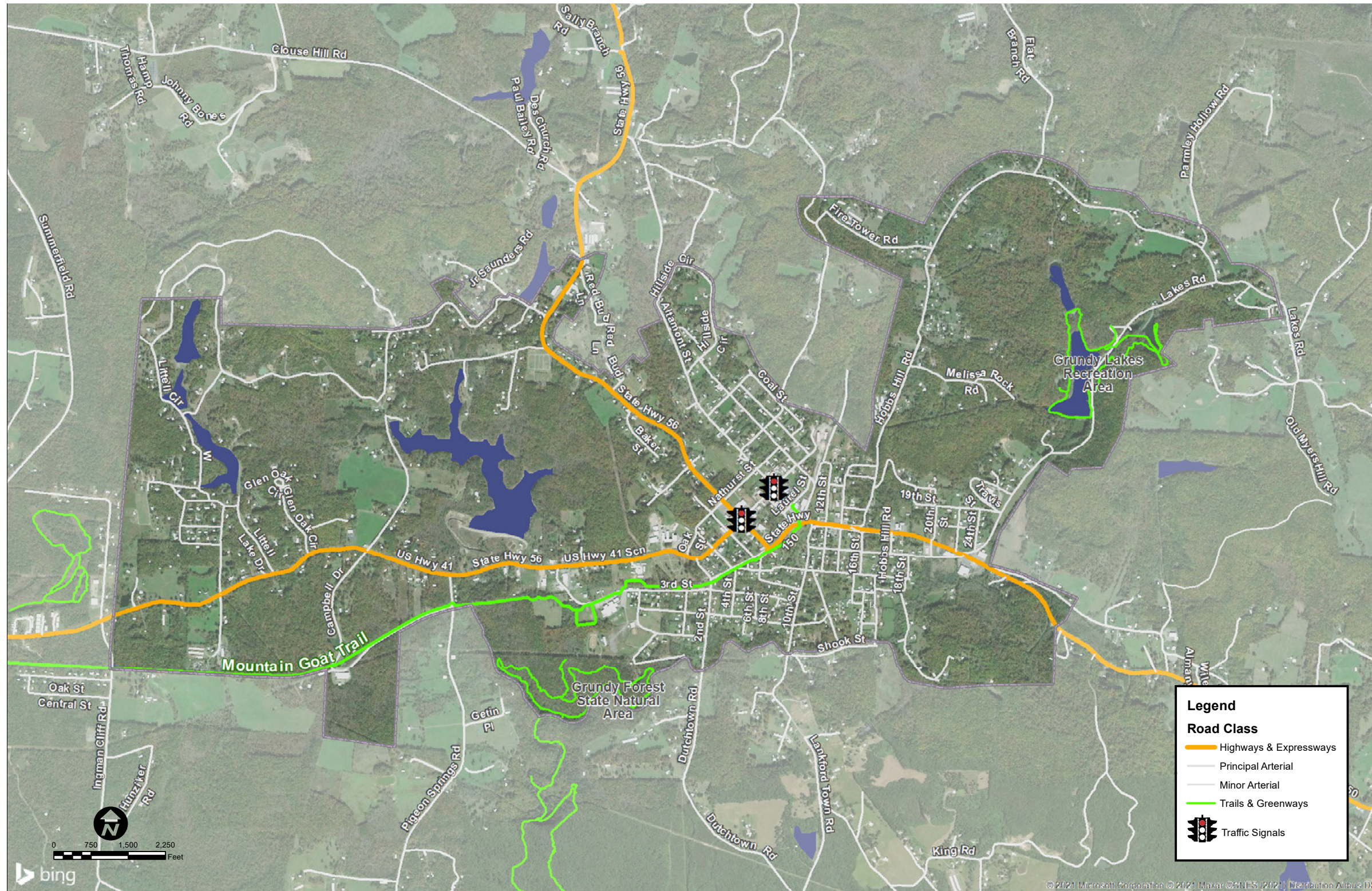
## Overview:

The land use in Tracy City is largely residential with a concentration of commercial/retail in Downtown. There is also a large amount of publicly owned and managed land within Tracy City. Land Use data can be used to assess environmental health, visualize the spatial patterns of diversity, predict and manage land development patterns.





# Existing Transportation Networks



## Overview:

Tracy City is located approximately 7 miles off of Interstate-24 along US Highway 41 and State Route 56. There are two signals at key intersections in downtown, with sidewalks being limited.

Tracy City is well situated along the Mountain Goat Trail and has a numerous opportunities for hiking with miles of natural surface trails located within the city limits.



Tracy City has a downtown poised to thrive that is surrounded by a wealth of recreational, cultural, and natural resource amenities. The downtown area has the potential to attract a high volume of visitors and residents who will utilize the town's streets, parking infrastructure, businesses, and pathways as a launching point for exploration of area amenities. In formulating the recommendations for this plan, the City Council, residents, survey respondents, and public safety personnel provided clear consensus direction that reconfiguring the intersection of Railroad Ave and Main Street (US 41/SR 150) was a high priority. Improved pedestrian and vehicular flow and definition of appropriate routes at this intersection would provide a hub for a number of other related community mobility improvements outlined in the plan.

## Summary of Existing Conditions

- Traffic Counts
- Main Street (US 41/SR 150) east of Tracy City: 2,700 vehicles per day
- State Route 56 AADT north of Tracy City: 2,500 vehicles per day
- US 41/SR 56 west of Tracy City: 6,000 vehicles per day

## Safety Observations

- Local public officials and public safety personnel state that they witness and receive complaints about unpredictable turning movements and traffic cutting through the bank parking lot.

## Proposed Redesign

Eliminate the ability to use the bank parking lot as a leg of Y intersection and recapture a portion of ROW as park space contiguous with the existing park. Re-align Railroad Avenue closer to its original alignment to create a more traditional four-way intersection with Railroad Ave and 13th Street. Narrow and define the entrance to the parking lot for the Bank and Historical Society from Railroad Ave and eliminate the parking access from Main Street. (Bank drive-through will still exit to Main Street as it is currently configured)

## Safety Opinions

Eliminating one leg of the existing Y intersection and the access from Main Street into the Parking area will dramatically improve the intersection skew and predictability of turning movements at this intersection.

The roadway context will be modified to be more appropriate for the business district of a Town instead of having wide pavement widths that are typical of higher speed rural highways.

Pedestrian mobility will be improved by reducing the width of vehicular travel ways that must be crossed, increasing predictability of turning movements, eliminating the temptation to utilize the parking area as a shortcut, and clearly signing and defining pedestrian crossing areas on both Main Street and Railroad Avenue.

Appropriate speeds will be encouraged by emphasizing the pedestrian and bicycle design elements and providing them with safe routes to connect to adjacent recreational and commercial points of interest.

Attaching the small triangle park to the more extensive community park will eliminate pedestrian/vehicle conflicts between the two green spaces and provide a protected route for users of the Mountain Goat Trail and the existing trailhead parking.

## Related benefits

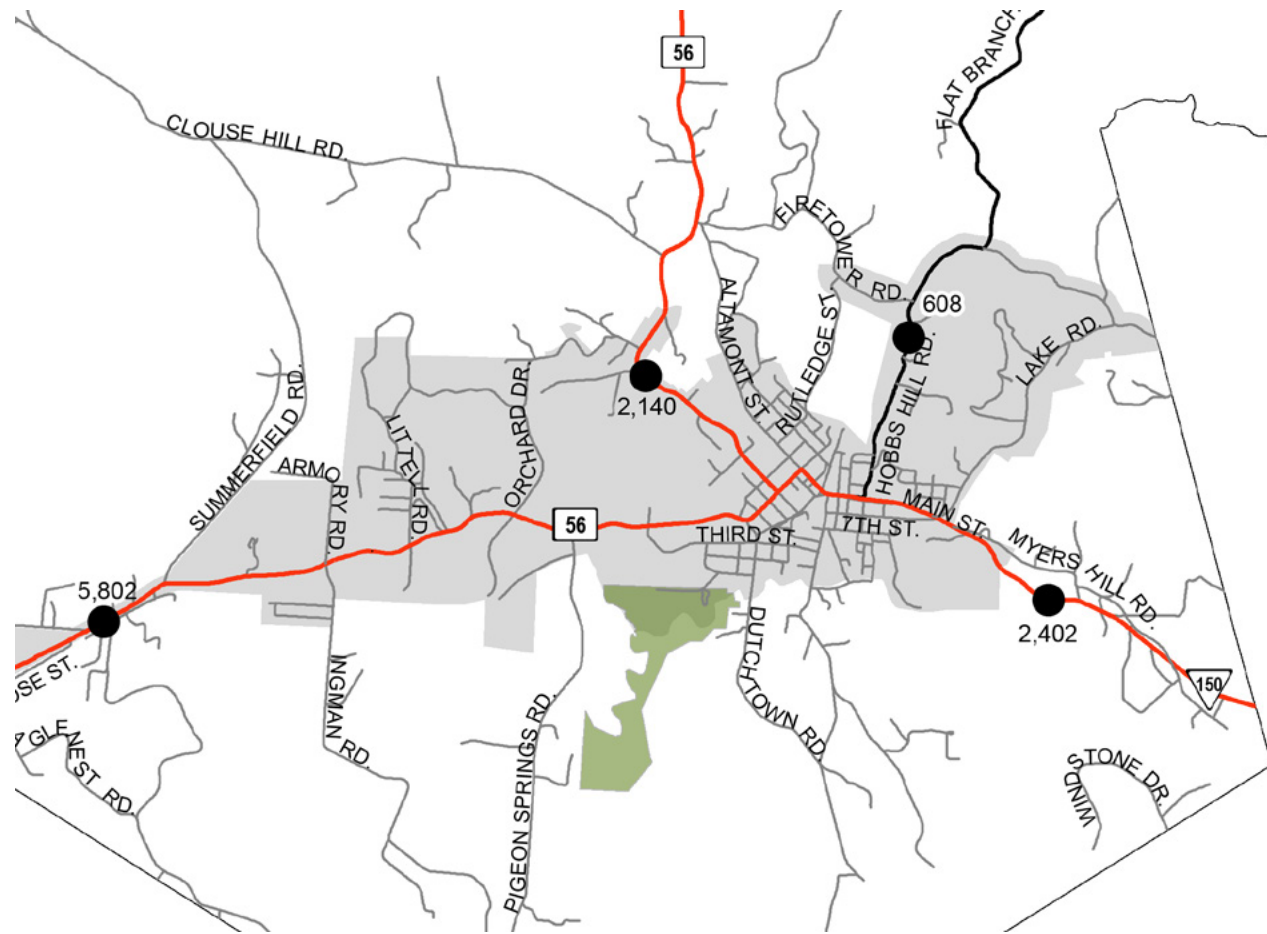
The improvements to intersection safety and design at Railroad Avenue and Main Street allows the Mayor and Council to be confident about investing in other pedestrian and mobility related improvements in the downtown area further enhancing public use of the area.

The mobility plan builds upon the intersection improvements with adjoining sidewalk enhancements, public plazas and parking areas, downtown walking and exercise loops, and connections emanating from downtown to area amenities like Grundy Lakes, the Mountain Goat Trail, the Fiery Gizzard trailhead, downtown businesses, and community facilities. Tracy City already has invested in these amenities so this project is a continuation of investment in those facilities.

Taken in combination, these improvements have the opportunity to offer more mobility options in Tracy City, significantly enhance the economic vibrancy and tax base in the downtown area, increase recreational opportunities and support healthy lifestyles, and reduce vehicle trips from nearby lodging and residential development into town.



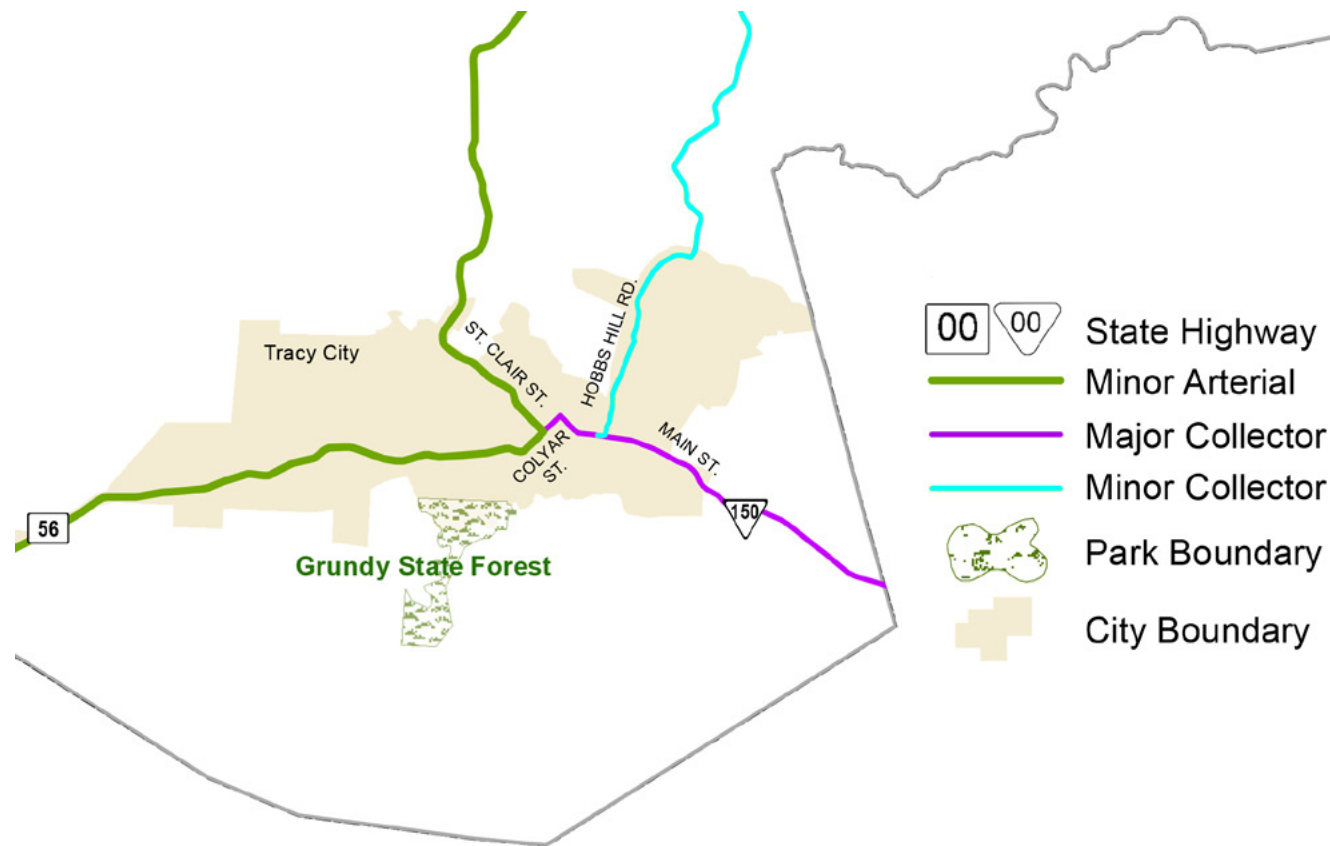
# Traffic Analysis



COUNTY	= GRUNDY	Date:	6/30/2021				
Route	= S.R. 56						
Location	= L.M. 2.941 to L.M. 6.907						
Highway Type	= Rural						
FUNCTIONAL CLASS	= Minor Arterial						
DATA YEARS	= 2017-2019						
ADT YEARS USED	= 2020						
COMMENTS	=						
ANALYZED BY	= Ragan Smith						
SECTION = MORE THAN 0.10 MILE / SPOT = LESS THAN 0.10 MILE							
	BLM	ELM	Length	Average AADT	VMT		
	2.94	5.50	2.56	5,802	14,847		
	5.50	6.91	1.41	2,140	3,011		
			3.97	4,503	17,858		
			Total	Fatal	Incap. Injury	* Severe Crashes	Other Injury
No. of Crashes	=		35	0	0	0	7
No. of Years	=		3				
SW avg. rate	=		1.647	0.024	0.116	0.140	0.403
<b>14-16 SW Rates</b>							
Exposure (E)	=		19.5548				
Crash Rate (A)	=		1.790	0.000	0.000	0.000	0.358
Critical Rate (C)	=		2.348				
Severity Index (SI)	=		0.2000				
Actual Rate/ SW Average	=		1.09	0.00	0.00	0.00	0.89
Ratio of A/C	=		0.76				
* Severe Crashes are the sum of fatal and incapacitating injury crashes							



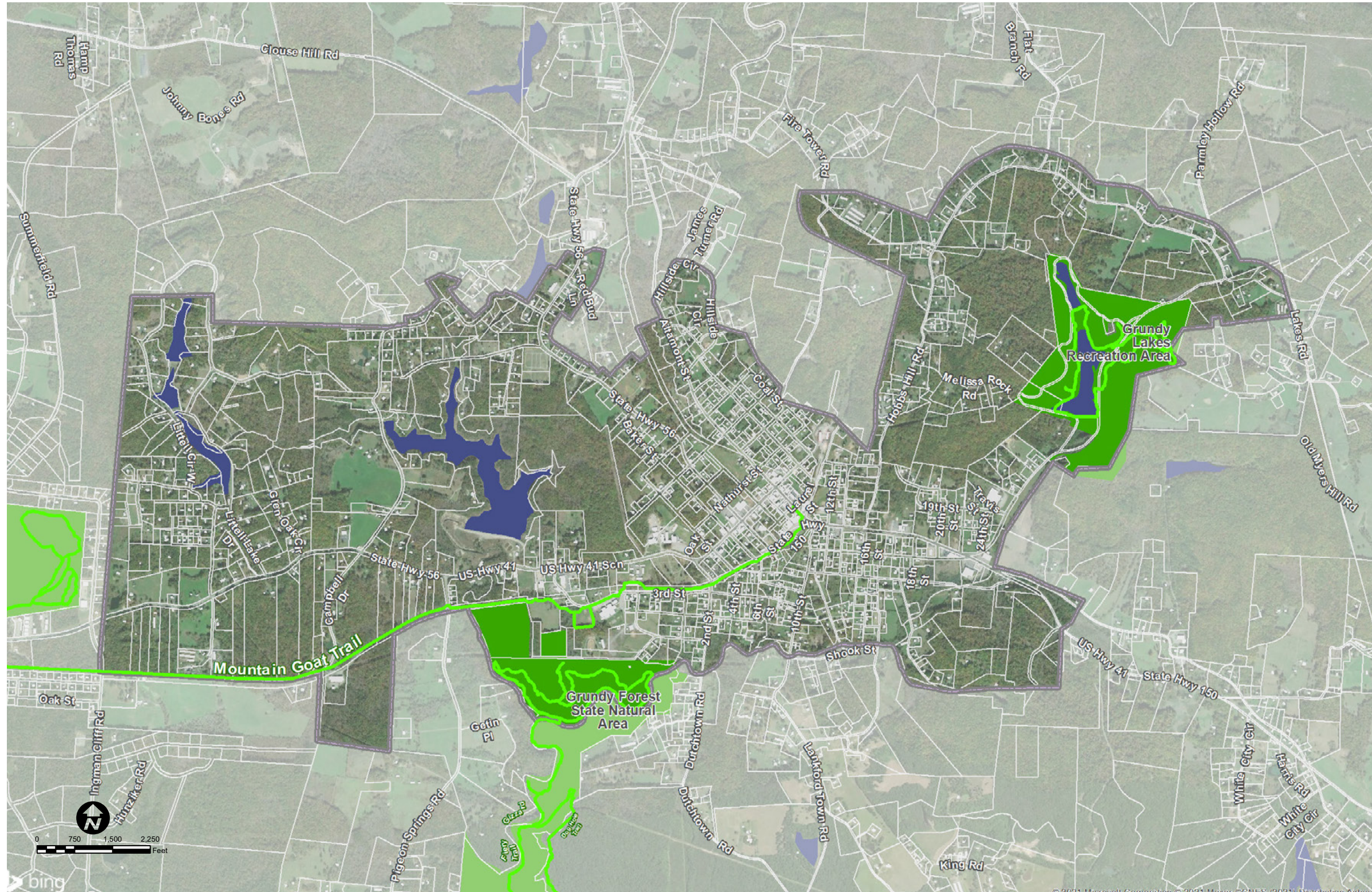
# Traffic Analysis



COUNTY	= GRUNDY	Date:	6/30/2021				
Route	= S.R. 150						
Location	= L.M. 1.593 to L.M. 3.050						
Highway Type	= Rural						
FUNCTIONAL CLASS	= Major Collector						
DATA YEARS	= 2017-2019						
ADT YEARS USED	= 2020						
COMMENTS	=						
ANALYZED BY	= Ragan Smith						
SECTION = MORE THAN 0.10 MILE / SPOT = LESS THAN 0.10 MILE							
	BLM	ELM	Length	Average AADT	VMT		
	1.59	3.05	1.46	2,402	3,500		
			1.46	2,402	3,500		
			Total	Fatal	Incap. Injury	* Severe Crashes	Other Injury
No. of Crashes	=		13	0	0	0	1
No. of Years	=		3				
SW avg. rate	=		1.647	0.024	0.116	0.140	0.403
14-16 SW Rates							
Exposure (E)	=		3.8322				
Crash Rate (A)	=		3.392	0.000	0.000	0.000	0.261
Critical Rate (C)	=		3.303				
Severity Index (SI)	=		0.0769				
Actual Rate/ SW Average	=		2.06	0.00	0.00	0.00	0.65
Ratio of A/C	=		1.03				
* Severe Crashes are the sum of fatal and incapacitating injury crashes							



# Existing Parks and Open Space



## Overview:

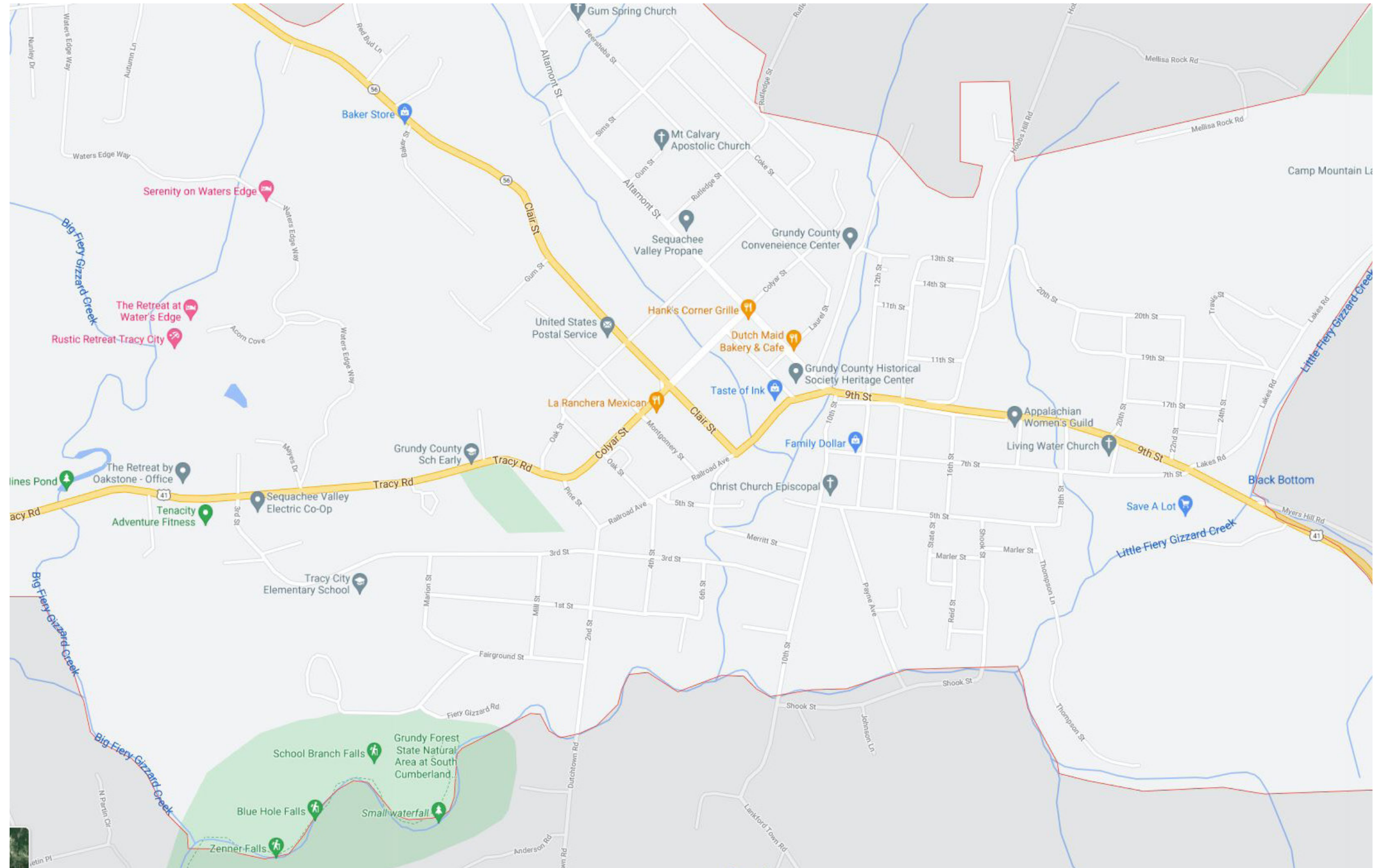
Tracy City is an area rich in natural resources and environmental beauty. It is currently at the terminus of the Mountain Goat Trail that connects all the way to Sewanee using the former Mountain Goat Railroad path with both paved and natural surface trails. The Mountain Goat Trail Alliance is currently seeking to reclaim the entire 35 railroad path for a shared-use path that would link Palmer in Grundy County to Cowan in Franklin County. Additionally, within Tracy City's boundaries there is access to several State Parks and Natural Areas that encompass thousands of acres making it a great place for outdoor enthusiast.



# Points of Destination

## Overview:

The points of destination map highlights high interest sites within Tracy City for residents and tourists. This map includes restaurants, schools, natural amenities, places of worship, shopping, and more. Based on this map it is evident that the outdoor recreational facilities are located around the perimeter of the downtown core, with Fiery Gizzard creek & Grundy Forest to the South-West of downtown, The Retreat on Water's Edge on the West, and Grundy Lake to the North-East. In order to encourage more activity in downtown Tracy City, it will be important to link these three major outdoor attractions, with downtown being the central hub from which all of these sites emanate.





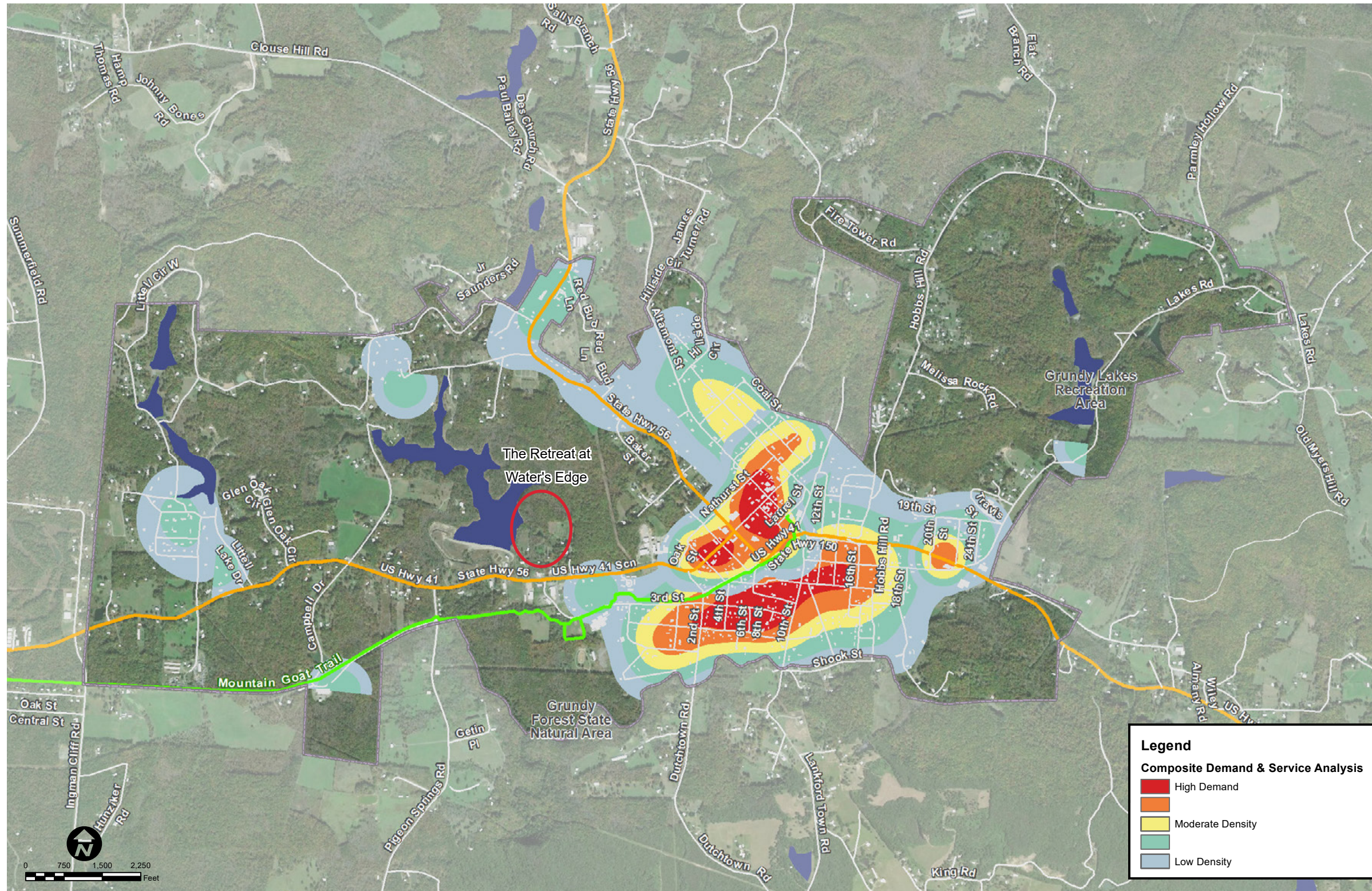


# Composite Demand & Service Analysis

## Composite Demand & Service Analysis Overview:

This composite demand analysis map combines the densities of where people live, work, and play to identify the areas of greatest demand for bike & pedestrian facilities. This is an important analysis because it shows where people are spending most of their time. Most users originate from their homes, places of work or where they go for entertainment or social interaction. The analysis shows a strong composite demand in Downtown Tracy City.

The addition of a new "tiny home community" called the "Retreat At Water's Edge" will also create a "hot spot" of activity. It will be important to connect the "hot spot" areas of downtown to the Retreat at Water's Edge with pedestrian and bicycle modes of transportation.





# Modes of Transportation Overview - Sidewalks

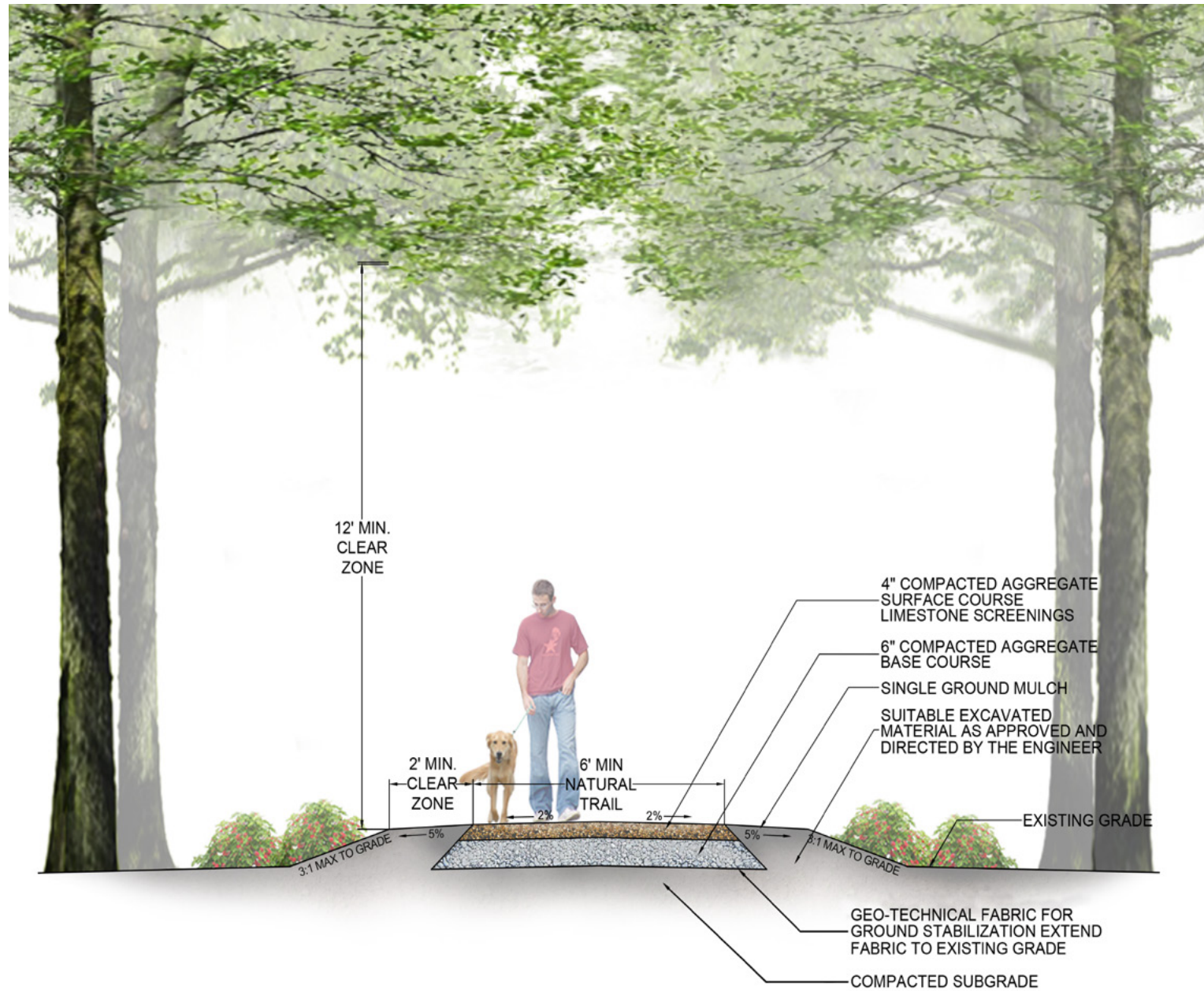
Sidewalks provide people with space to travel within the public right-of-way that is separated from vehicles on the road. They provide space to walk, wheelchair roll, run, and skate. Bicyclists are allowed, but not encouraged, to ride on the sidewalk in our area but must yield to pedestrians. Sidewalks should be required as part of typical street sections in all urban and medium or high density developments. All sidewalks and pedestrian crossings should be designed in compliance with ADA (Americans with Disabilities Act) and NACTO (National Association of City Transportation Officials).





# Modes of Transportation Overview - Natural Surface Trails

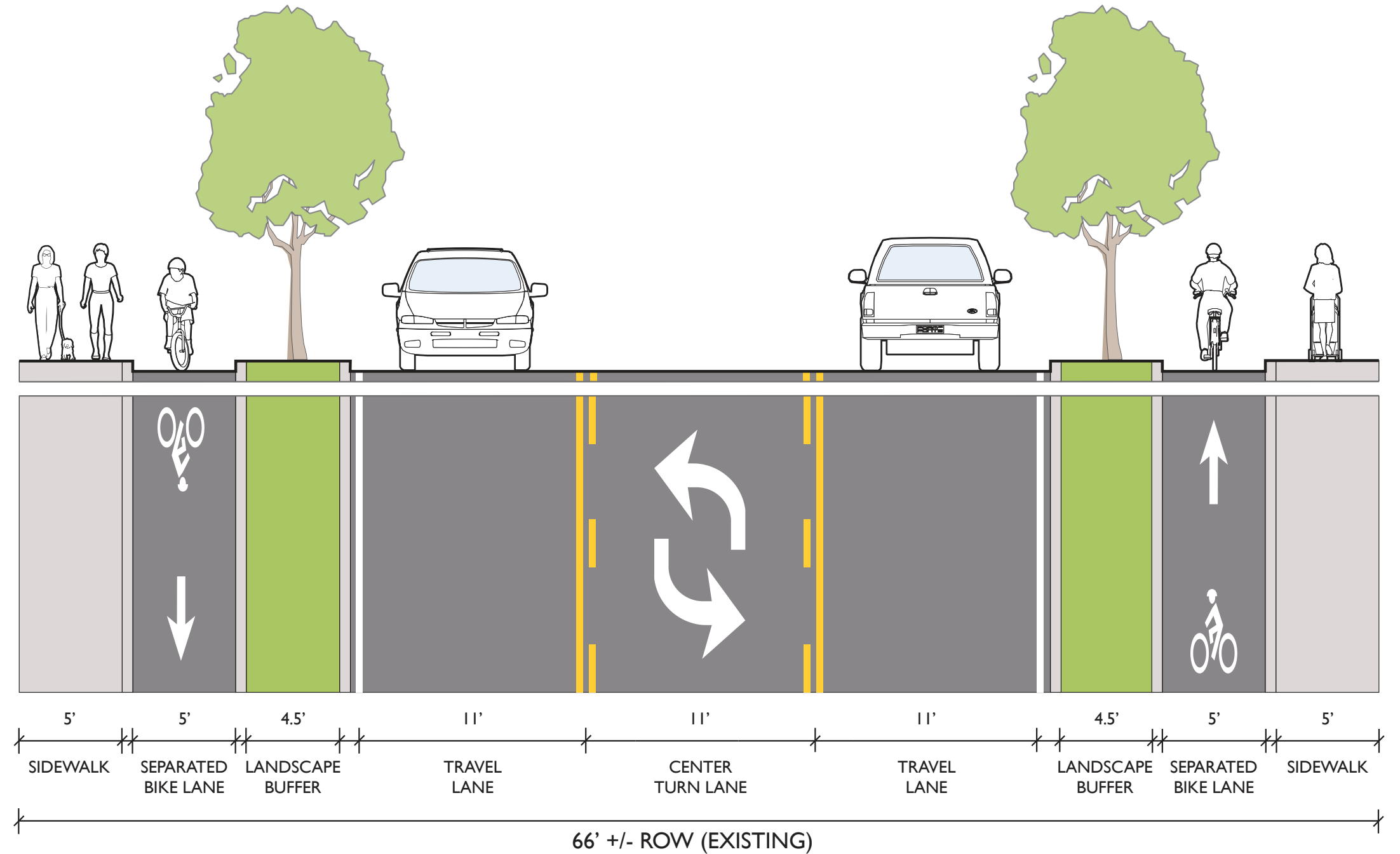
Natural surface trails are typically used in areas that will see lighter pedestrian traffic, such as an access point from one area to a larger route. These trails can be made of several different types of materials that are compacted into a more solid surface. Due to the surface materials and terrain, most trails cannot be easily traveled by anything other than pedestrians or bikes specifically design for rough terrain. Some natural surface trails cannot be designed to meet ADA Design Standards due to slope and surface conditions.





# Modes of Transportation Overview - Protected Bike Lanes

Protected bike lanes are on the roadway but are separated from automobile traffic. Buffered bike lanes are separated from traffic by a marked buffer space but are not physically separated from traffic. Separated bike lanes are separated from traffic by a physical barrier such as parked cars, bollards, a curb, a landscaped buffer, or by raising the lanes above street level.

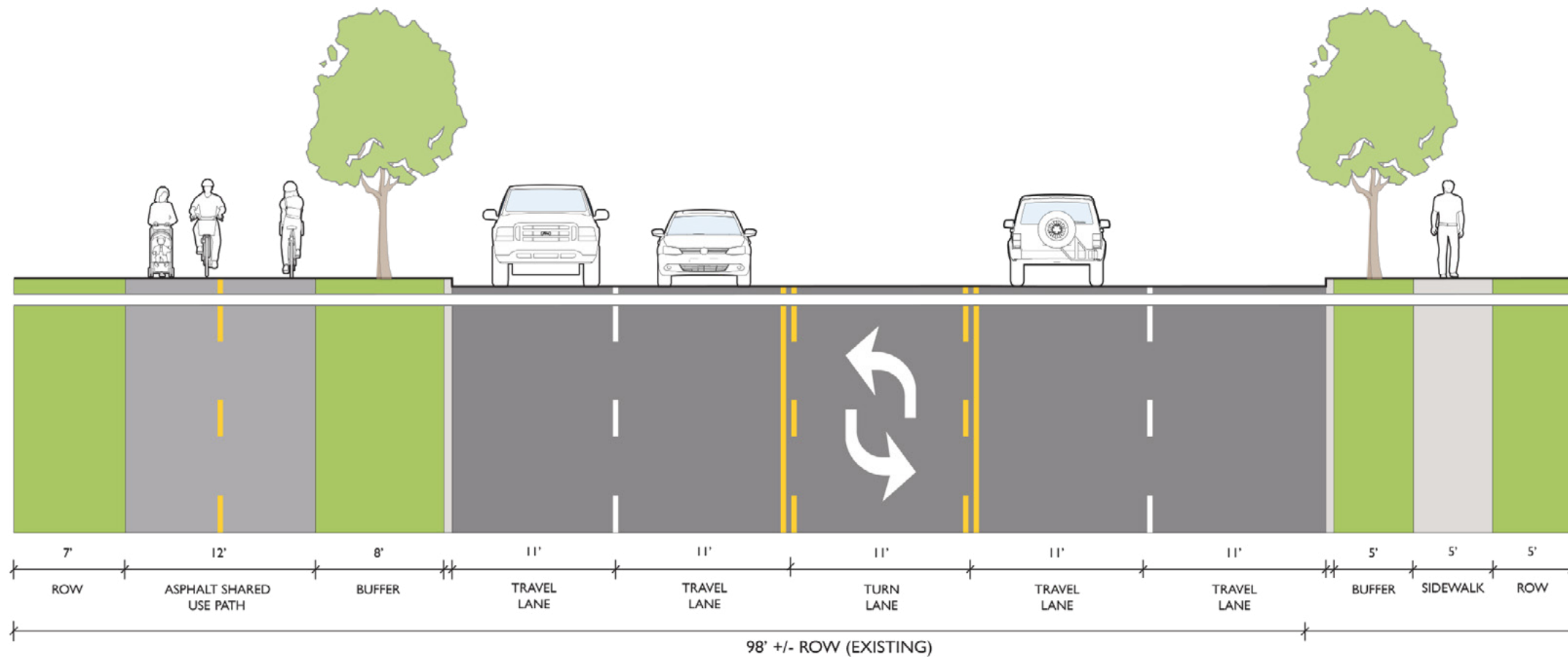




# Modes of Transportation Overview - Shared-Use Path

The term “greenway”, is considered synonymous with shared-use path. Shared-Use Path use greatly reduces conflict between users and motorists. An overwhelming majority of such conflicts are present at intersections and street crossings. It is imperative to provide safe, visible, and easily navigable crossings for all users. The challenge with this facility is going to be costly due to topographical issues and limited available right-of-way.

The Shared-Use Path would appear to be the leading facility for successful implementation in the study area. Shared-Use Path facilities could help to both further interconnect and build on the networks within individual communities as well as more effectively provide new connections to other communities.





# Modes of Transportation Overview - Bike Route

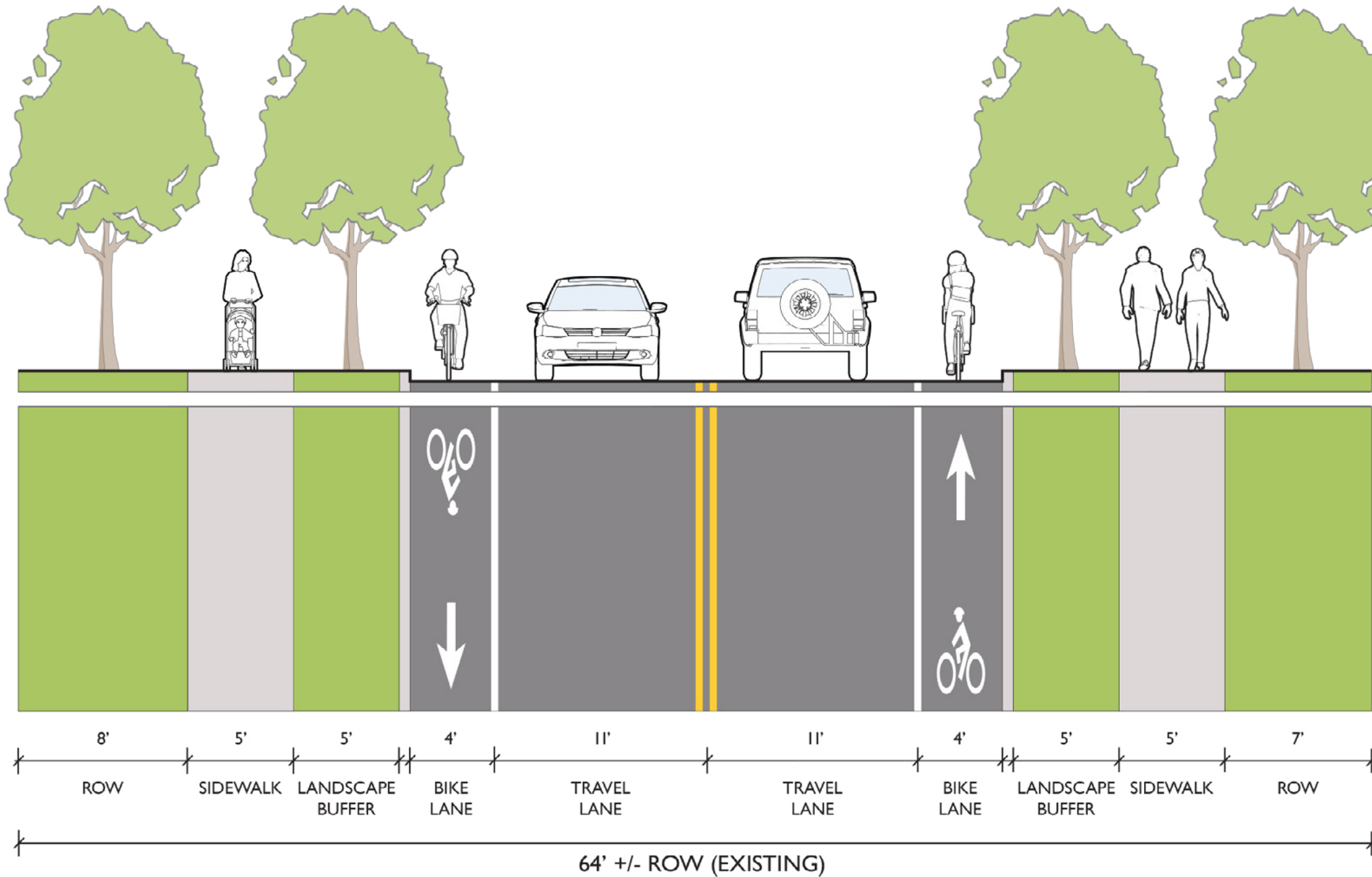
Bike routes have directional and informational signage for bicyclists, signs that say “share the road” or “bike route”, and/or shared lane pavement markings. Signs and markings help alert drivers that bicyclists may be on the roadway. Except when prohibited by law, all roadways are to be shared by bicycles and motor vehicles, even when bicycle signs and markings are not present.





# Modes of Transportation Overview - Bike Lane

A Bike Lane lends itself well to both low volume and low speed local streets as well as longer distance and regional connectivity throughout rural areas. A Bike Lanes can greatly reduce pedestrian and bicycle collisions, provided there is necessary room for users and a visual stripe separation for vehicles. The challenge with this facility again is that many of the roadways which could otherwise accommodate this facility based on traffic volume and speed are too narrow, have numerous topographical challenges, and poor sightlines (both to see potential users and oncoming vehicles to pass). Typically, this would be a simple restriping exercise; however, this treatment could be costly to construct as a regional connector due to these topographical challenges and limited available right-of-way.



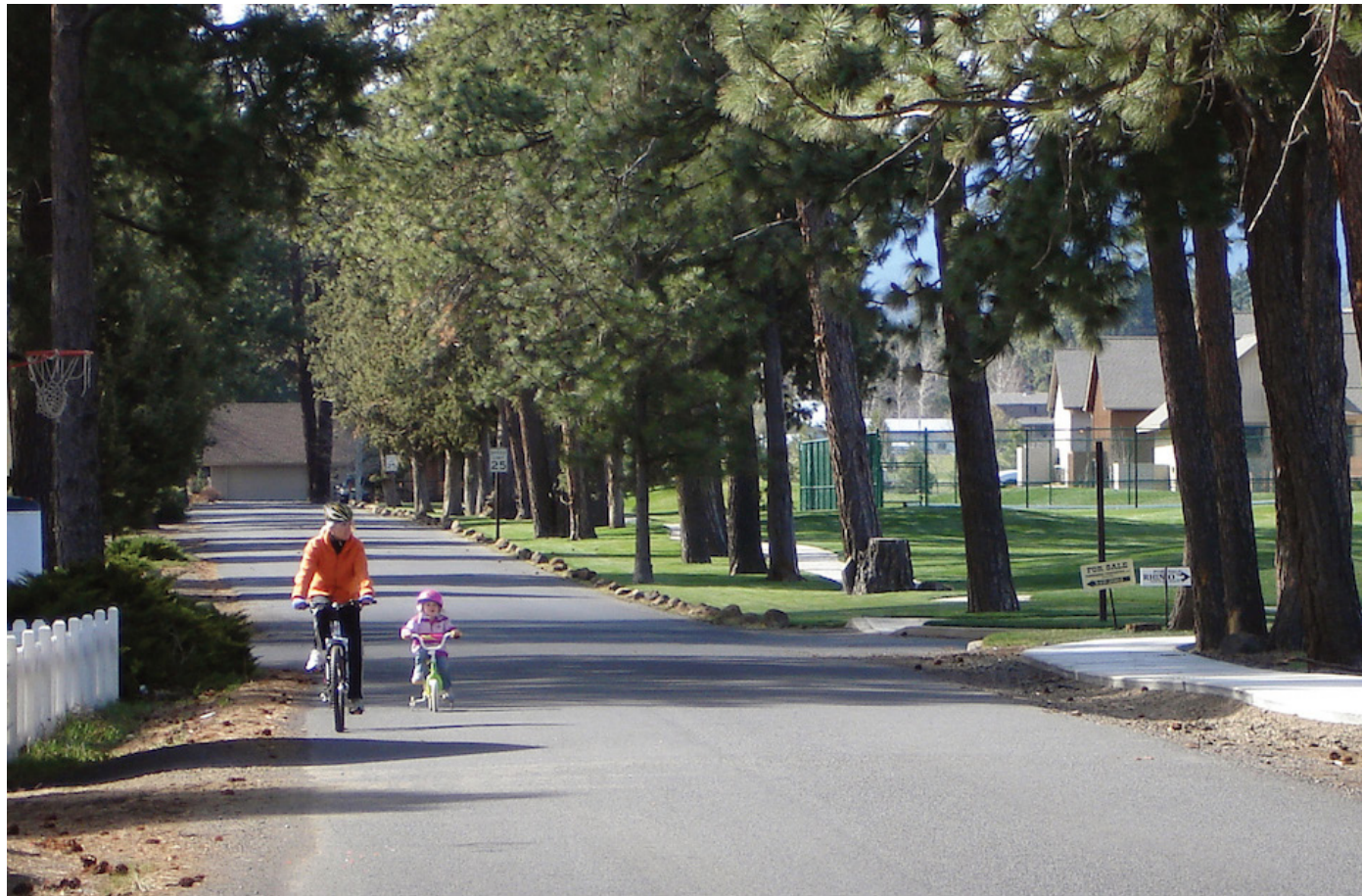


# Modes of Transportation Overview - Yield Roadway

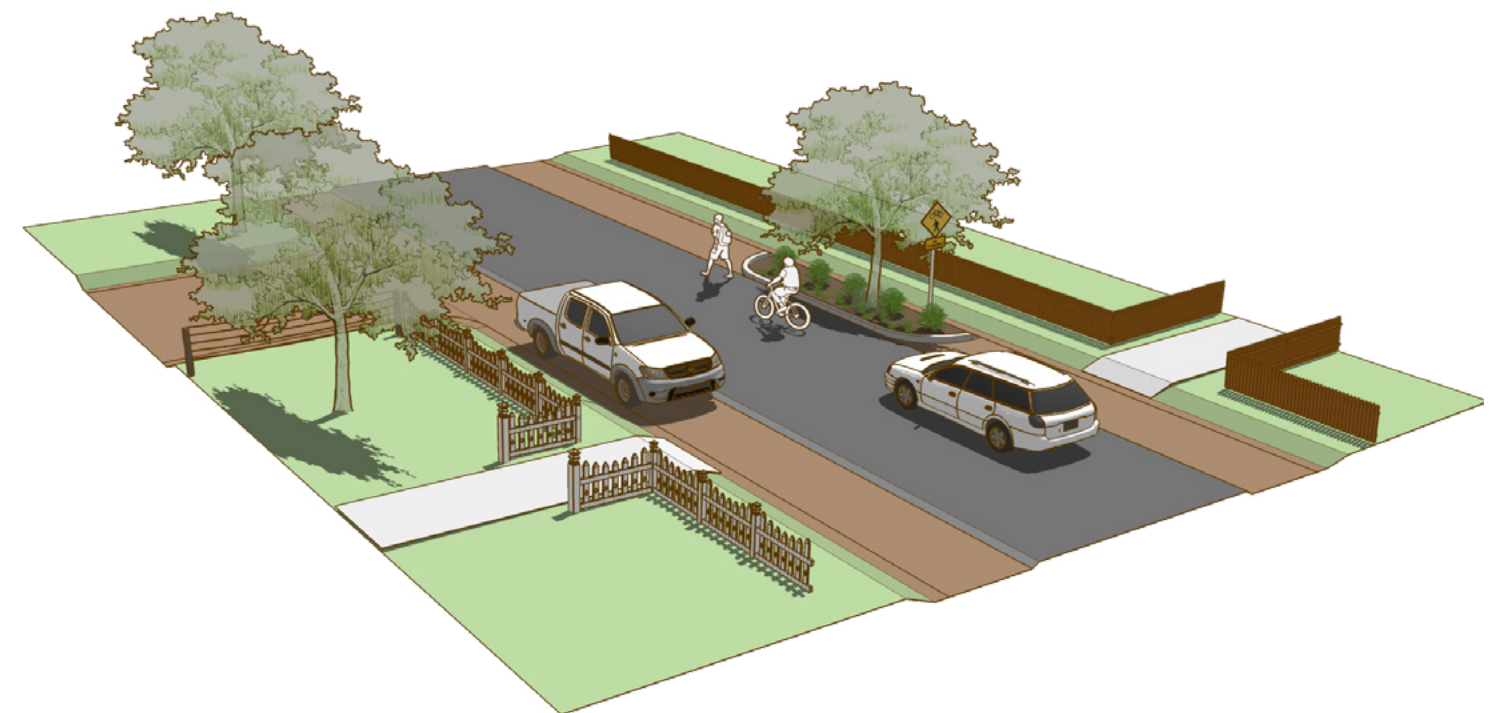
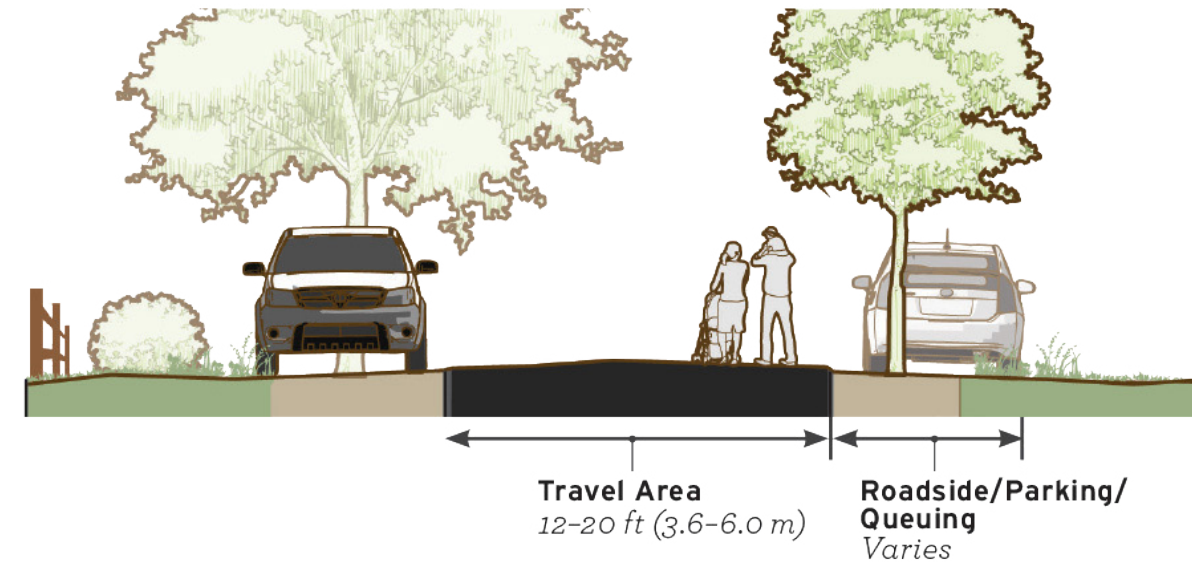
The Yield Roadway lends itself well to low volume and low speed (25 mph or less) local streets throughout the small town urban centers with a network of streets or in rural areas with more densely-developed residential neighborhoods. Two important features of the Yield Roadway facility to embrace are narrow lanes and not marking a center line. These two treatments in tandem introduce traffic friction and help slow vehicle speeds.

Yield Roadway applications will help further interconnect and build on the network in a single municipality, community or neighborhood network, but are not recommended for connections from community to community.

*Note: These do not meet MUTCD or TDOT standards so would not be allowed on State Routes.*



*Images & Design Criteria courtesy of Small Town & Rural Design Guide*

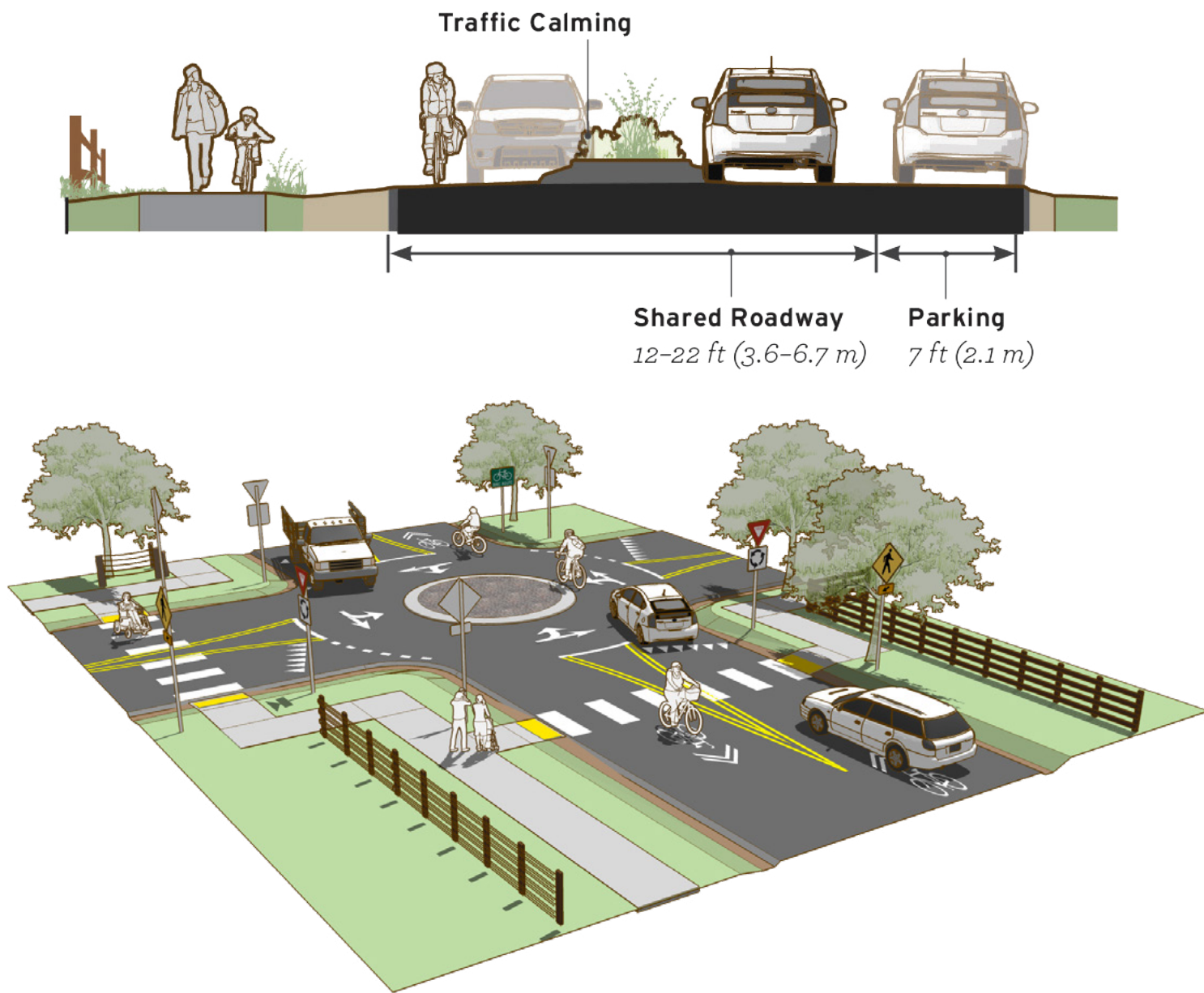






# Modes of Transportation Overview - Bicycle Boulevard

The Bicycle Boulevard also lends itself well to low volume and low speed (25 mph or less) local streets throughout urban centers and in rural areas with a better-defined grid network of streets.



*Images & Design Criteria courtesy of Small Town & Rural Design Guide*



# Modes of Transportation Overview - Safety & Comfort of Users

## Facilities Based on Confidence Level of User

It is beneficial to expand routes of travel in conjunction with the type of facilities that match the comfort level of the most potential users. Inventory of the study area included both the mapping of high level elements and a physical site reconnaissance of existing roadway conditions to evaluate potential conflicts with high speed traffic. A general analysis of the different types of cyclist and pedestrians who use multi-use facilities establishes the following categories (on a national level):

- **Strong & Fearless** (1% of potential users)
- **Enthusied & Confident** (7% of potential users)
- **Interested but Concerned** (60% of potential users)
- **Non Rider (Pedestrian)** (32% of potential users)

In order to capture most of the users (about 92%) who fall in the “Interested but Concerned” and “Non Bicycle Rider” categories, routes have been prioritized that have opportunities that can accommodate both pedestrians and cyclists.

The greatest tourism potential and economic benefit comes from facilities that can capture the highest number of potential users. Pedestrian walkways, shared-use paths, dedicated and protected bike lanes, as well as yield roadways in low speed settings are the type of facilities that capture the greatest number of potential tourist.

Dedicated bike lanes, bike routes, bicycle boulevards and advisory shoulders on low and moderate speed roads also hold potential to improve the local transportation network and capture a smaller number of bike tourists, and should be considered as part of the plan to develop facilities.

Some of the proposed long distance connection routes may be more appropriate for the “Strong and Fearless” and “Enthusied and Confident” bicycle riders. These travel routes have been established along county roads that could initially fit expanded shoulders and / or dedicated bike lanes with the long term potential for the addition of shared-use paths if the demand and economic return can warrant the associated infrastructure costs.



# Modes of Transportation Overview - What Type of User Are You?

## Strong & Fearless: (1% of potential users)

I will ride on almost any road, regardless of the conditions. I would feel comfortable biking on the roads pictured below.



## Enthusied & Confident: (7% of potential users)

I feel comfortable sharing the road with cars, but I prefer to ride on roads with bike facilities. I would feel comfortable biking on the roads below.



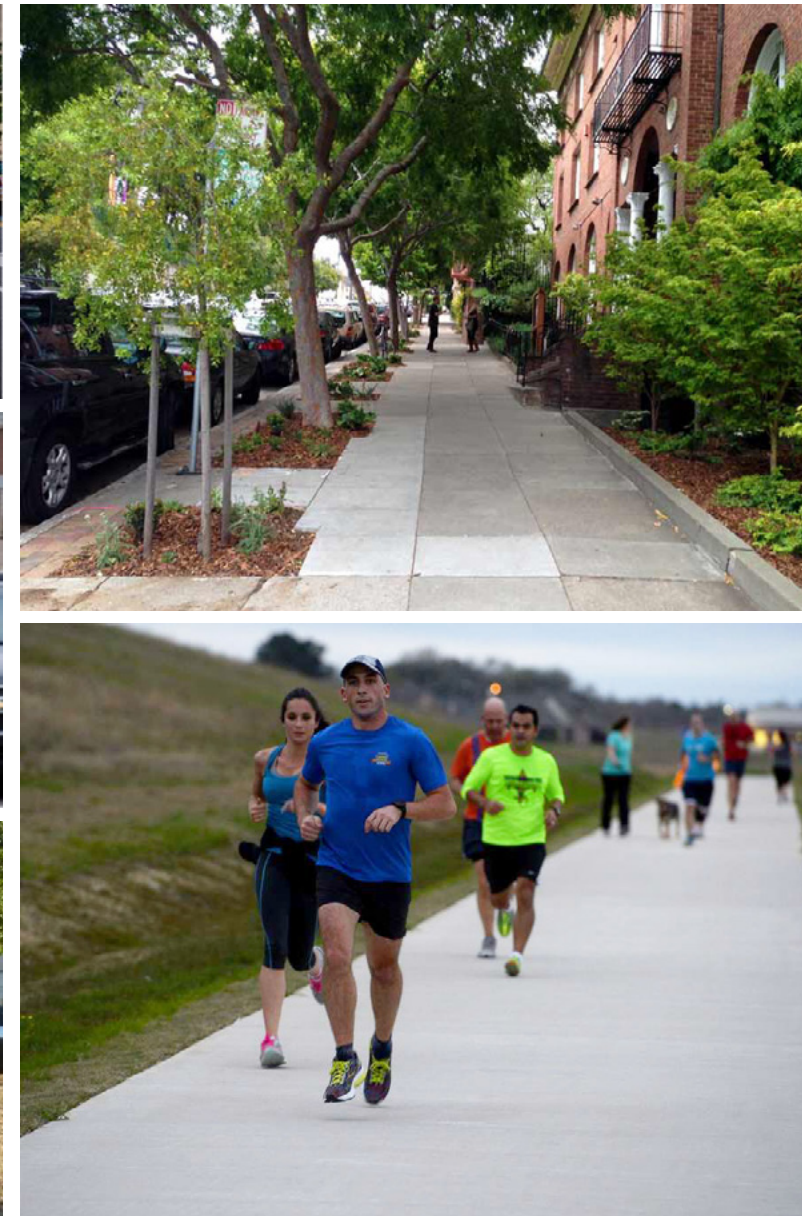
## Interested but Concerned: (60% of potential users)

I would like to ride a bike for transportation, but traffic makes me nervous so I don't ride regularly. I would ride more if the roads felt safe. I would feel comfortable biking on the roads pictured below.



## Non-Rider (Pedestrians): (32% of potential users)

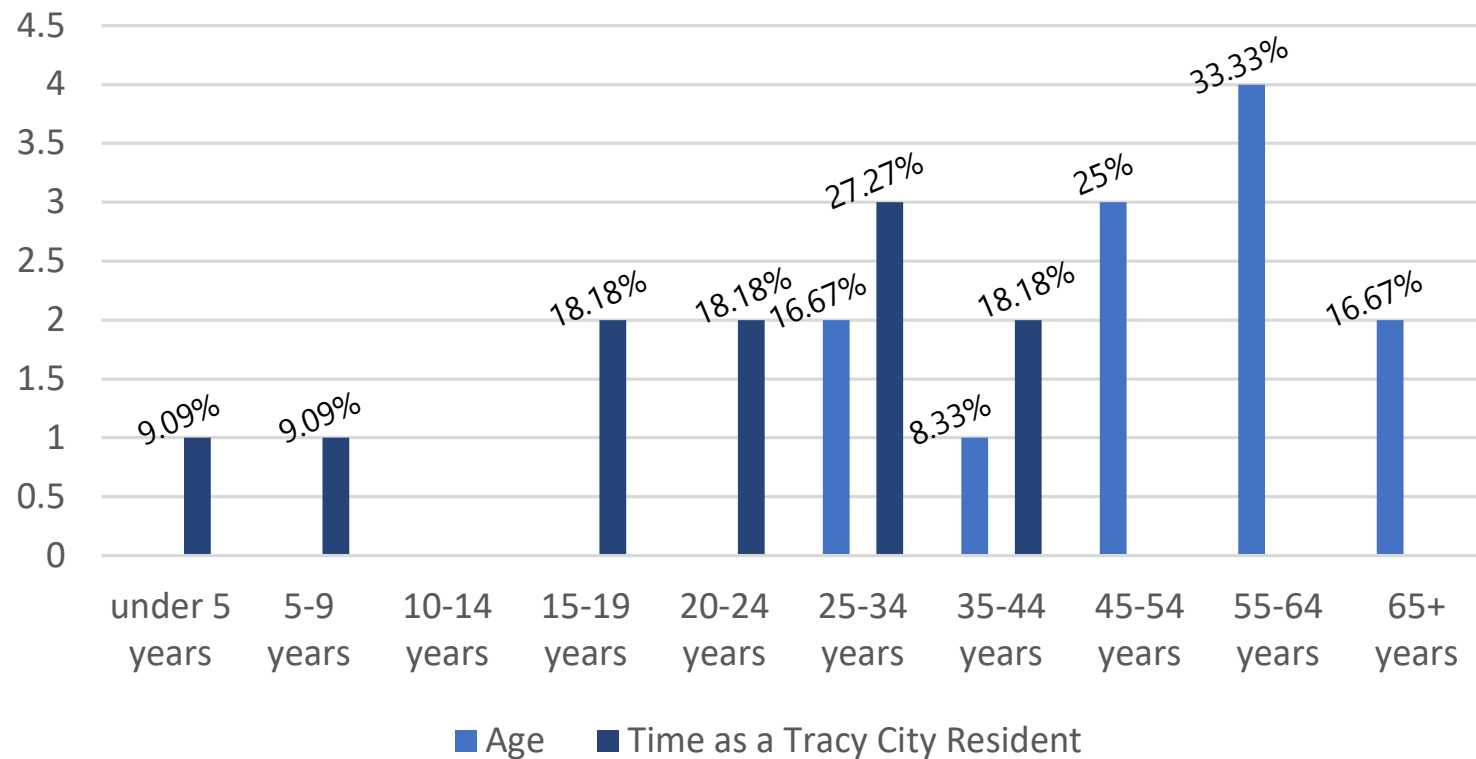
I have no interest in biking for transportation, or may not be physically able to ride a bicycle. I would be more open to riding or walking completely separate from other forms of traffic. I would feel comfortable biking or walking on the paths pictured below.



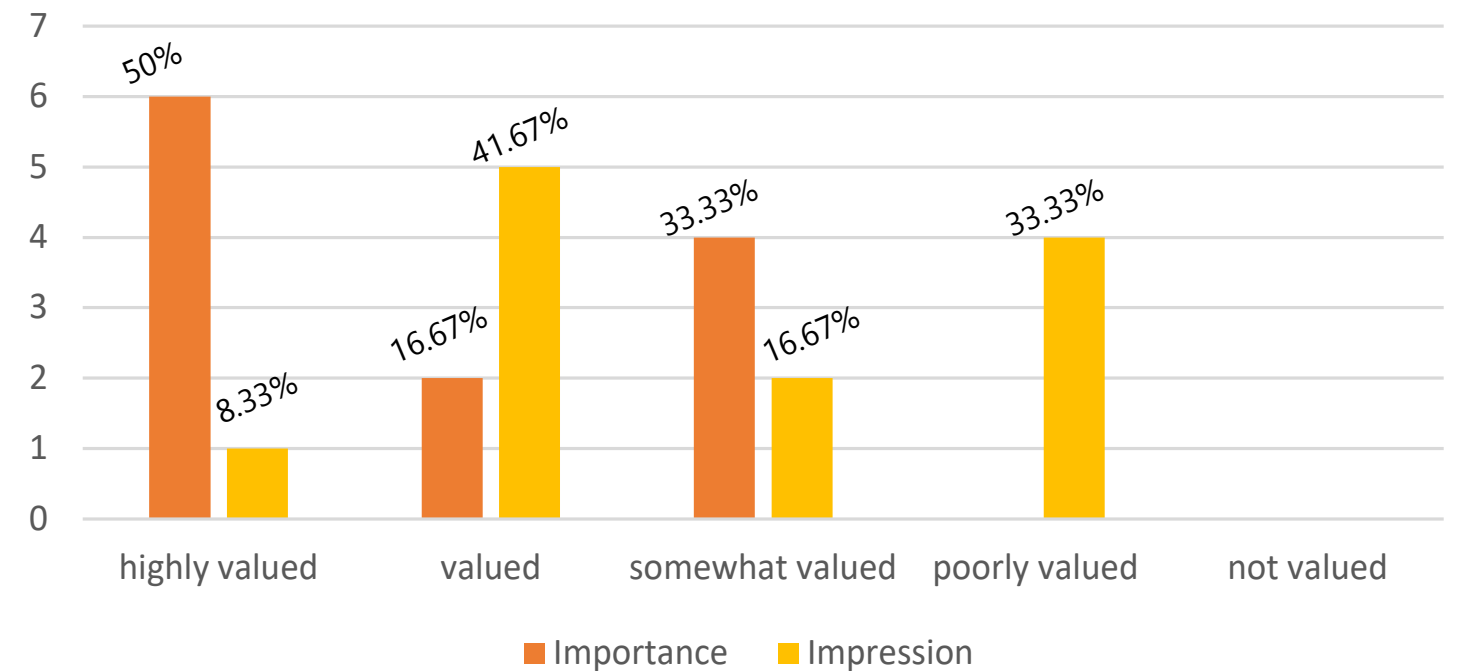


# Public Input - Online Survey

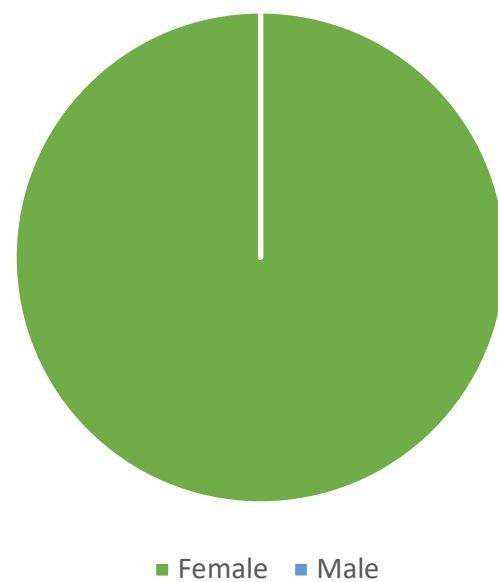
## RESPONDENT INFORMATION



## DESCRIBE YOUR OPINION OF EXISTING BIKE LANES

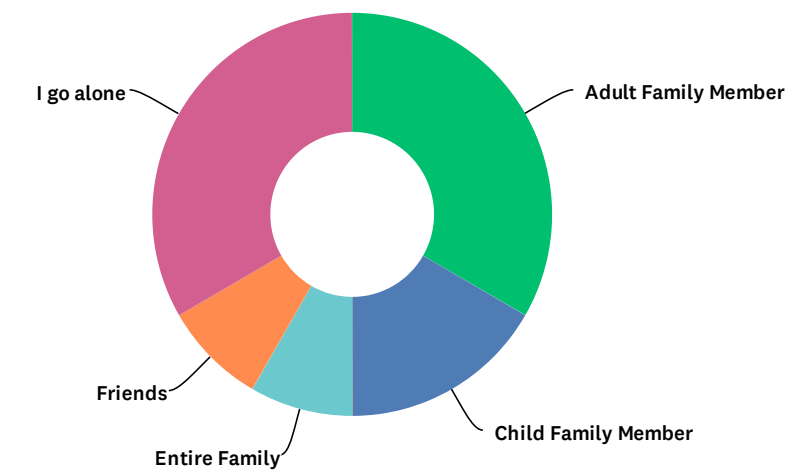


## GENDER



## Q5 When you use one of the bike and/or pedestrian facilities, with whom do you usually go?

Answered: 12 Skipped: 0

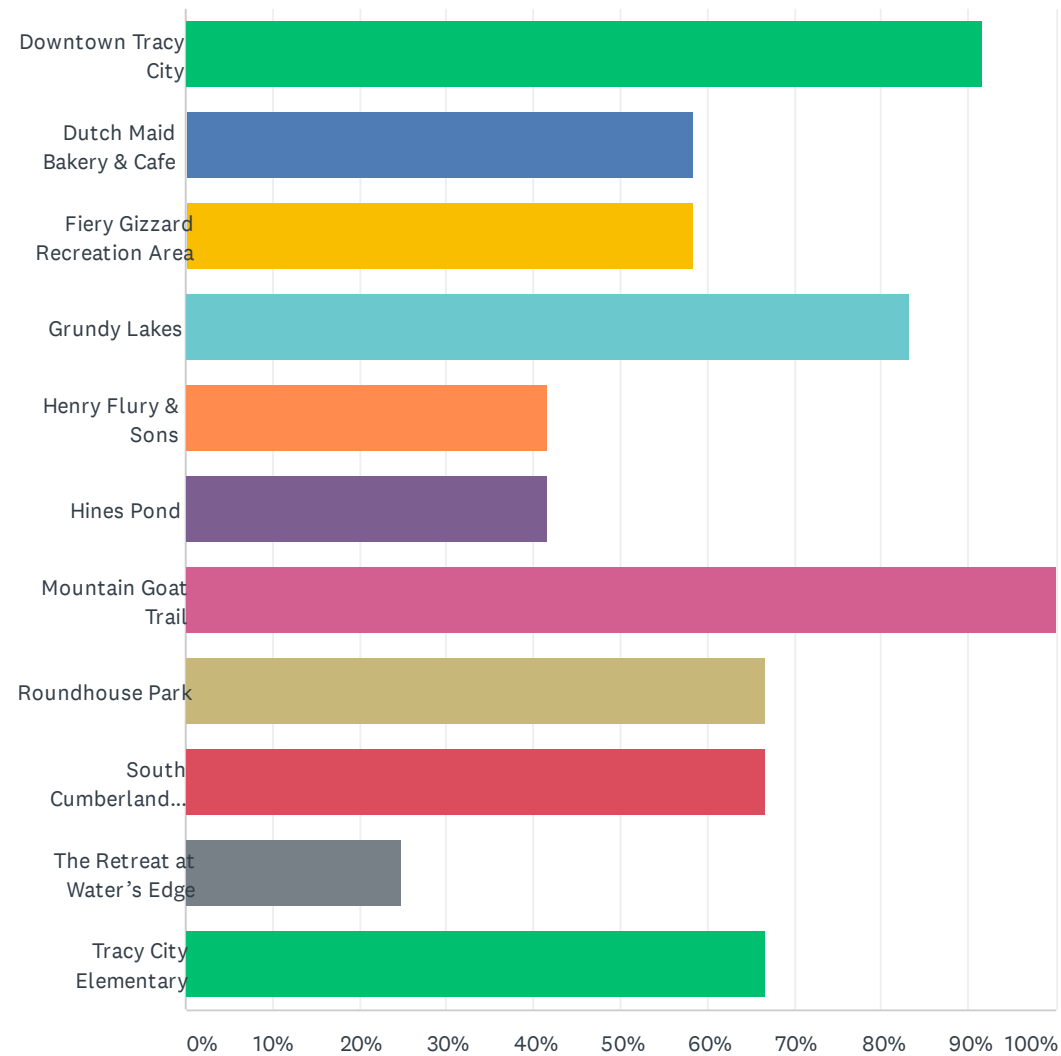




# Public Input - Online Survey

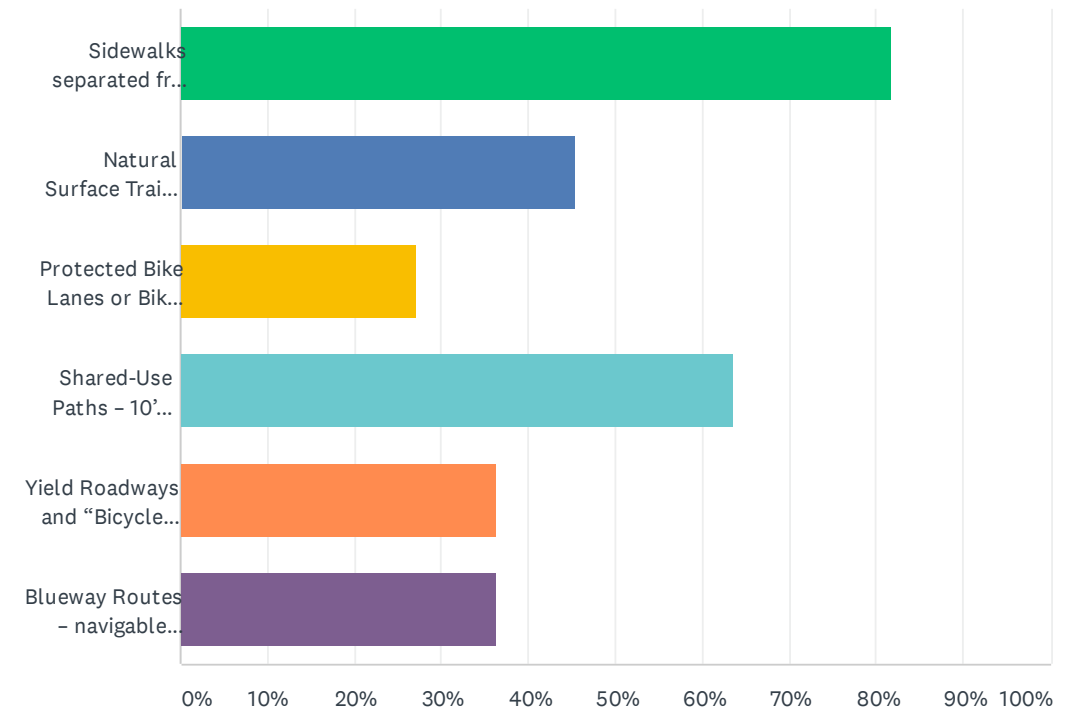
Q7 There are a variety of attractions and points of interest in Tracy City. Where would you like to see bike and/or pedestrian connections made or expanded? (Select all that apply)

Answered: 12 Skipped: 0



Q8 What type of bike and pedestrian facilities would you like to see offered or expanded in Tracy City? (Select all that apply)

Answered: 11 Skipped: 1



ANSWER CHOICES	RESPONSES
Sidewalks separated from the road by a grass strip	81.82% 9
Natural Surface Trails - wood chip or gravel off road trails	45.45% 5
Protected Bike Lanes or Bike Routes - 5' bike zone next to the road or part of the road network	27.27% 3
Shared-Use Paths - 10' greenway trail separated from the road	63.64% 7
Yield Roadways and "Bicycle Boulevards" - slow speed roads, designed marked with signs to share space with bicycles	36.36% 4
Blueway Routes - navigable streams, rivers and lakes that have access for canoes and kayaks and other watercraft	36.36% 4
Total Respondents: 11	



# Public Input - Online Survey

## Q10 What opportunities are there for greenways and open space?

Answered: 5 Skipped: 7

#	RESPONSES	DATE
1	off the roundhouse park area - connecting the two sides of the creek; down towards plainview	4/20/2021 8:15 PM
2	Have area to put sidewalks and an area in downtown that would be understandable and easy access to all the merchants.	4/14/2021 3:11 PM
3	Connecting The mountain goat trail from Monteagle so cyclist can visit our area! Bike lanes and walkways around downtown and easy access to hiking and lakes.	4/13/2021 9:32 AM
4	I don't know	4/13/2021 9:10 AM
5	The area around the Mountain Goat Trail (both current and proposed) and around the state park sites.	4/6/2021 10:18 PM

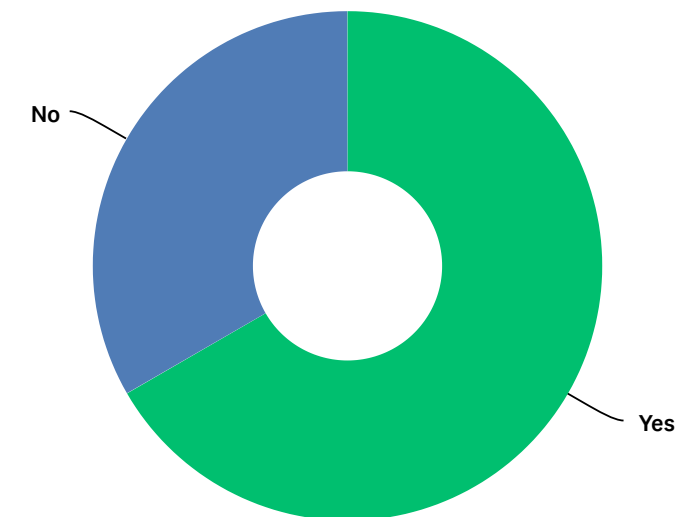
## Q12 If so, what facilities do you use?

Answered: 9 Skipped: 3

#	RESPONSES	DATE
1	walking trails and routes, plazas. always check for a greenway when visiting somewhere	4/20/2021 8:15 PM
2	Mountain Goat Trail, Greenway in Murfreesboro	4/16/2021 7:52 AM
3	Use to ride a bike can no longer ride a bike. Wish I still could.	4/14/2021 3:11 PM
4	Mountain Goat Trail from Monteagle to Sewanee	4/14/2021 11:08 AM
5	Park in town and walking trail	4/14/2021 12:27 AM
6	Park areas	4/13/2021 9:39 PM
7	Sidewalks but would love a bike lane	4/13/2021 9:32 AM
8	Mountain Goat Trail	4/13/2021 9:10 AM
9	Mountain Goat Trail in Sewanee/Midway; Hiking path behind Monteagle Sunday School Assembly; state park trails	4/6/2021 10:18 PM

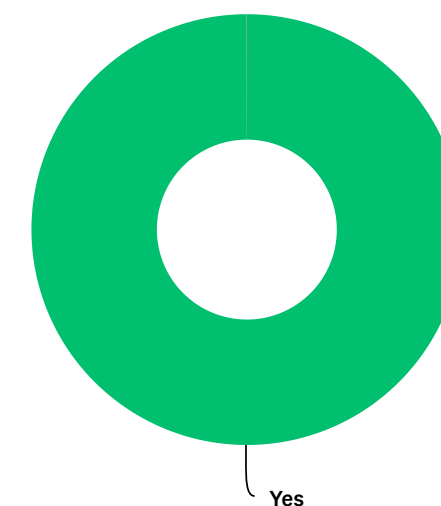
## Q11 Do you sometimes or often use Bike and/or Pedestrian facilities outside of Tracy City?

Answered: 12 Skipped: 0



## Q9 Would you walk or bike to a destination point in Tracy City if you could get there in 15 minutes or less?

Answered: 12 Skipped: 0

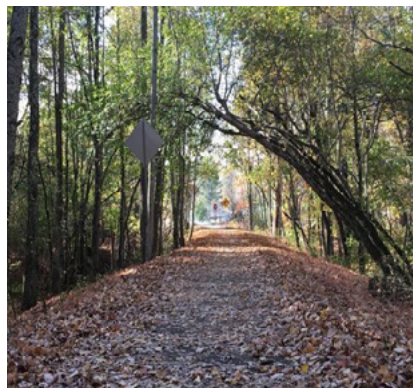




# Opportunities & Challenges

Based on input from stakeholder interviews, the public visioning meeting and the on-line public survey the following opportunities and constraints have emerged as elements of primary importance.

## Opportunities & Challenges:



**1** Expand Mountain Goat Trail towards Palmer to continue regional greenway connections



**4** Continue to further develop Tracy City Roundhouse Park and connect it to Depot Street as a potential pedestrian space



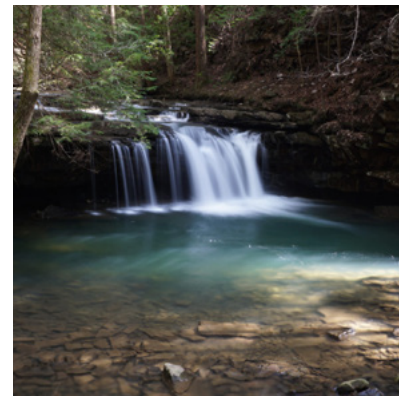
**7** Explore a possible Roundabout or intersection realignment at Railroad Avenue and Main Street



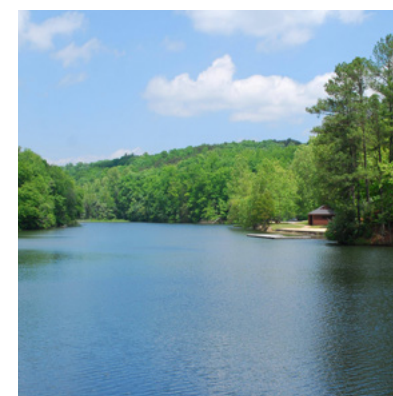
**10** Create better pedestrian and bicycle facilities as part of neighborhood transportation network



**2** Improve Bike and Pedestrian facilities throughout Downtown Tracy City



**5** Capitalize on the popularity of Fieri Gizzard Trail and promote trails & greenways as a regional experiences in Grundy County



**8** Expand bicycle pedestrian spurs from the Mountain Goat Trail to areas like Grundy Lakes



**11** Continue to pursue more grant and funding sources for multi-modal transportation



**3** Expand and improve public space in Downtown Tracy City to create a greater sense of place including Downtown Pocket Parks



**6** Leverage stronger community engagement through greenway and bicycle trail organizations



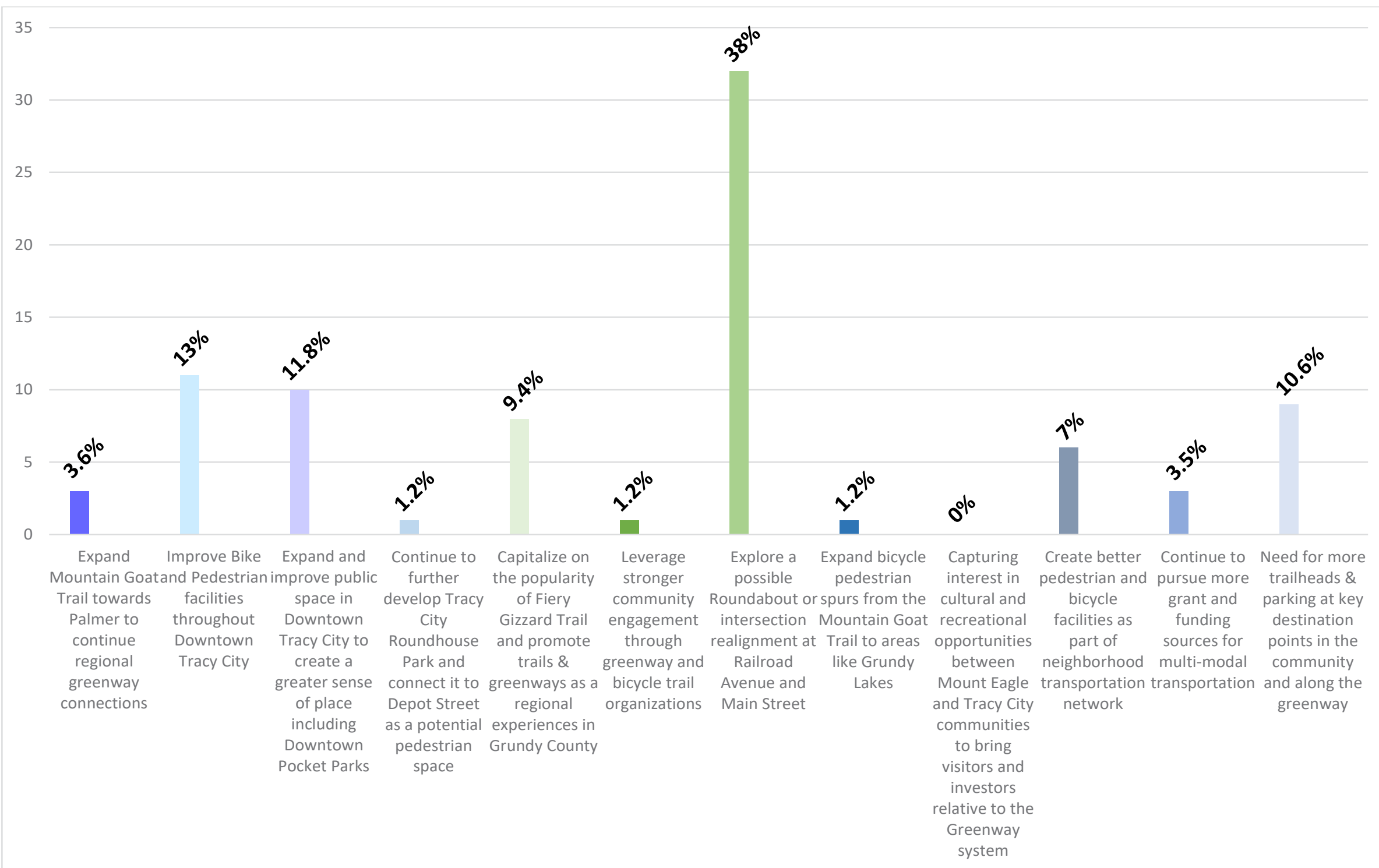
**9** Capturing interest in cultural and recreational opportunities between Mount Eagle and Tracy City communities to bring visitors and investors relative to the Greenway system



**12** Need for more trailheads & parking at key destination points in the community and along the greenway



# Public Input - Opportunities & Challenges Priority Results



## Top Priorities:

#1 - Explore a possible Roundabout or intersection realignment at Railroad Avenue and Main Street (the consensus of the public was that they would prefer an intersection realignment over a roundabout)

#2 - Improve Bike and Pedestrian facilities throughout Downtown Tracy City

#3 - Expand and improve public space in Downtown Tracy City to create a greater sense of place including Downtown Pocket Parks

#4 - Need for more trailheads & parking at key destination points in the community and along the greenway

#5 - Capitalize on the popularity of Fiery Gizzard Trail and promote trails & greenways as a regional experiences in Grundy County

#6 - Create better pedestrian and bicycle facilities as part of neighborhood transportation network





# Overview of Recommendations

## Recommendations Overview:

This section presents our recommendations across 3 different scales: downtown scale, city scale, and regional scale, from micro to macro. The public input results indicated that improving circulation at Railroad Avenue and Main street is the primary concern for residents of Tracy City, the first series of recommendations (pages 29-32) show a redesign of the downtown square and how it will connect to and expand beyond the existing greenway.

The citywide scale focuses on 4 major points of connection: the Fiery Gizzard Recreation Area, The Retreat at Water's Edge, Downtown Tracy City (the existing Mountain Goat Trail), and Grundy Lake. We believe that tying together these major recreational destinations will boost tourism and improve quality of life for the city's residents.

At a regional level, it is important to link Tracy City to Monteagle and Sewanee. These neighboring cities have experienced the economic benefits of the Mountain Goat Trail, as it brings in tourism. Although the Mountain Goat Trail does extend to Tracy City, there are gaps along the way that need to be mended in order for cyclists to be able to travel comfortably to Tracy City. Additionally, there should be more signage to alert tourists of Tracy City's many amenities, such as the Fiery Gizzard Recreation Area, Grundy Lake, the Old Dutch Maid Bakery in it's historic downtown, and The Retreat at Water's Edge, among others.

## Greenway Concept Plan Overview:

A greenway is a multi-modal path designed to link people with their parks, natural resources, places of residence, work, and entertainment.

### Benefits

The benefits of greenways are most commonly shared through 5 themes:



**Safety & Mobility.** Pedestrians and bicyclists are hard pressed to find safe routes that broadly connect through the County. Connections to public open space, schools, and places of residence and work were highly sought after in public feedback. The proposed greenway can vastly improve safety and mobility for those traveling outside of a vehicle.



**Health.** Walking and bicycling are two of the top activities for fitness, and greenways are proven to attract those that would not otherwise want to walk or bike on roads.



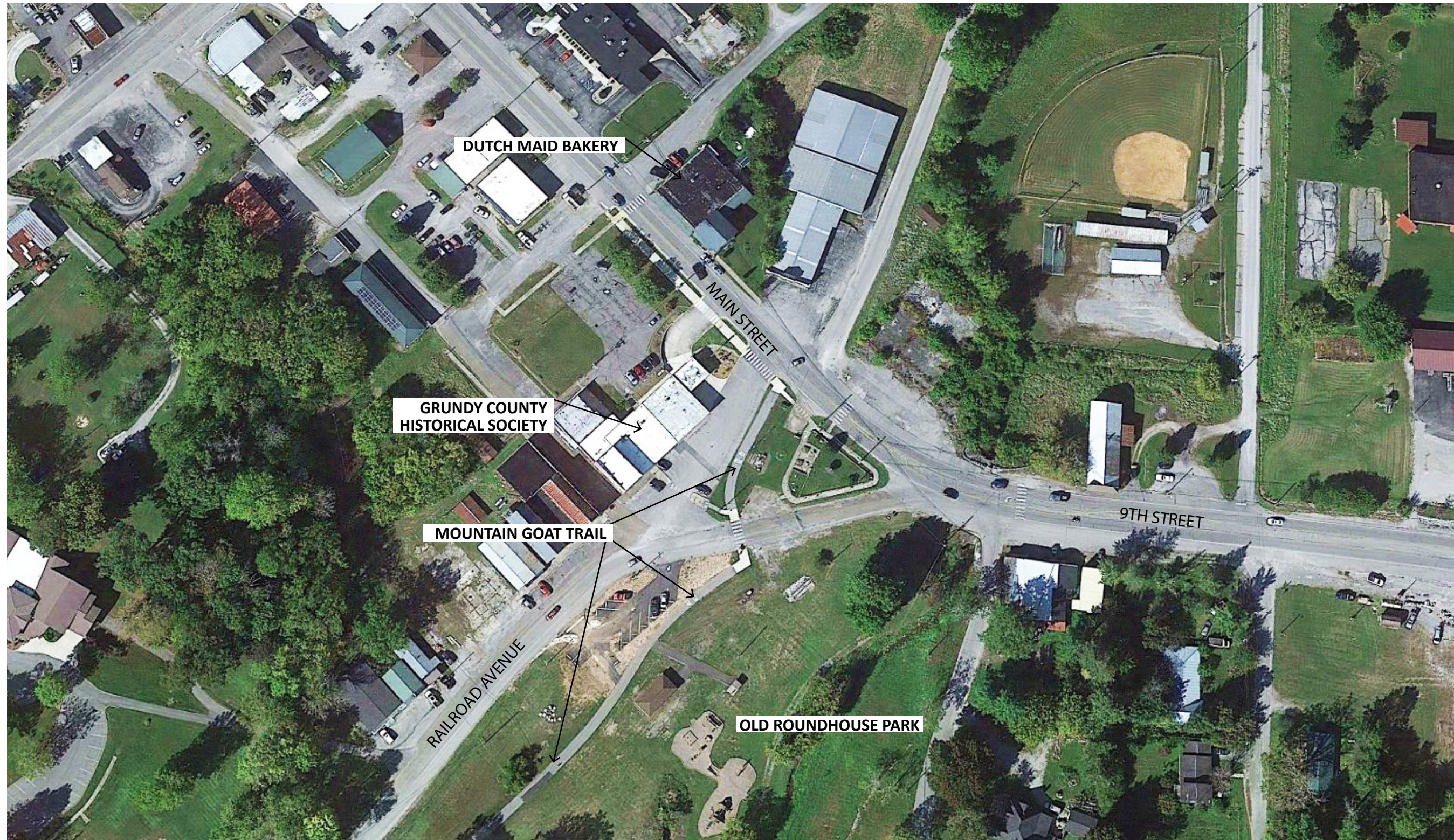
**Economy.** Study after study shows that greenways improve local economies by attracting businesses, tourism, and increasing property values. A recent Economic Impact Assessment of the Wolf River Greenway in Memphis, including proposed expansions, indicate a total economic benefit of nearly \$3 million per year.



**Environment.** Greenways can work to preserve and make use of under utilized lands that are rich in recreation opportunities. The greenways will provide additional connections for residents to waterways and public open spaces. Setting aside flood prone land for greenways can aid in flooding protection of adjacent communities.

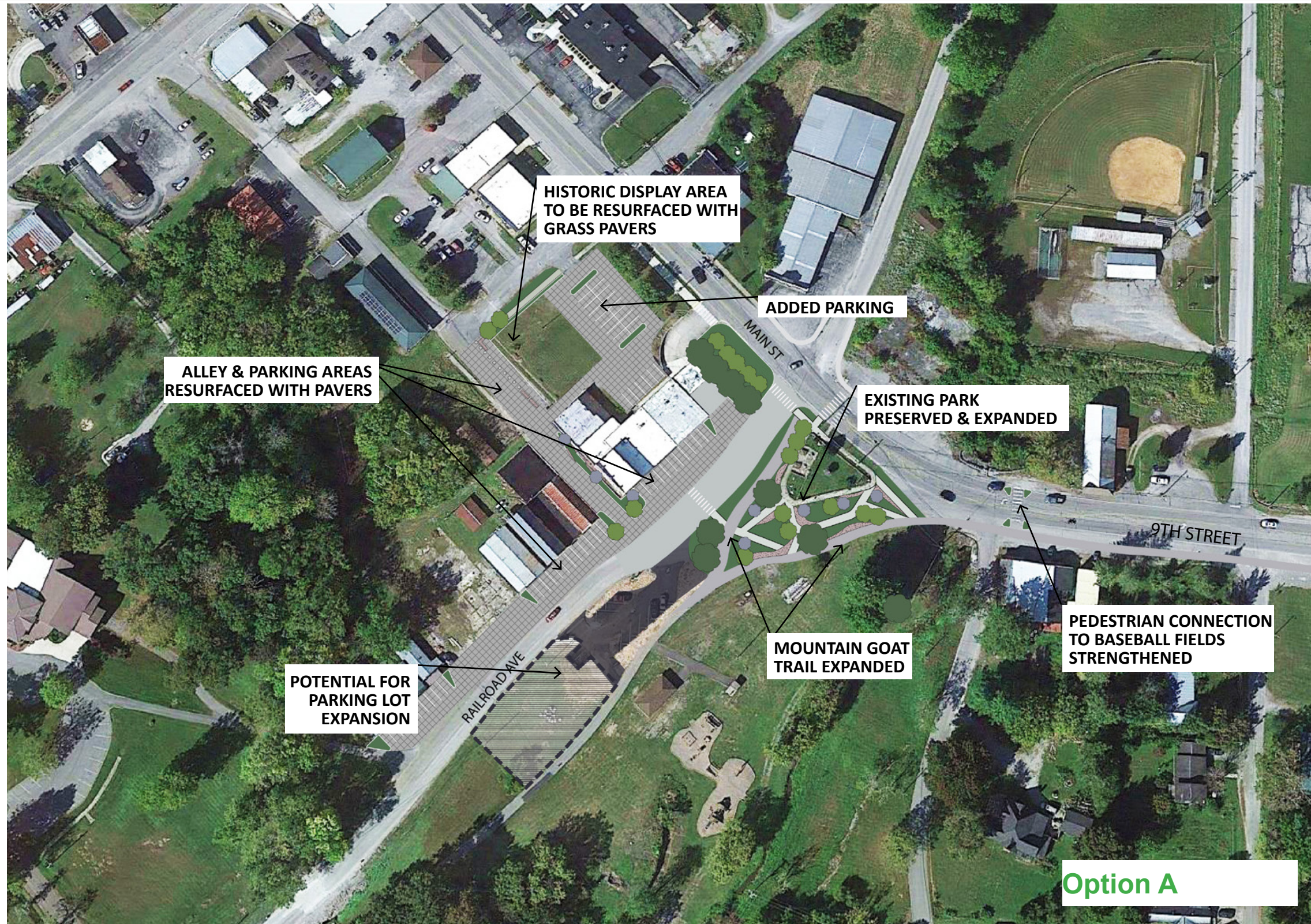


# Main St. & Railroad Ave. Intersection - Existing Conditions





# Main St. & Railroad Ave. - Proposed Improvements

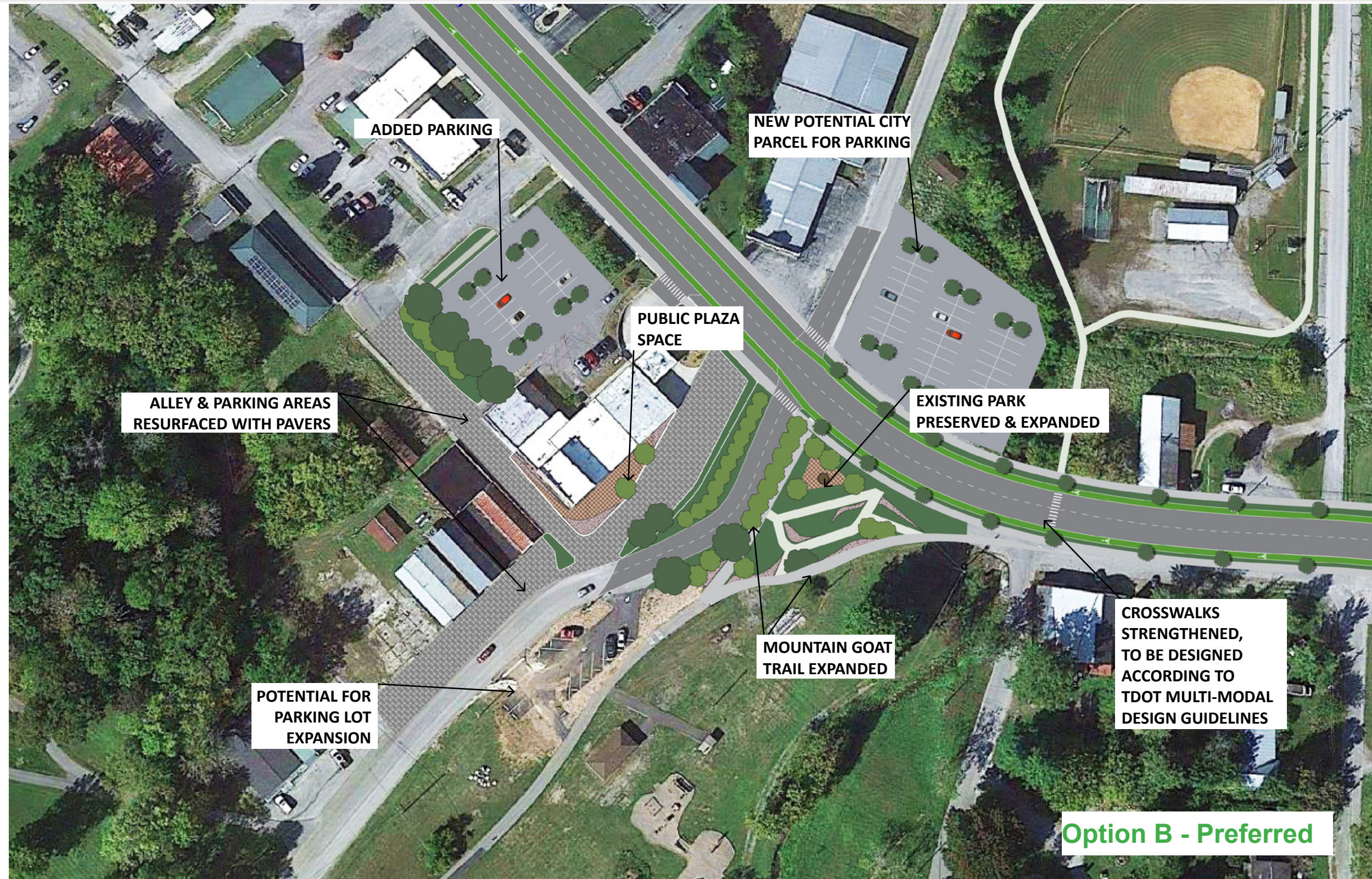


## General Notes:

- There should be a strong cross walk at either Railroad or 10th with a safe harbor island in the middle lane wherever we decide to land that strong crosswalk
- There should be wide sidewalks on either side of Main St. extending at least all the way down to 12th St. and eventually all the way to Hobbs Hill
- The city is hoping to acquire the parcel on the north side of Main just across from Railroad Street to utilize as a parking lot

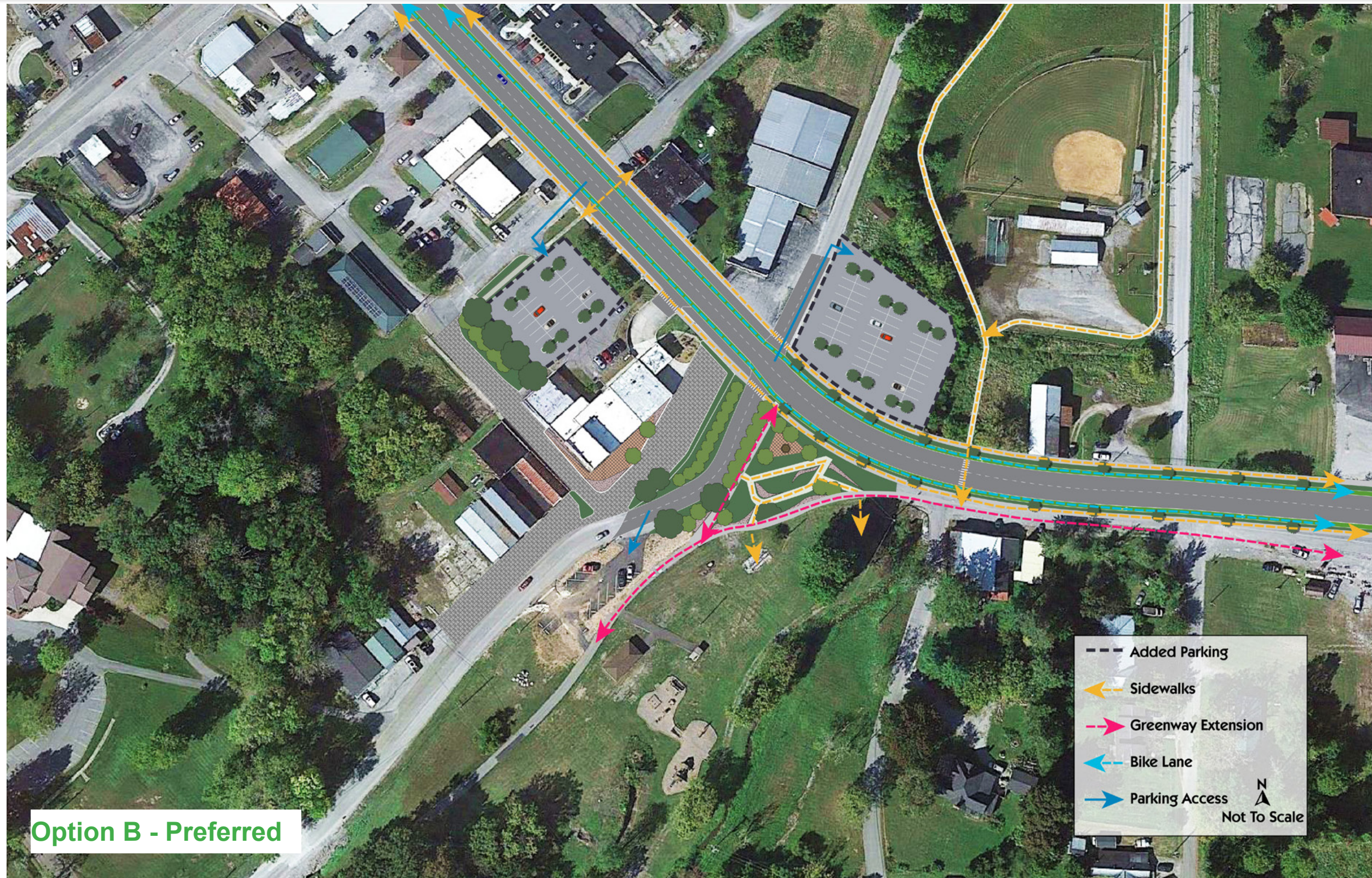


# Main St. & Railroad Ave. - Proposed Improvements





# Main St. & Railroad Ave. - Proposed Improvements



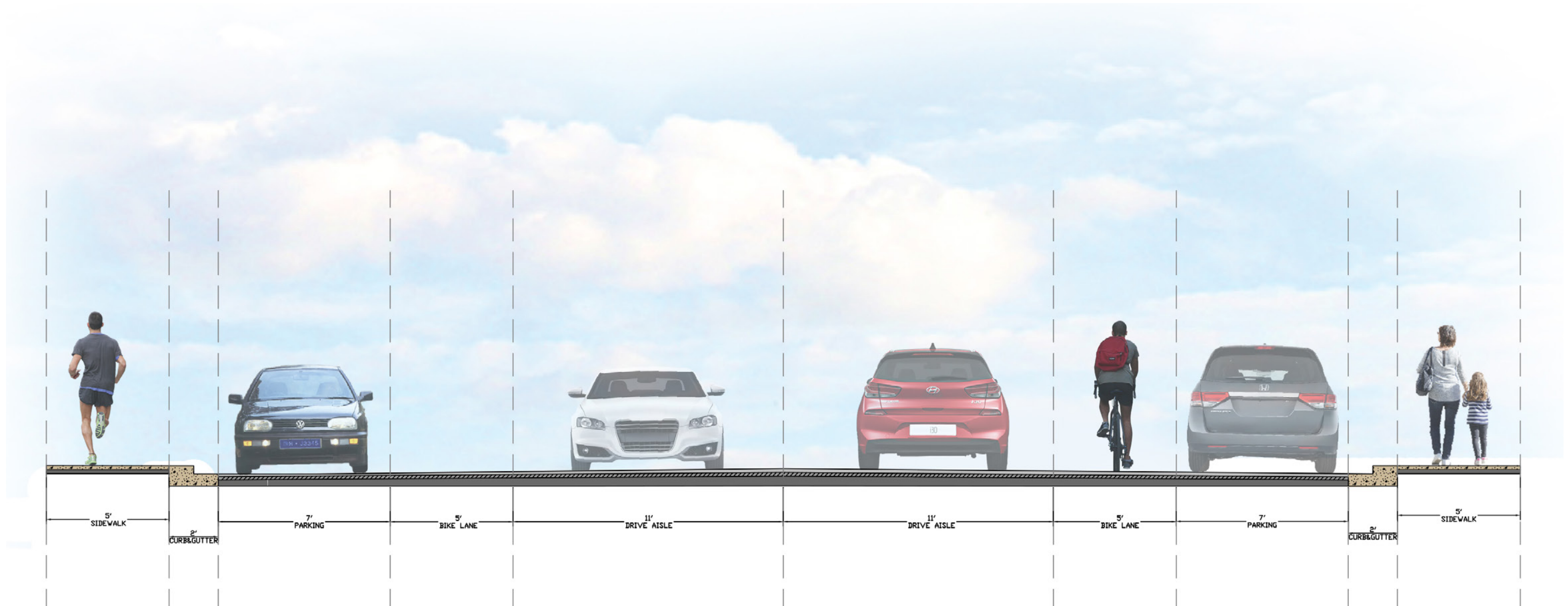


# Main St. - Complete Street Concept





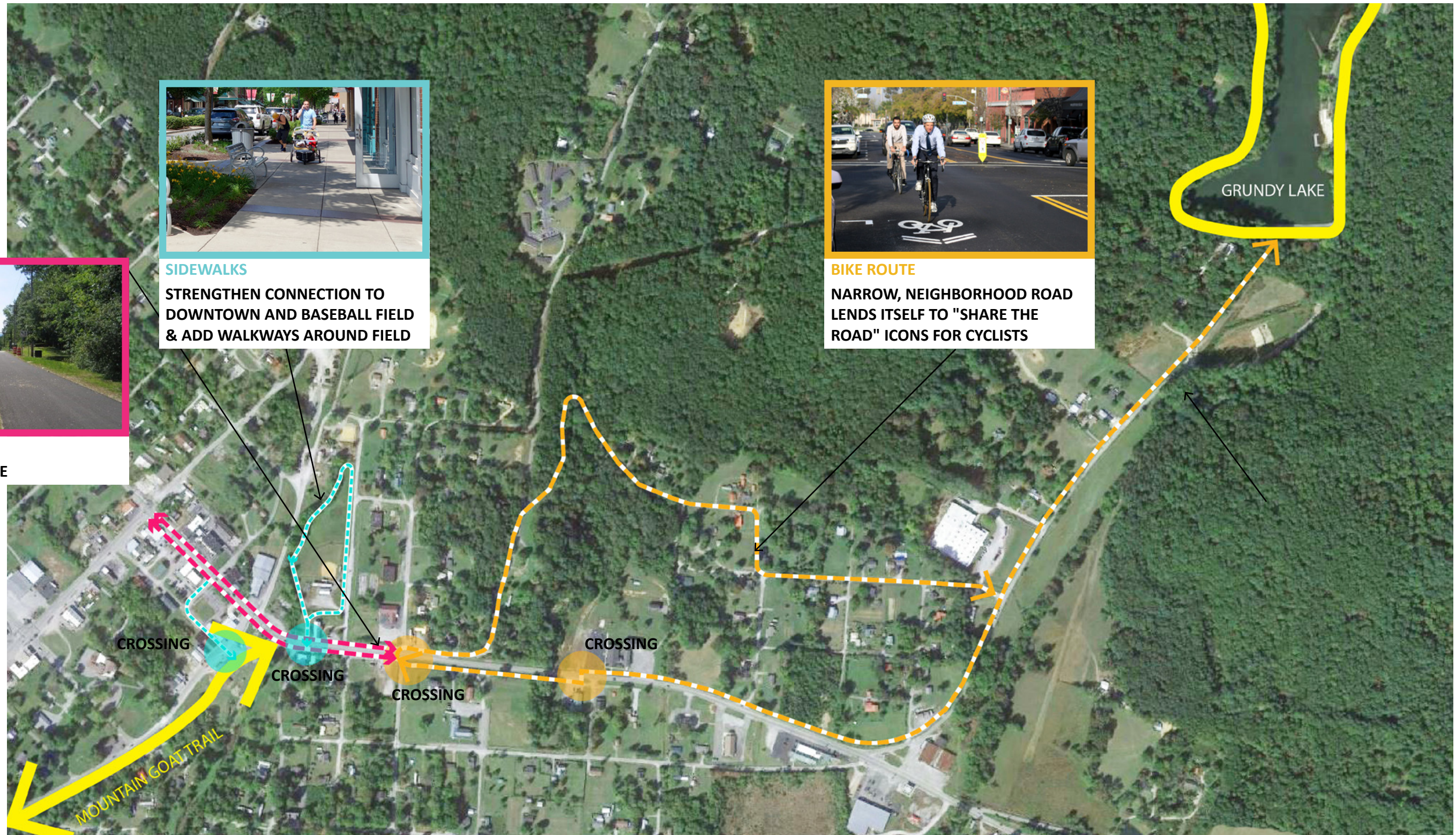
# Main St. - Complete Street Concept



Note: Complete streets plan and section drawings are conceptual and should be used as illustrative examples only.



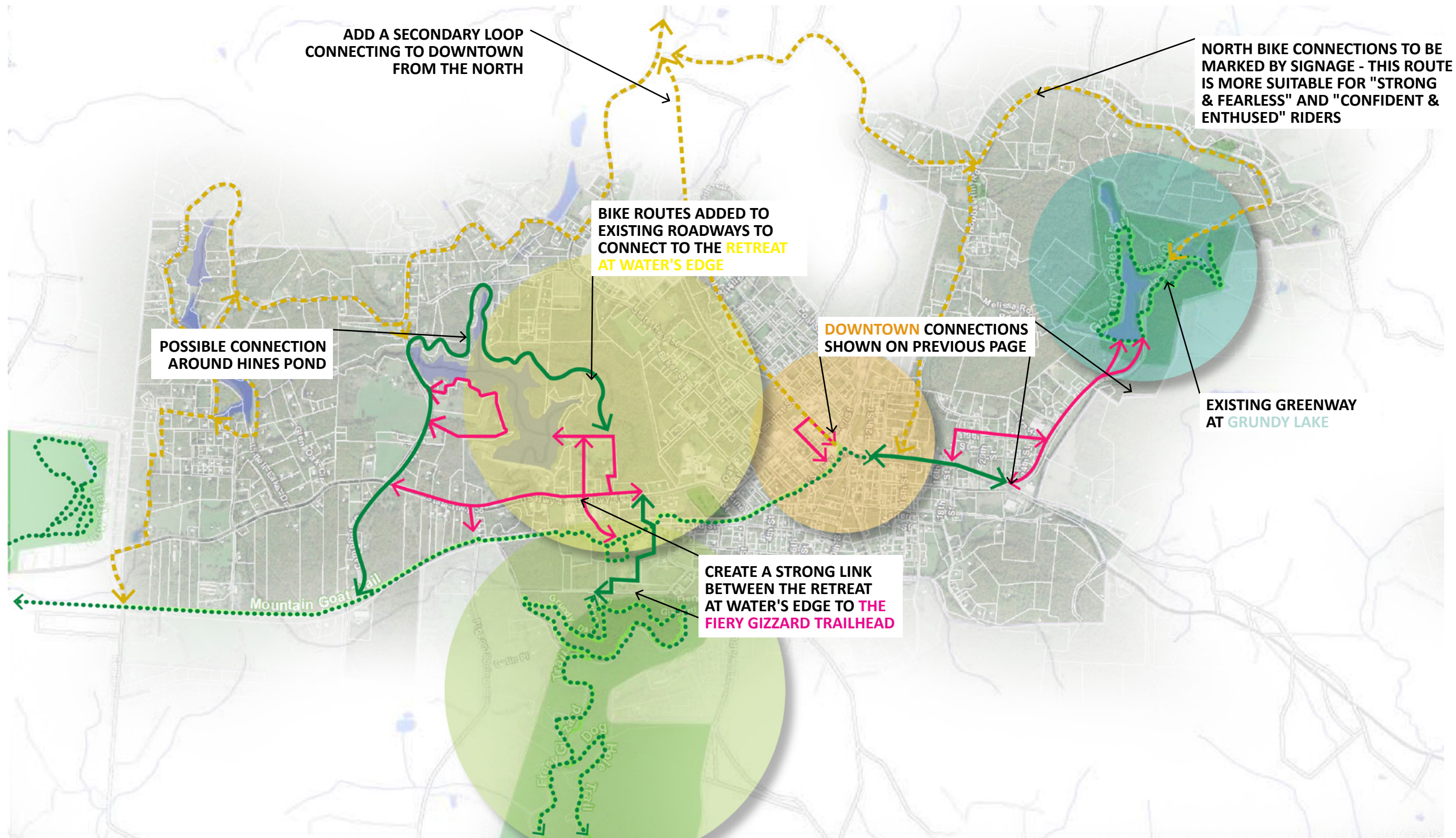
# Proposed Greenway Connections - Downtown





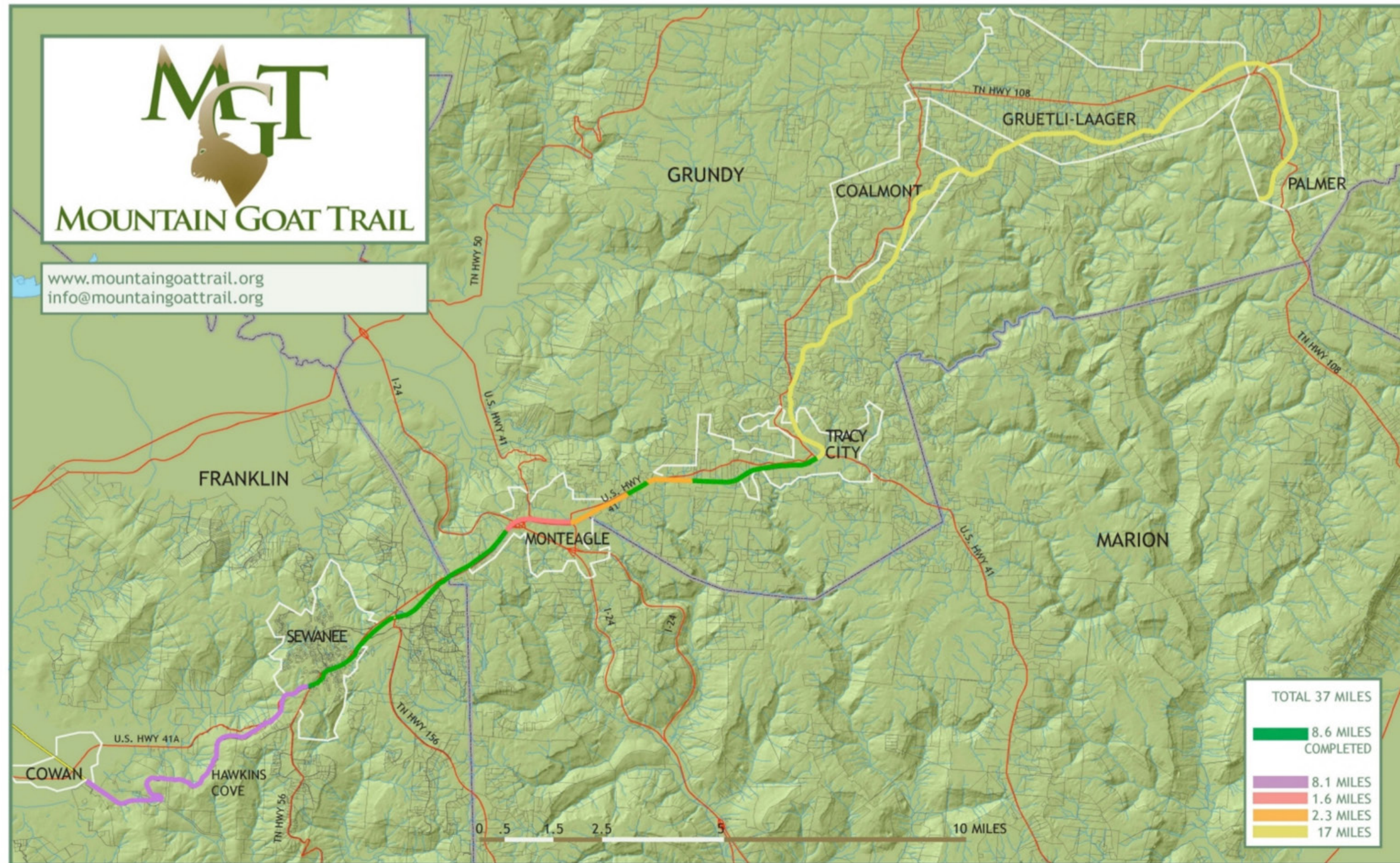


# Proposed Greenway Connections - Citywide





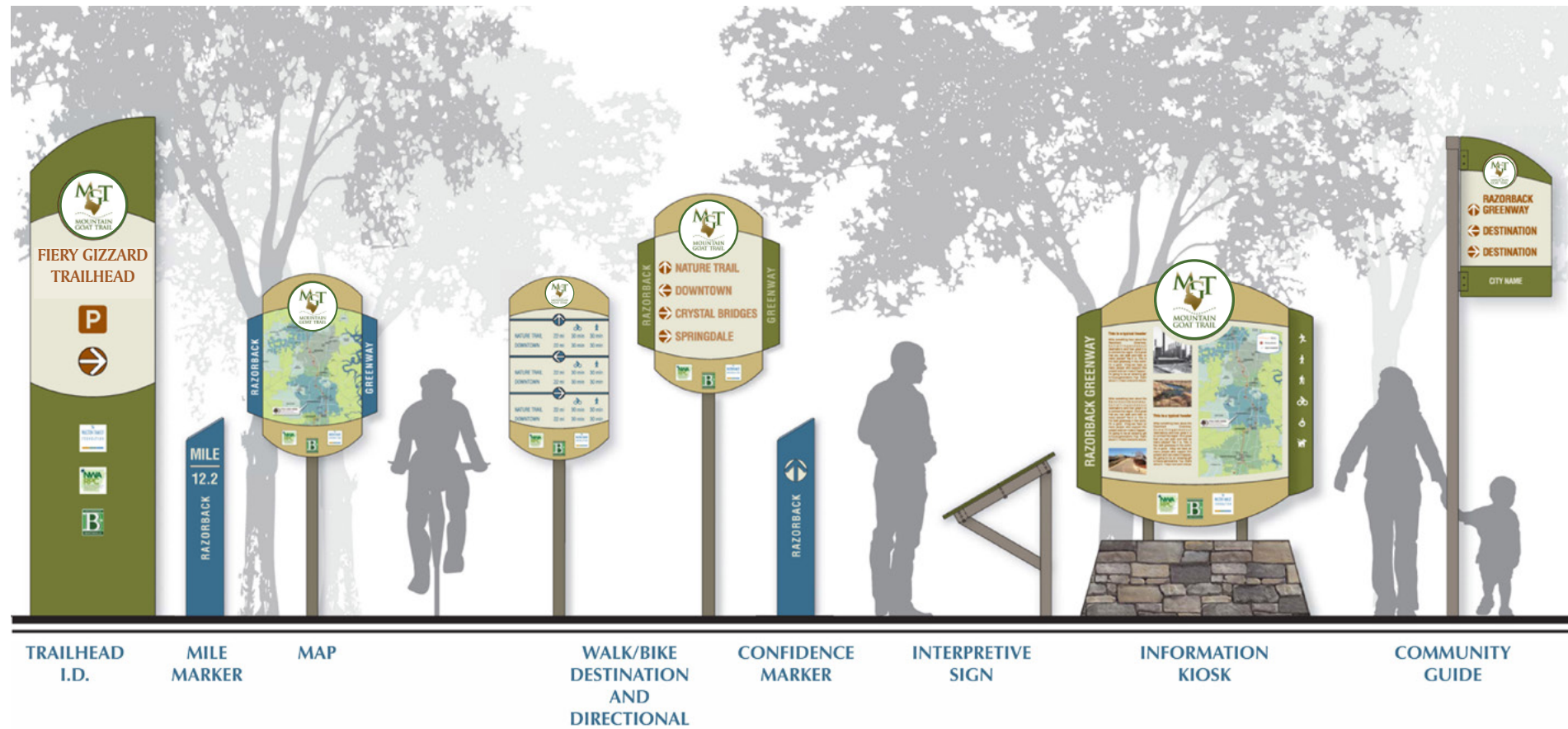
# Future Greenway Connections - Regional





# Wayfinding, Monuments, Signage

## Possible Signage Styles:



- Customized signage for the Mountain Goat Trail shall be developed to match the existing Mountain Goat Trail monument signs.
- Additional signage and/or marketing materials should incorporate relevant imagery and logos, to create awareness of Tracy City's tourist attractions
- All signage along state routes, including mile markers must meet MUTCD guidelines and State of Tennessee Outdoor Advertising laws. Logos and relevant imagery must also fall within MUTCD guidelines.
- Sign drawings are provided as illustrative examples only





# 8 Big Recommendations Summary

## Transportation Improvement:

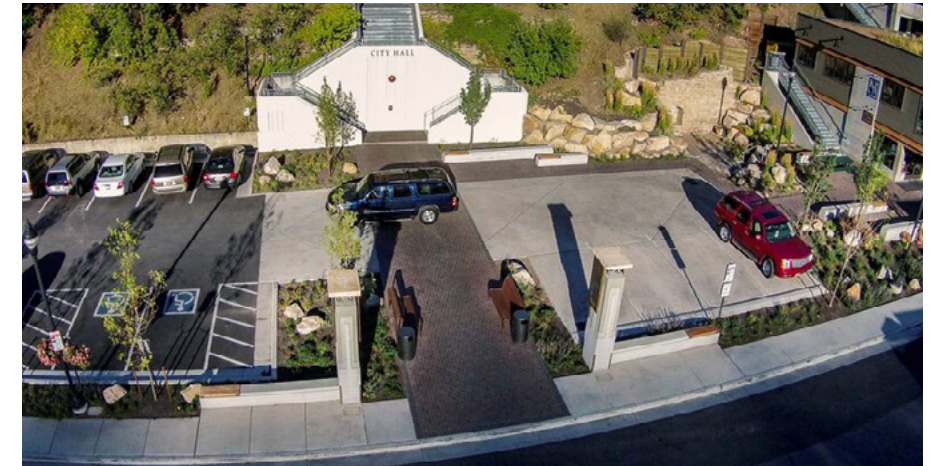
1

Construct more trailhead parking walkable to downtown businesses and at logical nodes along the Mountain Goat Trail.

Existing

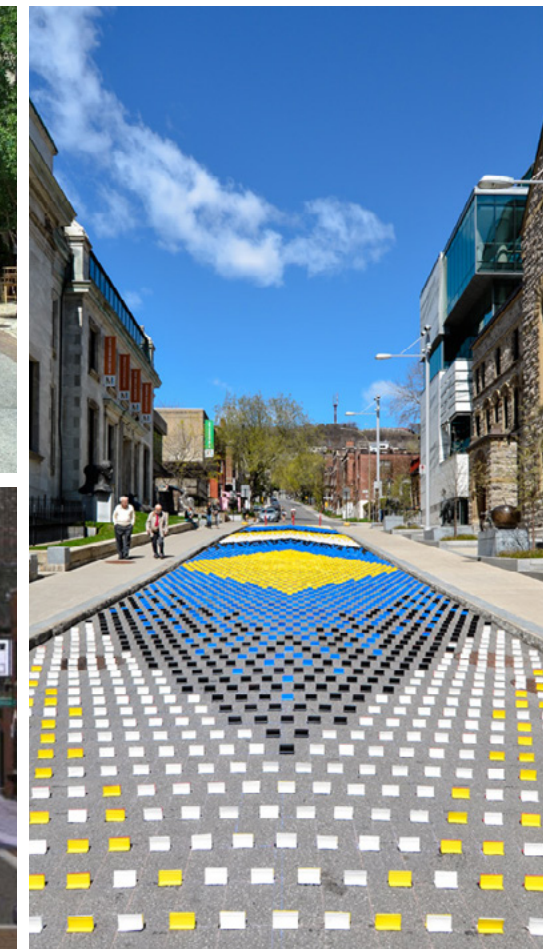


Proposed



2

Create safe and inviting routes connecting downtown to trailheads, the Mountain Goat Trail, and other community attractions and facilities.





# 8 Big Recommendations Summary

## Downtown Improvements:

3

Consistent with input from residents and leadership realign and reconstruct the intersection of Railroad Avenue and Main Street. The proposed design encourages slower vehicular speeds, more defined routes and access points, provides better opportunities for place making, consolidates recreational open space, and improves safety for pedestrians and cyclists.

Existing



Proposed



4

Employ complete streets concepts to create a better user experience for pedestrians, cyclists, and drivers.



5

Look for opportunities to use pocket parks, public art, pavement surfaces, planters, bollards and other landscape elements to create points of interest, and places for residents to converse and engage. Highlight Tracy City's unique historical past and commitment to walkable, cycling friendly future.





# 8 Big Recommendations Summary

## Land Use Planning/Policy:

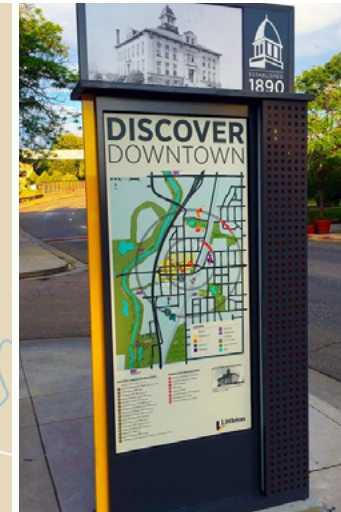
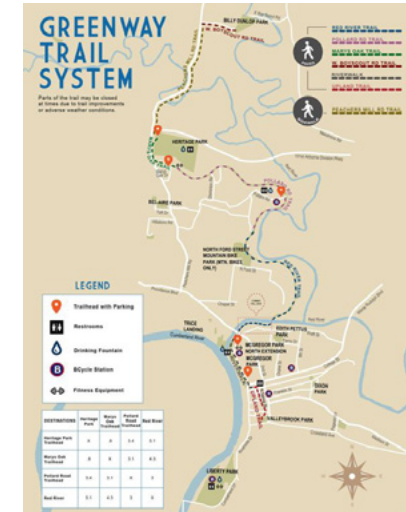
6

Partner with MGTA, SETDD, South Cumberland Chamber of Commerce, and other stake holders to embrace future phases of trail construction, and develop a comprehensive strategy for signage, branding, and marketing of the unique communities, recreational opportunities, culture, and history of Tracy City and the South Cumberland Plateau.

Existing



Proposed



7

Examine City Zoning and Ordinances to encourage a vibrant downtown business environment. Consider allowing commercial frontage in front and rear of buildings, outdoor seating areas, special signage, to embrace pedestrian and cycling customers. Identify grants or other funding for small business start up and incubation, facade improvements, ADA and other code related improvements, etc.





# 8 Big Recommendations Summary

8

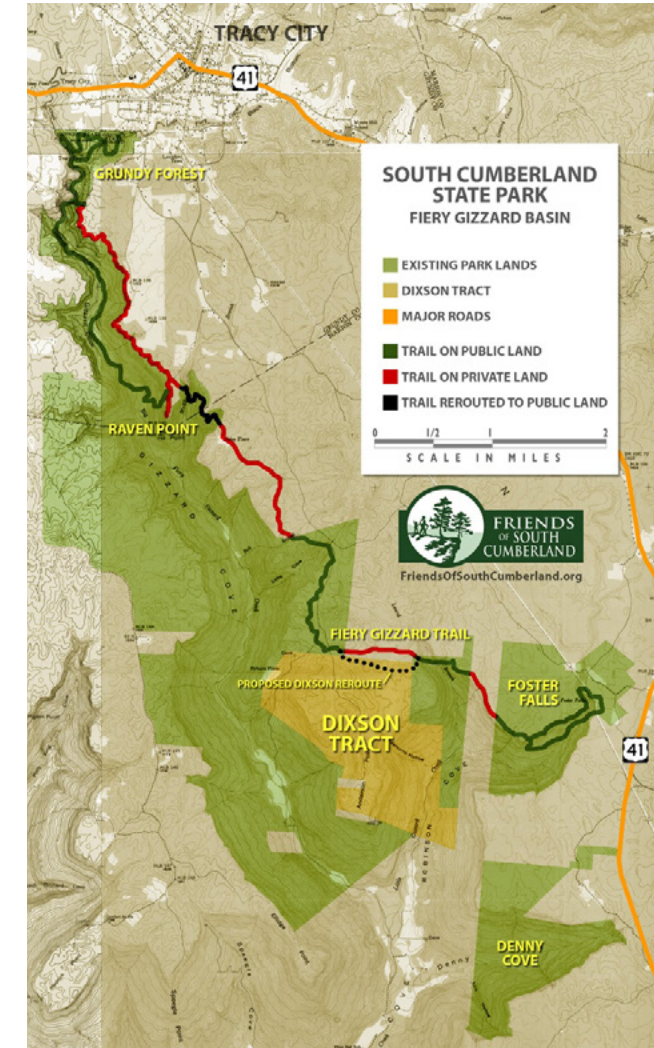
Capitalize on the popularity of the Fiery Gizzard Trail, The Mountain Goat Trail, Grundy Lakes, and other popular destinations in the South Cumberland State Park system as a spring board to highlight Tracy City to recreational tourists.

## Economic Impact/Branding:

### Existing



### Proposed





# 8 Big Recommendations Overview

## 1. Construct more trailhead parking walkable to downtown businesses and at logical nodes along the Mountain Goat Trail.

Tracy City has a wealth of recreation and natural area resources of a quality on par with those found anywhere in the Country. The Fiery Gizzard Trail, Grundy Lakes, The Mountain Goat Trail, and South Cumberland State Park are all amenities that most communities can only dream about, and the word is starting to get out. They represent not only beautiful recreational opportunities but an important part of the historic and cultural fabric of the community. Both the challenge and opportunity for Tracy City in capitalizing on these resources is to better engage and attract both local and out of town visitors to these great amenities. When these recreational tourists finish their activity, we want to create an environment that encourages people to stay, explore Tracy City's historic downtown, shop, have a meal, and learn about all that Tracy City has to offer. One of the best ways that municipal government can foster this sort of economic development activity is by providing infrastructure and a sense of place. Currently the resources outlined above while popular destinations are not linked well to one another and to Tracy City's historic downtown. Many visitors visit one of these attractions without realizing the others even exist or are proximate to Tracy City. Trailhead parking is very specific to an individual destination, often lacks capacity for peak days, and provides no information to the visitor about area attractions or amenities in town.

### Signage / Wayfinding / Promotions

Signage, way-finding, and promotional materials developed in conjunction with key stakeholders who manage and maintain these natural and recreational resources would go a long way to presenting this portion of the plateau in more holistic fashion with Tracy City as a logical hub. We understand that several key stakeholders (Tracy City, SETD, MGTA, C of C) are already meeting to advance some of these objectives. Ragan Smith looks forward to identifying ways to participate and support these efforts.

### Trail Head Parking

Existing trail head parking for Fiery Gizzard, Grundy Lakes, the Mountain Goat Trail, and other popular trails in South Cumberland State Park system have limited trail head capacity. Tracy City is within walking or biking distance of many of these trail heads and has a great opportunity to capture revenues, improve civic spaces, and to support its recreational partners by making incremental public parking improvements in the historic center of town. When paired with bike parking facilities in town and at trail heads Tracy City could become the place that recreational users come to start and finish the adventures and enjoy themselves instead of the place they drive around or through on the way to them.

Nearly a third of all respondents to the needs assessment survey felt that further invest was needed in either trail head parking, bike and pedestrian facilities in the downtown, or improving public spaces and place making. The infrastructure and improvements outlined along with small landscape improvements in key locations would go a long way to addressing the needs identified by residents and stakeholders. The plans presented show phased plans with meaningful early phase improvements at low costs. They also show a vision for future amenities that can be layered in to create an even better sense of place as tax revenues increase and more funding partners are identified.



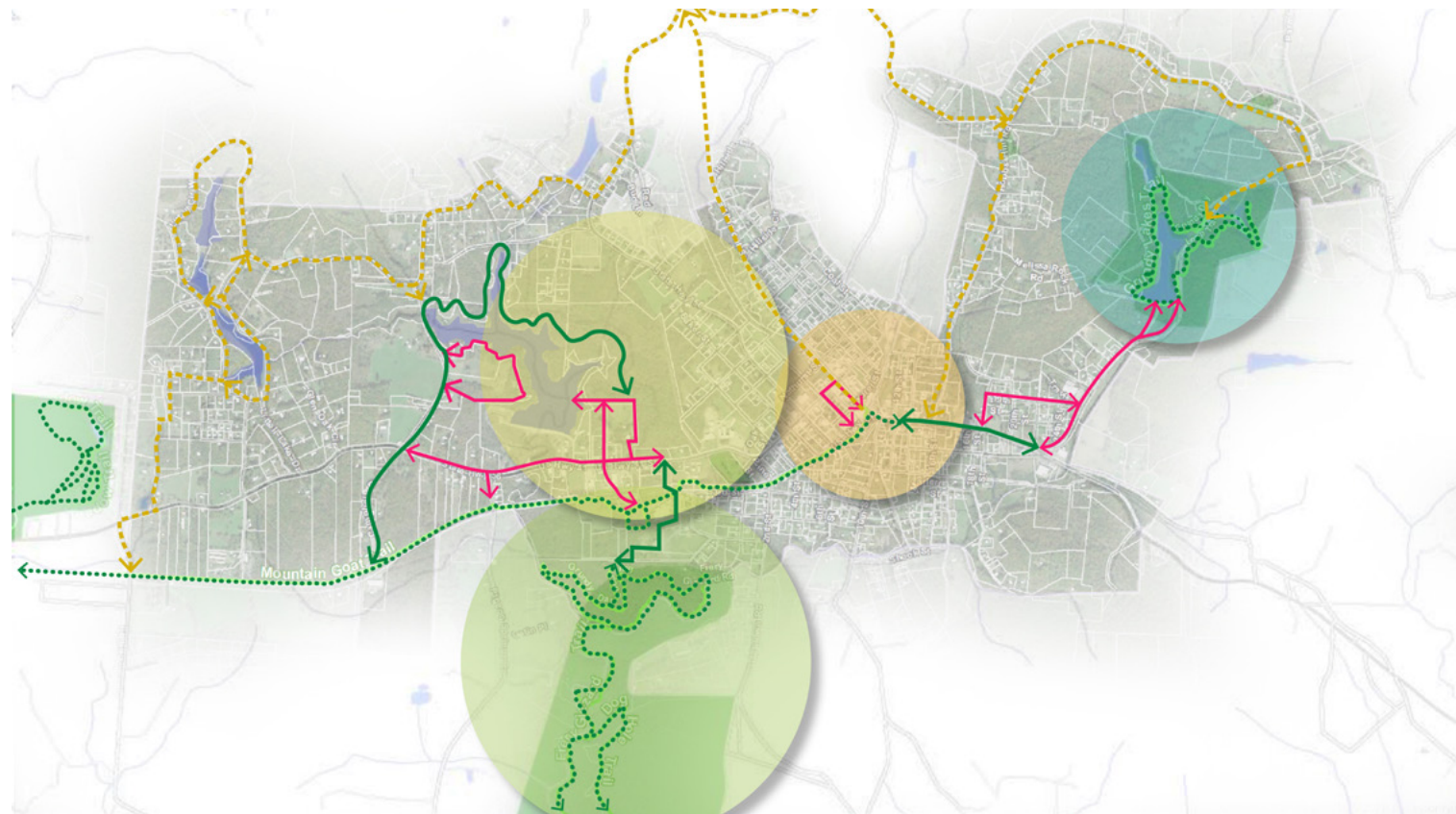




# 8 Big Recommendations Overview

2. Consistent with input from residents and leadership realign and reconstruct the intersection of Railroad Avenue and Main Street. The proposed design encourages slower vehicular speeds, more defined routes and access points, provides better opportunities for place making, consolidates recreational open space, and improves safety for pedestrians and cyclists.

Tracy City, with quiet neighborhood streets, well loved public parks and school facilities, and the world class Mountain Goat Trail greenway, has the component pieces of an exceptional bike and pedestrian network. This Community Mobility Plan should be the tool for intentionally planning and prioritizing key infrastructure improvements to link together the existing amenities that are already the envy of most communities. The “City Wide” plan depicts a framework for a logical extension of infrastructure to key existing nodes that will create comprehensive network allowing multiple modes of mobility throughout the community. This vision can be accomplished through a combination of sidewalk extensions, pathway connections to the Mountain Goat Trail, road shoulder and striping improvements, crossing and safety enhancements, landscape elements, and signage. This document combines mapping, a series of images to demonstrate the successful use of these tools in other similar communities, and critical implementation priorities and funding recommendations to provide a phased path towards completion of a comprehensive network to serve the entire community.



3. Consistent with input from residents and leadership realign and reconstruct the intersection of Railroad Avenue and Main Street. The proposed design encourages slower vehicular speeds, more defined routes and access points, provides better opportunities for place making, consolidates recreational open space, and improves safety for pedestrians and cyclists.

More than half of all respondents to the needs assessment identified *improvements to the Railroad Avenue and Main Street intersection* and expanding and *improving public spaces in the downtown to create a sense of place* as critical needs. The existing Railroad Ave / Main Street intersection is confusing for both pedestrians and motorists and allows for vehicular speeds and turning movements that are not aligned with the goals of supporting commerce and enjoyment in a walkable downtown core. The plans presented for the Main Street & Railroad Avenue area depict an alternative intersection design that results in expanded space for parks and pathways and a focal point to build upon for additional investment in public spaces. The plan shows how initial improvements to the intersection and Roundhouse Park can be expanded in future phases to create a cohesive sense of place throughout the downtown core. The recommendations also seek to highlight opportunities for an improved business environment, clear circulation patterns, and enhanced pedestrian safety.





# 8 Big Recommendations Overview

## 4. Employ complete streets concepts to create a better user experience for pedestrians, cyclists, and drivers.

Complete Streets give more equitable consideration to all users in their design and construction. A complete streets plan identifies opportunities and locations for developing a more robust multi-modal network to accommodate user choice. Employing these principles on a portion of Main Street / SR150 through Tracy City's core downtown would have a ripple effect on improving the experience for residents, patrons, and visitors. Clearly defined bike routes will provide links for cyclists through the spine of the community between parking areas, parks, businesses, and recreational cycling routes to Grundy Lakes and along the Mountain Goat Trail. Additionally, the street will be effectively narrowed helping to control vehicle speeds and allow for better developed pedestrian crossing at key intersections. Parking areas will be better defined, with a higher degree of safety and the ability to manage the available inventory over time. A complete streets plan will also allow the city to better manage driveway and parking lot access points and the resulting potential for turning conflicts and impacts to pedestrian safety. The exhibit in this report is illustrative in nature and will need more specific engineering and collaboration with TDOT if these concepts are prioritized.

## 5. Look for opportunities to use pocket parks, public art, pavement surfaces, planters, bollards and other landscape elements to create points of interest, and places for residents to converse and engage. Highlight Tracy City's unique historical past and commitment to walkable, cycling friendly future.

Depot Street, Rail Road Avenue, existing park areas, improved parking plazas should be treated as a blank canvas for creating additional street scape improvements over time. Installing a combination of benches, bike parking areas, pocket parks, planters, bollards, and interpretive signage have the potential to transform downtown to a true destination. Giving people places to sit, find shade, enjoy a picnic meal, play, and converse will create an environment attractive to residents and visitors alike boosting economic returns on these investments. These improvements can also be designed and executed at all budgets. Temporary installations can be utilized to demonstrate the need and test locations before being replaced with more permanent installations in the future.





# 8 Big Recommendations Overview

**6. Partner with MGTA to help plan, advocate for right of way, sign, and construct the next phase of the MGT extending from Tracy City towards Coalmont. Continue working with the regional stakeholders to arrive at a comprehensive branding, signage, and marketing approach to raise awareness about the unique and engaging attractions on the South Cumberland Plateau.**

The Tracy City Place making and Tourism Committee has a fantastic start on these efforts and should continue to meet and progress towards their goals. Look for opportunities to bring in additional expertise and engage with the local business community in funding and advancing these efforts. Build on the collective strength of the region and provide people with the information and incentive to experience another attraction, event, or aspect of the community on a return visit. Look for opportunities to make information about the region known in target markets (Chattanooga, Nashville, Huntsville) and available to those marketing Tennessee more broadly.

**7. Examine City Zoning and Ordinances to encourage a vibrant downtown business environment. Consider allowing commercial frontage in front and rear of buildings, outdoor seating areas, special signage, to embrace pedestrian and cycling customers. Identify grants or other funding for small business start up and incubation, facade improvements, ADA and other code related improvements, etc.**

Look to other similarly sized recreational gateway communities for examples of signage, branding, and land use ordinances that will encourage economic development. (Saluda NC, Traveler's Rest SC, Blue Ridge, GA) Continue exploration of a lodging tax or a TIF zone in the downtown area. Earmark revenues generated from these sources for streetscape and mobility enhancements, programming and events, and marketing.

8.

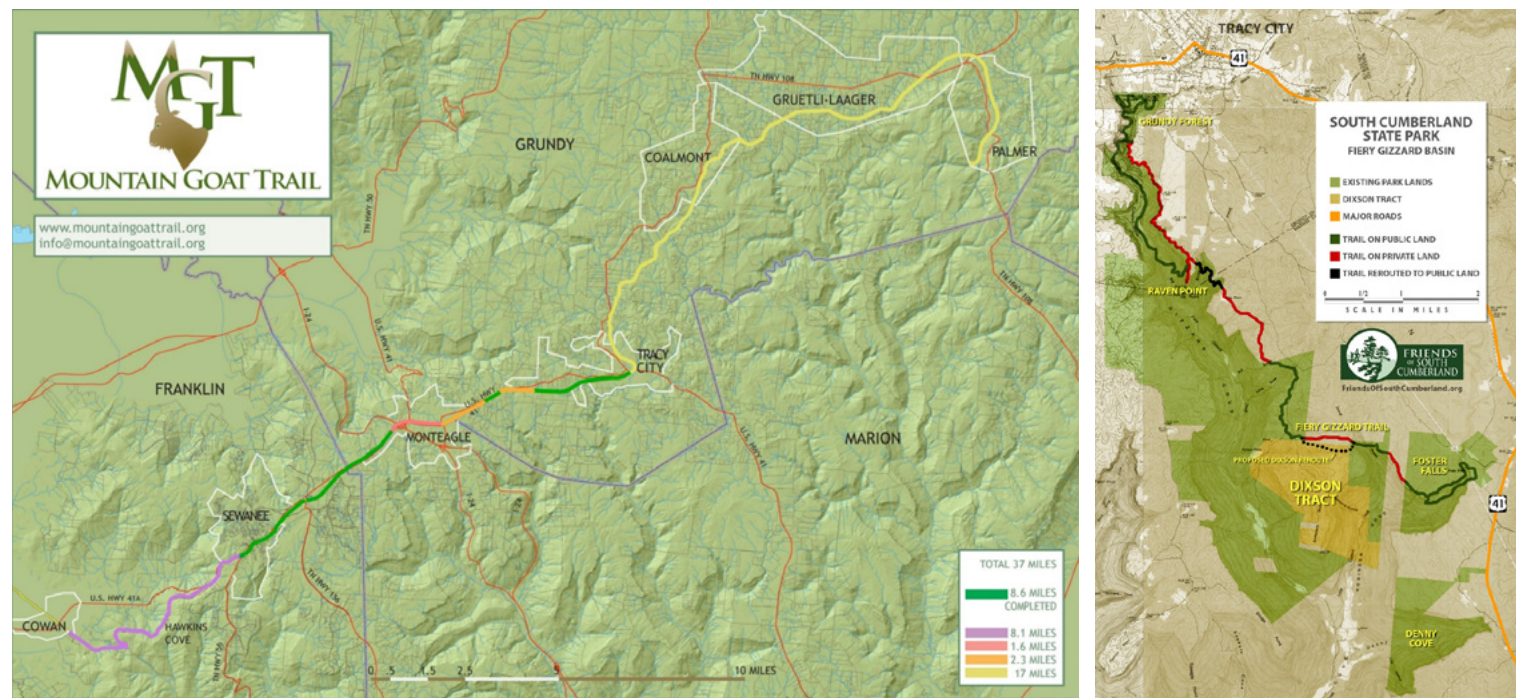




# 8 Big Recommendations Overview

## 8. Capitalize on the popularity of the Fiery Gizzard Trail, The Mountain Goat Trail, Grundy Lakes, and other popular destinations in the South Cumberland State Park system as a spring board to highlight Tracy City to recreational tourists.

Tracy City has an embarrassment of riches when it comes to recreational experiences, pristine natural areas, and destination of historic and cultural significance. These attractions are already bringing hundreds of visitors to the Tracy City area each month with nearly unlimited potential for growth. The Community Mobility plan seeks to link these attractions to Tracy City's historic downtown. The goal should be that both locals and visitors think of downtown Tracy City as the place to relax, shop, and find a meal and refreshment before and after their adventures. The physical infrastructure improvements represented in this plan in the form of pathway and sidewalk extensions, trail head / parking projects, public plazas and gathering areas, and park improvements will create the setting to capture the economic development potential of these popular existing attractions. To fully capitalize these community assets Tracy City, its business community, and key stake holders should outline a series follow up priorities to provide signage and wayfinding informing and directing area locals and visitors of the retail, food, entertainment, recreational, historical, and cultural attractions in and around downtown. Addition streetscape enhancements along Main Street and Tracy Road would also highlight the welcoming nature of the community. Examining municipal zoning codes, business regulations, signage standards, and business incubation resources should also be examined as ways of catalyzing the vibrancy and revenue potential of the other investments outlined in this report.





# 8 Big Recommendations Matrix

	Transportation Improvement	Downtown Improvement	Land Use Planning/ Policy	Economic Impact/ Branding
Need for more trailheads & parking at key destination points in the community and along the greenway	X			X
Create better pedestrian and bicycle facilities as part of neighborhood transportation network	X	X	X	X
Explore a possible Roundabout or intersection realignment at Railroad Avenue and Main Street	X	X		
Improve Bike and Pedestrian facilities throughout Downtown Tracy City	X	X		
Expand and improve public space in Downtown Tracy City to create a greater sense of place including Downtown Pocket Parks	X			X
Partner with MGTA to help plan, advocate for right of way, sign, and construct the next phase of the MGT extending from Tracy City towards Coalmont	X		X	X
Examining City Zoning and Ordinances to encourage a vibrant downtown business environment. Consider allowing commercial frontage in front and rear of buildings, outdoor seating areas, special signage, to embrace pedestrian and cycling customers.		X	X	X
Capitalize on the popularity of Fiery Gizzard Trail and promote trails & greenways as a regional experience in Grundy County	X		X	X



# Implementation & Funding Opportunities

## Federal Funding Sources:

Federal funding is typically directed through state agencies to local governments either in the form of grants or direct appropriations, independent from state budgets. Federal funding typically requires a local match of 20%, although there are sometimes exceptions, such as the recent American Recovery and Reinvestment Act stimulus funds, which did not require a match.

### *Transportation Alternatives (TA) Set-Aside*

- These set-aside funds include all projects and activities that encompass a variety of smaller-scale transportation projects such as the conversion and use of abandoned railroad corridors to recreational trails for pedestrians, bicyclists, or other non-motorized transportation users, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.
- See more at: [https://www.fhwa.dot.gov/environment/transportation\\_alternatives/](https://www.fhwa.dot.gov/environment/transportation_alternatives/)

### *Recreational Trails Program:*

- The Recreational Trails Program (RTP) is a federal funded, state administered grant program. The RTP provides grant funding for land acquisition for trails, trail construction, trail maintenance, trail rehabilitation and for trail head support facilities. These funds are distributed in the form of an 80% grant with a 20% match. Local, state and federal land managing agencies are eligible to apply as well as state chartered, non-profit organizations with IRS 501 (c)(3) status that have a written agreement for trail management with an agency. All grants must be on publicly owned land.
- See more at: [https://www.fhwa.dot.gov/environment/recreational\\_trails/](https://www.fhwa.dot.gov/environment/recreational_trails/)

### *Partnership to Improve Community Health (PICH):*

- PICH is a 3-year initiative that supports implementation of evidence-based strategies to improve the health of communities and reduce the prevalence of chronic disease. PICH builds on a body of knowledge developed through previously funded Centers for Disease Control and Prevention (CDC) programs and encourages collaborations with a multi-sectoral coalition to implement sustainable changes in communities where people live, learn, work, and play.
- See more at: <https://www.cdc.gov/nccdphp/dch/programs/partnershipstoimprovecommunityhealth/index.html>

## State Funding Sources:

### *Local Parks & Recreation Fund (LPRF) Grants:*

- The Local Parks and Recreation Fund (LPRF) provides grants to eligible local government entities for the purchase of lands for parks, natural areas, greenways, and recreation facilities. The funds may also be used for trail development and capital projects in parks, natural areas, and greenways.
- See more at: <https://www.tn.gov/environment/about-tdec/grants/grants-recreation-grants/grants-local-parks-and-recreation-fund-lprf-grants.html>

### *Tennessee Recreation Initiative Program:*

- The Tennessee Recreation Initiative Program (TRIP) provides grants to those cities and counties currently without a comprehensive parks and recreation delivery system in operation due to lack of staffing and organization.
- See more at: <https://www.tn.gov/environment/about-tdec/grants/grants-recreation-grants/grants-tennessee-recreation-initiative-program-trip-grants.html>

### *Transportation Alternative Program (TAP):*

- Provides funding (80/20 match) for projects that fit within one of the following categories:
  1. Pedestrian and Bicycle Facilities & Safe Routes for Non-Drivers
  2. Conversion of Abandoned Railway Corridors to Trails
  3. Scenic Turnouts and Overlooks
  4. Historic Preservation & Rehab of Historic Transportation Facilities
  5. Archaeological Activities
- See more at: <https://www.tn.gov/tdot/program-development-and-administration-home/local-programs/tap.html>

### *Multi-modal Access Grants:*

- TDOT's Multi-modal Access Grant is a state-funded program created to support the transportation needs of pedestrians, bicyclists, and transit users through infrastructure projects that address existing gaps along state routes.
- See more at: <https://www.tn.gov/tdot/multimodal-transportation-resources/multimodal-access-grant.html#:~:text=TDOT's%20Multimodal%20Access%20Grant%20is,existing%20gaps%20along%20state%20routes.>



# Implementation & Funding Opportunities

## **Community Transportation Planning Grants (CPTG):**

- Assist rural communities with planning efforts that define the transportation cohesiveness between multi-modal transportation systems and local land use objectives that achieve the statewide transportation goals
- Aid with the creation of planning documents that support improvements in traffic flow, safety, and overall efficiency of the transportation system
- Provide governments with planning resources to achieve community visions as related to transportation and land use needs that promote future economic growth
- See more at: <https://www.tn.gov/tdot/long-range-planning-home/longrange-oct/longrange-planning-grant.html>

## **Recreational Trails Grant (RTG):**

- The Recreational Trails Program (RTP) is a federal funded, state administered grant program. RTP provides grant funding for land acquisition for trails, trails maintenance and restoration/rehabilitation, trail construction, and trail head support facilities. All grant projects must be on publicly owned land.
- See more at: <https://www.tn.gov/environment/about-tdec/grants/grants-recreation-grants/grants-recreation-educational-trail-program.html>

## **Land and Water Conservation Funds (LWCF):**

- The LWCF program provides matching grants to states to administer to state and local governments for the acquisition and development of public outdoor recreation areas and facilities. Recreation Educational Services administers the LWCF grants in Tennessee.
- See more at: <https://www.tn.gov/environment/program-areas/res-recreation-educational-services/res-recreation-educational-services-grants0.html#:~:text=Land%20and%20Water%20Conservation%20Funds,the%20LWCF%20grants%20in%20Tennessee.>

## **Built Environment Grants:**

- The Tennessee Department of Health's Office of Primary Prevention manages the Access to Health built environment grant programs. These grants aim to increase access to safe and publicly-accessible places that provide opportunities for physical activity for a diverse group of users, including those who live, visit, work, play, worship, and learn in the community.
- See more at: <https://www.tn.gov/health/health-program-areas/office-of-primary-prevention/redirect-opp/built-environment-and-health/built-environment-grants.html>

## **Project Diabetes:**

- Project Diabetes is a state-funded initiative administered by Tennessee Department of Health. Grants are awarded to community partners with a focus on reducing overweight and obesity as risk factors for the development of type 2 diabetes. Grant activities are geared toward interventions that are applied before there is any evidence of disease.
- Priorities for funding focus on two primary goals:
  1. Make physical activity an integral and routine part of life
  2. Create food and beverage environments that ensure that healthy food and beverage options are the routine, easy choice.
- See more at: <https://www.tn.gov/health/health-program-areas/mch-diabetes/project-diabetes.html>



# Implementation & Funding Opportunities

## Local Funding Sources:

### *Local Bond Measures:*

- Local bond measures, or levies, are usually general obligation bonds for specific projects. Bond measures are typically limited by time based on the debt load of the local government or the project under focus. Funding from bond measures can be used for engineering, design and construction of local park facilities.

### *Stormwater Utility Fees:*

- Stormwater charges are typically based on an estimate of the amount of impervious surface on a user's property. Impervious surfaces (such as rooftops and paved areas) increase both the amount and rate of stormwater runoff compared to natural conditions. Such surfaces cause runoff that directly or indirectly discharges into public storm drainage facilities and creates a need for stormwater management services. Thus, users with more impervious surfaces are charged more for stormwater service than users with less impervious surfaces.
- The rates, fees, and charges collected for stormwater management services may not exceed the costs incurred to provide these services. The costs that may be recovered through the stormwater rates, fees, and charges includes any costs necessary to assure that all aspects of stormwater quality and quantity are managed in accordance with federal and state laws, regulations, and rules. Open space may be purchased with stormwater fees, if the property in question is used to mitigate floodwater or filter pollutants.

### *Hotel & Motel Tax:*

- Local governments that choose to exercise a local option of hotel & motel tax can use the tax revenues to provide funding for a wide variety of projects and activities. The development of the future park property could be funded by a portion of local sales tax revenue or from a voter approved sales tax increase. Many cities and counties use the tax for tourism development, which can include athletic facilities as well as parks and recreation facilities that will draw regional participants.

## Private Funding Sources:

### *Corporate Donations:*

- Corporate donations are often received in the form of liquid investments (i.e. cash, stock, bonds) and in the form of land. Employers recognize that creating places to bike, walk, and play sports is one way to build community and attract a quality work force. Bicycling and outdoor recreation businesses often support local projects and programs. Municipalities typically create funds to facilitate and simplify a transaction from a corporation's donation to the given municipality. Donations are mainly received when a widely supported capital improvement program is implemented. Such donations can improve capital budgets and/or projects.

### *Volunteer Work & Public-Private Partnerships:*

- Individual volunteers from the community can be brought together with groups of volunteers from church groups, civic groups, scout troops and environmental groups to work on park development on special community workdays. Volunteers can also be used for fundraising, maintenance, and programming needs. Local schools or community groups may use the park projects as a project for the year, possibly working with a local designer or engineer. A local construction company may donate or discount services. A challenge grant program with local businesses may be a good source of local funding, where corporations 'adopt' a park facility and help construct and maintain the facility.

### *Private Individual Donations:*

- Private individual donations can come in the form of liquid investments (i.e. cash, stock, bonds) or land. Municipalities typically create funds to facilitate and simplify a transaction from an individual's donation to the given municipality. Donations are mainly received when a widely supported capital improvement program is implemented. Such donations can improve capital budgets and/or projects.

### *Fundraising / Campaign Drives:*

- Organizations and individuals can participate in a fundraiser or a campaign drive. It is essential to market the purpose of a fundraiser to rally support and financial backing. Oftentimes fundraising satisfies the need for public awareness, public education, and financial support.



