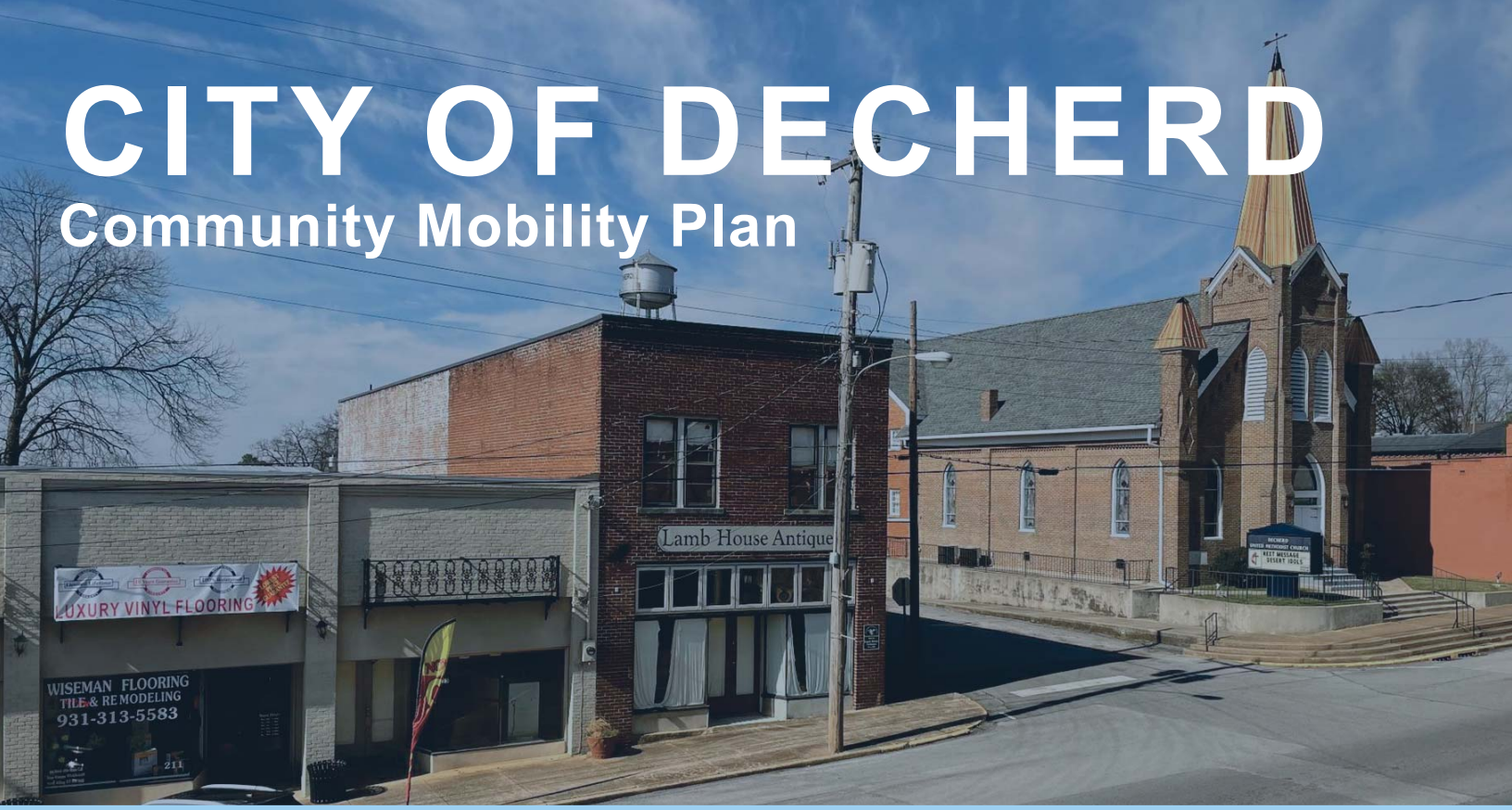


CITY OF DECHERD

Community Mobility Plan



APRIL 2023

ACKNOWLEDGMENTS

The Decherd Community Mobility Plan is the result of the contributions and support provided by the City of Decherd and the Tennessee Department of Transportation. We would like to express our sincere gratitude to the following:

The City of Decherd: City staff and advisory committee members provided valuable guidance, resources, and support throughout the mobility planning process. Their dedication to creating a safer and more accessible community for its diverse residents has been instrumental for the success of this project.

Tennessee Department of Transportation: We extend our appreciation to the Tennessee Department of Transportation for their collaboration and partnership throughout the development of this plan. Their technical expertise and assistance have been invaluable in bringing this vision to fruition.

Residents: We would like to thank the Decherd community for their input and feedback during the planning process. Your insights and perspectives have helped to shape the final plan and ensure that it reflects the needs and aspirations of the community.

Together, these groups have played an essential role in the creation of the Decherd Community Mobility Plan.

City of Decherd:

Mary Nell Hess, Mayor

Eric Bradford, City Administrator

Tennessee Department of Transportation:

Kevin Layne, Long Range Planning Division, Region 2

Gresham Smith:

Sandy Layne-Sclafani, P.E. CPESC

Greg Kern, AICP

Amanda Sapala, AICP

Andrew Williams, AICP, ENV SP



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D1 INTRODUCTION

Executive Summary

The Dechard Community Mobility Plan aims to improve the safety, accessibility, and connectivity of the city's sidewalk and bike networks. This plan provides an overview of the efforts taken to create a comprehensive approach for a more pedestrian and bike-friendly environment.

This plan proposes the creation of a new on-street bike network and the expansion of the existing sidewalk network to fill in critical gaps to create a complete network of bike and sidewalk facilities throughout the city. This will help to connect important destinations in the community, such as Dechard Elementary, North Middle School, Hank Weddington Park, Babe Ruth Park, and local businesses. The build-out of this network will provide residents and visitors with safe and efficient options for walking, cycling, and other active transportation modes.

To ensure the success of this plan, a range of stakeholders, including community leaders, city officials, and residents, have worked together to contribute ideas and suggestions for the proposed network improvements. The planning process has also emphasized the importance of community engagement, including public input and participation, to ensure that the bike and sidewalk networks meet the needs and desires of the community.

Overall, the Community Mobility Plan for Dechard, Tennessee, offers a comprehensive and strategic approach to creating a more walkable and bikeable city for all residents and visitors.



Community Mobility Plan Overview

The Tennessee Department of Transportation (TDOT) established the Community Transportation Planning Grant (CTPG) program to assist Tennessee’s small and rural communities in developing transportation plans to address transportation, land use, and growth management issues. The program is designed to better integrate multimodal transportation systems with local land use objectives and achieve statewide transportation goals.

The City of Decherd was awarded one of the 30 grants from the CTPG program’s 2021-2022 grant cycle. This report documents the findings and recommendations of the Community Mobility Plan.

The City developed a three-page outline for a Municipal Plan per state statutes (TCA Title 13) to guide the Planning Commission as it sets the direction for future growth. While a Municipal Plan has not yet been completed or adopted, Mayor Hess and the Aldermen have expressed support for continued safety improvements for multimodal transportation in the city.

Three key policies included in the Municipal Plan outline related to transportation:

1. Improve existing sidewalks and construct new ones ensuring Americans with Disabilities Act (ADA) compliance,
2. Provide bicycle lanes, and
3. Increase the street lighting.

This Community Mobility Plan directly supports the advancement of these policies by proposing the expansion and maintenance of the existing sidewalk network, by increasing the provision of dedicated bicycle facilities through the city, and by recommending multimodal safety elements, including high-emphasis crosswalks and pedestrian-oriented lighting.



EXISTING CONDITIONS

Evaluation of Existing Conditions

The following provides a summary of existing transportation conditions in the City of Decherd, TN. This includes an overview of the community, a summary of City demographics, and the City’s land use and environmental resources. Also provided is a traffic analysis including an evaluation of the existing roadway network, transportation patterns, and existing bicycle/pedestrian facilities. These evaluations provided context and guidance for this plan’s bike and sidewalk network recommendations.

Community Overview

Historic Decherd, TN was founded in 1853 following the completion of the Nashville and Chattanooga Railroad. Founded by Virginia attorney Peter S. Decherd, who was on the board of the Nashville and Chattanooga Railroad, the town was developed adjacent to a Decherd family plantation just south of Winchester. It was originally incorporated in 1856 and again after the Civil War in 1868, then once more in 1901 (after dissolving briefly due to the Four Mile Law). Today, Decherd is celebrated as a hub of skilled manufacturing and is beloved for its beautiful sunsets at the foot of the Cumberland Mountains. A small, close-knit community, Decherd is a friendly neighbor to nearby Winchester, Cowan, and Estill Springs.

Demographics

Unless otherwise specified, demographic information for Decherd, TN is referenced from 2020 American Community Survey (ACS) 5-year estimates. Additionally, all figures provided in-text have been included in the appendix at a larger scale for legibility.

Population Trends

According to the 2020 US Census, the City of Decherd has an estimated population of 2,379, with an estimated 1,356 households. The 2019-2020 South Central East Rural Planning Organizations (RPO) Rural Regional Transportation Plan noted a total population estimate for Franklin County of 42,000 with a projected increase to 49,000 by 2050 (according to 2018-2070 University of Tennessee (UTK) Boyd Center for Business and Economics Research Population Projections).

Age

The median age in Decherd is estimated to be 39.3, in comparison to a statewide-median age of 39.2. 77.6% of the City’s population is estimated to be 18 years and over. At the regional level, Franklin County was noted among counties having the least proportion of 20-to-64-year-olds in the South Central East RPO, according to the RPO’s 2019-2020 Rural Regional Transportation Plan.



Educational Attainment

11.1% of the City’s population is estimated to hold a bachelor’s degree or higher, compared to 30.5% statewide. This is well below the statewide average, however, at the regional level, Franklin County was acknowledged as having the highest graduate or professional degree attainment rate in the South Central East RPO, at just under 9.2% of the population, according to the RPO’s 2019-2020 Rural Regional Transportation Plan.

Income & Poverty Status

The overall median household income in Decherd is \$24,408 (\$61,429 for married-couple families, \$42,069 for families, and \$23,497 for non-family households). The state of Tennessee median income is \$59,695. The City’s poverty rate is 21.2% (state of Tennessee: 13.6%).

Employment & Disability

The City of Decherd has an employment rate of 59.3% (state of Tennessee: 57.7%), and 25.3% of the City’s population is disabled (state of Tennessee: 14.9%). At the regional level, Franklin County was noted as having the lowest employment rate in the South Central East RPO according to the RPO’s 2019-2020 Rural Regional Transportation Plan. Franklin County was also noted as having the highest disability rate in the South Central East RPO.

Race & Ethnicity

According to the 2020 Decennial Census, the racial and ethnic composition of the City of Decherd is predominately white. A table of race/ethnicity estimates is supplied. See

Figure 1: City of Decherd 2020 Population Census Data.

Race/Ethnicity	City of Decherd	State of Tennessee
American Indian & Alaska Native	19	28,044
Asian	41	135,615
Black/African American	236	1,092,948
Hispanic/Latino	148	479,187
Native Hawaiian & Pacific Islander	0	4,115
White	1,804	4,900,246
Other Race	62	246,282
Two or more races	217	412,898

Figure 1: City of Decherd 2020 Population Census Data



Activity Centers & Trip Generators

Major activity centers include employers such as Nissan, schools such as Decherd Elementary School and North Middle School, and commercial establishments along State Route (SR) 16/US 41A (Decherd Blvd.). Activity centers represent key destinations that generate traffic and are thus referred to as “trip generators or attractors.” They help influence local transportation patterns and help improve understanding of the community’s transportation network and the types of trips the network serves. See **Figure 2: List of Active Trip Generators** and **Figure 3: Active Trip Generator Map**.

- **Schools**
 - Decherd Elementary
 - North Middle School
- **Commercial**
 - Dollar General
 - Kroger
 - Save-a-lot
 - Walmart (outside of city limits)
- **Parks**
 - Babe Ruth Ball Park
 - Decherd City Park/Hank Weddington Park
- **Major Employers**
 - Nissan Powertrain Plant

Figure 2: List of Active Trip Generators for the City of Decherd

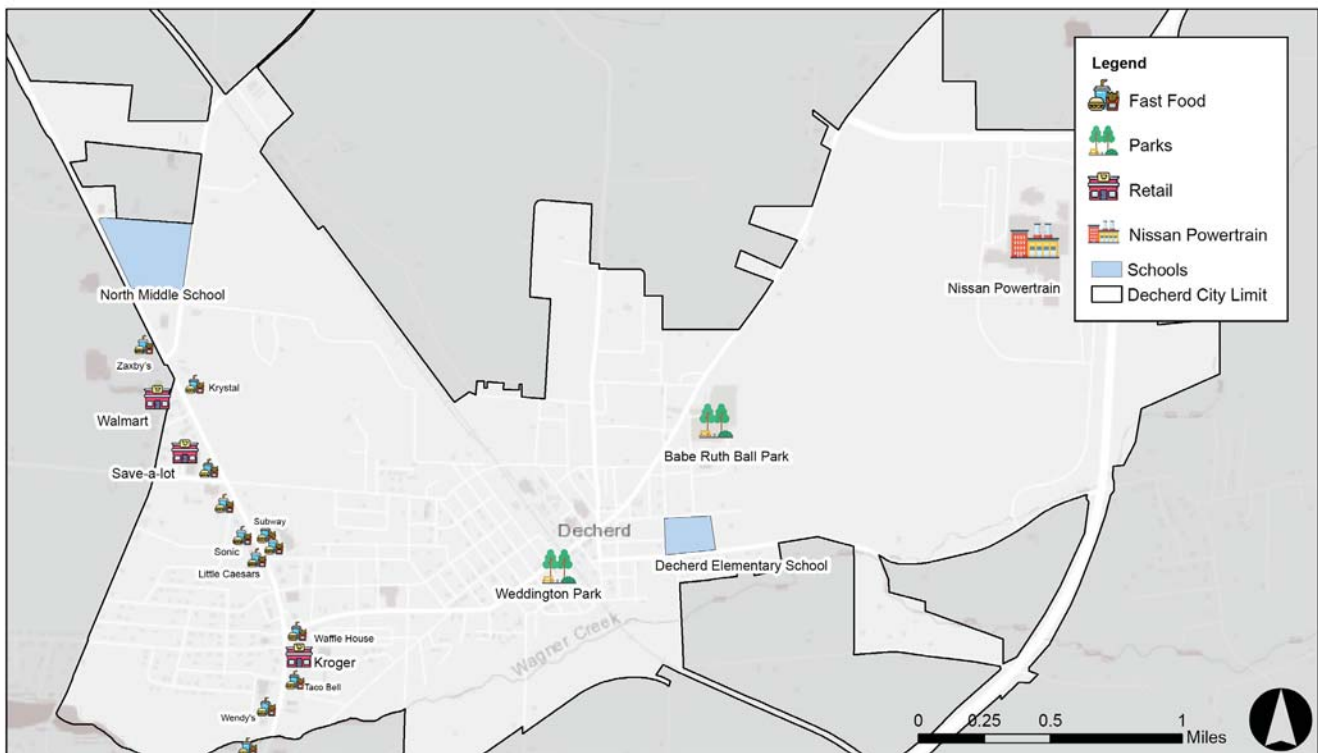


Figure 3: Active Trip Generator Map



Land Use & Environmental Resources

Zoning & Land Use

While surrounding Franklin County is predominantly agricultural (70%) or designated for public lands (14%, mostly Tims Ford State Park), the primary land use in the City of Decherd is residential. Other notable uses include industrial (mostly in the north/northwest quadrant of the city near the Nissan facility) and commercial (mostly clustered northwest/southeast on SR 16/US 41A (Decherd Blvd.). See **Figure 4: City of Decherd, Existing Zoning** and **Figure 5: City of Decherd, Existing Land Use**.

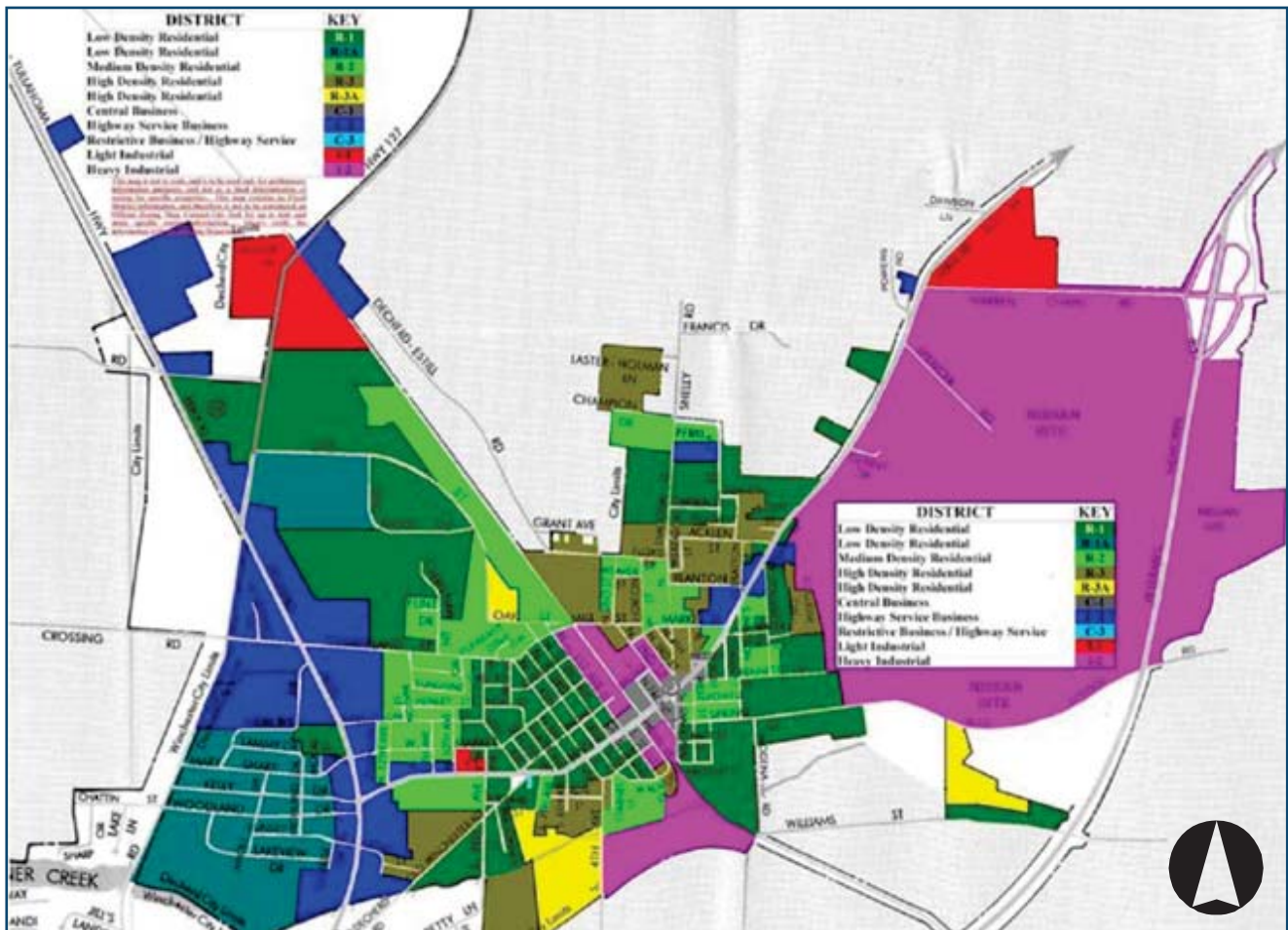


Figure 4: City of Decherd, Existing Zoning

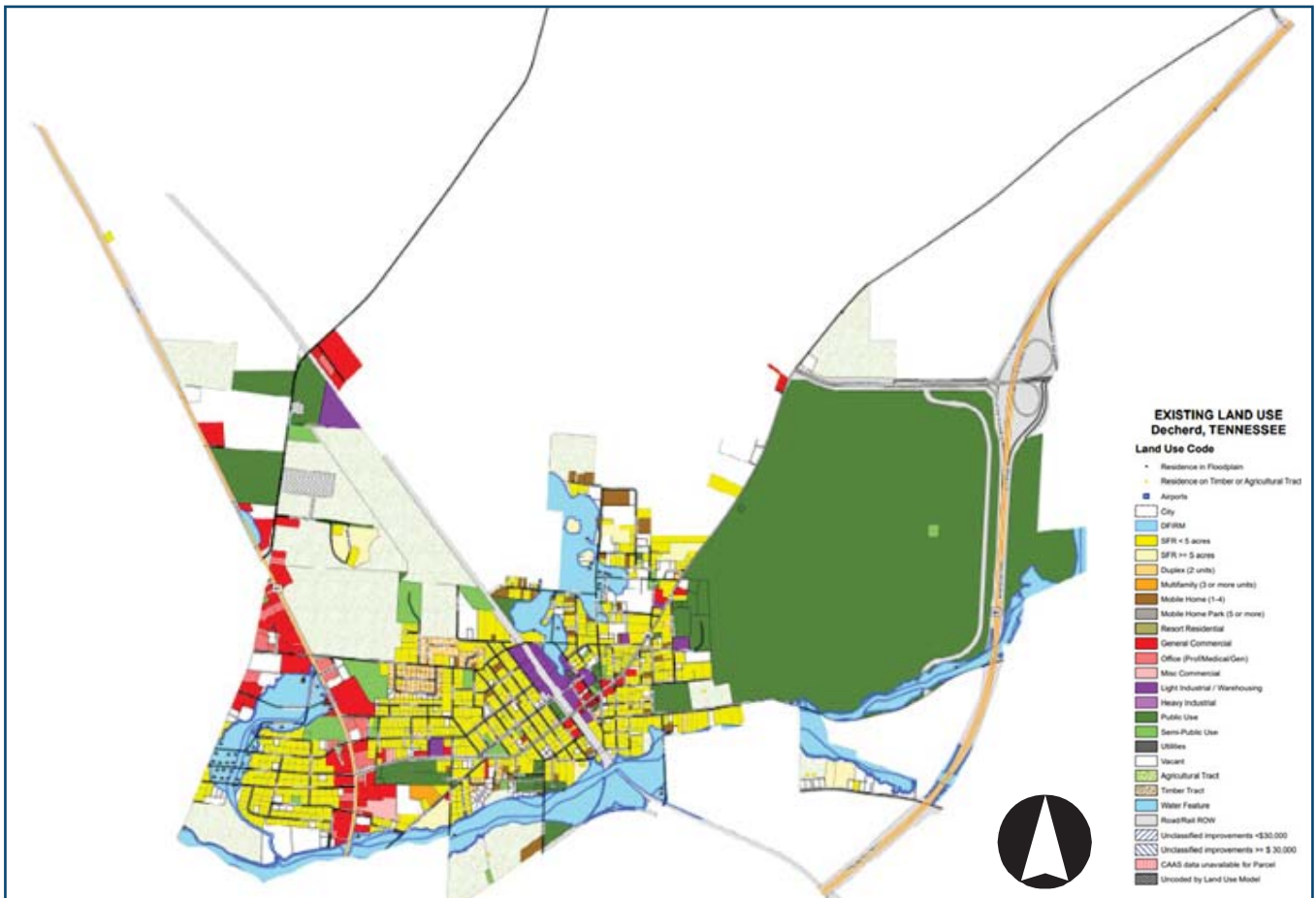


Figure 5: City of Decherd Land Use Map

Environmental Resources

Decherd and its surrounding areas are largely comprised of agricultural and industrial uses. Much of the surrounding land cover is classified as pasture/hay and cultivated crops. Some areas within the city limits are classified as developed open space or low intensity development. Some small more intensely developed areas exist in the city core, but the area remains largely undeveloped, noting the outlier of the Nissan Powertrain Plant which is classified as high intensity development. Based on the surrounding environmental resources, higher potential bicycle/pedestrian activity will likely occur in the denser, urbanized areas. See **Figure 6: Decherd Land Cover Map** and **Figure 7: Decherd Flood Hazard Map**.



Planned Development

Planned new development that may influence travel patterns and desired destinations for active trips include the following:

1. A planned residential development north of North Middle School with approximately 40 single family units.
 2. A 19-acre planned residential development north of Christian Ln. and west of Oak St.; approximately 80 single family units.
 3. 95 acres north of Cumberland St. and east of SR 16/ US 41A (Decherd Blvd.) has been purchased by a developer. No plans have been presented to the City.
 4. There is an abandoned railroad line connecting the southern end of Modena St. to the high school. Modena St. connects to Decherd Elementary. The railroad should be deeding this abandoned line back to the City. No plans have been developed for future retrofit of this site.
 5. Additional note: Nissan owns 983 acres northeast of the project area. Nissan has not disclosed its intentions for potential future development of this property to the City.
3. Replace aging Class 160 2" PVC pipe with Class 200 6" PVC pipe in Keese Subdivision with service connections and additional fire hydrants.
 - a. \$40-60 per ft; 7,100 ft estimate; 3 hydrants
 - b. Approximate cost: \$426,000.00
 4. Replace or rehab 8" concrete sewer lines, service connections and manholes along N. Diagonal St., Floyd St., N. 2nd St. and Mill St.
 - a. 2,700 ft estimate and 13 manholes
 5. Replace Class 160 2" PVC pipe with Class 200 4" PVC pipe along Hudson Ln.
 - a. \$35-55 per ft; 3,640 ft estimate
 - b. Approximate cost: \$198,000.00
 6. Replace Class 160 4" PVC pipe with Class 200 6" PVC pipe along Georgia Crossing Rd. from tracks to Greenhaw Rd. with service connections.
 - a. \$40-60 per ft; 8,320 ft approximate
 - b. Approximate cost: \$499,200.00
 7. Replace Class 160 4" PVC pipe with Class 200 6" PVC pipe along Blue Springs Rd.
 - a. \$40-60 per ft; 3,700 ft estimate
 - b. Approximate cost: \$222,000.00
 8. Clean and paint Little Mountain Tank.
 9. Clean and paint Nissan Tank.
 10. Add valves as needed throughout system.
 - a. \$4,200.00 per insertion
 11. Replace fire hydrants as needed.
 - a. \$10,000.00 per hydrant with valve

Additionally, the City has the following projects listed in their Capital Improvements Program. While these projects are not transportation-oriented, they may support future development that could result in the generation of additional vehicle or bike/pedestrian trips.

1. Remodel and up-size Noles Lift Station (could last longer based on repairs to Woodland St. Basin).
2. Stormwater drainage project, smoke test and point repairs on Woodland St. Basin.



Traffic Analysis

Existing Roadway Network

Decherd is largely comprised of urban local roads, with only two roadways classified as arterial: SR 127 (AEDC Rd.) leaving town to the north, and SR 50 (Main St.) which bisects the city and acts as the core arterial running through the town. During the existing conditions review, the project team noted that commercial driveways, on higher volume roadways, such as SR 16/US 41A (Decherd Blvd.), often had wide entrances with large turning radii for approaching traffic. Reducing driveway frequency, width, and radii can have a positive effect to reduce bicycle and pedestrian collisions and conflicts with turning vehicles. See **Figure 8: Roadway Functional Classification Map**.

Transportation Patterns

Traffic Volumes

The South Central East RPO's 2019-2022 Rural Regional Transportation Plan (Plan) acknowledged that most state roads in Franklin County experienced traffic increases. Notable routes include SR 16/US 41A (Decherd Blvd.) in nearby Winchester (69.2% increase), SR 50 (Main St.) near the Grundy County line (39.8% - 41.3% increase), and SR 433 throughout Franklin County (24.4% - 57.5% increase). In next door Winchester, SR 15 had two segments with 30.9% and 45.6% increases, respectively. SR 16/US 41A (Decherd Blvd.), a higher volume road in Winchester, however, experienced a

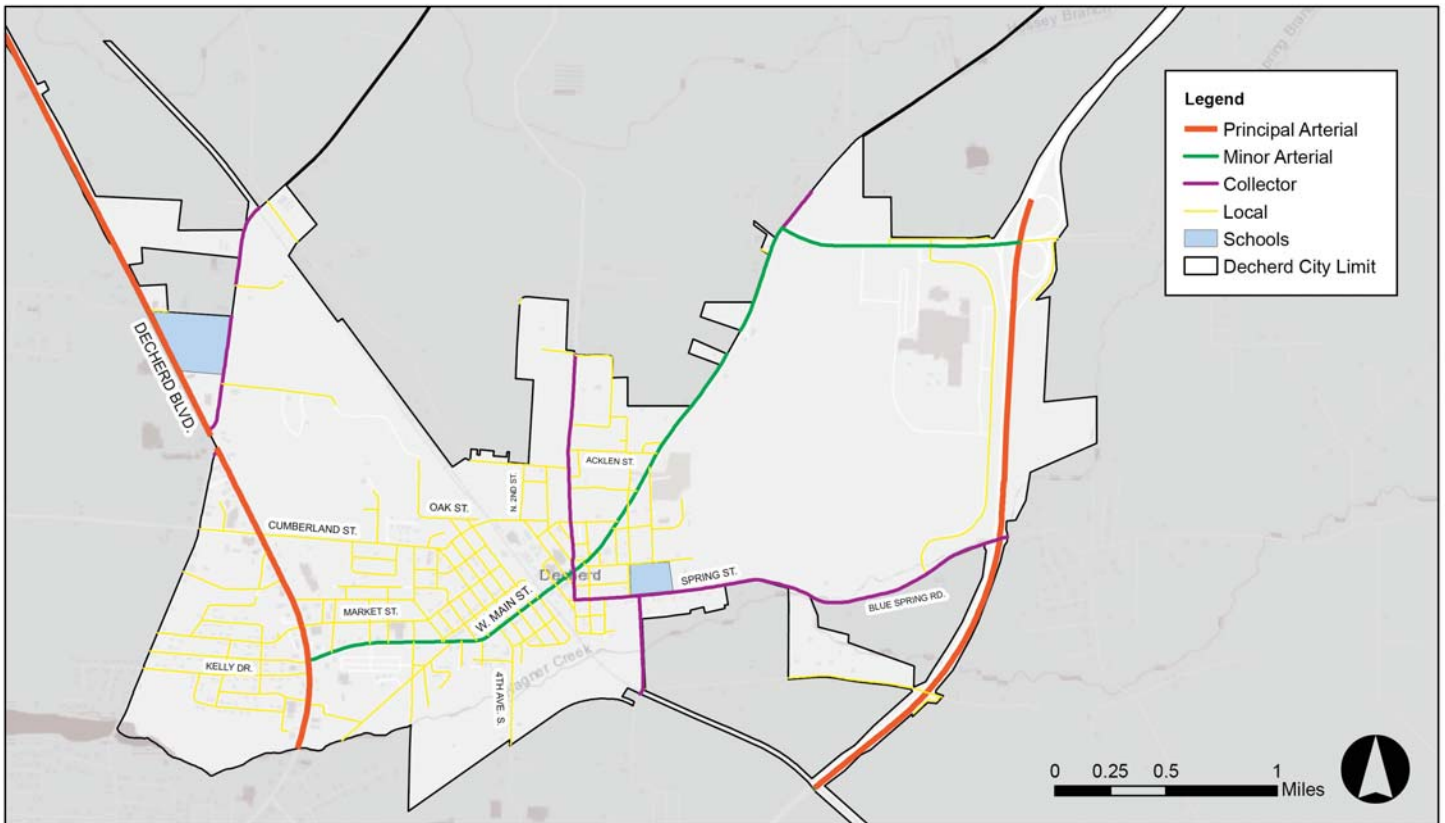


Figure 8: Roadway Functional Classification Map

21.9% decrease, along with Georgia Crossing Rd. (39.7% decrease). See **Figure 9: City of Dechard, Average Annual Daily Traffic (AADT)** for more info. Higher volume roadways include SR 16/US 41A (Dechard Blvd.) (approx. 12,000-20,000 AADT) and SR 50 (Main St.) (approx. 7,000 AADT). FHWA guidelines for bikeway facility selection when referring to AADT recommend physically separated bike lanes for AADTs over 7,000-8,000 and visually separated bike lanes for AADTs between 3,000-7,000 when posted speeds are in excess of 30 mph.

Volume/Capacity (V/C) Ratios

The Plan also referenced TDOT’s Statewide Travel Demand Model to assess volume/capacity (V/C) ratios for Franklin County. FHWA defines capacity as “the maximum rate at which vehicles can pass through a given point in an hour under prevailing roadway conditions.” The Plan described

roadway conditions including such attributes as number and width of lanes, grades, land use, and signalized conditions (intersections). The Plan further explains that V/C ratios are performance measures defined as the proportion of a facility’s capacity for being utilized by current or projected traffic volumes. They are measured by comparing roadway demand (vehicle volumes/AADT) with roadway supply (carrying capacity). The Plan’s V/C analysis used AADTs from 2019 in addition to those forecast for 2040, noting that the 2040 forecast considers programmed projects by TDOT, as well as demographic and land use projections.

The Plan observed that there were no capacity issues in Franklin County in 2010, and there are no significant capacity issues forecast for 2040. Only 2.7 miles in the county were found to exhibit a forecast V/C ratio between 0.40 and 0.59.

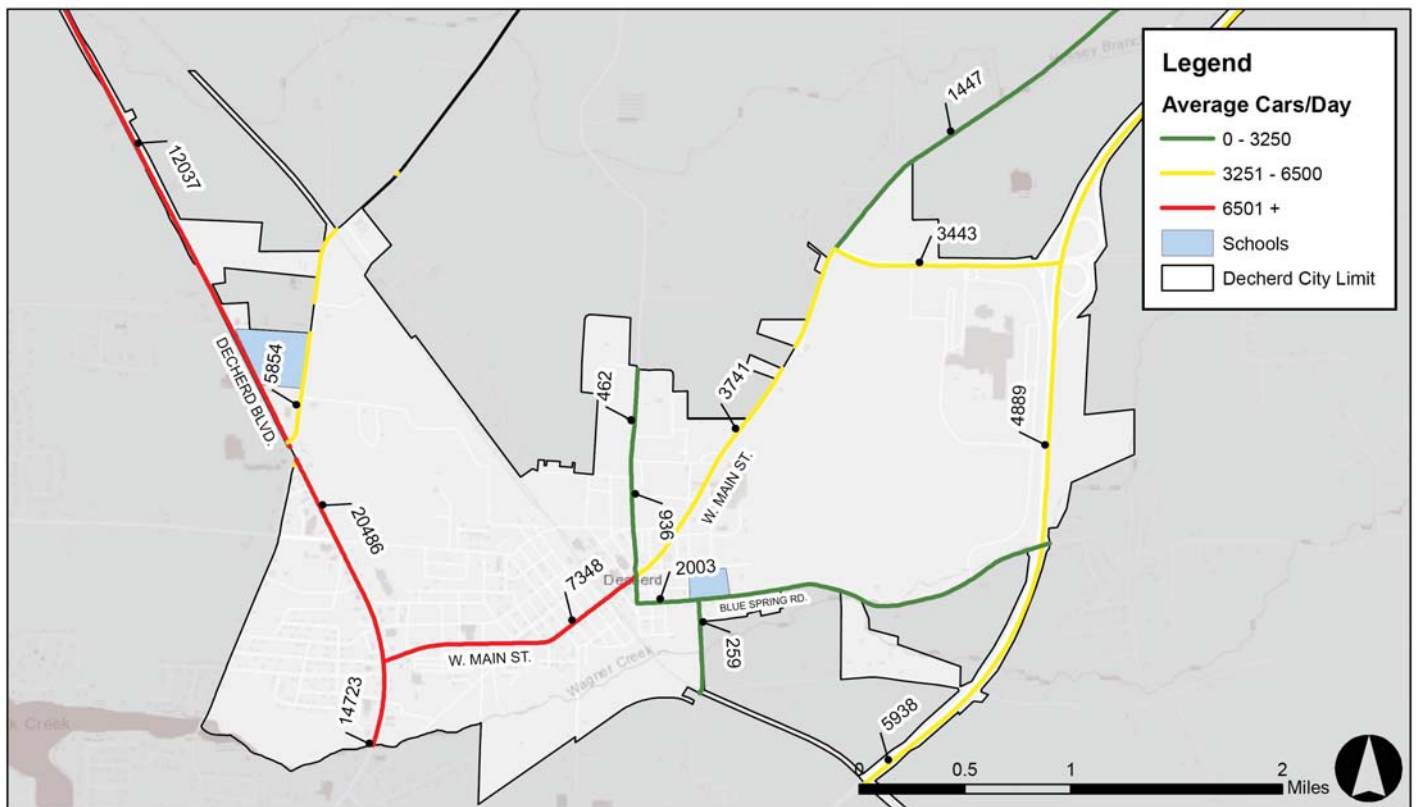


Figure 9: Average Annual Daily Traffic (AADT) Map

Freight

Further noted by the Plan, major truck routes in Franklin County include US 64/SR 433 (Veterans Memorial Dr.), which passes through Decherd's northeast city limits. Veterans Memorial Dr., throughout the County, has truck AADTs above 1,000 and multi-unit truck shares between 11 – 16%. This truck share is higher compared to the statewide average ranging between 3.0 (urban minor arterial), 6.2 (urban principal arterial), and 3.9 (rural minor arterial). Freight traffic generated by Nissan manufacturing facilities predominately utilize adjacent US 64/SR 433 (Veterans Memorial Dr.).

Commute Patterns

Daily driver commute flows or trips were also summarized in the Plan at the county level. Notably, most Franklin County commuters travel within the County. Commuters leaving Franklin County most frequently travel to Coffee County (adjacent to the northeast). Commuters traveling to Franklin County typically arrive from Coffee County. Commuters traveling to Franklin County are typically working in manufacturing industries, followed in a far second and third place by education, information, and agricultural industries. See **Figure 10: Decherd Inflow/Outflow Commuter Patterns** for more information.

Inflow/Outflow Counts of All Jobs for Selection Area in 2019

All Workers



Figure 10: Decherd Inflow/Outflow Commuter Patterns Map



Planned and Programmed Transportation Improvements

The South Central East RPO’s 2019-2020 Rural Regional Transportation Plan, along with its ArcGIS Long Range Planning tool, does not identify any recommended projects in the City of Decherd, nor does the Franklin County 2022 budget identify any upcoming transportation projects in the City.

TDOT’s iTRIP (Interactive Tennessee Road Program) tool identifies five projects within Decherd city limits. See **Figure 11: Planned Roadway Improvement Projects**.

Automotive/Vehicular Safety Outcomes and Crash History

Franklin County ranks 74th out of 94 counties in overall crash rate and ranks 45th and 34th in alcohol-impaired fatalities and alcohol-impaired crashes, respectively. Franklin County also ranks 37th in licensed drivers’ crashes. Franklin County has averaged 6 fatalities and 681 crashes a year between 2017-2021. See **Figure 12: Decherd Vehicle Crashes Map (2019-2022)**. Based on these trends, increased provision of facilities for bicycle and pedestrian users could improve safety, particularly for vulnerable road users, and reduce mixing between travel modes.

Route	Project Length	Program Type	Termini	Scope of Work	Project Numbers
SR 433	8.03	Resurfacing	From near SR 15 to SR 50 (Main St.)	Resurfacing @ 32 lbs/sy	26S433-F8-002, 26S433-M3-003
SR 50	1.80	ECODEV	Industrial Access Rd. serving Nissan North America in Decherd	[not listed]	26952-1509-04, 26952-2509-04 26946-0401-94,
SR 127	5.19	Resurfacing	Various Local Roads in Franklin County (Local Roads Safety Initiative)	Miscellaneous Safety Improvements	26946-1401-94, 26946-2401-94, 26946-3401-94
SR 16	1.62	Resurfacing	From SR 16/US 41A (Decherd Blvd.) to near Farm Ln.	Alternate: Chip Seal & TL 65# or Chip Seal & Resurface 24#	26S127-F3-002, 26S127-F8-002
SR 127	0.38	Safety	SR 16/US 41A (Decherd Blvd.), From Kroger Dr. to SR 127 (AEDC Rd.) in Decherd (3 Intersections) (TSMP) and SR 16/US 41A (Decherd Blvd.) at North Middle School in Decherd	Traffic Signal Heads/Controller/Detection Upgrades on SR 16/US 41A (Decherd Blvd.) at 3 Intersections (SR 127 (AEDC Rd.) ; Kelly Dr; Kroger); Safety Improvements and update current school zone flashers: removing the existing overhead sign/span wire assembly between the existing utility poles and then attaching a new overhead sign/span wire assembly to the existing utility poles. (Location 1 is log mile 9.84. Location 2 is 10.09 SR-16. Location 3 is log mile .20. Location 4 is .547 SR 127 (AEDC Rd.)).	26S016-S3-002, 26013-0219-04, 26013-1219-04, 26013-2219-04, 26013-3219-04

Figure 11: Planned Roadway Improvement Projects

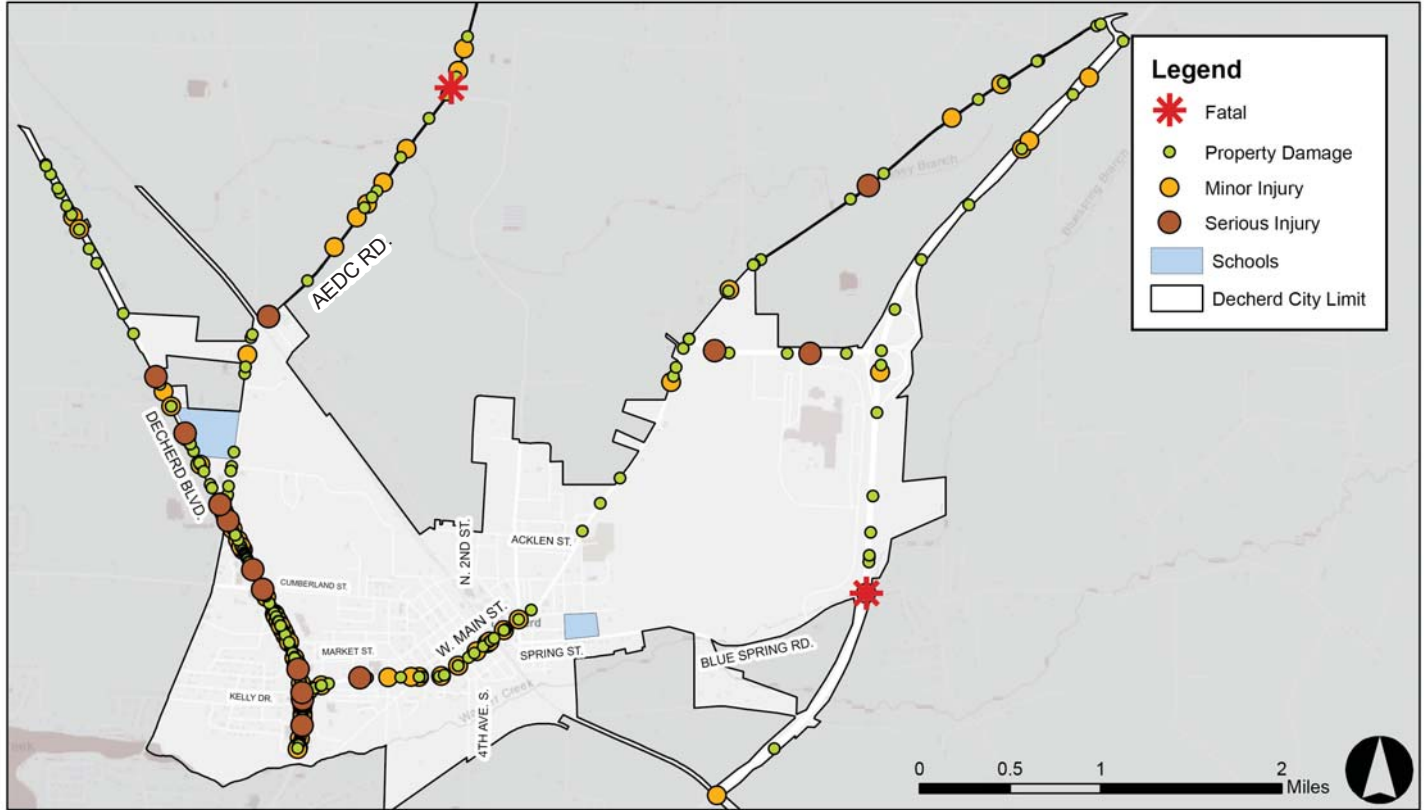


Figure 12: Decherd Vehicle Crashes Map (2019-2022)

In Decherd, crashes over the past three years appear clustered on the higher volume roadways, particularly SR 16/US 41A (Decherd Blvd.) and SR 50 (Main St.). Based on these safety trends and in conjunction with estimated AADTs and posted speeds, these roads could benefit from the addition of protected bicycle facilities to improve bike safety.

Bicycle & Pedestrian Analysis

Existing Bicycle & Pedestrian Facilities

Decherd has very few existing pedestrian facilities and no existing dedicated bicycle facilities (see **Figure 13: Existing Sidewalk Network Map**). The historic downtown and a patchwork of nearby roads have an existing sidewalk network. Most residential and retail areas, however, do not have existing sidewalk connections which limits pedestrian and bicycle mobility throughout the community.

Of note, TDOT has proposed two designated bike routes through or near Decherd: the Natchez-State-Park-to-Alabama route co-located on SR 16/US 41A (Decherd Blvd.) in the southwest quadrant of the city; and the Memphis-to-Chattanooga route, south of both Decherd and Winchester on US 64/Veterans Memorial Dr. (note: this route does not continue north on US 64 toward Decherd but rather continues east on SR 15/US 41A/Cowan Hwy toward Cowan). Providing dedicated bike facilities on regionally identified bike routes, such as the Natchez-State-Park-to-Alabama route co-located on SR 16/US 41A (Decherd Blvd.) can improve safety for bike riders and support economic development with respect to through bike riders visiting Decherd on longer bike trips. See **Figure 14: TDOT Proposed Bicycle Routes Map**.

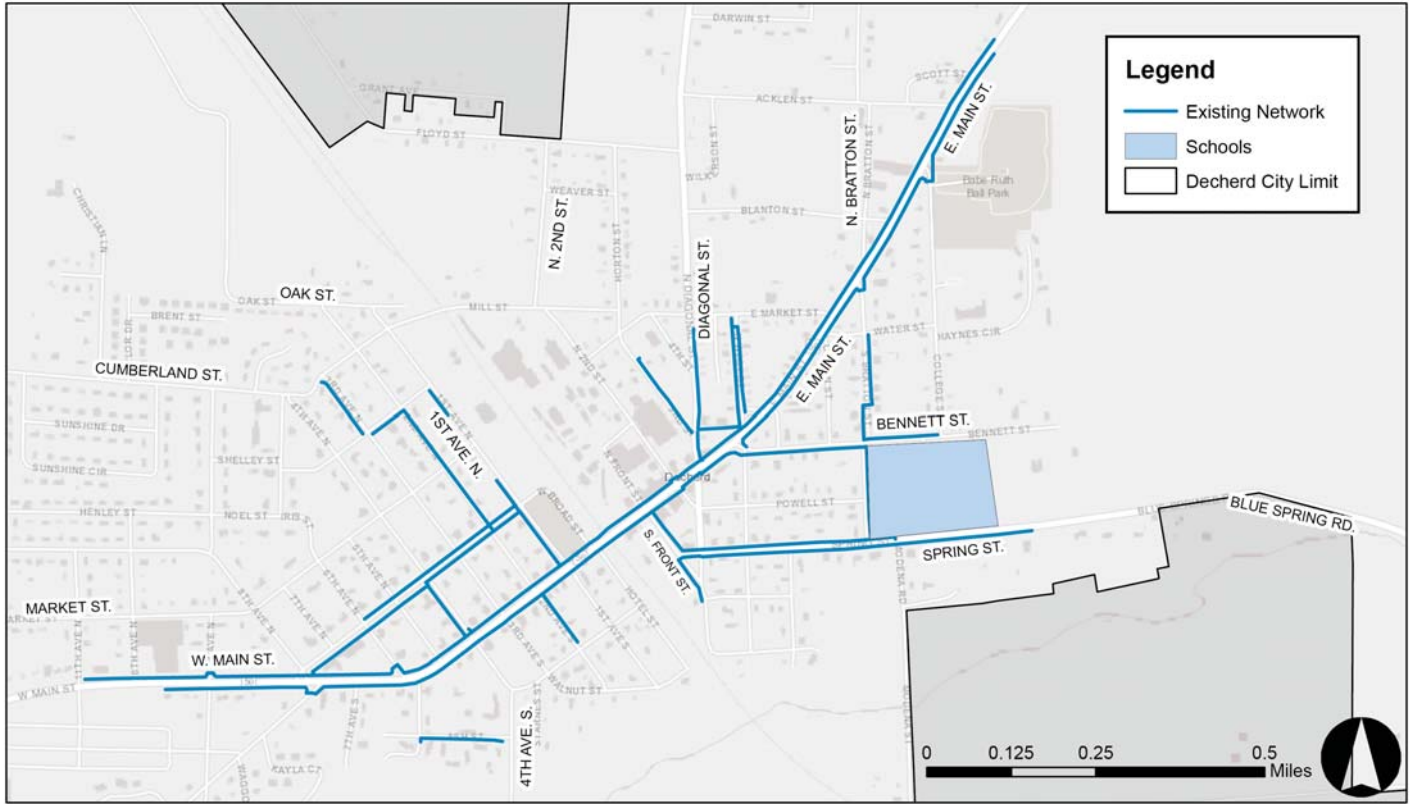


Figure 13: Existing Sidewalk Network Map

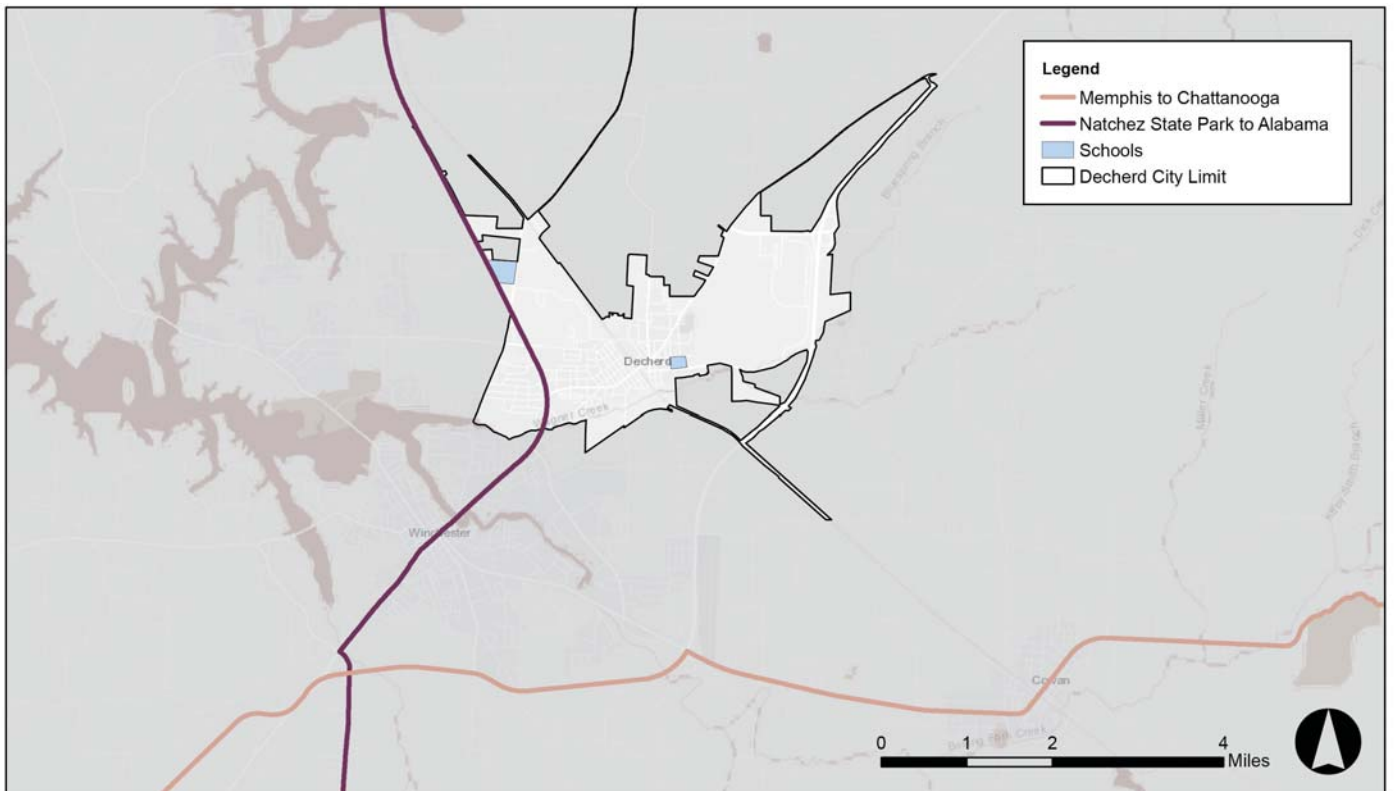


Figure 14: TDOT Proposed Bicycle Routes Map

Multimodal Demand/Level of Traffic Stress

The South Central East RPO Rural Regional Transportation Plan (Plan) was drafted to address mobility and economic development concerns in the region. The transportation plan also identifies several connections, corridors, and concerns to be targeted for safety improvements and studies. Among the concerns was the freight capacity along Sharp Springs Rd. and connectivity to the Winchester Housing Authority and Franklin High School. These are both outside of Decherd city limits but have impacts on planning and mobility efforts in Decherd.

There have been several statewide and regional efforts to address biking and bike safety in the state. In 2011 a Statewide Bicycle Plan Update was completed, and in 2016 TDOT released a Technical Memorandum supplementing the update of Tennessee's State Bicycle Route Plan, which provided a bicycle suitability analysis or Bike Level of Service (BLOS) analysis. These efforts identified that SR 16/US 41A (Decherd Blvd.) running north/south and SR 50 (Main St.) running east/west through Franklin County as the most suitable routes for statewide bike travel that are in Decherd.

The Plan also reviewed the BLOS analysis conducted by TDOT. BLOS is defined as "a roadway scoring methodology for evaluating on-road comfort of bicyclists based on geometric and traffic conditions" and uses traffic flow rates, effective width of a road segment, and the effective speed factor. The BLOS assessment is based on the available right-of-way and speeds of the roadway and can be improved through roadway improvements and facilities such as paved shoulders and on street facilities. A BLOS score of 0 is the most suitable and a score of 5 is least suitable for bike users. These scores may also be converted to a Level of Traffic Stress Analysis with a letter grade of A-F, with A or 1 being the most suitable and F or 5 being the least suitable for bicycle travel. The city of Decherd largely is comprised of facilities that have a BLOS score of 2 or lower (see **Figure 15: Bicycle Level of Service Map**), however, some of these roadways are not suitable for alternative travel modes. Some sections of SR 16/US 41A (Decherd Blvd.), north of SR 50 (Main St.) have a large, paved shoulder and a BLOS score of A. When this additional right-of-way is no longer present, however, the BLOS score drops to an E/F rendering those segments of SR 16/US 41A (Decherd Blvd.) less favorable for bike travel in

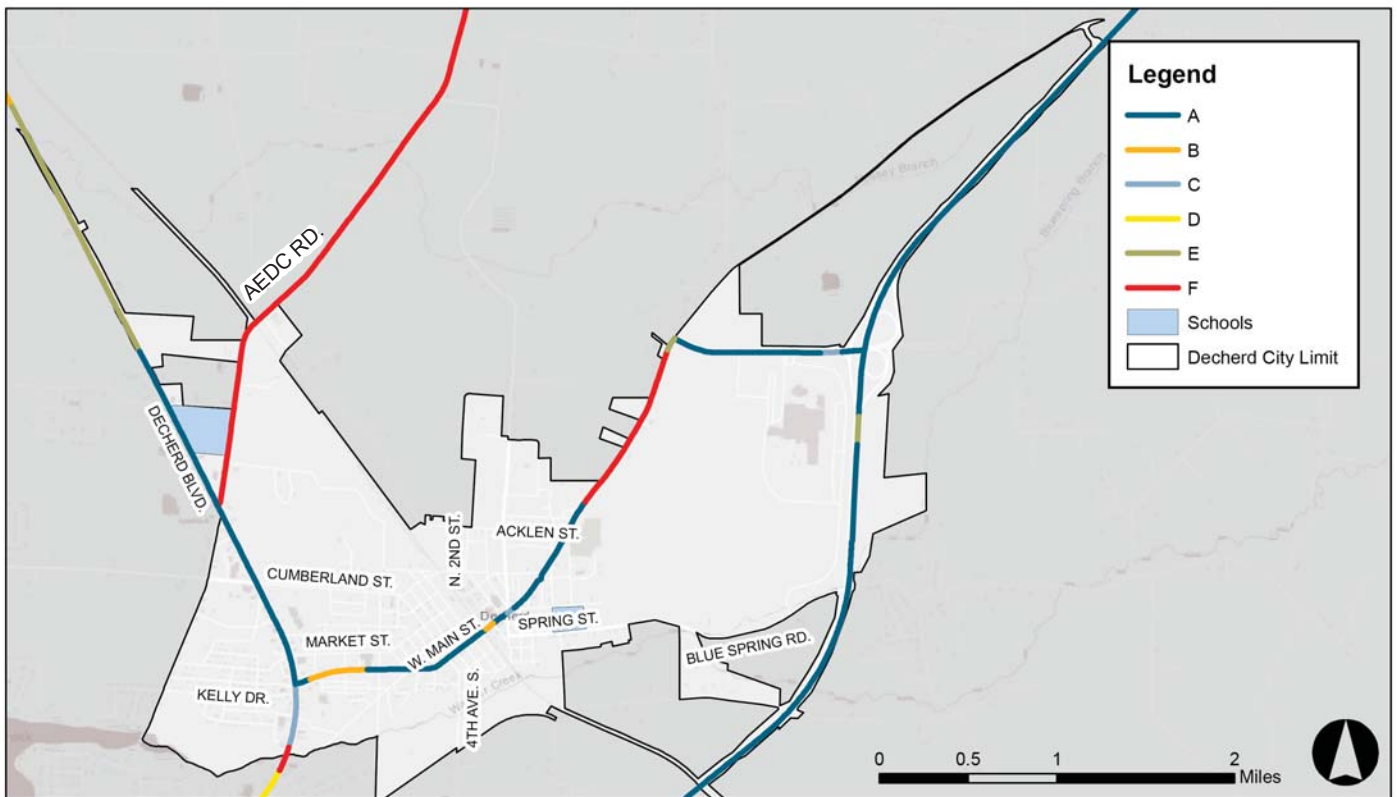


Figure 15: Bicycle Level of Service Map

their current condition. Of additional note, SR 127 (AEDC Rd.) has a Level of Traffic Stress score of F and is least suitable for bike riders unless a buffered on-street facility (at minimum and only for short segments) or separated facility is provided.

Bicycle/Pedestrian Safety Outcomes and Crash History

Since 2010 there have been 43 crashes involving a pedestrian and 14 involving a bicyclist. Suspected minor injury crashes were observed on SR 16/US 41A (Decherd Blvd.) and Bible Crossing Rd., and a suspected serious injury crash was observed at the intersection of SR 16/US 41A (Decherd Blvd.) and SR 50 (Main St.). No pedestrian or bicycle fatalities have been reported by the state in Decherd. Significant opportunities exist to continue to improve the existing road network to mitigate adverse safety outcomes and increase access to safe alternative mobility in Decherd. See **Figure 16: Bicycle and Pedestrian Crash Map** for more detail.

The recommended bike and sidewalk networks in this plan will support safe routes to school and enhance economic development by providing a safe and reliable multimodal network within the city for residents and visitors.

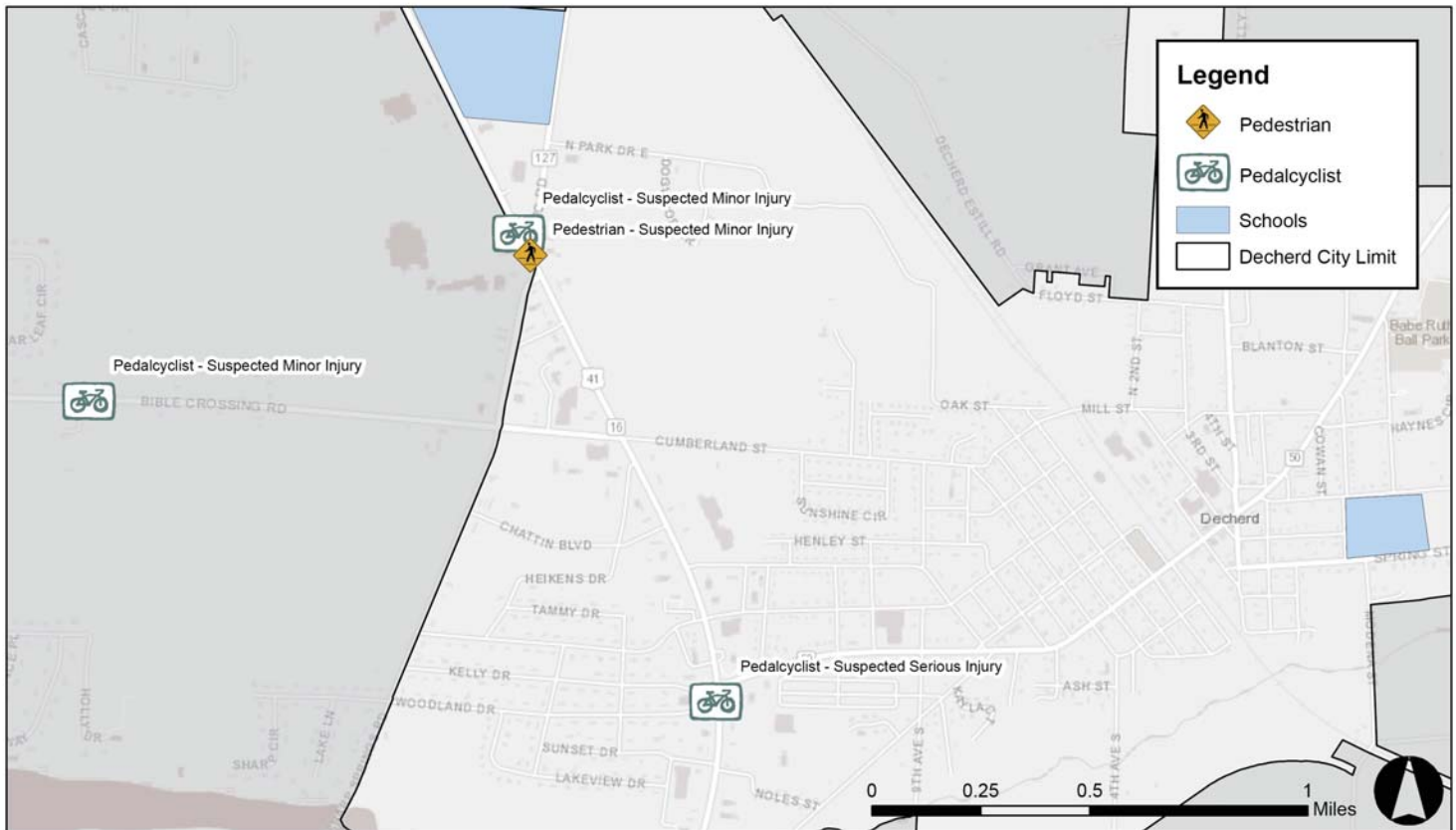
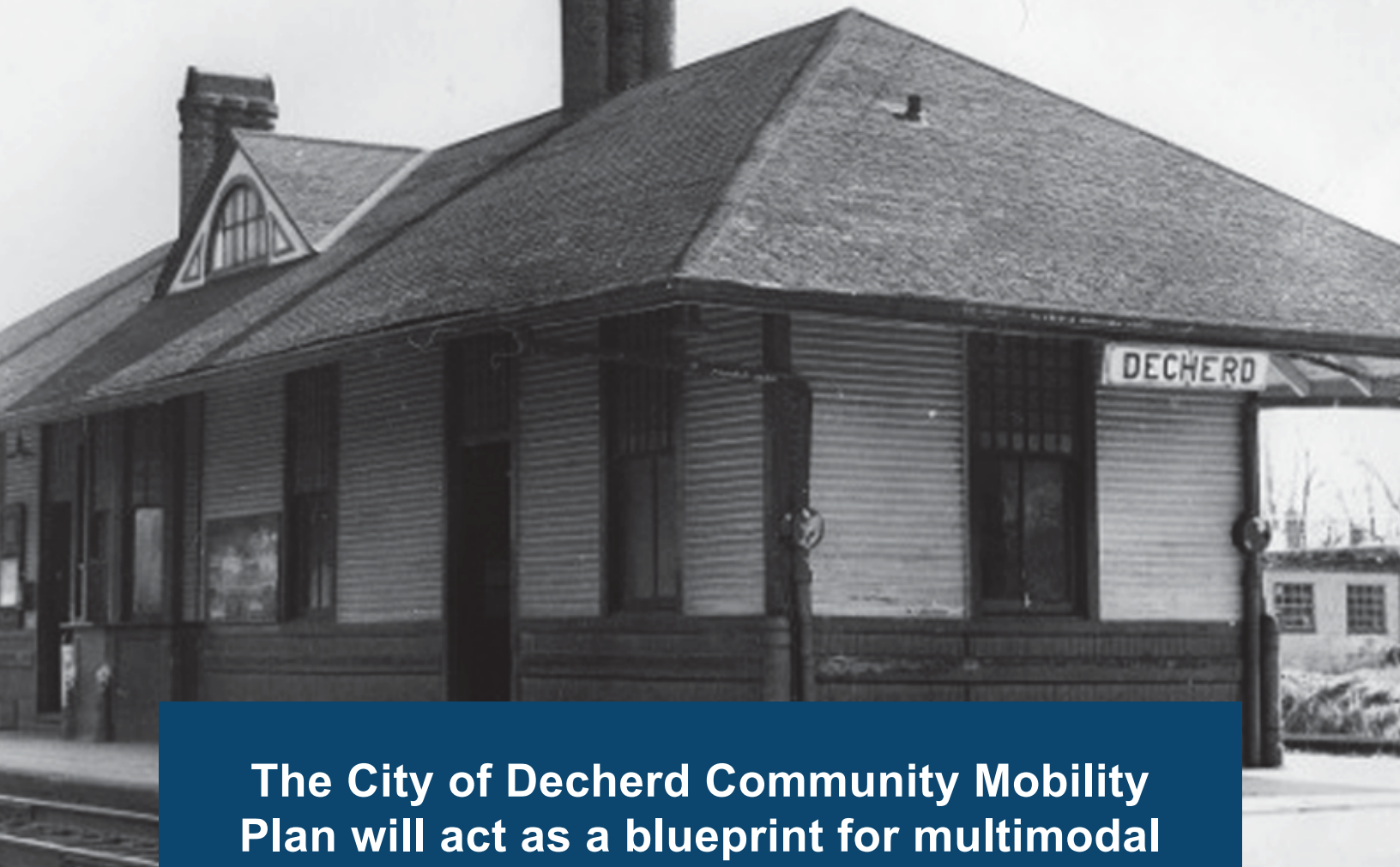
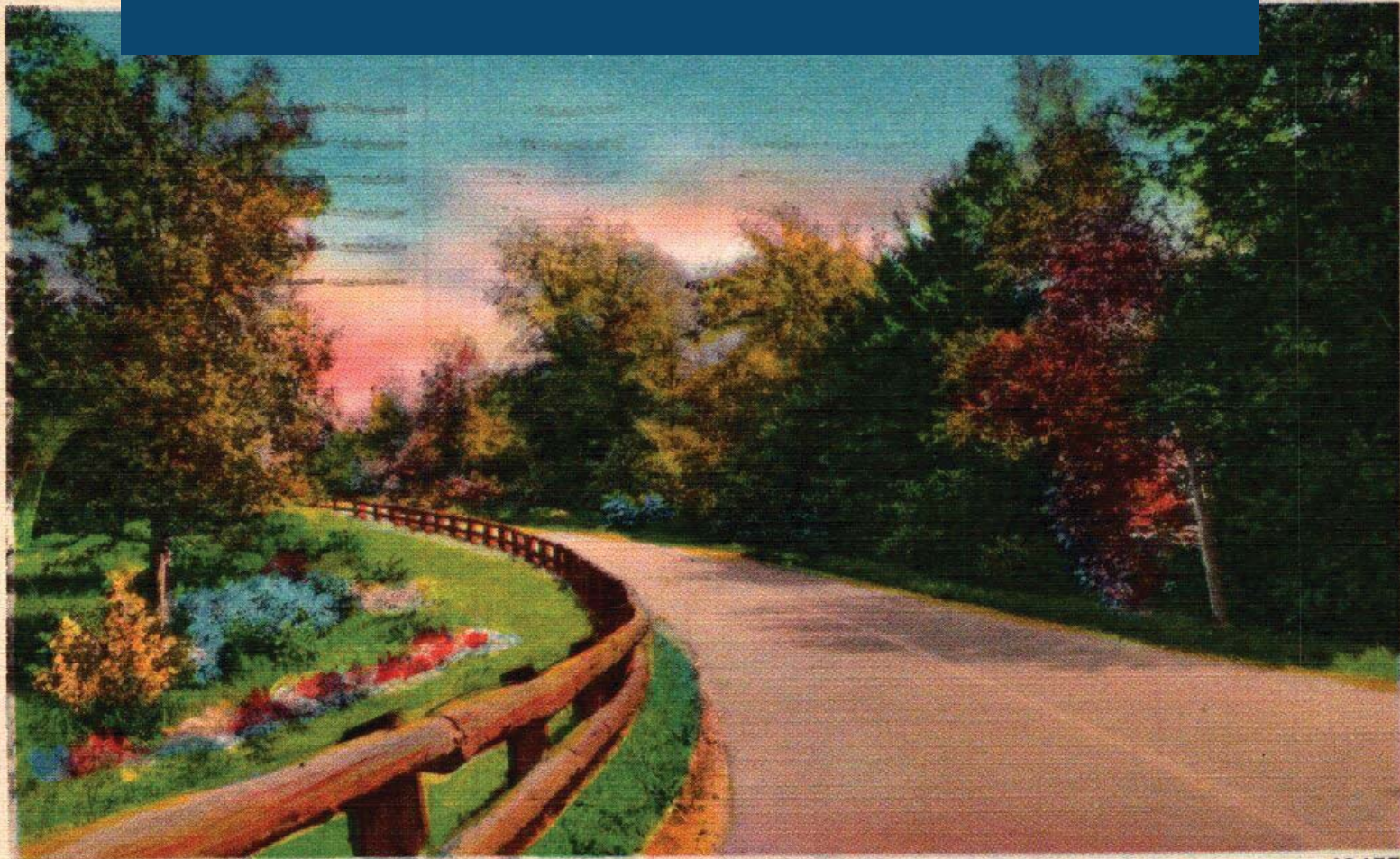


Figure 16: Bicycle and Pedestrian Crash Map (2019-2022)



The City of Decherd Community Mobility Plan will act as a blueprint for multimodal mobility and safety through the city.



Greetings from DECHERD, TENN.

43455

03

PUBLIC ENGAGEMENT

Community Engagement Event

At the heart of the City of Dechard Community Mobility Plan are the voices of the community it will serve. Public involvement is critical to the success for this project, as a diverse representation of community voices and perspectives will ensure that the Community Mobility Plan delivers a bike and sidewalk network that is safe and comfortable, that gets people where they want to and need to go, and that supports the continued economic growth of the city. Because of this, community engagement was on-going through the life of the project, with two stakeholder meetings with a Project Advisory Committee and one defined phase of public engagement and outreach (see **Figure 17: February 21st Engagement Social Media Advertisement**). Contact information for the planning team was made available to the public so that the community could provide their input at any time. Additionally, the Tennessee Department of Health's Office of Primary Prevention and Division of Community Health Services conducted a survey of the residents of Dechard prior to the initiation of this project. The project team reviewed the results and subsequent analysis, and used this feedback to develop the first draft of the bike and sidewalk networks which were presented during the public meeting. The survey and analysis report can be found in **Appendix A**.

COME JOIN US

for an

OPEN HOUSE!

TUESDAY, FEBRUARY 21, 2023

5:00 PM – 7:00 PM

at

CITY HALL (1301 W Main St.)

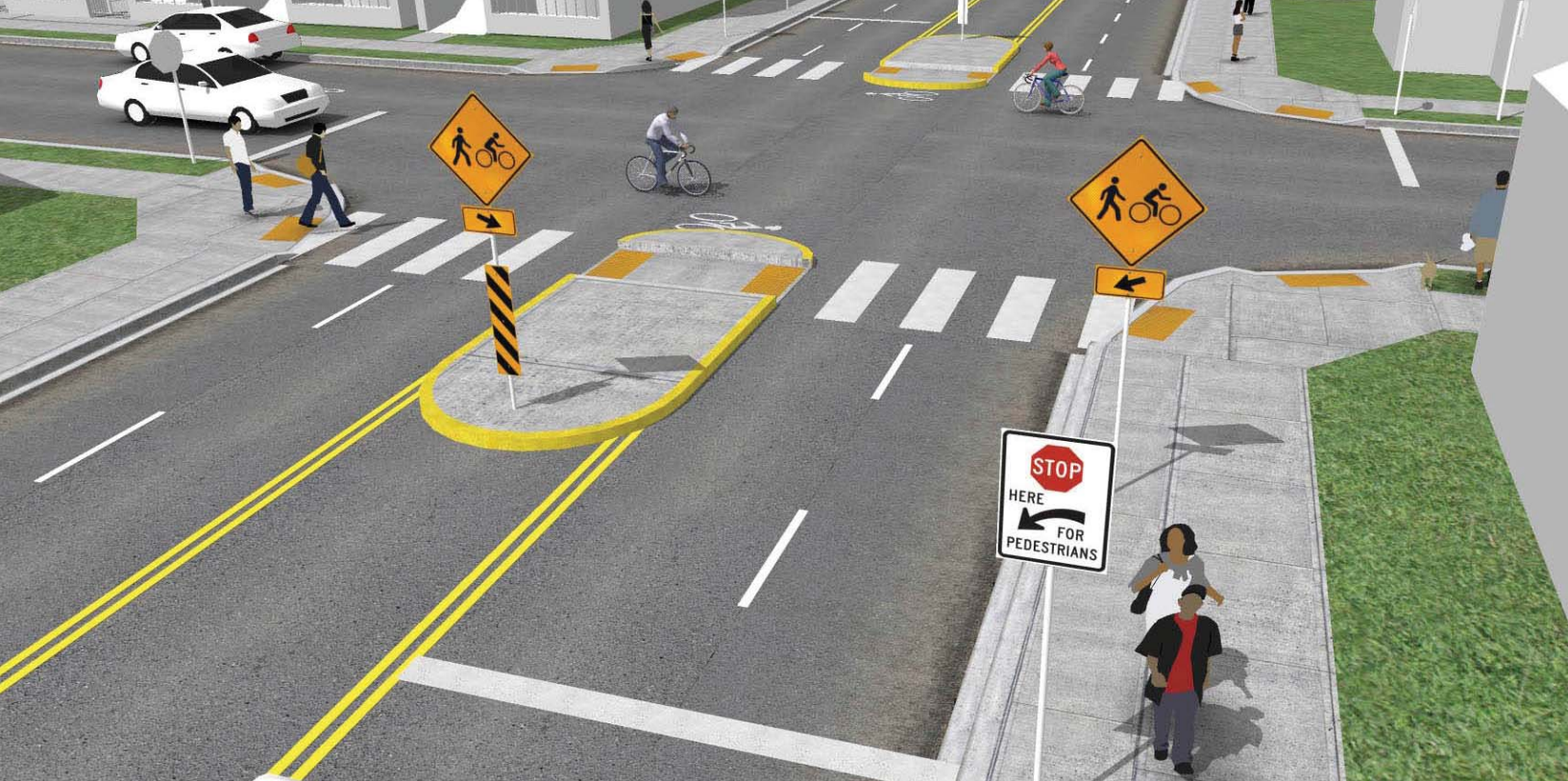
We're looking for your feedback on the City's upcoming bike and sidewalk **Community Mobility Plan** project!

Visit us at City Hall to learn more and share your input on where you would like to walk or bike!

Want to email your comments instead?
Send to: amanda.sapala@greshamsmith.com

Figure 17: February 21st Engagement Social Media Advertisement

19
Dechard Community Mobility Plan



Overview

The City of Dechard hosted an open house public meeting on Tuesday, February 21, 2023 from 5:00-7:00 pm at City Hall on Main St. The meeting was advertised on the City's Facebook page, in the local newspaper, and via word-of-mouth by local project champions and engaged citizens, and shared by residents to other local City-interest Facebook pages.

Methodology

The public meeting was styled as an informal open house, where folks were greeted by a member of the project team as they signed in, invited to review the engagement materials on large boards around the perimeter of the room, and then provide their feedback by either drawing in requests or recommendations on table roll plots of the proposed bike and sidewalk routes or by leaving comments on a comment card. Handouts were also provided as a take-away for attendees. The info sheet handout provided answers to "Why," "Where," "What," "How," and "When" frequently asked questions, and it provided direct contact information for the project planner. The info sheet on the front had smaller versions of the proposed bike and sidewalk network maps, and on the back, it had the bike facility type information provided on one of the engagement boards.

Board 1: Existing Conditions

The first board provided maps illustrating summary information from the existing conditions portion of the project. The maps included Existing Sidewalks, Traffic Volumes, Bike & Pedestrian Crashes, Active Trip Generators, Vehicle Crashes, and Bike Level of Stress.

Board 2: Bike Facility Types

A second board provided photo examples showing different potential applications of the proposed facility types: Bike Boulevards, Visually Separated Bike Lanes, Shared Use Paths, Enhanced Crossings, and Signalized Pedestrian Crossings. The facility types were color-coded to match the line-work on the proposed network maps for ease of interpretation.

Boards 3-5: Proposed Bike & Sidewalk Networks

Multiple boards were provided illustrating the proposed bike and sidewalk networks for attendees to view large and up close. Project team members joined attendees at the boards to discuss and to answer questions.

Comment Station: Proposed Bike & Sidewalk Networks

The proposed bike and sidewalk networks were printed on large roll plot sheets and laid on tables. Attendees were encouraged to use the provided sticky notes, markers, and highlighters to draw their requests and write-in suggested amendments to the bike and sidewalk networks.



Video Presentation

A video of the PowerPoint slides presented to the Project Advisory Committee (PAC) was running on loop on a laptop screen for folks who were interested in learning more detail about the project process and the findings from the existing conditions analysis, along with the emphasis areas for developing the bike and sidewalk networks.

Analysis & Key Take-Aways

All attendees of the event were supportive of the City's efforts to expand its existing sidewalk network and provide safe routes for people to bike around town. Comments centered mostly around Decherd Elementary School and SR 16/US 41A (Decherd Blvd.).

Regarding the bike network, participants noted that it would be preferred to have the Cumberland St. proposed bike boulevard widen to a visually separated bike lane at the approach to the SR 16/US 41A (Decherd Blvd.) intersection. Additionally, there were requests to add bike boulevard facilities on S. Bratton St. adjacent to Decherd Elementary School and on College St. from Bennett St. to Babe Ruth Park.

Regarding the sidewalk network, participants emphasized the need for a signalized pedestrian crossing on Main St. at Hank Weddington Park, and a special emphasis crosswalk across Main St. to S. Front St.

One participant also raised a question regarding the possibility of an off-system trail along the Wagner Creek waterbed, connecting the Nissan-owned tract to SR 16/US 41A (Decherd Blvd.)

04 BIKE & SIDEWALK ROUTES

The addition of new bike facilities and sidewalks, and the expansion and upgrade of those existing, will assist in accomplishing Decherd’s vision to “encourage community growth with connectivity, accessibility, economic development and community support.”

Bike Network

The proposed bike network prioritizes the following elements:

1. Low Stress Routes (considering safety & comfort)
2. Access to Community Destinations
3. Provide Direct, Logical Routes
4. Extend & Enhance Regional Connections

The proposed bike network also emphasizes connections to Hank Weddington Park, Decherd Babe Ruth Park, downtown, North Middle School, and Decherd Elementary School.

Summary Of Bike Network Recommendations

SR 16/US 41A (Decherd Blvd.) and SR 50 (Main St.)

SR 16/US 41A (Decherd Blvd.) and SR 50 (Main St.) have major impacts on connectivity and mobility in Decherd. These two routes provide access to many commercial and regional destinations for residents, as well as access to North Middle School and the Nissan Powertrain campus. Main St. is the core of Decherd’s downtown with multiple local businesses and municipal offices, and it provides access to Hank Weddington Park and Decherd Babe Ruth Park. These two roads have the highest traffic volumes in the city.

SR 16/US 41A (Decherd Blvd.) also has the highest posted speed. Based on usership observations estimated from Strava self-reported recordings, it also appears multimodal users (by foot or by bike) are currently choosing to travel on these roadways for their activities, even without dedicated bike facilities or sidewalks. This was also confirmed during public engagement. To provide a safe, comfortable, and direct multimodal facility on SR 16/US 41A (Decherd Blvd.), the recommended bike network includes a shared use path on the east side of SR 16/US 41A (Decherd Blvd.), from city limits to Blair Pond Rd. To achieve the same goal on Main St., the bike network proposes visually separated bike lanes from SR 16/US 41A (Decherd Blvd.) to Acklen St.

North Middle School

A visually separated bike lane on SR 127 (AEDC Rd.) is recommended from SR 16/US 41A (Decherd Blvd.) to N. Park Dr., with a short segment of shared use path on the east side of SR 127 (AEDC Rd.) from N. Park Dr. to the entrance of North Middle School, to provide a safe route to school for students. A corresponding visually separated bike lane is proposed on N. Park Dr. and Oak St. However, Oak St. and N. Park Dr. are only connected by a single-track dirt road leaving a critical network gap. It is recommended that when a roadway is constructed to serve the planned development north of Christian Ln., that visually separated bike lanes be included on the roadway to complete the bike network. Once

constructed, a visually separated bike lane would provide a direct route for students living north of SR 50 (Main St.) to access North Middle School.

Residential Network

A series of bike boulevards is proposed throughout the residential areas of Dechard to provide intracity connectivity. Key roadways include Kelly Dr. (with a proposed enhanced crossing at the SR 16/US 41A (Dechard Blvd.) intersection), Cumberland St., Market St., 8th Ave., 1st Ave. N., N. 2nd St., Floyd St., Diagonal St., Acklen St., N. Bratton St., S. Bratton St., College St., Bennett St., Spring St., Blue Spring Rd., and 4th Ave. S. This bike boulevard network would provide

access to Hank Weddington Park, Dechard Babe Ruth Park, the downtown core on Main St., Dechard Elementary School, and the Nissan Powertrain campus' southern entrance.

Additionally, Diagonal St. provides regional connectivity to greater Franklin County, 4th Ave. S. provides access to Franklin County High School, and Kelly Dr. from SR 16/US 41A (Dechard Blvd.) to Sharp Springs Rd. which provides access to Winchester to the south.

See **Figure 18: Map of Dechard Bike Network** and **Figures 19-22** for tables summarizing the locations of bike network segments by facility type.

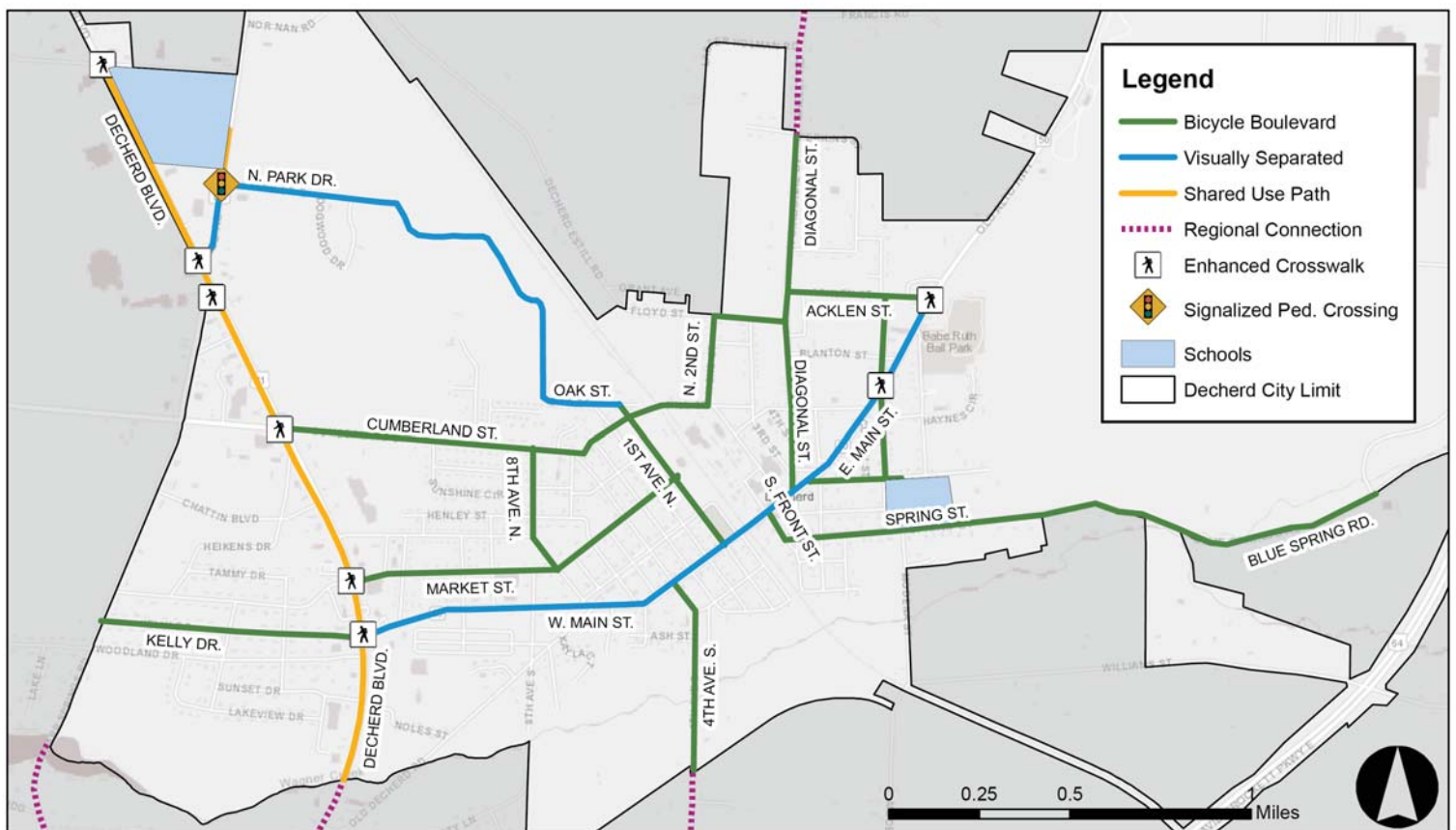


Figure 18: Map of Dechard Bike Network



Bike Boulevard		
Location	From	To
Kelly Dr.	Sharp Springs Rd.	Decherd Blvd.
Cumberland St.	Decherd Blvd.	N. 2 nd St.
8 th Ave. N.	Market St.	Cumberland St.
Market St.	Decherd Blvd.	1 st Ave. N.
1 st Ave N.	Cumberland St.	Main St.
4 th Ave. S.	City Limits	Main St.
N. 2 nd St.	Cumberland St.	Floyd St.
Floyd St.	N. 2 nd St.	Diagonal St.
Diagonal St.	Main St.	City Limits
Acklen St.	Diagonal St.	Main St.
N. Bratton St.	Main St.	Acklen St.
S. Bratton St.	Bennett St.	Main St.
College St.	Bennett St.	Acklen St.
Bennett St.	Main St.	Decherd Elementary School, north entrance
S. Front St.	Main St.	Spring St.
Spring St.	S. Front St.	Blue Spring Rd.
Blue Spring Rd.	Spring St.	Gary Edwards Dr.

Figure 19: Bike Boulevard Network Table

Visually Separated		
Location	From	To
SR 127 (AEDC Rd.)	Decherd Blvd.	N. Park Rd.
N. Park Rd.	SR 127 (AEDC Rd.)	Eastern Terminus
Oak St.	Northern Terminus	Cumberland St.
Main St.	Decherd Blvd.	Acklen St.

Figure 20: Visually Separated Network Table



Shared Use Path		
Location	From	To
Decherd Blvd. (East)	City Limits	Blair Pond Rd.
SR 127 (AEDC Rd.) (West)	N. Park Dr.	North Middle School entrance

Figure 21: Shared Use Path Network Table

Crossing Enhancement		
Cross Street	Cross Street	Intersection Enhancements
Main St.	Decherd Blvd.	High-Emphasis Crosswalks, ADA Compliance Improvements, Pedestrian-Oriented Lighting
Market St.	Decherd Blvd.	High-Emphasis Crosswalks, ADA Compliance Improvements, Pedestrian-Oriented Lighting
Cumberland	Decherd Blvd.	High-Emphasis Crosswalks, ADA Compliance Improvements, Pedestrian-Oriented Lighting
Sharp Springs Rd.	Decherd Blvd.	High-Emphasis Crosswalks, ADA Compliance Improvements, Pedestrian-Oriented Lighting
SR 127 (AEDC Rd.)	Decherd Blvd.	High-Emphasis Crosswalks, ADA Compliance Improvements, Pedestrian-Oriented Lighting
Blair Pond Rd.	Decherd Blvd.	High-Emphasis Crosswalks, ADA Compliance Improvements, Pedestrian-Oriented Lighting
SR 127 (AEDC Rd.)	N. Park Dr.	Proposed Signalized Crossing, Pedestrian-Oriented Lighting

Figure 22: Crossing Enhancements Table

Sidewalk Network

The sidewalk network prioritizes the following guiding principles:

1. Connects Existing Network Gaps,
2. Provides Access to Community Destinations, and
3. Safe & Accessible for All Ages & Abilities.

The sidewalk network also emphasizes connections to Hank Weddington Park, Babe Ruth Park, downtown, North Middle School and Decherd Elementary School.

Supplementing the recommendations for new sidewalk connections to fill in existing gaps and to expand pedestrian access across the City, this plan also recommends that the City perform necessary maintenance where sidewalk quality has degraded and is in need of repair or where it is not ADA-compliant. Sidewalk enhancement or addition projects should also include a review for pedestrian-oriented lighting, and include in the plans as needed.

Summary of Sidewalk Recommendations

Decherd's existing sidewalk network is concentrated along Main St. The sidewalk network fills existing gaps and then generally follows the proposed bike network to expand safety and access for residents. This plan also recommends ADA improvements to damaged or non-compliant existing sidewalk segments and the addition of pedestrian-oriented lighting where needed.

See **Figure 23: Map of Decherd Sidewalk Network** and **Figure 24: Sidewalk Network Table** for a table summarizing the locations of sidewalk segments.

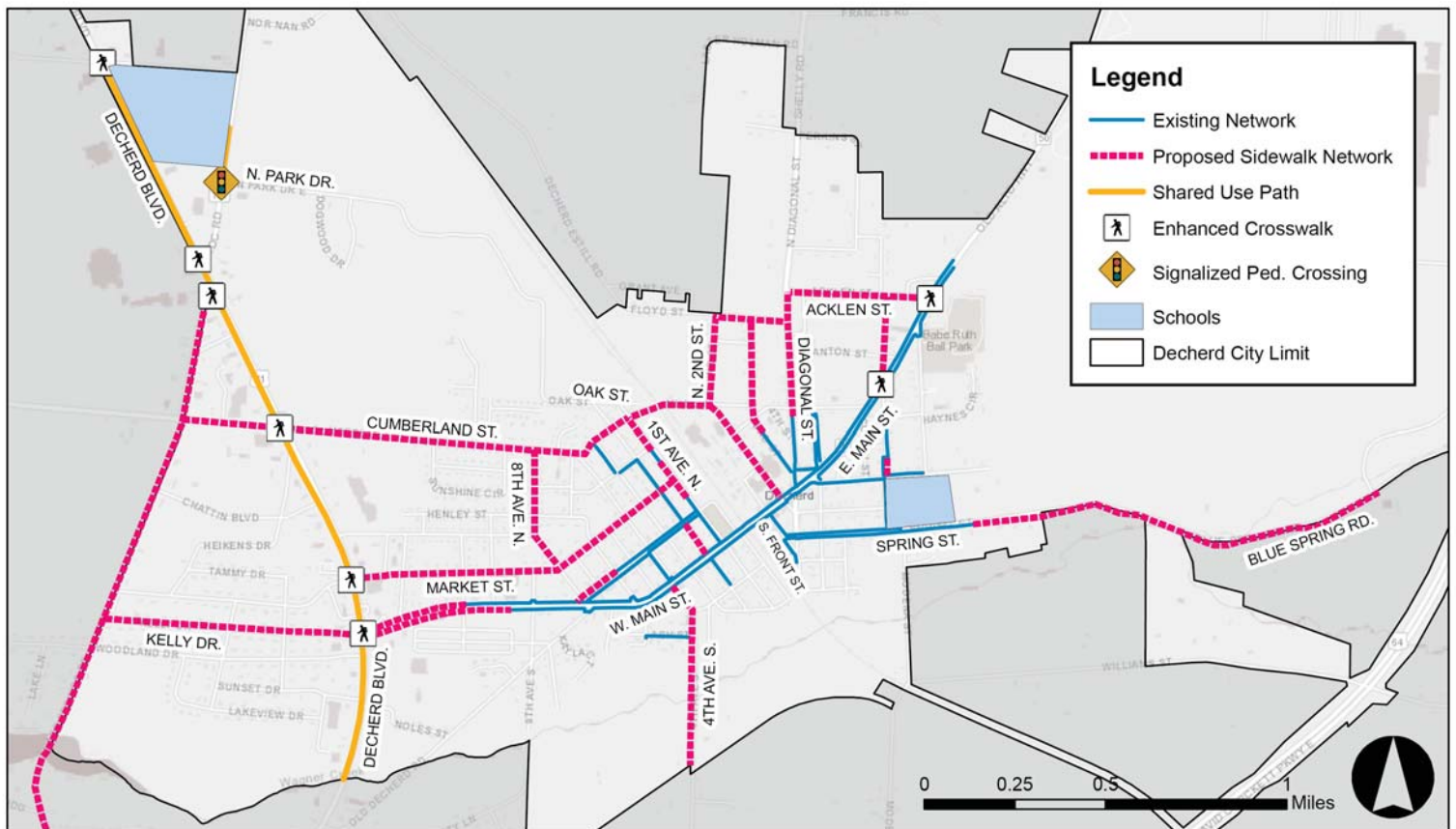


Figure 23: Map of Decherd Sidewalk Network



Sidewalks		
Location	From	To
Sharp Springs Rd.	City Limits	Decherd Blvd.
Kelly Dr.	Sharp Springs Rd.	Decherd Blvd.
Bible Crossing Rd.	Sharp Springs Rd.	Decherd Blvd.
Cumberland Rd.	Decherd Blvd.	N. 2 nd Ave.
Market St.	Decherd Blvd.	1 st Ave. N.
Main St. (North)	Decherd Blvd.	11 th Ave. N.
Main St. (South)	Decherd Blvd.	East of 10 th Ave. N.
8 th Ave. N.	Market St.	Cumberland St.
1 st Ave. N.	Chestnut St.	Cumberland St.
1 st Ave. N.	South of W. Market St.	North of W. Market St.
W. Broad St.	8 th Ave. N.	6 th Ave. N.
2 nd Ave. N.	Main St.	W. Broad St.
4 th Ave. S.	City Limits	Main St.
S. Front St.	Main St.	N. 2 nd St.
Horton St.	Mill St.	Floyd St.
Diagonal St.	Mill St.	Acklen St.
Acklen St.	Diagonal St.	Main St.
N. Bratton St.	Main St.	Acklen St.
S. Bratton St.	Bennett St.	North of Bennett St.
Spring St.	Decherd Elementary, southeast entrance	Blue Spring Rd.
Blue Spring Rd.	Spring St.	Gary Edwards Dr.

Figure 24: Sidewalk Network Table

05

IMPLEMENTATION RECOMMENDATIONS

Policies

This plan recommends that as the City of Decherd finalizes and adopts its Municipal Plan, that it specifically includes a Bicycle & Pedestrian element. To create a multimodal-friendly landscape, a suite of policies, actions, and design standards are needed, as no single action is capable of achieving this on its own. It is important that the Municipal Plan, in each of its elements (from land use to parking), also considers the needs of a human-scale transportation network that safely serves its most vulnerable road users.

Below are recommended policy components for inclusion. As these policy concepts are further developed, they should include both a clear statement of purpose and vision along with a way to measure progress toward desired outcomes.

- 1. Adopt a Complete Streets Policy:** This is an overarching directive that is meant to ensure that the approach to the City design process, operations, and maintenance for the entire right-of-way enables safe access for all users. A Complete Streets policy provides direction for a comprehensive transportation network, context sensitive planning for land use and transportation facility development, clear and accountable expectations for each jurisdiction that oversees elements of Complete Streets development and maintenance, and performance measures with steps for implementation. Resources for this developing a Complete Streets Policy include those found at the National Complete Streets Coalition and NACTO.
- 2. Establish Bicycle & Pedestrian Friendly Design Standards:** These should include elements such as, but not limited to, the following: (a) the use of green paint when designating visually separated, on-street bike facilities, (b) the provision of pedestrian-oriented lighting at intersections, and (c) the use of special emphasis crosswalk at all pedestrian crossings with pedestrian-oriented lighting. Design standards should endeavor to create a multimodal network that is safe, comfortable, and accessible for all ages and abilities, referencing guidance from organizations such as 880 Cities. 880 Cities, an organization that promotes active mobility and accessibility for all ages, offers training programs and tool kits to equip cities with context-specific design solutions to improve multimodal safety and comfort.
- 3. Support Bike-Friendly Safety Education for Motorists and Bike Riders:** Elements of safety are not limited to engineering and design alone. Education is measurably influential in its own dimension to have a positive influence for bike rider and pedestrian safety outcomes. This plan recommends that the City seek out and implement programs to better educate drivers on the legal and safe way to share the road with all modes of transportation. Likewise, education programs offered at schools for young bike riders and community centers for riders of all ages can help better educate bike riders on how to increase their awareness, understand their rights and limits on the road, and develop safety-oriented bike riding habits.



- 4. **Involve Law Enforcement in Creating a Safe Multimodal Environment:** This plan recommends that the City work with its law enforcement agency and partner agencies to further establish a process by which existing multimodal traffic laws are enforced. Examples include examining if there are programs to better enforce motorists yielding at crosswalks and the penalties exacted on those who operate motor vehicles in a reckless manner that endangers the safety of vulnerable road users. Other recommendations include increased training for law enforcement on bicycle and pedestrian topics and the introduction or expansion of bicycle-based patrols to visually legitimize biking for the community by example.

Implementation

The recommended bike and sidewalk networks for the City of Decherd include 2.29 miles (mi) of shared use path, 3.81 mi of visually separated bike lanes, 9.73 mi of bike boulevards, and 10.1 mi of proposed sidewalk in total. **Figures 25-29** include opinions of probable construction cost (OPCC) for each of the recommended projects included in the proposed bike and sidewalk networks. These are organized by facility type, with a final table summarizing the total network cost for the bike and sidewalk networks. These estimates have been calculated at the planning-level only using a standard cost-per-mile for each facility type. They also do not reflect the cost of design, right-of-way acquisition if applicable, utility relocation, permitting, or any other related costs beyond that of construction. For the purposes of this exercise, a cost of \$300,000/mi was used for shared use paths; \$150,000/mi was used for visually separated bike lanes; \$110,000/mi was used for bike boulevards; and \$105/square yard (sq yd) was used for sidewalks.

This plan reflects an aspirational future for the City of Decherd. Its implementation will require thoughtful budgetary planning, targeted expenditures to support bike and pedestrian safety, and coordination and collaboration with partner agencies to leverage available external funding sources to bring this plan to life.

Name	Length (mi)	OPCC
Blue Spring Rd.	1.77	\$195,000
Market St.	0.98	\$108,000
4 th Ave. S.	0.54	\$59,000
Bennett Rd.	0.58	\$63,000
Bratton St.	0.38	\$42,000
N. Bratton St.	0.24	\$27,000
Acklen St.	0.39	\$43,000
Diagonal St.	0.98	\$108,000
N. 2 nd Ave./Floyd St.	0.67	\$74,000
Cumberland St.	0.89	\$98,000
1 st Ave. N.	0.49	\$53,000
8 th Ave. N.	0.36	\$40,000
Kelly Dr.	0.73	\$80,000
N. 2 nd St.	0.34	\$37,000
College St.	0.40	\$44,000

Figure 25: Bike Network Summary - Bike Boulevard

Name	Length (mi)	OPCC
Main St.	1.97	\$296,000
N. Park Dr./Oak St.	1.50	\$225,000
SR 127 (AEDC Rd.)	0.23	\$34,000
Cumberland St.	0.11	\$17,000

Figure 26: Bike Network Summary - Visually Separated

Name	Length (mi)	OPCC
SR 16/US 41A (Decherd Blvd.)	2.14	\$643,000
SR 127 (AEDC Rd.)	0.15	\$45,000

Figure 27: Bike Network Summary - Shared Use Path



Recommended Phasing

Short-Term Bike Network Projects

Based on the goals and vision established for this initiative, this plan recommends that the City of Decherd concentrate its immediate efforts on providing safe routes to Decherd Elementary and North Middle schools, as well as to local parks, including Hank Weddington Park and Babe Ruth Park.

These routes include the following, organized by facility type:

- Shared Use Path
 - SR 16/US 41A (Decherd Blvd.)
 - SR 127 (AEDC Rd.)
- Visually Separated Bike Lane
 - Main St.
 - SR 127 (AEDC Rd.)
- Bike Boulevard:
 - N. 1st Ave.
 - Bennett St.
 - S. Bratton St.
 - College St.
 - Spring St.

This plan recommends that the corresponding sidewalk improvements along these recommended bike routes also be advanced for short-term implementation.

Name	Length (mi)	OPCC
Blue Spring Rd.	1.18	\$361,000
4 th Ave. S.	0.51	\$157,000
Kelly Dr.	0.71	\$218,000
S. Bratton St.	0.05	\$15,000
3 rd St./Horton St.	0.32	\$99,000
N. 2 nd St.	0.32	\$98,000
Mill St./N. 2 nd St./Floyd St.	0.66	\$201,000
Diagonal St.	0.34	\$105,000
N. Bratton St.	0.24	\$74,000
Acklen St.	0.37	\$114,000
Sharp Springs Rd.	1.63	\$500,000
2 nd Ave. N.	0.10	\$31,000
Cumberland St.	1.27	\$390,000
8 th Ave. N.	0.34	\$103,000
Market St.	0.97	\$298,000
1 st Ave. N.	0.11	\$34,000
1 st Ave. N.	0.12	\$38,000
W. Broad St.	0.14	\$42,000
W. Main St.	0.41	\$126,000
W. Main St.	0.29	\$89,000

Figure 28: Sidewalk Network Summary

Facility Type	Length (mi)	OPCC
Proposed Sidewalk Network	10.1	\$3,093,000
Bicycle Boulevard	9.73	\$1,070,000
Visually Separated	3.81	\$572,000
Shared Use	2.29	\$687,000
TOTAL COMBINED BIKE / SIDEWALK NETWORK		\$5,422,000

Figure 29: Total Bike & Sidewalk Network Summaries



Mid-Term Projects

To support enhanced connectivity and safety, and based on feedback received from the City and from the public, the following routes are recommended for mid-term phasing:

- Visually Separated Bike Lane
 - Cumberland St.
- Bike Boulevard
 - Cumberland St.
 - N. Kelly 2nd St.
 - Floyd St.
 - Acklen St.
 - Kelly Dr.

This plan recommends that the corresponding sidewalk improvements along these recommended bike routes also be advanced for mid-term implementation.

Long-Term Projects

The remaining projects are recommended for long-term phasing as they provide intra-network and regional connectivity.

- Visually Separated Bike Lane
 - N. Park Dr./Oak St.
- Bike Boulevard
 - Market St.
 - Floyd St.
 - Diagonal St.
 - Blue Spring Rd.
 - 4th Ave. S.

This plan recommends that the corresponding sidewalk improvements along these recommended bike routes also be advanced for long-term implementation.

Funding Opportunities

A variety of funding sources are available to City to support the implementation of the recommended projects that comprise the City's bike and sidewalk networks. Implementation of the Community Mobility Plan will not come from a single source, but rather a combination of multiple including all or some of the following. The appropriate and eligible funding source is dependent upon the type of project and its location. A narrative summary of these opportunities can be found in **Figure 30: Table of Funding Opportunities**.

Public/Private Partnerships

For parks, trails, and other greenway or recreational facilities, a public/private partnership can provide a funding source outside of traditional means for funding city mobility projects. By demonstrating how a proposed multimodal, shared use path, or trail/greenway facility can offer positive economic benefit to private investors, the City may see improved success with securing such partnerships. Emphasis on a project's ability to implement the City's long-term vision, positively respond to public pressure, and/or offer a unique and attractive opportunity can help to bring together private stakeholders to implement a value-add project.

Capital Improvements Program

Upon adoption of this plan, the City should consider planning at least five years out for future infrastructure enhancements that will help implement this plan's recommended bike and pedestrian networks and improve the safety and efficiency of multimodal travel. In particular, the scoping of roadway maintenance and resurfacing projects in this plan. Coinciding multimodal projects should be included in the scope of these roadway projects.



TDOT-Administered Grants

TDOT's Local Programs Development Office oversees federal and state funding programs that are available to local governments to improve transportation systems. Grant opportunities available to the City in partnership and cooperation with the State are listed in the pages following. More information can be found on the [TDOT Local Programs Office website](#) and in the TDOT published manual: [Local Government Guidelines For The Management Of Federal And State-Funded Transportation Projects](#).

Additional Grant Opportunities

Additional grants that support the advancement and implementation of multimodal projects are provided by the Tennessee Department of Health and the Tennessee Department of Environment and Conservation.

Looking Ahead – Local Match to Seek & Secure Grant Funding

Provided with the opinions of probable construction cost are estimates of possible required local match dollars to seek outside funding through grants. The provided opinion of probable cost estimates can be used by the City and its Council to plan for future budget cycles and allocate funds to support the advancement of this plan.

Grant Program	Source Agency	Description	Requirements	Typical Projects	Links for More Information
Highway Safety Improvement Program (HSIP)	TN Dept. of Transportation	<p>The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. Of note within the HSIP program, the Infrastructure Investment and Jobs Act (IIJA) established a new Vulnerable Road User Safety Special Rule, which applies to each State in which vulnerable road user fatalities account for not less than 15% of all annual crash fatalities; and requires a State subject to the special rule to obligate not less than 15% of its HSIP funds the following FY for highway safety improvement projects to address vulnerable road user safety. Based on 2020 traffic death data published by NHTSA, 15% or more of traffic deaths are bike/pedestrian in Tennessee, thus obligating the state to the 15% HSIP apportionment rule. For FY 2023, Tennessee is required to apportion \$9,679,325 of its \$64,528,830 annual HSIP funds toward projects that address vulnerable road user safety.</p>	<p>Road Safety Audits (RSA): Addresses a variety of safety concerns for locations experiencing crash rates higher than statewide averages. Qualifying Criteria: For signalized/unsignalized intersections - one (1) incapacitating pedestrian or bicycle crash</p> <p>Pedestrian Road Safety Initiative: Addresses safety concerns specific to pedestrian related severe crashes Qualifying Criteria: For inclusion into the program, a location must meet one (1) of the two (2) criteria provided below: Ten (10) or more identified severe pedestrian crashes within a one (1) mile segment. Three (3) or more identified severe pedestrian crashes occurring at an intersection</p> <p>Spot Safety Program: Addresses specific safety concerns identified by Regional request and approved by the Spot Safety Committee Qualifying Criteria: Candidate projects identified by a Spot Safety Request from the Regional Traffic Engineers (RTE's) are evaluated on a case by case basis. All requests are presented to a Spot Safety Committee for initial approval. The projects initially approved by the committee must then receive final approval by the Chief Engineer prior to inclusion into the Spot Safety Program. Match: 90% Federal 10% Non-federal</p>	Signage improvements, roadway re-striping, intersection enhancements, signals, etc.	TN HSIP 2021 Annual Report HSIP VRU Program Information - League of American Bicyclists

Figure 30: Table of Funding Opportunities

Grant Program	Source Agency	Description	Requirements	Typical Projects	Links for More Information
Multimodal Access Grant Program (MMAG)	TN Dept. of Transportation	<p>TDOT's Multimodal 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.</p>	<p>2023 Application Cycle: April - May: Notice of Intent to Apply May - July: Application period for invited applicants via eGrants Winter 2023/2024: Notice of Award</p> <p>Match: TDOT match percentage and amounts were changed for the 2022 grant cycle: The local match percentage for projects located in economically Distressed and At-Risk counties is 5% (with a maximum award amount of \$1,187,500). The local match percentage for projects in all other locations is 10% (with a maximum award amount of \$1,125,000).</p>	<ul style="list-style-type: none"> • Sidewalks • Pedestrian crossing improvements, including high-visibility crosswalks, curb ramps, signs and pavement markings, signalization, and median refuge islands • Bicycle facilities (including on-road bike lanes/cycle tracks) • Multi-use paths (pedestrian plus bicycle traffic) located within the transportation corridor. All such paths must be a minimum of 10-foot wide. • Transit stop amenities (shelters, benches, sidewalks, curb ramps, lighting) • Complete streets, road diet, or traffic calming measures • Bicycle, pedestrian and transit-related improvements that address requirements of the Americans with Disabilities Act (ADA) • Pedestrian-scale lighting (will not rank highly as a standalone project, but is eligible as a project component) • Other improvements which improve access for multimodal users 	<p>TN Dept. of Transportation - Multimodal Access Grant</p>

Grant Program	Source Agency	Description	Requirements	Typical Projects	Links for More Information
Transportation Alternatives Program (TAP)	TN Dept. of Transportation	Tennessee has funding for sidewalks, bikeways, trails, Safe Routes to School, and more through the Transportation Alternatives Program (TAP).	<p>Application: The TAP application cycle is open annually from August 1st through the first Friday in October. TDOT only accepts applications through its eGrants system. The submission must still include the necessary budget, detailed maps, photographs, preliminary sketches and support letters. Note: TDOT can provide assistance for applying, with project implementation, including environmental review, planning, design, permits, and project management.</p> <p>Match: 20% Local - Note: The Bipartisan Infrastructure Law gives states flexibility in meeting the 20% match, including using state safety funds for Transportation Alternatives projects that improve safety.</p>	The most popular are bicycling and walking projects including sidewalks, crosswalks, bike lanes, Safe Routes to School projects (both construction and programming), and recreational trails. About 95 percent of dollars go to these types of projects. Other eligible projects are: inventory and removal of outdoor advertising; historic preservation; vegetation management; archaeological activities; turnouts, overlooks and viewing areas; environmental mitigation; and streetscape improvements related to other TAP projects.	TAP Summary - League of American Bicyclists TDOT TAP Info Page with eGrants
Local Parks & Recreation Fund (LPRF)	TN Dept. of Environment & Conservation	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.	<p>Eligible Applicants: City or County Governments</p> <p>Grant Cycle: Pre-applications required in February. Applications due in April.</p> <p>Match: 50% State 50% Local Max - \$1,000,000</p>	Land acquisition, indoor and outdoor recreation facilities, trail development	TN Dept of Environment & Conservation - Local Parks & Recreation Fund (LPRF) TN Dept of Environment & Conservation - Grants Administration

Grant Program	Source Agency	Description	Requirements	Typical Projects	Links for More Information
Healthy Built Environments (HBE)	TN Dept. of Health	<p>Competitive grant cycles are opened for consideration of projects that support the TDH Office of Primary Prevention (OPP)'s goal to "build a culture of health through livable and nurturing places and spaces so that all residents can reach their full potential". Grants fund a "diverse set of initiatives including convening, programming, planning, and construction of built environment projects".</p> <p>Non-competitive grants are awarded to Tennessee counties at the department's discretion to fund new construction, improvement, or planning of facilities and infrastructure that support healthy communities.</p>	<p>Competitive Solicitation: Application rounds announced in their Built Environment + Health Newsletter</p> <p>Non-Competitive Award: (Historically, 2017 - \$10,000 to rural counties; 2019 - \$20,000 to all counties)</p>	Greenways, trails, walking tracks, playgrounds, outdoor fitness stations, and other publicly accessible spaces	<p>TN Dept. of Health HBE Webpage</p>
Recreational Trails Program (RTP)	TN Dept. of Environment & Conservation	<p>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.</p>	<p>Eligible Applicants: City or County Governments</p> <p>Grant Cycle: Pre-applications required in February. Applications due in April.</p> <p>Match: 80% State 20% Local Max - \$250,000</p>	<p>Urban hard surface trail development and natural surface trail development (construction and maintenance), restoration of trails damaged by use, development of trailside support facilities, educational and safety trail trainings.</p>	<p>TN Dept. of Environment & Conservation - Local Parks & Recreation Fund (LPRF)</p> <p>TN Dept. of Environment & Conservation - Grants Administration</p>



APPENDIX A - COMMUNITY SURVEY ANALYSIS AND RESULTS



City of Decherd Community Mobility Plan Survey Analysis

Kelly Ware, MPH, CHES

TDH Southeast Region Healthy Development Coordinator

Demographics – 43 participants

- The ages for participants ranged from 20-82 years old. The age range frequencies were 20-29 (26%), 30-39 (17%), 40-49 (17%), 50-59 (17%), 60-69 (17%), 70-79 (3%), and 80-89 (3%).
- 50% of participants identified as female and 50% identified as male.
- The race/ethnicities of the participants were 89% white, 3% African American, and 9% declined to answer.
- The zip codes of participants were 37324-Decherd (92%) and 37398-Winchester (8%).

Support for Bike Lanes Along State Route 16/41A

- 65% of respondents support placing bike lanes along State Route 16/41A.
- The most common concern of the 35% who did not support was safety.
 - Increased traffic and collisions due to the bicyclists were the most popular reasons.

Support for Bike Lanes and Sidewalks Along State Route 50/Main Street

- 65% of respondents support placing bike lanes and sidewalks along State Route 50/Main Street to Babe Ruth Park.
- The most common comment of the 35% who did not support was to prioritize other projects.
 - Projects mentioned were to widen the street, improve existing infrastructure, and installing a playground.

Beliefs about Bicyclist and Pedestrian Accessibility

- 65% of respondents believe that the bike lanes and sidewalks along State Routes 16/41A and 50/Main St would improve bicyclist and pedestrian accessibility.
- The most common comment of the 35% who did not believe that accessibility would improve was that bike lanes and sidewalks were not needed.
 - Lack of bicycle riders and businesses on Main Street were the most common concerns.



Beliefs about Bicyclist, Pedestrian, and Driver Safety

- 67% of respondents believe that the bike lanes and sidewalks along State Routes 16/41A and 50/Main St would improve safety for bicyclists, pedestrians, and vehicles.
- The most common concerns of the 33% who did not believe that safety would improve were a lack of riders, traffic would endanger bicyclists, and irresponsible drivers.

Beliefs about Active Transportation and Economic Development

- 58% of respondents believe that the bike lanes and sidewalks along State Routes 16/41A and 50/Main St would promote economic growth and encourage tourism.
- Common concerns of the 42% who did not believe that active transportation would promote economic growth was a lack of riders and businesses on Main Street.
 - Another popular comment was that providing active transportation amenities was not related to economic growth.

Other Improvements along State Route 16/41A

- The most common suggestion for improvement was to upgrade traffic lights.
 - Popular comments were that the lights do not change in a timely manner and that improved lights would alleviate traffic.
- Another common suggestion was to improve existing sidewalks.

Other Improvements along State Route 50/Main Street

- The most common suggestions for improvement were to revitalize Main Street buildings and attract businesses.
- Popular comments were to reduce vacant buildings, add décor and aesthetic improvements, and to utilize the buildings for commercial use only.
 - Providing tourist attractions was also mentioned.

Overall Perspective

In summary, around two-thirds of the survey participants were in favor of providing additional bicycle and pedestrian infrastructure in Decherd. Those participants believed that active transportation infrastructure would improve bicyclist and pedestrian safety and accessibility.

The survey participants were split on the belief that bicycle and pedestrian infrastructure would encourage economic growth, with a common view being that active transportation would not affect economic development. Awareness about the potential economic benefits of active transportation developments could impact this belief among Decherd citizens.

Of the one-third of participants who were not in favor of additional bicycle and pedestrian infrastructure, common viewpoints were that there is a lack of bicyclists in Decherd and there was no need for a bicycle lane. However, if a bicycle lane was provided on State Routes, there could be an increase of bicyclists due to the availability of infrastructure to ride safely on the roads.

Another popular concern was that the State Routes were hazardous for pedestrian and bicyclists to utilize. Those participants believed that active transportation infrastructure would worsen traffic and collisions due to the increase in pedestrians and bicyclists on the roads. Despite this concern, providing bicycle lanes and sidewalks would keep non-motorists off the State Route and reduce traffic and collisions by providing space for each mode of transportation.

Additionally, the survey asked the participants for suggestions of improvements along the State Routes. Along State Route 16/41A, popular comments were to improve the timing of traffic lights along the road and to repair existing sidewalks. Suggestions for State Route 50/Main Street were to revitalize downtown buildings and improve the streetscape to attract businesses. Improving infrastructure and promoting economic development were common themes among these comments.

A limitation of the survey results was that the participants' ages were skewed in favor of young to middle aged adults, which were more likely to approve of bicycle lane and sidewalk developments than older adults in this survey. More participation from older adults would be beneficial to better assess the perspectives of the entire population in future community surveys regarding active transportation infrastructure in Decherd.



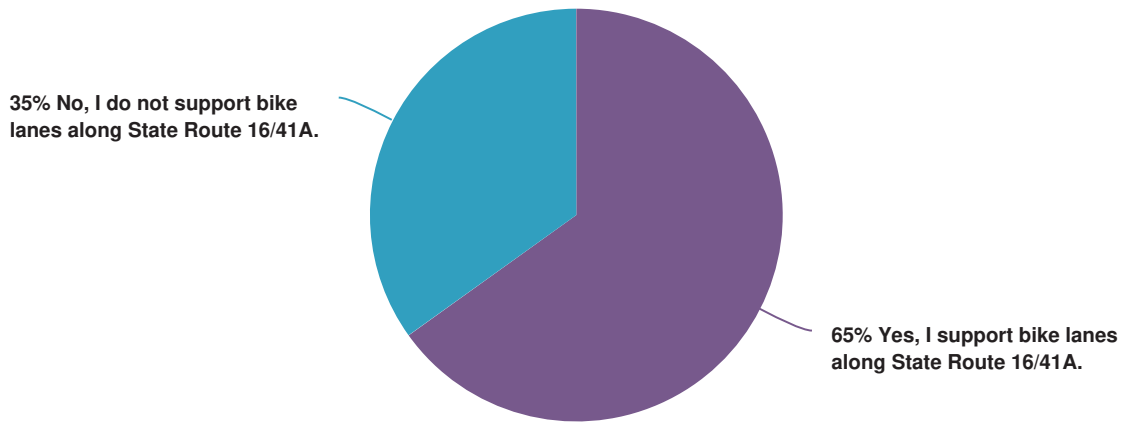
Report for City of Decherd Community Mobility Plan Survey

Response Counts

Completion Rate:	100%	
Complete		 44

Totals: 44

1. Do you support the development of bike lanes along State Route 16/41A? *Highlighted yellow in map above*



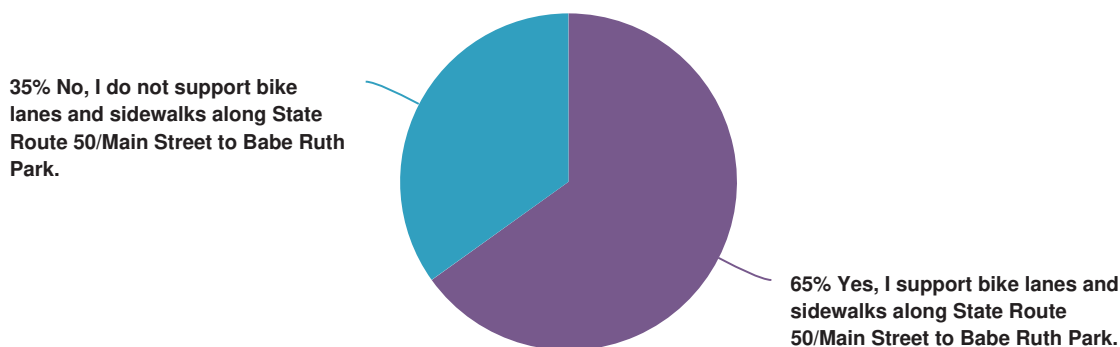
Value	Percent	Responses
Yes, I support bike lanes along State Route 16/41A.	65.1%	28
No, I do not support bike lanes along State Route 16/41A.	34.9%	15

Totals: 43

2. Please explain why you do not support bike lanes along State Route 16/41A.



3. Do you support the development of bike lanes and sidewalks on State Route 50/Main Street to Babe Ruth Park? *Highlighted yellow in map above*



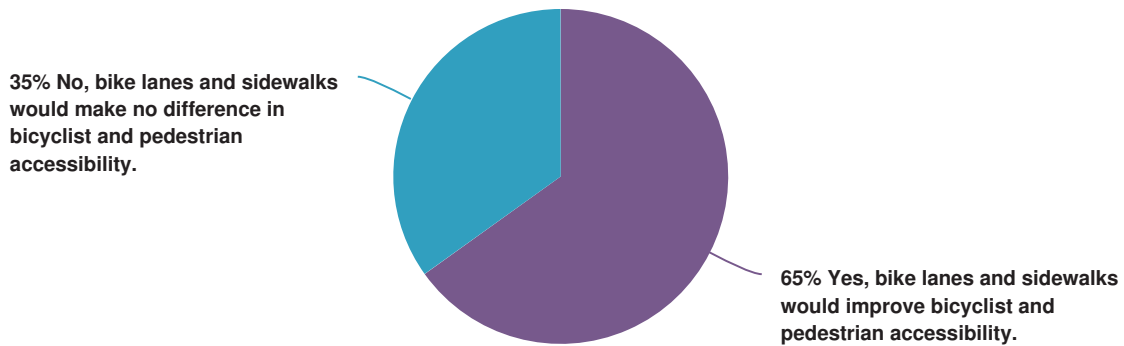
Value	Percent	Responses
Yes, I support bike lanes and sidewalks along State Route 50/Main Street to Babe Ruth Park.	65.1%	28
No, I do not support bike lanes and sidewalks along State Route 50/Main Street to Babe Ruth Park.	34.9%	15

Totals: 43

4. Please explain why you do not want bike lanes and sidewalks along State Route 50/Main Street to Babe Ruth Park.



5. Do you believe that providing bike lanes and sidewalks along State Route 16/41A and State Route 50/Main St. would make the road more accessible for bicyclists and pedestrians?



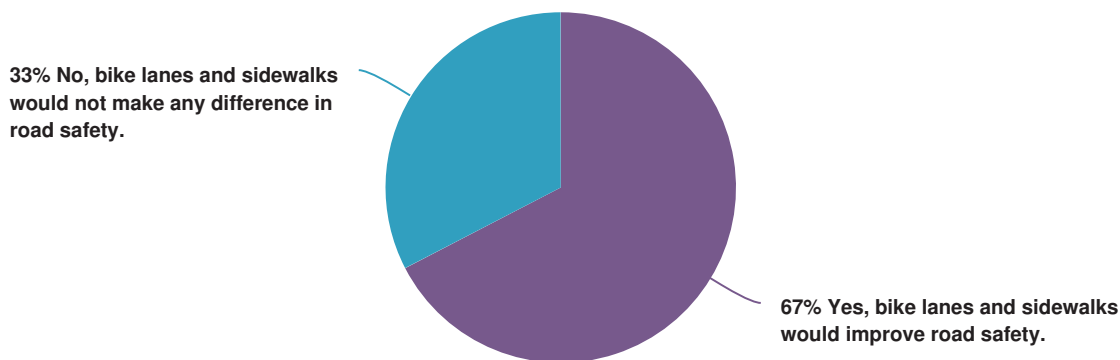
Value	Percent	Responses
Yes, bike lanes and sidewalks would improve bicyclist and pedestrian accessibility.	65.1%	28
No, bike lanes and sidewalks would make no difference in bicyclist and pedestrian accessibility.	34.9%	15

Totals: 43

6. Please explain why providing bike lanes and sidewalks would not improve road accessibility for bicyclists and pedestrians.



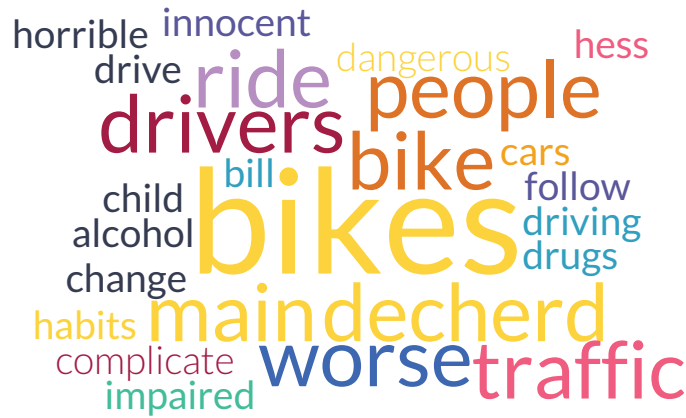
7. Do you believe that providing bike lanes and sidewalks along State Route 16/41A and State Route 50/Main St. would improve safety for bicyclists, pedestrians, and vehicles on the road?



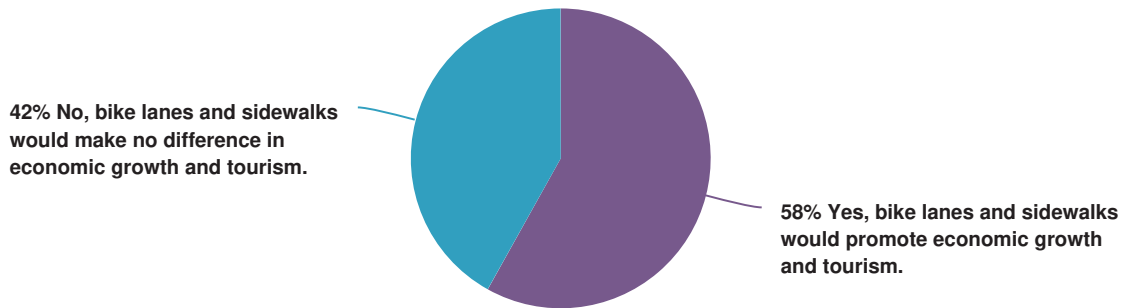
Value	Percent	Responses
Yes, bike lanes and sidewalks would improve road safety.	67.4%	29
No, bike lanes and sidewalks would not make any difference in road safety.	32.6%	14

Totals: 43

8. Please explain why bike lanes and sidewalks would not improve road safety.



9. Do you believe that providing bike lanes and sidewalks along State Route 16/41A and State Route 50/Main St. would promote economic growth and increase tourism within the City of Decherd?



Value	Percent	Responses
Yes, bike lanes and sidewalks would promote economic growth and tourism.	58.1%	25
No, bike lanes and sidewalks would make no difference in economic growth and tourism.	41.9%	18

Totals: 43



10. Please explain why bike lanes and sidewalks would not promote economic growth and tourism.



11. What other improvements would you like to see along State Route 16/41A?



12. What other improvements would you like to see along State Route 50/Main Street?



13. What is your age, gender, race/ethnicity, and zip code?

What is your age?



What is your gender?





What is your race/ethnicity?

important
caucasian american
descents whitw
white
german decline business

What is your zip code?

1

APPENDIX B - EXISTING CONDITIONS MAPS



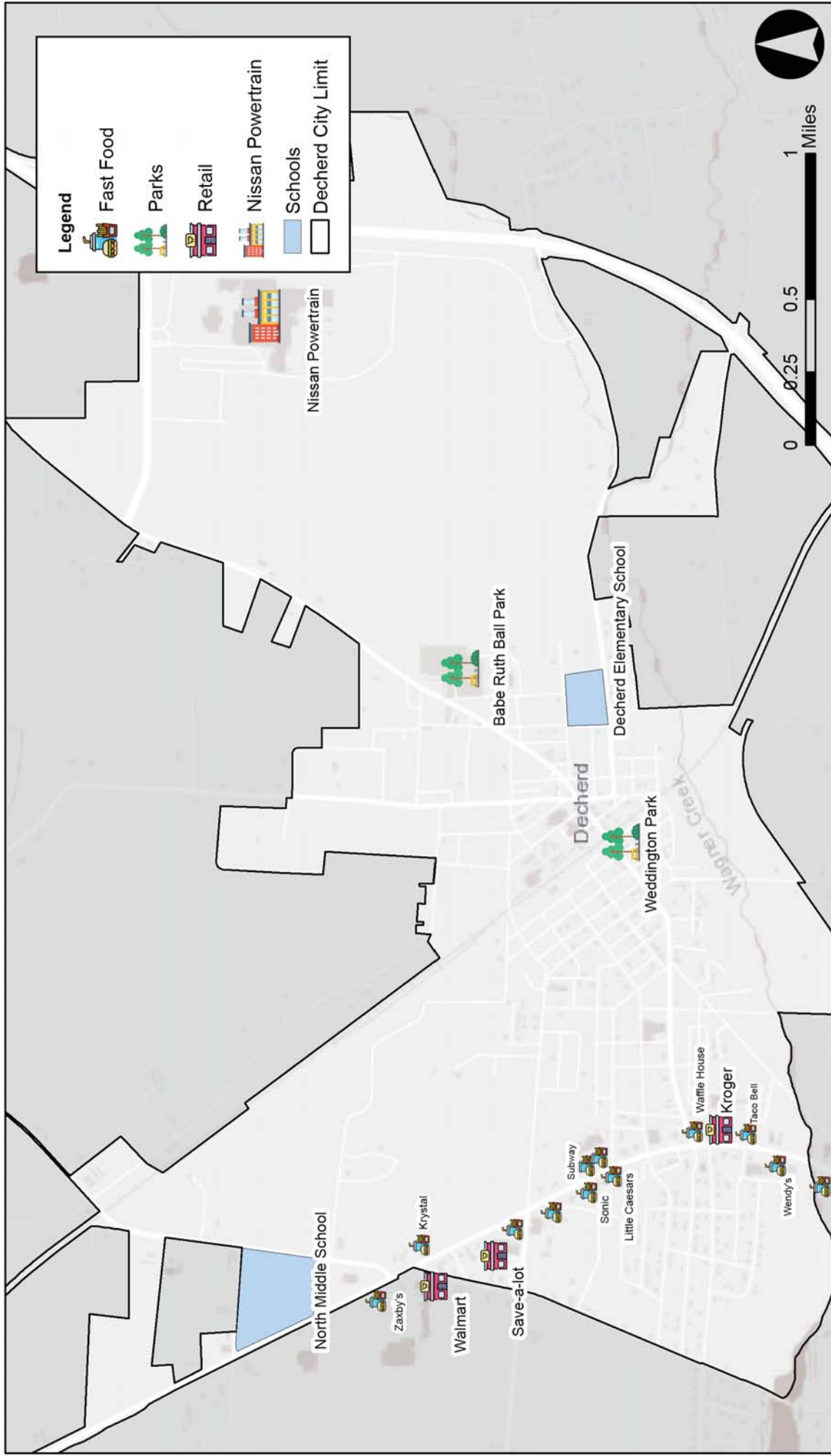


Figure B1: Active Trip Generator Map

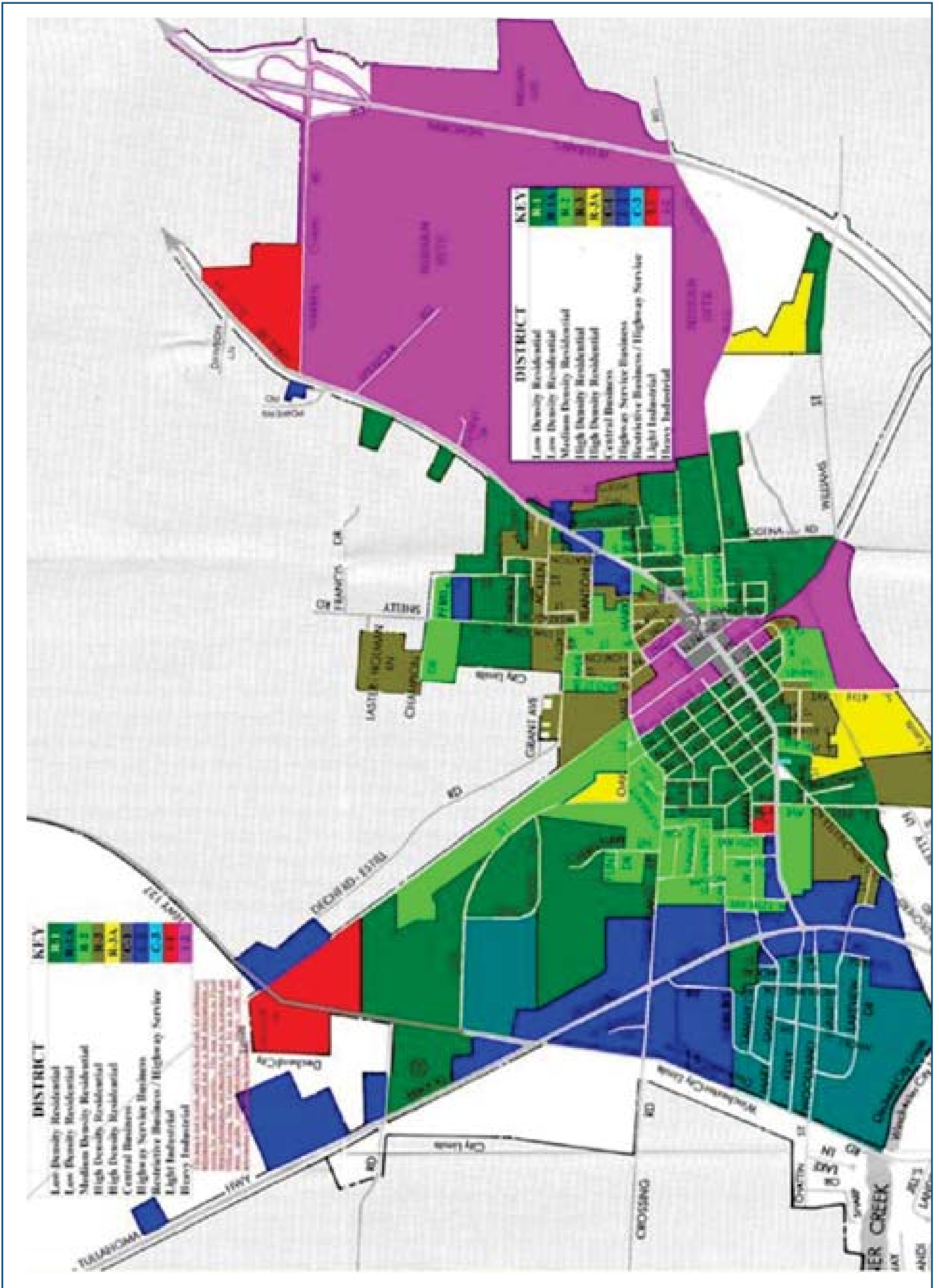


Figure B2: City of Dechard, Existing Zoning

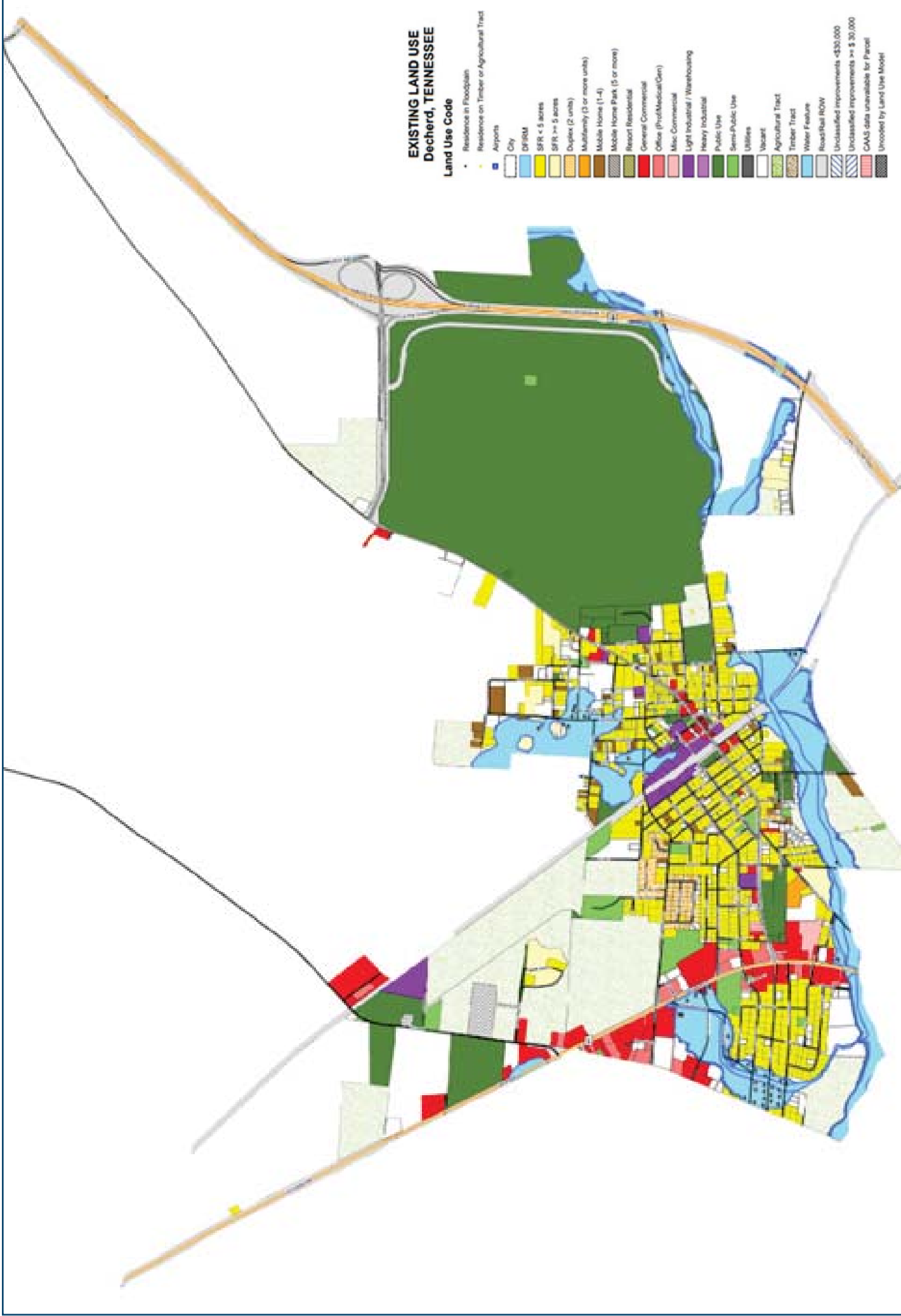


Figure B3: City of Decherd Land Use Map

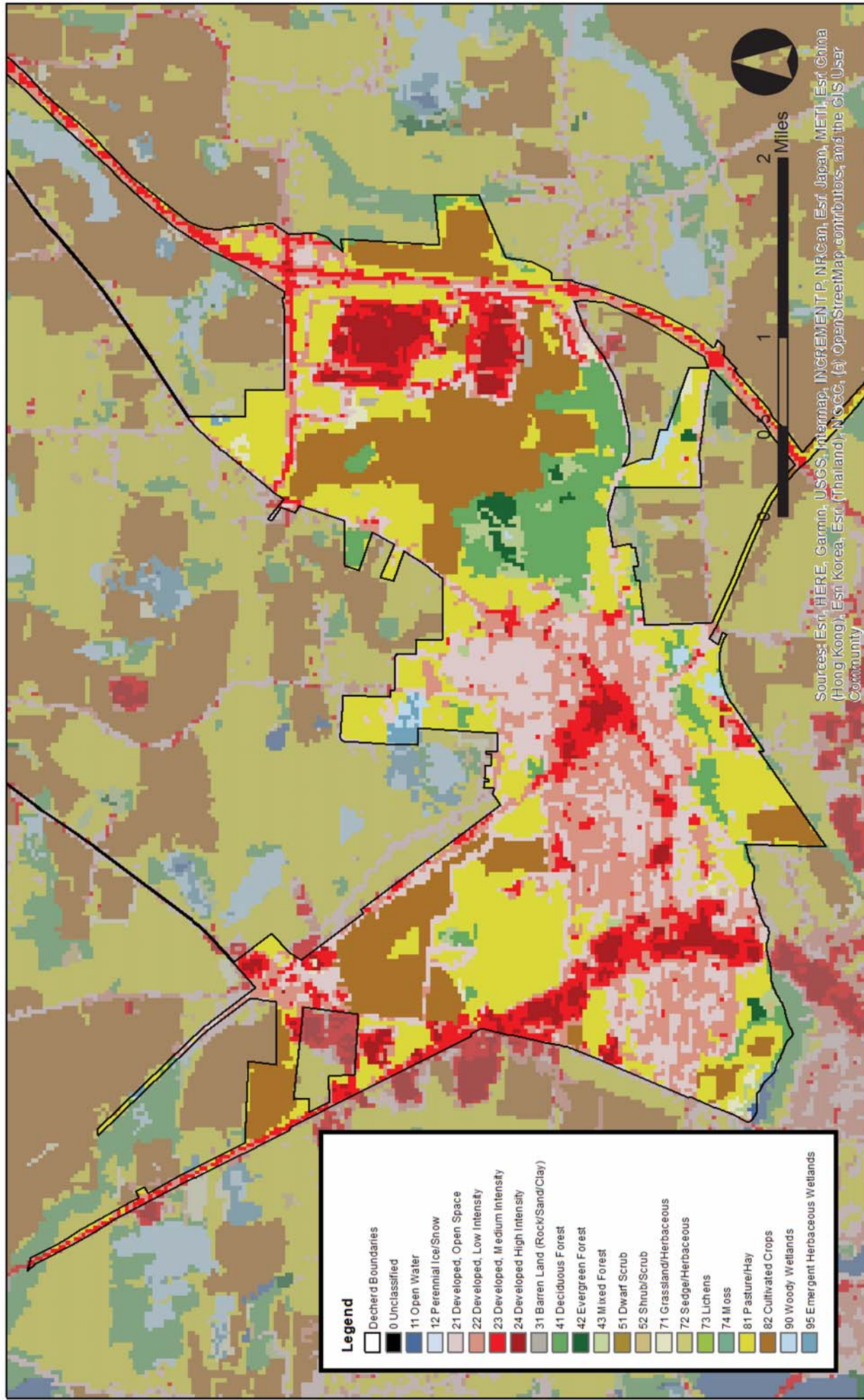


Figure B4: Land Cover Map

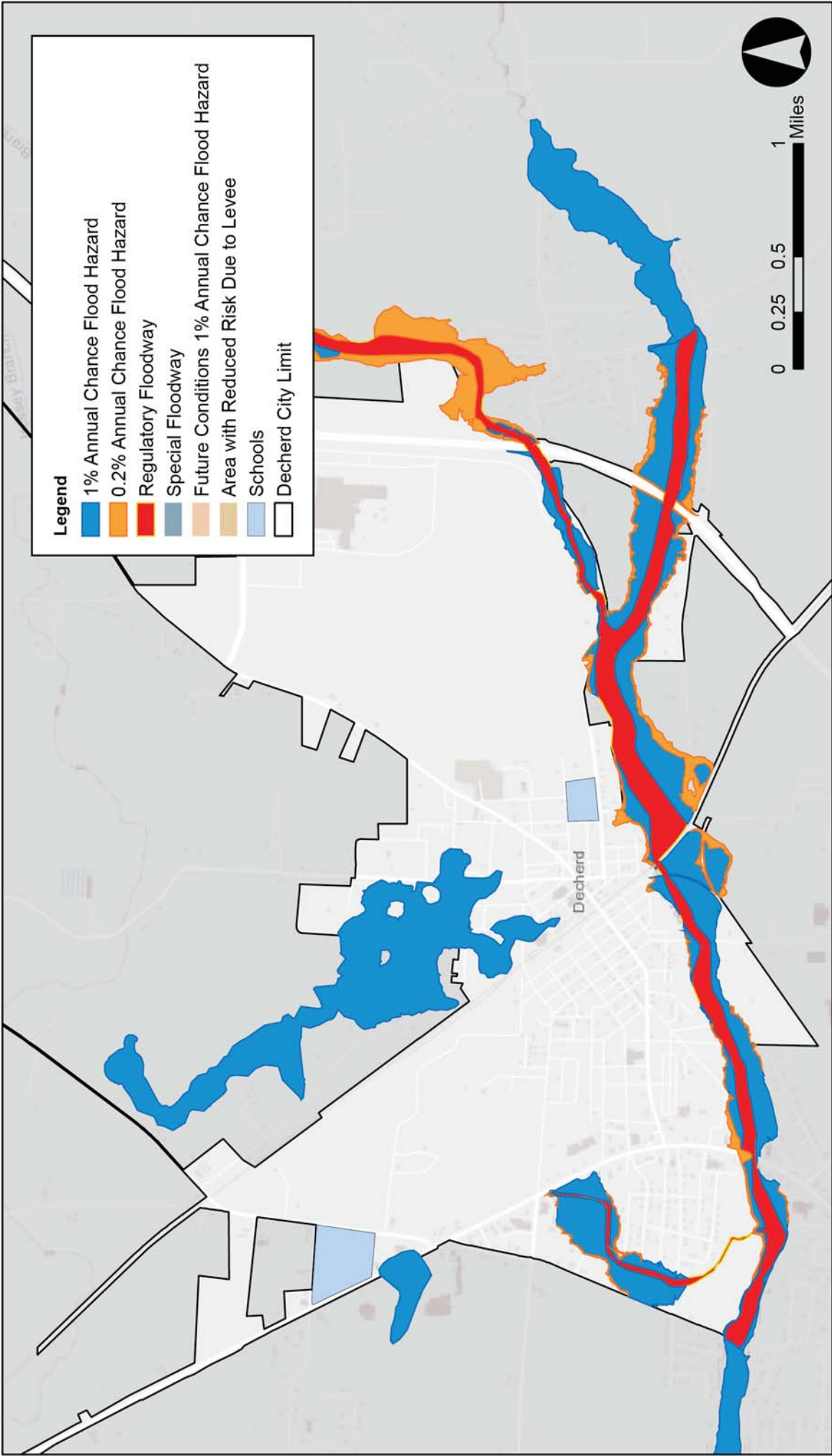


Figure B5: Flood Hazard Map

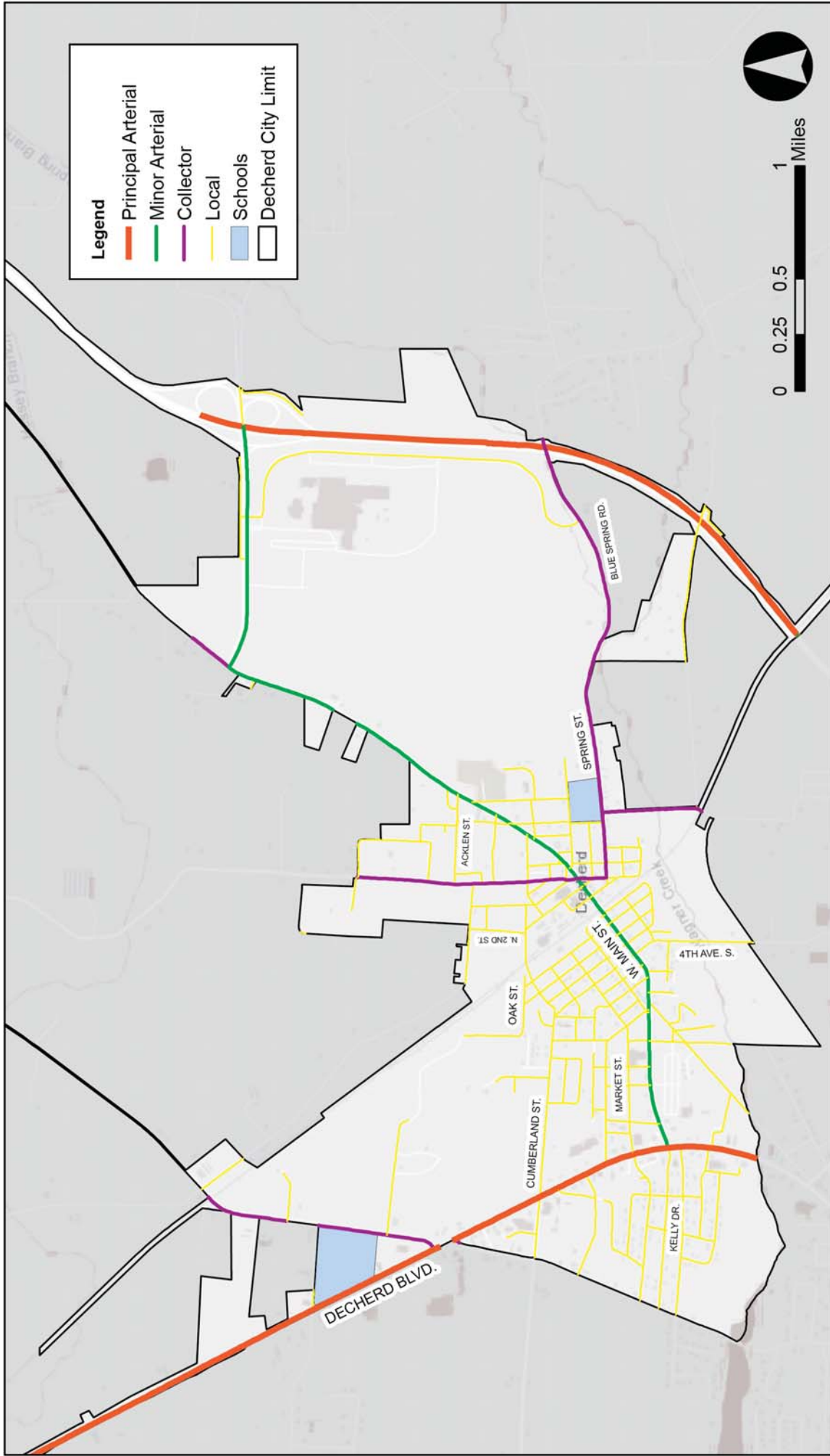


Figure B6: Roadway Functional Classification Map

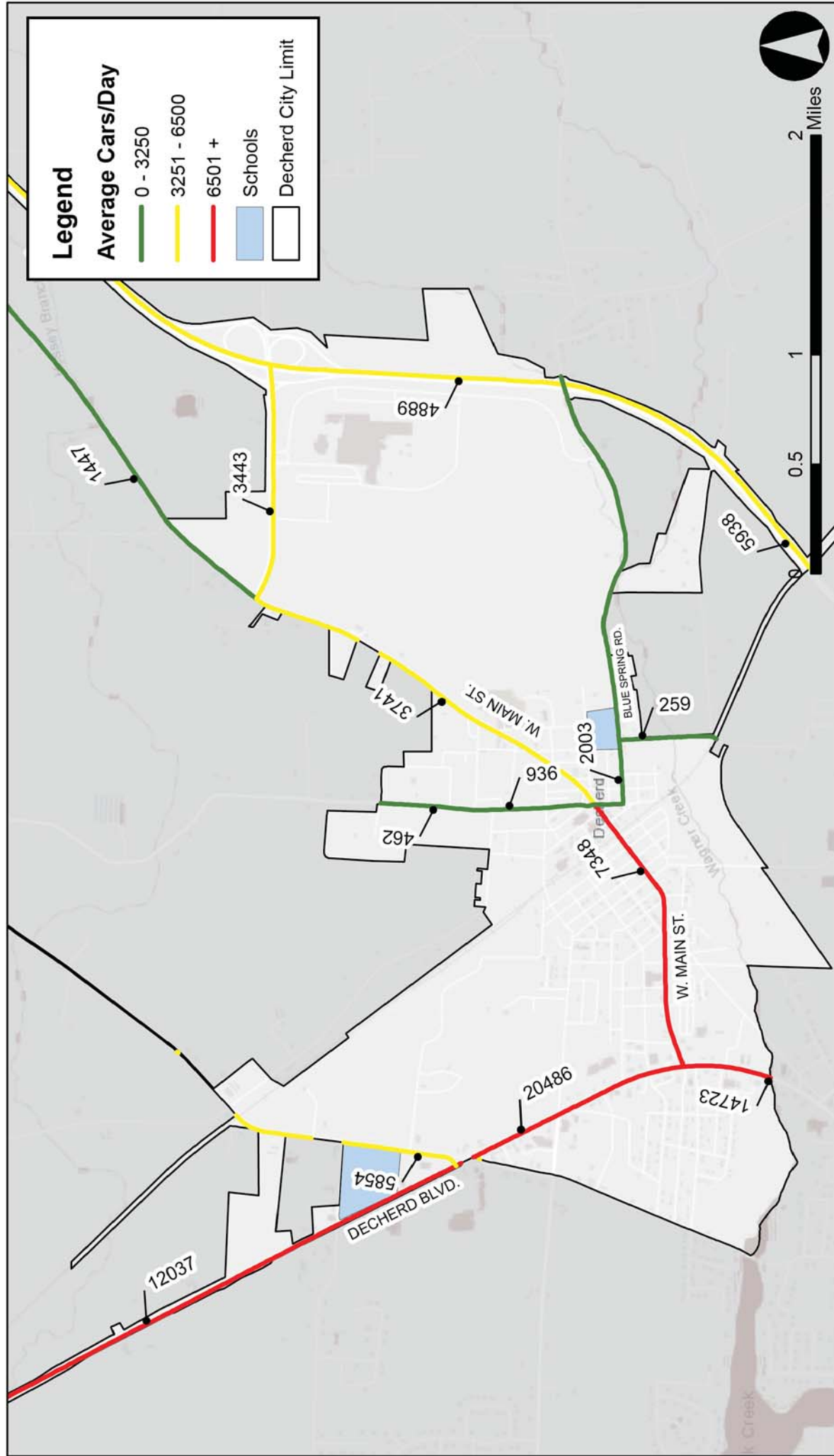


Figure B7: Average Annual Daily Traffic (AADT) Map

Inflow/Outflow Counts of All Jobs for Selection Area in 2019

All Workers

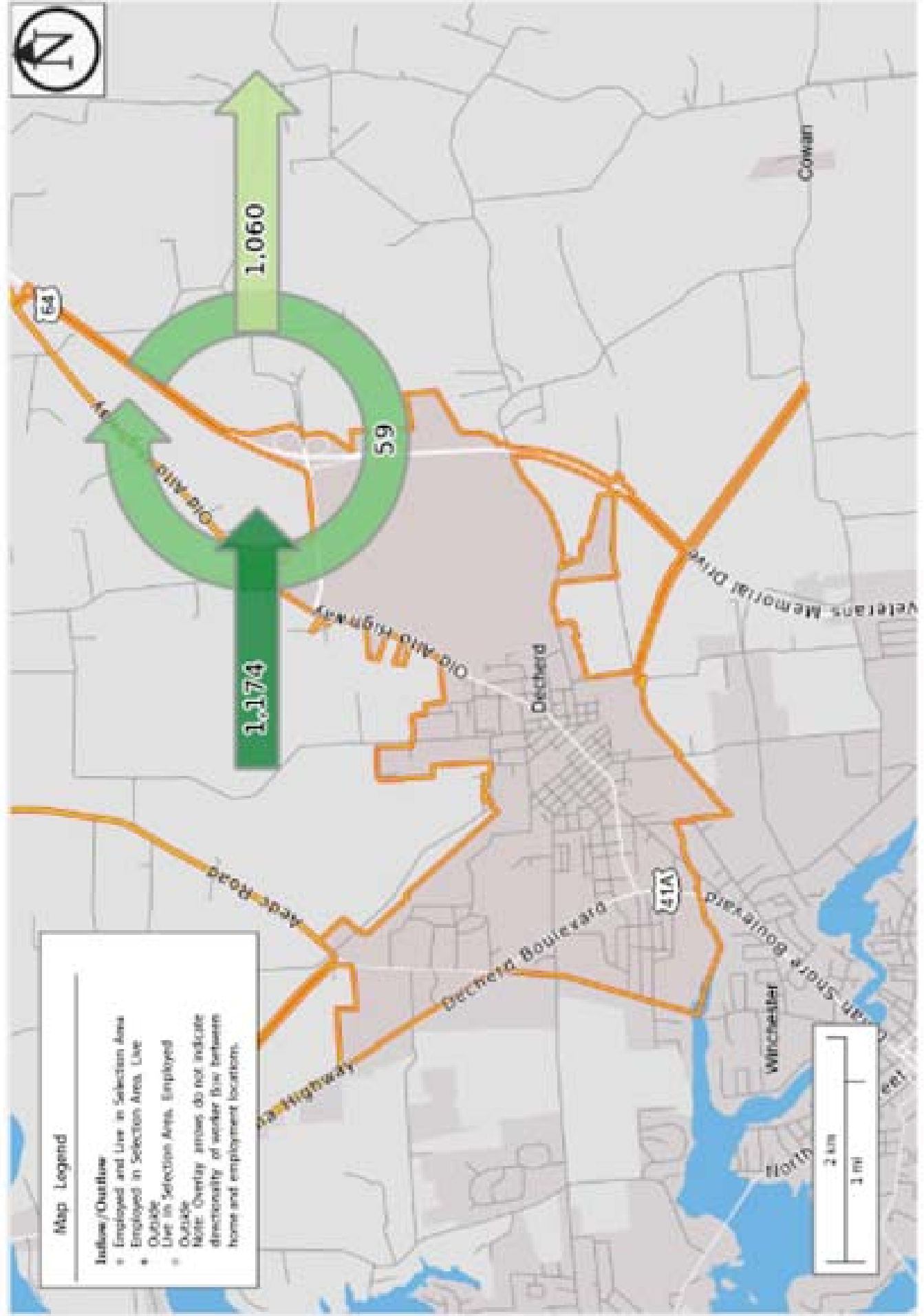


Figure B8: Decherd Inflow/Outflow Commuter Patterns Map

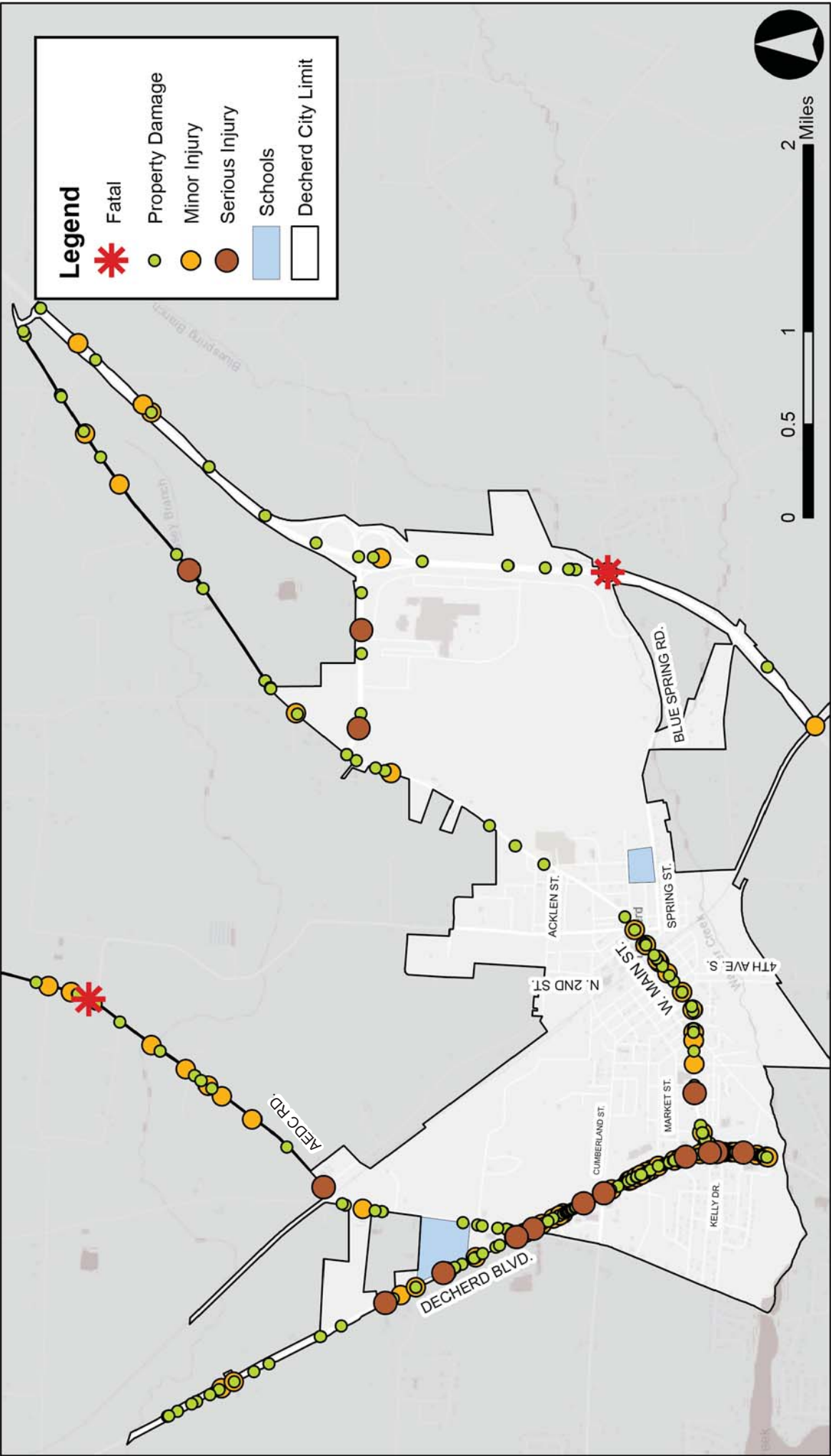


Figure B9: Decherd Vehicle Crashes Map (2019-2022)

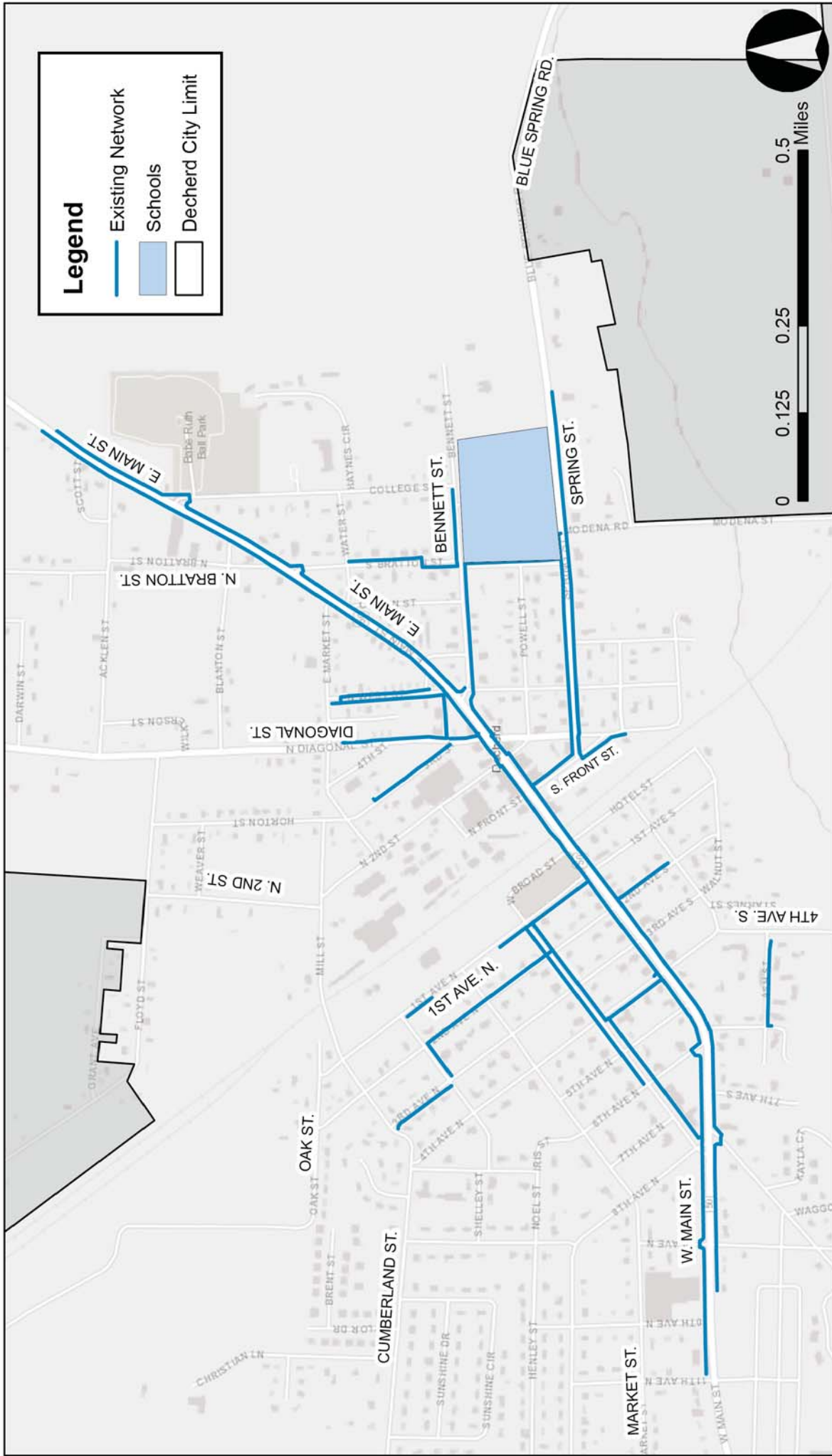


Figure B10: Existing Sidewalk Network Map

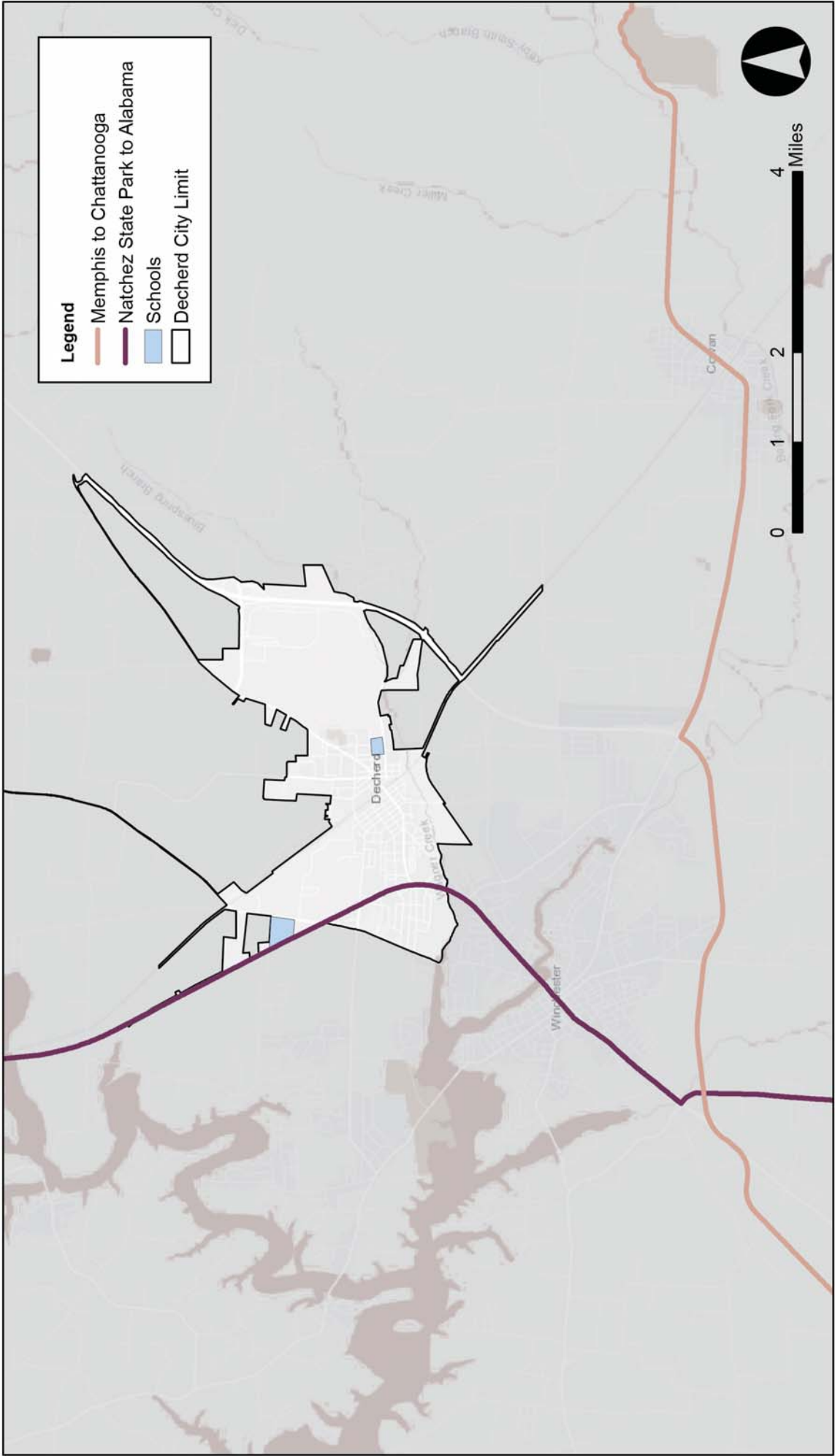


Figure B11: TDOT Proposed Bicycle Routes Map

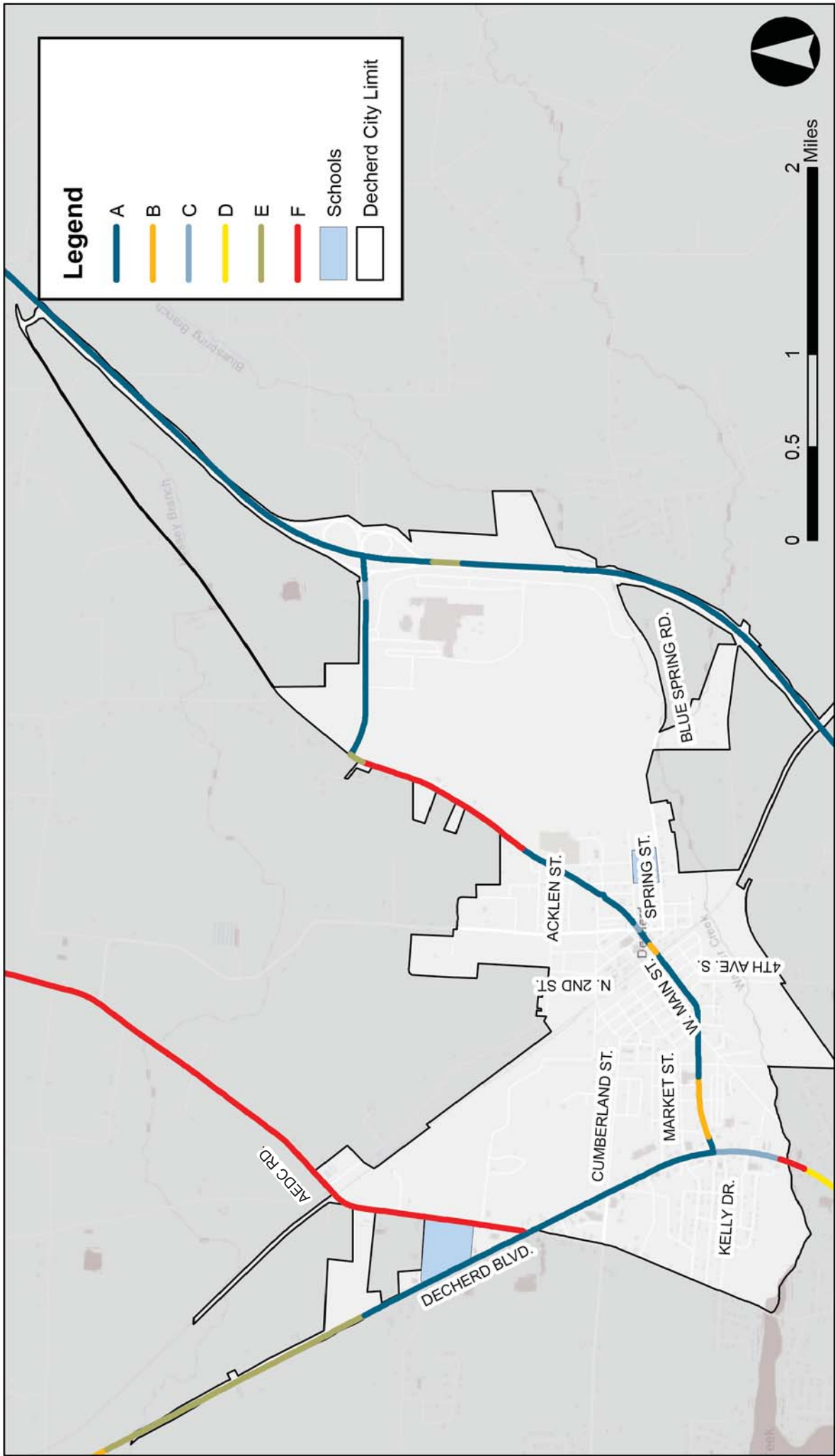


Figure B12: Bicycle Level of Service Map

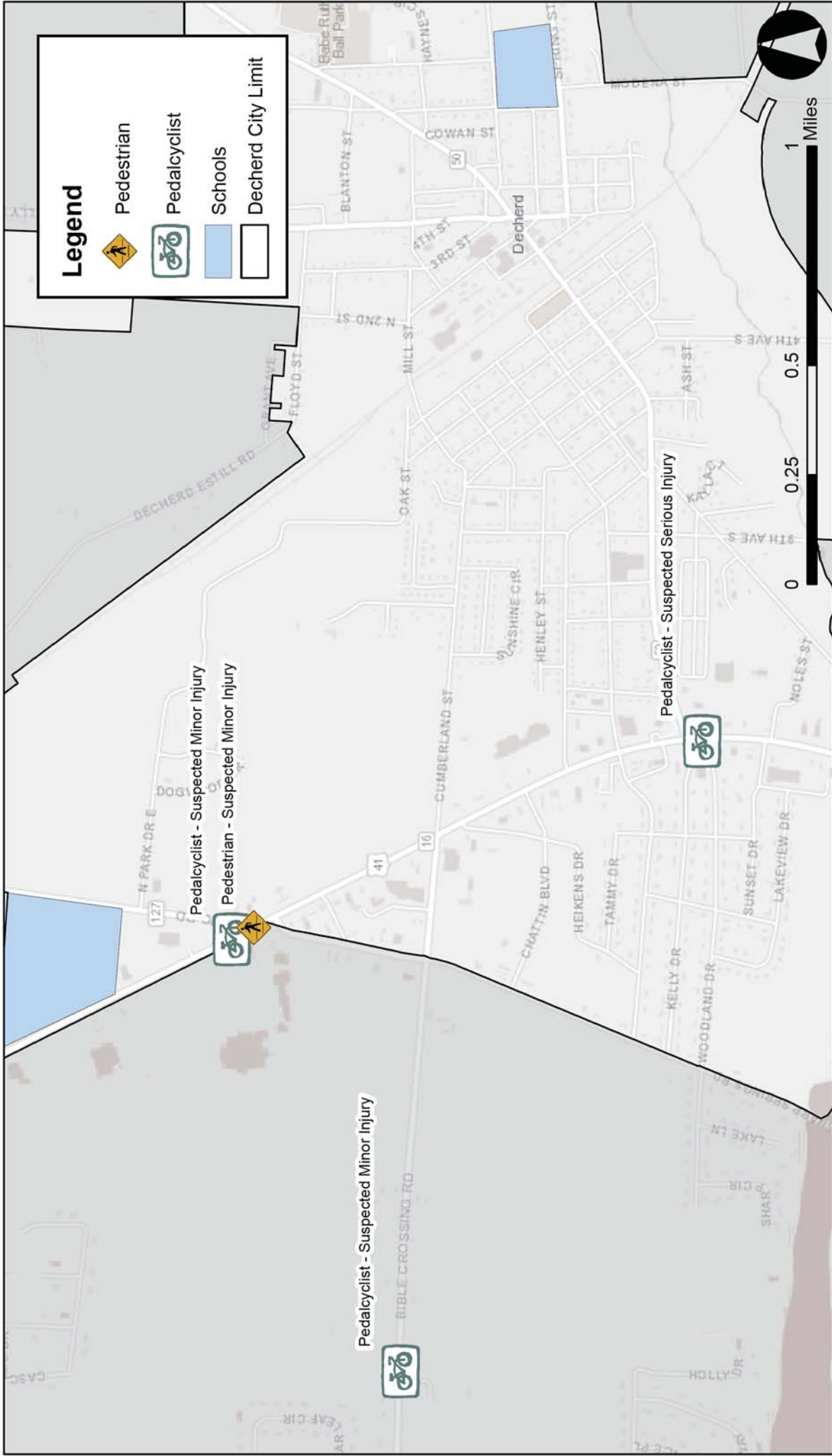


Figure B13: Bicycle and Pedestrian Crash Map (2019-2022)

APPENDIX C - PROPOSED NETWORK TABLES & MAPS



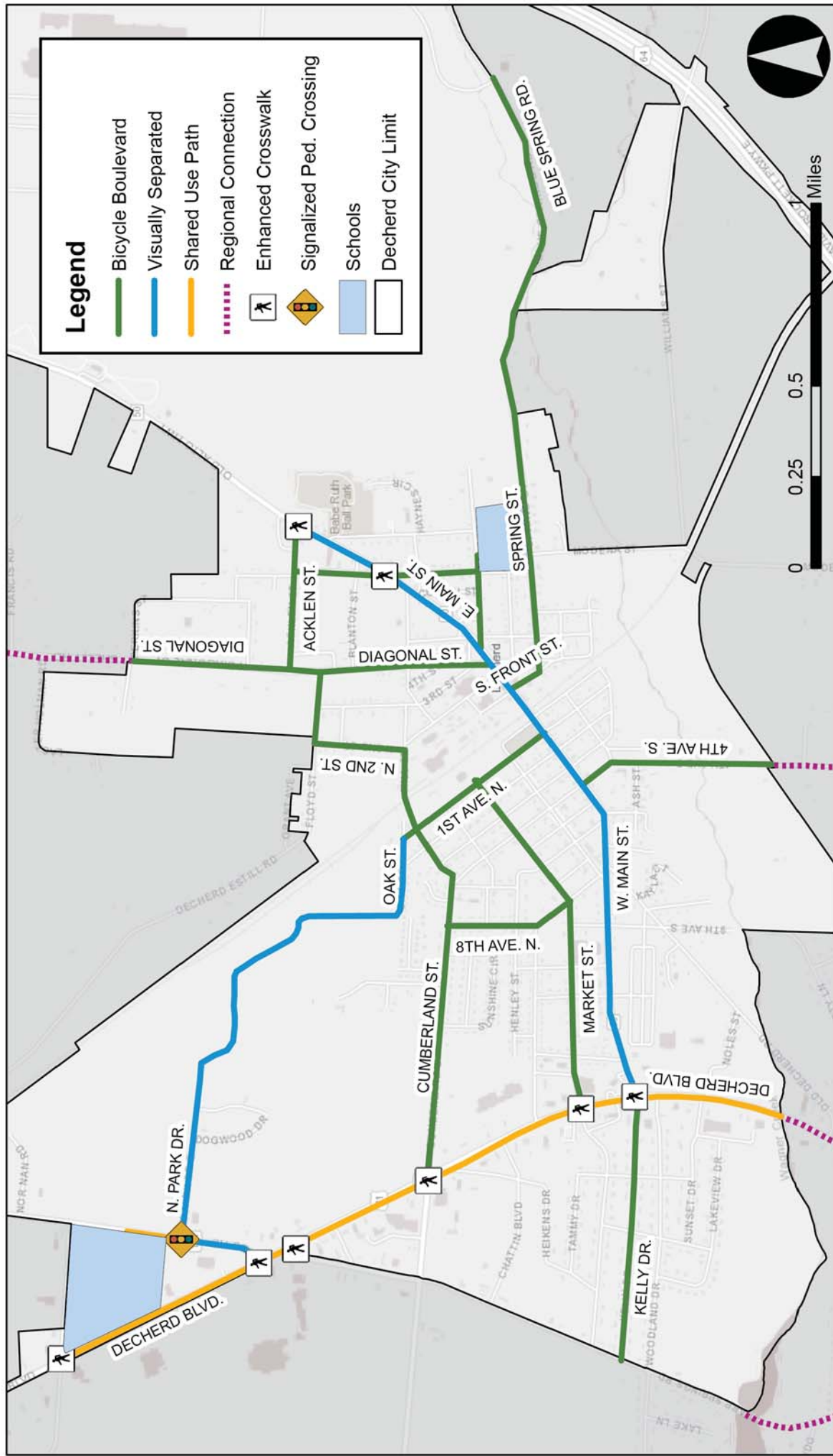


Figure C1: Proposed Bike Boulevard Network



Bike Boulevard		
Location	From	To
Kelly Dr.	Sharp Springs Rd.	Decherd Blvd.
Cumberland St.	Decherd Blvd.	N. 2 nd St.
8 th Ave. N.	Market St.	Cumberland St.
Market St.	Decherd Blvd.	1 st Ave. N.
1 st Ave N.	Cumberland St.	Main St.
4 th Ave. S.	City Limits	Main St.
N. 2 nd St.	Cumberland St.	Floyd St.
Floyd St.	N. 2 nd St.	Diagonal St.
Diagonal St.	Main St.	City Limits
Acklen St.	Diagonal St.	Main St.
N. Bratton St.	Main St.	Acklen St.
S. Bratton St.	Bennett St.	Main St.
College St.	Bennett St.	Acklen St.
Bennett St.	Main St.	Decherd Elementary School, north entrance
S. Front St.	Main St.	Spring St.
Spring St.	S. Front St.	Blue Spring Rd.
Blue Spring Rd.	Spring St.	Gary Edwards Dr.

Figure C3: Proposed Bike Boulevard Network Table

Visually Separated		
Location	From	To
SR 127 (AEDC Rd.)	Decherd Blvd.	N. Park Rd.
N. Park Rd.	SR 127 (AEDC Rd.)	Eastern Terminus
Oak St.	Northern Terminus	Cumberland St.
Main St.	Decherd Blvd.	Acklen St.

Figure C4: Proposed Visually Separated Network Table



Shared Use Path		
Location	From	To
Decherd Blvd. (East)	City Limits	Blair Pond Rd.
SR 127 (AEDC Rd.) (West)	N. Park Dr.	North Middle School entrance

Figure C5: Proposed Shared Use Path Network Table

Crossing Enhancement		
Cross Street	Cross Street	Intersection Enhancements
Main St.	Decherd Blvd.	High-Emphasis Crosswalks, ADA Compliance Improvements, Pedestrian-Oriented Lighting
Market St.	Decherd Blvd.	High-Emphasis Crosswalks, ADA Compliance Improvements, Pedestrian-Oriented Lighting
Cumberland	Decherd Blvd.	High-Emphasis Crosswalks, ADA Compliance Improvements, Pedestrian-Oriented Lighting
Sharp Springs Rd.	Decherd Blvd.	High-Emphasis Crosswalks, ADA Compliance Improvements, Pedestrian-Oriented Lighting
SR 127 (AEDC Rd.)	Decherd Blvd.	High-Emphasis Crosswalks, ADA Compliance Improvements, Pedestrian-Oriented Lighting
Blair Pond Rd.	Decherd Blvd.	High-Emphasis Crosswalks, ADA Compliance Improvements, Pedestrian-Oriented Lighting
SR 127 (AEDC Rd.)	N. Park Dr.	Proposed Signalized Crossing, Pedestrian-Oriented Lighting

Figure C6: Proposed Crossing Enhancements Table



Sidewalks		
Location	From	To
Sharp Springs Rd.	City Limits	Decherd Blvd.
Kelly Dr.	Sharp Springs Rd.	Decherd Blvd.
Bible Crossing Rd.	Sharp Springs Rd.	Decherd Blvd.
Cumberland Rd.	Decherd Blvd.	N. 2 nd Ave.
Market St.	Decherd Blvd.	1 st Ave. N.
Main St. (North)	Decherd Blvd.	11 th Ave. N.
Main St. (South)	Decherd Blvd.	East of 10 th Ave. N.
8 th Ave. N.	Market St.	Cumberland St.
1 st Ave. N.	Chestnut St.	Cumberland St.
1 st Ave. N.	South of W. Market St.	North of W. Market St.
W. Broad St.	8 th Ave. N.	6 th Ave. N.
2 nd Ave. N.	Main St.	W. Broad St.
4 th Ave. S.	City Limits	Main St.
S. Front St.	Main St.	N. 2 nd St.
Horton St.	Mill St.	Floyd St.
Diagonal St.	Mill St.	Acklen St.
Acklen St.	Diagonal St.	Main St.
N. Bratton St.	Main St.	Acklen St.
S. Bratton St.	Bennett St.	North of Bennett St.
Spring St.	Decherd Elementary, southeast entrance	Blue Spring Rd.
Blue Spring Rd.	Spring St.	Gary Edwards Dr.

Figure C7: Proposed Sidewalk Network Table

APPENDIX D - GRANT FUNDING OPPORTUNITIES



Grant Program	Source Agency	Description	Requirements	Typical Projects	Links for More Information
Highway Safety Improvement Program (HSIP)	TN Dept. of Transportation	<p>The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. Of note within the HSIP program, the Infrastructure Investment and Jobs Act (IIJA) established a new Vulnerable Road User Safety Special Rule, which applies to each State in which vulnerable road user fatalities account for not less than 15% of all annual crash fatalities; and requires a State subject to the special rule to obligate not less than 15% of its HSIP funds the following FY for highway safety improvement projects to address vulnerable road user safety. Based on 2020 traffic death data published by NHTSA, 15% or more of traffic deaths are bike/pedestrian in Tennessee, thus obligating the state to the 15% HSIP apportionment rule. For FY 2023, Tennessee is required to apportion \$9,679,325 of its \$64,528,830 annual HSIP funds toward projects that address vulnerable road user safety.</p>	<p>Road Safety Audits (RSA): Addresses a variety of safety concerns for locations experiencing crash rates higher than statewide averages. Qualifying Criteria: For signalized/unsignalized intersections - one (1) incapacitating pedestrian or bicycle crash</p> <p>Pedestrian Road Safety Initiative: Addresses safety concerns specific to pedestrian related severe crashes Qualifying Criteria: For inclusion into the program, a location must meet one (1) of the two (2) criteria provided below: Ten (10) or more identified severe pedestrian crashes within a one (1) mile segment. Three (3) or more identified severe pedestrian crashes occurring at an intersection</p> <p>Spot Safety Program: Addresses specific safety concerns identified by Regional request and approved by the Spot Safety Committee Qualifying Criteria: Candidate projects identified by a Spot Safety Request from the Regional Traffic Engineers (RTE's) are evaluated on a case by case basis. All requests are presented to a Spot Safety Committee for initial approval. The projects initially approved by the committee must then receive final approval by the Chief Engineer prior to inclusion into the Spot Safety Program. Match: 90% Federal 10% Non-federal</p>	Signage improvements, roadway re-striping, intersection enhancements, signals, etc.	TN HSIP 2021 Annual Report HSIP VRU Program Information - League of American Bicyclists

Figure D1: Table of Funding Opportunities

Grant Program	Source Agency	Description	Requirements	Typical Projects	Links for More Information
Multimodal Access Grant Program (MMAG)	TN Dept. of Transportation	<p>TDOT's Multimodal 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.</p>	<p>2023 Application Cycle: April - May: Notice of Intent to Apply May - July: Application period for invited applicants via eGrants Winter 2023/2024: Notice of Award</p> <p>Match: TDOT match percentage and amounts were changed for the 2022 grant cycle: The local match percentage for projects located in economically Distressed and At-Risk counties is 5% (with a maximum award amount of \$1,187,500). The local match percentage for projects in all other locations is 10% (with a maximum award amount of \$1,125,000).</p>	<ul style="list-style-type: none"> • Sidewalks • Pedestrian crossing improvements, including high-visibility crosswalks, curb ramps, signs and pavement markings, signalization, and median refuge islands • Bicycle facilities (including on-road bike lanes/cycle tracks) • Multi-use paths (pedestrian plus bicycle traffic) located within the transportation corridor. All such paths must be a minimum of 10-foot wide. • Transit stop amenities (shelters, benches, sidewalks, curb ramps, lighting) • Complete streets, road diet, or traffic calming measures • Bicycle, pedestrian and transit-related improvements that address requirements of the Americans with Disabilities Act (ADA) • Pedestrian-scale lighting (will not rank highly as a standalone project, but is eligible as a project component) • Other improvements which improve access for multimodal users 	<p>TN Dept. of Transportation - Multimodal Access Grant</p>

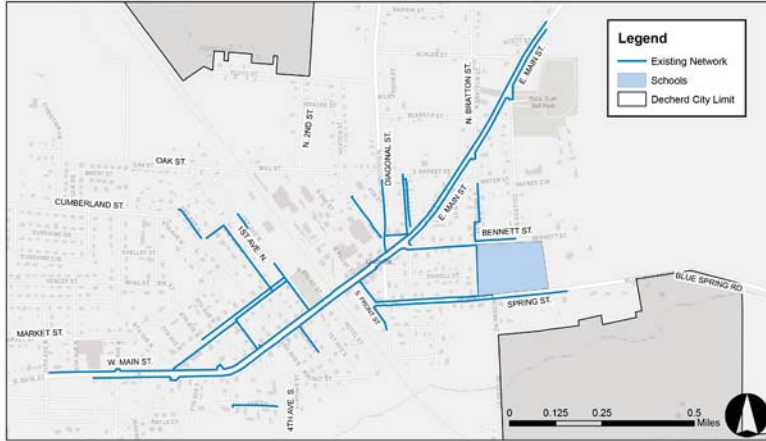
Grant Program	Source Agency	Description	Requirements	Typical Projects	Links for More Information
Transportation Alternatives Program (TAP)	TN Dept. of Transportation	Tennessee has funding for sidewalks, bikeways, trails, Safe Routes to School, and more through the Transportation Alternatives Program (TAP).	<p>Application: The TAP application cycle is open annually from August 1st through the first Friday in October. TDOT only accepts applications through its eGrants system. The submission must still include the necessary budget, detailed maps, photographs, preliminary sketches and support letters. Note: TDOT can provide assistance for applying, with project implementation, including environmental review, planning, design, permits, and project management.</p> <p>Match: 20% Local - Note: The Bipartisan Infrastructure Law gives states flexibility in meeting the 20% match, including using state safety funds for Transportation Alternatives projects that improve safety.</p>	The most popular are bicycling and walking projects including sidewalks, crosswalks, bike lanes, Safe Routes to School projects (both construction and programming), and recreational trails. About 95 percent of dollars go to these types of projects. Other eligible projects are: inventory and removal of outdoor advertising; historic preservation; vegetation management; archaeological activities; turnouts, overlooks and viewing areas; environmental mitigation; and streetscape improvements related to other TAP projects.	TAP Summary - League of American Bicyclists TDOT TAP Info Page with eGrants
Local Parks & Recreation Fund (LPRF)	TN Dept. of Environment & Conservation	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.	<p>Eligible Applicants: City or County Governments</p> <p>Grant Cycle: Pre-applications required in February. Applications due in April.</p> <p>Match: 50% State 50% Local Max - \$1,000,000</p>	Land acquisition, indoor and outdoor recreation facilities, trail development	TN Dept of Environment & Conservation - Local Parks & Recreation Fund (LPRF) TN Dept of Environment & Conservation - Grants Administration

Grant Program	Source Agency	Description	Requirements	Typical Projects	Links for More Information
Healthy Built Environments (HBE)	TN Dept. of Health	<p>Competitive grant cycles are opened for consideration of projects that support the TDH Office of Primary Prevention (OPP)'s goal to "build a culture of health through livable and nurturing places and spaces so that all residents can reach their full potential". Grants fund a "diverse set of initiatives including convening, programming, planning, and construction of built environment projects".</p> <p>Non-competitive grants are awarded to Tennessee counties at the department's discretion to fund new construction, improvement, or planning of facilities and infrastructure that support healthy communities.</p>	<p>Competitive Solicitation: Application rounds announced in their Built Environment + Health Newsletter</p> <p>Non-Competitive Award: (Historically, 2017 - \$10,000 to rural counties; 2019 - \$20,000 to all counties)</p>	Greenways, trails, walking tracks, playgrounds, outdoor fitness stations, and other publicly accessible spaces	<p>TN Dept. of Health HBE Webpage</p>
Recreational Trails Program (RTP)	TN Dept. of Environment & Conservation	<p>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.</p>	<p>Eligible Applicants: City or County Governments</p> <p>Grant Cycle: Pre-applications required in February. Applications due in April.</p> <p>Match: 80% State 20% Local Max - \$250,000</p>	<p>Urban hard surface trail development and natural surface trail development (construction and maintenance), restoration of trails damaged by use, development of trailside support facilities, educational and safety trail trainings.</p>	<p>TN Dept. of Environment & Conservation - Local Parks & Recreation Fund (LPRF)</p> <p>TN Dept. of Environment & Conservation - Grants Administration</p>

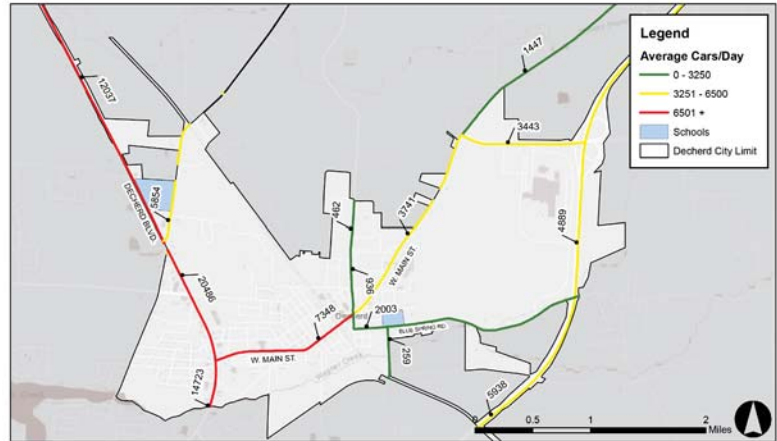
APPENDIX E - COMMUNITY ENGAGEMENT EVENT MATERIALS



Existing Conditions



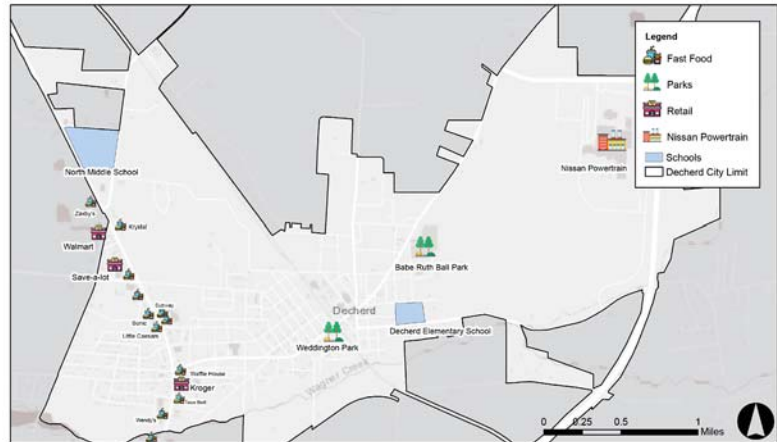
Existing Sidewalks



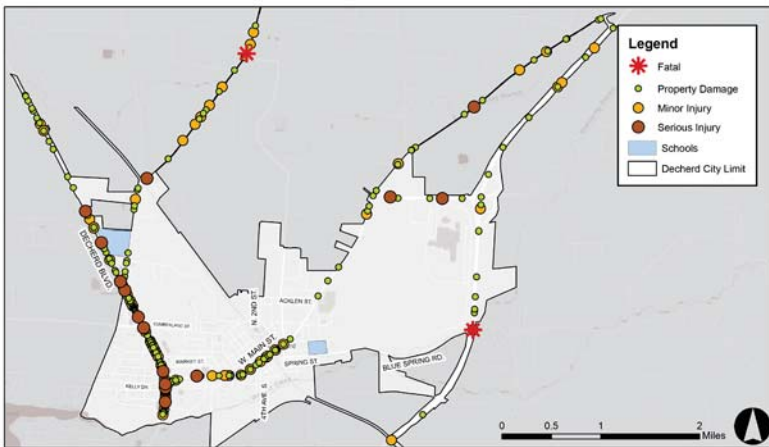
Traffic Volumes



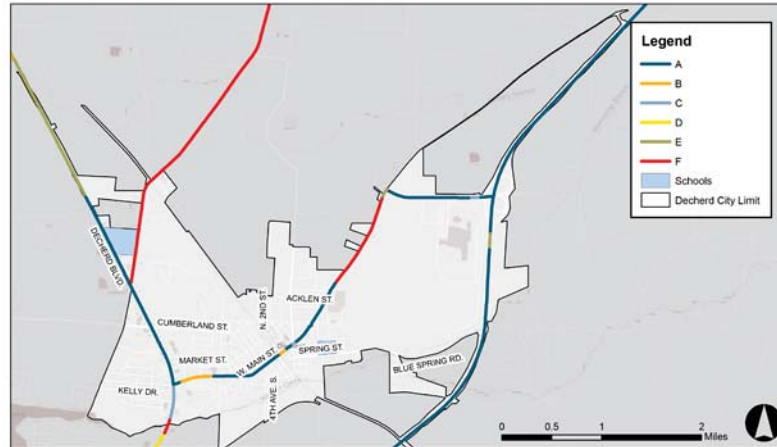
Bike and Ped. Crashes



Active Trip Generators



Traffic Crashes

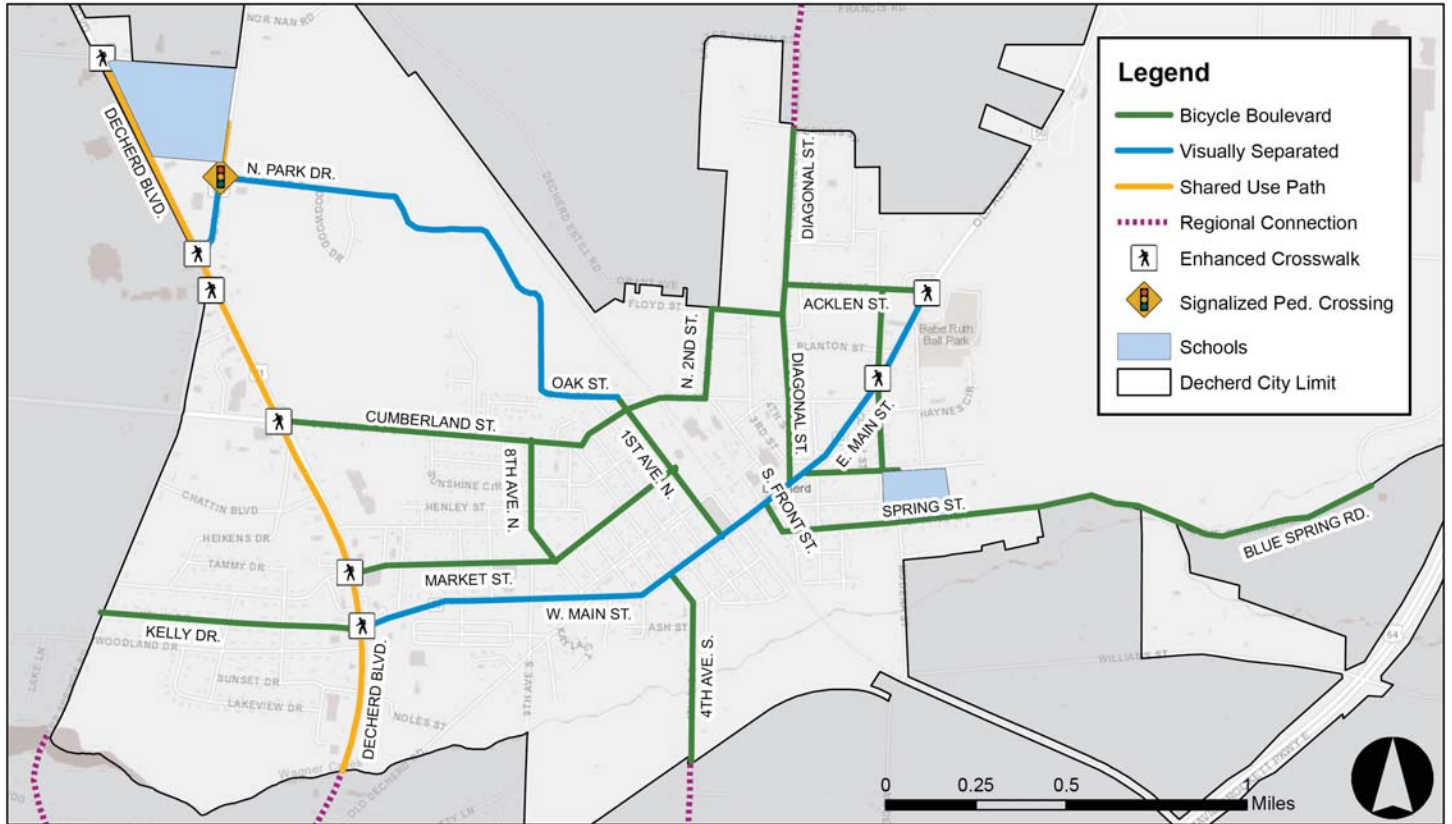


A = Lowest Stress
F = Highest Stress

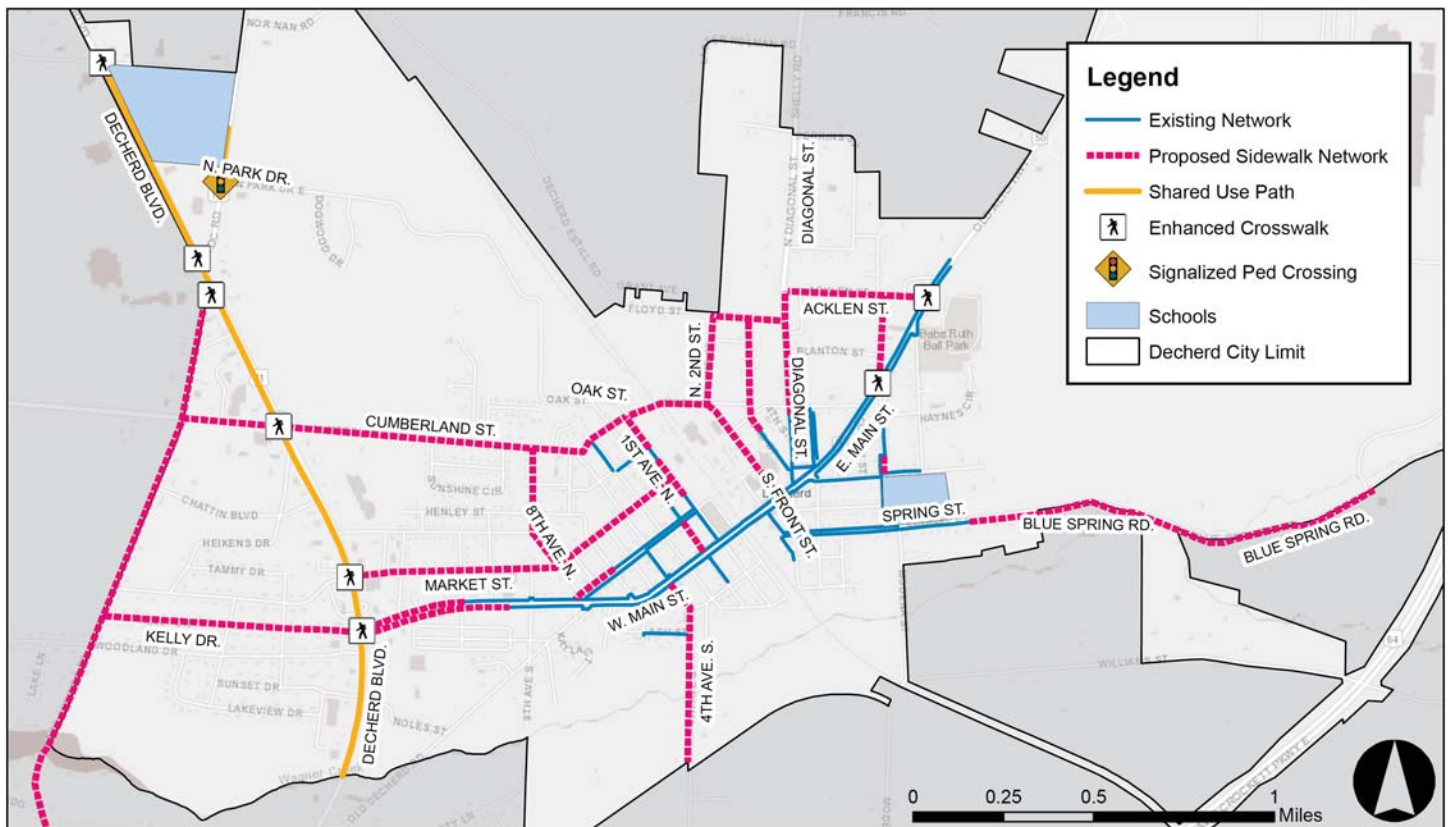
Bike Level of Stress

Draft Bicycle and Pedestrian Networks

Draft Bike Network



Draft Sidewalk Network



Decherd Community Mobility Plan Info Sheet

Why?

The purpose of this project is to recommend a safe, connected, and comfortable bicycle and pedestrian network for the residents and visitors to the City of Decherd to get to local schools, parks, and businesses.

Where?

This project will provide recommendations for a bicycle and sidewalk network within the city limits of Decherd.

What?

This project includes a study of the existing conditions and the development of a recommended bicycle and sidewalk network with proposed projects to see those networks come to life. Public involvement is integrated throughout the planning process with stakeholder meetings and a community workshop.

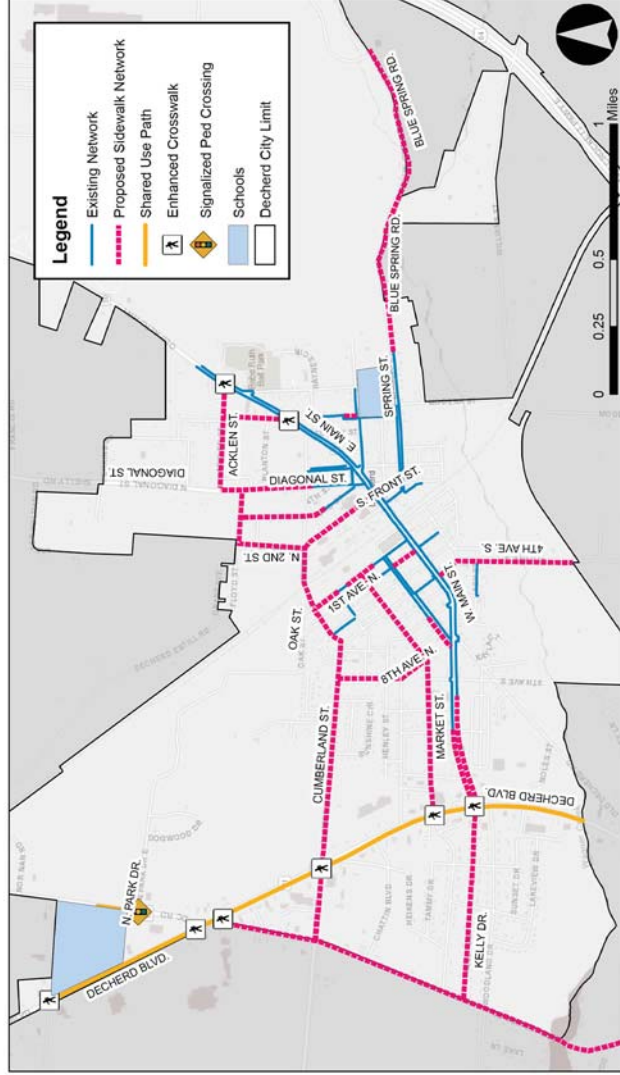
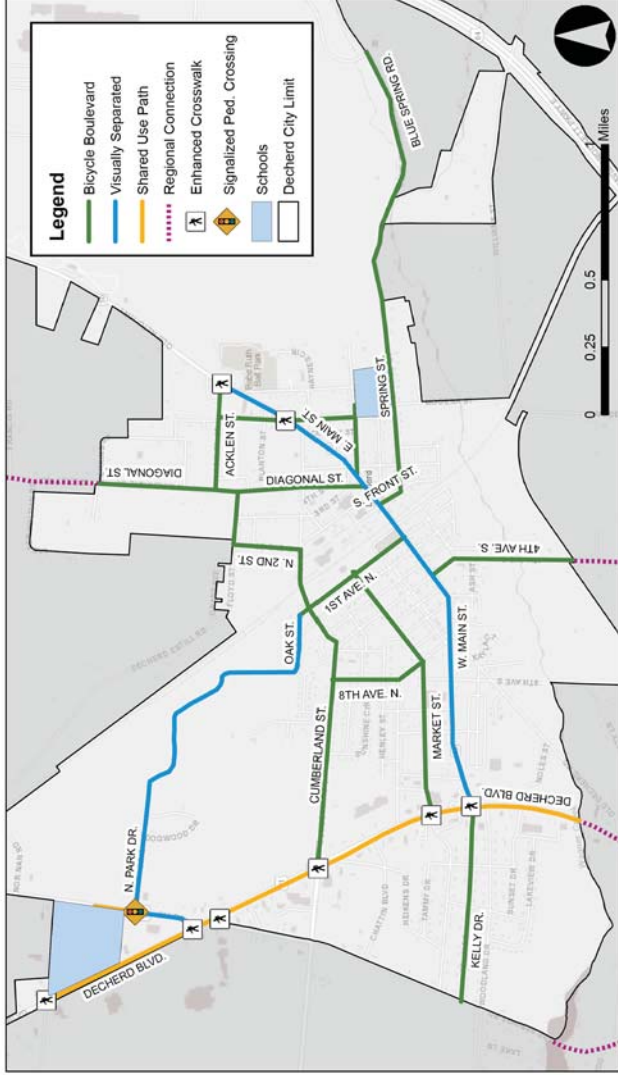
How?

The project process is designed to develop a Community Mobility Plan that is uniquely Decherd – one that fits our city and our community. This plan will recommend a safe and connected bicycle and sidewalk network that serves the different types of people who choose to, want to, and need to walk or bike to get where they are going.

When?

The planning process began in October 2022 and is expected to be complete in April 2023.

Have questions? Email Project Planner Amanda Sapala, AICP at amanda.sapala@greshamsmith.com or call 813.769.8985



Bike + Ped. Facility Types

Bike Boulevard



Visually Separated



Visually Separated



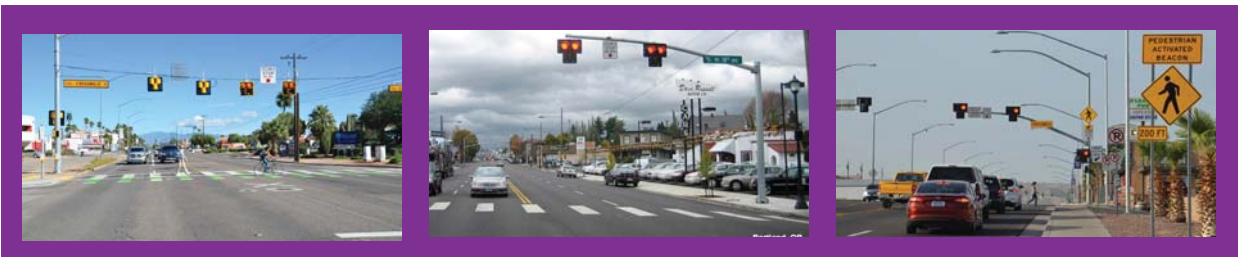
Shared Use Path



Enhanced Crossing



Signalized Ped. Crossing





OPEN HOUSE SIGN-IN SHEET

PROJECT	Community Mobility Plan	DATE	Tuesday, February 21, 2023
LOCATION	City Hall 1301 W. Main St.	TIME	5:00 - 7:00 PM

Name	Zip Code	Email (Optional)	Phone (Optional)
Sherrill Sans	37324	sherrill.sans@yorkin.wv.gov	
Bill Hess	37324	bill.hess@rockwoodinsurance.com	
Richard Gulley	37324	rgulley@utsi.edu	
Andria Taylor	37324		
Laci Cross	37091	lcross@sctd.ny.gov	
Sarah Hess	37324		
Thomas Brown	37398	terriobrown3915@gmail.com	931-703-3915
Lauren Fralcy	37324	laurenfralcy@gmail.com	
Shuler Hopkins	37324	Shuler7@yha.com	
Elizabeth Swallow	37324	swale6856@gmail.com	

Decherd Community Mobility Plan - Comment Card

Name: Alderman Richard Gulem Phone Number: _____

Address: _____

City: _____ State: _____ Zip: _____

Email: _____

Please leave us your thoughts and comments below:

Chamberland fut den, people walking, tight shoulder

~ 15 walkers | ~ 5 bike riders ~~Decherd Elementary~~

One side walk in front of the school by ^{old} city hall

Which best describes you? Circle all that apply!

- | | |
|-------------------|-------------------|
| 1. Resident | 5. Runner |
| 2. Student | 6. Bicyclist |
| 3. Business Owner | 7. Do not own car |
| 4. Employee | 8. Other: _____ |



Decherd Community Mobility Plan - Comment Card

Name: Andrea Phone Number: _____

Address: _____

City: _____ State: _____ Zip: _____

Email: _____

Please leave us your thoughts and comments below:

few school sidewalks Add bike lanes by elementary
res neighb focus dup to Babe Kourane
xg @ Hank weid

Which best describes you? Circle all that apply!

1. Resident	5. Runner
2. Student	6. Bicyclist
3. Business Owner	7. Do not own car
4. Employee	8. Other: _____



Decherd Community Mobility Plan - Comment Card

Name: Bill Hess Phone Number: _____
Address: F.O. Box 112
City: Decherd State: Tn Zip: 37324
Email: bill_hess@rockwood.com

Please leave us your thoughts and comments below:

Let's do it!

Which best describes you? Circle all that apply!

- 1. Resident
- 2. Student
- 3. Business Owner
- 4. Employee
- 5. Runner
- 6. Bicyclist
- 7. Do not own car
- 8. Other: _____



Decherd Community Mobility Plan - Comment Card

Name: _____ Phone Number: _____

Address: _____

City: _____ State: _____ Zip: _____

Email: _____

Please leave us your thoughts and comments below:

Support for sidewalk connection on Main to 41
41 sup on 41

Which best describes you?		Circle all that apply!	
1. Resident	5. Runner		
2. Student	6. Bicyclist		
3. Business Owner	7. Do not own car		
4. Employee	8. Other: _____		



Decherd Community Mobility Plan - Comment Card

Name: Swan Phone Number: _____
Address: _____
City: _____ State: _____ Zip: _____
Email: _____

Please leave us your thoughts and comments below:

cumberand busy - ~~recess~~
people do walk in general but
need Elem.

Which best describes you?

Circle all that apply!

- | | |
|-------------------|-------------------|
| 1. Resident | 5. Runner |
| 2. Student | 6. Bicyclist |
| 3. Business Owner | 7. Do not own car |
| 4. Employee | 8. Other: _____ |



Decherd Community Mobility Plan - Comment Card

Name: Sherrin Phone Number: _____
Address: _____
City: _____ State: _____ Zip: _____
Email: _____

Please leave us your thoughts and comments below:

you're biking on Main St. it to Norm Middle
walks on Sharp Springs
knows as a destination
Supports proposed bike network & expanded sidewalk

Which best describes you?		Circle all that apply!	
1. Resident	5. Runner		
2. Student	6. Bicyclist		
3. Business Owner	7. Do not own car		
4. Employee	8. Other: _____		



Decherd Community Mobility Plan - Comment Card

Name: THOMAS ELLIOTT Phone Number: 831-703-3910

Address: 105 CED AVE

City: WINDCHESTER State: VA Zip: 27398

Email: cellibill3915@gmail.com

Please leave us your thoughts and comments below:

QUESTIONS REGARDING BIKE PATH
ALONG WAGNER CREEK FROM
MISSANT TO THE BLVD.

Which best describes you?		Circle all that apply!	
1. Resident	5. Runner		
2. Student	6. Bicyclist		
3. Business Owner	7. Do not own car		
4. Employee	8. Other: _____		



Amanda Sapala

From: Greg Kern
Sent: Thursday, February 23, 2023 3:06 PM
To: Jennifer Lightfoot
Cc: Amanda Sapala; Andrew Williams
Subject: RE: [EXTERNAL] Re: Decherd community mobility project

Thank you for contacting us Jennifer about a potential sidewalk along Cumberland Street. As part of our grant study, we are identifying potential pedestrian and bicycle improvements in Decherd that will be further evaluated by the general public and by City representatives. The availability of right-of-way for any of our specific recommendations is an important issue when it comes to the feasibility of constructing the improvement. As we move forward with our evaluation of the potential improvements, we will review the available information for the right-of-way along our final recommended projects, including Cumberland Street, to better understand how the improvement may be constructed.

Please continue to follow the progress of the study and let us know if you have further questions or recommendations for improvements.

Greg Kern, MBA, AICP
Gresham Smith
D: 407.999.6881

From: Jennifer Lightfoot <j_dani12@yahoo.com>
Sent: Tuesday, February 21, 2023 8:23 PM
To: Greg Kern <greg.kern@greshamsmith.com>
Subject: [EXTERNAL] Re: Decherd community mobility project

You don't often get email from j_dani12@yahoo.com. [Learn why this is important](#)

I was looking just looking at the maps for the mobility project in Decherd, and was curious about the sidewalks that are being proposed on Cumberland street. There is not any easement other than ditch on both sides of Cumberland street at least in front of my house. so I was concerned as to how this will be fixed for a sidewalk?

Thank you

Jennifer Lightfoot

[Sent from Yahoo Mail on Android](#)



CITY OF DECHERD
 TDOT COMMUNITY MOBILITY GRANT
 Draft Proposed Bike Network

Gresham
 Smith



Decherd



Enhanced C

Signalized I

Schools

Decherd Ci



Decherd

Gresham Smith

CITY OF DECHERD

TDOT COMMUNITY

City of Decherd Community Mobility Plan

Open House

February 21, 2022



Today's Agenda

Introduction

Existing Conditions Results

Network Development Methodology

Draft Bicycle/Pedestrian Network

Project Schedule



The purpose of this project is to recommend a safe, connected, and comfortable bicycle and pedestrian network for residents of and visitors to the City of Decherd.



Decherd - City Summary

2,300
Population (2020)

1,300
Households (2020)

39
Average Age

\$24,000
Average Median Income

11%
Bachelor's Degree





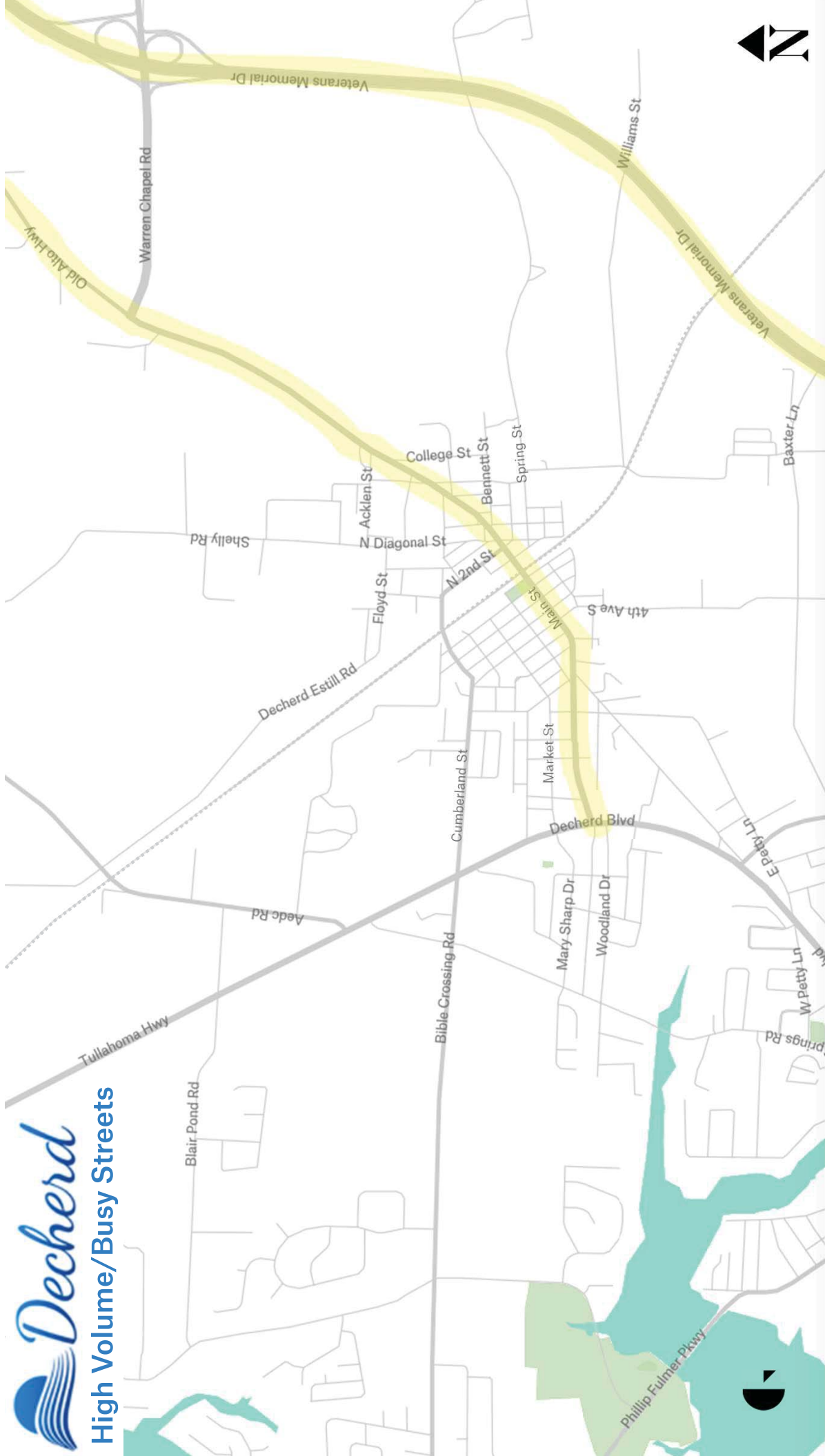
Decherd

High Volume/Busy Streets



Decherd

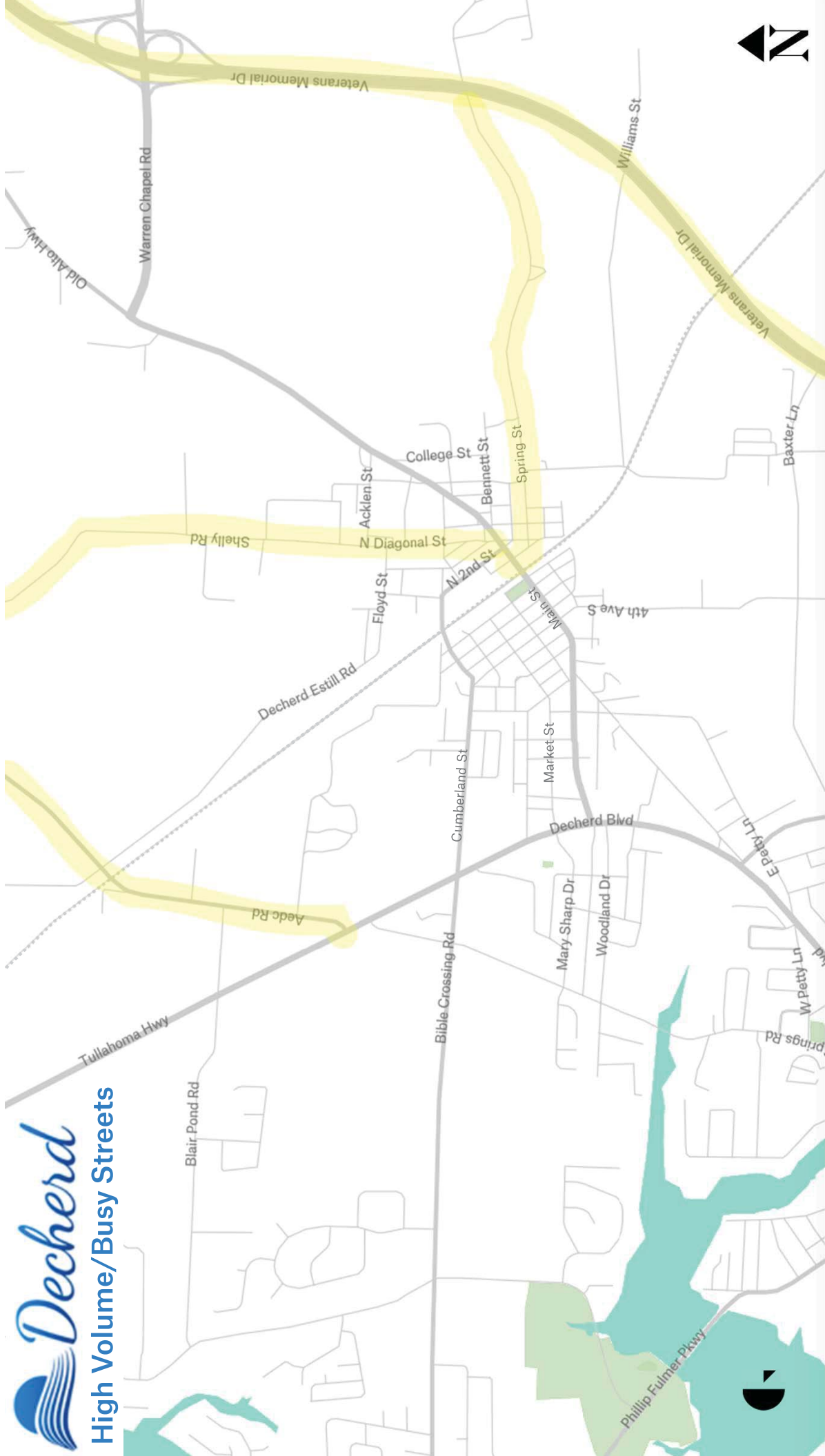
High Volume/Busy Streets





Decherd

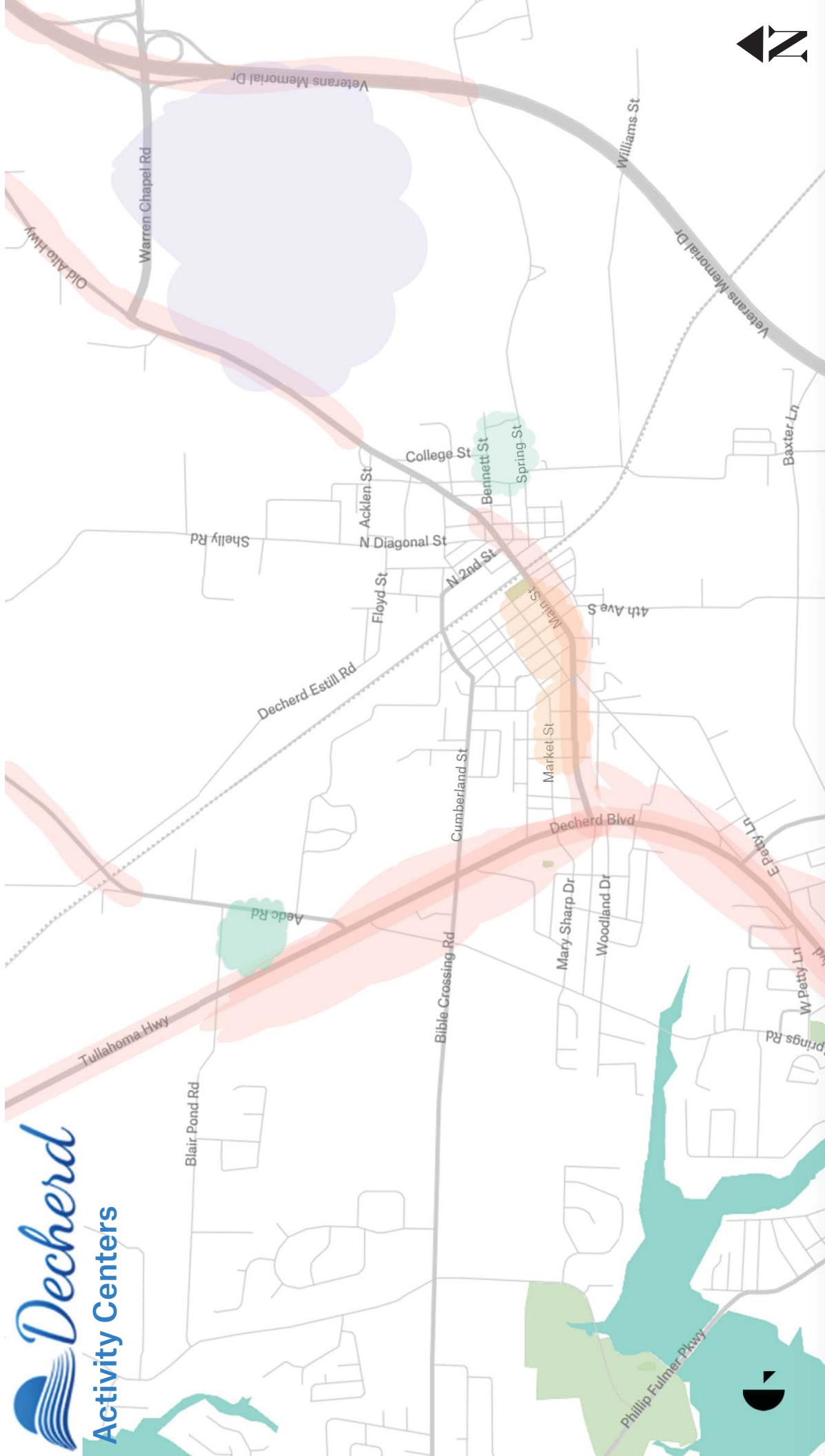
High Volume/Busy Streets





Streets with Crash Histories

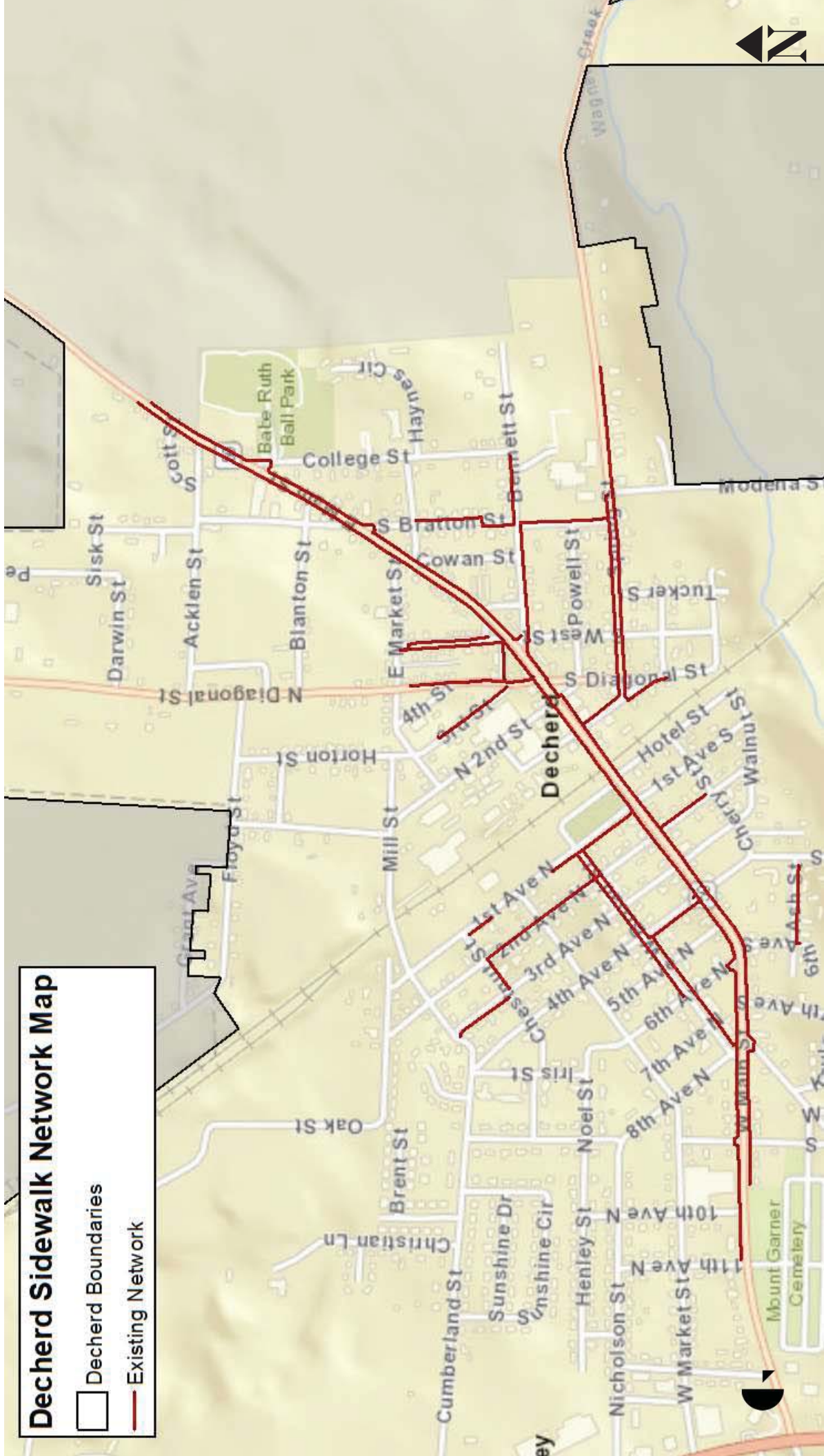




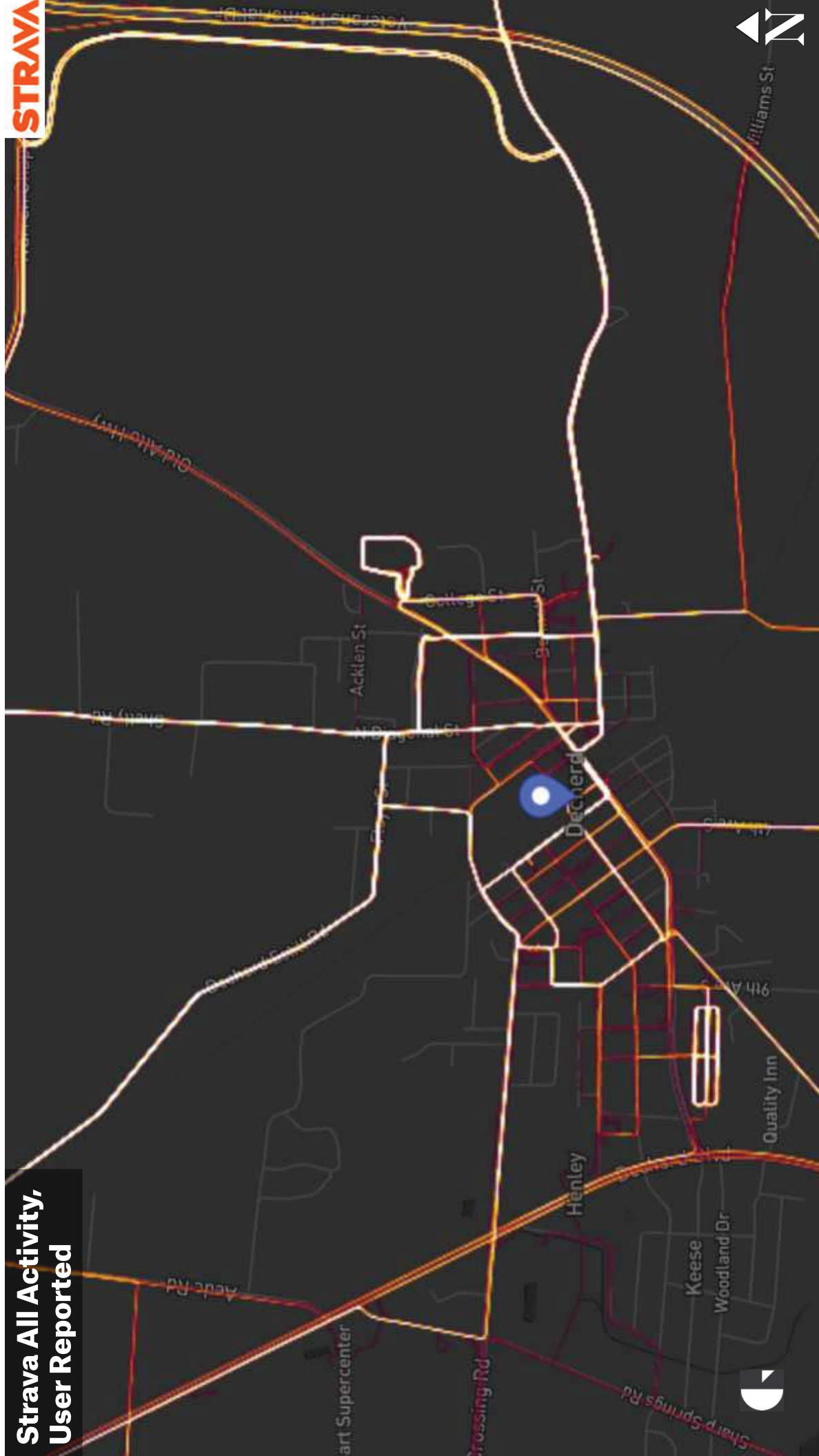
Decherd Sidewalk Network Map

Decherd Boundaries

Existing Network



**Strava All Activity,
User Reported**



Key Elements for Defining the Bicycle & Pedestrian Networks

- 1. Low Stress Routes** (considering safety & comfort)
- 2. Access to Destinations**
- 3. Provide Direct, Logical Routes**
- 4. Extend & Enhance Regional Connections**



Potential Bicycle Facility Types

Bike Boulevards



Speed Management



Intersection Priority



Signing & Pavement Markings

Visually Separated



Conventional Bike Lane



Conventional Bike Lane



Conventional Bike Lane

Visually Separated



Parking Side Buffer



Travel Side Buffer



Bike Lane at Intersection

Physically Separated



One Way, Raised Curb

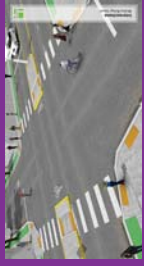


Parking as Buffer



Planter/Delineator as Buffer

Crossing Enhancements



Median Refuge



Pavement Markings



Through Bike Lane



Potential Bicycle Facility Types

Bike Boulevards



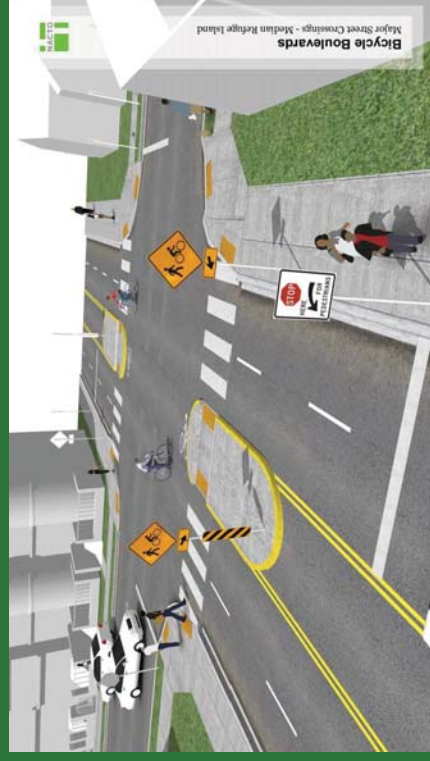
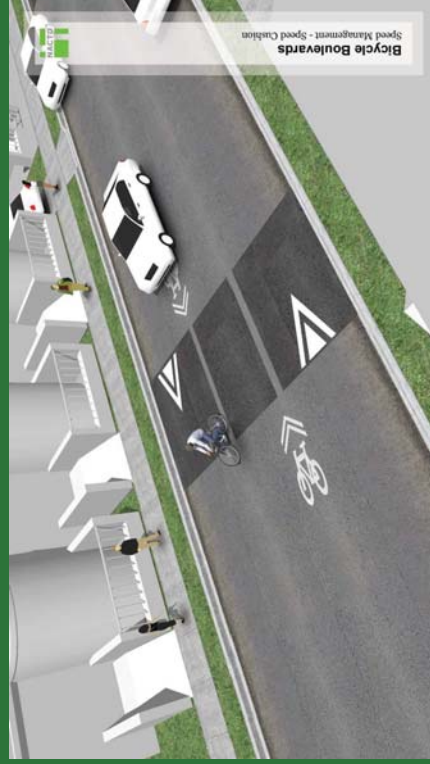
Speed Management



Intersection Priority



Signing & Pavement Markings



Potential Bicycle Facility Types

Visually Separated



Conventional Bike Lane



Conventional Bike Lane



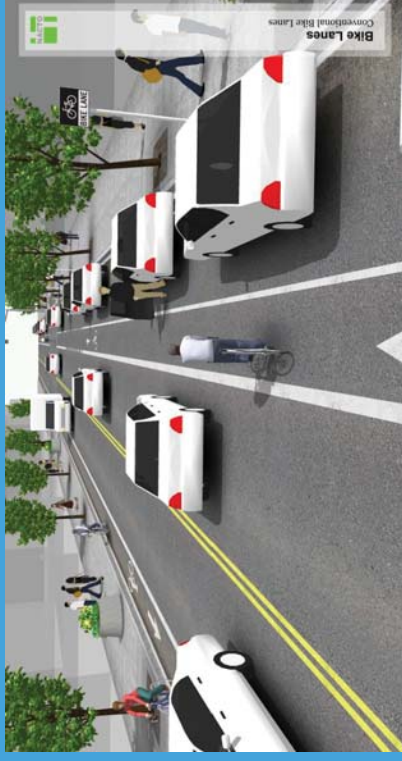
Conventional Bike Lane



Conventional Bike Lanes



Conventional Bike Lanes



Conventional Bike Lanes



Potential Bicycle Facility Types

Visually Separated



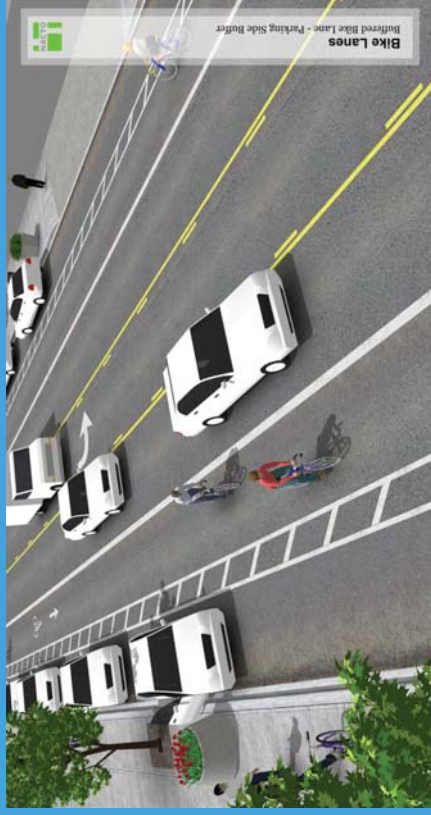
Parking Side Buffer



Travel Side Buffer

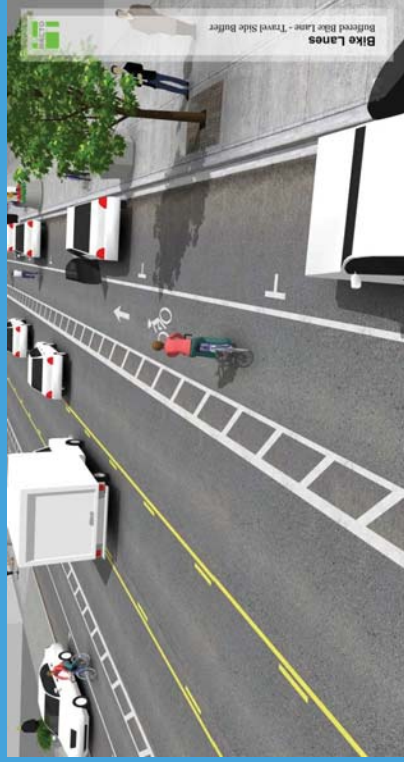


Bike Lane at Intersection



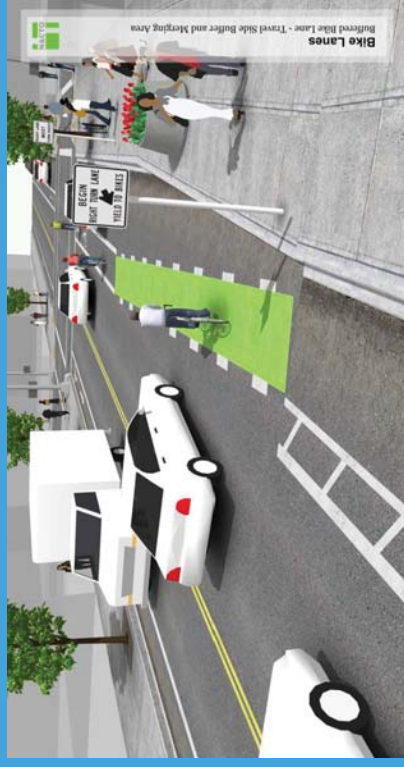
Bike Lanes

Buffered Bike Lane - Parking Side Buffer



Bike Lanes

Buffered Bike Lane - Travel Side Buffer



Bike Lanes

Buffered Bike Lane - Travel Side Buffer and Merging Area



Potential Bicycle Facility Types

Physically Separated



One Way, Raised Curb



Parking as Buffer



Planter/Delineator as Buffer



Cycle Tracks
One-Way Protected Cycle Track with Raised Curb and Parking Buffer



Cycle Tracks
One-Way Protected Cycle Track with Parking Buffer



Cycle Tracks
One-Way Protected Cycle Track with Planters and Parking Buffer



Potential Bicycle Facility Types

Crossing Enhancements



Median Refuge



Pavement Markings



Through Bike Lane



Intersections
Median Refuge Island

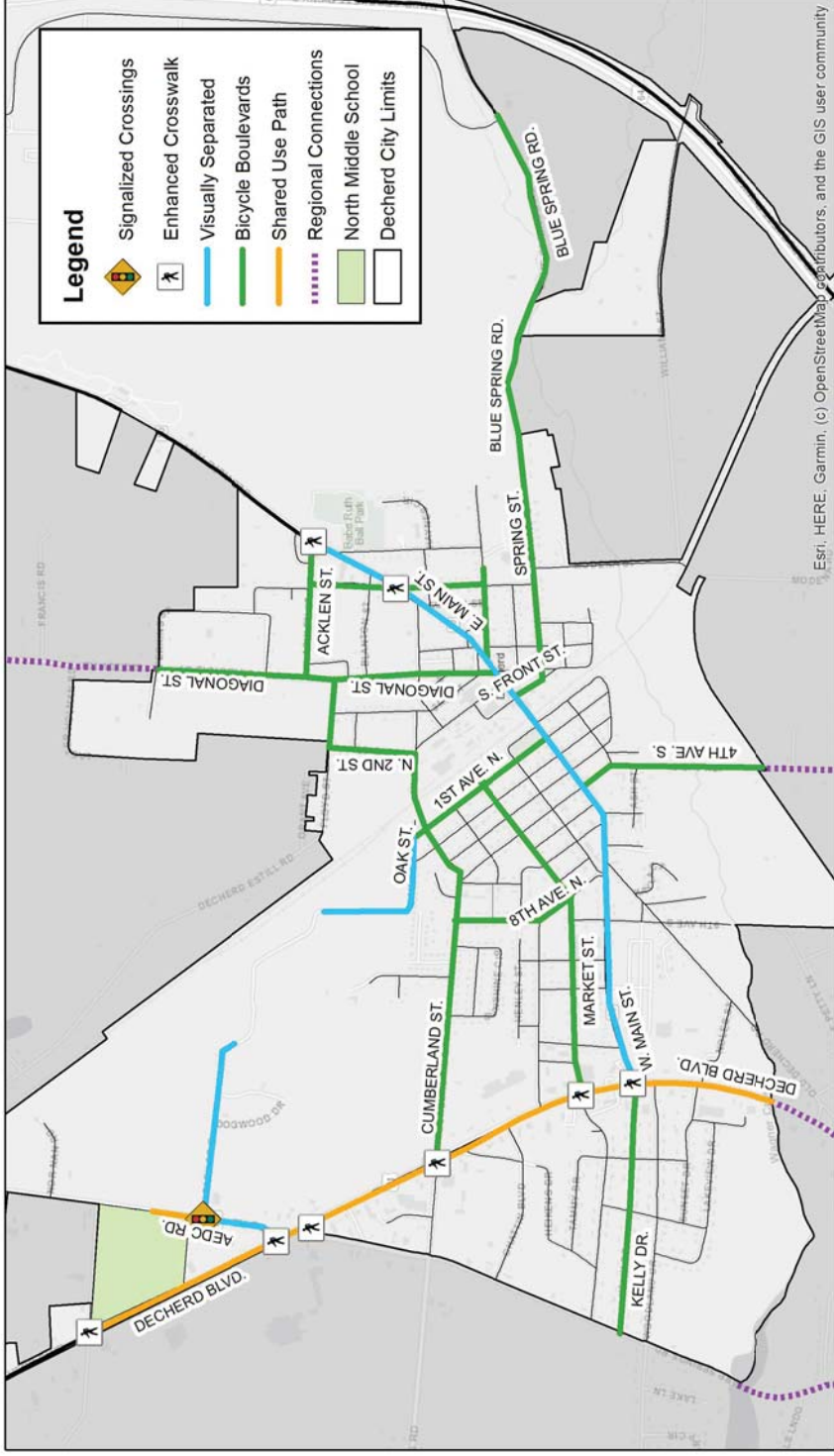


Intersections
Intersection Crossing Markings with Dotted Lines and Shared Lane Markings



Intersections
Through Bike Lane





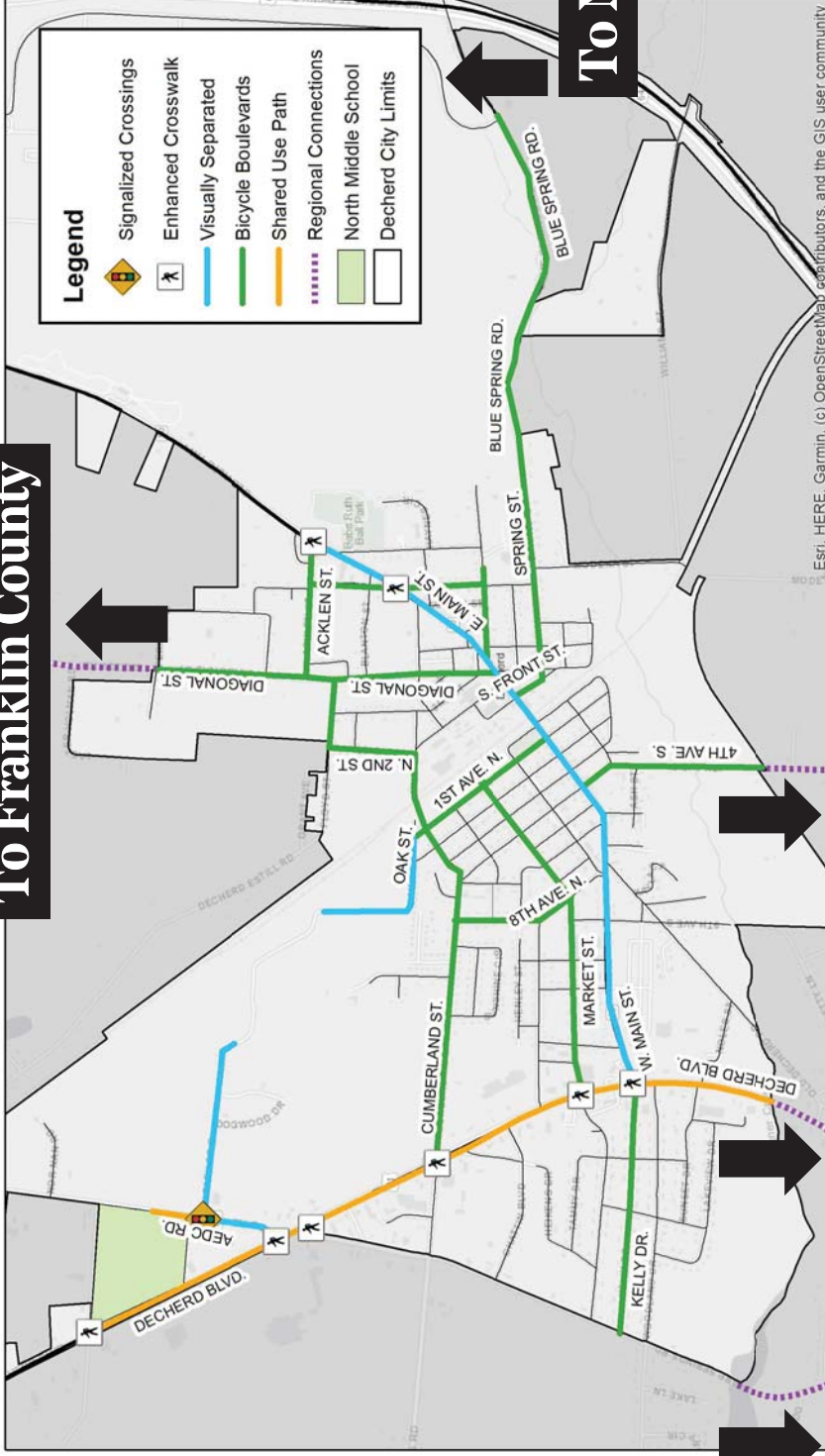
Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

CITY OF DECHERD
 TDOT COMMUNITY MOBILITY GRANT

Draft Proposed Bike Network



To Franklin County



To Nissan

**To Winchester
Alt to Decherd Blvd.**

To Winchester

To Franklin County High School

Decherd

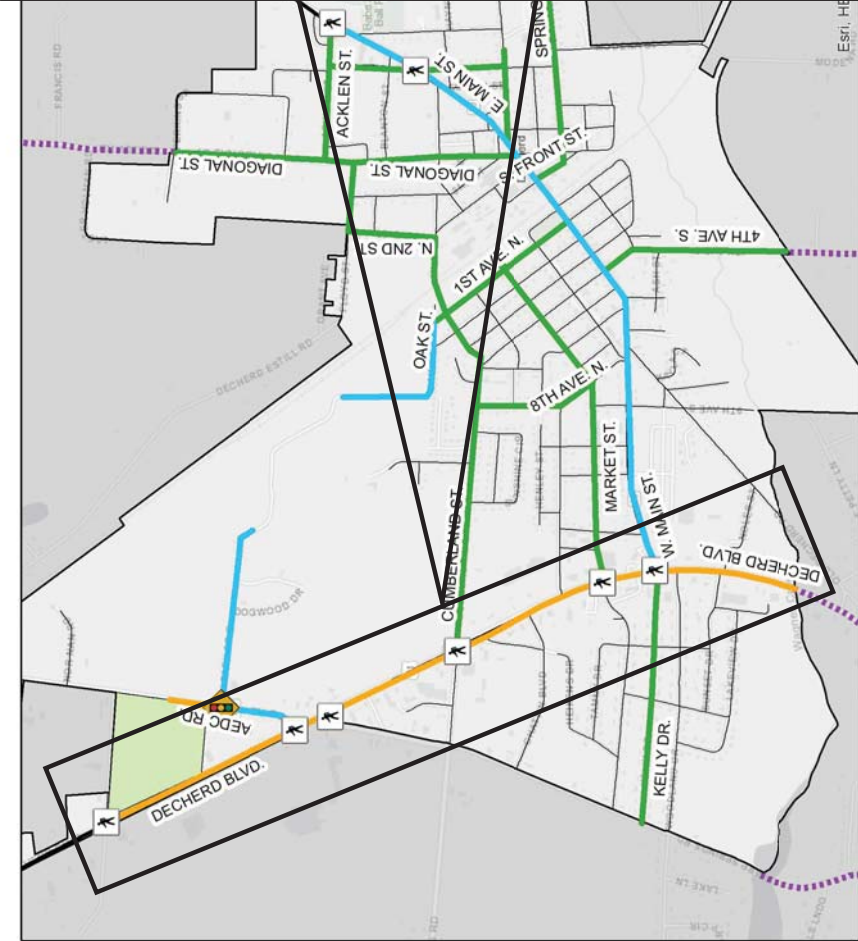


CITY OF DECHERD
TDOT COMMUNITY MOBILITY GRANT

Draft Proposed Bike Network

Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

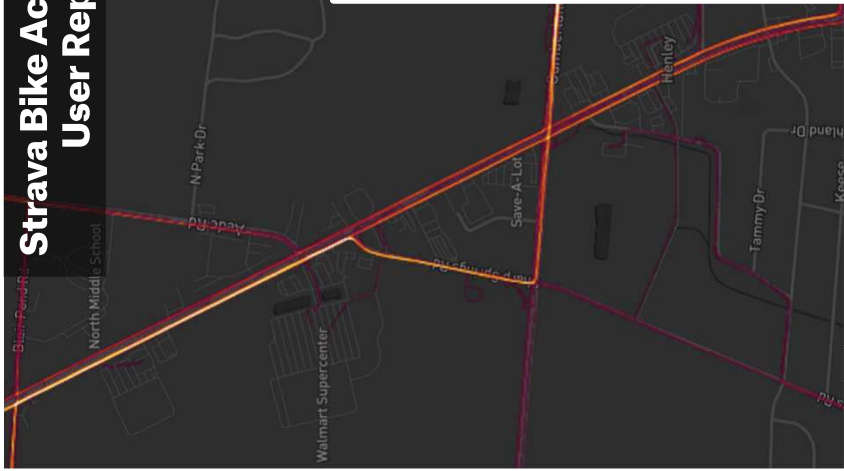
SR 16/US 41A Decherd Blvd



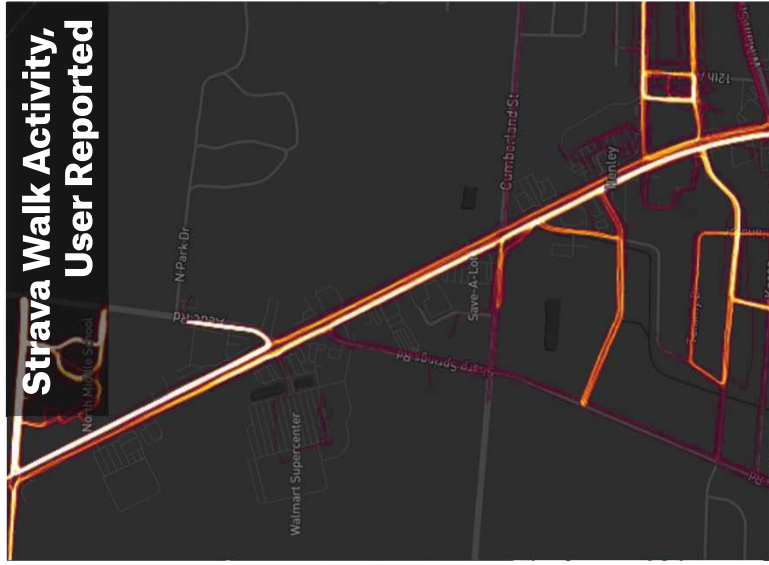
Legend

- Signalized Crossings
- Enhanced Crosswalk
- Visually Separated
- Bicycle Boulevards
- Shared Use Path
- Regional Connections
- North Middle School
- Decherd City Limits

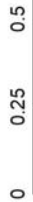
Strava Bike Activity, User Reported



Strava Walk Activity, User Reported



SR 16/US 41A
Decherd Blvd



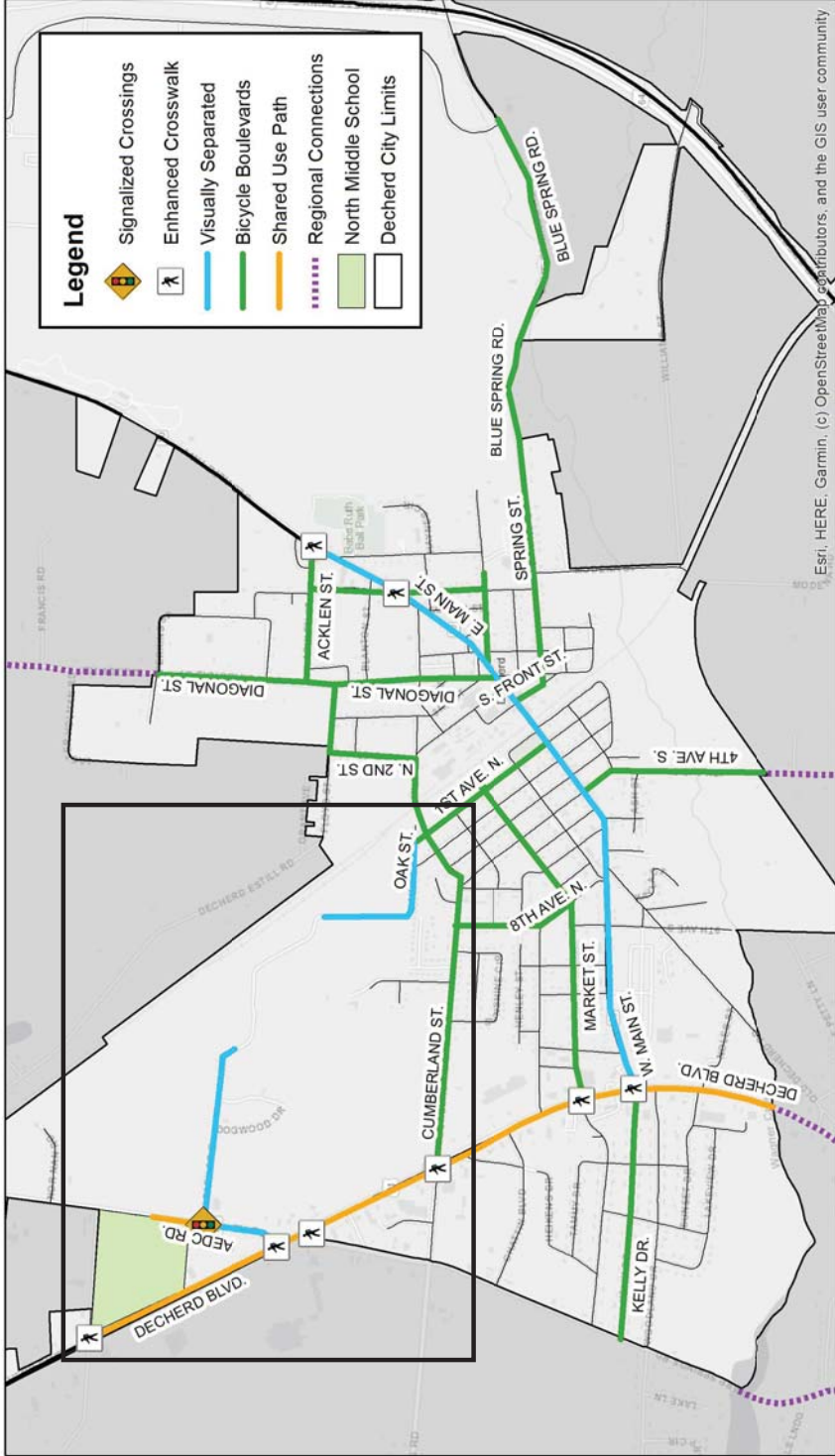


SR 50 / Main St.

Draft Proposed Bike Network



- Legend**
- Signalized Crossings
 - Enhanced Crosswalk
 - Visually Separated
 - Bicycle Boulevards
 - Shared Use Path
 - Regional Connections
 - North Middle School
 - Decherd City Limits



Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community



CITY OF DECHERD
 TDOT COMMUNITY MOBILITY GRANT

Draft Proposed Bike Network

North Middle School



Legend

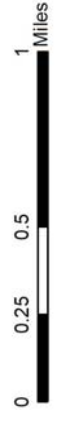
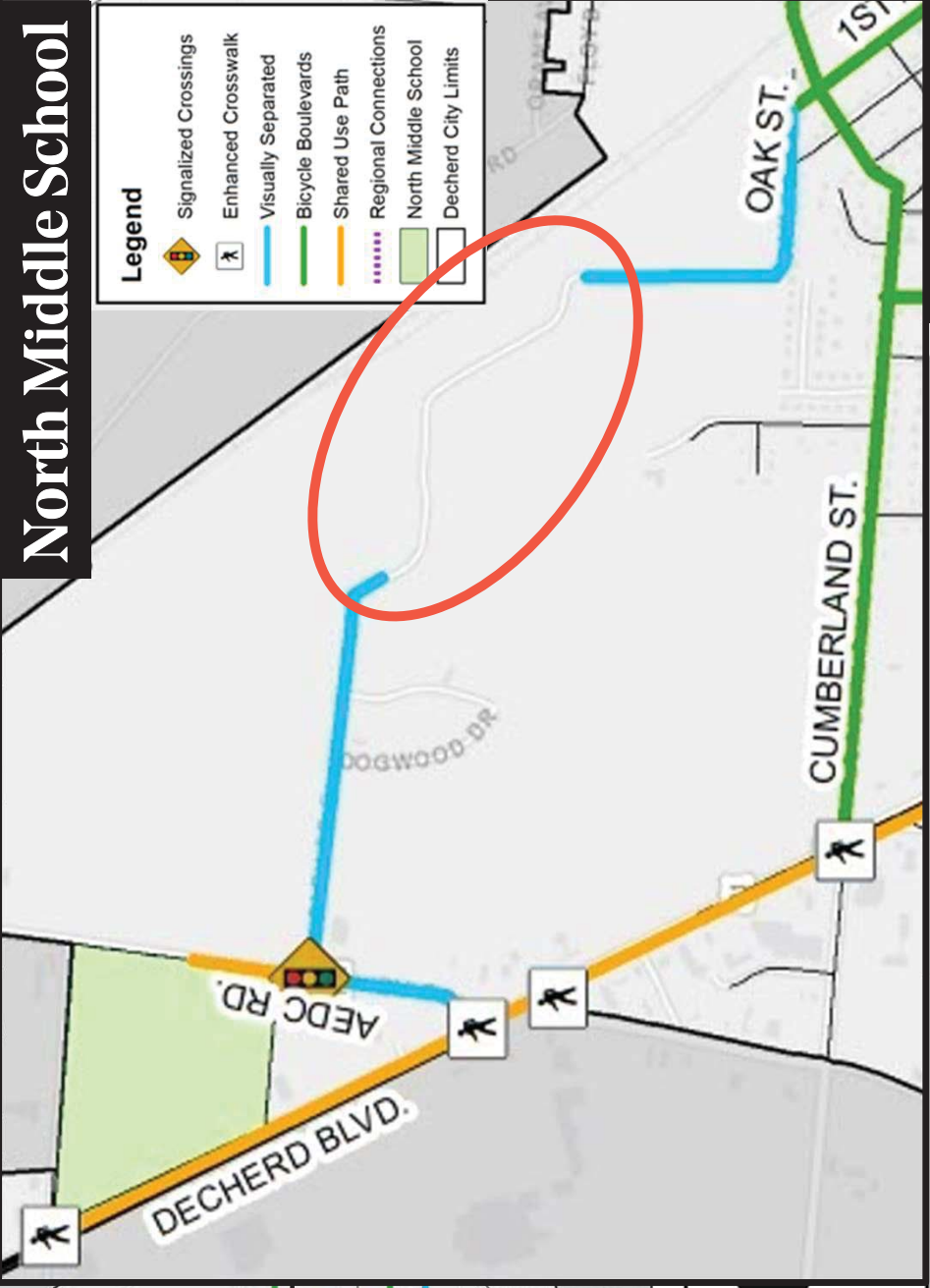
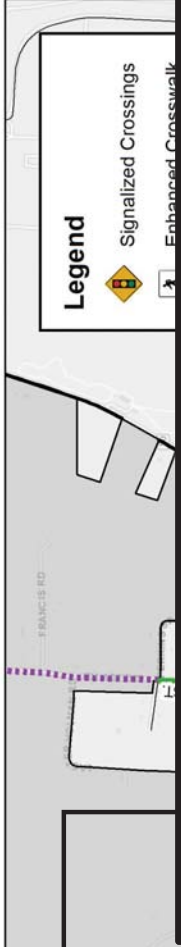
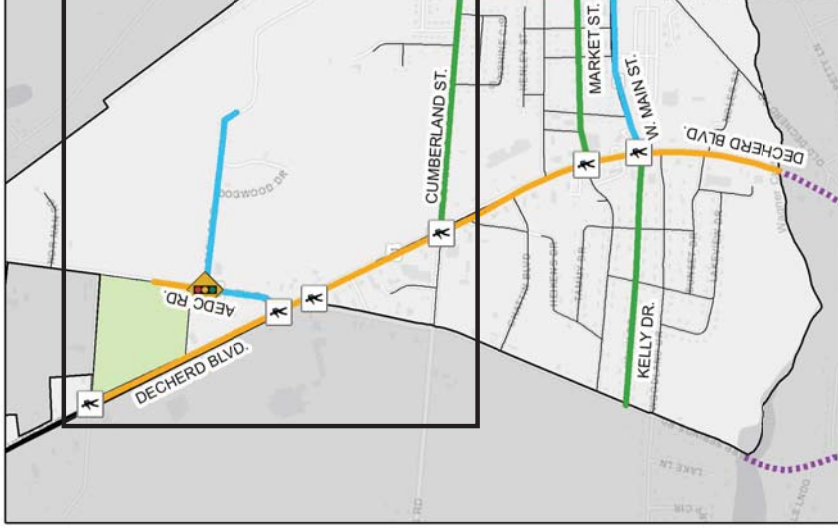
- Signalized Crossing
- Enhanced Crossing

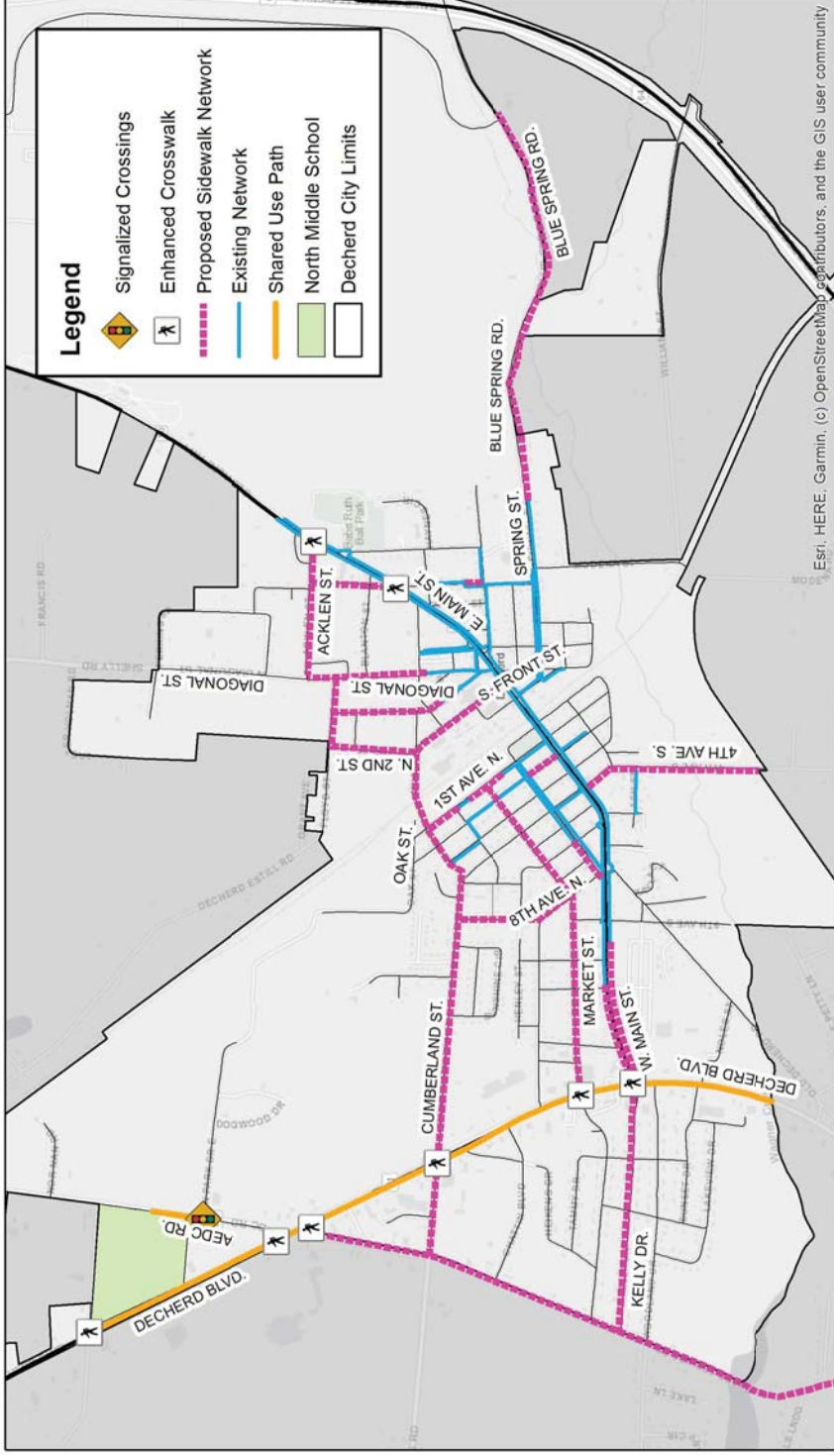
Legend

- Signalized Crossing
- Enhanced Crossing
- Visually Separated
- Bicycle Boulevards
- Shared Use Path
- Regional Connections
- North Middle School
- Decherd City Limits



North Middle School



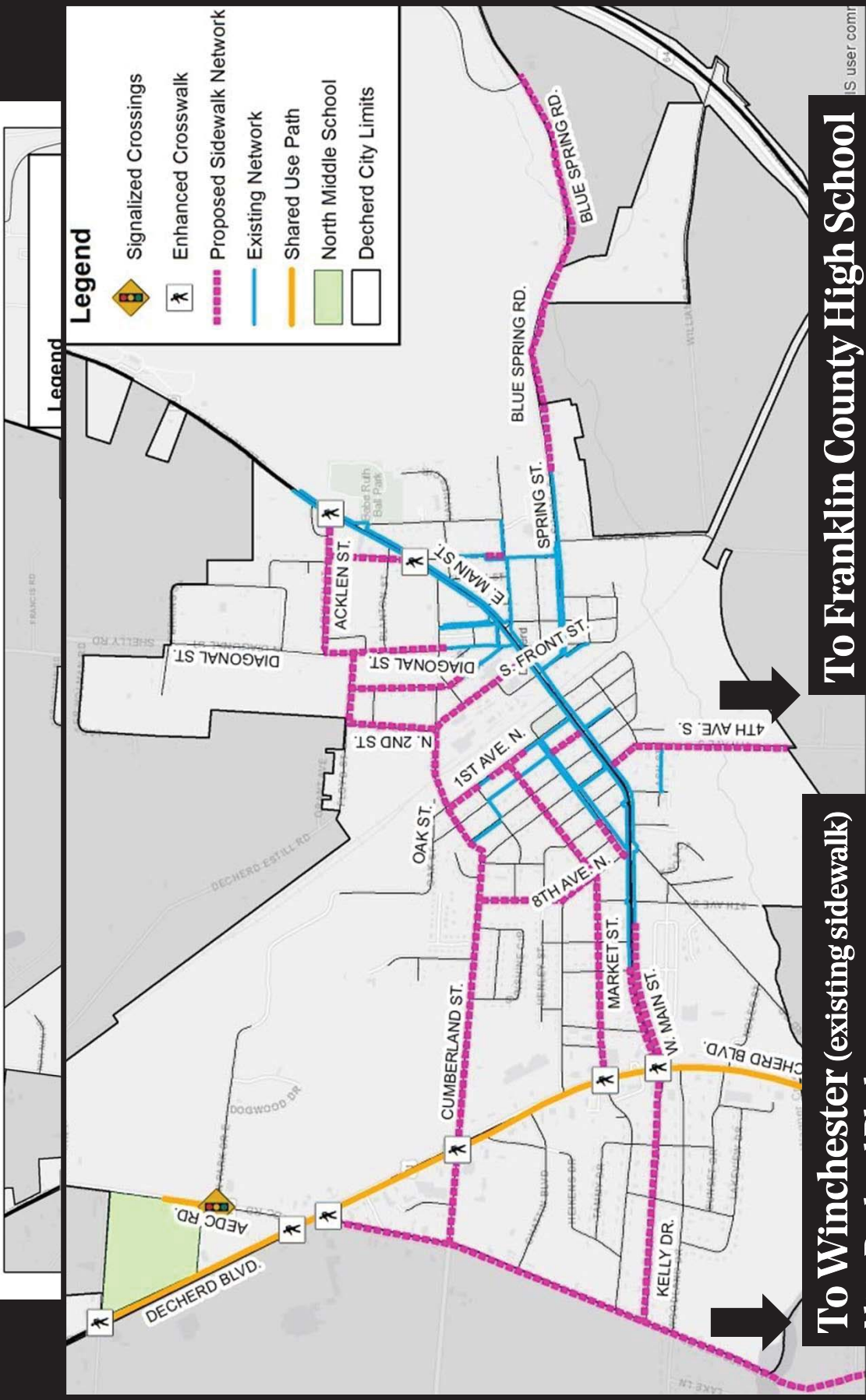


Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

CITY OF DECHERD
 TDOT COMMUNITY MOBILITY GRANT

Draft Proposed Sidewalk Network





To Franklin County High School

**To Winchester (existing sidewalk)
Alt to Decherd Blvd.**

Timeline & Next Steps

