



THE CITY OF RIPLEY

TRANSPORTATION PLAN

AUGUST 2023

ACKNOWLEDGEMENTS

We extend our sincere appreciation and gratitude to the residents of Ripley, City staff, elected officials, and stakeholders who assisted in the public surveys, meetings and the entire planning process. This critical input guided the development of this study and in turn will have a positive impact on the City of Ripley.

CITY OF RIPLEY

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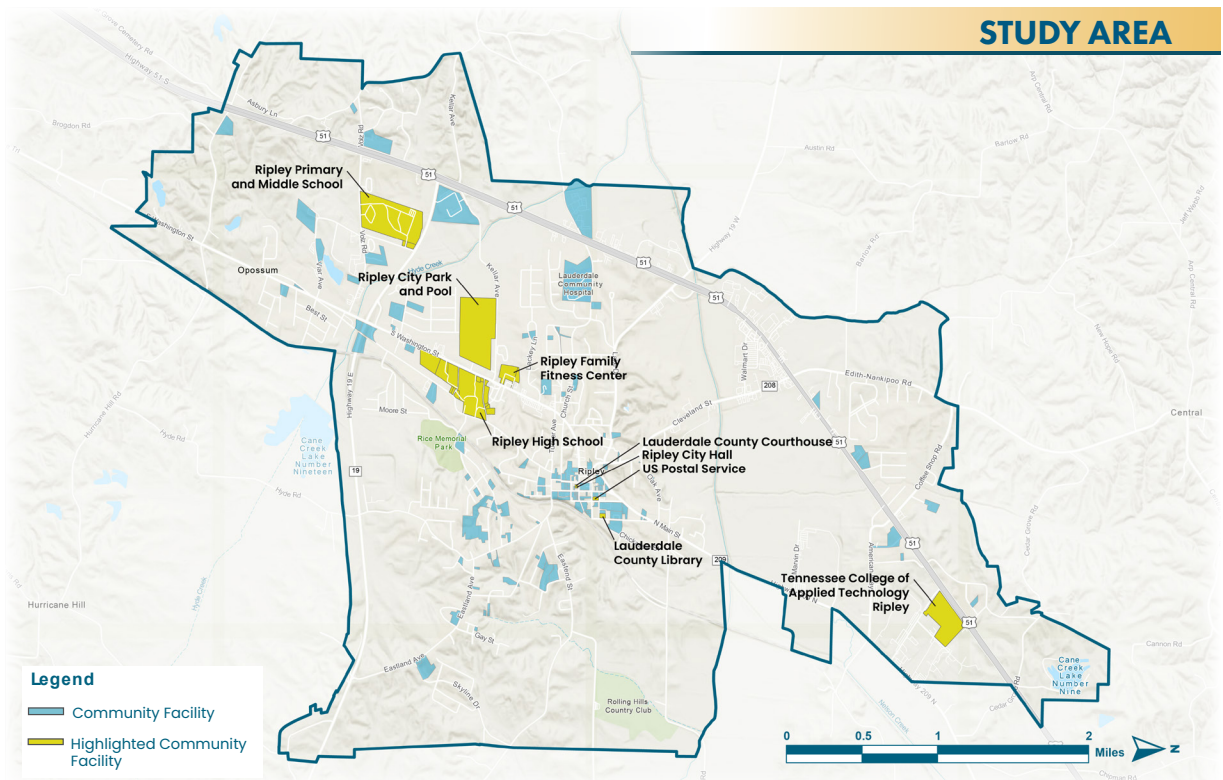
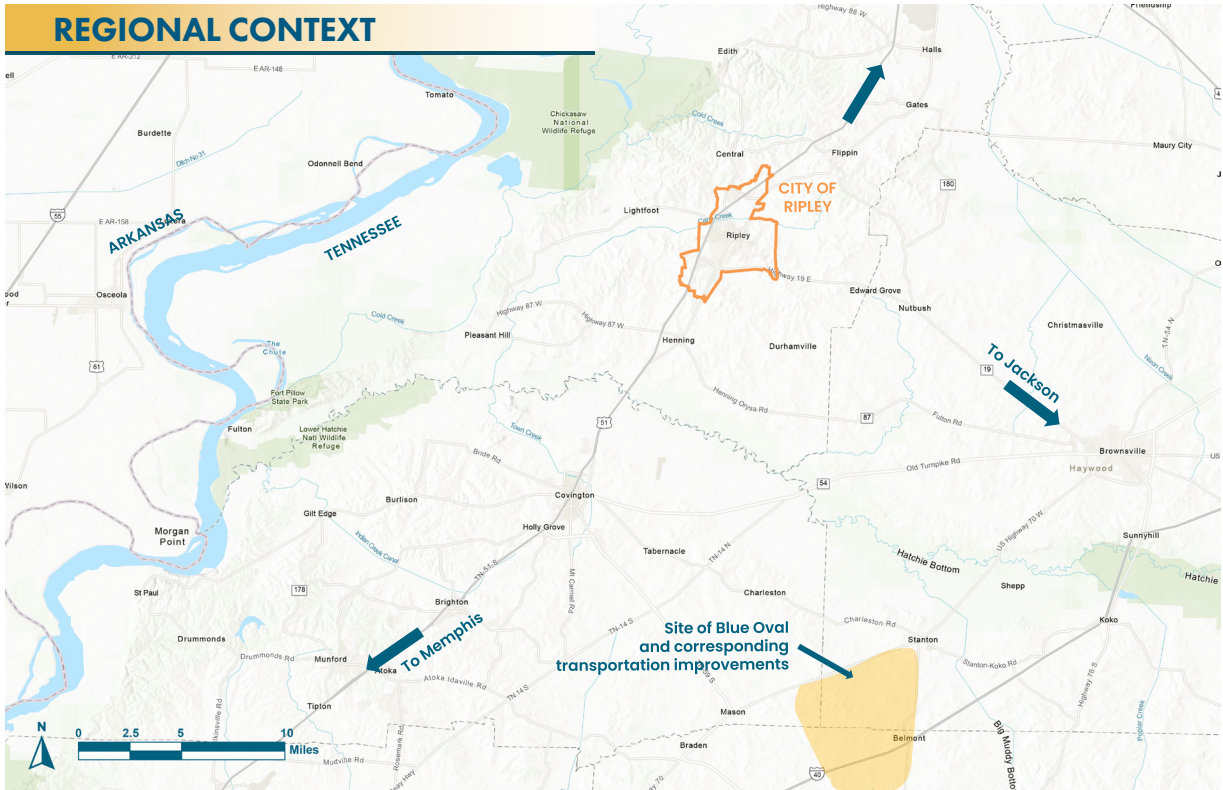
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INTRODUCTION

BACKGROUND

The City of Ripley, Tennessee, the seat of Lauderdale County and roughly 40 miles northeast of Memphis, is home to approximately 8,500 residents. The City applied for and was awarded the Tennessee Department of Transportation (TDOT) Transportation Planning Grant for a citywide Transportation Plan. The Ripley Transportation Plan provides a holistic view of the city's transportation system to recommend projects and strategies that prepare the city for growth.



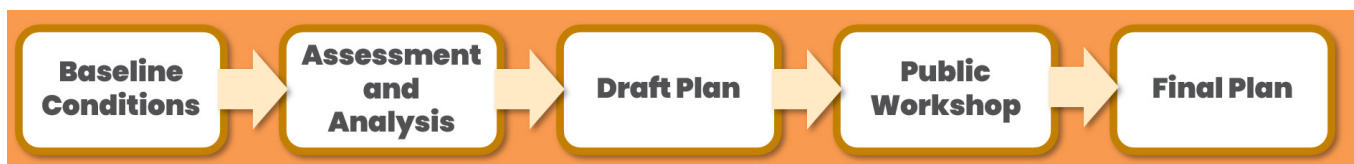
PLAN FUNDING

The Ripley Transportation Plan is funded through TDOT’s Transportation Planning Grant (TPG) program. The Office of Community Transportation (OCT) coordinates the state’s transportation planning efforts to provide technical guidance for local jurisdictions, increasing the level of collaboration governments across the state.

The OCT’s mission is to coordinate the state’s transportation planning, local land use decisions, and community visions to guide the development of a safe and efficient statewide transportation system. As part of the agreement to receive funding through the grant, the City of Ripley will adopt a resolution allowing the Town to begin implementing recommendations.

PROJECT PROCESS

The project begins with an understanding of the existing context from both a transportation and mobility, land use and development and community perspective. That understanding sets the stage for assessment and analysis to identify needs and opportunities. The draft plan is presentation to the community for their input, which helped determine the City’s project priorities for implementation.



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EXISTING CONTEXT

A sound planning process begins with a good understanding of the existing context. For the Ripley Transportation Plan, this includes evaluation of existing and projected traffic volumes, crash history, development trends and more. The existing context includes the following components:

- Transportation Networks and Mobility
- Land Use and Zoning
- Growth and Development Trends

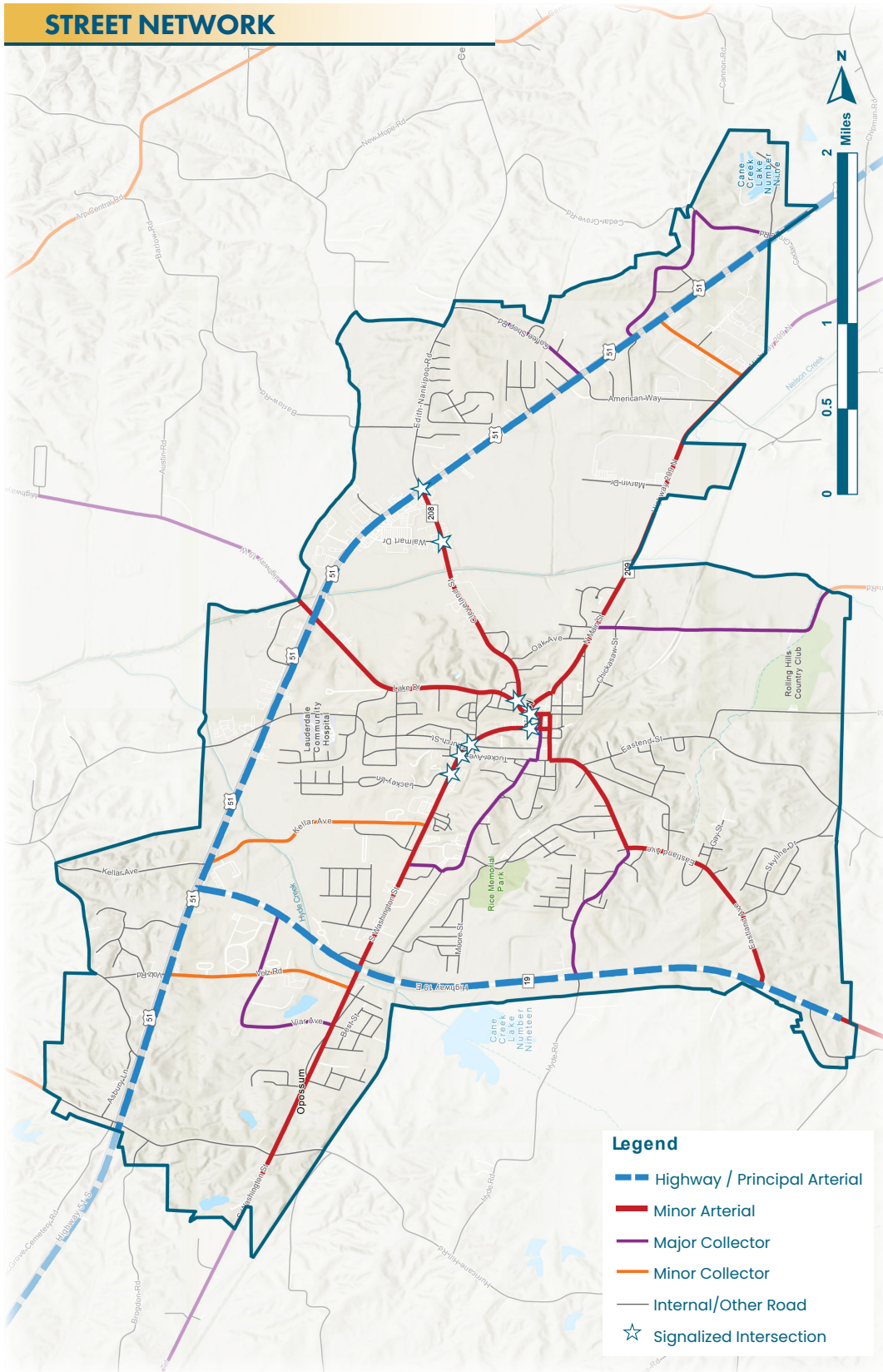
TRANSPORTATION NETWORKS AND MOBILITY

Ripley's street network is based on a traditional hub-and-spoke radial collector system that is focused on the traditional downtown. Major streets that form the "spokes" of the system include Cleveland Street (SR 208), which extends northwest of downtown, Main Street (SR 209), extending north, Highland Street/Eastland Avenue extending southeast, Washington Street (SR 209) extending south and Lake Drive extending west.

There are two regional limited access roads that also pass through the city (but not through downtown Ripley). US 19 runs east and west at the southern edge of the city, providing a direct connection to I-40 between Jackson and Memphis. US 51 runs north and south on the western edge of the city, providing a direct connection to Memphis to the south and to I-455 and the bridge crossing the Mississippi River to the north.

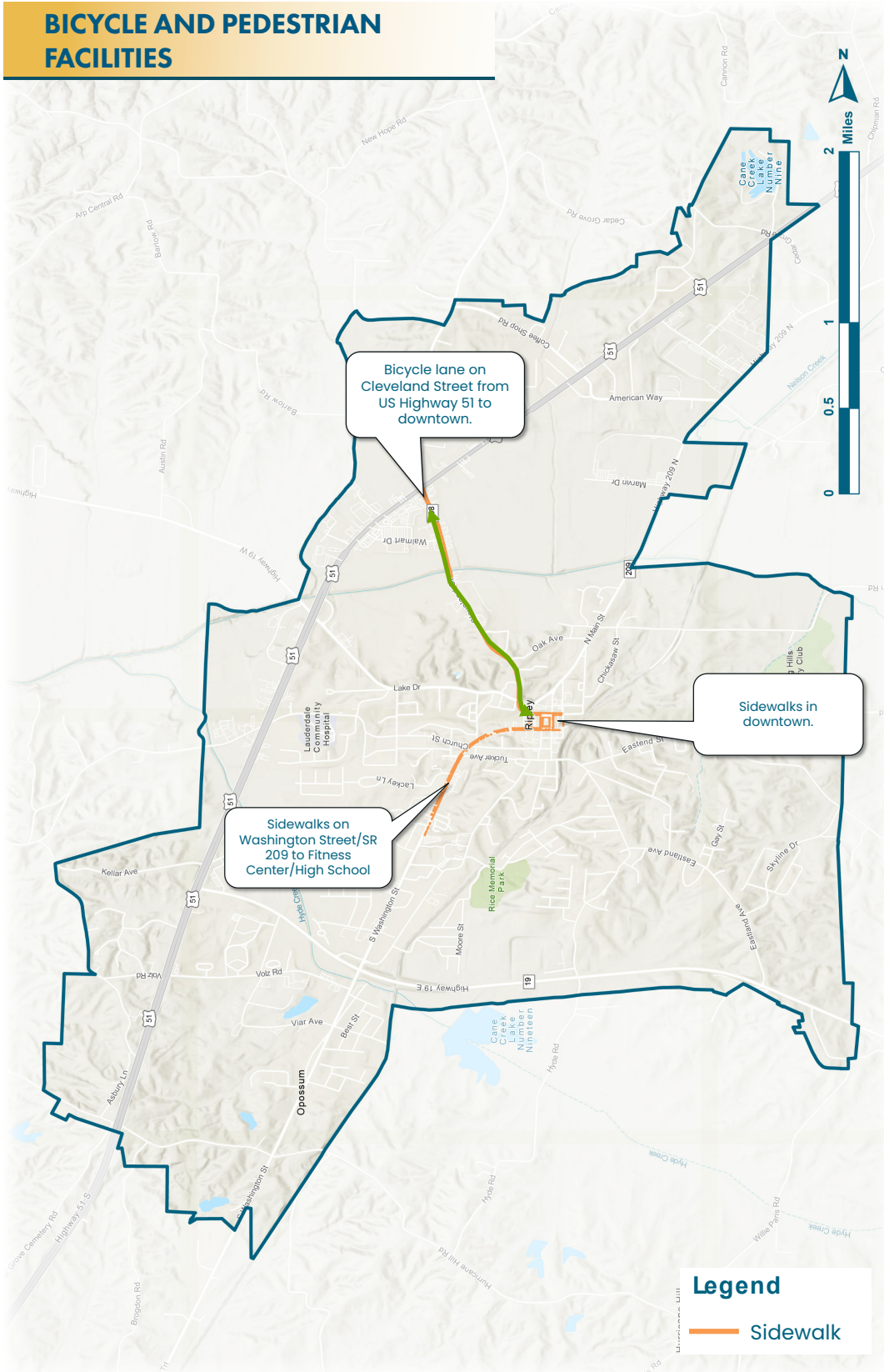
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There are relatively few bicycle and pedestrian facilities in Ripley. The downtown core, including the square, has good sidewalk coverage. There is a striped bicycle lane on Cleveland Street from downtown to US 51. The City recently completed a streetscape project with sidewalks on Washington Street from downtown to the high school, funded through TDOT's Multimodal Access Grant program. The City has plans to complete a similar project on Main Street from downtown north to the Ripley Health Department.

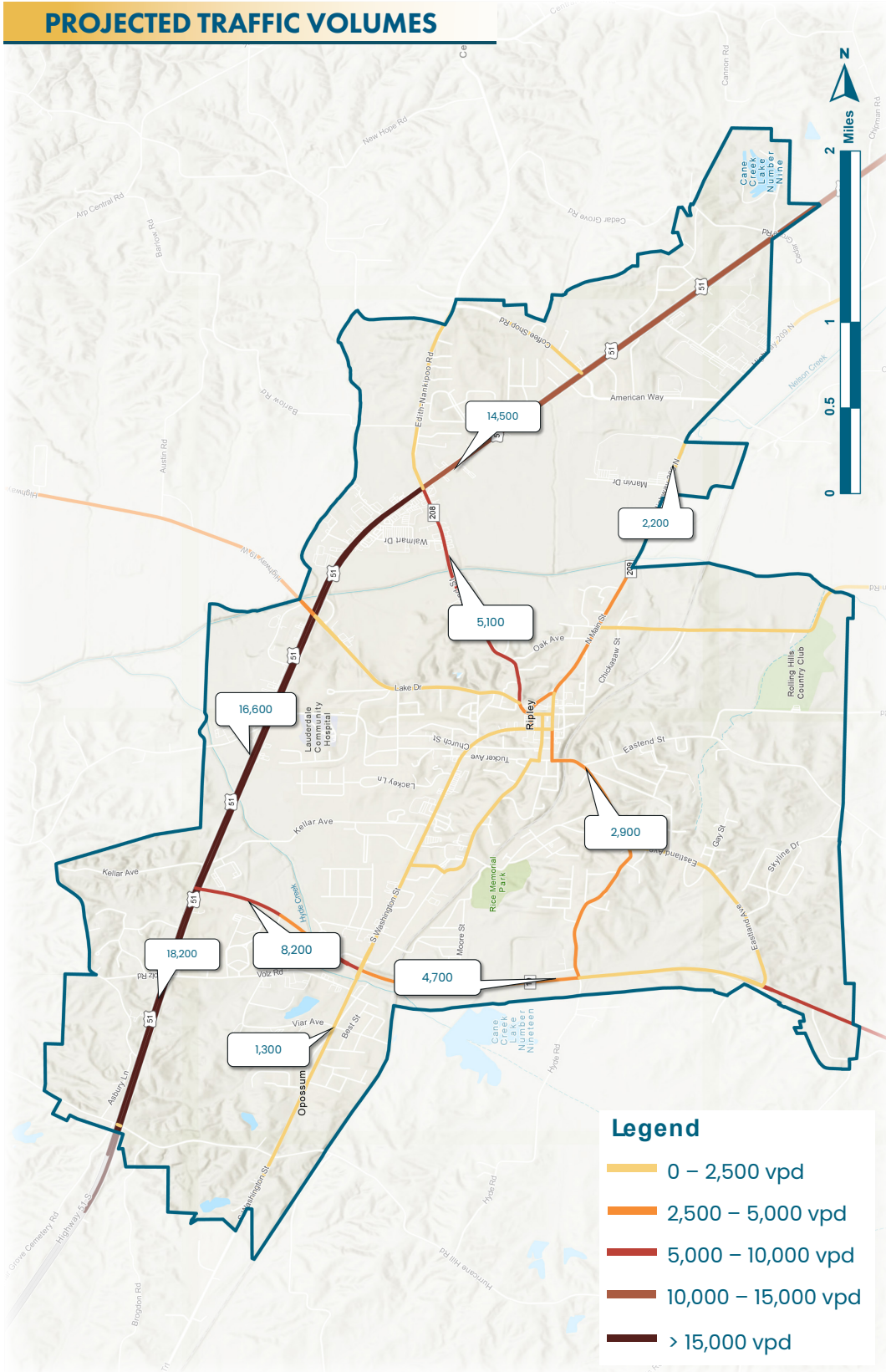
BICYCLE AND PEDESTRIAN FACILITIES



TDOT collects traffic counts annually on many streets throughout Ripley. TDOT also maintains a statewide travel demand model (SWTMD) that projects future traffic volumes based on projected population and job growth and funded road improvements. Existing traffic data and projected traffic volumes are relatively low in Riley, suggesting that traffic-induced congestion and delay is likely not an issue.

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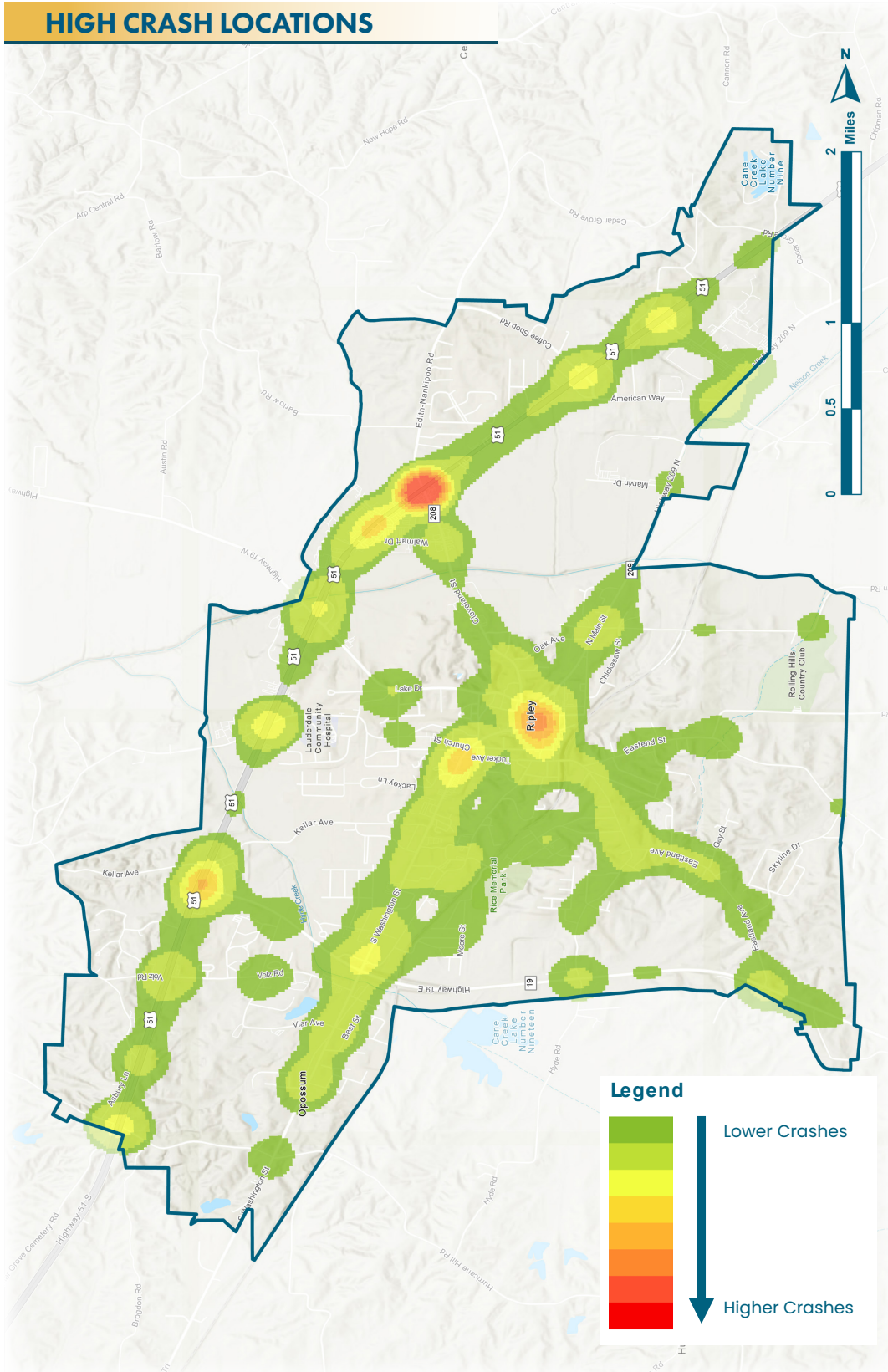
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The state also maintains annual data on traffic crashes through the E-TRIMS database. Crash data for Ripley suggests that locations with the highest crash history over the last three years include:

- US 51 at US 19
- US 51 at Cleveland Street
- Downtown Ripley, and
- Washington Street at Tucker Avenue

HIGH CRASH LOCATIONS



Source: Tennessee Department of Transportation

LAND USE AND ZONING

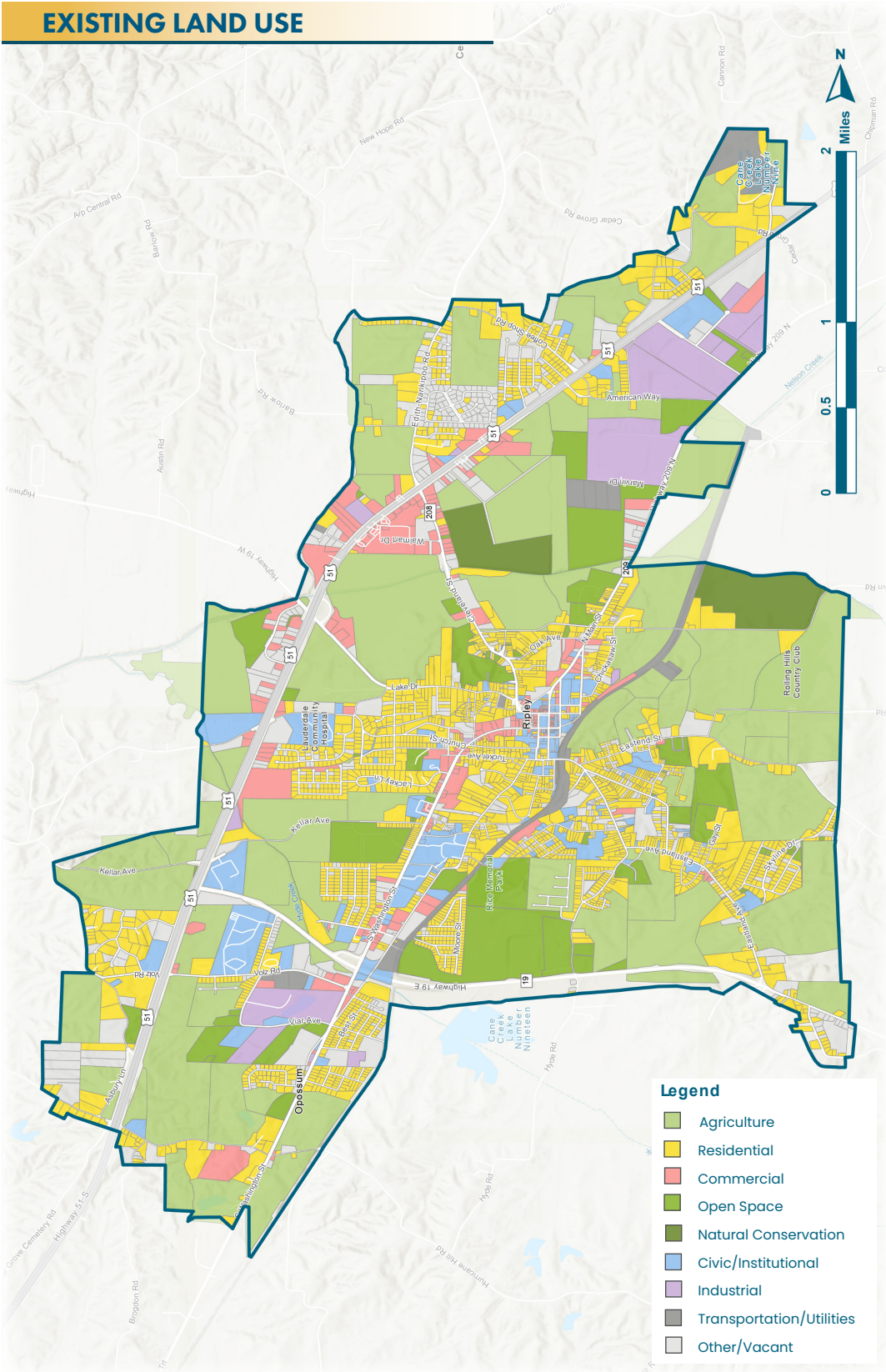
Ripley's existing land use pattern is representative of a typical Tennessee city that is a seat of a small county. Development types distributed throughout the city include:

- A mix of civic and small-scale retail and commercial in downtown.
- Clusters of highway-oriented and strip commercial on the US 51 corridor, particularly between the Lake Drive and Cleveland Street intersections.
- A mix of commercial, civic and residential uses along the Washington Street/SR 209 corridor between US 19 and downtown.
- Large-scale industrial uses, including distribution and manufacturing along Main Street/SR 209 corridor to US 51 north of downtown.
- Residential uses south of Lake Street west of downtown and south of Tucker Avenue East of downtown.

There is a significant amount of vacant land throughout Ripley representing a number of development opportunities.

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











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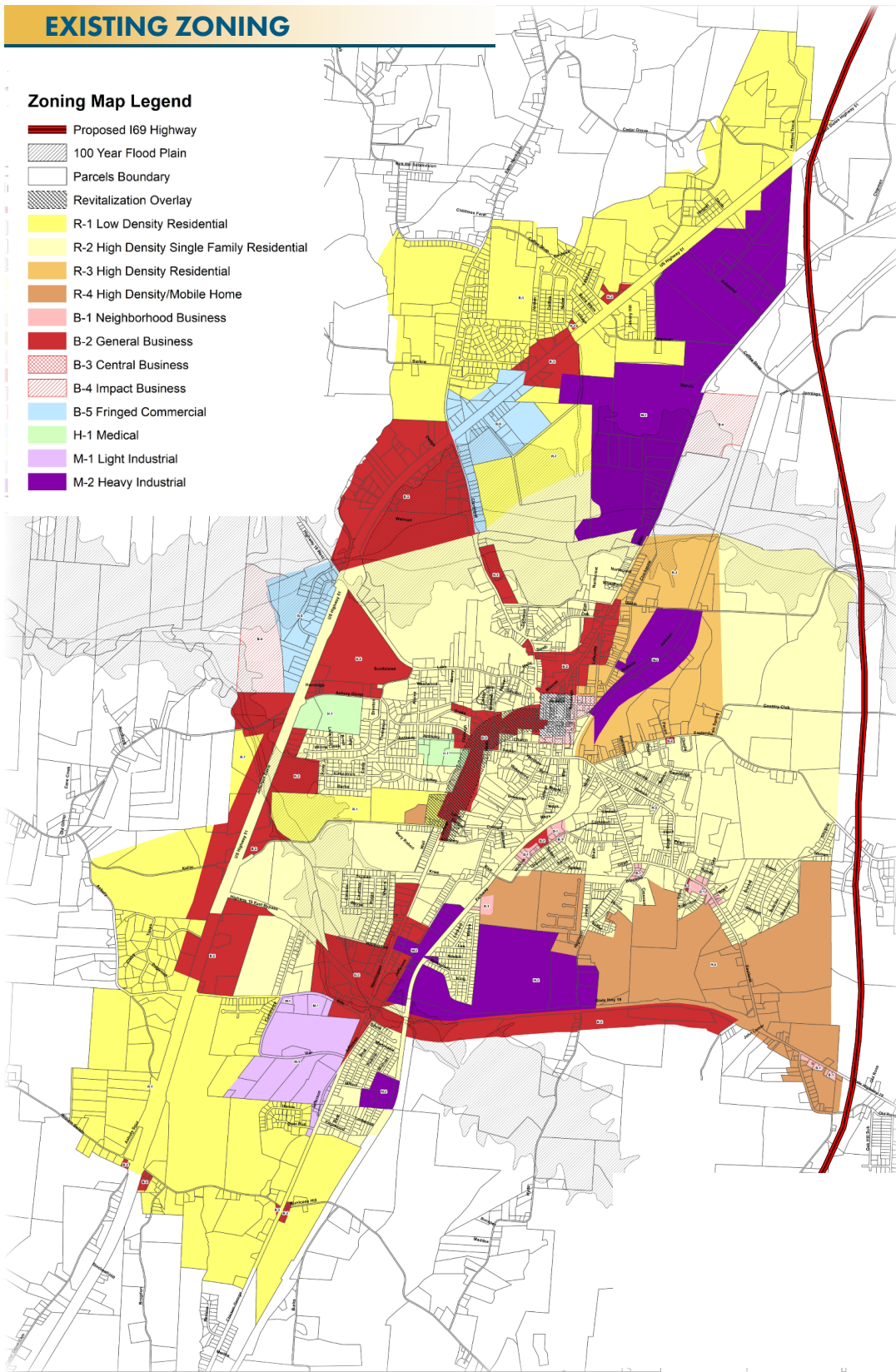


Ripley's land development regulations generally reinforce existing development patterns. Commercial uses are allowed along the US 51 and US 19 corridors, along Washington Street and Cleveland Street. Industrial uses are allowed within the existing industrial park between SR 209 and US 51 north of downtown, a new manufacturing cluster north of US 19 and east of Washington Street and residential uses of varying density in most other locations.

EXISTING ZONING

Zoning Map Legend

-  Proposed I69 Highway
-  100 Year Flood Plain
-  Parcels Boundary
-  Revitalization Overlay
-  R-1 Low Density Residential
-  R-2 High Density Single Family Residential
-  R-3 High Density Residential
-  R-4 High Density/Mobile Home
-  B-1 Neighborhood Business
-  B-2 General Business
-  B-3 Central Business
-  B-4 Impact Business
-  B-5 Fringed Commercial
-  H-1 Medical
-  M-1 Light Industrial
-  M-2 Heavy Industrial



GROWTH AND DEVELOPMENT TRENDS

Standard growth projections for Ripley and Lauderdale County are very modest, ranging from minimal growth to flat or even declining growth. However, the recent selection of a West Tennessee megasite as the new home of Ford’s Blue Oval City electric vehicle battery manufacturing plant is a game changer for the city and region.

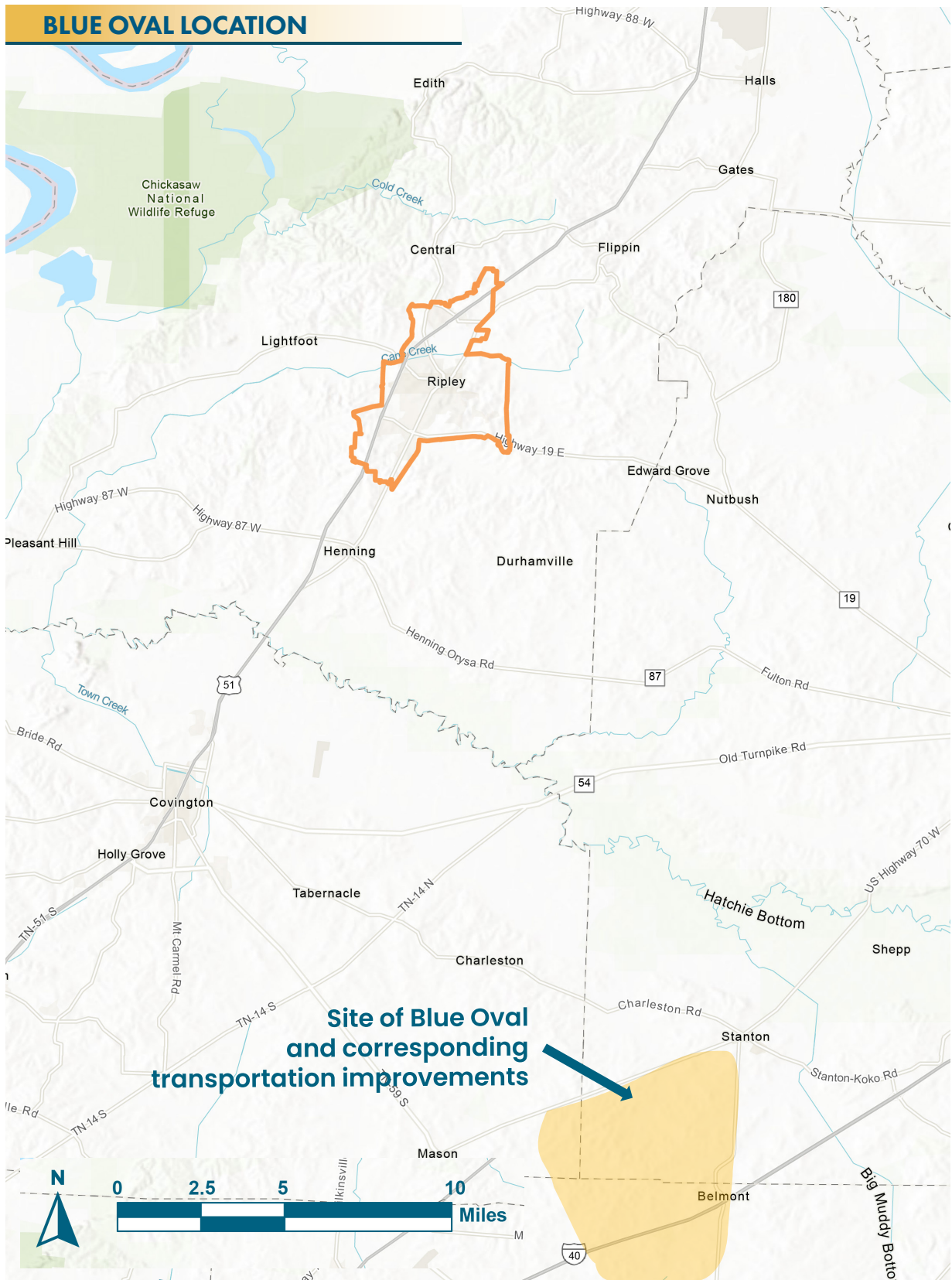
When complete, the plant itself will employ up to 5,700 people, but the economic impacts don’t stop there. The plant will attract suppliers who seek to locate their facilities in close proximity to Blue Oval City (indirect jobs). Additionally, the new jobs generated by Blue Oval City and its suppliers will want places to live, shop, eat, go to school, etc., all of which will result in additional jobs (induced jobs). All told, more than 21,000 new indirect and induced jobs will be generated.

Ripley is roughly 30 miles away from Blue Oval City via US 19. The city is a prime candidate to attract both suppliers and induced jobs, as well as new homes for direct, indirect and induced jobs.

BLUE OVAL AT A GLANCE
<ul style="list-style-type: none">• 5700 Direct Jobs• 21,000+ Indirect and Induced Jobs• \$5.6 Billion Investment

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NEEDS AND OPPORTUNITIES

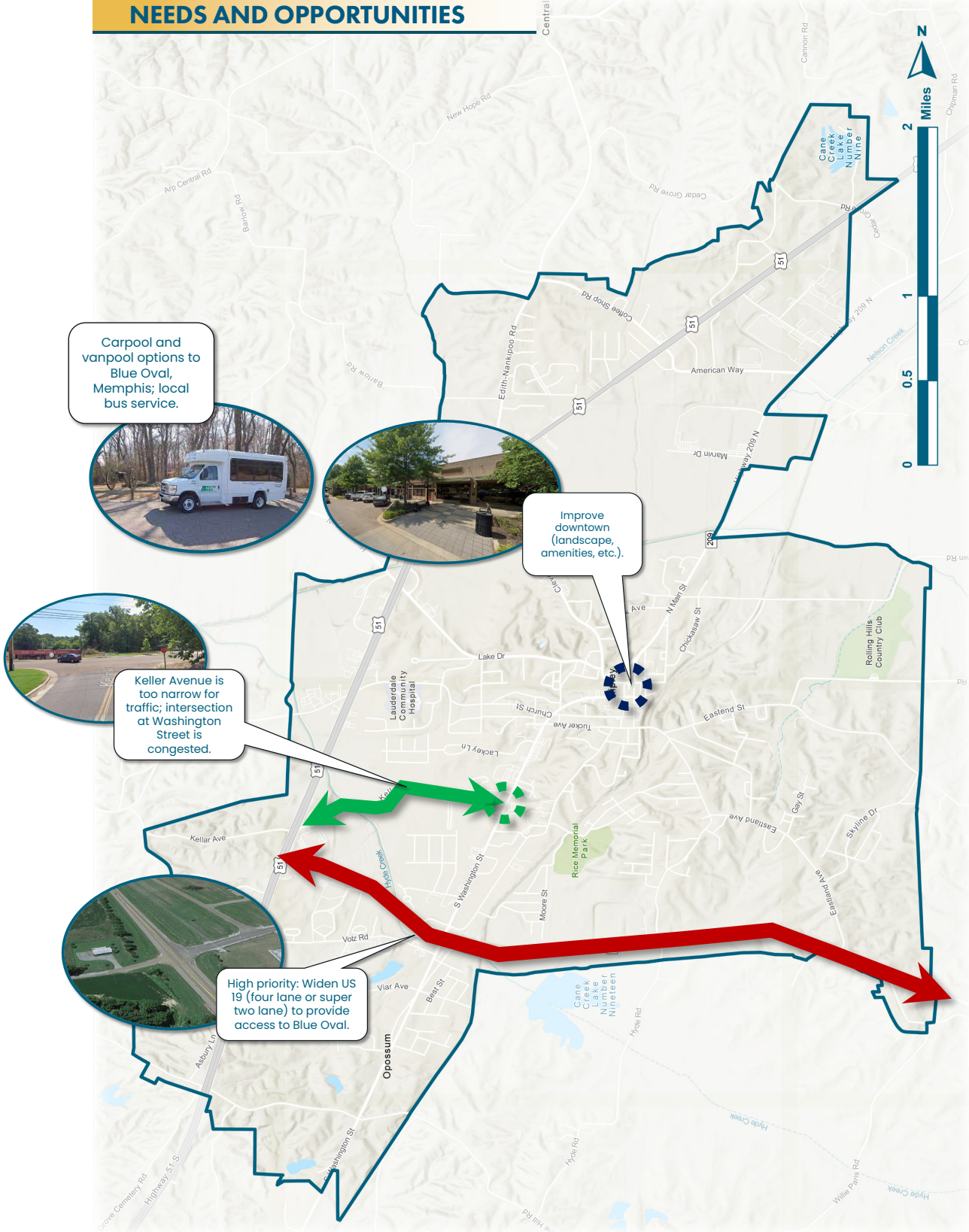
The baseline conditions analysis and discussions with stakeholders have identified several important needs and opportunities. These include:

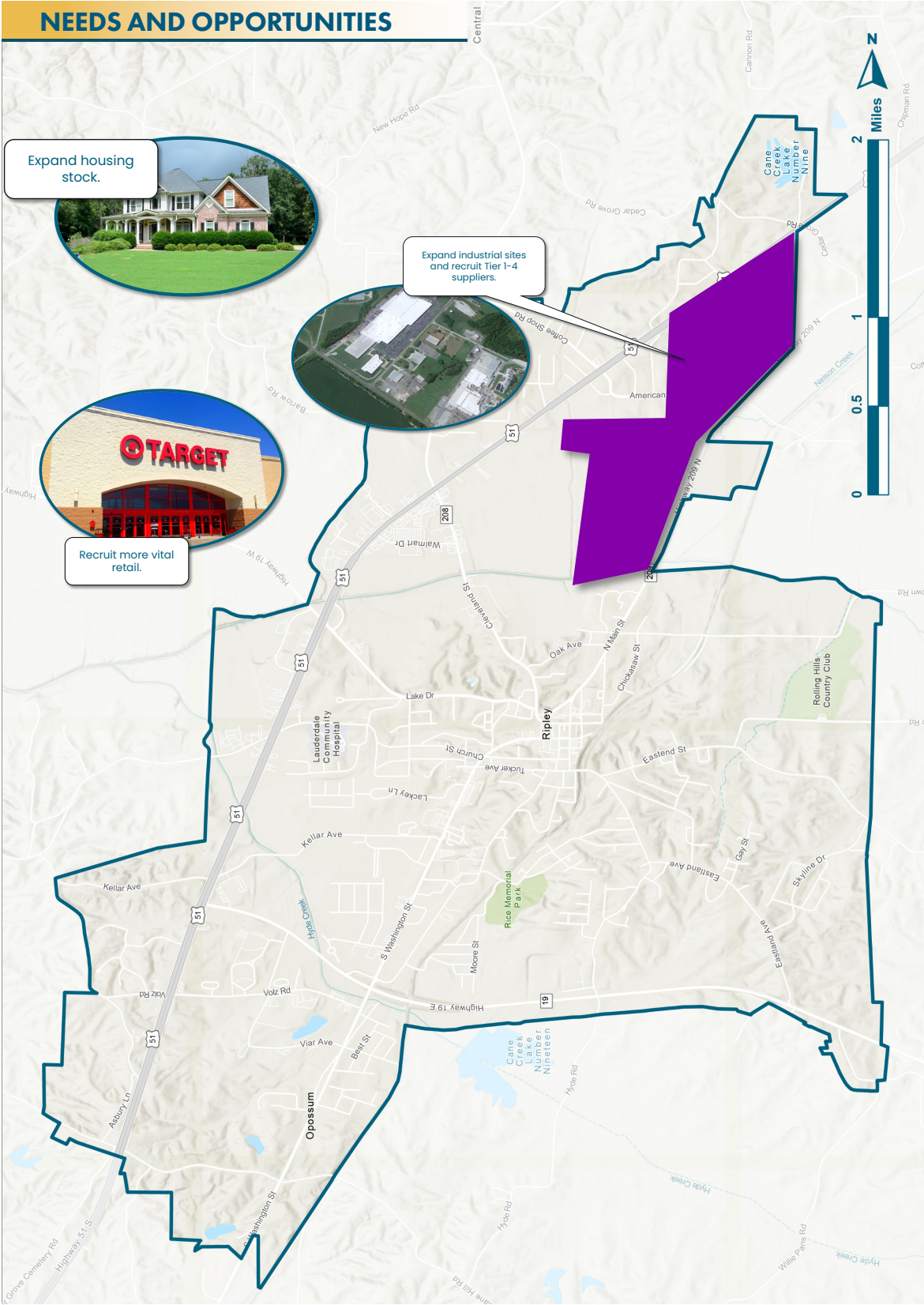
- US 19 improvement – The corridor is a critical link to Blue Oval City and part of a larger alternative to Memphis for crossing the Mississippi, but is substandard in its current design. Ripley needs an improved US 19 to fully benefit from Blue Oval.
- Kellar Avenue – This road is an important connection between US 51 and downtown Ripley but is too narrow in its current form and the intersection with Washington Drive presents sight distance issues and is a frequent cause of congestion.
- Downtown – The evolution of downtown Ripley as a destination will be advanced through better connectivity to surrounding neighborhoods.
- Industrial sites – Ripley is a prime location for suppliers to Blue Oval City, with ample industrial sites ready for development.
- Housing stock – Ripley can be an attractive place for new residents to West Tennessee to call home, but must first expand its housing stock to provide a number of different residential options.
- Vital retail – In addition to expanded housing stock, Ripley must recruit additional retail options to attract new residents.

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NEEDS AND OPPORTUNITIES

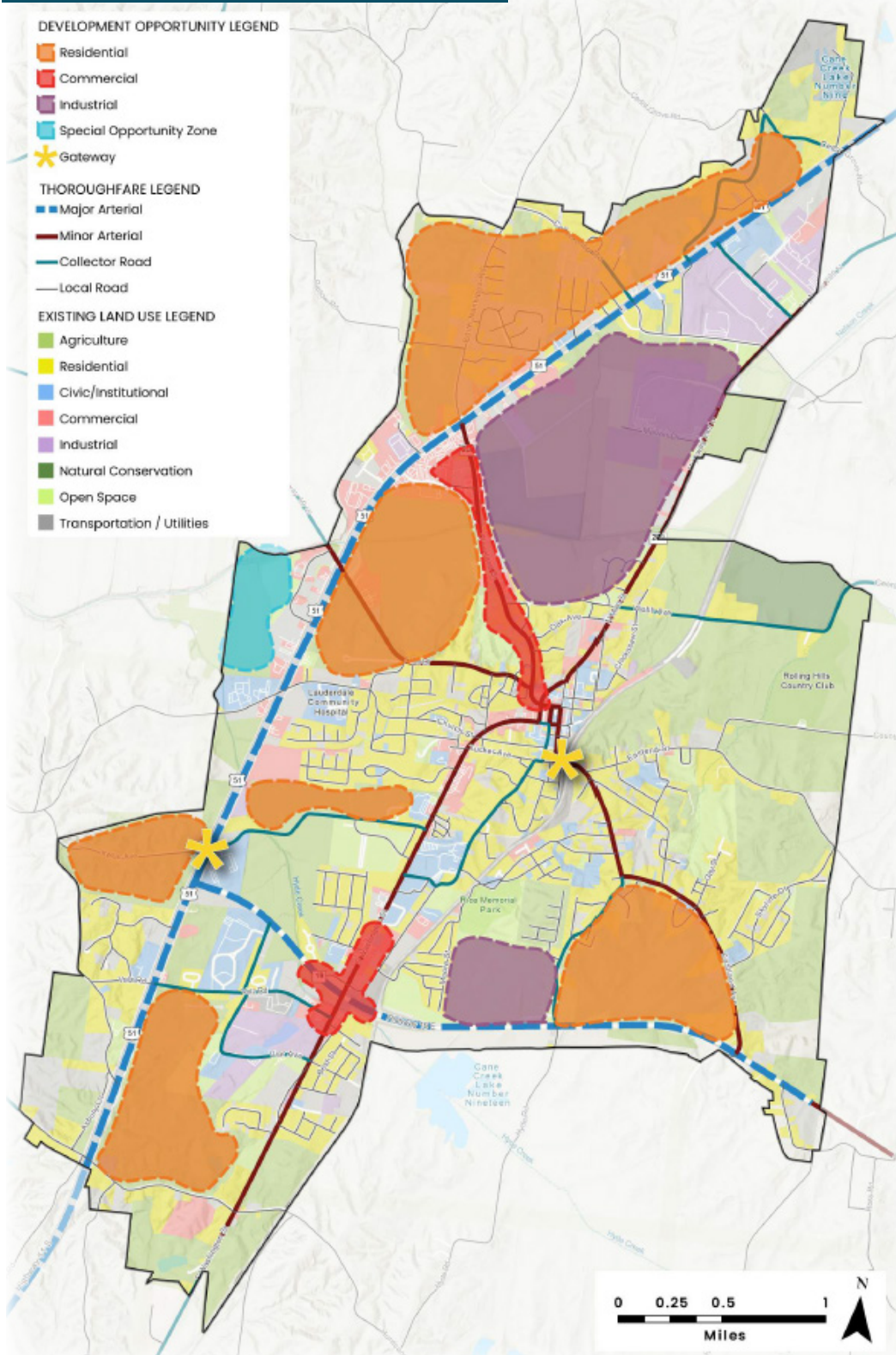




The amount, type and character of land use has a direct impact on travel demand and transportation. Similarly, major transportation investments will have a significant impact on land use. In this way, transportation and land use are closely linked to each other.

To help make better transportation recommendations and decisions, City of Ripley staff worked with the project team to identify conceptual opportunity sites for new development. These opportunity sites encompass commercial, industrial and residential land use.

DEVELOPMENT OPPORTUNITIES



RECOMMENDED PLAN

The Ripley Transportation Plan recommendations reflect due consideration of the existing context, needs and opportunities and the locations of opportunity sites. The 25 recommended projects can be categorized as three general types:

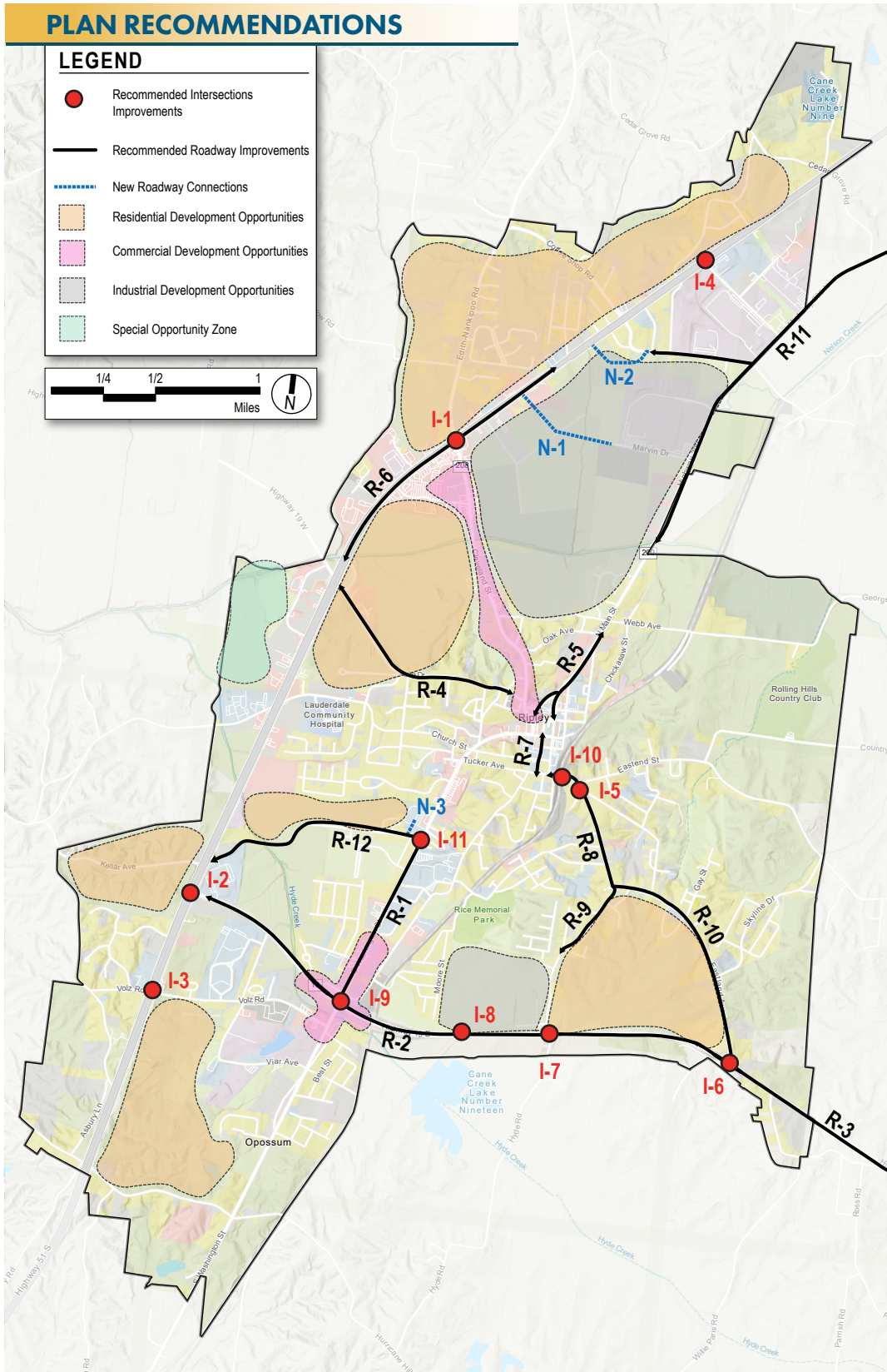
- Improvements to existing roads: Additional motor vehicle lanes, the addition of turn lanes and medians, sidewalks, multiuse paths and streetscaping.
- New road connections: Extensions of existing roads and new road connections.
- Intersection improvements: Safety improvements, turn lanes, pedestrian crossing enhancements, gateway treatments (signage, landscaping, hardscaping) and new interchange access.

TABLE A. PLAN RECOMMENDATIONS

Project ID	Road	From	To	Description	Benefit			
					Safety	Aesthetic	Multi-modal	Eco. & Comm.
Roadway Improvements								
R-1	S Washington Street	US 19 E	Kellar Avenue	Add center turn lane w/median, sidewalk, streetscape.	•	•	•	
R-2	US 19E	SB - US 51 N	Eastland Avenue	Widen to two or four lane with median and shoulders.	•			•
R-3	US 19E	Eastland Avenue	Eastland Ave/City Limits	Widen to two or four lane with median and shoulders OR two lanes with a center turn lane.	•			•
R-4	Lake Drive	US 51	Cleveland Street	Add center turn lane/median with sidewalk and multiuse trail.	•	•	•	
R-5	Monroe Street/N. Main Street	Jackson Street W	Webb Avenue	Streetscape (median islands, lighting, gateway). Extend sidewalk to downtown.		•	•	
R-6	US 51	Lauderdale Co River/US 51 Ramp	Collins Street	Install raised median and multiuse trail.	•	•	•	
R-7	Jefferson Street S	S Washington Street	Highland Street	Resurface/repair sidewalk/streetscape.		•	•	
R-8	Highland Street	S Main Street	Eastland Avenue	Widen/improve sidewalk.	•		•	
R-9	Highland Street	Eastland Avenue	Highland Street	Add sidewalk	•		•	
R-10	Eastland Avenue	Highland Street	Highland Street Extended	Add sidewalk	•		•	
R-11	Highway 209 N	City Limits	Chipman Road	Upgrade to industrial. Wider lanes/shoulders. Center turn lane.	•			•
R-12	Kellar Ave	U.S. 51 N	Washington Street	Widening with center turn lane and add sidewalks	•	•	•	•
New Roadway Connection								
N-1	Marvin Drive	Existing Marvin Drive	US 51	Extend existing road.				•
N-2	American Way	Calvary Hill Lane	US 51	Improve and realign American Way (wider lanes, shoulders, turn lanes)				•
Intersection Improvements								
I-1	US 51 N and Cleveland Street			Pedestrian crossing enhancements with possible realignment.	•		•	
I-2	US 51 S and US 19 E			Signalization and/or grade separation	•			•
I-3	US 51 S and Volz Road			Signalization/gateway improvement	•	•		
I-4	US 51 N and Industrial Drive			Signalization	•			•
I-5	Highland Street and Barbee Avenue			Pocket park/gateway opportunity.		•		
I-6	US 19 and Eastland Avenue			Intersection improvement gateway improvement.	•	•		•
I-7	US 19 and Highland Street Extension			Intersection improvement.	•			•
I-8	US 19, East of Washington Street			New interchange/ access point.				•
I-9	US 19 and Washington Street			Gateway improvements		•		
I-10	Highland Street and Canadian National			Gateway improvements		•		
I-11	Kellar Avenue and Washington Street			Intersection improvement/realignment.	•		•	

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See Table A on page 27 for project descriptions

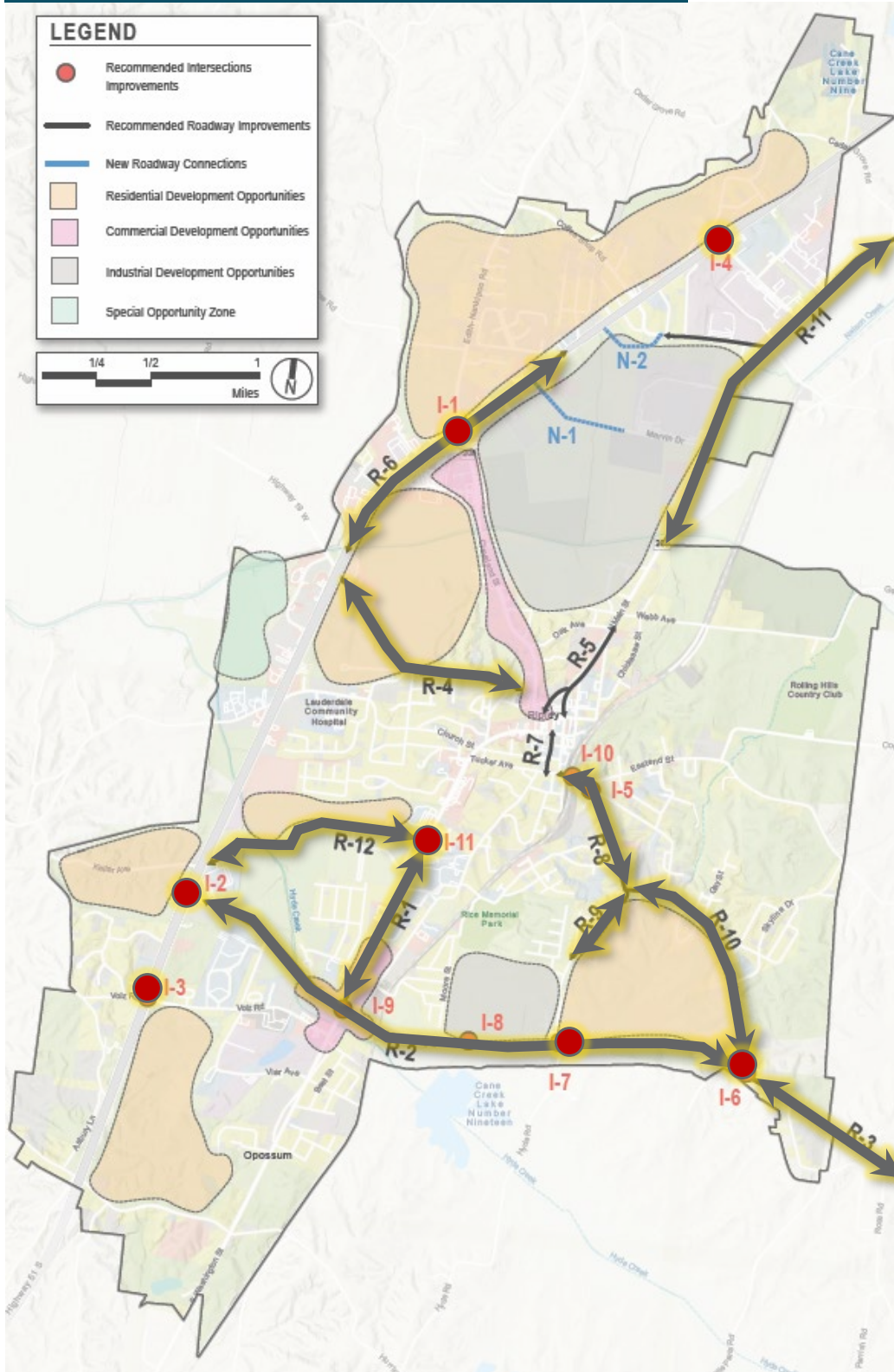
Recommendations are made to address four types of need:

- Safety and mobility
- Economic and community development
- Multimodal
- Aesthetic and beautification

SAFETY AND MOBILITY

Safety and mobility projects address observed and potential issues that prevent Ripley residents and visitors and regional travelers from moving safely and efficiently due to the design of a road or a capacity limitation. Safety and mobility recommendations include wider travel lanes, shoulders, turn lanes and additional travel lanes.

SAFETY AND MOBILITY RECOMMENDATIONS



Source: TDOT Statewide Travel Demand Model

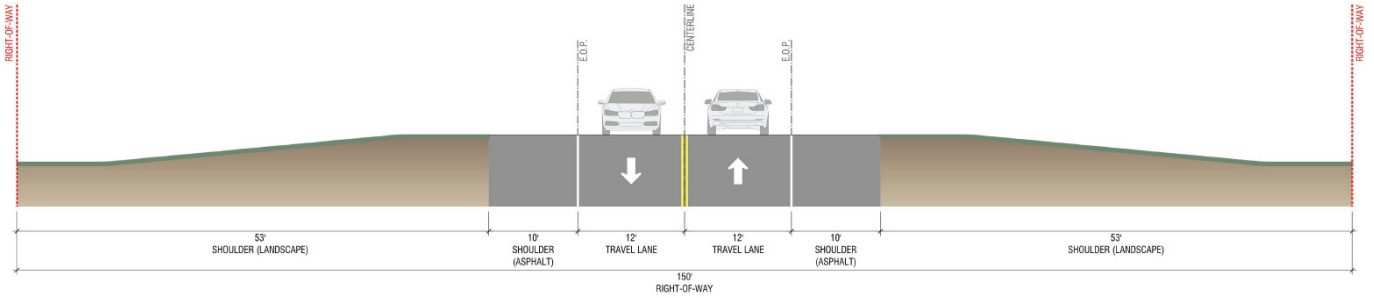
See Table A on page 27 for project descriptions

For example, US 19 has narrow travel lanes, no shoulders (east of Eastland Avenue), no turn lanes and no median separation. All of these conditions make it difficult to travel long distances safely and efficiently. One option to Safety and mobility projects address observed and potential issues that prevent Ripley residents and visitors and regional travelers from moving safely and efficiently due to the design of a road or a capacity limitation. Safety and mobility recommendations include wider travel lanes, shoulders, turn lanes and additional travel lanes.

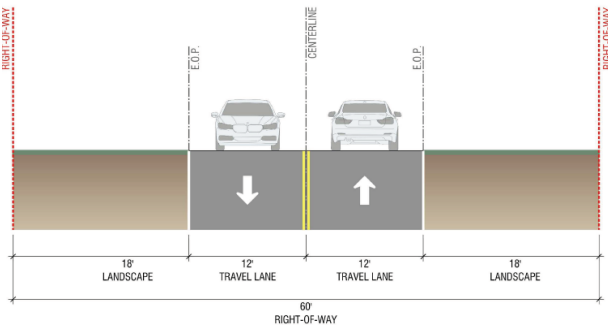
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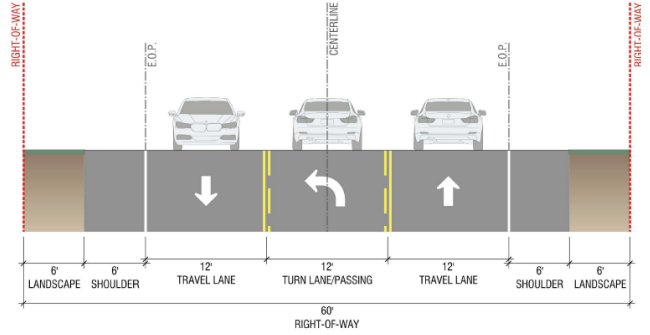
US 19 EXISTING



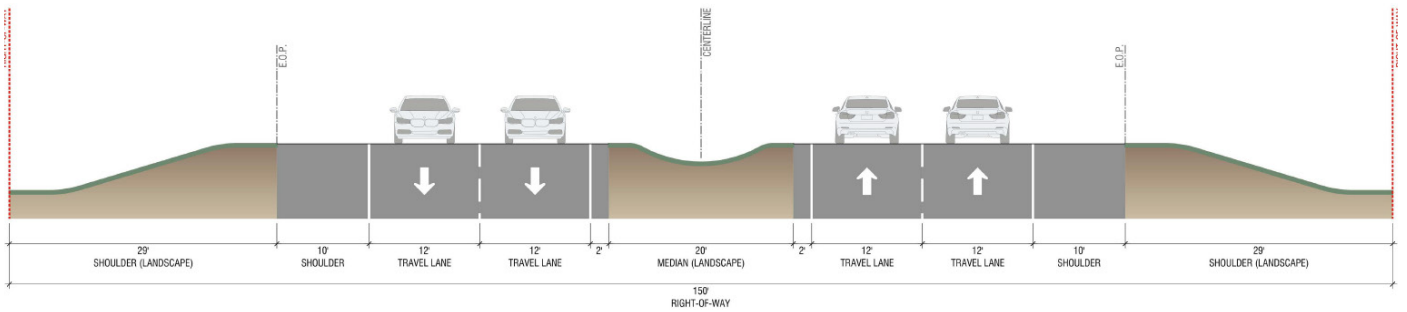
US 19 EXISTING



US 19 PROPOSED - OPTION 1



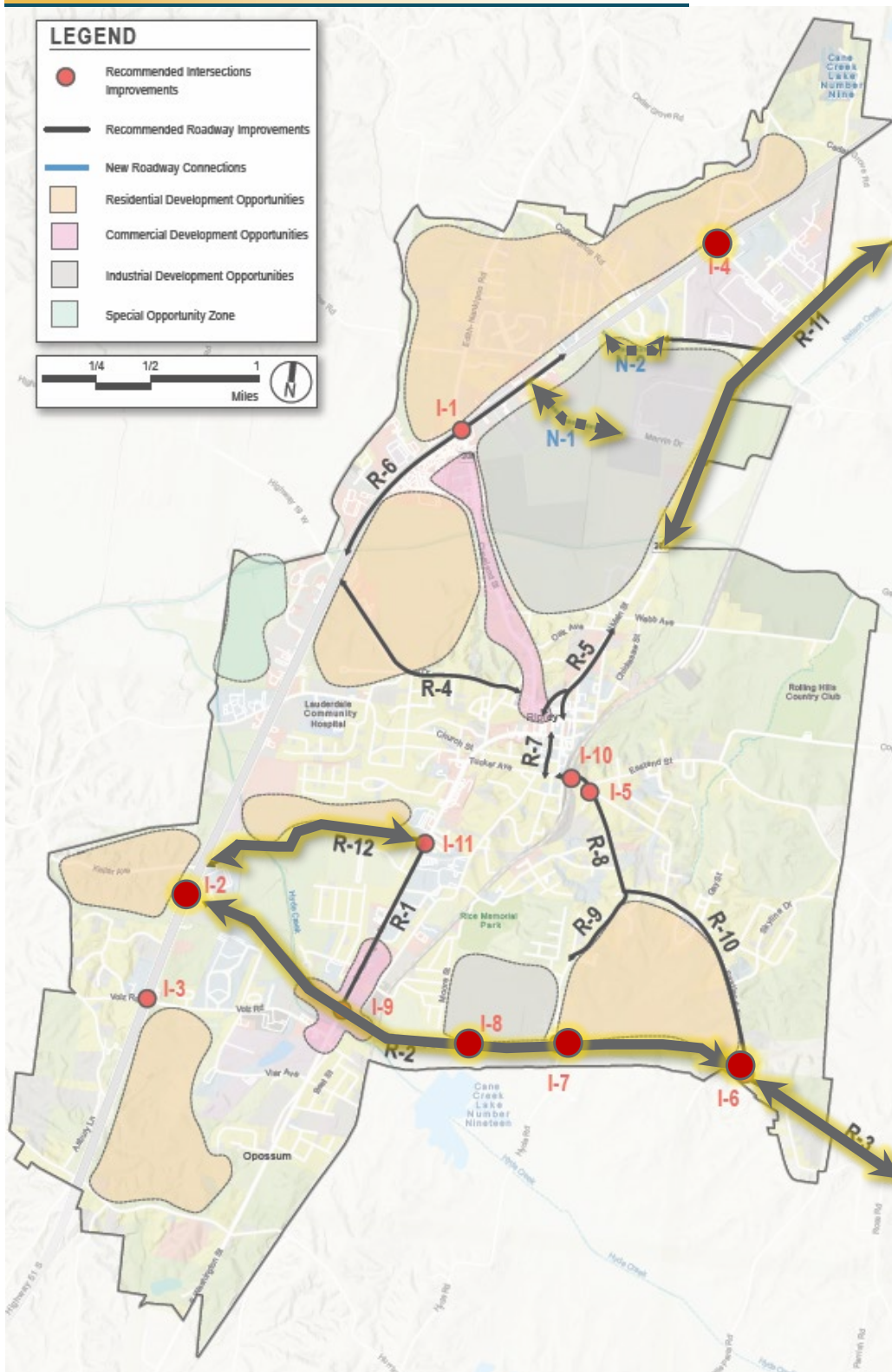
US 19 PROPOSED - OPTION 2



ECONOMIC AND COMMUNITY DEVELOPMENT

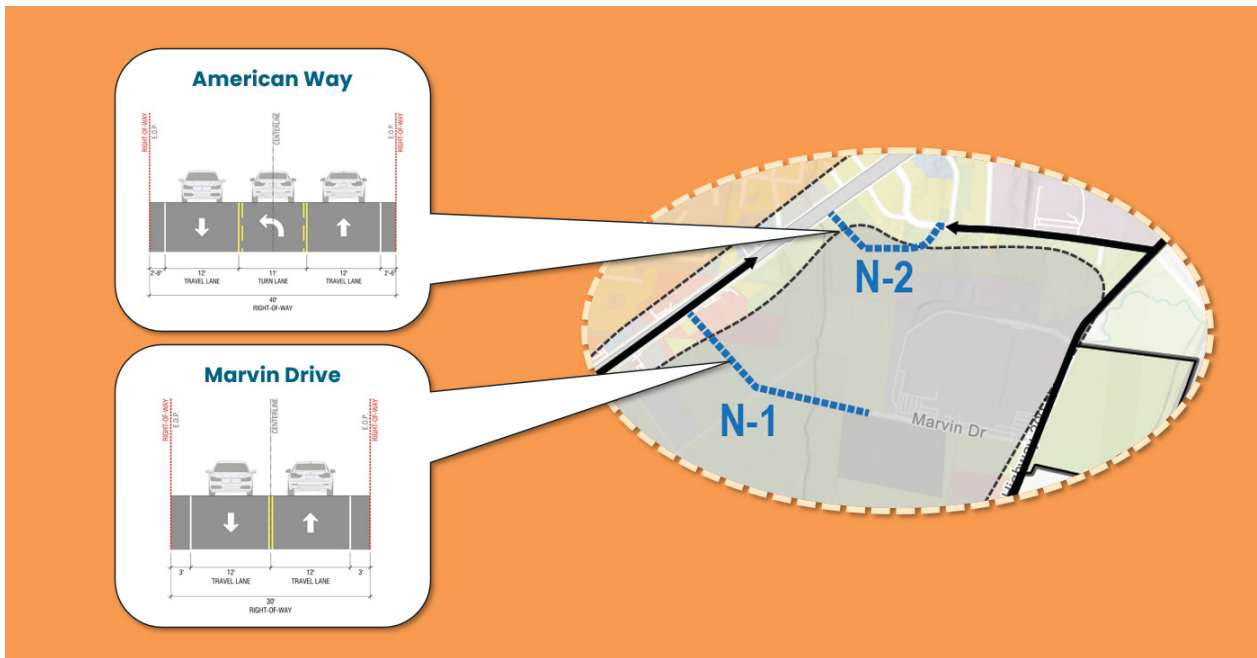
Projects that address economic and community development provide better access to the commercial, industrial and residential opportunity sites. These include road extensions and new road connections, upgrades to existing roads (to accommodate truck travel, for example) and new interchanges.

ECONOMIC AND COMMUNITY DEVELOPMENT PROJECT RECOMMENDATIONS



See Table A on page 27 for project descriptions

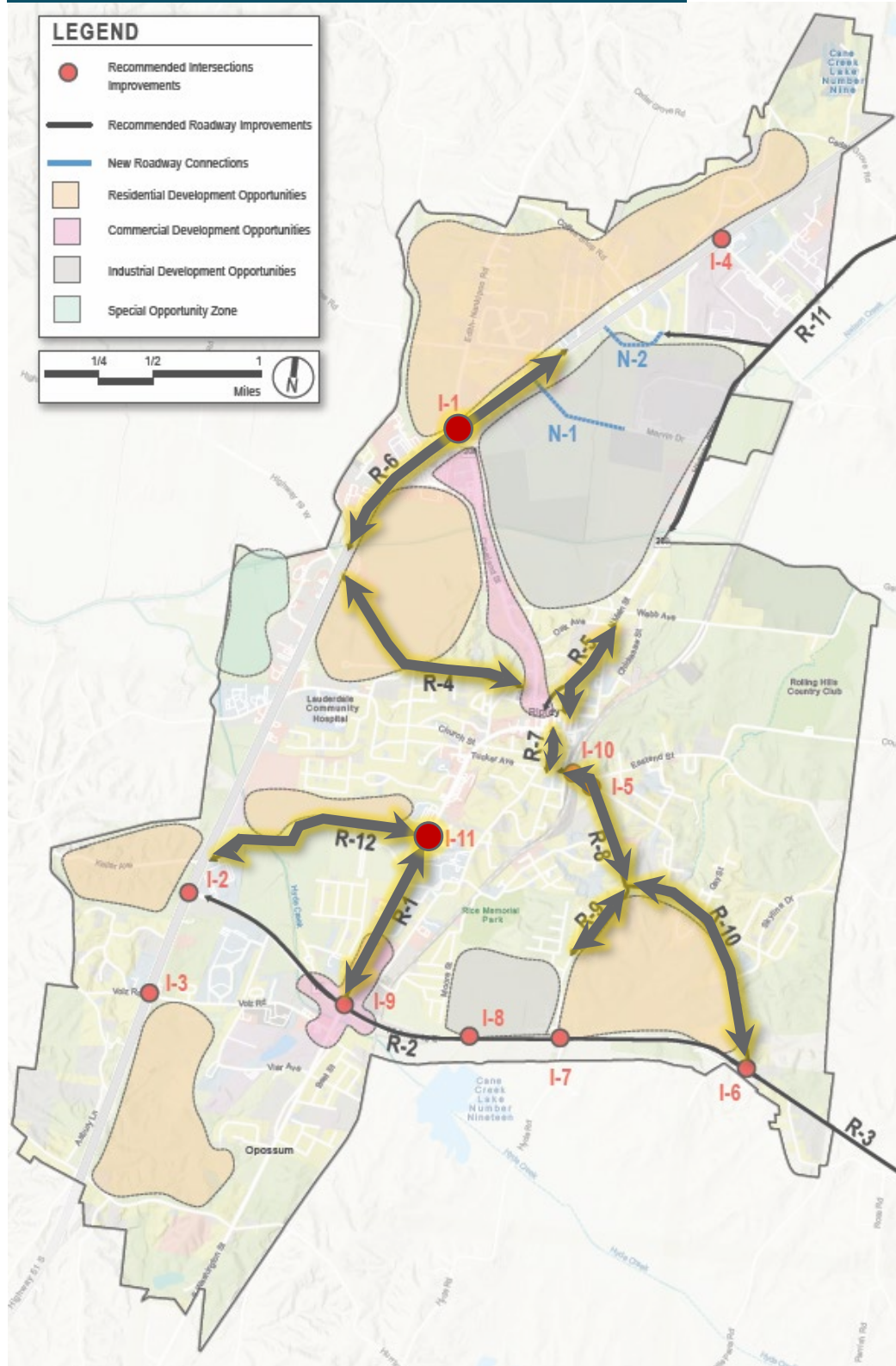
For example, the extensions of American Way and Marvin Drive will activate the industrial opportunity sites north of downtown by providing direct access to parcels between US 51 and SR 209 and improving connectivity to US 51. US 51 is a critical link to markets in Memphis and Blue Oval City (via connectivity to US 19).



MULTIMODAL

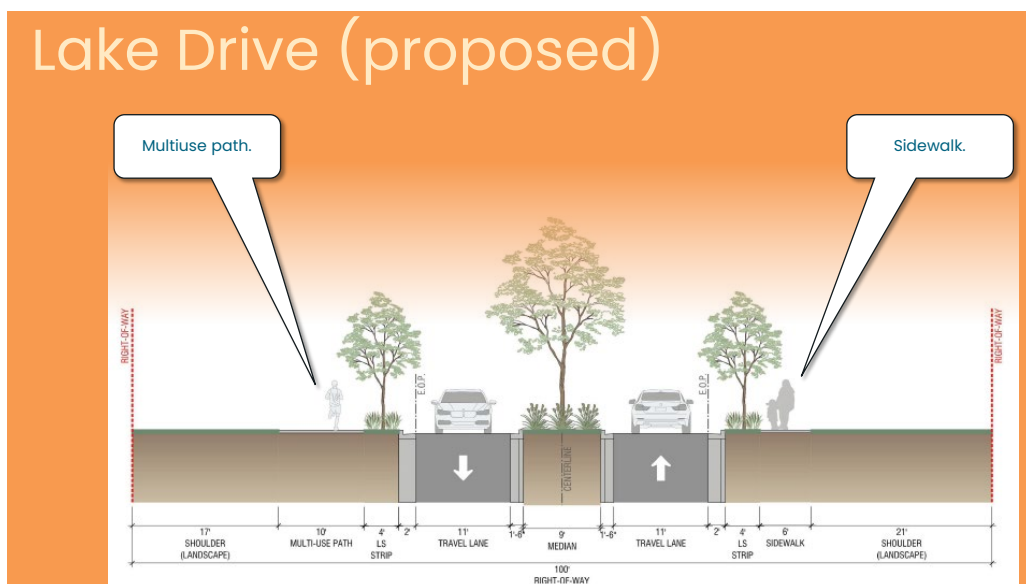
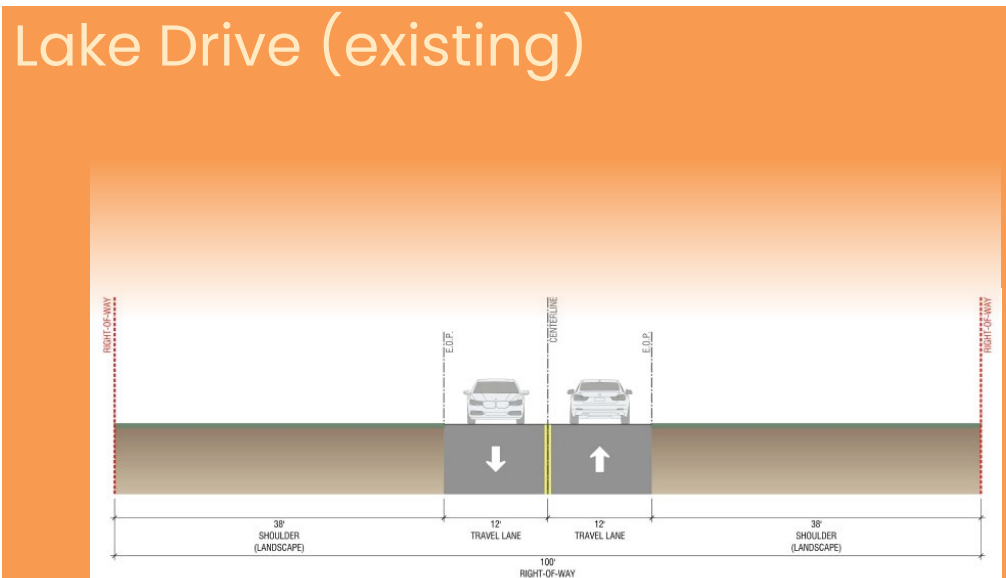
Multimodal improvements provide opportunities for Ripley residents to walk and bike safely and comfortably for health, for enjoyment and as an additional mobility option. Multimodal recommendations include sidewalks, multiuse paths and crossing enhancements at intersections, such as signals, curb ramps, marked crosswalks and pedestrian refuge islands.

MULTIMODAL PROJECT RECOMMENDATIONS



See Table A on page 27 for project descriptions

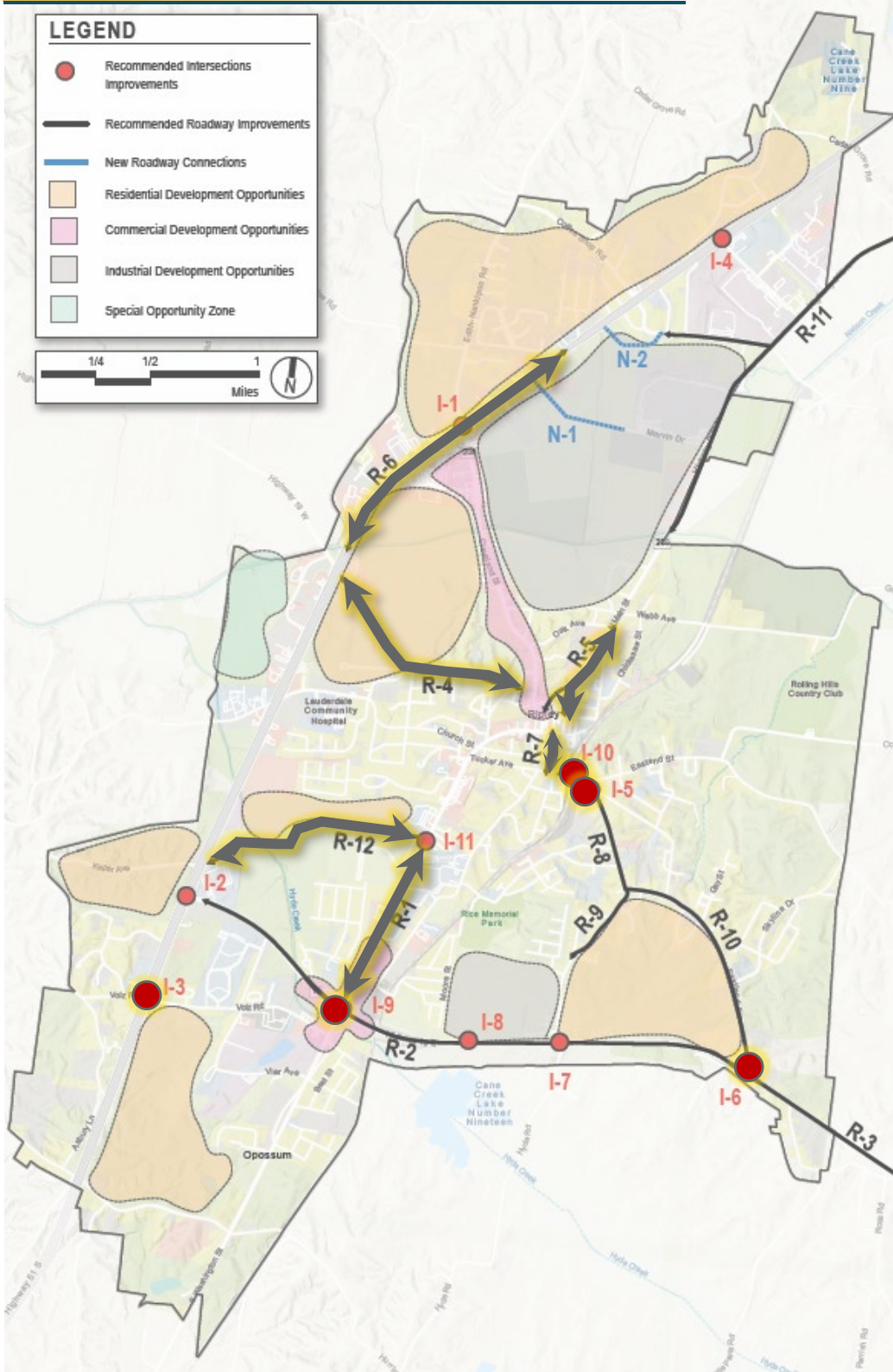
For example, Lake Drive is an important connection between US 51 and downtown Ripley and provides direct access to a residential opportunity site. Recommended multimodal improvements for Lake Drive include a sidewalk and multiuse path and median (which can be used as a midblock crossing refuge), all of which will make the surrounding a more attractive neighborhood option.



AESTHETIC AND BEAUTIFICATION

Project recommendations that address aesthetics and beautification enhance Ripley's character and make it more appealing to existing and potential residents. These improvements can include context-appropriate landscaping, streetscaping and gateway treatments.

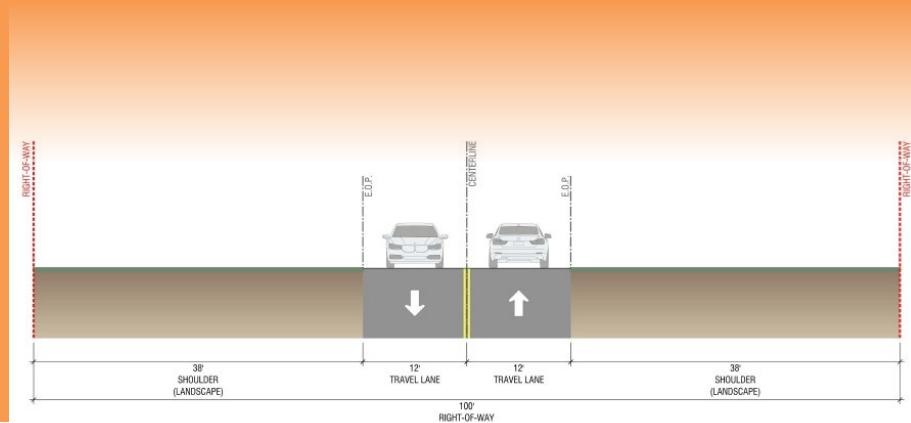
AESTHETIC AND BEAUTIFICATION PROJECT RECOMMENDATIONS



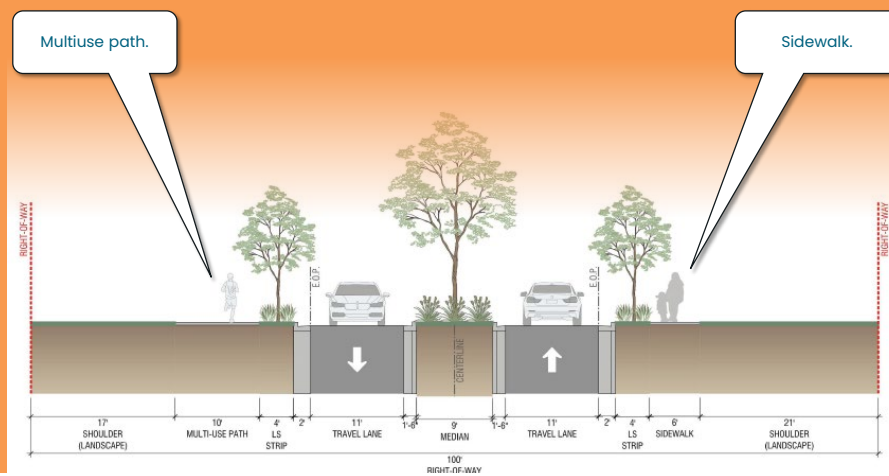
See Table A on page 27 for project descriptions

For example, North Main Street today is a wide expanse of pavement with no defining features. Recommended aesthetic and beautification improvements include the replacement of the flush two-way center turn with a raised landscaped median, and the replacement of the wide shoulders with a curbed zone with opportunities for landscaping, lighting, signages, benches and other amenities.

Lake Drive (existing)



Lake Drive (proposed)



COMMUNITY ENGAGEMENT

Meaningful public plans must reflect thoughtful engagement with the community. The Ripley Transportation Plan engaged the community in three ways:

1. Meeting with the Blue Oval Subcommittee
2. Public workshop
3. Online survey

BLUE OVAL SUBCOMMITTEE

The Blue Oval Subcommittee is a branch of the Opportunities Await Ripley (OAR) Committee, an ad hoc group convened to promote the growth and development of Ripley. The subcommittee is focused on leveraging opportunities provided by Blue Oval City.

On November 14, 2022, the project team met with members of the Blue Oval Subcommittee. Key takeaways include:

- Highway 19 is a priority and essential to the growth and development of Ripley and Lauderdale County. In addition to Blue Oval access, it provides a critical connection to a Mississippi River crossing, so it is also a resilience issue. It is safety hazard with several fatalities in the last few years.
- The future I-69 corridor is also important for Ripley, especially its connectivity to US 19.
- Public transportation would be helpful for Ripley, especially direct service to Blue Oval.
- Kellar Road is an important connect to Ripley from US 51 and should be improved.

PUBLIC WORKSHOP

On the July 25th, 2023, members of the project team, City staff and Mayor Fitzhugh jointly hosted a virtual public workshop via Zoom. Participants were presented an overview of the study process and draft plan recommendations and had an opportunity to ask questions. Participants were directed to the online survey at the conclusion of the workshop.

ONLINE SURVEY

An online survey, which ran from late July to early August 2023, provided Ripley residents and the public at large the opportunity to provide feedback on the plan recommendations. Survey participants were asked to identify their top 5 projects from the Ripley Transportation Plan.

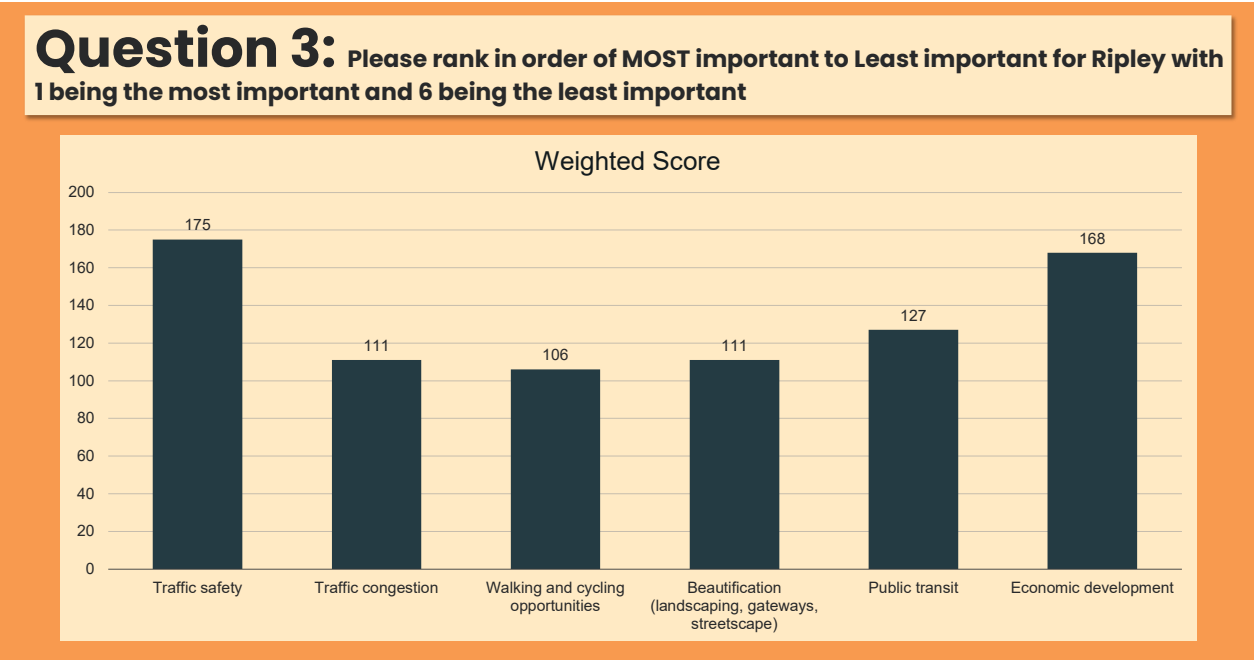
The most popular projects include:

- US 19 widening both from US 51 to Eastland Avenue and from Eastland Avenue to east of the city.
- Washington Street from US 19 to Kellar Avenue: Adding a center turn lane/median and streetscaping with sidewalks.
- Highway 209 from the city limits to Chipman Road: Industrial upgrades to include wider travel lanes, shoulder and a center turn lane.
- Kellar Avenue from US 51 to Washington Street: Widen, add center turn lane/median with sidewalks.
- Lake Drive from US 51 to Cleveland Street: Add center turn lane with median, sidewalk and multiuse path.
- Kellar Avenue at Washington Street intersection: Realign intersection.

TABLE B. SURVEY RESULTS

Project ID	Road	From	To	Description	1st Choice	2nd Choice	3rd Choice	4th Choice	5th Choice	Weighted Score	1st Score Rank	Weighted Score Rank
R-3	US 19E	Eastland Avenue	Eastland Ave/City Limits	Widen to two or four lane with median and shoulders OR two lanes with a center turn lane.	7	5	4	2	1	72	2	1
R-2	US 19E	SB - US 51 N	Eastland Avenue	Widen to two or four lane with median and shoulders.	8	2	2	1	1	57	1	2
R-1	S Washington Street	US 19 E	Kellar Avenue	Add center turn lane w/median, sidewalk, streetscape.	5	6	2	0	1	56	3	3
R-11	Highway 209 N	City Limits	Chipman Road	Upgrade to industrial. Wider lanes/shoulders. Center turn lane.	5	1	3	3	1	45	3	4
R-12	Kellar Ave	U.S. 51 N	Washington Street	Widening with center turn lane and add sidewalks	1	5	3	2	2	40	8	5
I-11	Kellar Avenue and Washington Street			Intersection improvement/realignment.	3	1	3	3	4	38	5	6
R-4	Lake Drive	US 51	Cleveland Street	Add center turn lane/median with sidewalk and multiuse trail.	0	4	2	4	2	32	14	7
R-7	Jefferson Street S	S Washington Street	Highland Street	Resurface/repair sidewalk/streetscape.	2	3	1	1	3	30	6	8
N-1	Marvin Drive	Existing Marvin Drive	US 51	Extend existing road.	1	0	2	4	2	21	8	9
R-9	Highland Street	Eastland Avenue	Highland Street	Add sidewalk	0	2	1	2	1	16	14	10
R-8	Highland Street	S Main Street	Eastland Avenue	Widen/improve sidewalk.	0	1	3	1	0	15	14	11
I-8	US 19 , East of Washington Street			New interchange/ access point.	1	2	0	1	0	15	8	11
I-7	US 19 and Highland Street Extension			Intersection improvement.	1	1	1	0	1	13	8	13
R-5	Monroe Street/N. Main Street	Jackson Street W	Webb Avenue	Streetscape (median islands, lighting, gateway). Extend sidewalk to downtown.	2	0	0	0	2	12	6	14
I-2	US 51 S and US 19 E			Signalization and/or grade separation	1	1	0	1	1	12	8	14
R-6	US 51	Lauderdale Co River/US 51 Ramp	Collins Street	Install raised median and multiuse trail.	0	1	1	1	2	11	14	16
R-10	Eastland Avenue	Highland Street	Highland Street Extended	Add sidewalk	0	0	2	1	0	8	14	17
N-2	American Way	Calvary Hill Lane	US 51	Improve and realign American Way (wider lanes, shoulders, turn lanes)	0	0	1	1	3	8	14	17
I-4	US 51 N and Industrial Drive			Signalization	0	0	1	2	1	8	14	17
I-6	US 19 and Eastland Avenue			Intersection improvement gateway improvement.	1	0	0	0	2	7	8	20
I-3	US 51 S and Volz Road			Signalization/gateway improvement	0	0	2	0	0	6	14	21
I-5	Highland Street and Barbee Avenue			Pocket park/gateway opportunity.	0	0	0	2	1	5	14	22
I-9	US 19 and Washington Street			Gateway improvements	0	0	1	1	0	5	14	22
I-1	US 51 N and Cleveland Street			Pedestrian crossing enhancements with possible realignment.	0	1	0	0	0	4	14	24
I-10	Highland Street and Canadian National			Gateway improvements	0	0	0	0	2	2	14	25

Participants were also asked to rank their top priorities for the city. By far, traffic safety and economic development were identified as the top priorities.



IMPLEMENTATION: HIGH PRIORITY PROJECTS

The Ripley Transportation Plan includes 25 project recommendations to improve safety and mobility, promote economic development and enhance community appearance and character. All of these projects are important, but cannot be reasonably pursued all at once.

The table on the next page includes high priority projects based on the results of public and stakeholder feedback and the City's own priorities. These are projects that Ripley can begin working toward immediately. The table also includes planning-level cost estimates, implementation partners and potential funding sources. As a next step, Ripley can begin reaching out to coordinate with partners and researching the funding sources.

IMPLEMENTATION PLAN

Project ID	Road	From	To	Description	Cost Estimate**	Partners						Potential Funding Sources					
						TDOT	MAAG	West TN RPO	Lauderdale County	Brownsville	Haywood County	RAISE Grant	Mega Grant	Safe Streets For All Grant	Transportation Alternatives Program	State Industrial Access Road Program	(SIA)
R-3	US 19E	Eastland Avenue	Eastland Ave/City Limits	Widen to two or four lane with median and shoulders OR two lanes with a center turn lane.	\$ 6,130,000	•	•	•	•	•	•	•	•	•	•	•	•
R-2	US 19E	SB - US 51N	Eastland Avenue	Widen to two or four lane with median and shoulders.	\$ 56,300,000	•	•	•	•	•	•	•	•	•	•	•	•
R-1	S Washington Street	US 19 E	Kellar Avenue	Add center turn lane w/median, sidewalk, streetscape*.	\$ 15,300,000	•	•	•	•	•	•	•	•	•	•	•	•
R-11	Highway 209 N	City Limits	Chipman Road	Upgrade to industrial. Wider lanes/shoulders. Center turn lane.	\$ 5,690,000	•	•	•	•	•	•	•	•	•	•	•	•
R-12	Kellar Ave	U.S. 51 N	Washington Street	Widening with center turn lane and add sidewalks	\$ 16,800,000	•	•	•	•	•	•	•	•	•	•	•	•
I-11	Kellar Avenue and Washington Street	Washington Street	Washington Street	Intersection improvement/realignment.	\$ 3,100,000	•	•	•	•	•	•	•	•	•	•	•	•
I-8	US 19, East of Washington Street	Washington Street	Washington Street	New interchange/ access point.	\$ 2,470,000	•	•	•	•	•	•	•	•	•	•	•	•

* Extension of sidewalk is a potential first phase.

** Source: TDOT Cost Estimate Tool (2023)

Other projects not identified as high priority can also be considered as opportunities arise. For example, if a new development is constructed adjacent to a road with a project, the City can ensure that the necessary right of way is in place and, if improvements are made, they are consistent with the typical section concepts identified in this report. Additionally, if the City or other agency has projects that include or are adjacent to roads with a recommended project, the City should explore ways to incorporate all or some of the recommended improvements. Examples of complementary projects are resurfacing, drainage and utility upgrades.

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CONCLUSION

Ripley is a city with a great potential for growth while maintaining its status as an ideal location for living and raising a family. This study's recommendations for transportation improvements offer a tangible way forward in helping the City achieve that potential. Now, Ripley can pursue grant funding and other resources to help make these recommendations a reality.

