

Route 4 Assessment

Vernon Avenue > Gleason Road > Bredesen Park

Overview

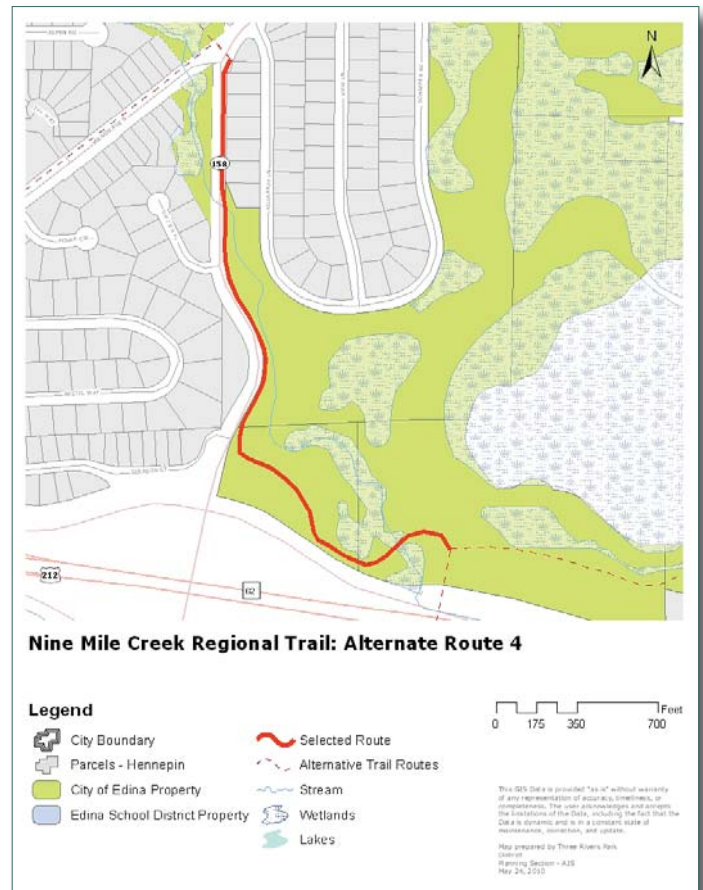
Route 4 is proposed to head south along east side of Gleason Road from Vernon Avenue to the Bredesen Park trail access at approximately Gleason Court. The route is proposed entirely within existing public road right-of-way or parkland. Road reconstruction just north of the creek to reduce shoulder width is proposed. The route utilizes the existing Bredesen Park trail system which separates pedestrian and bicyclists. This will reduce potential conflicts between regional trail users and existing Bredesen Park trail users and reduce the need to increase the width of the existing trail system. Route 4 ends at the approximately location of the Highway 62/Gleason Road on/off ramps.



This photograph shows Gleason Road along Bredesen Park. The trail is proposed on the east side of Gleason Road adjacent to Bredesen Park.



The trail is proposed to replace the sidewalk along the east side of Gleason Road. In coordination with future road reconstruction, it is recommended to narrow the road north of Nine Mile Creek to reduce the shoulder width in order to accommodate the regional trail and minimize impacts on adjacent properties.



Economic Assessment

Preliminary Construction Estimate: \$800,000

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Social Assessment

Adjacent Residential Yards		Proximity of Adjacent Homes	
Different areas of residential property offer varying levels of privacy and access which may be altered by the trail.		Homes closer to the proposed trail have greater opportunity for potential trail related impacts (visual, noise, privacy).	
<i>Number of residential front yards</i>	0	<i>Average distance from house to trail</i>	70'
<i>Number of residential side yards</i>	0	<i>Average distance from house to property line</i>	65'
<i>Number of residential back yards</i>	8	<i>Number of houses < 25 feet</i>	0

Technical Assessment

Space Requirements		Driveway Crossings	
If adequate right-of-way is not available, additional easements or street redesign may be required.		Each driveway crossing will result in encounters between trail users and motorists. Each encounter creates an opportunity for an incident.	
<i>Proposed street redesign: Reduce shoulder width north of creek crossing along Gleason Road.</i>		<i>Single family driveway crossings</i>	0
		<i>Multi-family driveway crossings</i>	0
		<i>Low turnover commercial crossings</i>	0
		<i>High turnover commercial crossings</i>	0
		<i>Total driveway crossings</i>	0

Road Crossings	
Each road crossing will result in encounters between trail users and motorists. Each encounter creates an opportunity for an incident.	
<i>Number of road crossings</i>	0
<i>Speed limit of roads</i>	0
<i>Average annual daily traffic</i>	0
<i>Functional Class</i>	0

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CAT Design Recommendations

Route 4 recommendations include addressing the lack of pedestrian crossings across Gleason Road, reducing the trail impact of Gleason/Vernon traffic flow, utilizing a southern access point to Bredesen Park off of Gleason Road, minimizing impact/viewshed of Route 5 bridge over Highway 62 on Bredesen Park, considering a fence height variance along the trail route for screening, and incorporating screening where the trail will be elevated over the adjacent properties. The west side of Gleason Road was eliminated from further study due to the physical constraints at the existing Nine Mile Creek tunnel under Gleason Road, including horizontal and vertical clearance, and safety of a mid-block crossing of an "A" minor arterial street.

Additional CAT Member Narrative

No additional CAT Member comments were received.

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