

Route 5F Assessment

Bredesen Park > Olinger Boulevard > Tracy Avenue > Countryside Park > Tracy Avenue > Valley View Road

Overview

Route 5F begins at the terminus of Route 4 in Bredesen Park. The route is proposed to head east through Bredesen Park along the existing pedestrian and bicycle trail system to Olinger Boulevard where it is proposed on the south side of the street. At Tracy Avenue, the trail route heads south along the west side of the road and along Countryside Park and the fire station. At the intersection of the Highway 62 on/off ramps and Tracy Avenue, the trail route is proposed to cross Tracy Avenue and continue south along the east side of Tracy Avenue to Valley View Road. A parallel pedestrian/bicycle bridge along Tracy Avenue over Highway 62 is proposed for this route.



The above photographs illustrate the existing road conditions of Tracy Avenue along Countryside Park. The top photograph faces south and the bottom photograph faces north. Route 5F is proposed on the west side of Tracy Avenue along Countryside Park.



Economic Assessment

Preliminary Construction Estimate:
\$2,600,000

Route 5F Assessment, cont'd

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Social Assessment

<p>Adjacent Residential Yards</p> <p>Different areas of residential property offer varying levels of privacy and access which may be altered by the trail.</p> <table border="0"> <tr> <td><i>Number of residential front yards</i></td> <td style="text-align: right;"><i>0</i></td> </tr> <tr> <td><i>Number of residential side yards</i></td> <td style="text-align: right;"><i>2</i></td> </tr> <tr> <td><i>Number of residential back yards</i></td> <td style="text-align: right;"><i>11</i></td> </tr> </table>	<i>Number of residential front yards</i>	<i>0</i>	<i>Number of residential side yards</i>	<i>2</i>	<i>Number of residential back yards</i>	<i>11</i>	<p>Proximity of Adjacent Homes</p> <p>Homes closer to the proposed trail have greater opportunity for potential trail related impacts (visual, noise, privacy).</p> <table border="0"> <tr> <td><i>Average distance from house to trail</i></td> <td style="text-align: right;"><i>134'</i></td> </tr> <tr> <td><i>Average distance from house to property line</i></td> <td style="text-align: right;"><i>130'</i></td> </tr> <tr> <td><i>Number of houses < 25 feet</i></td> <td style="text-align: right;"><i>50'</i></td> </tr> </table>	<i>Average distance from house to trail</i>	<i>134'</i>	<i>Average distance from house to property line</i>	<i>130'</i>	<i>Number of houses < 25 feet</i>	<i>50'</i>
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Technical Assessment

<p>Space Requirements</p> <p>If adequate right-of-way is not available, additional easements or street redesign may be required.</p> <p><i>Proposed street redesign: Reduce shoulder width along Tracy Avenue.</i></p>	<p>Driveway Crossings</p> <p>Each driveway crossing will result in encounters between trail users and motorists. Each encounter creates an opportunity for an incident.</p> <table border="0"> <tr> <td><i>Single family driveway crossings</i></td> <td style="text-align: right;"><i>0</i></td> </tr> <tr> <td><i>Multi-family driveway crossings</i></td> <td style="text-align: right;"><i>0</i></td> </tr> <tr> <td><i>Low turnover commercial crossings</i></td> <td style="text-align: right;"><i>1</i></td> </tr> <tr> <td><i>High turnover commercial crossings</i></td> <td style="text-align: right;"><i>0</i></td> </tr> <tr> <td><i>Total driveway crossings</i></td> <td style="text-align: right;"><i>1</i></td> </tr> </table>	<i>Single family driveway crossings</i>	<i>0</i>	<i>Multi-family driveway crossings</i>	<i>0</i>	<i>Low turnover commercial crossings</i>	<i>1</i>	<i>High turnover commercial crossings</i>	<i>0</i>	<i>Total driveway crossings</i>	<i>1</i>				
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CAT Design Recommendations

Route 5F recommendations include considering shifting the route by the Colonial Church and proposed assisted living facility on Colonial Way and avoiding the Olinger Boulevard/Tracy Avenue intersection. The Olinger Boulevard/Tracy Avenue intersection is busy and potentially dangerous during baseball games at the park due to cars parked on the side of the street. The church route is already used by residents accessing Bredesen Park, has less traffic, and avoids the Tracy Avenue intersection at Olinger Boulevard. In addition, it is recommended to route the trail on the east side of Tracy Ave (at Highway 62) and follow the existing pedestrian path over Highway 62.

Additional CAT Member Narrative

Due to the timing of when Route 5F was introduced for consideration, a neighborhood representative was not included in the CAT and therefore additional CAT Member comments were not received.

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