

Signal Mountain Bicycle and Pedestrian Plan



Acknowledgements

Bicycle and Pedestrian Committee

Anne Hagood

Boyd Veal

Cheryl Graham

Dan Landrum

Loretta Hopper

Sam Guin

Southeast Tennessee Development District Staff

Greg Davis

Jennifer Williams



Special thanks to the Signal Mountain Town Council, the Signal Mountain Planning Commission, and the Citizens of Signal Mountain for their input on this project.

Table of Contents



Section 1: Introduction.....	4
Section 2: Existing Conditions.....	7
Section 3: Facility Types.....	11
Section 4: Priority Projects.....	20
Section 5: Implementation Strategies.....	27
Section 6: Appendix.....	31



Section 1: Introduction

The Signal Mountain Bicycle and Pedestrian Plan was created to provide the Town of Signal Mountain with a strategy for bicycle and pedestrian development and the tools to implement that strategy. This plan is meant to be used by the Town Council, town boards, and developers to make funding, land use, and development decisions.

This plan contains two parts:

1. Master Plan Map
2. Narrative Document

The Master Plan Map presents a long term vision for bike and pedestrian infrastructure. Using factors such as topography, connectivity, and right of way width, this map illustrates preferred bike and pedestrian routes in Signal Mountain. The map also delineates the type of recommended facility for each route: pedestrian, bicycle, or multi-use path. The facility terminology was intentionally left open ended. Decisions about the specific type of facility to be used, whether a sidewalk, bike lane, or paved shoulder, should be made at the time the project is undertaken.

The Narrative Document is intended to give more detail to the vision outlined in the Master Plan Map. The Narrative Document provides the following information:

- ⇒ Outlines existing bicycle and pedestrian infrastructure conditions in Signal Mountain at the time of the plan's adoption;
- ⇒ Defines and provides design standards for different types of bicycle and pedestrian infrastructure including bicycle boulevards, advisory shoulders, paved shoulders, bike lanes, multi-use paths, sidewalks, and

pedestrian lanes;

- ⇒ Identifies the Town's top priority bike and pedestrian infrastructure projects; and
- ⇒ Describes implementation and funding methods for identified projects.

Planning Process

This plan was developed by a team consisting of town staff, one member of the Municipal Planning Commission, one member of Town Council, and one member of the general public. This core team, called the Bicycle and Pedestrian Committee, developed a draft plan and map which were then presented to the public. Public input for the project included an open house meeting on October 30th, 2017, and an online survey. The public was overwhelmingly supportive of increasing/improving bicycle and pedestrian infrastructure. Out of 382 online survey respondents, 89.47% believed the town should use at least some funds for bicycle and pedestrian projects. Additionally, 83.2% did not believe there were enough bicycle and pedestrian facilities in Signal Mountain. Full results of the survey can be found in the appendices of this document.

After receiving public input, the Bicycle and Pedestrian Committee finalized the plan and map. These were then presented to the Signal Mountain Planning Commission and the Signal Mountain Town Council. The Planning Commission recommended the adoption of the plan and map, and they were adopted by the Town Council on _____, 2018.

Goals of the Signal Mountain Bicycle and Pedestrian Plan

1. *To make Signal Mountain a pedestrian and bicycle-friendly community.* The projects identified by this plan are aimed at increasing connectivity and ensuring pedestrian and bicycle safety. These improvements should increase the level of walking and cycling throughout the town.
2. *To guide decisions on where pedestrian and bicycle facilities should be located.* This plan identifies both short and long-range projects for the town. Short-range projects are listed in Section 4 as “Priority Projects,” and long-range projects are identified by the Master Plan Map.
3. *To identify the Town’s priority pedestrian and bicycle and infrastructure projects.* The top priority projects identified by this plan are intended to give the town direction when making budgeting decisions and/or applying for funding for bicycle and pedestrian projects. These priority projects were developed through a combination of bicycle and pedestrian committee research and public input.
4. *To provide basic design standards for pedestrian and bicycle facilities.* Accepted national standards exist for most pedestrian and bicycle facilities, and this plan is designed to provide basic information related to various bicycle and pedestrian infrastructure types and design.
5. *To offer implementation strategies which will bring proposed projects to fruition.* Bicycle and pedestrian infrastructure projects can be both time consuming and expensive. In Section 5, this plan offers resources and regulatory strategies for bringing proposed projects to life.





Using This Plan

This plan was written to create a vision for bicycle and pedestrian infrastructure in Signal Mountain. A vision organizes ideas and allows for predictable decision making. Therefore, this plan should be used by all town boards and staff when making policy and funding decisions related to bicycle and pedestrian infrastructure. This includes directing funding towards priority projects identified by the plan and pursuing the identified implementation strategies. The projects outlined in this plan can also influence privately funded development occurring in project areas. This plan is intentionally general in nature. It is meant to identify/prioritize projects and outline basic bicycle and

pedestrian facility design standards. As the town undertakes the implementation of the recommendations made by this plan, a departure from strict adherence to the plan maybe necessary based on project costs and conditions on the ground. Changes of this nature are not discouraged, as long as the goals and intent of the plan as defined on the previous page are still met.

Additionally, the plan is intended to work side by side with other planning documents like the Zoning Ordinance, Subdivision Regulations, and Land Use Plan. These documents, which regulate land use in the town, should be updated where necessary to assist in the implementation of this plan.

Section 2: Existing Conditions

As part of creating this plan, the bicycle and pedestrian committee evaluated existing conditions for cyclists and pedestrians in Signal Mountain. GIS mapping was used to identify existing sidewalks and help identify connectivity and safety deficiencies in the current system. Other barriers to bike and pedestrian development, including historic development patterns and geography, were also analyzed. Finally, the committee reviewed the town's regulatory environment to identify ways existing regulations either assisted or impeded bike and pedestrian infrastructure development.

Historic Development Patterns

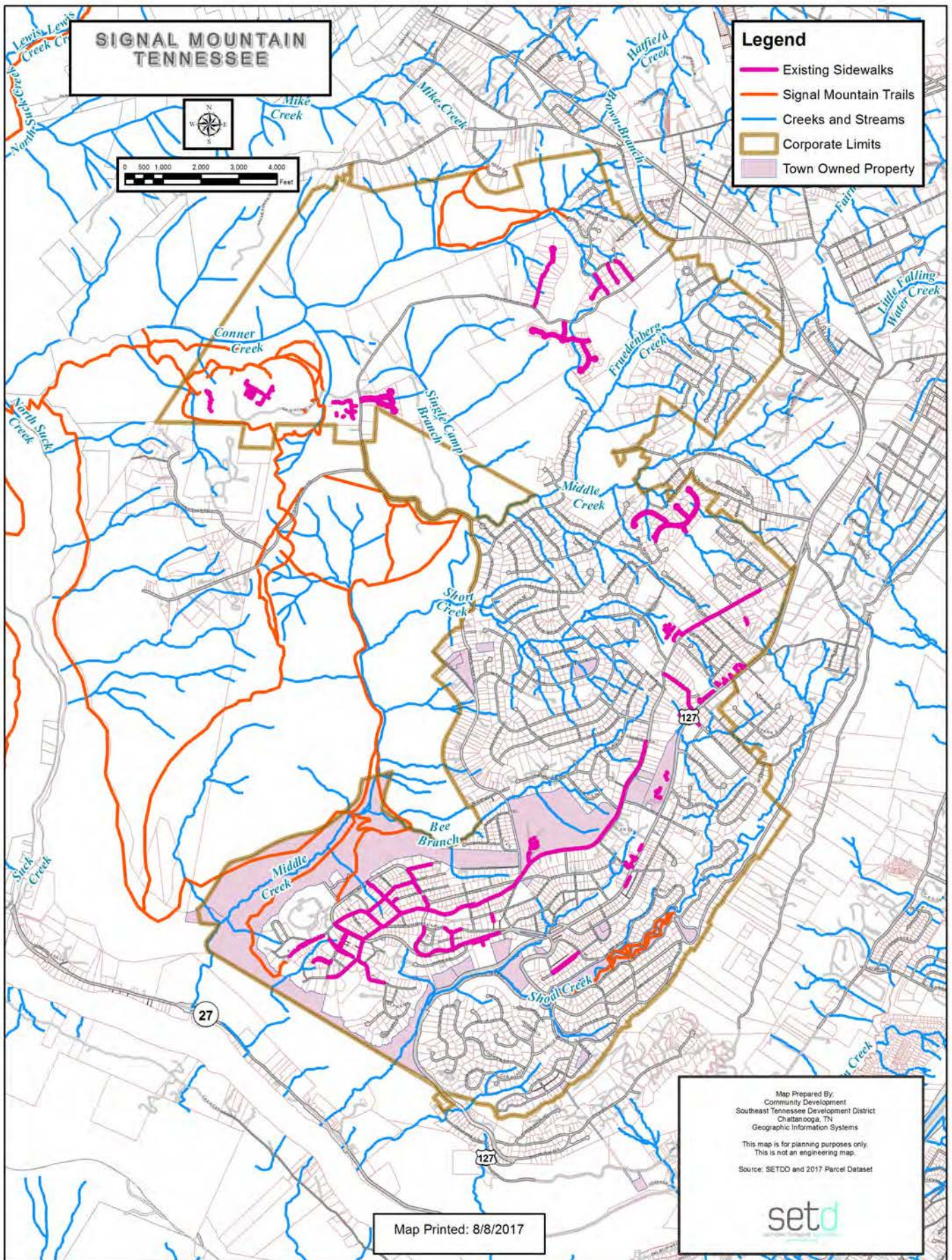
The first large-scale development to occur in Signal Mountain was in the area known as Old Town. Fortunately, this area was developed with sidewalks on most streets. However, these sidewalks are decades old, and many are in need of serious repair. Funding is currently available through Hamilton County's Transportation Planning Organization (TPO) to repair large portions of these sidewalks. Over the next few years, these sidewalks should be restored, and will continue to be an asset to pedestrians.

With the exception of Old Town, most of Signal Mountain's development took place in the second half of the 20th century, often in planned subdivisions. A vast majority of this development, including both residential and commercial uses, did not include pedestrian or bicycle amenities. Outside of Old Town, there are very few sidewalks and no designated bike lanes, forcing



Shown above are two sidewalk segments on James Boulevard in Old Town. One segment is in relatively good condition; the other is in need of repair.

pedestrians and cyclists to share the road with vehicles. One benefit of the town's development pattern in the 1970s and 80s, however, is the relatively wide rights of way and streets. These wide streets are more adaptable to bicycle and pedestrian infrastructure.



The map above shows existing sidewalks and trails in Signal Mountain at the time of this plan's adoption. Existing sidewalks are shown in fuchsia, trails are shown in orange, and all town-owned property is shown in light pink. Blue lines on the map indicate streams.



An example of new sidewalks in from the Dogwood Grove subdivision.

Barriers to Bicycle and Pedestrian Development

The greatest barrier to bicycle and pedestrian development in Signal Mountain is that much of the town has already been built out with minimal non-vehicle oriented infrastructure. Signal Mountain's historic development patterns have also limited connectivity. Large residential subdivisions are rarely connected to each other, and several are only accessible through one entry point.

The town's physical location on a mountaintop also creates practical barriers for bicycle and pedestrian development. Mountain-top development often takes place along bluffs or in small amounts of easily developable land. As a result, many of Signal Mountain's roadways are narrow, steep, or contain numerous blind curves. Many roads and rights of

way in the town are likely too narrow for most pedestrian and bicycle infrastructure. Other areas include extremely steep hills or blind curves that make pedestrian and bicycle infrastructure unsafe and/or impractical.

Regulatory Environment

The regulatory environment at the local, state, and national level can impact the likelihood of bicycle and pedestrian infrastructure implementation. At the local level, land use planning regulations in Signal Mountain generally support bike and pedestrian infrastructure. Section 4-102 of the Town's Subdivision Regulations requires the installation of sidewalks in major subdivisions. For new streets, sidewalks may be located on one or both sides of the street, while sidewalks are also required along the subdivision's frontage on existing streets. Sidewalks are required to be at least 5 feet wide, include a buffer strip between the sidewalk and the pavement, and meet all Americans with Disabilities Act standards. The section does provide some options for developers to waive or provide alternative pedestrian facilities, but there are only a few cases where this would be allowed. In currently undeveloped areas like Shackleford Ridge Road, these requirements should, over time, create pedestrian infrastructure.

Additionally, Planned Unit Developments and Conservation Subdivisions, outlined in the Zoning Ordinance and Subdivision Regulations, promote the construction of trails in open space areas.

Local government regulations make clear that the town is interested in promoting development that accounts for those not travelling by car, but there are still gaps. Sidewalks are

not required for any development other than a major subdivision, and there are no regulations specifically dealing with bicycle travel.

At the state and federal level, the Town has access to funding opportunities for bike and pedestrian infrastructure.

One of the most important is through the Hamilton County Transportation Planning Organization (TPO). The TPO manages a Transportation Improvements Plan, or TIP.

Transportation projects listed in the TIP, including bicycle and pedestrian projects, are eligible for federal funds.

Listing projects in this plan means they will receive funding at some point, but the downside is that funding may take years to materialize. Signal Mountain currently has 2 bike and pedestrian projects listed in the TIP:

- ⇒ Sidewalk rehabilitation and ADA compliance for Old Town sidewalks
- ⇒ A multi-use path along Taft Highway from Rolling Way to Albert Drive

The sidewalk rehabilitation in Old Town was in the Planning and Design phase as of 2018, and should move into construction within the next year or two. The multi-use path on Taft Highway should have funds obligated to it by 2020.

Signal Mountain is also eligible to receive other grant funding for bicycle and pedestrian infrastructure. The

benefit of grant funds is the ability to fund projects that would otherwise be financially out of reach. The downside of grants is the sometimes difficult process of administering state and federal funds, as grants must be tracked to ensure compliance with all applicable regulations. Furthermore, the recent trend in grants has been less available funding, particularly for bicycle and pedestrian focused projects.

However, funding availability is an ever-changing landscape, and more funding may be available in the future. The existing conditions described in the previous paragraphs provide the background for all future bicycle and pedestrian development in Signal Mountain.

Some existing conditions help promote the development of non-vehicular infrastructure, while other represent significant barriers. All these factors have been taken into account in creating this bicycle and pedestrian plan.

In recent years, the town has been more active in promoting bike and pedestrian development. The Town constructed sidewalks on one of the major corridors, James Boulevard, over several years in the early 2000s. Regulations have also been put in place requiring new residential subdivisions to construct sidewalks, vastly improving the chances of having pedestrian infrastructure in the town's developing areas, particularly along Shackleford Ridge Road.

Section 3: Facility Types

One of the goals of this plan is to provide basic descriptions and design standards for different types of bicycle and pedestrian infrastructure. This information gives the town options when considering projects, and ensures all projects comply with national standards and applicable regulations such as the Americans with Disabilities Act. Much of the data in this chapter was taken from the US DOT Federal Highway Administration’s 2016 Publication “*Small Town and Rural Multimodal Networks.*”

The facility types described in this chapter are intentionally not used on the Master Plan Map. The Master Plan Map

was drawn to give a general description of the desired type of facility in an area: either bicycle or pedestrian. Decisions about the specific type of facility to be used, for example a bicycle boulevard or bike lane, should be made on a project by project basis based on an engineered design.

The chart below outlines the different types of bicycle and pedestrian infrastructure covered in this section. A more detailed description of each is found on the next few pages. The end of the section includes information on the location of more information about bicycle and pedestrian infrastructure types, design, and safety features.

Facility Type	Description
Bicycle Boulevard	A bicycle facility which allows bicycles to share roadway usage with vehicles. This is accomplished through the use of traffic calming measures, pavement markings, and signage.
Advisory Shoulders	An advisory shoulder uses pavement markings on existing streets to delineate a shoulder for bicyclists and occasionally pedestrians. This form of shoulder can be used on relatively narrow roadways.
Paved Shoulders	A shoulder which uses pavement markings on existing streets to delineate a space for bicyclists and pedestrians. This form of shoulder can be used on higher-volume roadways.
Bike Lane	A lane specifically designated for bicycle use directly adjacent to the vehicle travel lane.
Multi-Use Path	A travel path, either separated from or adjacent to a roadway, wide enough for use by both bicyclists and pedestrians.
Sidewalk	A dedicated pedestrian path. This path can be separated from a roadway or adjacent to it when an adequate buffer is provided.
Pedestrian Lane	An interim on temporary designated pedestrian lane on roadways lacking sidewalks.

Bicycle Boulevard

A bicycle boulevard is a roadway facility where vehicles and bicycles share the same space. This facility is only feasible on local streets. Low speeds, pavement markings, and other traffic calming measures are used to give bicycle travel priority.



Shared Lane Markings like this one are used to alert vehicles to the presence and right of bikes to be on the roadway. FHWA standards require these markings to be 112 x 40 inches.

Design: Because bicycles and cars share the same space, the most important design elements of a bicycle boulevard are markings and signage. The presence of bikes must be clearly marked on the pavement, and signage should be present indicating the shared lane.

Benefits:

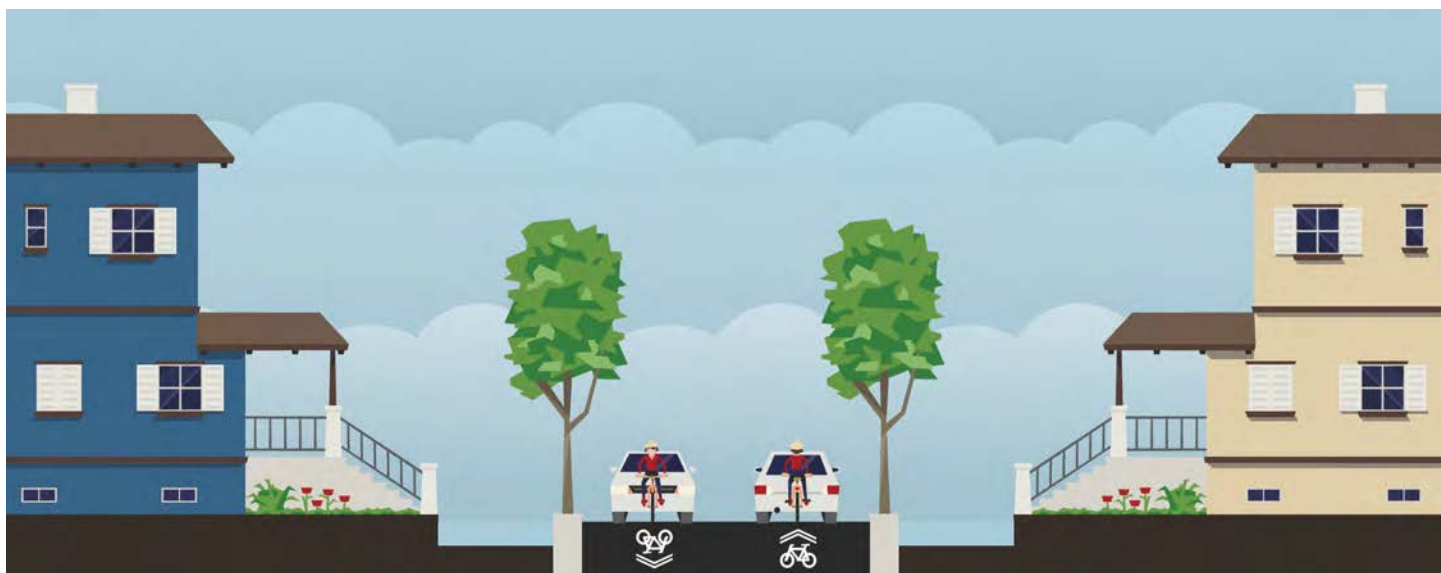
- ⇒ Creates bicycle routes on roadways not wide enough for separate bicycle lanes.
- ⇒ Does not require a change in road or right of way width.
- ⇒ Reduces overall traffic speeds and improves connectivity.

Ideal Location:

- ⇒ Local or neighborhood streets
- ⇒ Streets with low speed and low traffic volume. Bicycle boulevards are only appropriate on roads with speeds of 35 mph or less.

Bicycle boulevard streets should not have center lines to encourage vehicles to pass cyclists at a safe distance.

Traffic calming measures such as speed humps or roundabouts may be implemented to ensure reduced vehicle speeds.



Bicycle Boulevard Cross-Section: This cross section shows a bicycle boulevard on a narrow, neighborhood street. Bicycles and cars share marked lanes and travel at similar speeds. No center line is marked to allow vehicles and bikes to pass when needed.

Advisory Shoulders

An advisory shoulder is a bicycle facility that establishes bike-friendly shoulders on roads that are too narrow to accommodate a traditional bike lane. This is particularly applicable in Signal Mountain, where many roads that might be used to improve connectivity are narrow with limited room for expansion. **A road with advisory shoulders contains two advisory shoulder lanes for bikes and a single, two-way center travel lane for vehicles.** Vehicles are expected to regularly enter the advisory

shoulder when no bicycles are present to pass oncoming traffic. However, when bicycles are present, vehicles are required to yield.

Design: The advisory shoulders are delineated using broken line pavement markings or contrasting pavement materials/colors. Signage in advisory shoulders should include two-way traffic to alert cars to the two-way travel center lane. No parking signs may also be used to ensure motorists do not park in the advisory shoulder.



Advisory Shoulder Cross-Section: Shown above is a typical advisory shoulder cross-section. The bicycle shoulders are shown here in green, but they may be marked using only broken line pavement markings. Advisory shoulders should be 6 feet wide, but at minimum may be 4 feet wide. The center two-way travel lane may be 10-18 feet wide, with 13.5-16 feet being the FHWA's preferred standard. The center lane should not include a center-line marking.

Benefits:

- ⇒ Allows bicycle facilities on roads that would otherwise be too narrow.
- ⇒ Can be implemented using existing constructed roadway, reducing the cost of implementation and the possible impact on natural resources.

Ideal Location:

- ⇒ Local roads with maximum vehicle speeds of 35 mph.
- ⇒ Roads with minimal intersections or other points of conflict.

Paved Shoulders

Benefits:

- ⇒ Creates an opportunity for bicycle use on higher speed roadways.
- ⇒ Unlike an advisory shoulder vehicles are not required to enter the bicycle area.
- ⇒ Increases comfort of

cyclists and pedestrians on roadway.

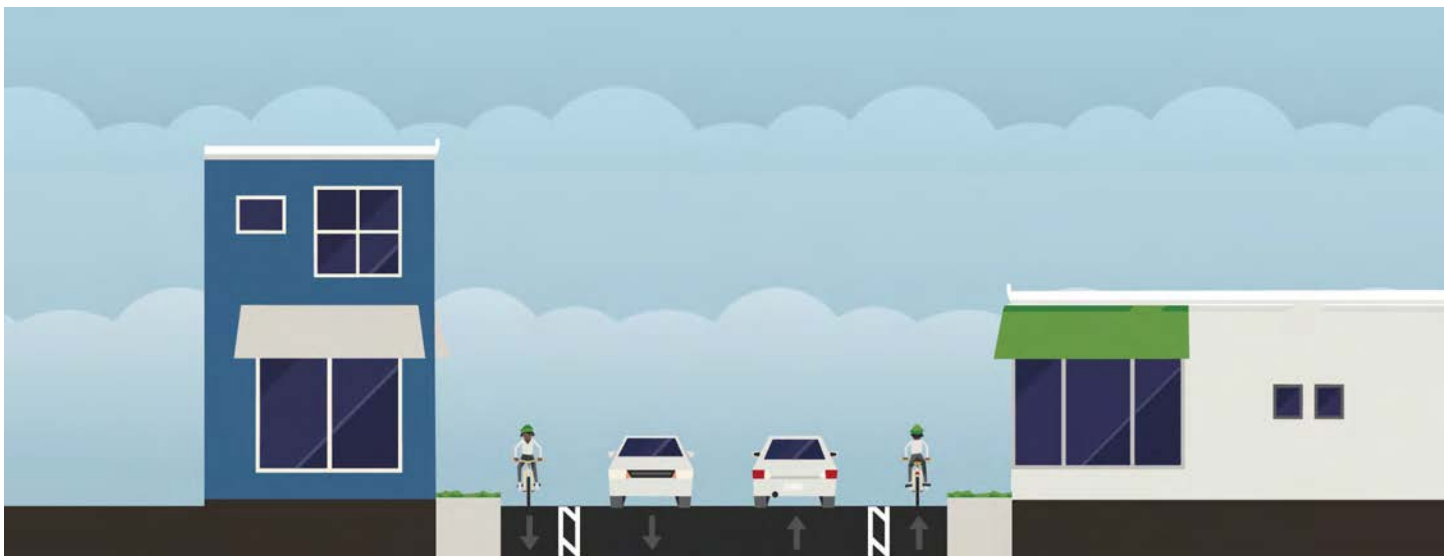
Ideal Location:

- ⇒ Can be used on a number of roadways with speeds of 35-65 mph.
- ⇒ Ideal in areas where bicycle or pedestrian connectivity is lacking.

A paved shoulder is **an enhanced paved area on both shoulders of a roadway that serves as a functional travel space for cyclists**. It is similar to an advisory shoulder, but the shoulders are more visibly separated and two distinctive vehicle travel lanes are maintained. Because vehicles do not enter the shoulder area, this bike facility may be used on roadways with slightly higher speed and traffic counts. On roads with lower speeds and traffic, the paved shoulder may be used by pedestrians.

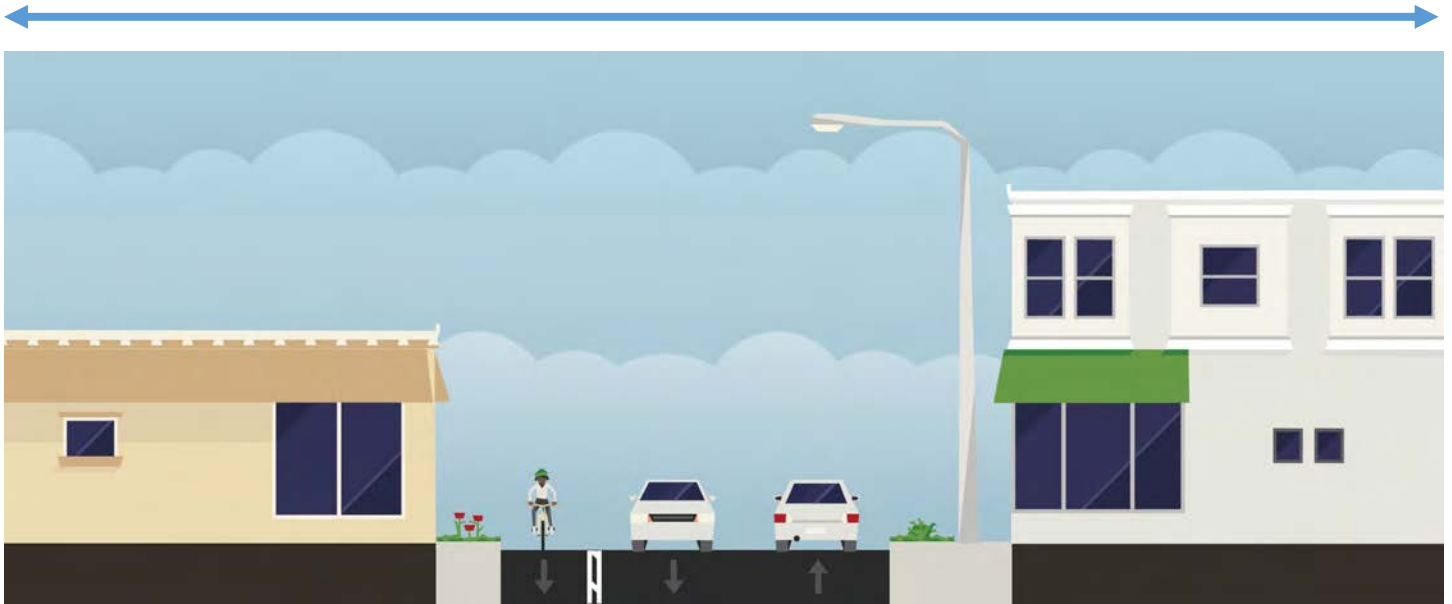
Design: The paved shoulder can be differentiated from the vehicular travel lanes using any combination of pavement markings, pavement color differentiation, or rumble strips. The higher the road's speed and traffic counts, the higher level of shoulder differentiation and width preferred, is shown in the chart on the left. A marked buffer on the pavement may also be used to visually separate the shoulder from the vehicle travel lane. The design of the paved shoulder at intersections should be given particular consideration.

Speed Limit	Recommended Paved Shoulder and/or Buffer Width
35 mph	5 ft
45 mph	6.5 ft
55 mph	7 ft
65 mph	8 ft



Paved Shoulder Cross-Section: A paved shoulder cross-section is shown above. There are two standard lanes of travel, with paved bike shoulders on either side. In this example, the should area is 4 feet wide, with a 1 foot buffer marking.

Bike Lane



Bike Lane Cross-Section: This cross section shows a typical bike lane. The lane should be 4-6.5 feet wide, and ideally includes a 1.5-4 foot marked buffer zone, further separating it from vehicle lanes.

A bike lane is a **designated bicycle facility located within an existing roadway**. The lane is located adjacent to and travels in the same direction as a vehicle traffic lane. The bicycle lane is acceptable on roadways with moderate traffic counts and speeds, and is not used by pedestrians.

Design: The bicycle lane is visibly separated from the vehicular travel lane using pavement markings. This generally means using striping and bike lane markings on the pavement to delineate a separate lane. Additional signage, such as the example shown on this page, is encouraged to alert motorists and cyclists of the bike lane. As shown in the image above, it is also useful to have a marked buffer between the bike land and the vehicle lane.

The buffer increases cyclist safety and comfort. As with all facilities adjacent to vehicle travel



lanes, intersections should be designed to increase safety as much as possible. Speeds should be reduced at intersections, and motorists should yield to bikes when crossing bike lanes for right and left-hand turns. This can be accomplished through the use of pavement markings and signage.

Benefits:

- ⇒ Establishes a bike network in built up areas, even on relatively narrow roads.
- ⇒ Promotes safety by making drivers more aware of cyclists on the road.

Ideal Location:

- ⇒ Appropriate for streets with speed limits of 25-45 mph.
- ⇒ Feasible on relatively narrow streets or streets with limited right of way width.

Multi-Use Path

A multi-use path is a **travel route physically separated from the street that is wide enough to accommodate both pedestrian and bicycle traffic.** The route may be adjacent to the roadway, but can also be separated.

Because the multi-use path is independent from the road network and accessible to users of all ages and abilities, it is an excellent resource to improve connectivity between various areas in the town. The downside of the multi-use path is that it requires ample space to implement. An example of a multi-use path, the River Walk in Chattanooga, is shown on the right.

Design: The multi-use path should be 10-12 feet in width. If the path is adjacent to a roadway, a buffer of at least two feet and a curb should separate the path from the road. If the multi-use path crosses a road at any time, signage, pedestrian crosswalk markings, and other traffic calming measures should be used to reduce vehicle speed and ensure user safety.



Benefits:

- ⇒ Can be used by persons of all ages and abilities.
- ⇒ Promotes non-motorized trips and recreation.

Ideal Location:

- ⇒ Should be used to increase connectivity between different sectors of town, such as providing a link between residential and commercial areas.
- ⇒ Can be located almost anywhere.



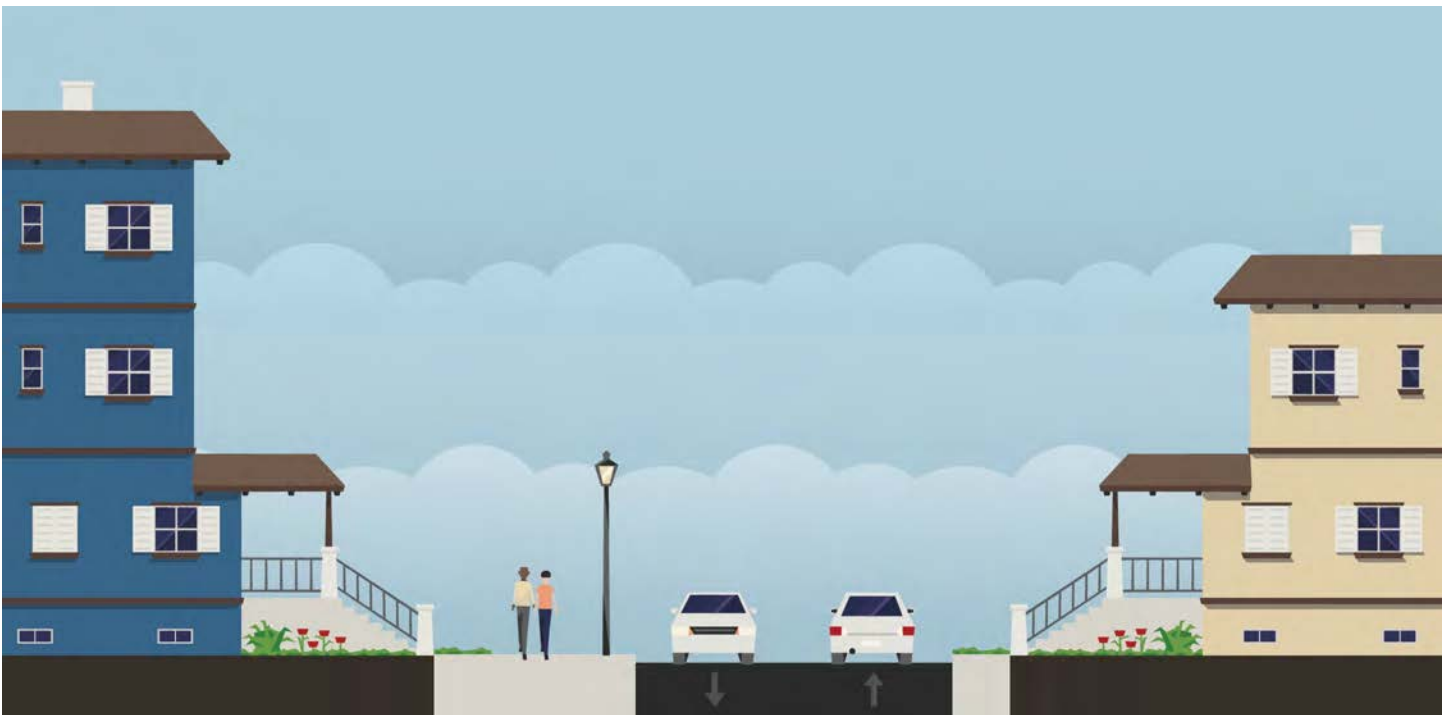
Multi-Use Path Cross-Section: Shown above is a multi-use path cross-section. The example is located adjacent to a roadway, but multi-use paths may also be located away from road. The path itself should be 10-12 feet wide to accommodate pedestrians and cyclists. When adjacent to the roadway, a 2 or more foot buffer should separate the path from the road.

Sidewalk

A sidewalk is a **travel route designed specifically for pedestrian use**. A sidewalk is normally adjacent to the roadway, but should be separated from the street by a curb or buffer area. Sidewalks support pedestrian safety and comfort, and are designed to be used by individuals of all ability levels. Sidewalks can be established adjacent to one or both sides of any roadway and do not require additional signage or pavement markings.

Design: According to the FHWA, a sidewalk consists of

three zones. The first, the frontage zone, represents the space between the sidewalk and buildings. The second zone, the pedestrian through zone, represents the physical sidewalk. The final zone, the furnishing zone, is the space between the sidewalk and paved road surface. The furnishing zone serves as a buffer between the sidewalk and vehicles, but is also used for mailboxes, traffic signs, lighting, etc. A sidewalk should be at minimum five feet wide.



Sidewalk Cross-Section: Seen above is a typical sidewalk cross section. Adjacent to the blue house is the “frontage zone,” which should be 1-2 feet (or greater) in width. The physical sidewalk, or pedestrian through zone, must be 5-6 feet in width. The furnishing zone, where a light post is shown in this example, should be 2-4 feet in width.

Benefits:

- ⇒ Provides safety and comfort to all pedestrians
- ⇒ Increases pedestrian trips and promotes recreation/exercise.
- ⇒ Can be located along any street, regardless of speed.

Ideal Location:

- ⇒ Wider streets with sufficient right of way to accommodate a sidewalk.
- ⇒ Routes which provide connectivity between different areas of Town.

Pedestrian Lane

Benefits:

- ⇒ Allows pedestrian access on streets that do not accommodate sidewalks.
 - ⇒ Can serve as a connection between sidewalks facilities.
 - ⇒ Physical barriers provide additional user protection.
- Ideal Location:**
- ⇒ Roadway where sidewalks are not feasible.
 - ⇒ Areas of high pedestrian traffic such as school zones.

A pedestrian lane is a **pedestrian accommodation provided on roadways without sidewalks**. The pedestrian lane is located on the physical roadway, and is defined with pavement markings and/or 3-dimensional markers such as traffic domes or bollards. The pedestrian lane should only be used for short distances in areas with considerable

pedestrian traffic where vehicle speed is highly controlled. Examples of pedestrian lane locations include school zones or short stretches where a connection is needed between sidewalks. Areas such as crosswalks should be clearly marked, and additional signage warning vehicles of pedestrians on the roadway is recommended. An example of pedestrian signage is shown below.

Design: The pedestrian lane should be at least 5 feet wide, with 8 feet being the recommended width. The lane should be separated from vehicle travel lanes with a double white line and ideally

physical markers such as traffic domes. The lane should be further marked to indicate pedestrian use.



Pedestrian Lane Cross-Section: Shown above is a typical pedestrian lane cross section. In this example, the pedestrian lane is 6 feet wide with a 2-foot buffer area. The buffer area is marked by bollards. The pavement is lined in this example to indicate pedestrians in the area, but other markings may also be acceptable.

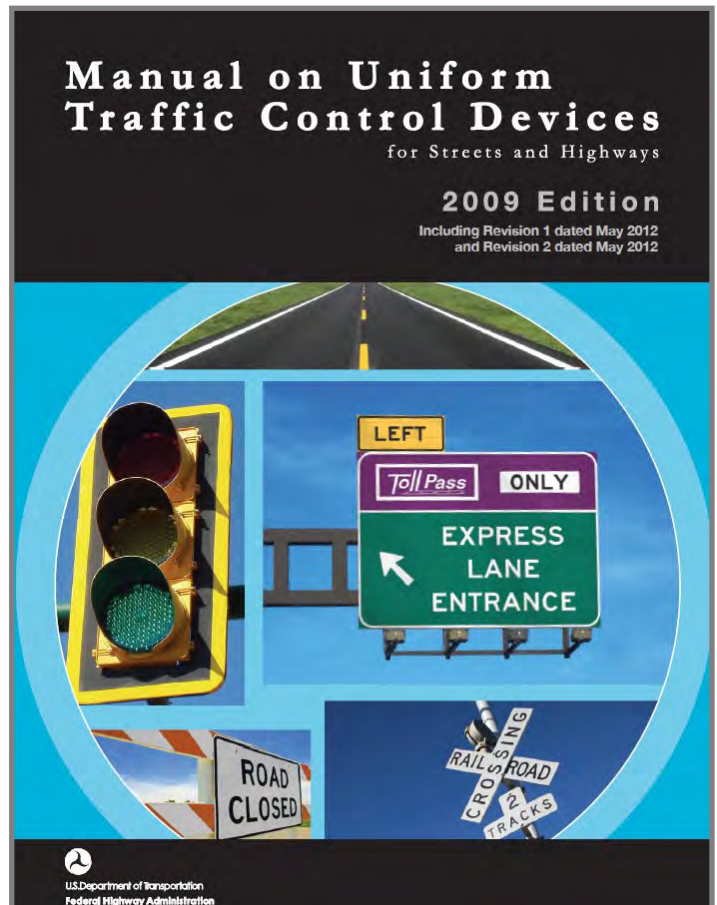
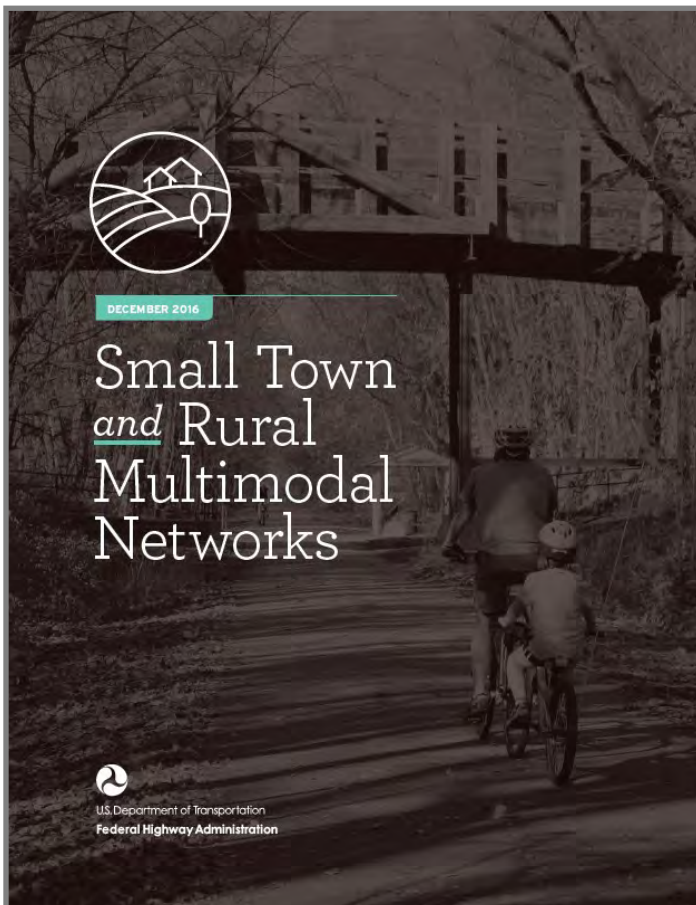
Additional Resources for Project Design

The guidelines for bicycle and pedestrian facilities given in this chapter are purposefully intended to be general in nature. Federal standards for components such as lane widths and Americans with Disabilities Act requirements can change. Additionally, more complex design features such as intersections should be taken on a case by case basis and consider traffic counts, speed limits, expected pedestrian/bicycle traffic, etc., and are therefore not fully addressed in this section.

When undertaking a pedestrian or bicycle facility project, the town should always ensure the project is engineered and constructed to meet all applicable federal, state, and local standards. Most standards come from the Federal Highway Administration, or FHWA. The FHWA offers a number of publications to assist communities, and these can be a great

resource for project design. Some applicable publications include:

- ⇒ *FHWA Small Town and Rural Multimodal Networks 2016*: Provides guidelines for various types of bicycle and pedestrian facilities and was a major source used in the writing of this plan. (Shown below)
- ⇒ *FHWA Resurfacing Guide 2016*: Provides guidance for incorporating bicycle facilities into resurfacing projects.
- ⇒ *FHWA MUTCD 2009*: Manual of Uniform Traffic Control Devices for Streets and Highways. This manual provides federal requirements for design features such as signs and pavement markings. (Shown below)
- ⇒ *PROWAG 2011*: Provides accessibility standards.
- ⇒ *PEDSAFE 2013* and *BIKESAFE 2014*: Published by FHWA, this manual gives guidance on bicycle and pedestrian safety.



Section 4: Priority Projects

This section identifies eight priority projects for the development of bicycle and pedestrian facilities in Signal Mountain. All of these projects are included on the Master Plan Map, but these eight have been called out as the town’s top priorities moving forward. These projects should be the focus of any funding opportunities or budgeting decisions made by the town. Several factors were considered in the selection of these projects, including:

- ⇒ **Funding Availability:** Two of the identified projects were chosen because they are identified as part of the Chattanooga area Transportation Planning Organization (TPO)’s Transportation Improvements Plan (TIP).
- ⇒ **Connectivity Needs:** Several priority projects were chosen because they address the most serious connectivity needs in the town. For example, several projects facilitate the connection of residential, civic, and commercial areas.
- ⇒ **Feasibility of Implementation:** The project team attempted to choose routes with sufficient road or right of way width for bike and pedestrian facilities.
- ⇒ **Public Input:** Signal Mountain’s citizens are the individuals who walk and bike the streets every day, therefore their opinions were weighted in selecting priority projects.

The remainder of this section includes more detail about each of the priority projects. However, like much of this plan, the recommendations about each project are general in nature. The maps and graphics shown illustrating the projects are only indicative of the proposed route. Design elements such as the type of facility used or the side of the

street a project is located on should be made at the time the project is fully designed and engineered.



Top Priority Projects

Old Town Sidewalks

Pedestrian Crossing between Town Complex and Barrington Road

Bicycle Facilities along Shackleford Ridge and Timberlinks

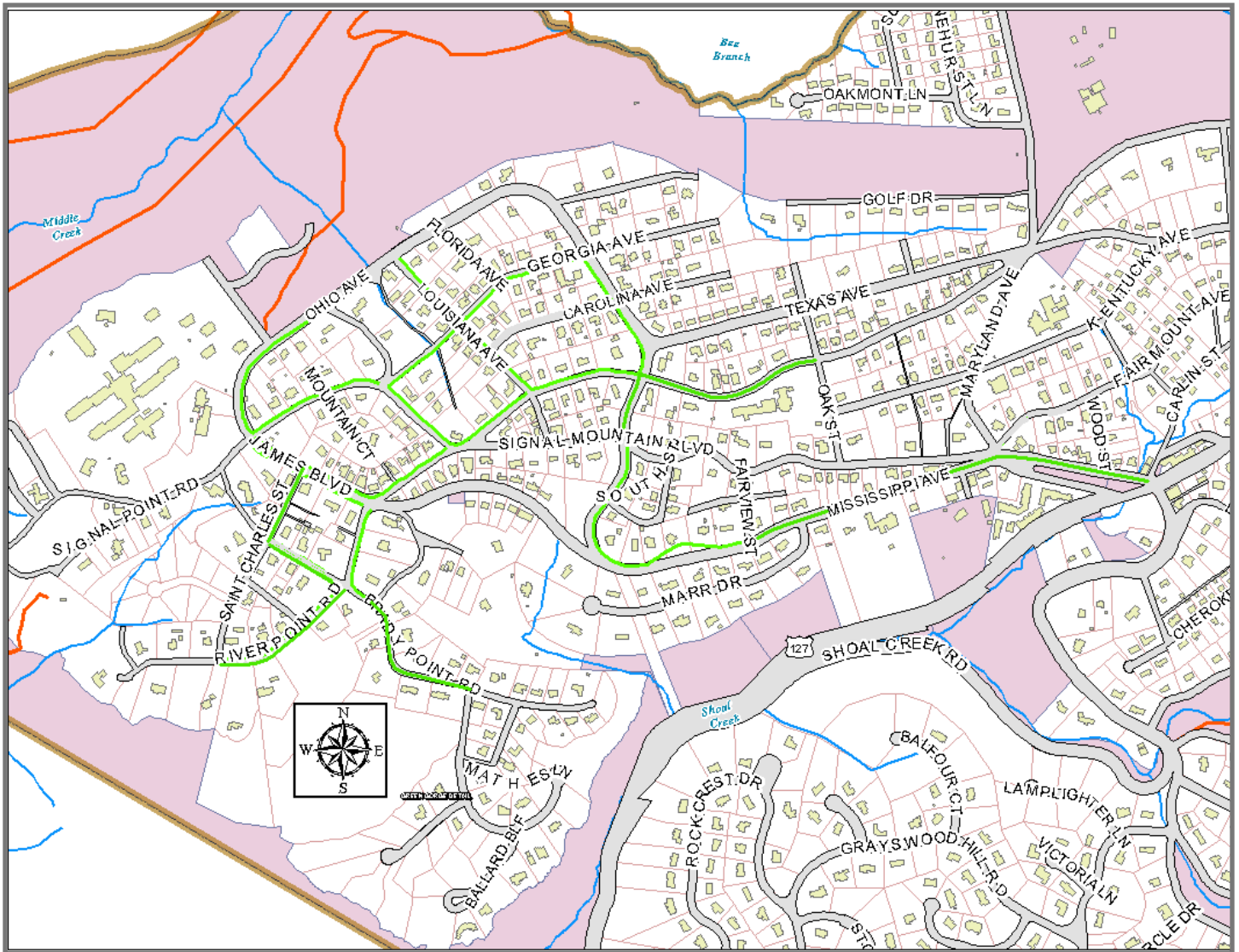
James and Timberlinks Connection via Hidden Brook

Ridgeway Multi-Use Path

Green Gorge to Ridgeway Connection

Pedestrian Safety Improvements at 5 Points

Route through Town Hall Complex



Old Town Sidewalks

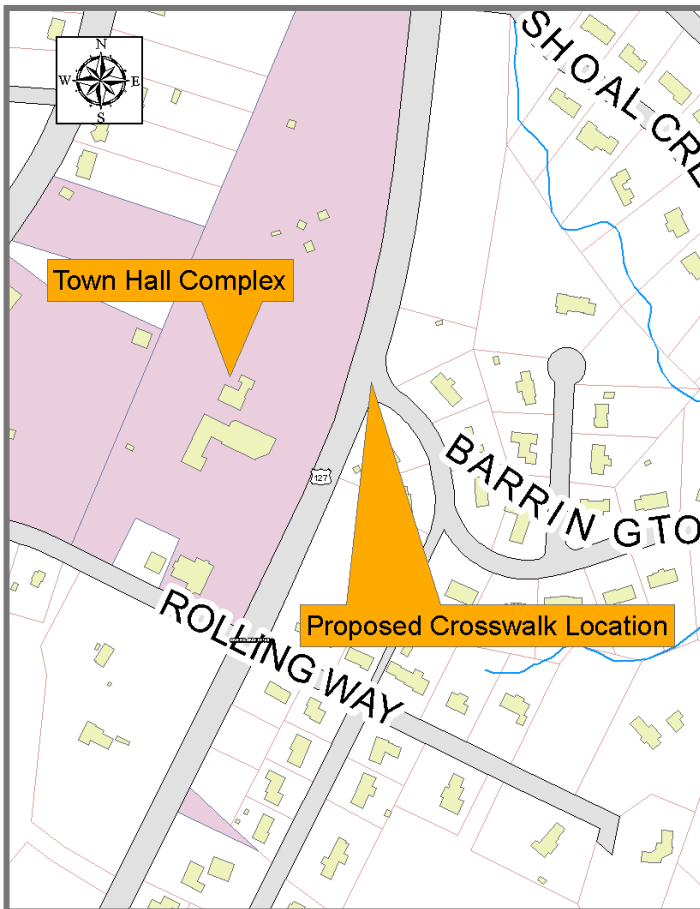
As mentioned in Section 2, Old Town is one of only a few areas in Signal Mountain with existing sidewalks. However, these sidewalks are decades old, and many are in serious need of repair. Fortunately, the Town has, at the time of time of this writing, received funding from the Chattanooga area TPO to construct and repair sidewalks in Old Town on the routes shown on this map in green.

Benefits

- ⇒ Improved pedestrian safety
- ⇒ Sidewalks will conform with Americans with Disabilities Act



An example of sidewalk deterioration in Old Town.



Above: Location of proposed pedestrian crosswalk
Bottom Right: Example of bike lane in Lyndonville, VT

Bicycle Facilities on Shackleford Ridge and Timberlinks

On the Master Plan Map, both sidewalks and bicycle facilities are proposed for Shackleford Ridge Road/Timberlinks Drive. However, sidewalks are not likely to be constructed until the area around Shackleford Ridge is developed into residential neighborhoods. A bicycle facility, such as a bicycle lane or paved shoulder, is much more likely as part of repaving and/or restriping on that roadway. Because of the relatively high speeds and winding terrain on this route, the bicycle facilities would be geared more towards experienced cyclists.

Benefits

- ⇒ Facility can be developed within the existing Shackleford Ridge right of way.
- ⇒ Improve bike route offerings through town.



Pedestrian Crossing Between Town Hall Complex and Barrington Road

The proposed pedestrian crossing over Ridgeway Avenue between the Town Hall Complex and Barrington Road will connect two bicycle and pedestrian facilities. The first is a planned multi-use path on Ridgeway Avenue between the Town Hall Complex and the town's commercial core. The second are the pedestrian amenities which already exist in or are planned for the Town Hall Complex.

Benefits

- ⇒ Connects two major bike and pedestrian facilities.
- ⇒ Links Town Hall Complex amenities (swimming pool, Play House, etc.) with commercial core.

James and Timberlinks Connection via Hidden Brook

Hidden Brook is one of the largest subdivisions in the Town of Signal Mountain, and lies between two major thoroughfares: James Boulevard and Timberlinks Drive.

James Boulevard already has sidewalks on one side of the street, and bicycle and pedestrian facilities are proposed for Timberlinks Drive. As a residential subdivision with relatively wide streets and low speed limits, Hidden Brook represents an excellent opportunity to increase connectivity for pedestrians and cyclists between these two major routes of travel. Ultimately (as shown on the Master Plan Map) sidewalks and bicycle facilities are recommended to be constructed throughout the majority of Hidden Brook. The route shown on the next page, however, has been identified as the priority route through the subdivision.

The logic for this decision was based on:

- ⇒ The most direct connection between James and Timberlinks
- ⇒ Road incline
- ⇒ Road width

The result of these considerations is the route shown on the following page, and this route should be the town's priority when constructing pedestrian and bicycle facilities in Hidden Brook.

Benefits

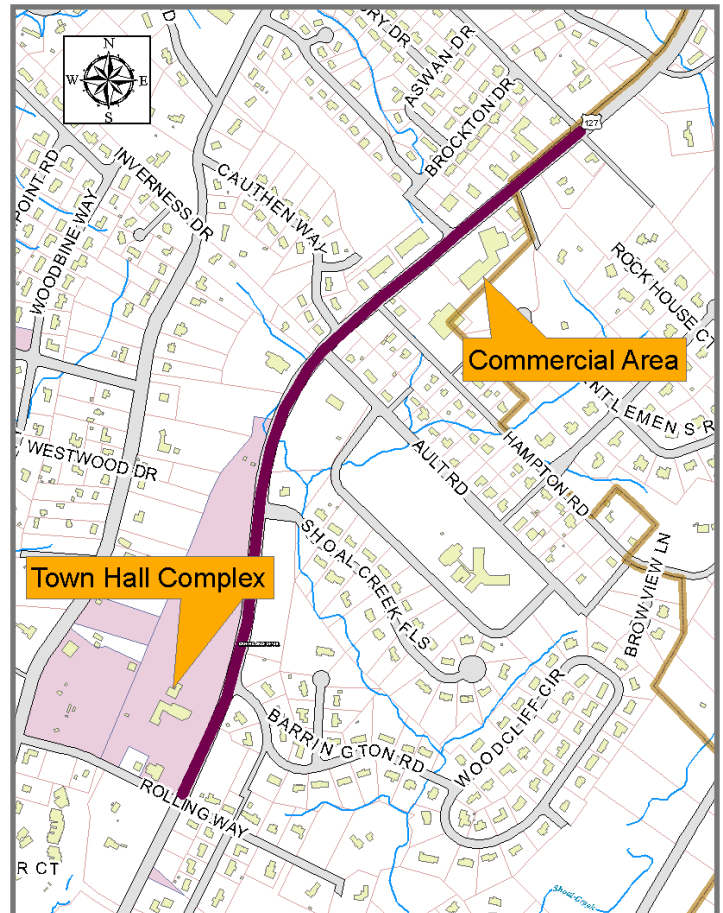
- ⇒ Increased pedestrian safety through Hidden Brook
- ⇒ Connectivity between James Boulevard and Timberlinks Drive.
- ⇒ Wide streets and rights of way provide multiple options for bicycle and pedestrian facilities.

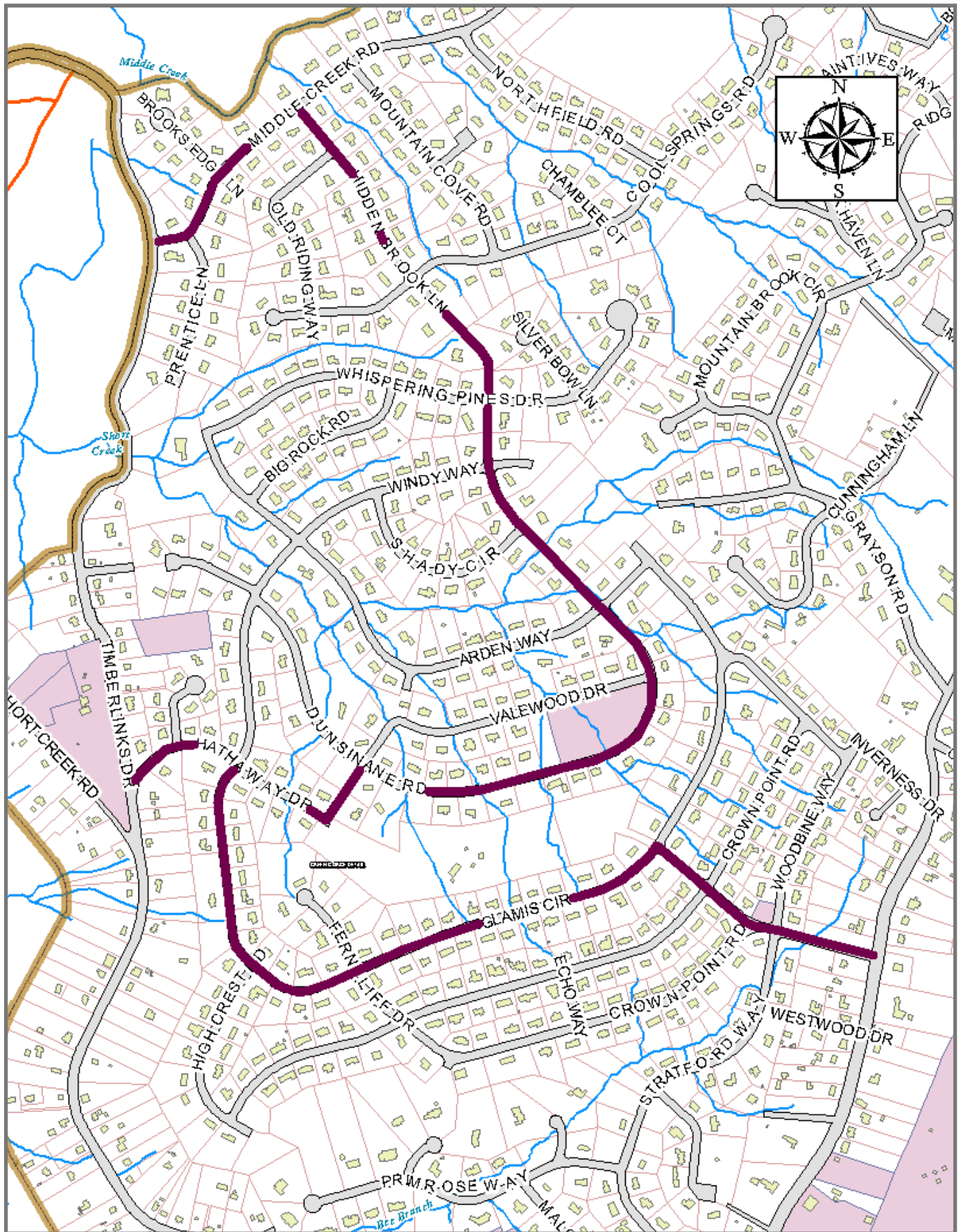
Ridgeway Multi-Use Path

A multi-use path on Ridgeway is another TPO-funded project. A path wide enough for use by bicycles and pedestrians will be constructed along the route shown below in purple. The path will connect the Town Hall Complex to the town's primary commercial area. At this time, funding for this project is set to become available by 2020.

Benefits

- ⇒ Improved pedestrian and bicycle safety on Ridgeway
- ⇒ Vital Connectivity between Town Hall/recreation area and one of the town's commercial hubs.
- ⇒ Route will be accessible to users of all ages and abilities.





James and Timberlinks Connection via Hidden Brook: Shown above is the priority route for bicycle and pedestrian facilities through the Hidden Brook Subdivision.

Green Gorge to Ridgeway Connection

A pedestrian facility, shown below, is proposed to connect trails at Green Gorge Park with Ridgeway Avenue at the traffic light. The proposed sidewalks follow Palisades Drive and Ladder Trail to connect with existing trailheads. This project has a great connectivity benefit, but also comes with some drawbacks. Both Palisades and Ladder Trail are at times winding, narrow roads. Additional engineering and/or study will be crucial to ensure this route is feasible and safe.



Pedestrian Safety Improvements at 5 Points

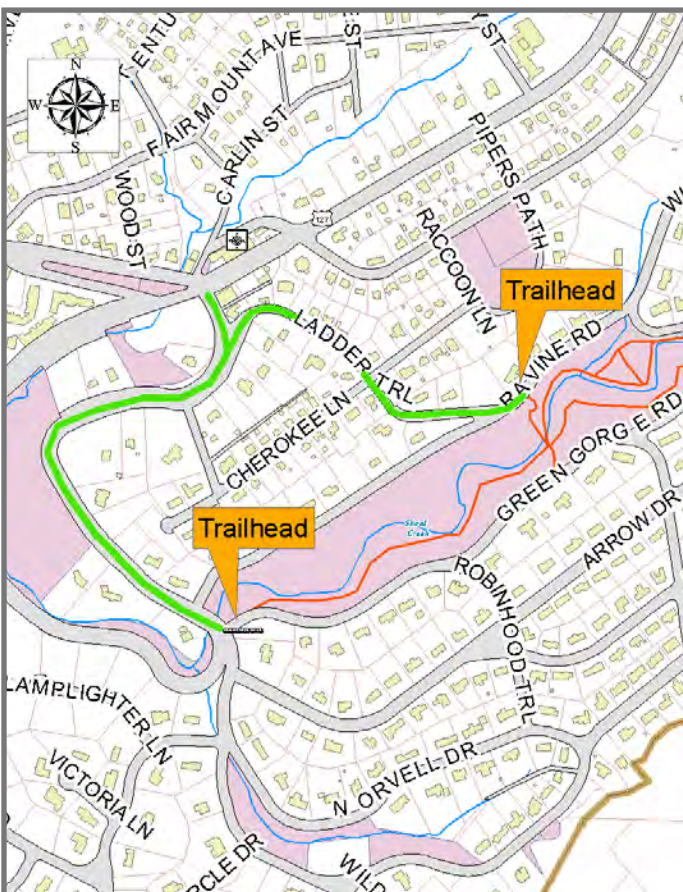
Five points refers to the intersection of Texas Avenue, James Boulevard, Maryland Avenue, and Timberlinks Drive. This route involves multiple intersecting lanes of traffic, and cars are known to come through at high speeds. Sidewalks and a marked pedestrian crossing are already present on James, and a bicycle lane is proposed for the Maryland Avenue/ Timberlinks route. In order to ensure cyclists, pedestrians, and motorists are all safe at this intersection, pedestrian improvements are proposed here. These may include additional pavement markings and signage for pedestrian crossings. The exact types of safety features to be used should be selected at the time the project is designed.

Benefits

- ⇒ Increased safety for pedestrians and cyclists at a busy intersection.
- ⇒ Improved awareness of pedestrian and cyclist presence can reduce motorist speeds.

Benefits

- ⇒ Increased connectivity will allow pedestrians to safely travel from residential and commercial areas to Green Gorge.



Above: Proposed Green Gorge to Ridgeway route.

Top Right: Image of five points area showing existing and proposed bike/ped facilities.

Route through Town Hall Complex

A path through the Town Hall complex is desirable for two reasons. First, it is surrounded by amenities including government offices, the library, the pool, indoor basketball courts, tennis courts, ball fields, and the Playhouse. Furthermore, the Town Hall complex and surrounding properties connect Ridgeway Avenue with James Boulevard. For those reasons, a route through the complex is considered a priority project for the town. The map below illustrates two possible routes from James Boulevard to the complex facilities. The first follows more closely along Rolling Way, and the second follows an existing, roughly paved trail through the woods. Both eventually connect with existing sidewalks near Town Hall.

Ultimately, the Town could develop both proposed paths, but one will most likely be developed before the other. A

drawback for both routes is concern for Americans with Disabilities Act accessibility standards related to slope. Additionally, the route through the woods has points of conflict with areas currently used by town public works vehicles and by vehicles transporting items to and from the Playhouse. These concerns should be addressed in project design, and may determine which route is more feasible.

Benefits

- ⇒ Safe, accessible pedestrian path to many town amenities. This is particularly important for the large numbers of children travelling between these sites.
- ⇒ New route between Ridgeway Avenue and James Boulevard.



Section 5: Implementation Strategies

Building the bicycle and pedestrian projects proposed in this plan is a long-term process that will require substantial time and funding. This can be made easier, however, with planning, regulations, and an understanding of available funding sources.

The purpose of this section is to provide information which will assist the Town in implementing the projects proposed herein.

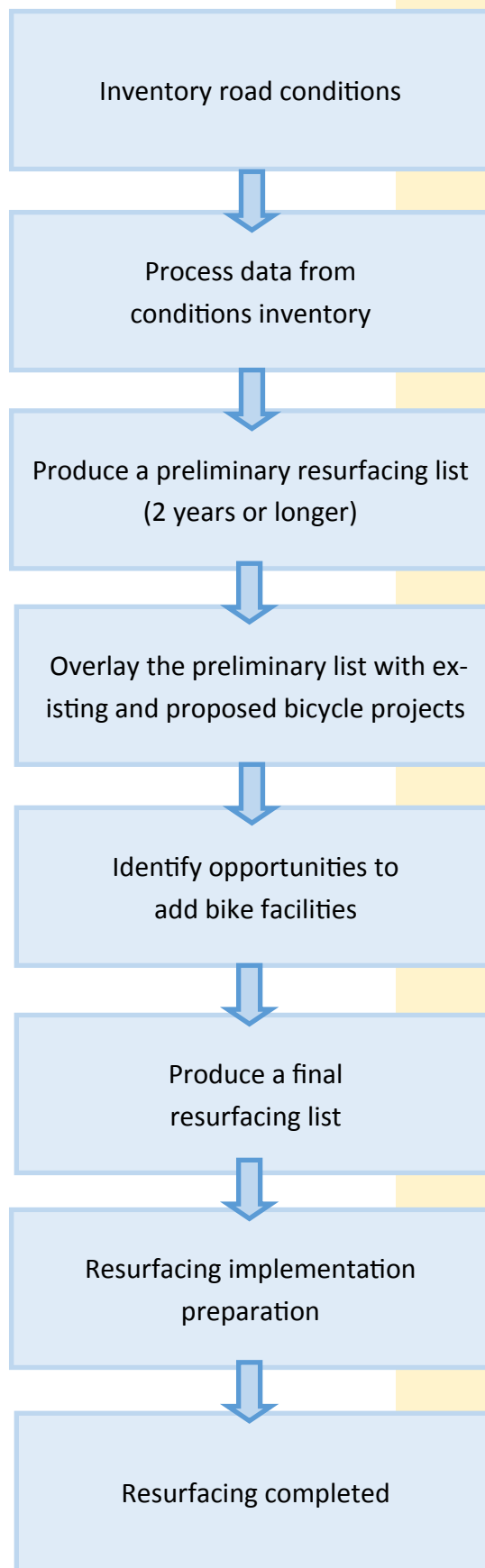
The implementation strategies covered in this section are:

- ⇒ Restriping as Part of Paving Schedule
- ⇒ TPO Process
- ⇒ Grant Funding
- ⇒ Capital Improvements Planning
- ⇒ Off-Road Greenways
- ⇒ Implementation through Regulation

Restriping as Part of Paving Schedule

Several of the bicycle facilities described in Section 3 can be constructed without changing the width or pavement on existing roadways. Provided the existing roadway is wide enough to accommodate both the bicycle infrastructure and the appropriate number of vehicle travel lanes, these facilities could be implemented as part of Signal Mountain’s regular re-paving schedule. This is a cost effective method to improve bicycle connectivity.

The Federal Highway Administration (FHWA) published a manual in 2016 called *Incorporating On-Road Bicycle Networks into Resurfacing Projects*. This publication contains copious amounts of useful information on this topic, and should be consulted if the Town decides to implement bicycle facilities into any resurfacing project. An example of a recommended resurfacing timeline from the publication is shown on the right.



TPO Process

The Town of Signal Mountain is fortunate to be located within the Chattanooga/ Hamilton County/ North Georgia Transportation Planning Organization Region, or TPO. The TPO manages a Transportation Improvements Program (TIP) for their region. The TIP program includes a planning document outlining all public transit and transportation projects for the region over a four-year period. The projects listed in this document then become eligible for federal funds, which are obligated to a certain number of projects on an annual basis. One project on Signal Mountain priority list, Old Town Sidewalk improvements, already has funds obligated to it through the TIP. Another project, the multi-use path on Ridgeway Avenue, is listed in the TIP, awaiting funding. At the time of this plan's writing, the TIP document in place was for 2017-2020. Every four years the plan is updated to include new projects.

Before a TIP is created, the TPO puts out a local call for projects. The Town can respond to this call through an online application process describing and justifying the need for any project. This application can also include cost estimates, maps, anticipated start dates, etc. These projects are eventually voted on by the TPO executive board after an extensive review and public input process.

To implement proposed projects in this bike and pedestrian plan, particularly those identified as priority projects, the town should attempt to include one or more projects in the 2021-2024 and every successive TIP document by participating in the process described above. Inclusion in the TIP theoretically ensures a project will receive funding and greatly increases the likelihood of its construction. It is recommended that town work with TPO staff during the TIP

application process to ensure all steps are followed correctly.

Grant Funding

Outside of the TIP, there are other public and private grant funding sources available to assist the Town in the construction of bicycle and pedestrian projects identified in this plan. Because the types and amount of funding available are always changing, a list of specific grant programs is not included here. Instead, below is a list of resources for identifying and applying for available funds.

- ⇒ Grants.gov: This is the official website for all federal grants. The site is used to upload grant documents, but is also searchable for upcoming and available grant opportunities.
- ⇒ TDOT: Although most state agencies administer grant programs, as Tennessee's state transportation agency, TDOT is the most relevant agency for the construction of bicycle and pedestrian facilities.
- ⇒ Southeast Tennessee Development District (SETD): SETD is a regional council of governments with a territory encompassing Hamilton and the surrounding counties. Signal Mountain currently contracts with SETD for planning services, and the agency also offers grant writing and administration services. The Town should utilize SETD as a resource for identifying, applying for, and administering grant funds.
- ⇒ Foundation Funds: The Chattanooga area has several private foundations that award grant money to local projects. This funding can be limited and competitive, but is another funding option available to the town.

Capital Improvements Planning

Bicycle and pedestrian facility projects can be very expensive. When grant funds aren't available, communities are hard pressed to pay for major projects during any given budget year. As a result, one of the best ways the town can ensure it's top priority bicycle and pedestrian projects are constructed is to plan for and fund them over several years through a capital improvements planning process.

Fortunately, the town already participates in capital improvements planning. Each year, when the budget is being prepared, the head of each department in the town is required to project capital expenditures over the next five years. This way, major expenditures can be incorporated into the budget in phases. The same strategy should be employed for the town's priority bicycle and pedestrian infrastructure projects, particularly when no grant or TPO funding is anticipated.

Off-Road Greenways

During the public input process for this plan, Signal Mountain citizens consistently mentioned wanting access to greenways and trails. One greenway already included in this plan is the multi-use path proposed on Taft Highway connecting the Town Hall Complex to the town's commercial center. However, many of the public comments specifically mentioned greenways and trails away from the road. These are considered desirable for their safety and scenic beauty.

Specific routes for off-road paths of this nature were intentionally not identified on the Master Plan Map because almost any off-road path would require the purchase or

dedication of private property. The bicycle and pedestrian committee did not want to show private property being used without each owner's input. However, off-road greenways are still a desirable development the town should pursue.

Currently, the most viable off-road greenways locations in the town are in the Shackleford Ridge area. This area contains large tracts of undeveloped land that will likely be developed into residential subdivisions in the future. This plan recommends working with property owners at the time they are developing their land to establish greenway routes.

This can be done by:

- ⇒ If the development is a Conservation Subdivision, greenways could be established in the conservation lands. In this scenario, the town could consider taking ownership of all or some of the conservation lands, as is allowed in the current Subdivision Regulations.
- ⇒ In a Conventional or Conservation Subdivision, the town could accept easements from the developer that would, at present or in the future, be developed as a greenway. These easements could be located in areas like stream banks, which are already ineligible for residential development.

In any scenario where the town accepts land for greenway construction, special attention should be paid to creating an interconnected system of greenways.

Implementation through Regulation

As outlined in Section 2, Signal Mountain's Subdivision Regulations and Zoning Ordinance generally support bicycle and pedestrian infrastructure. Enforcement, however, is limited. Major subdivisions are the only scenario in which

infrastructure is required, and in that case only sidewalks. The town may want to consider adopting additional land use regulations to promote bicycle and pedestrian development. One example, a pedestrian and bike overlay zone, is outlined below.

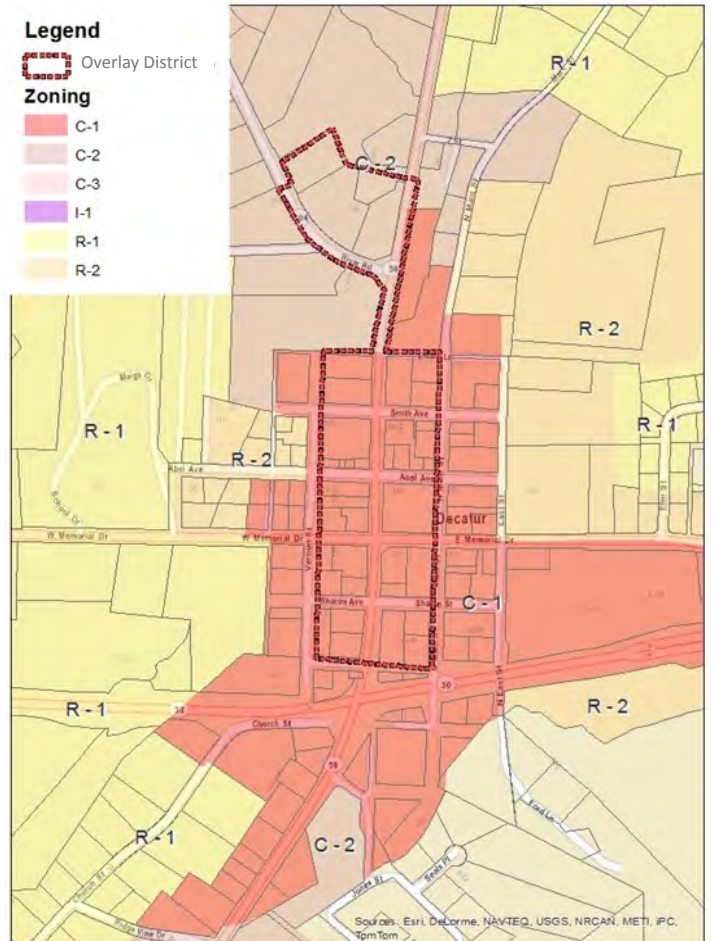
Pedestrian and Bicycle Overlay Zone

An overlay zone is a zoning designation which “overlays” existing zoning districts to enforce additional requirements. A pedestrian and bicycle overlay zone could be established in areas where this plan proposes bicycle and pedestrian infrastructure. The overlay could enforce some or all of the following requirements:

- ⇒ Pedestrian and/or bicycle facilities as identified by the plan are required to be constructed in cases of new commercial construction, new multi-family construction, or major subdivisions.
- ⇒ As an alternative to the construction of facilities, the Planning Commission could also allow developers to dedicate adequate rights of way or easements for the future construction of bicycle and pedestrian facilities. This strategy allows the Town to, over time, acquire the right of way needed for the construction of a pedestrian or bicycle facility. A right of way donation option is also less financially burdensome for individual developers.
- ⇒ As a final alternative, the developer can be required to pay a fee in lieu of construction or easement dedication if the Planning Commission determines that bike and pedestrian facilities are not feasible on a particular site.

The fee would be based upon the estimated cost of constructing the required bicycle and pedestrian facilities, and could be used to pay for the construction of bicycle and pedestrian facilities elsewhere.

This type of overlay zone would allow the town to enforce bicycle and pedestrian requirements in targeted areas recommended for development by this plan.



Example of an overlay district. Existing residential and commercial zoning districts are shown in color, and the overlay district is shown as a red outline encompassing a specific area including multiple zoning districts.

Section 6: Appendix

Table of Contents:

- ⇒ Master Plan Map
- ⇒ Bike and Pedestrian Plan Adoption Resolution
- ⇒ Works Cited Page
- ⇒ Public Input Survey Results



RESOLUTION NO.: 2018-60

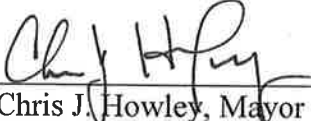
A RESOLUTION ADOPTING THE *SIGNAL MOUNTAIN BICYCLE AND PEDESTRIAN PLAN*

WHEREAS, the Town of Signal Mountain desires to improve its pedestrian and bicycle infrastructure in order to reduce vehicle trips, improve connectivity and increase citizen health and safety; and

WHEREAS, the Town, with the assistance of Southeast Tennessee Development District staff and citizen volunteers, including a citizen input process, has developed the *Signal Mountain Bike and Pedestrian Plan* to provide guidance and strategies for realizing the vision of a bicycle and pedestrian friendly community; and,

WHEREAS, the Signal Mountain Municipal Planning Commission has reviewed the plan document and has recommended the plan for adoption,

NOW, THEREFORE BE IT RESOLVED that the Town Council of the Town of Signal Mountain, Tennessee, hereby adopts the *Signal Mountain Bicycle and Pedestrian Plan* as a guide to improve bicycle and pedestrian infrastructure within the Town of Signal Mountain.


Chris J. Howley, Mayor


Recorder

9.10.18
Date

9-10-18
Date

Works Cited

Publications

Black Mountain, North Carolina Code of Ordinances, sec. 4.7.

https://library.municode.com/nc/black_mountain/codes/code_of_ordinances?nodeId=COOR_APXAL_AUSCO_CH4ZODIRE_S4.7OVDI (accessed July 2017).

City of Eugene, Oregon. 2012. *Eugene Pedestrian and Bicycle Master Plan*.

http://www.pedbikeinfo.org/pdf/PlanDesign_SamplePlans_Local_Eugene2012.pdf (accessed March-December 2017)

U.S. Department of Transportation. Federal Highway Administration. 2016. *Small Town and Rural Multimodal Networks*.

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_1g.pdf (accessed March-December 2017).

U.S. Department of Transportation. Federal Highway Administration. 2016. *Incorporating On-Road Bicycle Networks into Resurfacing Projects*.

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/resurfacing/resurfacing_workbook.pdf (accessed August-September 2017).

Images

“Bike Lane Sign.” PNG File. <http://images.roadtrafficsigns.com/img/lg/X/bike-lane-sign-x-r3-17.png> (accessed June 21, 2017).

“Pedestrian Sign.” PNG File. https://cdn.pixabay.com/photo/2013/04/01/11/01/pedestrian-98933_960_720.png (accessed June 22, 2017).

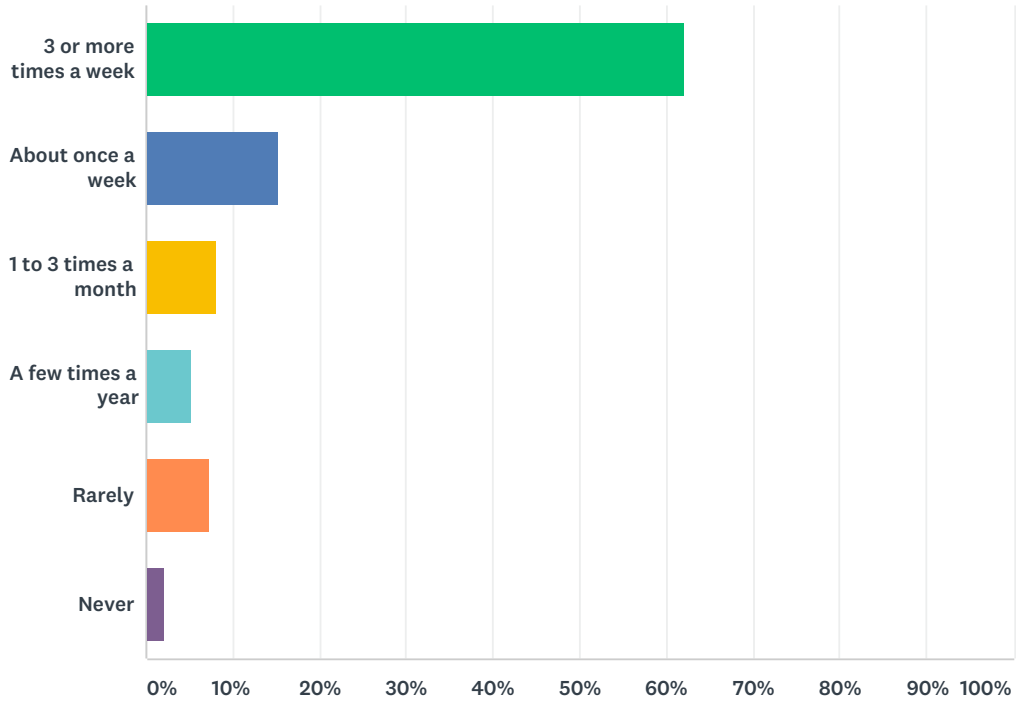
Street Mix. <https://streetmix.net/-/547389> (accessed March-July 2017).

U.S. Department of Transportation. Federal Highway Administration. Rural Design Guide. “Bike Lane.” <http://ruraldesignguide.com/visually-separated/bike-lane> (accessed June 22, 2017).

Wieser, Jamison. “Cycling.” The Noun Project Web site. <https://thenounproject.com/term/cycling/4580/> (accessed June 21, 2017).

Q1 How frequently do you walk in Signal Mountain?

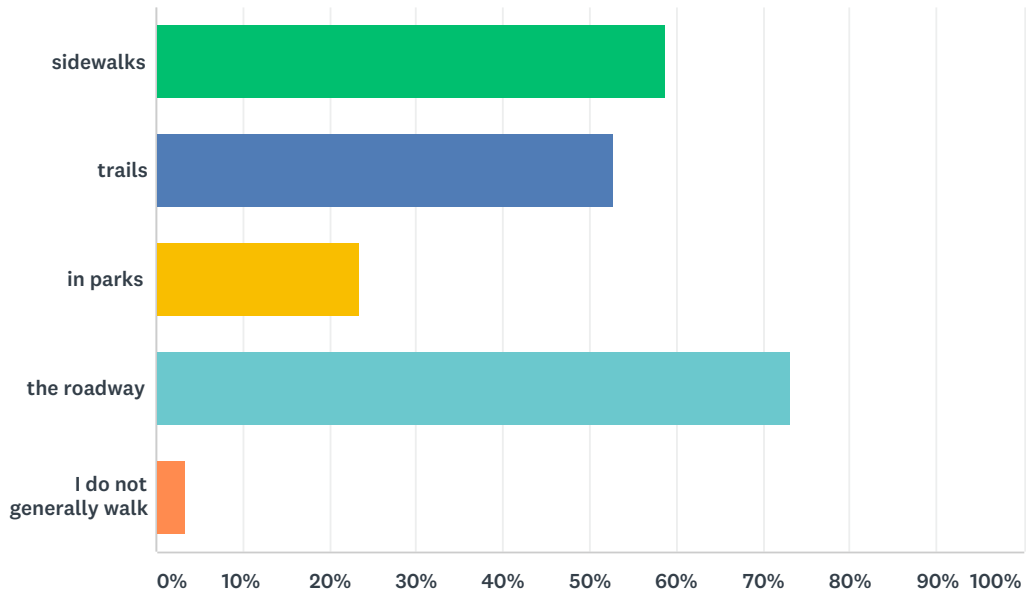
Answered: 382 Skipped: 0



ANSWER CHOICES	RESPONSES	
3 or more times a week	62.04%	237
About once a week	15.18%	58
1 to 3 times a month	8.12%	31
A few times a year	5.24%	20
Rarely	7.33%	28
Never	2.09%	8
TOTAL		382

Q2 When you walk, do you walk on... (select all that apply)

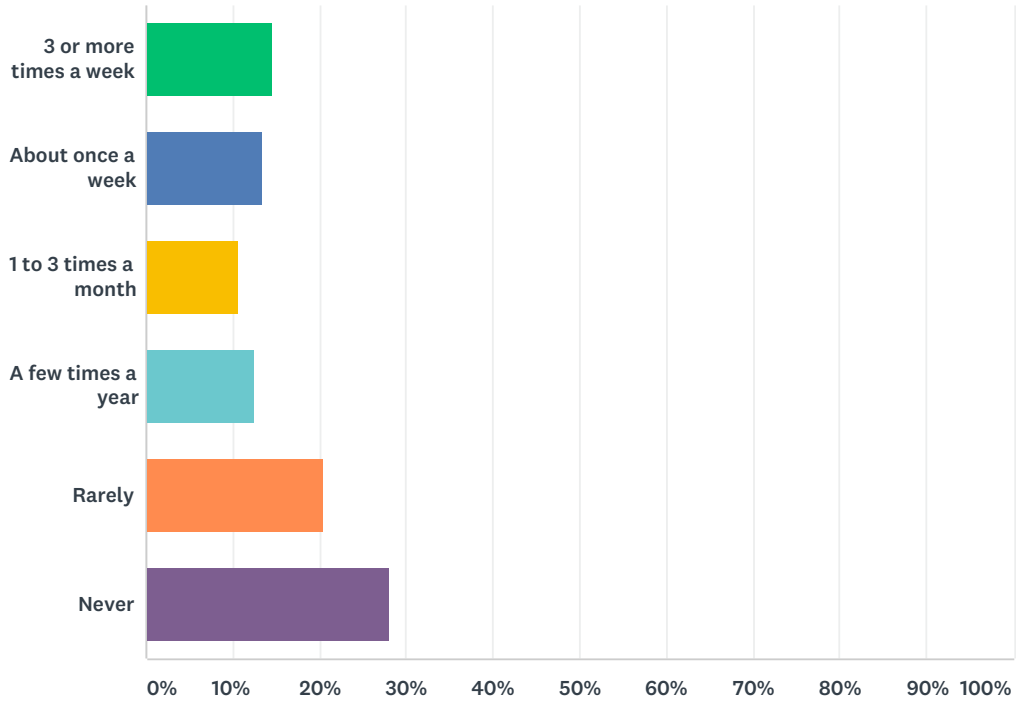
Answered: 380 Skipped: 2



ANSWER CHOICES	RESPONSES	
sidewalks	58.68%	223
trails	52.63%	200
in parks	23.42%	89
the roadway	73.16%	278
I do not generally walk	3.42%	13
Total Respondents: 380		

Q3 How frequently do you bicycle?

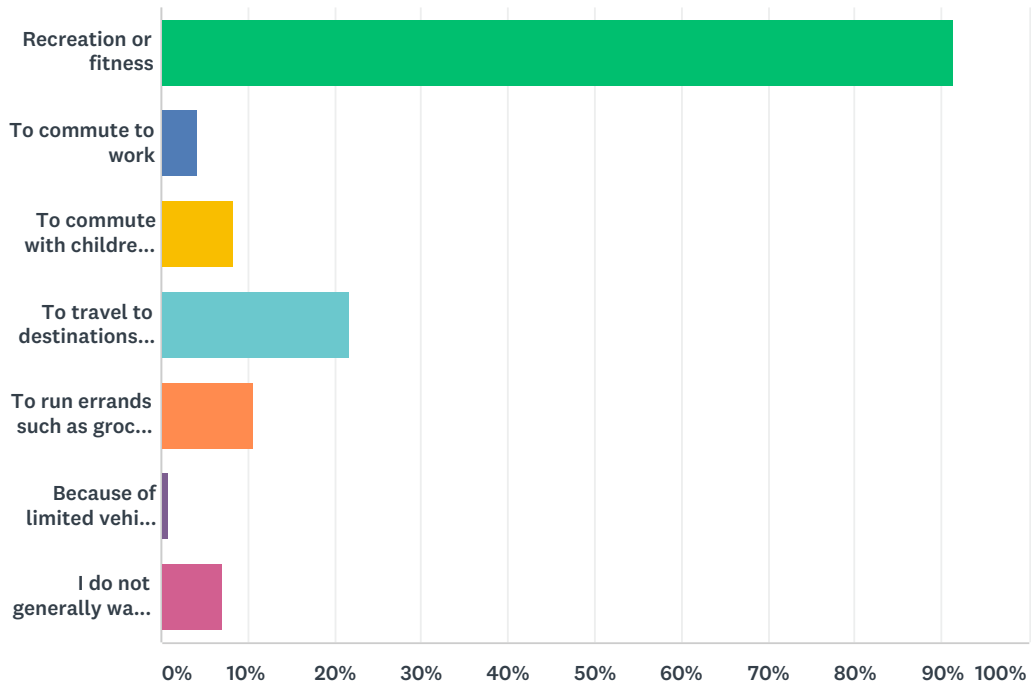
Answered: 381 Skipped: 1



ANSWER CHOICES	RESPONSES	
3 or more times a week	14.70%	56
About once a week	13.39%	51
1 to 3 times a month	10.76%	41
A few times a year	12.60%	48
Rarely	20.47%	78
Never	28.08%	107
TOTAL		381

Q4 For what purpose do you bicycle or walk? (select all that apply)

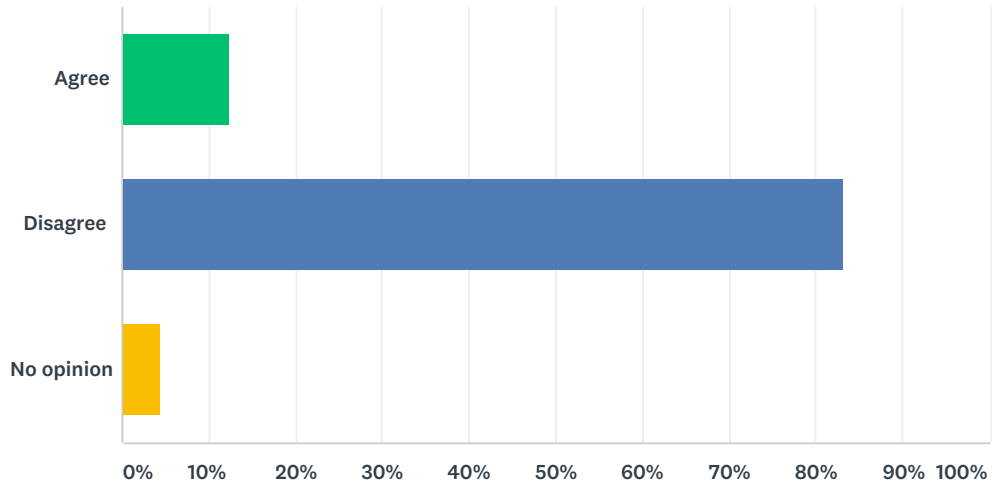
Answered: 382 Skipped: 0



ANSWER CHOICES	RESPONSES	
Recreation or fitness	91.36%	349
To commute to work	4.19%	16
To commute with children to school	8.38%	32
To travel to destinations like a park or restaurant	21.73%	83
To run errands such as grocery shopping	10.73%	41
Because of limited vehicle access	0.79%	3
I do not generally walk or bicycle	7.07%	27
Total Respondents: 382		

Q5 There are currently enough bicycle and pedestrian facilities in the Town of Signal Mountain.

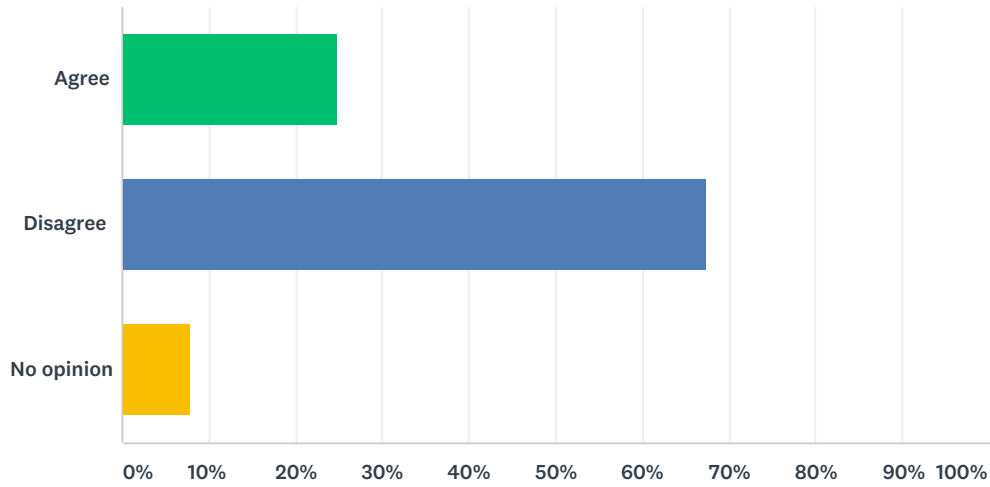
Answered: 381 Skipped: 1



ANSWER CHOICES	RESPONSES
Agree	12.34% 47
Disagree	83.20% 317
No opinion	4.46% 17
TOTAL	381

Q6 From my home or work, I can easily access Signal Mountain's existing bicycle and pedestrian facilities.

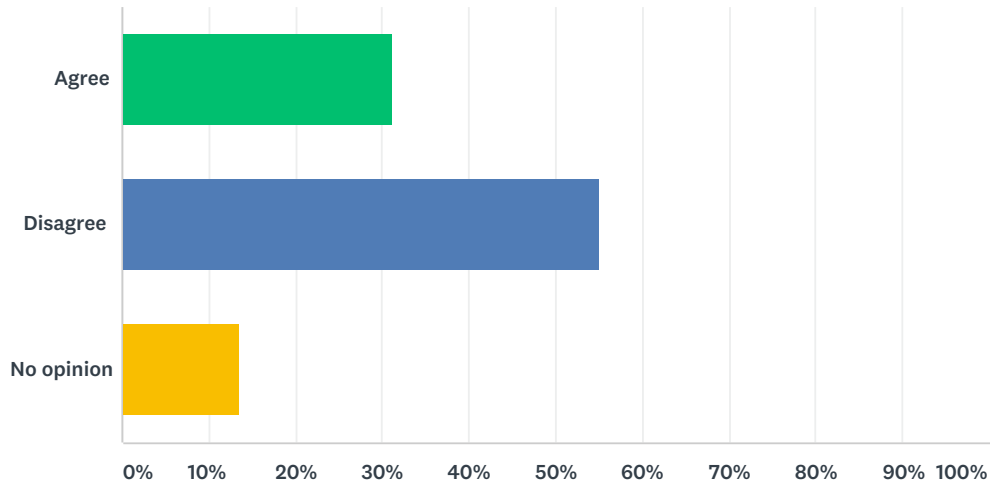
Answered: 382 Skipped: 0



ANSWER CHOICES	RESPONSES
Agree	24.87% 95
Disagree	67.28% 257
No opinion	7.85% 30
TOTAL	382

Q7 I feel that existing bicycle and pedestrian facilities in the Town of Signal Mountain are safe to use.

Answered: 381 Skipped: 1



ANSWER CHOICES	RESPONSES
Agree	31.23% 119
Disagree	55.12% 210
No opinion	13.65% 52
TOTAL	381

Signal Mountain Bike and Pedestrian Plan

Q8 In your opinion, what is the best area on Signal Mountain to walk or bicycle?

Answered: 348 Skipped: 34

#	RESPONSES	DATE
1	My neighborhood is safe. I like James boulevard because it has a side walk and goes almost to Signal Point. Taft highway would be great if it had a safe side walk for pedestrians and bikers.	11/14/2017 11:20 PM
2	Shackleford Ridge Road and Timberlinks Dr.	11/14/2017 2:56 PM
3	On trails. I believe the roads could easily be restriped to accomidate runners and cyclists, like timberline road.	11/14/2017 9:30 AM
4	James Blvd, Old Town	11/13/2017 11:15 PM
5	Old Towne, Palisades area, Hidden Brook, Birnam Woods,!	11/13/2017 10:33 PM
6	Signal Point area	11/13/2017 5:14 PM
7	James Blvd.	11/13/2017 2:20 PM
8	Old Towne and places with sidewalks.	11/13/2017 2:03 PM
9	Currently, the golf course's golf cart path is the best for walking. When walking my dog, I have to walk on Timberlinks to get to the sidewalk on James which is my next choice. I do not bicycle right now but definitely would if we had bike paths. Would love to run errands on a bike path.	11/13/2017 11:53 AM
10	The neighborhoods such as Old Town and Birnam Woods/Hidden Brook are great. The James Boulevard sidewalk is great, but I do fear the speeders on that busy road.	11/13/2017 11:31 AM
11	The most beautiful walking on signal mtn is the brow but no sidewalks exist there	11/11/2017 10:51 AM
12	Shakleford Ridge Park and McCoy	11/8/2017 5:49 PM
13	James blvd sidewalk, any area that has a sidewalk. But when it starts to get dark, we definitely need better lighting for safety,thanks	11/6/2017 2:50 PM
14	Olde Town	11/4/2017 6:32 PM
15	James Blvd because of the side walks and on the brow to ride a bike.	11/3/2017 8:20 PM
16	Not the W road. Please address this issue	11/3/2017 7:32 PM
17	I don't think there should be a new plan for bicycles on Signal Mountain. I don't want to encourage any more bikers on the mountain as the roads are already overpopulated with cars, and the traffic conditions are not conducive to accommodate bicycling on narrow roads, especially James Boulevard and Taft Highway. Plus,it's been my experience that bicyclists take over the roads, whether there are specific biking areas or not. Vehicle traffic does not need to be compromised any further.	11/3/2017 2:19 PM
18	The only place to safely run or cycle is the sidewalk on James. Which is sad.	11/2/2017 8:33 PM
19	James boulevard sidewalk along the golf course	11/2/2017 12:33 PM
20	edwards point, mabbit springs, old town	11/2/2017 9:52 AM
21	James blvd is really only option. Sidewalks in old town are poor.	11/2/2017 6:36 AM
22	neighborhoods	11/1/2017 10:35 AM
23	for walking - old town. Although you can't safely walk to CVS or past aria. for bicycling - further out from James or Taft hwy. The both need bike lanes.	11/1/2017 7:45 AM
24	Along Shoal Creek and James Boulevard.	10/31/2017 11:37 AM
25	Walking in Old Town. Cycling out on Kell Road	10/31/2017 9:45 AM
26	Old Town sidewalks and park trails	10/31/2017 9:00 AM

Signal Mountain Bike and Pedestrian Plan

27	On designated trails or sidewalks... if not available then only on flat, low traffic neighborhood streets.	10/31/2017 7:39 AM
28	Trails	10/29/2017 3:21 PM
29	Old town	10/28/2017 12:07 PM
30	Old Middle School track on Ault Road	10/26/2017 9:03 AM
31	Golf course or High School/Park area	10/26/2017 7:56 AM
32	old town on the sidewalk, need sidewalks on taft, palisades, in carriage hill	10/23/2017 12:37 PM
33	Old town and James Blvd best for walking due to sidewalks. Biking is tough due to width of roads and narrow shoulders. Lack of sidewalks is a major issue for the entire town to encourage walking. Bike lanes are not a realistic option.	10/23/2017 10:14 AM
34	It is a matter of time before someone gets hit on a bicycle or running. Please, please, do something. They are putting me--the driver--in harm's way.	10/19/2017 7:58 AM
35	Only inside state forest	10/18/2017 7:39 PM
36	James Blvd	10/18/2017 1:26 PM
37	James Ave from Old Town to Thrasher Elementary	10/18/2017 11:49 AM
38	Palisades	10/18/2017 7:03 AM
39	The sidewalk on James Blvd. or on some of the less busy neighborhoods, or the trails behind the HighSchool. Traffic on James has become too fast and I never see any police enforcement on James. A driver who is texting or speeding could easily run over someone who is on the sidewalk on James.	10/17/2017 10:48 AM
40	old town area.	10/13/2017 9:46 AM
41	not enough space for biking	10/12/2017 11:27 AM
42	Behind highschool	10/11/2017 9:22 PM
43	The sidewalk along James.	10/11/2017 7:15 PM
44	Old Town and Palisades	10/11/2017 3:31 PM
45	There are very few sidewalks accessible to us (we live off Norvell Drive front of mountain)	10/11/2017 2:20 PM
46	Trails when I'm running. The brow when I'm biking.	10/11/2017 8:09 AM
47	Old Town is the best area to walk b/c of the existing sidewalks and places to walk to such as Signal Point, the fields/playground behind the country club and the coffee shop/restaurant (Mayfly, Hummingbird).	10/10/2017 8:52 AM
48	Neighborhoods	10/10/2017 8:36 AM
49	Around Nolan Elementary and the Middle High School	10/10/2017 7:18 AM
50	James Blvd. and Old Town (only)	10/10/2017 6:33 AM
51	Along James Blvd or out by the schools, but NOT on the W road.	10/9/2017 10:28 PM
52	There really aren't very many good areas to walk or bike on Signal. The lack of bike lanes, bike trails and sidewalks make it difficult to get around by foot or bike.	10/9/2017 7:32 PM
53	In my own neighborhood.	10/9/2017 1:53 PM
54	Old town and james blvd due to existing sidewalks.	10/9/2017 7:45 AM
55	For walking, in your neighborhood	10/9/2017 2:53 AM
56	Walking in Rainbow lake or golf course, school or former schoolgrounds and Olde Towne. Extreme mtn biking on Edward s PT is the only "safe" spot to bike. With limited sight distance for automobile operators and failure of said operators to obey the rules of the road-speed, stops-no place on the mtn is safe for road biking, particularly for young people.	10/8/2017 2:13 PM
57	The track or trails for walking. Bicycling doesn't seem to have a good venue.	10/8/2017 2:04 PM
58	Walking on the sidewalk on James. The bicycle infrastructure and driver awareness of bicyclists needs significant improvement.	10/8/2017 10:54 AM

Signal Mountain Bike and Pedestrian Plan

59	Brow estates	10/8/2017 9:56 AM
60	On James Blvd because there is a sidewalk along the road. The only sidewalk I know of.	10/8/2017 9:55 AM
61	Neighborhood with little traffic. Along James on the sidewalks.	10/8/2017 9:31 AM
62	James Blvd	10/7/2017 9:42 PM
63	Honna Rogers had a grant for a bike/ped path from Rolling Way to Albert Road. Kids need a safe way to get to town recreation facilities. I would like to see Rolling Way to James sidewalks as well. I remember it was very expensive and problematic at the time due to the terrain. But it would be wonderful to have it. And what about the sidewalks in Old Town? They are really dangerous, though better than nothing. I use them frequently. Sidewalks are always appreciated.	10/7/2017 8:21 PM
64	Side roads that aren't busy	10/7/2017 7:37 PM
65	Old Town	10/7/2017 7:05 PM
66	James Blvd	10/7/2017 5:01 PM
67	James blvd because of the sidewalks. People drive too fast and there s not enough safe places to wlk and run.	10/7/2017 12:11 PM
68	Currently best place is around our neighborhood at Cherokee Ln.	10/7/2017 11:59 AM
69	Old Town-roads are in pretty good shape- cars tend to drive slower- more people walking- sidewalks need repairs , replacement and additions. most walks are made on road and not sidewalks.	10/7/2017 7:38 AM
70	Small local neighborhoods that have little traffic.	10/7/2017 7:31 AM
71	James Blvd new sidewalks are the best for walking. I know of no existing bicycle areas (bicycles are illegal on sidewalks). Besides this area, Old Town is the best place but on the roadway - the sidewalks are unsafe to use there. Timberlinks is in dire need of sidewalks. It gets a lot of pedestrian and bike use but the vehicles on this road do not observe the speed limit and often do not get over for pedestrians. It also isn't safe in the dark when some of us like to get our fitness in (before or after work and most of the time those are dark hours).	10/7/2017 7:25 AM
72	off the highway. too dangerous.	10/7/2017 6:24 AM
73	James blvd	10/7/2017 6:03 AM
74	Signal Mtn Blvd, Old Town, James, Faimount, Kentucky	10/7/2017 5:27 AM
75	Only on Jame Blvd and in the Old Town Area	10/6/2017 4:01 PM
76	McCoy walking path is great. We usually walk on N. Palisades.....cars travel too fast there. We have lots of walkers and people on bicycles there....kids too.	10/6/2017 3:27 PM
77	James Blvd	10/6/2017 3:27 PM
78	Old Towne	10/6/2017 3:26 PM
79	James Blvd. by golf course, but not portion of James from Maryland Ave. to Alexian.	10/6/2017 3:00 PM
80	Along the brow	10/6/2017 1:48 PM
81	walk - Old Town b/c of sidewalks	10/6/2017 1:12 PM
82	James blvd	10/6/2017 12:55 PM
83	James Blvd sidewalk	10/6/2017 12:14 PM
84	City parks, James Ave, Along the brow.	10/6/2017 12:08 PM
85	James boulevard. McCoy farm trail, all trails, I would love a bike or pedestrian lane on Ridgeway. All the way from cvs to Beyond the shopping center. This is the heart of our community and would provide safe access to side roads.	10/6/2017 9:56 AM
86	James Blvd sidewalk	10/6/2017 7:27 AM
87	Pretty much anywhere.	10/6/2017 6:16 AM
88	Old town and the sidewalk from the golf club to it's end on James Blvd. (Many portions of old town sidewalks are in need of repair.)	10/6/2017 6:15 AM
89	Old town is the safest but sidewalks need work. The trails are nice as well.	10/6/2017 4:00 AM

Signal Mountain Bike and Pedestrian Plan

90	Not sure	10/5/2017 11:42 PM
91	Theoretically Old Town, but so many of the sidewalks there are in terrible shape, so most people end up walking in the road instead.	10/5/2017 11:31 PM
92	The best sidewalks are between timberlinks and Thrasher. And I enjoy walking in Old Town. However the sidewalks and roads are cracked badly and tripping hazards. Because of this I tend to walk run in the street.	10/5/2017 11:22 PM
93	Green gorge	10/5/2017 10:54 PM
94	N/a	10/5/2017 10:52 PM
95	Olde Town	10/5/2017 10:19 PM
96	Olde Town	10/5/2017 10:19 PM
97	Olde Town	10/5/2017 10:19 PM
98	James Blvd & Shoal Creek (on Sundays)	10/5/2017 9:27 PM
99	I currently walk the sidewalk on James Blvd headed in the direction of the library because the sidewalks in Old Town are too dangerous. I would like sidewalks on Timberlinks Dr.	10/5/2017 9:17 PM
100	James Blvd bc of the sidewalks	10/5/2017 9:15 PM
101	Old town for walking because of the sidewalks. But, there are several areas of the sidewalk that need work (across from the Presbyterian Church) Very hard with strollers etc.	10/5/2017 9:08 PM
102	Palisades for biking; sidewalks on James, Shoal Creek and Palisades for walking	10/5/2017 8:40 PM
103	Old Town	10/5/2017 6:26 PM
104	McCoy Farm	10/5/2017 6:20 PM
105	Trails. Sidewalks along Fairmont would be great. Sidewalks anywhere near blind drives would be AMAZING.	10/5/2017 5:32 PM
106	We walk daily on the Green Gorge trail, but for walking outside of the woods, James Blvd and Old Town are preferable because of the sidewalks.	10/5/2017 5:24 PM
107	Not up or down the mountain	10/5/2017 5:19 PM
108	On James,because of the sidewalks	10/5/2017 5:16 PM
109	On trails in the woods and away from cars.	10/5/2017 5:02 PM
110	Trails or on James	10/5/2017 5:02 PM
111	James blvd because there is a sidewalk	10/5/2017 4:56 PM
112	No safe areas for bicycling; better safety when walking.	10/5/2017 4:35 PM
113	We don't need to spend any money on this issue.	10/5/2017 4:28 PM
114	Edwards Point and Mushroom Rock area for mountain bike. W Road and 127 on the back side of the mountain.	10/5/2017 4:13 PM
115	Walking ~ sidewalks or quiet streets; trails, etc. Biking ~ experienced bikers do fine with cars on streets; unexperienced should stick to sidewalks or gentle trails. Walkers & bikers should be able to co-exist on sidewalks & trails, but sadly there are those who fail to be considerate of others ~ and it is often young bikers who act like "who are you to get in my way?" And that is sad!	10/5/2017 4:08 PM
116	James along the golf course	10/5/2017 4:06 PM
117	Old town with existing paths. I would love to bike with kids on Taft to get to the stores and parks but it's horribly unsafe.	10/5/2017 3:24 PM
118	James blvd	10/5/2017 2:52 PM
119	By Pruitts, everywhere else is dicey.	10/5/2017 2:46 PM
120	James Blvd only because of the sidewalk	10/5/2017 2:38 PM
121	Old Town	10/5/2017 2:25 PM

Signal Mountain Bike and Pedestrian Plan

122	I feel safer driving to an area with trails or sidewalks, especially if I'm running with my children. Typically, we park a car at Thrasher and head towards old town. It would be nice to have sidewalks near the town hall, Signal Mountain Athletic Club and of coarse...tge grocery/ shopping complex	10/5/2017 1:58 PM
123	For running/walking specifically, James Blvd b/c of the sidewalk. Also Old Town b/c of wide roads and light traffic.	10/5/2017 1:57 PM
124	Old town	10/5/2017 1:54 PM
125	Neighborhoods, McCoy F&G, James Blvd	10/5/2017 1:47 PM
126	DRESSLER FIELD & ANDY ANDERTON PARK & BALL FIELD ON RACCOON LANE & THE TWO BALLFIELDS ON TIMBERLINKS AND SHORT CREEK ROAD & WALKING AROUND THE MACC	10/5/2017 1:42 PM
127	James Blvd on the sidewalk	10/5/2017 1:31 PM
128	Around the neighborhoods	10/5/2017 1:19 PM
129	Old Town	10/5/2017 1:00 PM
130	Old town.	10/5/2017 12:53 PM
131	James Blvd	10/5/2017 12:35 PM
132	Old Town for walking, the hiking trails, etc	10/5/2017 12:14 PM
133	Shackleford Ridge Park, bike...I really don't know.	10/5/2017 11:58 AM
134	Any where there's a sidewalk. Bikes shouldn't be on the road to slow down traffic.	10/5/2017 10:59 AM
135	The sidewalks are the best area, but these are very limited.	10/5/2017 10:52 AM
136	Old town, james blvd	10/5/2017 10:42 AM
137	Old towne	10/5/2017 10:19 AM
138	Walking is best on sidewalks. Anywhere with a sidewalk or a designated walking lane is safer than the street. Bikes-seem to do ok, but bike lanes always better	10/5/2017 10:07 AM
139	there are very few areas safe enough to ride or walk due to very few sidewalks, no bike lanes, very narrow roads, blind corners, & speeding and weaving drivers	10/5/2017 9:42 AM
140	James Blvd. Or the track on Ault Road	10/5/2017 9:12 AM
141	Old Towne, Palisades	10/5/2017 9:11 AM
142	Old Town	10/5/2017 9:10 AM
143	Not sure. Trails seem the only safe option for walking (vs. roadways). I haven't found a safe place to bike.	10/5/2017 9:02 AM
144	The brow: North Palisades Dr, East Brow Rd - bicycle or walk. Green Gorge, Rainbow Lake and Shackleford Ridge Park, Cumberland Trail - best for walking. Would love to have a all purpose trail out to Edwards Point thru Prentice Cooper (and maybe TRGT land, but with enforced restrictions about vehicles close to bluff. Would like to get linkage of walking trails from N. Palisades Dr to Green Gorge, to area between Shoal Ck & Carlin Creeks (below Palisades Dr), to link up with Signal Point-Ohio Ave Trailhead/Rainbow Lake. This is mostly walking, except for all purpose out to Edwards Pt. from Edwards Pt Rd. (compare this all purpose to Tower Drive in the big part of Prentice Cooper, west of Suck Ck Rd (TN27). This is gravel road with excellent water control to avoid erosion AND is policed to make sure ATVs do not stray from trails.	10/5/2017 8:37 AM
145	Old Town to Puetts	10/5/2017 8:36 AM
146	Not sure. I walk in my neighborhood on the roadway as there are no sidewalks. The traffic is minimal in our neighborhood other than the residents of the neighborhood so I feel safe walking here.	10/5/2017 8:33 AM
147	Small roads. Backroads	10/5/2017 8:17 AM
148	James Blvd. Or the track on Ault Road	10/5/2017 8:16 AM
149	Offroad trails. I'm not aware of any bicycle paths or designated bicycle routes on Signal Mountain.	10/5/2017 7:52 AM
150	Texas Ave	10/5/2017 7:50 AM

Signal Mountain Bike and Pedestrian Plan

151	My current neighborhood Brow Estates. There needs to be a sidewalk on Hampton Rd. Many kids bike & walk to Pruetts or the pool and it isn't safe.	10/5/2017 7:45 AM
152	Neighborhoods and trails	10/5/2017 7:40 AM
153	Old town and the bluff on Palisades	10/5/2017 7:40 AM
154	Walk in Old Town but the sidewalks are in great need of repair and not all streets have sidewalks which makes it necessary to walk in the street.	10/5/2017 7:32 AM
155	Walk in old town and the high school trail.	10/5/2017 7:03 AM
156	Don't know	10/5/2017 6:54 AM
157	Old middle school track	10/5/2017 6:47 AM
158	The sidewalk on James, running along the golf course.	10/5/2017 6:47 AM
159	All but Taft Hwy	10/5/2017 6:37 AM
160	The brow.	10/5/2017 6:29 AM
161	Walden ridge	10/5/2017 6:13 AM
162	Neighborhoods	10/5/2017 6:01 AM
163	James Boulevard and Shackelford Ridge	10/5/2017 5:50 AM
164	Places with a sidewalk to walk. No safe feeling place to ride a bike	10/5/2017 5:24 AM
165	Brow	10/5/2017 4:50 AM
166	The brow road. No improvement needed there b/c of low vehicle traffic. Timberlinks/Shack Ridge is a common route where there is no marked area. If you could have a marked loop from CVS along Taft to come back on Shack Ridge that would be a great goal.	10/5/2017 4:37 AM
167	Palisades and Brow for walking	10/5/2017 2:34 AM
168	By golf course	10/5/2017 12:54 AM
169	James where the side walks. Rainbow lake.	10/4/2017 11:14 PM
170	James Blvd or trails	10/4/2017 10:39 PM
171	Country club, small neighborhoods, trails	10/4/2017 10:22 PM
172	I haven't found any yet.	10/4/2017 10:14 PM
173	Not sure	10/4/2017 10:13 PM
174	I really love road biking up on Signal Mountain. Cars are generally bike friendly and the roads are fairly accommodating. However, it would be nice to have additional sidewalks/pathways for casual cycling (like the riverwalk) and walking.	10/4/2017 9:40 PM
175	trails away from roads	10/4/2017 9:30 PM
176	Very few, really. Maybe "in town" on sidewalks, but we live in Walden.	10/4/2017 9:26 PM
177	Along the brow - along the fringes. Including sawyer, corral, Boston branch, Anderson pike, shackelford and old town.	10/4/2017 9:25 PM
178	Old Towne area	10/4/2017 9:21 PM
179	Old town, because there is relatively little car traffic and some of the sidewalks are in okay condition. Also the sidewalk along James because it has a small grass median between it and street traffic.	10/4/2017 9:18 PM
180	walk in the dead end residential areas	10/4/2017 9:04 PM
181	Old town neighborhood	10/4/2017 9:02 PM
182	Old Town	10/4/2017 8:56 PM
183	Maybe the newer sidewalk along James	10/4/2017 8:55 PM
184	In my neighborhood of Birnam Wood	10/4/2017 8:53 PM
185	Hidden brook Prentice cooper	10/4/2017 8:50 PM

Signal Mountain Bike and Pedestrian Plan

186	McCoy Farm	10/4/2017 8:48 PM
187	NA	10/4/2017 8:44 PM
188	Palisades road along the Brow for its fabulous views	10/4/2017 8:30 PM
189	Old Town	10/4/2017 8:29 PM
190	McCoy Farms or hiking trails	10/4/2017 8:27 PM
191	Old town, or the trails at signal high and the McCoy farm	10/4/2017 8:00 PM
192	James Blvd but the sidewalk does not go all the way to Taft on the north side. Very very dangerous.	10/4/2017 7:58 PM
193	East brow. Less traffic. Or straight up the gut with extra lane for safety... of course it ends tho. Oops where did the bike lane go? Well it wasn't a bike lane...	10/4/2017 7:58 PM
194	From Miles Rd all the way to the front of the mountain	10/4/2017 7:58 PM
195	James Blvd, Palisades/Brow	10/4/2017 7:57 PM
196	James Blvd and Old Town areas	10/4/2017 7:57 PM
197	Not sure	10/4/2017 7:46 PM
198	The side walk on James. That is the only area I'm willing to ride with my children because of safety concerns.	10/4/2017 7:46 PM
199	Walk/run - streets such as James Boulevard that have a sidewalk. Bike - residential neighborhoods, or Ridgeway/Taft Highway (only in areas with a wide shoulder).	10/4/2017 7:37 PM
200	James Blvd but look out for low hanging branches. Certain areas of Old Town have sidewalks we can use.	10/4/2017 7:31 PM
201	James Blvd	10/4/2017 7:24 PM
202	There are many great areas to walk on Signal; old town, the Cumberland trail, green gorge, etc., but there are not safe ways to walk to the main business district. These should be two separate issues. The main highway is also not safe for biking; we need connected greenways that are bikeable as most of our trails are either not bike friendly or require a great deal of technical skill and are isolated (Edwards point trail system). Need more connectivity	10/4/2017 7:18 PM
203	Brow, Timberlinks, Sawyer	10/4/2017 7:17 PM
204	Old Town	10/4/2017 7:12 PM
205	James blvd	10/4/2017 7:08 PM
206	James Blvd because it has a sidewalk	10/4/2017 7:08 PM
207	Would love to link Walden and Signal some how!	10/4/2017 7:03 PM
208	Anderson to Kell and then up Kell road.	10/4/2017 6:59 PM
209	Palisades and Old Town	10/4/2017 6:56 PM
210	There is no best area. There should be NO additional bike areas, period, end of sentence. Bikers are problems I have to deal with on a daily basis and they contribute to increased danger for drivers when they are on streets that are narrow and winding. Bikers are citizens that pay taxes just like I do and deserve to be able to ride as they please but should not be allowed to endanger others	10/4/2017 6:53 PM
211	Walk where there are sidewalks.	10/4/2017 6:52 PM
212	The brow or old town	10/4/2017 6:48 PM
213	We like to walk in the Palisades area but wish there were more sidewalks or pedestrian friendly areas.	10/4/2017 6:41 PM
214	Trails that aren't officially open. Top of Roberts Mill area. Great trails that Mtn Bikers made & should have access to without worrying about getting hassled.	10/4/2017 6:38 PM
215	James	10/4/2017 6:38 PM
216	not sure	10/4/2017 6:35 PM
217	Not sure	10/4/2017 6:30 PM

Signal Mountain Bike and Pedestrian Plan

218	Not sure	10/4/2017 6:27 PM
219	On sidewalks or trails	10/4/2017 6:23 PM
220	Old town is the best area to walk and ride a bike in my opinion; however, I feel it is unsafe to do so on many streets. The sidewalks are uneven and chipped away in many areas, causing us to walk on the street with cars driving by. Luckily, I am not one of the many families worrying about walking with their children. I would ride my bike MUCH more often as well if there were more bike lanes. Specifically to get from the middle of old town to the coffee shops, etc. that are at the very front of the mountain, as well as in the opposite direction to the 'downtown' area of Signal Mountain (ie. Pruetts). And I would ride my bike MUCH more if there was a bicycle-only path getting from the golf course to Pruetts. If this were the case, I would shop there, and other stores on the mountain way more often. But since I have to get in a car to do these errands, I may as well just do them in Chattanooga on the way home from work instead of on the weekend where I am also wanting to get in some exercise.	10/4/2017 6:21 PM
221	Walking/running on the trails bc there are no cars..	10/4/2017 6:16 PM
222	James, trails around	10/4/2017 6:11 PM
223	Walk...local trail system connecting to Cumberland trail...bike, there is no really good road cycling infrastructure...locals generally seem to dislike sharing the road...off road...there are a few stretches of single track, but not maintained by city...	10/4/2017 6:10 PM
224	Neighborhood	10/4/2017 6:08 PM
225	First, of all we should not use these interchangeably. Bicycling should be done in the road by law. So adding dedicated bike paths through the neighborhoods and around the schools would be the best option. Then increased awareness about bike laws and the 3 foot law is also necessary.	10/4/2017 5:56 PM
226	James blvd	10/4/2017 5:47 PM
227	Old Town. The rest of Signal is ignored.	10/4/2017 5:41 PM
228	Kell road and old town	10/4/2017 5:34 PM
229	I live in Old Town, so that is where I prefer to walk. I also like the ATV trails near the high school when they are not being used for ATVs.	10/4/2017 5:26 PM
230	Walk/Hike: Green Gorge trail, Cumberland Trail System Road Cycling: Old Town Mountain Biking: no designated mtb trails	10/4/2017 5:22 PM
231	Trails	10/4/2017 5:09 PM
232	James Blvd or old towns, the only areas with sidewalks!	10/4/2017 5:04 PM
233	Walk on sidewalk. Biking seafely relies on safe motorists	10/4/2017 4:59 PM
234	James Blvd.	10/4/2017 4:52 PM
235	The safest areas are in neighborhoods. The best scenery is along the brow, but it has a lot of careless drivers.	10/4/2017 4:48 PM
236	On trails....never on the roads.	10/4/2017 4:48 PM
237	Old Town has sidewalks, but most of them are in horrible condition. The best sidewalks are on James Blvd. (main drag portion)	10/4/2017 4:43 PM
238	Old Town	10/4/2017 4:34 PM
239	I am uncertain. I usually walk the brow because it is close to my house & has a beautiful view	10/4/2017 4:31 PM
240	Trails behind SMMHS	10/4/2017 4:29 PM
241	Sidewalk on James for walking Trail to Edwards Point for biking	10/4/2017 4:11 PM
242	Palisades today. Would love a route from Anderson to the high school on shackleford	10/4/2017 3:58 PM
243	James Blvd	10/4/2017 3:57 PM
244	The McCoy property is one place. I do not like thr gravel on the paths there. I like to walk in my neighborhood but there are no sidewalks so I have to watch for and get out of th way of cars.	10/4/2017 3:47 PM
245	Trails by SMMHS, neighborhoods, Rainbow Lake trail	10/4/2017 3:46 PM
246	James, McCoy farm, High school trails.	10/4/2017 3:42 PM

Signal Mountain Bike and Pedestrian Plan

247	McCoy Farms, Cumberland Trail segments (Signal Point, Rainbow Lake, etc), SMCC Golf Course	10/4/2017 3:41 PM
248	James Blvd	10/4/2017 3:41 PM
249	Hidden Brook, Palisades Dr, East Brow	10/4/2017 3:40 PM
250	The high school, which I have to drive to, and Isn't really useful for anything other than recreation for me.	10/4/2017 3:39 PM
251	old town and cherokee blvd	10/4/2017 3:38 PM
252	I live on Taft Highway and see people cycling regularly. If the drivers are courteous and aware, it seems like a good place but having them go up and down the winding main road scares me.	10/4/2017 3:38 PM
253	Edwards Point trails and road biking.	10/4/2017 3:37 PM
254	Shoal Creek park, trails near the High school	10/4/2017 3:31 PM
255	The trails for walking. Nowhere is safe and useful for bolong	10/4/2017 3:30 PM
256	The sidewalk along James (not old town part) is great. McCoy Farms is a great place to walk. We bike in the road often, and often are not given proper 3 ft from vehicles.	10/4/2017 3:28 PM
257	Old Town or Edward's Point	10/4/2017 3:27 PM
258	James Blvd only. Please annex Edwards Point Rd to make improvements on safety there	10/4/2017 3:19 PM
259	Olde Town but really they are bad too because the existing sidewalks are horrible. I would say the safest would be on the trails.	10/4/2017 3:17 PM
260	In your neighborhood	10/4/2017 3:15 PM
261	Probably old town since it actually has sidewalk, maybe James though since the sidewalks are better.	10/4/2017 3:13 PM
262	No opinion	10/4/2017 3:12 PM
263	Shackleford Ridge Park	10/4/2017 3:11 PM
264	James sidewalk, Shackleford Ridge Park	10/4/2017 3:10 PM
265	Old Town towards town center where pruetts is. Access to the post office would be a plus.	10/4/2017 3:04 PM
266	Brow Estates. Most cyclists go up and down Mtn. They don't ride the Mtn.	10/4/2017 3:01 PM
267	The trails are nice for recreational walking. I walk the old middle school track sometimes. James and Old Town are also used for walking, since they are the only areas near me with any sidewalks.	10/4/2017 2:57 PM
268	Trails that are away from cars	10/4/2017 2:57 PM
269	walk Edwards point	10/4/2017 2:57 PM
270	Olde Towne	10/4/2017 2:55 PM
271	Around Nolan/SMMHS and Edwards Point	10/4/2017 2:53 PM
272	Old Town	10/4/2017 2:52 PM
273	Old town	10/4/2017 2:52 PM
274	Not sure	10/4/2017 2:50 PM
275	For walking James Blvd but there are so few sidewalks here that it makes it extremely unsafe to walk. I would love to walk near my home but there is no safe easement or a sidewalk to walk	10/4/2017 2:48 PM
276	James and some of Old Town has a sidewalk, and those are the only places we feel comfortable walking. We do not feel safe riding our bikes on Taft. Our neighborhood (Fox Run) has no sidewalks at all. Signal Mtn needs a greenway!!!!	10/4/2017 2:47 PM
277	Nowhere	10/4/2017 2:45 PM
278	The path along James is the best at the moment. I would love to see some infrastructure for bikes, pedestrian crossings, and bike parking along Taft. It would be great to take advantage of the wide shoulders with some sort of divided bike/pedestrian lane to help people feel a better sense of safety. Connect the areas between the town hall and the plaza better to encourage people to travel by bike and foot to mountain amenities.	10/4/2017 2:43 PM

Signal Mountain Bike and Pedestrian Plan

279	James Avenue is best for walking/bicycling. There are lots of walkers in my neighborhood (palisades) with no walking lanes or sidewalks and it can be dangerous.	10/4/2017 2:43 PM
280	Currently it is on the trails as there is no motorized traffic there. It would be great to have some options that were not immediately adjacent to roads (i.e. sidewalks that were separate from the roads or even greenways connected to the town shopping centers.	10/4/2017 2:39 PM
281	Old Town because of existing sidewalks.	10/4/2017 2:37 PM
282	The Brow	10/4/2017 2:35 PM
283	Old Town and the business district	10/4/2017 2:33 PM
284	first of all this SURVEY should separate wlaiking from bicycling!! Second, the Town officials need to answer WHY! the sidewalks in the Old Town Area are in such disrepair Then the Town Officials need to answer WHY they cannot maintain the local streets. again just look at Old Town!	10/4/2017 2:30 PM
285	The sidewalks from the library to the Country Club are safe and usable. Appreciate the bike lane on Taft, just wish it was longer, it ends well before you get to restaurants/McCoy Farm	10/4/2017 2:29 PM
286	On James Blvd between the Presbyterian Church and just past the country club as it is mostly flat. This area is mostly flat. Having arrhythmia problems eliminates walking hilly areas.	10/4/2017 2:26 PM
287	James Road. There are actually sidewalks!	10/4/2017 2:22 PM
288	Trails that are not on roads with cars	10/4/2017 2:19 PM
289	The signal mountain loop	10/4/2017 2:18 PM
290	The brow	10/4/2017 2:15 PM
291	Old Town	10/4/2017 2:13 PM
292	Trails. Feel some roads unsafe due to curves and speeding	10/4/2017 2:12 PM
293	Old Towne	10/4/2017 2:12 PM
294	The BROW. traffic is LESS than most of the other areas of the mountain, therefore, safer... but narrow, and often will case you to go over the edge of the cliff if you choose that side of the road to avoid a car in the event of an accident	10/4/2017 2:10 PM
295	Walk- along James Blvd and track at old middle school	10/4/2017 2:07 PM
296	James	10/4/2017 2:05 PM
297	Neighborhoods	10/4/2017 2:02 PM
298	Taft hey where the road is wide	10/4/2017 2:02 PM
299	The path along James is nice for getting to town, although I wish there was better access from the Timberlinks area.	10/4/2017 2:01 PM
300	Palisades and Brow	10/4/2017 2:01 PM
301	Near the Pumpkin Patch	10/4/2017 1:59 PM
302	Palisades	10/4/2017 1:59 PM
303	Brow	10/4/2017 1:58 PM
304	Old town	10/4/2017 1:58 PM
305	James Blvd	10/4/2017 1:53 PM
306	Old middle school track or high school track (when accessible); parts of James Blvd.	10/4/2017 1:52 PM
307	Walking - trails behind high school, McCoy Farms, Olde Towne Biking - The Brow, Out of the town limits	10/4/2017 1:51 PM
308	James Blvd because of the sidewalks	10/4/2017 1:49 PM
309	Old Towne, James Blvd sidewalk	10/4/2017 1:48 PM
310	James Boulevard is the only safe place to walk, as it has sidewalks. It's insane that other parts in town don't have sidewalks, especially taft highway where we see many kids walking to get pizza, etc.	10/4/2017 1:45 PM

Signal Mountain Bike and Pedestrian Plan

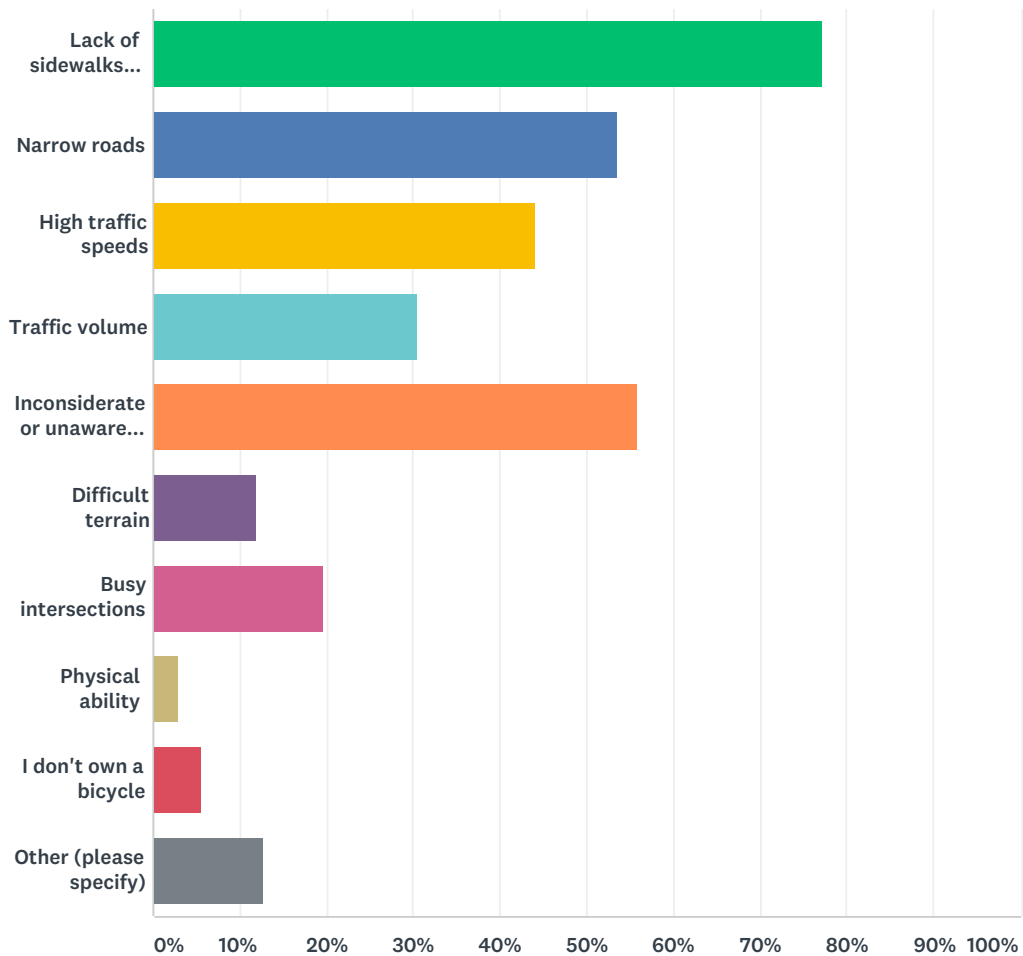
311	James Blvd has sidewalks. Taft highway and Timberlinks desperately need bike/walking paths. The kids need to be able to ride bikes to SMMHS without car traffic	10/4/2017 1:45 PM
312	old town seems the best, as well as Brow Estates.	10/4/2017 1:44 PM
313	Not sure. I walk in the palisades neighborhood where I live, but wish there were sidewalks or place off the road to walk	10/4/2017 1:44 PM
314	Anywhere as long as the pedestrians & cyclists obey the rules of the road & realize they need to LOOK BOTH WAYS at intersections, etc.	10/4/2017 1:44 PM
315	James Blvd	10/4/2017 1:42 PM
316	Old town	10/4/2017 1:41 PM
317	Old Town	10/4/2017 1:40 PM
318	Along stretch of James Blvd is good for walking because of sidewalks. Olde Town section is good on roads with slow traffic but sidewalks are not ideal if you have a stroller. There is not really a safe road to bike properly. It is not safe for walkers to have bikes riding on sidewalks. Need proper bike lanes and education for the community. If would bring great additions to the community if we invested in this.	10/4/2017 1:40 PM
319	James Blvd. or in Hidden Brook	10/4/2017 1:40 PM
320	Old town (on the sidewalks) or down James Blvd (on the sidewalks).	10/4/2017 1:37 PM
321	Taft Highway has shoulders to run on. Would absolutely love sidewalks on Taft and Shackelford Ridge.	10/4/2017 1:36 PM
322	Walk in Old Town, bike in Hiddenbrook.	10/4/2017 1:36 PM
323	Walk- Trails around high school Bike- Anywhere	10/4/2017 1:30 PM
324	Old Town with its sidewalks.	10/4/2017 1:21 PM
325	None.	10/4/2017 1:19 PM
326	Areas with sidewalks	10/4/2017 1:19 PM
327	Old Town	10/4/2017 1:14 PM
328	Old Town	10/4/2017 1:12 PM
329	Walden, McCoy Trail.	10/4/2017 1:11 PM
330	currently, we have great trails and old town is very connected and accessible. I would like to see better ways to access the commercial area and town facilities such as the pool. I would also like safe crossing areas across Taft Hwy (perhaps a pedestrian bridge?)	10/4/2017 1:08 PM
331	Prentice Cooper	10/4/2017 1:04 PM
332	Olde Towne	10/4/2017 1:04 PM
333	I pretty much stick to walking and biking around my house on Cherokee lane. Really can't give an opinion regarding the best area.	10/4/2017 1:01 PM
334	Where there is a sidewalk, and there are very few	10/4/2017 12:53 PM
335	Really depends on time of day. Generally the sidewalk along James or in Hidden Brook	10/4/2017 12:50 PM
336	The brow, old town	10/4/2017 12:45 PM
337	James Blvd. Would LOVE to see the commercial area walker and biker-friendly! Connect James to restaurants and Pruetts, for example. We would be in that area much more often, as we do live nearby.	10/4/2017 12:40 PM
338	Along James and old town	10/4/2017 12:40 PM
339	Taft Hwy	10/4/2017 12:36 PM
340	James Blvd.	10/4/2017 12:28 PM
341	old towne seems to get the most attention	10/4/2017 12:25 PM
342	Any place other than the main thoroughfares.	10/4/2017 12:25 PM

Signal Mountain Bike and Pedestrian Plan

343	High school trails	10/4/2017 12:16 PM
344	In parks and on quiet back streets. I think there should be more pedestrian- and bike-friendly areas.	10/4/2017 12:11 PM
345	Edwards point, prentice cooper	10/4/2017 12:11 PM
346	Old Town, The Brow	10/4/2017 12:11 PM
347	The parks and trails	10/4/2017 12:08 PM
348	Signal Road Taft Highway James Blvd	10/4/2017 12:08 PM

Q9 What factors, if any, discourage you from walking or biking in Signal Mountain? (select all that apply)

Answered: 376 Skipped: 6



ANSWER CHOICES	RESPONSES	
Lack of sidewalks and/or bike lanes close to me	77.13%	290
Narrow roads	53.46%	201
High traffic speeds	44.15%	166
Traffic volume	30.59%	115
Inconsiderate or unaware motorists	55.85%	210
Difficult terrain	11.97%	45
Busy intersections	19.68%	74
Physical ability	2.93%	11
I don't own a bicycle	5.59%	21
Other (please specify)	12.77%	48

Signal Mountain Bike and Pedestrian Plan

Total Respondents: 376

#	OTHER (PLEASE SPECIFY)	DATE
1	I wish for my kids to be able to walk to Nolan & Middle High safely along these roads.	11/14/2017 2:56 PM
2	None, speed limit is 25 mph	11/13/2017 10:33 PM
3	I'm 61 now - grew up on Signal & road my bike all over as a child.	11/13/2017 11:53 AM
4	Signal mtn folks please stay off the W rd	11/3/2017 7:32 PM
5	Against all increased biking accommodations as as there is too much traffic and too many narrow roads on Signal Mountain.	11/3/2017 2:19 PM
6	curvy roads- limited sight distance for drivers and no shoulder	10/31/2017 7:39 AM
7	none	10/18/2017 1:26 PM
8	I live in Hidden Brook and there are very blind hills. I'm terrified when my children ride their bikes. Cool Springs hill is dangerous as well as Hidden Brook Lane in between the Cool Springs and Whispering Pines streets. Sidewalks on these particular dangerous spots would be wonderful.	10/11/2017 7:15 PM
9	I was hit on my bike in front of the post office a few years ago. A motorist turned into me as I passed in front of the post office entrance. Bike lanes could help.	10/10/2017 6:33 AM
10	See #8	10/8/2017 2:13 PM
11	Safe crossings across Taft Highway	10/7/2017 11:59 AM
12	Packs of mothers jogging with strollers, including using the streets when there is an empty sidewalk right beside them.	10/6/2017 3:00 PM
13	Ridgeway has no shoulder from cvs to rolling way	10/6/2017 9:56 AM
14	Only 2 major intersection are challenging: James/Timberlinks/TX where speed bumps are needed to slow drivers. Also, cross walk needed at traffic light	10/6/2017 6:16 AM
15	My own lack of time.	10/5/2017 11:31 PM
16	Disrepair of sidewalks	10/5/2017 11:22 PM
17	Poorly maintained and broken sidewalks	10/5/2017 10:19 PM
18	Poorly maintained and broken sidewalks	10/5/2017 10:19 PM
19	Poorly maintained and broken sidewalks	10/5/2017 10:19 PM
20	In consideration of drivers	10/5/2017 5:19 PM
21	I have been a walker for YEARS ~ on the old track, walking in neighborhoods on sidewalks or quiet streets ~ lovely! I definitely do not like the narrow bike lanes on busy city streets in Chattanooga ~ hope Signal never goes that route! Mature, capable cyclists seem to manage just fine in our limited traffic situations. The more immature, less capable cyclists perhaps should stick to the less-traveled roads or trails. Common sense would be helpful!	10/5/2017 4:08 PM
22	None.	10/5/2017 10:59 AM
23	People drive too fast on every road we have walked on.	10/5/2017 10:07 AM
24	Not all trails are suitable for bicycles, as erosion is a problem on steep terrain. There is a fundamental flaw in compatibility of mountain bikers who love steep hills, but cannot control erosion. Well constructed walking trails on steep terrain should be limited to switchbacks and ~7% grades.	10/5/2017 8:37 AM
25	Bicycling does not apply, however more sidewalks would increase the ability to walk throughout the town rather than in very limited areas.	10/5/2017 8:33 AM
26	No lights. Have to go before work EARLY in the am	10/5/2017 4:50 AM
27	Lack of public transportation	10/4/2017 10:22 PM
28	poor condition of sidewalks	10/4/2017 9:30 PM
29	I don't appreciate the assholes hat live up there an purposely try to intimidate cyclists climbing the W road or up spaceship way...	10/4/2017 7:58 PM

Signal Mountain Bike and Pedestrian Plan

30	Some sidewalks are in disrepair	10/4/2017 7:31 PM
31	Access	10/4/2017 6:38 PM
32	I am in no way discouraged from walking or biking on signal Mtn. Roads are for cars, so I tend to stay off of roads when biking or walking	10/4/2017 6:23 PM
33	I often walk with my dog, however, too many do not have their dogs contained or on leash while walking with them. My dog will attack other dogs if they come up to her, so it's always stressful.	10/4/2017 5:26 PM
34	No designated or shared use mountain bike trails	10/4/2017 5:22 PM
35	I don't feel safe	10/4/2017 4:11 PM
36	Lack of Mountain bike trails/ and road bike lanes.	10/4/2017 3:42 PM
37	Biking on city streets should be limited. I have no desire to bike and clog streets.	10/4/2017 3:28 PM
38	Use other means of exercise	10/4/2017 3:12 PM
39	Mtn not where I would choose to ride bike.	10/4/2017 3:01 PM
40	More sidewalk, especially on timberlinks and cutthrough between james blvd and taft so kids can walk or bike from james to pool without getting on road. It's the road with the fire dept and tennis courts.	10/4/2017 2:55 PM
41	No pedestrian crossing at Taft Hwy/Palisades intersection.	10/4/2017 2:37 PM
42	let's repair our sidewalks and improve our roads! very few FEW people desire to ride bike's due to "topo's)	10/4/2017 2:30 PM
43	Limited cross walks/pedestrian crossing areas	10/4/2017 2:29 PM
44	None	10/4/2017 2:19 PM
45	No desire.	10/4/2017 1:44 PM
46	poor condition of existing sidewalks	10/4/2017 1:36 PM
47	No discouraging factors	10/4/2017 1:19 PM
48	Lack of bike trails	10/4/2017 12:11 PM

Q10 If you have experienced an unsafe situation while walking/biking, describe it below. Please include the approximate location where this experience occurred.

Answered: 278 Skipped: 104

#	RESPONSES	DATE
1	On shackleford ridge, due to traffic with young drivers. Dogs chasing.	11/14/2017 11:20 PM
2	Everywhere on these streets (Shackleford Ridge Road & Timberlinks Drive it is unsafe because there is no sidewalk or bike lane.	11/14/2017 2:56 PM
3	Texting students on timberlinks	11/14/2017 9:30 AM
4	None. SM has a relatively low amount of vehicle traveling our roads. We do not want to get like downtown Chattanooga where vehicles cannot maneuver freely or park easily. When you start narrowing roads you create problems and congestion causing drivers to loose focus.	11/13/2017 10:33 PM
5	n/a	11/13/2017 5:14 PM
6	James Blvd. People speed all the time and it seems like they're constantly looking down at their phone while driving.	11/13/2017 2:50 PM
7	Speed limits not obeyed. Speeding up (and down) hills.	11/13/2017 2:20 PM
8	Anderson Pike in front of Bachman. The road curves and has no sidewalk. Why is access from Fox Run to other areas not included in your plan?	11/13/2017 2:03 PM
9	Daily when walking my dog trying to get from Pinehurst to the James side walks. Constantly dodging cars. I can't walk against traffic because oncoming cars don't have the distance to see me so I have to walk on the wrong side of the road and jump on the uneven grass when a car comes from behind.	11/13/2017 11:53 AM
10	The six way intersection at James Blvd, Texas and Timberlinks is very dangerous. Motorists seem to be unaware or do not care about the crosswalk. Also, there should be more crossings on Ridgeway.	11/13/2017 11:31 AM
11	Hampton road is a major access road for many to get to the brow. It is rather narrow with no shoulder. I have had numerous close calls on that road both biking and walking.. I realize the big boulders create a difficulty and they give the road it's unique beauty. So possibly widening the shoulder on Hampton would help or a trail in that area connecting residents to the brow would eliminate foot traffic on Hampton. Ault Road residents such as myself, brow view and brow estates only access to get to the brow for walking or biking is thru Hampton which is a hazardous route.	11/11/2017 10:51 AM
12	I have been challenged by roaming dogs.	11/8/2017 5:49 PM
13	Drivers going to fast, not paying attention. Not enough light	11/6/2017 2:50 PM
14	Mississippi Avenue pushing my daughter in her stroller. We have to walk down Mississippi Avenue to get to the less trafficked streets in Olde Town. It's dangerous without a sidewalk and significantly discourages us from walking.	11/4/2017 6:32 PM
15	Riding a bike on Taft Why trying to dodge the scored pavement on the shoulder.	11/3/2017 8:20 PM
16	All of the residents and travelers of the W road are put in harm's way when bicyclists choose to travel this route. There is little to no shoulder and THERE ISN'T 3 FEET TO GIVE YOU. Motorists trying to pass cyclists cross the double yellow lines in curves into on coming traffic. I understand this is a forum for SM town but I feel that some interested parties need to consider this information. I'm all for biking in the roadway just NOT the W. PLEASE	11/3/2017 7:32 PM
17	Continuous high-speed traffic conditions on James Boulevard already make it unsafe for residents to walk their pets, and the road is narrow. We don't need to make any additional provisions for bicyclists.	11/3/2017 2:19 PM
18	Cars not moving far enough over on timerlinks.	11/2/2017 8:33 PM

Signal Mountain Bike and Pedestrian Plan

19	On Halloween an Oakmont several cars were speeding down the road, turning in the culdesac and then speeding off while children were in the street!	11/2/2017 12:33 PM
20	speeding vehicles, narrow roads. Was almost run over by a school bus on shackeford ridge road	11/2/2017 9:52 AM
21	None	11/2/2017 6:36 AM
22	I live on Ridgeway Avenue. I love to walk my dogs. However, it is dangerous to walk on Ridgeway because in most places there is no where to walk except almost in the lane used by the vehicles. It is also dangerous just to get my mail out of the box because there isn't enough space between my mailbox and the lane used by vehicles. The cars and trucks go by so fast that sometimes it feels like the wind from the trucks will blow me down. If you could change the traffic lanes to one way going up and one way going down with a turn lane in the middle. There would be plenty of room on each side for walking and biking. It wouldn't cost much because it would only take painting new lines on the lanes.	11/1/2017 10:35 AM
23	when cycling cars that don't allow 3 feet. when walking, no sidewalks and having to share the road with cars, particularly after dark.	11/1/2017 7:45 AM
24	Stop sign at intersection of James and Mississippi. People roll through the stop, or they are confused by who has the right of way.	10/31/2017 11:37 AM
25	Drivers driving very close and fast while passing on Taft Highway -- in Walden.	10/31/2017 9:45 AM
26	I was almost hit by a speeding car turning from Stratford Way onto Primrose Way.	10/31/2017 9:00 AM
27	I am usually the driver and encounter people walking or biking on the road while rounding a curve or cresting a hill... Walden area & Fairmount pike	10/31/2017 7:39 AM
28	Having to walk and bike on roadways is dangerous.	10/29/2017 3:21 PM
29	It is like a game of frogger trying to walk across Taft highway from pruetts. Also walking from pool to pruetts is impossible because of lack of sidewalks and high grass	10/28/2017 12:07 PM
30	High school student-drivers speeding through neighborhood (Birnam Wood & Hidden Brook) going to/from school. This is a daily, consistent problem which needs to be addressed before someone gets seriously hurt.	10/26/2017 9:03 AM
31	Probably does apply to this but bike riders on US127 & the W road. They create unsafe conditions for everyone. They should not be allowed on either roadway for safety reasons since the roadways are not equipped to handled slow moving vehicles.	10/26/2017 7:56 AM
32	I live in carriage hill, always a problem with traffic from shoal creek and palisades if you are working to the brow or going to the gorge to walk on the trails, when cars come you have to get on the grass quickly.	10/23/2017 12:37 PM
33	As an avid road biker, I experience an unsafe scenario about 1 out of 3 rides with drivers not giving enough buffer or not slowing down. I stopped climbing the mountain when the out of lane grooves were added as they removed access to the small shoulders.	10/23/2017 10:14 AM
34	Timberlinks drive traffic often 40+ mph. Cars do not look for walkers, bikers, or golf carts	10/18/2017 7:39 PM
35	My concern is that walkers and bikers do not realize that they are hindering the site line for the motorist and expect the motorist to just go around. Therefor the problem is not having bike/walker lanes(even dogs on long leads cause concern) . I don't think walkers/bikers have consideration for the motorists. This opinion comes from driving the brow several times a day at any time of day. I would love to see people drive the brow before they walk it and see where the visibility problem hills are. It is frustrating when walkers/bikers think we should just go around them.	10/18/2017 3:51 PM
36	Drivers fail to yield to pedestrians in crosswalk (five points intersection of James Ave, Texas Ave & Timberlinks. Drivers failing to share road on Texas Avenue, and Inverness	10/18/2017 11:49 AM
37	n/a	10/18/2017 7:03 AM
38	Yes, as I said, cars on James and Cauthen usually speed.	10/17/2017 10:48 AM
39	no	10/13/2017 9:46 AM
40	safety first, there is not enough bike space	10/12/2017 11:27 AM
41	Motorists think they own the road and are not considerate	10/11/2017 9:22 PM
42	n/a	10/11/2017 3:31 PM

Signal Mountain Bike and Pedestrian Plan

43	Not having a separate sidewalk and/or bike lane along the brow and along taft highway makes it unsafe. I realize it may be unrealistic to add bike lanes and sidewalks to all the main roads on Signal Mountain--but it would be the safest thing for bikers and pedestrians.	10/11/2017 2:20 PM
44	Running or biking up and down the mountain (Taft Hwy and W Rd)	10/11/2017 8:09 AM
45	I live on Texas Avenue (the Old Town part) which does not have sidewalks. Because it is such a straight street with no stop signs, people drive very fast on that road although it has a lot of bike/ped activity.	10/10/2017 8:52 AM
46	None	10/10/2017 8:36 AM
47	Near Bachman	10/10/2017 7:18 AM
48	Mentioned above - hit on my bike in front of the post office. My wife and I walk and regularly have cars cross over the solid line onto the shoulder where we walk. I'm not sure if they're texting or deliberately swerving onto the shoulder.	10/10/2017 6:33 AM
49	Crossing the road at the traffic light by CVS. This intersection is difficult for adults and impossible for children.	10/9/2017 7:32 PM
50	None that I can think of at this time.	10/9/2017 1:53 PM
51	Crossing from MS ave to palisades at the CVS	10/9/2017 7:45 AM
52	Old Towne, Taft Hwy	10/8/2017 4:47 PM
53	Too numerous to mention	10/8/2017 2:13 PM
54	Biking on the brow feels uncomfortable in general.	10/8/2017 10:54 AM
55	I would like to see bicycles banned from the w road. Too dangerous, someone is going to get killed	10/8/2017 9:56 AM
56	Walking on the road is not the safest, but there's no sidewalk. So what are you going to do?	10/8/2017 9:55 AM
57	Not enough room on road. People going too fast.	10/8/2017 9:31 AM
58	In Old Town the danger arises where the sidewalks end and we no option left but the street--especially when shifts change at Alexian. The curves on Ohio are dangerous for walkers.	10/7/2017 8:21 PM
59	Path from library through SMPH property to pool, town , tennis courts. And to include "paved" path from back of Playhouse complex to these areas. Looks like created for this purpose but very degraded.	10/7/2017 5:01 PM
60	Roads are too curvy and hilly. People drive too fast and I am nearly hit all the time!	10/7/2017 12:11 PM
61	Trying to cross Taft Highway from Palisades or Signal Rd area is difficult on foot or bike. My kids could access much more on Signal if they could cross Taft. All the sidewalks and Town Hall Amenities are on the other side of Taft.	10/7/2017 11:59 AM
62	Many children, especially in warm months, are often around town and the recreation areas, walking in the roadway or are so close to the road that they are in danger of being struck by cars.	10/7/2017 7:31 AM
63	Mentioned earlier - Timberlinks, morning traffic for high school, in dark, vehicle near Miss when I had on lights and light colored clothing.	10/7/2017 7:25 AM
64	none	10/7/2017 6:24 AM
65	Running/Biking on the loop from James around Timberlinks - cars not paying attention to bikes or runners.	10/6/2017 4:01 PM
66	N. Palisades in 500 block area....some curves and no place to safely step off road on brow side.	10/6/2017 3:27 PM
67	Hidden Brook Lane is used as cut through street for let out from high school. Speeding anf motorists are driving carelessly	10/6/2017 3:26 PM
68	On James Blvd. from Maryland Avenue toward Alexian - motorists' excessive speeds, mothers jogging with baby strollers IN the street (next to an empty 7' sidewalk).	10/6/2017 3:00 PM
69	Old town fell off bike from gravel, cars on Taft texting almost hit	10/6/2017 12:55 PM
70	Ridgeway between cvs and he Methodist church. A wide shoulder opens up near rolling way or even laurel, but he furstcoart has no shoulder. This is unsafe since it is a main connector for much of he mountain	10/6/2017 9:56 AM

Signal Mountain Bike and Pedestrian Plan

71	Cyclists & pedestrians need education. Cyclists need warning tickets. I've experienced many unsafe situations due to cyclists in the wrong place or not obeying stop signs at intersections. As far as unsafe situations as a walker and cyclist, drivers need educated too. The speed limit bed enforced at the level above the police.	10/6/2017 6:16 AM
72	Portions of the sidewalks in old town.	10/6/2017 6:15 AM
73	Almost hit by a car crossing the marked crosswalk at the intersection if timberlinks dr. and james blvd.	10/6/2017 4:00 AM
74	None	10/5/2017 11:42 PM
75	The intersection of James, Texas, Maryland, Timberlinks, etc. this intersection should probably be turned into a roundabout.	10/5/2017 11:31 PM
76	Ohio Ave. Around d shift change at Alexian I was almost struck at the corner near the golf course when an u aware motorist almost hit me.	10/5/2017 11:22 PM
77	Yes, too many times to count. Different roads. Cars did not yield right of way.	10/5/2017 10:54 PM
78	James blvd, Mississippi. Sharp corner, motorists don't look or slow down enough	10/5/2017 10:52 PM
79	Uneven, heaved sidewalk sections on Mississippi and Tennessee, or non existent sidewalks on Taft Highway. Overgrown bushes on Mississippi that prevent use of sidewalk.	10/5/2017 10:19 PM
80	Uneven, heaved sidewalk sections on Mississippi and Tennessee, or non existent sidewalks on Taft Highway. Overgrown bushes on Mississippi that prevent use of sidewalk.	10/5/2017 10:19 PM
81	Uneven, heaved sidewalk sections on Mississippi and Tennessee, or non existent sidewalks on Taft Highway. Overgrown bushes on Mississippi that prevent use of sidewalk.	10/5/2017 10:19 PM
82	Cars driving right up against the sidewalk on James. And cars not slowing down at the semi-blind curve connecting Mountain Brook Circle and Grayson.	10/5/2017 9:27 PM
83	Street crossing on Timberlinks Dr.	10/5/2017 9:17 PM
84	n/a	10/5/2017 8:40 PM
85	Taft highway	10/5/2017 6:37 PM
86	Walking on Ohio Ave towards Rainbow Lake and Signal Point. Terrible sidewalks down Louisiana (hazardous) and none on Ohio. Fast moving vehicles on Ohio. Blind curve. Very populated from Rainbow Lake.	10/5/2017 6:26 PM
87	Walking along the road between the soccer fields and Nolan Elem. No sidewalks and blind curves where people drive too fast and too distracted.	10/5/2017 6:20 PM
88	Fairmont rd & Wilson to Mabbit Springs. Drivers unaware	10/5/2017 5:32 PM
89	Green Gorge Road and Palisades Road - both of these can be scary during 8-8:30 am and 5-5:30 pm, with drivers flying down the roads. Mornings are the worst, with people driving too fast AND texting. We don't let our children ride their bikes during these times - a bumner during the summer time when they COULD have ridden their bikes to swim practice.	10/5/2017 5:24 PM
90	If bikers are going to claim equality on the road, they should/must obey all traffic laws.	10/5/2017 5:19 PM
91	At the intersection of Taft and Rolling Way,drivers have no idea that there maybe pedestrians wanting to cross,as there are no crosswalk markings.Children going to the pool are forced to cross in the middle of the road instead of at a crosswalk.There is also a lack of signage indicating pedestrians in the area.	10/5/2017 5:16 PM
92	People in general, and lots of teens up here drive way too fast and erratic and it's getting worse by the day with the increase of residents on the mtn. Cyclists coming up and down mtn roads are increasing causing traffic problems during peak commute hours and are often unsafe. Would like to see more input and regulation in these areas. We also need more sidewalks. I also think that Thrasher's dismissal procedures are an accident in the making. Why in the world do they allow parents to park on side streets or in front of the school and walk to pick up their kids? If you live close enough to walk then you should be a walker. Otherwise parents should get in the car line like the rest of the car riders. You should not be allowed to walk to a parked car nearby. I've witnessed one two many close calls with kids darting across the street on foot and scooters and bikes (with no helmets) to get to parked cars. All of the kids walking home use the sidewalks.	10/5/2017 5:02 PM
93	Wilson Ave; hidden brook- no sidewalks and cars drive too close	10/5/2017 4:56 PM

Signal Mountain Bike and Pedestrian Plan

94	James Blvd very unsafe. Sidewalk is safe for pedestrians; bicycles must take their chances in the street. Risky business.	10/5/2017 4:35 PM
95	Bikers on the w road are very dangerous	10/5/2017 4:28 PM
96	It was when I was walking & younger bikers were on their bikes & weaving in & out of people walking on sidewalks or the track. The track was finally put off limits to the bikes; the sidewalks were occasionally a bit dicey, too, but that was due to the bikers' actions (immaturity, carelessness, showing off, etc.) I understand your purpose in this survey is probably more about bikers & walkers vs. cars, but there is more to be considered here. Bikers & walkers & vehicles each have their place, but not necessarily on the same stretch of pavement! Common sense ~ consideration of others ~ a "good attitude" ~ patience ~ good judgment: these all have a place at this discussion table!	10/5/2017 4:08 PM
97	Almost go hit on the residential areas. We live on Glamis circle and my daughter was almost hit by a speeding motorist (most people speed in the neighborhoods). I fear for our kids safety if they want to ride. Also, traffic doesn't stop for crosswalks	10/5/2017 3:24 PM
98	N/a	10/5/2017 2:52 PM
99	NA	10/5/2017 2:46 PM
100	People just driving to fast and not giving me the required 3 feet rule.	10/5/2017 2:38 PM
101	The views are beautiful along the brow on Palisades. Walking on this road can be sketchy due to traffic visibility	10/5/2017 1:58 PM
102	I don't feel safe biking along James Blvd (outside of Old Town). There is no shoulder and drivers consistently drive too fast.	10/5/2017 1:57 PM
103	Along Taft in front of shopping center. No room to run	10/5/2017 1:54 PM
104	Speeders on James Blvd, unobservant drivers in neighborhoods. Thrasher School Zone is terrible in the morning-- speeders abound! That zone needs better marking and patrolling.	10/5/2017 1:47 PM
105	JAMES BOULEVARD	10/5/2017 1:42 PM
106	I've had to move from street to a yard quickly when running due to speeding vehicles.	10/5/2017 1:31 PM
107	We need a sidewalk or bike lane on both Shackleford Ridge Rd and Sam Powell. Both are narrow with high traffic during school or activity hours. I have nearly been hit several times. There are little to no shoulders on these roads and more and more homes are being built here.	10/5/2017 12:53 PM
108	In Old Town, the terribly uneven sidewalks	10/5/2017 12:14 PM
109	Typically I do not bike or walk on road because of the lack of sidewalks and bike lanes. The side roads on the mountain have low shoulders so motorists have difficulty passing safely, out of respect for their safety and my own common sense I choose to walk or bike on trails.	10/5/2017 11:58 AM
110	No problems.	10/5/2017 10:59 AM
111	Most areas do not have a sidewalk, so I do consider that to be unsafe.....for a pedestrian or biker to share the road with cars.	10/5/2017 10:52 AM
112	We live on Green Gorge. We get some people that are going 40+ at times, even though there are blind curves and driveways. We need speed bumps and/or signs (flashing 'speed signs?)indicating the speed limit is only 25. Also, more law enforcement during mornings and late afternoon, when speeding is at its worst.	10/5/2017 10:07 AM
113	I used to walk my dogs down the road, I have nearly gotten hit multiple times and there was no where but in a deep ditch to go for me	10/5/2017 9:42 AM
114	Bicycles on James Blvd and up the mtn. on front road.	10/5/2017 9:12 AM
115	None	10/5/2017 9:11 AM
116	We live off of Shackleford Ridge and would love to have sidewalks accessible. This road is busy with traffic and people drive very fast. Given that two of ours schools are on this road, there should be sidewalks!	10/5/2017 9:10 AM
117	Taft & James feel perpetually dangerous.	10/5/2017 9:02 AM

Signal Mountain Bike and Pedestrian Plan

118	I live on N. Palisades Dr. and I think there is more walking, bicycling, skate boards, baby carriages than cars. It is all double yellow lined (no passing + , often deep ditches, limited visibility around curves and nearby cliffs. Fortunately auto traffic is light. The road right of way is 60 feet - plenty of public land to erect a bike and walking lane (and storm sewers to eliminate deep ditches, and control erosion) - but it would likely be expensive and create lots of controversy about intrusion into some fairly expensive landscaping some have done within the 60 ft. road right of way.	10/5/2017 8:37 AM
119	The only time I become concerned when walking is when I encounter an unleashed dog. I know that the town has a leash law and I also know it is difficult to enforce. Because I often walk the same route, I am pretty familiar with the dogs I might encounter (which are few) but the random encounters with unfamiliar, unleashed dogs causes concern.	10/5/2017 8:33 AM
120	James timberlinks texas intersection	10/5/2017 8:17 AM
121	Bicycles on James Blvd and up the mtn. on front road.	10/5/2017 8:16 AM
122	Riding on Taft highway on the shoulder before Pumpkin Patch park a car passed dangerously close. Did not give me the 3ft even on the shoulder.	10/5/2017 7:52 AM
123	Texas Ave because there is no sidewalk	10/5/2017 7:50 AM
124	Many teens/kids use Hampton Road to walk to Pruet's shopping area. Also, a wide bike path or sidewalk combo would be helpful on Ridgeway/Taft for kids and adults to walk/bike safely to the pool. Many times bikers are on W or front of mountain and while I know bikers love it, it's truly dangerous to the drivers and bikers. There are too many hidden areas. I know someone personally who was injured biking on the W because he was ran into a ditch. It's a dangerous enough road without the added danger of bikers.	10/5/2017 7:45 AM
125	Getting out of the way of vehicles can be difficult when there is no shoulder or there is a drop off on either side of the road.	10/5/2017 7:32 AM
126	Many drivers by alexian are very inconsiderate of pedestrians or bike. My husband actually got hit while out with our dog.	10/5/2017 7:03 AM
127	On N Palisades, there is no shoulder to get on to get out of the way of a car. Many people walk on N Palisades and it is very dangerous because of this. Also it's hard to see walkers because of shadows.	10/5/2017 6:54 AM
128	East brow road- traffic is too fast	10/5/2017 6:47 AM
129	Various places in OldeTowne, primarily due to inaccessible sidewalks. For instance, on Mississippi, the corner lot on MS and TN has a sidewalk, but the shrubs are covering it and much of it is uneven and busted.....as are many of the existing sidewalks in Olde Towne. And the traffic is often heavy with many speeders; there is construction in the area, plus a good many employees at Alexian apparently rushing to get to work or get home (depending on the time of day), and others just rushing through the small streets in the neighborhood.	10/5/2017 6:47 AM
130	Walking on Brockton Dr. and Danbury to drop off and pick up my child from school. Cars will speed down the 2 roads to avoid the traffic line.	10/5/2017 6:37 AM
131	People drive too fast on most of the roads. There seems to be a few that won't to teach you a lesson by getting very close to you as they pass.	10/5/2017 6:29 AM
132	Motorists blowing horns in frustration, drivers intentionally coming too close in order to intimidate.	10/5/2017 6:01 AM
133	I live off shackle ford ridge. Increased traffic from school and construction make it hard to join traffic on this road in a car so forget joining by walking or biking.	10/5/2017 5:24 AM
134	As a driver, I find all bicycles unsafe and walkers in the roadway to be unsafe.	10/5/2017 5:13 AM
135	People texting while driving	10/5/2017 4:50 AM
136	I avoid Corral road now b/c of vehicle speeds and consideration. Most drivers in Signal Mtn proper are considerate. The intersection of Timberlinks/James/Texas is a disaster for pedestrians and drivers.	10/5/2017 4:37 AM
137	N/a	10/5/2017 12:54 AM
138	Drivers on taft and James are too fast several neighbors in Birman wood do not know the speed limit or follow it	10/4/2017 11:14 PM
139	People going to fast in cars above the posted speed looms in residential areas.	10/4/2017 10:39 PM

Signal Mountain Bike and Pedestrian Plan

140	Grayson Rd has many drivers speeding. We walk on the roadside to the wooded path to Thrasher and the hill where the path starts is dangerous. People come way too fast over the hill. The intersection of Grayson Rd and Mountain Brook Cir is dangerous too. People come around that corner too fast....and with the wooded area on the corner it's hard to see bikers/walkers.	10/4/2017 10:14 PM
141	Carriage Hill	10/4/2017 10:13 PM
142	I live on James and while there is a sidewalk right across the street, it is often littered with tree trash or partially covered with residents' brush pickup, making it unsafe for my stroller and I. Also, with the narrow sidewalk directly beside the road (with no median), the speed at which cars travel is very disconcerting. (very few abide by the 30mph limit!)	10/4/2017 9:30 PM
143	Intersection of shoal creek and palisades near the entrance to carriage hill. Many motorists pull out of this intersection without looking for bikes.	10/4/2017 9:25 PM
144	Texas Avenue. High speed when walking with children/Stroller/on bikes/ or alone.	10/4/2017 9:21 PM
145	Motorists not looking for pedestrians at the Timberlinks, James Blvd, Texas, intersection. My children walk to CVS and there is no crosswalk to safely cross Taft at Palisades.	10/4/2017 9:18 PM
146	Intersection of James, Timberlinks, Texas ave, Very difficult to cross safely	10/4/2017 9:04 PM
147	I frequently have to get off the road quickly when motorist are driving way too fast on neighborhood streets. Fern Trail is one that stands out in the AM as people are rushing to work.	10/4/2017 9:02 PM
148	lack of sidewalks makes for unsafe situations, along Ohio especially because of Rainbow lake traffic on a nice day	10/4/2017 8:56 PM
149	Cars going too fast on James when we walk to library	10/4/2017 8:53 PM
150	Shackleford Ridge Road Town side walk near golf course	10/4/2017 8:48 PM
151	run off road by car.	10/4/2017 8:44 PM
152	Palisades rd from Carriage Hill to CVS	10/4/2017 8:30 PM
153	I used to bike to thrasher from my home on mtn Brook cir daily. This was hard because there is no sidewalk out of the neighborhood and it's dark still	10/4/2017 8:00 PM
154	On James, between Skyline and Taft- there is no sidewalk and my family and I have had to jump off the road several times to avoid being struck.	10/4/2017 7:58 PM
155	Harassed on W road. Gun shown to me. Harassed on Taft near town center Market. A man pulled over and marched back with his knife showing in his side. East brow, a man harassed me in his Acura SUV because he had to wait 10 seconds in the last section of W road. All of these I reported to police.	10/4/2017 7:58 PM
156	There are times in the Green Gorge area that drivers simply travel too fast. However there is no room for a sidewalk or bike path.	10/4/2017 7:57 PM
157	Taft Hwy	10/4/2017 7:57 PM
158	n/a	10/4/2017 7:46 PM
159	Coming out of the school zone at Thrasher, I have had cars push past me in a blind curve while traffic is coming the other way.	10/4/2017 7:46 PM
160	I have had cars blow by me rather closely on several occasions at various locations. Haven't been hit yet, thank goodness.	10/4/2017 7:37 PM
161	Some of the shaded trails around the Town Hall that are very nice to walk on are in disrepair. The sidewalks outside of James Blvd are hit or miss on being able to ride on them. There are often Trees or bushes that push out into the paths.	10/4/2017 7:31 PM
162	1. On bike: Coming down James toward the stoplight, almost hit by traffic that does not slow turning left onto James; so Five Points 2. Ride my bike down the mountain; have not died yet but is just a matter of time. The new road needs dedicated bike lanes. 3. On timberlinks; on Taft hwy	10/4/2017 7:18 PM
163	Angry motorists not obeying 3 foot law, residents not obeying state leash law. Mainly Corral Rd and Taft Hwy	10/4/2017 7:17 PM
164	N/a	10/4/2017 7:12 PM
165	N/A	10/4/2017 7:08 PM

Signal Mountain Bike and Pedestrian Plan

166	1) gave up bicycling in Birnam Wood / Hidden Brook because of unrestrained dogs; 2) trying to walk in any subdivision without sidewalks in late Fall when leaves are piled in the street	10/4/2017 6:56 PM
167	All over the mountain. From the red light to Boston Branch, bikers are causing dangerous conditions by forcing drivers to dodge around them, often under unsafe driving conditions.	10/4/2017 6:53 PM
168	Every day on Timberlinks, I have to move off of the road when I walk my dog. I am very concerned when I drive on Shackleford Ridge and see the students running on the road. It's only a matter of time.....	10/4/2017 6:52 PM
169	Walking back to parking lots in soccer facility or Nolan after a football game. Dark, no shoulders, Lots of kids, recipe for disaster. Lots of kids running that road after school too.	10/4/2017 6:48 PM
170	On Sundays when Shoal Creek Road is closed it is very difficult to get to safely. I live relatively close and feel nervous walking my son in his stroller on Palisades in order to get to Shoal Creek. I am not suggesting that Shoal Creek Rd be closed to pedestrians on Sundays! We love the pedestrian only access on Sundays, we just wish it was safer to access on foot or bike.	10/4/2017 6:41 PM
171	No sidewalks in fox run and cars turning on blind curves	10/4/2017 6:38 PM
172	Drivers going too fast or over posted speed limits, and drivers who do not move over to give enough room where you are walking even when no other traffic on road. Residential street. Worst traffic and inconsiderate drivers are school traffic drivers, going too fast on residential street outside of school zone. They are unsafe and not watching limits or people on streets, especially if they are running late.	10/4/2017 6:35 PM
173	NA	10/4/2017 6:30 PM
174	N/A	10/4/2017 6:27 PM
175	Biking and walking is safe if you stick to the trails and sidewalks. Roads are for cars.	10/4/2017 6:23 PM
176	Specifically on Texas Avenue between James Blvd and Tennessee Ave is extremely difficult to walk because there is no sidewalk and a higher volume traffic. We avoid this road at all costs even if it means a longer walk to get to our destination. And pretty much all the sidewalks in old town are in poor condition and are unsafe to walk on them in general, but especially after the sun has set (can't see and have tripped several times).	10/4/2017 6:21 PM
177	Speeding drivers on Stratford way and on James and on the brow	10/4/2017 6:16 PM
178	cars often will not slow down or move over when walking on neighborhood streets that do not have sidewalks like Hidden Brook, Birnimwood, Old Town. I have even had cars swerve towards me that were annoyed that I was walking - mostly teenagers in the 2:30-3:00 time frame after school.	10/4/2017 6:11 PM
179	Motorist passing very close while cycling and pulling my son in trailer...motorists passing in blind corners while passing me...motorists honking and accelerating aggressively while passing me...	10/4/2017 6:10 PM
180	Too frequent to pinpoint a specific incident but very often do I have to deal with a driver not giving enough space for runners/walking and biking. In some cases even been the benefactor of drivers giving no room and even honking/yelling as if I should not be on the road. So as said earlier the most important step would be education.	10/4/2017 5:56 PM
181	Younger drivers on the mountain do not have an awareness of etiquette regarding pedestrians when they are behind the wheel. They drive too fast for the roads, and get entirely too close to pedestrians - or they veer into oncoming traffic. In any case they do not yield to pedestrians.	10/4/2017 5:53 PM
182	Fox Run and Wind Tree are cash cows with no consideration of pedestrians or cyclists.	10/4/2017 5:41 PM
183	Anderson cars go too fast and down corral and sawyer big trucks will zoom right past way too close to cyclists	10/4/2017 5:34 PM
184	Motorist traveling well above speed limit along Ridgerock Dr almost struck wife and daughter (walking) while cautiously crossing street	10/4/2017 5:22 PM
185	Hidden Brooke. Motorists drive too fast	10/4/2017 5:09 PM
186	I have an office on one side of Taft hwy and it is IMPOSSIBLE to cross Taft just to get to restaurants etc. on the other side. We need pedestrian crossing in main business area across Taft ASAP, traffic is totally unaware of pedestrians and bike traffic there!	10/4/2017 5:04 PM
187	Not a specific location but roads are often winding and can be difficult for motorists to see cyclists	10/4/2017 4:59 PM
188	Crossing James near Timberlinks. School traffic blowing thru stop sign.	10/4/2017 4:52 PM

Signal Mountain Bike and Pedestrian Plan

189	Drivers do not recognize that to slow down for a cyclist until it is safe to pass only adds about 10 seconds to their trip. Many drivers pass widely regardless of oncoming traffic rather than waiting until it is clear.	10/4/2017 4:48 PM
190	North Palisades and Palisades are the most beautiful, but also most dangerous place to walk or bike due to EXTREMELY FAST and INCONSIDERATE drivers.	10/4/2017 4:43 PM
191	Palisades Drive all sections & Arrow Drive. Vehicles speeding and not paying attention.	10/4/2017 4:31 PM
192	Walking or biking on Taft is unsafe with traffic	10/4/2017 4:29 PM
193	Almost hit by cars from SMMHS on Shackleford Rd	10/4/2017 4:11 PM
194	Not so much while walking, but I have encountered many walking 3 people wide down a lane on Anderson and shackleford. Extremely dangerous, especially atbdum	10/4/2017 3:58 PM
195	Bicycles on the W Road should be outlawed. There are no shoulders and it is very unsafe for cyclists and drivers as well. VERY selfish on the part of the cyclists!!!	10/4/2017 3:57 PM
196	Intersection of Laurel Road and Signal Road. Many (most) motorist to not come to a complete stop but simply slow down.	10/4/2017 3:47 PM
197	Taft Highway, inconsiderate motorists ignoring the three foot rule.	10/4/2017 3:42 PM
198	crossing Taft by bike	10/4/2017 3:41 PM
199	Running on shoulder of curving roads without sidewalks - most of the mountain. Unsafe sidewalks in Old Town area. Too easy to twist your ankle or trip because sidewalk is broken and very uneven.	10/4/2017 3:41 PM
200	Walking on Taft Hwy with cars or truck over speeding and/or busy over the phone not watching the road and walkers on the side...passing them very close...	10/4/2017 3:40 PM
201	I live on Arrow Drive, so I love to walk on Shoal Creek on Sundays, but the short time that I walk on Palisades is always harrowing. People take the turns way too quickly, and there's no safe place to walk. Now that I have a baby, I avoid Palisades altogether and just walk in the neighborhood. It's a shame because I love the Shoal Creek stroll!	10/4/2017 3:39 PM
202	palisades drive with the curves, narrow lanes, no shoulder and people driving way over 25 mph.	10/4/2017 3:38 PM
203	on the brow cars have nearly brushed me several times even though I try to stay way over and get even in the grass	10/4/2017 3:31 PM
204	I have seen bikers ignore rule of the road. As a pedestrian, I have seen bikers drive into cars which are stopped at lights and then get away before assessing the damage they caused to the car.	10/4/2017 3:28 PM
205	Too many to list. Most occur because vehicles are speeding, and/or not allowing enough passing space (either they don't care or they aren't paying close enough attention or they simply don't know the laws. Happens all over. No specific area seems worse than others.	10/4/2017 3:28 PM
206	There are too few sidewalks for walking. Frequently I'm taking special precautions to avoid speeding cars in the neighborhood. On the bike, cars are inattentive. I've come close to being hit on Timberlinks, James, Brow Rd.	10/4/2017 3:27 PM
207	Edwards Point Rd, though not in the town proper is used by runners from HMMHS on a regular basis. This road has no shoulder or sidewalk and cars drive recklessly fast. This area needs to be annexed.	10/4/2017 3:19 PM
208	Running on Timberlinks you have to very careful with traffic. I hate that my kids can not bike for fun because of no sidewalks on most of the mountain.	10/4/2017 3:17 PM
209	Crossing Taft	10/4/2017 3:13 PM
210	--	10/4/2017 3:12 PM
211	The blind curves on Fairmount close to the Nursery are scary so I don't walk there anymore.	10/4/2017 3:11 PM
212	Crosswalk by golf course on James can be scary. Drivers don't always give pedestrians the right of way.	10/4/2017 3:10 PM
213	Old Town	10/4/2017 3:04 PM

Signal Mountain Bike and Pedestrian Plan

214	We live on Fairmount Avenue and access the shops, restaurant, and church on Mississippi multiple times a week by walking. The 5-point intersection along the very busy, confusing, and high-speed area of Maryland Avenue is extremely dangerous for everyone but especially those trying to walk or bike. My family has almost been hit multiple times by cars trying to navigate the intersection and not looking out for walkers. I have also experienced almost being hit by drivers speeding down our neighborhood roads along Fairmount Avenue and Kentucky Avenue when walking to the kids' bus stop near the MACC. There are no sidewalks or crosswalks in any of these areas.	10/4/2017 2:57 PM
215	Cars driving towards me while I ran. timberlinks Drive and Shackelford Ridge Rd	10/4/2017 2:53 PM
216	N/A	10/4/2017 2:52 PM
217	No bike Lanes, no shoulder on the road, and cars too close.	10/4/2017 2:52 PM
218	No	10/4/2017 2:50 PM
219	The curve between McAmis and Northern off Fairmount near the SM Nursery. It's awful!!!	10/4/2017 2:48 PM
220	We have had to jump up onto the grass while trying to walk on the street as close to the curb as possible. People coming over a hill or around a curb can't see a pedestrian or bicyclist until they are right upon him / her.	10/4/2017 2:47 PM
221	Kids playing in the street, wildlife and speeding cars in Palisades area.	10/4/2017 2:45 PM
222	My main running route from my house is along north palisades/e. brow. There are LOTS of other walkers and no walk lanes/sidewalks. Cars do not obey speed limit making it dangerous for walkers. This is a VERY popular walking route.	10/4/2017 2:43 PM
223	Crossing Taft Hwy at the Palisades intersection. Curves on Palisades and other roads in the same area.	10/4/2017 2:37 PM
224	On curvy roads, traffic not slowing for curves. Sometimes only option is to jump in the ditch.	10/4/2017 2:35 PM
225	there many unsafe situation's that exist! the broken sidewalks, have Injured my ankles. the broken sidewalks are awful Why have the past and current Town management allowed the sidewalks to deteriorate ?????	10/4/2017 2:30 PM
226	Am an avid runner and like to run from Town Hall to Old Middle School and to McCoy Farm. There is a bike lane, wider shoulder on part of Taft but it stops before you get to businesses/restaurants. There is no shoulder on Taft from businesses to McCoy Farm so attempting to run or bike is risky. When large trucks, inattentive drivers are passing through pedestrians are not safe. I have definitely had to swerve to grass to avoid being hit.Would be great if there was a bike lane or sidewalk that would connect restaurants/businesses to town hall/pool and then to Library to enhance safety and accessibility to community resources	10/4/2017 2:29 PM
227	I never feel at ease walking on the mountain. I'm usually pushing a stroller around blind curves while cars zip by. I love to walk, but the lack of sidewalks makes it incredibly stressful.	10/4/2017 2:22 PM
228	I haven't personally experienced any	10/4/2017 2:19 PM
229	Getting up or down the mountain is pretty perilous.	10/4/2017 2:18 PM
230	Drivers in old town that feel you should not ride or walk on road but on the old broken down sidewalk.	10/4/2017 2:15 PM
231	Unleashed dogs on James Blvd; also many side streets are too narrow such as Albert and Rolling Way, etc.	10/4/2017 2:13 PM
232	Yes. Lack of side walks on Ohio and crumbling sidewalks on Louisiana. Texas is a nightmares.	10/4/2017 2:12 PM
233	people need to put their phones DOWN! some drivers feel entitled and do not give ONE INCH, much less the legally required three feet	10/4/2017 2:10 PM
234	all streets w/o sidewalks, especially those with no shoulder like Miles & Albert	10/4/2017 2:07 PM
235	A local mom once drove through a group of children who just got off the bus. A present adult tried to stop the driver and was spoken down to in process.	10/4/2017 2:05 PM
236	None	10/4/2017 2:02 PM
237	Drivers not paying attention while driving across the brow and almost hitting me on my bike.	10/4/2017 2:01 PM
238	No incidents, but several near misses. Many drivers do not respect cyclists.	10/4/2017 1:59 PM

Signal Mountain Bike and Pedestrian Plan

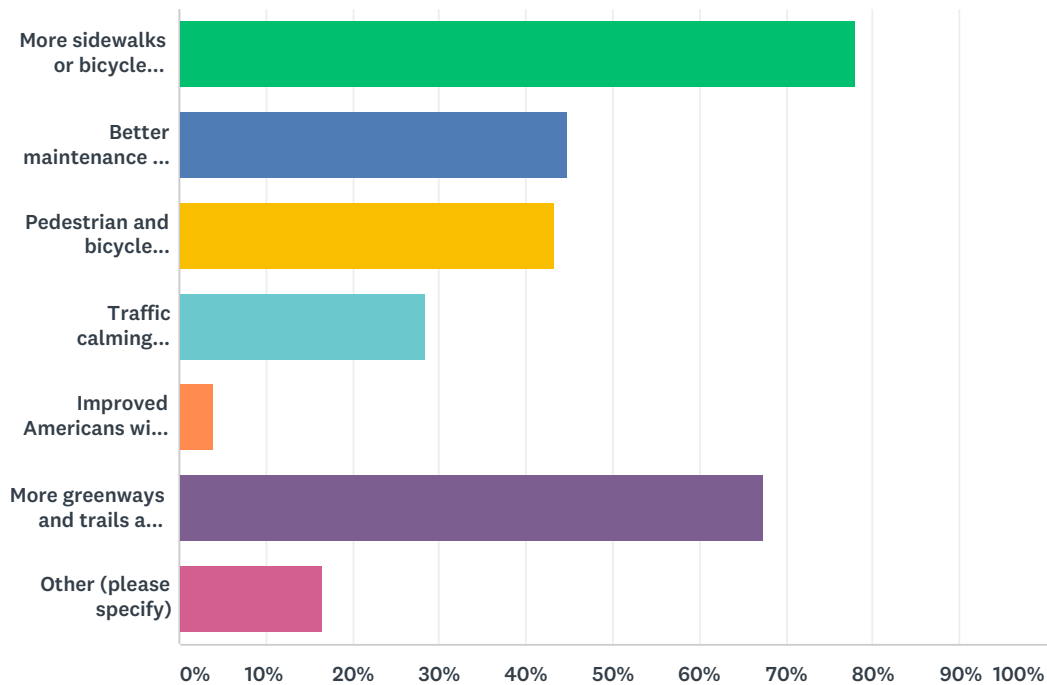
239	Making a left hand turn from Texas avenue onto James and then an immediate left onto Timberlinks on bicycle, difficult to make the turn due to traffic volume, traffic speed and the presence of multiple intersections. Same situation at the intersections of James, Kentucky, Mississippi near the traffic light (Hummingbird pastaria). Both of these intersections could use a traffic circle or traffic calming device. I live on Fern Trail and feel traffic speed is too high to let my kids walk or ride their bikes and wish we had sidewalks or sped bumps to protect them from speeding vehicles.	10/4/2017 1:58 PM
240	Shackelford ridge road. It is soextremely dangerous. The morning and afternoon school traffic is heavy, cars speed, and drivers are aggressive. There should be sidewalks and speed bumps on this road. Also police presence would help tremendously.	10/4/2017 1:58 PM
241	Hathaway Drive and the loops between Crown Point and Inverness. There are no sidewalks and you take your life in your own hands trying to walk through that area due to cars speeding.	10/4/2017 1:52 PM
242	Taft Highway, Fairmount (passed on a blind curve), James Blvd	10/4/2017 1:51 PM
243	Our neighborhood on Cherokee lane/Signal Rd is a very popular walking/biking area, both for children and adults. The speed limit is 25, but motorists constantly speed through, run stop signs, and are unaware of pedestrians in the street. My daughter and I were nearly hit on Piper's Path recently when a car sped through.	10/4/2017 1:49 PM
244	N/A	10/4/2017 1:48 PM
245	Most motorists do not acknowledge the cross walk across Taft by the pool. Would love to see a crosswalk across Ridgeway at CVS.	10/4/2017 1:47 PM
246	It is often unsafe to walk on Hidden Brook Lane when kids are driving home from school and speeding. It is not safe at all to walk along Taft Highway.	10/4/2017 1:45 PM
247	I often jog/walk on the brow road near my house. Many drivers go too fast and don't pay attention to people walking. I've had to quickly jump out of the road several times while out walking in the neighborhood.	10/4/2017 1:44 PM
248	I have observed bicyclists circling in the middle of the roadway, obviously unaware of the rules of the road.	10/4/2017 1:44 PM
249	Not that come to mind	10/4/2017 1:42 PM
250	Crossing Ridgeway at Shepherd Forest neighborhood	10/4/2017 1:41 PM
251	My driveway connects with Mississippi next to the span with guardrails on either side. It's a long curve the other direction. There are no sidewalks in this stretch. Combine the poor visibility and walk space with the speeds of many drivers on this road, and you can see why we often think twice about taking a walk. There is a walking trail across from our driveway that allows us to get into the rest of the neighborhood without feeling as exposed. But we can't take a stroller down it and I would be nervous on a bike.	10/4/2017 1:40 PM
252	The sidewalks in old town are in terrible shape. I am familiar with James Blvd.	10/4/2017 1:40 PM
253	Most experiences are due to cars going above the speed limit on a street. Two spots where I am especially scared to walk are Albert Rd (where I live) and Palisades Dr by Carraige Hill.	10/4/2017 1:37 PM
254	Shackleford Ridge doesn't have a shoulder and has some hills that make runners difficult to see. Also would be very nice to be ale to walk to the schools safely.	10/4/2017 1:36 PM
255	Nearly every day, I see parents either pushing strollers or with very young children on bikes walking in the road up a small hill facing traffic on James Blvd., a very busy street. There are sidewalks there, but they are broken up.	10/4/2017 1:36 PM
256	N/A	10/4/2017 1:30 PM
257	Cars go too fast down Green Gorge. It's hard to walk with my young children on my street due to many near misses.	10/4/2017 1:21 PM
258	Shackleford Road has many bikers and walkers. The area has more building going on and more traffic, especially before and after school hours. We need a sidewalk connecting subdivisions. We won't walk our dog there as we find it dangerous. I've even seen parents pushing strollers on it.	10/4/2017 1:21 PM
259	Once while hiking with my young son to Edwards Point, we found ourselves in the middle of a fight between two individuals on four wheelers. These vehicles are destroying our town's hiking paths.	10/4/2017 1:19 PM
260	None	10/4/2017 1:12 PM

Signal Mountain Bike and Pedestrian Plan

261	Cars driving too fast	10/4/2017 1:11 PM
262	Lack of sidewalks and narrow neighborhood roads.	10/4/2017 1:04 PM
263	None	10/4/2017 1:04 PM
264	People not fully stopping at stop signs. The intersection of Cherokee lane and Ladder trail it happens pretty often.	10/4/2017 1:01 PM
265	I've walked up and down Heart Attack Hill in Hidden Brook and it's very difficult to maneuver. There is no sidewalk, cars tend to speed. I've seen mothers with strollers walking there.	10/4/2017 12:53 PM
266	Bicycling on Shackleford Ridge	10/4/2017 12:52 PM
267	While walking, cars often do not give enough room if they are passing, especially along Timberlinks	10/4/2017 12:50 PM
268	The brow on north palisades	10/4/2017 12:45 PM
269	James Blvd. when school is out --high school kids just fly by and even on sidewalk with my child it can feel pretty scary!	10/4/2017 12:40 PM
270	Around thrasher	10/4/2017 12:40 PM
271	An inconsiderate cyclist	10/4/2017 12:36 PM
272	Walking or biking to get out of Palisades area is dangerous. Not safe for either at curves in road going to traffic light	10/4/2017 12:28 PM
273	Very narrow roads with no sidewalks. The curvy roads make it difficult to see oncoming traffic. There is no attention to the Shackleford area, which has great opportunity for kids to walk to school and citizens to walk to Shackleford park.	10/4/2017 12:25 PM
274	Mississippi Ave and Signal Mountain Blvd in old town are scary places to walk because the roads are narrow and people drive too fast on these section of road. I have run off the road several times	10/4/2017 12:25 PM
275	As a driver, bikers on Timberlinks can create a hazard when traffic is heavy.	10/4/2017 12:24 PM
276	Drivers not giving cyclist 3 feet of lane space per state law.	10/4/2017 12:16 PM
277	Worst area right now is Timberlinks and James. Car consistently run the stop sign and are traveling well above the posted speed limit	10/4/2017 12:11 PM
278	I run often on Taft but have had many close calls at the entrance to the BP, Puetts and Regions bank. The shoulder narrows and does not widen again until Miles Rd	10/4/2017 12:08 PM

Q11 Which of the following improvements would encourage you to walk or cycle more often? (select all that apply)

Answered: 379 Skipped: 3



ANSWER CHOICES	RESPONSES
More sidewalks or bicycle amenities to places I want to visit	78.10% 296
Better maintenance of existing sidewalks	44.85% 170
Pedestrian and bicycle improvements at crosswalks and intersections	43.27% 164
Traffic calming features, like speed bumps or lower speed limits	28.50% 108
Improved Americans with Disabilities Act (ADA) access	3.96% 15
More greenways and trails away from streets	67.28% 255
Other (please specify)	16.62% 63
Total Respondents: 379	

#	OTHER (PLEASE SPECIFY)	DATE
1	Street lights where we could also hang Christmas lights	11/14/2017 11:20 PM
2	It is a great mouse trap, it does not need to be fixed.	11/13/2017 10:33 PM
3	There are many sidewalks in Old Town that are unfit for walking or have overgrowth that makes them inaccessible.	11/13/2017 11:31 AM
4	Sidewalks and bike lanes along Taft why as well as traffice control such as a round about near the commercial district. Sidewalks would let children along Taft walk safely from the shopping area to the pool. Safe bike lanes would also encourage more families to ride bikes.	11/3/2017 8:20 PM
5	Anywhere but the W Road	11/3/2017 7:32 PM

Signal Mountain Bike and Pedestrian Plan

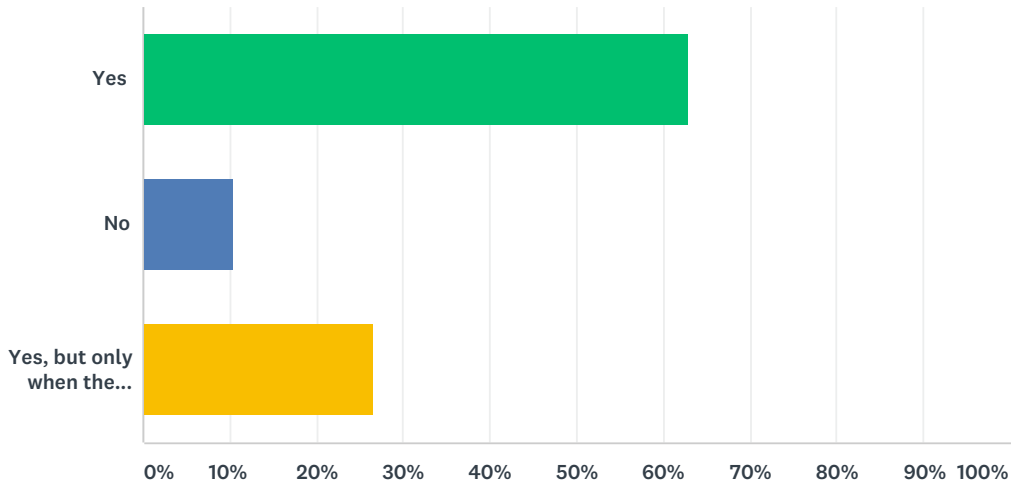
6	Am not in favor of adding any accommodations or provisions for bicyclists as they endanger the steady and safe flow of traffic on narrow roads.	11/3/2017 2:19 PM
7	a system of hard packed, fine gravel paths off the side of roadway connecting neighborhoods, schools, and pruit's and other restuarants	11/2/2017 9:52 AM
8	bicycle lanes on main roads	11/1/2017 7:45 AM
9	It would be nice, although probably not feasible, to have sidewalks down Mississippi. The commercial node by the Pastaria would make a good destination and is fairly close, but there is no direct way to get there on foot.	10/31/2017 11:37 AM
10	Enforcing traffic laws such as stop signs & speed limits	10/18/2017 11:49 AM
11	More police presence on roads known for speeders. i.e. James Boulevard.	10/17/2017 10:48 AM
12	My small hometown in Alabama has made an extensive sidewalk system connecting to greenways, parks, etc. It's wonderful and we visit it every time we visit grandparents. It's amazing to see how many people use it. A similar thing has started here, although small, the McCoy property is used very frequently. Wouldn't it be great it a sidewalk then connected to the James Blvd sidewalk? Signal Mountain residents in my opinion are very active and many people live here because of the close proximity to trails. It's amazing to see the young kids riding/walking to the pool in such unsafe conditions.	10/11/2017 7:15 PM
13	Sidewalks on Taft Highway	10/9/2017 2:53 AM
14	Active enforcement of the rules of the road, and an off road transit up the front of the mtn.	10/8/2017 2:13 PM
15	None	10/8/2017 9:56 AM
16	identify who is responsible for sidewalk maintenance,home owners-city? Develop plan for areas where additional sidewalks are added. Develop plan for new housing developments for sidewalks.	10/7/2017 7:38 AM
17	sidewalks in old town are terrible. overgrown and most not useable/hazard	10/7/2017 5:27 AM
18	We woud like to walk in Old Town but sidewalks are a hazard.	10/6/2017 3:27 PM
19	Some type of walking/biking path from CVS to Ace Hardware along Taft Hwy. At a minimum, City Hall to McCoy Farm	10/6/2017 12:08 PM
20	Adding pedestrians and bike lanes please.	10/6/2017 9:56 AM
21	I don't like bikes on the sidewalks. Bikes and Pedestrians should be separate.	10/5/2017 9:08 PM
22	Bike lanes on Taft Hwy	10/5/2017 8:40 PM
23	Encourage bikers to stay on sidewalks	10/5/2017 5:19 PM
24	Not sure what is meant by bicycle amenity.	10/5/2017 4:35 PM
25	Lower taxes	10/5/2017 4:28 PM
26	Bike lanes.	10/5/2017 4:13 PM
27	none of the above	10/5/2017 2:25 PM
28	GET AWAY FROM HEAVILY TRAVELED STREETS/ROADS	10/5/2017 1:42 PM
29	Love sidewalks. Love designated walking/biking areas. Love slow, respectful traffic.	10/5/2017 10:07 AM
30	It is a beautiful area to walk or ride your bicycle, there needs to be better road infrastructure, there should also be less allowance for bicyclist to be in areas such as the W road where they can be hurt or killed because they are in the middle of the road.	10/5/2017 9:42 AM
31	Dogwood Park would be an excellent place to have handicap trails. It is wooded, gentle slope a pretty spring fed stream and amenability to some beautiful landscaping. It already has 2 concrete/stone dogwood petals. But it would need some grading to turn a swampy area into a lake or a stream.	10/5/2017 8:37 AM
32	Roundabout needed at james timberlinks texas intersection	10/5/2017 8:17 AM
33	Needs to be more like Seaside or Watercolor where sidewalks & bikeable paths connect the community in the main areas.	10/5/2017 7:45 AM
34	Don't figure you can legislate this, but: more considerate drivers. :^)	10/5/2017 6:47 AM

Signal Mountain Bike and Pedestrian Plan

35	Lower speeds on residential streets (<25mph)	10/5/2017 6:37 AM
36	Don't you find this "survey" to be incredibly slanted toward the people who want more biking and walking areas? Why can't Signal Mountain do a fair survey??	10/5/2017 5:13 AM
37	Please, please, please...NO MORE CONCRETE SIDEWALKS. Pea gravel trails or even asphalt are much friendlier on the body. Chattanooga is a concrete jungle	10/5/2017 4:50 AM
38	Public transportation. Both up and down the mountain and throughout neighborhoods.	10/4/2017 10:22 PM
39	Better maintenance of actual roads would be helpful too.	10/4/2017 10:09 PM
40	Sidewalk on James Blvd that extends to Taft Hwy. This is very heavily used by both bicycles and runners/walkers. There are blind hills and turns that obstruct the pedestrian's view as well as the drivers. Also cars turning onto James off North Taft are traveling at very high speeds. Definitely a sidewalk would help and possibly a triangular median. Thanks!	10/4/2017 7:58 PM
41	Wider roads. And stop putting damn rumble strips at edges. Unfriendly	10/4/2017 7:58 PM
42	We do not need bike paths - period.	10/4/2017 7:57 PM
43	dedicated bike lanes selected for the least challenging topography	10/4/2017 7:18 PM
44	Bike lanes	10/4/2017 6:38 PM
45	Mississippi Ave is a highway and is rarely patrolled for speeding tickets and never for littering. The traffic to/from Alexian is a problem.	10/4/2017 5:26 PM
46	Sidewalk down Mississippi to connect to some commercial.	10/4/2017 4:52 PM
47	Driver education relating to bicycles - and enforcement of passing laws.	10/4/2017 4:48 PM
48	Some existing sidewalks are in excellent condition, others not so much.	10/4/2017 4:34 PM
49	More mountain bike trails not shared by off road vehicles.	10/4/2017 3:42 PM
50	Trails and Greenways are lacking all over Chattanooga compared to other cities. These should be a priority.	10/4/2017 3:41 PM
51	I do not agree with more cycle roads...but we need more pedestrian sidewalks especially on taft hwy.	10/4/2017 3:40 PM
52	None of the above. I think things are great as they are.	10/4/2017 3:28 PM
53	Speed actually being monitored in neighborhoods and other roads besides just Taft.	10/4/2017 3:28 PM
54	--	10/4/2017 3:12 PM
55	Golf cart trails interconnecting the various neighborhoods and areas of town.	10/4/2017 2:33 PM
56	FIX THE EXHISITNG SIDEWALKS!! THEN MOVE ON TO NEW SIDEWALKS	10/4/2017 2:30 PM
57	Drivers being more considerate of pedestrians	10/4/2017 2:29 PM
58	I would bike and walk less if money was put into this	10/4/2017 2:19 PM
59	greenways and trails!!!! soooo much green space is wasted up here!!!!	10/4/2017 2:10 PM
60	Right of way signs for cyclists and pedestrians.	10/4/2017 2:01 PM
61	I would love to have more bike paths to allow me to bike to work!	10/4/2017 1:48 PM
62	I live too far from Pruetts or CVS to walk. Walking would be only for exercise, not as a means to get anywhere! Off-street trails would be a nice option to my elliptical.	10/4/2017 12:24 PM
63	Just to reiterate, more trails that are bike/kid friendly. Pump track or something strider bike friendly	10/4/2017 12:11 PM

Q12 Should the Town of Signal Mountain use funds for bicycle and pedestrian infrastructure projects?

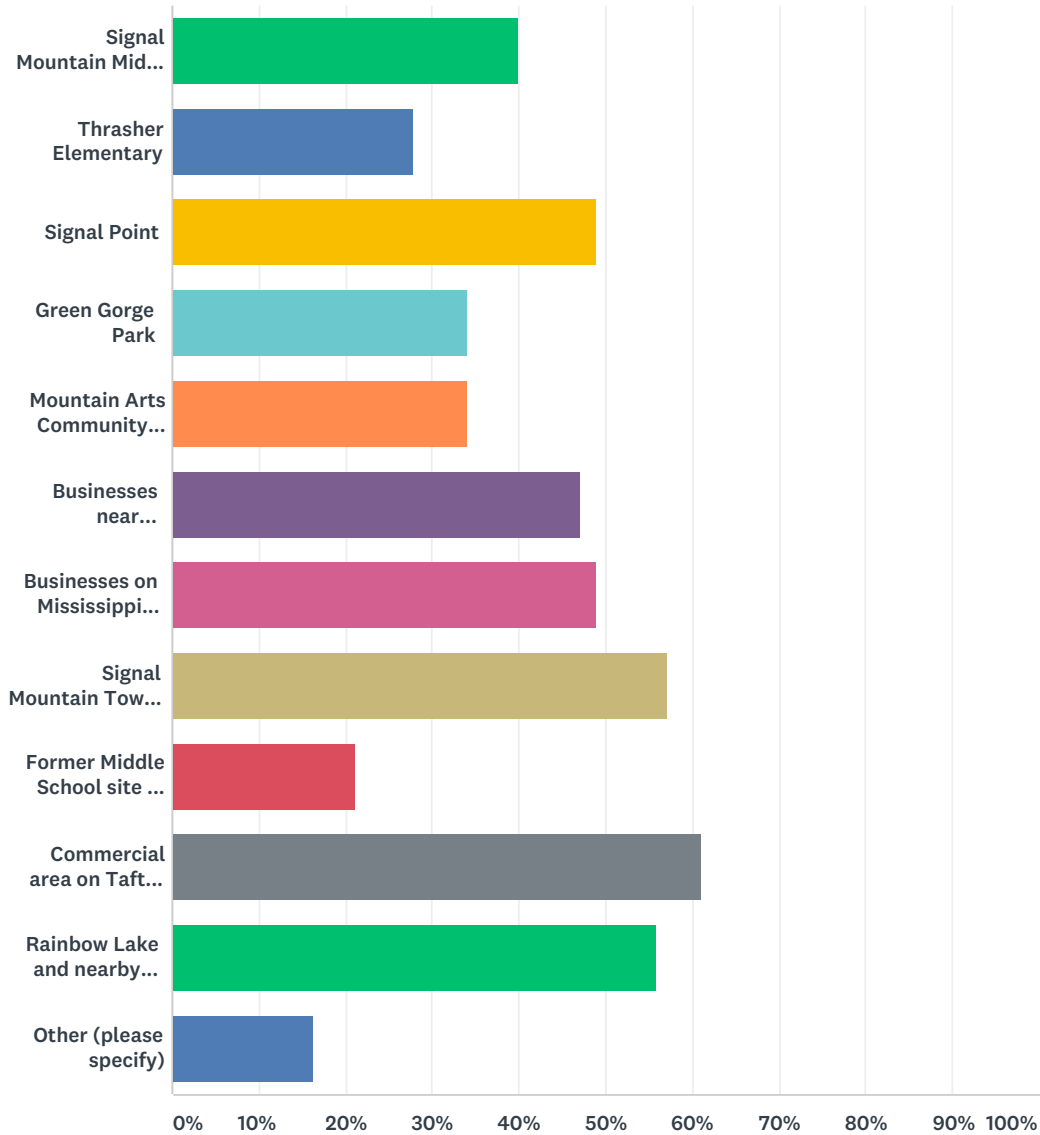
Answered: 380 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	62.89%	239
No	10.53%	40
Yes, but only when the project is at least partially paid for by grant funds	26.58%	101
TOTAL		380

Q13 Which destinations would you or members of your family travel to more often via walking or cycling if new or improved bicycle and pedestrian facilities were available? (select all that apply)

Answered: 370 Skipped: 12



ANSWER CHOICES	RESPONSES	
Signal Mountain Middle High School and Nolan Elementary	40.00%	148
Thrasher Elementary	27.84%	103
Signal Point	48.92%	181
Green Gorge Park	34.05%	126
Mountain Arts Community Center	34.05%	126
Businesses near Mississippi Avenue and Taft Highway (e.g. CVS, Signal Mountain Pharmacy)	47.03%	174

Signal Mountain Bike and Pedestrian Plan

Businesses on Mississippi (e.g. Mayfly Coffee, Hummingbird Restaurant)	48.92%	181
Signal Mountain Town Hall Complex (Town Hall, pool, Playhouse, etc.)	57.03%	211
Former Middle School site on Ault Road	21.08%	78
Commercial area on Taft Highway (e.g. Pruetz's, Guthrie's)	61.08%	226
Rainbow Lake and nearby trails	55.95%	207
Other (please specify)	16.22%	60
Total Respondents: 370		

#	OTHER (PLEASE SPECIFY)	DATE
1	Existing travel ways.	11/13/2017 10:33 PM
2	It would be wonderful to just walk or ride safely. I wouldn't necessarily need a destination.	11/13/2017 2:03 PM
3	The brow - as signal mtn residents we have spectacular views to see on the brow but access is very limited	11/11/2017 10:51 AM
4	Access to walking trails near Windtree, Fox Run and other areas in the northern part of the town	11/8/2017 5:49 PM
5	Bachman Center. A loop leading from the town center on Taft to the High School/ sports fields and back along Timberlinks.	11/3/2017 8:20 PM
6	The W Road	11/3/2017 7:32 PM
7	Am not in favor of adding any accommodations or provisions for bicyclists as they endanger the steady and safe flow of traffic on narrow roads.	11/3/2017 2:19 PM
8	windtree, hiddenbrook, old town, etc...	11/2/2017 9:52 AM
9	all the natural beauty of our mountain	11/1/2017 7:45 AM
10	All of the above!	10/31/2017 7:39 AM
11	Hidden Brook	10/26/2017 7:56 AM
12	N. Palisades Drive	10/18/2017 3:51 PM
13	The brow (Palisades Road)	10/11/2017 2:20 PM
14	I have not issues getting around, but my wife and young kids would benefit from being able to walk to Old Town easier. We're currently near Signal Mtn Baptist.	10/11/2017 8:09 AM
15	None of these.	10/9/2017 1:53 PM
16	Sidewalks on Taft Highway between Town Hall Complex and Business Center, or even better the entire length of Taft Highway to give better access to the pool	10/9/2017 2:53 AM
17	See # 11	10/8/2017 2:13 PM
18	None	10/8/2017 9:56 AM
19	Around the neighborhood to get to know and visit my neighbors.	10/7/2017 8:21 PM
20	Old Town area	10/6/2017 3:27 PM
21	He area closest to signal point and tainbowbis not bad, it is the area that gets you there around cvs to town hall and to mayfly	10/6/2017 9:56 AM
22	Businesses in high speed areas such as the highway, simply need safe cross walks and/or speed bumps as is the case from Maryland Ave to golf course entrance.	10/6/2017 6:16 AM
23	Library	10/5/2017 4:35 PM
24	Edwards Point	10/5/2017 4:13 PM
25	None	10/5/2017 2:25 PM

Signal Mountain Bike and Pedestrian Plan

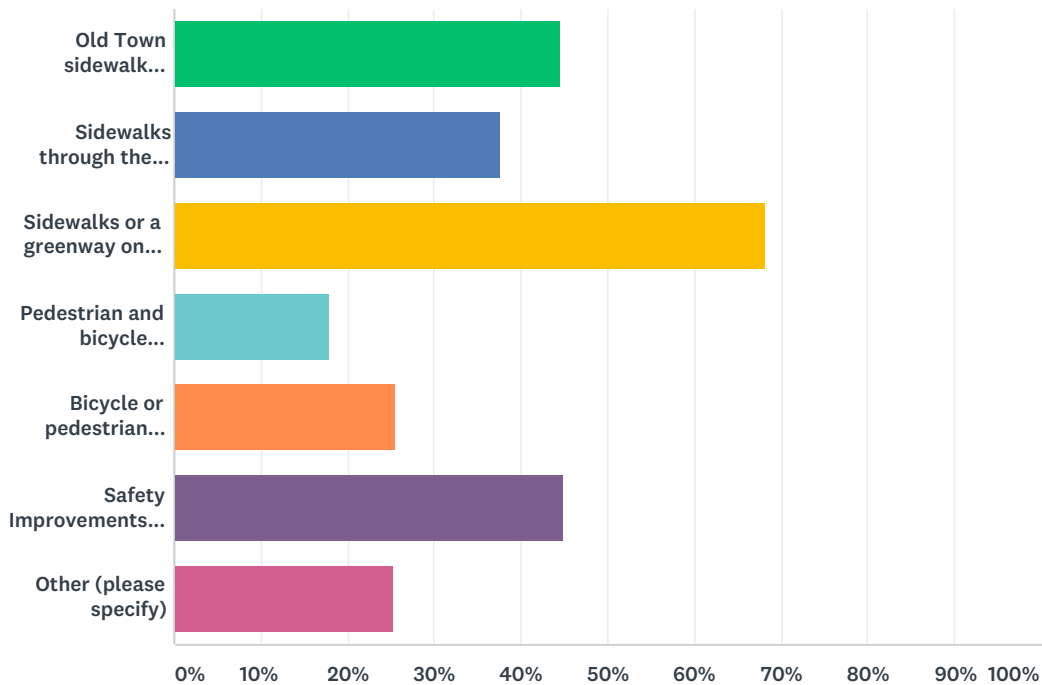
26	ALL AROUND THE MACC, BOYSCOUT PARK, TEXAS AVENUE AND BACK TO KENTUCKY BACK TO THE MACC. DRESSLER FIELD, THE LIBRARY AND DOWN TO TOWN POOL AREA AND THE BALLFIELDS BACK TO TOWN HALL. THE TWO BALL FIELDS ON TIMBERLINKS DOWN SHORT CREEK ROAD AND IN BACK OF LOG HOUSE AND MULCH AREA AND BACK TO BALL FIELDS ON TIMBERLINKS. BALLFIELD ON AND ALL AROUND RACCOON LANE AND PIPERS PATH AND CHEROKEE LANE. WALKING ALL AROUND ANDY ANDERTON PARK	10/5/2017 1:42 PM
27	I would just like to walk my dogs without fear of getting run over. Taft hwy should have a bicycle/walk area	10/5/2017 9:42 AM
28	All of our popular walking spots Signal Point, Rainbow Lake/Cumberland Trail, Green Gorge, Shackleford Ridge Park are not well linked for bicycles or parking (except SR Park). North Palisades & East Brow are popular for bicycles and walking, but not real safe for lesser skilled bicyclers.	10/5/2017 8:37 AM
29	I live in Hidden Brook and the terrain makes it impossible to walk out of the area.	10/5/2017 7:32 AM
30	The brow and it's various look-out areas. (Which need more frequent night-time patrolling by our Officers. We've run into several groups of teens who appeared to be either drinking or smoking marijuana and hurriedly left when our family arrived to enjoy the view in the evening hours.)	10/5/2017 6:47 AM
31	Look at examples like Maryville/Knoxville Greenways, Beaver Lake in Asheville, Swamp Rabbit in S Carolina, or pathways in Boston	10/5/2017 4:50 AM
32	With good walking and biking infrastructure and ways to get to and from downtown, I could live without a car and visit everything more often via walking and cycling	10/4/2017 10:22 PM
33	Pumpkin Patch and Ace too!	10/4/2017 9:30 PM
34	It would be nice to have a mountain biking trail installed that climbs the mountain - say parallel to the w road - like lookout mountain has. Don't know where it could exit. Perhaps near gas line gap on east brow near little brown church.	10/4/2017 9:25 PM
35	McCoy	10/4/2017 8:00 PM
36	Ace hardware, pumpkin patch, Thrasher.	10/4/2017 7:58 PM
37	None of the above. Nobody walks to Thrasher school.	10/4/2017 7:57 PM
38	Library; Places in Walden; Mabbit springs, bread basket, apple orchard, McCoy property, boston branch hiking trails	10/4/2017 7:18 PM
39	none of the above. really, none at all	10/4/2017 6:53 PM
40	I don't consider walking or biking as a form of travel	10/4/2017 6:23 PM
41	Again this ignores the needs of citizens in the outermost areas of the town.	10/4/2017 5:41 PM
42	None. Sorry, but realistically, this is not a walking town. Improvements will only serve to bring others into the community for biking and create traffic hold ups.	10/4/2017 5:26 PM
43	Dollar General	10/4/2017 4:11 PM
44	Explain your definition of facilities. If you are referring to "stands" side by side where bikers can park their bike and lock it, such as downtown Chattanooga, then Yes.	10/4/2017 3:47 PM
45	None, you are slanting this survey in favor of bicycle riders.	10/4/2017 3:28 PM
46	Would not use	10/4/2017 3:12 PM
47	Our neighborhood streets. It is one of the biggest things we miss from the last two places we lived in prior to Signal Mountain. Neighborhood sidewalks allow for neighbors to safely visit with each other, improve quality of life by encouraging exercise, and build community for the kids.	10/4/2017 2:57 PM
48	Roberts Mill	10/4/2017 2:57 PM
49	Well considering these locations exclude the Walden area and beyond I have no comment. How about improving the entire county on the Mtn.	10/4/2017 2:48 PM
50	Nowhere	10/4/2017 2:45 PM
51	Palisades, Brow Roads	10/4/2017 2:35 PM

Signal Mountain Bike and Pedestrian Plan

52	QUESTION 12 ABOVE NEEDS CLARIFICATION MONIES SHOULD BE SPENT ON SIDEWALKS no NO LIKE no monies on bike lanesthe bike lanes in downtown chattanooga are a diaster!!	10/4/2017 2:30 PM
53	McCoy Farm	10/4/2017 2:29 PM
54	None I'd stop bc money shouldn't be used for bike lanes	10/4/2017 2:19 PM
55	trails out at Roberts Mill Road and Falling water falls	10/4/2017 2:10 PM
56	commercial areas on Taft near Pruett's	10/4/2017 2:07 PM
57	I wish there was a bike path (off of TAFT - not on the side of TAFT) that would connect Fox Run and Anderson Pike areas to the main town center...We would bike to town frequently if we weren't cut off from the water towers to areas of town	10/4/2017 1:44 PM
58	We would just bike to look at our beautiful mountain	10/4/2017 1:40 PM
59	Old Town	10/4/2017 1:12 PM
60	My residence is too far from these locations to walk to them.	10/4/2017 12:24 PM

Q14 What bike and/or pedestrian facilities or improvements are most needed in Signal Mountain? (select up to 3)

Answered: 372 Skipped: 10



ANSWER CHOICES	RESPONSES
Old Town sidewalk repairs	44.62% 166
Sidewalks through the Town Hall Complex to connect James Blvd to Taft Highway	37.63% 140
Sidewalks or a greenway on Taft Highway	68.28% 254
Pedestrian and bicycle facilities through Hidden Brook subdivision	18.01% 67
Bicycle or pedestrian connection to Green Gorge Park	25.54% 95
Safety Improvements at 5 points (intersection of James, Maryland, Texas, and Timberlinks)	44.89% 167
Other (please specify)	25.27% 94
Total Respondents: 372	

#	OTHER (PLEASE SPECIFY)	DATE
1	From the dollar general store to the cvs pharmacy	11/14/2017 11:20 PM
2	Access to Nolan & Middle High from Shackelford Ridge Road and Timberlinks Drive.	11/14/2017 2:56 PM
3	Timberlinks and shakelford ridge to high school	11/14/2017 9:30 AM
4	None	11/13/2017 10:33 PM
5	Again, why is a huge part of the city completely ignored (Fox Run, St. Ives, etc)? Can you run a trail along (not on) the gas line?	11/13/2017 2:03 PM
6	Sidewalk on Mississippi Avenue	11/4/2017 6:32 PM
7	Sidewalks along Taft from the traffic lights to Pruetts shopping Center.	11/3/2017 8:20 PM

Signal Mountain Bike and Pedestrian Plan

8	The huge pot ruts at the top of the W rd	11/3/2017 7:32 PM
9	None. Am not in favor of adding any accommodations or provisions for bicyclists as they endanger the steady and safe flow of traffic on narrow roads.	11/3/2017 2:19 PM
10	Wider shoulder on any roads.	11/2/2017 8:33 PM
11	greenway paths connecting all neighborhoods in signal mountain	11/2/2017 9:52 AM
12	bike lanes on major roads	11/1/2017 7:45 AM
13	Bicycle paths on Taft Highway	10/31/2017 9:45 AM
14	A connector trail between major SM areas (Green Gorge to Old Town & also meeting up with Taft business area)	10/31/2017 7:39 AM
15	Greenway along Shackleford Ridge Road	10/29/2017 3:21 PM
16	palisades area on the brow	10/23/2017 12:37 PM
17	Get them out of the middle of the street AND driving up the mountain.	10/19/2017 7:58 AM
18	Bicycle paths to schools thru prentice cooper	10/18/2017 7:41 PM
19	Sidewalk in Fox Run	10/10/2017 7:18 AM
20	None of these.	10/9/2017 1:53 PM
21	6 PT intersection signal mtn blvd, miss., Maryland available. And Fairmount av.	10/8/2017 2:13 PM
22	Safe passage along Timberlinks to schools	10/8/2017 2:04 PM
23	None	10/8/2017 9:56 AM
24	Sidewalks on Timberlinks Dr.	10/8/2017 9:55 AM
25	Sidewalks on Timberlinks	10/7/2017 7:25 AM
26	Ridgeway to Laurel. Needs a pedestrian lane.	10/6/2017 9:56 AM
27	None. However driveways that poorly cut through old Town sidewalks make for crazy dangerous dusk or dark walking.	10/6/2017 6:16 AM
28	Sidewalks on Texas Ave	10/5/2017 11:42 PM
29	Fairmont Rd, near Key Hulse to nursery	10/5/2017 5:32 PM
30	Taft highway could use some sidewalks as it is the most common road our children use to get to and from the pool, town hall basketball gym and restaurants. It is also the most common road people run on from the Athletic club. All summer long there are large groups of kids walking up and down Taft Highway headed to Guthries, Pruetts, etc and it seems very dangerous to not have them walking on sidewalks as they are often talking or looking at their phones and paying very little, if any attention to the road they are walking on or the traffic passing by. With many people moving to Signal for the schools, the number of kids walking on Taft will most definitely increase.	10/5/2017 5:02 PM
31	Why just hidden Brook. What about the older part?	10/5/2017 3:24 PM
32	Some sidewalks to the end of James in order for Walden residents to have better access to town center/thrasher	10/5/2017 2:52 PM
33	None	10/5/2017 2:25 PM
34	Near new middle high school	10/5/2017 1:54 PM
35	Speed monitoring in Thrasher school zone and better marking.	10/5/2017 1:47 PM
36	Shakelford Rodge and Sam Powell	10/5/2017 12:53 PM
37	Sidewalks on Shackleford Ridge Road - it is very windy in places, with no or limited shoulder	10/5/2017 12:35 PM
38	Old Town is a beautiful place to walk, run, bike although not only do the exisiting sidewalks need repairs, but most areas do not have a sidewalk in Old Town either.	10/5/2017 10:52 AM
39	More posted speed limit signs throughout the community. Focus on speed by our local government.	10/5/2017 10:07 AM

Signal Mountain Bike and Pedestrian Plan

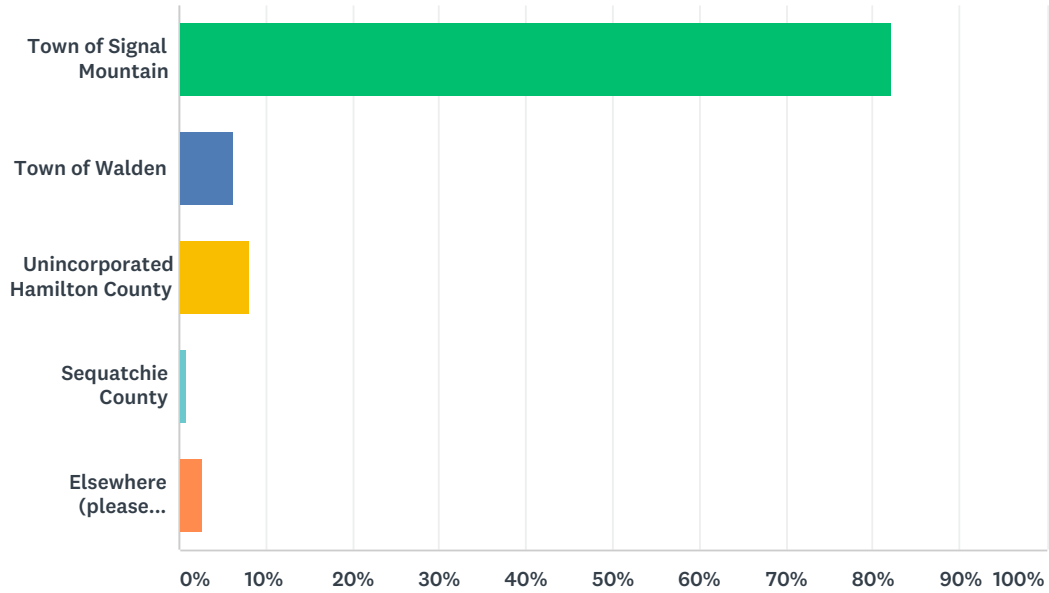
40	The infrastructure of the roads all over Signal mountain should more accommodate all residents whether driving walking or biking... there is just too much traffic and the roads at their current state and set up just are not adequate.	10/5/2017 9:42 AM
41	sidewalks on Shackleford Ridge around both schools. From Anderson Pike to James	10/5/2017 9:10 AM
42	I think there is lack of clarity of sidewalks for both bicycling and walking. Most I have seen are too narrow for much traffic, say 2 bicycles passing.	10/5/2017 8:37 AM
43	Sidewalk in Texas Ave	10/5/2017 7:50 AM
44	New bike lane/wide walkway down Taft/Ridgeway	10/5/2017 7:45 AM
45	North Palisades. Many walkers along brow	10/5/2017 6:54 AM
46	Many people use the brow. There are a few blind curves that can be hazardous. Speed control may also be an option.	10/5/2017 6:29 AM
47	Sidewalks and crosswalks at Nolan and SMMHS	10/5/2017 5:24 AM
48	No sidewalks, but greenways so that bikers, runners, and walkers can enjoy.	10/5/2017 4:50 AM
49	Most of Taft has a wide enough shoulder where only better marking may be required.	10/5/2017 4:37 AM
50	Bicycle and/or transit connections up and down the mountain.	10/4/2017 10:22 PM
51	Improvements around Thrasher where kids are biking and walking to school!	10/4/2017 10:14 PM
52	Shackleford Ridge Road	10/4/2017 8:48 PM
53	James Blvd/Taft Hwy by Murrell /Skyline and water towers. PLEASE do not forget this side of the town! Very dangerous	10/4/2017 7:58 PM
54	greenway bike trail through the middle of the blocks just west of Taft hwy	10/4/2017 7:18 PM
55	there are way to many to list. All the above and dozens more	10/4/2017 6:53 PM
56	Around road at high school	10/4/2017 6:48 PM
57	Access	10/4/2017 6:38 PM
58	Sidewalks in fox run	10/4/2017 6:38 PM
59	None	10/4/2017 6:23 PM
60	I don't think this survey takes into account just HOW EXCITED I would be if sidewalks were improved AND DEFINITELY if a GREENWAY were to be built!!! Also, another thing would be how much are we willing to pay in taxes? We would certainly be willing to have our taxes increase for this. It would improve our daily lives greatly and change our overall lifestyle for the better!!	10/4/2017 6:21 PM
61	Bike lanes	10/4/2017 6:10 PM
62	See above comment.	10/4/2017 5:41 PM
63	convert existing trail systems to multi-use for bicycle access	10/4/2017 5:22 PM
64	Remember - sidewalks are not for bicycle use - bicycles are street vehicles.	10/4/2017 4:48 PM
65	Safety improvements near brow	10/4/2017 4:31 PM
66	Shackleford and timberlinks	10/4/2017 3:58 PM
67	Greenway on Taft Hwy, not sidewalks.	10/4/2017 3:47 PM
68	Sidewalks throughout. Mountain bike trails.	10/4/2017 3:42 PM
69	Street Pavement in general seems to be getting worn out. Needs improvement all over.	10/4/2017 3:41 PM
70	Sidewalk on Palisades to provide access to Shoal Creek, CVS area, and Old Town	10/4/2017 3:39 PM
71	None	10/4/2017 3:28 PM
72	Trail to high school on timberlinks	10/4/2017 3:28 PM
73	Edwards Point!	10/4/2017 3:19 PM
74	--	10/4/2017 3:12 PM

Signal Mountain Bike and Pedestrian Plan

75	There are so many neighborhoods in the town of Signal Mountain besides Old Town and Hidden Brook. I don't understand why they are the only ones listed here. It feels frustrating to see a community-wide committee single out specific neighborhoods for improvements.	10/4/2017 2:57 PM
76	License bicycles	10/4/2017 2:45 PM
77	Walk/bike lane on palisades / brow roads	10/4/2017 2:43 PM
78	Pedestrian crossing on Taft Hwy near Palisades.	10/4/2017 2:37 PM
79	See response to question 11	10/4/2017 2:33 PM
80	no bike stuff only sidewlaks please	10/4/2017 2:30 PM
81	Bike lane on Taft with pedestrian crossing lights at Restaurants (Pruetts) intersection and Town Hall intersection	10/4/2017 2:29 PM
82	None	10/4/2017 2:19 PM
83	more TRAILS, dirt trails, through as many areas as possible on signal	10/4/2017 2:10 PM
84	Strongly suggest Safety Improvements at 5 points! Including better access from Timberlinks/ Pinehurst.	10/4/2017 2:01 PM
85	Sidewalks or speed bumps on Fern Trail and other roads in palisades area	10/4/2017 1:58 PM
86	Sidewalk on Shackelford Ridge	10/4/2017 1:51 PM
87	Would love to have sidewalk/bike path connecting Walden to the Town of Signal Mountain	10/4/2017 1:48 PM
88	Sidewalks in palisades neighborhood	10/4/2017 1:44 PM
89	Sidewalks on Shackelford Ridge.	10/4/2017 1:36 PM
90	From Anderson Pike to Nolan Elementary.	10/4/2017 1:21 PM
91	Require developers to install sidewalks	10/4/2017 12:52 PM
92	Sidewalk option to avoid walking up "heart attack hill" in Hidden Brook	10/4/2017 12:50 PM
93	Shackelford- attaching to the sidewalk they are currently building on Nolan property	10/4/2017 12:25 PM
94	Nature/bike trails through ALL of the green space that Signal has to offer	10/4/2017 12:11 PM

Q15 Demographic Data: Where do you currently live?

Answered: 381 Skipped: 1

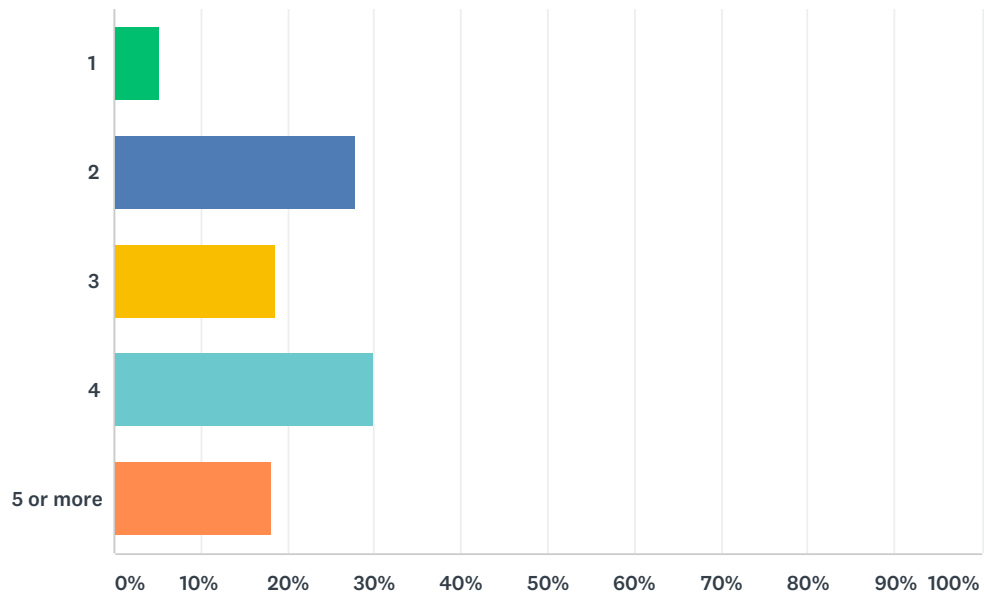


ANSWER CHOICES	RESPONSES	
Town of Signal Mountain	82.15%	313
Town of Walden	6.30%	24
Unincorporated Hamilton County	8.14%	31
Sequatchie County	0.79%	3
Elsewhere (please specify)	2.62%	10
TOTAL		381

#	ELSEWHERE (PLEASE SPECIFY)	DATE
1	Chattanooga	11/13/2017 5:14 PM
2	The W rd	11/3/2017 7:32 PM
3	North Chatt	10/5/2017 4:13 PM
4	SODDY DAISY	10/5/2017 1:42 PM
5	Fairmount	10/5/2017 9:42 AM
6	Chattanooga	10/5/2017 9:11 AM
7	North Chattanooga	10/5/2017 7:52 AM
8	Ooltewah	10/4/2017 8:54 PM
9	Downtown, but ride up on mountain often. Have family up there	10/4/2017 7:58 PM
10	North Chattanooga	10/4/2017 3:37 PM

Q16 Demographic Data: How many persons currently live in your household?

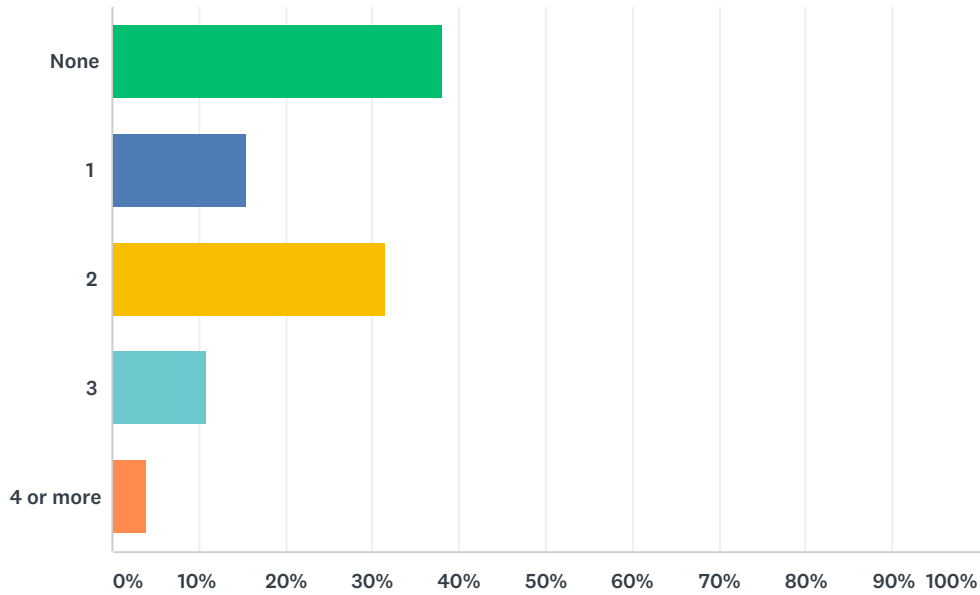
Answered: 380 Skipped: 2



ANSWER CHOICES	RESPONSES	
1	5.26%	20
2	27.89%	106
3	18.68%	71
4	30.00%	114
5 or more	18.16%	69
TOTAL		380

Q17 Demographic Data: How many members of your household are under 18?

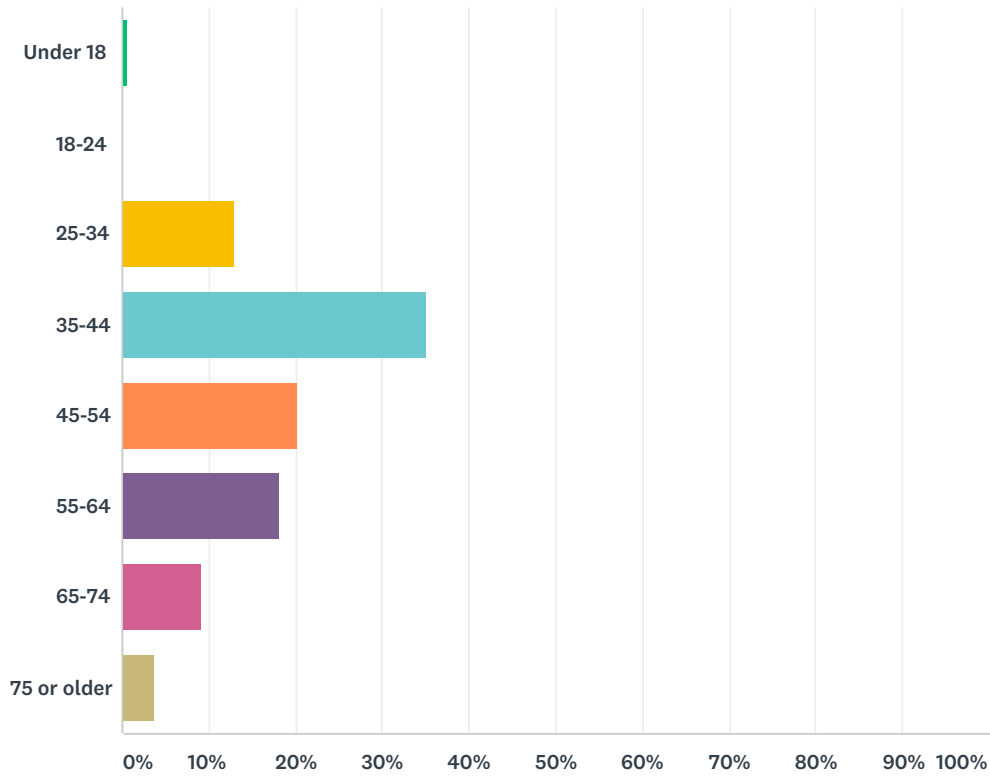
Answered: 380 Skipped: 2



ANSWER CHOICES	RESPONSES	
None	38.16%	145
1	15.53%	59
2	31.58%	120
3	10.79%	41
4 or more	3.95%	15
TOTAL		380

Q18 Demographic Data: What is your age?

Answered: 379 Skipped: 3



ANSWER CHOICES	RESPONSES
Under 18	0.53% 2
18-24	0.00% 0
25-34	12.93% 49
35-44	35.09% 133
45-54	20.32% 77
55-64	18.21% 69
65-74	9.23% 35
75 or older	3.69% 14
TOTAL	379