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SAFE STREETS & ROADS FOR ALL (SS4A)

DRAFT SAFETY ACTION PLAN

November 2025

Prepared by:

NEEL-SCHAFFER

SAFE STREETS & ROADS FOR ALL (SS4A)

SAFETY ACTION PLAN

Disclaimer

This Plan was prepared as a cooperative effort of the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Tennessee Department of Transportation (TDOT), and local governments in partial fulfillment of requirements in Title 23 USC 134 and 135, amended by the IIJA, Sections 11201 and 11525, October 1, 2021. The contents of this document do not necessarily reflect the official views or policies of the U.S. Department of Transportation.

This correspondence and the information contained herein is prepared solely for the purpose of identifying, evaluating, and planning safety improvements on public roads which may be implemented utilizing federal aid highway funds; and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S.C. 407.

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City of Jackson Leadership Commitment

The ability to move safely within and through the City of Jackson is essential to supporting the growth and security of our communities. It is our vision that the City of Jackson will provide a quality transportation system designed to accommodate all users, regardless of their age, ability, or chosen transportation mode.

As the Mayor and a resident of the City of Jackson, my colleagues and I are deeply concerned about transportation safety. From 2020-2024, our city had nearly 14,500 crashes which resulted in 45 fatalities and 256 serious injuries. Of these, 45 severe injury and fatal crashes involved a pedestrian or bicyclist, and nearly a tenth of all fatal crashes involved a pedestrian. While all crashes which result in injuries decrease the safety of our roadways, incidents that result in the loss of life are tragedies that have a profound, devastating impact on our communities.

These crashes, however, are preventable, and the City of Jackson is committed to making transportation safer for both residents and visitors. The Safe Streets for All (SS4A) Safety Action Plan is an important first step toward ending these avoidable deaths and injuries. The Safety Action Plan uses a data-driven, comprehensive, and actionable approach to improve safety throughout the entire transportation network and ultimately achieve our long-term safety goal of zero fatalities and serious injuries by Year 2050.

Safe travel is not exclusive to any specific neighborhood or community. Everyone who uses our roadways, sidewalks, bikeways, and transit facilities should be able to get to their destinations safely, and each fatality and serious injury that we experience shows where we have room for improvement. The city cannot achieve our goal without the support and engagement from local partner agencies, the communities they serve, and the residents who call Jackson home. It will take all of us, but we can take steps to improve the safety of our roadways every day.

Thank you for your interest in safety within the City of Jackson, and please do not hesitate to contact us if you have questions or suggestions.

Sincerely,

Scott Conger

Scott Conger
Mayor

1.0 Introduction

The Safe Streets for All (SS4A) grant program was introduced in the Bipartisan Infrastructure Law (BIL) to fund regional and local initiatives aimed at preventing roadway fatalities and serious injuries. This program supports the U.S. Department of Transportation's (USDOT) National Roadway Safety Strategy, which seeks to achieve a goal of zero roadway fatalities using a Safe System Approach.

This **Safety Action Plan** was funded through a grant awarded from the **SS4A program** and aims to address roadway safety concerns within the City of Jackson for all road users.

1.1 Plan Overview

The purpose of this plan is to identify and prioritize safety improvements, justify investment decisions, communicate with stakeholders, and access funding opportunities, while meeting federal requirements. To understand the transportation needs of the city and how to best address them, the plan was developed through an organized process, shown in **Figure 1.1**. The study area for the Safety Action Plan (SAP) encompasses the City of Jackson, Tennessee, as seen in **Figure 1.2**.

Figure 1.1: Planning Process

Source: Neel-Schaffer

The goal of a **Safety Action Plan** is the development of a holistic, well-defined strategy aimed to prevent roadway fatalities and serious injuries.

Figure 1.2: Safety Action Plan Study Area

Source: Neel-Schaffer

1.2 Goals, Objectives, and Regional Vision

Strategic Framework

Public and stakeholder input were used to develop a vision statement, goals, and objectives to guide the development of the plan. While the vision statement describes the transportation safety outcomes the city strives to achieve, the goals and their corresponding objectives support the vision statement and help to identify specific projects and strategies.

Vision Statement

The City of Jackson is home to healthy, vibrant communities, supported by a safe and efficient transportation network. This network, which includes well-maintained and connected roadways, bike lanes, transit facilities, and pedestrian walkways, aids in achieving the long-term goal to eliminate severe injury and fatal crashes in the City of Jackson by 2050.

To support this vision, the following goals were identified:

Goal 1: Educate residents about transportation safety.

- Implement a safe driving campaign on the City's website and social media platforms.
- Utilize local media outlets to regularly publish crash statistics.
- Educate drivers on state and local driving laws.

Goal 2: Initiate campaigns to improve driver behavior.

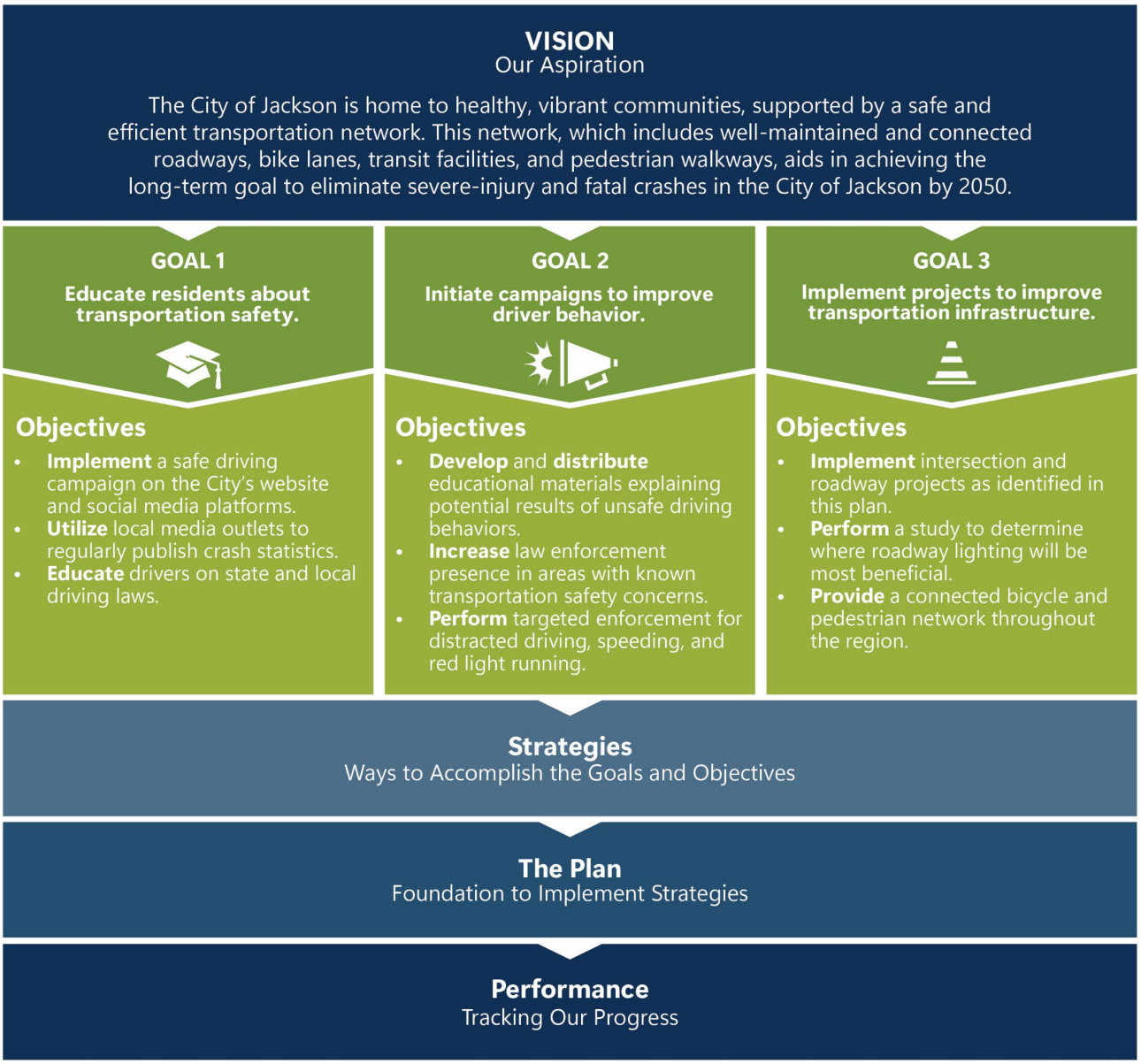
- Develop and distribute educational materials explaining potential results of unsafe driving behaviors.
- Increase law enforcement presence in areas with known transportation safety concerns.
- Perform targeted enforcement for distracted driving, speeding, and red light running.

Goal 3: Implement projects to improve the safety of transportation infrastructure.

- Implement intersection and roadway projects as identified in this plan.
- Perform a study to determine where roadway lighting will be most beneficial.
- Provide a connected bicycle and pedestrian network throughout the region.

Together, these elements form the strategic framework of the plan, shown in **Figure 1.3**.

Figure 1.3: Safety Action Plan Strategic Framework



Through the identified **Vision, Goals,** and **Objectives,** the City of Jackson aims to reduce Fatal and Serious Injury crashes 50% by year 2035, and 100% by 2050.

1.3 Safe System Approach

In addition to being aligned with the Vision, Goals, and Objectives, projects recommended in this plan follow the Safe System Approach to address the causes of severe injury and fatal crashes. The Safe System Approach acknowledges that even while making roadway corridors and intersections safer, crashes can happen. However, severe injury and fatal crashes can be avoided.

There are **six principles** that form the basis of the Safe System approach. These are:

1. Deaths and serious injuries are unacceptable
2. Humans make mistakes
3. Humans are vulnerable
4. Responsibility is shared
5. Safety is proactive
6. Redundancy is crucial

Source: FHWA

The FHWA states that:

*"Reaching zero deaths requires the implementation of a **Safe System approach**, which was founded on the principles that humans make mistakes and that human bodies have limited ability to tolerate crash impacts. **In a Safe System, those mistakes should never lead to death.** Applying the Safe System approach involves anticipating human mistakes by designing and managing road infrastructure to keep the risk of a mistake low; and when a mistake leads to a crash, the impact on the human body doesn't result in fatality or serious injury."*

With these principles taken into consideration, transportation projects can be planned and designed to reduce the frequency, severity, and impacts of severe injury and fatal crashes. To support this, the FHWA defined the five elements that comprise a Safe System Approach, shown and defined in **Figure 1.4**.

Figure 1.4: Safe System Approach Elements

Source: FHWA

Performance Measures

Performance measures are used to show progress toward meeting the SAP's strategic framework. In coordination with federal guidance and regulations, four performance measures have been defined for this plan:

- Percent Reduction in the Number of Fatal Crashes
- Percent Reduction in the Number of Serious Injury Crashes
- Percent Reduction in the Number of Non-Motorized Fatal Crashes
- Percent Reduction in the Number of Non-Motorized Serious Injury Crashes

These performance measures are supported by the goals and objectives of the SAP, and their relationship is detailed in **Table 1.1**

Table 1.1: Safety Action Plan Performance Measures

Percent Reduction in the Number of Fatal Crashes	
Goal	**Objective**
1	Implement a safe driving campaign on the City's website and social media platforms.
	Utilize local media outlets to regularly publish crash statistics.
2	Develop and distribute educational materials explaining potential results of unsafe driving behaviors.
	Perform targeted enforcement for distracted driving, speeding, and red light running.
	Increase law enforcement presence in areas with known transportation safety concerns.
3	Implement intersection and roadway projects as identified in this plan.
	Perform a study to determine where roadway lighting will be most beneficial.
Percent Reduction in the Number of Serious Injury Crashes	
Goal	**Objective**
1	Implement a safe driving campaign on the City's website and social media platforms.
	Utilize local media outlets to regularly publish crash statistics.
2	Develop and distribute educational materials explaining potential results of unsafe driving behaviors.
	Perform targeted enforcement for distracted driving, speeding, and red light running.
	Increase law enforcement presence in areas with known transportation safety concerns.
3	Implement intersection and roadway projects as identified in this plan.
	Perform a study to determine where roadway lighting will be most beneficial.

Percent Reduction in the Number of Non-Motorized Fatal Crashes	
Goal	**Objective**
1	Implement a safe driving campaign on the City's website and social media platforms.
	Educate drivers on state and local driving laws.
2	Develop and distribute educational materials explaining potential results of unsafe driving behaviors.
	Increase law enforcement presence in areas with known transportation safety concerns.
3	Implement intersection and roadway projects as identified in this plan.
	Provide a connected bicycle and pedestrian network throughout the region.
	Perform a study to determine where roadway lighting will be most beneficial.

Percent Reduction in the Number of Non-Motorized Serious Injury Crashes	
Goal	**Objective**
1	Implement a safe driving campaign on the City's website and social media platforms.
	Educate drivers on state and local driving laws.
2	Develop and distribute educational materials explaining potential results of unsafe driving behaviors.
	Increase law enforcement presence in areas with known transportation safety concerns.
3	Implement intersection and roadway projects as identified in this plan.
	Provide a connected bicycle and pedestrian network throughout the region.
	Perform a study to determine where roadway lighting will be most beneficial.

2.0 How We Engaged

Public outreach and stakeholder input provided increased understanding of safety conditions and concerns within the City of Jackson. This chapter discusses the three rounds of input and how it was used, along with the technical analysis discussed in Chapter 3, to develop potential safety projects and strategies for the SAP.

2.1 Steering Committee

To guide development of the SAP, a Steering Committee was formed of representatives from the City of Jackson. This committee included representatives from:

- City of Jackson
- TDOT
- Local Agencies
- Higher Education
- Nonprofit/Advocacy Groups
- Community Leaders
- Business Owners

The Steering Committee met as needed to discuss plan development, approve outreach materials, review plan findings, and provide input on local priorities and project selection. Weekly check-in meetings were held with staff from the City of Jackson to provide updates between steering committee engagement.

The primary goals for this phase of engagement were to:

- **Inform residents** within the City of Jackson about the development of the SAP.
- **Educate the public** about the plan and how it will affect the community and roadway safety.
- **Notify and provide opportunities** for the public to actively engage in the development process.
- **Encourage and collect meaningful feedback** from stakeholders and the public to help identify safety needs and prioritize improvement projects and strategies.

2.2 Public and Stakeholder Involvement: Round 1

Round 1 of community engagement focused on introducing the plan, listening to public comments, and learning about current challenges to better understand the community's transportation goals, needs, concerns, and priorities. Input collected during this round was also used to develop the Vision, Goals, and Objectives discussed in Chapter 2.

Throughout this round of engagement, an online survey was available to collect input virtually, and two engagement events were held to provide an in-person option. The public was informed of the engagement opportunities through posts on the City website and social media accounts, fliers, and direct email.

In-Person Events

The in-person events consisted of one public meeting and one public outreach event. The date, time, and location for each are detailed in **Table 2.1**.

Table 2.1: Round 1 In-Person Engagement Opportunities

Date	Location	Event Type
April 10, 2025	**Jackson-Madison County Library** 433 E Lafayette Street - Jackson, TN	Public Meeting
April 26, 2025	**West Tennessee Farmers Market** 91 New Market Street - Jackson, TN	Public Outreach Event

During the public meeting, display boards were available to guide the public through three different input exercises. The exercises included two "voting" exercises and one "open-ended" exercise.

The **voting-type** exercises encouraged participants to identify their greatest infrastructure and behavior transportation concerns, listed in **Table 2.2**, using dot stickers. The **open-ended** exercise allowed participants to leave a comment that described their safety concerns and priorities by placing a sticky note on the display board.

Results for this in-person engagement are included in the engagement summary along with the virtual engagement results.

Table 2.2: Round 1 Safety Prompts and Categories

Prompt	Categories
Considering behavioral roadway safety issues in the Jackson area, what categories are of greatest concern or importance to you?	• Impaired Driving • Improper Pedestrian Crossing • Walking/Biking on the Wrong Side • Red Light Running • Speeding • Distracted Driving • Improper Use of Crossovers • Improper Seat Belt Usage
Considering transportation infrastructure in the Jackson area, what categories are of greatest concern or importance to you?	• Emergency Response Time • Insufficient Law Enforcement • Lack of Roadway Lighting • Lack of System Connectivity • Lack of Public Transportation • Unsafe Intersections • Lack of Bicycle Infrastructure • Lack of Pedestrian Infrastructure • Poor Roadway Design

The public outreach event was held at a booth during the local farmer's market. During this event, the virtual survey was available to be taken on-site via mobile tablets. Additionally, informational cards were given out to direct the public to the online survey if they preferred to take it at a later time. Images from both events are included in **Appendix B**.

Virtual Engagement

During Round 1, **476** online surveys were completed, and **986** comments were left on the interactive map.

The Round 1 virtual engagement was open from March 28 through May 10, 2025. During this time, respondents provided ideas on improving the city's transportation system, their top safety priorities and concerns, and specific locations where transportation improvements are needed.

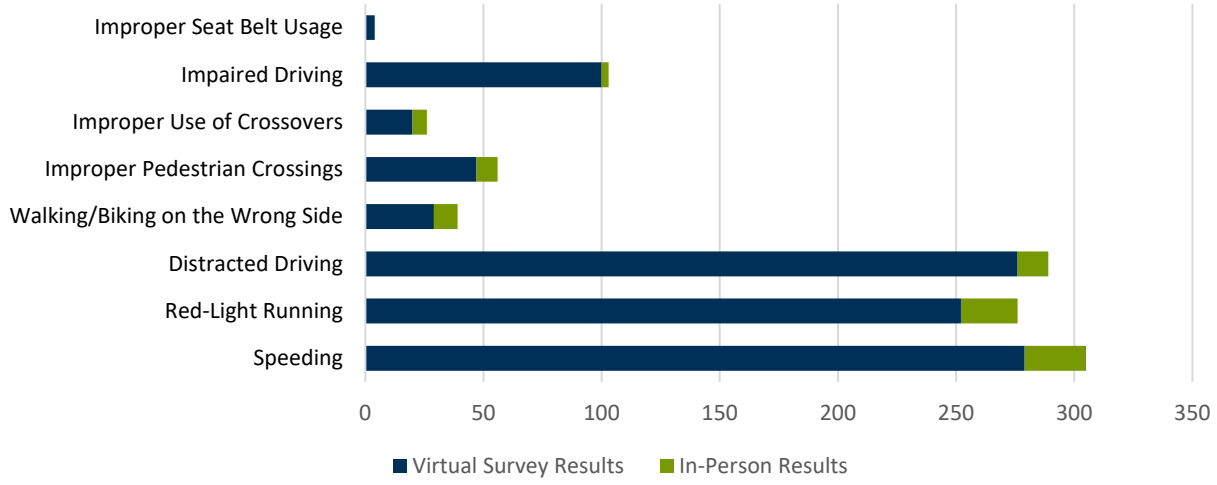
Within the virtual survey, participants were asked to identify their top three concerns using the same prompts and categories as shown for the in-person engagement in **Table 2.2**. Participants were also asked where they experience transportation safety challenges using an interactive map, what type of challenges they experience, and what improvements they suggest for those areas of concern.

Images of the virtual survey and interactive map are available along with the other engagement images in **Appendix B**, and survey results are summarized on the following page.

Engagement Results Summary

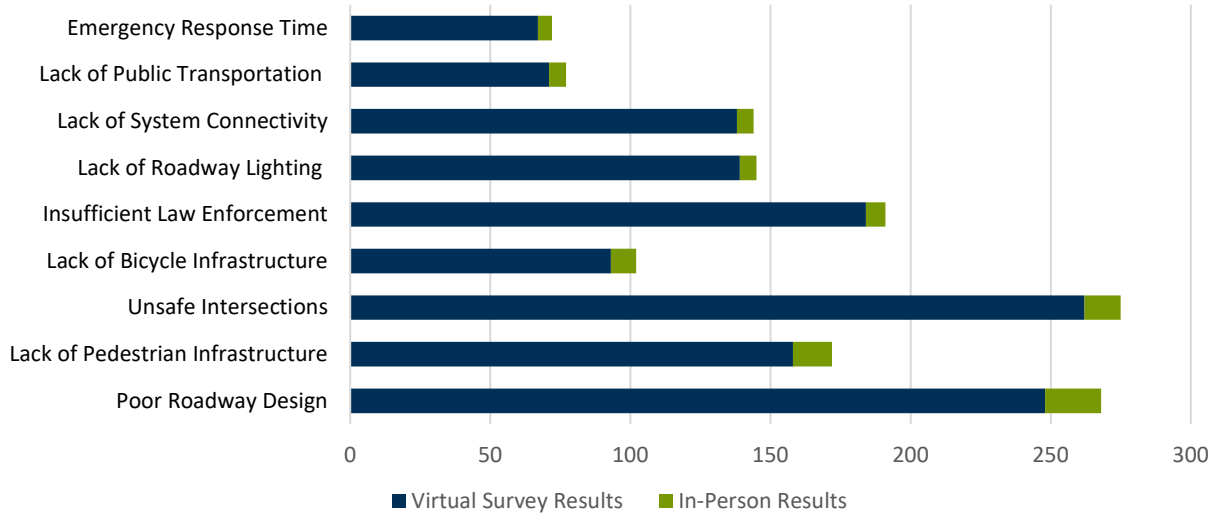
When asked to identify behavioral roadway safety issues, participants identified **speeding**, **red light running**, and **distracted driving** as their top concerns in both in-person and virtual engagement exercises. The total of all responses is summarized in **Figure 2.1.**

Figure 2.1: Round 1 Survey Results – Behavioral Concerns



When asked to identify infrastructure transportation safety concerns, both in-person and virtual participants identified **unsafe intersections**, **poor roadway design**, and **lack of pedestrian infrastructure** as being high priority. While not as high of a priority for in-person participants, virtual respondents also recognized **insufficient law enforcement** as a top concern. The total of all responses is summarized in **Figure 2.2.**

Figure 2.2: Round 1 Survey Results – Infrastructure Concerns



2.3 Public and Stakeholder Involvement: Round 2

Round 2 of community engagement focused on presenting systemwide strategies and establishing the public and stakeholder priorities for roadway segments and intersection improvements. The main platform for engagement during this round was an online survey and interactive mapping exercise, which was open to receive input from July 21, 2025, to August 22, 2025.

The **primary goals** for this phase of engagement were to:

- Identify which safety strategies have public and stakeholder support.
- Identify roadways and intersections that the public and stakeholders determine to be high safety priorities improvements.

The public was invited to participate in the virtual survey and mapping exercise through an in-person public engagement event and online via the City of Jackson webpage and social media accounts. Stakeholders were also informed of this input opportunity and invited to participate via email. During this round of engagement, a total of **325 surveys** were completed, and **171 contributions** were made to the interactive map. An overview of the findings from this input are included below, and the full survey questions are available to view in **Appendix C**.

Survey Overview

Within the survey there were ten questions, eight of which asked participants to leave input related to transportation modes, methods of addressing driver behavior, and infrastructure and non-infrastructure improvement preferences. Of the two remaining questions, one provided an open-comment space to allow for further identification of any priorities not captured in the previous questions, and the other related to demographic data, ensuring a cross-section of Jackson's residential population was being engaged.

During Round 2, the online survey received **over 500 visitors.**

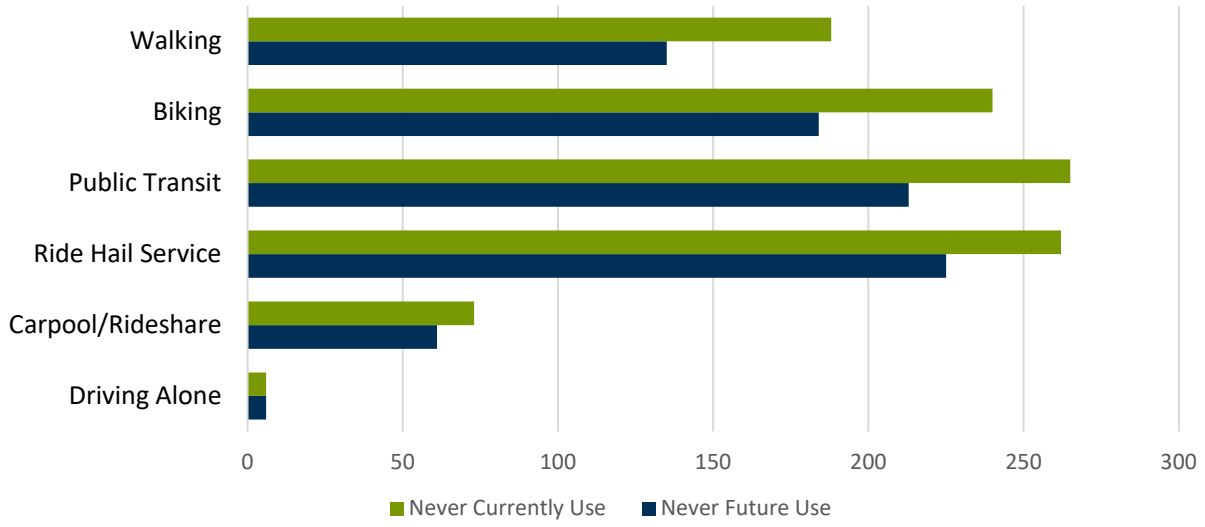
Most survey responses came from people who live within the City of Jackson (86.42%). Of those who do not live in Jackson, the largest number of responses came from people who work within the City (8.92%).

Transportation Modes

Survey participants were asked to describe both how they currently travel and how they would prefer to travel provided their safety and other concerns were addressed. To do this, a scale was provided ranging from "Never" to "Over 75%" for each mode of transportation. In both current and future preference, the majority of respondents signified they would prefer to drive alone.

However, respondents were much more likely to want to travel, at least some, via transit, ride share, bicycle, and walking if their concerns were met. This is shown by a drop in those who selected they never currently use a mode of transportation with those who selected that they would never use a mode of transportation, even if their concerns were met. This can be seen in **Figure 2.3**.

Figure 2.3: "Never" Selected for Transportation Mode by Current and Future Preference



This indicates that if concerns were addressed, there would be an increase in people who would walk, bike, or use public transport as a mode of transportation for at least some of their travel within the City of Jackson.

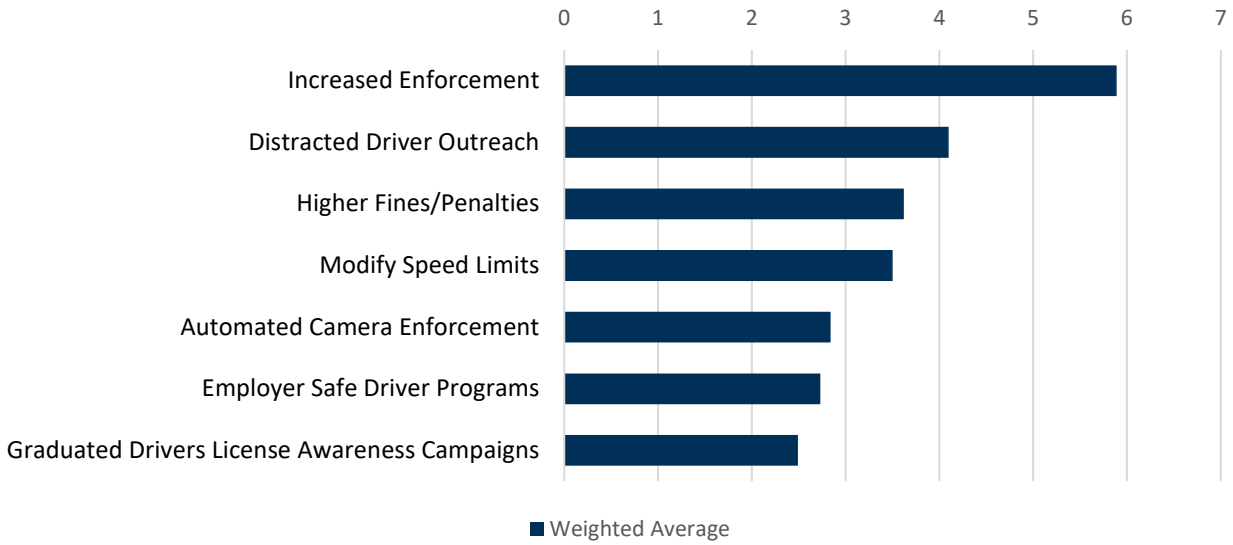
Methods of Addressing Driver Behavior

Survey respondents were asked to rank methods of addressing driver behavior from the following:

- Increased Enforcement
- Distracted Driver Outreach
- Employer Safe Driver Programs
- Modify Speed Limits
- Automated Camera Enforcement
- Higher Fines/Penalties
- Graduated Drivers License Awareness Campaigns

These rankings were then used to create a weighted average. As seen in **Figure 2.4**, **Increased Enforcement** was the most preferred method, followed by **Distracted Driver Outreach**, **Higher Fines/Penalties**, and **Modify Speed Limits**.

Figure 2.4: Weighted Average Score of Driver Behavior Strategies



Infrastructure and Non-Infrastructure Improvement Preferences

Participants were asked to rate different transportation improvements using a scale from strongly like to strongly dislike. Answers were totaled and multiplied by a weight, shown in **Table 2.3**. These weighted rates were then added for each improvement type and divided by the number of responses, giving a weighted average score. **Tables 2.4** and **2.5** show Roadway and Bicycle and Pedestrian improvements with their weighted average ranking.

Table 2.3: Weights for Improvement Preferences

Rating	Weight
Strongly Like	10
Like	5
No Opinion	0
Dislike	-5
Strongly Dislike	-10

Table 2.4: Weighted Average Rating of Roadway Improvements

Roadway Infrastructure Improvement	Weighted Average
Dedicated Turn Lanes at Intersections	7.13
Corridor Access Management	2.74
Road Diet/Reconfiguration	2.02
Roundabouts	-1.60
Roadway Non-Infrastructure Improvement	**Weighted Average**
Increased Roadway Striping/Lighting	6.76
Increased Intersection Lighting	5.84
Low-Cost Countermeasures	4.07
Multimodal Accommodations	2.49

Table 2.5: Weighted Average Rating of Bicycle/Pedestrian Improvements

Bike/Ped Infrastructure Improvement	Weighted Average
More Walkways	6.02
Medians/Pedestrian Refuge Islands	3.46
Public Transit Improvements	3.40
Road Diets	2.98
Bike/Ped Non-Infrastructure Improvement	**Weighted Average**
Crosswalk Visibility	6.76
Pedestrian Flashing Hybrid Beacons	4.98
Bike Lanes	3.52

The **Top 5** improvement types identified in the Round 2 engagement survey are:

- Dedicated Turn Lanes at Intersections
- Increased Roadway Striping/Lighting
- Crosswalk Visibility
- More Walkways
- Increased Intersection Lighting

Interactive Map Overview

In addition to the survey, the public was encouraged to identify locations on a virtual, interactive map using one of the following marker types:

- Roadway Safety
- Transit Needs
- Bike and Pedestrian
- Congestion/Traffic
- I Like This
- General Comment

By placing a marker, respondents were able to attach a comment at a specific area, allowing for concerns, input, and general feedback to be tied to a specific location.

The markers placed on the interactive map are shown in shown in **Figure 2.5**. The frequency of marker types used is detailed in **Figure 2.6**.

Figure 2.5: Interactive Map Markers

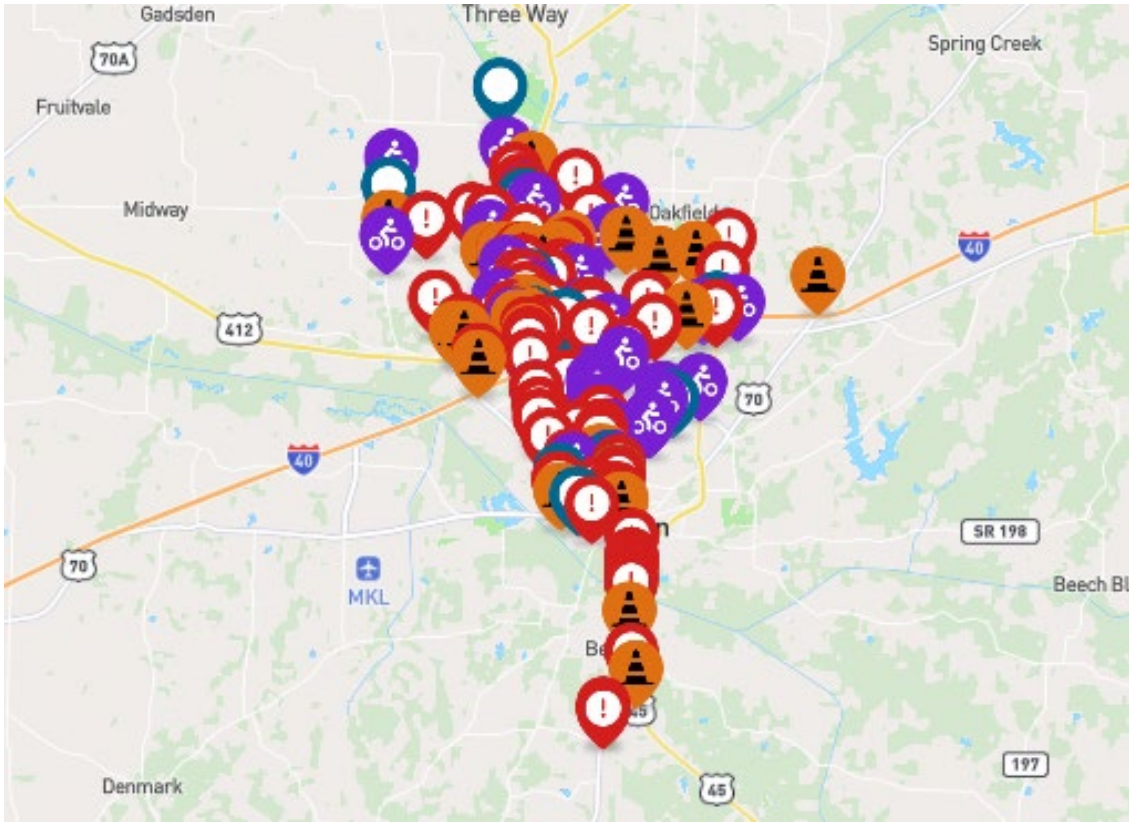
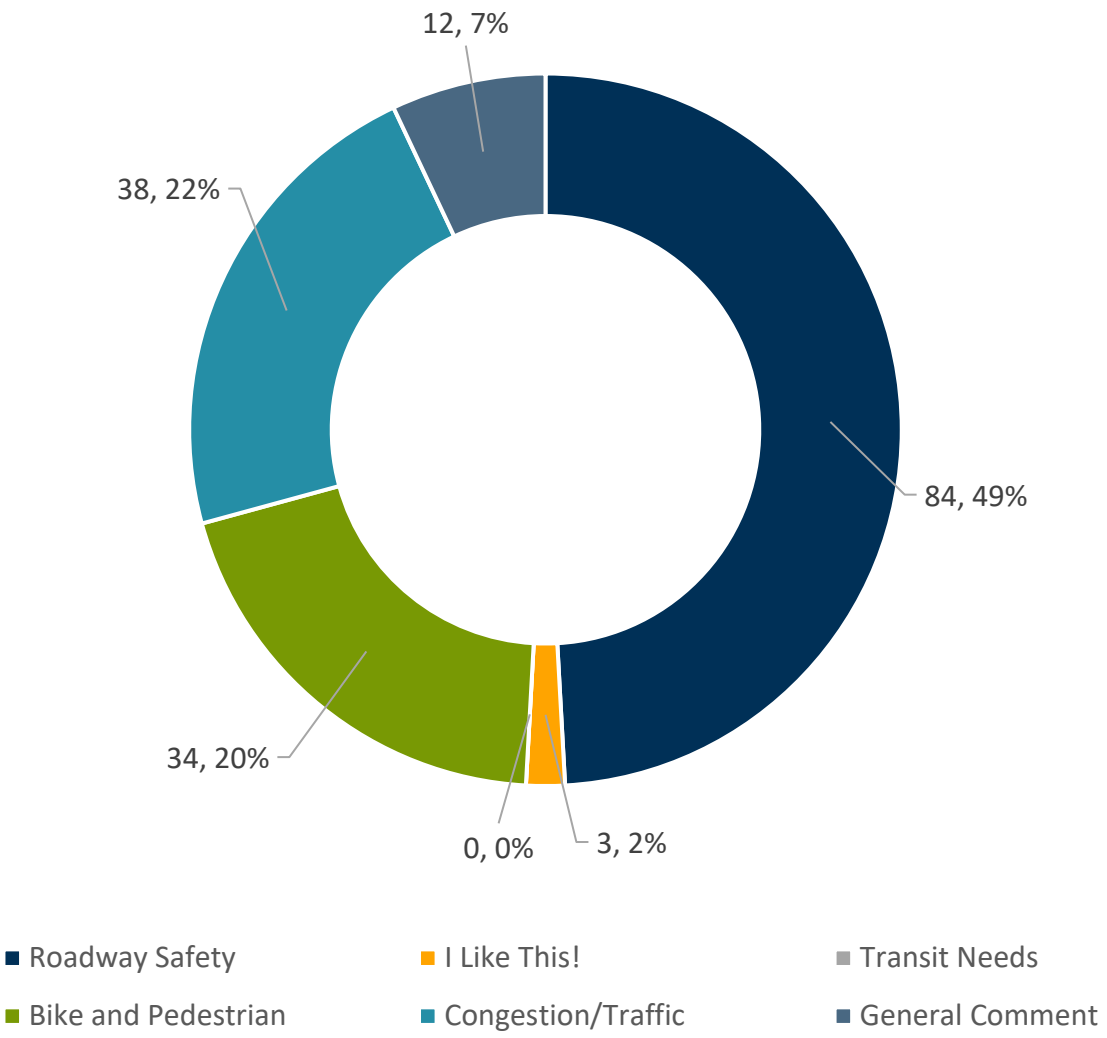


Figure 2.6: Interactive Map Marker Type Frequency



Additionally, heat maps were created to help illustrate the locations where marker comments were most frequent. These, shown in **Figures 2.7** – **2.9**, portray the frequency of marker comments as placed within the interactive map for all marker types, road safety concerns, and bicycle and pedestrian safety concerns.

Figure 2.7: Interactive Map Markers Heatmap – All Safety Concerns

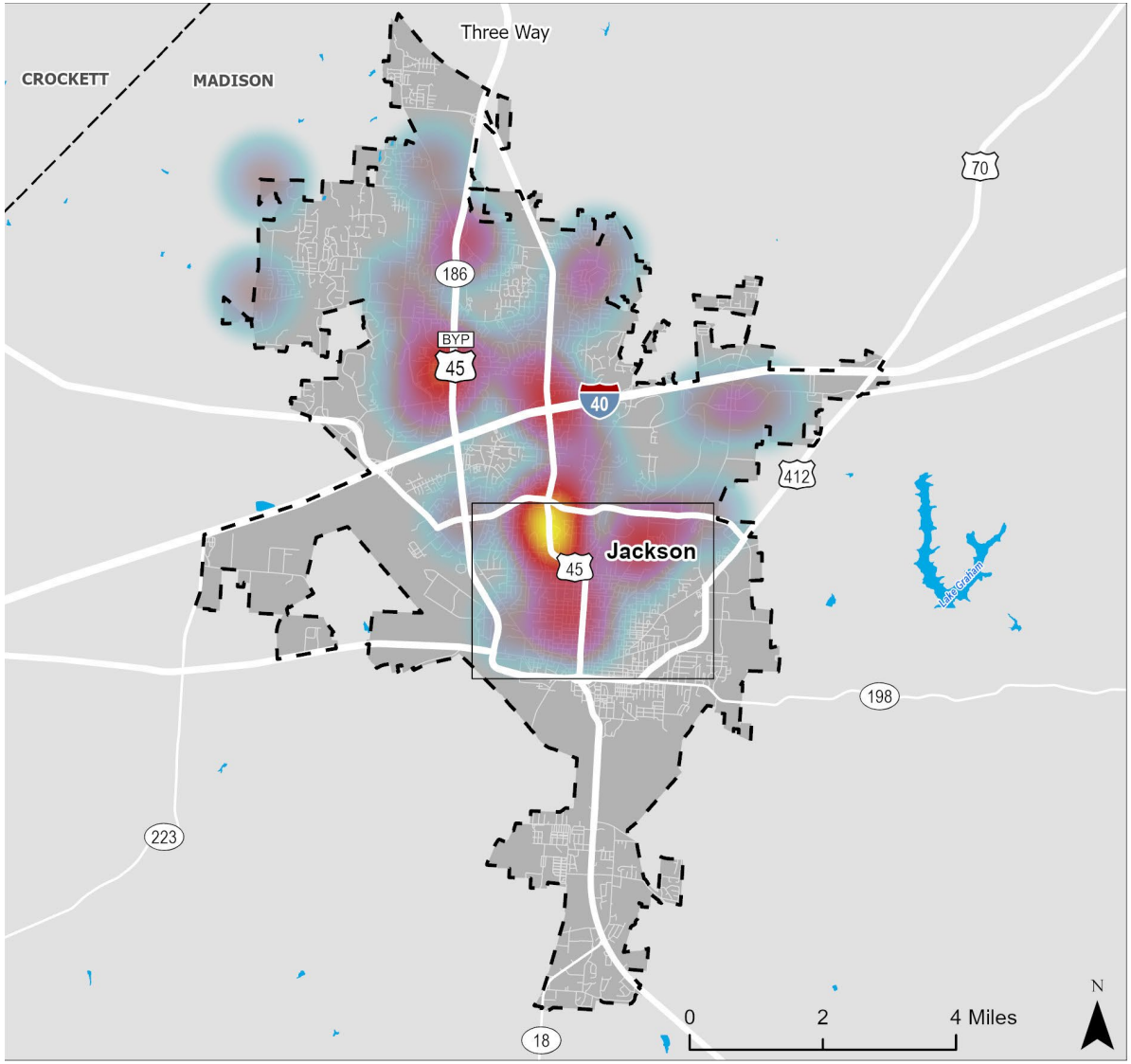
Disclaimer: This map is for planning purposes only.

Source: Neel-Schaffer; Social Pinpoint Survey Data

Figure 2.8: Interactive Map Markers Heatmap – Road Safety Concerns

Source: Neel-Schaffer; Social Pinpoint Survey Data

Figure 2.9: Interactive Map Markers Heatmap – Bike/Pedestrian Safety Concerns



Legend

Bicycling and Pedestrian Safety Concerns*

Fewer Comments Expressed

More Comments Expressed

City Limits

* Bicycling and Pedestrian safety concerns include requests for new and improved infrastructure, better connectivity, and other safety concerns and improvements.

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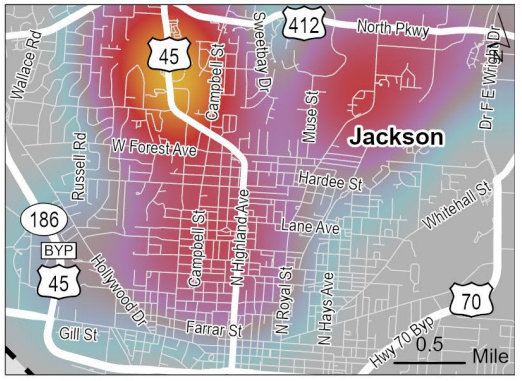
Inset Map



Disclaimer: This map is for planning purposes only.

Source: Neel-Schaffer; Social Pinpoint Survey Data

Additional Public Input Analysis

In both the survey and the interactive map, respondents were provided with a comment box to leave input related to transportation safety. These comments were first analyzed for specific locations, priorities, concerns, and suggestions, which helped to identify and prioritize projects, as discussed in **Section 7.**

Additionally, individual comments were tagged with identified key words and phrases to help better understand the frequency of different comment types. These were then added to a word cloud to illustrate their relative frequency.

The word clouds, shown in **Figure 2.10**, depict key words and phrases, with the larger words being more frequently mentioned. The list of key words and phrases used for this analysis is included in **Appendix C.**

Using key words and phrases helps to reduce unintended bias when it comes to word frequency analysis.

For example, "Main St", "Main", and "main st" would all be tagged with the keyword "Main Street" to allow for better representation of how often words or phrases are used.

Figure 2.10: Public Input Word Clouds

These word clouds show that when it comes to suggestions for improving safety, residents are most likely to mention sidewalks and increased traffic enforcement. Red light running, speeding, and congestion were noted as frequently mentioned safety concerns. Regarding locations, Highland Avenue and N Highland Avenue were the most mentioned corridors. The intersection of the Bypass and Vann Drive and generally the Downtown area were also frequently referenced.

2.4 Public and Stakeholder Involvement: Round 3

Round 3 of the public and stakeholder involvement started on November 5th and continued through November 19th. This round focused on the review of the draft plan, which was made available online. Physical copies of the draft plan were made available for review at the locations listed in **Table 2.6.**

Table 2.6: Locations of Printed Draft Plan for Public Review

Location	Address
City Hall, Planning Department	111 E Main St. Suite 201 Jackson TN 38301
Jackson-Madison County Main Library	433 East Lafayette Street Jackson, TN 38301

Public comments were collected virtually and via email. A virtual public meeting was held on November 6th to present how the plan developed and request the public review the plan and submit their comments. The meeting was recorded and made available for those that were unable to attend.

3.0 Plans, Policies, and Procedures Review

Existing plans that address safety in the Jackson Area MPO region were reviewed as part of this SAP. This was done to both build off existing planning efforts and determine any potential plan or policy gaps. This review included:

State Plans

- Tennessee 25-Year Transportation Policy Plan (2015)
- Tennessee Statewide Active Transportation Plan (2021)
- TDOT Work Zone Design Manual (2021)
- TDOT Highway System Access Manual (2021)
- Tennessee Statewide Multimodal Freight Plan (2023)
- 2025 – 2029 Tennessee Strategic Highway Safety Plan (2024)

MPO Plans

- Regional Intelligent Transportation System Architecture and Deployment Plan (2015)
- Jackson Area MPO 2050 Long Range Transportation Plan (2022)
- 2023 – 2026 Jackson Area MPO Transportation Improvement Program (2022)
- 2024 & 2025 Jackson Area MPO Unified Planning Work Program (2023)
- Jackson Area MPO Complete Streets Study (2025)

Local Plans

- One Jackson Civic Master Plan (2015)
- One Jackson Recreation and Parks Master Plan (2018)
- Madison County Hazard Mitigation Plan (2021)
- City of Jackson Bicycle, Pedestrian, and Greenways Master Plan (2022)

In addition to the plans listed above, relevant plans from the communities of Three Way and Medon, along with zoning ordinances and subdivision regulations for each jurisdiction, were reviewed to identify ongoing projects, design criteria, and identified needs or safety considerations. **Section 3.1** provides a summary of plans as they relate to the following transportation safety topics:

- Access Management
- Complete Streets
- Sidewalk Regulations
- Work Zone Management Requirements
- Emergency Response Time
- Incident Management/ Traveler Information Systems

3.1 Existing Policies and Procedures Summary

Existing policies and procedures on the local, regional, and state-wide levels were examined for elements related to transportation safety. These are summarized below and in the following pages.

Access Management

The 2021 TDOT Highway System Access Manual (HSAM)[1] details the standards for access management on state routes within Tennessee. It includes three volumes, each focusing on a key element of access management: planning, intersection and interchange evaluation, and geometric design criteria. While the manual applies to state-owned roadways, certain access elements, such as the spacing of median cuts, can be regulated by county or city guidance. Additionally, local governments can choose to adopt HSAM guidance for use on city and county corridors.

The HSAM outlines five categories of access management strategies, which are:

1. **Minor Roadway and Operational Improvements**
    a. Signage, pavement markings, intersection controls, vehicular and pedestrian signals, and parking and truck restrictions are included in this category.
2. **Major Roadway Improvements**
    a. Major improvements include lane additions, roundabouts, medians, curve alignment, shoulder widening, and capacity improvements.
3. **Zoning and Land Use**
    a. This includes corridor overlays, site plan review requirements, improved connectivity, design, and development guidance, development phasing, and access management agreements.
4. **Access Management**
    a. Includes driveway consolidation, turn restrictions, intersection spacing, and interchange area management.
5. **Multimodal Improvements**
    a. This includes signs and pavement markings for multimodal facilities, sidewalk improvements, off-road bicycle and pedestrian paths, and transit service improvements.

[1] TDOT Highway System Access Manual (HSAM)

While the Jackson Area MPO 2050 Long Range Transportation Plan (LRTP)[2] references the TDOT HSAM as guidance for implementing access management strategies and identifies specific locations for potential improvements. These locations include South Highland Avenue (US 45) between Edwards Drive and SR 18, and North Highland Avenue between North Parkway (US 412 BR/SR 20) and Ridgecrest Road/Carriage House Drive.

Within local plans, the City of Jackson's Zoning Ordinance[3] and Subdivision and Land Use Regulations[4] reference mitigation measures that include access management improvements. These include:

- Increase driveway spacing
- Shared access lots
- Reduce driveway frequency
- Install medians
- Relocate driveways or intersections

Complete Streets

Complete streets guidance and regulations are available on state, regional, and local government agency levels. State guidance is provided through TDOT within their Strategic Highway Safety Plan (SHSP)[5], Multimodal Access Policy[6], and the Statewide Active Transportation Plan (SATP)[7].

According to USDOT, **Complete Streets** are streets which are designed and operated to enable and support safe mobility for all users, including vehicles, bicyclists, pedestrians, and transit users.

Although most guidance provided by TDOT is intended to encourage regional and local development of complete street plans, the Multimodal Access Policy addresses multimodal infrastructure integration within new transportation projects, as applicable and appropriate.

In regional plans, the Jackson Area MPO Complete Streets Study provides the most guidance on how to incorporate complete streets elements on different roadway corridor types. Within the study, twelve priority corridors were selected for additional planning considerations. These were also reviewed within the context of the SAP to ensure planning consistency in project recommendations.

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[2] Jackson Area MPO Long Range Transportation Plan (LTRP)

[3] City of Jackson Tennessee Zoning Ordinance

[4] City of Jackson Tennessee Subdivision and Land Development Regulations

[5] TDOT Strategic Highway Safety Plan (SHSP)

[6] TDOT Multimodal Access Policy

[7] TDOT Statewide Active Transportation Plan (SATP)

Locally, the City of Jackson Civic Master Plan[8] provides the most information regarding Complete Streets. This plan includes guidance to adopt policies, identification of funding opportunities, and specific complete streets recommendations.

Sidewalk Regulations

Within State policy and regulations, sidewalks are most referenced within TDOT's HSAM, SHSP, SATP. The HSAM provides specific requirements for developments along state highways to ensure pedestrians can safely access buildings, transit stops, and parking areas within or near the development site, aiming to reduce travel distances and enhance pedestrian safety.

The SHSP supports the growth of sidewalk networks by addressing pedestrian facility needs, outlining action items, and providing the length of sidewalks constructed as a performance measure to track program success. The SATP outlines the coordination efforts needed with transit agencies and local municipalities to ensure the sidewalks are appropriately located and maintained after construction.

Within regional plans, the Jackson Area MPO 2050 LTRP includes steps to help increase non-driving travel options, including:

- Incorporate sidewalks and bikeways as part of new roadway projects.
- Expand sidewalks, bikeways, and greenways so as to create a more active transportation network.
- Provide transit, sidewalk, and bikeway connections between residential, commercial, and recreational areas to increase non-motorized transportation opportunities.

The LRTP also overviews local plans, evaluates current sidewalks, and prioritizes sidewalk construction through an action plan. In addition to this plan, the MPO includes sidewalks and pedestrian infrastructure enhancements in multiple projects within Transportation Improvement Plan (TIP)[9].

Local plans are the most involved with direct sidewalk guidance, regulations, and policies, with the most applicable documents being the City of Jackson Civic Master Plan and Design Guidelines, and Subdivision Regulations and Zoning Ordinances for the cities of Jackson and Three Way, as well as Madison County. The Civic Master Plan provides guidance, such as increasing sidewalk width in more urban areas, and addresses funding strategies to support implementation. The City of Jackson Design Guidelines build on these recommendations and

[8] One Jackson Civic Master Plan

[9] Jackson Area MPO FY 23-26 TIP

provide specifications for sidewalk width, buffers, and furnishings tailored to urban, rural, and community environments.

Within the subdivision regulations for each municipality, developers are responsible for the construction of sidewalks for all new subdivision developments. This increases to the developer being responsible for sidewalks on each side of the street when a new street is constructed for development. An exception to this is if the development is outside of an area with sanitary sewer access. The City of Jackson Zoning Ordinance also states that,

> *"The installation of sidewalks shall be required in conjunction with all new construction and additions of 10,000 square feet of building area on all arterial, collector, sub-collector, and commercial streets".*

Exceptions include construction of single- or two-family residential homes, roadway without pre-existing curb and gutter, or if there is no sidewalk with ¼ of a mile of the property and in an area that is unlikely to be developed in the future.

Work Zone Management Requirements

The TDOT Work Zone Design Manual (WZDM)[10] provides statewide guidance on Work Zone and Traffic Management plans. Within the manual, safety and mobility are the guiding principles behind all plan and management requirements. Transportation management plans (TMPs) must include all projected impacts of the work zone, lay out a set of coordination transportation management strategies, and detail how the listed strategies will mitigate project impacts. The Jackson Area MPO's Regional ITS Architecture and Deployment Plan[11], also discusses work zone management, and describes what agency is responsible for deploying transportation management strategies during project implementation.

Emergency Response Time

A crucial aspect of emergency response is the time that it takes for responders to reach their destination. Understanding this, TDOT is making efforts to incorporate emergency response times into planning considerations, however no specific goals were explicitly stated. Additionally, no specific information was located for emergency response goals or historical response times for the City of Jackson or the Jackson Area MPO. It is recommended that the City, in coordination with the MPO and local agencies, develop guidelines for emergency response time data collection and analysis, goals for response, and methods of tracking trends or changes in response time.

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[10] TDOT Work Zone Design Manual (WZDM)

[11] Jackson Area MPO Regional ITS Architecture and Deployment Plan

Incident Management / Traveler Information System

The TDOT Work Zone Design Manual (WZDM) includes elements to inform the public and help best manage roadway incidents by preventing additional crashes or unsafe environments and improve safety following incidents.

The Regional ITS Deployment Plan for the Jackson Area MPO details how ITS can be used to inform travelers of upcoming hazards, what resources would need to employ ITS strategies, and recommends specific traffic information dissemination packages. However, the plan does not identify funding for traveler information systems, and future plans do not thoroughly discuss these strategies. As such, the plans do not contain information regarding if these applications were incorporated or addressed since the plan was completed in 2015. Additionally, the local plans reviewed do not cover these systems.

To review the status of ITS and traveler information dissemination within the region, address program needs, and identify the steps taken by the MPO and local agencies towards safety goals, updating the Regional ITS Deployment Plan and providing regular updates to the plan is recommended to best monitor implementation progress.

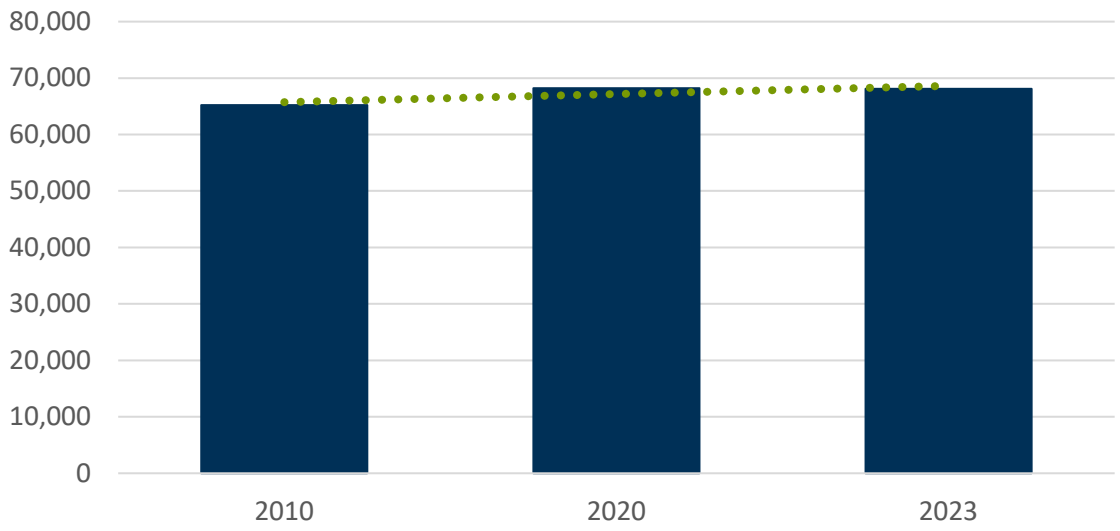
4.0 Community Demographics

Located halfway between Nashville and Memphis, Tennessee, the City of Jackson serves as a vibrant cultural and economic hub for Madison County and the surrounding region. This chapter utilizes data from the 2010 and 2020 Census, 2023 5-Year American Community Survey (ACS), USDOT, and local agencies to provide an overview of the City's demographic and community characteristics.

4.1 Demographic Profile

The City of Jackson has experienced steady population growth, going from 65,211 persons in 2010 to an estimated 68,098 in 2023, as shown in **Figure 4.1**.

Figure 4.1: City of Jackson Population Growth (2010 – 2023)

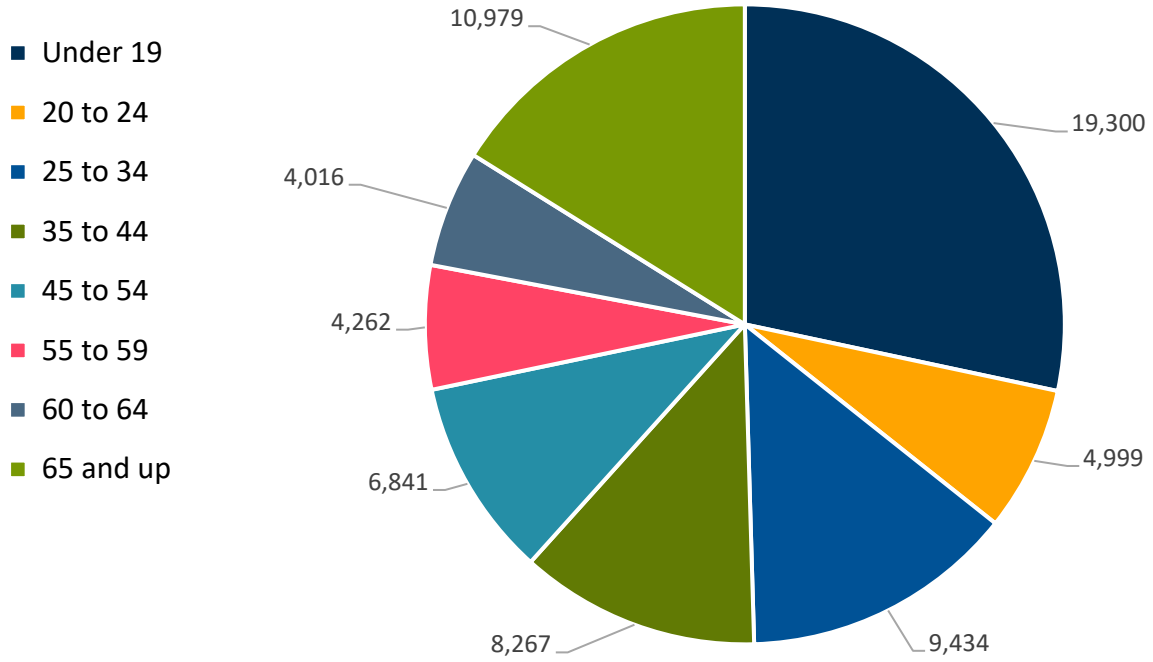


Source: US Census Bureau: 2010 Decennial Census, 2020 Decennial Cenus, 2023 5-Year American Community Survey Estimates

Of the nearly 68,000 people who reside in Jackson, those 18 years old or younger, make up 28%, over a quarter, of all Jackson residents. The next largest age group are those over 65 years of age, at 16% of residents, or one out of every six people.

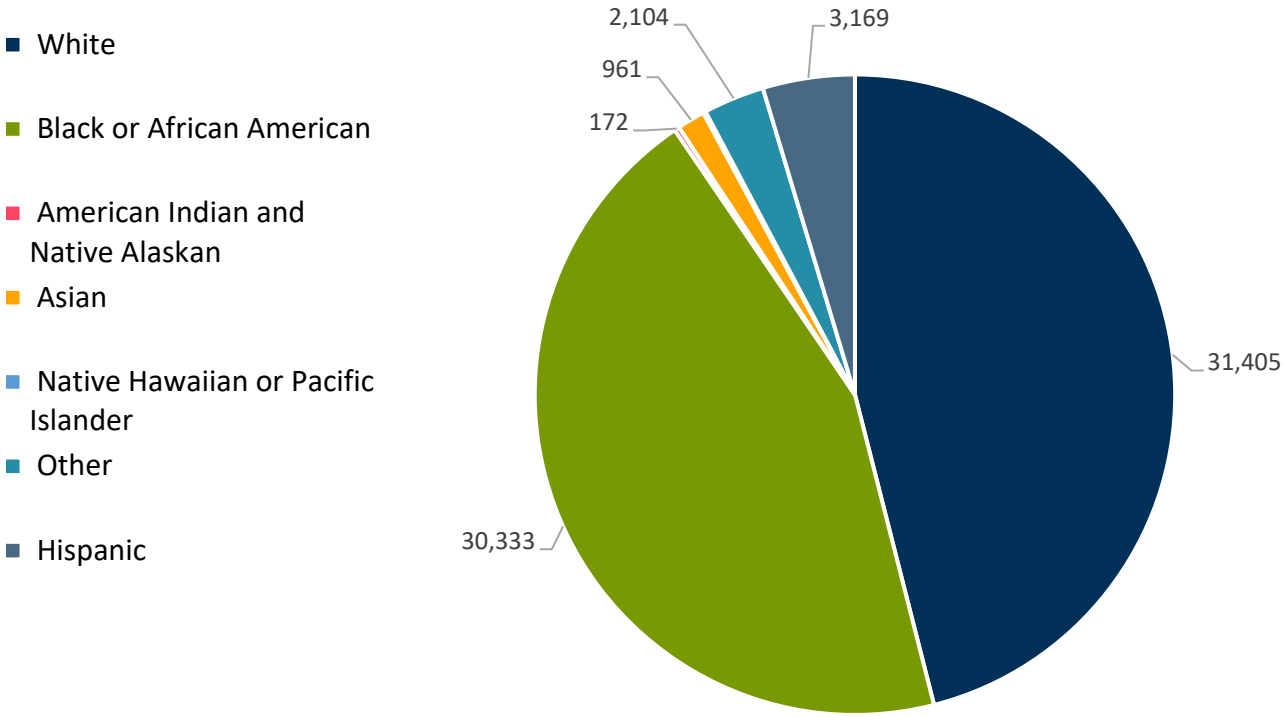
Within the city, 46% of residents identify as "White", and 44% as "Black or African American". The third largest racial group identifies as "Hispanic" and comprises 5% of the population. **Figure 4.2** and **Figure 4.3**, on the following page, display the breakdown of population by age and race characteristics.

Figure 4.2: Population by Age



Source: ACS 5-Year Estimates, 2023

Figure 4.3: Population by Race



Source: ACS 5-Year Estimates, 2023

Underserved Communities

While the Safe Streets and Roads for All Safety Action Plan (SS4A SAP) identifies transportation safety needs throughout the entire City, it also considers the needs of any area designated as underserved communities. These communities are identified by the United States Department of Transportation (USDOT) using the SS4A Underserved Communities Tool[12].

Underserved communities are defined by USDOT as **Areas of Persistent Poverty**.

According to this tool, the City of Jackson includes several underserved communities, and their locations are highlighted in **Figure 4.4**. The methodology for identifying these areas is detailed in **Section 7**.

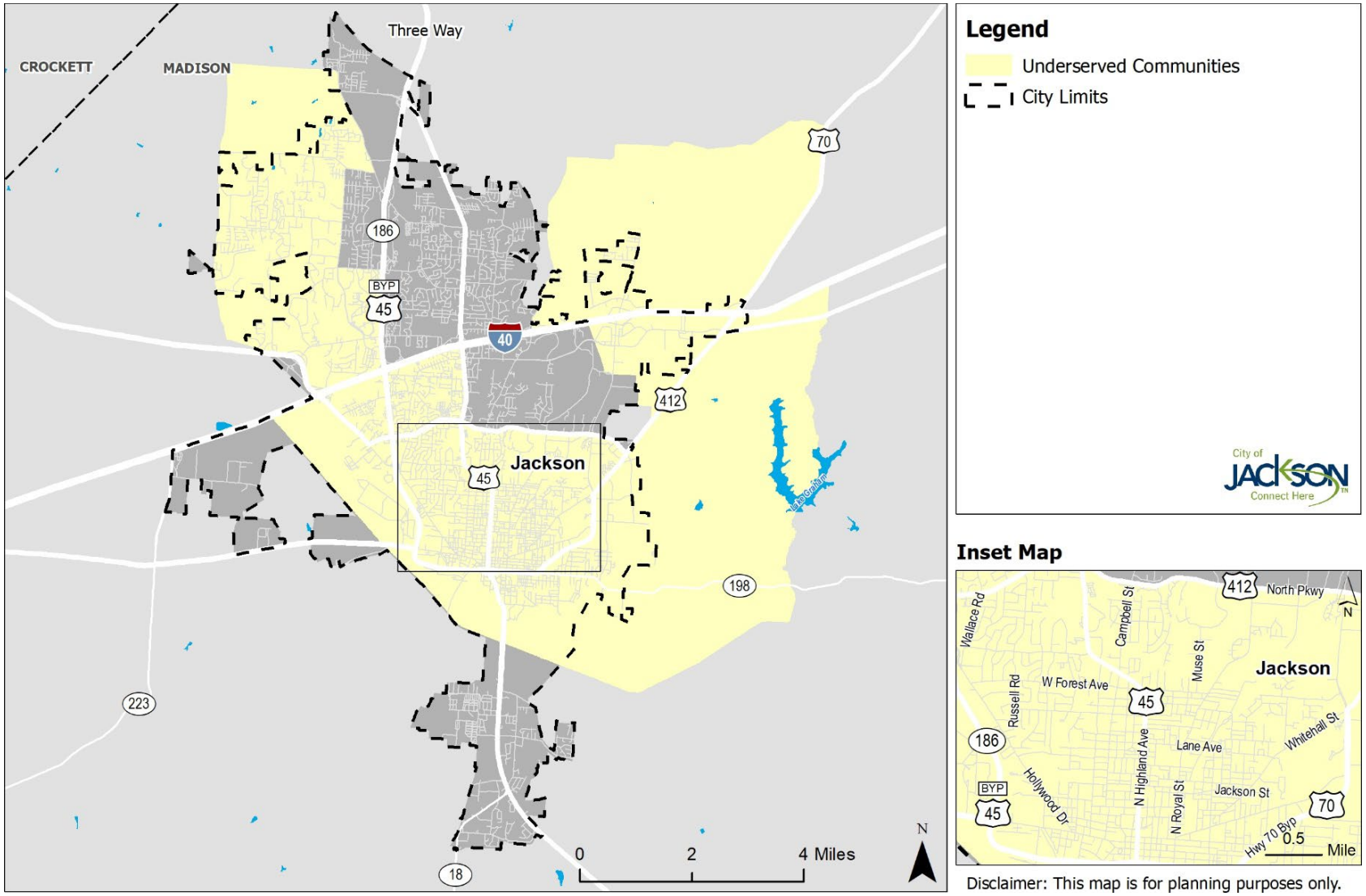
Issues Faced by Underserved Communities

The enduring poverty within underserved communities can be attributed to a combination of factors, including:

- **Limited Economic Opportunities:** A shortage of diverse industries, initiatives for job creation, and access to quality employment opportunities hampers economic mobility and the residents' capacity to enhance their socio-economic conditions.
- **Education Disparities:** Inequalities in accessing quality education, spanning from early childhood to vocational training, can limit residents' acquisition of skills and qualifications necessary for improved employment prospects.
- **Inadequate Infrastructure:** Insufficient infrastructure, including transportation networks and community facilities, can impede economic growth and limit access to essential services, contributing to the perpetuation of poverty.
- **Social Inequities:** Persistent poverty often intersects with socioeconomic inequities, with marginalized communities facing discrimination, limited social capital, and reduced access to resources and opportunities.

[12] https://usdot.maps.arcgis.com/apps/dashboards/9806be8527b14f93be311f0fb57d336e

Figure 4.4: Underserved Communities



Disclaimer: This map is for planning purposes only.

Source: SS4A Underserved Communities Tool

4.2 Existing Travel Patterns

While commuting patterns represent only a portion of the total travel within the city, they can provide valuable insight into overall travel behavior. Within the City of Jackson, most commuters drove alone to work (70.2%), as shown in **Table 4.1**. Only 12% carpooled, and 2.7% of commuters walked to work, and public transportation was not reported as a means of commuting. These commuting trends may also highlight potential imbalances in access to transportation and employment opportunities within the city.

According to the 2023 ACS 5-Year Estimates, the **average commute time** for employees in Jackson **is less than 18 minutes**.

Although most residents drive alone to work, this option can be challenging for individuals with driving restrictions or without access to a personal vehicle, such as low-income residents who depend more on public transit or shared transportation alternatives.

Table 4.1: Commuting Modes within Jackson

Commute Mode	Percent of Commuters
Drive Alone	70.2%
Carpool	12.0%
Public Transportation	0.8%
Walk	2.7%
Work at Home	9.3%
Other	5.1%

Source: ACS 5-Year Estimates, 2023

In addition to those who live and work within the City of Jackson, people also come from outside of Madison County for job opportunities. This includes a net increase of a thousand or more people who commute from Gibson, Chester, Henderson, and Crockett Counties, as well as net increases of less than a thousand from other neighboring Counties[13].

Recognizing the underlying causes of differences in travel patterns is essential, as it can guide efforts to create a safer, more inclusive, and accessible transportation system for all users.

[13] https://jacksontn.com/wp-content/uploads/Commuting-Patterns.pdf

5.0 Safety Data Analysis

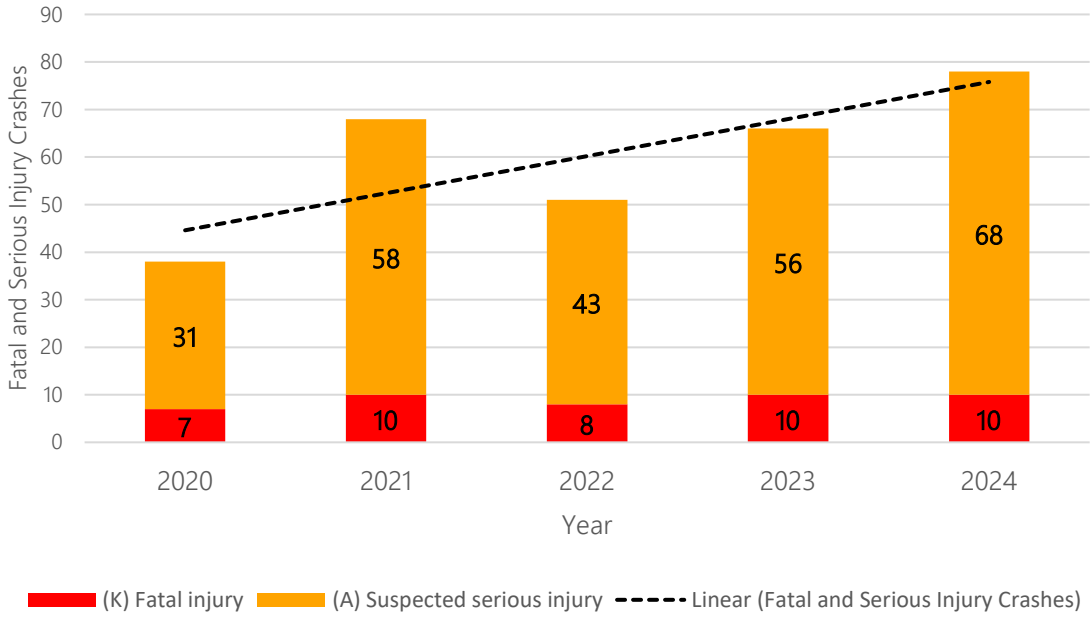
5.1 Crash Analysis

This safety analysis is informed by five years of TDOT historical crash data for crashes which occurred within the City of Jackson. This data was reviewed to evaluate patterns and trends, focusing on crash types, crash locations, contributing circumstances, and temporal trends.

A total of **14,446 crashes** were reported within the study area over the five-year period evaluated. The following analysis focuses on the 301 crashes that resulted in fatalities and/or serious injuries. **Figure 5.1** presents the number of fatal and serious crashes reported by year within the City of Jackson.

The five-year crash analysis period ran from **January 1, 2020**, through **December 31, 2024**.

Figure 5.1: Fatal and Suspected Serious Injury Crashes by Year



Source: TDOT

Within the study area, **45 fatal** crashes, and **256 serious injury** crashes were reported during the analysis period.

Crash Types and Summaries

The most common crash types among the fatal and serious injury crashes reported during the five-year analysis period were single-vehicle (34.9%), angle (32.2%), rear-end (14%), and head-on (12.3%) crashes. **Table 5.1** presents the fatal and serious injury reported during the five-year analysis window by crash type.

Single Vehicle and **Angle** crashes are the two most common crash types and represent a combined **67%** of all severe injury and fatal crashes.

Table 5.1: Fatal and Suspected Serious Injury by Crash Type and Year

Crash Type	Year					Total (%)
	2020	2021	2022	2023	2024	
Single Vehicle	12	29	16	26	22	105 (34.9%)
Angle	13	19	17	22	26	97 (32.2%)
Rear-End	6	8	6	5	17	42 (14%)
Head-On	4	8	9	8	8	37 (12.3%)
Sideswipe, Same Dir	0	2	1	5	1	9 (3%)
Sideswipe, Opp Dir	2	0	1	0	1	4 (1.3%)
Unknown	0	2	0	0	2	4 (1.3%)
Other	1	0	1	0	1	3 (1%)
TOTAL	***38***	***68***	***51***	***66***	***78***	***301 (100%)***

Source: TDOT

Environmental Circumstances

The environmental circumstances contributing to crashes can be useful in identifying potential areas for improvement within the roadway network. Environmental circumstances such as lighting and weather/surface conditions were evaluated for the fatal and serious injury crashes reported in the study region during the analysis period.

Approximately 36 percent of fatal and severe injury crashes occurred under 'dark' conditions, and 6 percent were identified as 'dark–not lighted,' indicating that no street or intersection lighting was present at the time of the crash. Additionally, about 12 percent of fatal and serious injury crashes reported in the region occurred with wet surface conditions. **Table 5.2** presents the contributing circumstances reported during the 5-year analysis period.

Table 5.2: Fatal and Suspected Serious Injury by Contributing Circumstances

Light Conditions	Year					Total (%)
	2020	2021	2022	2023	2024	
Daylight	22	45	32	41	46	186 (61.79%)
Dark-Lighted	13	21	12	21	24	91 (30.23%)
Dark-Not Lighted	3	1	5	3	6	18 (5.98%)
Dusk	0	1	1	1	1	4 (1.33%)
Dawn	0	0	1	0	0	1 (0.33%)
Not Reported	0	0	0	0	1	1 (0.33%)
TOTAL	***38***	***68***	***51***	***66***	***78***	***301 (100%)***
Surface Conditions	**Year**					**Total (%)**
	2020	**2021**	**2022**	**2023**	**2024**	
Dry	30	54	44	59	67	254 (84.39%)
Wet	7	9	6	6	8	36 (11.96%)
Unknown	1	5	1	1	2	10 (3.32%)
Water-Standing/ Moving	0	0	0	0	1	1 (0.33%)
TOTAL	***38***	***68***	***51***	***66***	***78***	***301 (100%)***

Source: TDOT

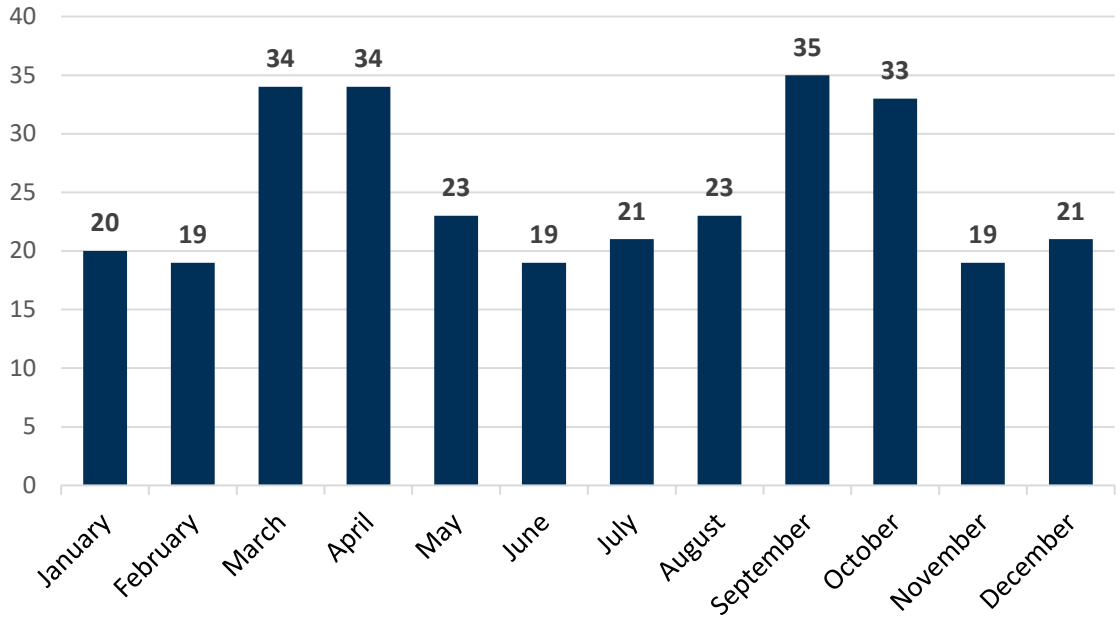
Temporal Patterns

The 301 reported fatal and serious injury crashes in the study region were also evaluated for temporal patterns. Crashes were compared by month of the year, day of the week, and hour of the day.

The trends by month, illustrated in **Figure 5.2**, identify March, April, September, and October as the months with the highest number of crashes. In contrast, February, June, and November saw fewer crashes compared to other months.

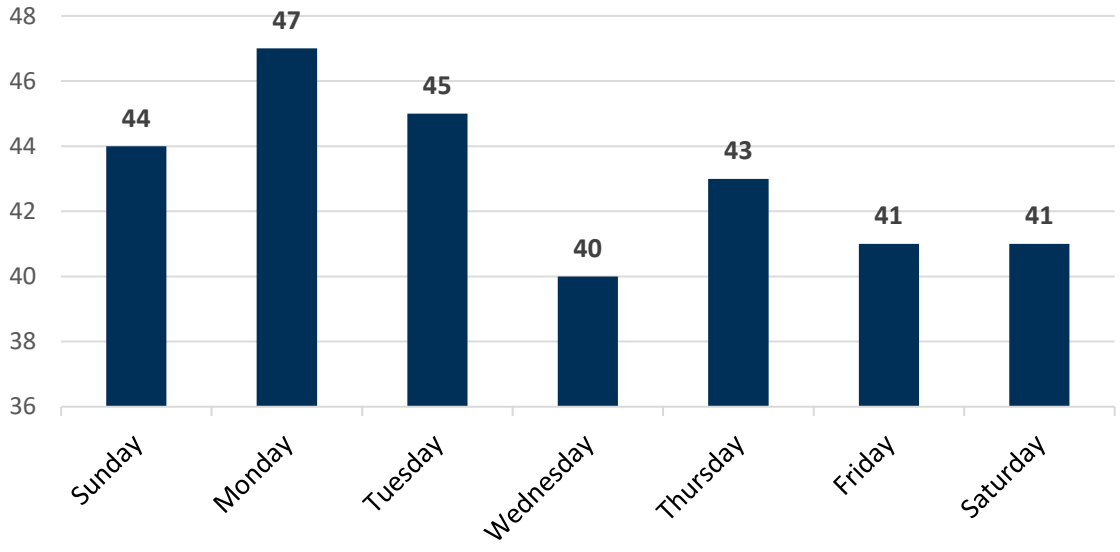
The trends per day of the week, illustrated in **Figure 5.3**, show that, in general, more crashes occur on Mondays, with comparatively fewer crashes occurring on Wednesdays.

Figure 5.2: Fatal and Suspected Serious Injury Crashes by Month, 2020-2024



Source: TDOT

Figure 5.3: Fatal and Suspected Serious Injury Crashes by Day of Week, 2020-2024



Source: TDOT

Driving Under the Influence (DUI)

Driving under the influence poses a moderate concern within the City of Jackson. Of the 301 reported fatal and serious injury crashes in the City of Jackson, **31 crashes,** or 10.3%, were DUI involved crashes. **Table 3.3** summarizes the DUI involvement in fatal and serious injury crashes. No DUI crash resulted in a fatality or serious injury to a bicyclist or pedestrian.

Approximately **one in ten** fatal and serious injury crashes had **DUI involvement.**

Table 5.3: DUI Involved Fatal and Suspected Serious Injury Crashes

DUI Involvement	Year					Total (%)
	2020	2021	2022	2023	2024	
Yes	7	10	0	6	8	31 (10.3%)
No	31	58	51	60	70	270 (89.7%)
TOTAL	***38***	***68***	***51***	***66***	***78***	***301 (100%)***

Source: TDOT

Pedestrian and Bicycle Crash Summary

55.81% of **serious injury** and **fatal pedestrian crashes** occurred under "dark" conditions.

During the five-year analysis period, there were 43 pedestrian crashes and 2 bicycle crashes that resulted in a fatality or suspected serious injury. Of the pedestrian-involved crashes, 35 resulted in suspected serious injuries, or 11.63% of fatal and serious injury crashes for all modes of transportation. Of the bicycle-involved crashes, neither were fatal and both resulted in serious injuries. Several roadways had more than one fatal or suspected serious injury crash involving a pedestrian or bicyclist during the study period.

The prevalence of fatal and serious injury crashes involving pedestrians was notably high under dark conditions. Nearly 49% occurred under "dark – lighted", and approximately 7% took place in "dark–not lighted" environments. Together, these make up nearly 56% of all serious and fatal pedestrian crashes.

Of the suspected serious injury crashes involving bicycles, one occurred during daylight and the other under "dark–lighted" conditions. Seven pedestrian crashes occurred on wet surface conditions, whereas no bicycle crashes were reported under such conditions.

5.3 High Injury Network

The High-Injury Network (HIN) analysis identifies locations with historical safety concerns to guide local investments in infrastructure and safety programming. Two separate HINs were developed: one focused on all roadway users and the other on vulnerable road users (bicyclists and pedestrians). The HINs for both corridor segments and intersections can be seen in **Figures 5.4 and 5.5**, which illustrates crashes from all road users and vulnerable users, respectively.

Segment Analysis

The segment analysis identified the top 20 segments in the City of Jackson with the highest frequency of fatal and serious injury crashes. The following process was used to determine those segments:

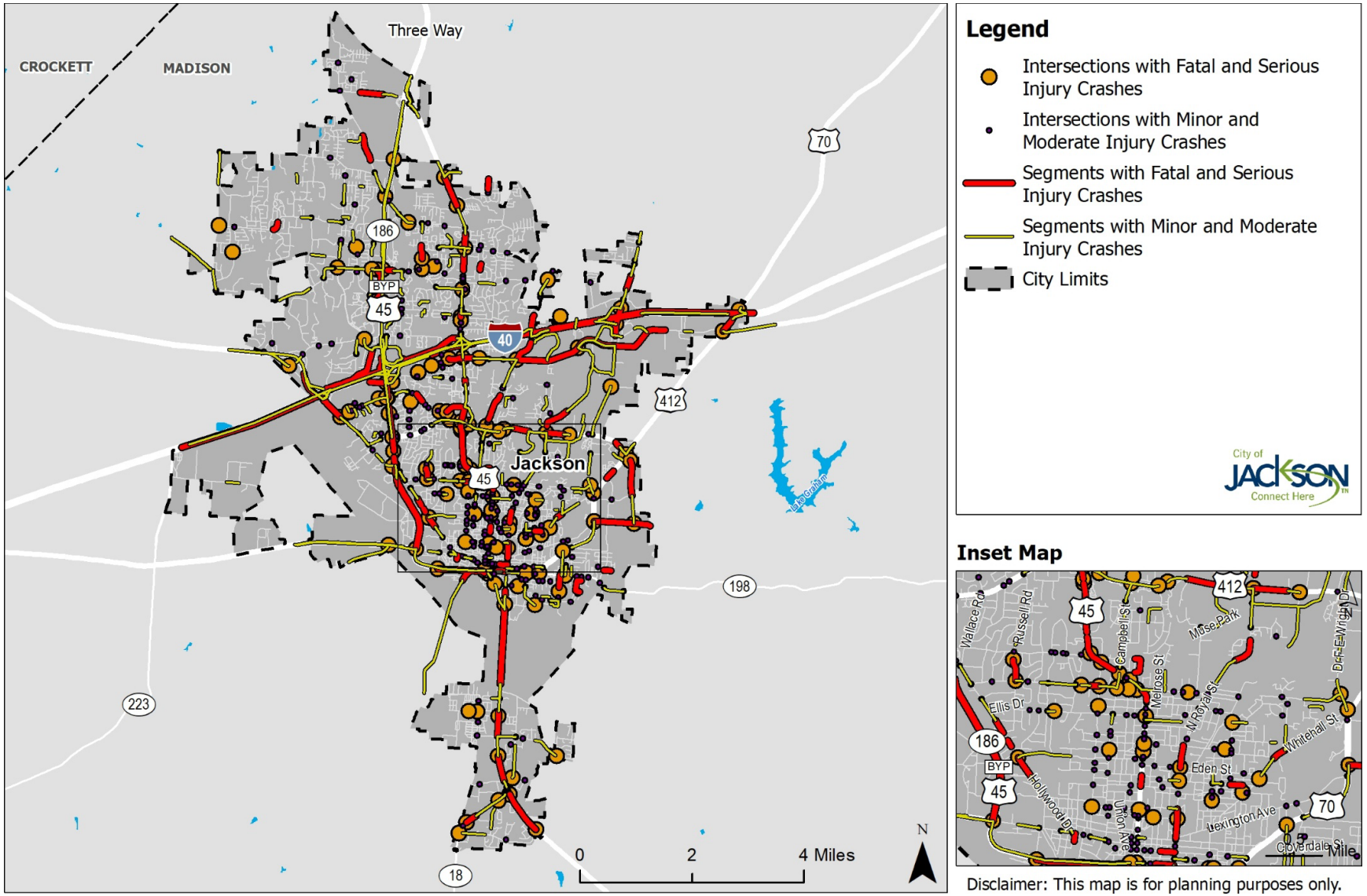
- Segments with at least one fatal and/or serious injury crash were sorted based on the number of fatal and/or serious injury crashes.
- While maintaining the order of fatal and serious injury crash frequencies, segments were then sorted based on the number of total injury crashes (this included all injury classifications).
- Segments were then sorted based on the total number of crashes, while maintaining the order established in the prior steps.

This process remained the same between both all road and vulnerable road user HIN analysis, with the one exception that the vulnerable road user analysis only considered crashes in which a bicyclist or pedestrian was involved. **Tables 5.4** lists the top focus corridor segments for all roadway users, and **Table 5.6** lists those for vulnerable road users.

Intersection Analysis

The intersections analysis identified the 20 intersections for the City of Jackson that had at least one fatal and serious injury crash from 2020 to 2024, using the same process discussed for all user and vulnerable road user segment crashes. The list of intersections that were identified as being on the all road user or vulnerable road user HIN can be accessed in **Tables 5.5** and **5.7,** respectively.

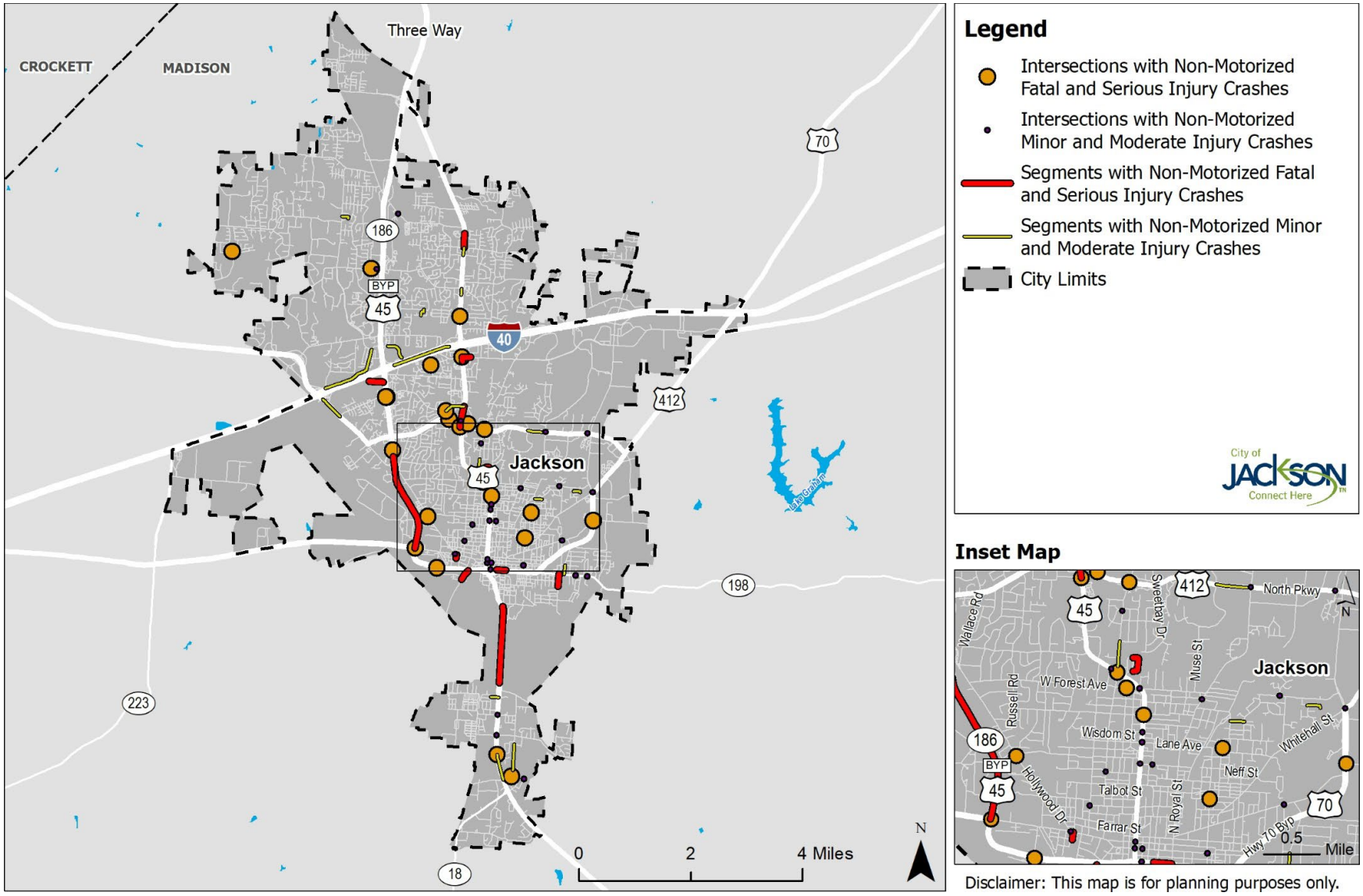
Figure 5.4: City of Jackson High Injury Network – All Crashes



Disclaimer: This map is for planning purposes only.

Source: TDOT

Figure 5.5: City of Jackson High Injury Network – Vulnerable Road User Crashes (Bicycle and Pedestrian)



Disclaimer: This map is for planning purposes only.

Source: TDOT

Table 5.4: Top Fatal and Serious Injury Crash Segments in City of Jackson, 2020-2024

Rank	Roadway	From	To	Location	Functional Classification	AADT	Length (mi)	Fatal Crashes	Serious Injury Crashes
1	Old Medina Rd	I-40 WB Off-Ramp	Joyce Dr	Urban	Minor Arterial	8,893	0.3	1	4
2	I-40 WB	US 70 On-Ramp	Christmasville Rd Off-Ramp	Urban	Interstate	24,403	1.5	0	3
3	S Highland Ave/US 45 SB	S Royal St	Perry Switch Rd	Urban	Principal Arterial	17,818	1.4	1	2
4	Vann Dr	Emporium Dr	Country Club Ln	Urban	Major Collector	14,576	0.8	1	1
5	N Highland Ave/US 45	N Parkway/US 412	Old Hickory Blvd	Urban	Minor Arterial	18,016	0.3	0	2
6	S Highland Ave/US 45	Edwards Dr	Rebel Rd	Urban	Principal Arterial	38,484	0.5	1	1
7	S Highland Ave/US 45	Harts Bridge Rd	Bemis Ln/Herron Grove Rd	Urban	Principal Arterial	37,104	0.4	0	2
8	I-40 EB	Campbell St On-Ramp	Christmasville Rd Off-Ramp	Urban	Interstate	25,842	0.9	0	2
9	US 45 Byp NB	Airways Blvd	Commerce Center Cir	Urban	Principal Arterial	14,528	1.4	0	2
10	S Highland Ave/US 45 NB	Perry Switch Rd	S Royal St	Urban	Principal Arterial	21,841	1.3	0	2
11	Hollywood Dr/US 412	Old Hickory Blvd	I-40 EB Ramps	Urban	Principal Arterial	15,031	0.4	0	2
12	Carriage House Dr	Wallace Rd	N Highland Ave/US 45	Urban	Minor Arterial	7,143	0.3	0	2
13	N Parkway/US 412	N Royal St	Warehouse Courtyard	Urban	Principal Arterial	10,239	0.3	0	2
14	N Highland Ave/US 45	Radio Rd	N Parkway/US 412	Urban	Minor Arterial	18,622	0.1	0	2
15	US 45 Byp SB	Hollywood Dr Off-Ramp	Hollywood Dr ON-Ramp	Urban	Principal Arterial	11,773	0.3	1	1
16	Vann Dr	Rushmeade Rd	Pleasant Plains Ext	Urban	Local Road	7,622	1.2	0	1
17	N Highland Ave/US 45	W University Pkwy	Revere Cir	Urban	Minor Arterial	15,891	0.2	1	0
18	Ridgecrest Rd	N Highland Ave/US 45	Lamar Cir	Urban	Minor Arterial	8,603	0.2	0	1
19	US 45 Byp SB	Commerce Center Cir	Airways Blvd	Urban	Principal Arterial	14,717	1.4	0	1
20	Vann Dr	Country Club Ln	Jackson Country Club Dr	Urban	Major Collector	16,106	0.3	0	1

Source: TDOT

Table 5.5: Top Fatal and Serious Injury Crash Intersections in City of Jackson, 2020-2024

Rank	Roadway	At	Location	Functional Classification	Entering AADT	Fatal Crashes	Serious Injury Crashes
1	US 45 Byp	Casey Jones Ln/Carriage House Dr	Urban	Principal Arterial	49,106	1	5
2	US 45 Byp	Old Hickory Blvd	Urban	Principal Arterial	42,887	0	5
3	US 45 Byp	Old Humboldt Rd	Urban	Principal Arterial	40,541	0	4
4	N Parkway/US 412	Campbell St	Urban	Principal Arterial	18,441	0	4
5	N Highland Ave/US 45	Carriage House Dr/Ridgecrest Rd	Urban	Minor Arterial	31,757	2	2
6	US 70 Byp/Dr. F.E. Wright Dr	Whitehall St	Urban	Principal Arterial	13,705	1	3
7	N Highland Ave/US 45	Rolling Acres Dr	Urban	Minor Arterial	13,516	1	3
8	N Parkway/US 412	N Highland Ave/US 45	Urban	Principal Arterial	26,942	0	3
9	US 45 Byp	N Parkway/US 412	Urban	Principal Arterial	38,165	1	2
10	US 45 Byp	Oil Well Rd	Urban	Principal Arterial	57,235	0	3
11	N Parkway/US 412	Old Hickory Blvd	Urban	Principal Arterial	12,307	1	2
12	N Highland Ave/US 45	Old Humboldt Rd	Urban	Minor Arterial	25,457	0	2
13	N Highland Ave/US 45	Division Ave/Lane Ave	Urban	Minor Arterial	15,874	0	2
14	E Chester St/US 70	S Highland Ave/US 45	Urban	Principal Arterial	31,143	0	2
15	N Highland Ave/US 45	Campbell St	Urban	Minor Arterial	19,476	0	2
16	W Forest Ave	Campbell St	Urban	Minor Arterial	6,818	0	2
17	US 45 Byp	State St	Urban	Principal Arterial	26,392	0	2
18	N Highland Ave/US 45	Holiday Dr	Urban	Minor Arterial	24,601	0	2
19	N Royal St	Preston St	Urban	Minor Arterial	4,111	0	2
20	W Forest Ave	Lambuth Blvd	Urban	Minor Arterial	7,629	0	2

Source: TDOT

Table 5.6: Top Fatal and Serious Injury Vulnerable User Crash Segments in City of Jackson, 2020-2024

Rank	Roadway	From	To	Location	Functional Classification	AADT	Length (mi)	Fatal Crashes	Serious Injury Crashes
1	N Highland Ave/US 45	N Parkway/US 412	Old Hickory Blvd	Urban	Minor Arterial	18,016	0.3	0	1
2	Ridgecrest Rd	N Highland Ave/US 45	Lamar Cir	Urban	Minor Arterial	8,603	0.2	0	1
3	S Highland Ave/US 45 SB	S Royal St	Perry Switch Rd	Urban	Principal Arterial	17,818	1.4	1	0
4	N Highland Ave/US 45	Radio Rd	N Parkway/US 412	Urban	Minor Arterial	18,622	0.1	0	1
5	US 45 Byp SB	Hollywood Dr Off-Ramp	Hollywood Dr ON-Ramp	Urban	Principal Arterial	11,773	0.3	1	0
6	N Highland Ave/US 45	W University Pkwy	Revere Cir	Urban	Minor Arterial	15,891	0.2	1	0
7	US 45 Byp SB	Commerce Center Cir	Airways Blvd	Urban	Principal Arterial	14,717	1.4	0	1
8	N Highland Ave/US 45	Lamar Dr	Carriage House Dr	Urban	Minor Arterial	21,033	0.1	0	1
9	Commerce St	Griffin St	E Chester St	Urban	Local Road	1,248	0.2	0	1
10	E Chester St	S Cumberland St	S Royal St	Urban	Local Road	757	0.2	0	1
11	Fernlawn St/Honeysuckle Dr	North Cherry Pl	South Cherry Pl	Urban	Local Road	85	0.2	0	1
12	S Fairgrounds St	Scott St	Airways Blvd	Urban	Local Road	108	0.1	0	1
13	Casey Jones Ln	Dead End	Highway 45 Byp	Urban	Local Road	666	0.3	0	1
14	Riverside Dr	Washington St	Sycamore St	Urban	Local Road	4,568	0.2	0	1

Source: TDOT

Table 5.7: Top Fatal and Serious Injury Vulnerable User Crash Intersections in City of Jackson, 2020-2024

Rank	Roadway	At	Location	Functional Classification	Entering AADT	Fatal Crashes	Serious Injury Crashes
1	N Highland Ave/US 45	Carriage House Dr/Ridgecrest Rd	Urban	Minor Arterial	31,757	2	2
2	US 45 Byp	Old Hickory Blvd	Urban	Principal Arterial	42,887	0	3
3	N Highland Ave/US 45	Campbell St	Urban	Minor Arterial	19,476	0	2
4	N Highland Ave/US 45	Holiday Dr	Urban	Minor Arterial	24,601	0	2
5	Oil Well Rd	Walker Rd	Urban	Minor Arterial	20,412	0	1
6	Lane Ave	Ridley Dr	Urban	Major Collector	1,199	0	1
7	N Parkway/US 412	Campbell St	Urban	Principal Arterial	18,441	0	1
8	N Parkway/US 412	Old Hickory Blvd	Urban	Principal Arterial	12,307	0	1
9	US 45 Byp	State St	Urban	Principal Arterial	26,392	0	1
10	N Highland Ave/US 45	Radio Rd	Urban	Minor Arterial	18,702	0	1
11	Old Hickory Blvd	Rosenblum Dr	Urban	Minor Arterial	6,067	0	1
12	US 45 Byp	Airways Blvd	Urban	Principal Arterial	34,453	1	0
13	S Highland Ave/US 45	Rebel Rd	Urban	Principal Arterial	40,377	0	1
14	Old Hickory Blvd	US 45 Byp Service Rd	Urban	Minor Arterial	6,859	1	0
15	US 70 Byp	Flex Dr	Urban	Principal Arterial	13,184	1	0
16	N Parkway/US 412	Rosenblum Dr	Urban	Principal Arterial	9,029	0	1
17	N Highland Ave/US 45	Westwood Ave	Urban	Minor Arterial	15,786	0	1
18	US 45 Byp	US 45 Byp Service Rd	Urban	Principal Arterial	30,753	0	1
19	Hollywood Dr	Arlington Ave	Urban	Major Collector	6,207	0	1
20	W Forest Dr	Prospect Ave	Urban	Minor Arterial	3,347	0	1

Source: TDOT

6.0 Community Considerations

Community considerations are taken into consideration when identifying the HIN, engaging stakeholders, and determining project priorities within the SS4A program. The program strongly emphasizes inclusive public outreach and input gathering. Data sets provided by the FHWA and Census Bureau are used to identify and locate populations with community considerations.

The community considerations analysis incorporates Underserved Communities that are consistent with the definition of an Area of Persistent Poverty (APP), to identify areas and provide specific, equitable safety strategies tailored to their needs. This section outlines the methodology used to identify underserved communities within the city.

6.1 Underserved Communities

Determining Underserved Communities

The SS4A Notice of Funding Opportunity (NOFO) defines an Underserved Community[14] consistent with the definition of an Area of Persistent Poverty (APP) in the Infrastructure Investment and Jobs Act (IIJA, 49 USC 6702(a)(1)), as follows:

1. Any county (or equivalent jurisdiction) in which, during the 30-year period ending on the date of enactment of this chapter, 20 percent or more of the population continually lived in poverty, as measured by:
   - the 1990 decennial Census;
   - the 2000 decennial Census; and
   - the most recent annual small area income and poverty estimate of the Bureau of the Census;
2. Any Census tract with a poverty rate of not less than 20 percent, as measured by the 5-year data series available from the American Community Survey of the Bureau of the Census for the period of 2014 through 2018; and
3. Any territory or possession of the United States.

The identification process for Underserved Communities involves a comprehensive analysis of 20 percent or more of the population living in poverty. Valuable insights are gathered from data sources such as the U.S. Census Bureau, the American Community Survey, and local government reports, offering a clear understanding of the spatial distribution of poverty and its persistence over time. FHWA displays Underserved Communities in the Underserved Communities Tool.

[14] Identifying Underserved Communities | US Department of Transportation

Addressing Underserved Communities

Underserved Communities within Jackson are clustered throughout the city where many of the residents are low-income. Factors such as limited job opportunities, inadequate transportation infrastructure, and a shortage of affordable housing options contribute to the economic challenges faced by residents in this area. **Figure 4.5** displays the Underserved Communities, or Areas of Persistent Poverty, within the study area.

While there is no one-size-fits-all solution to addressing underserved communities and their diverse needs, strategies were identified that can help reduce the additional transportation burdens placed on them. These strategies include those to address needs for improvement and address challenges that specifically impact underserved communities.

Needs for Improvement

- **Data Collection and Monitoring:** Establish a comprehensive data collection and monitoring system to continually assess crash rates, identify emerging patterns, and adapt improvement strategies.
- **Multi-Agency Collaboration:** Facilitate collaboration between transportation authorities, environmental agencies, and social services to address the multifaceted challenges posed by the elevated crash rates.
- **Public Transportation Options:** Invest in and promote public transportation options as an alternative to personal vehicle usage, reducing overall traffic volumes and crash risks.
- **Community Resource Allocation:** Allocate funding and resources for safety improvements to prioritize areas with the highest needs, particularly areas characterized by persistent poverty.

Addressing Challenges

- **Enhancing Public Transportation:** Expanding and improving public transit services, including increased frequency, extended operating hours, and improved accessibility for individuals with disabilities. This strategy offers a lower cost transportation method that persons in poverty can use to commute.
- **Rideshare Programs:** Developing subsidized or on-demand transportation services tailored to the specific needs of those in poverty.
- **Infrastructure Improvements:** Investing in safe and accessible sidewalks, bike lanes, and pedestrian-friendly infrastructure to promote active transportation options and connectivity that allows persons in poverty to reach employment.
- **Community Partnerships:** Collaborating with community organizations, social service agencies, and educational institutions to identify transportation needs and develop solutions.

Additional Improvement Strategies

In addition to the strategies listed above, several strategies aim to address a variety of community needs, including those both within disadvantaged communities and across the City of Jackson. These are:

- **Targeted Infrastructure Enhancements:** Identify and prioritize projects that improve transportation safety conditions in disproportionately affected areas and on roadways that experience higher crash rates. Example improvements include the addition of safe bicycle and pedestrian infrastructure, wider roadway lanes, improved signage, and traffic calming measures.
- **Community Engagement and Education:** Implement community outreach programs to educate residents about safe driving practices and raise awareness about the risks associated with high crash rates. Additionally, engaging the community in the improvement process fosters a sense of ownership and responsibility.
- **Collaboration with Local Authorities:** Collaborate with local law enforcement agencies to enhance traffic enforcement and implement measures to deter reckless driving behaviors. Increased presence and enforcement can also contribute to a safer driving environment.
- **Community Impact Assessment:** Conduct in-depth impact assessments to identify specific community vulnerabilities and integrate the findings into safety improvement strategies or prioritization during transportation planning efforts.

7.0 Project Prioritization and Recommendations

7.1 Proposed Local Infrastructure Projects

A preliminary list of safety project locations was developed for several modes of transportation. The list included:

- Projects requested through public oureach comments.
- Projects requested by the City of Jackson.
- Projects identified based on the results of the technical crash analysis.
- Projects identified in existing plans.

Projects on this preliminary list were then provided high-level cost estimates, using order of magnitude costs in 2024 dollars. These costs were estimated using average unit cost from various projects bid from 2023-2024. It should be noted that:

- Quantities are based on typical conditions for each improvement type.
- Costs associated with the purchasing of right-of-way, utility relocations, and engineering fees were estimated based on a percentage of the total construction cost.
- An additional contingency amount, 20 percent, was added to the overall improvement cost to account for unexpected costs that arise with projects.

Typical cost estimates for various types of improvements are shown for roadway projects in **Table 7.1**, and **7.2** for bicycle and pedestrian projects.

In the instance that a previous plan or study recommended a project which included more detailed project costs, these costs were used instead of the average project cost calculation for the specific elements that they addressed.

Table 7.1: Typical Roadway Corridor and Intersection Project Costs

Improvement Type	Unit	Unit Cost
Single Lane Roundabout*	Each	$2,900,000
Left Turn Lane*	Each	$665,000
Right Turn Lane*	Each	$225,000
Rumble Strip (Centerline)	Mile	$2,100
Rumble Strip (Shoulder)	Mile	$1,125
Cable Barrier	Ln-Ft	$450
Cable Barrier	Mile	$2,376,000
Advance Warning Signs	Sq. Ft	$40
Advance Warning Signs	Each	$350
12' Lane (Concrete)*	Mile	$4,600,000
12' Lane (Aspahlt)*	Mile	$3,100,000
Pavement Patching	Sq. Yd	$185
Pavement Markings	Ln-Ft	$8
8' Shoulder (Asphalt)*	Mile	$2,100,000
8' Shoulder (Concrete)*	Mile	$3,100,000
Raised Median	Sq. Yd	$215
Traffic Signal (Re-Timing)	Intersection	$5,000
Traffic Signal Installation	Intersection	$200,000
Intersection Lighting	Each	$25,000
2" Asphalt Milling/Overlay - 2 Lane Road	Mile	$590,000

* includes engineering, ROW, and Utility Relocation

Table 7.2: Typical Bicycle and Pedestrian Project Costs

Improvement Type	Unit	Unit Cost
5' Sidewalk (Concrete)	Mile	$450,000
5' Sidewalk (Asphalt)	Mile	$250,000
10' Multiuse Path (Concrete)	Mile	$900,000
10' Multiuse Path (Asphalt)	Mile	$500,000
Bike Lane (Striping Only)	Mile	$80,000
Bike Lane (New Pavement - Concrete)*	Mile	$1,000,000
Bike Lane (New Pavement - Asphalt)*	Mile	$950,000
ADA Curb Ramp	Each	$5,000
Crosswalk (Striping)	Each	$1,500
* includes engineering, ROW, and Utility Relocation		

Project Prioritization

Projects were analyzed for safety impact using the project prioritization criteria and given a score. **Table 7.3** shows the criteria and weights that were used to score the identified projects. Projects were then prioritized based on their overall score. This can be seen in for overall roadway projects in **Tables 7.4 – 7.5**, and for bicycle and pedestrian projects in **Tables 7.6 – 7.7**. The location of these projects is also illustrated in **Figures 7.1** and **7.2**.

The project prioritization methodology is intended to support the previously stated goals and objectives and was developed using safety data analysis, previous plan review, and input received during the first two rounds of public outreach. The full scores of the project prioritization process are displayed in **Appendix E.**

Select projects were identified for additional, high-level analysis and planning illustrations. The project identification process for these illustrations included a review of the top safety concern locations, comments received, improvement type, and engineering judgement. These illustrations will be included in **Appendix F** after the third round of public involvement and all comments have been received.

Table 7.3: Project Prioritization Criteria

Criterion	Rationale	Measure	Scoring Scale (Points Possible)				
			0	5	10	15	20
Crash Severity	Prioritize projects that will address fatalities and serious injuries.	Total number of fatal and serious injuries over a 5-year period.	No fatal or serious injury crashes	1 or 2 serious injury crashes	1 fatal crash OR 3 fatal and serious injury crashes	2 fatal crashes OR 4 fatal and serious injury crashes	3 or more fatal crashes OR 5 or more fatal and serious injury crashes
Multimodal	Prioritize projects that address safety concerns involving more than one mode of travel.	Total number of non-motorized fatal and serious injuries over a 5-year period.	No fatal or serious injury non-motorized crashes	N/A	1 serious injury non-motorized crash	2 or more serious injury non-motorized crashes	1 or more fatal non-motorized crashes
Focus Areas	Prioritize projects that will address high crash frequency locations.	Annual crash frequency.	Fewer than 5 annual crashes	5>= annual crashes <20	20>= annual crashes <30	30 or more annual crashes	
Underserved Communities	Prioritize projects that benefit underserved communities	Project is in an underserved community as identified in the SS4A Underserved Communities Tool	Project is not in an underserved community	N/A	Project is located within an underserved community		
Infrastructure*	Prioritize projects that affect concerns regarding infrastructure.	Project has potential to address the ranked infrastructure concerns expressed during public outreach.	Project does not address higher tier infrastructure concerns.	Project improves roadway lighting OR increases law enforcement presence OR adds system connectivity	Project redesigns roadways OR improves intersections OR adds pedestrian infrastructure		
Local-City Priority	Prioritize projects that support local and city concerns	Projects identified by public and city input and ranked for priority	Project had a combined score of low	Project had a combined score of medium-low	Project had a combined score of medium	Project had a combined score of high or medium-high	
Public Concerns	Prioritize projects that the general public has proposed.	Project was derived from, or seconded by, public input.	Project not derived from public input.	Project derived from public input.	Project came from general public AND is on a Top 10 Focus Area.		
Existing Plans	Prioritize projects that support existing plans or policies.	Project is in an existing plan or policy document.	Project is not in an existing plan or policy document.	Project is in an existing plan or policy document.	Project is in two or more existing plans or policy documents.		

*The maximum score possible for the infrastructure category is 10. Projects that have elements in both the 5 and 10-point scoring categories will default to the maximum score.

Table 7.4: Project Locations and Prioritization Results – Overall Corridor Segment

Rank	ID	Source	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Total Prioritization Score
1	S-O-02	Technical Analysis, Previous Plan Review	S Highland Ave/ US 45 SB	S Royal St	Perry Switch Rd	1. Install rumble strips (shoulder) 2. Separated bike lane	1.38	$1,311,048	80
2	S-O-13	Technical Analysis, Previous Plan Review	US 45 Byp SB	Hollywood Dr Off-Ramp	Hollywood Dr ON-Ramp	1. Install rumble strips (shoulder) 2. Widen from 4 to 6 lanes	0.31	$1,248,678	70
3	S-O-15	Technical Analysis, Previous Plan Review	N Highland Ave/ US 45	W University Pkwy	Revere Cir	1. Perform access management study 2. Multi-use trail*	0.25	$173,463	70
4	S-O-01	Technical Analysis, Previous Plan Review	Old Medina Rd	I-40 WB Off-Ramp	Joyce Dr	1. Add right-turn lane from the Old Medina Market Driveway to Old Medina Crossing 2. Install advanced warning signs (Curve ahead) 3. Multi-use trail*	0.25	$352,066	60
5	S-O-14	Technical Analysis, Previous Plan Review	Vann Dr	Rushmeade Rd	Pleasant Plains Ext	1. Perform access management study 2. Multi-use trail*	1.19	$644,247	60
6	S-O-07	Technical Analysis	US 45 Byp NB	Airways Blvd	Commerce Center Cir	1. Install rumble strips (shoulder) 2. Improve sight distance	1.38	$13,112	45
7	S-O-17	Technical Analysis	US 45 Byp SB	Commerce Center Cir	Airways Blvd	1. Install rumble strips (shoulder)	1.38	$3,094	45
8	S-O-04	Technical Analysis	N Highland Ave/ US 45	N Parkway/ US 412	Old Hickory Blvd	1. Raised median	0.27	$370,875	40
9	S-O-05	Technical Analysis, Previous Plan Review	S Highland Ave/ US 45	Edwards Dr	Rebel Rd	1. Raised median 2. Buffered/Protected/Separated bike lane	0.47	$1,185,993	40
10	S-O-10	Technical Analysis, Previous Plan Review	Carriage House Dr	Wallace Rd	N Highland Ave/ US 45	1. Repaint pavement markings 2. Multi-use trail*	0.27	$144,717	40
11	S-O-12	Technical Analysis	N Highland Ave/ US 45	Radio Rd	N Parkway/ US 412	1. Build sidewalks 2. Install advanced warning signs 3. Repaint pedestrian crosswalk at intersection 4. RRFB	0.11	$57,634	40
12	S-O-16	Technical Analysis, Previous Plan Review	Ridgecrest Rd	N Highland Ave/ US 45	Lamar Cir	1. Apply RIRO to driveways 2. Multi-use trail*	0.15	$115,502	40
13	S-O-18	Technical Analysis, Previous Plan Review	Vann Dr	Country Club Ln	Jackson Country Club Dr	1. Multi-use Trail*	0.30	$149,633	40
14	S-O-03	Technical Analysis, Previous Plan Review	Vann Dr	Emporium Dr	Country Club Ln	1. Multi-use trail	0.76	$380,000	35
15	S-O-08	Technical Analysis, Previous Plan Review	S Highland Ave/ US 45 NB	Perry Switch Rd	S Royal St	1. Install rumble strips (shoulder) 2. Buffered/Protected/Separated bike lane	1.34	$1,272,244	35

Rank	ID	Source	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Total Prioritization Score
16	S-O-09	Technical Analysis, Previous Plan Review	Hollywood Dr/ US 412	Old Hickory Blvd	I-40 EB Ramps	1. Perform access management study 2. Stripped median 3. Multi-use trail	0.43	$287,719	35
17	S-O-11	Technical Analysis, Previous Plan Review	N Parkway/ US 412	N Royal St	Warehouse Courtyard	1. Multi-use trail	0.31	$154,641	35
18	S-O-06	Technical Analysis, Previous Plan Review	S Highland Ave/ US 45	Harts Bridge Rd	Bemis Ln/ Herron Grove Rd	1. Raised median 2. Buffered/Protected/Separated bike Lane	0.36	$896,834	30

*Multiple improvements were identified through the technical analysis or previous plan review. The improvement listed was chosen based off the types of users it could serve. For example, multiuse paths were chosen when both multiuse paths and sidewalks and/or bike lanes were identified.

Table 7.5: Project Locations and Prioritization Results – Overall Intersection

Rank	ID	Source	Roadway Name	From/At	Improvement	Cost	Total Prioritization Score
1	I-O-05**	Technical Analysis, Previous Plan Review	N Highland Ave/ US 45	Carriage House Dr/ Ridgecrest Rd	1. Safety study 2. Multi-use trail*	$69,000	90
2	I-O-02	Technical Analysis, Previous Plan Review	US 45 Byp	Old Hickory Blvd	1. Pedestrian Signal and crossing 2. Multi-use trail* 3. Upgrade permissive left turn signals to flashing yellow arrow, replace/add signal back plates with reflective yellow strips, update signing and pavement markings approaching the intersection	$62,000	80
3	I-O-04	Technical Analysis, Previous Plan Review	N Parkway/ US 412	Campbell St	1. Multi-use trail* 2. Pedestrian signal & crossing	$74,000	75
4	I-O-01	Technical Analysis, Previous Plan Review	US 45 Byp	Casey Jones Ln/ Carriage House Dr	1. Safety study 2. Signal re-timing	$55,000	70
5	I-O-08	Technical Analysis, Previous Plan Review	N Parkway/ US 412	N Highland Ave/ US 45	1. Crosswalk (Striping) 2. Pedestrian signal 3. Upgrade permissive left turn signals to flashing yellow arrow, add signal back plates with reflective yellow strips, update signing and pavement markings approaching the intersection	$70,000	70
6	I-O-09	Technical Analysis, Previous Plan Review	US 45 Byp	N Parkway/US 412	1. Convert WB right-turn lane from yield to stop control 2. Multi-use trail	$19,200	70
7	I-O-03	Technical Analysis, Previous Plan Review	US 45 Byp	Old Humboldt Rd	1. Construct raised concrete islands in northwest and southeast quadrants of the intersection, upgrade permissive left turn signals to flashing yellow arrow, add reflective yellow strips to signal back plates, update signing and pavement markings approaching the intersection	$50,000	65
8	I-O-10	Technical Analysis, Previous Plan Review	US 45 Byp	Oil Well Rd	1. Safety study 2. Multi-use trail*	$69,000	65
9	I-O-11	Technical Analysis, Previous Plan Review	N Parkway/ US 412	Old Hickory Blvd	1. Repaint pavement markings 2. Multi-use trail* 3. Pedestrian crossing	$22,100	60
10	I-O-15	Technical Analysis, Previous Plan Review	N Highland Ave/ US 45	Campbell St	1. Safety study 2. Bike lane*	$53,040	55
11	I-O-06	Technical Analysis, Previous Plan Review	US 70 Byp/ Dr. F.E. Wright Dr	Whitehall St	1. Safety study 2. Multi-use trail*	$69,000	50
12	I-O-17	Technical Analysis	US 45 Byp	State St	1. Safety study 2. Repaint pavement markings	$52,400	50
13	I-O-18	Technical Analysis, Previous Plan Review	N Highland Ave/ US 45	Holiday Dr	1. Repaint pavement markings 2. Multi-use trail*	$69,100	45

Rank	ID	Source	Roadway Name	From/At	Improvement	Cost	Total Prioritization Score
14	I-O-13	Technical Analysis, Previous Plan Review	N Highland Ave/ US 45	Division Ave/ Lane Ave	1. Repaint pavement markings 2. Improve sight distance 3. Bike lane	$14,640	40
15	I-O-14	Technical Analysis, Previous Plan Review	E Chester St/ US 70	S Highland Ave/ US 45	1. Improve multimodal facilities at intersection, remove on street parking, add striping for bike lanes	$50,800	40
16	I-O-16	Technical Analysis, Previous Plan Review	W Forest Ave	Campbell St	1. Safety study 2. Multi-use trail*	$87,500	40
17	I-O-19	Technical Analysis, Previous Plan Review	N Royal St	Preston St	1. Repaint pavement markings 2. Improve sight distance 3. Sidewalks, bike lane	$14,640	40
18	I-O-20	Technical Analysis, Previous Plan Review	W Forest Ave	Lambuth Blvd	1. Safety study 2. Multi-use trail*	$87,500	40
19	I-O-07	Technical Analysis, Previous Plan Review	N Highland Ave/ US 45	Rolling Acres Dr	1. Safety study 2. Multi-use trail*	$69,000	35
20	I-O-12	Technical Analysis, Previous Plan Review	N Highland Ave/ US 45	Old Humboldt Rd	1. Repaint pavement markings 2. Multi-use trail*	$23,000	30

*Multiple improvements were identified through the technical analysis or previous plan review. The improvement listed was chosen based off the types of users it could serve. For example, multiuse paths were chosen when both multiuse paths and sidewalks and/or bike lanes were identified.
** This project scored high in both overall and bike and pedestrian only project categories. Although it ranks higher in the bicycle and pedestrian category, it was included in both lists as it also would address vehicular traffic safety.

Table 7.6: Project Locations and Prioritization Results – Bicycle and Pedestrian Corridor Segment

Rank	ID	Source	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Total Prioritization Score
1	S-BP-03	Technical Analysis, Previous Plan Review	S Highland Ave/ US 45 SB	S Royal St	Perry Switch Rd	1. Install rumble strips (shoulder) 2. Separated bike lane	1.38	$1,311,048	80
2	S-BP-05	Technical Analysis, Previous Plan Review	US 45 Byp SB	Hollywood Dr Off-Ramp	Hollywood Dr ON-Ramp	1. Install rumble strips (shoulder) 2. Widen from 4 to 6 lanes	0.31	$1,248,678	75
3	S-BP-06	Technical Analysis, Previous Plan Review	N Highland Ave/ US 45	W University Pkwy	Revere Cir	1. Perform access management study 2. Multi-use trail*	0.25	$173,463	75
4	S-BP-07	Technical Analysis	US 45 Byp SB	Commerce Center Cir	Airways Blvd	1. Install rumble strips (shoulder)	1.38	$3,094	50
5	S-BP-04	Technical Analysis	N Highland Ave/ US 45	Radio Rd	N Parkway/ US 412	1. Build sidewalks 2. Install advanced warning signs 3. Repaint pedestrian crosswalk at intersection 4. RRFB	0.11	$57,634	45
6	S-BP-09	Technical Analysis, Previous Plan Review	Commerce St	Griffin St	E Chester St	1. Shared lane*	0.22	$200,246	45
7	S-BP-13	Technical Analysis, Previous Plan Review	Casey Jones Ln	Dead End	Highway 45 Byp	1. Mid-block crossing (RRFB) 2. Multi-use trail*	0.25	$145,817	45
8	S-BP-01	Technical Analysis	N Highland Ave/ US 45	N Parkway/ US 412	Old Hickory Blvd	1. Raised median	0.27	$370,875	40
9	S-BP-02	Technical Analysis, Previous Plan Review	Ridgecrest Rd	N Highland Ave/ US 45	Lamar Cir	1. Apply RIRO to driveways 2. Multi-use trail*	0.15	$115,502	35
10	S-BP-10	Technical Analysis	E Chester St	S Church St	S Royal St	1. Repaint Pedestrian crosswalk at intersection	0.16	$6,000	35
11	S-BP-12	Technical Analysis	S Fairgrounds St	Scott St	Airways Blvd	1. Install sidewalks	0.07	$60,646	35
12	S-BP-14	Technical Analysis	Riverside Dr	Washington St	Sycamore St	1. Pedestrian facility improvements (sidewalk maintenance)	0.19	$50,000	35
13	S-BP-08	Technical Analysis	N Highland Ave/ US 45	Lamar Dr	Carriage House Dr	1. Perform access management study	0.07	$50,000	25
14	S-BP-11	Technical Analysis	Fernlawn St/ Honeysuckle Dr	North Cherry Pl	South Cherry Pl	1. Safety study	0.20	$50,000	25

*Multiple improvements were identified through the technical analysis or previous plan review. The improvement listed was chosen based off the types of users it could serve. For example, multiuse paths were chosen when both multiuse paths and sidewalks and/or bike lanes were identified.

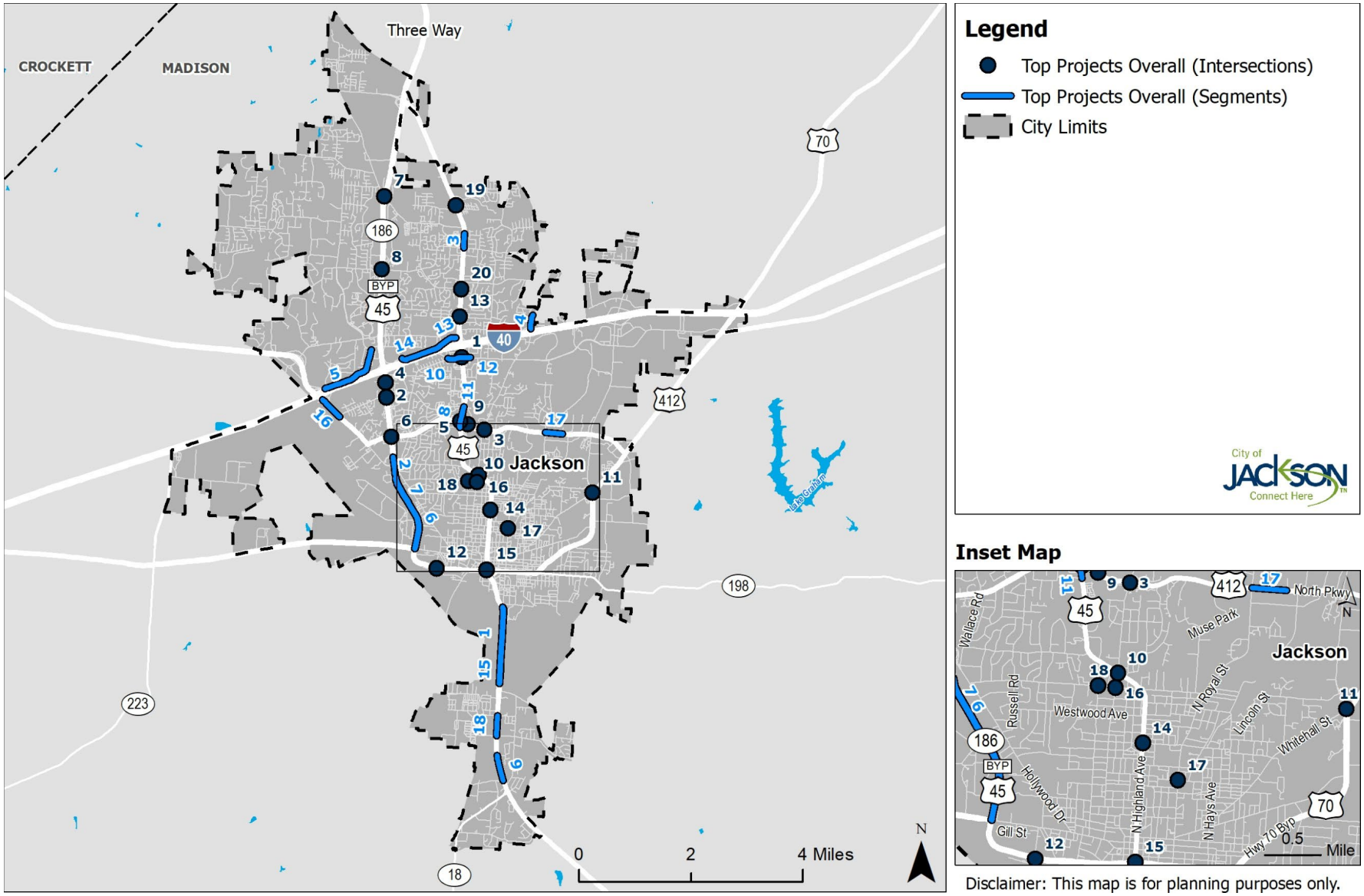
Table 7.7: Project Locations and Prioritization Results – Bicycle and Pedestrian Intersection

Rank	ID	Source	Roadway Name	From/At	Improvement	Cost	Total Prioritization Score
1	I-BP-01**	Technical Analysis, Previous Plan Review	N Highland Ave/ US 45	Carriage House Dr/ Ridgecrest Rd	1. Safety study 2. Multi-use trail*	$69,000	90
2	I-BP-02	Technical Analysis, Previous Plan Review	US 45 Byp	Old Hickory Blvd	1. Pedestrian Signal and crossing 2. Multi-use trail* 3. Upgrade permissive left turn signals to flashing yellow arrow, replace/add signal back plates with reflective yellow strips, update signing and pavement markings approaching the intersection	$62,000	80
3	I-BP-11	Technical Analysis, Previous Plan Review	US 45 Byp	Airways Blvd	1. Construct raised concrete islands, add reflective yellow strips to signal back plates, update signing and pavement markings approaching the intersection*	$60,000	80
4	I-BP-06	Technical Analysis, Previous Plan Review	N Parkway/ US 412	Campbell St	1. Multi-use trail* 2. Pedestrian signal & crossing	$74,000	75
5	I-BP-13	Technical Analysis, Previous Plan Review	Old Hickory Blvd	US 45 Byp Service Rd	1. Multi-use trail*	$19,000	75
6	I-BP-05	Technical Analysis, Previous Plan Review	Oil Well Rd	Walker Rd	1. Pedestrian facility improvements (Multi-use trail)*	$19,000	60
7	I-BP-07	Technical Analysis, Previous Plan Review	N Parkway/ US 412	Old Hickory Blvd	1. Repaint pavement markings 2. Multi-use trail* 3. Pedestrian crossing	$22,100	60
8	I-BP-14	Technical Analysis, Previous Plan Review	US 70 Byp	Flex Dr	1. Pedestrian facility improvements (Multi-use trail)*	$19,000	60
9	I-BP-03	Technical Analysis, Previous Plan Review	N Highland Ave/ US 45	Campbell St	1. Safety study 2. Bike lane*	$53,040	55
10	I-BP-08	Technical Analysis	US 45 Byp	State St	1. Safety study 2. Repaint pavement markings	$52,400	55
11	I-BP-09	Technical Analysis, Previous Plan Review	N Highland Ave/ US 45	Radio Rd	1. Safety Study 2. Improve lighting 3. Multi-use trail 4. Sidewalk (10')	$93,000	50
12	I-BP-18	Technical Analysis, Previous Plan Review	Hollywood Dr	Arlington Ave	1. Multi-use trails*	$19,000	45
13	I-BP-19	Technical Analysis, Previous Plan Review	W Forest Dr	Prospect Ave	1. Pedestrian facility improvements (crosswalk) 2. Install RRFB 3. Bike lane	$83,500	45
14	I-BP-04	Technical Analysis, Previous Plan Review	N Highland Ave/ US 45	Holiday Dr	1. Repaint pavement markings 2. Multi-use trail*	$69,100	45

Rank	ID	Source	Roadway Name	From/At	Improvement	Cost	Total Prioritization Score
15	I-BP-10	Technical Analysis, Previous Plan Review	Old Hickory Blvd	Rosenblum Dr	1. Buffered/Protected/Separated bike lane*	$36,100	45
16	I-BP-15	Technical Analysis, Previous Plan Review	N Parkway/ US 412	Rosenblum Dr	1. Multi-use trails*	$19,000	45
17	I-BP-12	Technical Analysis, Previous Plan Review	S Highland Ave/ US 45	Rebel Rd	1. Buffered/Protected/Separated bike lane*	$36,100	40
18	I-BP-16	Technical Analysis	N Highland Ave/ US 45	Westwood Ave	1. Install RRFB	$20,000	35

*Multiple improvements were identified through the technical analysis or previous plan review. The improvement listed was chosen based off the types of users it could serve. For example, multiuse paths were chosen when both multiuse paths and sidewalks and/or bike lanes were identified.
** This project scored high in both overall and bike and pedestrian only project categories. Although it ranks higher in the bicycle and pedestrian category, it was included in both lists as it also would address vehicular traffic safety.

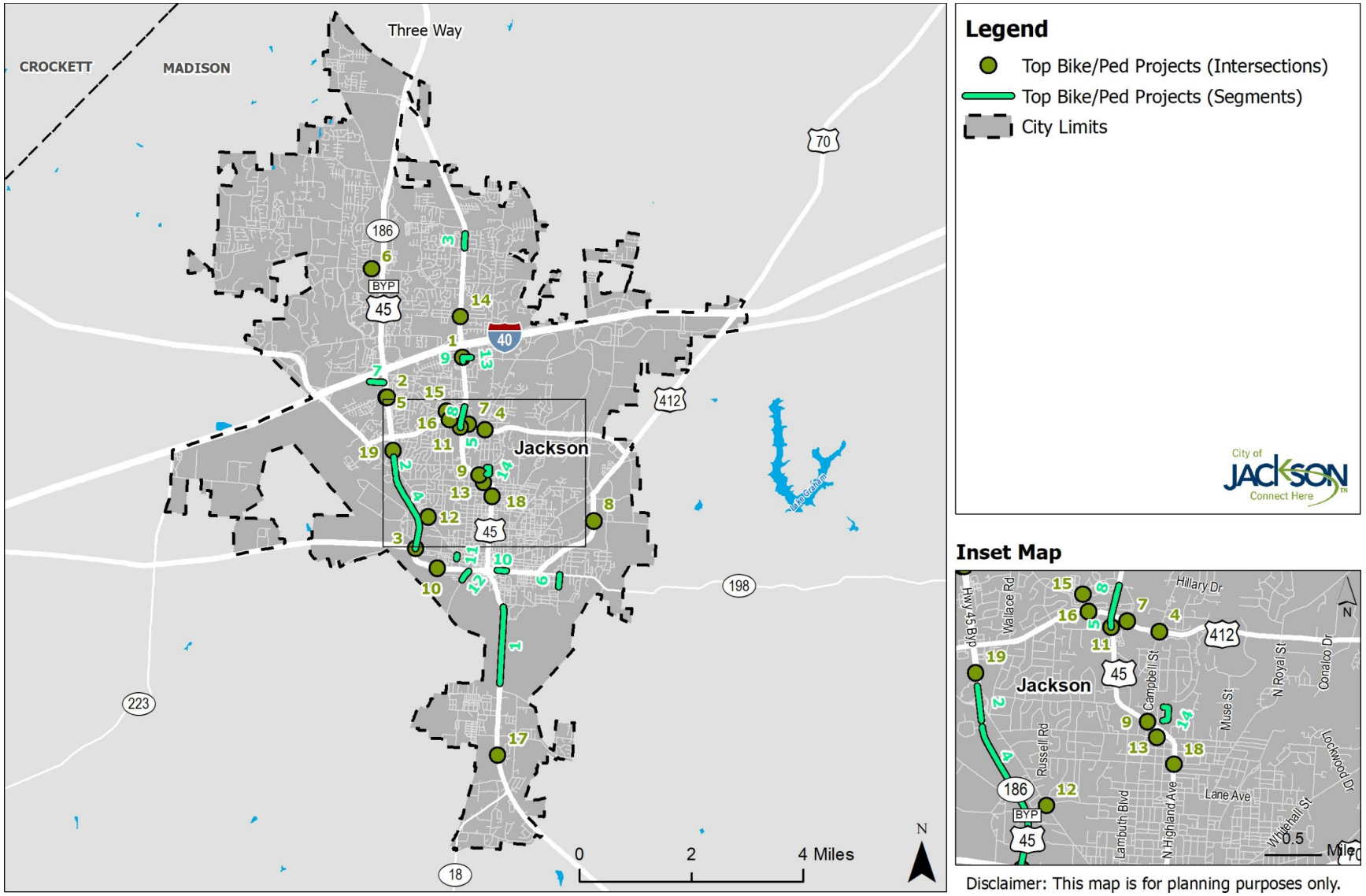
Figure 7.1: Prioritized Overall Roadway Project Locations with Ranking



Disclaimer: This map is for planning purposes only.

Source: Neel-Schaffer

Figure 7.2: Prioritized Bicycle and Pedestrian Project Locations with Ranking



Source: Neel-Schaffer

7.2 Proposed Non-Infrastructure Recommendations

In addition to the infrastructure projects, there are non-infrastructure recommendations which aim to improve roadway safety in conjunction with infrastructure projects. These recommendations meet needs that are difficult to address through traditional project implementation, are informed by the public comments received, and support the goals and objectives of the SAP, listed in **Section 1.2**.

Increased Enforcement Measures

Throughout public involvement, several respondents indicated the need for additional law enforcement, more frequent ticketing, higher fines, and greater overall police presence. **Increased Enforcement received the highest weighted score** for methods to address driver behavior in Round 2 of public input, as seen in **Figure 2.4**.

To ensure increased enforcement efforts are focused and reduce any strain on existing police enforcement measures, time of day and locations should be analyzed for priority. Priority locations, such as areas identified on the high injury network, by traffic stop data analysis, or by public comment, can then be prioritized for increased enforcement measures.

The National Highway Traffic Safety Administration (NHTSA) High Visibility Enforcement (HVE) toolkit aims to support enforcement activities, including the increase in presence and visibility of officers, as a deterrent to poor driver behavior[15]. The City of Jackson can use this toolkit to help support enforcement response at priority locations.

The **NHTSA HVE toolkit** was built around the premise of helping local law enforcement agencies **address driver behavior** while **building community trust**.

Driver Education Campaigns

Driver education campaigns can improve driver behavior through awareness of traffic laws, instruction on how to navigate specific intersection types, and training activities to cultivate better driving habits. The most common type of campaign includes defensive driving courses that may be available to drivers who have received a citation. However, this is a reactive measure and only addresses the driver behavior after it has already presented a safety concern.

[15] https://www.nhtsa.gov/enforcement-justice-services/high-visibility-enforcement-hve-toolkit

Conversely, proactive driver education aims to address driver behavior before it becomes a safety concern. This includes activities such as:

- Teenage driver safety programs
- Safe walking and biking rodeos for younger children
- Marketing and awareness campaigns

According to NHTSA, young drivers are **more likely** to be involved in a collision, and for collisions to result in a fatality.

Source: NHTSA

Resources to help implement these programs include the Community Outreach Toolkit from the Tennessee Highway Safety Office (THSO)[16] and Reduce TN Crashes, a traffic safety awards program which focuses specifically on addressing teen driver behavior through high school safety and education programs[17]. THSO resources also include a Police Traffic Services Grant to help fund transportation safety education initiatives in collaboration with local law enforcement and community partners.

The City of Jackson can work with State agencies and programs, like THSO and Reduce TN Crashes, along with local non-profit organizations, businesses, community leaders, and other partners, to increase roadway safety through engaging and effective driver education campaigns.

Emergency Response Time Policy

Although emergency response time was not identified as a concern within public involvement, the review of existing plans and policies found that no guidance currently exists to collect or analyze emergency response time data. It is recommended that the City develop formal policies to begin collecting this information.

Additionally, response time targets should be created and data reviewed annually to determine any trends or changes in emergency response. If projects are implemented that aim to decrease response time, data should be analyzed more frequently to determine any impact.

Emergency response time policies address post-crash care, one of the six principles of the **Safe System Approach**.

[16] https://tntrafficsafety.org/community-outreach-toolkit

[17] https://reducetncrashes.org/

7.3 Countermeasures Toolbox

Countermeasures are non-location specific project elements that can be used to improve roadway safety. They allow for flexibility in addressing safety concerns as each countermeasure can be implemented alone or in conjunction with another type. This helps match the concern being addressed with the most appropriate action, supporting increased safety, reduced costs by avoiding re-applying less optimal countermeasures, and increased flexibility in identifying solutions.

To determine which countermeasures are appropriate for the type and severity of crashes experienced at a particular location, a safety study should be conducted prior to addressing the safety concern. Different countermeasures can be selected depending on their ability to address one or more of the following safety concerns:

The countermeasure toolbox, displayed in **Table 7.5,** lists the different countermeasures and which safety concerns they address. Those listed in **bold text** have an additional safety benefit to vulnerable road users and underserved communities.

Table 7.8: Crash Countermeasure Toolbox

Safety Concern	Countermeasure	Pros	Cons
Speeding	**Select appropriate speed limits**	• **Low cost** • **Crash severity reduction** • **Safer for all roadway users** • **Traffic calming**	• **Opposition from regular roadway users** • **Excess violations issued if not implemented properly**
	Implement variable speed limits	• Significant reduction in all crashes and severities • Allows drivers to react to ongoing situations • Assists in maintaining speed and flow during congestion periods, incidents, work zones, and inclement weather	• Driver confusion caused by inconsistent speeds • Additional monitoring, equipment, and maintenance required
Vulnerable roadway user (bicyclist and pedestrian) safety	**Add bicycle lanes**	• **Reduced bicycle related crashes**	• **Additional right-of-way required**
	Implement crosswalk visibility enhancements	• **Increased pedestrian safety** • **Pedestrians cross at designated locations**	• **Not ideal on high-speed roadways (greater than 45 MPH)** • **Costly lighting options**
	Retime signals to provide a leading pedestrian interval	• **Low cost** • **Increased likelihood of motorists yielding to pedestrians** • **Enhanced safety for pedestrians with disabilities**	• **Additional delays for vehicles**
	Add medians and pedestrian refuge islands	• **Safer pedestrian crossings**	• **Increased median width (must be at least four feet wide)** • **Hard to implement at intersections**
	Install pedestrian hybrid beacons	• **Safer pedestrian crossing option on high-volume, high-speed roadways**	• **Costly** • **Additional delays/stops for vehicles**
	Install Rectangular Rapid Flashing Beacons (RRFB)	• **Safer pedestrian crossing** • **Motorists yield to pedestrians** • **Cheaper than traffic signals**	• **Not recommended for higher speed roadways (>45 MPH)**
	Road Diets	• **Low cost** • **Reduction in lanes allows for additional bicycle and pedestrian features through Complete Streets** • **Traffic calming**	• **Not effective on high volume roadways (ADT <20,000)** • **Roadway capacity reduction** • **Additional right-of-way required**
	Add walkways	• **Pedestrians separated from the roadway**	• **Comparatively high cost**

Safety Concern	Countermeasure	Pros	Cons
Roadway departure	Enhanced delineation for horizontal curves	• Low cost • Reduction of night-time crashes • Reduction of head-on, run-off-road, and sideswipe crashes • Reduction of fatal and injury crashes	• None
	Longitudinal rumble strips or stripes	• Centerline rumble strips reduce head-on crashes • Shoulder rumble strips reduce run-off-road crashes • Relatively low cost	• Noise concerns • Shoulder widening may be needed to address any impact to bicyclists
	Median barriers	• Reduction of head-on and cross-median crashes	• Cost-effectiveness analysis required
	Roadside design improvements at curves	• Adequate clear zone reduces fixed object crashes • Flattened side slopes reduce single-vehicle crashes	• Not all options are cost effective
	Safety edge	• Low cost • Reduction in run-off-road and head-on crashes • Reduction in crash severity	• Typically constructed only during overlay projects
	Wider edge lines	• Increased visibility of curves • Low cost • Reduction in roadway departure crashes	• None
Intersections	Signal backplates with retroreflective borders	• Increased visibility of traffic signals • Low cost	• Structural limitations due to wind loads • Additional cost to retrofit existing signals without the backplates
	Corridor Access Management	• **Enhanced safety for all modes of transportation** • **Reduced congestion along the corridor** • **Reduction in overall crashes for all users due to fewer access points**	• **Opposition from businesses (driveway consolidation)**
	Dedicated turn lanes at intersections	• Reduced left turn and rear end crashes • Deceleration lane provided • Increased visibility for opposing left turns with positive offset	• Additional ROW required • Left turns with zero or negative offset result in turning vehicles blocking line of sight
	Reduced left-turn conflict intersections	• Reduced conflict points • Increased traffic flow on the mainline	• Longer travel distances for minor movements
	Install roundabout	• Reduction of total conflict points • Lowered vehicle speeds resulting in a high reduction in injury/fatal crashes	• High cost

Safety Concern	Countermeasure	Pros	Cons
Intersections	Low-cost countermeasures - signing, pavement markings, remove sight obstructions	• Low cost • Reduction in injury/fatal crashes	• None
	Yellow change intervals	• **Improved intersection safety** • **Reduced red light running violations** • **Reduced fatal crashes** • **Additional time for pedestrians to cross intersections**	• **None**
Distracted driving	Graduated Driver Licensing (GDL) Awareness Campaigns	• Reduced teenage driver crashes and injuries • State-run GLD program • Low cost	• None
	High visibility cell phone enforcement (HVE)	• Reduction in cell phone usage while driving	• Effect of HVE campaigns on crashes is not certain • HVE campaigns are expensive • Enforcement of cell phone use is challenging
Impaired driving	License revocation and suspension	• Recent study suggests that policy reduces fatal crash involvement by 5 percent or 800 lives • Drivers are less likely to repeat offense	• Required funds to design, implement, and operate
	Publicized sobriety checkpoints	• Analysis shows that checkpoints reduce alcohol related crashes by 17 percent and all crashes by 10-15 percent • Public support	• Can be costly if paid media is used
	High visibility saturation patrols	• More research is needed, but saturation patrols can be effective in reducing alcohol related fatal crashes	• Can be costly if paid media is used
Crosscutting (addresses one or more safety focus areas)	**Add/Improve lighting**	• **Reduced night-time crashes** • **Reduced pedestrian crashes**	• **Installation and increased maintenance costs**
	Local Road Safety Plans	• **Increased safety for all users** • **Collaboration with local stakeholders**	• **None**
	Pavement friction management	• Reduced roadway departure crashes at horizontal curves • Reduced crashes at intersection approaches and interchange ramps	• None
	Road Safety Audit	• **Early identification and mitigation of safety issues**	• **None**

Source: Neel-Schaffer

8.0 Progress and Transparency

This SAP serves as a living document that provides a variety of crash countermeasure projects and system strategies that can be implemented to reduce fatal and serious injury crashes within the City of Jackson. The plan can be used in coordination with partner agencies and long-range planning efforts.

To ensure the plan continues to serve the future needs of the City of Jackson, this chapter includes an overview of the actions needed to keep this living document current and relevant in the years to come.

8.1 Advocacy

Advocacy in planning involves continuing to champion projects that have been identified as well as continuing to evolve strategies as new concerns are presented. To support advocacy efforts, the Steering Committee should continue to meet on an as-needed, semi-regular basis to discuss SAP recommendations, projects, and strategies. These meetings should incorporate:

- public concerns and comments,
- additional safety projects that have recently been identified,
- grant application opportunities, and
- ongoing strategy implementation.

8.2 Data Maintenance

Maintaining data allows the city to track the impact of implemented projects on transportation goals, update priorities as trends shift or change in unexpected directions, and ensure a continued high-quality analysis supported by well-maintained data. To do this, the City of Jackson should work with TDOT to update the crash and equity data associated with the SAP on an annual basis. This task should include the development of a dashboard placed on the City's website that should display:

- progress towards the performance measures discussed in Section 2.2,
- the number of fatal and serious injury crash data over the last five years, and
- plan progress and information about upcoming meetings.

8.3 Plan Implementation

Implementing the plan recommendations can come with challenges. These include access to funding, public education or engagement efforts, or the need for additional data, analysis, or prioritization. The following includes a list of activities the city can engage in to help support future plan implementation:

- Coordination with partner agencies for data collection, public outreach, and analysis.
- Discuss funding opportunities with partner agencies and pursue grant funds when available.
- Use a data-driven process to select projects and strategies in coordination with public outreach.

8.4 Transparency & Reporting

This SAP was designed to be transparent in its methods and support future transparency around the different elements which make up the plan. To ensure the transparency and overall success of the plan continues to be supported, regular documentation and reporting on the plan's implementation progress should be made available to the public or appropriate governmental body. Documentation should be prepared and reported for funding opportunities, Steering Committee meetings, public outreach, and other appropriate activities.

The plan should be posted on the City of Jackson's website, along with the dashboard displaying progress towards the plan's goals.

9.0 Appendices

Appendix Table of Contents

*These appendices will be completed after the draft plan has been reviewed by the public and all comments have been received.

Appendix A: All-Crash Safety Statistics

The following crash safety tables include an overview of all crashes, regardless of severity. They include all crashes by type and year, all crashes by DUI involvement, all crashes by lighting and surface conditions, and all bicycle and pedestrian crashes by lighting and surface conditions.

All Crashes by Type and Year

Crash Type	Year					Total (%)
	2020	2021	2022	2023	2024	
Rear-End	864	1,071	1,009	822	646	4,412 (30.5%)
Angle	698	811	788	821	689	3,807 (26.4%)
Sideswipe, Same Dir	400	505	493	429	307	2,134 (14.8%)
No Collision W/ Vehicle	394	411	366	320	314	1,805 (12.5%)
Not Reported	240	222	198	186	292	1,138 (7.9%)
Head-On	70	79	70	72	60	351 (2.4%)
Sideswipe, Opp Dir	63	77	76	62	50	328 (2.3%)
Other	34	55	48	41	67	245 (1.7%)
Rear To Side	18	15	21	13	24	91 (0.6%)
Unknown	20	20	13	19	16	88 (0.6%)
Rear To Rear	8	19	10	10	0	47 (0.3%)
Total	**2,809**	**3,285**	**3,092**	**2,795**	**2,465**	**14,446 (100%)**

All Crashes by DUI Involvement

Alcohol Involved	2020	2021	2022	2023	2024	Total (%)
Yes	63	67	50	53	54	287 (2.0%)
No	2,746	3,218	3,042	2,742	2,411	14,159 (98.0%)
Total	**2,809**	**3,285**	**3,092**	**2,795**	**2,465**	**14,446 (100%)**

All Crashes by Lighting and Surface Conditions by Year

Lighting Conditions	Year					Total (%)
	2020	2021	2022	2023	2024	
Daylight	1,875	2,321	2,143	1,908	1,525	9,772 (67.6%)
Dark-Lighted	506	525	570	525	477	2,603 (18.0%)
Not Reported	243	226	208	197	309	1,183 (8.2%)
Dark-Not Lighted	98	127	78	74	60	437 (3.0%)
Dusk	37	44	55	39	49	224 (1.6%)
Dawn	25	22	20	30	22	119 (0.8%)
Dark-Unknown Lighting	14	7	7	12	14	54 (0.4%)
Unknown	9	9	11	9	8	46 (0.3%)
Other	2	4	0	1	1	8 (0.1%)
Total	**2,809**	**3,285**	**3,092**	**2,795**	**2,465**	**14,446 (100%)**

Surface Conditions	Year					Total (%)
	2020	2021	2022	2023	2024	
Dry	2,068	2,566	2,418	2,276	1,783	11,111 (76.9%)
Wet	477	437	391	305	313	1,923 (13.3%)
Not reported	237	213	191	182	284	1,107 (7.7%)
Unknown	24	43	25	19	33	144 (1.0%)
Snow or Slush	0	16	37	1	30	84 (0.6%)
Ice	0	8	28	11	19	66 (0.5%)
Water-Standing/Moving	1	2	2	0	3	8 (0.1%)
Other	2	0	0	0	0	2 (≈ 0.0%)
Sand, Mud, Dirt or Oil	0	0	0	1	0	1 (≈ 0.0%)
Total	**2,809**	**3,285**	**3,092**	**2,795**	**2,465**	**14,446 (100%)**

All Bicycle and Pedestrian Crashes by Lighting and Surface Conditions

	Dry	Wet	Snow/ Slush	Ice	Water- Standing/ Moving	Sand, Mud, Dirt or Oil	Other	Unknown	Not reported	Total
Pedestrian										
Daylight	43	5	0	0	0	0	0	4	0	**52**
Dark-Lighted	21	11	0	0	0	0	0	3	0	**35**
Not Reported	0	0	0	0	0	0	0	0	0	**0**
Dark-Not Lighted	5	0	0	0	0	0	0	0	0	**5**
Dusk	1	0	0	0	0	0	0	0	0	**1**
Dawn	0	0	0	0	0	0	0	0	0	**0**
Dark-Unknown Lighting	1	0	0	0	0	0	0	0	0	**1**
Unknown	0	0	0	0	0	0	0	0	0	**0**
Other	0	0	0	0	0	0	0	0	0	**0**
Total	**71**	**16**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**94**
Bicycle										
Daylight	4	1	0	0	0	0	0	1	0	**6**
Dark-Lighted	1	2	0	0	0	0	0	0	0	**3**
Not Reported	0	0	0	0	0	0	0	0	0	**0**
Dark-Not Lighted	2	0	0	0	0	0	0	0	0	**2**

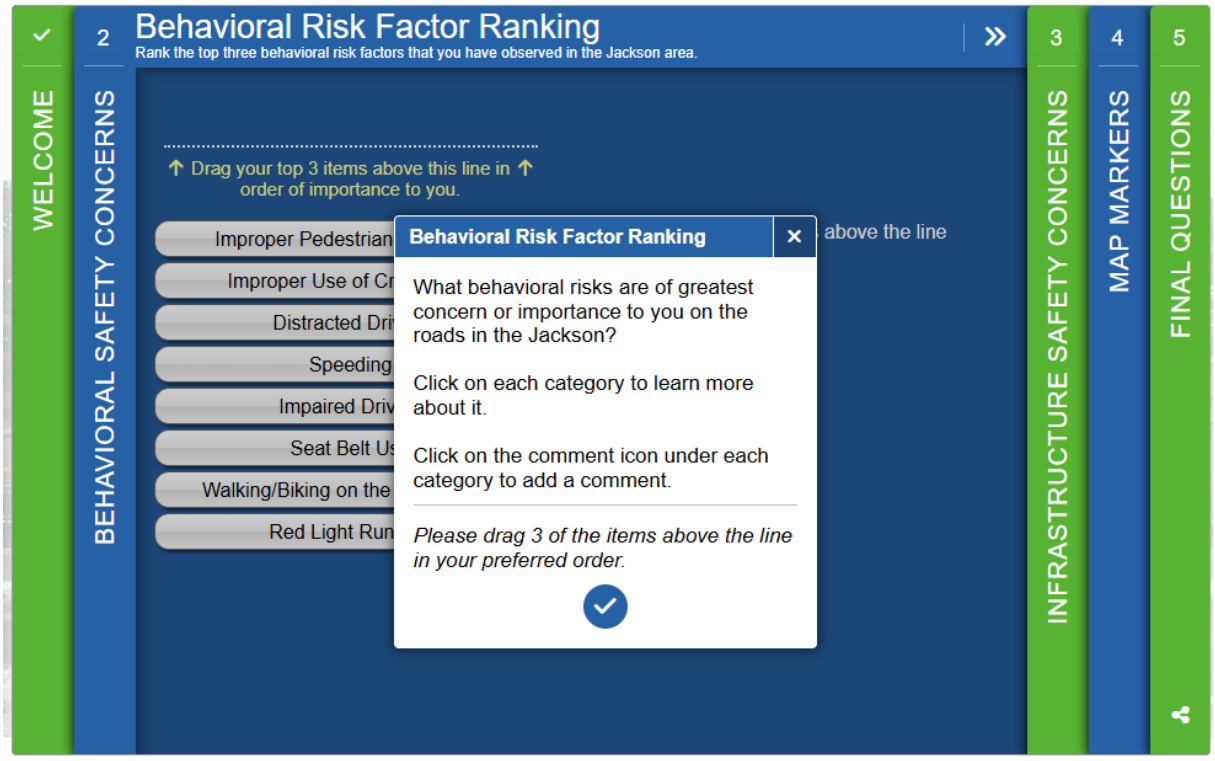
Dusk	0	0	0	0	0	0	0	0	0	**0**
Dawn	0	0	0	0	0	0	0	0	0	**0**
Dark-Unknown Lighting	0	0	0	0	0	0	0	0	0	**0**
Unknown	0	0	0	0	0	0	0	0	0	**0**
Other	0	0	0	0	0	0	0	0	0	**0**
Total	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**11**

Appendix B: Public Outreach Round 1 Documentation

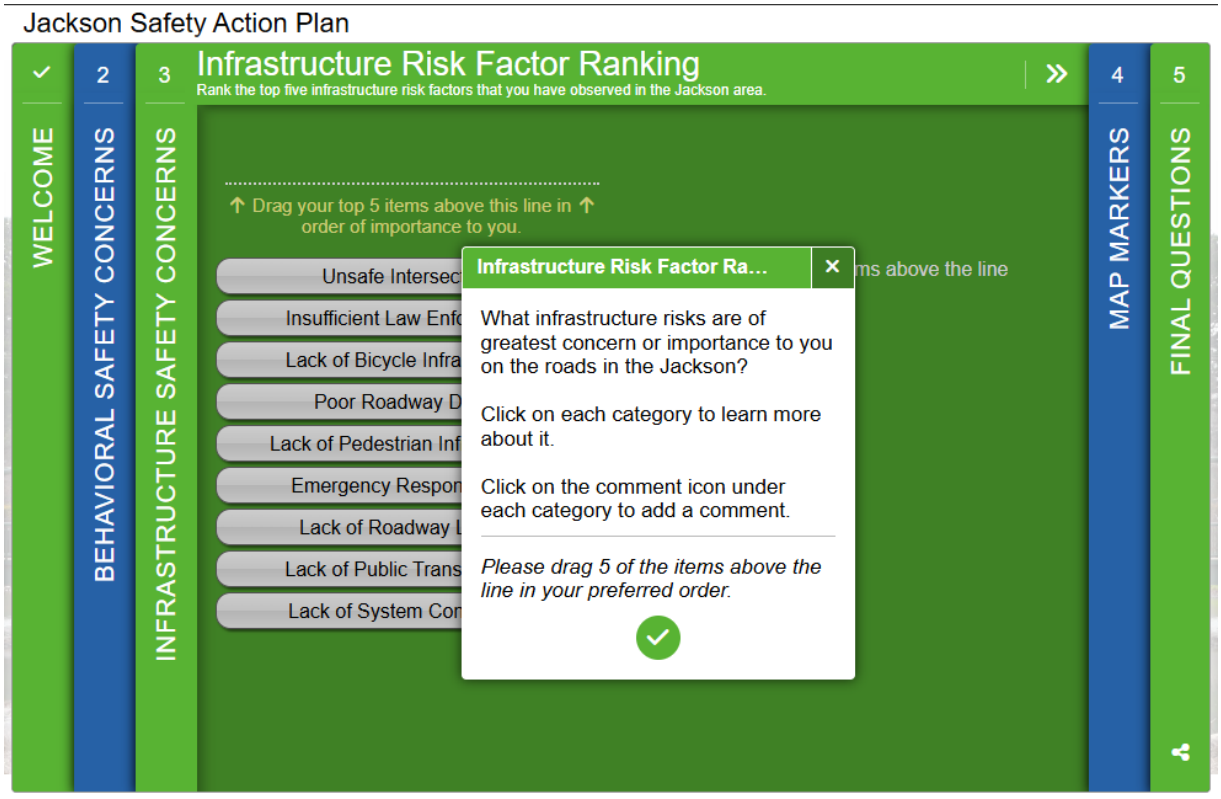
Virtual Survey

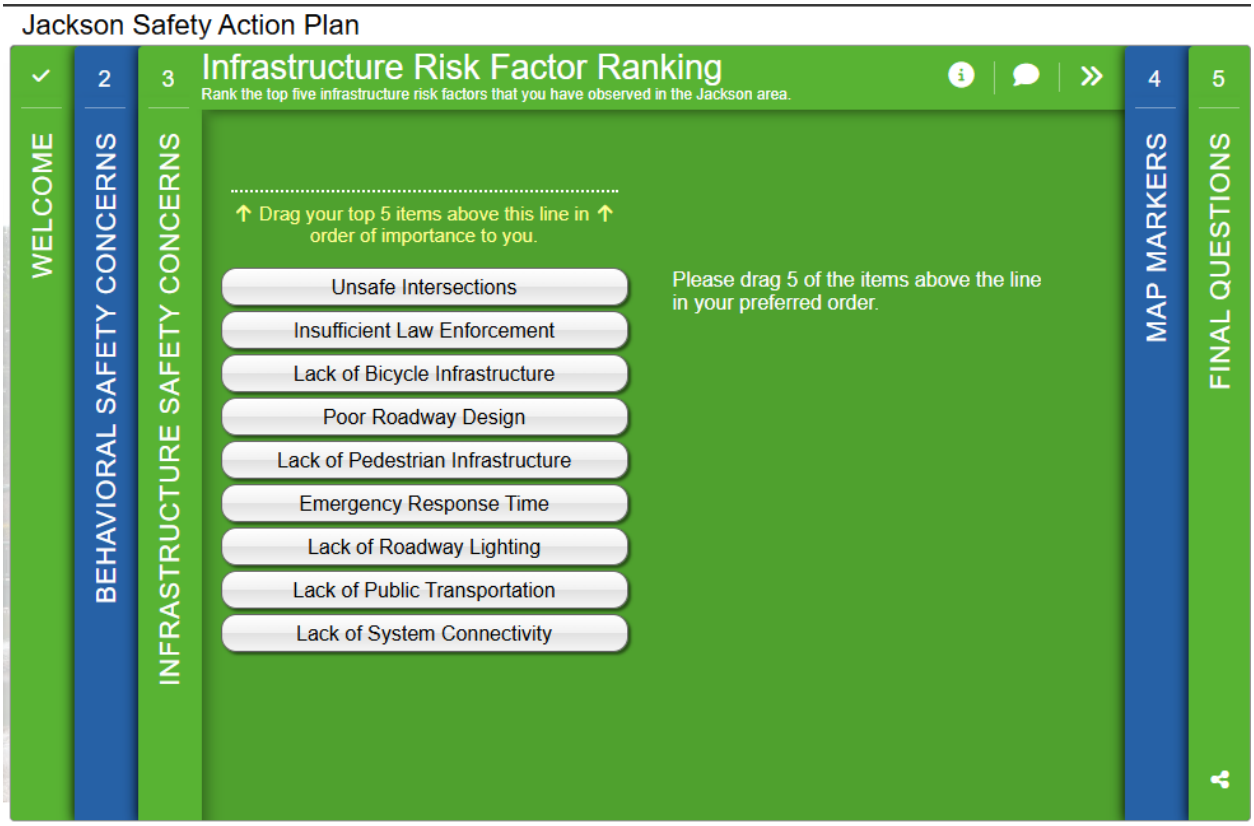
Jackson Safety Action Plan

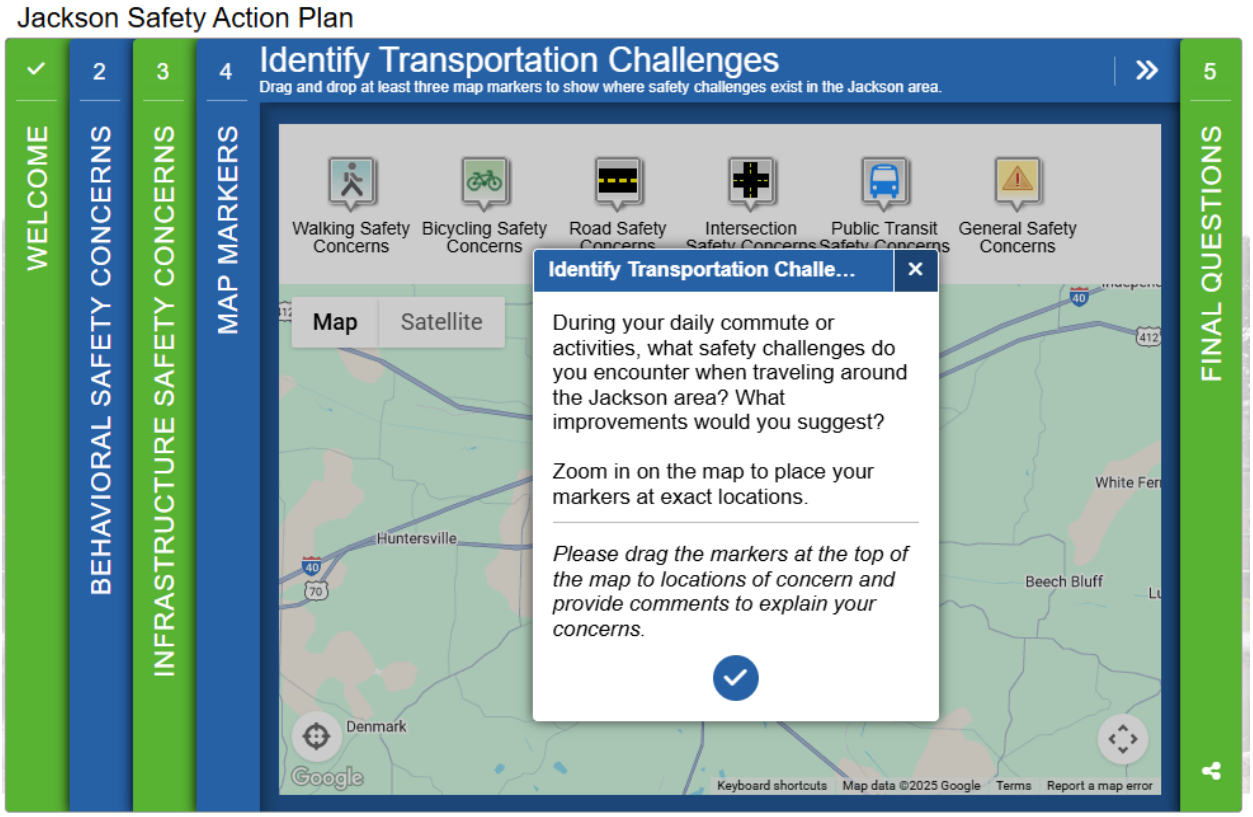
Jackson Safety Action Plan



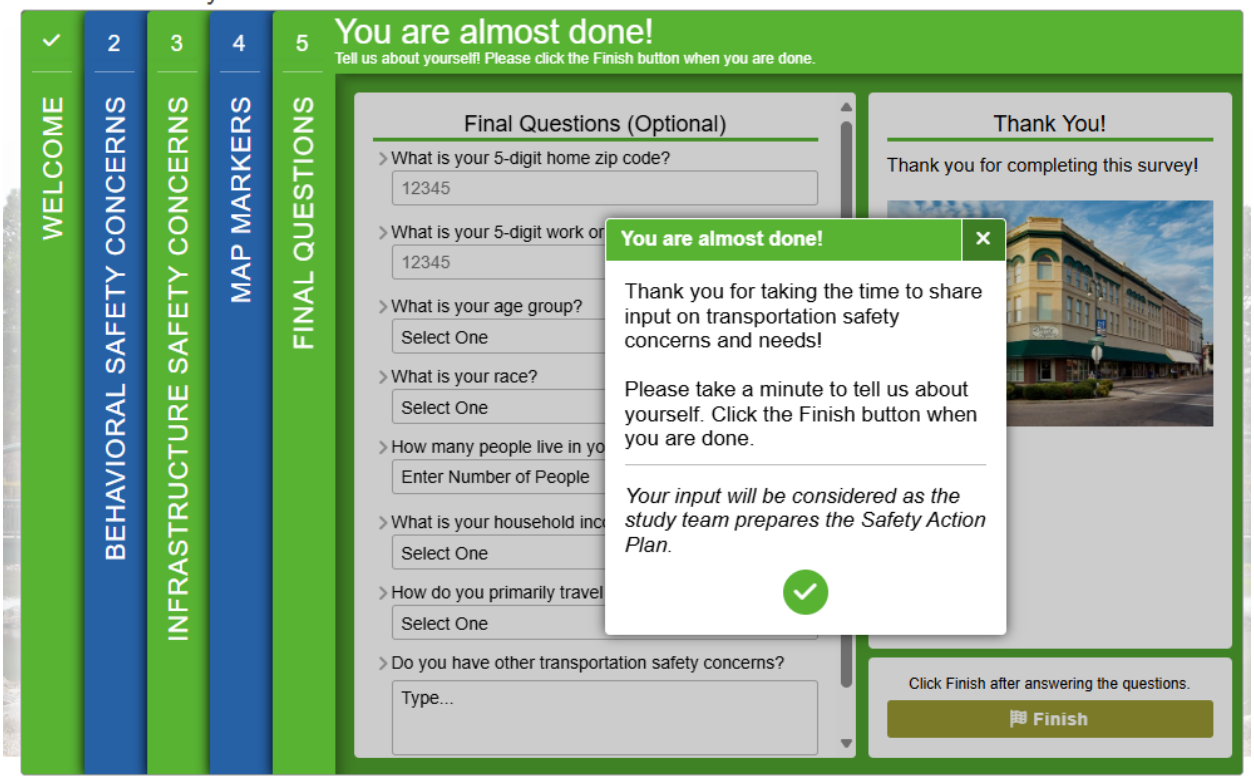

Jackson Safety Action Plan
WELCOME
2
BEHAVIORAL SAFETY CONCERNS
Behavioral Risk Factor Ranking
Rank the top three behavioral risk factors that you have observed in the Jackson area.
3
INFRASTRUCTURE SAFETY CONCERNS
4
MAP MARKERS
5
FINAL QUESTIONS
↑ Drag your top 3 items above this line in ↑ order of importance to you.
Improper Pedestrian Crossings
Improper Use of Crossovers
Distracted Driving
Speeding
Impaired Driving
Seat Belt Use
Walking/Biking on the Wrong Side
Red Light Running
Please drag 3 of the items above the line in your preferred order.


Jackson Safety Action Plan
WELCOME
2
BEHAVIORAL SAFETY CONCERNS
3
INFRASTRUCTURE SAFETY CONCERNS
Infrastructure Risk Factor Ranking
Rank the top five infrastructure risk factors that you have observed in the Jackson area.
4
MAP MARKERS
5
FINAL QUESTIONS
↑ Drag your top 5 items above this line in ↑ order of importance to you.
Unsafe Intersec
Insufficient Law Enfo
Lack of Bicycle Infra
Poor Roadway D
Lack of Pedestrian Inf
Emergency Respon
Lack of Roadway I
Lack of Public Trans
Lack of System Con
ms above the line
Infrastructure Risk Factor Ra...
What infrastructure risks are of greatest concern or importance to you on the roads in the Jackson?
Click on each category to learn more about it.
Click on the comment icon under each category to add a comment.
Please drag 5 of the items above the line in your preferred order.

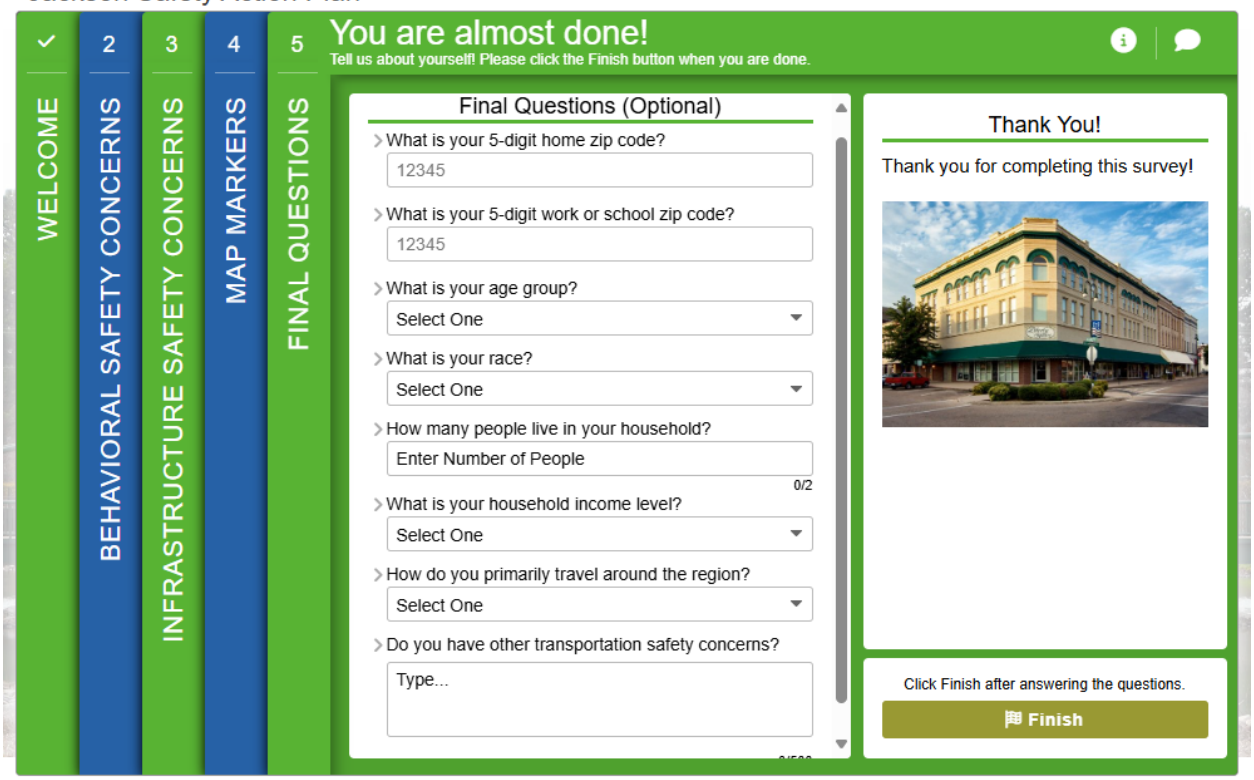

Jackson Safety Action Plan
WELCOME
2
BEHAVIORAL SAFETY CONCERNS
3
INFRASTRUCTURE SAFETY CONCERNS
Infrastructure Risk Factor Ranking
Rank the top five infrastructure risk factors that you have observed in the Jackson area.
4
MAP MARKERS
5
FINAL QUESTIONS
↑ Drag your top 5 items above this line in ↑ order of importance to you.
Unsafe Intersections
Insufficient Law Enforcement
Lack of Bicycle Infrastructure
Poor Roadway Design
Lack of Pedestrian Infrastructure
Emergency Response Time
Lack of Roadway Lighting
Lack of Public Transportation
Lack of System Connectivity
Please drag 5 of the items above the line in your preferred order.


Jackson Safety Action Plan
WELCOME
2
BEHAVIORAL SAFETY CONCERNS
3
INFRASTRUCTURE SAFETY CONCERNS
4
MAP MARKERS
Identify Transportation Challenges
Drag and drop at least three map markers to show where safety challenges exist in the Jackson area.
5
FINAL QUESTIONS
Walking Safety Concerns
Bicycling Safety Concerns
Road Safety Concerns
Intersection Safety Concerns
Public Transit Safety Concerns
General Safety Concerns
Identify Transportation Challe...
During your daily commute or activities, what safety challenges do you encounter when traveling around the Jackson area? What improvements would you suggest?
Zoom in on the map to place your markers at exact locations.
Please drag the markers at the top of the map to locations of concern and provide comments to explain your concerns.
Map
Satellite
Huntersville
Beech Bluff
Denmark
Google
Keyboard shortcuts
Map data ©2025 Google
Terms
Report a map error

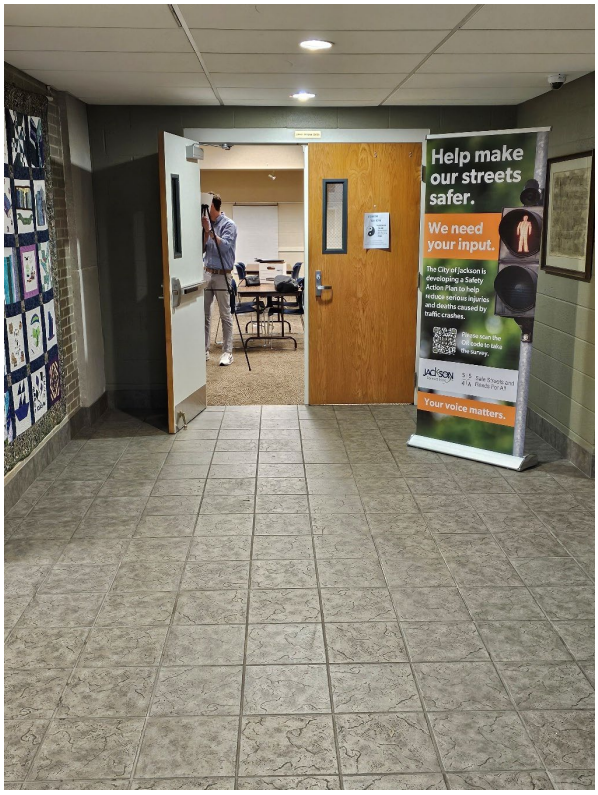
Jackson Safety Action Plan

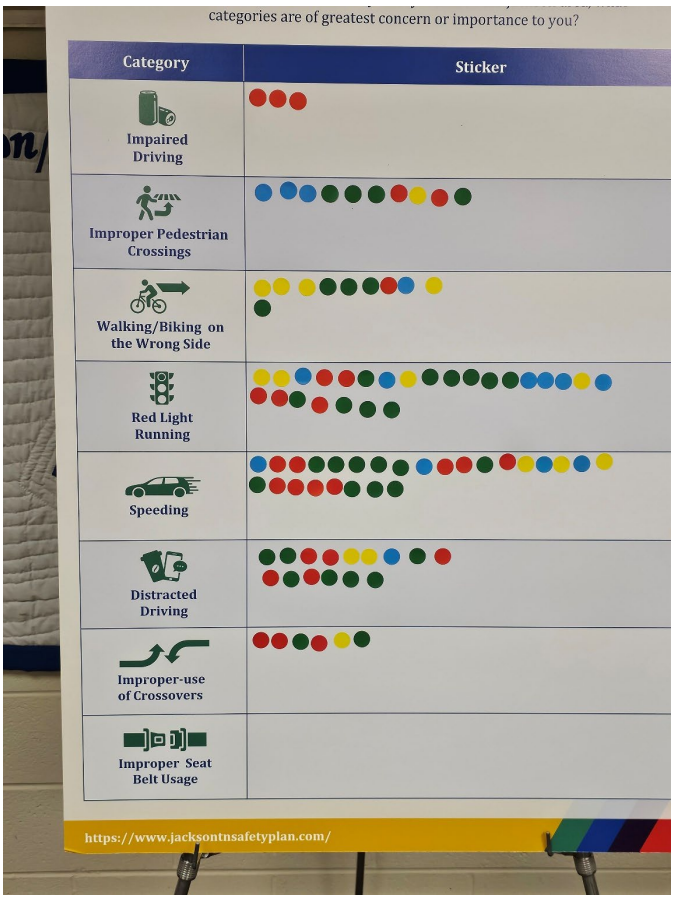


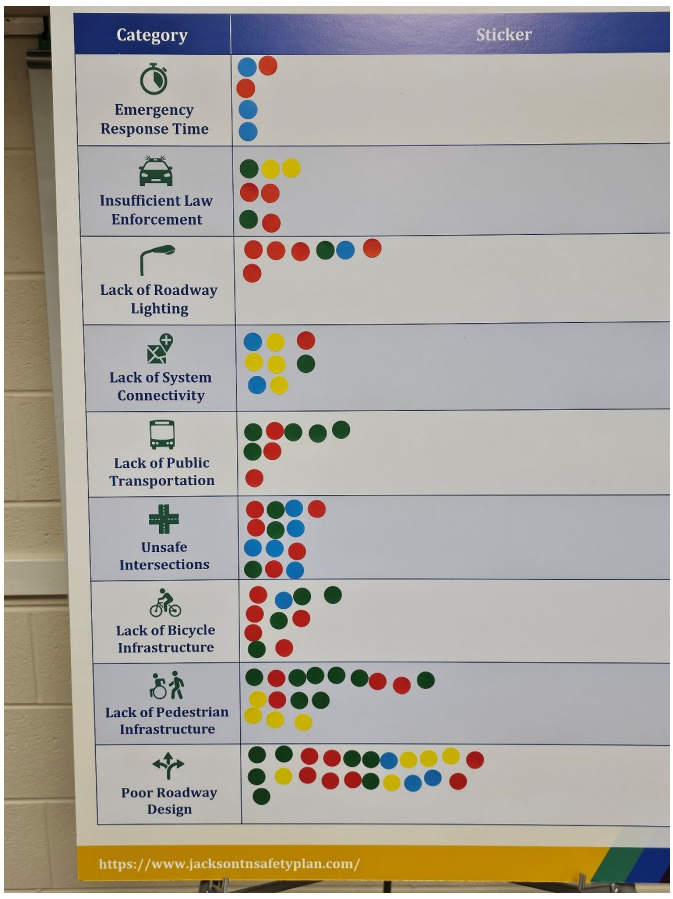
Jackson Safety Action Plan



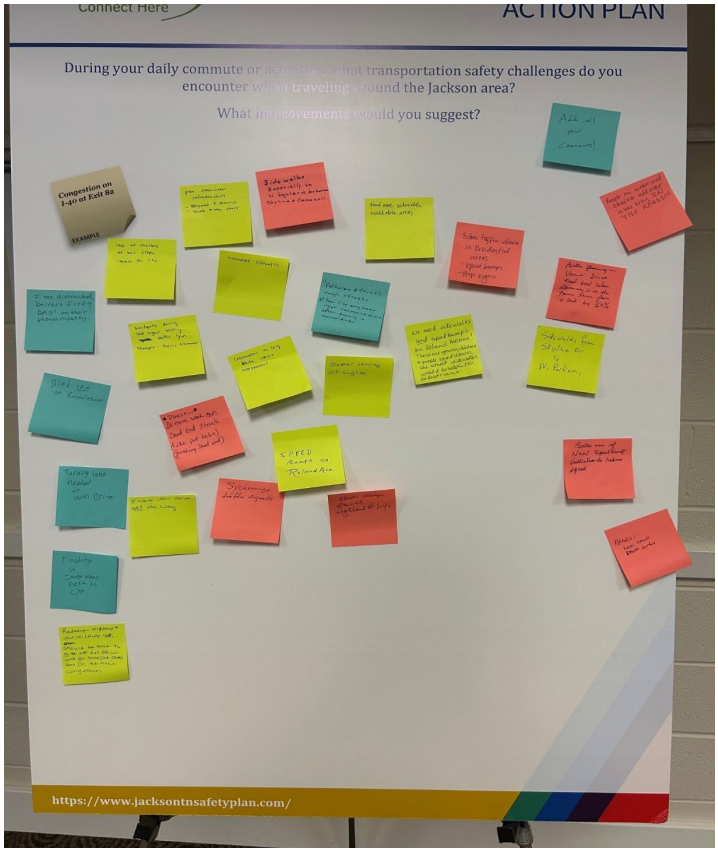
Public Event Photos




categories are of greatest concern or importance to you?
Category
Sticker
Impaired Driving
Improper Pedestrian Crossings
Walking/Biking on the Wrong Side
Red Light Running
Speeding
Distracted Driving
Improper-use of Crossovers
Improper Seat Belt Usage
https://www.jacksontnsafetyplan.com/


Category
Sticker
Emergency Response Time
Insufficient Law Enforcement
Lack of Roadway Lighting
Lack of System Connectivity
Lack of Public Transportation
Unsafe Intersections
Lack of Bicycle Infrastructure
Lack of Pedestrian Infrastructure
Poor Roadway Design
https://www.jacksontnsafetyplan.com/

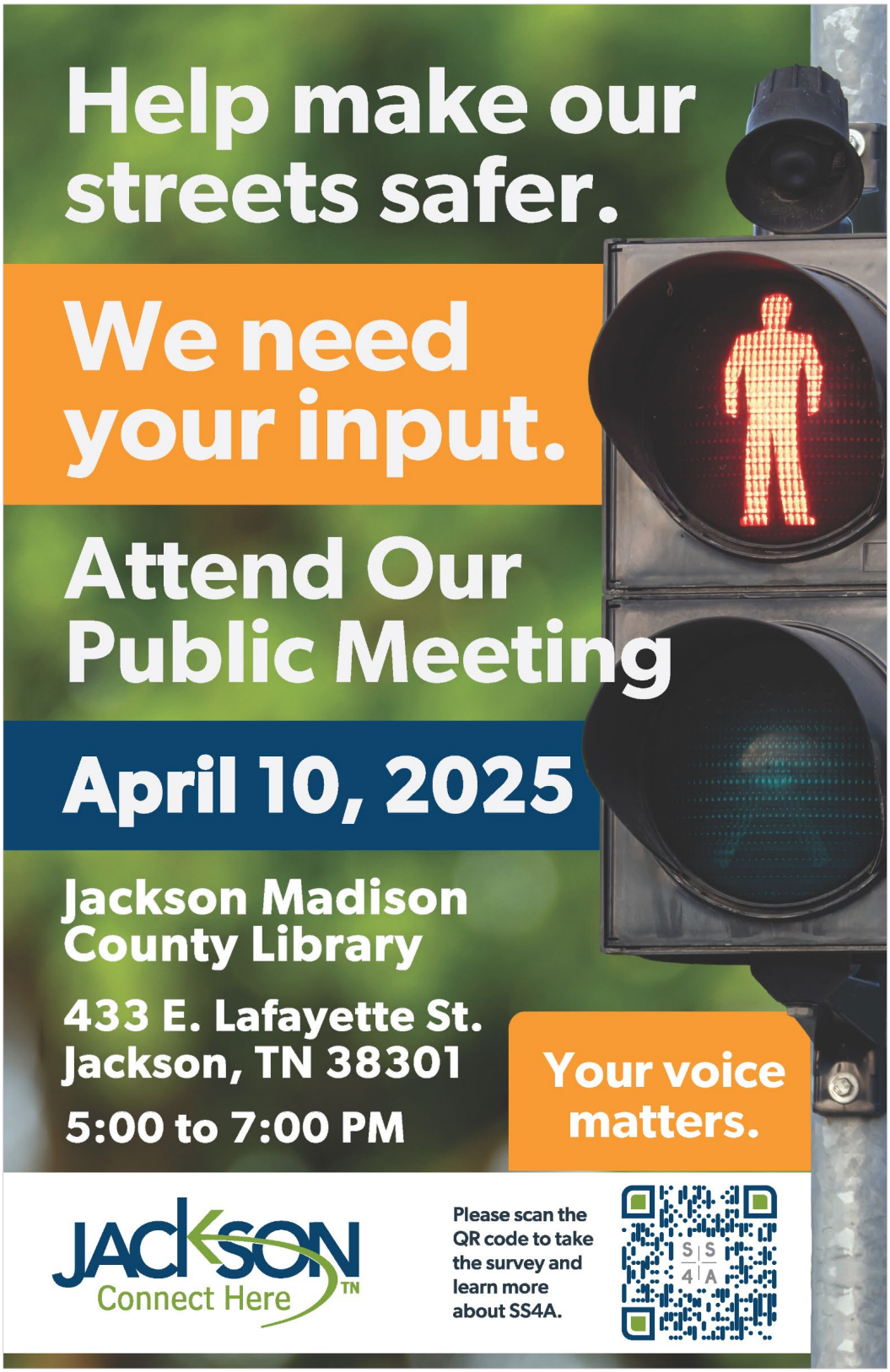

JACKSON
SAFETY ACTION PLAN


ACTION PLAN
During your daily commute or activities, what transportation safety challenges do you encounter when traveling around the Jackson area?
What improvements would you suggest?
https://www.jacksontnsafetyplan.com/


Help make our streets safer.
We need your input.
Attend Our Public Meeting
April 10, 2025
Jackson Madison County Library
433 E. Lafayette St.
Jackson, TN 38301
5:00 to 7:00 PM
Your voice matters.
JACKSON


Help make our streets safer.
We need your input.
The City of Jackson is developing a Safety Action Plan to help reduce serious injuries and deaths caused by traffic crashes.
Please scan the QR code to take the survey.
Your voice matters.
JACKSON

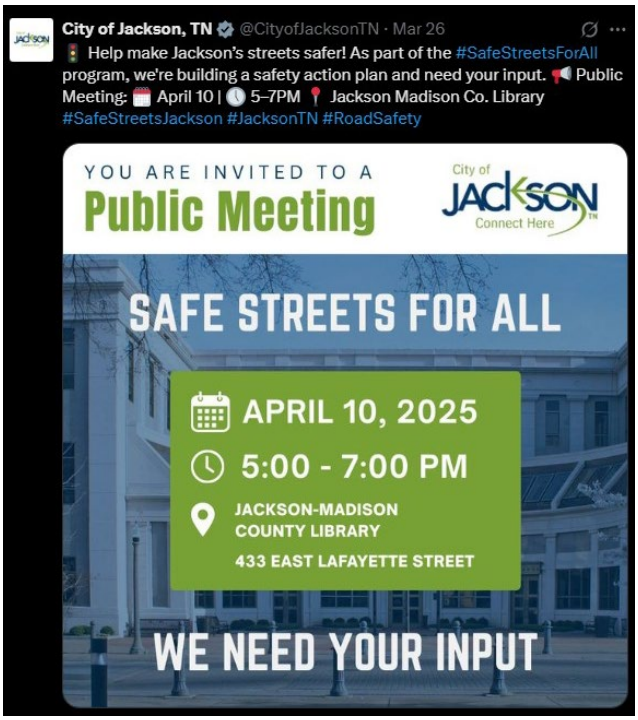
Advertisements and Announcements



Social Media Post (Facebook) - March 3, 2025

Social Media Post (Facebook) - March 26, 2025

Social Media Post (Twitter/X) – March 26, 2025



Social Media Post (Facebook) March 27, 2025

Social Media Post (Facebook) April 24, 2025

Social Media Post (Facebook Event)

Press Releases

For Immediate Release
March 18, 2025

Media Contact
Hannah Mathis
Phone: (731) 425-8227
Email: hmathis@jacksontn.gov

City of Jackson Requests Public Input on Transportation Safety Action Plan

JACKSON, TENNESSEE -- The City of Jackson is developing a city-wide Safety Action Plan with the goal of reducing roadway fatalities and serious injuries. This plan will identify a well-defined strategy that is developed in part based on community input about transportation goals, needs, and priorities. The public is invited to fill out an online survey to identify risk factors and locations in need of safety improvements. The survey will open for input from March 26th to May 10th at https://jacksontnsafetyplan.com.

The city will be collecting additional public input for the Safety Action Plan at upcoming community events. In the next phase, the community will be invited to provide feedback on specific projects and solutions to address the safety concerns identified by this initial round of public outreach.

This plan will conform to the Safe Streets for All (SS4A) Safety Action Plan requirements set forth by the U.S. Department of Transportation (USDOT) and the Federal Highway Administration. The SS4A program was developed by USDOT in 2022 to fund initiatives to prevent roadway deaths and serious injuries.

The completion of the Safety Action Plan will allow the City of Jackson to apply for implementation of capital construction grant funds through the federal discretionary grant program.

The City of Jackson will hold a public meeting regarding the SS4A Safety Action Plan on April 10, 2025 from 5:00 to 7:00 PM. The meeting will take place at the Jackson Madison County Library located at 433 East Lafayette Street.

To learn more about the Safety Action Plan, visit https://jacksontnsafetyplan.com.

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For Immediate Release
March 26, 2025

Media Contact
Hannah Mathis
Phone: (731) 425-8227
Email: hmathis@jacksontn.gov

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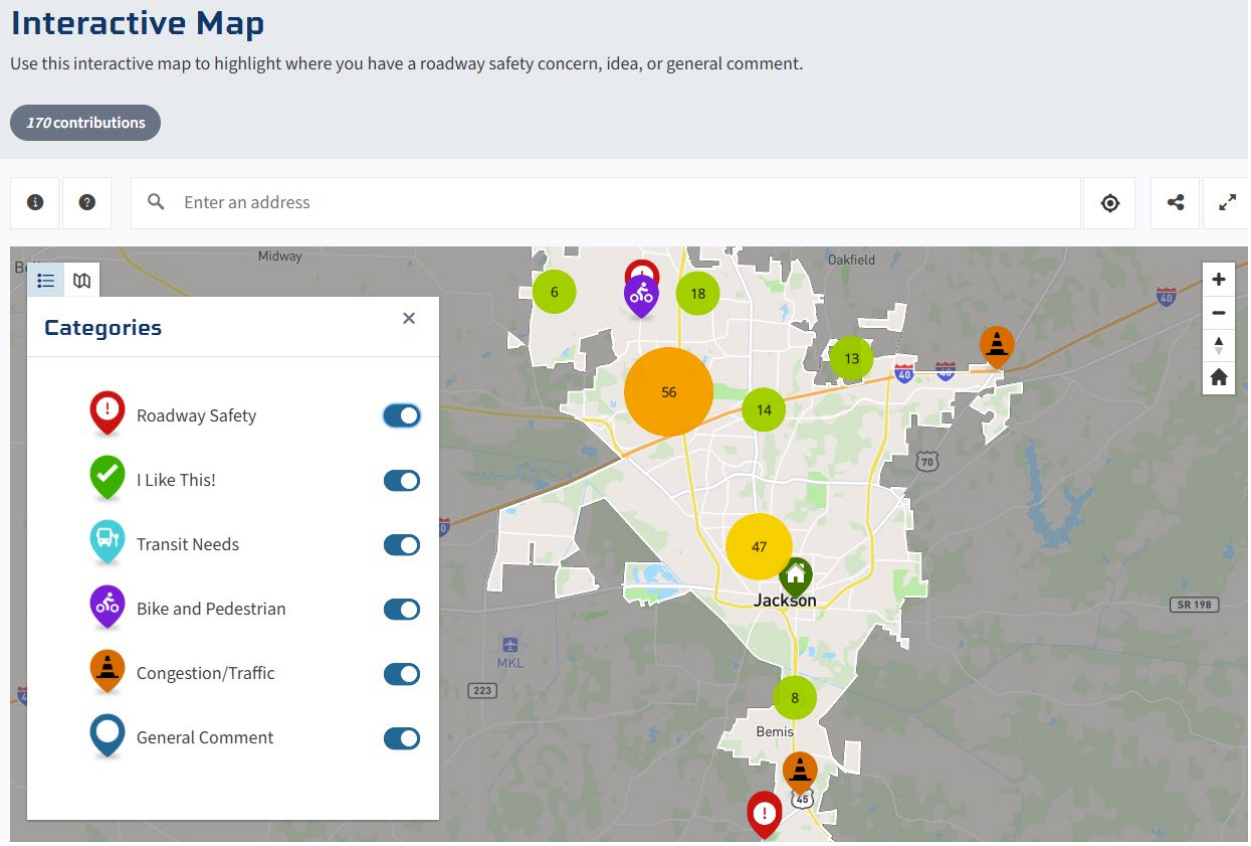
Appendix C: Public Outreach Round 2 Documentation

Interactive Map



Virtual Survey

Question 1

Why are you interested in safety improvements in Jackson, Tennessee?

- [ ] I live in Jackson
- [ ] I work in Jackson
- [ ] I own a business or properties in Jackson
- [ ] I go to school in Jackson
- [ ] I commute through Jackson
- [ ] I have friends or family who live in Jackson
- [ ] Other (please specify)

Question 2

How do you most often travel within the City of Jackson?

Choose how often you currently travel using each mode.

	Never	up to 25% of Trips	25 - 50% of Trips	50 - 75% of Trips	More than 75% of Trips
Driving Alone	○	○	○	○	○
Carpool/Traveling with Others in a Personal Vehicle	○	○	○	○	○
Ride Hail Service (Uber, Lyft, etc)	○	○	○	○	○
Public Transit	○	○	○	○	○
Bicycling	○	○	○	○	○
Walking	○	○	○	○	○

Question 3

How would you prefer to travel in Jackson if safety concerns were addressed?

Choose how often you would prefer to travel using each mode.

	Never	up to 25% of Trips	25 - 50% of Trips	50 - 75% of Trips	More than 75% of trips
Driving Alone	○	○	○	○	○
Carpool/Traveling with Others in a Personal Vehicle	○	○	○	○	○
Ride Hail Service (Uber, Lyft, etc)	○	○	○	○	○
Public Transit	○	○	○	○	○
Bicycling	○	○	○	○	○
Walking	○	○	○	○	○

Question 4

Please rank the following recommendations to address driver behavior.

The following list includes recommendations used to combat distracted driving, speeding, and red light running. Rank them with your most preferred choice being at the top and your least preferred choice being at the bottom.

- Increased Enforcement
- Distracted Driver Outreach
- Employer Safe Driver Programs
- Modify Speed Limits
- Automated Camera Enforcement
- Higher Fines/Penalties
- Graduated Drivers License Awareness Campaign

Question 5

How would you rate the following infrastructure recommendations to address roadway and intersection safety? (Photo Examples Provided Below)

In each row, choose how much you would prefer each roadway treatment.

	Strongly Dislike	Dislike	Neither Dislike nor Prefer/No Opinion	Prefer	Strongly Prefer
Corridor Access Management	○	○	○	○	○
Dedicated Turn Lanes at Intersections	○	○	○	○	○
Roundabouts/Traffic Circles	○	○	○	○	○
Road Diet/Reconfiguration	○	○	○	○	○

Question 6

How would you rate the following non-infrastructure recommendations to address roadway and intersection safety? (Photo Examples Provided Below)

In each row, choose how much you would prefer each roadway treatment.

	Strongly Dislike	Dislike	Neither Dislike nor Prefer/No Opinion	Prefer	Strongly Prefer
Increased Intersection Lighting	○	○	○	○	○
Increased Roadway Striping/Lighting	○	○	○	○	○
Multimodal Accomodations	○	○	○	○	○
Low-Cost Countermeasures (signage, pavement markings, or other treatments)	○	○	○	○	○

Question 7

How would you rate the following bicycle and pedestrian infrastructure enhancements? (Photo Examples Provided at the Bottom of the Page)

In each row, choose how much you would prefer each roadway treatment.

	Strongly Dislike	Dislike	Neither Dislike nor Prefer/No Opinion	Prefer	Strongly Prefer
More Walkways	○	○	○	○	○
Public Transit Improvements	○	○	○	○	○
Medians/Pedestrian Refuge Islands	○	○	○	○	○
Road Diets	○	○	○	○	○

Question 8

How would you rate the following bicycle and pedestrian non-infrastructure enhancements? (Photo Examples Provided Below))

In each row, choose how much you would prefer each roadway treatment.

	Strongly Dislike	Dislike	Neither Dislike nor Prefer/No Opinion	Prefer	Strongly Prefer
Bike Lanes	○	○	○	○	○
Crosswalk Visibility	○	○	○	○	○
Pedestrian Hybrid Flashing Beacons	○	○	○	○	○

Question 9

Is there anything else we need to know about roadway safety in Jackson, Tennessee?

Type your answer here...

Demographic Questions

These questions are not required and will only be used to ensure we have received input from a cross-section of people who represent the City of Jackson. If certain populations aren't represented in the data, this may be addressed through additional marketing or engagement efforts.

Gender

Age Group

Racial Identity

Please choose the race or ethnicity which best describes you.

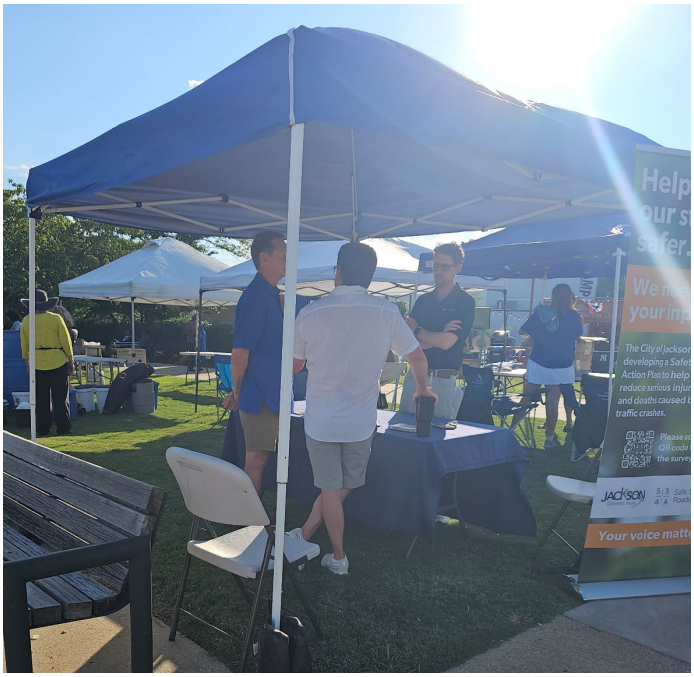
- ○ White or Caucasian
- ○ Black or African American
- ○ Native American
- ○ Hispanic or Latino
- ○ Asian or Pacific Islander
- ○ Multiracial or Biracial
- ○ Other (please specify)

ZIP Code

Type your answer here...

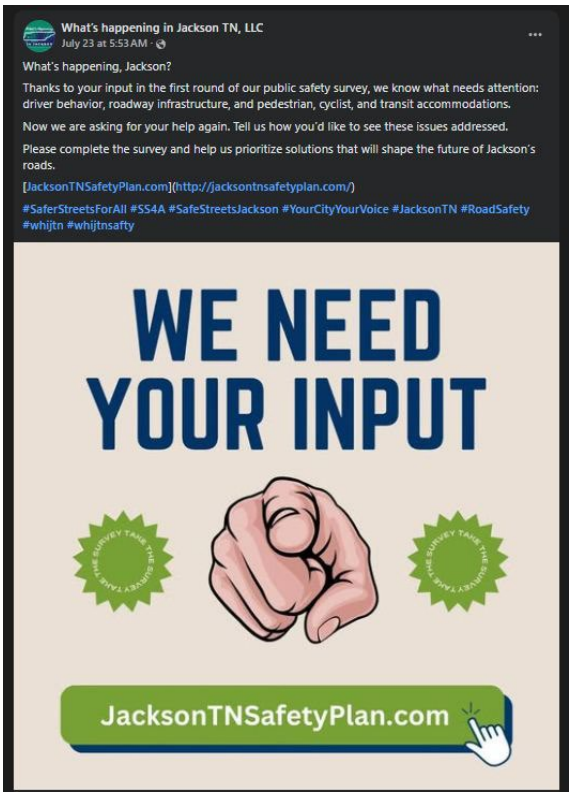
You have 5 characters remaining

Public Event Photos

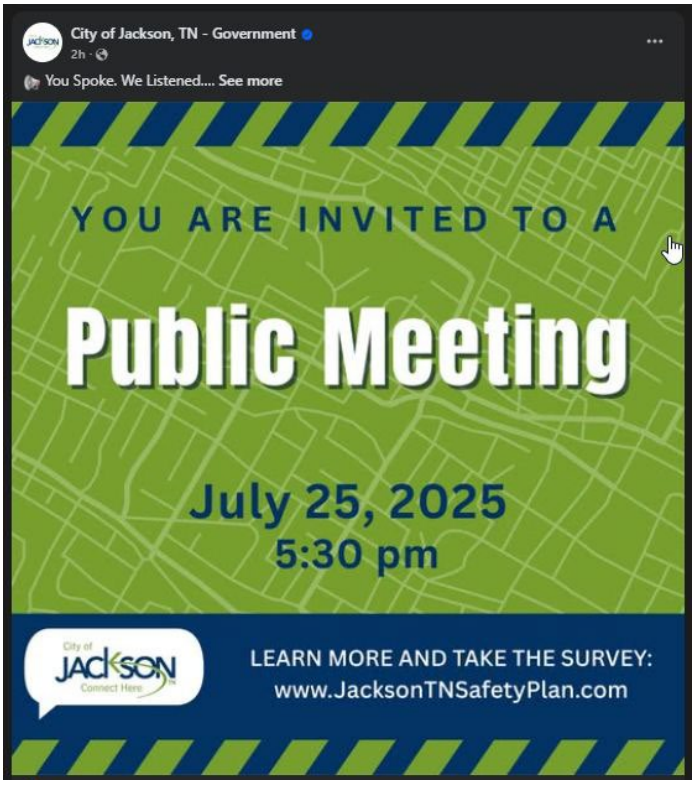


Advertisements and Announcements

What's Happening in Jackson, TN Facebook Page Posts

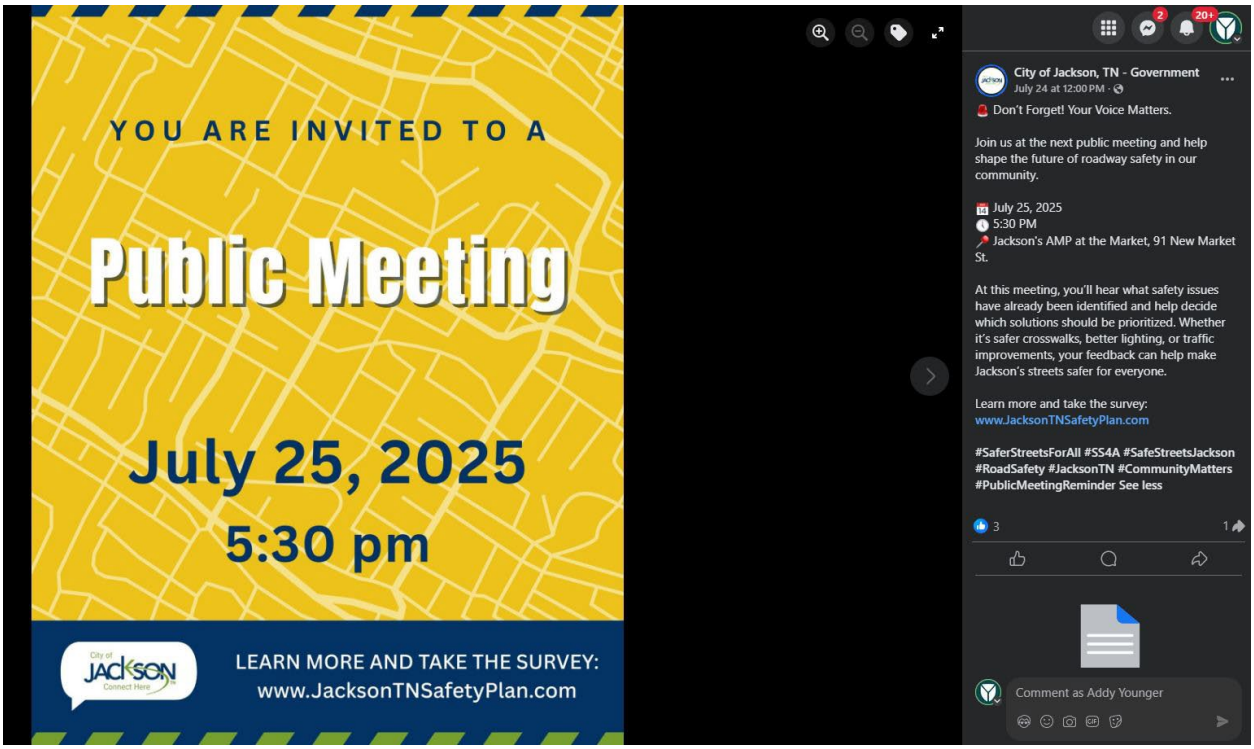


Social Media Post (Facebook) – July 21, 2025

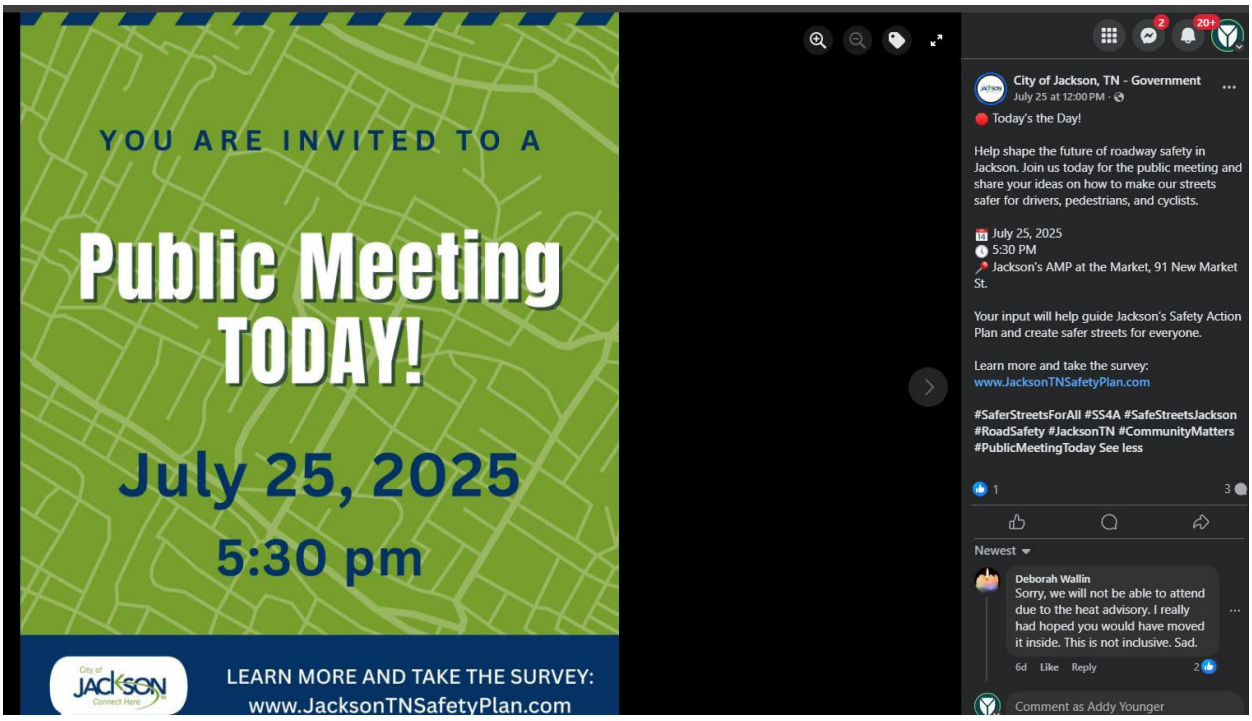


Social Media Post (Facebook) – July 22, 2025

Social Media Post (Facebook) – July 24, 2025

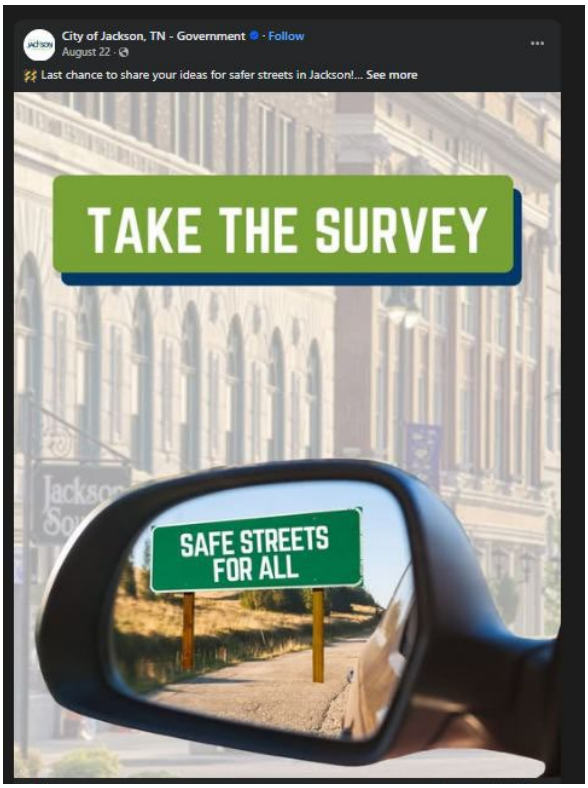


Social Media Post (Facebook) – July 25, 2025



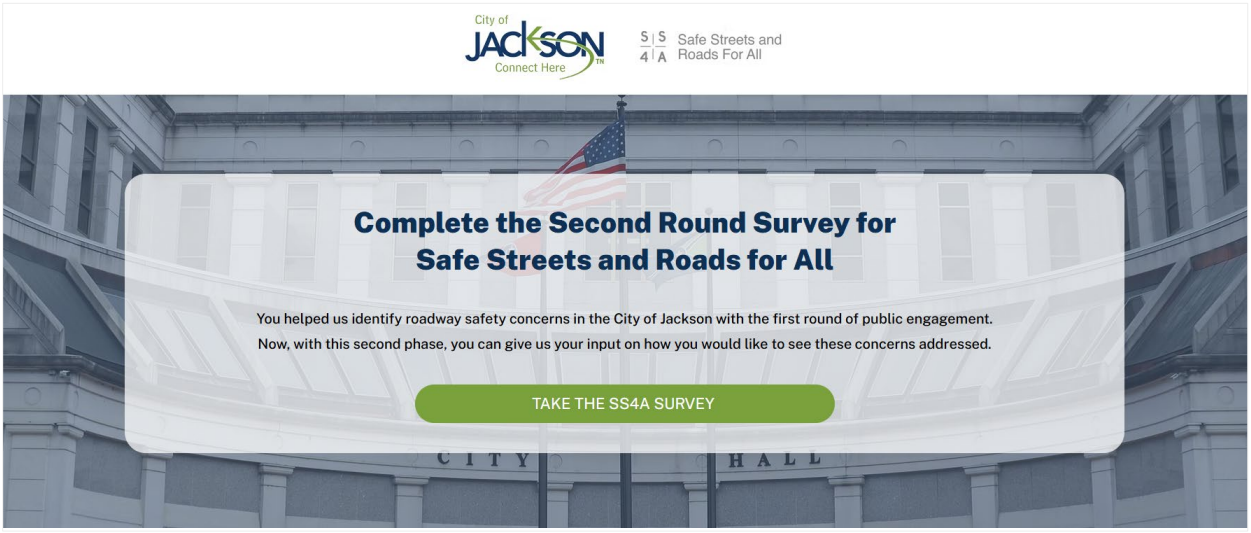
Social Media Posts (Facebook) – August 8 - 22, 2025

Social Media Post (Facebook) – August 22, 2025



Survey Promotional Card

Invitational Banner on Safety Action Plan Webpage



Word Cloud Frequency Analysis - All Keywords and Phrases

Keywords and Phrases by Category							
Pedestrian	**Bicycle**	**Transit**	**Driver Behavior**	**Roadway/ Corridor**	**Intersection**	**Enforcement**	**Other**
Improve Pedestrian Infrastructure	Improve Bicycle Infrastructure	Add Transit Routes	Speeding	Improve Roads	Signal Timing	Increase Enforcement	Improve Driver Education
Add Sidewalks	Add Bike Lanes	Add Bus Stops	Running Red Lights	Poor Pavement Conditions	Add Stop Signs	Increase Fines/ Penalties	Safe School Routes
Pedestrian Safety	Bicyclist Safety	Safe Routes to Transit	Distracted Driving	Congestion	Add Roundabout	Downtown Unsafe	Community Health
Railroad Track Crossing Unsafe	Unsafe Cyclist Behavior	Lighting at Transit Stops	Driving Under the Influence	Signage	Add Traffic Signals	Parking Enforcement	Economic Development
Improve Sidewalk Connectivity	Improve Bike Lane Connectivity		Wreckless Driving	Pavement Markings	Dislike Roundabout	Increase Police Presence	Lower Speed Limits
Bike/Ped Overpass	Protected Bike Lanes		Near-Miss	Sight Distance	Add Intersection Turn Lanes	Cameras/ Surveillance	Drug Use
Unsafe Pedestrian Behavior			Hit-and-Run	Speed Bumps	Add Turn Signals		Abandoned Buildings
Sidewalk Lighting			Crash	Road Widening	Intersection Geometrics		Budget Concern
ADA Sidewalks			Noise	Narrow/No Shoulders	Poor Turning Distance for Freight		Trim Vegetation

Pedestrian	Bicycle	Transit	Driver Behavior	Roadway/ Corridor	Intersection	Enforcement	Other
Needs Crosswalks			Illegal U-Turn	Add Center Turn Lanes	Longer Merging Lanes		Beautification
Sidewalk Buffer			Driving Too Close	Narrow Lanes			Traffic Safety Program
				Storm Drainage			
				Bypass			
				Roadway Geometrics			
				Flooded roads			
				Road Closure			
				Roadway Lighting			
				Access Management			
				Median Cut for Turn Lane			
				Road Diet			

Word Cloud Analysis - Keywords and Phrases Frequency

Keyword	Frequency
Access Management	1
Add Bike Lanes	24
Add Bus Stops	1
Add Intersection Turn Lanes	11
Add Roundabout	11
Add Sidewalks	56
Add Traffic Signals	15
Add Transit Routes	5
Add Turn Signals	4
Beautification	2
Bicyclist Safety	1
Bypass	3
Community Health	4
Congestion	26
Distracted Driving	13
Flooded roads	3
Hit-and-Run	2
Illegal U-Turn	1
Improve Bicycle Infrastructure	25
Improve Bike Lane Connectivity	4
Improve Driver Education	17
Improve Pedestrian Infrastructure	27
Improve Roads	23
Improve Sidewalk Connectivity	4

Keyword	Frequency
Increase Enforcement	65
Increase Fines/Penalties	6
Intersection Geometrics	19
Longer Merging Lanes	7
Lower Speed Limits	5
Needs Crosswalks	5
Parking Enforcement	2
Pedestrian Safety	1
Protected Bike Lanes	8
Road Widening	16
Roadway Geometrics	7
Roadway Lighting	6
Sidewalk Buffer	1
Signage	11
Signal Timing	16
Speed Bumps	8
Traffic Safety Program	1
Unsafe Cyclist Behavior	1
Unsafe Pedestrian Behavior	1
Pavement Markings	15
Narrow Lanes	1
Dislike Roundabout	3
Noise	2
Reckless Driving	9
Running Red Lights	55

Keyword	Frequency
Poor Pavement Conditions	35
Railroad Crossing Unsafe for Pedestrians	1
Road Diet	1
Safe School Routes	2
Speeding	43
Driving Too Close	8
Grand Total	**644**

Word Cloud Analysis – Category Frequency

Keyword Category	Frequency
Pedestrian	96
Bicycle	63
Transit	6
Driver Behavior	133
Roadway/Corridor	156
Intersection	86
Enforcement	73
Other	31
Total	**644**

Appendix D: Public Outreach Round 3 Documentation

This section will be completed after Round 3 of public engagement is finalized.

Appendix E: Project Prioritization Scores

ID	Type	Roadway Name	From/At	To	Improvement	Total Prioritization Score	Local-City Priority	Crash Severity Score	Multimodal Score	Focus Areas Score	Equity Score	Infrastructure Score	Existing Plan Score	Public Concerns Score
I-BP-01	Intersection-Bike/Ped	N Highland Ave/US 45	Carriage House Dr/ Ridgecrest Rd	--	1. Safety study 2. Multi-use trail*	90	10	15	20	15	10	10	10	0
I-BP-02	Intersection-Bike/Ped	US 45 Byp	Old Hickory Blvd	--	1. Pedestrian signal and crossing 2. Upgrade permissive left turn signals to flashing yellow arrow, replace/add signal back plates with reflective yellow strips, update signing and pavement markings approaching the intersection	80	10	20	15	5	10	10	10	0
I-BP-03	Intersection-Bike/Ped	N Highland Ave/US 45	Campbell St	--	1. Safety study 2. Bike lane*	55	0	5	15	5	10	10	10	0
I-BP-04	Intersection-Bike/Ped	N Highland Ave/US 45	Holiday Dr	--	1. Repaint pavement markings 2. Multi-use trail*	45	0	5	15	5	0	10	10	0
I-BP-05	Intersection-Bike/Ped	Oil Well Rd	Walker Rd	--	1. Pedestrian facility improvements (Multi-use Trail)*	60	0	5	10	5	10	10	10	10
I-BP-06	Intersection-Bike/Ped	N Parkway/ US 412	Campbell St	--	1. Multi-use trail* 2. Pedestrian signal & crossing	75	10	15	10	10	10	10	10	0
I-BP-07	Intersection-Bike/Ped	N Parkway/ US 412	Old Hickory Blvd	--	1. Repaint pavement markings 2. Multi-use trail* 3. Pedestrian crossing	60	5	10	10	5	10	10	10	0
I-BP-08	Intersection-Bike/Ped	US 45 Byp	State St	--	1. Safety study 2. Repaint pavement markings	55	0	5	10	5	10	10	5	10
I-BP-9	Intersection-Bike/Ped	N Highland Ave/US 45	Radio Rd	--	1. Safety study 2. Improve lighting	50	5	10	10	0	10	10	5	0
I-BP-10	Intersection-Bike/Ped	Old Hickory Blvd	Rosenblum Dr	--	1. Buffered/Protected/ Separated bike lane*	45	0	5	10	0	10	10	10	0
I-BP-11	Intersection-Bike/Ped	US 45 Byp	Airways Blvd	--	1. Construct raised concrete islands, add reflective yellow strips to signal back plates, update signing and pavement markings approaching the intersection*	80	5	10	20	10	10	10	10	5

ID	Type	Roadway Name	From/At	To	Improvement	Total Prioritization Score	Local-City Priority	Crash Severity Score	Multimodal Score	Focus Areas Score	Equity Score	Infrastructure Score	Existing Plan Score	Public Concerns Score
I-BP-12	Intersection-Bike/Ped	S Highland Ave/US 45	Rebel Rd	--	1. Buffered/Protected/ Separated bike lane*	40	0	5	10	5	0	10	10	0
I-BP-13	Intersection-Bike/Ped	Old Hickory Blvd	US 45 Byp Service Rd	--	1. Multi-use trail*	75	5	10	20	5	10	10	10	5
I-BP-14	Intersection-Bike/Ped	US 70 Byp	Flex Dr	--	1. Pedestrian facility improvements (Multi-use trail)*	60	5	10	20	0	10	10	5	0
I-BP-15	Intersection-Bike/Ped	N Parkway/ US 412	Rosenblum Dr	--	1. Multi-use trails*	45	0	5	10	0	10	10	10	0
I-BP-16	Intersection-Bike/Ped	N Highland Ave/US 45	Westwood Ave	--	1. Install RRFB	35	0	5	10	0	10	10	0	0
I-BP-17	Intersection-Bike/Ped	US 45 Byp	US 45 Byp Service Rd	--	1. Safety study	30	0	5	10	0	10	0	5	0
I-BP-18	Intersection-Bike/Ped	Hollywood Dr	Arlington Ave	--	1. Multi-use trails*	45	0	5	10	0	10	10	10	0
I-BP-19	Intersection-Bike/Ped	W Forest Dr	Prospect Ave	--	1. Pedestrian facility improvements (crosswalk) 2. Install RRFB 3. Bike lane	45	0	5	10	0	10	10	10	0
I-O-01	Intersection-overall	US 45 Byp	Casey Jones Ln/Carriage House Dr	--	1. Safety study 2. Signal re-timing	70	10	20	0	10	10	10	10	0
I-O-02	Intersection-overall	US 45 Byp	Old Hickory Blvd	--	1. Pedestrian signal and crossing 2. Upgrade permissive left turn signals to flashing yellow arrow, replace/add signal back plates with reflective yellow strips, update signing and pavement markings approaching the intersection*	80	10	20	15	5	10	10	10	0
I-O-03	Intersection-overall	US 45 Byp	Old Humboldt Rd	--	1. Construct raised concrete islands in northwest and southeast quadrants of the intersection, upgrade permissive left turn signals to flashing yellow arrow, add reflective yellow strips to signal back plates, update signing and pavement markings approaching the intersection	65	10	15	0	10	0	10	10	10
I-O-04	Intersection-overall	N Parkway/ US 412	Campbell St	--	1. Multi-use trail* 2. Pedestrian signal & crossing	75	10	15	10	10	10	10	10	0

ID	Type	Roadway Name	From/At	To	Improvement	Total Prioritization Score	Local-City Priority	Crash Severity Score	Multimodal Score	Focus Areas Score	Equity Score	Infrastructure Score	Existing Plan Score	Public Concerns Score
I-O-05	Intersection-overall	N Highland Ave/US 45	Carriage House Dr/ Ridgecrest Rd	--	1. Safety study 2. Multi-use trail*	90	10	15	20	15	10	10	10	0
I-O-06	Intersection-overall	US 70 Byp/ Dr. F.E. Wright Dr	Whitehall St	--	1. Safety study 2. Multi-use trail*	50	5	10	0	5	10	10	10	0
I-O-07	Intersection-overall	N Highland Ave/US 45	Rolling Acres Dr	--	1. Safety study 2. Multi-use trail*	35	5	10	0	0	0	10	10	0
I-O-08	Intersection-overall	N Parkway/ US 412	N Highland Ave/ US 45	--	1. Crosswalk (Striping) 2. Pedestrian signal 3. Upgrade permissive left turn signals to flashing yellow arrow, add signal back plates with reflective yellow strips, update signing and pavement markings approaching the intersection	70	5	10	0	15	10	10	10	10
I-O-09	Intersection-overall	US 45 Byp	N Parkway/ US 412	--	1. Convert WB right-turn lane from yield to stop control 2. Multi-use trail	70	5	10	0	15	10	10	10	10
I-O-10	Intersection-overall	US 45 Byp	Oil Well Rd	--	1. Safety study 2. Multi-use trail*	65	5	10	0	10	10	10	10	10
I-O-11	Intersection-overall	N Parkway/ US 412	Old Hickory Blvd	--	1. Repaint pavement markings 2. Multi-use trail* 3. Pedestrian crossing	60	5	10	10	5	10	10	10	0
I-O-12	Intersection-overall	N Highland Ave/US 45	Old Humboldt Rd	--	1. Repaint pavement markings 2. Multi-use trail*	30	0	5	0	5	0	10	10	0
I-O-13	Intersection-overall	N Highland Ave/ US 45	Division Ave/ Lane Ave	--	1. Repaint pavement markings 2. Improve sight distance 3. Bike lane	40	0	5	0	5	10	10	10	0
I-O-14	Intersection-overall	E Chester St/ US 70	S Highland Ave/US 45	--	1. Improve multimodal facilities at intersection, remove on street parking, add striping for bike lanes	40	0	5	0	5	10	10	10	0
I-O-15	Intersection-overall	N Highland Ave/US 45	Campbell St	--	1. Safety study 2. Bike lane*	55	0	5	15	5	10	10	10	0
I-O-16	Intersection-overall	W Forest Ave	Campbell St	--	1. Safety study 2. Multi-use trail*	40	0	5	0	5	10	10	10	0

ID	Type	Roadway Name	From/At	To	Improvement	Total Prioritization Score	Local-City Priority	Crash Severity Score	Multimodal Score	Focus Areas Score	Equity Score	Infrastructure Score	Existing Plan Score	Public Concerns Score
I-O-17	Intersection-overall	US 45 Byp	State St	--	1. Safety study 2. Repaint pavement markings	50	0	5	10	5	10	10	5	5
I-O-18	Intersection-overall	N Highland Ave/US 45	Holiday Dr	--	1. Repaint pavement markings 2. Multi-use trail*	45	0	5	15	5	0	10	10	0
I-O-19	Intersection-overall	N Royal St	Preston St	--	1. Repaint pavement markings 2. Improve sight distance 3. Sidewalks, bike lane	40	0	5	0	5	10	10	10	0
I-O-20	Intersection-overall	W Forest Ave	Lambuth Blvd	--	1. Safety study 2. Multi-use trail*	40	0	5	0	5	10	10	10	0
S-BP-01	Segment-Bike/Ped	N Highland Ave/US 45	N Parkway/ US 412	Old Hickory Blvd	1. Raised median	40	0	5	10	5	10	10	0	0
S-BP-02	Segment-Bike/Ped	Ridgecrest Rd	N Highland Ave/ US 45	Lamar Cir	1. Apply RIRO to driveways 2. Multi-use trail*	35	0	5	10	5	0	10	5	0
S-BP-03	Segment-Bike/Ped	S Highland Ave/ US 45 SB	S Royal St	Perry Switch Rd	1. Install rumble strips (shoulder) 2. Separated bike lane	80	10	10	20	5	10	10	5	10
S-BP-04	Segment-Bike/Ped	N Highland Ave/US 45	Radio Rd	N Parkway/ US 412	1. Build sidewalks 2. Install advanced warning signs 3. Repaint pedestrian crosswalk at intersection 4. RRFB	45	0	5	10	0	10	10	0	10
S-BP-05	Segment-Bike/Ped	US 45 Byp SB	Hollywood Dr Off-Ramp	Hollywood Dr ON-Ramp	1. Install rumble strips (shoulder) 2. Widen from 4 to 6 lanes	75	10	10	20	0	10	10	5	10
S-BP-06	Segment-Bike/Ped	N Highland Ave/US 45	W University Pkwy	Revere Cir	1. Perform access management study 2. Multi-use trail*	75	10	10	20	5	0	10	10	10
S-BP-07	Segment-Bike/Ped	US 45 Byp SB	Commerce Center Cir	Airways Blvd	1. Install rumble strips (shoulder)	50	5	5	10	5	10	0	5	10
S-BP-08	Segment-Bike/Ped	N Highland Ave/US 45	Lamar Dr	Carriage House Dr	1. Perform access management study	25	0	5	10	0	10	0	0	0
S-BP-09	Segment-Bike/Ped	Commerce St	Griffin St	E Chester St	1. Shared lane*	45	0	5	10	0	10	10	10	0
S-BP-10	Segment-Bike/Ped	E Chester St	S Church St	S Royal St	1. Repaint Pedestrian crosswalk at intersection	35	0	5	10	0	10	10	0	0

ID	Type	Roadway Name	From/At	To	Improvement	Total Prioritization Score	Local-City Priority	Crash Severity Score	Multimodal Score	Focus Areas Score	Equity Score	Infrastructure Score	Existing Plan Score	Public Concerns Score
S-BP-11	Segment-Bike/Ped	Fernlawn St/ Honeysuckle Dr	North Cherry Pl	South Cherry Pl	1. Safety study	25	0	5	10	0	10	0	0	0
S-BP-12	Segment-Bike/Ped	S Fairgrounds St	Scott St	Airways Blvd	1. Install sidewalks	35	0	5	10	0	10	10	0	0
S-BP-13	Segment-Bike/Ped	Casey Jones Ln	Dead End	Highway 45 Byp	1. Mid-block crossing (RRFB) 2. Multi-use trail*	45	0	5	10	0	10	10	10	0
S-BP-14	Segment-Bike/Ped	Riverside Dr	Washington St	Sycamore St	1. Pedestrian facility improvements (sidewalk maintenance)	35	0	5	10	0	10	10	0	0
S-O-01	Segment-Overall	Old Medina Rd	I-40 WB Off-Ramp	Joyce Dr	1. Add right-turn lane from the Old Medina Market Driveway to Old Medina Crossing 2. Install advanced warning signs (Curve ahead) 3. Multi-use trail*	60	10	15	0	0	10	10	5	10
S-O-02	Segment-Overall	S Highland Ave/US 45 SB	S Royal St	Perry Switch Rd	1. Install rumble strips (shoulder) 2. Separated bike lane	80	10	10	20	5	10	10	5	10
S-O-03	Segment-Overall	Vann Dr	Emporium Dr	Country Club Ln	1. Multi-use trail	35	5	10	0	5	0	10	5	0
S-O-04	Segment-Overall	N Highland Ave/US 45	N Parkway/ US 412	Old Hickory Blvd	1. Raised median	40	0	5	10	5	10	10	0	0
S-O-05	Segment-Overall	S Highland Ave/US 45	Edwards Dr	Rebel Rd	1. Raised median 2. Buffered/Protected/ Separated bike lane	40	5	10	0	5	0	10	10	0
S-O-06	Segment-Overall	S Highland Ave/US 45	Harts Bridge Rd	Bemis Ln/ Herron Grove Rd	1. Raised median 2. Buffered/Protected/ Separated bike Lane	30	0	5	0	5	0	10	10	0
S-O-07	Segment-Overall	US 45 Byp NB	Airways Blvd	Commerce Center Cir	1. Install rumble strips (shoulder) 2. Improve sight distance	45	0	5	0	5	10	10	5	10
S-O-8	Segment-Overall	S Highland Ave/US 45 NB	Perry Switch Rd	S Royal St	1. Install rumble strips (shoulder) 2. Buffered/Protected/ Separated bike lane	35	0	5	0	5	10	10	5	0
S-O-9	Segment-Overall	Hollywood Dr/US 412	Old Hickory Blvd	I-40 EB Ramps	1. Perform access management study 2. Stripped median 3. Multi-use trail (J_BPGMP)	35	0	5	0	5	10	10	5	0
S-O-10	Segment-Overall	Carriage House Dr	Wallace Rd	N Highland Ave/US 45	1. Repaint pavement markings 2. Multi-use trail*	40	0	5	0	5	10	10	10	0
S-O-11	Segment-Overall	N Parkway/ US 412	N Royal St	Warehouse Courtyard	1. Multi-use trail	35	0	5	0	0	10	10	10	0

ID	Type	Roadway Name	From/At	To	Improvement	Total Prioritization Score	Local-City Priority	Crash Severity Score	Multimodal Score	Focus Areas Score	Equity Score	Infrastructure Score	Existing Plan Score	Public Concerns Score
S-O-12	Segment-Overall	N Highland Ave/US 45	Radio Rd	N Parkway/ US 412	1. Build sidewalks 2. Install advanced warning signs 3. Repaint pedestrian crosswalk at intersection 4. RRFB	40	0	5	10	0	10	10	0	5
S-O-13	Segment-Overall	US 45 Byp SB	Hollywood Dr Off-Ramp	Hollywood Dr ON-Ramp	1. Install rumble strips (shoulder) 2. Widen from 4 to 6 lanes	70	10	10	20	0	10	10	5	5
S-O-14	Segment-Overall	Vann Dr	Rushmeade Rd	Pleasant Plains Ext	1. Perform access management study 2. Multi-use trail*	60	10	5	0	10	10	10	10	5
S-O-15	Segment-Overall	N Highland Ave/US 45	W University Pkwy	Revere Cir	1. Perform access management study 2. Multi-use trail*	70	10	10	20	5	0	10	10	5
S-O-16	Segment-Overall	Ridgecrest Rd	N Highland Ave/US 45	Lamar Cir	1. Apply RIRO to driveways 2. Multi-use trail*	40	0	5	10	5	0	10	10	0
S-O-17	Segment-Overall	US 45 Byp SB	Commerce Center Cir	Airways Blvd	1. Install rumble strips (shoulder)	45	5	5	10	5	10	0	5	5
S-O-18	Segment-Overall	Vann Dr	Country Club Ln	Jackson Country Club Dr	1. Multi-use Trail*	40	5	5	0	5	0	10	10	5

*Multiple improvements were identified through the technical analysis or previous plan review. The improvement listed was chosen based off the types of users it could serve. For example, multiuse paths were chosen when both multiuse paths and sidewalks and/or bike lanes were identified.

Appendix F: Select Project Additional Planning Illustrations

This section will be completed after Round 3 of public engagement is finalized.

Appendix G: Self-Certification Worksheet

This section will be completed after Round 3 of public engagement is finalized.