

Existing Conditions

The study area includes 7th Street/Burks Branch Road, extending from Washington Street north to the entrance to Clear Creek Park. The corridor is approximately half a mile in length. The corridor is characterized by a variety of uses, including residential, light industrial, retail, and commercial. Among the properties are several vacant lots and unused buildings. While some properties are clearly underutilized, others are home to flourishing businesses, giving the corridor an uneven character with no well-defined sense of place or identity. Building setbacks, sidewalks, street lighting, and other characteristics of the corridor are also inconsistent, likely due in part to the multiple governmental jurisdictions along this section of 7th Street. Washington Street to the bridge over Clear Creek is within the city's jurisdiction, from the bridge to the intersection with Eminence Pike/Detention Road is under the state's jurisdiction, and Eminence Pike/Detention Road to the entrance of Clear Creek Park is controlled by the county.



Example of residential land use along 7th Street corridor



Commercial use



Light industrial use



Vacant land

The 7th Street corridor serves as a connector between downtown and Clear Creek Park, which are both pedestrian-oriented areas. Downtown Shelbyville is home to a number of thriving businesses and government buildings, and the park hosts a variety of athletic, recreational, and community functions. The 7th Street corridor has the potential to connect these two well-utilized areas more efficiently by providing a safe route for pedestrian and bicycle traffic, in addition to vehicular traffic. The corridor also has the potential to become a destination itself by providing activities and uses that are attractive (both aesthetically and functionally) to residents, workers, and visitors.

Initial examination of the corridor reveals some obvious mobility issues for pedestrians, cyclists, and motor vehicles. While some sidewalks are present, they do not continue for the length of the corridor on either side of the roadway. In addition, there are no dedicated bike lanes. While the roadway is clearly designed primarily to serve vehicular traffic, the traffic flow at the entrance to Clear Creek Park appears to be problematic during peak driving times. Thus, at first glance, there seems to be room for improvement for all modes of transportation within the study area.



Poor maintenance of existing sidewalks, such as failure to remove obstructions, contributes to poor mobility



The current entrance to Clear Creek Park is a potential point of confusion for drivers who are not familiar with the right-of-way and intentions of other drivers entering the intersection



Mobility issues exist due to a lack of sidewalks on either side of the street