

TOWN OF ATOKA, TENNESSEE

COMPLETE STREETS PLAN

Prepared for the Town of Atoka, Tennessee
Date: December 2017



ACKNOWLEDGEMENTS

The Town of Atoka appreciates the time and effort of those that contributed to the development of this plan, including those that served on the project steering committee and the residents that provided input.

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1.0 INTRODUCTION

INTRODUCTION

Transportation impacts everyone’s daily lives in some manner. Whether it’s commuting to work, walking to the store, or dealing with noisy traffic, all residents have a stake in their community’s transportation network. A healthy transportation system is one that adequately circulates traffic and provides safe alternatives for those that do not or choose not to drive. Attaining these goals leads to a higher quality-of-life and ensures a community can effectively accommodate inevitable growth.

Complete Streets
For this plan, the term “complete streets” refers to a complete transportation system – one that serves all users (vehicles, pedestrians, bicyclists, etc.) effectively and efficiently.

PURPOSE OF STUDY

The Town’s Land Use and Transportation Plan, the policy document that guides community decisions regarding growth and development, was last updated in 2008. Given significant growth since this date, municipal officials desire a current evaluation of Atoka’s transportation system – how it’s functioning, what types of improvements are needed, and what are key pedestrian and bicycle (non-motorized) connections the community should prioritize. The Town also desires to further explore transportation principles and guidelines with this plan to ensure that impacts from growth are considered and/or accommodated for as subdivisions and commercial properties are eventually developed. Furthermore, documenting community visions and potential future connection opportunities allows the Town to acquire grant funding more easily for construction phases.



Google Earth aerials illustrate the amount of development that occurred between 2006 and 2017. This amount and pace of development is difficult for any municipality, regardless of its size, to keep up with in terms of providing public service improvements. Transportation improvements take years of planning to get a project to the construction phase.

STUDY AREA AND PLAN OBJECTIVE OVERVIEW

Atoka has likely become Tipton County’s largest municipality in recent years (to be confirmed in the 2020 Census). This is due, in large part, to its location to the Memphis metropolitan area and rural/small town character. The town encompasses a little under 12 square miles and shares a western municipal limit boundary (U.S. Highway 51) with its mirroring neighbor city of Munford. Figure 1 illustrates the plan’s study area – Atoka’s municipal limits and planning region. Major existing travel movements are highlighted. School locations, which greatly impact daily traffic patterns when in session, are also illustrated. Furthermore, the railroad and its limited crossing opportunities are illustrated, showing one of the community’s largest challenges to connectivity. This long-range vision plan seeks to explore better east-west connectivity for both vehicles and pedestrians and bicyclists, as well as:

- Ensure a proper street network hierarchy is maintained (i.e., arterials, collectors, and local roads) as the community develops for purposes of encouraging adequate traffic circulation
- Ensure new development’s impacts to the transportation network are minimized, including the proper integration of new subdivision street networks into the town’s transportation system
- Expand walking and biking opportunities to accommodate all transportation user needs
- Maximize vehicular operations on Highway 51 for regional travel, while ensuring safe local access through sound engineering strategies, such as access management



Figure 1 Major Vehicular Movements in Atoka’s Municipal Limits and Planning Region

PLAN DEVELOPMENT PROCESS

Although the project team initially met in the summer of 2016, the plan development process largely began in June 2017. Tasks included the collection and analysis of data (largely relating to traffic, growth, and the make-up of the population), analysis of system operations (such as crashes, delay, connectivity for non-motorized network, etc.) and projections of future land use and transportation conditions. Public and stakeholder engagement was important throughout the process, with the project steering committee meeting at critical stages throughout the plan's development. Atoka residents were engaged using both traditional and online venues. The planning process was completed in November 2017 with the Town's Planning Commission ultimately adopting the plan.

PLAN
DEVELOPMENT
SCHEDULE

JUNE – SEPTEMBER
2017

TIMEFRAME
FOR ANALYSES AND
RECOMMENDATIONS

25
YEARS



2.0 EXISTING AND FUTURE CONDITION ANALYSES

INTRODUCTION

This chapter summarizes the existing and future conditions for Atoka's transportation system and land use patterns. A brief summary of previous Town planning efforts is also included. This information provides an understanding of existing vehicular circulation and pedestrian and bicycle connectivity within the town, as well as highlights the improvements needed to accommodate the community's forecasted growth.

DEMOGRAPHICS

As previously mentioned, Atoka has experienced significant growth since the early to mid-1990s. This has, in turn, changed the demographic makeup of this once rural, small community. Using U.S. Census Bureau and American Community Survey (ACS) data, this section provides an overview of more recent growth and includes information on the characteristics of Atoka's residents (such as age structures, and income levels and unemployment rates).

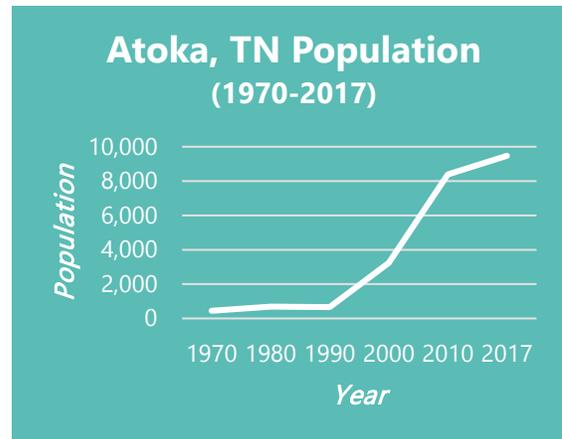


Figure 2 Atoka Population Growth

Given Atoka's addition of 1,000 residents since 2010, a special census was completed in 2017. This count determined the number of residents to be 9,474, up by 13% from 2010. Using this 2017 count, Atoka experienced an approximate 1,340% increase in residents since 1990. This sharp increase is evident in Figure 2. While Atoka expects growth to continue, the rate of growth will likely not be as high.

ATOKA FACTS

Compared to the Tennessee state average, Atoka's:

- Median household income is **significantly higher**
- Median resident age is **lower**
- Hispanic population is **lower**
- Household size is **larger**
- Unemployment rate is **lower**

Known as a population pyramid, Figure 3 illustrates the distribution of resident ages in 2010 by gender. The shape of the distribution highlights Atoka's attractiveness to young families.

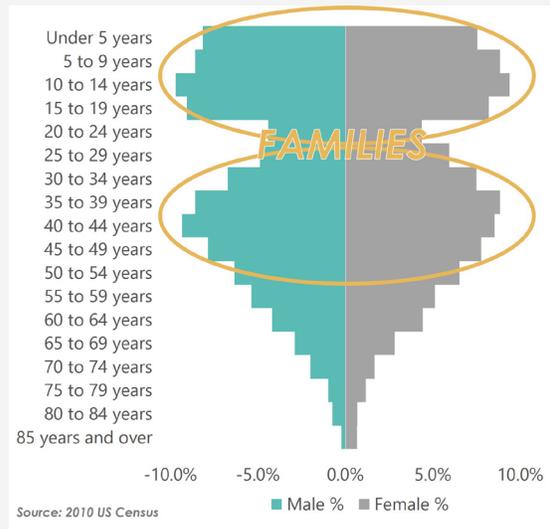


Figure 3 Atoka Population Pyramid

The U.S. Census Bureau also reports employment and travel characteristics through the Longitudinal Employer-Household Dynamics (LEHD) program. LEHD's Origin-Destination Employment Statistics (LODES) is particularly relevant for this plan given a significant amount of residents traveling outside of the planning region for employment. In 2014, 5,026 of the 5,152 (98%) workers living in Atoka commuted outside of the town and planning region limits (as illustrated in Figure 4). Only 126 residents both lived and worked in Atoka. Figure 5 illustrates the direction and distance of residents who commuted outside of Atoka. As expected, the dominant movements are towards the Memphis metropolitan area. Dominant travel movements in specific directions such as these can lead to peak hour congestion issues at controlled intersections, especially if route choices are limited. The average commute time for Atoka residents in 2015 was 35 minutes, 10 minutes longer than that of the state of Tennessee.



Figure 4 Atoka Commuter Flows

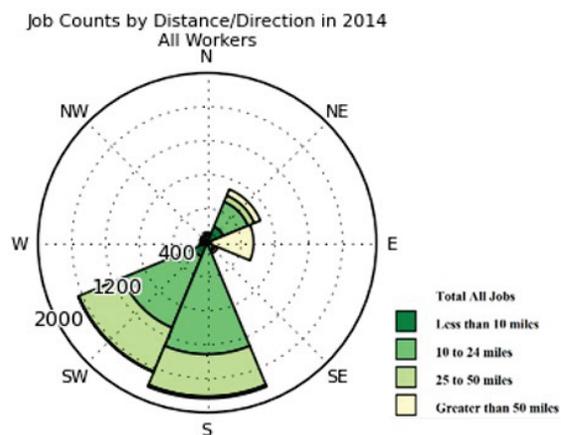


Figure 5 Atoka Commuting Patterns

LAND USE

Low-density residential is the dominant land use in Atoka. Most of the newer residential developments have been in the form of single-family subdivisions, which are characterized by cul-de-sacs and curving block layouts. Atoka's high-density residential is limited to a few mobile home parks sporadically located across the town and a multi-family housing complex (The Woodlands at Capital Way) located off of Atoka-McLaughlin Drive. Industrial uses are also limited and similarly located in a sporadic manner. Most of Atoka's commercial is concentrated along Highway 51 and includes a movie theatre, grocery store, restaurants, and retail. With exception of the few areas zoned neighborhood commercial, the Town seeks to largely maintain existing land use patterns (i.e., dominance of single-family, detached homes with commercial concentrated along Highway 51), as outlined in their previous Land Use and Transportation Plan. These residential areas are envisioned to be protected from encroaching commercial development through the use of linear buffers or transitional uses in order to maintain positive aspects of its original rural character as the town grows.

Given the lack of a formal downtown, developing a town center is also part of the Town’s long-term vision. The intersection of Atoka-Munford Road and Main Street has been identified for having potential for the development of a town center given its nexus between the commercial and residential areas of Atoka.

Schools and parks are two of the top destinations/land uses in Atoka consistently influencing traffic patterns and desires for walking and biking. Figure 6 illustrates the school locations, including the middle and high school which are both located in Munford. Distance buffers and subdivisions are also illustrated to demonstrate general access to these destinations. As shown, the distance between the Atoka-Munford Road/Highway 51 intersection and the schools is at least 1 mile (as the crow flies). This effectively limits the desire of students to walk or bike to these schools given that most residential is located south and east of the railroad. Figure 7 illustrates similar information relative to park locations.

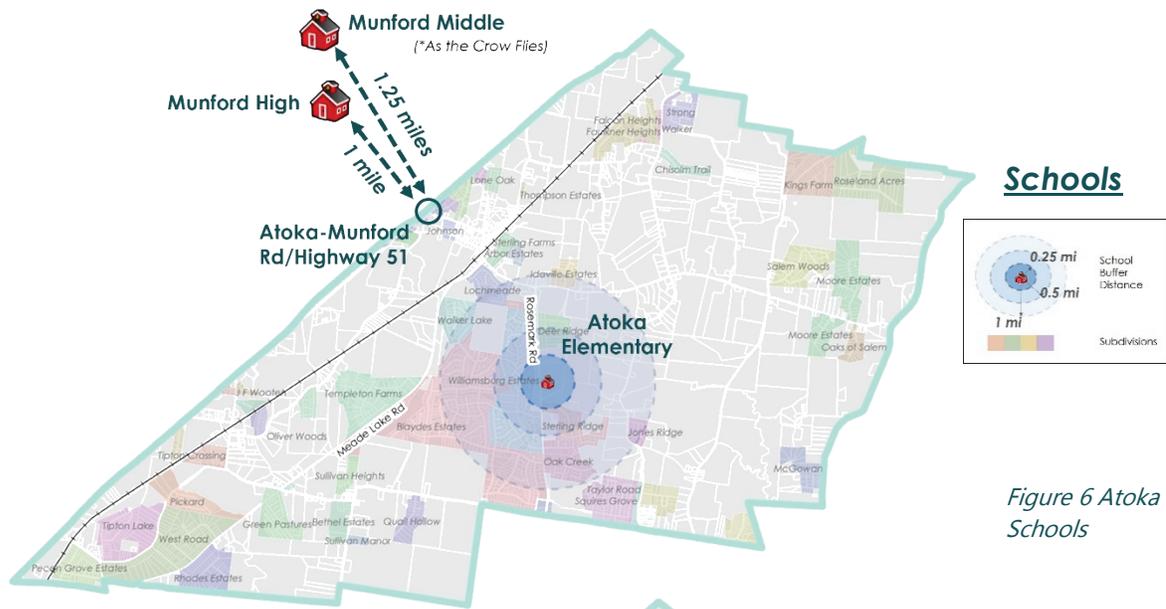


Figure 6 Atoka Schools

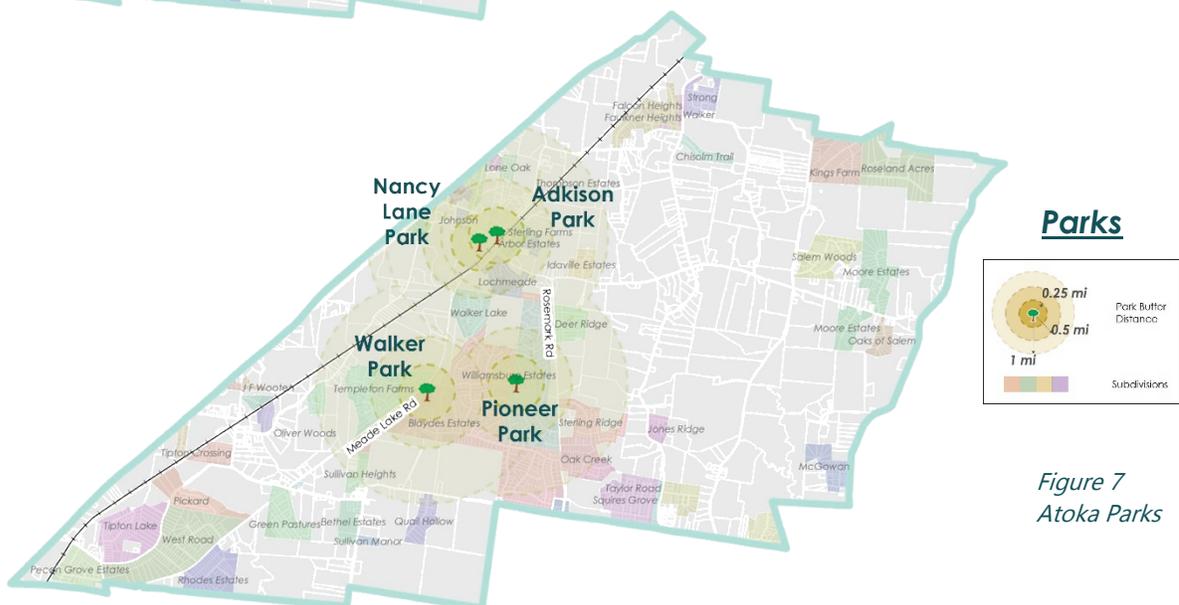


Figure 7 Atoka Parks

TRANSPORTATION

This section describes the existing transportation system in Atoka, including roadways, sidewalks, and greenways. Personal vehicles are the primary mode of transportation for Atokans, with only 2% of households living without access to a vehicle in 2015. In fact, 36% of households have three vehicles or more, which is much higher than the state average of 23%. The low-density manner of residential subdivisions, dispersion of community destinations and commercial areas, and general lack of sidewalks further reinforces residents' need for vehicles to get around town.

Roadway Network

Roadways are assigned a functional classification based on a roadway's design function to provide regional mobility, local accessibility, or both. The Federal Highway Administration (FHWA) establishes three main classes, arterials, collectors, and locals. Arterials, most often characterized by higher speed limits and more travel lanes, provide regional mobility and carry the highest amounts of traffic. Local roads provide localized connections and carry the least amount of traffic. Collectors on the other hand provide a balance of the two.

Figure 8 illustrates the classifications of Atoka's roadway network, while Table 1 Functional Classification Mileage describes the associated mileage. Atoka's minor arterials, especially Rosemark Road, Meade Lake Road, and Atoka-Idaville Road (State Route 206), play a key role in regional mobility given the number of commuters in the community.

Table 1 Functional Classification Mileage

Principal Arterial	8 mi
Minor Arterial	11 mi
Major Collector	8 mi
Local	91 mi

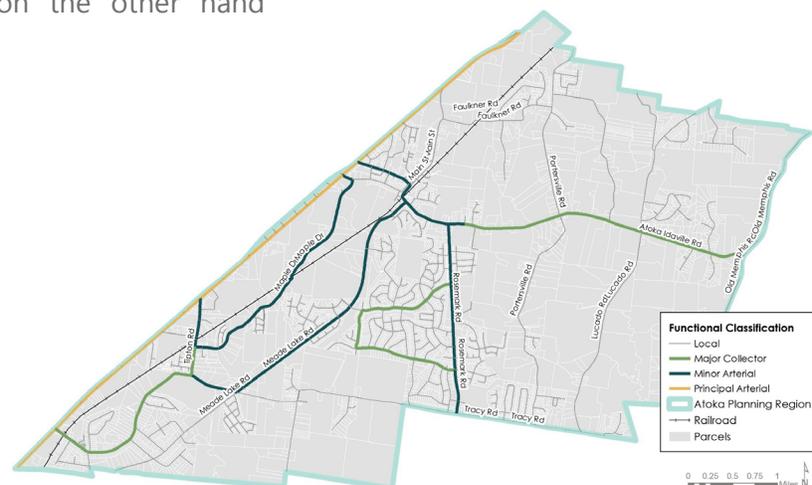


Figure 8 Functional Classification of Atoka's Roadway Network

Operations

With only one east-west minor arterial through Atoka, regional traffic (especially those from Atoka's core, Munford, and Brighton traveling to Highway 14) rely heavily upon Atoka-Idaville Road for commuting outside of Tipton County. As a result, peak hour congestion tends to occur at several of Atoka's arterial and collector-arterial intersections, which is further exacerbated by stop-controls (a non-dynamic form of traffic control). Traffic signals, however, require volume thresholds over a sustained 8-hour period on all intersection approaches, which these roadways are unable to currently meet. For this reason, the Town has resorted to assigning a police officer

to one of Atoka’s most congested intersections (Atoka-Idaville Road/Meade Lake Road) to boost the circulation of vehicles during morning rush hour when schools are in session.

Level of service (LOS) is a measurement used to identify how well a roadway segment or intersection is able to accommodate traffic volumes with the roadway’s existing capacity. LOS A is the best condition rating with vehicles experiencing minimal delay. LOS F is considered the worst with roadways being congested and travel times poor. A condition rating of C is considered average. Condition ratings for Atoka’s existing network (roadways and intersections) are illustrated in Figure 9. Both daily (average) and peak hour ratings are displayed. As evident, existing level of services for roadway segments are relatively good, while major intersections (except for those with Highway 51) are performing poorly when taking daily averages. Atoka-Idaville Road, Main Street, and Atoka-Munford Road experience the worst LOS condition ratings (D) during morning and evening peak hours.

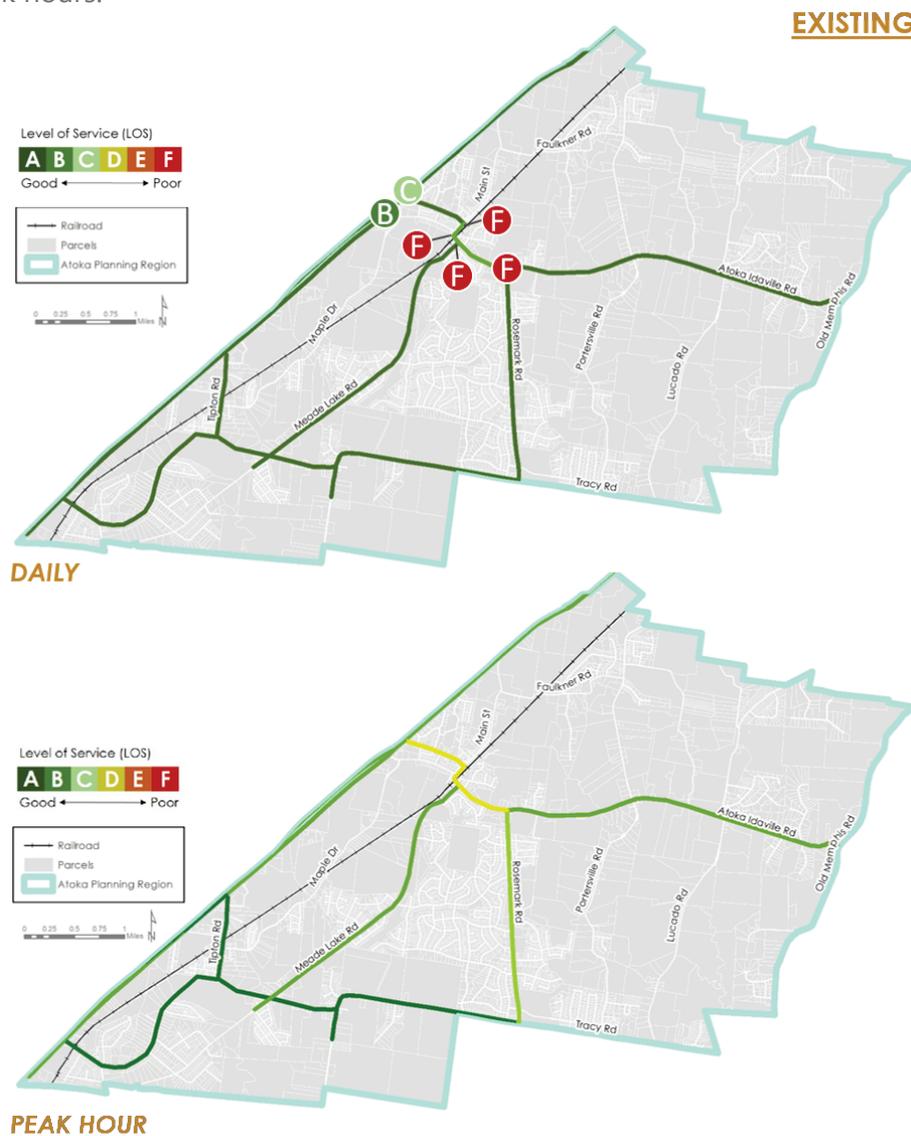


Figure 9 Existing Level of Service (LOS) for Roadways and Intersections

LOS scores projected for Atoka’s roadway network in the year 2040 are illustrated in Figure 10. Scores are based on forecasted traffic volumes using Atoka’s historic traffic growth rates. These scores also illustrate network operations assuming no improvements are made or new roadways built.

Forecasted daily LOS scores largely resemble existing conditions, with the exception of the Kimbrough Drive/Highway 51 intersection functioning one letter score lower. Atoka-Idaville Road, Main Street, and Atoka-Munford Road will continue to experience the worst LOS scores during morning and evening peak hours, with Atoka-Idaville Road and Main Street functioning one letter score poorer than today (an E versus a D). Overall, for both existing and forecasted LOS scores, roadway segments largely function in an acceptable manner. Intersections, however, are poorly performing in terms of moving traffic through them.

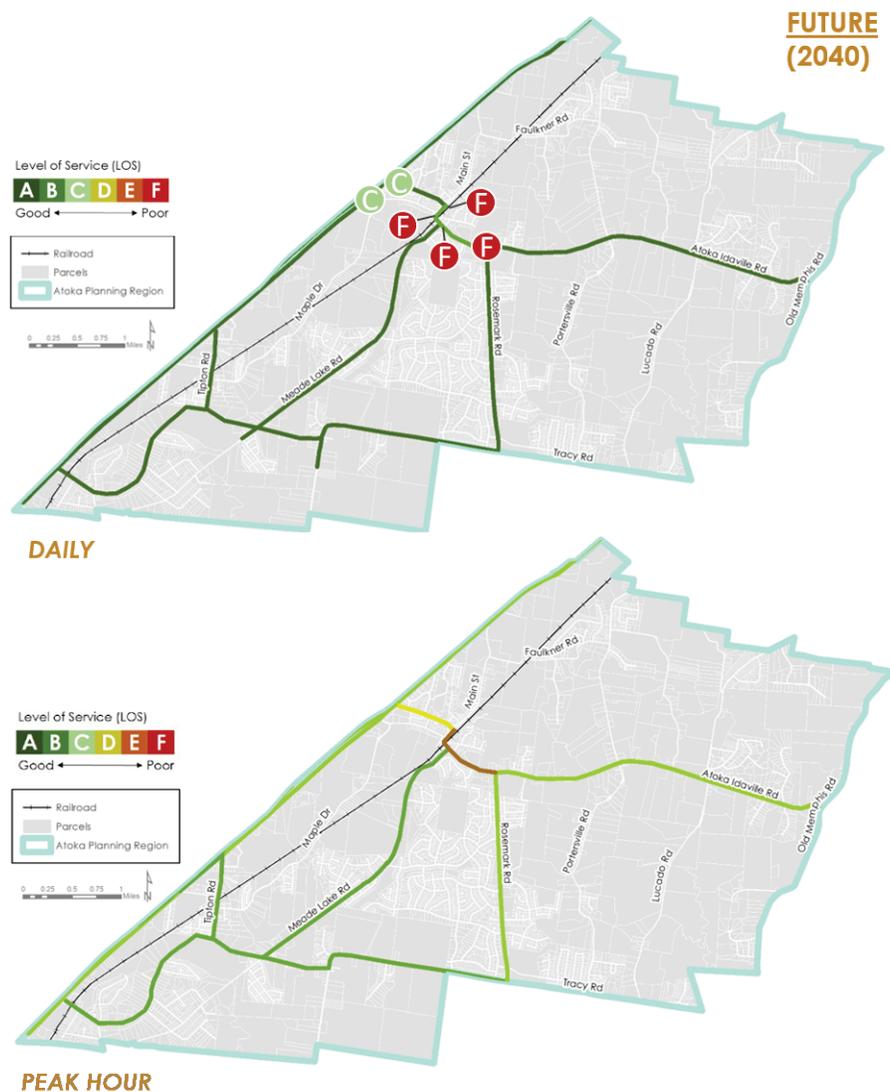


Figure 10 Future Level of Service (LOS) for Roadways and Intersections

The Town is currently in the design process for reconfiguring the Atoka-Idaville Road/Rosemark Road intersection. Currently a three-way stop, the intersection will be reconfigured to a single-lane roundabout, as shown in the image to the right. Roundabouts are especially appropriate for intersections that experience heavy travel movements in one direction, which is the case for this intersection during A.M. and P.M. rush hour periods. While the improvement will greatly increase the circulation and safety (and LOS scores) at this location, congestion issues at adjacent intersections may worsen if additional improvements are not made.



Crashes

Crash trends help identify key locations for potential safety-related improvements. Figure 11 displays a heat map of crashes occurring between 2011-2017. While both Atoka-Idaville Road intersections with Rosemark Road and Meade Lake Road are illustrated as having a higher number of crashes, it can be assumed that numbers at these intersections are artificially lower given the use of police officer traffic control during the school year. Intersections with the highest numbers of crashes (regardless of severity) are all found along Highway 51, with the intersection of Tracy Road recorded the highest number in the past 5 years at 68. Aside from those along Highway 51, the intersection at Meade Lake Road and Atoka-Idaville Road recorded the highest number at 35, which, again, likely would experience even higher numbers if police officer traffic control was not provided at this location.

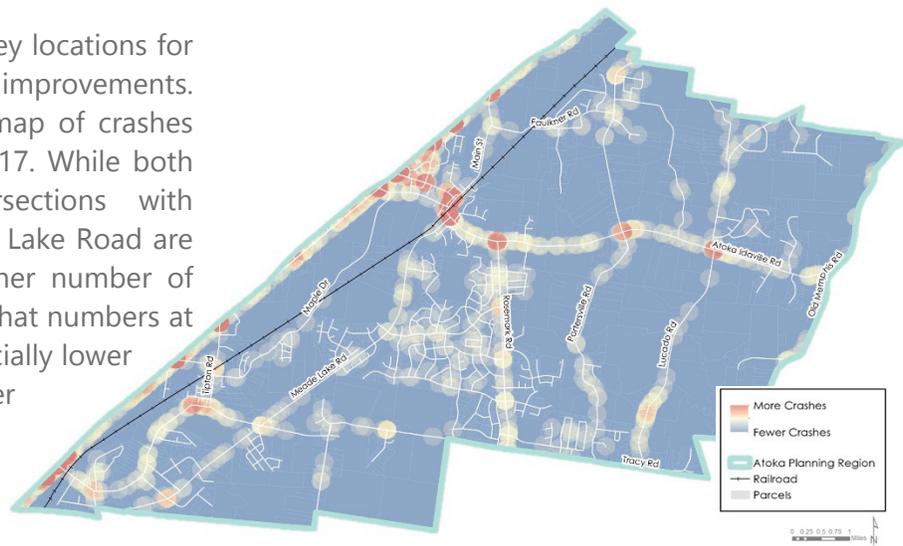


Figure 11 Crash History (2011-2017)



Poor sight distance and heavy peak-hour traffic volumes contribute to a relatively high number of crashes at the Meade Lake Road/Atoka-Idaville Road intersection. The number and pattern, however, still does meet the warrant needed to add an all-way stop.

Pedestrian and Bicycle (Non-Motorized) Network

Safe and convenient walking and biking opportunities are an important element of a community's quality-of-life, both from a recreation and transportation perspective. Figure 12 illustrates existing pedestrian and bicycle infrastructure (sidewalks and greenways) relative to community parks. Bicycle only facilities, such as bike lanes, do not exist in Atoka. Sidewalks are currently found within or adjacent to newer subdivisions. The sporadic islands of connectivity is due to the Town incorporating sidewalk requirements into subdivision regulations in August 2011. These requirements include providing sidewalks on both sides of all new roadways. As described in Table 2, less than five miles of sidewalk currently exist in Atoka.

The Atoka Greenway Trail, totaling a little over one-half mile, provides an important walking and biking connection between the neighborhoods along Walker Parkway and Walker Park. A near-term Phase II (currently in design) will complete the connection between Walker and Pioneer Parks and will include lighting for the approximately quarter-mile park trail at Pioneer Park. The Town envisions a long-term Phase III that will eventually complete a connection between Walker Park, Pioneer Park, and the Elementary School on Rosemark Road.



Table 2 Existing Pedestrian and Bicycle Network Mileage

Greenway	<1 mi
Park Trail	1.5 mi
Sidewalk	<5 mi*

*Roadways with sidewalks on at least one side

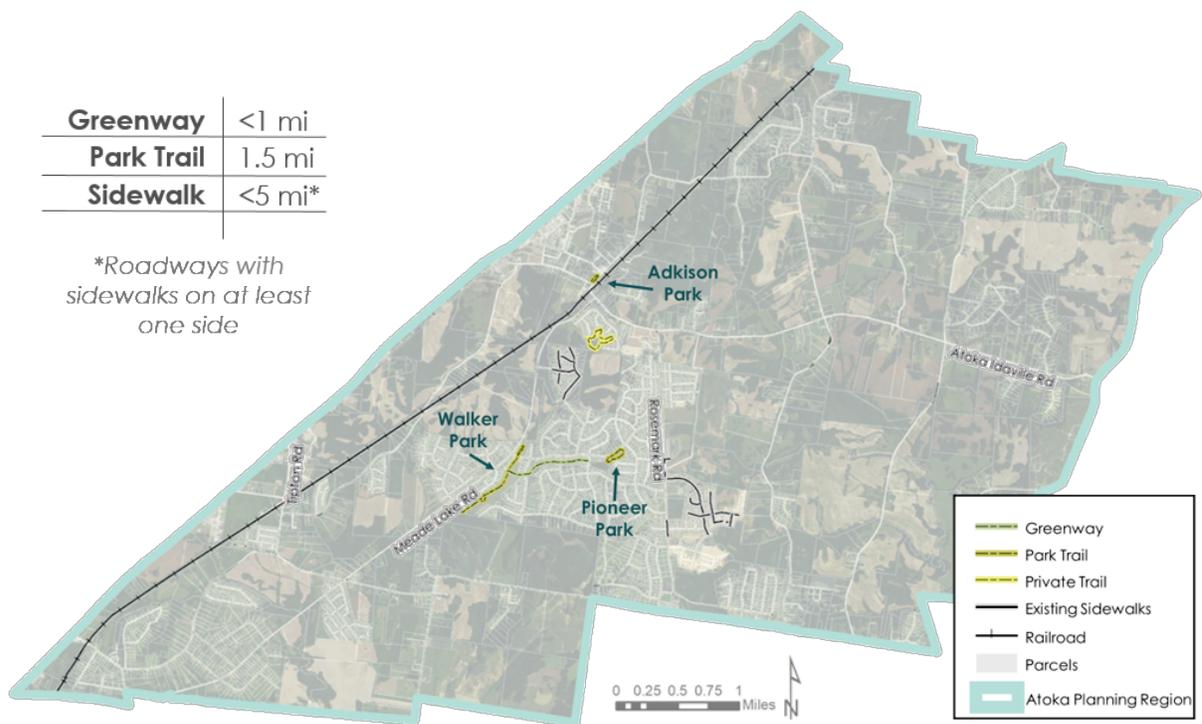


Figure 12 Existing Pedestrian and Bicycle Network in Atoka, TN

PREVIOUS PLANNING EFFORTS

2008-2028 Land Use and Transportation Plan

The 2008-2028 Land Use and Transportation Plan is Atoka's long-term policy document that guides the Town Administration's decisions as it responds to growth and development. The plan outlines the visions and goals for the community's future, analyzes past and forecasted growth patterns, and makes policy recommendations for achieving desired outcomes. A major underlying theme to the plan and its policies is the community's consensus to preserve Atoka's rural/small town character. Policies that aim to maintain and strengthen the community's single-family residential character are outlined. This includes protecting neighborhoods from future incompatible growth through the use of linear buffers (greenbelts) and/or transitional uses between residential and commercial areas. Additional relevant themes and takeaways include:



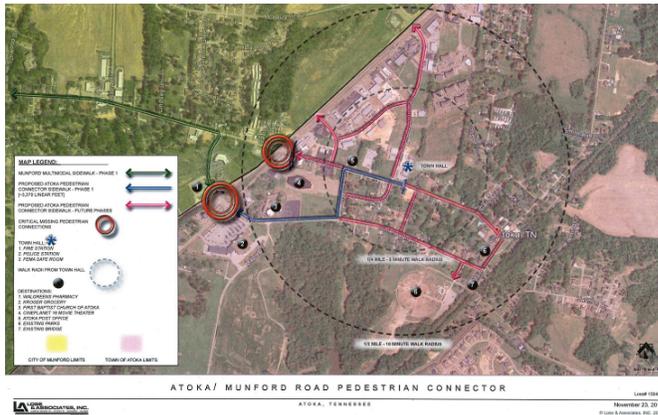
When this plan was developed, Atoka had recently been named Tennessee's second-fastest growing community in 2006.

- At the time, traffic circulation in Atoka relied heavily upon Highway 51 with several intersections experiencing "excessive congestion".
- Atoka's main transportation challenges include limited opportunities to access Highway 51 as well as cross the parallel railroad. The Plan also notes that collector and arterial improvements (or the lack thereof) will continue to impact future development.
- Sidewalks had not been a top community priority up until the plan's development. Plan policies declare the desire for sidewalks to be "extended throughout the Town" and to be included in all new subdivision developments. In addition, the desire for "a Town-wide hiking and biking system" is also expressed.
- Highway 51 is a vital part of Atoka's economic stability. The Town expects a large majority of future commercial development to occur along this corridor. Recognizing the importance of orderly, managed growth, policies establish the importance of frontage/access roads and controlling the number of driveway accesses, as well as encouraging cluster development along this corridor.
- Neighborhood commercial areas are identified for "low-impact uses" to serve residential areas. Examples include the Rosemark Road/Atoka-Idaville Road and Rosemark Road/Tracy Road intersections.

Grant Planning Efforts

Over the past ten years, the Town of Atoka used grant funding opportunities for constructing desired pedestrian and bicycle connections. Each grant application required planning and mapping proposed improvements. Relevant recent grants include:

- 2012 – Tennessee Department of Transportation (TDOT) Transportation Enhancement Program Grant – Greenway, Phase I (acquired \$399,619)
- 2014 – TDOT Multimodal Grant – Pedestrian Connector, Phase I (did not acquire)
- 2015 – Tennessee Department of Environment and Conservation (TDEC) Local Parks and Recreation Grant – Greenway, Phase II (acquired \$516,688)



Atoka was not successful in acquiring a 2014 TDOT grant for the completion of the proposed Pedestrian Connector, Phase I. Instead, Munford's portion (illustrated in green) was chosen. Producing this plan will help to better position Atoka in securing future grants such as these.

CONCLUSIONS

The following are important takeaways from the Existing and Future Condition Analysis Chapter:

- Atoka experienced an approximate 1,340% increase in residents since 1990. This has and continues to change Atoka's physical and demographic landscape. While not as intense, continued growth is expected. Regardless of when, where, and how, this plan establishes long-term transportation objectives for town officials to work towards as individual properties are developed and/or rezoned.
- In 2014, 5,026 of the 5,152 (98%) workers living in Atoka commuted outside of the town and planning region limits. Only 126 residents both lived and worked in Atoka. This directly influences the Town's traffic patterns and results in peak hour congestion issues at key stop-controlled intersections given heavy one-directional travel movements.
- Atoka's biggest issue with the transportation system is not a capacity one like some growing communities, but instead, is about circulation (i.e., flow). While roadway segments operate efficiently, it's the poor operations at Atoka's key intersections that is the issue. Currently, Atoka's four main intersections operate at the poorest level-of-service rating (F).
- While traffic volumes and crashes have increased, neither has risen to the warrant levels necessary for the addition of stop or signal controls.
- East-west connectivity is poor. Even with the addition of new roads, connectivity between newer and older portions of town will always remain somewhat constrained due to the railroad.
- Facilities for pedestrians and bicyclists include park trails, a greenway, and sidewalks. Connectivity between all three of these remains fragmented. The greenway's Phase II will, however, provide an important continuous connection between two parks that are already equipped with park trails.

3.0 PUBLIC AND STAKEHOLDER ENGAGEMENT

INTRODUCTION

Given the demographic and landscape changes Atoka has experienced since its last major planning document, engaging residents and community leaders was a critical step in the development of the Complete Streets Plan. Therefore, a strategy for eliciting meaningful community and stakeholder engagement through the plan development process was established. This chapter documents this outreach.

PROJECT STEERING COMMITTEE

A project steering committee met at key stages throughout the plan's development. Members included representatives from various Town and County departments, as well as regional and state entities, including the Tennessee Department of Transportation (TDOT) and the Memphis Area Association of Governments (MAAG). The committee provided input regarding challenges associated with Atoka's transportation system and development patterns, guidance in meeting plan objectives, and input on potential viable connections and other plan recommendations. Meeting materials and attendance sheets are provided in Appendix I.

PUBLIC ENGAGEMENT

Several venues were provided for gathering resident input on the plan's long-term conceptual recommendations. These included traditional and social media platforms. An open house public meeting was held at Town Hall the evening of July 25th, 2017. Display boards and maps were used to gather resident feedback on the proposed conceptual long-term recommendations of this plan. These boards were posted to the Town's Facebook where comments were also received. Approximately 25 residents attended the meeting. An online interactive mapping application (WikiMaps) was also used to gather location-specific comments on roadway and sidewalk/greenway recommendations with 26 opinions gathered. Public engagement materials and feedback are provided in Appendix II.

Atokans attentively listen as a resident engages a member of the project team regarding proposed long-term transportation recommendations.



CONCLUSIONS

The following are important takeaways from the public and stakeholder engagement process:

- Residents desire more opportunities to safely walk and bike, especially to access the community's parks and the elementary school. A need was also expressed for providing additional connections to the existing greenway from adjacent neighborhoods.
- Residents value the seclusion and low traffic volumes their subdivisions currently provide. The prospect of adjacent properties being developed and subsequent street connections made with their neighborhoods leaves some residents feeling distressed despite the benefits such connections would provide the community.
- The Atoka-Idaville Road railroad bridge, designed when Atoka only had a few hundred residents, is a great challenge for the community' transportation network. Reconfiguring and reconstructing the dog-legged bridge would be of immense cost and would greatly impact the existing neighborhoods in the immediate vicinity.
- Atoka's rapid growth has left the Town "playing catch up" in terms of the transportation system, especially as it relates to sidewalks. Building sidewalks was never a top priority when the community remained small (given the expense), but with the number of families and retired individuals living in the community, a need and desire has arisen.
- The greatest need regarding making transportation-related improvements is funding. The Town is challenged to identify the right balance of necessary investments needed to maintain an acceptable level of service for all transportation users, while protecting Atoka's low tax structure that makes it an attractive community in the greater Memphis area.



Scenic, undeveloped properties, such as this one on the northern side of Atoka, make the area desirable for both new residential and commercial developments.

4.0 RECOMMENDATIONS

INTRODUCTION

Chapter Four outlines proposed roadway, pedestrian/bicycle, and policy recommendations for the development of a complete transportation system in Atoka over the next 25 years. Connections seek to improve the existing circulation of traffic as well as accommodate future traffic volume increases from forecasted town (and regional) growth. It is important to note that these connections are conceptual only and are essentially translations of the transportation strategies and objectives outlined in the Town's 2008 Land Use and Transportation Plan applied to Atoka's existing network. Implementation of connections depends on a multitude of unknown factors, which might or might not result in construction. These include the availability of funding, development patterns, and site limitations. Additionally, policy and strategy recommendations are intended to help evaluate potential tools the Town could use in managing and responding to growth as it relates to the transportation system.

ROADWAY NETWORK RECOMMENDATIONS

Potential Connections

The Town cannot predict nor control many of the factors that will influence the future transportation system over the next 25 years. Officials can, however, prepare for expected growth in traffic by proactively planning and identifying desired outcomes as it relates to mobility in Atoka. By being proactive versus reactive, the Town positions themselves to ensure an adequate and functional transportation network hierarchy is maintained (i.e., congestion kept to a minimum) as piecemeal improvements and new subdivision roadway systems are developed over the years. Roadway connection opportunities in this section are intended to act as a visual blueprint for achieving this objective as properties develop over time. Proposed connections shown in Figure 13 were developed using public and stakeholder input, the Town's Future Land Use Plan (for understanding likely locations and types of future development), environmental restrictions, such as floodplains and slopes, and needs relating to a hierarchy of street connections. These connection opportunities include:

- *Development-Driven Opportunities* – Internal street network requirements for new developments are already established in policy form. Those shown in the map are simply conceptual illustrations of these policy directives to emphasize key connections that are critical for the healthy circulation of traffic on Atoka's collectors and arterials. Conveying desired connections helps guide developers as they design internal street networks, making sure to include proper connections as vacant land continues to be converted into subdivisions. Large, undeveloped parcels and existing subdivision networks are used as the basis for illustrating these theoretical alignments. Actual alignments will be based on how and if properties develop as well as site limitations.
- *Collector Opportunities* – Collectors provide both local accessibility and regional mobility and carry moderate amounts of traffic. The lack of east-west collectors leaves residents (as well as regional traffic) to rely upon a handful of roadways to make these connections.

Increasing the number of collectors will help to disperse traffic, therefore, minimizing the reliance upon a few roads. It should be noted that connections are again, illustrated to convey an overall objective of maintain a proper hierarchical street structure as properties develop. Those shown in Atoka's undeveloped areas are considered to be potential long-term needs only whose construction is highly dependent upon future growth and need. Final alignments of all collector opportunities are subject to site limitations, availability of right-of-way, and other factors.

- *Access Road Opportunities* – Preserving traffic flow on Highway 51 while ensuring safe operations has long been an important objective for both Atoka and Munford. Envisioned to be the commercial center for both communities, the functionality of this corridor is “vital to the economic sustainability of the Town”. The 2008 Plan therefore establishes a policy for the use of frontage and access roads along this corridor to achieve this objective. These connections are intended to be used in concert with access management strategies, such as driveway access controls and cluster development.
- *Innovative Intersection Opportunities* – How well intersections function can also impact congestion levels. Highlighted locations offer conceptual opportunities for incorporating innovative intersection treatments or designs (such as roundabouts and traffic circles) to encourage the circulation of traffic. Of course, how the roadway network develops would ultimately impact location and need.



Balancing traffic flow with access to local businesses along Highway 51 is an important transportation objective for the community.

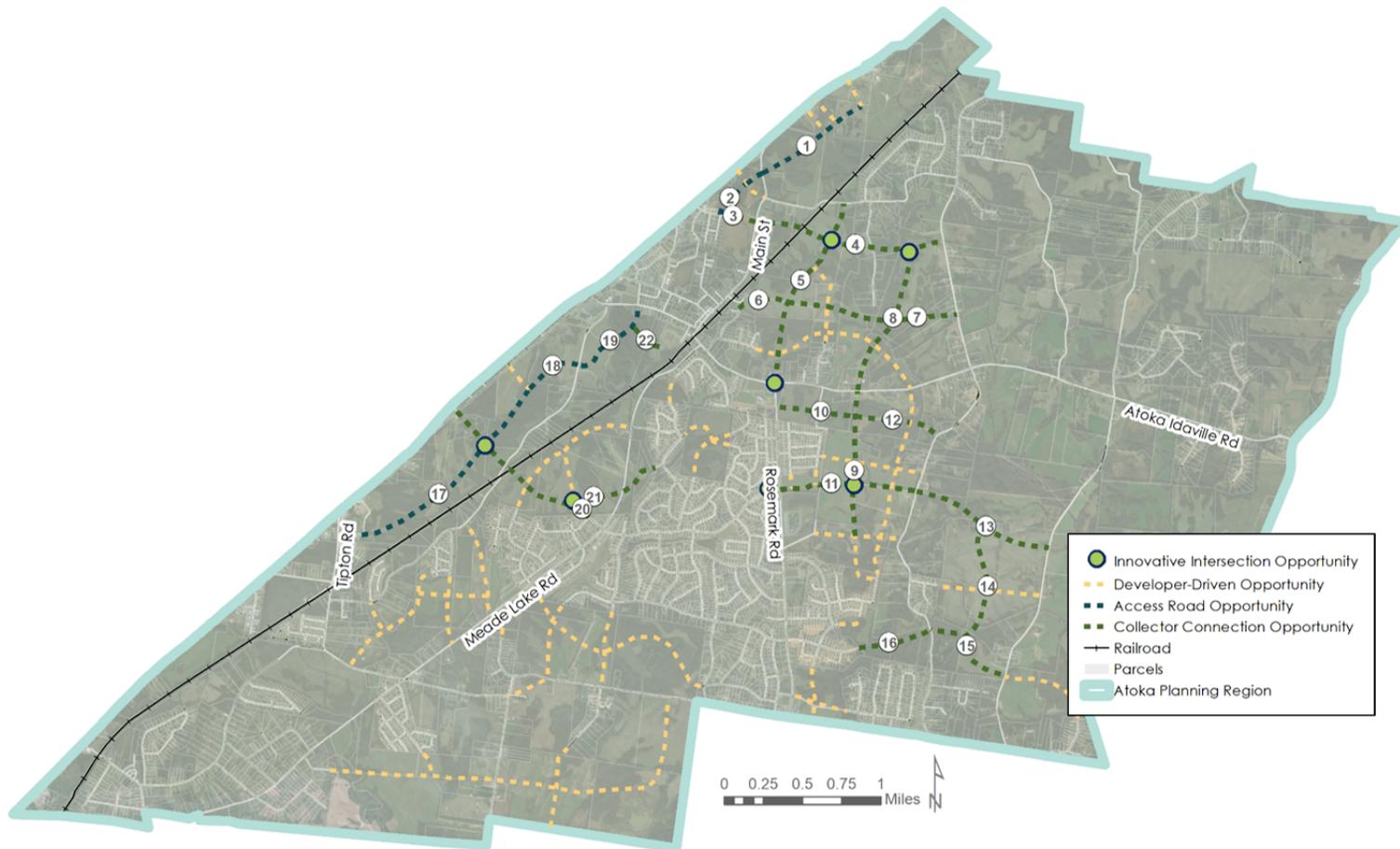


Figure 13 Illustrative Roadway Connection Opportunities

Cost Estimates and Project Descriptions

While roadway network recommendations would be implemented over the long term, planning-level cost estimates are provided to help town officials gain a general understanding of project magnitude as well as potential long-term investment needs. Again, each project’s implementation (when and where) will vary, which inevitably impacts costs. Acquisition and constructability of right-of-way

property is one of the biggest unknowns in regards to estimating costs. A more detailed cost analysis should be included when alternative alignments of a specific roadway connection are being explored.

Costs in Table 3 are provided for the collector and access road opportunities as the Town is likely to have a larger role in funding these projects. Estimates were generated using TDOT’s 2014 Cost Estimation Tool (escalated to 2017 costs) and includes generalizations on construction and contingency costs, right-of-way, preliminary engineering, and construction engineering and inspection (CEI). For access road opportunities, a two-lane facility with a center turn lane is assumed, including the addition of sidewalk/curb and gutter. For major connections, a two-lane facility with shoulders/roadside slope is assumed.

Table 3 Illustrative Roadway Connection Recommendation Costs and Descriptions

Project ID	Type	General Description	Length of Concept Project (Miles)	Cost Estimate (Dollars)
1	Access Road Opportunity	Construct roadway to provide connections for future commercial developments along Highway 51	0.8	\$4,900,000
2	Access Road Opportunity	Construct roadway to provide connections for future commercial developments along Highway 51 as well as between Michael Avenue and Main Street	0.4	\$2,500,000
3	Major Connection	Construct roadway to extend Michael Avenue to Main Street	0.2	\$800,000
4	Major Connection	Construct roadway between Main Street to Portersville Road. This project is envisioned to consist of an above-grade railroad crossing	1.2	\$5,600,000
5	Major Connection	Construct roadway to extend Rosemark Road to Faulkner Road	1.3	\$4,500,000
6	Major Connection	Upon completion of Mignon Road’s development-driven extension, construct roadway to extend Fleming Avenue to Mignon Road	0.6	\$2,100,000

Project ID	Type	General Description	Length of Concept Project (Miles)	Cost Estimate (Dollars)
7	Major Connection	Upon completion of Mignon Road's development-driven extension, construct roadway from Portersville Road to Mignon Road	0.8	\$2,800,000
8	Major Connection	Construct roadway between Project #4 and Atoka-Idaville Road	1.0	\$3,500,000
9	Major Connection	Construct roadway between Atoka-Idaville Road and development-drive extension of Sterling Road	0.9	\$3,100,000
10	Major Connection	Construct roadway between Rosemark Road and Project #9	0.5	\$1,800,000
11	Major Connection	Construct roadway between Rosemark Road and Portersville Road	0.9	\$3,100,000
12	Major Connection	Construct roadway between Portersville Road and Project #12	0.5	\$1,800,000
13	Major Connection	Construct roadway between Portersville Road and Lucado Road (Northern Location)	0.9	\$3,100,000
14	Major Connection	Construct roadway Project #13 and Project #15	0.8	\$2,800,000
15	Major Connection	Construct roadway between Portersville Road and Lucado Road (Southern Location)	0.6	\$2,100,000
16	Major Connection	Construct roadway to extend W Cherry Bark Drive to Portersville Road	0.5	\$1,800,000
17	Access Road Opportunity	Construct roadway to extend Cobb Avenue to Project #20	1.0	\$6,100,000

Project ID	Type	General Description	Length of Concept Project (Miles)	Cost Estimate (Dollars)
18	Access Road Opportunity	Construct roadway between Maple Drive and Project #20	0.4	\$2,500,000
19	Access Road Opportunity	Construct roadway between Maple Drive and Virginius Street	0.6	\$3,700,000
20	Major Connection	Construct roadway to extend Walker Parkway to Highway 51. It is envisioned that this connection will eliminate need for Maple Drive railroad underpass, which could be utilized as a potential greenway crossing in the future	1.0	\$5,700,000
21	Major Connection	Construct roadway to extend Charleswood Drive to Project #20	0.6	\$2,100,000
22	Major Connection	Construct roadway between the existing roadway network in Nancy Lane Park and Project #19	0.2	\$800,000
<i>Total</i>			<i>15.7</i>	<i>\$67,200,000</i>

PEDESTRIAN AND BICYCLE CONNECTION OPPORTUNITIES

Potential Connections

Sidewalk and greenway connections are costly, especially when retrofitting older subdivisions with sidewalks that currently lack curb and gutter. As a result, proposed connections will likely occur over a long period of time, especially those in the undeveloped areas. Recommendations illustrated in Figure 14 were developed using public and stakeholder input, floodplain and utility easement information, future land use understandings, and future roadway opportunities. The proposed sidewalk and greenway network is envisioned to create an inner and outer loop of connectivity throughout the community that provides safe and convenient non-motorized access to Atoka’s core destinations (parks, schools, commercial areas, etc.). Facility types for these connections include sidewalks, greenways (shared-use pathways), and multi-use paths/sidewalks, which are essentially a combination of the two.

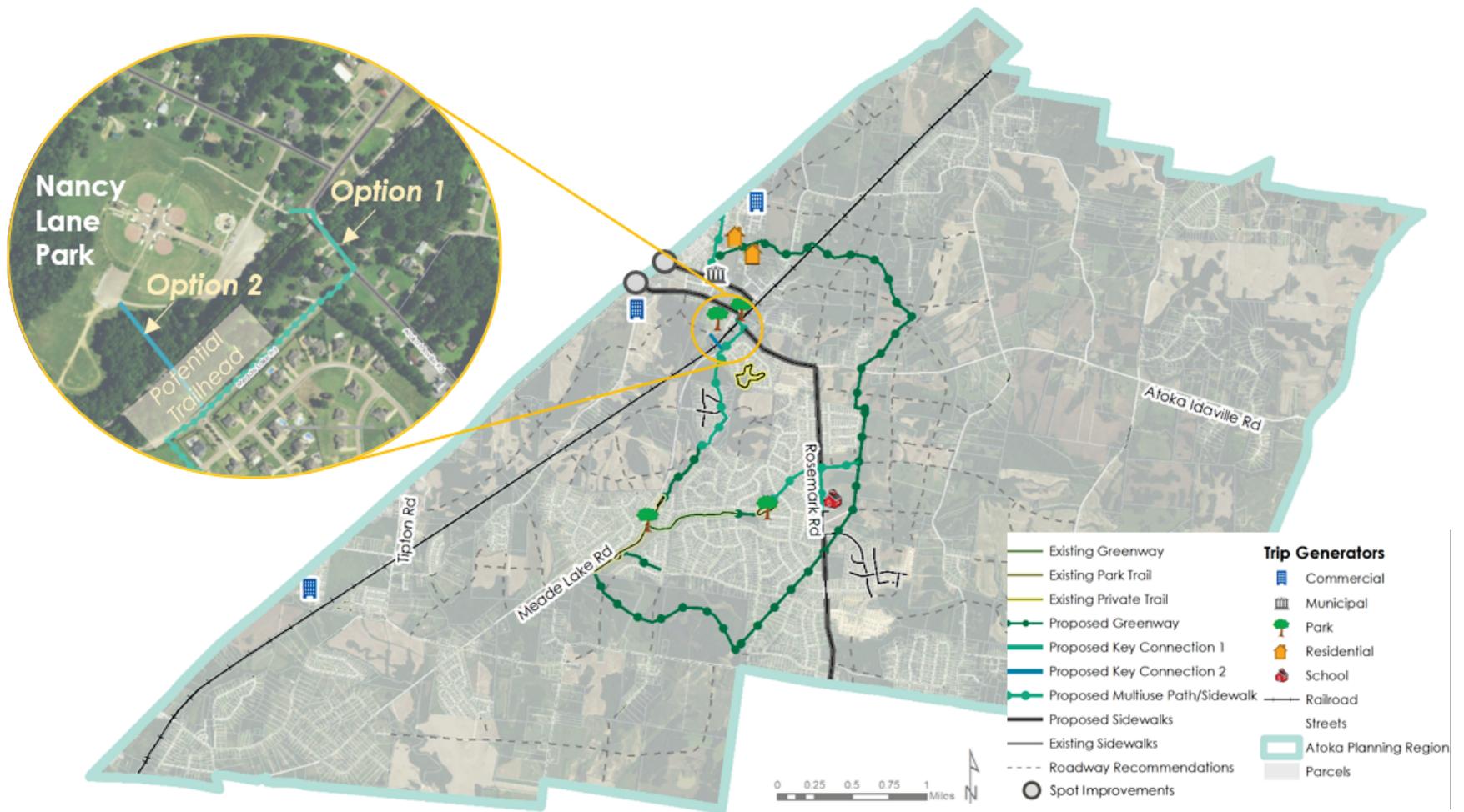


Figure 14 Pedestrian and Bicycle Connection Opportunities

Cost Estimates and Project Descriptions

Potential connections are broken down into general phases, although project termini will likely change given where and how development is occurring and how much funding is available. Planning-level cost estimates are provided in Table 4. A standard design for each facility type is used for estimating general costs. A 10-foot-wide asphalt pathway is assumed for greenways, while the same width (although concrete) is used for estimating multiuse path/sidewalk facilities. For sidewalks, a width of five feet is assumed for a concrete facility. A project number key is provided in Figure 15.

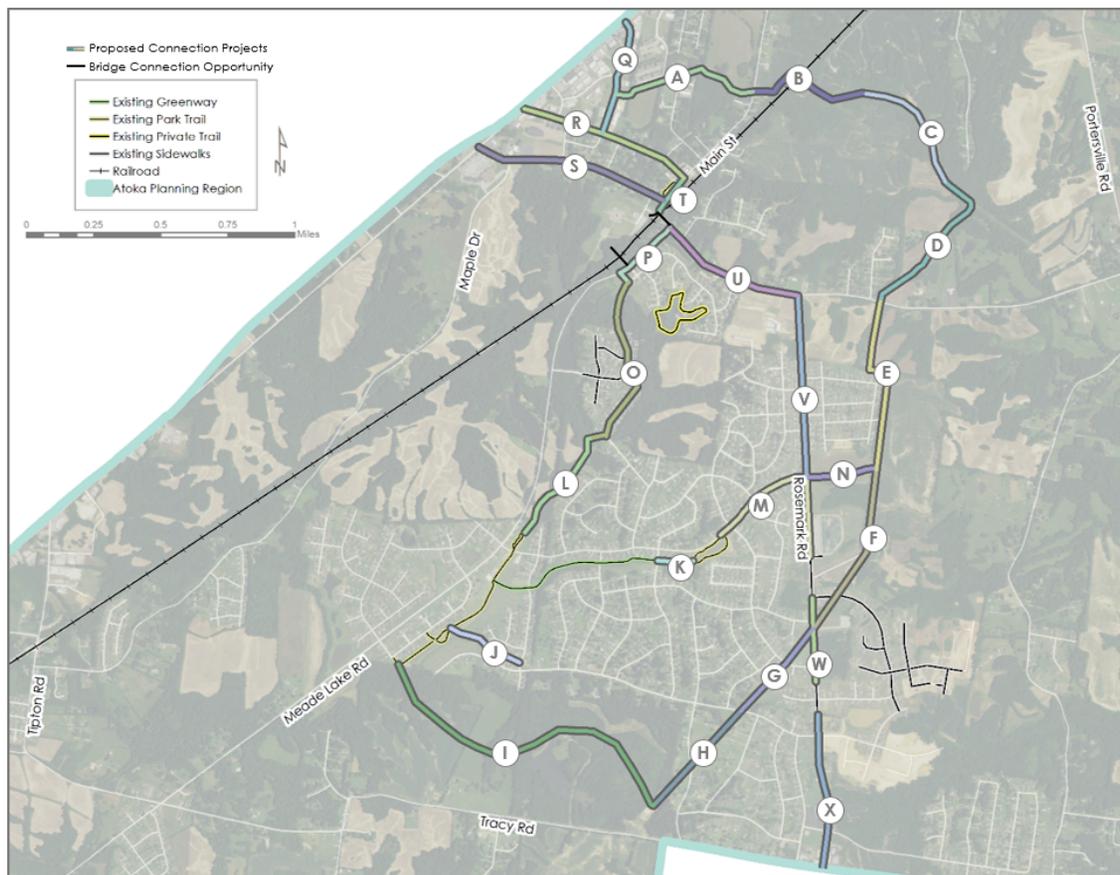


Figure 15 Pedestrian and Bicycle Connection Opportunity Project Number Key

Table 4 Proposed Pedestrian and Bicycle Project Costs and Descriptions

Project ID	Type	General Description	Length of Concept Project (Miles)	Cost Estimate (Dollars)
A	Greenway	Construct Shared-Use Greenway (10 feet wide, Asphalt)	0.6	\$720,000
B	Greenway	Construct Shared-Use Greenway (10 feet wide, Asphalt)	0.5	\$600,000
C	Greenway	Construct Shared-Use Greenway (10 feet wide, Asphalt)	0.5	\$600,000
D	Greenway	Construct Shared-Use Greenway (10 feet wide, Asphalt)	0.6	\$720,000
E	Greenway	Construct Shared-Use Greenway (10 feet wide, Asphalt)	0.7	\$840,000
F	Greenway	Construct Shared-Use Greenway (10 feet wide, Asphalt)	0.7	\$840,000
G	Greenway	Construct Shared-Use Greenway (10 feet wide, Asphalt)	0.4	\$480,000
H	Greenway	Construct Shared-Use Greenway (10 feet wide, Asphalt)	0.5	\$600,000
I	Greenway	Construct Shared-Use Greenway (10 feet wide, Asphalt)	1.3	\$1,560,000
J	Greenway	Construct Shared-Use Greenway (10 feet wide, Asphalt)	0.3	\$360,000
K	Greenway	Construct Shared-Use Greenway (10 feet, wide Asphalt)	0.1	<i>IN DESIGN</i>
L	Greenway	Construct Shared-Use Greenway (10 feet wide, Asphalt)	0.5	\$600,000
M	Sidewalk/Multiuse Path	Construct Sidewalk/Multiuse Path (10 feet wide, Concrete)	0.7	\$525,000
N	Sidewalk/Multiuse Path	Construct Sidewalk/Multiuse Path (10 feet wide, Concrete)	0.3	\$225,000

Project ID	Type	General Description	Length of Concept Project (Miles)	Cost Estimate (Dollars)
O	Sidewalk/Multiuse Path	Construct Sidewalk/Multiuse Path (10 feet wide, Concrete)	0.7	\$525,000
P	Sidewalk/Multiuse Path	Construct Sidewalk/Multiuse Path (10 feet wide, Concrete)	0.3	\$225,000
Q	Sidewalk/Multiuse Path	Construct Sidewalk/Multiuse Path (10 feet wide, Concrete)	0.4	\$300,000
R	Sidewalk	Construct sidewalk (5 feet wide, Concrete)	0.7	\$262,500
S	Sidewalk	Construct sidewalk (5 feet wide, Concrete)	0.7	\$262,500
T	Sidewalk	Construct sidewalk (5 feet wide, Concrete)	0.1	\$37,500
U	Sidewalk	Construct sidewalk (5 feet wide, Concrete)	0.6	\$225,000
V	Sidewalk	Construct sidewalk (5 feet wide, Concrete)	0.7	\$262,500
W	Sidewalk	Construct sidewalk (5 feet wide, Concrete)	0.3	\$112,500
X	Sidewalk	Construct sidewalk (5 feet wide, Concrete)	0.6	\$225,000
Total			12.8	\$11,227,500

*\$1.2 million/mile for 10 ft asphalt greenway

*\$750,000/mile for 10 ft concrete sidewalk/multiuse path

*\$350,000/mile for 5 ft concrete sidewalk

POTENTIAL FUNDING SOURCES

Because transportation improvements are costly, implementation often occurs in phases, similar to how the greenway has been constructed. The two main strategies for funding projects includes outside funding assistance and local-level strategies for increasing revenues, which are described in this section. Example outside funding sources for constructing roadway and pedestrian and bicycle connections and making intersection improvements are as follows in Table 5:

Table 5 Example Outside Funding Sources for Transportation Improvements

Grant/Program	Source	Administrative Agency	Eligible Improvement Type
Spot Safety Improvement Program	Federal	TDOT	Roadway, Intersection
Surface Transportation Block Grant (STBG)	Federal	TDOT	Pedestrian and Bicycle
Highway Safety Improvement Program (HSIP)	Federal	TDOT	Roadway
Railway-Highway Crossings Program	Federal	TDOT	Roadway
Recreational Trails Program (RTP)	Federal	TDEC	Pedestrian and Bicycle
Local Parks and Recreation Fund (LPRF)	Federal	TDEC	Pedestrian and Bicycle
Transportation Alternatives Grant	Federal	TDOT	Roadway, Intersection, Pedestrian and Bicycle
Multimodal Access Grant Program	State	TDOT	Pedestrian and Bicycle

Local sources, whether it's the general fund or mechanisms that generate revenue, is the second option for funding improvements. Possible mechanisms include:

- Mitigation and impact fees for new development
- General obligation bonds
- Transportation utility fees (TUF)
- Special Improvement Districts or Tax increment financing (TIF)

NEXT STEP RECOMMENDATIONS AND OTHER STRATEGIES

Additional strategies to support the proposed connections outlined in this plan are described in this section. These include two keystone projects the Town should move forward on in the near-term given their impact on increasing connectivity and circulation for all transportation users. Finally, example policy strategies for achieving desired transportation outcomes are described.

“Next Step” Projects

Roadway Connection Opportunity

Extending Walker Parkway has been a target of discussion for many years. Figure 16 illustrates a conceptual alignment of the roadway that could line up with Munford’s Maple Hill Drive. This collector connection would improve circulation on Atoka’s roadways by providing an additional east-west connection to Highway 51. This would also increase connectivity for those traveling to the middle and high schools from Atoka’s subdivisions. The greatest challenge to completing this potential connection is funding as the Town would likely bear a majority of the costs.

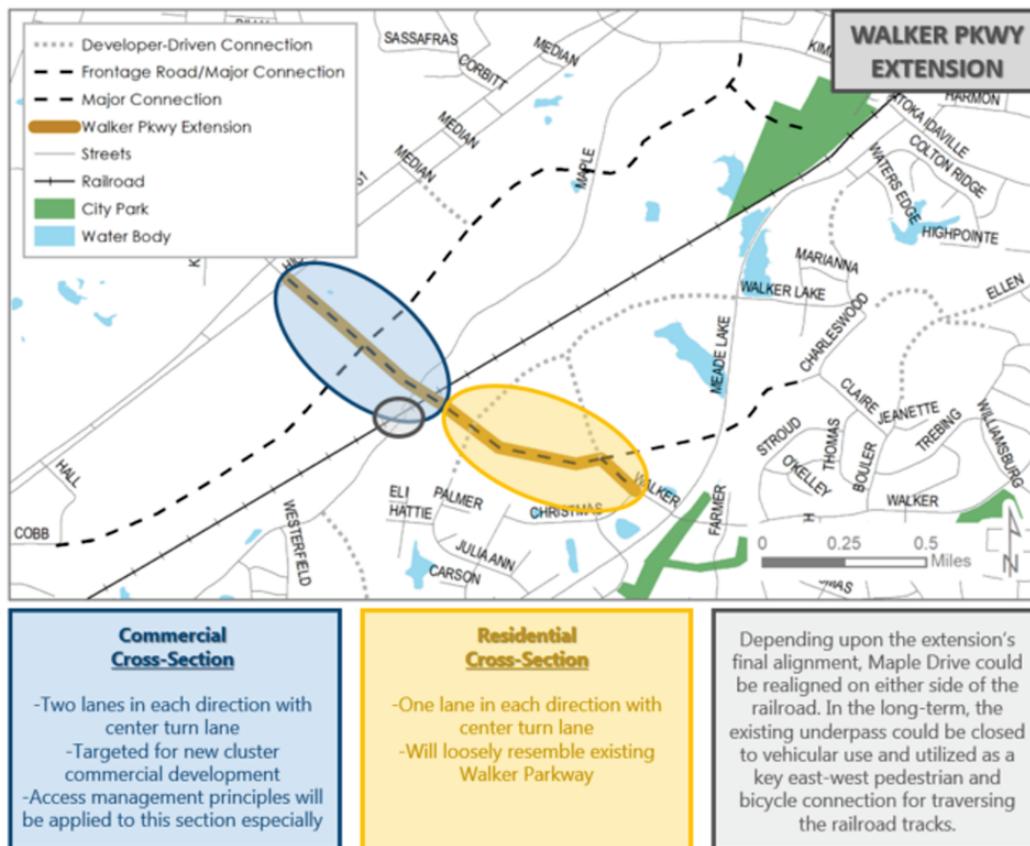


Figure 16 “Next Step” Roadway Connection Opportunity

Pedestrian and Bicycle Connection Opportunity

Phase II of Atoka’s greenway is currently in the design process and is envisioned to be completed in the next two or three years. Therefore, the community’s next project should be to continue the greenway on to Atoka Elementary School as illustrated in Figure 17. This would complete the continuous connection between Walker Park and the school. Intersection improvements at the Rosemark Road/Walker Parkway, such as the installation of crosswalks, are envisioned to occur along with the addition of the facility.

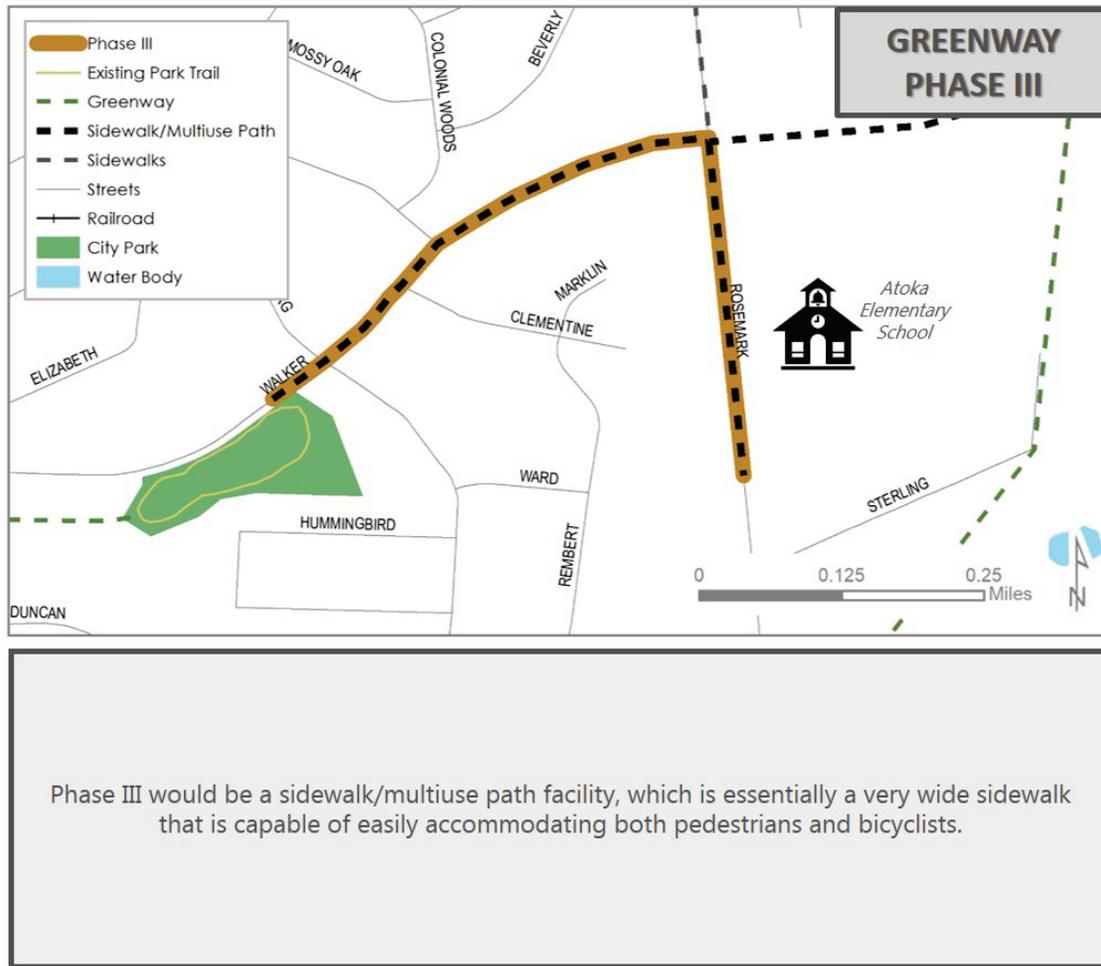


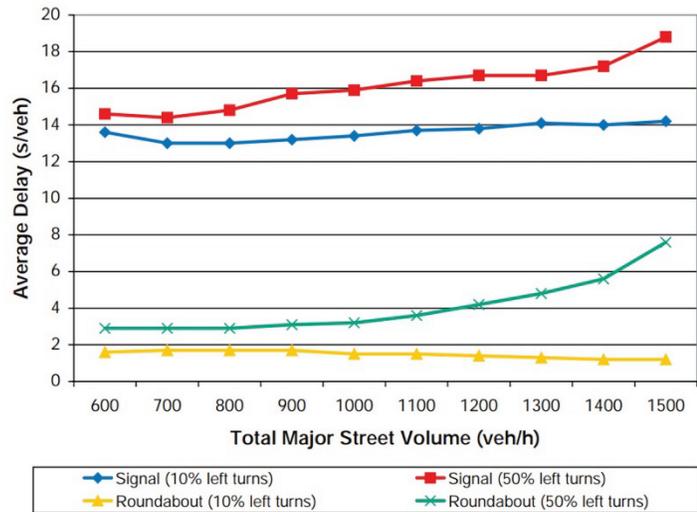
Figure 17 "Next Step" Pedestrian and Bicycle Connection Opportunity

Intersection Designs

Locations identified for innovative intersection designs are good candidates for the application of roundabouts. Roundabouts have greater intersection capacity (i.e., than either stop-controlled or signalized intersections) given their ability to keep vehicles moving. Therefore, in some cases, roundabouts may be a better solution than a traffic signal depending upon right-of-way availability and traffic volumes/patterns and, is a cheaper traffic control option in the long-term.

Table 6 provides a comparison of average vehicle delays during peak hours for signals and roundabouts. Figure 18 illustrates the design of a typical single-lane roundabout with sidewalks and crosswalks. Traffic volumes and patterns, right-of-way availability, and nearby land use contexts dictate a roundabout's design. Single-lane roundabouts can serve between 20,000 and 26,000 vehicles, depending upon the number of left-turn movements and the traffic's distribution on the approach roadways. Right turn slip lanes, illustrated in Figure 19, can be a potential beneficial design application for Atoka. These slip lanes can further increase the capacity of a roundabout by providing an alternative to entering the roundabout. If a right-turn movement has more than 250+ cars/hour (or 40%+ of the approach's volume), a slip lane could be considered.

Table 6 Average Control Delay



Source: NCHRP Report 672

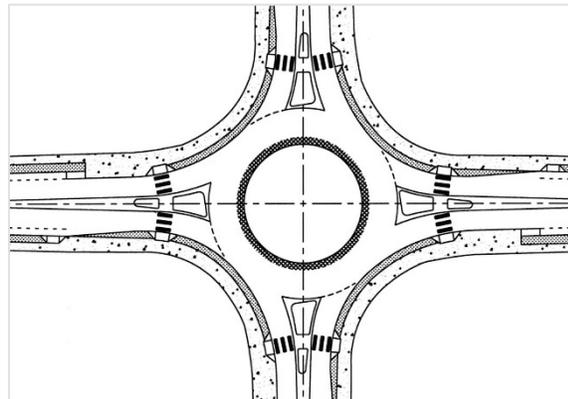
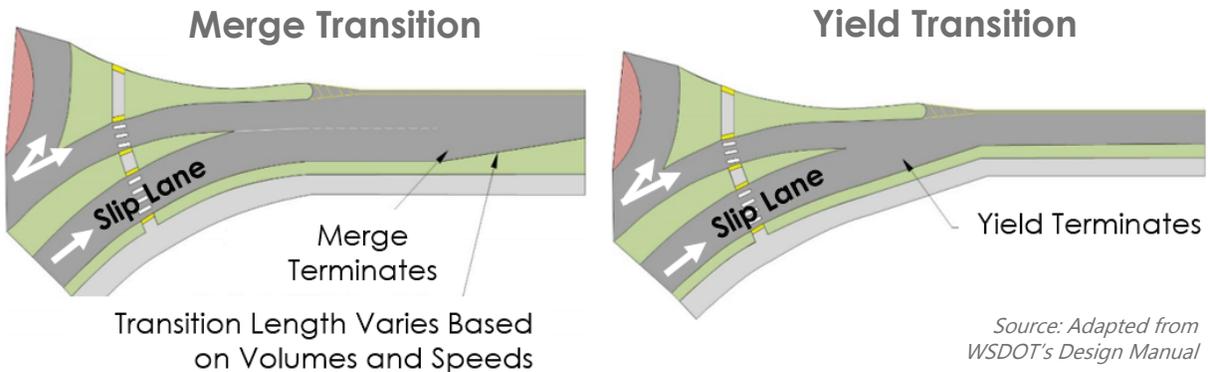


Figure 18 Typical Single Lane Roundabout



Source: Adapted from WSDOT's Design Manual

Figure 19 Right-Turn Slip Lane

Recommended Policies

Policy strategies that could further the recommendations of this plan are briefly described in this section. As a community's land use patterns directly influence the transportation system and vice versa, policies establish a vision and a means for attaining goals in the coming years as properties are slowly rezoned and/or developed. Some policies the Town should consider exploring further include:

- ***Complete Street Policy:*** Establishing a complete streets policy would demonstrate and solidify the town's commitment to incorporating the needs of all transportation users into daily decision-making. Language ideally, should speak to the consideration for a range of transportation needs from a variety of users (including all ages and ability levels). A "complete street" is achieved over time through small projects or incremental improvements and, therefore, means each project should be viewed as an opportunity for achieving a greater goal. The Town of Atoka could start with a simple resolution that is intended to lead to an eventual more complex policy. The National Complete Streets Coalition and TDOT both provide policy development resources for communities of all sizes.
- ***Traffic Impact Studies (TIS):*** Atoka should consider the use of traffic impact studies (TIS) for relatively large rezoning, subdivision, site plan, and access requests. These assist Town staff in determining needed off-site improvements to the transportation system to help mitigate impacts generated from the new development. Studies also help to identify which developments should contribute to such improvements given their varying impacts to the overall system.
- ***Access Management:*** The Town should expand the access management language in policies contained within the 2008 Land Use and Transportation Plan. Language should seek to establish criteria relating to the location, spacing, design, and operation of driveways, as well as traffic signals, acceleration/deceleration lanes, median openings, interchanges, and street connections. As access management is most effective in a community when implemented at the corridor level, the Town should explore a potential corridor management agreement (CMA) for Highway 51 with TDOT and Munford. As part of this agreement, access management standards would be aligned between to the two communities to create consistency on both sides of the divided highway, while preserving the integrity of operations along a key regional state highway. Munford and Atoka could also establish coordinated traffic impact study requirements for the entire corridor.
- ***Payments In Lieu Of:*** The Town should consider allowing developers to make a "payment in lieu of" for the construction of sidewalks along major roadways in new subdivisions. This would allow the Town to build a continuous connection at one time as opposed to piecemeal construction as properties slowly develop.
- ***Traffic Calming:*** Keeping neighborhood speeds to a minimum is ideal for neighborhood livability and walkability. As many of the older neighborhoods will not likely be retrofitted with sidewalks (at least in the near future), traffic calming on these roadways is especially warranted for ensuring a safe and comfortable environment for all users. Atoka should begin to explore appropriate traffic calming measures for implementation in the

community, such as traffic circles/mini roundabouts and speed cushions, as well as when and where these measures might be warranted. Typical design elements and markings for a traffic circle are illustrated in Figure 20. Figure 21 illustrates the use and placement of a traffic circle used in conjunction with “sharrow” pavement markings and speed cushions to make an important connection to and from a local park. These “neighborhood greenway” connections could potentially be beneficial for Atoka, especially in older neighborhoods where retrofitting streets with sidewalks would be extremely costly.

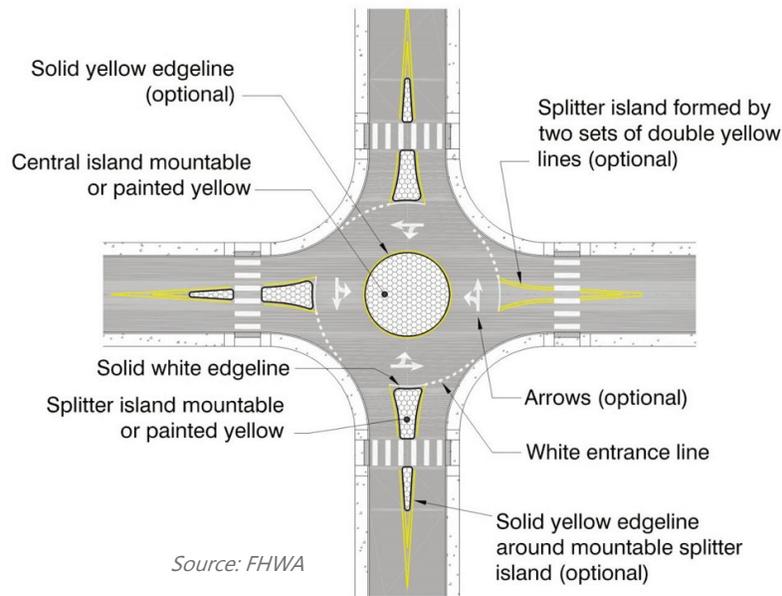


Figure 20 Traffic Calming Design Measures

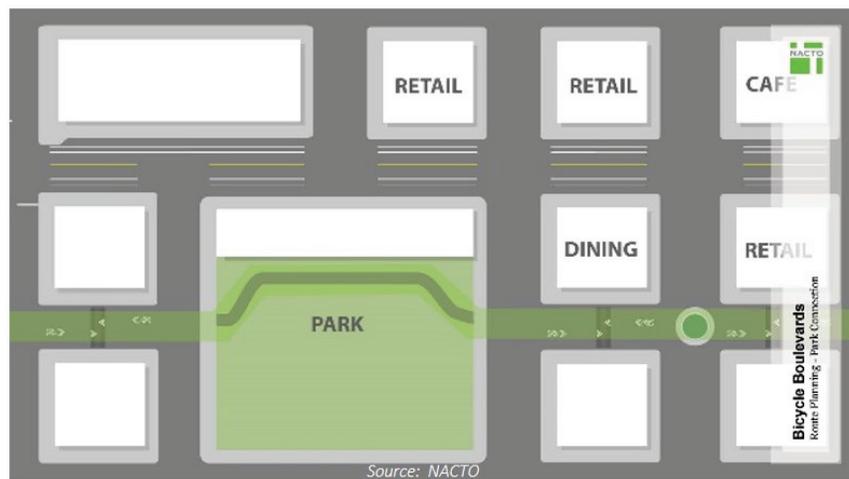
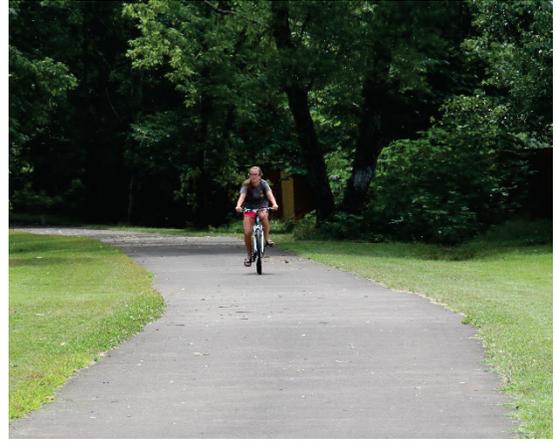


Figure 21 Neighborhood Greenway Traffic Calming Applications

5.0 CONCLUSION

Atoka prides itself as being a small bedroom community that provides residents low property taxes and crime rates, “a small town country character”, and good schools. Growth will inevitably occur, although when, where, and to what degree remains to be seen. Money, or the lack thereof, stands as Atoka’s greatest challenge in terms of the transportation system. The community is challenged to find an appropriate balance of needed and desired improvements that meets today’s needs, while prepares the community for those in the future.



APPENDICES: PUBLIC AND STAKEHOLDER ENGAGEMENT DOCUMENTATION

APPENDIX I: PROJECT STEERING COMMITTEE

Project Scoping Meeting Agenda

Town of Atoka Complete Street Master Plan
Project Scoping Meeting
August 18, 2016

Agenda

Review of Scope

Availability of Data

Project Schedule

Project Scoping Meeting Key Takeaways

ATOKA – SCOPING MEETING TAKEAWAYS

“We are playing catchup with the past growth”

“Moving vehicles is our main issue right now”

Park improvement project at Pioneer Park = new parking lot

Atoka Greenway project

- Connects 2 parks

- Phase I – Walker Park to Walker Parkway Fire Station

- Phase II – Walker Parkway Fire Station to Pioneer Park, includes lighting for Phase I section

- From Pioneer Park to Elementary School = ~ 1.5 miles – future extension?

Master Plan for Rosemark Road

- Roundabout project for Rosemark/Hwy 206 to be constructed later this year

3 new subdivision projects = all off of Rosemark Road

Munford

- has sidewalk project that will connect town to Highway 51

- for future development on 51, Munford requiring addition of sidewalks

State Routes = Highway 51, Highway 206

~60 - 68% of residents commute to Shelby County

Walker Parkway Extension

- Project would help alleviate issue at Meade Lake/206

- Have commitments on ROW, but need money for railroad bridge

Expect continued growth in town, but will not be as much as

6 – 9 month project schedule

Steering committee

Yes on public engagement – open to different types of venues

- Had good participation in past survey effort

Nancy Lane Park

- Traffic flow could be improved

- Has a lot of different events with traffic

Maple Drive – very undersized, goes under railroad tracks

High crash location – 206/Kimbrough because blind curve down from bridge – mostly rear end collisions

Wish to bring Munford’s residents to Atoka’s commercial areas

Atoka-Munford Road – failed TDOT multimodal grant, did not win

Interested in design options for key intersections

We have a flow issue, not necessarily a capacity issue

Main Issues:

Highway 51

- Get local traffic off of Highway 51 to maintain traffic flow. It’s a safety issue – Need access management or frontage/backage road system

- Northbound – no shoulder/turning lanes to turn off roadway; Southbound – has wide shoulder

- Hilly nature of roadway (sightline) makes it dangerous

Improving east-west connections / Getting residents west

- Vehicular circulation

- Bicycle/pedestrian connections

Railroad

bisects town (historical/commercial versus new residential developments/Elementary School
Bridge is troublesome as it curves
Key pedestrian/bicycle/vehicular barrier
Residences on east side of bridge, parks/ballfields on west
Had ideas to straighten out ~ 10 years ago
Lots of close calls on vehicle-bicycle collisions but no actual accidents

Top 2 Intersections with traffic issues – manned by officers every morning to keep traffic flowing
Hwy 206 / Meade Lake
Main Street / Atoka Munford Road
Do not have bad safety data here because we have officers there, but bad numbers is how you
get funding so have a non-issue according to crash data

Highway 206
Congestion and non-motorized connection issues

Rosemark Road
Connects three state highways
School traffic too
Backs up ½ mile in evenings
85 – 95% of traffic at 206/Rosemark intersection are turning towards or coming from Shelby
County
Widening won't help because road would go back down to 2 lanes at Shelby County line
The roundabout will help alleviate but will move the pressure to Meade Lake/206
Third or Fourth busiest north/south roadway in county
Three new subdivisions going in
Center turn lane help with issues?

Plan
Emphasis on circulation
Identification of opportunities and deficiencies
What should the approach be to best meet needs with prioritization
Bring it all back to functionality and operational safety of state highways

Project Steering Committee Meeting #1

Town of Atoka Complete Streets Master Plan

Project Steering Committee Meeting

Atoka Town Hall - Conference Room

June 22, 2017 – 6:30 PM

Agenda

Introductions

Review of Scope

- Key Tasks and Deliverables

Discussion of Initial Emphasis Areas

- Access and Circulation
- Safety
- Non-Motorized Connectivity
- Access Management (Highway 51)

Other Discussion Items

- New Development (Recently Approved or In the Pipeline)
- Anticipated Growth Areas
- Planned Improvements (Roadway, Greenways, and Other Infrastructure)
- Availability of GIS Data

Project Schedule

- Steering Committee Meeting #2 (July _____)
- Public Meeting (July _____)
- Steering Committee Meeting #3 (August _____)
- Presentation to Planning Commission and/or Board of Mayor & Aldermen (September _____)

Project Steering Committee Meeting #2

Town of Atoka Complete Street Master Plan

Project Steering Committee Meeting

Atoka Town Hall - Conference Room

July 25, 2017 – 6:30 PM

Agenda

Introductions

Task Updates

- Existing Conditions
- Data Collection
- Public Engagement

Discussion of Draft Connection Recommendations

- Roadway Connection Opportunities
- Pedestrian and Bicycle Connection Opportunities

Dismiss to Open-House Public Meeting

Project Steering Committee Meeting #3

Town of Atoka Complete Streets Master Plan

Project Steering Committee Meeting

Atoka Town Hall – Conference Room

December 21, 2017

Agenda

Introductions

Public Engagement Overview

- WikiMaps
- Public Meeting

Review of Proposed Recommendations

- Roadway Network
- Non-Motorized (Bike/Ped) Network
- Policy/Procedural Recommendations

Project Schedule

- Final Edits to Master Plan Document
- Presentation to Planning Commission or Board of Mayor & Aldermen (January)

APPENDIX II: PUBLIC ENGAGEMENT

Public Meeting Announcement/Flyer

THE TOWN OF ATOKA
Invites *You* to Attend A
Community Meeting

WHEN:
Tuesday
July 25, 2017
7:00 PM – 8:30 PM

WHAT:
Join us for a discussion of:

- > Needed Roadway Improvements
- > Potential Greenway Opportunities
- > Safety Improvements & More

WHERE:
Atoka Town Hall
334 Atoka-Munford Ave

WHY:
Atoka's Complete Streets Plan

Town of Atoka
• (901) 837-5300 •

Public Meeting Sign-In Sheet

TOWN OF ATOKA
COMPLETE STREETS PLAN

Public Meeting Sign-In Sheet

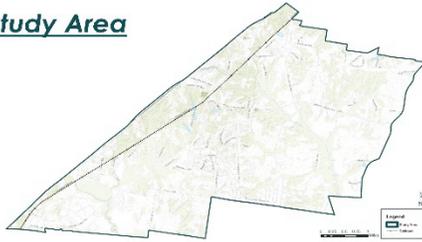
	Name	Address	Email
1.	Chris	162 Hawthorn Dr.	
2.	Amy-Kate Cullin	162 Hawthorn	
3.	Penny Pace	401 Faulkner Heights	
4.	Garrett Bowen	107 WATERS EDGE COVE	
5.	Keith Richter	124 Smithers Ave	
6.	Thomasina Richter	124 Smithers Ave	
7.	Charles Newman	113 Colton Ridge LN	
8.	Adam Joiner	90 Mabal	
9.	LARRY BOYARD	102 Bowler Dr	
10.	DONNA BOYARD	102 Bowler Dr	
11.	Jack Smith	114 Hemmingbird Leaf	
12.	Mike Joiner	195 Johnsonburg Dr	
13.	WALTER BOYARD	260 WATERS EDGE COVE	
14.	Joseph Avato	174 Colton Ridge LN	
15.			
16.			
17.			
18.			
19.			
20.			

TOWN OF ATOKA COMPLETE STREETS PLAN

PLAN OVERVIEW

The Complete Streets Plan is a strategic plan for the transportation system that considers all users. This plan will guide community decision-makers as they respond to and anticipate growth with an eye towards preserving Atoka's character and community values.

Study Area



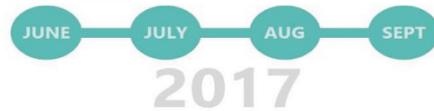
Focus



Recommendations

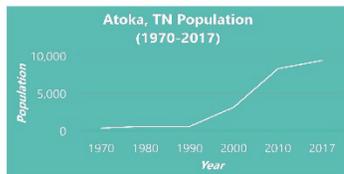
- Proposed roadway & non-motorized connections
- Intersection improvements aimed at circulation
- Access management guidelines

Schedule



ATOKA FACTS

Population Growth



2017 Population: 9,474
(+13% increase from 2010)

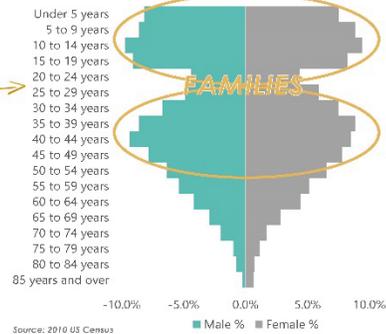
Understanding Atoka resident ages are important for identifying specific age-related transportation needs or desires

Compared to the Tennessee state average, Atoka's:

- Median household income is significantly higher
- Median resident age is lower
- Hispanic population is lower
- Household size is larger
- Unemployment rate is lower

Source: 2015 American Community Survey (ACS)

Age Pyramid



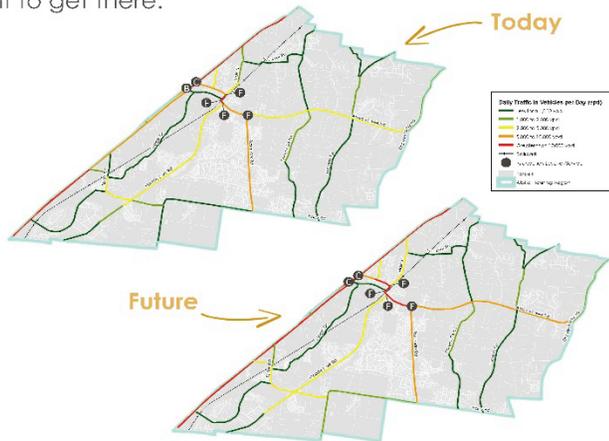
ROADWAY SYSTEM

To look at improved roadway connectivity and operations, we first must understand where people are trying to go and how they want to get there.

Traffic Volumes and Levels-of-Service

Traffic volumes today and in the future show high usage on facilities such as Rosemark Road, Highway 51, Atoka-Idaville Road (SR-206), and Meade Lake Road.

Many of Atoka's key intersections were found to operate poorly during peak hours, as described by the Level-of-Service (LOS). The LOS describes how well an intersection or roadway operates based on delay, with LOS A being the best and LOS F is the worst.



Daily Commuting Trends



Most of Atoka's residents commute externally with a large share of workers commuting south via single occupant vehicles.

Average Commute Times

Tennessee = 25 minutes
 Tipton County = 32 minutes
 Atoka = 35 minutes

Safety Trends

Crash trends from 2011-2017 help identify key locations for potential safety-related improvements.

A few locations have become problematic, requiring police officers to be used to help facilitate safe traffic flow during peak periods at these intersections.



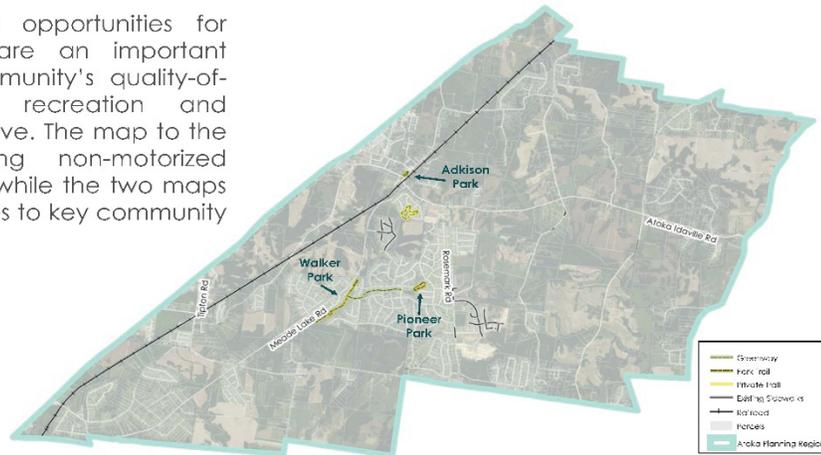
COMPLETE STREETS PLAN

NON-MOTORIZED SYSTEM

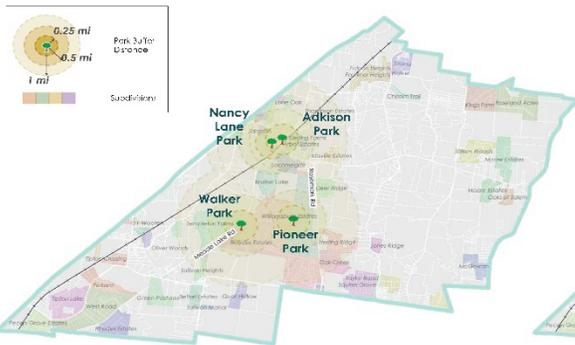
Safe and convenient opportunities for walking and biking are an important component to a community's quality-of-life, both from a recreation and transportation perspective. The map to the right illustrates existing non-motorized infrastructure in Atoka, while the two maps below illustrate distances to key community destinations.

Greenway	<1 mile
Park Trail	1.5 miles
Sidewalk	<5 miles*

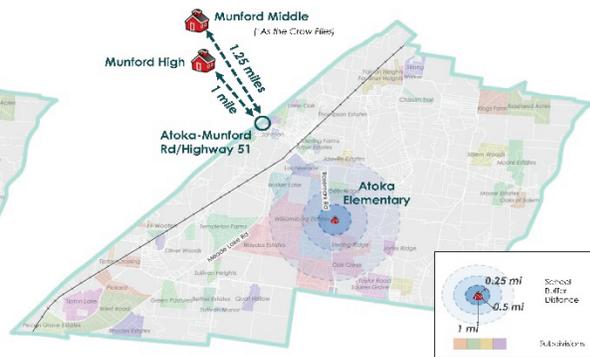
*Roadways with sidewalks on at least one side



Distance to Parks



Distance to Schools



COMPLETE STREETS PLAN

RECOMMENDATIONS

Roadway Connectivity

Roadway improvements were identified based on existing connectivity challenges and traffic patterns as well as opportunities for future development.

Legend

- Innovative Intersection Opportunity
- Development-Driven Connection
- Frontage Road Opportunity
- Collector Connection Opportunity
- Railroad
- Parcels
- Atoka Planning Region

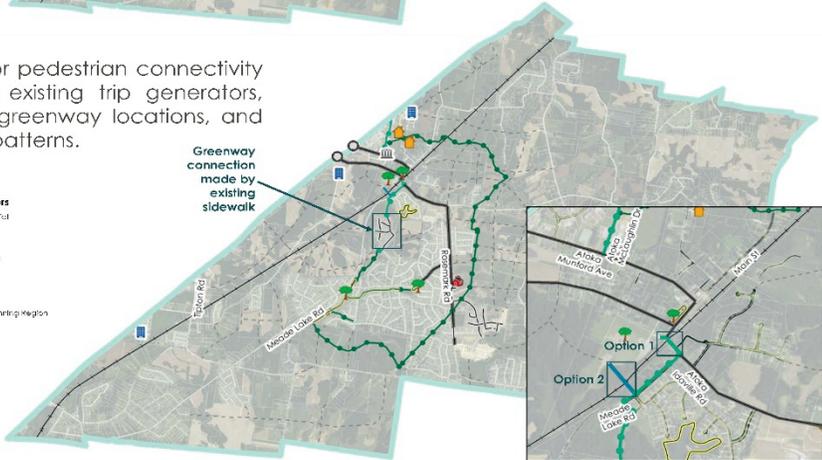


Non-Motorized Connectivity

Recommendations for pedestrian connectivity were influenced by existing trip generators, available space for greenway locations, and future development patterns.

Legend

- Existing Greenway
 - Existing Path Trail
 - Existing Bicycle Trail
 - Proposed Greenway
 - Proposed Key Connection 1
 - Proposed Key Connection 2
 - Proposed Multi-Use Path/Bikeway
 - Proposed Sidewalk
 - Existing Sidewalk
 - Roadway Recommendation 1
 - Spot Improvements
- Trip Generators**
- Commercial
 - Workplace
 - Park
 - Residential
 - School
 - Station
 - Streets
 - Atoka Planning Region
 - Parcels



Online Engagement and Public Meeting Announcement Documentation



Town of ATOKA Tennessee
 Home Community Government Town Services Business How Do I?!

Public Forum - Transportation Planning

Event Date: Tuesday July 25, 2017
 Event Time: 7:00 PM

Location:
 Atoka Town Hall
 334 Atoka-Munford Avenue
 Atoka TN 38004

Contact Info:
 Brian Koral
 (901) 837-5300

Documents:
[Event Flyer](#)

Details:

The Town of Atoka is hosting a public forum on future transportation needs in the community and how we can most effectively move traffic of all kinds (cars, bikes, walkers, etc) through the community. A public forum will be held by the Town and the Tennessee Department of Transportation to take public comment on planning options for future improvements to Atoka's transportation system.

Maps and graphics provided for the planning process are available under the 'Planning Commission - Transportation Planning' section of the Document Center.

The public forum will be held on Tuesday, July 25 at 7 pm at Atoka Town Hall. Please join us in discussing the future of transportation in your community!



Town of Atoka added 3 new photos
 July 25 at 9:11pm

The planning process is often a long and winding road - and it's even worse when you're planning for future roads! 😊

A public forum tonight looked out at future road and pedestrian connectivity in Atoka - considering options for efficiently moving traffic of all sorts through our town. Graphics from the session will be posted here and online in the coming days.

Next month, we'll be launching some interactive feedback forums so that you can weigh in on the plan. Establishing a long term plan for transportation should also help guide development efforts as Atoka continues to grow.

Thanks to all who attended - your input really does make a difference in keeping Atoka a great place to call home!

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Write a comment...

Like **Comment** **Share**

22

Chronological

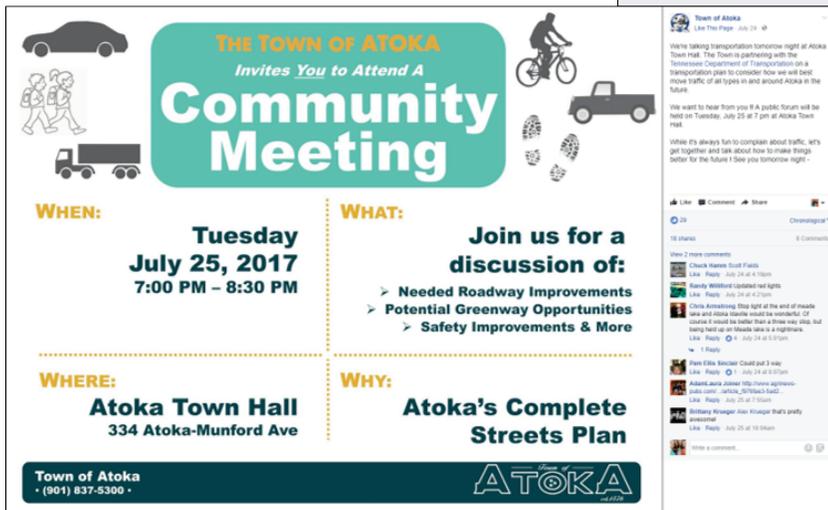
1 share

Candi Cole AdamLaura Joiner
 Like Reply · Yesterday at 12:00am

Michelle Willemssen Cap B Willemssen
 Like Reply · Yesterday at 7:07am

Write a comment...

See All



THE TOWN OF ATOKA
 Invites You to Attend A

Community Meeting

WHEN:
Tuesday
July 25, 2017
7:00 PM - 8:30 PM

WHAT:
Join us for a discussion of:

- Needed Roadway Improvements
- Potential Greenway Opportunities
- Safety Improvements & More

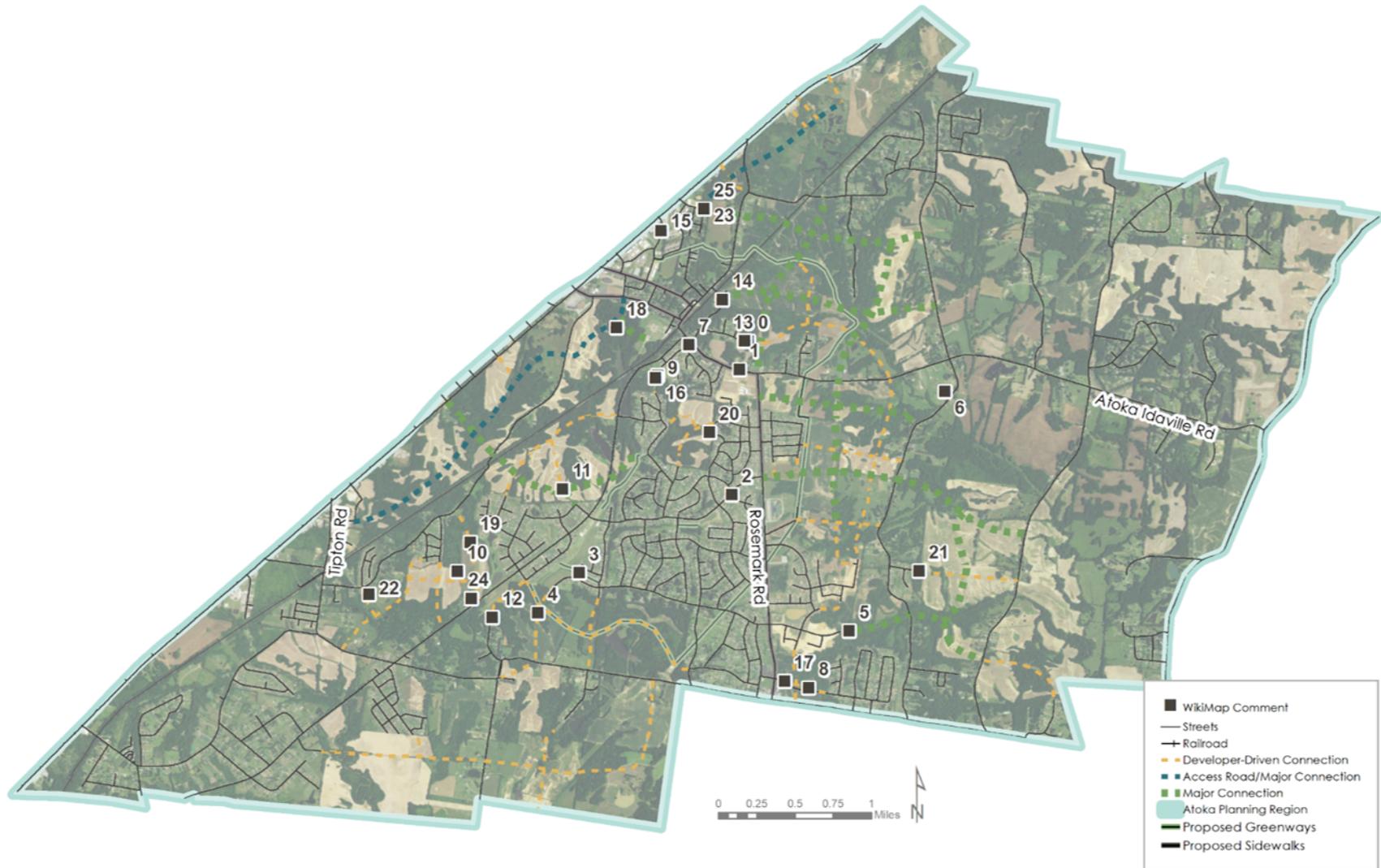
WHERE:
Atoka Town Hall
334 Atoka-Munford Ave

WHY:
Atoka's Complete Streets Plan

Town of Atoka
 • (901) 837-5300 •



WikiMap Comments



ID	Comment
0	Please do not put a road through Harmon or Fleming! We would have never purchased a home in this neighborhood if it were like this! We love how quiet it is and no through traffic! This is really upsetting!
1	There is no need for walking paths along Rosemark or Atoka Idaville. Atoka has plenty of walking space at the many parks.
2	There is no cost analysis on any of these proposals. The town has many existing roads in need of repairs. However, there should be a cost analysis for each suggested proposal for any study to be serious.
3	From all of the Residence on JE Blaydes that Lives on the side of the road with the Proposed Pedestrian Trail. We are requesting to cancel this portion Due to privacy invasion, security and vandalism concerns. The proposed trail will run against the ba
4	Extending JE Blaydes to Tracy Rd. is an excellent idea and could potentially split and ease traffic on Meade Lake and Walker during Morning and evening traffic times. Great Idea!!!
5	This isn't quite clear on where or which street that is physically there but not represented on the map. Regardless, I strongly oppose more ingress and egress points into and out of Sterling Ridge and Oak Creek Subdivisions. The more points of ingress an
6	I would love to see Harmon Drive extended to connect to Atoka-Idaville Road. There is currently only one entrance/exit out of the Sterling Farms Subdivision which presents safety issues for everyone living in this subdivision. I hope that the Harmon exte
7	Thank you for all of the pedestrian/bike connections on Rosemark, Atoka-Idaville, Kimbrough and Atoka-Munford. It will be GREAT to be able to walk/bike to Kroger without feeling like I am taking my life in my hands. When will you publish a timeline for
8	This was part of the original planning and should have been completed years ago. This would provide a safer route for pedestrians and bicycles from Squires to avoid Tracy Rd (deadly hill and intersection).
9	Horrible... this will only increase traffic on this road through Lochmeade as people will use this as a cut through to avoid Meade Lake intersection.
10	I am very concerned about this proposed plan in this area.. this area has large creeks and the homesteads have either flooded or come near to it in the past. As a homeowner that lives in this area I am very concerned on what this means to my property in
11	Top priority should be connection from Walker Parkway to US 51. This needs to happen.
12	We've seen it flooded from the end of Millie Lane along that creek over the other side of Meade Lake Road. This option is not acceptable. They know this is a flood plain. Not to mention the fact that the creek they are planning to build a road over const

ID	Comment
13	The residents of Arbor Estates do not want extra road traffic!!
14	It would make more sense to connect this to the road due north (Forbess Dr.) - that way Arbor Estates will still remain somewhat secluded but also have multiple paths in and out.
15	Connect this road with the road that runs in front of the foot and ankle place off of Michael Ave. Or at least connect the parking lots. I hate having to drive out on 51 just to get to burger king or to visit friends in the neighborhood off of Michael
16	Been waiting on this forever! Thank you for the proposal.
17	This has been a long time coming! Thank you!
18	Nobody wants a house surrounded by roads!! If that were the case we would live in Memphis!!
19	This would be a terrible route for many reasons. Huge concern is the majority of this area is in a flood zone and runs along a creek that floods. The maintenance of this road would be very costly. Also increasing traffic on Maple Dr is not a logical o
20	Extending this area would not help and flow of traffic and would be pointless to spend money on an extension that doesn't go to a main road in our town.
21	What is the purpose of adding this extension to Micha? The neighborhood is fine as it is.
22	The extension of Joyce Avenue needs to happen. As it stands now if the catastrophic earthquake were to happen and the bridge and the railroad tunnel were to be destroyed we would have no way out of our area. An additional road is needed for the community
23	This is LITERALLY MY YARD. Are you kidding me right now?
24	This area floods. With the addition of roads in this area, it will increase the risk of flooding to the homes that will be boxed in. Bad decision!
25	Making Michael a through street is not a good idea. With a great number of people already using the turn lane at Hwy 51 at Michael as a turnaround to go South on 51 after they leave businesses located on the east side of 51 between McLaughlin and Michael