

City of Elkton Community Transportation Mobility Plan

Creating a Vision to Connect the Community



Prepared By:



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INTRODUCTION

The Nashville (TN) and Huntsville (AL) regions have been growing at an unprecedented rate over the last 20 years. As population and employment continue to expand outward from the urban cores, rural communities are feeling the effects and pressures of accommodating new residents, employees and traffic - and the City of Elkton is no exception. Built along U.S. Highway 31 in southern Middle Tennessee, Elkton residents and business owners alike have had to endure many years of heavy truck traffic and poor infrastructure that severely limits connectivity and hinders the ability to establish a true identity.

With help from the Tennessee Department of Transportation (TDOT), Elkton officials have taken a proactive approach to addressing future demands on the City's infrastructure and quality of life. Through TDOT's Community Transportation Planning Grant (CTPG) program, the City has started to take the necessary steps toward establishing land use policies and development guidelines that will enable Elkton to grow in a way that keeps the integrity of the City intact, establishes a sustainable pattern of future development and maintains the City's identity.

PURPOSE

The TDOT Office of Community Transportation Long-Range Planning provides rural cities with funding opportunities to plan for all modes of transportation needs through Community Transportation Planning Grants (CTPG). Cities that are located outside of Metropolitan Planning Organization (MPO) boundaries, like Elkton, are eligible for financial assistance to plan for future growth.

Elkton was awarded CTPG funds to develop the City's first Transportation Mobility Plan. For years, City officials have voiced their concern about how and when growth in nearby metropolitan areas would impact the Elkton community. Elkton officials have also expressed the need to provide better infrastructure connections between existing and desired residential, commercial, and recreational areas. This Plan, therefore, utilizes a multi-modal approach that identifies existing infrastructure and recommends complementary transportation improvements to improve mobility within the City's limits. The Plan also strengthens the connections between the City's transportation system, land use, and community vision.

One of the critical elements of a sustainable infrastructure plan is accommodating non-

motorized travel. Elkton's Community Mobility Plan will provide the groundwork for the City's residents and visitors to have a choice of safe and reliable transportation without the need for automobiles. Building off of the community's vision, the Community Mobility Transportation Plan will establish desired connections between existing and future community centers, employment, schools, shopping and restaurants.



PLAN APPROACH

There are several benefits to having a mobility plan in place. A plan engages the community, provides inventory of current infrastructure conditions, provides a data-driven approach to reaching long-term goals, and outlines implementation phases and resources. A city with an integrated mobility plan ensures a better standard of living for its residents and a safer transportation network for all users of the system.

For a plan to be successful, it must compliment the City's vision. As growth continues along Interstate 65 on the City's east side, preserving Elkton's identity is important. A Vision Plan is needed prior to the mobility plan to serve as a guiding document for future development. Land use components like character types and densities are included in the Vision Plan and set the groundwork for identifying local attractors or destinations.

Once the vision and land use framework is established, the Community Mobility Plan connects the community through a variety of facility types. These connections are categorized into short-term and long-term projects and prioritized based on immediate need and complexity.



Figure 1: Plan Approach

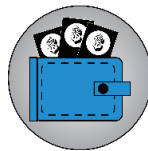
ANTICIPATED RESULTS

The Elkton Community Mobility Plan provides the City with a list of recommended improvements that will help boost the community's growth and strengthen relationships with potential funding partners. The Mobility Plan will also establish a foundation for land use policy development and developer guidelines that support the community's vision.



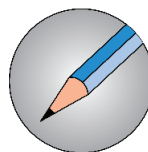
Identify Projects

This report includes a listing of potential transportation projects categorized by type and priority. Estimated project costs are also provided to help the City gauge the amount of resources that may be required.



Identify Funding

While the Plan identifies the transportation desires of Elkton, it also lists potential funding sources and grant opportunities the City could pursue as a way to augment their financial investment of the Plan. Local match percentages range between 5-50%, but provide an opportunity to leverage the City's limited resources to fund higher-priced projects.



Establish Policies

This plan will also be used as a basis for creating or revising policies and guidelines that promote the City's vision and serve as a platform for decision making because the plan represents the values of the community.

STAKEHOLDERS

During the development of the Vision Plan and Community Mobility Plan, City officials solicited input from local agencies and residents on the planning process. The following list identifies key stakeholders and their respective roles in the development of Elkton’s Transportation Mobility Plan. Although not every entity listed actively participated in the Mobility Plan’s process, each play an important role in advancing the Plan’s vision and recommendations.

EMPLOYEES & PATRONS

Residents & Visitors

Ultimately, the City’s residents, employees and patrons will be the end-users and will benefit the most from this plan. Input from this group of stakeholders is critical to the plan’s success.

STATE & FEDERAL

Federal Highway Administration (FHWA)

The FHWA provides oversight, guidance and funding for transportation improvements and ensures federal regulations and ADA standards are met.

Tennessee Department of Transportation (TDOT)

TDOT also provides oversight, guidance and funding for transportation improvements.

REGIONAL & LOCAL GOVERNMENTS

The City of Elkton

The City of Elkton government has jurisdiction over transportation projects within the city limits.

South Central Tennessee Development District (SCTDD)

The SCTDD assists local municipalities and county governments with identifying community needs, community development strategies, funding research and plan implementation.

Giles County

Giles County has jurisdiction and represents the unincorporated areas outside of Elkton’s city limits. Additionally, Giles County operates and maintains the public school system.

PUBLIC / STAKEHOLDER MEETINGS

Two meetings were held at key progress points during the Mobility Plan’s development. The first meeting, held on July 17, 2018, focused on the development of the City’s vision. Attendees were asked to define the City’s legacy and provide their ideas of what Elkton should look like in the future. This meeting would establish Elkton’s Vision Plan.

The second meeting, held on August 16, 2018, allowed Elkton residents and other interested parties a chance to view and comment on the proposed recommendations that grew from the Vision Plan, and ultimately resulted in the contents of this document.

Copies of the sign-in sheets are shown in the Appendix for reference.

BACKGROUND

LOCATION

As shown in Figure 2, Elkton is located in southeastern Giles County along the north bank of the Elks River in Middle Tennessee. Interstate 65 runs along the eastern city limits and connects Elkton to both Nashville (~80 miles) and Huntsville, Alabama (~30 miles). Both areas are experiencing considerable economic growth. Elkton’s location between these two growing metropolitan areas gives residents an opportunity to take advantage of the cultural opportunities of a large city, while living in a city with a small-town feel.

US Highway 31 runs through the City and connects Elkton to Pulaski - the Giles County seat - to the north, and Ardmore, Alabama to the south.

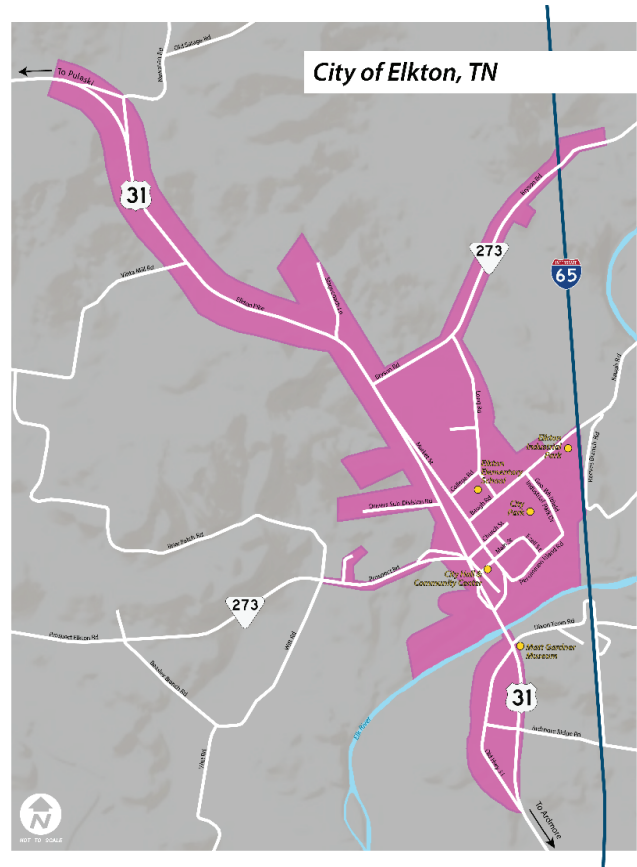


Figure 2: Elkton City Limits



Source: Elkton Historical Society



Source: Elkton Historical Society

REGIONAL CHANGES

NASHVILLE, TN

Nashville has experienced substantial growth over the past 30 years. According to Forbes magazine, in 2017, Nashville was the third fastest growing economy in the United States. Suburban sprawl has expanded the footprint of what is now considered the Nashville region. As a result, new employment centers have emerged in areas around Nashville including Cool Springs, Spring Hill and La Vergne/Smyrna. Music recording and production, tourism, health care and automotive industries are large contributors to the economy. Increasing numbers of residents in the Nashville area have also fed into smaller communities like Elkton, underlying the importance of a plan that will need to accommodate residents choosing to move outside the urbanized area.



Downtown Nashville

HUNTSVILLE, AL

According to the Huntsville Area MPO's 2040 Long Range Transportation Plan, households in the Huntsville urban area will increase by nearly 68,000 by the year 2040. Total households for the year 2040 are projected at 220,756. This growth will also impact employment. Nearly 133,000 new jobs will be added to the urban area bringing total employment to 355,311 jobs in the year 2040. Approximately 70 percent of this growth is expected to consist of non-retail employment - particularly in the Downtown center and around Cummings Research Park. Cummings Research Park is a center of business activity in the Huntsville area and will likely continue to attract jobs. Redstone Gateway, located just south of Cummings Research Park, has almost 500 acres of develop-able land available.

Furthermore, a ground breaking ceremony was held in November 2018 on a new \$1.6 billion Mazda-Toyota manufacturing plant near the I-65/565 interchange anticipated to employ up to 4,000 workers by 2021¹. The location of this new plant is approximately 37 miles from Elkton.



Downtown Huntsville

¹ <https://whnt.com/2018/11/16/mazda-toyota-manufacturing-breaks-ground-on-1-6-billion-auto-plant-in-huntsville/>

PEER CITIES

While understanding the economic growth happening in Nashville and Huntsville is important, it is also important to look at similar sized communities in order to understand how Elkton compares to other cities in the area, not just the large metropolitan areas nearby. Demographic data was developed for comparison for similar cities in the region called peer cities. Tennessee peer cities for Elkton include Eagleville, Ardmore, Adams, Cross Plains, Mitchellville, St. Joseph, Cornersville, Kingston Springs, and Lobelville. Also included are Gurley and Addison in Alabama.

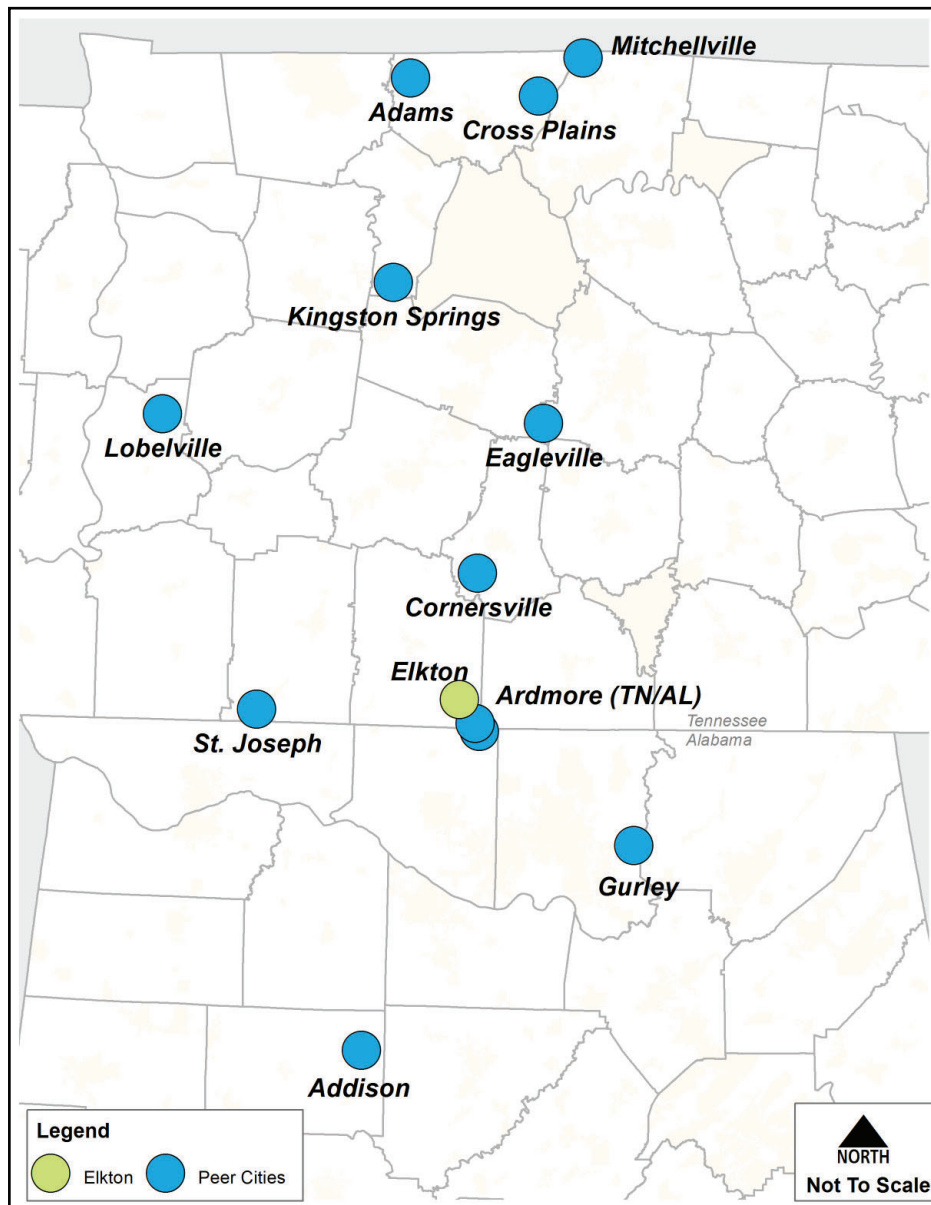


Figure 3: Peer Cities

PEER DEMOGRAPHICS

Utilizing census information and other data sources, population growth, median household income, median home values, and property tax rates were compiled among the peer cities to help show how Elkton compares in terms of demographics.

POPULATION

In 2010, Elkton had a population of 578 persons. However, the US Census Bureau estimates that Elkton’s population was 542 persons, representing a 6.2 percent decline in population over the seven year period. Elkton is one of four peer cities with a declining population. Lobelville, TN, Gurley, AL and Addison, AL all had populations that declined from 2010 to 2017.

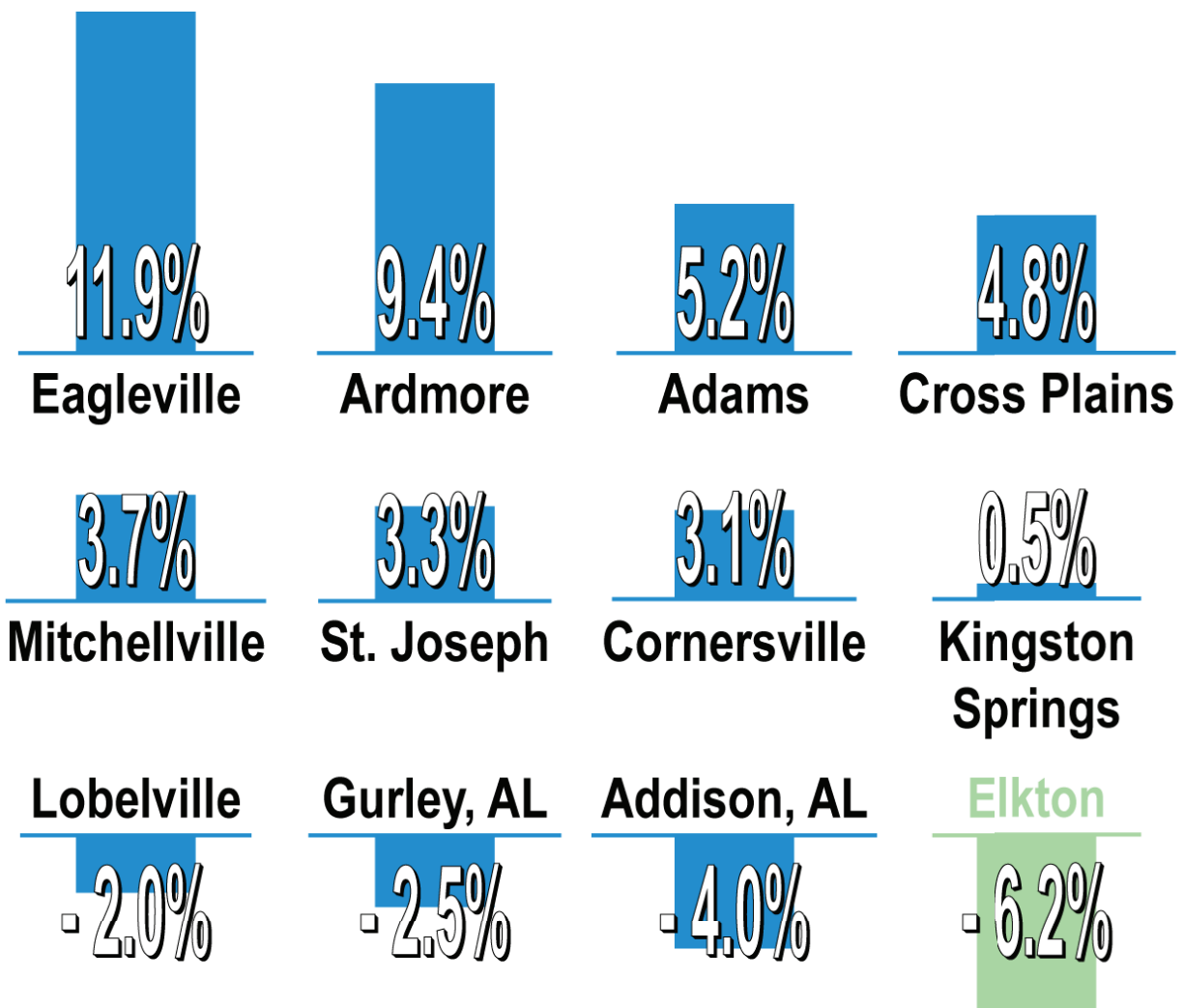


Figure 4: Population Growth (2010-17); Source: ACS 2016 5-Yr, Am. Fact Finder (2017 Est)

MEDIAN HOUSEHOLD INCOME

From 2010 to 2016, median household income in Elkton increased by \$2,500 from \$46,250 to \$48,750, according to the American Community Survey 5-Year Estimates. Among the peer cities, the change in household income from 2010 to 2016 ranged from a \$16,323 increase in Cornersville to a decrease of \$9,333 in Mitchellville.

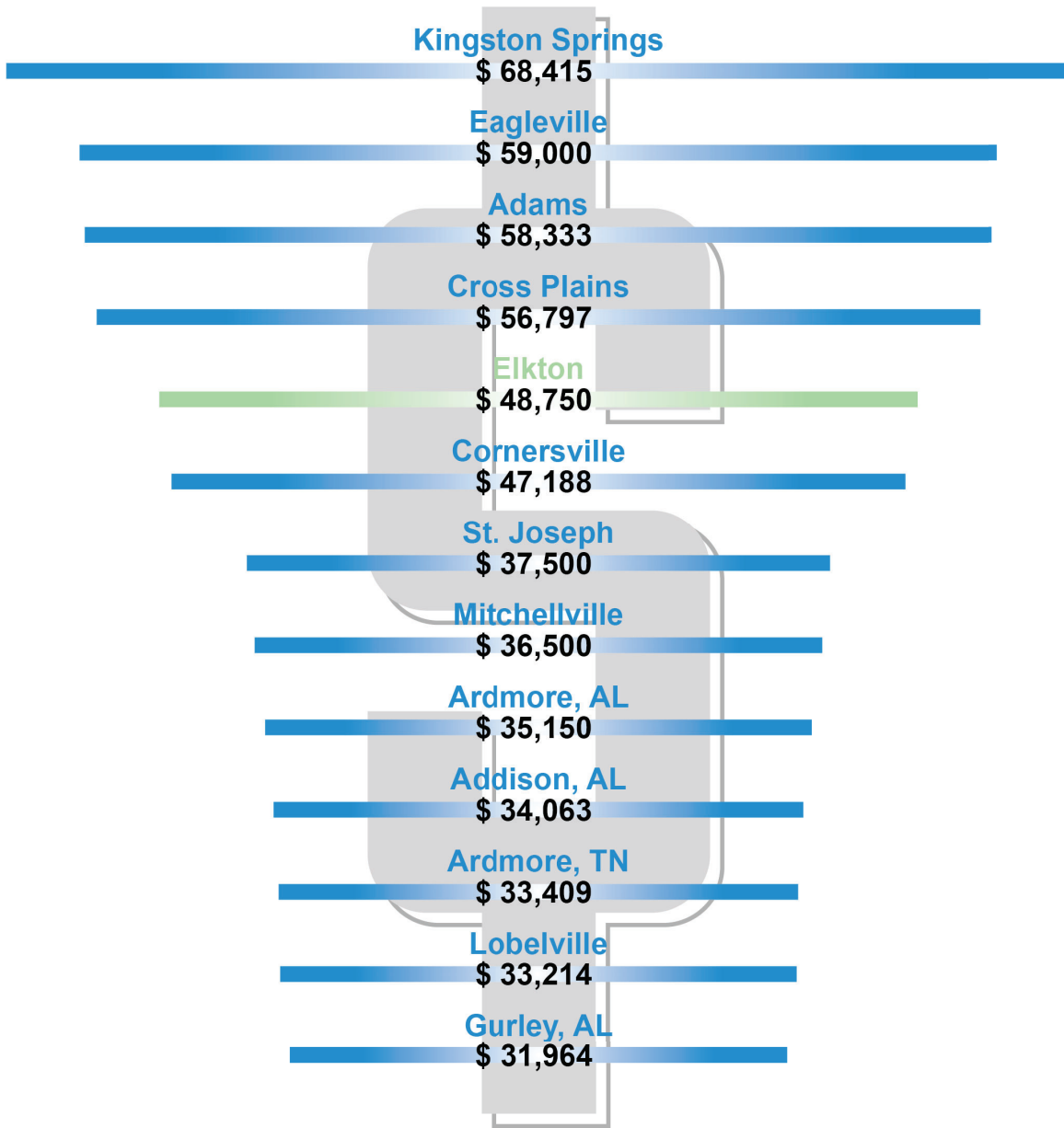


Figure 5: Median Household Income; Source: ACS Data Profile (DP03), 5YR

MEDIAN HOME VALUES

The median home value in Elkton increased 4.79 percent from 2010 to 2016. In 2010 the median home value in Elkton was \$96,300 and in 2016, the value increased to \$127,500. The average median home value among the peer cities was \$112,053 in 2016.

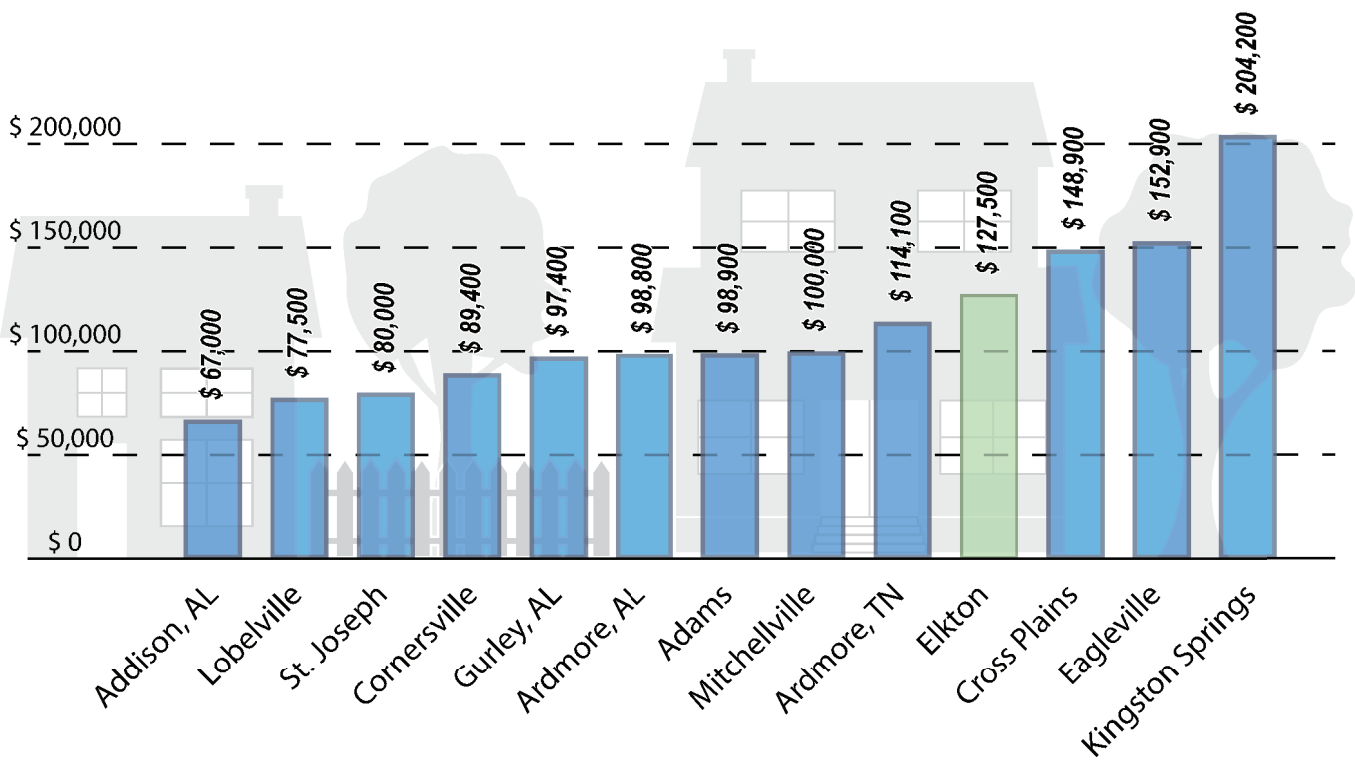


Figure 6: Median Home Value; Source: ACS Data Profile (DP03), 5YR

PROPERTY TAX RATES

Property taxes can deter investment if the tax rates offset other advantages of building when compared to regional peers. High property taxes result from the need to provide public services to areas with low property values. As property values increase, tax rates are reduced to ensure a zero-sum increase in taxes collected. If tax rates reduce to negligible amounts, a tax rate increase can then be imposed to generate new revenue for the city at rates below what was initially set.

Elkton's property tax rates are fairly consistent with the other peer cities in Tennessee and Alabama. Excluding the City of Cross Plains, each share a combination of varying city and county tax rates. In Alabama, additional state and school taxes are levied on properties that, consequently, cause two of the three Alabama peer cities to have the highest rates among the peer cities.

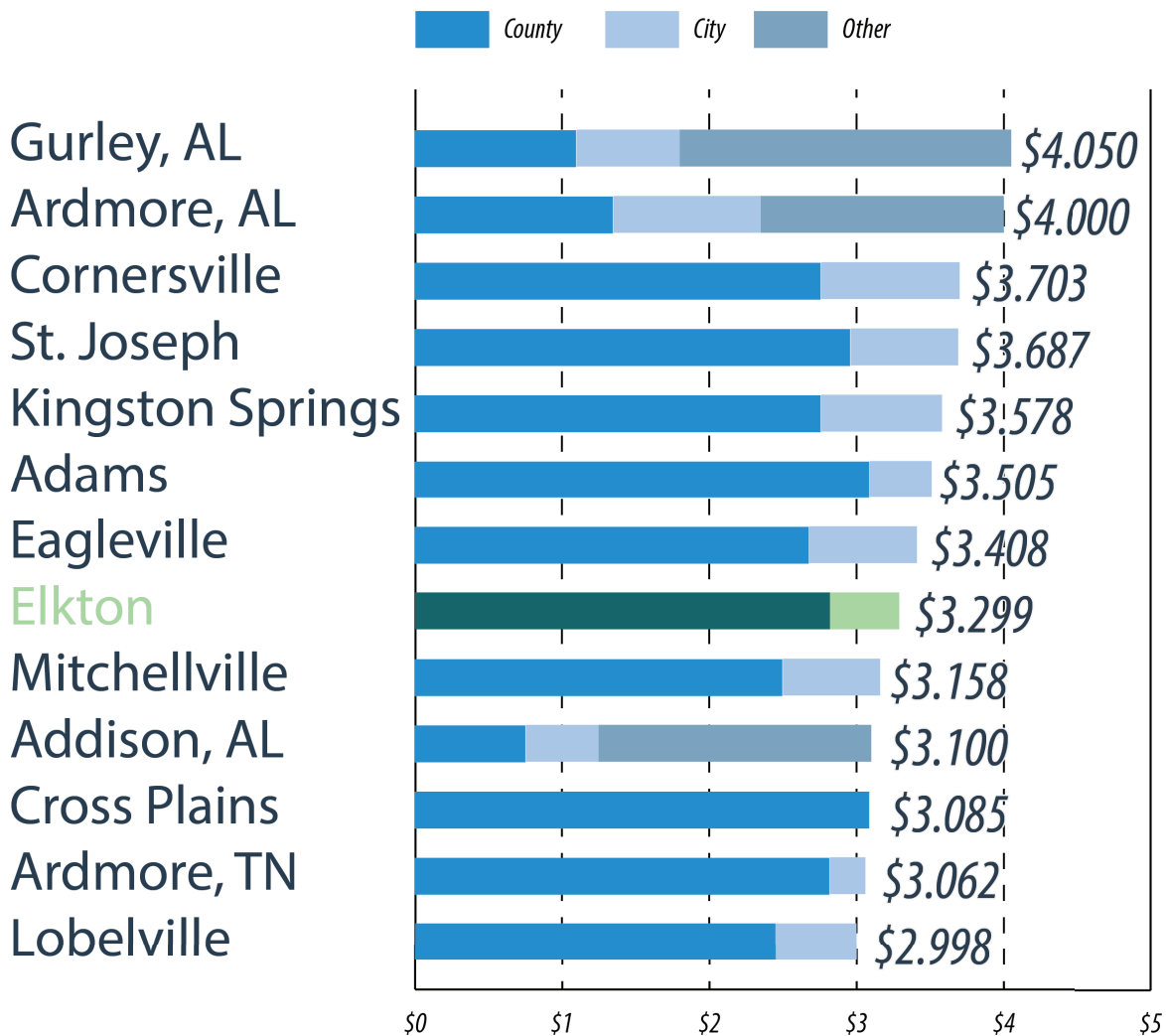


Figure 7: Peer Property Tax Rates; Source: TN Comptroller, 2017 Property Tax Rates, AL DOR, 2017 Millage Rates (10 mills = \$0.01)

VISION PLAN

Understanding and accepting that growth will continue, Elkton must position itself to develop in a manner consistent with the community’s goals and values. The first step in determining how Elkton will develop is to define a community vision. This vision serves as a basis for future community needs and desires and was instrumental in the development of the Community Transportation Mobility Plan.

VISION PLAN DESCRIPTION

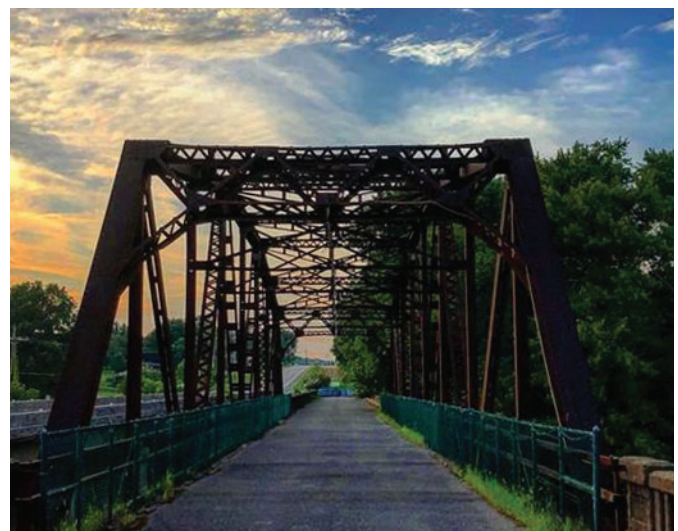
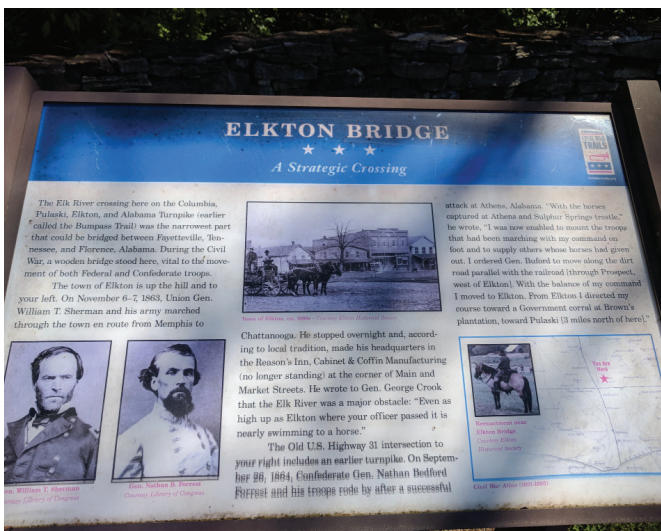
The Elkton Vision Plan combines character areas, future land uses and future attractors that expresses the City’s future wants and needs. The Vision Plan also helps identify areas that the community would like to see protected.

As discussed earlier, I-65 and US-31 are critical to the growth and success of Elkton’s future. There is a high dependence on each facility to provide mobility both into and out of Elkton. City officials have also stressed the need to provide alternative mobility options as a way to reduce the dependence on the automobile and embrace an improved and healthier quality of life.

In July 2018, a stakeholder meeting was held at the Elkton Community Center to discuss the Community Mobility Plan and to create a Vision Plan. Regional changes, peer city comparisons, and community connections were discussed. Other topics included:

- Industrial development;
- Local schools;
- Residential development;
- River access;
- Better connections to parks, river, and boat launch;
- Maintaining small-town charm as growth continues;
- Creating a more diverse economic base;
- Recruiting new residents and employers.

The discussions at this meeting helped create the first draft of the Vision Plan and was presented at the public meeting held in August, 2018 at Elkton Elementary School.



Elkton Vision



By 2040, the City of Elkton has grown to a population of over 1,500. Regional and local employment growth has provided more job opportunities in southern Middle Tennessee. A mixture of single- and multi-family residential - combined with new, mixed-use commercial and industrial development has provided the City with a safe, secure, economically sound, and sustainable community while preserving strong family and spiritual values. Robust parks and access to the Elk River offer the City's residents and visitors viable recreational opportunities and a better quality of life. With the emergence of small-town shops, restaurants, and other amenities around the Interstate 65 interchange and downtown, visitors from all over the country experience the small-town charm Elkton residents have experienced for years.



CHARACTER AREAS

Within the City's limits, the Vision Plan divides sections of Elkton into five distinct character areas to best accommodate the anticipated growth pattern (see Figure 8). The areas are identified as Residential, Regional Travel District, Jobs Center, Downtown Center, and Small Business District. To accommodate the surrounding growth while maintaining community traditions and values, land development must be properly planned to best utilize available resources. Building from existing development patterns and identified conservation areas, the City's Vision Plan helps identify where different land uses and densities would be suitable.

RESIDENTIAL AREA

The Residential Area consists of existing and future single-family homes. The average density would be expected to be limited to up to two units per acre. A concerted effort should be made to protect these neighborhoods and all new development in these areas should integrate with the traditional development patterns.

DOWNTOWN CENTER

The downtown center area has a higher density development pattern and is comprised of mainly commercial and institutional land uses. Structures in the downtown area are set adjacent to the roadway and should be oriented to face the major thoroughfare. Parking should be provided behind the structures. This area should provide a sense of place, offering a variety of activities while helping to create an identity for the community.

REGIONAL TRAVEL DISTRICT

The Regional Travel District is comprised of commercial and retail establishments designed to attract regional travelers. Typical developments would include chain restaurants, markets, gas and electric vehicle charging stations, campgrounds, hotels, and motels.

SMALL BUSINESS DISTRICT

The Small Business District consists of small office and retail establishments as well as new multi- and single-family homes. The average density should be up to five units per acre plus any non-residential. Residential and non-residential can be located within the same structure. Under these conditions, it is recommended that the non-residential units are at ground level.

JOBS CENTER

The Emerging Jobs Center District consists of new office and other commercial establishments. The average density can vary depending on the type of development in order to accommodate an occupant's particular requirements.

Prototype Character Areas



RESIDENTIAL

The Residential character area has a lower density development pattern and is predominantly composed of single family homes. Structures in this character area are set further back from the roadway and should be oriented to face the major thoroughfare. This character area should act as the gateway to the community and should have an identifiable and welcoming feature, such as a continuous fence.



DOWNTOWN CENTER

The Downtown Center consists of new and existing office, retail and institutional establishments. The average density is higher with at least two-story structures and exclusively non-residential. The future land use should provide a sense of place offering a variety of activities while creating the community an identity.



REGIONAL TRAVEL DISTRICT

The Regional Travel District is comprised of commercial and retail establishments designed to attract regional travelers. Typical developments would include chain restaurants, markets, gas and electric vehicle charging stations, campgrounds, hotels and more.



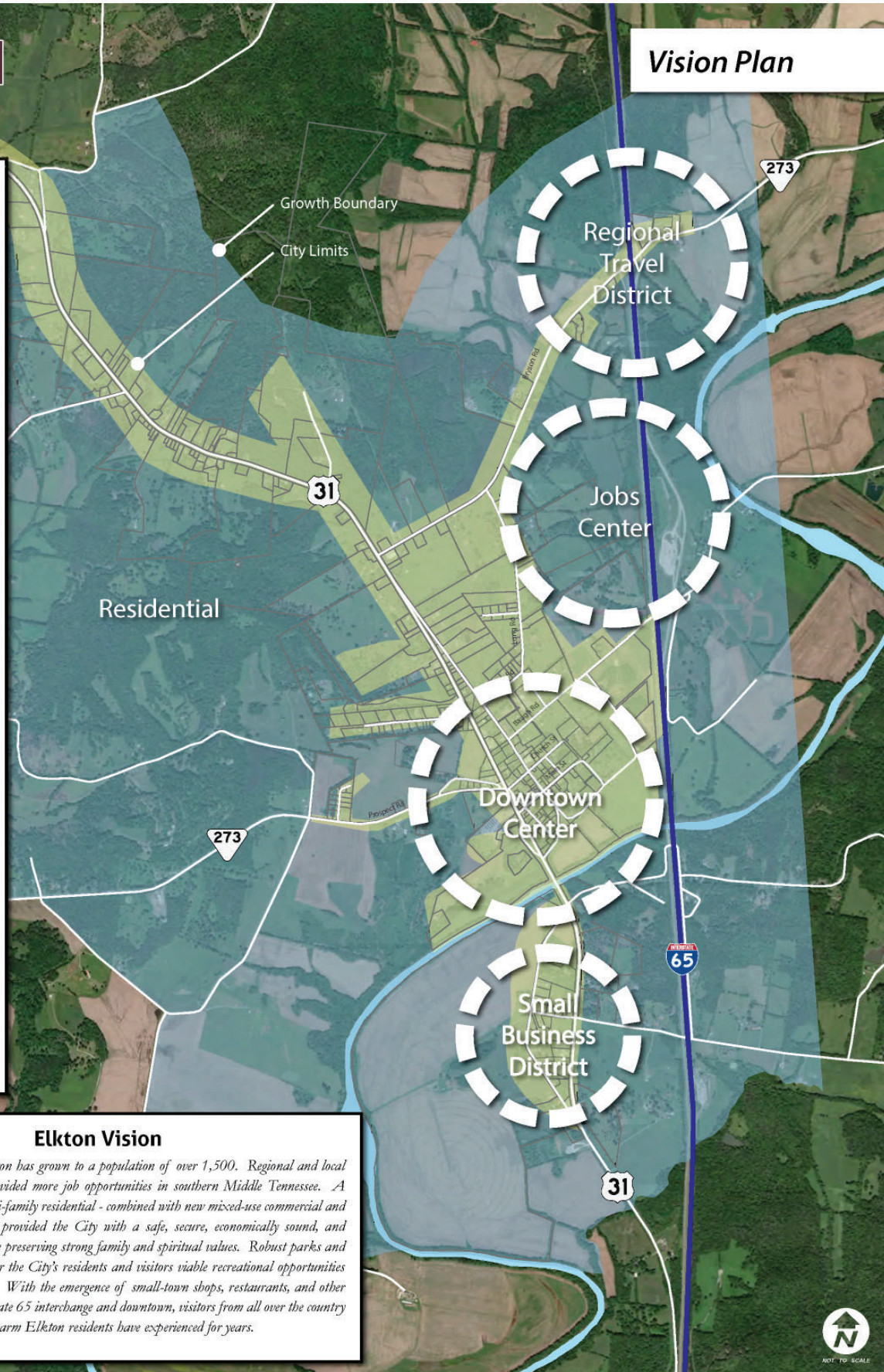
JOBS CENTER

The emerging Job Center District consists of new office and other commercial establishments. The average density can vary depending on the type of development in order to accommodate an occupier's particular requirements.



SMALL BUSINESS DISTRICT

The Small Business District consists of small office and retail establishments as well as row multi and single-family homes. The average density should be up to five units per acre plus any non-residential. Residential and non-residential can be located within the same structure. When this occurs, it is recommended that the non-residential units are at ground level.



Elkton Vision

By 2040, the City of Elkton has grown to a population of over 1,500. Regional and local employment growth has provided more job opportunities in southern Middle Tennessee. A mixture of single- and multi-family residential - combined with new mixed-use commercial and industrial development has provided the City with a safe, secure, economically sound, and sustainable community while preserving strong family and spiritual values. Robust parks and access to the Elk River offer the City's residents and visitors viable recreational opportunities and a better quality of life. With the emergence of small-town shops, restaurants, and other amenities around the Interstate 65 interchange and downtown, visitors from all over the country experience the small-town charm Elkton residents have experienced for years.

Figure 8: Elkton Vision Plan

CONNECTIVITY

COMMUNITY MOBILITY PLAN

The Community Mobility Plan builds from the vision to establish a connected community. By identifying these connections best suited for the expected user, the Mobility Plan provides an expanded transportation network that provides Elkton residents and visitors with mobility options that complement current travel behavior and promote healthier transportation choices (see Figure 9).

As mentioned earlier, US-31 is critical to the growth and success of Elkton. As the central roadway through the City, the community depends on this for mobility. Building adequate infrastructure along this highway and connecting it the City's secondary facilities is essential to the health and safety of the community. The proposed projects include a multi-use path along US-31 between Ardmore Ridge and Bryson Road. Sidewalks are proposed along Baugh Road, Market Street and Main Street. A new industrial access road is proposed along Persimmon Island and George Whitfield Industrial Park Road as a way to improve truck movements to existing industrial areas within Elkton. Finally, a proposed greenway along the Elk River would connect to the multi-use trail on US-31 and provide a scenic trail for recreation.

Elkton's Community Mobility Plan will achieve the following objectives:

- Provide safe and effective multi-modal alternatives both on and off the streets
- Connect current and future activity centers
- Develop sidewalks that get children to and from Elkton Elementary School and provide access to city parks and downtown activities
- Provide multi-use paths that enhance connections to city amenities and serve as an alternative travel route for residents and visitors
- Establish eco-friendly pathways along the Elk River that focuses more on recreational trips and less of efficient mobility

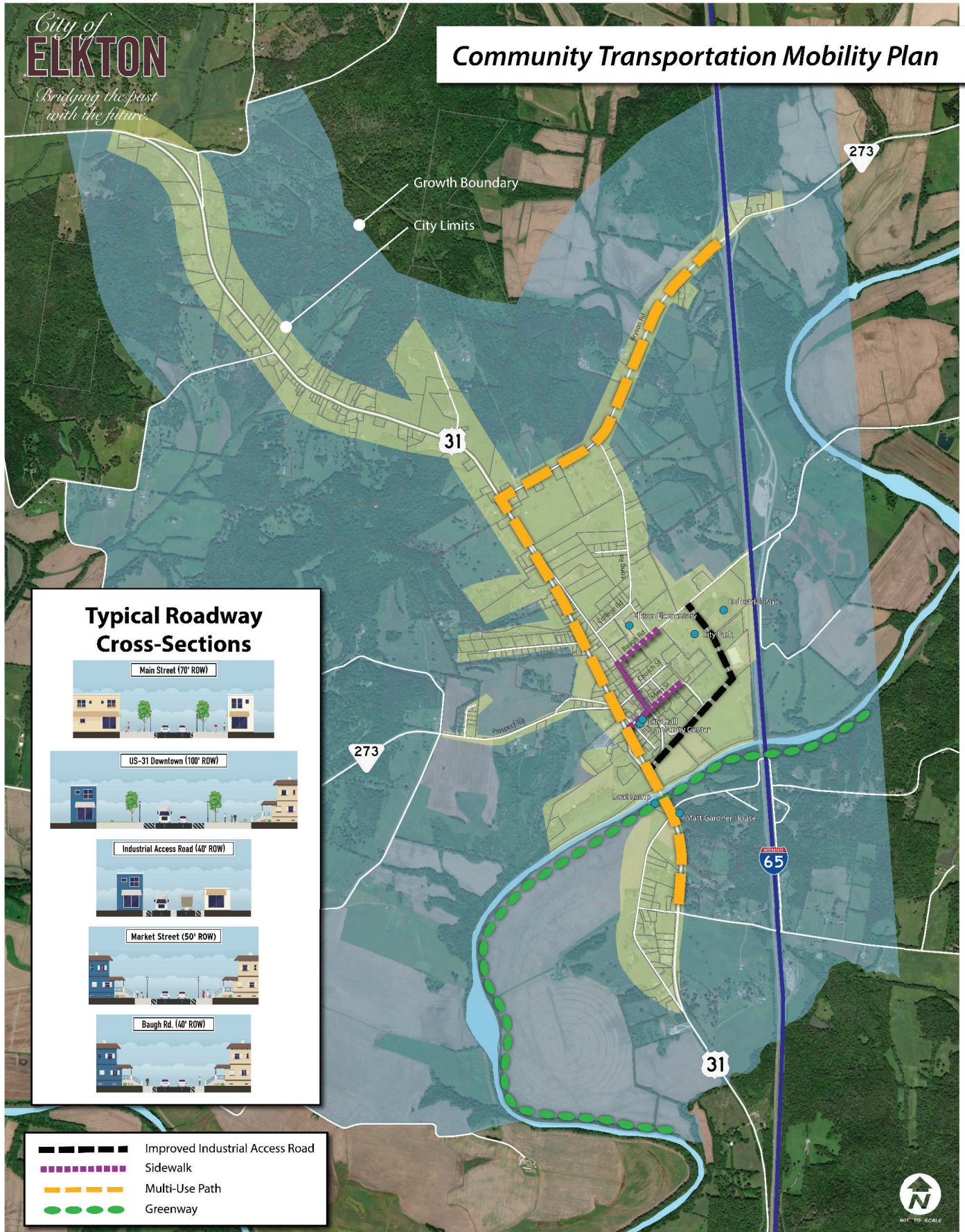


Figure 9: Elkton Mobility Plan

FACILITY TYPES

The following facility types offer multi-modal connections throughout the community using the development patterns that emerge from the Vision Plan.

PEDESTRIAN FACILITIES

Sidewalks

Sidewalks provide dedicated space within the public right-of-way for use by pedestrians. A sidewalk is located adjacent to the roadway and can be used in either direction by persons traveling on foot or by wheelchair. Standard sidewalk widths are five feet in width to allow for the movement of two passing pedestrians, as well as meeting the Americans with Disabilities Act (ADA) guidelines for wheelchair accessibility.

For safety and comfort reasons, sidewalks should be physically separated from the roadway by either a buffer space or curb. In rural settings, sidewalks without curb and gutter are typical.

Although sidewalks can be placed directly adjacent to a curb, a two- to four-foot buffer between the roadway and inner edge of sidewalk is recommended. As vehicular speeds increase, larger buffer spaces should be used. In most cases, where sidewalks are missing from the original roadway design, underground drainage structures may need to be constructed. This can lead to significant increases in project cost.

SHARED-USE FACILITIES

Shared-Use facilities provide non-motorized travel options to area residents and visitors. These facilities can be utilized for different travel purposes (e.g., transport, recreation) and can be traversed in either direction of travel.

Multi-Use Paths

Multi-Use trails are dedicated paths for non-motorized transportation to provide a user mobility options to arrive at their desired destination. These trails can be within roadway right-of-way, but are typically separate. If within the right-of-way, multi-use trails should be spaced more than five feet from the roadway. The Tennessee Department of Transportation prefers a minimum width of 12 feet for multi-use paths.

Greenways

Greenways are also dedicated paths for non-motorized transportation, but are primarily used for recreation. These journey trails can facilitate eco-tourism and should focus on the experience of the trip and less on efficient mobility to reach a destination. The preferred TDOT greenway width is also 12 feet. The surface of the greenway path can vary. The decision is usually based on factors such as context, constructibility and cost.

PROJECTS

Infrastructure improvement plans are typically grouped into phases. Each phase contains groups of projects arranged by geographical location, improvement type, expected date of completion or priority. The projects listed in the Elkton Community Mobility Plan are grouped by priority, but can be reorganized by project type or geography, depending on funding source eligibility.

PROJECT COSTS

Project costs were estimated in this plan using typical items needed in the construction of each different type of facility. An estimated value was derived for each item, based on the 2017 TDOT average unit pay items on a per linear foot basis. The costs below represent the estimated cost of the entire length of the project. It is important to note that estimated costs do not include the purchase of right-of-way, easements and/or any additional costs associated with utility relocation.

Estimated costs by phase are shown in Table 1. Tables 2 and 3 display the projects grouped by phase and facility type respectively. The projects identified in this plan and their locations are shown on the following maps in Figure 10.

Table 1: List of Projects

Phase	Project No.	Street	Facility Type	From	To	Length (miles)	Length (Feet)	Cost
I	1-1	Baugh Road Sidewalk	Sidewalk - C/G	Market Street	Long Road	0.2	1,014	\$615,000
I	1-2	Market Street Sidewalk	Sidewalk - C/G	Main Street	Baugh Road	0.3	1,346	\$914,000
I	1-3	Main Street Sidewalk	Sidewalk - C/G	Elkton Pike	Walnut Street	0.3	1,473	\$1,117,000
II	2-1	Elk River Greenway	Greenway	South Growth Boundary	East Growth Boundary	3.2	17,000	\$1,563,000
III	3-1	HWY 31	Multi-use Path	Ardmore Ridge Road	Bryson Road	2.0	10,500	\$3,225,000
III	3-2	Bryson Road	Multi-use Path	HWY 31	I-65	1.5	8,000	\$3,182,000
IV	4-1	George Whitfield Industrial Park Road	Industrial Access Road	Elkton Park	Baugh Road	0.9	4,805	\$4,266,000

Table 2: Estimated Project Costs By Phase

Phase	Estimated Cost
One	\$ 2,646,000
Two	\$ 1,563,000
Three	\$ 6,407,000
Four	\$ 4,266,000
Total	\$ 14,882,000

Table 3: Estimated Project Costs By Facility Type



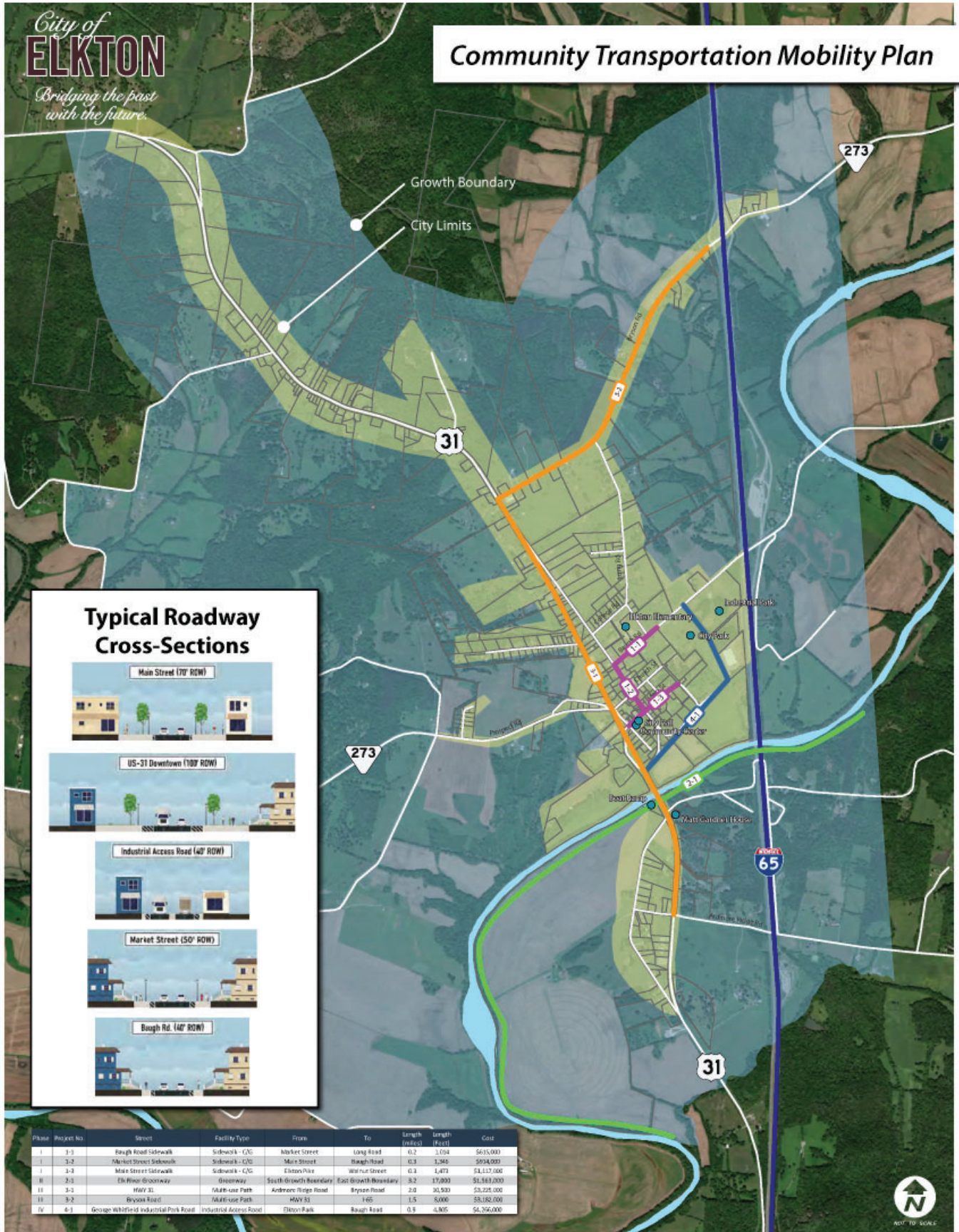


Figure 10: Mobility Plan Project Map

FIRST STEPS

IMPLEMENTATION

Implementation of Elkton’s Mobility Plan will require the cooperation and coordination of state and federal governments as well as the Elkton community. It is important to select project partners early to help identify any potential issues or opportunities.

PARTNERS

Each project will require different partners to adequately address the many aspects of implementation; however, it is crucial that TDOT, FHWA and local residents are involved in all stages of development. Depending on the project type and location, additional insight may be required by environmental agencies such as the Tennessee Department of Environment and Conservation (TDEC) and the Environmental Protection Agency (EPA).

FUNDING PROGRAMS

The project type, cost and amount of local match determine the eligible funding programs that can be pursued on a project. Different funding programs are administered through varying state departments. For example, Table 4 below lists funding programs available for bicycle and pedestrian improvements in Tennessee.

Table 4: Bicycle and Pedestrian Eligible Grant Programs

Agency	Grant	Eligibility	Local Match	Award Amount
TN Department of Transportation	Multi-Modal Access Grant	Meet ADA standards, be on or create a direct connection to a state route, provide direct access to a transit hub	5%	Not to Exceed \$ 1 million
TN Department of Transportation	Transportation Alternatives Program	Must be one of 10 eligible activities and must relate to surface transportation	20%	\$ 1.2 million average
TN Department of Environment and Conservation	Recreation Educational Service Grants (Local Parks and Recreation Fund)	Purchase of land for parks, natural areas, greenways and the purchase of land for recreational facilities. Funds also may be used for trail development and capital projects in parks, natural areas and greenways	50%	Varies
TN Department of Environment and Conservation	Recreation Educational Service Grants (Recreational Trails Program)	Land acquisition for trails, trail maintenance, trail construction, trail rehabilitation and for trail head support facilities	20%	Varies
TN Department of Environment and Conservation	Recreation Educational Service Grants (Land and Water Conservation Funds)	Acquisition and development of public outdoor recreation areas and facilities	50%	Varies

STAGES OF A PROJECT

Large infrastructure projects are typically developed in stages. With each stage, more detail is added to allow for better cost and scheduling estimates. The three major stages of a project are as follows:

1 Vision/Planning Level

This is the first step of project development and is the current status of each project listed in this document. Projects in this development stage have a defined improvement type and general location. Specific alignments, cost estimates, materials used, phasing and funding sources are often conceptual and are subject to change. Furthermore, projects at this level are typically considered long-range in nature, and have not been officially pursued for design or construction; but may have been recommended for a planning-level study.

2 Conceptual/Programming Level

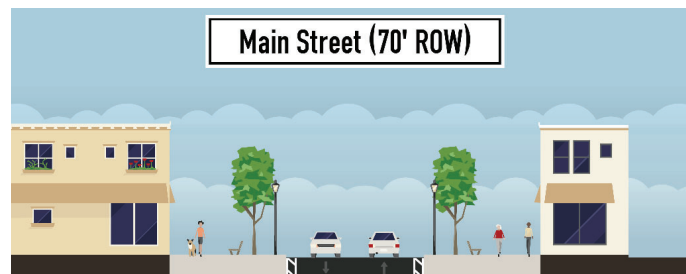
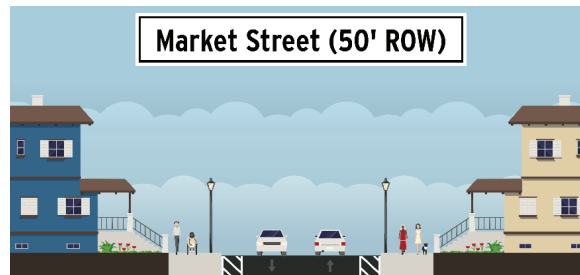
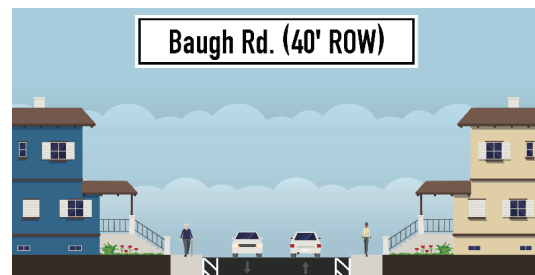
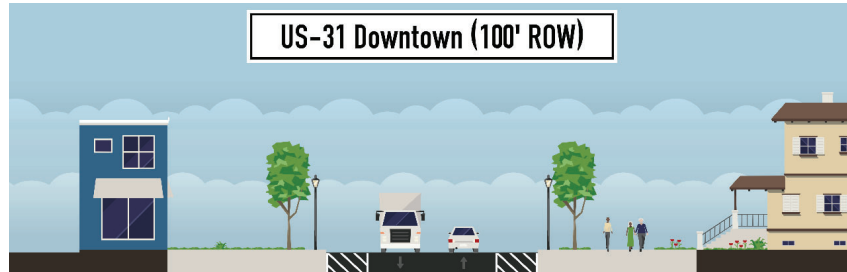
This stage continues the momentum gathered from the Vision/Planning Level stage and begins to refine the project details, such as right-of-way needs and estimated cost. Actual alignments, materials, phasing and funding sources will be narrowed down, but not necessarily defined. Projects in this stage are typically near-term in nature and have had some level of study performed that contained a list of preferred recommendations.

3 Design/Construction Level

This stage further refines the details established in the Conceptual/Programming Level stage and defines the specific design plans including alignment, termini, right-of-way acquisition, easements, utility relocations, materials used, phasing and funding. The project should also contain a detailed and accurate cost estimate. Projects in this stage usually have a committed funding source and are typically listed in a near-term Improvement Plan.

TYPICAL CROSS-SECTIONS

Typical cross sections were developed in conjunction with the Elkton Mobility Plan and are intended to help City officials and the general public visualize how the proposed projects will be constructed within the existing right-of-way limits; and also show how a multi-modal facility can accommodate a variety of transportation options while maintaining desired traffic operations and safety.



SUMMARY

The Community Transportation Mobility Plan provides the tools and guidance necessary to advance the City of Elkton to the next level of economic vitality and livability. By establishing a unified vision and creating policies that nurture the City's principles and values, Elkton officials have the power to pursue new opportunities and partnerships that foster growth and promote a better quality of life for the City's residents, employees, and visitors.

APPENDIX



City of Elkton
Community Transportation Mobility Plan
Stakeholder Meeting #1

July 17, 2018
6:00pm – 7:30pm
Elkton Community Center

APPENDIX

Sign-In Sheet

Name	Organization	Phone / Email
Lee Gordon	EIK River Adventures	256-431-3666 LG1976@att.net
Jim Doe Lathrop	Elkton Planning	989-798-5901 jetdoejim007@yahoo.com
Carol Abernathy	Elkton School	931-309-8387 cabernathy@gcboe.us
Eddie Woodard	Sunrise Chapel	931-309-9104 SunriseElkton@gmail.com
Bill Bonjour	Elkton Planning	256-509-6882 berryln5@bellsouth.net
Lamy Rich	Elkton School	931-309-9683 lrich@gcboe.us
Lisa Cross	SCTOD-RPO	931-379-2915 lcross@sctod.org
Carolyn Thompson	City of Elkton	931-638-9680 csthompson@bellsouth.net
J.D. Turner	H.H. Physician Assoc - Elkton	931 468 2102 jdturner@gmail.com
Bill Parsons	Shadyhawn Track	931-433-4584 wjparsons@spunet.com
Jan Preston	TDOT	jan.preston@tn.gov
Jonathan Russell	TDOT	Jonathan.Russell@tn.gov

Written Comments Received from Stakeholder Meeting:

- A town known for family friendly values,
- Job growth in Mg.
- Excellent school system PreK-12
- Major growth at Exit 6 and Exit 1

Industrial with small town charm. small feeder industries for
toyota mazda

On 2040, the City of Elkton is
with Recreation, arts, Historical Parks



City of Elkton
Community Transportation Mobility Plan
Public Meeting

August 16, 2018
6:00pm – 7:30pm
Elkton Elementary School

APPENDIX

Sign-In Sheet

Name	Organization	Phone / Email
Frances Neal	alderman	931-638-2883 / francesneal@aol.com
Mike Scott		731-439-7480 / mike5919@att.net
Terry Pope	Elkton Baptist	931-427-2474 / The Pope's Packet Mail
David Yant	ELKTON citizen	931-468-2803 yantd@bellsouth.net
Malcom Moore		931-468-2432
Bill Bonjour	ECKTON ALDERMAN	256-509-6802 berryLn2@bellsouth.net
Jimmy Dean Caldwell	Mayor Elect	931-638-3864 MSGJAcReT@aol.com
Lorilyn Thompson	Mayor	931-488-9680
Melissa Burgess	EES teacher	931-619-6140
Cyril Alunthy	Elkton School	931-309-8387 cabernathy@gcbue.us
* James Lather	Alderman Elect	989-798-5901 jetdogjim007@yahoo
Tracy Davis	Elkton Booster Club	256-431-9371 trdavis@outlook.com
Anna Johnson	Elkton Booster Club	256-777-0888 annajohnson3009@gmail.com
Paul Mashe	Pullock; Citizen	931-424-7840 Paul.Mashe + pullock citizen com

