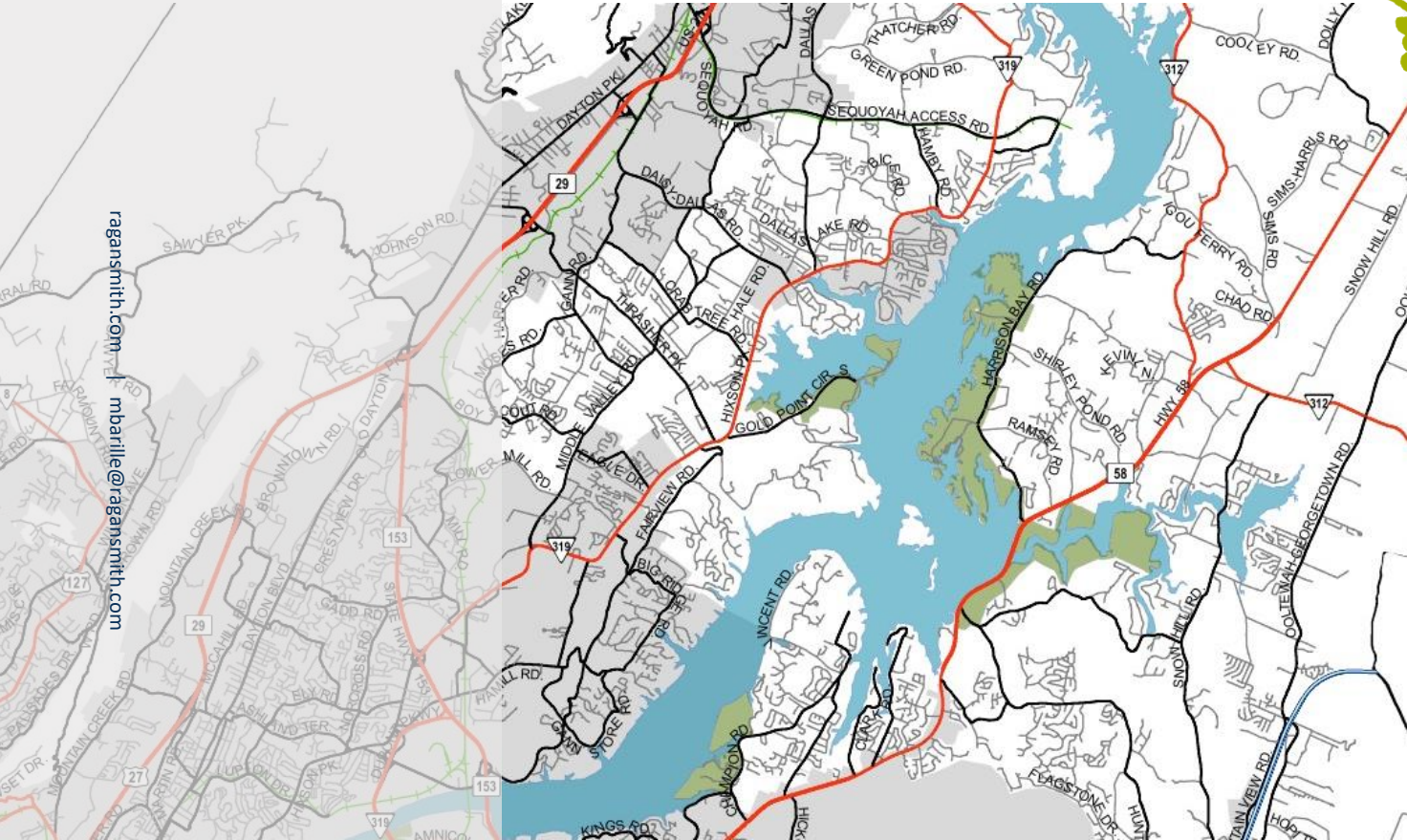




RaganSmith



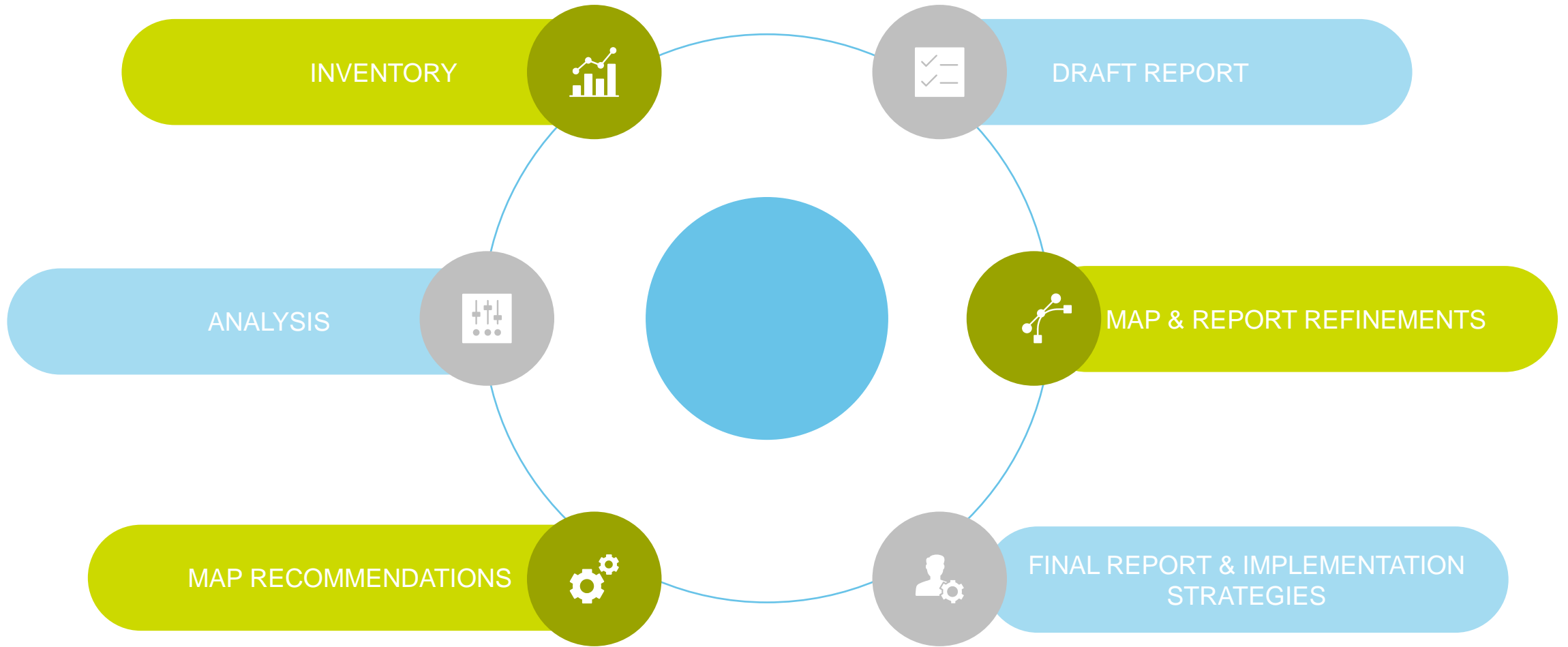
# Hamilton County Area Plans

PRESENTED TO

Hamilton County Mayor & Staff

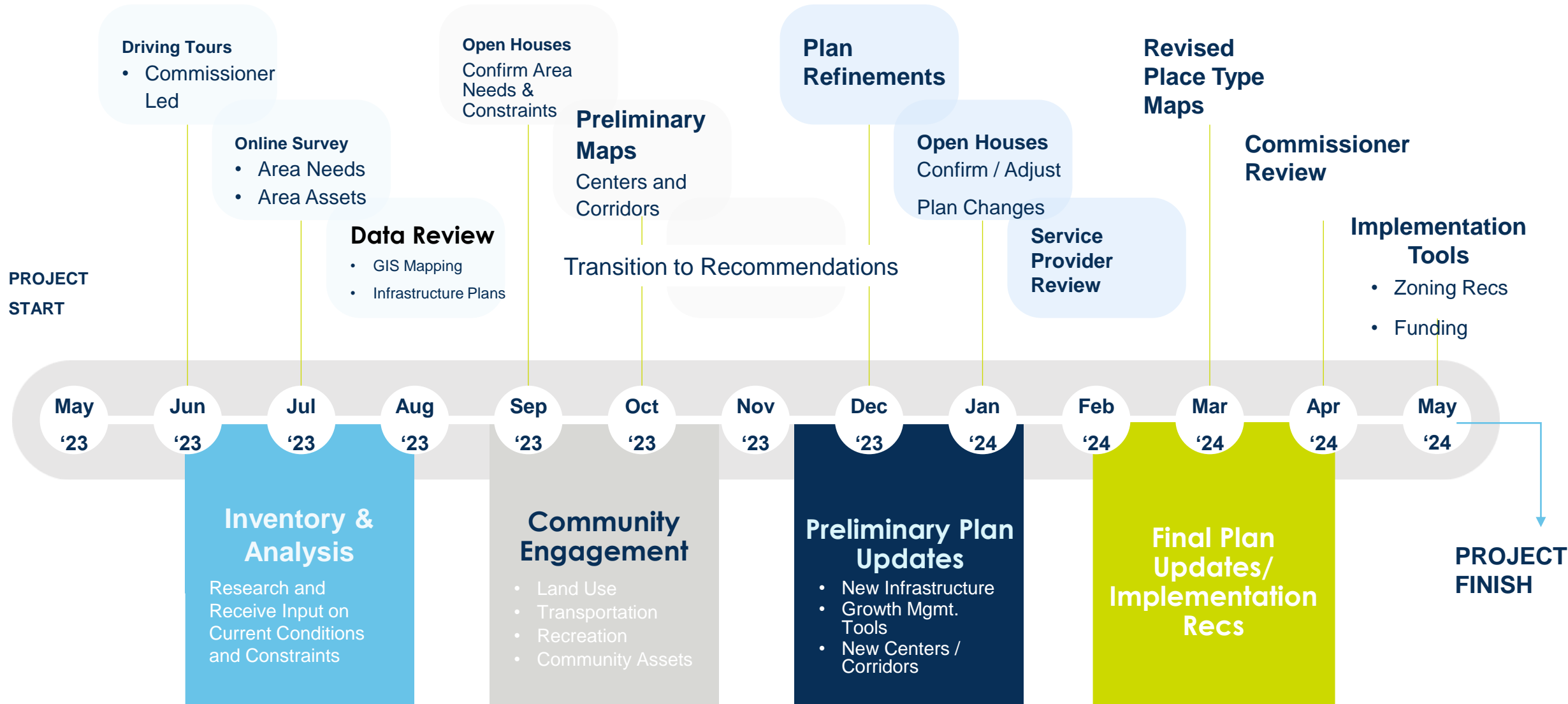
11 | 01 | 2023

# Project Circle



# Area Plan Timeline

Mapping Our Future Together



# Community Engagement Open House



## TRANSPORTATION

- Incident Maps
- TPO Planned Improvements
- Resident Input – Safety, Traffic, Modes



## LAND USE

- Sub-Divisions & Permits
- Current Trends Analysis
- Resident Input - Preferred Development form



## PARKS & OPEN SPACE

- Existing Parks, Public, and Protected Land Inventory Map
- Resident Input – What type of additional access or rec assets are needed



## CRITICAL RESOURCE AREAS

- Natural Resource Maps
- Protected Resource Areas
- Resident Input – identification of areas that need protection.



## COMMUNITY INVESTMENT ANALYSIS

- Resident Input – Cash Sticker exercise to prioritize needs
- Map & Precedent Images for roads, utilities, parks, greenways, farms, schools, job creation

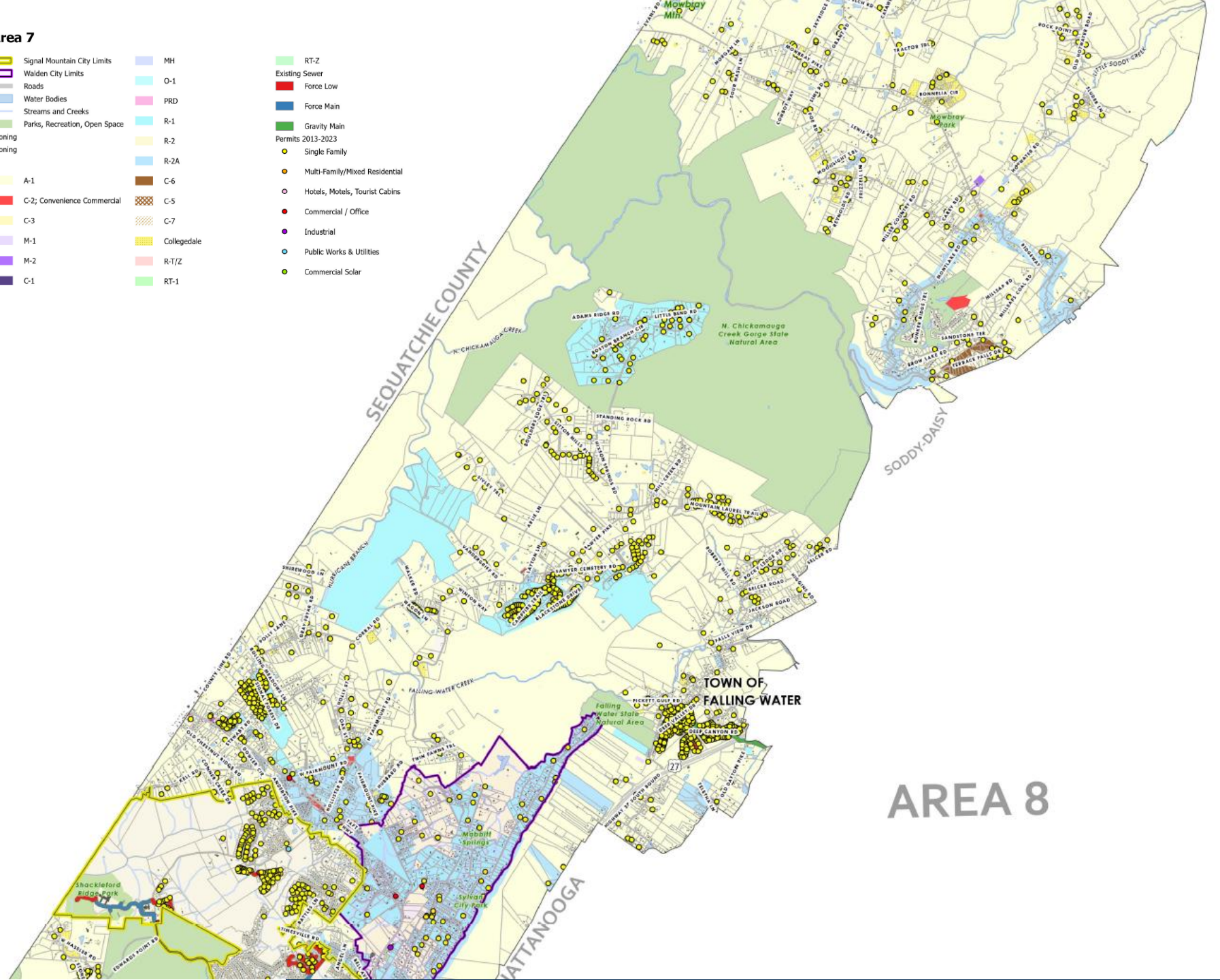
# Project Analysis

07/31/23	Building Permits By States and Metro Areas											
	All data in thousands											
	SINGLE-FAMILY				MULTIFAMILY				TOTAL			
	YTD	YTD	YTD	YEAR	YTD	YTD	YTD	YEAR	YTD	YTD	YTD	YEAR
	Jul-23	Jul-22	% CHG	2022	Jul-23	Jul-22	% CHG	2022	Jul-23	Jul-22	% CHG	2022
<b>UNITED STATES</b>	527.158	645.877	-18%	975.584	337.730	394.215	-14%	689.504	864.888	1,040.092	-17%	1,665.088
<b>NORTHEAST</b>	32.117	36.519	-12%	61.459	37.044	53.809	-31%	84.400	69.161	90.328	-23%	145.859
<b>MIDWEST</b>	63.416	77.325	-18%	121.750	43.860	55.400	-21%	99.351	107.276	132.725	-19%	221.101
<b>WEST</b>	110.741	147.843	-25%	213.859	89.630	104.332	-14%	178.719	200.371	252.175	-21%	392.578
<b>SOUTH</b>	320.884	384.190	-16%	578.516	167.196	180.674	-7%	327.034	488.080	564.864	-14%	905.550
<b>TENNESSEE</b>	18.635	22.414	-17%	33.213	8.312	7.317	14%	19.299	26.947	29.731	-9%	52.512
Chattanooga, TN-GA	1.323	1.407	-6%	2.121	0.462	0.547	-16%	0.960	1.785	1.954	-9%	3.081
Clarksville, TN-KY	0.794	1.233	-36%	1.494	0.607	1.945	-69%	2.590	1.401	3.178	-56%	4.084
Cleveland, TN	0.369	0.530	-30%	0.775	0.038	0.124	-69%	0.149	0.407	0.654	-38%	0.924
Jackson, TN	0.159	0.210	-24%	0.306	-	-	0%	-	0.159	0.210	-24%	0.306
Johnson City, TN	0.427	0.484	-12%	0.802	0.050	0.128	-61%	0.222	0.477	0.612	-22%	1.024
Kingsport-Bristol-Bristol, TN-VA	0.480	0.525	-9%	0.815	0.035	0.105	-67%	0.124	0.515	0.630	-18%	0.939
Knoxville, TN	2.513	2.736	-8%	3.878	1.038	0.869	19%	1.029	3.551	3.605	-1%	4.907
Memphis, TN-MS-AR	1.851	2.433	-24%	3.486	0.322	0.524	-39%	0.816	2.173	2.957	-27%	4.302
Morristown, TN*	0.374	0.518	-28%	0.799	0.064	0.094	-32%	0.101	0.438	0.612	-28%	0.900
Nashville-Davidson-Murfreesboro-Franklin, TN	8.737	10.515	-17%	15.622	5.634	2.815	100%	12.804	14.371	13.330	8%	28.426

# Area 7

## Area 7

- |                               |             |                                |
|-------------------------------|-------------|--------------------------------|
| Signal Mountain City Limits   | MH          | RT-2                           |
| Walden City Limits            | O-1         | Existing Sewer                 |
| Roads                         | PRD         | Force Low                      |
| Water Bodies                  | R-1         | Force Main                     |
| Streams and Creeks            | R-2         | Gravity Main                   |
| Parks, Recreation, Open Space | R-2A        | <b>Permits 2013-2023</b>       |
| <b>Zoning</b>                 | R-2         | Single Family                  |
| A-1                           | C-6         | Multi-Family/Mixed Residential |
| C-2; Convenience Commercial   | C-5         | Hotels, Motels, Tourist Cabins |
| C-3                           | C-7         | Commercial / Office            |
| M-1                           | Collegedale | Industrial                     |
| M-2                           | R-T/Z       | Public Works & Utilities       |
| C-1                           | RT-1        | Commercial Solar               |



AREA 8

# Area 8





# Area 13

- Legend**
-  Soddy-Daisy City Limits
  -  All Counties Mask
  - Permits 2013-2023**
  -  Single Family
  -  Multi-Family/Mixed Residential
  -  Hotels, Motels, Tourist Cabins
  -  Commercial / Office
  -  Industrial
  -  Public Works & Utilities
  -  Commercial Solar
  -  Needs to be Verified
  - Existing Sewer**
  -  Force Low
  -  Force Main
  -  Gravity Main
  -  Parcels
  -  Highway Symbols and Shields
  -  Rail
  -  Roads
  -  Roads Labeling (Block LC - Area 13)
  -  Roads Labeling (Block LC - Soddy-Daisy)
  -  Water Bodies
  -  Streams and Creeks
  - Land Use**
  -  Commercial
  -  Agricultural & Preservation
  -  Industrial
  -  Institutional
  -  Recreational
  -  Residential Single Family
  -  Residential Multi Family
  -  Transportation
  -  Utilities & Communication
  -  Mixed-Use
  -  Vacant
  - Zoning**
  -  A-1
  -  A-1
  -  C-2, Convenience Commercial
  -  C-3
  -  M-1
  -  M-1
  -  M-2
  -  M-2
  -  C-1
  -  C-1
  -  MH
  -  C-1
  -  PRD
  -  R-1
  -  R-2
  -  R-2A
  -  R-3
  -  R-3
  -  R-3MD
  -  R-3MD
  -  R-4
  -  C-7
  -  R-5
  -  Collegedale
  -  R-T/Z
  -  RT-1
  -  RT-2



# Project Analysis

## ISSUES

## POTENTIAL TOOLS

### LAND USE

- Lack of predictable development pattern
- Storm Water / Temp Flooding
- Desire to maintain more rural pattern
- Loss of Farmland

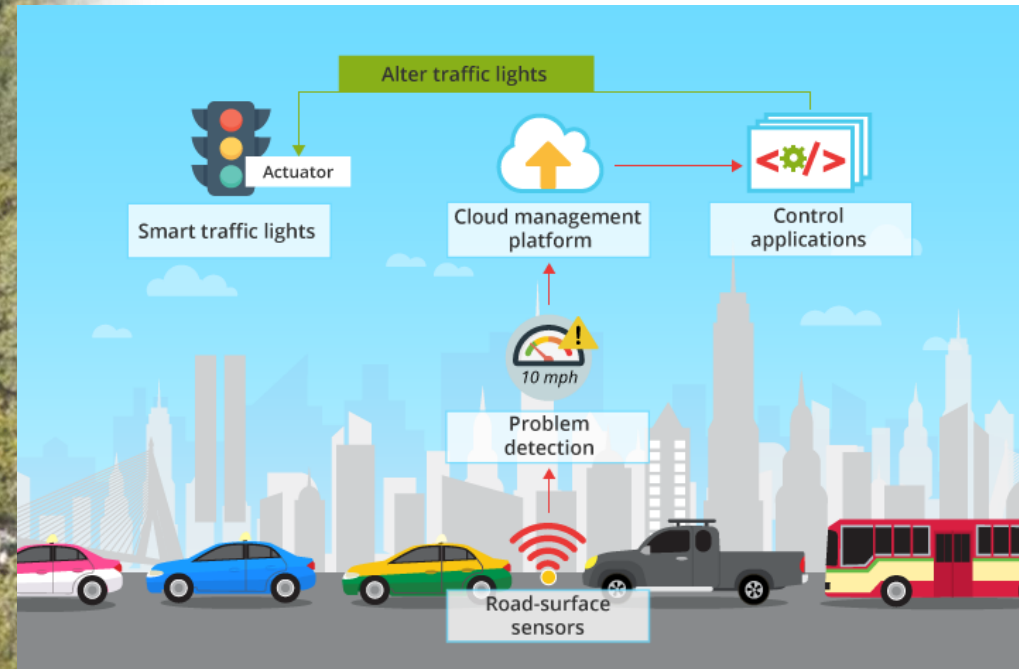
- Zoning Overlays
- More Stringent Storm Water Review
- Cluster bonus subdivision
- Farmland Trust / Purchase of Preservation Easements

### TRANSPORTATION

- Peak hour congestion at key intersections
- Unpredictable turning movements

- ITS – Smart Corridor Enhancements
- Access Management Plans – TDOT Guidelines or better
- Schools – Staggered Start
- Traffic Circles where appropriate

# ITS & Access Management



# Traffic Circles



Do



Don't



# Project Analysis

## ISSUES

## POTENTIAL TOOLS

### LAND USE

- Poor access management & Lack of Connectivity leading to congested corridors
- Lack of connectivity
- Isolation of services & amenities from housing
- Disjointed infrastructure

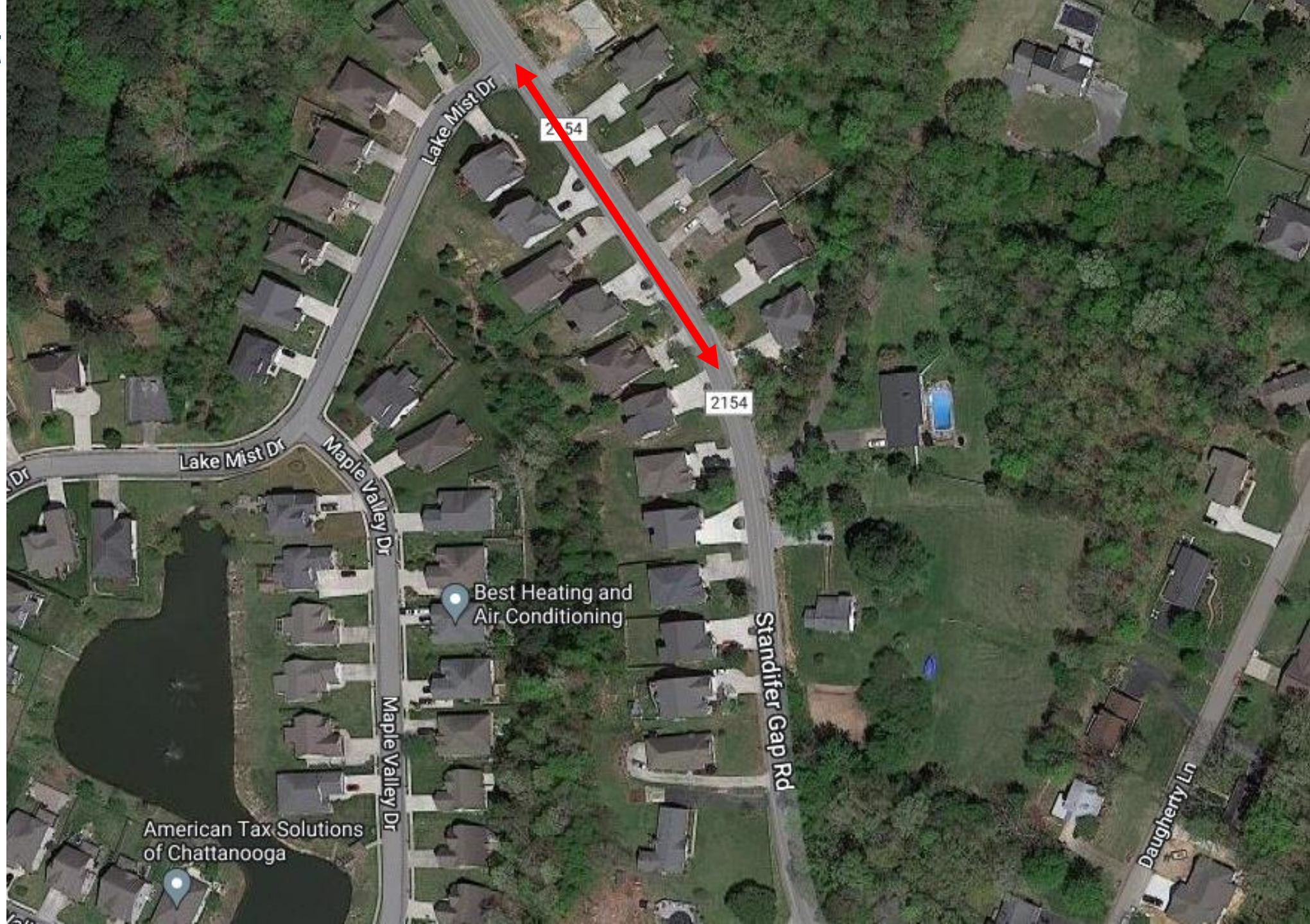
- Revised Sub-Div Ordinance
- Require easement for future connection
- Plan for mixed-use zoning around existing services
- Guide growth to centers / logical crossroads where infrastructure needs can be anticipated

### TRANSPORTATION

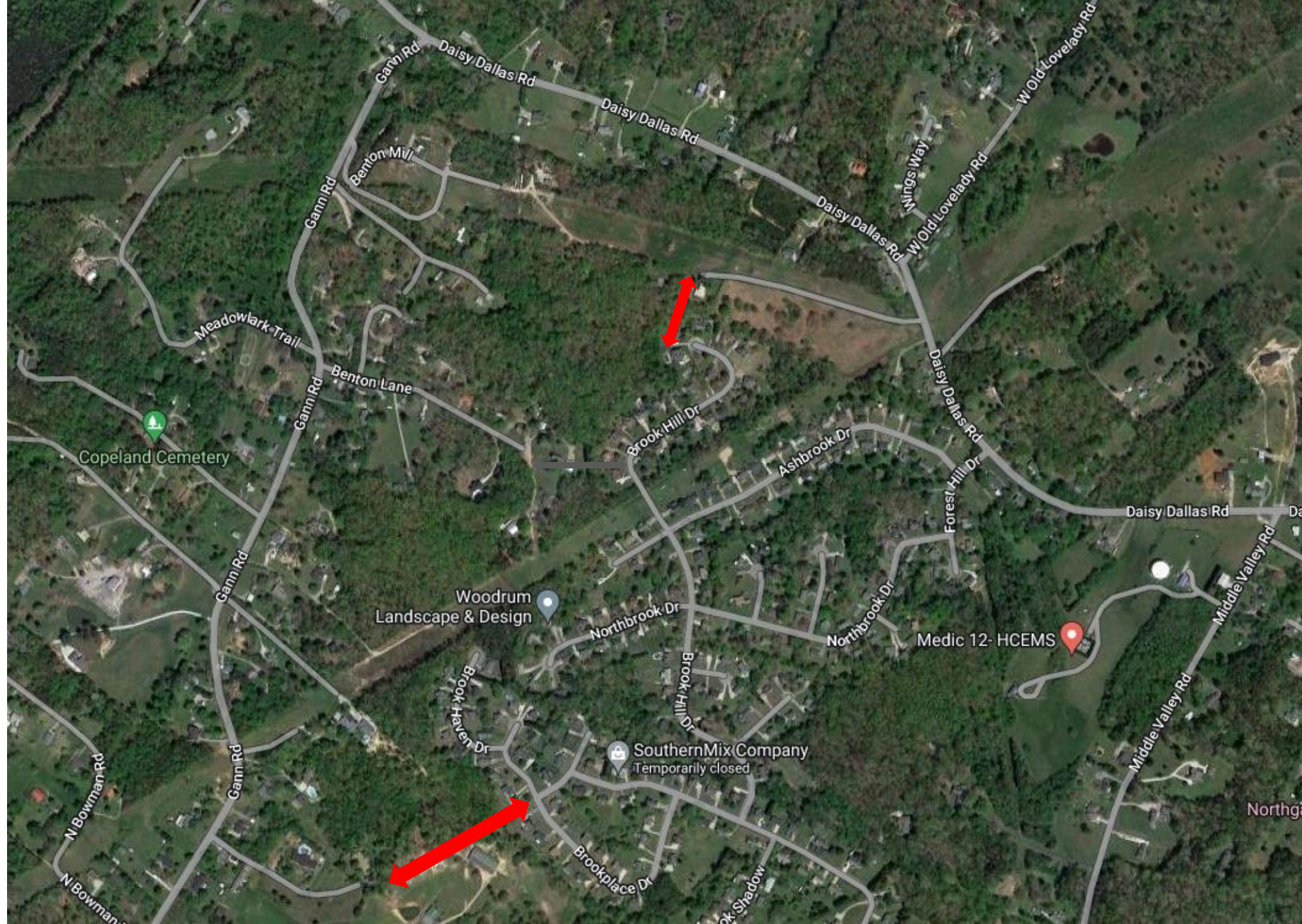
- Crashes w injuries
- Crashes creating frequent congestion
- Speed / Safety Issues

- Corridor Studies for design improvements or access management
- Study additional signalization or Intersection improvements
- Study for geometry improvements, speed informational signage, warrant for speed limit reduction

# Development Pattern Issues



# Development Pattern Issues



# Transportation



# Transportation Inventory & Analysis

## Base Transportation Information & Forecasts

- Chattanooga-Hamilton County/North Georgia TPO 2050 Regional Transportation Plan Model
- TDOT Historical Traffic Count Data
- Crash Location & Information (2020-2023)

The 2050 Regional Transportation Plan is the latest update to our region's long-range transportation plan. Regional Transportation Plans (RTP) are long-range transportation plans that look at a 25 year horizon, and are updated every five years. The RTP includes an analysis of current regional trends as well as projections for what to expect in the future. To learn more about our 2050 RTP update, visit our 2050 RTP Website.

The set of projects you see in this dashboard comprises the TPO's fiscally-constrained plan. The Intermodal Surface Transportation Efficiency Act (ISTEA) passed in 1991, requires RTPs to be "fiscally constrained", which simply means that we must analyze and project committed and available revenue sources, and show that our transportation system is being adequately maintained. In even simpler terms, we are required to show that we are maintaining our current system and that we are not planning to spend more money than we have projected to have available for us to spend. In this plan we have a little over \$7B for TPO Projects.

This dashboard allows you to explore the funded projects included in the 2050 RTP by funding tier (Tier 1 (2027-2030), Tier 2 (2031-2040), and Tier 3 (2041-2050) and programmatic Set-Aides that are to be funded as project sponsors become ready to initiate them. Illustrative, or unfunded, projects are also included to provide perspective on future consideration or enable projects to become fiscally-constrained should new revenue become available such as federal discretionary funding.

To explore these projects, click on individual projects to view a pop-up box of details about that project such as project location, description, estimated cost and year of completion. Within each tier of projects you can sort by project sponsor, and will see a summarized total cost. Each tier also displays a breakdown of the projects by project category: Bike/Ped/Complete Streets, Intersection/Operations/Technology, Road Capacity, Roadway Maintenance, Transit Capacity, and Transit Operations/Maintenance.

It is important to remember that all projects in the Fiscally Constrained Plan support the overarching goals of Safety, Equity, and Resilience. Click on the StoryMaps to the right to learn more about these topics.

A final opportunity to review these projects and their relationship will be late fall/early winter 2023 when staff issues the full draft document for comment. Notification of the plan document review will be provided on the project website here, advertised in the local newspaper, and shared among our networks such as the plan's Community Advisory Committee, public distribution list, and other various stakeholder committees of the TPO. Should there be questions or additional interest in this work or other work of the TPO, please email TPO@chattanooga.gov and someone from our staff will respond.

**STATION DATA**

Directions: 2-WAY NB SB

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2022	51,804	4,697	9	55	50,151 (97%)	1,653 (3%)	
2021	51,866	4,701	9	54	48,390 (93%)	3,476 (7%)	
2020	48,444	4,649	10	53	42,193 (87%)	6,251 (13%)	
2019	54,689 <sup>2</sup>		10	54			

Model Year	Model AADT	AM PHV	AM PPV	MD PHV	MD PPV	PM PHV	PM PPV	NT PHV	NT PPV
2022									
2021									
2020									

Date	Int.	Total
Mon 12/19/2022		
Sun 12/18/2022	60	40,125
Sat 12/17/2022	60	51,069
Fri 12/16/2022	60	59,741
Thu 12/15/2022	60	58,781
Wed 12/14/2022	60	50,882
Tue 12/13/2022	60	57,498
Mon 12/12/2022	60	54,313
Sun 12/11/2022	60	37,679

Year	Annual Growth
2022	0%
2021	7%
2020	-11%

# Transportation Inventory & Analysis

## Tabulation of Arterial & Collector Routes

- TDOT Historical Traffic Count Data
  - 2022 Traffic Count
  - Corresponding Level of Service
- 2050 Regional Transportation Plan Model
  - 2022 Base Volume
  - 2050 Forecasted Volume
  - Corresponding Levels of Service

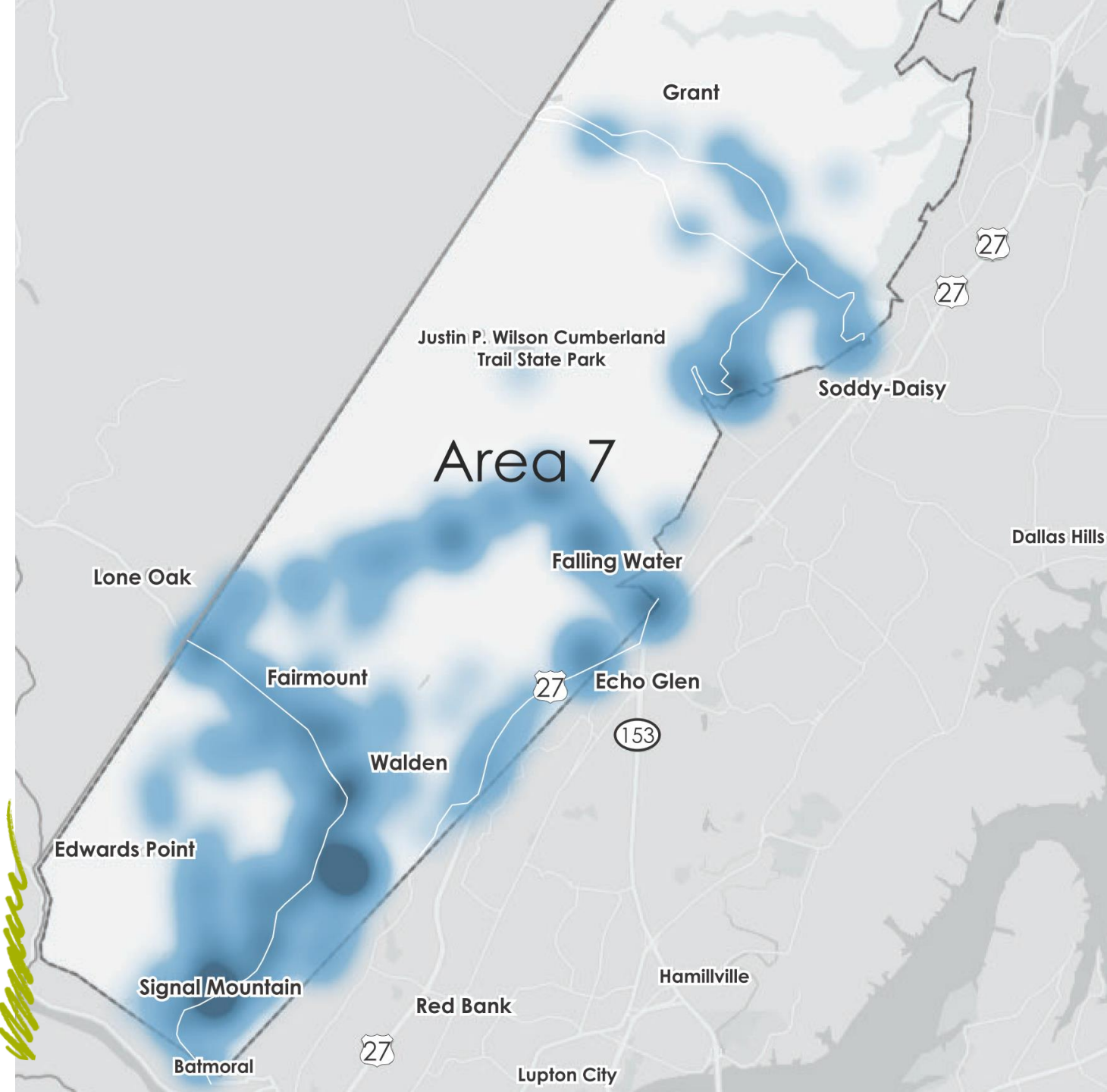


Area 12						
Segment	TDOT Historic Counts		Base Volume		Total Flow	
	2022 ADT	LOS	2022 ADT	LOS	2050 ADT	LOS
<sup>1</sup> SR-321 from State Line to SR-317	9,647	C	7,039	B	9,239	B
<b><sup>1</sup>SR-321 from SR-317 to TN 64</b>	<b>12,622</b>	<b>D</b>	8,017	B	11,498	C
<sup>1</sup> SR-321 from TN 64 to I-75	8,997	B	8,017	B	11,498	C
<sup>1</sup> SR-317 from University Drive to County Line	4,615	A	3,450	A	4,454	A
<b><sup>1</sup>SR-317 from I-75 to University Drive</b>	<b>19,892</b>	<b>F</b>	<b>14,715</b>	<b>E</b>	<b>20,305</b>	<b>F</b>
<b><sup>1</sup>SR-320 from Banks Road to SR 321</b>	<b>14,542</b>	<b>E</b>	8,020	B	10,612	C
<sup>1</sup> SR-320 from SR-321 to SR-317	8,491	B	6,449	A	8,925	B
<sup>1</sup> Standifer Gap Road from Bill Reed to SR-321	5,024	A	5,157	A	6,794	B
<sup>1</sup> Standifer Gap Road from SR-321 to Camp Road	2,008	A	2,056	A	3,566	A
<sup>1</sup> University Drive	5,441	A	5,047	A	6,901	B
<sup>1</sup> Old Lee Highway	5,949	A	5,275	A	10,142	C
<sup>1</sup> Little Debbie Highway	<b>12,219</b>	<b>D</b>	3,639	A	6,195	A
<sup>1</sup> Lee Highway	<b>23,779</b>	<b>F</b>	<b>16,220</b>	<b>E</b>	<b>19,804</b>	<b>F</b>
<sup>1</sup> Banks Road	2,731	A	2,884	A	3,950	A
<sup>2</sup> Bill Reed Road	2,350	A	3,670	A	6,210	B
<sup>2</sup> Graysville Road	7,611	B	<b>9,542</b>	<b>D</b>	<b>11,671</b>	<b>E</b>
<sup>2</sup> Edgmon Road	5,158	B	5,974	B	4,776	A
<sup>2</sup> London Lane	2,141	A	1,607	A	2,104	A
<sup>2</sup> Woodland Drive	1,172	A	1,116	A	2,533	A
<sup>2</sup> Prospect Church Road	1,052	A	412	A	571	A
<sup>2</sup> E College Drive	1,181	A	1,239	A	3,178	A

# Transportation Inventory & Analysis

## Crash Location Heat Map

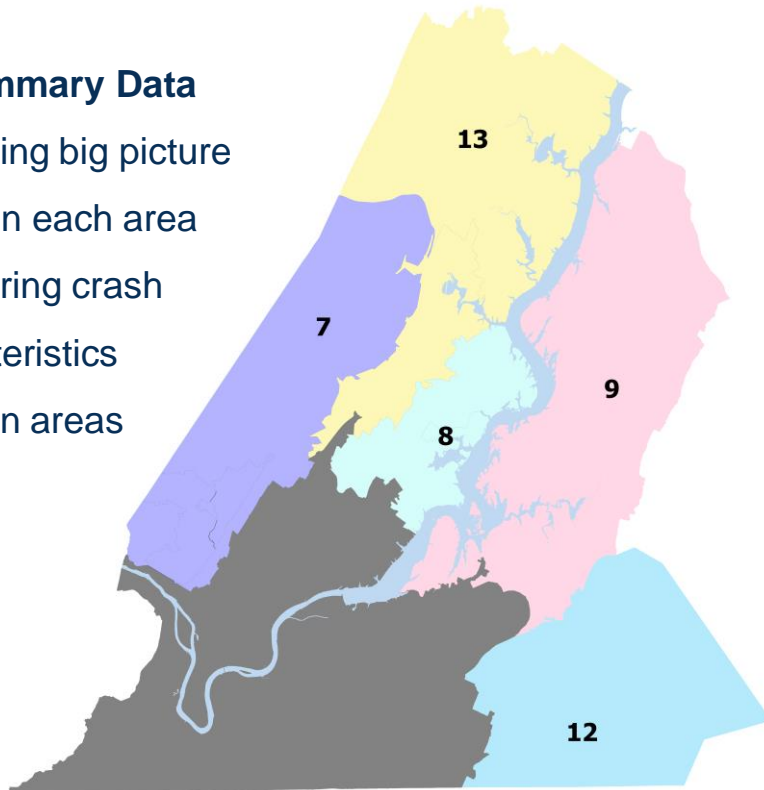
- High Level Identification of Roads & Intersections



# Transportation Inventory & Analysis

## Crash Summary Data

- Identifying big picture trends in each area
- Comparing crash characteristics between areas



## Area 7 Crash Data

Type of Crash	Amount	Crash
Property-Damage Only	610	83.45%
Suspected Minor Injury	60	8.21%
Possible Injury	46	6.29%
Suspected Serious Injury	12	1.64%
Fatal Injury	3	0.41%

Date of Crash	Amount	Crash
2023	165	22.57%
2022	259	35.43%
2021	215	29.41%
2020	92	12.59%

1st Harmful Event	Amount	Crash
Vehicle in Transport	275	37.62%
Ditch	96	13.13%
Deer (Animal)	53	7.25%
Guardrail Face	42	5.75%
Standing Tree	38	5.2%
Utility Pole	15	2.05%
Mail Box	14	1.92%
Overturn	14	1.92%

Weather Conditions	Amount	Crash
Clear	410	56.09%
Cloudy	120	16.42%
Rain	92	12.59%
Fog	33	4.51%
Snow	12	1.64%
Unknown	3	0.41%
Blowing Sand/Soil/Dirt	1	0.14%
Severe Cross-Winds	1	0.14%

## Area 9 Crash Data

Type of Crash	Amount	Crash
Property-Damage Only	1,140	79.33%
Suspected Minor Injury	149	10.37%
Possible Injury	102	7.1%
Suspected Serious Injury	35	2.44%
Fatal Injury	11	0.77%

Date of Crash	Amount	Crash
2023	275	19.14%
2022	480	33.4%
2021	508	35.35%
2020	174	12.11%

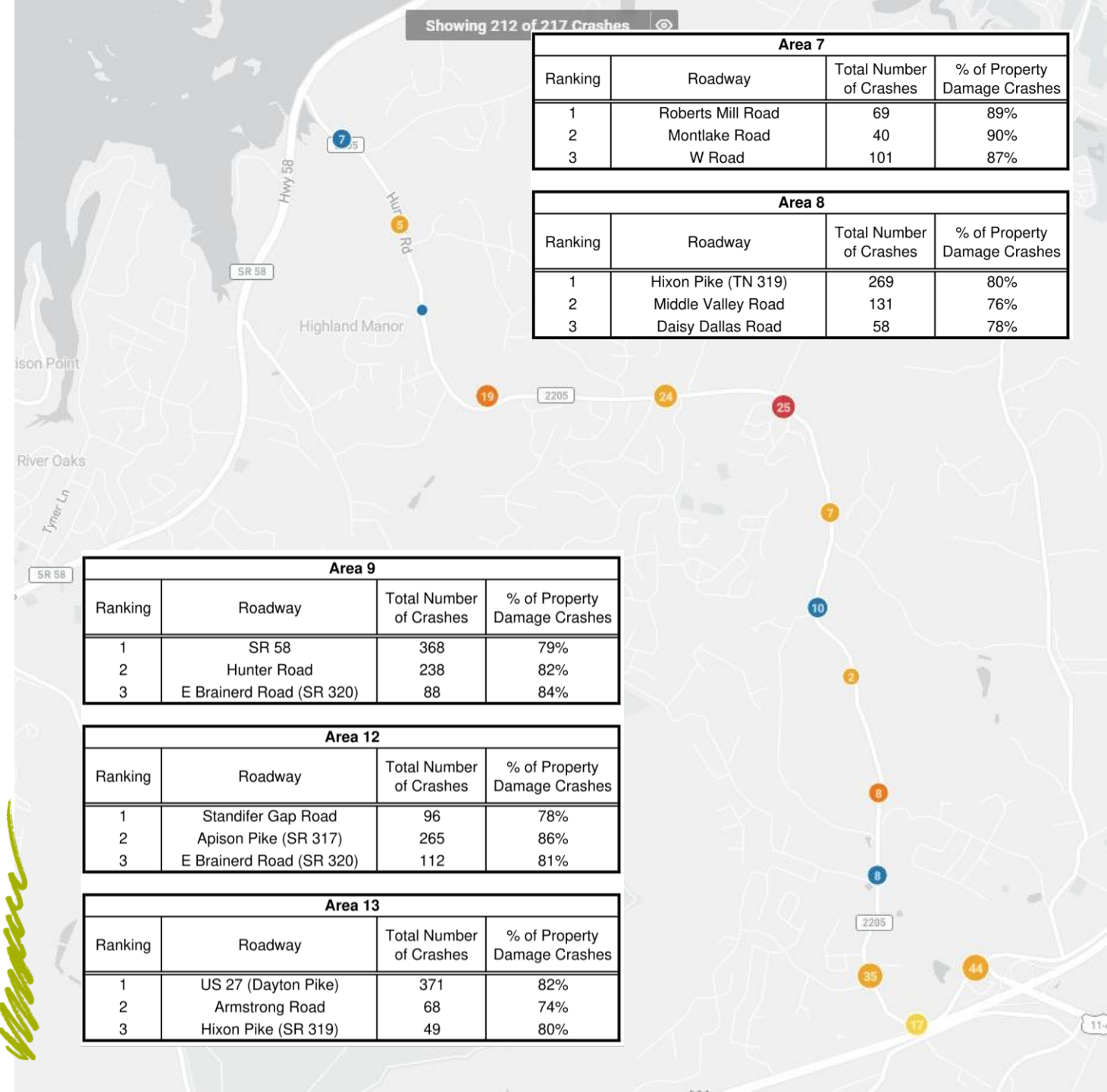
1st Harmful Event	Amount	Crash
Vehicle in Transport	590	41.06%
Deer (Animal)	235	16.35%
Ditch	160	11.13%
Mail Box	47	3.27%
Standing Tree	47	3.27%
Parked Motor Vehicle	37	2.57%
Overturn	32	2.23%
Earth Embankment	26	1.81%

Weather Conditions	Amount	Crash
Clear	936	65.14%
Cloudy	222	15.45%
Rain	168	11.69%
Fog	22	1.53%
Unknown	13	0.9%
Snow	5	0.35%
Other	4	0.28%
Sleet/Hail	2	0.14%

# Transportation Inventory & Analysis

## Corridor-Specific Crash Review

- Focus in on Top 3 routes per area
- Determine if there are specific locations or features that contribute to crashes
- Identify strategies and mitigations



# Transportation Inventory & Analysis

## Corridor-Specific Crash Review

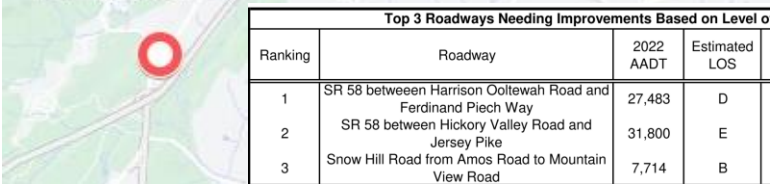
- Focus in on Top 3 routes per area
- Determine if there are specific locations or features that contribute to crashes
- Identify strategies and mitigations

Top 3 Roadways Needing Improvements Based on Level of Service - Area 7					
Ranking	Roadway	2022 AADT	Estimated LOS	Projected 2025 Volumes CHCRPA Model	Projected LOS 2025 CHCRPA Model
1	US 127 (Taft Highway) from Sequatchie County Line to Suck Creek Road	9,558	C	9,964	C
2	Signal Mountain Road (US 127) from Suck Creek Road to US 29	37,728	C	35,008	C
3	W Road	6,006	A	11,220	C

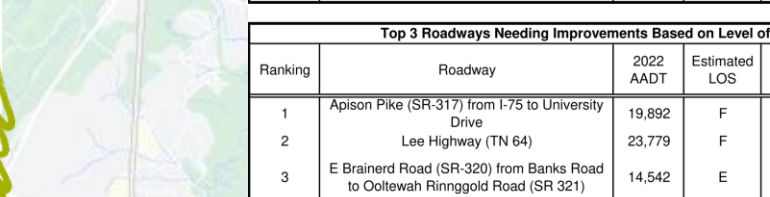
Top 3 Roadways Needing Improvements Based on Level of Service - Area 8					
Ranking	Roadway	2022 AADT	Estimated LOS	Projected 2025 Volumes CHCRPA Model	Projected LOS 2025 CHCRPA Model
1	Middle Valley Road (Walnut Road) from Thrasher Pike to TN 319	13,049	E	13,065	E
2	Middle Valley Road (Walnut Road) from Daisy Dallas Road to Thrasher Pike	5,830	B	9,460	D
3	Hixon Pike (TN 319) from Daisy Dallas Road to Thrasher Pike	18,419	C	18,742	C



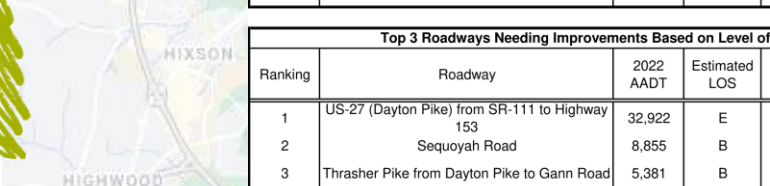
Top 3 Roadways Needing Improvements Based on Level of Service - Area 9					
Ranking	Roadway	2022 AADT	Estimated LOS	Projected 2025 Volumes CHCRPA Model	Projected LOS 2025 CHCRPA Model
1	SR 58 between Harrison Ooltewah Road and Ferdinand Piech Way	27,483	D	32,413	D
2	SR 58 between Hickory Valley Road and Jersey Pike	31,800	E	19,454	C
3	Snow Hill Road from Amos Road to Mountain View Road	7,714	B	9,693	D



Top 3 Roadways Needing Improvements Based on Level of Service - Area 12					
Ranking	Roadway	2022 AADT	Estimated LOS	Projected 2025 Volumes CHCRPA Model	Projected LOS 2025 CHCRPA Model
1	Apison Pike (SR-317) from I-75 to University Drive	19,892	F	21,252	F
2	Lee Highway (TN 64)	23,779	F	19,804	F
3	E Brainerd Road (SR-320) from Banks Road to Ooltewah Rinnggold Road (SR 321)	14,542	E	12,276	D



Top 3 Roadways Needing Improvements Based on Level of Service - Area 13					
Ranking	Roadway	2022 AADT	Estimated LOS	Projected 2025 Volumes CHCRPA Model	Projected LOS 2025 CHCRPA Model
1	US-27 (Dayton Pike) from SR-111 to Highway 153	32,922	E	19,512	C
2	Sequoyah Road	8,855	B	10,285	C
3	Thrasher Pike from Dayton Pike to Gann Road	5,381	B	7,489	C



# Transportation Inventory & Analysis

## Traffic Forecast & Crash Summary Review

- Identify roads that need additional study of operational and/or safety characteristics



Area 12						
Segment	TDOT Historic Counts		Base Volume		Total Flow	
	2022 ADT	LOS	2022 ADT	LOS	2050 ADT	LOS
<sup>1</sup> SR-321 from State Line to SR-317	9,647	C	7,039	B	9,239	B
<sup>1</sup> SR-321 from SR-317 to TN 64	12,622	D	8,017	B	11,498	C
<sup>1</sup> SR-321 from TN 64 to I-75	8,997	B	8,017	B	11,498	C
<sup>1</sup> SR-317 from University Drive to County Line	4,615	A	3,450	A	4,454	A
<sup>1</sup> SR-317 from I-75 to University Drive	19,892	F	14,715	E	20,305	F
<sup>1</sup> SR-320 from Banks Road to SR 321	14,542	E	8,020	B	10,612	C
<sup>1</sup> SR-320 from SR-321 to SR-317	8,491	B	6,449	A	8,925	B
<sup>1</sup> Standifer Gap Road from Bill Reed to SR-321	5,024	A	5,157	A	6,794	B
<sup>1</sup> Standifer Gap Road from SR-321 to Camp Road	2,008	A	2,056	A	3,566	A
<sup>1</sup> University Drive	5,441	A	5,047	A	6,901	B
<sup>1</sup> Old Lee Highway	5,949	A	5,275	A	10,142	C
<sup>1</sup> Little Debbie Highway	12,219	D	3,639	A	6,195	A
<sup>1</sup> Lee Highway	23,779	F	16,220	E	19,804	F
<sup>1</sup> Banks Road	2,731	A	2,884	A	3,950	A
<sup>2</sup> Bill Reed Road	2,350	A	3,670	A	6,210	B
<sup>2</sup> Graysville Road	7,611	B	9,542	D	11,671	E
<sup>2</sup> Edgmon Road	5,158	B	5,974	B	4,776	A
<sup>2</sup> London Lane	2,141	A	1,607	A	2,104	A
<sup>2</sup> Woodland Drive	1,172	A	1,116	A	2,533	A
<sup>2</sup> Prospect Church Road	1,052	A	412	A	571	A
<sup>2</sup> E College Drive	1,181	A	1,239	A	3,178	A

# Transportation Inventory & Analysis

## Traffic Forecast & Crash Summary Review

- Identify roads that need additional study of operational and/or safety characteristics

Area 9						
Segment	TDOT Historic Counts		Base Volume		Total Flow	
	2022 ADT	LOS	2022 ADT	LOS	2050 ADT	LOS
<sup>1</sup> TN 60	5,898	A	5,180	A	7,265	A
<sup>1</sup> SR 58 between TN 60 and Sims Road	5,272	A	5,947	A	6,592	A
<sup>2</sup> SR 58 between Sims Road and Harrison Bay Road	11,861	A	7,169	A	8,526	A
<sup>2</sup> SR 58 between Harrison Bay Road and Hunter Road	17,103	B	10,347	A	12,408	A
<sup>3</sup> SR 58 between Harrison Ooltewah Road and Ferdinand Piech Way	27,483	D	27,602	D	32,413	D
<sup>2</sup> SR 58 between Hickory Valley Road and Jersey Pike	31,800	E	15,709	B	19,454	C
<sup>4</sup> SR 58 between Murray Hills Drive and Willard Drive	24,463	B	30,811	B	35,543	C
<sup>6</sup> Hunter Road	2,440	A	3,438	A	4,146	A
<sup>6</sup> Ooltewah Georgetown Road from TN 60 to SR 312	1,342	A	5,270	A	6,269	A
<sup>6</sup> Ooltewah Georgetown Road from SR 312 to I-75	7,662	B	8,240	B	9,175	B
<sup>5</sup> SR 312 / Birchwood Pike from TN 60 to Igou Ferry Road	1,378	A	1,842	A	3,055	A
<sup>5</sup> SR 312 / Birchwood Pike from Igou Ferry Road to SR 58	4,041	A	8,233	B	10,136	C
<sup>7</sup> SR 312 / Mahan Gap Road	3,981	A	5,043	A	6,346	A
<sup>7</sup> Harrison Boulevard from Birchwood Pike	1,509	A	1,074	A	1,078	A
<sup>7</sup> Snow Hill Road from Mahan Gap Road to Amos Road	2,487	A	2,952	A	3,708	A
<sup>7</sup> Snow Hill Road from Amos Road to Mountain View Road	7,714	B	11,507	E	13,022	E
<sup>5</sup> Grasshopper Road from Birchwood Pike to SR 58	552	A	350	A	404	A
<sup>5</sup> Dolly Pond Road	1,064	A	499	A	540	A
<sup>7</sup> Harrison Ooltewah Road	4,154	A	8,378	C	9,333	D
<sup>7</sup> Garfield Road	3,569	A	4,096	A	4,487	A
<sup>7</sup> Shorttail Springs Road	1,565	A	2,064	A	2,681	A



# Transportation Inventory & Analysis

## Traffic Forecast & Crash Summary Review

- Identify roads that need additional study of operational and/or safety characteristics

Area 8						
Segment	TDOT Historic Counts		Base Volume		Total Flow	
	2022 ADT	LOS	2022 ADT	LOS	2050 ADT	LOS
<sup>1</sup> Dallas Hollow Road from Sequoyah Access Road to Hixon Pike	7,132	B	6,849	B	8,375	B
<sup>1</sup> Sequoyah Access Road	2,161	A	1,424	A	1,580	A
<sup>2</sup> Lovell Road	1,845	A	1,476	A	2,406	A
<sup>1</sup> Hixon Pike / TN 319 from Thatcher Road to Hamby Road	2,213	A	2,593	A	3,042	A
<sup>3</sup> Hixon Pike / TN 319 from Hamby Road to Daisy Dallas Road	7,500	A	6,871	A	7,993	A
<sup>3</sup> Hixon Pike / TN 319 from Daisy Dallas Road to Thrasher Pike	18,419	C	14,886	B	17,256	B
<sup>2</sup> Thrasher Pike	4,930	A	3,763	A	5,208	B
<sup>2</sup> Daisy Dallas Road	7,048	B	3,580	A	4,754	A
<sup>2</sup> Middle Valley Road / Walnut Road from Daisy Dallas Road to Thrasher Pike	5,830	B	8,524	C	10,557	D
<sup>2</sup> Middle Valley Road / Walnut Road from Thrasher Pike to TN 319	13,049	E	11,880	E	13,065	E
<sup>2</sup> Boy Scout Road	5,483	B	5,731	B	6,902	B
<sup>2</sup> Gann Road	3,052	A	3,561	A	7,007	A
<sup>2</sup> Moses Road	637	A	474	A	747	A
<sup>2</sup> Bowman Road	1,342	A	925	A	1,265	A

# Transportation Inventory & Analysis

## Traffic Forecast & Crash Summary Review

- Identify roads that need additional study of operational and/or safety characteristics

Area 13						
Segment	TDOT Historic Counts		Base Volume		Total Flow	
	2022 ADT	LOS	2022 ADT	LOS	2050 ADT	LOS
<sup>1</sup> US-27 / TN 29 from County Line to SR-111	15,761	B	10,185	A	10,432	A
<sup>1</sup> US-27 / TN 29 from SR-111 to SR-153	32,922	E	15,866	B	17,791	B
<sup>2</sup> Shipely Hollow Road	361	A	1,198	A	1,745	A
<sup>2</sup> Daugherty Ferry Road	608	A	15	A	27	A
<sup>2</sup> Patterson Road	823	A	963	A	1,475	A
<sup>2</sup> Stormer Road	468	A	1,518	A	1,962	A
<sup>2</sup> May Road	946	A	634	A	659	A
<sup>2</sup> McCallie Ferry Road	2,453	A	2,600	A	3,057	A
<sup>2</sup> Lee Pike	2,441	A	1,876	A	2,272	A
<sup>3</sup> TN-319 / Tsati Terrace	5,954	A	4,546	A	5,582	A
<sup>3</sup> Durham Street	1,052	A	3,963	A	5,345	A
<sup>3</sup> Dayton Pike	7,802	B	3,752	A	4,364	A
<sup>3</sup> Dallas Hollow Road from Tsati Terrace to Sequoyah Access Road	3,001	A	1,264	A	1,839	A
<sup>4</sup> Lovell Road	166	A	76	A	89	A
<sup>3</sup> Sequoyah Road	8,855	B	4,752	B	10,285	C
<sup>3</sup> Hixon Pike from Dallas Hollow Road to Armstrong Road	3,479	A	4,931	A	5,619	A
<sup>4</sup> Mowbray Pike / Mountain Road	1,138	A	2,235	A	4,430	A
<sup>4</sup> Thrasher Pike from Dayton Pike to Gann Road	5,381	B	6,209	B	7,762	C
<sup>4</sup> Daisy Dallas Road from US 27 to Lovell Road	5,540	B	5,040	A	6,660	B
<sup>4</sup> Gann Road from Daisy Dallas Road to Thrasher Pike	1,263	A	1,610	A	3,464	A
<sup>4</sup> Montlake Road	2,443	A	1,954	A	3,464	A

# Transportation Inventory & Analysis

## Traffic Forecast & Crash Summary Review

- Identify roads that need additional study of operational and/or safety characteristics

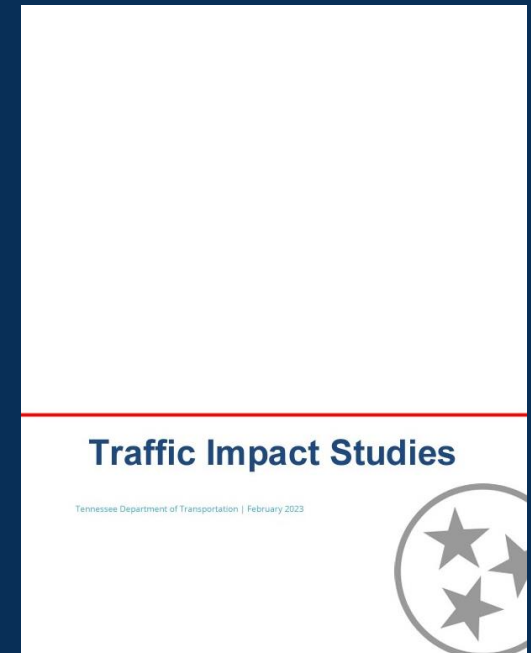
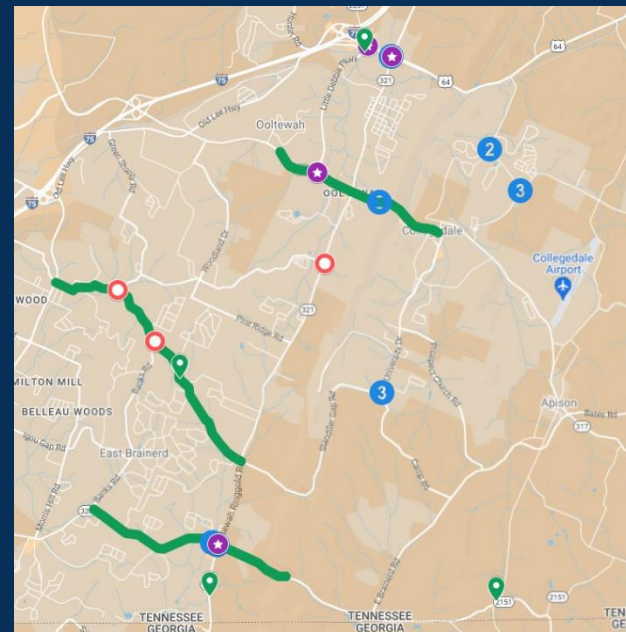
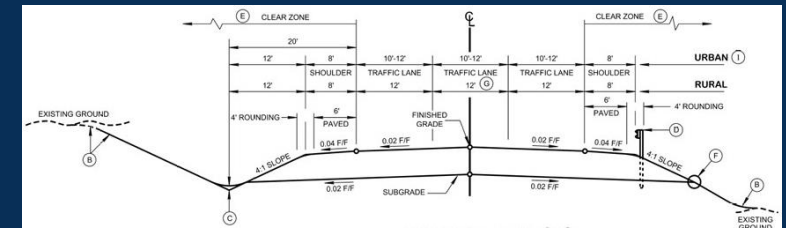
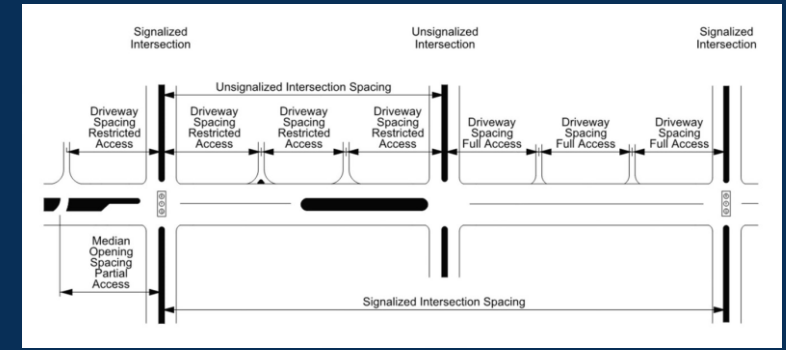
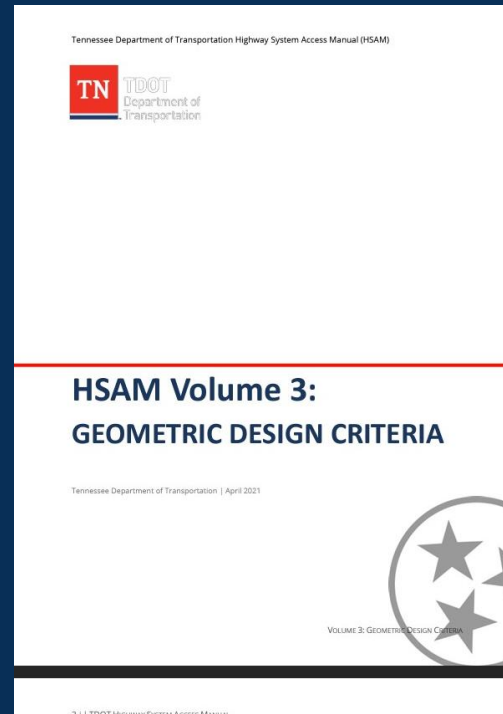
Area 7						
Segment	TDOT Historic Counts		Base Volume		Total Flow	
	2022 ADT	LOS	2022 ADT	LOS	2050 ADT	LOS
<sup>1</sup> TN 111 from County Line to US-27	11,614	A	10,328	A	12,612	A
<sup>2</sup> Leggett Road	375	A	439	A	487	A
<sup>2</sup> Retro Hughes Road	105	A	155	A	64	A
<sup>2</sup> Back Valley Road	288	A	545	A	642	A
<sup>2</sup> Hot Water Road	70	A	908	A	1,909	A
<sup>2</sup> Montlake Road	2,443	A	1,954	A	3,464	A
<sup>2</sup> Mowbray Pike	1,138	A	2,235	A	4,430	A
<sup>3</sup> Roberts Mill Road	2,790	A	5,583	A	7,038	B
<sup>5</sup> Corral Road	3,415	A	2,233	A	3,484	A
<sup>3</sup> Taft Highway US 127 from Sequatchie County Line to Suck Creek Road	9,558	C	8,006	B	9,964	C
<sup>4</sup> Signal Mountain Road / US 127 from Suck Creek Road to US 29	37,728	C	29,616	B	35,008	C
<sup>5</sup> Shackleford Ridge Road	2,931	A	996	A	1,241	A
<sup>5</sup> Signal Mountain Boulevard between Fairmount Avenue and US 127	6,271	B	4,266	A	4,566	A
<sup>5</sup> James Boulevard	1,994	A	3,947	A	4,192	A

# Transportation Inventory & Analysis

## Assembly of Transportation Information

- 2023-2026 TIP Projects
- 2050 RTP Projects
- 2050 RTP Anticipated Needs
- Area Plan Anticipated Needs

## Recommended Strategies & Projects



# Survey Data

A yellow brushstroke underline is positioned directly beneath the text 'Survey Data'.

# Question: The three types of civic uses and services most needed in my area include:

- Parks and ...
- Trails, Gree...
- Hospital or ...
- Schools
- Daycare
- Library
- Community...
- Public Meet...
- Pool or Rec...
- Governmen...
- Emergency ...
- None of the...

## Area 7

	PARKS AND OPEN SPACE	TRAILS, GREENWAYS, SIDEWALKS	HOSPITAL OR MEDICAL CLINIC	SCHOOLS	DAYCARE	LIBRARY	COMMUNITY COLLEGE BRANCH OR TRADE SCHOOL	PUBLIC MEETING OR EVENT SPACE	POOL OR RECREATION CENTER	GOVERNMENT SERVICES
Q1: Area 7: Walden Plateau	33.33% 17	50.98% 26	13.73% 7	13.73% 7	13.73% 7	13.73% 7	1.96% 1	9.80% 5	23.53% 12	5.88% 3
Total Respondents	17	26	7	7	7	7	1	5	12	3

## Area 8

	PARKS AND OPEN SPACE	TRAILS, GREENWAYS, SIDEWALKS	HOSPITAL OR MEDICAL CLINIC	SCHOOLS	DAYCARE	LIBRARY	COMMUNITY COLLEGE BRANCH OR TRADE SCHOOL	PUBLIC MEETING OR EVENT SPACE	POOL OR RECREATION CENTER	GOVERNMENT SERVICES
Q1: Area 8: Middle Valley / Lakeste	32.10% 26	46.91% 38	19.75% 16	17.28% 14	19.75% 16	23.46% 19	14.81% 12	20.99% 17	36.27% 31	9.88% 8
Total Respondents	26	38	16	14	16	19	12	17	31	8

## Area 9

	PARKS AND OPEN SPACE	TRAILS, GREENWAYS, SIDEWALKS	HOSPITAL OR MEDICAL CLINIC	SCHOOLS	DAYCARE	LIBRARY	COMMUNITY COLLEGE BRANCH OR TRADE SCHOOL	PUBLIC MEETING OR EVENT SPACE	POOL OR RECREATION CENTER	GOVERNMENT SERVICES
Q1: Area 9: Northeast County	45.03% 68	35.76% 54	21.85% 33	30.74% 60	11.92% 18	23.18% 35	3.97% 6	10.60% 16	25.17% 38	5.30% 8
Total Respondents	68	54	33	60	18	35	6	16	38	8

## Area 12

	PARKS AND OPEN SPACE	TRAILS, GREENWAYS, SIDEWALKS	HOSPITAL OR MEDICAL CLINIC	SCHOOLS	DAYCARE	LIBRARY	COMMUNITY COLLEGE BRANCH OR TRADE SCHOOL	PUBLIC MEETING OR EVENT SPACE	POOL OR RECREATION CENTER	GOVERNMENT SERVICES
Q1: Area 12: White Oak Mountain	49.53% 53	50.47% 54	19.63% 21	37.38% 40	10.28% 11	16.82% 18	4.67% 5	6.54% 7	28.97% 31	6.54% 7
Total Respondents	53	54	21	40	11	18	5	7	31	7

## Area 13

	PARKS AND OPEN SPACE	TRAILS, GREENWAYS, SIDEWALKS	HOSPITAL OR MEDICAL CLINIC	SCHOOLS	DAYCARE	LIBRARY	COMMUNITY COLLEGE BRANCH OR TRADE SCHOOL	PUBLIC MEETING OR EVENT SPACE	POOL OR RECREATION CENTER	GOVERNMENT SERVICES
Q1: Area 13: North End / Soddy-Daisy	38.46% 75	46.15% 90	33.85% 66	20.51% 40	13.33% 26	22.05% 43	14.87% 29	14.87% 29	37.44% 73	6.15% 12
Total Respondents	75	90	66	40	26	43	29	29	73	12

# Question: The three types of commercial uses and services most needed in my area include:

- Retail
- Grocery
- Food & Bev...
- Leisure / E...
- Office
- Mixed-use ...
- Hotels / Lo...
- Light Indus...
- Agricultural...
- None of the...

## Area 7

	RETAIL	GROCERY	FOOD & BEVERAGE (RESTAURANTS, COFFEE SHOPS, ETC.)	LEISURE / ENTERTAINMENT (THEATERS, GYM/CLIMBING, CRAFT ACTIVITIES, MUSIC VENUES)	OFFICE	MIXED-USE COMMERCIAL (OFTEN COMMERCIAL OR OFFICE ON THE GROUND FLOOR WITH HOUSING ABOVE OR ATTACHED)	HOTELS / LODGING	LIGHT INDUSTRIAL / LIGHT MANUFACTURING	AGRICULTURAL BUSINESSES
Q1: Area 7: Walden Plateau	20.00%	44.00%	58.00%	28.00%	0.00%	12.00%	2.00%	0.00%	14.0
	10	22	29	14	0	6	1	0	7
Total Respondents	10	22	29	14	0	6	1	0	7
OTHER (PLEASE SPECIFY)									TOTAL

## Area 8

	RETAIL	GROCERY	FOOD & BEVERAGE (RESTAURANTS, COFFEE SHOPS, ETC.)	LEISURE / ENTERTAINMENT (THEATERS, GYM/CLIMBING, CRAFT ACTIVITIES, MUSIC VENUES)	OFFICE	MIXED-USE COMMERCIAL (OFTEN COMMERCIAL OR OFFICE ON THE GROUND FLOOR WITH HOUSING ABOVE OR ATTACHED)	HOTELS / LODGING	LIGHT INDUSTRIAL / LIGHT MANUFACTURING	AGRICULTURAL BUSINESSES
Q1: Area 8: Middle Valley / Lakesite	35.65%	23.48%	69.57%	49.57%	3.48%	13.04%	7.83%	7.83%	12.17%
	41	27	80	57	4	15	9	9	14
Total Respondents	41	27	80	57	4	15	9	9	14
OTHER (PLEASE SPECIFY)									TOTAL

## Area 9

	RETAIL	GROCERY	FOOD & BEVERAGE (RESTAURANTS, COFFEE SHOPS, ETC.)	LEISURE / ENTERTAINMENT (THEATERS, GYM/CLIMBING, CRAFT ACTIVITIES, MUSIC VENUES)	OFFICE	MIXED-USE COMMERCIAL (OFTEN COMMERCIAL OR OFFICE ON THE GROUND FLOOR WITH HOUSING ABOVE OR ATTACHED)	HOTELS / LODGING	LIGHT INDUSTRIAL / LIGHT MANUFACTURING	AGRICULTURAL BUSINESSES
Q1: Area 9: Northeast County	31.76%	20.95%	52.70%	39.19%	0.68%	8.11%	1.35%	2.03%	16.8
	47	31	78	58	1	12	2	3	25
Total Respondents	47	31	78	58	1	12	2	3	25
OTHER (PLEASE SPECIFY)									TOTAL

## Area 12

	RETAIL	GROCERY	FOOD & BEVERAGE (RESTAURANTS, COFFEE SHOPS, ETC.)	LEISURE / ENTERTAINMENT (THEATERS, GYM/CLIMBING, CRAFT ACTIVITIES, MUSIC VENUES)	OFFICE	MIXED-USE COMMERCIAL (OFTEN COMMERCIAL OR OFFICE ON THE GROUND FLOOR WITH HOUSING ABOVE OR ATTACHED)	HOTELS / LODGING	LIGHT INDUSTRIAL / LIGHT MANUFACTURING	AGRICULTURAL BUSINESSES
Q1: Area 12: White Oak Mountain	25.47%	12.26%	45.28%	43.40%	0.94%	12.26%	2.83%	2.83%	18.8
	27	13	48	46	1	13	3	3	20
Total Respondents	27	13	48	46	1	13	3	3	20
OTHER (PLEASE SPECIFY)									TOTAL

## Area 13

	RETAIL	GROCERY	FOOD & BEVERAGE (RESTAURANTS, COFFEE SHOPS, ETC.)	LEISURE / ENTERTAINMENT (THEATERS, GYM/CLIMBING, CRAFT ACTIVITIES, MUSIC VENUES)	OFFICE	MIXED-USE COMMERCIAL (OFTEN COMMERCIAL OR OFFICE ON THE GROUND FLOOR WITH HOUSING ABOVE OR ATTACHED)	HOTELS / LODGING	LIGHT INDUSTRIAL / LIGHT MANUFACTURING	AGRICULTURAL BUSINESSES
Q1: Area 13: North End / Soddy-Daisy	19.07%	44.33%	64.43%	41.75%	2.58%	8.25%	8.76%	6.19%	17.5
	37	86	125	81	5	16	17	12	34
Total Respondents	37	86	125	81	5	16	17	12	34
OTHER (PLEASE SPECIFY)									TOTAL

# Question:

Please choose the three infrastructure investments most needed to prepare for future growth in your Area.

- Schools
- Roads
- Sewer Cap...
- Parks, gree...
- Stormwate...
- Emergency ...
- Sidewalks

## Area 7

	SCHOOLS	ROADS	SEWER CAPACITY	PARKS, GREENWAYS, AND OPEN SPACE	STORMWATER/FLOODING CONTROLS	EMERGENCY SERVICES	SIDEWALKS	TOTAL
Q1: Area 7: Walden Plateau	31.11% 14	64.44% 29	37.78% 17	53.33% 24	24.44% 11	40.00% 18	28.89% 13	280.00% 126
Total Respondents	14	29	17	24	11	18	13	45
OTHER (PLEASE SPECIFY)								TOTAL

## Area 8

	SCHOOLS	ROADS	SEWER CAPACITY	PARKS, GREENWAYS, AND OPEN SPACE	STORMWATER/FLOODING CONTROLS	EMERGENCY SERVICES	SIDEWALKS	TOTAL
Q1: Area 8: Middle Valley / Lakesite	44.87% 35	75.64% 59	26.92% 21	47.44% 37	32.05% 25	24.36% 19	37.18% 29	288.46% 225
Total Respondents	35	59	21	37	25	19	29	78
OTHER (PLEASE SPECIFY)								TOTAL

## Area 9

	SCHOOLS	ROADS	SEWER CAPACITY	PARKS, GREENWAYS, AND OPEN SPACE	STORMWATER/FLOODING CONTROLS	EMERGENCY SERVICES	SIDEWALKS	TOTAL
Q1: Area 9: Northeast County	58.11% 86	88.51% 131	30.41% 45	39.86% 59	27.70% 41	27.70% 41	16.89% 25	289.19% 428
Total Respondents	86	131	45	59	41	41	25	148
OTHER (PLEASE SPECIFY)								TOTAL

## Area 12

	SCHOOLS	ROADS	SEWER CAPACITY	PARKS, GREENWAYS, AND OPEN SPACE	STORMWATER/FLOODING CONTROLS	EMERGENCY SERVICES	SIDEWALKS	TOTAL
Q1: Area 12: White Oak Mountain	53.70% 58	93.52% 101	36.11% 39	42.59% 46	20.37% 22	19.44% 21	22.22% 24	287.96% 311
Total Respondents	58	101	39	46	22	21	24	108
OTHER (PLEASE SPECIFY)								TOTAL

## Area 13

	SCHOOLS	ROADS	SEWER CAPACITY	PARKS, GREENWAYS, AND OPEN SPACE	STORMWATER/FLOODING CONTROLS	EMERGENCY SERVICES	SIDEWALKS	TOTAL
Q1: Area 13: North End / Soddy-Daisy	45.50% 86	62.43% 118	28.04% 53	59.79% 113	17.99% 34	37.57% 71	32.28% 61	283.60% 536
Total Respondents	86	118	53	113	34	71	61	189
OTHER (PLEASE SPECIFY)								TOTAL



# Question:

Think about smaller neighborhood shopping centers, perhaps with a deli, a small locally-owned restaurant, a barber shop, or an accountant's office. How likely would you be to support a small a cluster of such commercial businesses at an intersection near your neighborhood (within walking distance)?



## Area 7

	VERY LIKELY	LIKELY	NEITHER LIKELY NOR UNLIKELY	UNLIKELY	VERY UNLIKELY	TOTAL
Q1: Area 7: Walden Plateau	45.10%	13.73%	9.80%	7.84%	23.53%	100.00%
	23	7	5	4	12	51
Total Respondents	23	7	5	4	12	51

## Area 8

	VERY LIKELY	LIKELY	NEITHER LIKELY NOR UNLIKELY	UNLIKELY	VERY UNLIKELY	TOTAL
Q1: Area 8: Middle Valley / Lakesite	49.38%	30.86%	7.41%	1.23%	11.11%	100.00%
	40	25	6	1	9	81
Total Respondents	40	25	6	1	9	81

## Area 9

	VERY LIKELY	LIKELY	NEITHER LIKELY NOR UNLIKELY	UNLIKELY	VERY UNLIKELY	TOTAL
Q1: Area 9: Northeast County	37.58%	26.17%	12.08%	8.72%	15.44%	100.00%
	56	39	18	13	23	149
Total Respondents	56	39	18	13	23	149

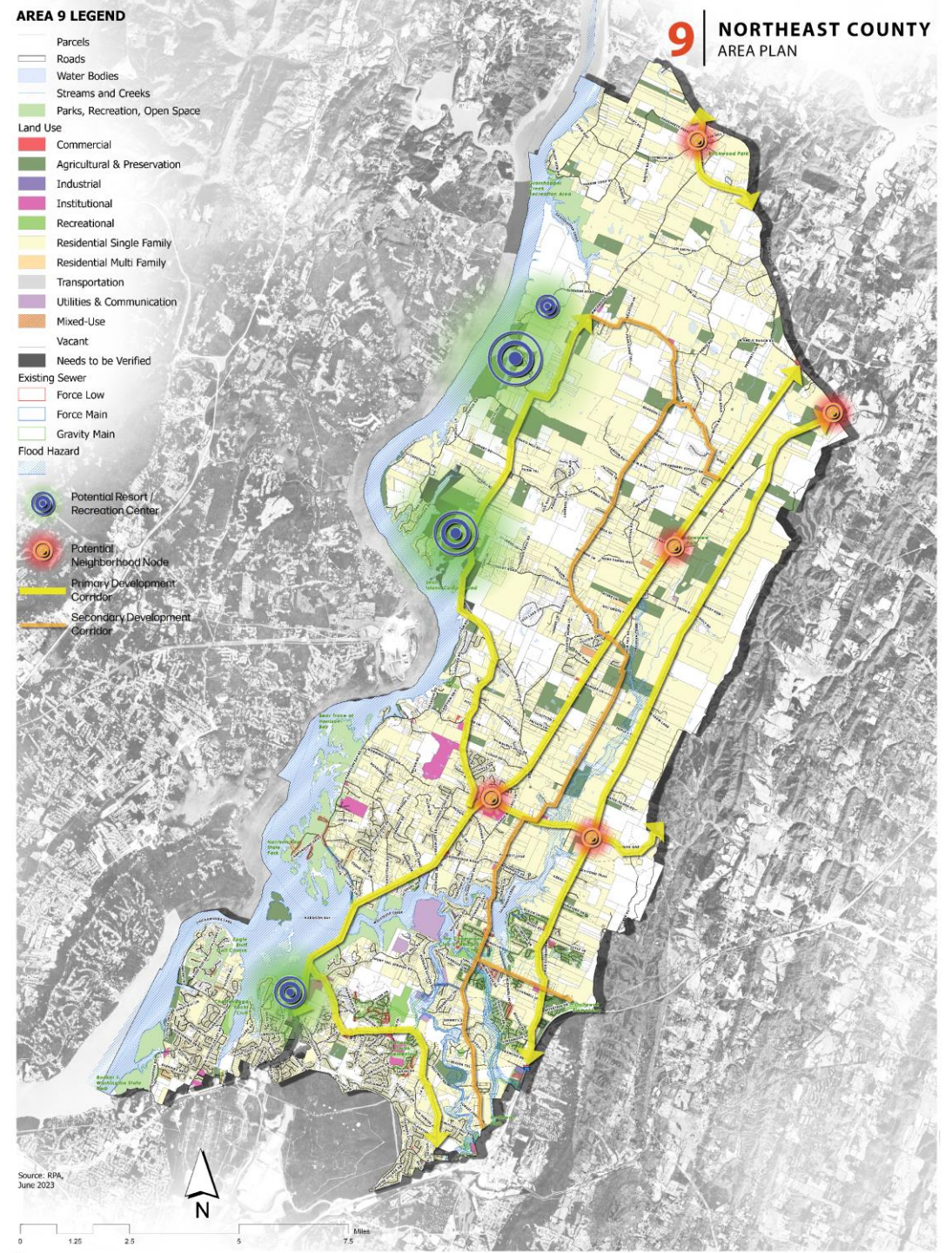
## Area 12

	VERY LIKELY	LIKELY	NEITHER LIKELY NOR UNLIKELY	UNLIKELY	VERY UNLIKELY	TOTAL
Q1: Area 12: White Oak Mountain	37.96%	21.30%	9.26%	12.96%	18.52%	100.00%
	41	23	10	14	20	108
Total Respondents	41	23	10	14	20	108

## Area 13

	VERY LIKELY	LIKELY	NEITHER LIKELY NOR UNLIKELY	UNLIKELY	VERY UNLIKELY	TOTAL
Q1: Area 13: North End / Soddy-Daisy	40.93%	23.83%	9.84%	7.25%	18.65%	100.52%
	79	46	19	14	36	194
Total Respondents	79	46	19	14	36	193

# Land Use / Development Patterns Map



Thank You