



3 Subarea Transportation Plan Recommendations

In this section, the recommended plan improvement strategies for the Chickamauga Battlefield Subarea are presented. A brief overview of the study is presented, followed by the recommended strategies.

Overview

This plan is the result of a year-long study from April 2003 through April 2004 regarding transportation needs in and around the Chickamauga Battlefield. The Subarea encompasses the entirety of the Chickamauga Battlefield Unit of the Chickamauga and Chattanooga National Military Park (CCNMP).

The study was to examine the existing and future (to 2025) transportation issues and needs in the Battlefield Subarea. The primary focus was evaluating the impacts of the US 27 relocation on the Chickamauga Battlefield Subarea and the Traffic Impact Study area.

Study Goals

Two goals guided the study and development of recommended strategies for the Battlefield Subarea:

- Minimize adverse impacts of traffic and transportation usage on the Chickamauga Battlefield Unit of the Chickamauga and Chattanooga National Military Park and its resources
- Develop feasible transportation strategies that will respond to anticipated future growth in the area and in the Park

The study goals for the Chickamauga Battlefield Subarea are balanced against the goals for the Traffic Impact Study area, presented in Section 2, which focus on maintaining and improving mobility in the Traffic Impact Study area.



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Recommended Strategies

In the Battlefield Subarea, the primary identified needs for the future are:

- Maintaining a safe visitor experience on the Battlefield's roadways
- Identifying transportation improvements that minimize negative impacts on the historic, cultural and natural resources of the Chickamauga Battlefield
- Establishing a balance between the needs of the NPS to fulfill its Congressional mandate and the mobility and accessibility needs of the Traffic Impact Study area

The legislation establishing the Chickamauga Battlefield in 1890 (26 USC 333) identified highways used during the battle maneuvers that were significant approaches to the CCNMP. Included in the list was, "Lafayette or State road from Rossville, Georgia, to Lee and Gordon's Mills, Georgia." The act specified that the, "described road shall...remain open and free public highways, and all rights of way now existing through the grounds of the said park and its approaches shall be continued."¹ This legislation remains in effect and is significant in that LaFayette Road must remain open for local traffic.

The 14 strategies in the Subarea Transportation Plan consist of a broad range of transportation and transportation-related improvements for short- and long-range implementation. The implementation of these strategies will result in benefits to visitor safety, enhanced opportunities for interpretation, and enhanced multimodal opportunities for visiting sites within the Chickamauga Battlefield. For ease of presentation in this plan, the improvement strategies for the Chickamauga Battlefield Subarea were grouped together and assigned an identification number for mapping and description purposes, starting with number IV-1. (Note: there is a gap in the numbering system because one strategy was dismissed after the strategy evaluation phase.)

Through the evaluation process, it was realized that not all of the strategies' impacts could be fully assessed in this study; therefore, there are two categories of Subarea recommendations:

- The recommended Subarea strategies were evaluated for their transportation network impacts on the Chickamauga Battlefield Subarea and the Traffic Impact Study area. It was determined that these strategies do not result in transportation network deficiencies in the Traffic Impact Study area and have measurable benefits on the Battlefield Subarea.

¹ John C. Paige and Jerome A. Green, *Administrative History of Chickamauga and Chattanooga National Military Park*, Appendix C, p. 229.



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- The recommended Subarea strategies for consideration within the CCNMP General Management Plan (GMP) update process were evaluated for their transportation network impacts on the Chickamauga Battlefield Subarea and the Traffic Impact Study area. It was determined that these strategies do not result in transportation network deficiencies in the Traffic Impact Study area and have benefits for the Battlefield Subarea. However, the full impact of these strategies related to Park operations and Park purpose cannot be assessed within this transportation study.

The entire package of recommended Battlefield Subarea improvement strategies are:

- IV-1: Expand tour route for automobiles - Alexander's Bridge Road to Jay's Mill Road to Brotherton Road to LaFayette Road
- IV-2: Expand tour route for automobiles - Reed's Bridge Road to Brotherton Road to LaFayette Road
- IV-3: Make circulation changes on Brotherton Road (one-way westbound), Viniard-Alexander Road (one-way eastbound), and Jay's Mill Road (one-way northbound)
- IV-4: Close gates at Chickamauga Battlefield entrance locations at Lytle Road, the access road west of Dyer Field (at Longhollow), the access road west of the Wilder Brigade Monument, Wilder Road, and Jay's Mill Road
- IV-5: Expand touring routes for alternative modes
- IV-6: Develop Park Road Multimodal Functional Classification System that includes design speed, road character/pavement surface type, modal designation and purpose
- IV-7: Expand or enhance parking facilities and/or interpretive stations at Alexander's Bridge, Winfrey Field, Brock Field, Wilder Brigade Monument, Jay's Mill, Kelly Field, Viniard Field West, Brotherton Cabin, Longstreet's Headquarters and Reed's Bridge for expanded auto tour route(s)
- IV-8: Change orientation and connection to the Chickamauga Battlefield visitor center to McFarland Gap Road from LaFayette Road
- IV-9: Install new directional signage at intersections to major historic sites within the Battlefield
- IV-10: Clarify commercial vehicle standards for Park roads
- IV-11: Lower speed limit on LaFayette Road
- IV-12: Lower speed limits on McFarland Gap Road and Reed's Bridge Road
- IV-13: Develop an alternative transportation/Park shuttle system
- IV-15: Close gate at Chickamauga Battlefield entrance location on Alexander's Bridge Road

For both sets of strategies, a description of each strategy is presented, along with its need and purpose or justification and potential impact mitigation and implementation considerations. The NPS oversees all operations and improvements to the Chickamauga Battlefield and would be responsible for strategy implementation and funding.



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Subarea Transportation Plan Recommendations

Six strategies are recommended for implementation in the Battlefield Subarea. These strategies directly relate to the Chickamauga Battlefield's transportation network operations. Besides their impacts on the transportation system, the most important consideration for these strategies is the context of the Battlefield as a National Military Park, a place of national importance for interpretation and understanding of our nation's history and culture. The improvement strategies are:

- IV-3: Make circulation changes on Brotherton Road (one-way westbound), Viniard-Alexander Road (one-way eastbound), and Jay's Mill Road (one-way northbound)
- IV-4: Close gates at Chickamauga Battlefield entrance locations at Lytle Road, the access road west of Dyer Field (at Longhollow), the access road west of the Wilder Brigade Monument, Wilder Road, and Jay's Mill Road
- IV-8: Change orientation and connection to the Chickamauga Battlefield visitor center to McFarland Gap Road from LaFayette Road
- IV-9: Install new directional signage at intersections to major historic sites within the Battlefield
- IV-10: Clarify commercial vehicle standards for Park roads
- IV-15: Close gate at Chickamauga Battlefield entrance location on Alexander's Bridge Road



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IV-3: Make circulation changes on Brotherton Road (one-way westbound), Viniard-Alexander Road (one-way eastbound), and Jay's Mill Road (one-way northbound)

Strategy Description

In this strategy, operations on Brotherton Road, Viniard-Alexander Road, and Jay's Mill Road would be changed from two-way operations to one-way operations. Brotherton Road would become one-way heading westbound, Viniard-Alexander Road would become one-way heading eastbound, and Jay's Mill Road would become one-way heading northbound as illustrated in Figure 3.1.

Need and Purpose or Justification

- This strategy would improve the interpretative experience for Park users and visitor safety.
- These circulation changes could support future development of expanded automobile tour routes in the Battlefield.
- By converting these roadways to one-way, additional pavement width could be converted to a bicycle lane to enhance safety and movement for those riding bicycles through the Park.
- One-way designation may also provide more flexibility for creating additional pull-off parking areas without any physical impacts to the cultural and natural resources.
- As tested in the refined Chattanooga MPO travel demand model for 2025, this strategy would decrease daily traffic along LaFayette Road south of Brotherton Road by 800 to 900 vehicles per day. Traffic volumes on Brotherton Road decrease nearly 90 percent to less than 100 vehicles per day. Traffic on Alexander's Bridge Road and the northern end of LaFayette Road did not change, and there was little impact on traffic outside the Battlefield.

Impact and Implementation Considerations

- Conversion of Brotherton Road, Viniard-Alexander Road, and Jay's Mill Road to one-way travel results in virtually no impact to historic resources.
- This strategy has a minimal impact on Reed's Bridge Road outside of the Park boundaries.
- Changing the operations of Brotherton Road, Viniard-Alexander Road, and Jay's Mill Road should be coordinated with changes in the visitor tour routes and the road rehabilitation project scheduled for construction slated for late 2004.
- A planning level cost estimate to add new striping and change signage to identify routes as one-way is \$180,000.



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Figure 3.1

Battlefield Subarea Strategy IV-3.



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IV-4: Close gates at Chickamauga Battlefield entrance locations at Lytle Road, the access road west of Dyer Field (at Longhollow Road), the access road west of the Wilder Brigade Monument, Wilder Road, and Jay's Mill Road

Strategy Description

This strategy would close gates to restrict vehicular traffic at the Chickamauga Battlefield entrance locations at Lytle Road, the access road west of Dyer Field (at Longhollow Road), the access road west of the Wilder Brigade Monument, Wilder Road, and Jay's Mill Road (see Figure 3.2).

Need and Purpose or Justification

- This strategy could improve the interpretative experience for Park users, protect resources and enhance visitor safety.
- As tested in the refined CHCNGA TPO travel demand model for 2025, these closures decrease traffic volumes on secondary Park roads. Traffic volumes also decrease on the east side of the Park, particularly on Jay's Mill Road and Brotherton Road. Since there are fewer locations to continue through trips on Park roads, it appears some traffic is diverted to LaFayette Road, which experiences a slight increase in traffic. The only apparent impact on the Traffic Impact Study area is that traffic volumes increase slightly on Reed's Bridge Road east of LaFayette Road.
- The Park Service currently maintains 13 entry points to the Chickamauga Battlefield. These gate closures could reduce Park maintenance responsibilities and preserve resources.
- The primary gateway and entrance to the Battlefield is from the north at LaFayette Road. To enable Park visitors to begin their visit with orientation at the Chickamauga Battlefield visitor center, the NPS directs visitors to enter the Battlefield from the north through wayfinding signage.

Impact and Implementation Considerations

- Gate closures result in virtually no impact to historic resources. Positive impacts to visitor experience would likely result from reducing commuter traffic entering the Park from these roads.
- Existing and future volumes at some of the minor entry points into the Park, such as along the western border are very low, but travelers in the Traffic Impact Study area who use Park roads for their local travel may have to change routes.
- Keeping one gate open on the west side of the Battlefield was compared with closing gates at all four entrances. There was little impact on the transportation network in the Traffic Impact Study area whether one gate was kept open or not.
- Equestrian facilities could be impacted by the gate closing near Dyer Field at Longhollow Road.



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- Closures should be coordinated with roadway improvements to the Traffic Impact Study area to ensure there is sufficient capacity on the transportation network outside of the Chickamauga Battlefield.
- Improvements to Lytle Road outside the Park boundary could mitigate impacts of gate closures on the western side of the Park.
- Although the gate closures would prohibit vehicular use, access for alternative modes (pedestrian, bicycle, equestrian) would be permitted. An opportunity exists to improve alternative mode access and connectivity with the Traffic Impact Study area at these gate closure locations.
- The NPS should coordinate with Emergency Management Services (EMS) for the Hutcheson Medical Center and local police and fire departments so that emergency response is not hampered by any gate closures.
- Coordination between the NPS and Walker and Catoosa County officials and other local stakeholders could help identify the best locations for making improvements in the Traffic Impact Study area for alternative mode access and amenities, such as parking facilities.



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Figure 3.2

Battlefield Subarea Strategies IV-4 and IV-15.



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IV-8: Change orientation and connection to the Chickamauga Battlefield visitor center to McFarland Gap Road from LaFayette Road

Strategy Description

This strategy would change the entrance to the Chickamauga Battlefield visitor center from LaFayette Road to McFarland Gap Road. This change would include construction of a new parking lot adjacent to McFarland Gap Road and removal of the existing parking areas for field restoration (see Figure 3.3).

Need and Purpose or Justification

- This strategy would restore historic fields and view sheds in the Chickamauga Battlefield landscape.
- This strategy supports an improved connection to the Fort Oglethorpe historic district across McFarland Gap Road for non-motorized travel.
- This strategy was not tested in the refined Chattanooga MPO travel demand model for 2025 since it does not result in a capacity change.

Impact and Implementation Considerations

- This strategy could result in the loss of the historic (Commemorative Period) circulation pattern for visitor approach and parking, as well as the loss of historic spatial organization of the upper parking bay.
- The new circulation pattern/parking area would need to mitigate impacts to the area directly north of the administration building, which contains historic Commemorative Period cannons.
- Retaining access from the visitor center to LaFayette Road for beginning and ending Battlefield tours would ease wayfinding.
- Potential impacts of adding left and right turning bays on McFarland Gap Road for entering the visitor center should also be considered.
- A planning level cost estimate to add a new parking area, a new driveway from McFarland Gap Road to the visitor center, and turning lanes on McFarland Gap Road is \$666,000.



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Figure 3.3

Battlefield Subarea Strategies IV-8 and IV-9.



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IV-9: Install new directional signage at major intersections to major historic sites within the Battlefield

Strategy Description

This strategy aims to improve wayfinding signage, based upon expansion of the auto tour route and enhancements to the interpretive program (see Figure 3.3 on page 3-11).

Need and Purpose or Justification

- This strategy was proposed to enhance wayfinding within the Park.
- This strategy was not tested in the refined Chattanooga MPO travel demand model for 2025 since it does not result in a capacity change.

Impact and Implementation Considerations

- New signage would result in positive impacts to the visitor experience by improving wayfinding within the Park.
- Signage should be developed in accordance with NPS standards and not degrade from the historic scene.
- New signage must also be designed to complement existing/historic signage, but not appear to be historic or be confused with historic features.
- The NPS should coordinate with Walker County, Catoosa County, and Fort Oglethorpe officials along with local stakeholders to develop a wayfinding plan that can provide a common wayfinding language for both inside and outside the Chickamauga Battlefield (see Section 2, Strategies III-3 and III-4).



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IV-10: Clarify commercial vehicle standards for Park roads

Strategy Description

This strategy supports signage improvements for communication with commercial vehicles about roadway restrictions in the Chickamauga Battlefield (see Figure 3.4).

Need and Purpose or Justification

- This strategy could reduce confusion among commercial vehicle operators regarding NPS commercial vehicle standards, improve the interpretative experience for Park users, and enhance visitor safety.
- This strategy was not tested in the refined Chattanooga MPO travel demand model for 2025 since it does not result in a capacity change.

Impact and Implementation Considerations

- The NPS should work with local area commercial operators to identify preferable alternative travel routes outside of the Chickamauga Battlefield for local travel.
- Emergency vehicle access to Battlefield should be directed by law enforcement and/or emergency services.
- Wayfinding for commercial vehicles should not discourage operators from the Fort Oglethorpe/LaFayette Road business district.
- New wayfinding signage directing commercial vehicle operators around the Chickamauga Battlefield should be coordinated with other wayfinding signage improvements.
- Signage should be located so that commercial vehicle operators have adequate travel time to make appropriate directional decisions.
- A planning level cost estimate to add new signage and remove existing signage is \$5,000.



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Figure 3.4

Strategy IV-10.



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IV-15: Close gate at Chickamauga Battlefield entrance location on Alexander's Bridge Road

Strategy Description

This strategy would close the gate at the Park entrance at Alexander's Bridge Road to vehicular traffic (see Figure 3.2 on page 3-9).

Need and Purpose or Justification

- This strategy could improve the interpretative experience for Park users, protect resources and enhance visitor safety.
- As tested in the refined Chattanooga MPO travel demand model for 2025, this gate closure was evaluated with gate closures in Strategy IV-4. Closing these Park entrances to vehicular traffic does decrease volumes inside the Park significantly when compared to the future No-Build alternative. However, traffic volumes increase slightly along LaFayette Road. Traffic volumes also decrease on the east side of the Park, particularly on Jay's Mill Road and Brotherton Road. In the Traffic Impact Study area, traffic volumes increase slightly on Reed's Bridge Road east of LaFayette Road.
- Results from the license tag survey indicate that 100 percent of the trips entering or exiting the Chickamauga Battlefield at Alexander's Bridge Road are local trips destined for or originating from Fort Oglethorpe.
- This gate closure could reduce Park maintenance responsibilities on the bridge since it is in poor condition and has a weight limitation.
- The primary gateway and entrance to the Battlefield is from the north at LaFayette Road. To enable Park visitors to begin their visit with orientation at the Chickamauga Battlefield visitor center, the NPS directs visitors to enter the Battlefield from the north through wayfinding signage.

Impact and Implementation Considerations

- This closure would result in a positive impact from the reduction in non-Park traffic entering the Park at this location and conflicting with visitor travel. Reduced traffic would minimize impacts to the historic scene and cultural landscape at this important Confederate troop crossing.
- Local residents living east and southeast of the Chickamauga Battlefield would be the most impacted by the closure of Alexander's Bridge Road since Alexander's Bridge Road is a travel route used by some for local travel.
- The NPS should coordinate with Catoosa County officials and local stakeholders to find ways to offset impacts from this gate closure.
- The gate closure at Alexander's Bridge Road should be coordinated with improvements to the roadway network outside of the Battlefield to preserve mobility for area residents.



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- Improvements and facilities should be considered to enhance access from non-motorized traffic (bicycle, pedestrian, equestrian) at Alexander's Bridge Road outside of the Battlefield in an effort to connect with regional trail facilities along the West Chickamauga Creek. In Strategy III-7: Connect to regional trail network (Section 2), adding parking outside of the Park at Alexander's Bridge is recommended, as well as a connection to the West Chickamauga Creek greenway.



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General Management Plan (GMP) Recommendations

Eight Battlefield Subarea strategies are recommended for additional evaluation in the CCNMP General Management Plan process. Each of these strategies has needs, issues and impacts associated with these strategies which this transportation study cannot appropriately address. In the transportation impact evaluation, it was determined these strategies do not adversely impact mobility and access, but their full impact related to Park operations and Park purpose cannot be assessed within this transportation study. The strategies for consideration in the GMP planning process are:

- IV-1: Expand tour route for automobiles - Alexander's Bridge Road to Jay's Mill Road to Brotherton Road to LaFayette Road
- IV-2: Expand tour route for automobiles - Reed's Bridge Road to Brotherton Road to LaFayette Road
- IV-5: Expand touring routes for alternative modes
- IV-6: Develop Park Road Multimodal Functional Classification System that includes design speed, road character/pavement surface type, modal designation and purpose
- IV-7: Expand or enhance parking facilities and/or interpretive stations at Alexander's Bridge, Winfrey Field, Brock Field, Wilder Brigade Monument, Jay's Mill, Kelly Field, Viniard Field West, Brotherton Cabin, Longstreet's Headquarters and Reed's Bridge for expanded auto tour route(s)
- IV-11: Lower speed limit on LaFayette Road
- IV-12: Lower speed limits on McFarland Gap Road and Reed's Bridge Road
- IV-13: Develop an alternative transportation/Park shuttle system



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IV-1: Expand tour route for automobiles - Alexander's Bridge Road to Jay's Mill Road to Brotherton Road to LaFayette Road.

Strategy Description

This strategy would expand the tour route to better interpret the first day of the Battle of Chickamauga and enhance visitor safety. The following visitor circulation changes would apply to this concept (see Figure 3.5):

- From the visitor center, proceed south on LaFayette Road to Alexander's Bridge Road.
- From Alexander's Bridge Road, proceed to Alexander's Bridge (expand parking area at Alexander's Bridge/Chickamauga Creek for possible interpretive station).
- Proceed north on Alexander's Bridge Road to Jay's Mill Road (opportunity exists for expanded interpretive program near intersection of Brotherton Road and Jay's Mill Road to interpret Jay's Mill; close gate at end of Jay's Mill Road, which prevents through-traffic to Reed's Bridge Road).
- From Jay's Mill Road, the tour continues west along Brotherton Road (with opportunities for expanded interpretive program at Winfrey and Brock Fields) and turns south on LaFayette Road and continues to Viniard Field.
- Tour continues north on LaFayette before turning east on Alexander's Bridge Road and picking up existing tour route for Day Two battle interpretation.

Need and Purpose or Justification

- This strategy was proposed to improve the interpretative experience for the first day of the Chickamauga battle and enhance visitor safety. For the purposes of this study, tour route options have been reviewed and combined into two alternatives (Strategies IV-1 and IV-2), which represent the broadest changes to the visitor circulation pattern and experience.

Impact and Implementation Considerations

- A tour route north on LaFayette Road would result in positive visitor experience impact because visitors would have better access to Kelly House and Field.
- Increased visitor travel on Alexander's Bridge Road may result in an increased demand for pull-off parking spaces along this road. Currently there are seven pull-off areas south of Battleline Road with an average of three to four parking spaces each. These could be expanded, if necessary, without much impact to physical resources. Archeological investigation and documentation would be recommended in any area where ground disturbance would occur.
- Expansion of the parking area at Alexander's Bridge/Chickamauga Creek for a new interpretive station may result in moderate impacts, as this would likely require an



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addition of approximately four to six spaces. This area is within the riparian zone and may be considered wetland (formal delineation would be required).

- The *Cultural Landscape Report* (CLR) will recommend a minimum 100-foot vegetative buffer along Chickamauga Creek, even if the field is restored. Sensitive environmental conditions may require the parking area to be relocated further to the north along Alexander's Bridge Road, near the site of the historic farmstead. An improved walking trail could be established parallel to the road to access the bridge/creek by foot from the parking area to mitigate resource impact.
- Expanded interpretive program at Jay's Mill site will likely involve additional interpretive media and forest removal.
- A tour route along Brotherton Road may result in an increased demand for pull-off parking spaces along this road. Currently, there are five pull-off areas with an average of three to four parking spaces each. These could be expanded, if necessary, without much impact to physical resources as this road has been recommended for one-way designation. The tour route here would also provide positive visitor experience impact with the opportunity to interpret Brock and Winfrey Fields



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Figure 3.5

Battlefield Subarea Strategies IV-1, IV-2 and IV-7.



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IV-2: Expand tour route for automobiles - Reed's Bridge Road to Brotherton Road to LaFayette Road

Strategy Description

This strategy would expand the tour route to better interpret the first day of the Battle of Chickamauga. The following visitor circulation changes would apply to this concept (see Figure 3.5 on page 3-20):

- Tour route begins at visitor center and travels east on Reed's Bridge Road.
- Visitors travel outside of Park boundary to Reed's Bridge (create new interpretive station and parking at Reed's Bridge; this area is currently a safety hazard to pedestrians and would require significant modification).
- Return on Reed's Bridge Road to Jay's Mill site.
- Proceed west on Brotherton Road and turn south on LaFayette Road; Continue to Viniard Field before picking up Day Two tour.

Need and Purpose or Justification

- This strategy was proposed to improve the interpretative experience for the first day of the Chickamauga battle and enhance visitor safety. For the purposes of this study, tour route options have been reviewed and combined into two alternatives (Strategies IV-1 and IV-2), which represent the broadest changes to the visitor circulation pattern and experience.

Impact and Implementation Considerations

- Changes in the tour route to include Reed's Bridge Road for enhanced opportunities to interpret the first day of the battle will have only moderate positive impact. Current visitor experience along this road is also compromised by heavy traffic.
- Going south on LaFayette Road to Viniard Field would increase traffic along LaFayette Road, which is considered the most significant battle road in the Park and is important to the interpretive experience.
- The interpretive station at Reed's Bridge will result in an overall low positive impact. This bridge lies outside the Park boundary and lacks historic integrity, and current conditions do not provide a safe area for visitor auto pull-off or pedestrian access. Significant changes would need to be implemented.



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IV-5: Expand touring routes for alternative modes

Strategy Description

This strategy would improve the interpretative experience and enhance visitor safety for visitors using alternative modes. The following changes would apply to this concept (see Figure 3.6):

Bicycle Facilities

- If LaFayette Road travel lane widths can be reduced, it may be possible to designate a bike lane on existing right-of-way which connects to the proposed regional bicycle route north and south of the Park on LaFayette Road. The bike lane should connect with the West Chickamauga Creek greenway near Lee and Gordon's Mill.
- Dedicated bike lanes could be established along Viniard-Alexander Road, Jay's Mill Road, and Brotherton Road, which are recommended for one-way travel under Strategy IV-3.

Pedestrian Facilities

- Pedestrian link should be made to connect the Fort Oglethorpe historic district with Chickamauga Battlefield visitor center with a north side entry.

Need and Purpose or Justification

- This strategy could improve the interpretative experience and enhance safety for visitors using alternative modes. This strategy would increase opportunities for alternative modes of transportation within the Park, particularly the opportunity for interpretive bike tours.
- Public input indicated a need for enhanced facilities within the Chickamauga Battlefield for alternative modes and a desire to connect facilities inside the Park to those outside the Park.

Impact and Implementation Considerations

- Improved pedestrian connections to the Fort Oglethorpe historic district would result in positive impacts to both visitor experience, streetscape character, and increase economic opportunities related to tourist activity/promotion.
- Negative impacts to the visitor experience may result from a high volume of non-visitor bicycle traffic through the Park, particularly recreational through-traffic of a regional nature.
- Designation of a dedicated bicycle lane on LaFayette Road would also limit the opportunity for modifications of the road character to better reflect historic conditions.
- Any expansion to existing road widths would have a negative impact on cultural resources.



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- Designated bicycle parking areas should be encouraged outside the Park's boundary in association with the West Chickamauga Creek Greenway and other streetscape improvements in the gateway corridors.
- New streetscape improvements on LaFayette Road north of the Chickamauga Battlefield should include sidewalks and bicycle paths.



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Strategy IV-5.



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IV-6: Develop Park Road Multimodal Functional Classification System that includes design speed, road character/pavement surface type, modal designation and purpose

Strategy Description

This strategy would provide enhanced road classification standards for Chickamauga Battlefield roads and trails (see Figures 3.7a and 3.7b).

Need and Purpose or Justification

- The purpose of this strategy is to provide the Chickamauga Battlefield Unit of the CCNMP with a functional classification system that relates the Park Road Functional Classification System to its resources and national standards, based on context-sensitive criteria.
- This strategy was not tested in the refined Chattanooga MPO travel demand model for 2025 since it does not result in a capacity change.

Impact and Implementation Considerations

- The federal legislative, regulatory and policy requirements that guide Park operations make this system subject to an NPS evaluation process.
- The roadways, trails, and other transportation infrastructure within the Chickamauga Battlefield belong to the NPS. NPS road design standards and functional classification are set by legislative statutory and federal regulatory requirements (23 CFR 1230, 23 USC 402, 23 USC 204).
- Within the Chickamauga Battlefield, many of the roadways and trails have historic origins dating to the Civil War and the Park's Commemorative Period, so any redefinition should be made within the appropriate context.



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Battlefield Subarea Strategy IV-6.



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Battlefield Subarea Strategy IV-6.



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IV-7: Expand or enhance parking facilities and/or interpretive stations at Alexander's Bridge, Winfrey Field, Brock Field, Wilder Brigade Monument, Jay's Mill, Kelly Field, Viniard Field West, Brotherton Cabin, Longstreet's Headquarters and Reed's Bridge for expanded auto tour route(s)

Strategy Description

Based upon the Park's interpretive goals and changes in the auto tour route, there may be opportunities to expand the interpretive program at several historic sites. These include: Alexander's Bridge, Winfrey Field, Brock Field, Wilder Brigade Monument, Jay's Mill, Kelly Field, Viniard Field West, Brotherton Cabin, Longstreet's Headquarters and Reed's Bridge (see Figure 3.5 on page 3-20).

Need and Purpose or Justification

- This strategy was proposed to improve the interpretative experience for the first day of the Chickamauga battle and enhance visitor safety. This strategy should be considered in conjunction with proposed auto tour routing in Strategies IV-1 and IV-2.
- Currently, the auto tour route does not include a stop at Kelly Field/Cabin. This site is already able to accommodate visitors, and improvements to the interpretive program would not result in negative impacts to cultural resources.

Impact and Implementation Considerations

- An expanded interpretive program at Alexander's Bridge would require expansion of the parking area and improved signage. This may result in moderate impacts, as this would likely require an addition of approximately four to six spaces. This area is within the riparian zone and may be considered wetland (formal delineation would be required).
- The CLR will recommend a minimum 100-foot vegetative buffer along Chickamauga Creek, even if the field is restored. Sensitive environmental conditions may require the parking area to be relocated further to the north along Alexander's Bridge Road, near the site of the historic farmstead. An improved walking trail could be established parallel to the road to access the bridge/creek by foot from the parking area to mitigate resource impact.
- Expanded interpretive stations at Winfrey and Brock Fields would enhance the visitor experience. Increased visitation would likely require expanded parking areas. Expanded interpretive program at the Jay's Mill site will likely involve additional interpretive media and forest removal. These would improve the visitor experience but may result in a negative environmental impact. Further evaluation of environmental impact would be necessary.
- The inclusion of an interpretive station at Reed's Bridge will result in an overall low positive impact. This bridge lies outside the Park boundary and lacks historic integrity.



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Current conditions do not provide a safe area for visitor auto pull-off or pedestrian access.

- Expanded interpretive stations at Viniard Field West would enhance the visitor experience. Increased visitation would require expanded an parking area. As Viniard-Alexander Road has been recommended for one-way designation, this parking could be incorporated into the existing road right-of-way, resulting in virtually no negative impact to resources.
- As Brotherton Road has been recommended for one-way designation, this parking could be incorporated into the existing road right-of-way, resulting in virtually no negative impact to resources.



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IV-11: Lower speed limit on LaFayette Road

Strategy Description

This strategy would lower the speed limit on LaFayette Road. Currently, the posted speed on LaFayette Road near the visitor center is 30 mph and the remaining section is posted at 35 mph. The speed limit tested in the model was approximately a 10 mph reduction in traveling speed (see Figure 3.8).

Need and Purpose or Justification

- LaFayette Road was one of the most important roads in the Battle of Chickamauga, and it was rated highly sensitive during the evaluation phase for this study. This strategy could help maintain cultural resources, minimize non-Park traffic and maintain a safe traveling environment for visitors who may slow down and make frequent stops during their visit to the Chickamauga Battlefield along LaFayette Road.
- A lower speed limit on LaFayette Road would result in positive impacts by providing for a more contemplative visitor experience.
- A lower speed limit would provide opportunities to modify the road character to more closely reflect historic conditions and provide better representation of the Commemorative Period landscape, such as removing the existing asphalt and resurfacing with concrete, reducing the width, and regrading to Commemorative Period conditions.
- The NPS could add non-motorized facilities, such as a dedicated bicycle lane, along LaFayette Road if conflicts between vehicular traffic and non-motorized traffic were minimized due to a reduction of traveling speed.
- As modeled in the refined Chattanooga MPO travel demand model for 2025, this strategy would reduce traffic volumes on LaFayette road to less than 300 vehicles per day, largely eliminating non-Park traffic from LaFayette Road in the Chickamauga Battlefield. Traffic volumes on the US 27 relocation would increase about 2,000 vehicles per day, but the capacity of the US 27 relocation is sufficient to absorb this traffic volume increase. A slight decrease in traffic occurred on Reed's Bridge Road. From the model test, it appears that lowering the speed limit on LaFayette Road does not significantly impact regional mobility. Travel patterns could change, but the speed change would not result in congestion on the roadway network.



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Impact and Implementation Considerations

- The NPS and this study have received considerable public input from area residents about the negative impacts of lowering the speed limit on LaFayette Road, especially to the Fort Oglethorpe/LaFayette Road business district. Any additional lowering of the speed limit on LaFayette Road should be complimented by improvements to roadways outside of the Battlefield to maintain mobility and accessibility.
- The NPS should coordinate with Walker County, Catoosa County, and Fort Oglethorpe officials as well as local stakeholders to identify ways to minimize negative impacts from changes in travel patterns prompted by a lower speed on LaFayette Road.



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This page is a placeholder for

Figure 3.8

Battlefield Subarea Strategies IV-11 and IV-12.



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IV-12: Lower speed limits on McFarland Gap Road and Reed's Bridge Road

Strategy Description

This strategy would lower the speed limits on McFarland Gap Road and Reed's Bridge Road. Currently, the posted speed on McFarland Gap Road is 30 mph and the posted speed on Reed's Bridge Road is 35 mph. The speed limit tested in the model was approximately a 5 mph reduction in traveling speed (see Figure 3.8 on page 3-33).

Need and Purpose or Justification

- This strategy was proposed to help maintain Chickamauga Battlefield cultural resources and minimize non-Park traffic.
- Lowering the speed limits on McFarland Gap Road and Reed's Bridge Road would allow for safer ingress and egress at a new entrance to the Chickamauga Battlefield visitor center off of McFarland Gap Road (Strategy IV-8).
- In the 2025 No-Build scenario, traffic volumes are projected to increase on McFarland Gap Road from 3,400 in 2003 to 7,300 in 2025. Traffic volumes are projected to increase on Reed's Bridge Road from 4,100 in 2003 to 10,100 in 2025. As modeled in the refined CHCNGA TPO travel demand model for 2025, a reduction in speed would decrease daily traffic volumes approximately 44 percent on Reed's Bridge Road east of LaFayette Road and approximately 32 percent on McFarland Gap Road west of LaFayette Road. With the reduction of speeds on McFarland Gap Road and Reed's Bridge Road, traffic volumes on SR 2/Battlefield Parkway increased approximately 1,000 to 2,000 vehicles per day while those on the US 27 relocation increased approximately 2,000 vehicles per day. Both SR 2/Battlefield Parkway and the US 27 relocation can absorb the increase in traffic. It appears that lowering the speed on McFarland Gap Road and Reed's Bridge Road does not significantly impact regional mobility. Travel patterns could change, but the speed change would not result in congestion on the roadway network.

Impact and Implementation Considerations

- The NPS and this study have received considerable public input from area residents about the negative impacts of lowering the speed limits on roads through the Chickamauga Battlefield. Any additional lowering of the speed limit on McFarland Gap Road and Reed's Bridge Road should be complimented by improvements to roadways outside of the Battlefield to maintain mobility and accessibility.
- Maintaining mobility on parallel travel routes to McFarland Gap Road and Reed's Bridge Road is essential to mitigate impacts of reducing travel speeds.
- The NPS should coordinate with Walker County, Catoosa County and Fort Oglethorpe officials along with local stakeholders to identify ways to minimize negative impacts from changes in travel patterns prompted by a lower speed on McFarland Gap Road and Reed's Bridge Road.



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IV-13: Develop an alternative transportation/Park shuttle system

Strategy Description

This strategy would provide an alternative transportation system (ATS) serving both the Park and adjacent areas of Fort Oglethorpe. From the Park's visitor center, a shuttle vehicle would follow the route of the auto tour. The vehicle could provide interpretive information through either a live interpreter, audio or video. The ATS would link Fort Oglethorpe with the Chickamauga Battlefield visitor center via the city's historic district. A likely scenario for the ATS would be a dual terminal system, with one terminal at the visitor center and a second in the Fort Oglethorpe/LaFayette Road business district. The ATS could also support Strategy III-5 (Section 2), the excursion train, by facilitating access to local attractions from the train stops. (Note: This strategy is not illustrated since it is a program, not a project.)

The ATS could serve a dual function, with a Fort Oglethorpe visitor center providing traditional transit service for a minimal or no fare. A Chickamauga Battlefield auto tour route with interpretive services would constitute more of a premium service that could command a higher fare. These initial services could provide the building blocks for additional routes that would link the Lookout Mountain and Chickamauga units of the Park, provide a regional tour of Civil War sites, or link Chickamauga and Fort Oglethorpe with Chattanooga. The initial services proposed would probably be seasonal and therefore well-suited for contracting to a private operator. Not only is this a cost-effective approach, but it provides an opportunity for a local business to benefit from the system.

Need and Purpose or Justification

- This strategy was proposed to improve interpretative experience for Park users and enhance visitor safety.
- A Park shuttle system could supplement the development of the regional auto tour and provide secondary economic benefits for the communities surrounding the Battlefield.
- The system could provide the first building block for a more regional system serving both visitors and local residents.
- As the general population ages, many visitors are looking for alternatives to automobile travel. A shuttle system would enable visitors to focus on the Park's attractions without worrying about parking, traffic or other distractions.

Impact and Implementation Considerations

- A positive impact of an ATS system would be to lengthen the time of stay in the Park, but demand for ATS could increase demand of the visitor center parking supply. By locating a stop outside the Park in the LaFayette Road business district, this impact could be mitigated. This would encourage visitors to use the local business district and visit the Fort Oglethorpe historic district.



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- This strategy is a long-range option that is probably not economically feasible at this time. Similar sites that currently have shuttle systems or are planning them have significantly higher visitation levels or unique conditions which make shuttle service desirable. Approximately 140,000 visitors annually use the Chickamauga Battlefield, with the majority of them living in the local area. This system would enhance mobility for local residents but would be most attractive to out-of-town visitors. Some examples of existing systems at NPS sites are:
 - Harper's Ferry National Historic Park (HFNHP) runs a shuttle from the visitor center to the town's historic district on an exclusive right-of-way. HFNHP receives about 370,000 visitors per year and parking in the historic district is very limited.
 - Gettysburg National Military Park (GNMP) is in the final stages of planning for a transit route between the Park visitor center and downtown Gettysburg. The purpose of the route is to provide traffic relief and encourage tourists to extend their stay and visit the significant historic attractions and businesses in the Borough of Gettysburg. GNMP receives approximately 1.8 million visitors annually.
 - Adams National Historic Park, located in Quincy, Massachusetts, uses historic trolleys to shuttle visitors between the visitor center and the two historic sites owned by NPS. Visitation to the sites is only about 100,000 annually, but the lack of parking at the sites and the complicated urban street pattern make the shuttle service attractive. It also enables the NPS to control visitation to the Adams family historic homes, which can only accommodate limited numbers of visitors at one time.
- The conditions that generate a need for ATS are for the most part not present now at Chickamauga. As visitation increases, however, tour services may become a viable business for a local entrepreneur. The NPS should encourage this and coordinate with Fort Oglethorpe so that services meet the needs of both the Park and the community.