





TRANSPORTATION AND MOBILITY

Introduction

Why Plan for Transportation and Mobility?

People and goods need to be able to move safely, comfortably, and efficiently throughout Eufaula. This sustains its economy, ensures health, safety, and welfare, and creates opportunities for residents and visitors to pursue the lifestyles and activities they choose.

As Eufaula and the region grow and evolve over the coming decades, the infrastructure and systems for getting people from place to place must be responsive. Demands will change, technologies will emerge, and the City will benefit by striving to provide people the maximum number of safe and convenient mobility options.

As such, this chapter addresses many aspects of how people move from A to B: whether they drive, walk, or bike, or may need or want to use public transportation or another means to reach their destinations. By evaluating the existing conditions in Eufaula today and comparing them to expected change, this chapter can make recommendations to ensure the right investments are made over the next 25 years to keep people moving.

General Objectives

One essential objective of this chapter is to create options for travellers. Investments over the next few decades should consider a greater number of modes as viable means of moving between desirable locations in the community - reaching neighborhoods, employment centers, retail and commercial areas, essential services, and key gathering places. When someone needs to go grocery shopping, for example, it should be sensible and comfortable to drive, walk, bike, or take public transit.

Connecting key, unique sites and areas within Eufaula is another mobility goal. Downtown and Lakeshore Drive, for example, should complement and harmonize with each other - each destination houses features attractive to residents and visitors - and the more easily people can move between them, the more likely they are to find social connection, incur the health benefits of active mobility, and patronize local businesses, stimulating the economy.

Finally, this chapter should equip the City to recognize and respond to its unique status as a golf cart community, and as one where seasonal lake traffic includes not only greater volumes, but large vehicles towing boats. Accommodating users like these requires adequate investment in good roadway design starting today.



Community Voice



Start Where We Are

Qualitative (free-form) responses to the online survey questions highlighting transportation infrastructure frequently emphasized the need to repair the City's existing roadways, and ensure these assets are managing traffic flow and access optimally before prioritizing investments in new infrastructure and alternative modes. Many of these responses also highlighted potential parking needs in commercial areas.



Get out of Our Cars

In both the online survey and in-person engagement opportunities, respondents emphasized walking/rolling, the use of "micromobility" solutions like scooters, and other means of going from place to place that do not involve a car.

During the engagement opportunities, the use of a personal vehicle was the lowest-ranked preference for mode of transportation, behind public transportation, ridesharing, cycling, and walking or using micromobility.



Freedom of Movement for All

The open-ended question "What improvements to Eufaula's streets, sidewalks, parks, or food options would make it easier for residents to live active and healthy lives?" garnered many responses aligned with the general maintenance and quality theme identified at the far left of this page. Several also specifically highlighted the maintenance or installation of facilities compliant with the standards of the Americans with Disabilities Act. This underscores a community preference for choice in mobility - which means that people of all ages and abilities should be able to freely choose how they traverse Eufaula.

By the Numbers

Survey questions that offer insight into Eufaula’s transportation conditions, needs, and preferences include those visualized at the right. Key findings include:

- Automobiles remain the dominant means of traversing the community, followed by walking, and other modes not listed (most notably the use of golf carts)
- A combined 61.3% of responses consider transportation an important factor when choosing a place to live (counting Nearby Activities, Proximity to Work or School, Walkability, Public Transit Access, and Bikeability)
- Four out of every five responses favored public investments in transportation that ensure safety for all travellers, regardless of mode
- A majority of responses prioritized public investments in streetscape amenities serving pedestrians and cyclists, and providing for well-connected, well-maintained sidewalks

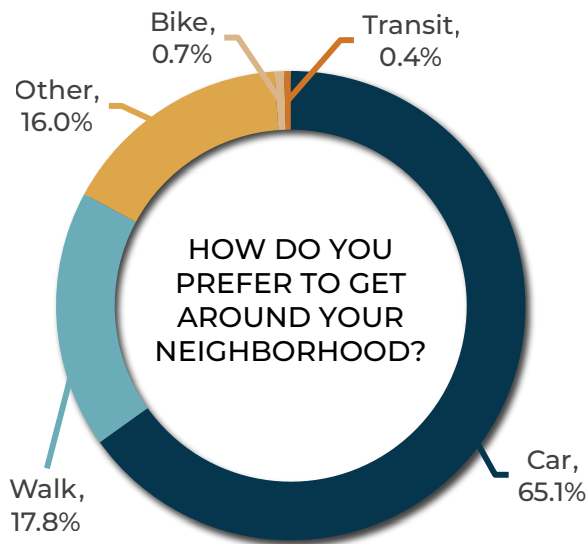


Figure 18. Online survey results for mode preferences

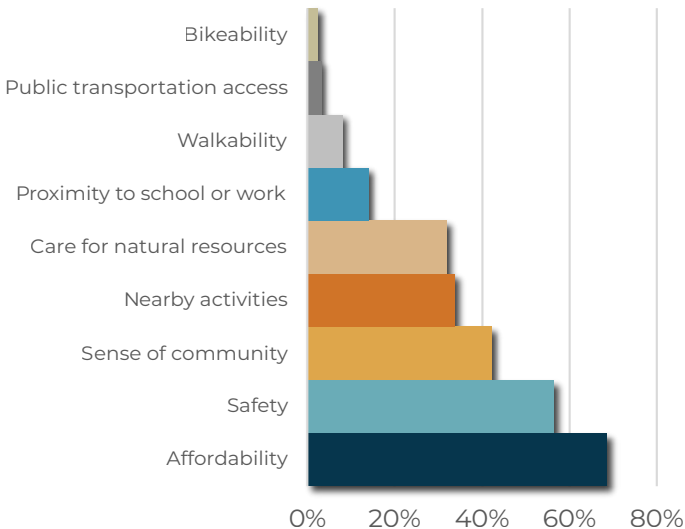


Figure 19. Online survey results for living location priorities

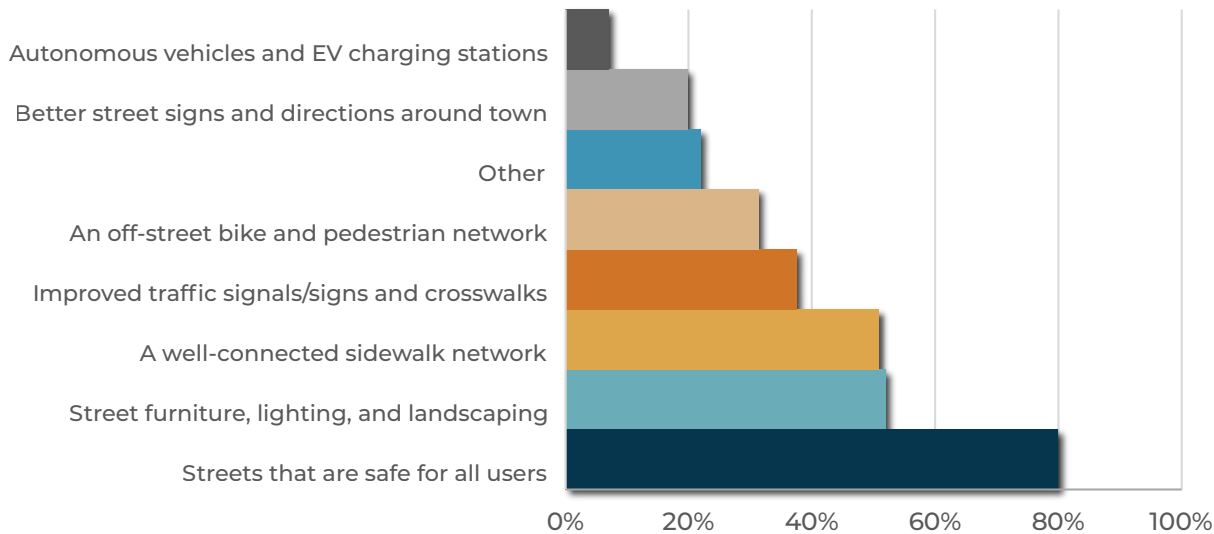


Figure 20. Online survey results for public investment priorities

Existing Conditions

This review of existing conditions establishes the foundation of the Transportation and Mobility chapter. It provides a baseline description of Eufaula's transportation network as it stands today, ensuring understanding of capacity, functional classifications, and different modal accommodations.

Roadway Network Analysis

Eufaula's roadway is different in many ways between its eastern and western halves, as divided by U.S. Highway 69. To the east, roads generally follow a grid pattern and cross streets are frequent, whereas in the west, NS416 Road and N4150 Road are among the only north to south connections, and Airport Road (a.k.a. Bunny Creek Road) is one of the only east to west connections.

The community is anchored by several major thoroughfares.

U.S. 69

The largest thoroughfare through Eufaula is U.S. Highway 69, which runs from north to south. It connects the City to Checotah, across the lake to the north, and to Canadian, across the lake to the south. As U.S. 69 Business, a mile to the east, it serves as Eufaula's Main Street.



Construction at a Multimodal Intersection

State Highway 9

State Highway 9 is concurrent with U.S. 69 Business as Eufaula's Main Street. It continues west first as Selmon Road, connecting Eufaula to Dustin and eventually Wetumka, and to the south and east it connects the City to Longtown and then further across the lake to Whitefield and Stigler.

Lakeshore Drive

Lakeshore Drive runs northeast from Main Street along the shoreline of Lake Eufaula, briefly joining McKinley Avenue before continuing around the northeastern peninsula of the City until joining Elm and Indian Avenues. It provides access to views of the Lake, and to various parks, trails, and the marina, restaurants, and other lakeside commercial businesses.

Front and First Streets

These two streets, running parallel to Main Street to the east and west, respectively, provide critical north-south overflow capacity when Main Street is congested. They also collect and distribute traffic between outlying businesses and neighborhoods and Main Street itself.

Commute and Demand Patterns

As of 2022, some 1,500 people commute into Eufaula for work every day, almost 700 residents commute out, and close to 250 residents stay within the City to work.

This suggests peak traffic hours may endure notable congestion as both inflow and outflow spike significantly, while shorter commutes, especially those that may not involve automotive traffic, are a much smaller proportion of traffic.

This ratio also opens the question of whether more of Eufaula's workforce would choose to live in town if some barrier -



Figure 21. Longitudinal Employer-Household Dynamics (LEHD) Inflow/Outflow, 2023

housing price, type, or availability - did not prevent them from doing so.

Multimodal Mobility

In 2025, 80% of commutes relied on an automobile; 70% of commutes consisted of people driving alone. Just under 5% of commutes were taken by walking, none by bicycle, and just over 1% using public transportation. About 14% of workers worked from home.

Almost 35% of all commutes took less than 10 minutes; just under 50% took less than 15 minutes. This may suggest that commute distances are not especially long in Eufaula, but the viability of modes other than driving is insufficient.

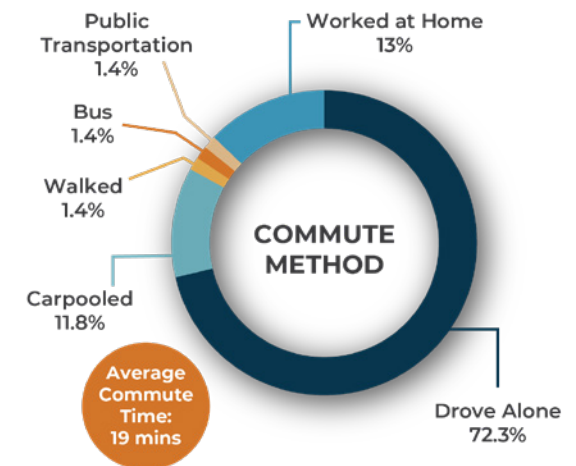


Figure 22. Commute Methods and Time, 2025

Master Thoroughfare Plan

Functional Classifications

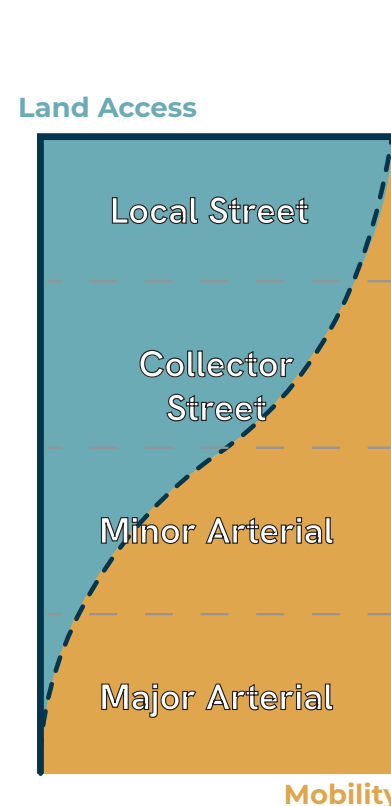
Functional classification is a framework cities can use to organize streets and roads into a hierarchy based on their purpose and performance. Each classification performs a different function in the movement of people and goods, balancing the need for fast and efficient travel over distance with access to adjacent land uses. Together, these classes form an interconnected system that provides both local access and regional mobility.

Access vs. Mobility

Functional classifications reveal a tradeoff roadway designers and users make when building or traversing a given path. Roadways may have copious driveways conducive to accessing land uses, or they may be designed to allow safe travel of large traffic volumes at high speed, but both cannot be accommodated by the same thoroughfare safely.

Roadways may balance and prioritize these characteristics differently, meaning a spectrum of classifications can be realized. Classifications seeking to more evenly balance these attributes are more likely to incur conflicts between user needs, such as high-speed arterials with too many driveways. Figure 8 displays how these tradeoffs require different components.

ROADWAY CLASSIFICATION



MULTI-MODAL CLASSIFICATION

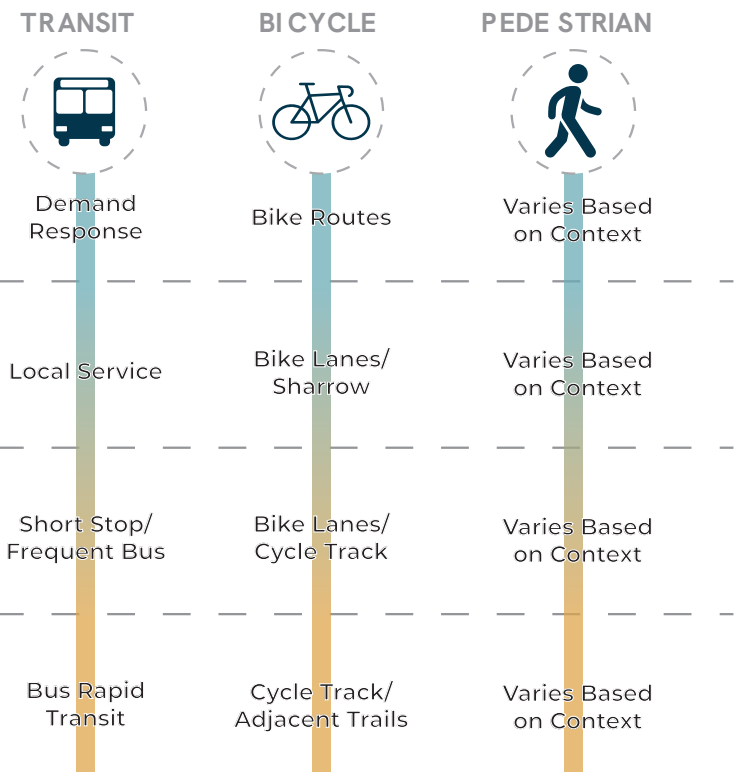


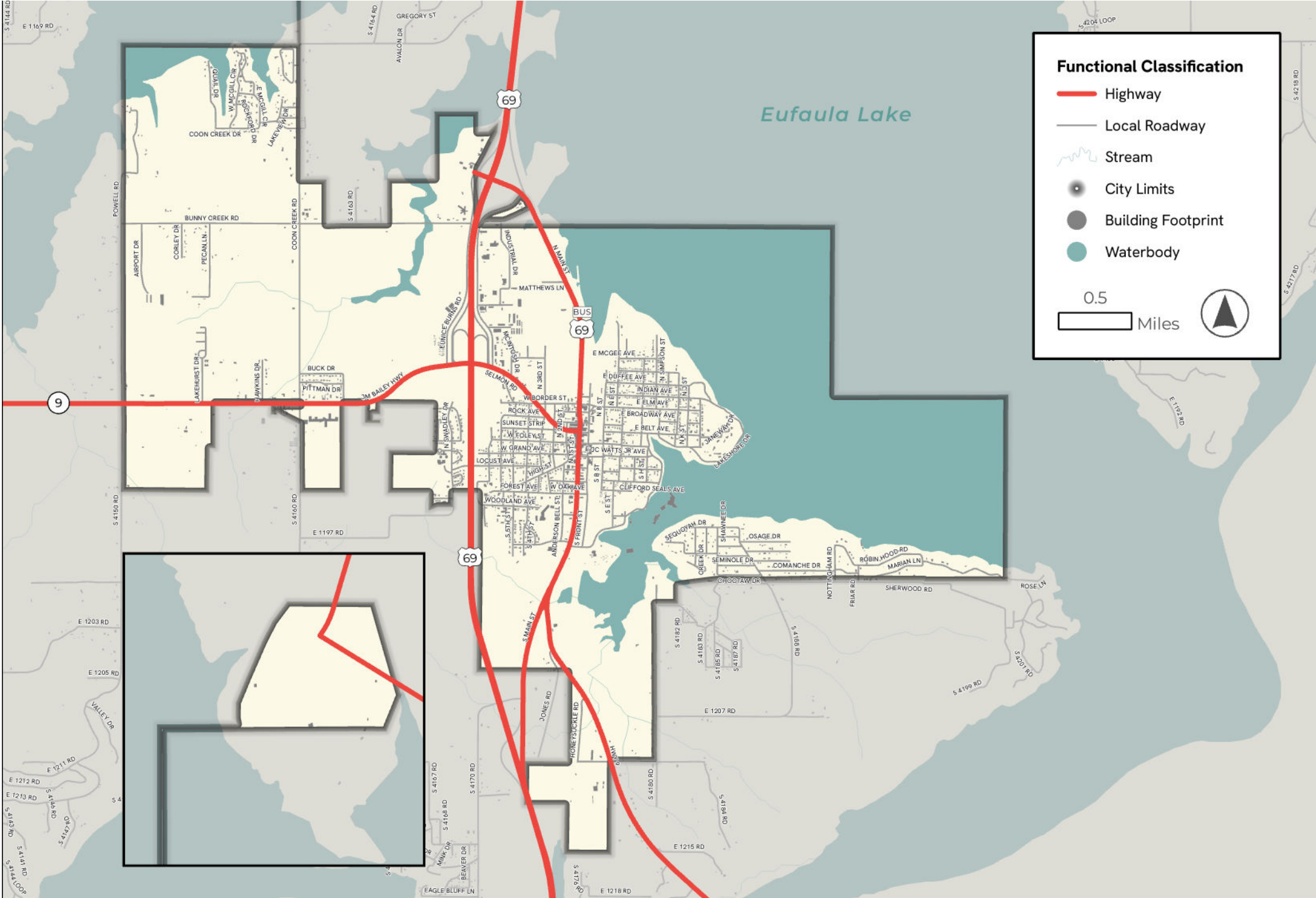
Figure 23. Access vs. Mobility across Modes

Existing Thoroughfare Map

Eufaula's existing roadway network is simple, consisting of only two functional classifications, State Highways and Local Roadways. According to the City's adopted definitions, these Highways constitute Arterial roadways where they occur within City limits. While U.S. 69 retains its Highway design characteristics such as continuous division between directions of traffic, typical striping and signage, high speed limits, limited access, and minimal need to slow or stop, State Highway 9 changes as it enters Eufaula, as does U.S. 69 Business.

The concurrency of State Highway 9 and U.S. 69 Business with Main Street is reflected in their design, with speed limits reducing once in the City, the right-of-way likely narrowing, containing a central turn lane, crosswalks, signage, and signalization appearing, and a much greater number of driveways and access points. It is still larger, higher-speed, and more complex in its traffic management than most other streets in Eufaula, and thus does constitute review and planning as an Arterial Road.

Locals report using Front and First Streets to move north and south through the City in lieu of Main Street, which often experiences worse congestion. This means that these two streets experience a different demand than other Local Streets. Consequently, an intermediate level of design and traffic management is warranted, between Arterials and Local Roadways, such as a Collector.



General Roadway Characteristics

Multiple characteristics of design, function, and relationship to other roadways and land uses can be used to determine a roadway’s classification, and inform decisions about future construction.

While functional classification has defined engineering standards, there is a degree of flexibility in their assignment due to overlap between class characteristics. Guidance on classification should broadly adhere to the following:

1. Determine if the roadway primarily serves to move traffic rapidly over great distance, or if it serves to provide access to adjacent land uses.
2. Functional class consideration should address the needs of adjacent land uses and maximize compatibility with the surrounding environment.
3. Evaluate roadway characteristics, such as existing or proposed right-of-way, number of lanes, traffic volumes, drainage, parking, and other attributes. In rural areas, farm vehicles

and equestrian activity should also be considered. In urban areas, additional multimodal accommodation and use of intelligent transportation systems should be evaluated. Speed characteristics should be examined based on observed speeds during periods of flow and congestion, as well as intended speeds for the facility.

4. Confirm that the facility’s operating characteristics are consistent with the desired functional classification. Changing a roadway from its set functional class may require re-evaluating the classification, assigning the roadway to another class, or creating an entirely new functional class.

Note that an expanded version of Figure 10 can be found in Appendix XX, providing detail on Freeways/Highways and specifying dimensions for Minor Arterials.

Note that “Roadway Spacing” below means the recommended distance between parallel roadways with that classification, and “Facility Length” means the general minimum distance of a roadway to which that designation should be applied.

Characteristics	Arterial	Collector	Local Road
Roadway Spacing (mi)	1-2	0.1-0.25	200-500 ft.
Facility Length (mi)	5-15	0.25-1	<0.25
Volume (vehicles/day)	35,000-80,000	1,000-10,000	<1,000
Right-of-Way (ft)	100-140	60-70	50-60
Lanes (number)	4-6	2-4	2
Median	Usually	Occasionally	Rarely
Speed Limit (mph)	35-55	25-35	≤30

Figure 24. General Roadway Classification Characteristics

Thoroughfare Design Standards

In a policy document such as this, articulated standards are neither prescriptive nor permanent. This plan should remain an adaptable tool over the next twenty years to ensure the City can effectively address known future needs and unpredictable changes in circumstance without forfeiting the overall vision established herein.

In keeping with that goal, these standards intend to guide roadway design and construction across rural, suburban, and urban contexts. Key proposals include:

1. The establishment of distinct Arterial and Collector classifications between Local Streets and Highways. In the near term, Eufaula's roadway network may not be complex enough to need all of these classifications, but by 2050, those needs may have changed, and the relationship between U.S. 69 and Local Streets may require a more sophisticated, gradual drawdown in speed and right-of-way width.
2. Clear guidance for the provision of bike and pedestrian facilities, which are recommended for inclusion along all thoroughfare classifications.
3. The incorporation of the standards below into the City's subdivision regulations or a separate but related engineering design manual.

Note that an expanded version of Figure 11 can be found in

Characteristics	Min. Right-of-Way	Travel Lanes	Typ. Pavement Width	Median	Bike/Ped Facility	On-Street Parking
Arterial	120'	6 @ 12'	76'	16' Raised	10' SUP	None
	100'	6 @ 12'	90'	TWCTL 14'	10' SUP	None
Collector	70'	2 @ 11'	38'	TWCTL 12'	10' SUP/6' SW	None
	70'	2 @ 11'	26'(+ P)	None	10' SUP/6' SW	Optional 7'
Local Street	50'	2 @ 10'	24'	None	5' SW/5' SW	7'

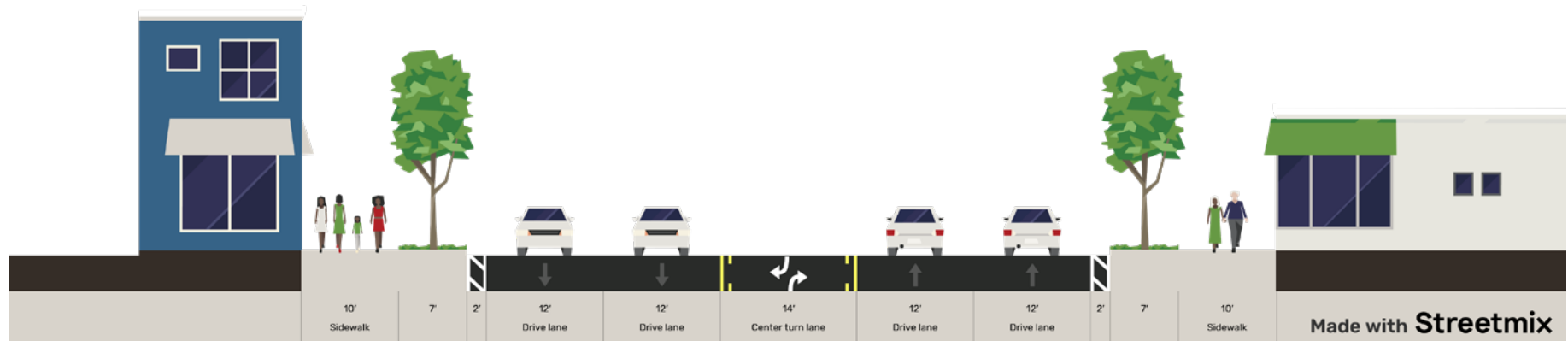
Figure 25. 2050 Thoroughfare Design Standards

A note on abbreviations: In the above table, TWCTL means "two-way center turn lane"; SUP means "shared use path"; SW means "sidewalk"; and P means "parking"

Arterial Road

Major Arterials support high traffic volumes and are intended for longer distance travel, connecting major activity centers and nearby cities. Access should be limited to maintain traffic flow, with minimal driveways and no on-street parking. Driveway consolidation is strongly encouraged to reduce conflicts and improve safety.

Dividing Major Arterials with central medians reduce conflict by limiting left turns and minimizing the possibility of head-on collisions. They also provide refuge areas for pedestrians, and offer space for landscaping which can further enhance driver safety, community aesthetics, and human health and wellness. This space also holds the potential to accommodate future infrastructure, increasing long-term corridor flexibility.

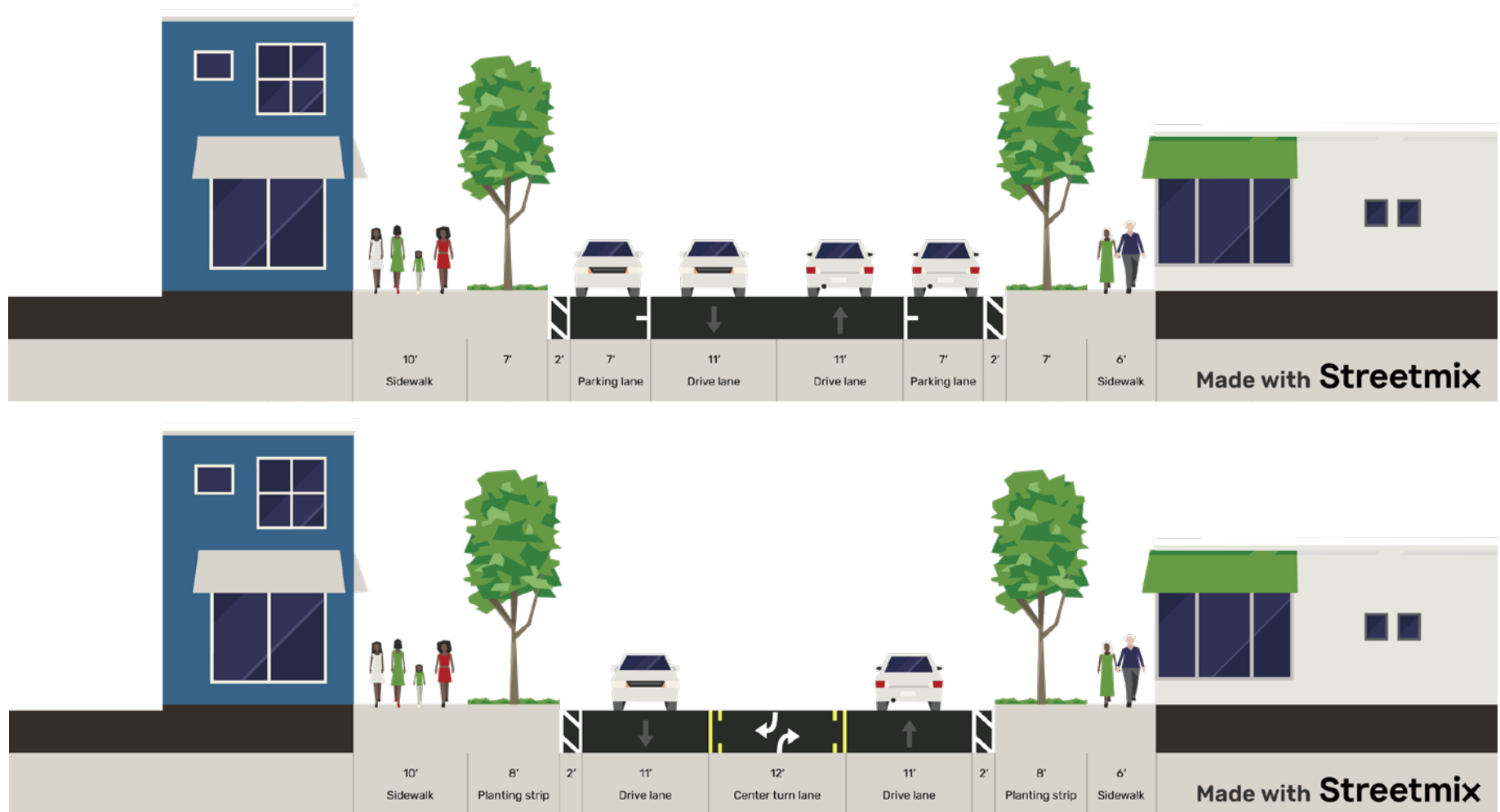


Arterial roadway cross-sections, divided and turning lanes.

Collector Road

Collector roadways are designed for short trips at low speeds, linking neighborhoods and directing traffic to higher-class roads. They carry moderate traffic volumes and allow for easier access to adjacent properties, typically with 2 to 4 lanes based on current or future needs.

Major Collectors emphasize mobility more than access, accommodating larger traffic volumes, and featuring fewer driveways or intersections.

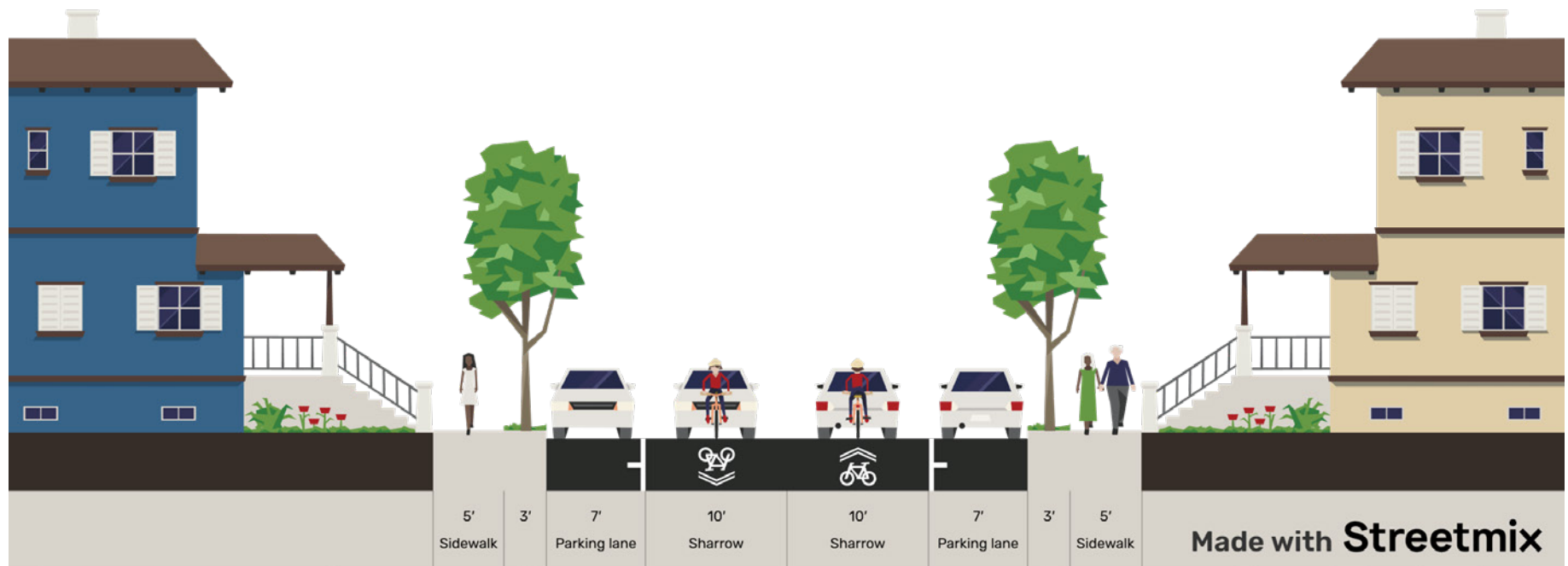


Collector roadway cross-sections, with and without on-street parking facilities.

Local Street

Local streets are typically excluded from thoroughfare plans, as they do not require right-of-way dedication. Instead, developers build them within new subdivisions or site developments, with maintenance responsibilities later transferred to the City.

These streets provide direct access to homes, only serve local traffic, and operate at low speeds, usually below 30 mph. They carry the least traffic in the roadway system, often lack lane striping, and generally allow on-street parking.



Local street cross-section example.



Master Thoroughfare Map

By 2050, Eufaula's anticipated growth trends likely will not necessitate drastic expansion of the roadway network, nor major investment in upgrading facilities and expanding rights-of-way.

Despite this, aspirational and progressive investment strategies will benefit the City's ability to serve its citizens and visitors in perpetuity, and to account for new populations and users that may appear in the future. As such, the City should take the typical design standards and level-of-service calculations provided in this chapter and apply them to its roadways as mapped in Map 3.

Main Street will continue to serve as the primary thoroughfare of the City, to function as its transportation backbone. Designation as an Arterial does not mean there is a uniform design treatment needed - south of Lakeshore Drive and north of Border Street, where it once again becomes U.S. 69 Business, the roadway widens, speeds increase, on street parking becomes rare or absent, and access is reduced. Between those two streets, access is a much higher priority as local businesses hope to accommodate traffic, on-street parking is encouraged to reduce the need for off-street facilities in this most valuable part of town, and speeds should be drastically reduced to improve safety for other road users and for other drivers in this dynamic environment.

Conversations with stakeholders suggest that Front Street and First Street are frequently used, especially by locals, to avoid congestion and complex traffic on Main Street. These are also the first streets to come between Main Street and nearby neighborhoods, from which residents may be moving to enter downtown. These two streets, therefore, are already capturing considerable overflow traffic from Main Street, and collecting local street traffic further from Main.

As such, the City should consider upgrading these to the Collector classification and begin upgrading the roadway itself to ensure sufficient capacity in coming years, and to ensure design and construction of these roadways enables safe travel for all users as demands increase.

For the most part, the rest of the City's roadway network, and most future roads it may construct, can employ the design standards guidance for Local Streets established in this chapter.

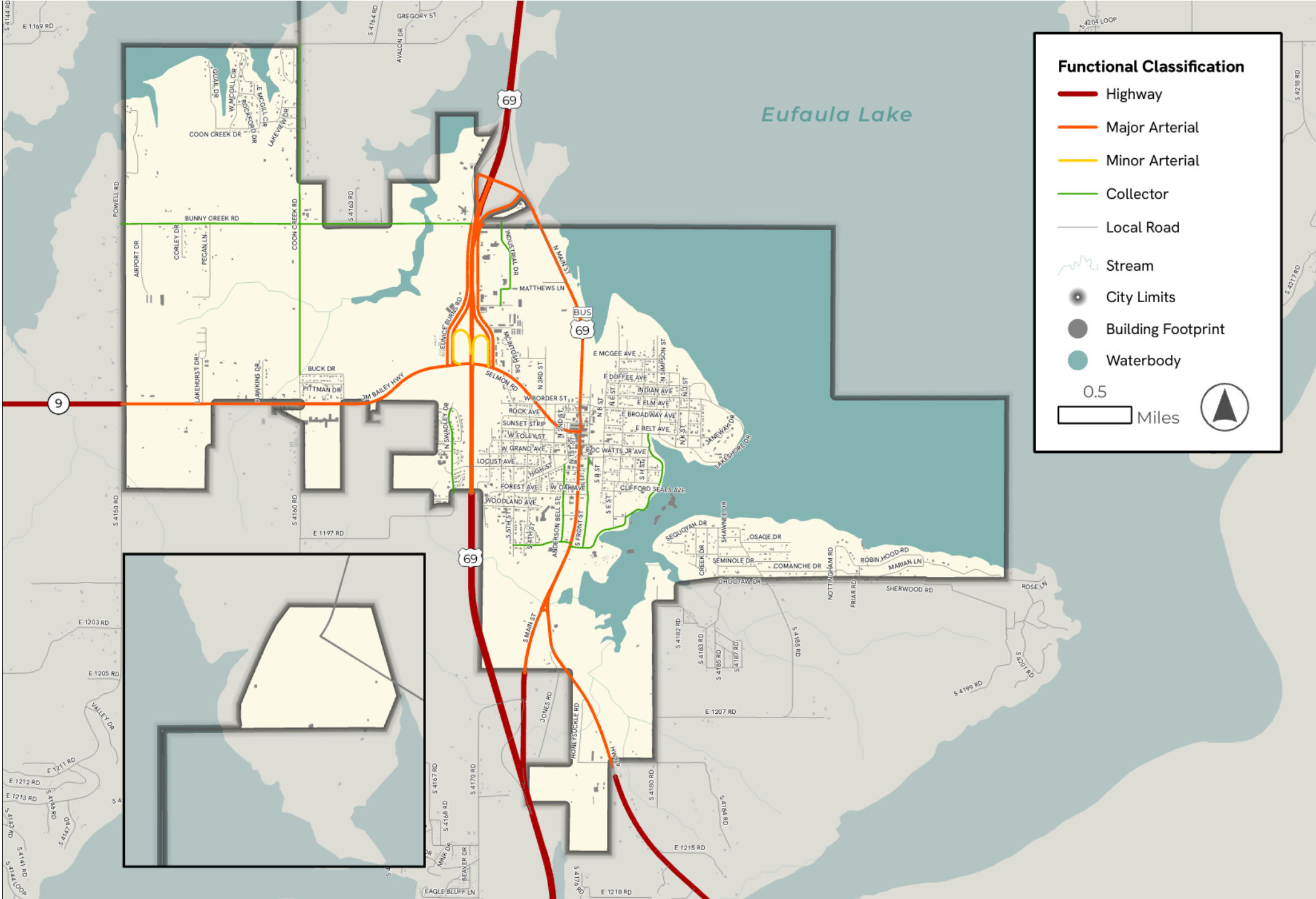
Note that Arterials are shown with a distinction between Major and Minor to account for key design and functional differences related to points of interaction between U.S. 69 and adjacent streets.

Seasonal and Specialty Traffic

Eufaula today experiences traffic demands and roadway user types that are not common to all communities. Many residents today express that they get around their neighborhoods often via golf cart, a mode with needs and capabilities distinct from cars, motorcycles, and other micromobility solutions.

With a strong seasonal tourist presence related to the lake, large vehicles towing boats are common during the warmer months. These roadway users need larger parking areas, may add to congestion with longer left-hand turns, and generally demand consideration in the transportation planning and design process to ensure they and their fellow travellers can navigate safely around each other, and that the City possesses the right facilities to accommodate these users and benefit from their tourism.

The creation of additional roadway designations, and upgrading facilities over the next few decades, will help accomplish this.



Map 7. 2050 Master Thoroughfare Map

Multimodal Mobility

Multimodal mobility - also encompassed by terms like alternative mobility or active transportation - describes ways (modes) of moving from origin to destination that may not involve, or not exclusively use, personal vehicles.

Active transportation is any mode that involves physical activity, such as walking or using a wheelchair, cycling, or skateboarding.

Alternative mobility may include active transportation, as well as modes like public transit, rideshare services, and micromobility devices like rentable scooters and bikes, often called “last-mile” mobility.

Active Mobility Users

Anyone can be an active mobility user, but it is worth noting that some populations are more reliant on this mode than others. Children, for example, cannot legally drive, and to traverse Eufaula independently, they will have to walk, cycle, skateboard, or travel using other non-vehicular means.

Further, people with accessibility needs such as visual challenges may not depend on driving themselves from place to place, and instead use public transportation or other similar services, or walk from place to place. Investing in abundant, well-connected pedestrian infrastructure in good condition is crucial for ensuring these

members of the community can safely and comfortably move about, and also provides everyone the freedom to choose between modes.

Pedestrian Facilities

A continuous and well-maintained network of pedestrian facilities - most essentially sidewalks, but also multiuse and off-street trails - is the foundation of all other mobility. Every transit journey begins and ends with a pedestrian journey, and many vehicular journeys do as well.

Quality pedestrian facilities can be considered an investment in economic growth in any community. This is especially true in Eufaula, where these facilities can connect Main Street and the Lake for tourists during the on-season. In addition to creating opportunities to capture more revenue from Lake tourism, these facilities create a persistent connection between these key locations, enhancing the experience of the community for residents as well.

Walkability

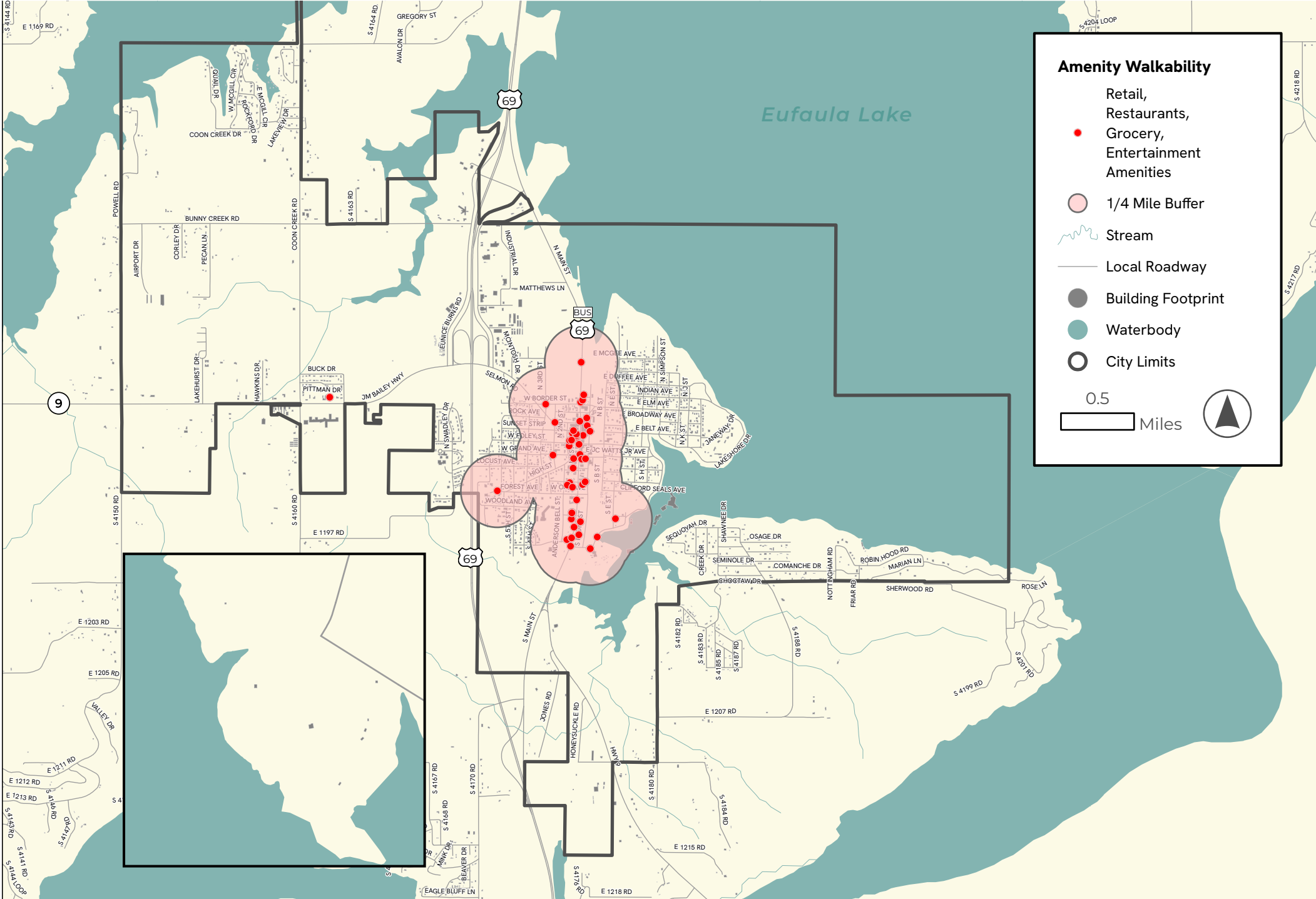
Walkability is a feature of the urban environment which suggests that people are able to move from place to place without the use of cars, public transportation, or bikes.

Multiple variables make an area walkable or not, and not everything can come through on a map, such as the presence of shade or streetlighting, or whether blocks consist of long unbroken facades (less walkable) or varied, interactive facades with many points of fenestration and businesses that engage the street (more walkable).

One core tenet of walkability is simple: proximity. Are the destinations a traveler may wish to reach close enough to each other, or to a starting point like the traveler’s home, to make walking a realistic way to get there?

From proximity, most other considerations emerge, like the presence of sidewalks, streetscape amenities, and architectural comfort that may render a route walkable or not.

Map 8 provides insight into the foundational consideration of proximity.



Map 8. Walkability Radii to Local Amenities

Bike Facilities

Bicycle facilities can represent an investment in the health of a community, in addition to making cycling a legitimate alternative to driving.

In Eufaula, cycling infrastructure can also be considered part of a tourism-driven economic programming. Complementing pedestrian infrastructure, it may serve not only to connect Main Street and the lake, but also to add another attractive amenity along the Lake shore.

Given the efficiency, and relative-speed of cycling compared to walking and its cost-effectiveness and accessibility compared to driving or taking transit, a transportation network that emphasizes freedom of choice cannot be complete without plentiful, high-quality bike infrastructure.

Micromobility

Micromobility consists of small transportation devices like scooters, rentable e-bikes, and similar technology which can expedite an otherwise pedestrian journey within a relatively small area.

In transit-rich environments, these allow people to more rapidly and comfortably traverse the distance between a transit stop and their final destination, earning them the title of “last-mile” transportation solutions.

In environments more reliant on personal vehicles, these can be a double-edged sword. Micromobility can improve access and speed in downtowns, on campuses, or in other special districts, but can also present accessibility challenges when improperly left on sidewalks and trails.

Public Transportation

Eufaula's position in McIntosh County connects it to the KI BOIS Area Transit System, or KATS. This is a vital state-sponsored service connecting various segments of the population who cannot drive to an accessible transportation solution.

KATS services create crucial short- and long-term economic benefits, as people can be transported to their jobs, or to educational services like college and vocational schools.

In 2024, KATS operated over 240 vehicles across Adair, Cherokee, Haskell, Hughes, Latimer, LeFlore, McIntosh, Okfuskee, Okmulgee, Pittsburg, Sequoyah, and Wagoner Counties. That year, KATS facilitated almost 655,000 passenger trips, and its vehicles drove almost 4.4 million miles.





Mobility and Health

The ability to move around a place without relying on cars is a critical component of health outcomes. The more access people have to infrastructure that makes walking and cycling safe and comfortable, the more opportunity they have to engage in low- or no-cost health-promoting activities.

By linking important destinations with this infrastructure, necessary acts of mobility like going to the grocery store have the potential to become forms of “ambient exercise” - healthy activity that is integrated into other facets of a traveler’s life, instead of requiring dedicated time and resources like going to a gym.

These modes of transportation also may lend themselves to improved social and mental health outcomes by creating environments that can foster social connections and spontaneous, brief interactions with others, where car travel isolates the traveler from their environment and their neighbors.

Just as the City should promote health with parks and athletic facilities, with clinics and hospitals, and with access to fresh food, it should invest in this critical means of making healthy activity even more attainable.



Transportation and Mobility Goals

Considering the analyses of Eufaula's existing transportation infrastructure, anticipated growth trends and future land use, and the priorities expressed by the community, the City should pursue the following goals for investment and management of transportation and mobility policies and assets between today and 2050:



Fix it First

Ensure detailed inventories of transportation assets and maintenance needs exist, and develop short, medium, and long term investment programs for keeping existing assets functional.



Prepare for The Future

Create and adopt sophisticated roadway design standards that account for future construction and functionality demands, and anticipated multimodal investment.



Connect Key Destinations

Study, plan for, and construct accessible, multimodal connections between downtown and the lake shore.



Mobility is Longevity

Consider both immediate traveller safety and the long-term, community-wide health impacts of the transportation network; view non-vehicular infrastructure as a public health investment.



Include Everyone

All residents and visitors, regardless of age, resources, or ability, should be able to move widely through Eufaula safely and comfortably.