

Chattanooga – Visualizing a Robust Network



CDOT



- Multidisciplinary studio approach
- Local Partners
 - RPA, PW, ECD, Public Art
 - River City Co.
 - Foundations
 - Nonprofits

Walkable City

Walk Score
29

Chattanooga is a Car-Dependent city

Most errands require a car.

Bike Score
30



Ferger Place Neighborhood



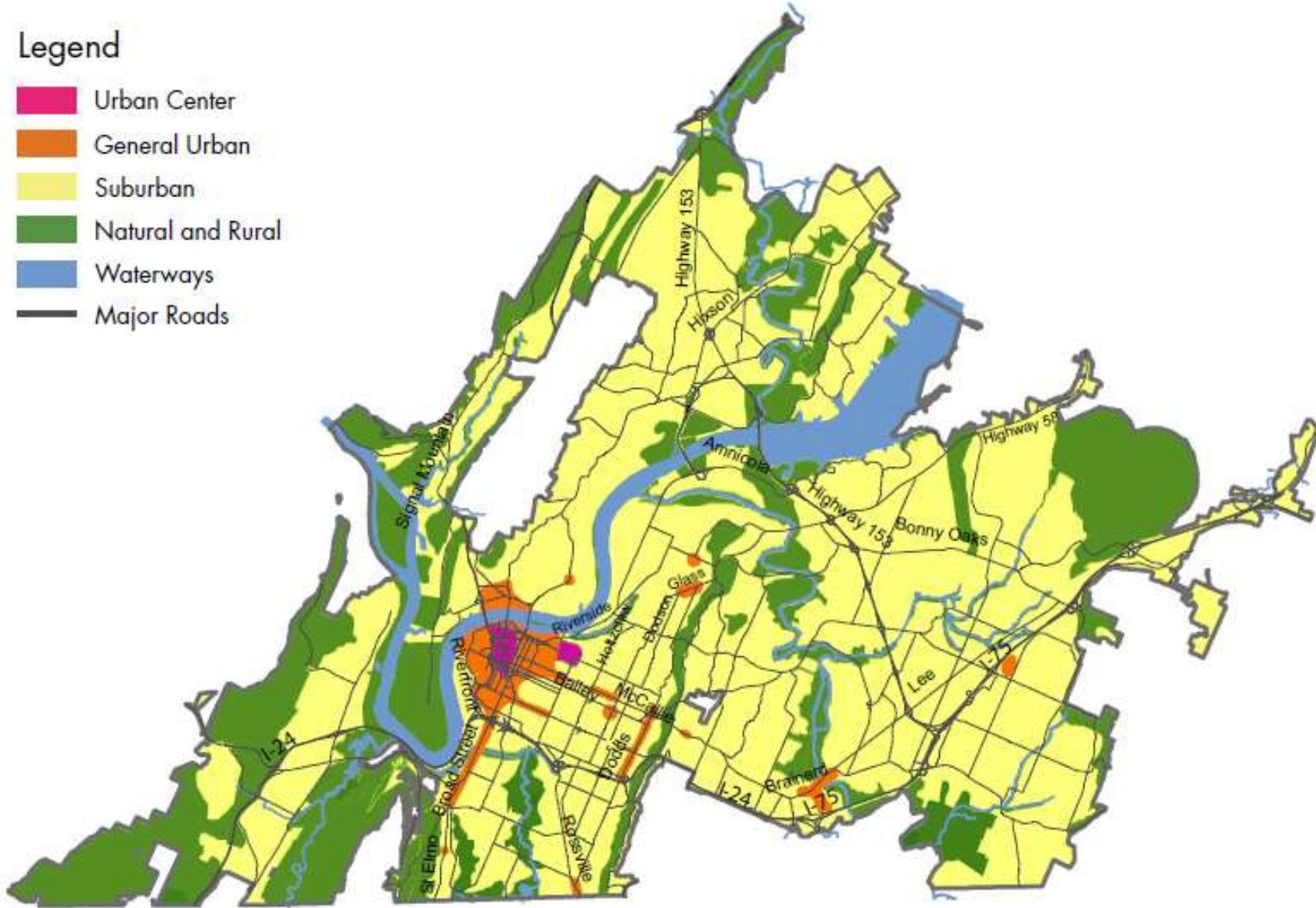
Missionary Ridge

Most errands require a car in Chattanooga.

Drivable City

Legend

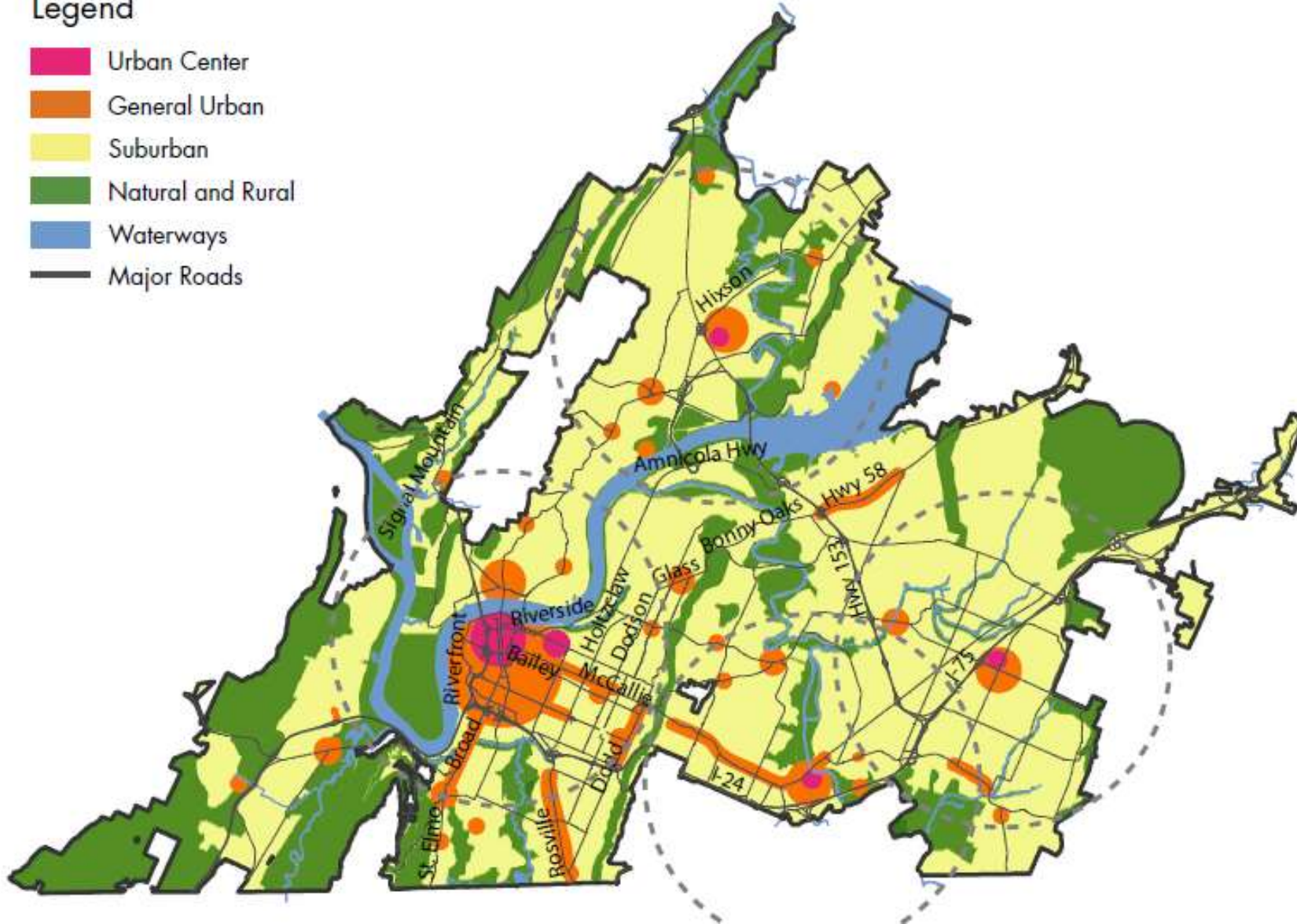
- Urban Center
- General Urban
- Suburban
- Natural and Rural
- Waterways
- Major Roads



Walkable City

Legend

- Urban Center
- General Urban
- Suburban
- Natural and Rural
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- Major Roads

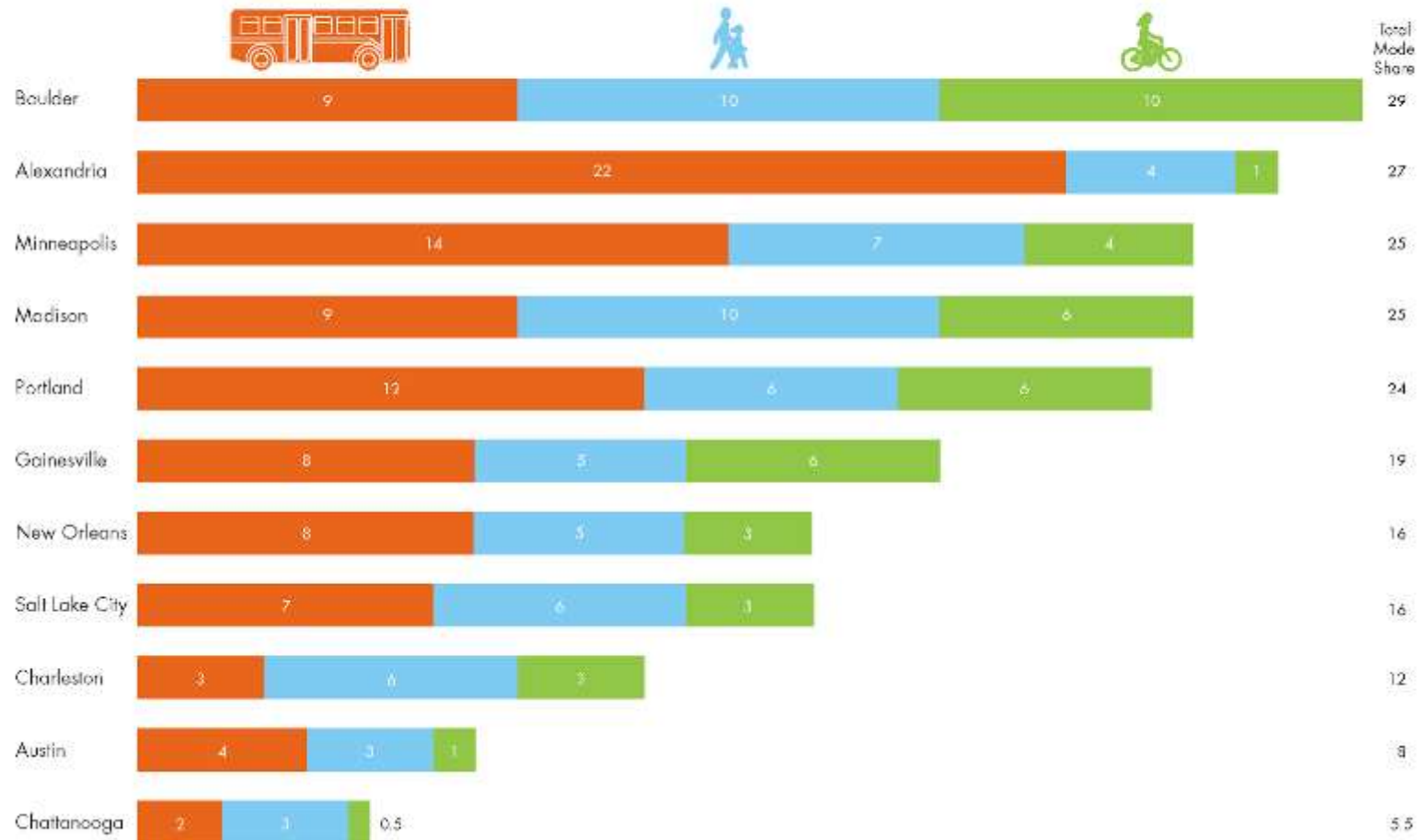


A CITY OF HEALTHY
SELF-SUSTAINING
NEIGHBORHOODS

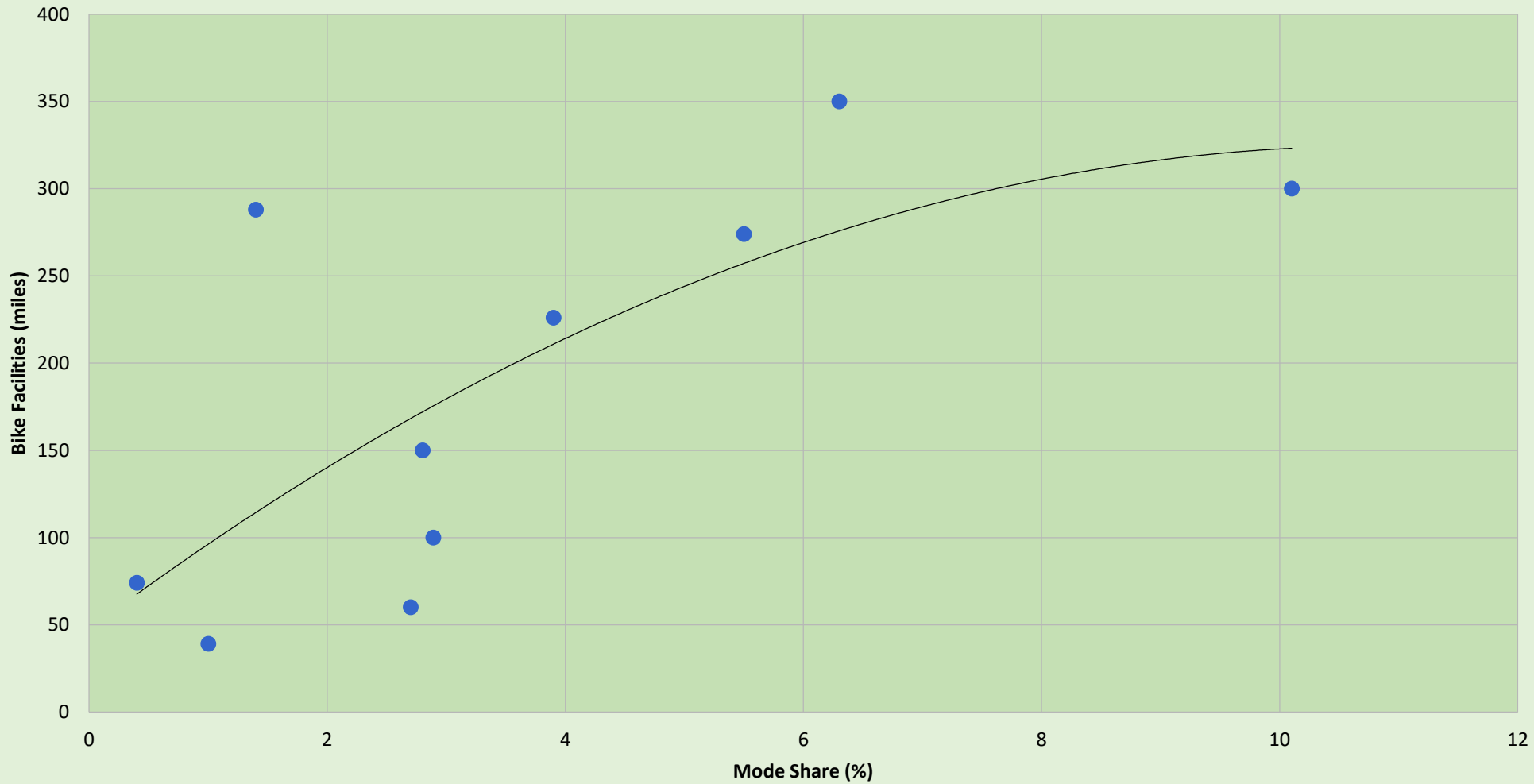
Multimodal

Mode Share of Mid-Size Cities

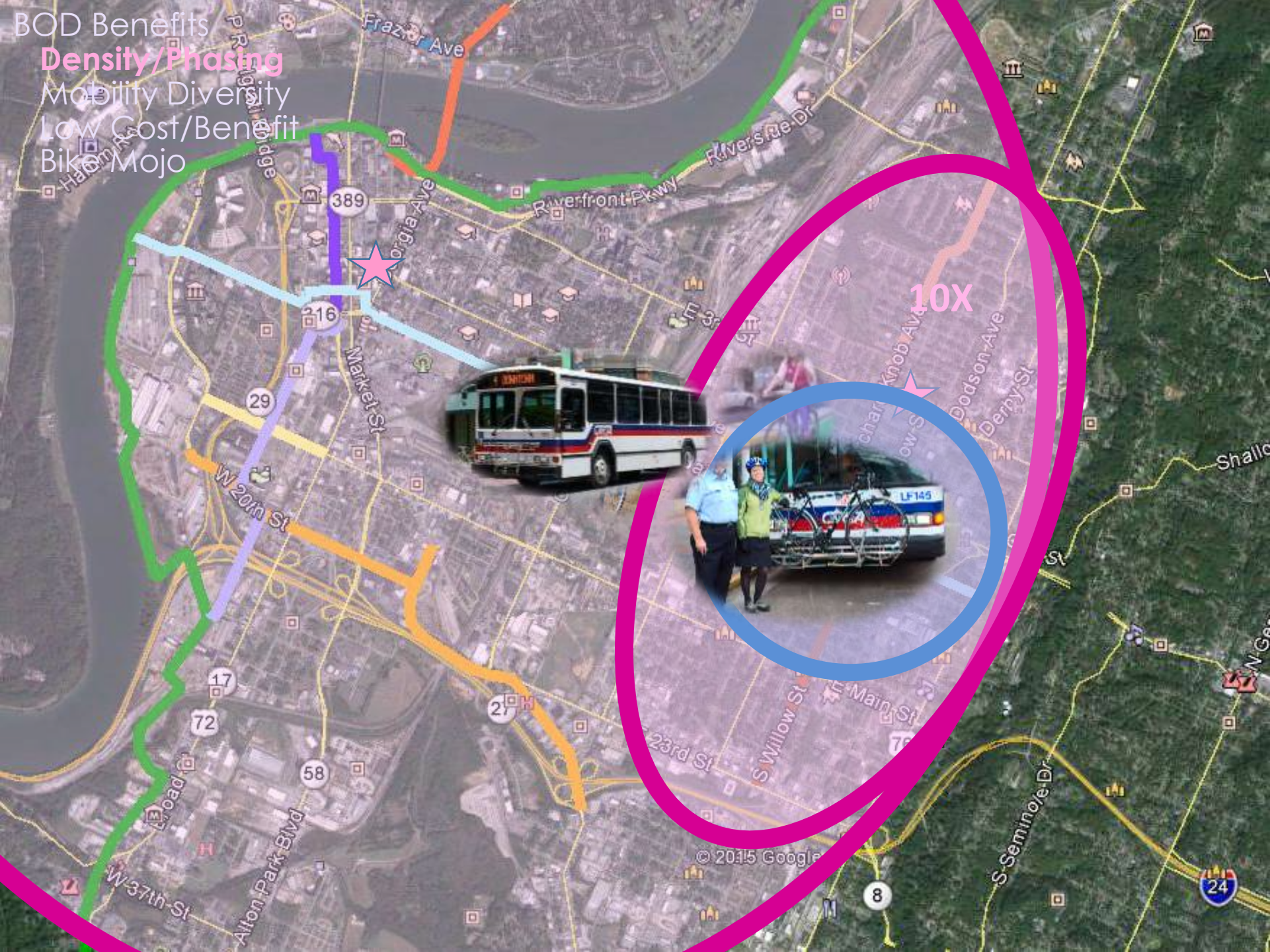
2014 American Community Survey



Bike Implementation Plan

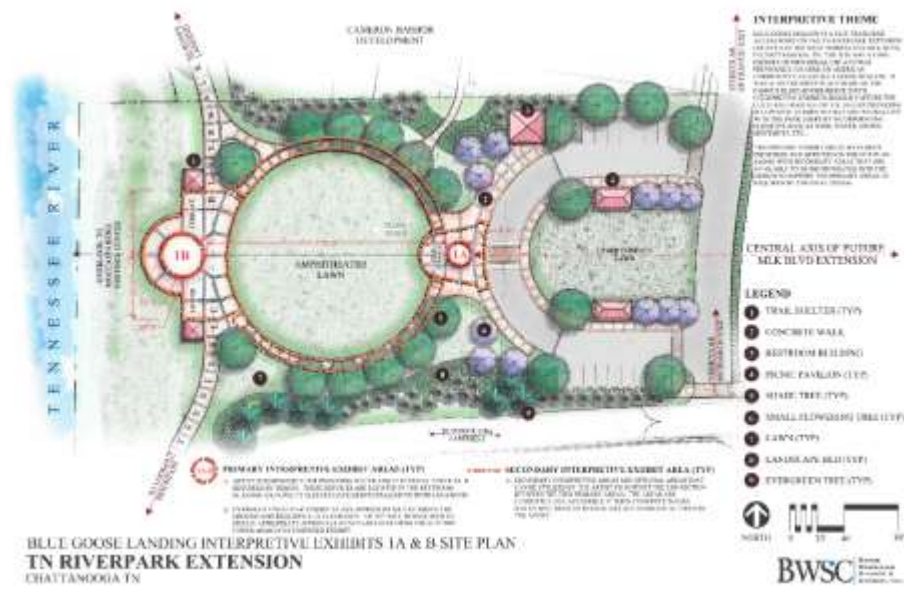
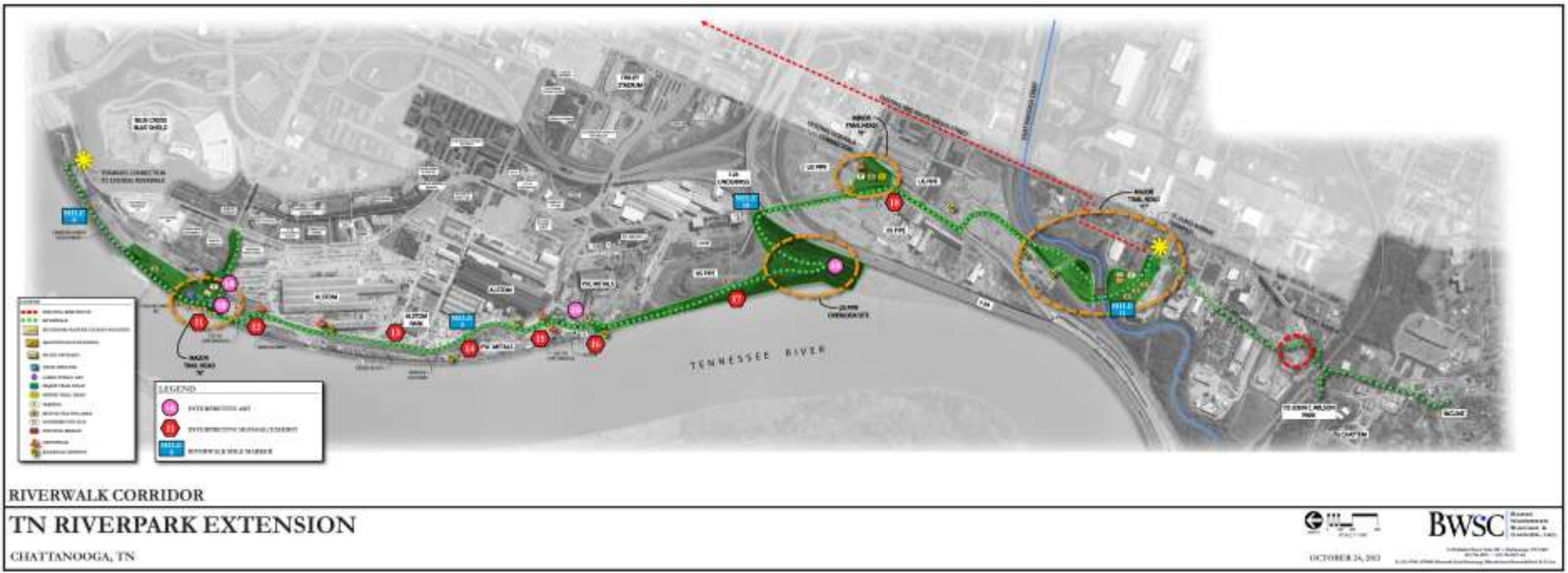


BOD Benefits
Density/Phasing
Mobility Diversity
Low Cost/Benefit
Bike Mojo



10X

© 2015 Google



Reimagining the Riverfront

Image by Glatting Jackson



Riverfront Parkway Construction



Riverfront Parkway Today



Riverfront Parkway Today



Tennessee River & Riverwalk



The Tennessee Riverwalk—Cameron Harbor will be a part of The Tennessee Riverwalk giving its residents immediate pedestrian access to the more than 13 mile trail. This riverside path parallels the Tennessee River from the Chickamauga Dam past Ross's Landing and eventually to the base of Lookout Mountain.

Call for a site tour and the see the Riverwalk already in place and get a real sense of the lifestyle opportunities at Cameron Harbor.

Search

RECENT POSTS

Cameron Harbor Ground Breaking Celebration



Community Amenities

Craftsman Home Amenities

Craftsman Homes

Downtown Chattanooga

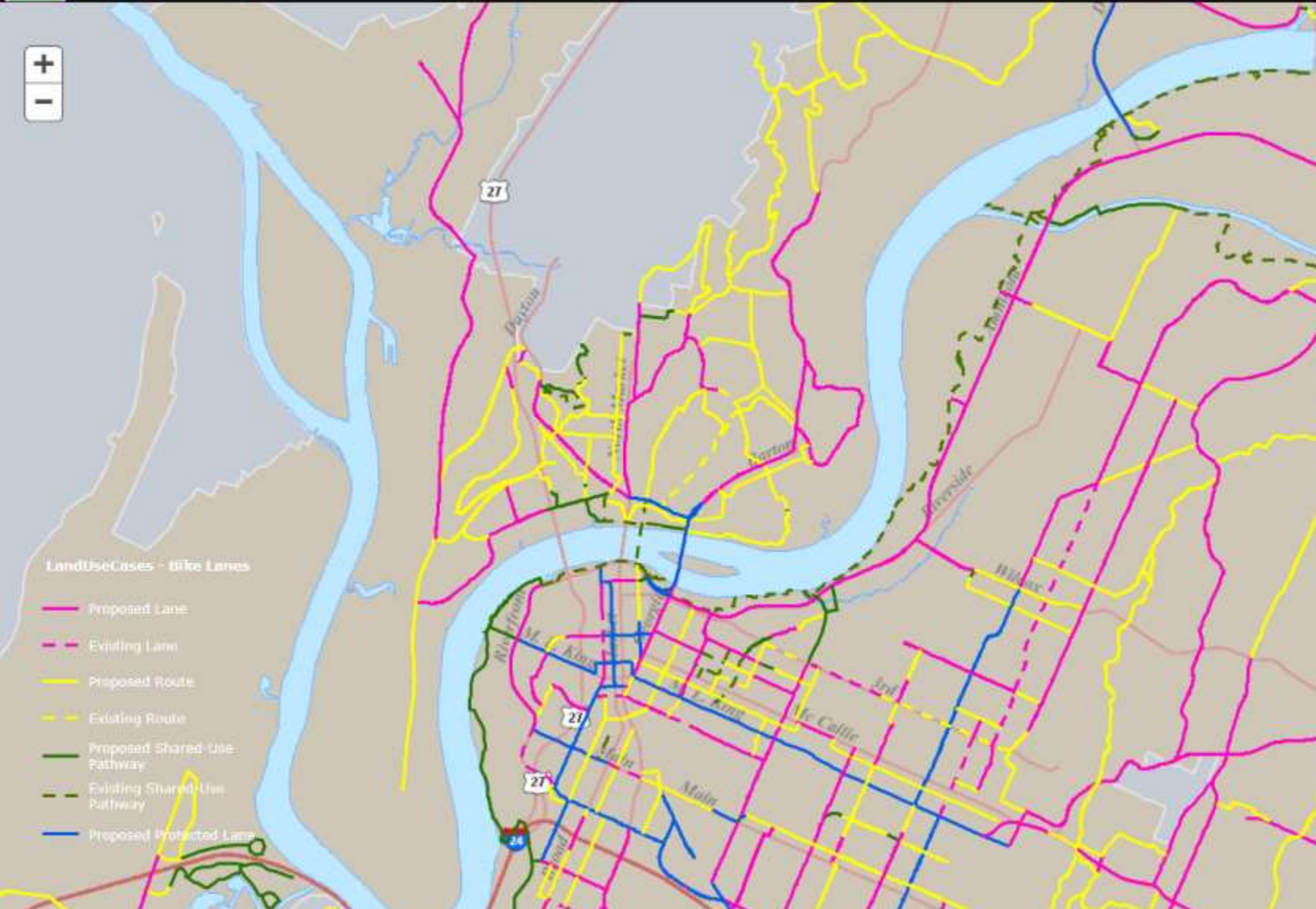
Luxury Townhomes



Bike Implementation Plan



Bike Implementation Plan Public Comment Map



Greenway



Protected Lane



Lane



Route

1. All Users are accommodated in a complete street, regardless of mode of travel, age, or physical ability.

2. Signal Prioritization at intersections will give buses and shuttles the green light to quicker and more efficient routes.

3. Intelligent Transportation Systems increase travel efficiency during rush hour and special events, utilizing cameras and adaptive timing systems.

4. Bike Share Stations offer quick, fun, eco-friendly travel in and around the city.

5. Minimum Lane Widths promote lower vehicle speeds and make room for bicycle and pedestrian facilities.



6. Rain Gardens and other bioretention elements along medians and curb lines allow for stormwater infiltration as well as removal of pollutants like oil and organic nutrients.

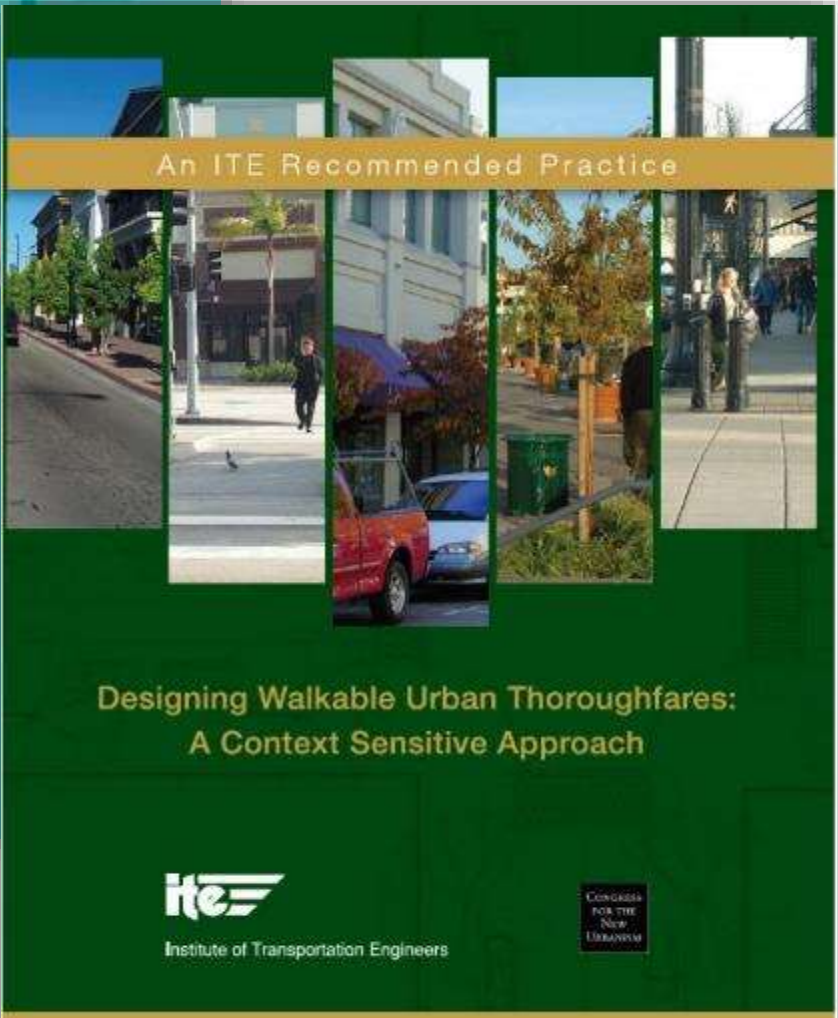
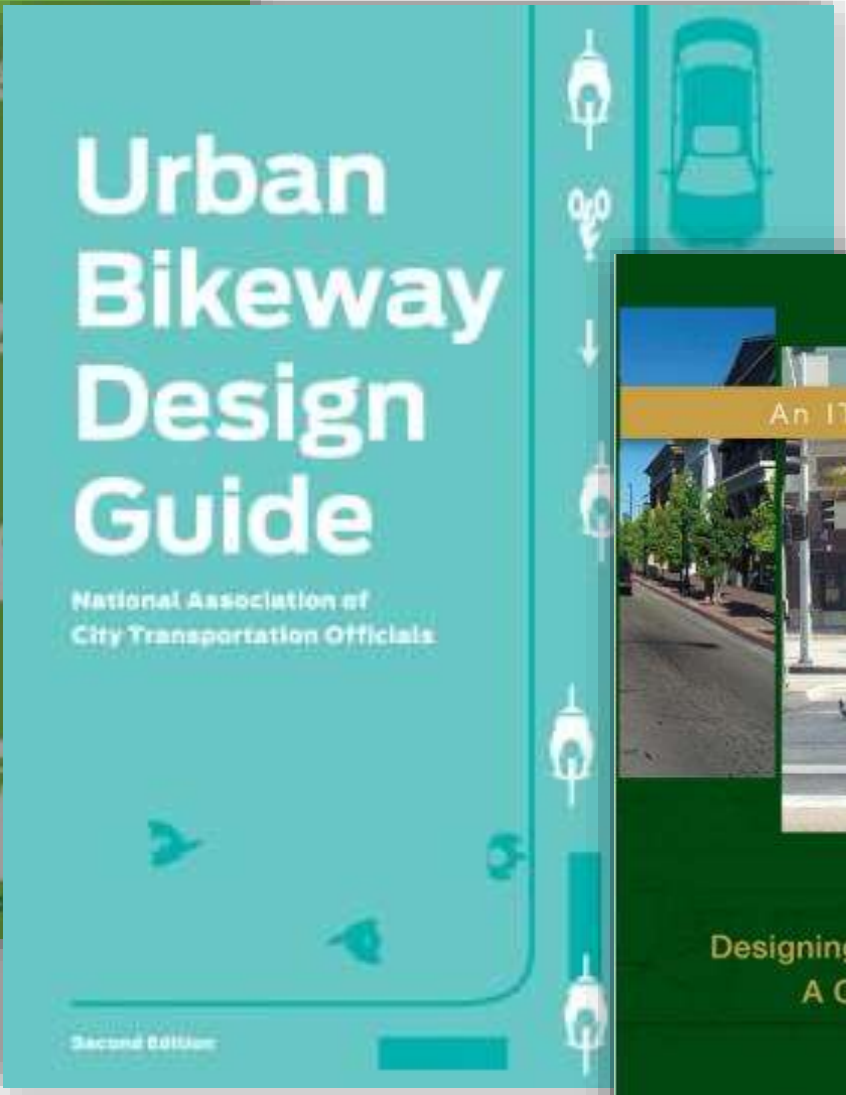
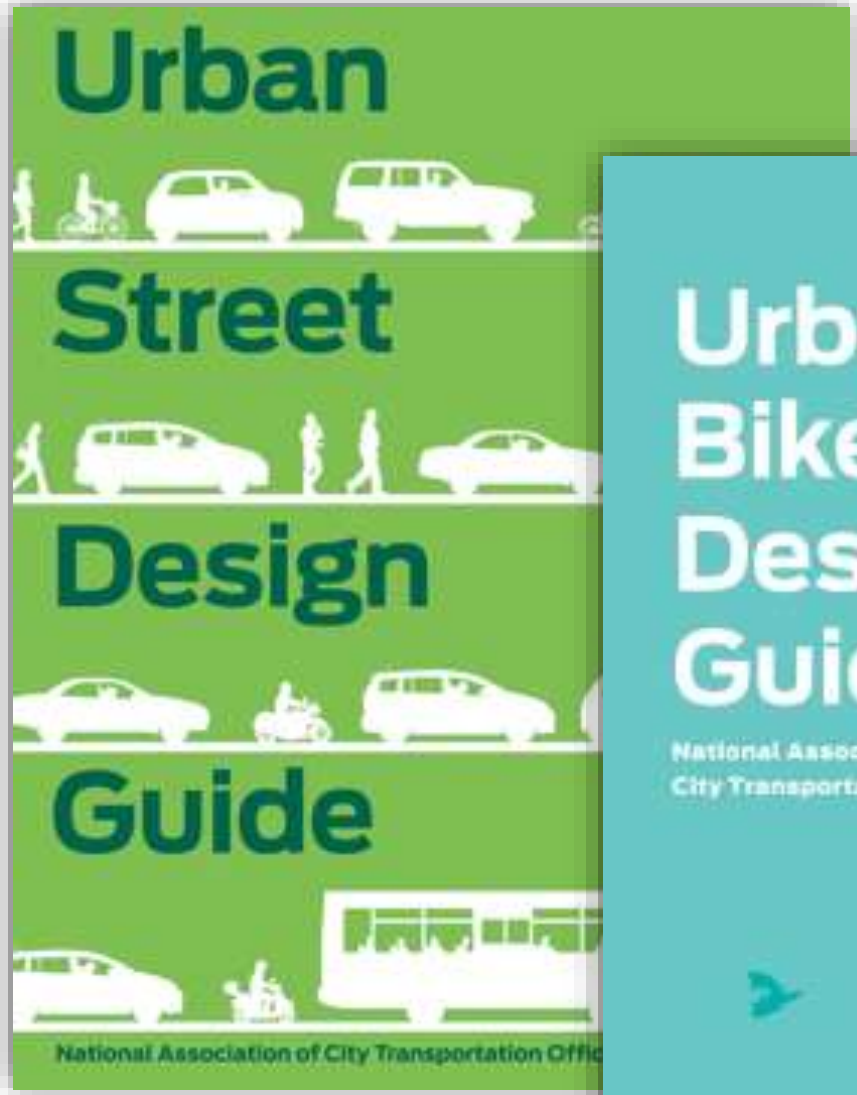
7. Street Trees provide shade, treat stormwater, and add beauty to the streetscape.

8. Permeable Surfaces for roadways and sidewalks help reduce flooding and erosion and preserve capacity in storm drains and combined sewers.

9. Smart Meters enable variable pricing for parking and enable payment by card or by phone.

10. Protected Bike Lanes increase bike ridership for daily trips by giving riders a safer experience.

11. Enlivened Sidewalks are created by adding benches and tables, lighting, trees, and active, transparent storefronts.



PROJECTS | Broad St.





Image by Christian Rushing



Broad Street – Open Late 2015



BEN FOLDS
Y MUSIC
NOV6 8PM

TIVOLI

ENTERTAINMENT
AREA OF THE WEST





Sticky
Finger
Artisan Bakery

ROAD
CLOSURE
AHEAD

STICKY FINGER



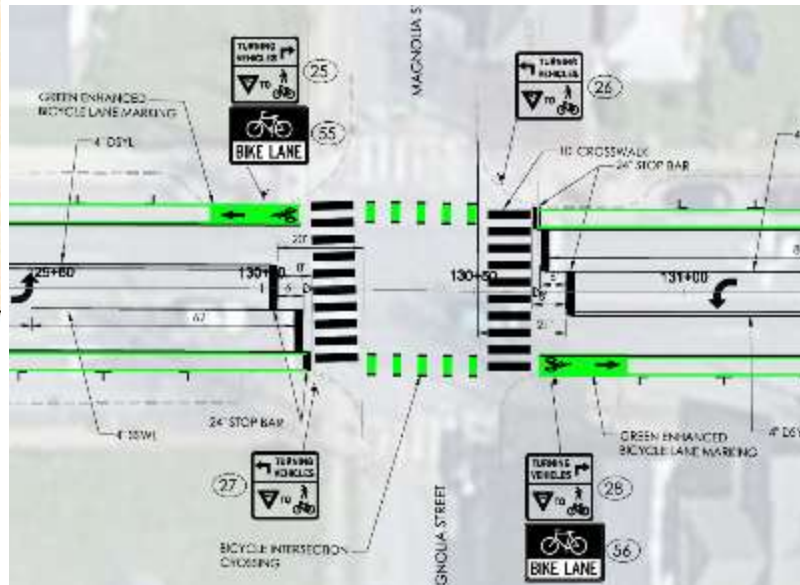
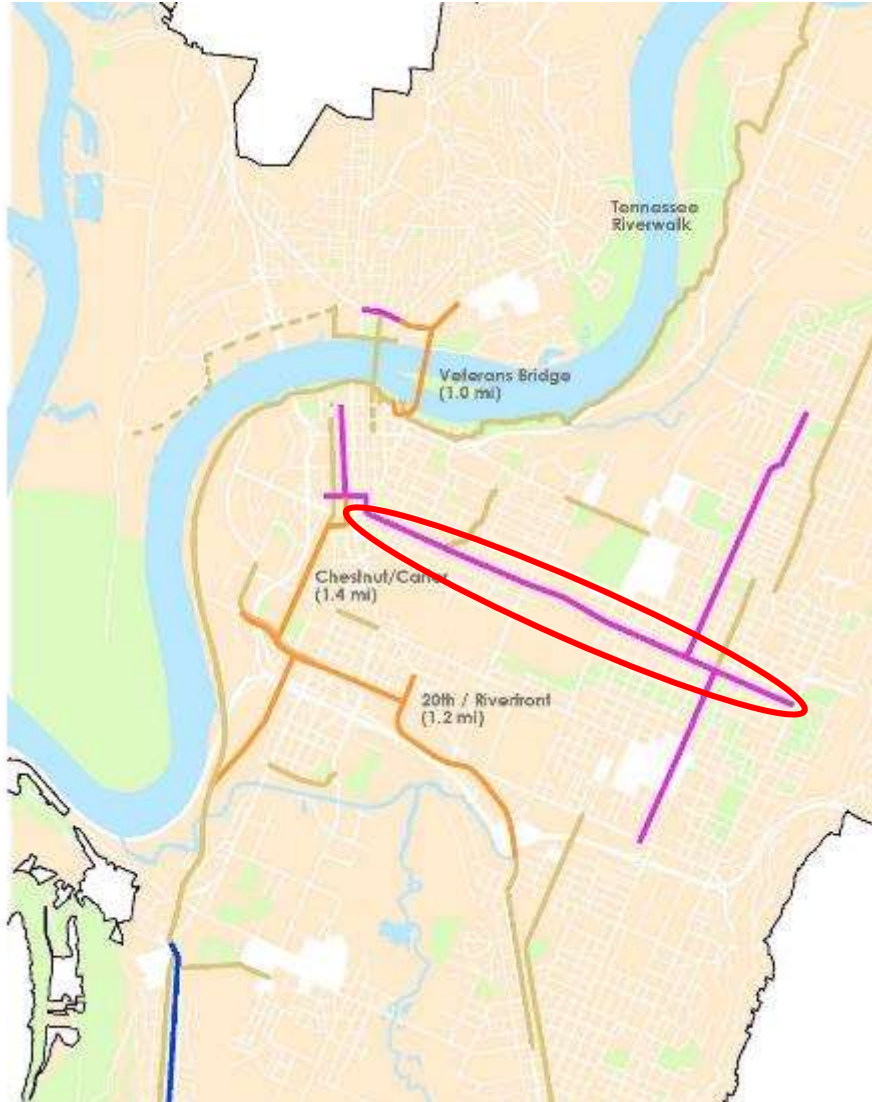
W 3RD ST 400

TURNING VEHICLES

TURNING VEHICLES

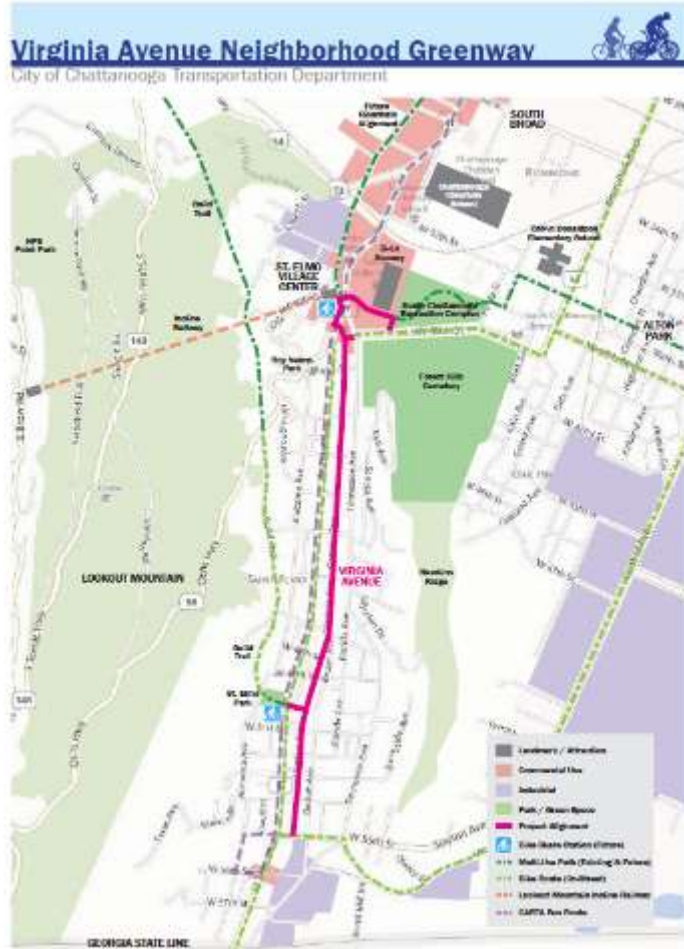
TURNING VEHICLES

PROJECTS | MLK/Bailey



- **FUNDING:** \$2m, City, Benwood, CMAQ, STP
- **OUTREACH:** Neighborhood meetings, online survey
- **DESIGN STANDARDS:** NACTO, CSDS
- **OBSTACLES/ INNOVATIONS:** Road diet, green lanes

PROJECTS | Virginia Avenue Greenway



- **FUNDING:** \$400k
City, Lyndhurst
- **OUTREACH:** Urban
planning charrette
- **DESIGN STANDARDS:**
CSDS, MUTCD
- **OBSTACLES/
INNOVATIONS:**
Bike/Ped lane

Virginia Ave Neighborhood Greenway

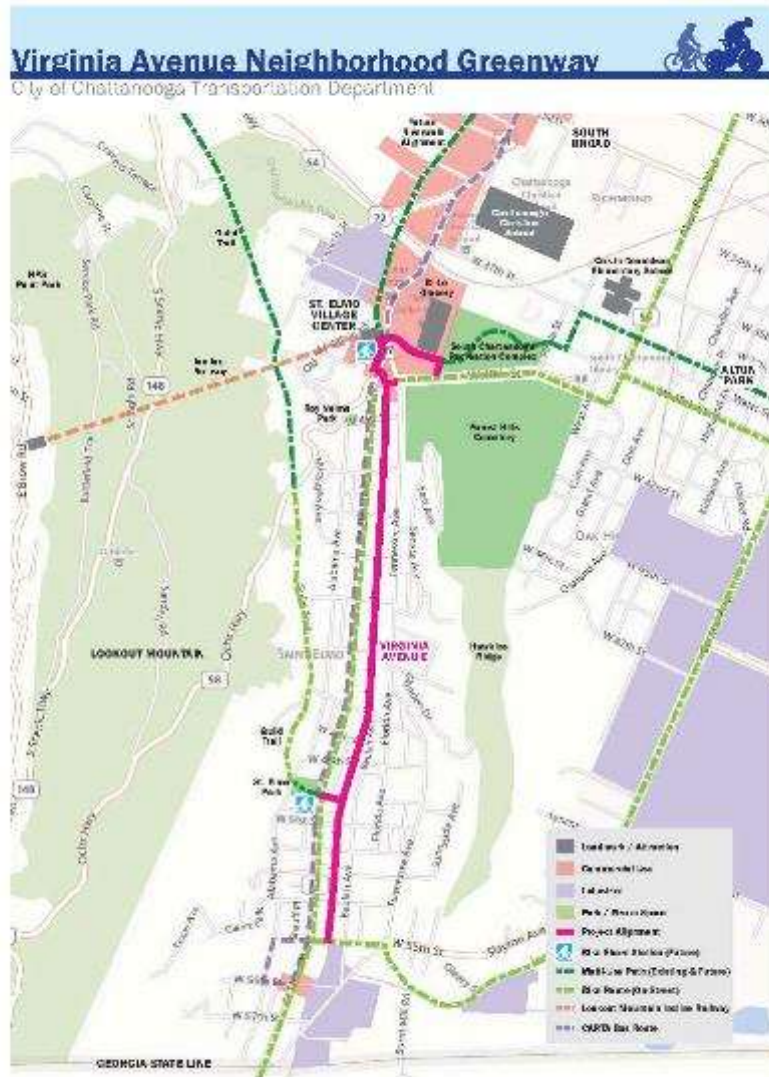


Exhibit A: Project Map

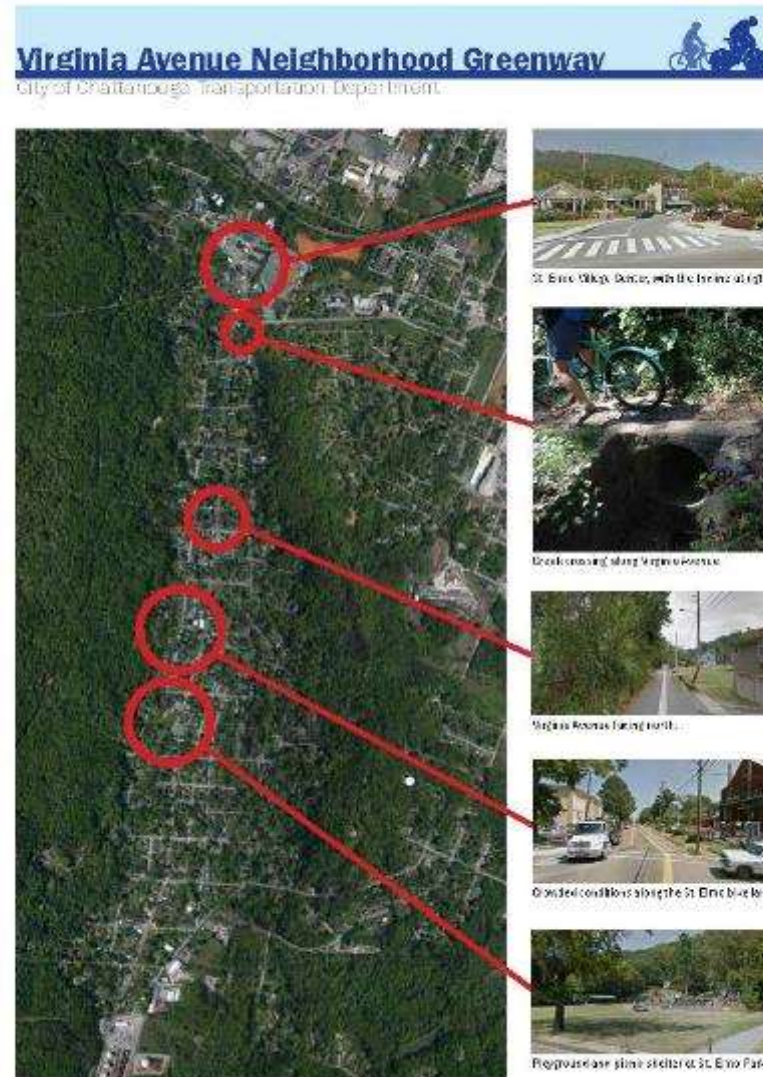


Exhibit C: Existing Conditions

ST. ELMO

ILLUSTRATIONS

VIRGINIA AVENUE, LOOKING NORTH

EXISTING



This is the middle of a block of Virginia Avenue with its underutilized backyards.



Virginia Avenue, looking north.





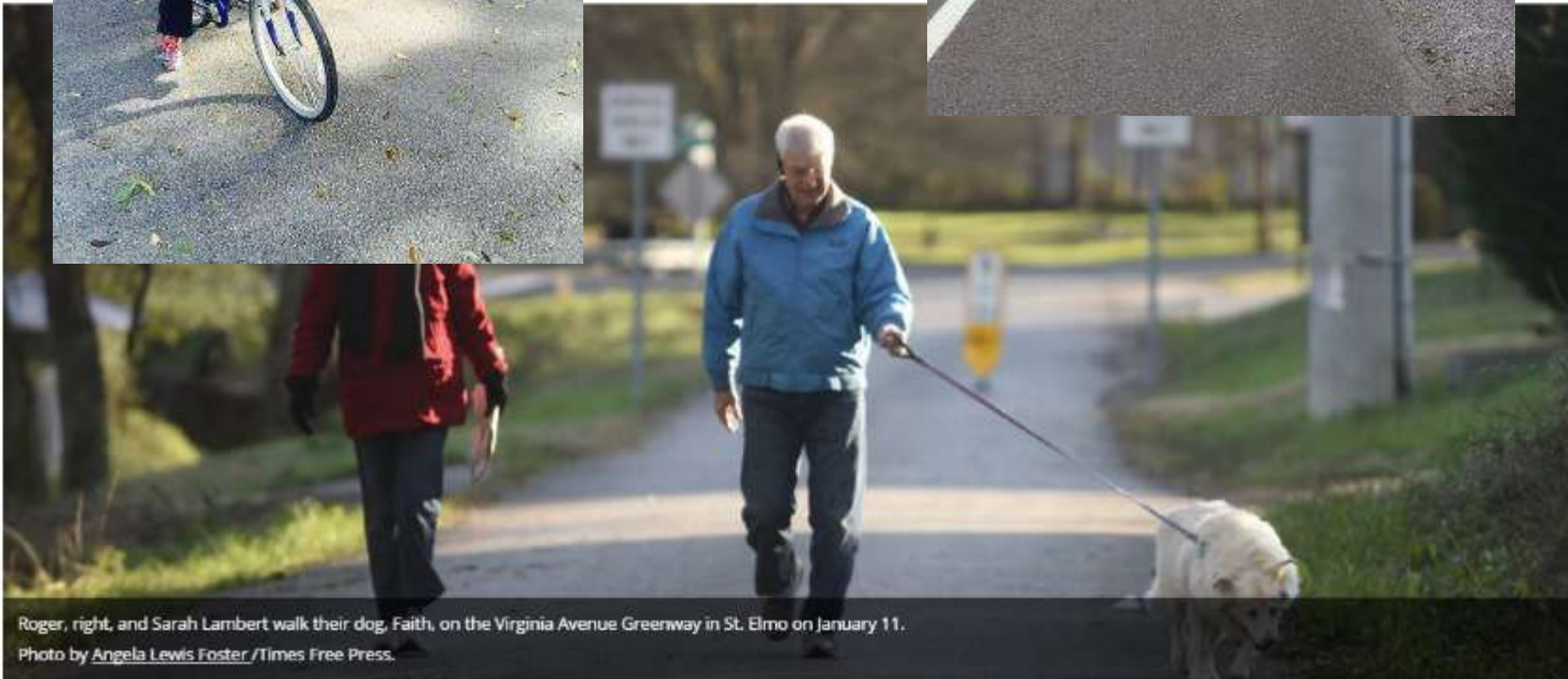
PROJECTS | Virginia Avenue Greenway



s to retire in are...
Region | Read Time: < 1 min. |



- **FUNDING:** \$400k
City, Lyndhurst
- **OUTREACH:** Urban
planning charrette
- **DESIGN STANDARDS:**
CSDS, MUTCD
- **OBSTACLES/
INNOVATIONS:**
Bike/Ped lane



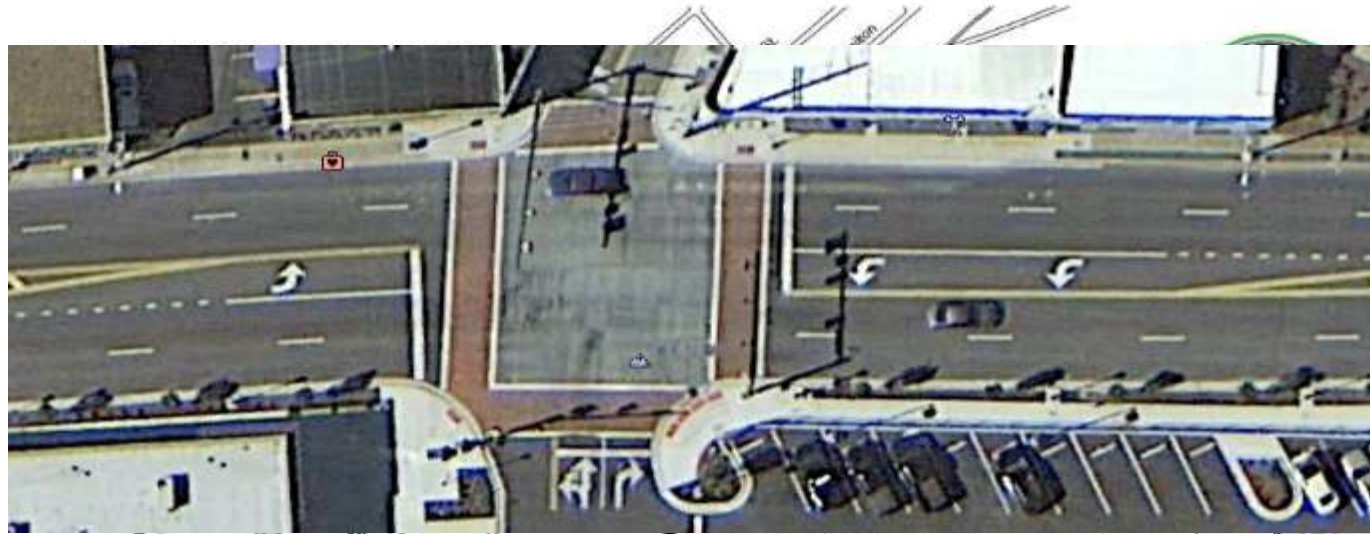
Roger, right, and Sarah Lambert walk their dog, Faith, on the Virginia Avenue Greenway in St. Elmo on January 11.
Photo by [Angela Lewis Foster](#) /Times Free Press.

PROJECTS | Station Street



- **FUNDING:** \$500k
City, Benwood,
Developer
- **OUTREACH:**
Stakeholders
- **DESIGN STANDARDS:**
CSDS, ITE Walkable
Urban Thoroughfares
- **OBSTACLES/
INNOVATIONS:**
Timeframe, PPP,
stormwater

PROJECTS | North Market



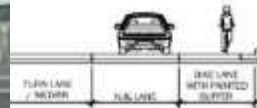
On-street parking along the curb. Motorists travel



SCALE: N.T.S.



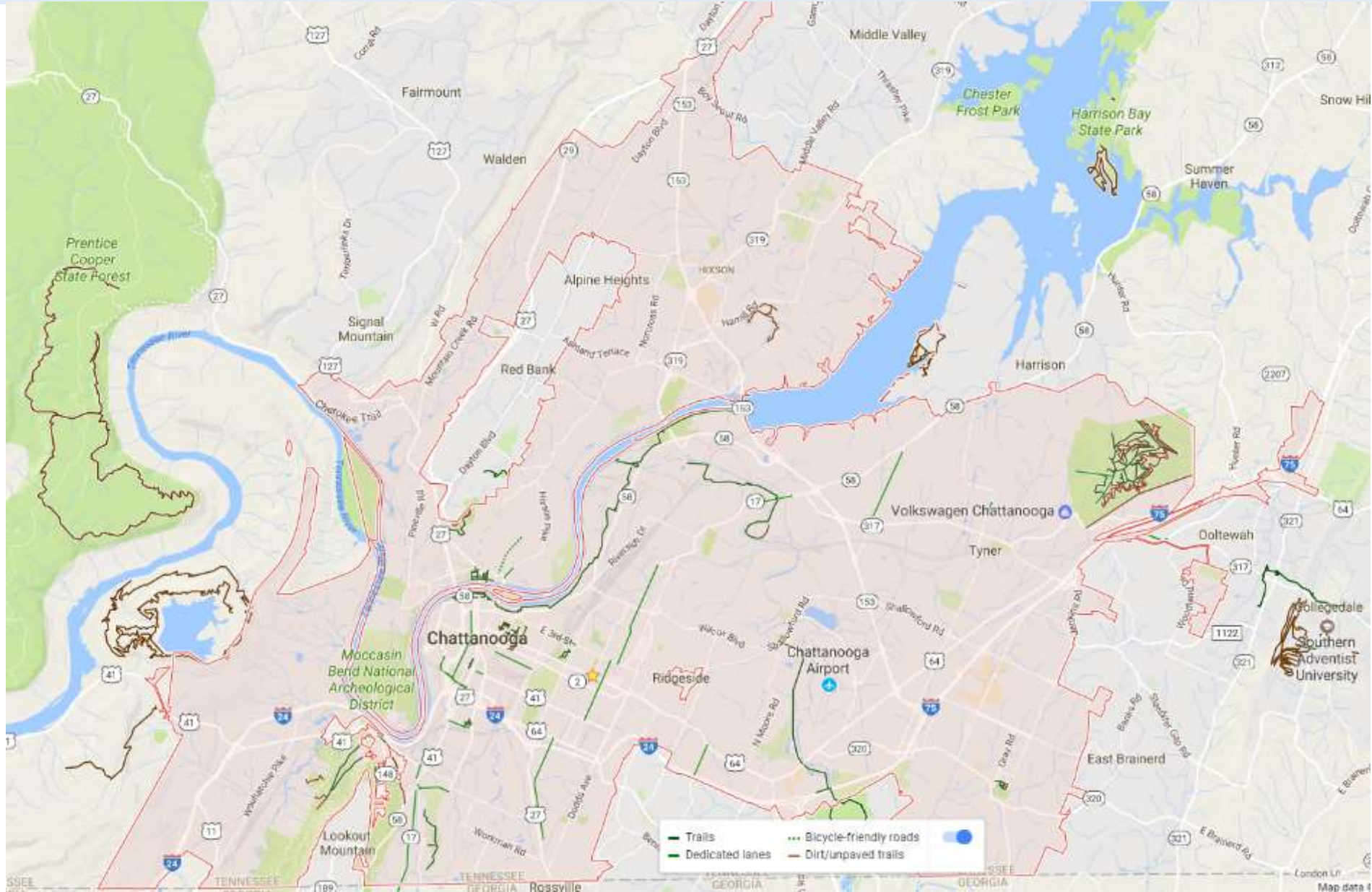
to Kent St



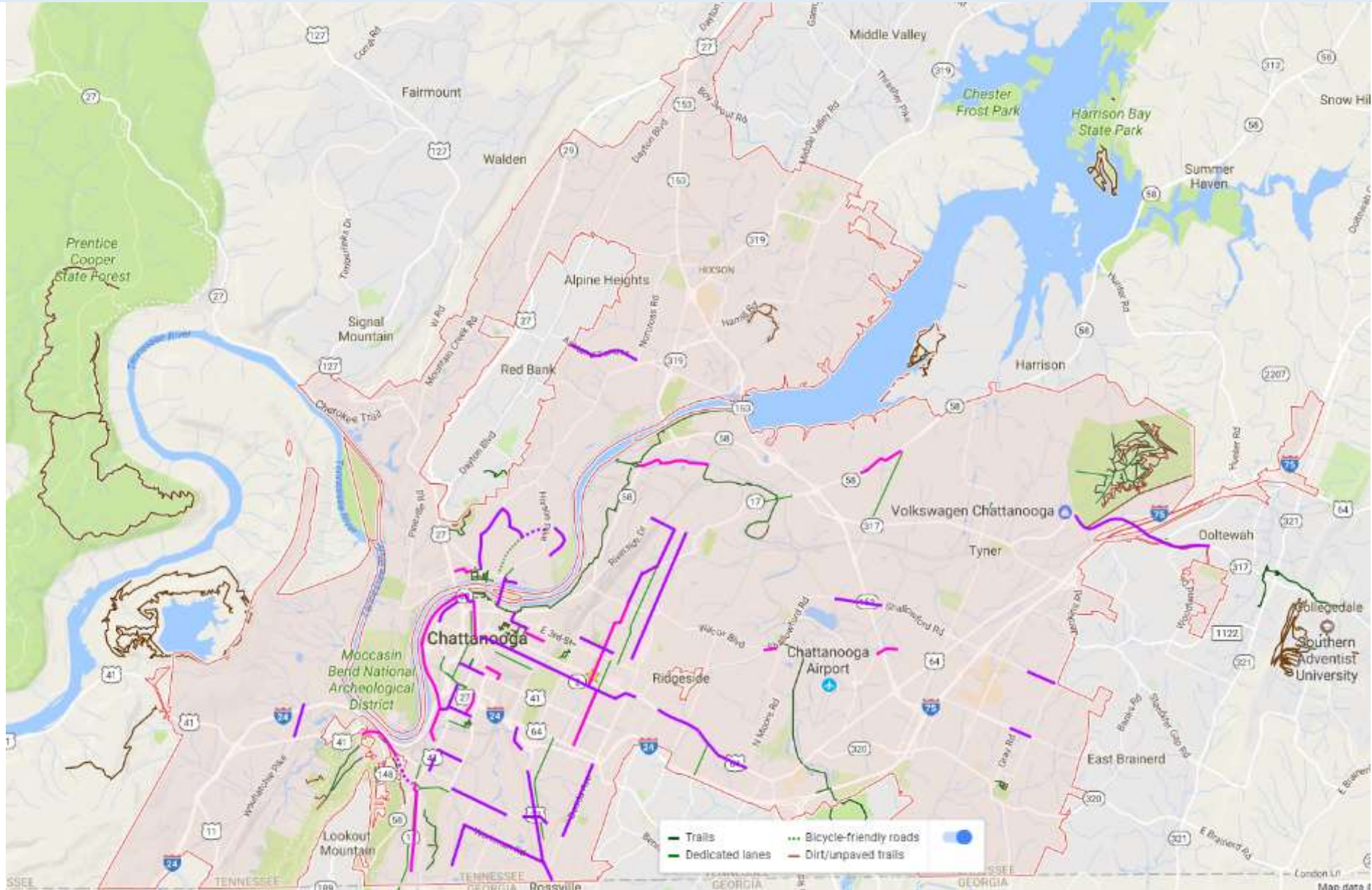
o Mississippi Ave.

- ADT: 10,000
- Speed: -10%
- Crash: -24%
- Travel Time: +73 sec.
- Volume: +10%

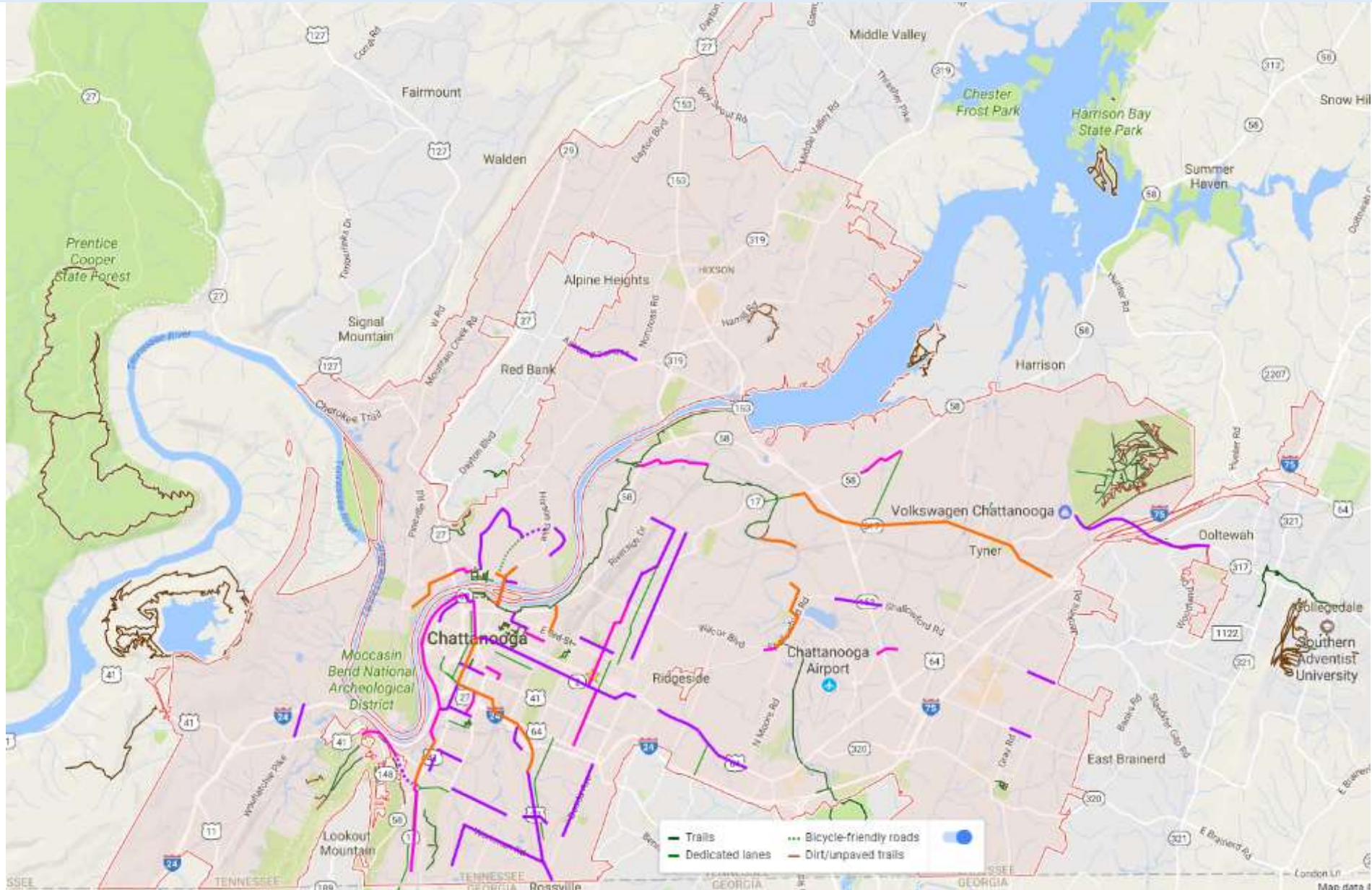
Bike Facilities 2012



Bike Facilities 2013 - 2017



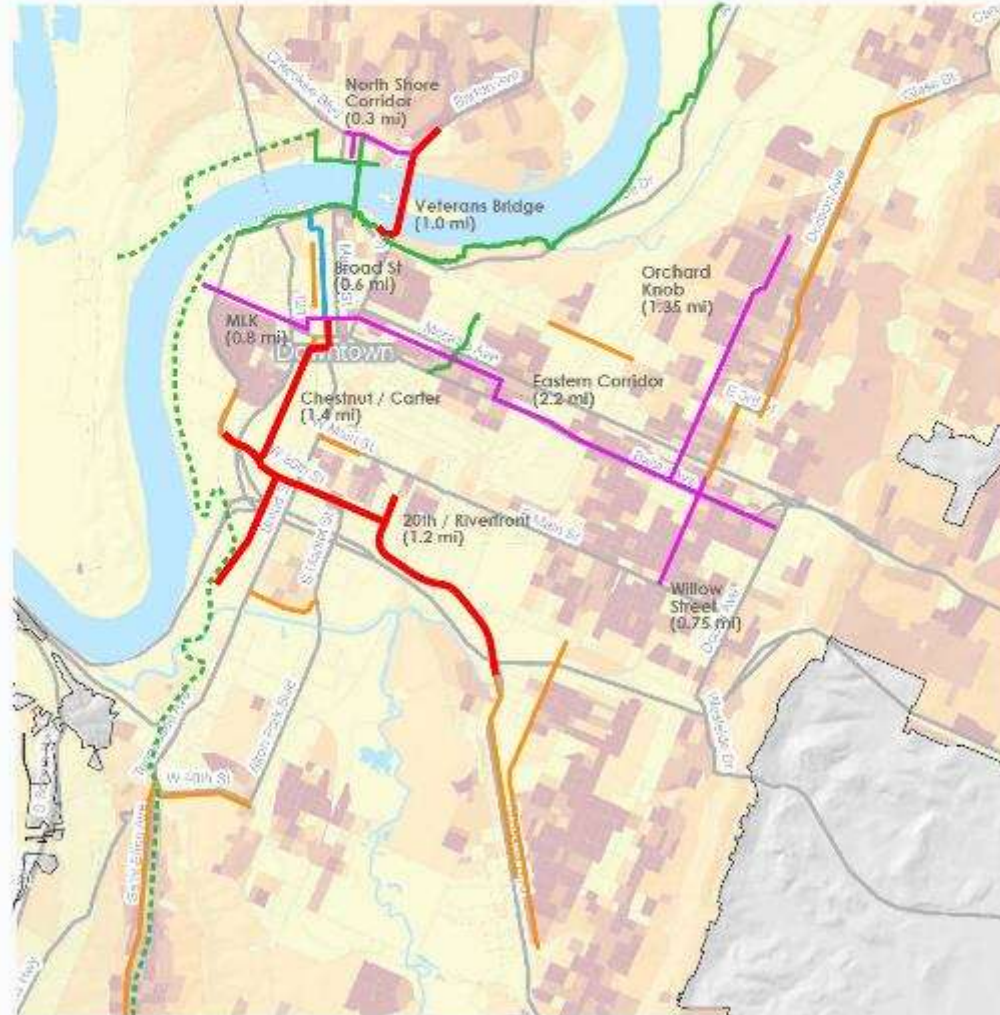
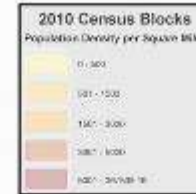
Bike Facilities 2017+ Funded



City of Chattanooga

Protected Bicycle Lane Projects

- Phase I: Broad Street PBL
- Phase II: CMAQ 2014 Protected Lanes
- Phase II: CMAQ 2015 Protected Lanes
- - - Proposed Related Bike Facilities
- Multi-Use Path
- Existing Bike Lane



Mobility Diversity – Gap Closure

1. All Users are accommodated in a complete street, regardless of mode of travel, age, or physical ability.

2. Signal Prioritization at intersections will give buses and shuttles the green light to quicker and more efficient routes.

3. Intelligent Transportation Systems increase travel efficiency during rush hour and special events, utilizing cameras and adaptive timing systems.

4. Bike Share Stations offer quick, fun, eco-friendly travel in and around the city.

5. Minimum Lane Widths promote lower vehicle speeds and make room for bicycle and pedestrian facilities.



But unlike other transit modes, biking allows people to experience the city on their own terms, at different times, at their own pace and wherever they want. This suggests a very different type of impact: Less concentrated on specific sites, but more entwined with the overall fabric of the city and its public spaces.
Let Bike-Share Follow Development, Not the Other Way Around
By Jonathan Cohn

6. Rain Gardens and other bioretention elements along medians and curb lines allow for stormwater infiltration as well as removal of pollutants like oil and organic nutrients.

7. Street Trees provide shade, treat stormwater, and add beauty to the streetscape.

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The Result?

“Bike Mojo”



EDITORS' PICKS VOICES SECTIONS NEWSLETTER [DONATE](#) [MORE](#)

Cyclists are the happiest of us all

By Susie Cagle on 31 Jan 2013 14 comments



Share



Tweet

Despite getting run over, doored, harassed, and generally being treated as second-class citizens of the road, bicyclists are the happiest of all commuters. Go figure!



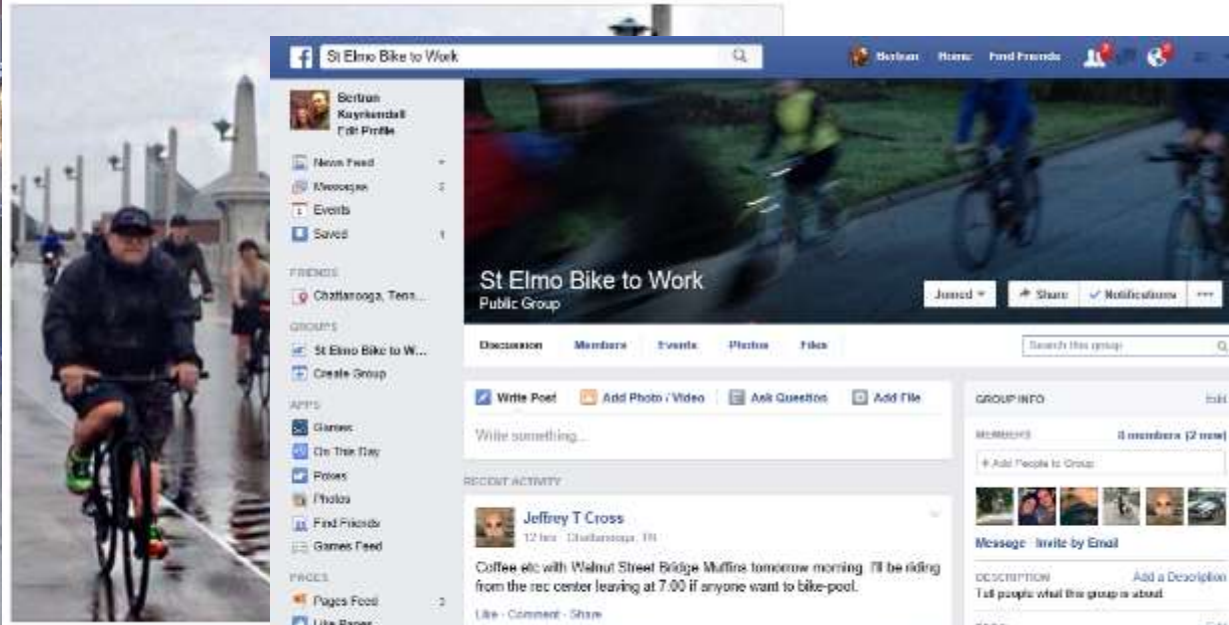
Whееееее! Shutterstock

The finding comes via an [Oregon Transportation Research and Education Consortium study](#) released this month. Those who walk to work, the study found, are nearly as happy as cyclists, who are about three times happier than solo car-drivers.



 **Scenic Streets Chattanooga** shared Chattanooga Police Department's photo.
April 24 at 7:05am · 📍

The police Chief kicked off our event on Sunday even though it was a little rainy. Thanks to all who came out and participated!



Vision to Reality



A special thanks to our friends at the City of Chattanooga and Bert Kuyrkendall at CDOT for providing content to this presentation

“America . . . conceived many odd inventions for getting somewhere, but could think of nothing to do when they got there”

Will Rogers, 1936



SPEED LIMIT
ENFORCED BY
AIRCRAFT