Chattanooga – Visualizing a Robust Network
CDOT

- Multidisciplinary studio approach
- Local Partners
  - RPA, PW, ECD, Public Art
  - River City Co.
  - Foundations
  - Nonprofits
Chattanooga is a Car-Dependent city

Most errands require a car.

Most errands require a car in Chattanooga.
Walkable City

A CITY OF HEALTHY SELF-SUSTAINING NEIGHBORHOODS
Mode Share of Mid-Size Cities

2014 American Community Survey

- Richmond: 9% bus, 10% walking, 10% cycling, total 29%
- Alexandria: 22% bus, 4% walking, 1% cycling, total 27%
- Minneapolis: 16% bus, 7% walking, 4% cycling, total 25%
- Madison: 9% bus, 10% walking, 6% cycling, total 25%
- Portland: 12% bus, 6% walking, 6% cycling, total 24%
- Columbia: 8% bus, 3% walking, 9% cycling, total 19%
- New Orleans: 6% bus, 5% walking, 3% cycling, total 16%
- Salt Lake City: 7% bus, 6% walking, 3% cycling, total 16%
- Charleston: 3% bus, 6% walking, 3% cycling, total 12%
- Austin: 4% bus, 3% walking, 1% cycling, total 8%
- Chattanooga: 3% bus, 3% walking, 3% cycling, total 8%
Reimagining the Riverfront
Riverfront Parkway Construction
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 see the Riverwalk already in place and get a real sense of the lifestyle opportunities at Cameron Harbor.
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 using cameras and adaptive timing systems.

4. Bike Share Stations offer quick, fun, and convenient travel in and around the city.

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

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

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

8. Permeable Surfaces for sidewalks and curbsides help remove flooding and erosion and preserve capacity in stormdrains and combined sewers.

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

10. Protected Bike Lanes decrease bike-vehicle conflicts for daily trips by giving riders a safer experience.

11. Enlarged Sidewalks are created by adding benches and tables, lighting, trees, and active, transparent storefronts.
• **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
This is the middle of a block of Virginia Avenue with an undeveloped backyard.
**PROJECTS | Virginia Avenue Greenway**

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

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

- ADT: 10,000
- Speed: -10%
- Crash: -24%
- Travel Time: +73 sec.
- Volume: +10%
Bike Facilities 2013 - 2017
Bike Facilities 2017+ Funded
City of Chattanooga
Protected Bicycle Lane Projects

2010 Census Blocks
Population Density per Acre, 2010

- City of Chattanooga
- Protected Bicycle Lane Projects

Map depicting protected bicycle lanes in Chattanooga with markings for different projects.
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
Cyclists are the happiest of us all

By Susie Cagle on 31 Jan 2013  14 comments

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

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.
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