CDOT

Our Mission

The Chattanooga Department of Transportation aims to make safe and efficient transportation viable for everyone – cyclists, pedestrians, transit users, and motorists while enhancing multi-use public spaces for all people.
Street Maps at the Same Scale

Venice, Italy
1,500 intersections/square mile

Los Angeles, CA
150 intersections/square mile

Irvine, CA
15 intersections/square mile

Four lanes to three

https://vimeo.com/136672997
300 SOUTH PROGRESS REPORT

Broadway Protected Bike Lane

SEPTEMBER 2015

300 South (Broadway) in the heart of downtown Salt Lake City was transformed last summer, with the addition of a protected bike lane, median islands, pedestrian crossings, planters, artwork and colored pavements. This report summarizes the changes to the corridor since the project's construction.

MEASURE 1: ECONOMIC DEVELOPMENT

Businesses on 300 South are doing better, as a whole, than they were doing pre-project. Based on actual data reported to the Utah State Tax Commission by businesses along the protected bike lane, Sales Tax Gross Receipts on 300 South increased by 8.79% from pre-project to post-project, based on the first six months of 2013 compared to 2012.

Anecdotally, 79% of retail, restaurant, and service businesses report that business is “good”, while an additional 16% indicated that business is "up" or even "setting records."

Four businesses (5%) indicated that their business is down 20-40%.

MEASURE 2: UTILITY

Based on bicycle counts, bicycle use within the corridor has increased by approximately 30%.

The bikeway is even more popular with the Twilight Concert Series crowds - with an increase of 84% on comparable Thursday evenings before and after the project.

Anecdotally, more families and casual bicyclists are using the corridor.

“Both customers and employees love the bike lanes. We need more bike parking!”
- Copper Onion, Jeff Telleson, Manager

MEASURE 3: SAFETY

The Transportation Division is monitoring safety within the project corridor. Preliminary 2015 data shows post-construction crash rates for all modes are on-par with past years. However, crash rate analysis is best completed on an annual basis, with a minimum three-year analysis period considered most meaningful and statistically accurate.

The City continues to place special emphasis on monitoring this corridor to help improve safety for all.

MEASURE 4: PUBLIC SENTIMENT

Prior to the project, the Salt Lake City Transportation Division conducted extensive door-to-door outreach along the corridor, having individual, face-to-face conversations with over 90% of the 90+ retail, restaurant, and other businesses along the corridor.

Businesses on 300 South, post-construction:

- 18% Are unsupportive of the changes
- 23% Are neutral about the changes
- 59% Are supportive or very supportive of the changes

“Business is up 20% since last year. I’m excited about the changes to the neighborhood. The bike lanes and lower speed limits help to calm car traffic and increase pedestrian traffic - all positives for my business.”
- Paradise Palm, John Mueller, Owner

“Business is doing fine, and we appreciate the 15-minute loading zone included to better accomodate our customers loading furniture.”
- The Green Ant, Ron Green, Owner

“I’m happy Salt Lake is becoming a real city. The bike lanes are a great sign of progress, and the increasing development in our neighborhood is encouraging.”
- Boozeique, Ivy Earnest, Owner
**N. MARKET ST & DALLAS RD**
Safety Redesign & Striping Reconfiguration

**Date:** July 2015
**Scale:** N.T.S.

**CORRIDOR SUMMARY:**
- **A** Southbound motorists share the road with bicyclists.
- **B** On-street parking along the curb. Motorists travel using the inside lanes, and have a center lane to facilitate left-turns from either direction.
- **C** Motorists travel using inside lanes only.

**Legend:**
- Red: On-Street Parking
- Green: Bike Lanes

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**SECTION A:**
- **A** Frazier Ave to Kent St
- Scale: N.T.S.

**SECTION B:**
- **B** Kent St to Bell Ave
- Scale: N.T.S.

**SECTION C:**
- **C** Bell Ave to Mississippi Ave.
- Scale: N.T.S.
Traffic changes on North Market Street have irked some business owners, but Chattanooga officials say more changes are coming that will clear up confusion and make the road safer.

Weeks ago, the city's transportation department repaved and restriped North Market Street from Frazier Avenue up to Peak Street. The city added on-street parking and bike lanes to the thoroughfare, but sacrificed one lane of traffic to do it.
City of Chattanooga
Protected Bicycle Lane Projects

- Proposed Protected Bike Lane
- Proposed Neighborhood Greenway
- Existing Bicycle Facility
- Proposed Bicycle Facility
- Future Protected Bike Lane

Map showing locations of proposed projects in Chattanooga, Tennessee.

Images of people biking along a designated bike lane with greenery on the side.
Broad Street Protected Bicycle Lanes