



Chattanooga-Hamilton County  
**Regional Planning Agency**

Chattanooga-Hamilton County/North Georgia  
**Transportation Planning Organization (TPO)**

1250 Market Street, Suite 2000  
Chattanooga, TN 37402

**www.chcrpa.org**  
(423) 643-5900

---

## Memo

**To:** Calvin Gladney and Emiko Atherton, Smart Growth America (SGA)/  
National Complete Streets Coalition (NCSC)

**From:** Cortney Geary, Chattanooga-Hamilton County Regional Planning Agency (RPA)/  
Chattanooga-Hamilton County/North Georgia Transportation Planning Organization (TPO)

**CC:** Heather Zaccaro (NCSC); Brian Lutenegger (SGA); Melissa Taylor, Karen Rennich, and  
John Bridger (RPA/TPO)

**Date:** July 23, 2018

**Subject:** TN Complete Streets Consortium One-Month Progress Report

Thank you again for the opportunity to participate in the first-ever Complete Streets Consortium technical assistance series along with our peers from the Knoxville Regional Transportation Planning Organization (TPO) and the Nashville Area Metropolitan Planning Organization. Our team members from the Chattanooga-Hamilton County/North Georgia TPO expressed appreciation for the opportunity to learn more about policies and practices that ensure streets are safe for people of all ages and abilities, delve into challenging case studies focused on balancing the needs of all street users and surrounding land uses, and have informal conversations with peers from our region and other regions about the challenges involved with creating well-balanced, multimodal transportation systems. We have reviewed the TN Consortium Series Next Steps Recommendations Report, and are pleased to share that we have made progress on several of the recommendations.

**Goal:** Advance Complete Streets implementation

**Strategy 1:** Develop a Complete Streets implementation plan

**Tactic 1.1:** Review all of the recommendations in this report and assign priority levels, responsibilities, and deadlines for each task

TPO staff developed an online survey to help the TPO prioritize the recommended tactics. We shared a link to the survey and the full report with our TPO Executive Board, TPO Technical Coordinating Committee (TCC), TPO Multimodal Advisory Committee, and participants in the consortium series workshops and trainings from our region. We also scheduled a meeting with consortium series team members on Wednesday, July 18th to discuss the recommendations in person and reflect on how they relate to their experiences at the workshops. We will close the survey on Friday, August 3<sup>rd</sup> and share the results of the survey and discussion with team members with the Board at their August 22<sup>nd</sup> meeting and the TCC at their September 11<sup>th</sup> meeting so they can set a direction for the TPO in implementing the recommendations.

**Goal:** Establish better working relationships with the Tennessee Department of Transportation (TDOT) to advance Complete Streets projects

TPO staff shared all of the strategies and tactics related to this goal with staff from the TDOT Multimodal Division and TDOT Office of Community Transportation. Whitney Mason, TDOT Bicycle and Pedestrian Coordinator, provided written responses related to each strategy and tactic. Her responses were discussed with the consortium series team members at the July 18<sup>th</sup> meeting. A follow up call will be scheduled with TDOT staff to discuss feedback from that meeting and the results of the survey related to this goal.

**Goal:** Improve staff capacity to implement Complete Streets

**Strategy 1:** Institutionalize regional coordination on Complete Streets implementation

**Tactic 1.2:** In collaboration with the working group, consolidate and collect data on crashes and transportation infrastructure to inform data-driven planning at the local and regional levels

For the 2045 Regional Transportation Plan (RTP), which is expected to be adopted in January/February 2019, TPO staff conducted a regional bicycle and pedestrian infrastructure inventory and analysis, which involved collecting and consolidating data about existing and proposed bicycle and pedestrian infrastructure into a single GIS shapefile for each mode, cleaning data about crashes involving bicyclists and pedestrians, assigning a level of traffic stress for cycling to all streets in the TPO area, identifying high priority bicycle and pedestrian network gaps, using travel demand model data to identify corridors with a high potential for mode shift from driving to cycling based on the number of short car trips of three miles or less, and identifying transportation disadvantaged areas where it is especially important to improve access to walking, biking, and transit. All of this data was used to evaluate projects for the 2045 RTP through updated performance measures. Two meetings were scheduled with the TPO Multimodal Advisory Committee to review the analysis, once mid-way through the process to discuss the methodology, and again at the conclusion of the analysis to review the results and review the draft 2045 RTP project list.

TPO staff prepared maps of all of the data from the bicycle and pedestrian analysis specific to each jurisdiction in the TPO area and invited all TPO TCC members to meet one-on-one and discuss how the data was used to evaluate 2045 RTP projects, how it could inform planning and project development at the local level, and how it

could be used to communicate the need for bicycle and pedestrian infrastructure to community members and elected officials. Meetings were held with Dade and Catoosa County, GA; City of Chattanooga, City of Collegedale, City of East Ridge, City of Lakesite, City of Red Bank, Town of Signal Mountain, and Town of Walden, TN; Chattanooga Area Regional Transportation Authority (CARTA), Southeast Tennessee Development District, and Northwest Georgia Regional Commission representatives.

Each jurisdiction was asked to share periodic updates with TPO staff about bike and pedestrian infrastructure constructed in their area and locally adopted bicycle and pedestrian plans so the infrastructure inventory can be updated by TPO staff annually in the future. TPO staff will also clean crash data involving bicyclists and pedestrians annually in the future and are currently working with 2017 data. Staff are currently using Knoxville Regional TPO's crash analysis as a best practice example for assigning crash factors to bike/ped crashes to provide a better understanding of why the crashes are occurring and how they could be prevented in the future. The value of Knoxville Regional TPO's work identifying crash factors was apparent from the case study exercise at the Complete Streets Consortium workshop held in Knoxville.

The bicycle and pedestrian analysis has already informed local level plans including the Northwest Georgia Regional Commission Feasibility Study for Bicycle and Pedestrian Multi-Use Routes, North Shore Greenway Feasibility Study, Signal Mountain Bicycle and Pedestrian Plan, and update to the City of Chattanooga's Bicycle Implementation Plan. TPO staff have also met with the City of Chattanooga Open Spaces Department, Trust for Public Land, and Chattanooga Urban Design Studio to discuss how the data could inform their work, and both TPO and Chattanooga Department of Transportation (CDOT) staff have shared the data with community members who are interested in making it easier to walk and bike in their neighborhoods.

**Goal:** Support economic development and enhance sense of place throughout the region

**Strategy 1:** Develop guidance to integrate land use with Complete Street network connectivity

**Tactic 1.1:** Conduct a regional connectivity study

The case study of the area around Ooltewah-Ringgold Road at East Brainerd Road for the Complete Streets Consortium workshop in Chattanooga demonstrated how a lack of street connectivity poses barriers to walking, biking, and public transit, and makes it difficult to move cars safely and efficiently. With support from a steering committee made of representatives from CDOT, Hamilton County, City of Chattanooga Department of Economic and Community Development, Chattanooga-Hamilton County Regional Planning Commission, and Regional Planning Agency's (RPA) Development Services Department, TPO staff have undertaken the *People Places Paths* project, a study of street and path connectivity in Hamilton County. Two meetings have been held with steering committee members to review progress. TPO staff have analyzed the half-mile pedestrian sheds for all public schools, parks, and bus stops in the county as well as drive sheds for fire and EMS stations using ArcGIS network analyst. The analysis demonstrates how street and path network connectivity impact walkability and service delivery. We have demonstrated the variation in level of connectivity across the county using link-node ratio, connected node ratio, and block length analyses. We have also shared preliminary deliverables with the City of Chattanooga Fire Department, Hamilton County EMS, Hamilton County Parks, CARTA, RPA's Community Design Group, and City of Chattanooga Open Spaces Department to discuss how the study can inform their work. Next steps include identifying physical barriers to improving street and path network connectivity; opportunities for improving connectivity, such as unopened City rights-of-way and large tracts of vacant land or land with high potential for redevelopment; and identifying priority areas for improving connectivity based primarily on existing and projected population and employment density and RPA's Development Intensity Levels established

in the comprehensive plan as well as a variety of secondary factors. The study will conclude with recommendations for how the analysis can inform updates to zoning codes and subdivision regulations, area plan updates, and local and regional transportation planning.

TPO staff are proud of our progress implementing recommendations from the TN Consortium Series Next Steps Recommendations Report and look forward to updating Smart Growth America and the National Complete Streets Coalition on our progress again in two months.