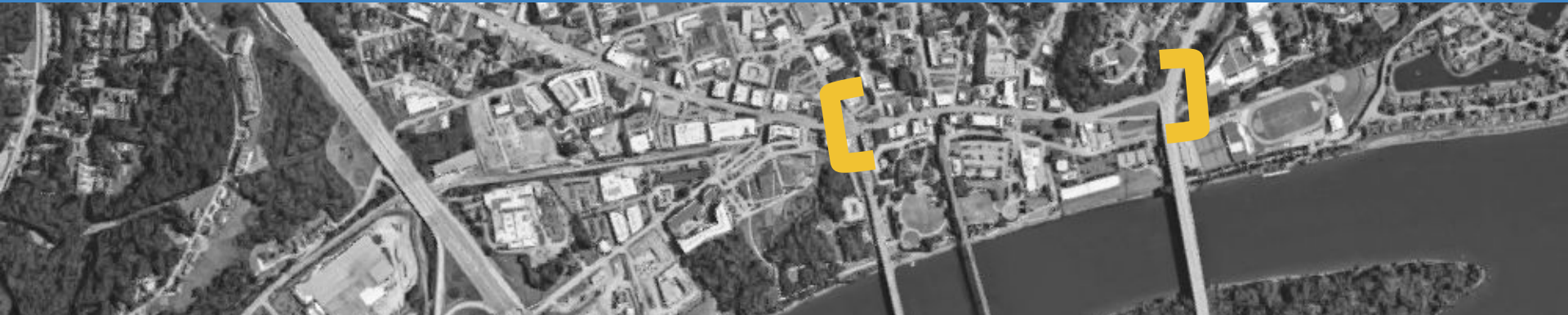

Frazier Avenue Safety Enhancements



PUBLIC MEETING

February 29, 2024

Agenda

1. Opening (*Jenny Hill*)
2. Context (*Dan Reuter*)
3. Traffic Report (*Ross Pitcairn*)
4. Project Priorities & Scenarios
 - a. Q & A
5. Next Steps
6. Provide Your Input
7. Closing



Anna Posso

Jonathan Devia

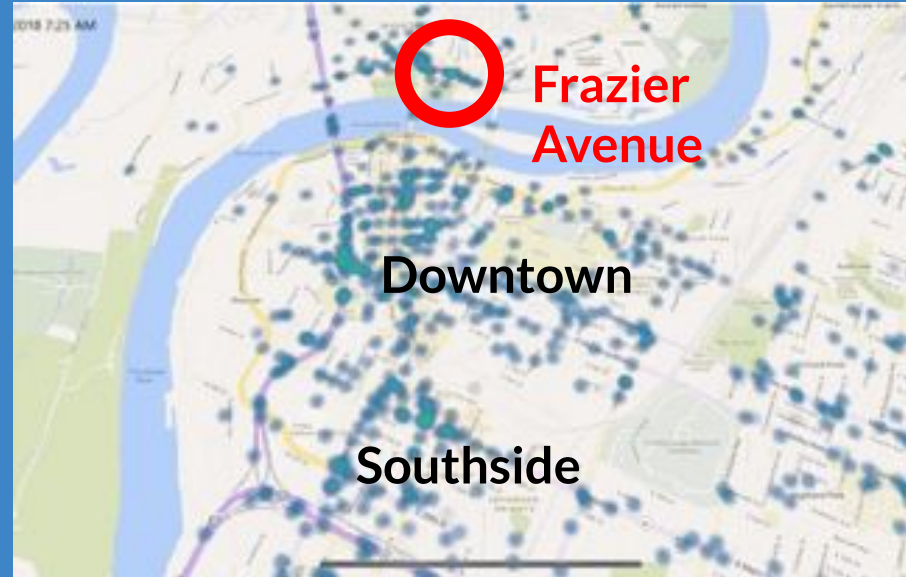
November 25, 2023

Context

Crash History

*(heat map reflecting
crashes since 2018)*

data source: Chattadata



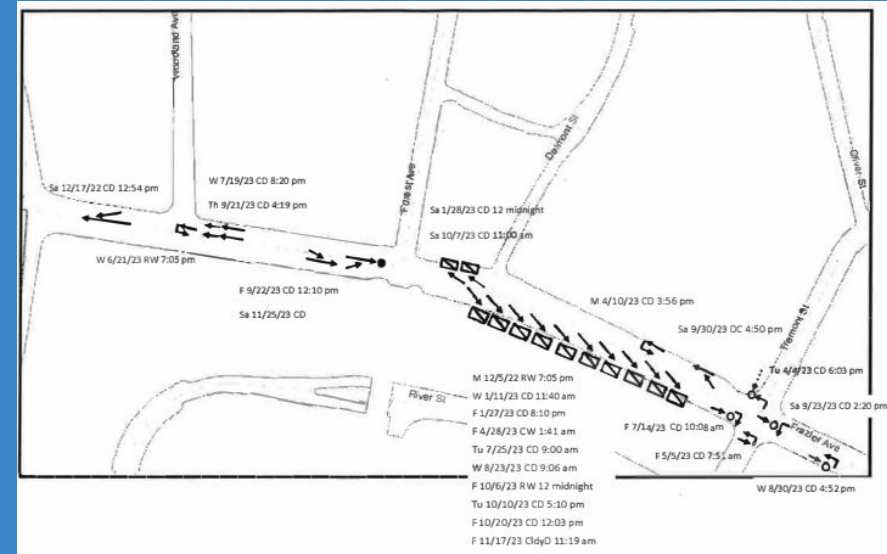
Crash History

One Year Results:

11/28/22 to 11/28/23

25 crashes / 80% property damage
12 side-swipes with parked vehicles

data source: TITAN

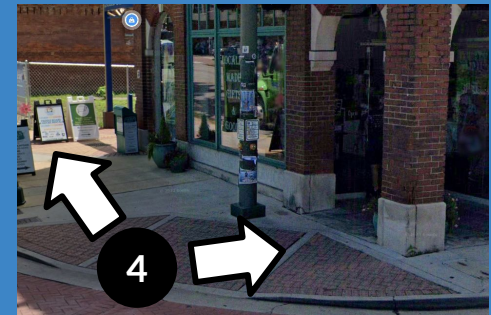


	CRASH SUMMARY				
	Type	Fatal	Injury	Property Damage	Total
Right Angle			1		1
Rear End				2	2
Side-Swipe		1		15	16
Left Turns			3	3	6
Fixed Object					0
Others					0
TOTAL		1	4	20	25

Walk / Bike Inventory



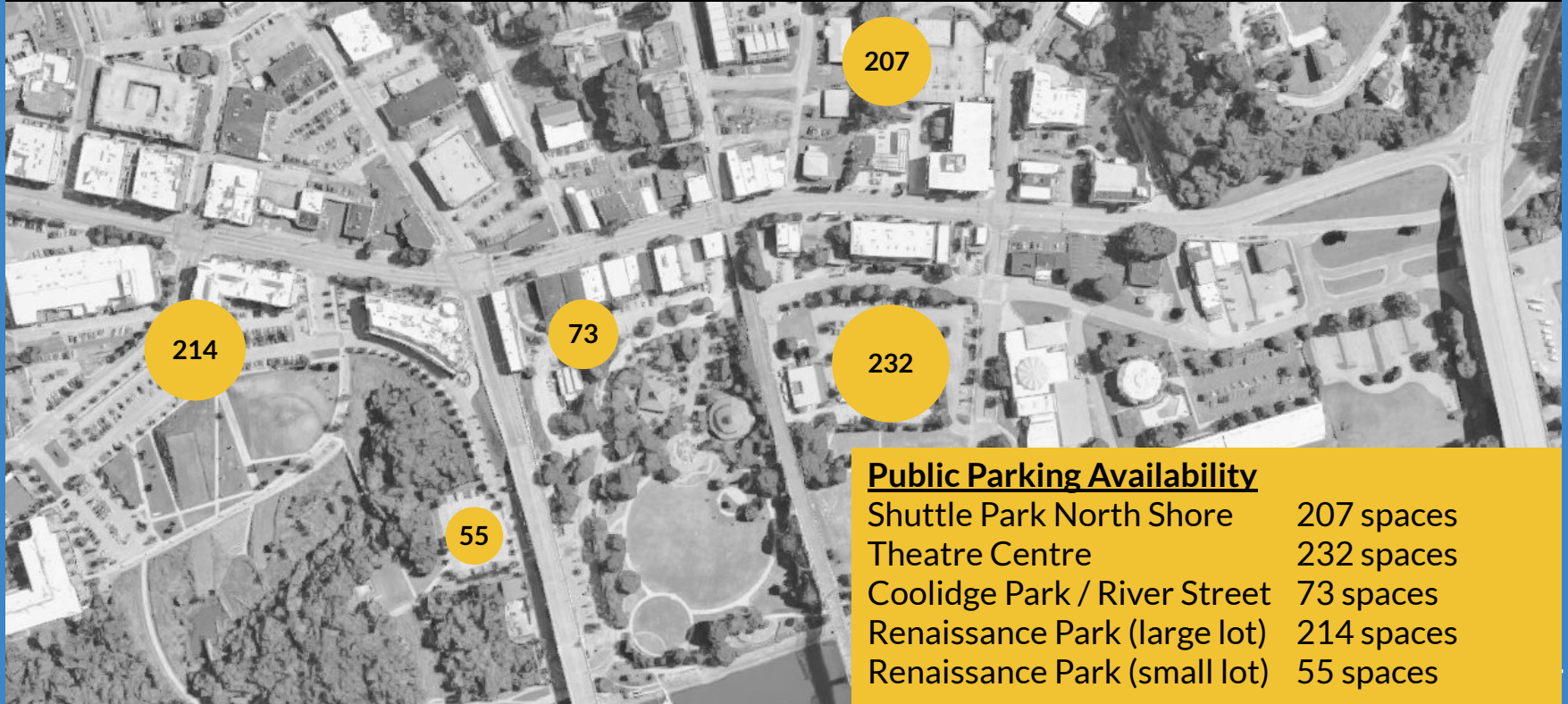
- 1 Curb almost flush between Woodland and Forest, where protection would help.
- 2 Exposed sidewalk lacks street trees, adding discomfort and risk against travel lanes.
- 3 Sidewalks gets crowded for all users and all modes during peak use.
- 4 Sidewalk has portions that are inaccessible to mobility impaired users.



Other Issues

- 1. On-street parking too narrow (~6') between Forest & Tremont**
 - a. Clipped mirrors a constant problem
 - b. Unsafe for exiting passengers
 - c. Friction in the travel lanes caused by parking
- 2. No turn lanes at side-streets**
- 3. No provisions for cyclists, especially those turning left onto Walnut.**

Transportation Context // Public Parking Counts



Transportation Context // On-Street Parking Counts



Pedestrian / Bicycle Counts

*Frazier Avenue at N Market Street
2020 - 2023
Spring & Fall
24-hour counts*



Pedestrian Counts

Weekday Average: 1,203

Weekend Average: 2,947

Bicycle Counts

Weekday Average: 212

Weekend Average: 293

Traffic Report

Traffic Report

Key Findings

1. Signals need improvement
 2. Speed reduction with one lane in each direction with turning lane
 3. 10% reduction in traffic volume
 4. Increased travel time by about 30 seconds to 1 minute
 5. LOS A with 4 lanes; LOS B with 3 lanes
-

Frazier Ave: Design Scenarios

Project Priorities

1. Prioritize pedestrians.
2. Merchant vitality.
3. Bicycle routing.
4. Vehicular throughput.

Where should bicyclists, scooters, and other forms of micromobility* go in the redesign?

** Micromobility also includes all small-wheeled devices, such as skateboards, rollerblades, and inline skates.*

1. Street

- a. Shared travel lane with cars
- b. In a dedicated bicycle lane
- c. In a dedicated & protected lane

2. Sidewalk

TWO Design Options.

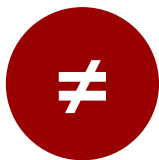
What are the consistent themes?



1. **Quick-action**
 - a. Not centered on heavy infrastructure
 2. **3-Lane roadway** (1 lane removed)
 3. **Lane widths: 10' wide**
 4. **On-street parking adjustments**
 - a. Reconciling narrowness → from 6' to 8' w
 5. **Sidewalks are buffered from travel lanes.**
 6. **Bike travel is considered**
 - a. Destinations and routes differ.
-

TWO Design Options.

What are the biggest
differences?



1. Where on-street parking is focused

Considering opposite sides to balance with other modes of travel.

- a. Both sides
- b. North side

2. Space for bikes, scooters, and other small-wheeled devices.

- a. 1 option emphasizes a route through the park, with sharrows on Frazier.
- b. 1 option provides dedicated bike facilities on Frazier to the Walnut Street Bridge

3. Types of sidewalk protection

- a. Sidewalk buffer zone
 - b. On-street parking
 - c. Protected bike facilities
-

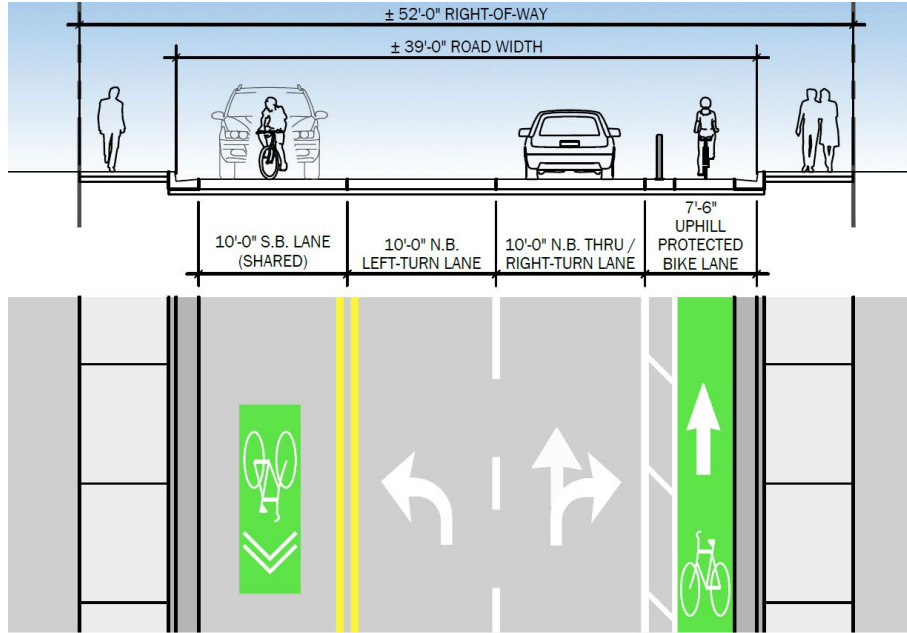
Frazier Ave: Options Comparison



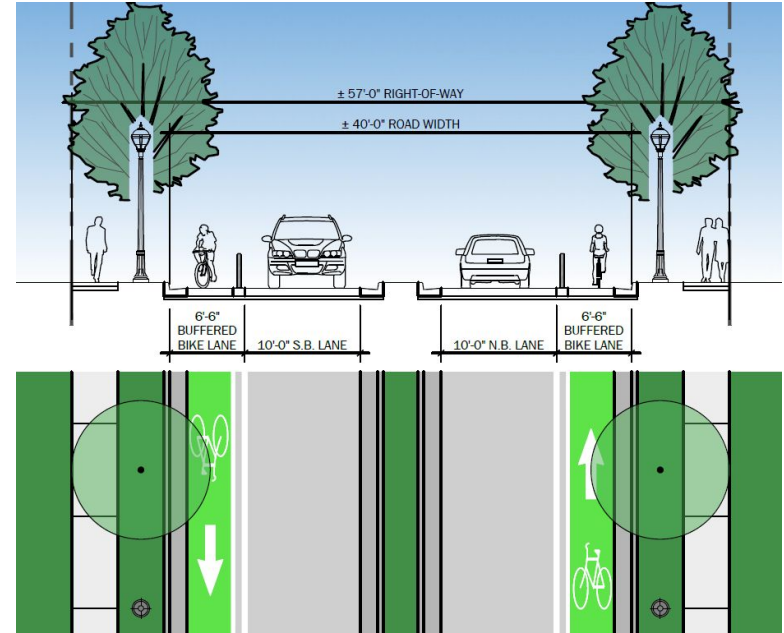
Existing Conditions	Option A	Option B
<ul style="list-style-type: none">● Lanes<ul style="list-style-type: none">○ 4○ 11-12' average○ (13-16' max.)	<ul style="list-style-type: none">● Lanes<ul style="list-style-type: none">○ 3○ 10' standard width	<ul style="list-style-type: none">● Lanes<ul style="list-style-type: none">○ 3○ 10' standard width
<ul style="list-style-type: none">● Parking<ul style="list-style-type: none">○ ± 27 spaces○ 6-7' width	<ul style="list-style-type: none">● Parking<ul style="list-style-type: none">○ ± 35 spaces (+ 8)○ 8' parking○ Both sides	<ul style="list-style-type: none">● Parking<ul style="list-style-type: none">○ ± 19 spaces (- 8)○ 8' width○ Northern side
	<ul style="list-style-type: none">● Bike Facility:<ul style="list-style-type: none">○ Shared travel lane on Frazier○ Access through parks / River St○ Connections less direct	<ul style="list-style-type: none">● Bike Facility:<ul style="list-style-type: none">○ 2-way protected lane○ Southern side○ Direct connection to planned Veterans Bridge bike facility

Both Options...

Frazier Ave: Potential Tremont St to River Connection



Between Frazier & River St








River St to Blue Rhino (Theatre Centre)

Frazier Ave: Menu of Potential Enhancements

LEGEND OF POTENTIAL IMPROVEMENTS

#	DESCRIPTION	TYPE
1	River Street: Bicycle Route Enhancements (Sharrows + Signage)	Operational
2	Existing Staircase / Bike Runnel Attachment	Operational
3	River Street Alley Connection	Potential Capital Project
4	Tremont Street: Blue Rhino Shared Use Path Connection	Potential Capital Project
5	Tremont Street Bicycle Facilities (Sections A1 & A2)	Operational
6	Renaissance Park (near Restroom): Add Multimodal Curb Ramp	Operational
7	Renaissance Park Entrance: Reallocate for At-grade Bike Facility	Operational
8	Manufacturers Road: Assess Off-street Connections toward US-27	Potential Capital Project
9	Frazier Avenue: Add Bollards or Planters	Operational

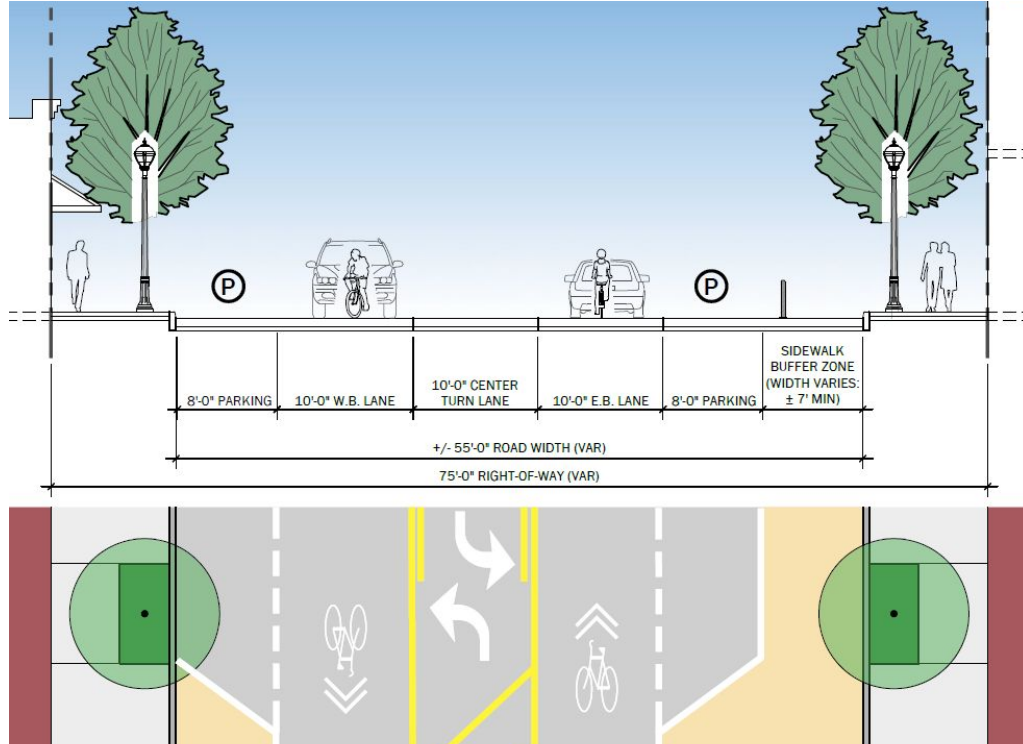
LEGEND

	On-street Shared Lanes
	On-street Dedicated Lanes
	Existing Bike/Ped Pathways
	Sidewalk Buffer Zone
	Operational Enhancement (See Table)
	Potential Capital Project (See Table)

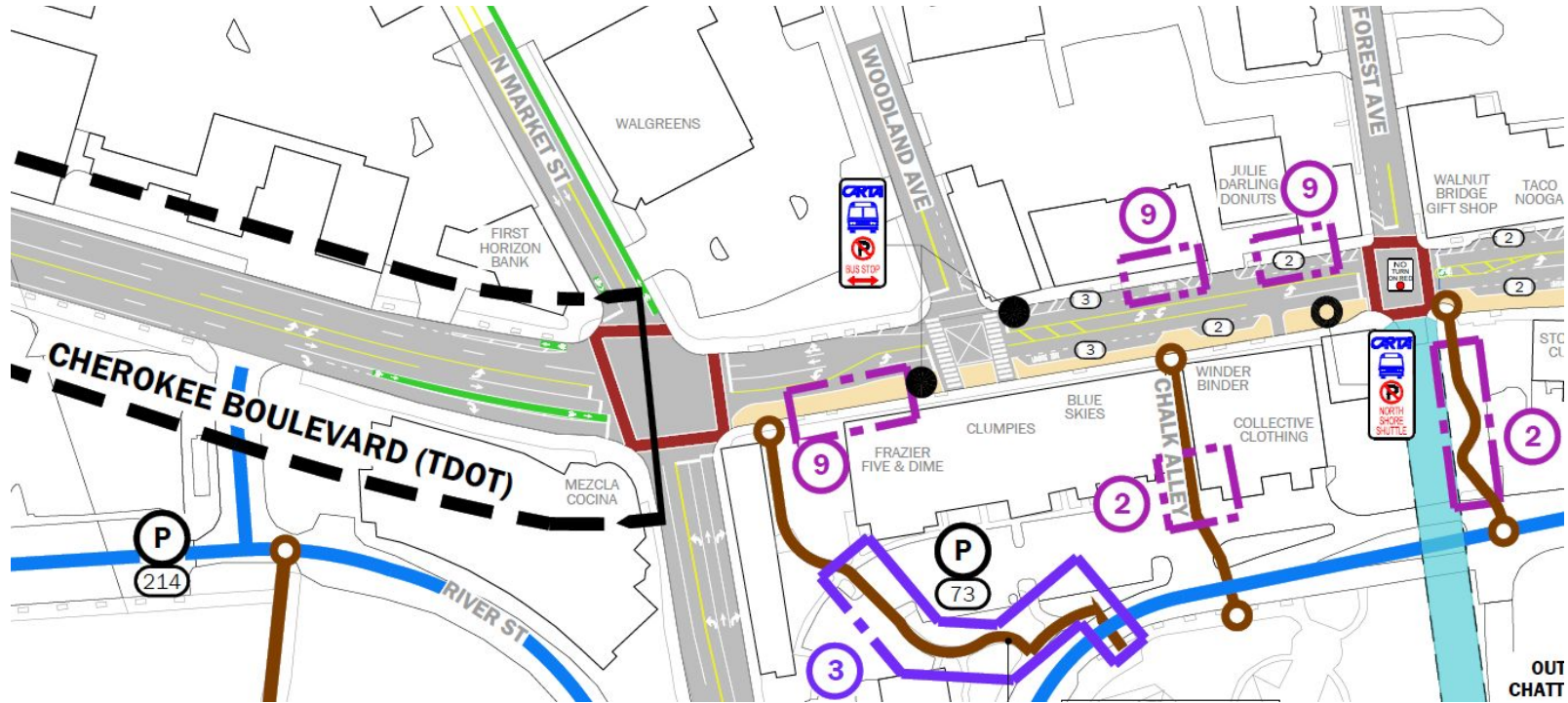
Option A

*Balanced On-Street Parking
Shared Travel Lanes ("Sharrows")
Sidewalk Buffer Zone*

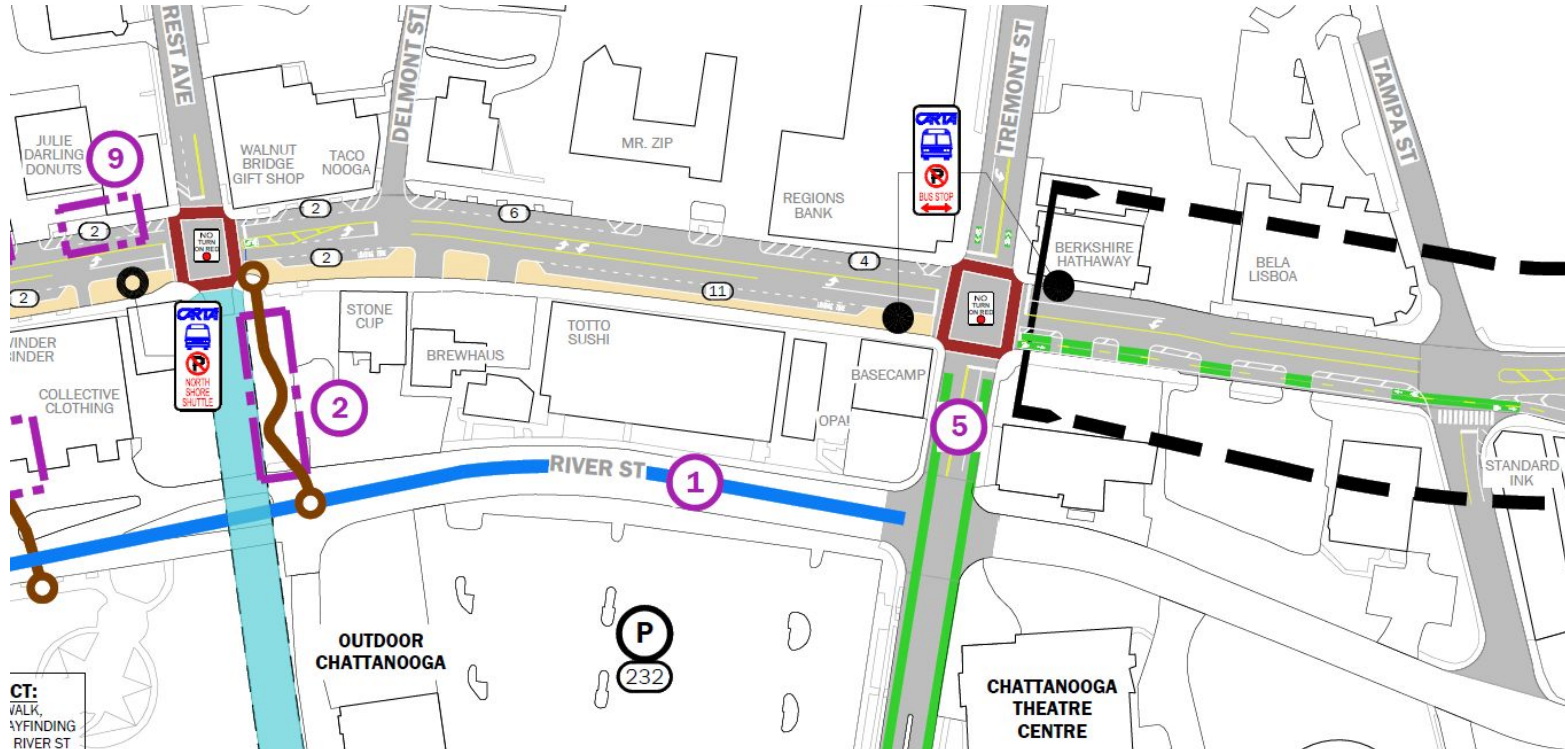
Frazier Ave: Option A



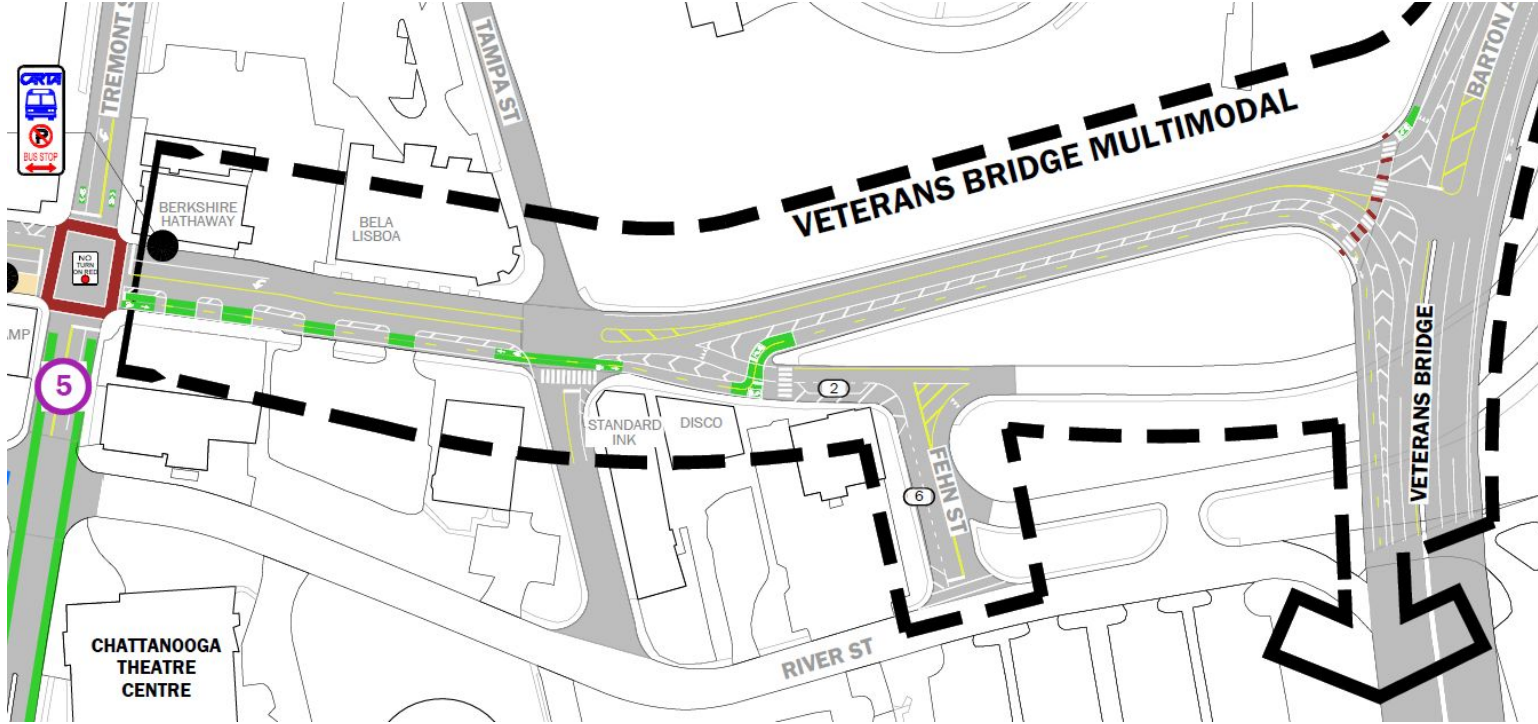
Frazier Ave: Option A *(N Market St to Forest Ave)*



Frazier Ave: Option A *(Forest Ave to Tampa St)*



Frazier Ave: Option A *(Tampa St to Barton/Veterans)*

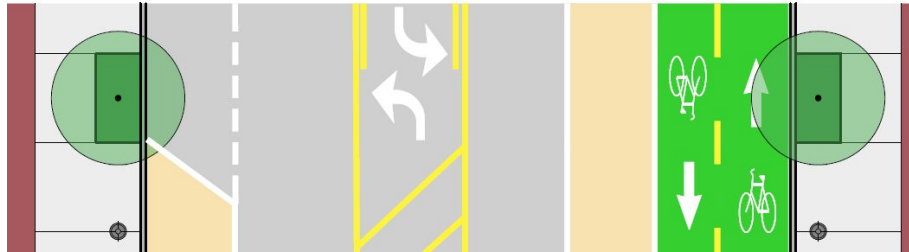
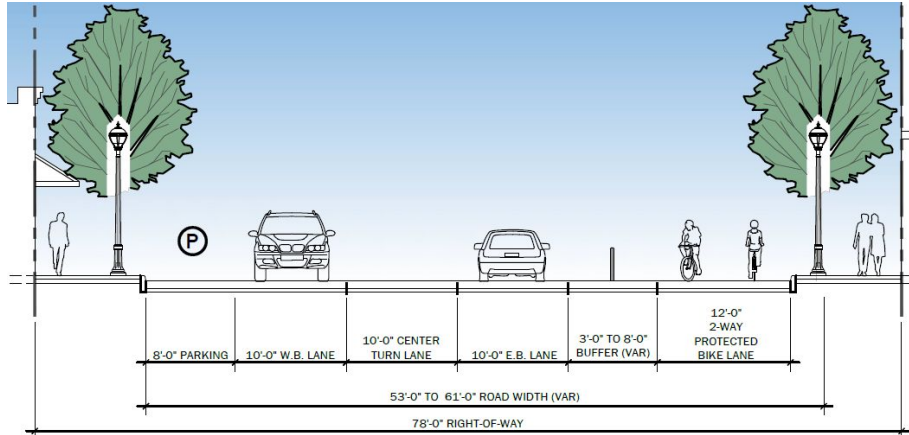


Option B

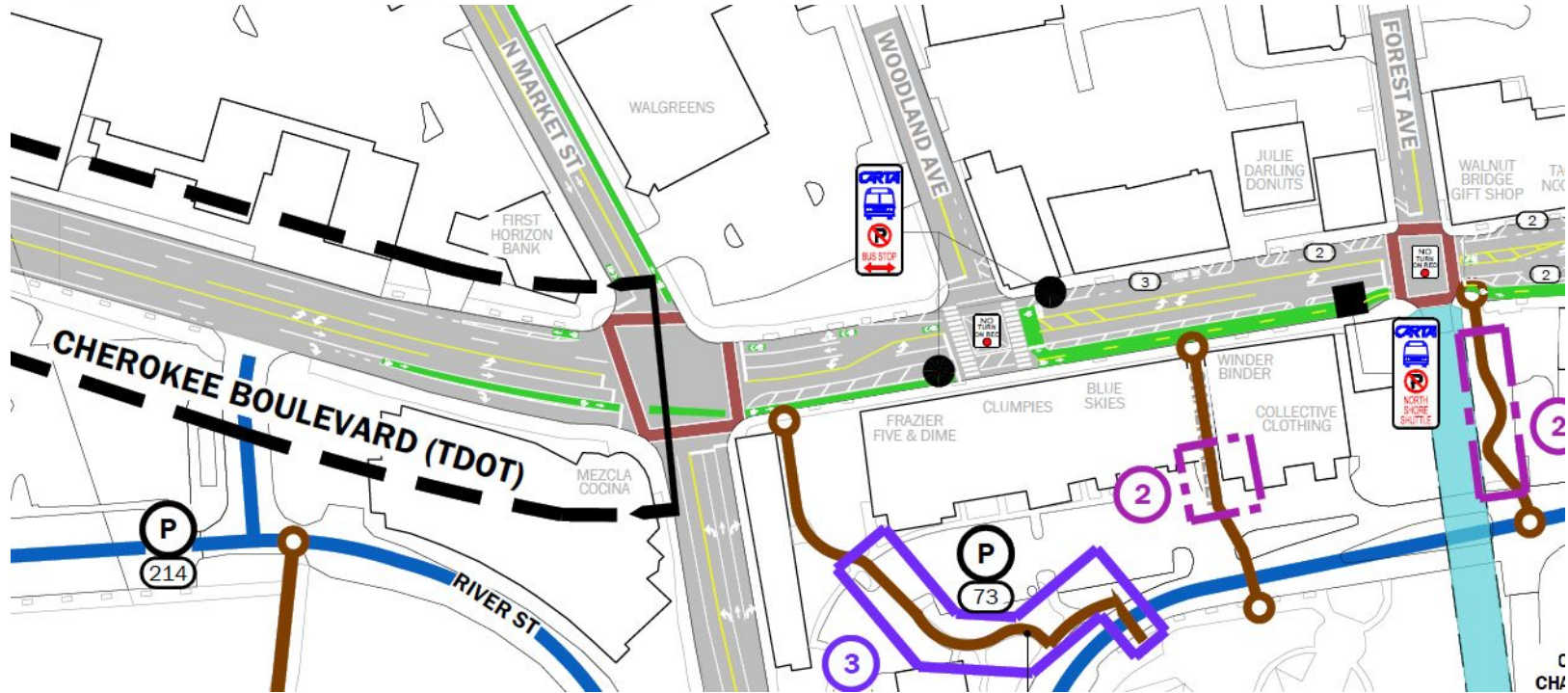
Northside Parking

Two-Way Protected Lane

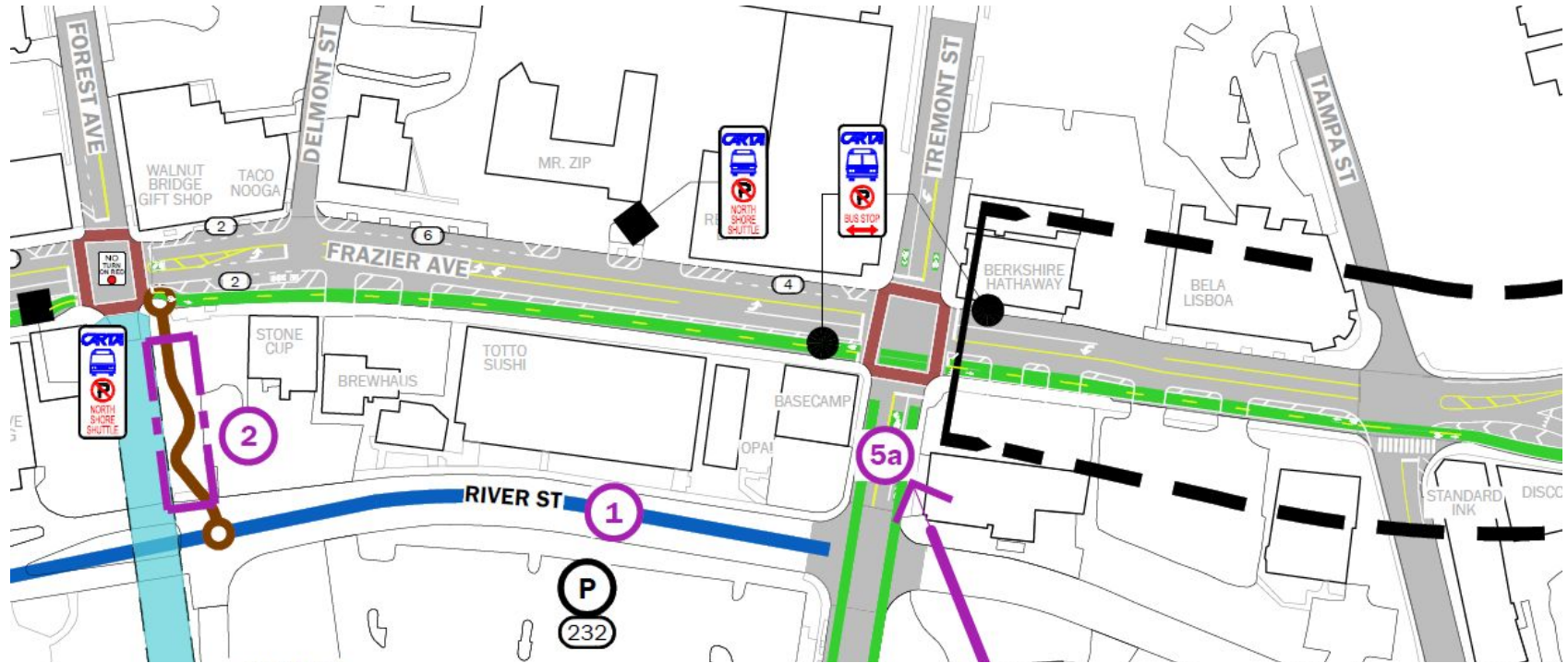
Frazier Ave: Option B



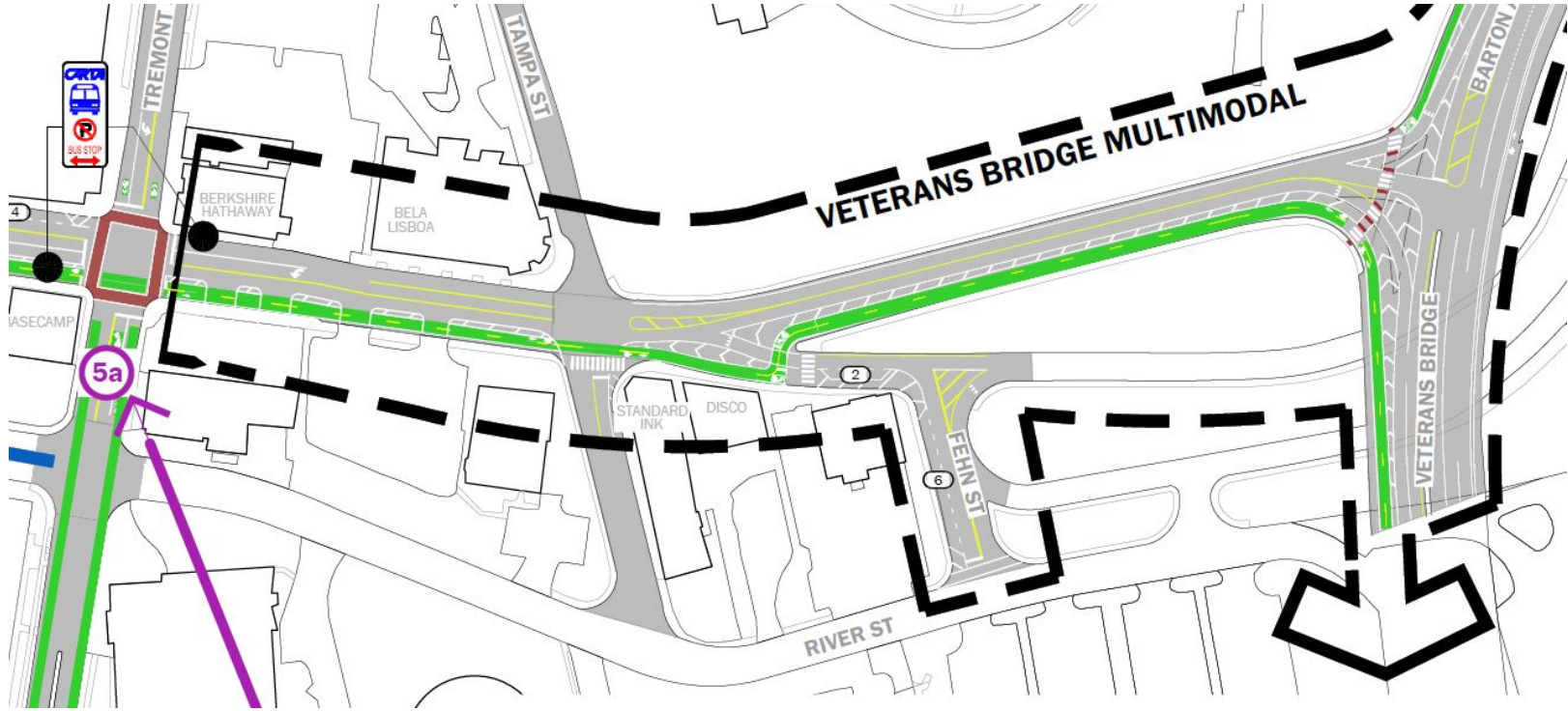
Frazier Ave: Option B (*N Market St to Forest Ave*)



Frazier Ave: Option B (Forest Ave to Tampa St)



Frazier Ave: Option B *(Tampa St to Barton/Veterans)*



Next Steps

Website & Survey:

cha.city/frazier

- **Public Input**
 - In-Person Review of Concept Boards (Tonight)
 - Online survey: closes on Friday, March 15
 - **Release Final Plan**
 - Friday, March 29
 - **Implementation**
-

Provide Your Input

Website & Survey:

cha.city/frazier

1. Take the online preferences survey.
 2. Review the concept boards.
 3. Which option do you prefer?
 4. What do you feel would make it better?
 5. What do you feel is most concerning about this plan?
-

Closing

Thank you!

CONTACT US:

SaferStreetsCHA@chattanooga.gov

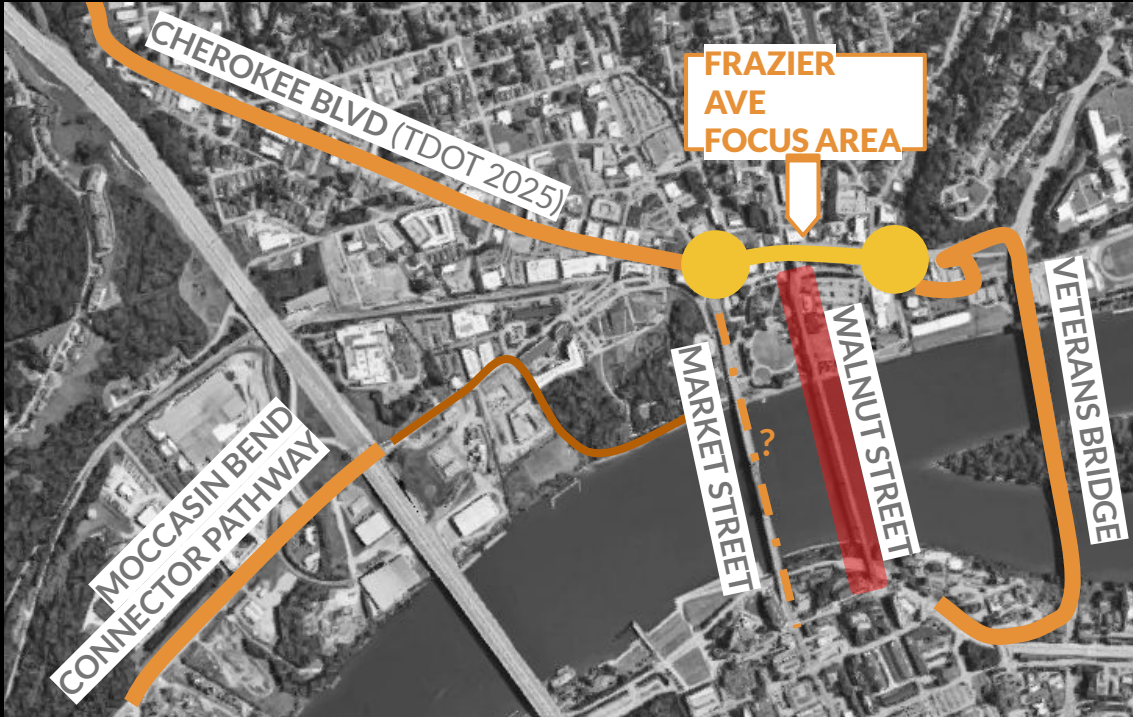
ONLINE:

cha.city/frazier

Appendix

Related Efforts

Transportation Context // Related Projects



A. Walnut Street Bridge

- Renovations targeted for 2025.
- Option for an alternate bike and ped route on Veterans Bridge
- Coordination ongoing with TDOT for Market St (uncertain)

B. Cherokee Boulevard + Dayton Boulevard (SR-8)

- TDOT-planned repaving in 2025
- Lane reconfiguration concept sent to TDOT for initial comment.

C. Moccasin Bend Connector

Shared-use path project, linking Manufacturers Rd to Hamm Rd & Moccasin Bend