



PLAN CHATTANOOGA

shaping quality places together



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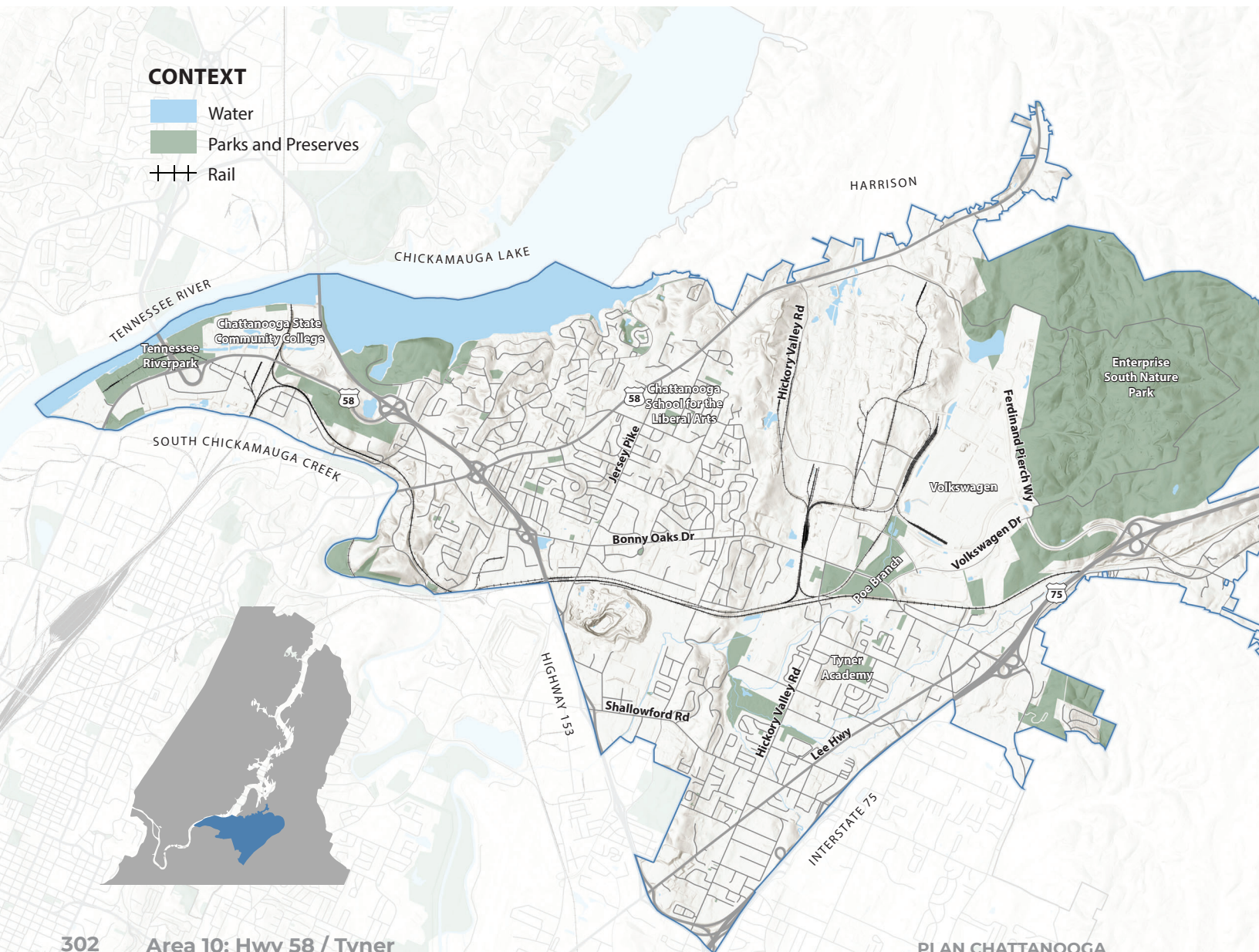
HIGHWAY 58 / TYNER AREA PLAN

AREA OVERVIEW

Area 10 stretches from the shores of the Chickamauga Lake east to Interstate 75. It encompasses the 6,000-acre Enterprise South Industrial Park, the former Volunteer Army Ammunition Plant that is now home to several manufacturing operations including Volkswagen and the over 2,700-acre Enterprise South Nature Park.

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History

Highway 58

Highway 58—the corridor itself—connecting Chattanooga to Oak Ridge, has a detailed past. In the 1800s, the road started out as Harrison Pike, named after Harrison, TN through which it ran. After the county seat was moved to Chattanooga, and the Harrison community decided to form James County, Harrison Pike became the main route of navigation throughout the county. Highway 58 received its state number designation in the late 1920s. In the late 1930s, the highway was moved east of the lake—

where it stands today—due to the construction of the Chickamauga Dam and the subsequent flooding of the area.

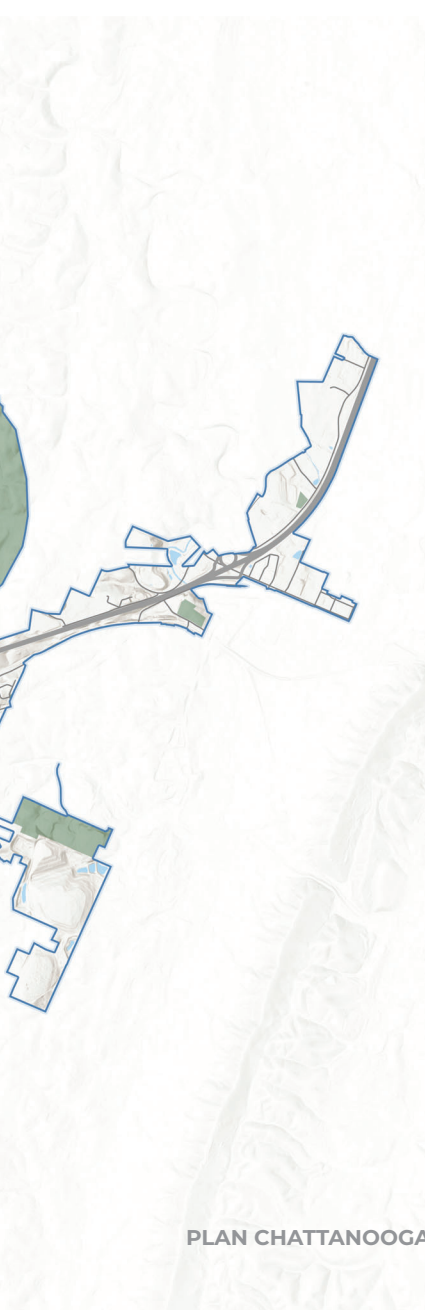
In 1958, the Thrasher Bridge was constructed, connecting the Highway 58 area to the northern side of Chattanooga. Because of this, the area saw significant growth, and in 1971 the area was annexed by the City of Chattanooga.

Tyner

The Tyner area was founded by John S. Tyner, who moved there in the 1850s. He purchased several tracts of land in the area, his largest purchase being in 1859. Eventually, a community formed and was given the name “Tynersville” in his honor. A post office opened in 1860, and the area was renamed “Tyner” for postal clarification. Tyner was also referred to as “Tyner’s Station” on some records because the Tennessee, Virginia, Georgia railroad passed through.

During the Civil War, John Tyner volunteered to fight for the Confederacy and did not return to the area. His property was auctioned off, and more people began to move to the area. In 1907, Tyner Academy High School opened with 25 students. In 1937, the school was moved to its current location. In the early 1940s, the federal government used land in Tyner to create the Volunteer Army Ammunition Plant (VAAP), which supplied TNT during multiple wars. Over 300 families had to be relocated because of the VAAP construction.

The last train ran through Tyner in 1961 as the railroad system lost popularity. In 1972, the post office was discontinued, and Tyner was officially incorporated into the City of Chattanooga.



Enterprise South Industrial Park, Nature Park, and VAAP

With the United States' entry into World War II, the U.S. Army Corps of Engineers built and established the 6,000-acre Volunteer Army Ammunition Plant (VAAP) east of Chattanooga. The plant manufactured TNT explosives, and after its completion in 1942, there were sixteen TNT batch processing lines. The plant ran until the war ended in 1945, and was left in remission.

The plant reopened in 1952 to provide munitions for the Korean War, and again in 1965 for the Vietnam War. It was not until 1977 that TNT production came to a definite halt at the VAAP, and the plant itself was placed on inactive status.

In the 1990s, portions of the site began to be opened up for civilian use. Hickory Valley Road was constructed through the plant, connecting Highway 58 with State Route 317, and the Hamilton County Department of Education moved their central office to the site. The federal government surplused the VAAP, and in 2003 Chattanooga and Hamilton County broke ground on the 1,200-acre Enterprise South Industrial Park.

Enterprise South Industrial Park which, along with surrounding ancillary uses, serves as a prominent and growing industrial employment center for the region. The Enterprise South Industrial Park includes the industrial park

itself, several government and institutional uses, vacant lands, and a large nature park on its eastern side. The industrial park is best-known as the home of Volkswagen Group of America automobile manufacturing plant.

Within the original 6,000 acre property, Enterprise South Nature Park is situated on nearly 2,800 wooded acres that were previously a part of the Volunteer Army Ammunition Plant. The Park offers miles of walking paths, bicycle paths and off-road biking trails, all managed by Hamilton County's Parks and Recreation Department.

TVA's Chickamauga Dam

In 1933, the Tennessee Valley Authority (TVA) was created as President Franklin Roosevelt felt relief, recovery, and reform needed to be brought to the Tennessee Valley area. Chattanooga was notorious for flooding; as a result, TVA began construction of the Chickamauga Dam in 1936 to provide flood control and electricity for the region. Many Chattanoogans were still suffering from the effects of the Great Depression, so the dam was seen as an opportunity for jobs and security. After the dam's completion in 1940, the area began to see significant development with new homes, businesses, parks, boat docks, and recreational amenities.

Chickamauga Dam is a hydroelectric facility, with four generating units, and a lock that lifts and lowers boats 50 feet between the Nickajack and Chickamauga reservoirs. The existing 60' x 360' lock only has the capacity to lock through one barge at a time. This size limitation, plus "concrete growth," which limits the locks remaining life, led to the current lock expansion project, which began in 2004. When completed, the new 110' x 600' lock will be able to service nine barges at one time, significantly improving barge travel times on the Tennessee River system.



*Chickamauga Dam under construction, 1936.
Source: Chattanooga History Center*

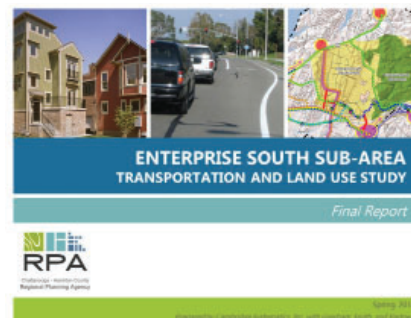
Past Plans

During the planning process, many previous plans for Area 10 were reviewed. Those plans include:

Enterprise South Sub-Area Transportation and Land Use Study, 2016

The Plan aims to advance the coordination of land use and transportation in the Chattanooga region and improve future investment in the Enterprise-South sub-area. The planning process involved analysis of existing conditions including population, employment, land use, jobs, housing, roadway infrastructure, and multi-modal infrastructure. Recommendations from the plan include the creation of a land use policy to promote mixed-uses, new sidewalks, new bus routes, widening of roads, and operational improvement to Bonny Oaks Drive.

Many of these recommendations are carried through and updated in this area plan chapter.



SUNSETTING PAST PLANS

Each time a new area plan is adopted, it replaces the older neighborhood plans that cover the same geographic area. In some cases, the boundaries of the older neighborhood plans do not exactly align with the boundaries of the new area plan. In those instances, only the portions of the old neighborhood plan that lie within the new Area Plan boundaries are considered sunsetted. Those plans include:

- » Enterprise South Sub-Area Transportation and Land Use Study, 2016
- » Shallowford Road-Lee Highway Area Plan, 2005
- » Highway 58 Community Plan, 2002

The goals, policies, and recommendations found in these older plans were reviewed during the Plan Chattanooga process.

FUTURE PLANS

The Area 10 chapter suggests that further studies, or more detailed redevelopment plans, may be needed for specific sites. In the future, as each of those more specific plans are completed, they may also be adopted by the Chattanooga City Council and become an amendment to this overarching Area Plan.

PROFILE OF AREA CONDITIONS

Demographics

2021 Estimates*

Population

Area 10
19,684

City of Chattanooga

10.9%

of the city's population

Households with one or more people under age 18

22%

24%

Single person households

38.5%

40%

Median age

39.3

36.7

Population over age 25 with a Bachelor's degree or higher

24.4%

32%

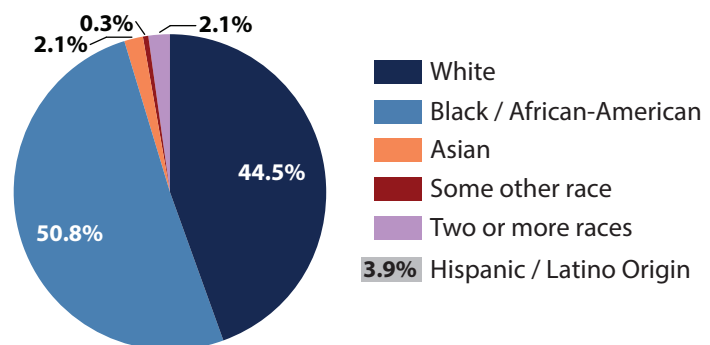
Median household income

\$51,383

\$50,437

Over half of the residents in Area 10 are Black or African-American. Other racial and ethnic groups account for less than five percent of the population.

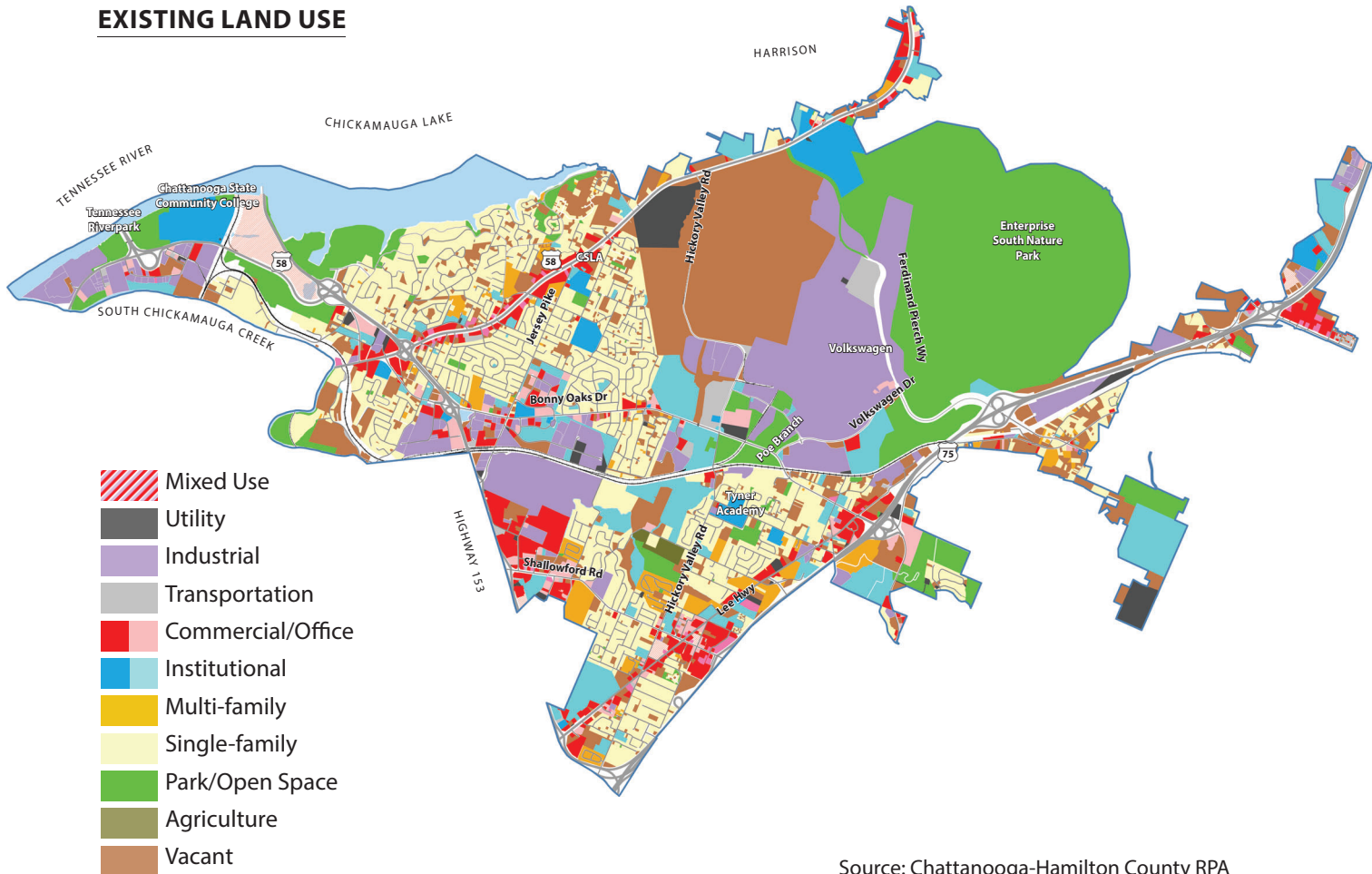
ETHNICITY/RACE IN AREA 10



Source: 2021 American Community Survey (ACS) 5-Year Estimates by Census Blocks

Existing conditions and development trends

EXISTING LAND USE



Source: Chattanooga-Hamilton County RPA



The Chattanooga Volkswagen plant located in the Enterprise South Industrial Park.

Source: Volkswagen Newsroom



The Chickamauga Dam day use area is a popular swimming spot within Area 10.

Source: Timberroot Vacation Rentals

There has been little new housing development in the area in the last decade.

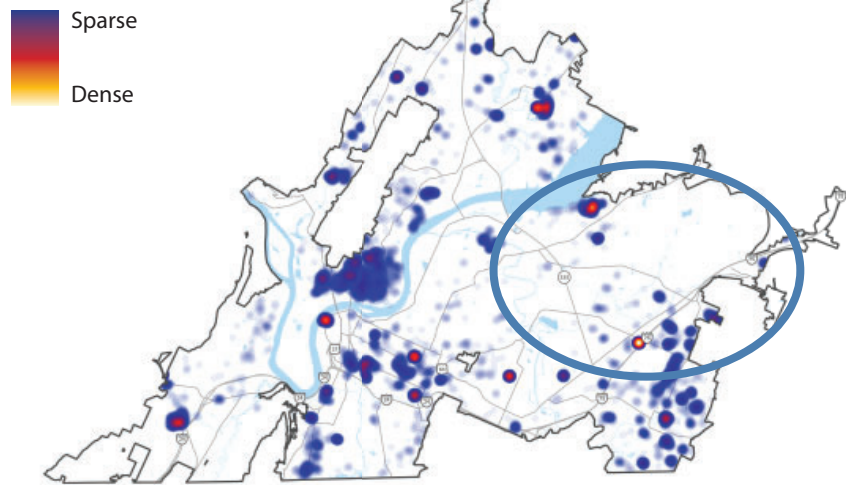
Non-residential development has been relatively sparse compared to other areas of the city.

The predominant development pattern in Area 10 is automobile-oriented with relatively low density and low street connectivity.

There are few areas where it is feasible to walk to community amenities such as schools, commercial areas, community facilities, or parks. Most services are concentrated along Highway 58 or Lee Highway and their accessibility to pedestrians is limited.

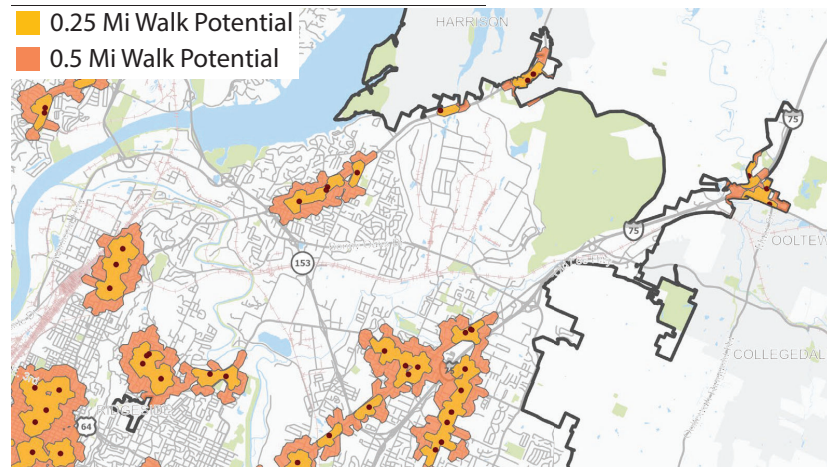
Residents of Area 10 are not likely to live near a park, trailhead, greenway, or water access point. Although it is large and provides an outdoor recreation space to a regional area, Enterprise South Nature Park is not within walking distance of most of the residential land use in this area.

RESIDENTIAL BUILDING PERMITS FOR NEW CONSTRUCTION 2013-2022



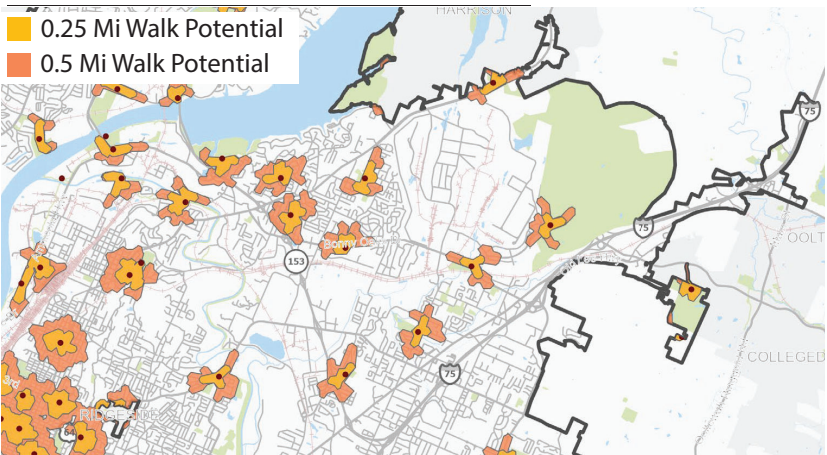
Source: Chattanooga-Hamilton County RPA

GROCERY STORE WALK POTENTIAL



Source: Chattanooga-Hamilton County RPA

PARKS/TRAILHEADS WALK POTENTIAL



Source: Chattanooga-Hamilton County RPA

COMMUNITY INPUT

As described in the Introduction to Plan Chattanooga, there were multiple rounds of community input with different opportunities for public participation. In each round, participants provided input related to their area of the city. The following summary highlights themes from all input related to Area 10: Highway 58 and Tyner.

Topics most mentioned in Area 10

When asked to prioritize topics of importance, Area 10 participants most often mentioned:

(In order of most frequently mentioned)

- » **Economy:** Concern about challenges for small businesses and little new economic activity in this area
- » **Housing:** Concern about poor and declining housing condition
- » **Land Use:** Concern about lack of walkable development and declining areas while new development consumes open space
- » **Parks and Greenways:** Concern about limited park options and limited access to existing parks
- » **Transportation:** Concern about lack of walkability and inadequate public transportation
- » **Health:** Concern about lack of healthy food options

Full results from all survey questions are contained in the Appendix.

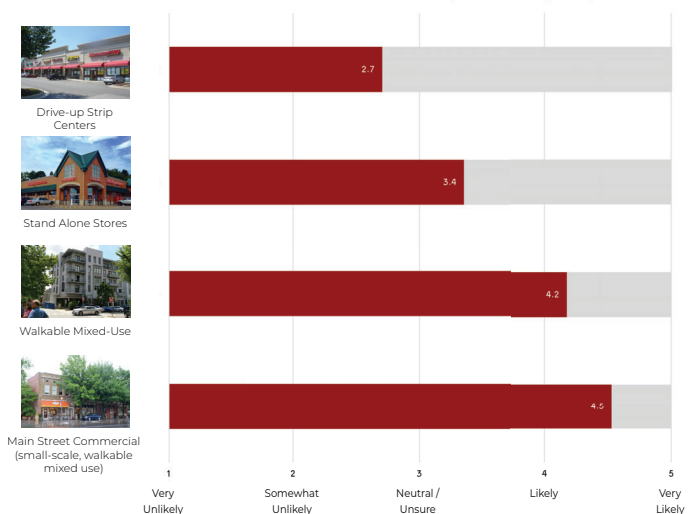
Support for potential solutions

The Choices Survey asked participants about specific policies, features, or preferences related to Commercial Centers and Corridors, Housing, Transportation, and Parks and Natural Systems. Related to each of these topics, participants from Area 10 were likely to:

Centers and Corridors

- » Strongly prefer walkable mixed-use and main street commercial development over drive-up strip centers and stand-alone stores
- » Indicate a low willingness to support and walk to a small commercial
- » Say that appearance and quality of development is very important

How likely would you be to support the following types of commercial development as existing commercial corridors or centers are redeveloped? *(Average response)*



Participants were likely to...

Neighborhoods and Housing

- » Support small-lot single family homes within an existing neighborhood
- » Support more medium or mixed-density housing next to a school and a commercial center
- » Say that important neighborhood design features were:
 - » Design of the streetscape (including street trees, lighting, and sidewalks)
 - » Design quality of housing
 - » Parks, schools or other community uses in -a neighborhood
 - » Pedestrian connection to nearby commercial areas; and
 - » Bike and trail connections to adjacent neighborhoods

Transportation

- » Support a variety of approaches to addressing traffic congestion
- » Support new multi-family housing clustered within or adjacent to commercial areas to make transportation choices such as walking, biking, and transit more feasible
- » Support the prioritization of funds for improving crosswalks and building new sidewalks
- » Indicate high interest in having the option to walk or bike between recreational areas and schools (that includes adding sidewalks, mixed-use development, and intersection changes)

Parks and Open Space

- » Support greenways for pedestrians and cyclists, particularly connecting to neighborhoods and parks
- » Say greenways, natural open space/forest reserves, and mid-size neighborhood parks are needed the most
- » Say that trees, natural features, trails, and walking paths in parks are important
- » Support policies that limit impacts of development on the area's natural systems, such as working with non-profit or community groups to purchase land for natural preservation, protecting the existing canopy, and prohibit development or land disturbance in floodplains

How likely are you to support these types of housing within or at the edge of your neighborhood? *(Average response)*



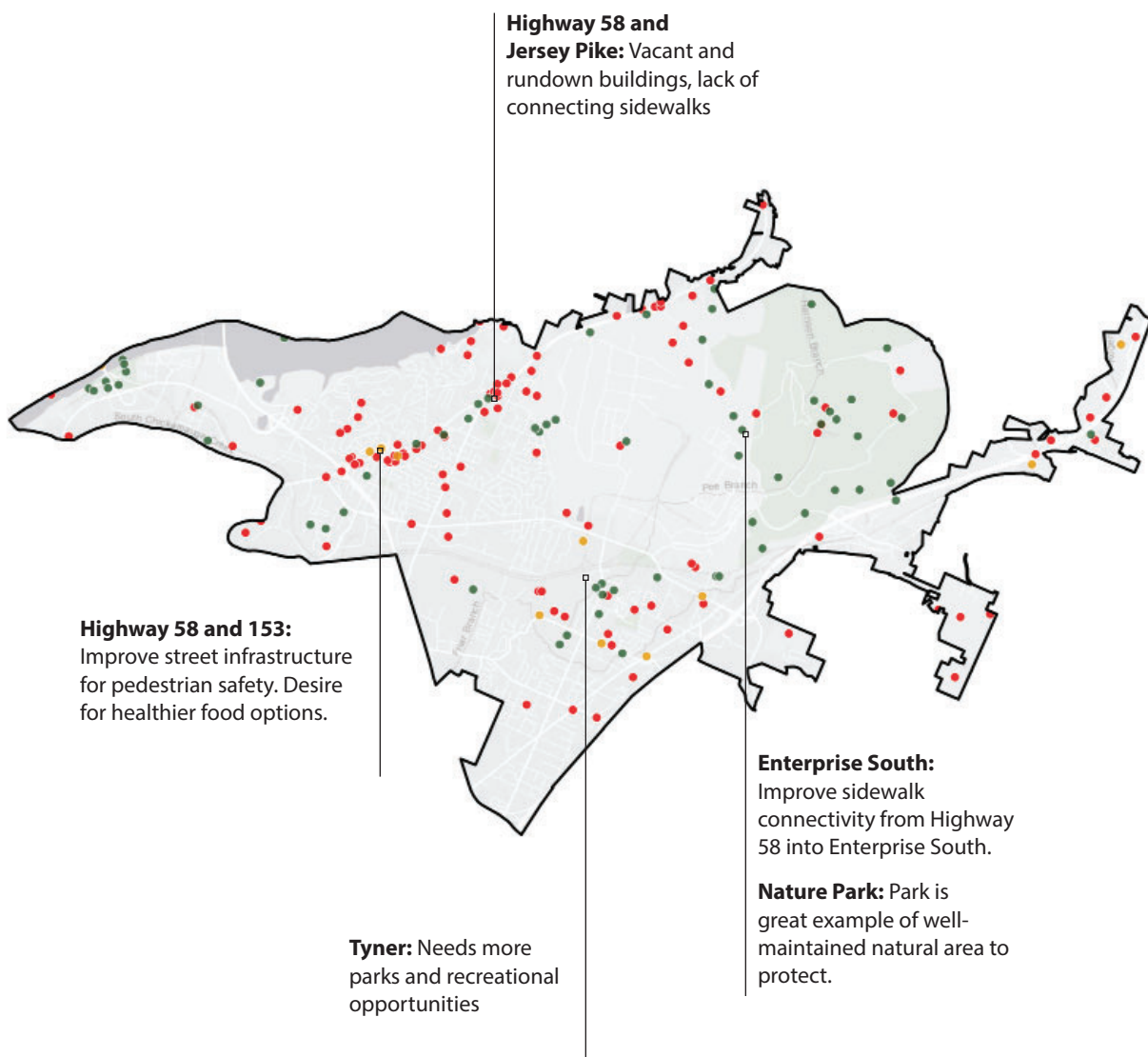
Full results from all survey questions are contained in the Appendix.

Places to protect, grow, or change

Through mapping activities, participants identified specific locations to protect, grow, or change. Participants chose one of three categories to tag their comment on a map. The map below shows the location of each comment in Area 10 and identifies notable clusters of comments. Themes from these activities sorted into the four topics in the Choices Survey are listed on the following page.

These categories were defined as:

- Protect (don't change what's there)
- Grow (continue, strengthen, or copy what's there)
- Change (replace with something new and different)



Themes from public comments about places to "protect, grow, or change"

Centers and Corridors

Full results from all survey questions are contained in the Appendix.

- » Improve safety concerns from rundown buildings and businesses (Hwy 58 mentioned)
- » Redevelop/revitalize commercial development on Hwy 58
- » More/improved commercial amenities like restaurants and grocery stores (Hwy 58 given as an example)

Transportation

- » Improve biking and pedestrian facilities to enhance traffic safety along Hwy 58 and other corridors. Sidewalks are also requested for the safety of school children and improve access between neighborhoods and commercial areas

Parks and Open Space

- » Enhance Enterprise South Park
- » Protect habitat areas and other areas sensitive to contamination and litter impacts (Friar Branch is given as an example)
- » Protect Historical areas including the Silverdale Cemetery, which holds historical significance dating back to the 1800s. There's an emphasis on maintaining and respecting the historical value of these locations

CENTERS AND CORRIDORS

As described in the Citywide Framework chapter, all area plans in Hamilton County apply a “Centers and Corridors Approach.” Centers are compact and walkable places, with a network of connected streets and sidewalks, and multi-story buildings and shops that front directly onto the sidewalks. They come in different types and sizes. Corridors connect multiple neighborhoods and extend to other parts of the city or county. They often contain a mix of commercial, industrial, and residential uses. Some sections of these corridors are experiencing decline and have a high rate of commercial business turnover. These locations therefore provide an opportunity for new multi-family housing, which provides more housing options, supports more frequent transit service, and provides the population density to support retail businesses.

See the Centers and Corridors Map on the following page.

The centers in this area are identified generally at these intersections:

TOWN CENTERS

- » Highway 58 between Oakwood Drive and Jersey Pike

VILLAGE CENTERS

- » Lee Highway and Bonny Oaks Drive

NEIGHBORHOOD NODES

- » Hickory Valley Road and Shallowford Road

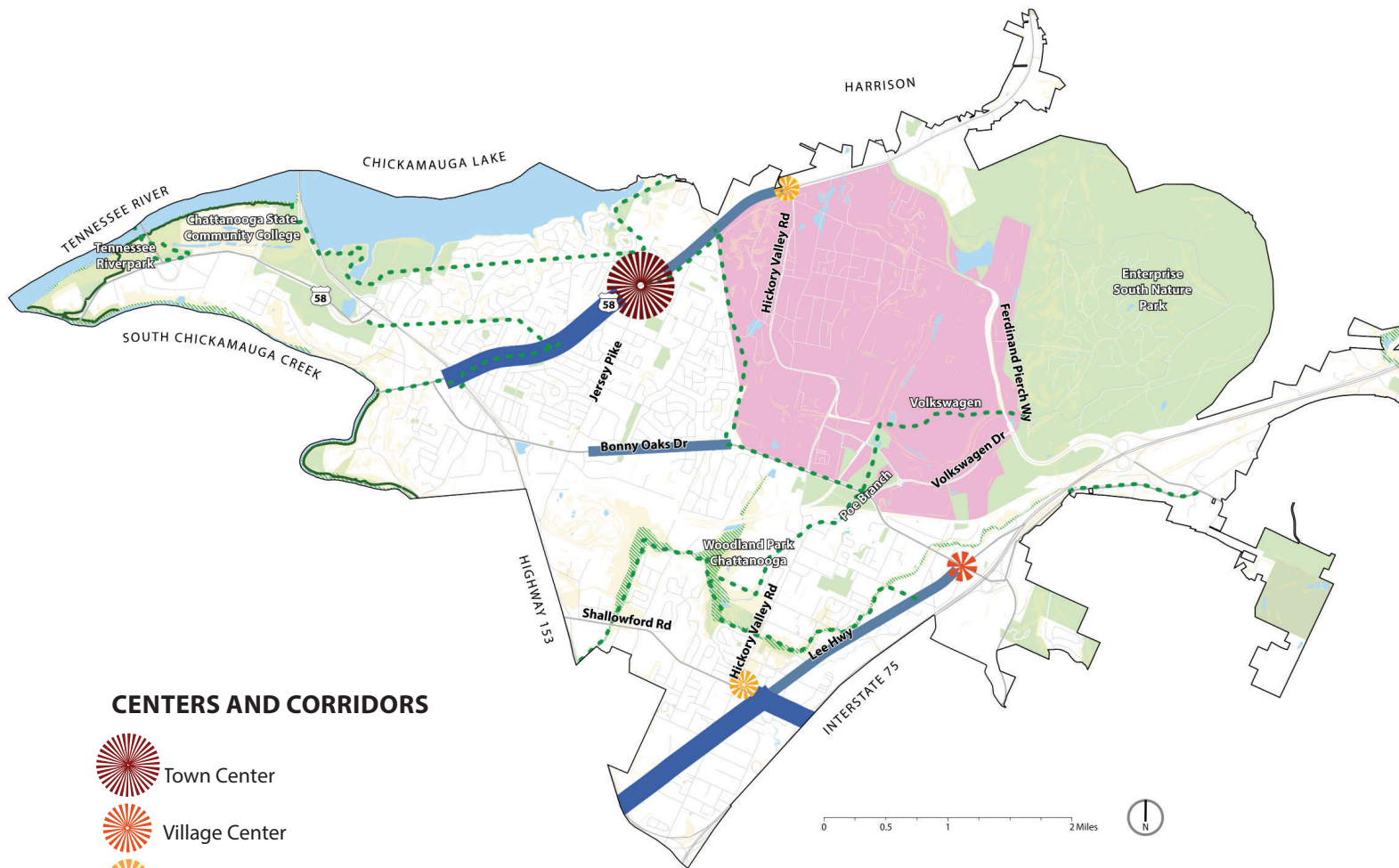
PLACE TYPES

Place Types are used to help people visualize the various forms that development can take. They describe land use and the desired community character within each of the Area Plans at a more specific block or parcel level. General definitions of each place type are provided in the Citywide Framework chapter.

The Place Type maps depict the intended future condition for an area. In some cases the map reinforces what is in an area today. In other cases, the place type would encourage an area to change in the future. In either case, the Place Type Map is a tool to guide future decisions about development and zoning. The Place Type Map does not require or guarantee changes to the zoning of any property today.

See the Place Type Map following the Centers and Corridors Map.

The Place Type Map is used to inform future changes to the city's Zoning Map or development standards. However it does not require or guarantee changes. The zoning code and map are city laws that regulate what can be built where.



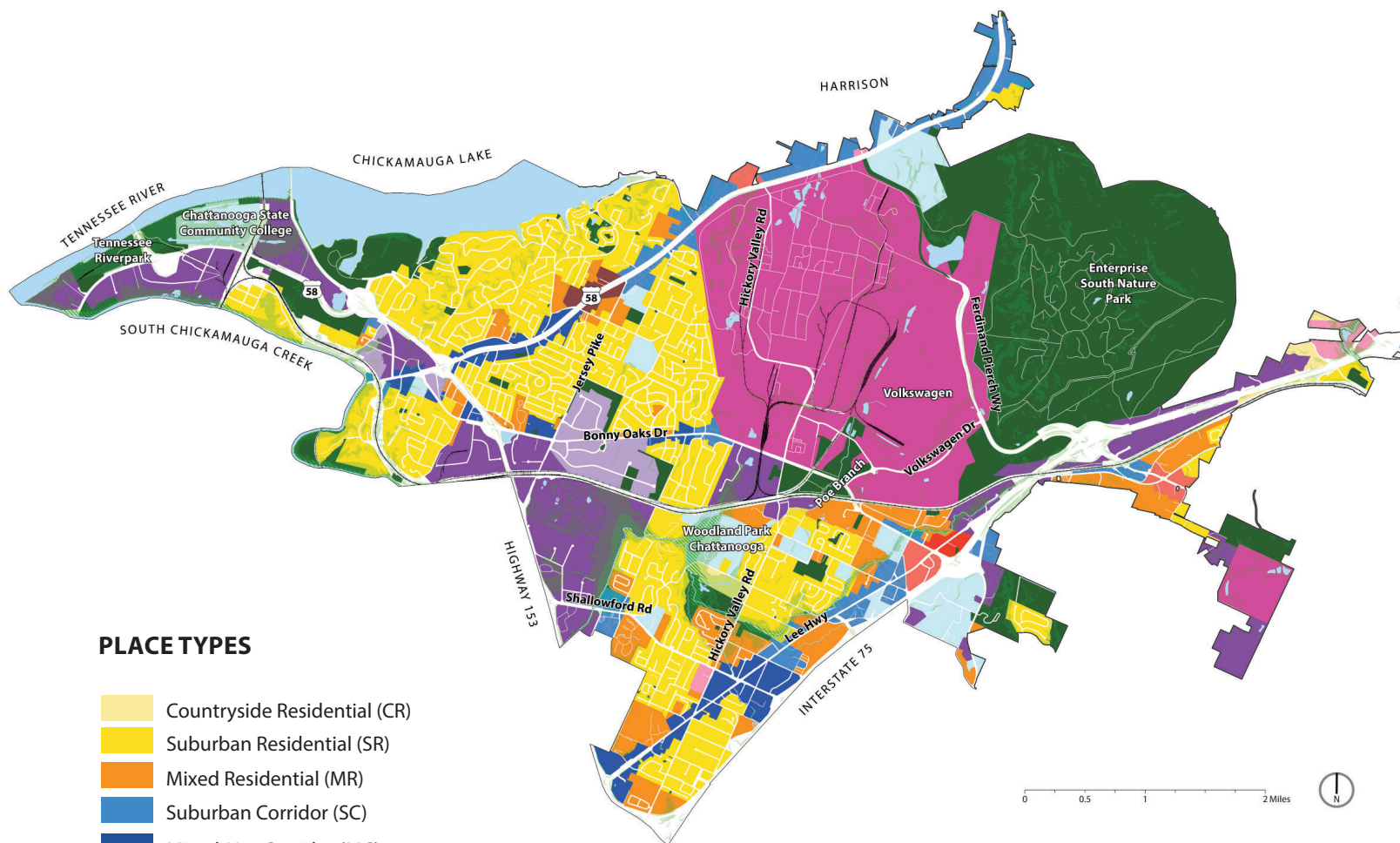
This map is illustrative and shows general scale and location of centers. The Place Type Map provides details related to future development of the center.

Proposed Trails and Greenways are based on the recent Parks and Outdoors Plan (POP). They reflect a wide range of feasibility and priority. Some routes are conceptual and long-term, while other routes may be funded for implementation in the near term.



BIG IDEAS FOR PLACEMAKING

1. Provide affordable, higher density housing options to serve major employment centers.
2. Evolve strip commercial development into walkable concentrated centers and neighborhood nodes at significant intersections that offer a mix of retail and services.
3. Limit the expansion of commercial development beyond designated centers and corridors, particularly along Bonny Oaks Drive and Shallowford Road.
4. Transform major corridors to provide safe transportation options along and comfortable crossing points across for all road users.
5. Create a system of greenways that improve access between neighborhoods, commercial areas, park spaces, and other community destinations.



PLACE TYPES

- Countryside Residential (CR)
- Suburban Residential (SR)
- Mixed Residential (MR)
- Suburban Corridor (SC)
- Mixed-Use Corridor (MC)
- Neighborhood Node (NN)
- Neighborhood Center (NC)
- Village Center (VC)
- Town Center (TC)
- Agriculture (AG)
- Preserve (PR)
- Campus (CA)
- Maker District (MD)
- Industrial (IN)
- Regional Facilities (RF)
- Natural Resources Overlay
- Floodway
- Rail



For an overview of the Place Type Map and definitions of each Place Type, see the Citywide Framework chapter.

SUPPORTING OBJECTIVES AND ACTIONS



1. Provide affordable, higher density housing options to serve major employment centers.

While much of Area 10 is suburban in nature, it is home to major institutions and employment centers. Enterprise South Industrial Park which, along with surrounding ancillary uses, serves as a prominent industrial employment center for the region. These uses create opportunities for higher density housing and a demand for greater variety in housing.

For supporting actions see:

- » Citywide Objective 5. Develop a variety of new housing that is compatible with its context, whether within a mixed-use center, corridor, or existing neighborhood

2. Evolve strip commercial development into walkable concentrated centers and neighborhood nodes at significant intersections that offer a mix of retail and services.

Basic land use concepts from previous planning efforts are still relevant to this area. Suburban strip development still presents the opportunity to create new and reinvigorated Centers. Neighborhoods should be protected from encroachment of commercial development while creating better pedestrian connections between neighborhoods and primary activity centers, particularly along Highway 58 and Lee Highway.

For supporting actions see:

- » Citywide Objective 2. Build walkable, compact, mixed-use centers at various scales throughout the city as the preferred form of commercial development

3. Limit the expansion of commercial development beyond designated centers and corridors, particularly along Bonny Oaks Drive and Shallowford Road.

Future road improvements on Bonny Oaks drive may encourage redevelopment along the corridor. The City should be deliberate in the type of redevelopment permitted. Along Bonny Oaks Drive west of Lee Highway, redevelopment of existing residential for commercial should be limited to sites already zoned for commercial as indicated on the Place Type Map. Redevelopment of existing suburban residential properties for mixed residential should be supported to increase the range of housing options in the area.

Similarly, limit commercial and mixed-use along Shallowford Road as indicated on the Place Type Map. The corridor between Standifer Gap Road and Hickory Valley Road should remain residential, though redevelopment that creates a greater mix of housing types in the area should be supported.

10:3.1 Development Policy Area: Shallowford Road (past Mae Dell) to Hickory Valley Road.

This policy is carried over from the 2009 adopted Shallowford Road policy. The properties fronting on Shallowford Road from the Janeview Drive subdivision to the east and including Hickory Valley Christian Church are recommended to retain the single-family residential character. Several of these properties have severe grade changes from the street level of Shallowford Rd. In some cases the grade change essentially prohibits access. Some existing residences do have curb cuts onto Shallowford Rd in addition to curbcuts off the neighborhood streets. Unless these properties are included as part of a larger cohesive development, they should remain as single-family residences.

Between Brookhaven and Brookwood Dr are five properties that front on Shallowford Rd and have curbcuts onto Shallowford Rd. These homes sit about 20-30 feet from the right-of-way and are substantially impacted by the road widening. These properties may be rezoned, if appropriate, on a case-by-case basis. The most appropriate uses for this location are offices and personal service establishments. Parking to the rear is also preferred, although some parking or a turning area may need to be accommodated to the front of the structure.

For the south side of Shallowford Rd and moving westward from Hickory Valley Rd to Beeler Dr, lots fronting on Shallowford Rd become much deeper (approximately 300' deep) than those across the street to the north. Due to Shallowford Rd serving as a main line transit route, these properties are more appropriate for a moderate-density residential use or non-residential uses such as offices or services. These more intense uses can be accommodated in this area because the majority of these lots front on Shallowford Road, have curbcuts onto the roadway, and they have the depth to accommodate more as multiple properties are compiled for a larger development.

In order to best maintain the vitality of the residences abutting to the rear while allowing some relief to the residents with property fronting on the widened roadway, any non-residential uses should make use of existing structures unless multiple properties are compiled for a larger development. A wall or buffers as required by the landscaping ordinance or conditions may serve to mitigate impacts.

4. Transform major corridors to provide safe transportation options along and comfortable crossing points across for all road users.

The area is cut by large regional roadways, including Amnicola Highway, Bonny Oaks Drive, Lee Highway, and Highway 58. Safe, cohesive bicycle and pedestrian infrastructure is significantly lacking throughout Area 10. Quality, connected, and safe multi-modal infrastructure should support connections between neighborhoods and nearby employment centers.

10:4.1 Implement traffic calming measures (such as road diets, raised medians, and landscaping) and intersection safety improvements along Corridors. Priority corridors include Hwy. 58, Lee Hwy, Amnicola Highway, and Bonny Oaks Drive. Install crosswalks and pedestrian signals at intersections, where warranted; include pedestrian refuges to enhance pedestrian safety where feasible. Extend sidewalk bulb outs at key intersections to reduce traffic and pedestrian conflicts and to improve visibility of people crossing.

5. Create a system of greenways that improve access between neighborhoods, commercial areas, park spaces, and other community destinations.

Area 10 has the capacity to accommodate a higher population, employment, and more housing units with improved access to trails and transit. Trails can support growth and help address mobility options in this largely suburban area. Potential future trail connections are identified on the centers and corridors map.

For supporting actions see:

- » Citywide Objective 19. Ensure residents in all areas of the city have access to high quality parks and greenways

Example: ULI Healthy Corridors: Nashville, TN

The Nashville chapter of the Urban Land Institute (ULI) considered how a four mile stretch of Charlotte Avenue linking downtown to western suburbs could transform through public and private improvements. Charlotte Avenue is an auto-centric streetscape that is unsafe for pedestrians. Neighborhoods in the north and south direction are divided by the corridor and there is a dominant perception of a lack of safety.

Envisioned improvement in the right-of-way include widened sidewalks and buffers between traffic and pedestrians. Additional pedestrian crossings/refuges, pedestrian activated signals, and enhanced lighting were also recommended.

Before



After



SUPPORTING TRANSPORTATION PROJECTS

The map on the following page identifies transportation projects for the area and the transportation concept areas described below. A description of each project follows the map.

Pedestrian Focus Area: Pedestrian focus areas are areas that don't fit into a conventional transportation corridor: they are typically not linear, not long, have ambiguous boundaries, and are comprised of multiple street types. Instead, their defining characteristic is a heavy mix of destinations that carry foot traffic between them. Some of these are existing and large scale, such as the Aquarium area along Broad and Market downtown. Some of them are of smaller neighborhood intensity, perhaps only the size of a single intersection. And others do not yet exist but could become a pedestrian-focused place with expected future development and the right investment in infrastructure.

Major Crossing/Intersection Enhancement: These boxes can be project recommendations in their own right, or significant intersections or crossings contained within a broader recommendation. The boxes are not color-coded to be mode specific, so the map context and the recommendation text are the indicators of the type of improvement needed. These projects are derived from numerous considerations, from necessary safety improvements in areas that see a high rate of pedestrians and people on bikes involved in serious crashes, to infrastructure challenges like connecting a bike path over a river, moving freight over railroads, or getting people around heavily trafficked roads.

Mobility Hubs: Mobility hubs serve a confluence of mobility needs. Depending on their intended function, they could serve fixed route transit; parking (such as the CARTA South garage); microtransit; non-motorized transportation either from foot traffic, biking, or both; and the use of personal automobiles for transportation. Not only do mobility hubs serve these modes, but also facilitate connections between them. Mobility hubs can provide information on wayfinding, and how to use bike-share and transit options. They can also include comfortable waiting areas, restrooms, fare vending, retail, storage and more. Hubs are often located in commercial and residential centers where a mix of uses generates significant travel demand. For that reason, mobility hubs often overlap with larger pedestrian focus areas.

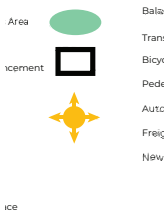
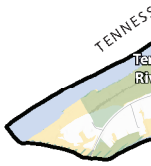
Plan Chattanooga identifies four tiers, or levels, of mobility hubs that vary based on size, modes served and amenities:

Level 1 Mobility Hubs: These represent the most intense infrastructure and investment. This type of hub is in high-activity areas where all modes interact, likely in a downtown setting. The surrounding street network is well-connected, particularly for pedestrians. The footprint is larger to accommodate transit, pedestrian and bicycle, vehicle, parking, and other community facilities. Improvements should include placemaking, landscaping, and wayfinding to create a well-rounded user experience.

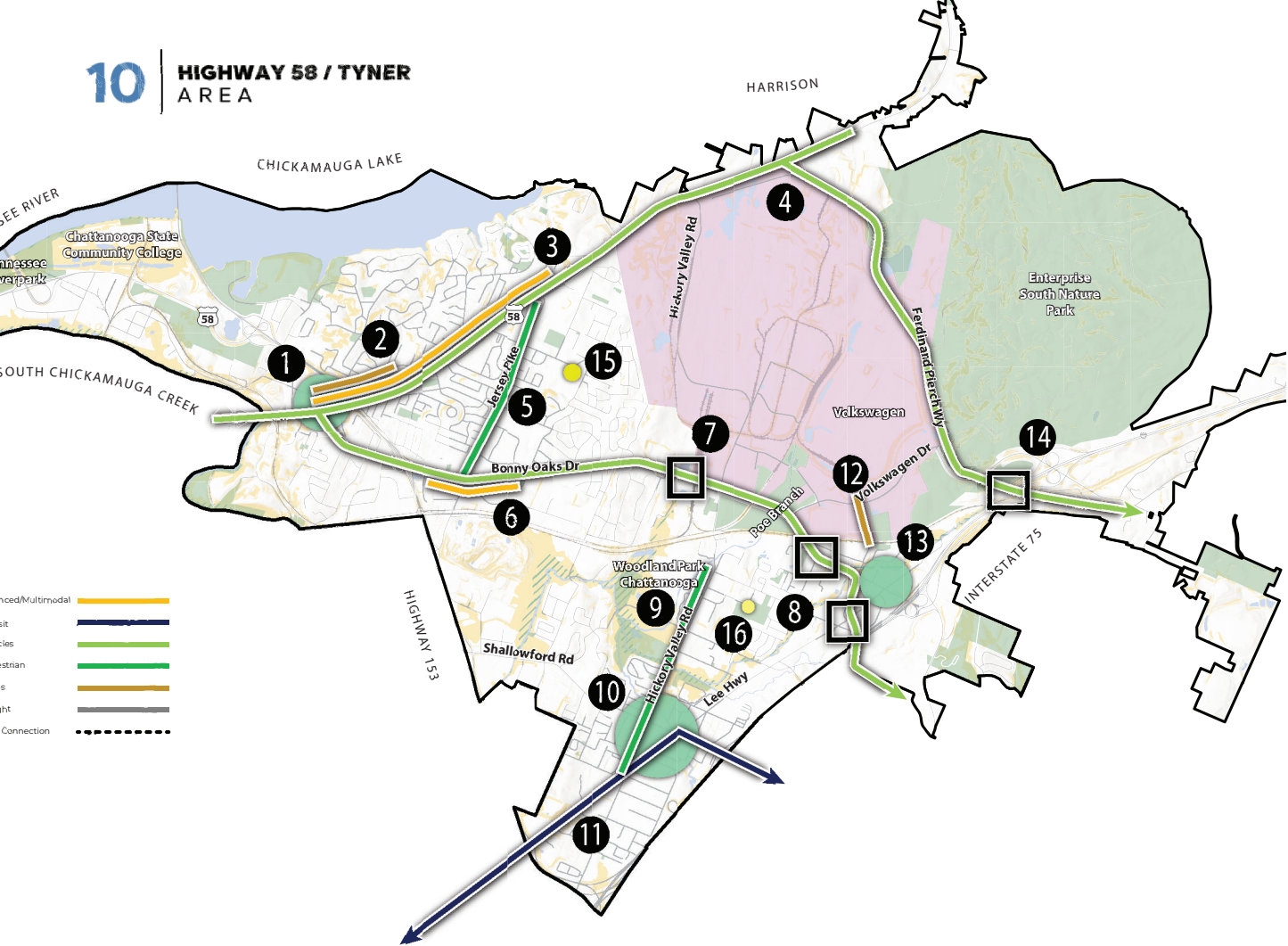
Level 2 Mobility Hubs: These are smaller than Level 1 but still serve many modes with significant amenities. Level 2 hubs are located in moderate-to-high activity areas, such as walkable communities with multiple destinations in close proximity, such as North Shore and St. Elmo. These hubs are surrounded by a well-connected street and pedestrian network, but do not require as large of a footprint as Level 1 hubs. Most modes should be accommodated in Level 2 mobility hubs, though there may not be as many vehicle- or community-oriented facilities.

Level 3 Mobility Hubs: These are more appropriate in a lower activity, neighborhood setting or in areas that are transitioning. These hubs are more oriented around pedestrians and bicyclists, also have a transit component. Level 3 hubs might be less centralized than Levels 1 or 2, with branded wayfinding and pedestrian improvements.

Level 4 Mobility Hubs: These represent a modest level of investment and can be sited where a few modes interact, but the surrounding context does not warrant much infrastructure. Pedestrian and bicycle facilities are the most important pieces of these hubs, with some vehicle- and community-oriented facilities and, if applicable, a transit connection. These hubs serve to be a connection point for neighborhood residents to access bike share, car share, etc. to reach local destinations or transit stops. They can be located along commercial corridors or in shopping centers, public libraries and community centers.



10 | HIGHWAY 58 / TYNER AREA

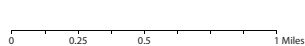


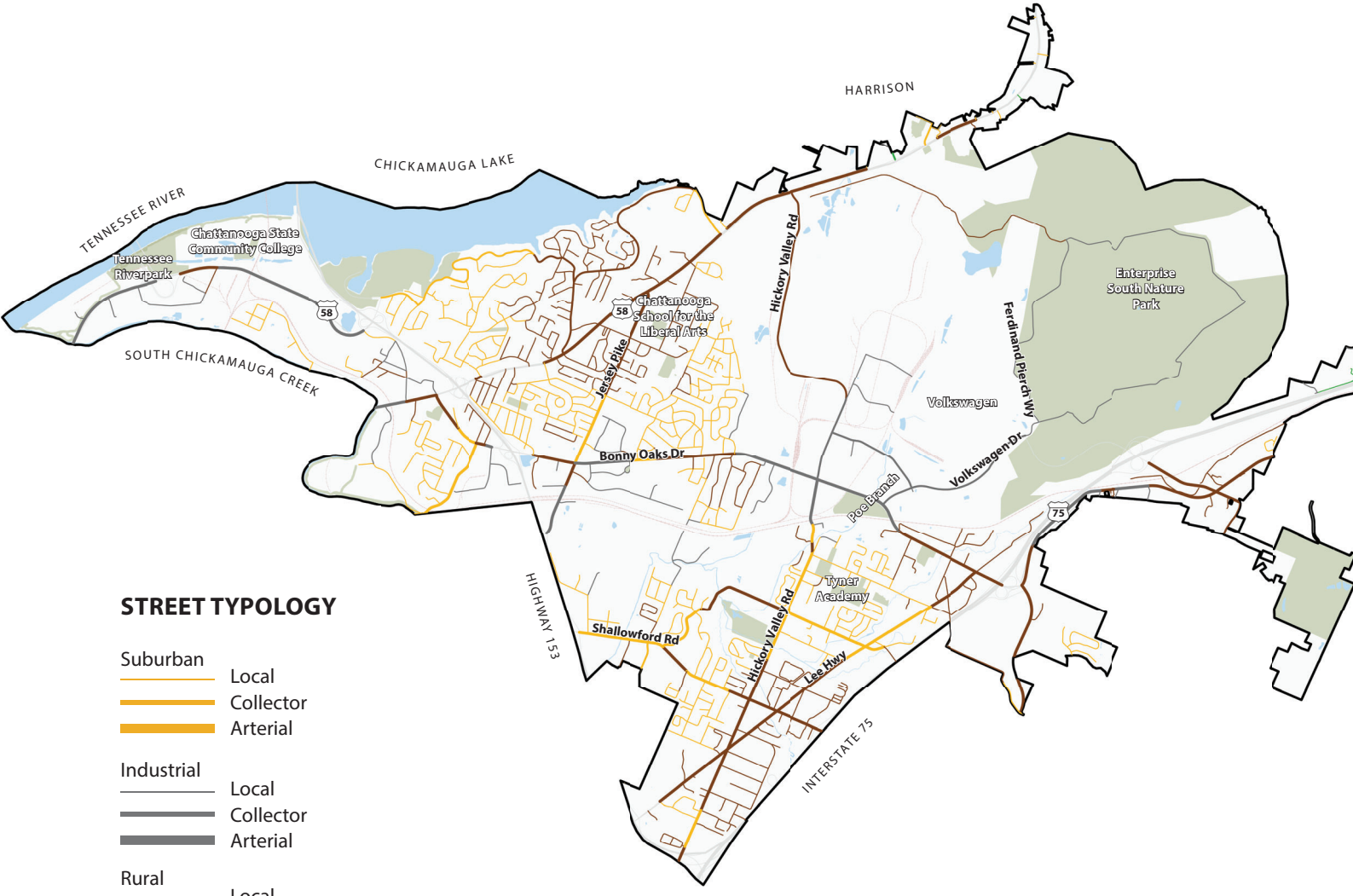
TRANSPORTATION PROJECTS

Project Types

- Pedestrian Focus Area
- Major Crossing / Intersection Enhancement
- Level 3 Mobility Hub
- Level 4 Mobility Hub

- Balanced/Multimodal
- Transit
- Bicycles
- Pedestrian
- Autos
- Freight
- New Connection





STREET TYPOLOGY

- Suburban

Local

Collector

Arterial
- Industrial

Local

Collector

Arterial
- Rural

Local

Collector

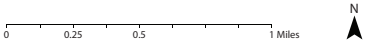
Arterial
- Urban Infill

Local

Collector

Arterial

For a description of the street
typology and guidance for its use,
see the Citywide Framework chapter.



- 1 Highway 58 and 153 Interchange Redesign Study.** Study redesign of 58 and 153 for vehicular safety improvements, as a high number of vehicular fatalities and serious injuries occur in this area.
- 2 Highway 58 Access Management.** Implement access management, limiting left turns and restricting driveway access on the eastern stretch of 58 beyond 153.
- 3 Highway 58 Multimodal Corridor.** In concert with land use changes to support higher density mixed-use residential and commercial land uses, institute sidewalks along the corridor, access management for limited driveway access and reduced dangerous left turns, and increased shade trees and lighting. Support the greenway extension project that will extend the path that currently exists between Webb Road and Jersey Pike southwest towards the South Chick Greenway. Improve transit stops with signage and stations.
- 4 East Chattanooga Great Cycling Loop.** The East Chattanooga Great Cycling Loop is a route/network of cycling facilities identified in the Enterprise South plan and carried over to the Area 10 transportation recommendations. This includes a mixture of cycling track, bike lanes, and separated shared-use paths that run along Highway 58 from Bonny Oaks Drive to Ferdinand Piech Way, down Ferdinand Piech Way to Volkswagen Drive, and out of Area 10 to the bike lanes on Apison Way, looping out of Area 10, and reconnecting on Bonny Oaks Drive, which continues to Hwy 58.
- 5 Jersey Pike Sidewalk Additions.** Add/complete the sidewalk network and add shade trees along Jersey Pike between Bonny Oaks Drive and 58.
- 6 Bonny Oaks Drive Multimodal Improvements.** Make Bike and pedestrian safety and quality of life improvements, including crossing enhancements, along Bonny Oaks Drive between Powers Court and Preservation Drive. Improve Transit stops, including bus shelters and lighting.
- 7 Bonny Oaks Drive and Hickory Valley Intersection Improvements.** In addition to the bike facilities along Bonny Oaks Drive via recommendation 4, improve the safety and operating condition of Bonny Oaks Drive and Hickory Valley, allowing the local street to serve as a connector to two schools, a community center, and several residential developments from Bonny Oaks Drive to Shallowford.
- 8 Bonny Oaks Drive at Kirkman and Bonny Oaks Drive at US 64 Intersection Improvements.** In addition to the bike facilities along Bonny Oaks Drive via recommendation 4, improve the safety and operating condition of Bonny Oaks Drive and Kirkman, allowing the local street to serve as a connector to two schools, a community center, and several residential developments from Bonny Oaks Drive to Tyner Road. Make Significant safety improvements to Bonny Oaks Drive and 64.
- 9 Hickory Valley Sidewalk Additions.** Add/complete the sidewalk network and add shade trees along Hickory Valley between Bonny Oaks Drive and US 64.

- 10 Shallowford and US 64 Pedestrian Focus Area.** In concert with land use changes towards walkable mixed-use and increasing housing density, make improvements to the Bonny Oaks Drive and US 64 intersection and extending area. Complete the sidewalk network, plant shade trees, implement place-making improvements consistent with the character of the area, move towards the elimination of surface parking lots within the designated pedestrian zone. Implement enhanced crossing measures and consider an intersection redesign to facilitate pedestrian movement across Shallowford and US 64 more safely and freely.
- 11 US 64 Transit Priority Corridor.** Study transit enhancements along corridor, including dedicated lane, priority signalization, and rapid boarding bus shelters. Make immediate safety enhancements, including street lighting, painted and striped crossings at all bus stops (both at intersections and mid-block) using pedestrian median refuges, curb or shoulder bulbouts, traffic calming measures, and Pedestrian Hybrid Beacons, Rectangular Rapid Flashing Beacons or High Intensity Activated Crosswalk signals where appropriate.
- 12 Silverdale Road to Volkswagen Drive Connector.** Connect Silverdale Road to Volkswagen Drive via a railroad overpass to alleviate freight traffic along Bonny Oaks Drive from I-75.
- 13 Bonny Oaks Drive at US 64 Pedestrian Focus Area.** In concert with land use changes towards walkable mixed-use and increasing housing density, make improvements to the Bonny Oaks Drive and US 64 intersection and extending area. Complete the sidewalk network, plant Shade trees, implement place-making improvements consistent with the character of the area, move towards the elimination of surface parking lots within the designated pedestrian zone. Implement enhanced crossing measures and consider an intersection redesign to facilitate pedestrian movement across Bonny Oaks Drive and US 64 more safely and freely.
- 14 Volkswagen Drive Overpass Bicycle Improvements.** Utilize median and shoulder space to implement Jersey Barrier protected bike lanes across the Volkswagen Drive overpass, facilitating the larger cycling network planned in recommendation 4.
- 15 Washington Hills Level 3 Mobility Hub.** Locate a mobility hub at the Washington Hills Community Center to integrate mobility options and other community resources.
- 16 Tyner Level 4 Mobility Hub.** Locate a mobility hub near the local park to integrate mobility options and other community resources.