

Appendix B: Public Involvement

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Public Workshops November 17-18, 2008

1. What is the zip code of where you live?

2. What is your age range? Less than 17 18-24 25-34 34-44 45-54 55-64 65-74 75+

3. What type of transportation do you use most (check one only)?

- | | | |
|---|-------------------------------------|---|
| <input type="checkbox"/> Personal Vehicle | <input type="checkbox"/> Bicycle | <input type="checkbox"/> Taxi |
| <input type="checkbox"/> Bus | <input type="checkbox"/> Motorcycle | <input type="checkbox"/> Other, please specify: |
| <input type="checkbox"/> Incline Railway | <input type="checkbox"/> Walk | _____ |

4. How often do you use the type of transportation identified in question 3 above (check one only)?

- Several times a day
 Once or twice a week
 Weekly
 Don't drive

5. Please check all transportation options below that you would use if they were available to you in 10-20 years.

- | | | |
|--|-------------------------------------|---|
| <input type="checkbox"/> Personal Vehicle | <input type="checkbox"/> Bicycle | <input type="checkbox"/> Taxi |
| <input type="checkbox"/> Bus | <input type="checkbox"/> Motorcycle | <input type="checkbox"/> Other, please specify: |
| <input type="checkbox"/> Incline Railway | <input type="checkbox"/> Walk | _____ |
| <input type="checkbox"/> Bus Rapid Transit | <input type="checkbox"/> Light Rail | <input type="checkbox"/> High-Speed Rail |

6. Please place a checkmark on what you think the roadway system priorities should be for the next 10 years.

	Very High-Priority	High-Priority	Neutral	Low-Priority	Very Low-Priority
Build new roads or freeways					
Widen existing roads or freeways					
Add turning lanes at intersections					
New bridge crossing(s)					
High-Occupancy Vehicle (HOV) Lanes					
Provide more Truck Only Lanes					
Provide more driver information systems (e.g., message signs, Internet)					
Other, please specify:					

Please fax survey to (423) 757-5532 or return via postal mail to
 RPA, 1250 Market St., Suite 2000
 Chattanooga, TN 37402

7. Please place a checkmark on what you think the public transportation and pedestrian/bicycle priorities should be for the next 10 years.

	Very High-Priority	High-Priority	Neutral	Low-Priority	Very Low-Priority
New bus routes					
Expand existing bus routes and/or frequency					
Widen existing bicycle lanes					
Improve pedestrian and bicycle safety					
New bicycle lanes					
New sidewalks					
New Light Rail Route(s)					
New Bus Rapid Transit Route(s)					
New High-Speed Rail Route(s)					
Other, please specify:					

8. Are there particular roadways or corridors that you feel are more congested than others and need to be improved? If so, please list the name of the road, including the limits (from point A to point B). For example, East Brainerd Road from Gunbarrel Road to Jenkins Road.

9. Are there particular destinations within the Chattanooga region that are difficult to get to on a regular basis because the travel option is not available? For instance, from downtown Chattanooga to East Brainerd and vice versa. If so, please list:

10. I think the following is an important aspect of any improvement project on a major roadway:

	Agree	Disagree
Sidewalks		
Street trees		
Bicycle facilities		
Marked crosswalks		
Transit accommodations		
Roadway “fits” into the community		
Planted green medians		
Narrower (two-lanes)		
Wider (four-lanes)		

11. If more transit options were available to you, would you use transit in place of your personal vehicle?

- All the Time Never
 Most of the Time Not Sure, Depends on what is available
 Some of the Time

12. What transit amenities or operational changes would encourage you to ride transit more (check all that apply)?

- Additional Bus Shelters Additional Park ‘n Ride Locations
 Additional Bus Routes Improved Proximity to Sidewalks
 Increased Frequency Reduced Fare
 Higher Speed Transit Options (i.e., Exclusive Bus Lanes, Bus Rapid Transit, Light Rail, or High-Speed Rail)
 Personal Vehicle Fuel Cost Other, please specify: _____

13. What improvements could be made that would encourage you to walk from one place to another more often (check all that apply)?

	Very High-Priority	High-Priority	Neutral	Low-Priority	Very Low-Priority
Additional sidewalks					
Better maintenance of sidewalks					
Wider sidewalks					
More ramps/handicap accessible sidewalks					
Pedestrian signals/crosswalks					
Nothing					
Other:					

14. What improvements could be made that would encourage you to ride a bike from one place to another more often (check all that apply)?

	Very High-Priority	High-Priority	Neutral	Low-Priority	Very Low-Priority
More bike lanes					
More signed bike routes					
More bike trails/Greenways					
Wider roads					
Nothing					
Other:					

15. Is there a specific location that you feel needs pedestrian, bicycle, or transit improvements? If so, please list the location and needed improvement.

16. Sidewalks are important to me for use as:

Recreation

Transportation

If you answered Transportation, what destinations would you like to be able to walk to (check all that apply):

- Home
- School
- Work
- Shopping Areas
- Parks
- Other _____

17. Bike facilities (lanes, routes, trails) are important to me for use as:

Recreation

Transportation

If you answered Transportation, what destinations would you like to be able to walk to (check all that apply):

- Home
- School
- Work
- Shopping Areas
- Parks
- Other _____

18. Do you think seeing information on electronic signs above the roads you travel, similar to the signs in Atlanta, Nashville, and Knoxville would help in Chattanooga? Would you change your travel patterns if you had that type of information?

19. What type of transportation projects have you seen in other cities that you feel would help move traffic better in Chattanooga?

20. Which of the following is the best long-term solution to reducing traffic in your area?

- Improve public transportation
- Develop communities where people do not have to drive as much
- Build new roads
- Widen existing roads
- Add more pedestrian/bicycle facilities

21. Do you think that our community should explore dedicated funding options as a means of funding transportation improvements (e.g., mass transit) within the Chattanooga-North Georgia region?

- Yes
- No
- No opinion/other: _____

22. Other comments (for example, environmental issues, funding, street network, quality of life, public safety):

Please check any topic that you would like to discuss further as a participant of a stakeholder input meeting and provide your contact information:

Name	E-mail/ Phone	Pedestrian	Bicycle	Transit	Cars/ Congestion	Aviation	Freight	Waterway/ Barge

Please fax survey to (423) 757-5532 or return via postal mail to
 RPA, 1250 Market St., Suite 2000
 Chattanooga, TN 37402

LRTP Public Comment Card

Listed below are all the incorporated cities and towns within the Chattanooga/North Georgia TPO. Please check the city or unincorporated county where you live. Then write about the specific transportation concerns that you have.

- | | |
|---|--|
| <input type="checkbox"/> Chattanooga, TN | <input type="checkbox"/> Collegedale, TN |
| <input type="checkbox"/> East Ridge, TN | <input type="checkbox"/> Lakesite, TN |
| <input type="checkbox"/> Lookout Mountain, TN | <input type="checkbox"/> Red Bank, TN |
| <input type="checkbox"/> Ridgeside, TN | <input type="checkbox"/> Signal Mountain, TN |
| <input type="checkbox"/> Soddy Daisy, TN | <input type="checkbox"/> Walden, TN |
| <input type="checkbox"/> Hamilton County, TN (unincorporated) | |
| <input type="checkbox"/> Chickamauga, GA | <input type="checkbox"/> Fort Oglethorpe, GA |
| <input type="checkbox"/> Lookout Mountain, GA | <input type="checkbox"/> Ringgold, GA |
| <input type="checkbox"/> Rossville, GA | <input type="checkbox"/> Other Location |
| <input type="checkbox"/> Dade County, GA (unincorporated) | |
| <input type="checkbox"/> Walker County, GA (unincorporated) | |
| <input type="checkbox"/> Catoosa County, GA (unincorporated) | |

Tell us what you believe to be the most necessary project for our region.

LRTP Public Comment Card

Please check the city or unincorporated county where you live and provide us with your zip code. Then write about what you believe to be the most important transportation need in the region.

- | | |
|---|--|
| <input type="checkbox"/> Chattanooga, TN | <input type="checkbox"/> Collegedale, TN |
| <input type="checkbox"/> East Ridge, TN | <input type="checkbox"/> Lakesite, TN |
| <input type="checkbox"/> Lookout Mountain, TN | <input type="checkbox"/> Red Bank, TN |
| <input type="checkbox"/> Ridgeside, TN | <input type="checkbox"/> Signal Mountain, TN |
| <input type="checkbox"/> Soddy Daisy, TN | <input type="checkbox"/> Walden, TN |
| <input type="checkbox"/> Hamilton County, TN (unincorporated) | |
| <input type="checkbox"/> Chickamauga, GA | <input type="checkbox"/> Fort Oglethorpe, GA |
| <input type="checkbox"/> Lookout Mountain, GA | <input type="checkbox"/> Ringgold, GA |
| <input type="checkbox"/> Rossville, GA | <input type="checkbox"/> Other Location |
| <input type="checkbox"/> Dade County, GA (unincorporated) | |
| <input type="checkbox"/> Walker County, GA (unincorporated) | |
| <input type="checkbox"/> Catoosa County, GA (unincorporated) | |

What is your zip code? _____

Tell us what you believe to be the most necessary transportation project for our region.

L RTP 2035 SURVEY COMMENTS

November 2008 Comment Responses

1. No Comments

2. No Comments

3. What type of transportation do you use most?

1. Personal Vehicle – Only because other methods are not available where I live.
2. Personal Vehicle – I drive to work
3. Bus – School
4. Personal Vehicle – I use the bus, walk or bike 1 to 2 times a week to supplement my car time amt's.

4. No Comments

5. What transportation options would you use if they were available in 10-20 years?

1. High-Speed Rail to Atlanta
2. Trolley, Electric Bus
3. Any new transit that has to accommodate babies
4. I'll be retired by then
5. Seg Way/Smart Car/Golf Cart

6. What do you think the roadway system priorities should be for the next 10 years?

1. Add bike lanes and facilities
2. Add bike lanes on Dupont parkway or Chickamauga Dam
3. More sidewalks
4. Reroute traffic around St. Elmo
5. Reroute traffic from N. Georgia
6. Speed Bumps – Slow traffic down
7. More mass transit options
8. Public Transport
9. Reroute traffic off of St. Elmo and Tennessee Ave
10. Lower Speed limits
11. Enhancements – Streetscape

7. What you think the public transportation and pedestrian/bicycle priorities should be for the next 10 years.

1. St. Elmo Bypass; complete streets
2. Park and rides from outlying areas to City to reduce VMTs.
3. Bicycle only routes. Allow pets on greenways/parks.
4. Walking routes added and protected. Transit
5. Connect to TODs. Bus Routes for Schools
6. High-speed rail to Atlanta or Nashville

8. Are there particular roadways or corridors that you feel are more congested than others and need to be improved?

1. St. Elmo Avenue is too busy for the neighborhood. From State Line to the intersection of TN. Avenue. It may force us to move out of the neighborhood.
2. Interstate traffic should go around the city instead of through the city.
3. Cummings Hwy/St. Elmo Avenue
4. Bypass St. Elmo Avenue from GA State Line to Alton Park.
5. St. Elmo Avenue Something must be done about the truck traffic. Many complaints regarding thru traffic on St. Elmo Avenue
6. Three Notch Road and Poplar Springs Road Poplar Springs Rd and Alabama Hwy N. bound Ala Highway from Holcomb to I-75.
7. I-24 through Chattanooga to I-75
8. Hwy 58 near Central High. Amnicola Hwy I-75
9. Signal Mt. Road from Baylor School entrance to U.S. 27 south on ramp 1. Needs better channelization to prevent people from getting on to U.S. 27 by cutting from far left lane.
10. Amnicola – Mable to Wisdom, Hixson Pike – Access Rd to Middle Valley; 58 Hwy 153 to Jersey, Igou Gap – Concord to Gunbarrel – Jenkins – Igou Gap to East Brainerd.
11. Frazier Ave – Market to Tremont – these are plenty of off street parking opportunities. Frazier parking needs to be made into bike lanes.
12. Cummings Hwy from Browns Ferry Road to Broad Street change to 3 lanes with bike lanes.
13. Hixson Pike around new Wal-Mart/Target area. Boy Scout and U.S. 27 intersection.
14. Signal Mountain Blvd lacks enhancements. Access road, South Broad – enhancements, Cherokee Boulevard These two need work for pedestrians.
15. I-24 from ridge – cut to I-75. Ooltewah – Ringgold Road.
16. Exit 11 Ooltewah
17. Corridor J
18. I-24 from I-59 to I-75. U.S. 27 Soddy Daisy to I-24. Davidson Rd from Gunbarrel to Termination.
19. Old Lee Hwy at Apison Pike (the intersection)
20. GA – Alabama Hwy Burning Bush and Three Notch Road. Battlefield Parkway
21. Red Belt Rd/Burning Bush Rd/Dietz Rd/Graysville Rd/Mack Smith Rd/past Oak/Pine Grove. Need to widen or improve Silverdale.
22. Shallowford Road SR 153 to Moore Road/Northpoint Blvd/SR 153 to Hixson Pike; Bonny Oaks Drive. Jersey Pike to I-75.
23. Ooltewah to I-75
24. Apison Pike, Ooltewah – Ringgold Road

25. I-75 Additional Oolteway Exit (Ooltewah – Grasyton Rd) Appison Pike – Lee Highway
26. Mack Smith Road from Ringgold Rd to Cloud Springs Road.
27. I-24 from Broad Street to I-75 Split.
28. SR 317 from I-75 to East Brainerd Road Upgrade to 4 or 5 lanes.
29. Hwy 1/Battlefield Parkway from Walker Co. to Hwy 41 Cloud Springs Road.
30. Shallowford Rd from I-75. St. Elmo Ave from GA to Broad Street.
31. Frazier/Cherokee from Manufacturer’s – Veteran’s Bridge.
32. East Brainerd (from Brainerd to Ooltewah – Ringgold Road).
33. East Brainerd Road – Gunbarrel Rd to Jenkins. Shallowford Rd – I-75 to Jenkins. Bonny Oaks drive from SR 153 to I-75.
34. Lookout Mountain to Chattanooga
35. The Ridge Cut on I-24
36. The existing corridors need a finer grain and greater number of transit options.
37. TN Ave to St. Elmo Ave into Georgia State Line
38. St. Elmo Avenue to Tennessee Avenue from Georgia State Line. Tennessee Avenue to Broad Street.
39. St. Elmo Ave from Broad St to the GA Line.
40. St. Elmo Ave
41. St. Elmo Ave from GA State Line to Broad St. need bypass. Heavy truck and car traffic.
42. St. Elmo Avenue from N. Georgia to Broad Street – Needs bypass.
43. St. Elmo Avenue? Something must be done to reroute the heavy truck traffic.
44. Highway through residential neighborhood shows total neglect for St. Elmo neighborhood and the safety of the residents.
45. St. Elmo Ave – Improve bypass.
46. St. Elmo, Tennessee Avenue, Alabama Ave
47. St. Elmo Avenue from GA. Border to Broad Street.
48. St. Elmo Avenue from Georgia line to Broad St.
49. St. Elmo Avenue
50. St. Elmo Avenue thru traffic
51. Cummings Hwy from Broad St. to Brown’s Ferry, I-24 from 27N to I-75.
52. Broadway through St. Elmo. The area surrounding Mr. T’s Pizza, St. Elmo Bypass.
53. 55th Street from St. Elmo to TN. We need speed humps.
54. Hwy 27 from Signal Mountain Blvd to 4th St.
55. E. Brainerd Rd, Shallowford Rd, Brainerd Road

56. Broad Street to Tennessee Ave and St. Elmo, Ochs Hwy to St. Elmo Avenue
 57. Corridor J from Signal Mountain Road to I-24. East Brainerd Road from I-75 to Ooltewah-Ringgold Road.
 58. Barton Avenue/Hixson Pike need pedestrian crossings/bridges. Hixson Pike/153 near Target, Best Buy, etc.
 59. St. Elmo Avenue – GA/TN state line to Broad Street.
- 9. Are there particular destinations within the Chattanooga region that are difficult to get to on a regular basis because the travel option is not available? For instance, from downtown Chattanooga to East Brainerd and vice versa. If so, please list:**
1. Hwy 58 in general.
 2. Soddy Daisy to Ooltewah; Signal Mountain Area to Red Bank/U.S. 27.
 3. Impossible to get from downtown, Southside, St. St. Elmo to the East Brainerd area on routes other than the interstate.
 4. East Brainerd to Ooltewah – Ringgold Road.
 5. From Collegedale to Hamilton Place Mall area to Downtown.
 6. Hamilton Place and Gunbarrel road. Stop light synchronized.
 7. Out of downtown Chattanooga from 4:30-6:00 p.m. Too much traffic.
 8. No bus route along Dayton Blvd from CBD to Ashland Terrace.
 9. Downtown Chattanooga to Hixson/Red Bank to Hixson
 10. Heartland Ranch and Area – Keith Street.
 11. Cross the river between 60 and 153.
 12. It would be a great help to complete Central Ave from 38th St. to I-24. I waist fuel and miles going other routes.
 13. Chattanooga – Up Missionary Ridge around Moccasin Bend. East Brainerd to Ooltewah.
 14. Collegedale to Downtown
 15. Out of my driveway on St. Elmo Avenue to anywhere due to high traffic volume. Need bypass around our historic residential neighborhood.
 16. 37th street to Rossville Boulevard
 17. Downtown fro GA thru St. Elmo makes a lot of travel difficult. Those people need a bypass around our neighborhood.
 18. East Ridge to downtown. Lack of buses or public transportation.
 19. Lookout Mountain to Chattanooga.
 20. I avoid going east from downtown from 4-6 because its always clogged.
 21. St. Elmo Bypass

22. Downtown Chattanooga to Hamilton Place area. Rush hours and accidents. Difficult to walk from St. Elmo neighborhoods to St. Elmo groceries, restaurants, etc. because of poorly maintained/missing sidewalks.
23. There is no way to get directly from Southside area to the Northshore via bus without transferring.
24. East Brainerd Road, Ridgecut on I-75/Battlefield Parkway.
25. From Brainerd (via the levy S. Chick greenway) to downtown (via the Riverwalk), Wilcox tunnel traffic is the only connector thru the ridge. It is a deathtrap – auto traffic needs to be slowed and big trucks diverted.
26. From Brainerd to Chattanooga State (Amnicola) by bus or bike.
27. Access to 24 East from the shopping area that contains the Rave Theater – between Moore Rd and the 75 split.
28. From St. Elmo Community to other parts of town because of high traffic congestion.
29. Chattanooga to East Brainerd and vice versa.
30. St. Elmo Avenue Beginning at 6:45-8:15 from GA State Line to Cummings Hwy.
31. Lookout Valley to St. Elmo to Alton Park and Rossville South Broad to Georgia.
32. As long as I can drive, no particular difficulties. If I were dependent on the bus, there would be problems. Even the bus route in St. Elmo could be made more convenient for shopping.
33. Cleveland to Chattanooga. Chattanooga to Lookout Valley, Downtown Chattanooga to Hamilton Mall.
34. Hamilton Place area too congested, not inclined to walk. I only go about 1 to 2 times a year.
35. Soddy-Daisy to Chattanooga via public transportation. Suggest park and ride at “Old K-Mart building. Owned by Hamilton County in North Red Bank just South of U.S. 27 and 153 intersection plus bus transit.
36. Around Lookout Mountain, across river on eastside of town, thru busy part of Hwy 58.
37. No bus from Red Bank.
38. Getting to the top of any of the mountains in anything other than a car.
39. I-75 by pass to I-75 north of Chattanooga; I-75 by pass to I-59 – Trenton.
40. N. GA to downtown/I-24
41. From Hixson to Harrison
42. From Soddy-Daisy/Dallas area to Hamilton Place/East Brainerd Area, from SoddyDaisy/Sale Creek area to Cleveland, TN.
43. North Chattanooga to Gunbarrel/East Brainerd.
44. Downtown to East Brainerd, Downtown to Hixson/Harrison/Hwy 153.

15. Is there a specific location that you feel needs pedestrian, bicycle, or transit improvements? If so, please list the location and needed improvement.

1. Ooltewah, East Brainerd
2. Transit – Aquarium area to Finley stadium. Overall expansion of electric bus routes.
3. St. Elmo Avenue is too busy for a neighborhood. Traffic should be rerouted and St. Elmo be left an avenue. Transit from North Georgia to Chattanooga.
4. Ooltewah, Collegedale, Apison – Transit, bicycle, pedestrian improvements.
5. The intersection of Old Lee Hwy and Apison Pike does not have a bus route at this location or traffic light.
6. Ooltewah and Collegedale Bike Lanes.
7. Ooltewah and Collegedale area – Difficult to get into downtown Chattanooga.
8. Red Bank, East Ridge, Signal Mountain – Transit, Bicycle, Sidewalks.
9. There are a great deal of bike riders on E. Brainerd Rd, Ooltewah Ringgold Road and Apison Pike with no bike lane or little shoulder.
10. Barton Avenue – It is narrow (no bikes on road) and the sidewalks are in awful repair.
11. St. Elmo
12. SR 317 is too narrow for bike traffic.
13. Hwy 27
14. Apison Pike
15. St. Elmo has bike lane, but high traffic volume especially trucks makes bike riding hazardous and unpleasant.
16. Up Lookout Mountain. Carta even owns the incline, yet I can't use it to get up to work on the mountain. No practical purposes allowed, only tourism. What an unfortunate blow to improving public transit, especially after canceling the bus up the mountain.
17. St. Elmo traffic is very heavy and very dangerous with drivers going over the speed limit. It took a school bus 10 minutes to turn into St. Elmo from 46th street at 7:10 a.m. the other morning. Please consider speed bumps, cameras, police pulling drivers over. Whatever it takes. This is a neighborhood not a freeway.
18. St. Elmo Ave to Tennessee Ave and Tennessee Ave to Broad Street. The intersection of St. Elmo Ave and Tennessee Avenue.
19. St. Elmo needs speed limit, more speed limit signs, more pedestrian crossways, better protected sidewalks for pedestrian safety, more “slow down” flashing lights around curves, playground, high pedestrian areas.
20. Fourth Avenue is too wide for pedestrian crossing. Lanes should be decreased to match MLK.
21. Fifty-fifth street from St. Elmo to Tennessee Avenue No sidewalks and flying fast cars. Not ever a stop sign. Walking is highly dangerous.

22. The St. Elmo community is an extremely pedestrian – and cycling-friendly are (in theory) except there are HUGH OBSTACLES such as too much traffic, fast traffic, unmanaged sidewalks, blind corners and unpredictable crossings.
23. There is no good way to walk into the Bi-Lo shopping area in St. Elmo. Traffic zips in and out of the back and front entrances and there are no marked pedways.
24. Going under the railroad at the entrance of St. Elmo.
25. Broad St from 23rd to Cummings. I use St. Elmo Ave behind Broad.
26. Broad St to downtown and Cummings Highway from Broad to Tiftonia. Both could benefit from a bike only route. Cummings Hwy is very dangerous on bicycle.
27. St. Elmo Bypass – Stop the trucks, not safe for St. Elmo.
28. St. Elmo should not be a state highway. Trucks going through a residential neighborhood are disruptive and dangerous.
29. Downtown Chattanooga overall needs far more bicycle facilities. Given ridership there are very few.
30. Downtown – More bike lanes.
31. Connect the Riverwalk and S. Chick greenway. Signal Mountain bus to downtown.
32. Tunnel Boulevard from Wilcox Blvd to Lightfoot Mill Road.
33. Finish South Chick Greenway to connect Brainerd Levee to River walk.
34. St. Elmo – Sidewalks need improvement from 47-GA Stateline. St. Elmo bypass due to increasing traffic from N. GA and new playground.
35. Gunbarrel Road – Easier crossing and St. Elmo Ave bypass.
36. Greenway behind Bi-Lo in St. Elmo from South Broad. Central Ave connect to GA. Widen Cummings and extend over to Alton Park.
37. Alabama Ave in St. Elmo between 49th St and 54th Street.
38. Neighborhood Streets – See River to Ridge. Chamberlain Ave, Dodds Ave then on into Brainerd.
39. No transit existing on N. Hamilton County to Chattanooga – Bus, van, etc. would cut out VMTs and need “park and ride” locations. Possibly N. Red Bank could also service travelers from Rhea County and Sequatchie/Dunlap. I’m concerned that building a bridge across the river will cause more congestion and pollution.
40. Cummings Hwy around Lookout Mountain needs bicycle facility – Change to 3 lanes with bike lanes.
41. Mountain Creek Rd from Signal Mountain Rd to Morrison Springs. Add bike lanes. Possibly bike route or greenway up Signal Mountain. Bike route from North Chattanooga to Greenway farms.
42. Hixson Pike Bike Lanes – Brainerd Road Bike Lanes – Hwy 58 Bike Lane and sidewalk.
43. South Broad between I-24 and Lookout Mountain, Signal Mountain Boulevard, Missionary Ride, up and down all the mountains. All lack bicycle facilities and mountains lack pedestrian and transit access.
44. Hunter Road from Snowhill area to Hwy 58.

45. Improved bike access between Collegedale and Lee Hwy/Brainerd Road. None of the roads to Collegedale/Ooltewah are bike-friendly. Collegedale to downtown Chattanooga is an easy ride, but not a friendly ride.
 46. Alabama highway and Holcomb Road to I-75. Including new I-75 bridge.
 47. Bicycle – more lanes or wider roads are needed North of North Chattanooga
 48. Bicycle – Everywhere it is awful!!!! Dedicated Bike Lanes: Rossville Blvd, Amnicola, Ringgold Rd, Lee Hwy, MLK, Main Street, McCallie Ave, E. Brainerd Rd, Cloud Springs Road, Hwy 2, Dupont Parkway, Shallowford.
 49. Railway Bridge going into St. Elmo. No room to walk or bike.
 50. Broad Street sidewalks from St. Elmo to downtown.
 51. Hixson Pike corridor from Northgate Mall to downtown. St. Elmo, North Shore, Downtown Establish corridors in downtown. Broad St for example. Make separate lane not just sign. N. Chattanooga-Frazier Ave-Manufacturers Road.
- 18. Do you think seeing information on electronic signs above the roads you travel, similar to the signs in Atlanta, Nashville, and Knoxville would help in Chattanooga? Would you change your travel patterns if you had that type of information?**
1. Yes – if alternatives were available.
 2. Only if there was a traffic shut down, wreck, etc.
 3. Maybe – Maybe
 4. Probably – based on median provided.
 5. Yes – perhaps
 6. Yes
 7. Yes – alternate route destination if I-75 blocked.
 8. Possibly
 9. Yes
 10. Yes
 11. Yes! Especially at 5:00 p.m. and with accidents.
 12. NO-NO
 13. Yes if alternate routes are available.
 14. NO-NO
 15. Definitely, yes
 16. Yes
 17. Yes
 18. No

19. Yes
20. Yes
21. Waste of money
22. Maybe, yes
23. Probably
24. No, not applicable to St. Elmo neighborhood
25. Don't know – I like the signs
26. Definitely
27. Yes
28. Not sure – Seems too small a town to need it. No alternate causeways anyway.
29. No
30. They would be good for interstate traffic information especially if on main ramps before actually getting on the highway. Is it an accident that's slowing traffic?
31. Depends
32. Yes, at least on I-24 and U.S. 27. Possible even before getting on, to know not to get on if the road is clogged.
33. Nope
34. Yes/don't know
35. No/don't waste the money
36. Signs on I-75
37. Yes/yes
38. Yes
39. Yes
40. Yes
41. Yes
42. No
43. No
44. No
45. Waste of money
46. Yes
47. Not in next 5 years. Yes
48. Yes – Chattanooga rush hour traffic is ridiculous!!! I can't believe this problem.
49. No

50. Yes
51. Likely
52. Yes and No
53. No – Driving hazard and detrimental to scenic beauty of the area. Let's discourage this.
54. Possibly
55. Yes
56. Sure
57. Not really; doesn't help much until we have a bypass.
58. Yes
59. Maybe
60. Detours, accidents, delays
61. No
62. Yes – somewhat – but if I knew of a delay, I would change my route.
63. Huge waste of time and energy.
64. No
65. No, the funding could be used elsewhere.
66. Yes, but improve current signs. Destination with exit numbers – new highway policy.
67. Yes it would always help to know if an alternate route is advisable, danger ahead, etc.

19. What type of transportation projects have you seen in other cities that you feel would help move traffic better in Chattanooga?

1. Public transportation in downtown area allowing me to park and ride safely and frequently.
2. Light rail
3. Timed traffic lights
4. More public transportation
5. Emergency lane on interstate/carpool lane
6. Light rail – Trolley/New Orleans
7. Designated bike lanes. Regulated on-ramps. Not having exit ramps after entrance ramps on highways (like the arrangement on I-24E in the Brainerd area). Speed cameras issuing tickets on highways. “Don't enter until the car in front of you has left the ramp.”
8. HOV lanes, ITS, Incident Management, more transit
9. “BUSES”
10. Light rail
11. Rail

12. Light rail/Mag-rail Chattanooga to Atlanta or Nashville
13. More lanes on interstate
14. High-speed lanes
15. Light Rail
16. HOV Lanes
17. Large cross walk with lights at new park in St. Elmo. Speed bumps on Tennessee Avenue
18. HOV Lanes
19. HOV Lanes, lower speed for trucks
20. TOD, particularly in Portland Ore
21. Light rail, bus, rapid transit
22. Not letting semi trucks and cross state boarder traffic through obvious residential areas.
23. Rumble strips and other traffic slowing measures in residential areas.
24. Eugene Oregon – There are entire road systems exclusive to cyclists, pedestrians, roller bladers, etc. that encourage people to utilize alternative.
25. More round-a-bouts
26. Use highways as highways and surface roads as surface roads. Don't run highways through residential neighborhoods.
27. Better connecting public transit. Amtrak to Atlanta, Triangle, N.C. etc.
28. Look at Nebraska and what they just did as far as rural transportation.
29. Separate truck traffic from passenger vehicles.
30. Roundabout instead of signals.
31. Center speed lanes.
32. Rapid Rail
33. Trains
34. HOV lanes or truck-only lanes.
35. Light Rail
36. Car-Pool lanes
37. Work grave yard shift on road construction. It will get them done faster.
38. Ft. Oglethorpe to Slygo Valley by way of Lookout Mountain. Central Ave corridor.
39. Bike paths separate from roads.
40. Wider freeways and bridges (Olgiati Bridge).
41. Light rail
42. Appropriate marketing for better transit. Buses, trains, shuttles.

43. Light rail – this is one mistake Atlanta made. Roads around city instead of light rail.
 44. Better bike routes.
 45. Bypass route i.e. 440, 840.
 46. Education of pedestrian and bike lanes.
 47. Maybe arteries have low-speed parallel street for multimodal use. Access to shopping and parking lots.
 48. Chattanooga roads do not appear much different than any other city. People tend to drive too fast. Check out Phoenix’s solution to people speeding on Interstates.
 49. Improve I-24 from I-75 to I-59.
 50. Bike lanes, light rail, better planning.
 51. Better public transportation.
 52. More car pooling incentives – more biking and walking.
 53. Light rail/dedicated bus routes.
 54. Roundabouts! Better Signs.
 55. HOV Lanes, Light rail, high-speed rail.
- 22. Other comments (for example, environmental issues, funding, street network, quality of life, public safety):**
1. Chattanooga has tremendous truck (semi) traffic which is hard to live with. They are noisy, clog up the highway, tear up the roads, etc.
 2. More N. Georgia greenways.
 3. Expanding express bus routes from “suburbs” (Ooltewah/Collegedale, Hixson) into downtown Chattanooga, such as multiple times of departure all the way out to the Ooltewah Bi-Lo for instance. I think the public transportation system is geared towards the low-income, inner city population in Chattanooga (which is necessary), but I think it needs to expand to include the environmentally minded, middle-class portion of the population too.
 4. Address land use improvement with transportation improvements.
 5. Chattanooga should concentrate lots more money on public transit and quit widening roads and generally accommodating cars. Encourage public transit.
 6. Improve transportation especially for disabled, lower-income is a win/win situation. It relieves a burden on all of society.
 7. Keep in mind there are other communities involved, not just Chattanooga and other users other than V.W.
 8. Light rail/mag-lev-rail Chattanooga-Atlanta or Nashville
 9. Will there be community meetings as a follow up to the studies being done, especially with regard to running traffic down Wilson Road or Central Avenue to relieve the pressure on St. Elmo Ave?

10. A solution needs to be found to the high volume of traffic on St. Elmo Ave which is a residential area with a 35 mph. Emissions from large trucks and cars, along with completely ignoring of the speed limit and no enforcement make for unpleasant and dangerous quality of life.
11. Tennessee Ave and St. Elmo Ave are desperately needing speed control. People drive 50 mph on both streets. It is very difficult to get on St. Elmo from any side street because of the amount and speed of the traffic. The number of big trucks using St. Elmo as a highway is negatively effecting our quality of life.
12. People going to and from Georgia thru St. Elmo speed in such great excess and create such a large volume that I don't feel safe walking on one of the only sidewalks in our neighborhood on St. Elmo Avenue. This is of special concern since I always have the baby with me. Those sidewalks aren't very stroller-friendly to begin with.
13. Transit planning needs to be closely tied to land planning use coupled with a broader understanding of infrastructure, particularly transit. It is thought of as only roads and pipes. Both infrastructure and land use planning scenarios need to be evaluated with in the context of their ecological footprint as well as their economic and equity implications.
14. St. Elmo should be a prize location to live in Chattanooga, but major traffic issues (I believe) are a significant hindrance of major revitalization. Hearing and seeing the amount and types of traffic crossing MY FRONT YARD is insane. The potential for St. Elmo and its business sector to positively contribute to Chattanooga's growth and development and residents in the hands of those who make decisions about traffic issues. I am also a die hard St. Elmo fan.
15. I love living in St. Elmo but hate that St. Elmo Ave is a main thoroughfare into Chattanooga. Please, please slow the traffic! It is dangerous, besides being congested.
16. Stop the trucks, improve the historic neighborhood.
17. Change designation of Tennessee Avenue, or at least conduct study of its usage. Restrict truck speed on interstates.
18. The Southside stinks much of the time. Fix sewer treatment plant. Close Chicken plant. Residents have reason to expect their neighborhoods not to stink. St. Elmo Avenue is a residential street. NO TRUCKS PERMITTED!! LOWER SPEED LIMIT!!!
19. Every where we go in United States or Europe/Africa etc people know Chattanooga Choo Choo. We should rebuild passenger train service.
20. I represent Catoosa County Interagency Transition Council of Agencies and Special Ed Dept. Need more transit to get low-income people with disabilities to job training and to jobs. I am also from Heartland Ranch that does programming and therapies for youth with disabilities and high-risk from 6 counties.
21. Complete streets-access to all, including dog walkers, walkers, bikes, roller bladders, children, disabled.
22. Need to educate car drivers so they understand the rights of cyclists. "Share the road."
23. I think we should definitely explore a high-speed train to link Chattanooga to a nearby large city such as Atlanta.
24. St. Elmo bypass needs to be created to divert heavy traffic from a historic residential community and into a more appropriate industrial commercial area.

25. It's time – It's time to do something about St. Elmo Ave from the Georgia line North. Something to benefit drivers from Alton Park and St. Elmo.
26. I would like to have more options rather than using car in everyday life. Walkable neighborhoods and pleasant streets. Where are the boulevards, planted triangles; traffic circles and good tree canopy? Not only incomplete streets but beautiful streets. This equals healthier community.
27. Everything that can possibly be done to reduce “vehicle miles traveled” and our dependence on foreign oil should be done. (Now and long-range).
28. Comply with complete streets rules for all construction or improvement. Use of rumble strips ONLY on interstates and major high-speed highways.
29. We've come a long way since I moved here. In spite of what we still lack, it's encouraging that we're moving in the right direction.
30. At this time there is no incentive for people to conserve. Even at \$4.00 a gal the roads were still full of one passenger cars. The Carta Bus System is not convenient to people working downtown between 7:30 and 4:00. An afternoon commute turns into a 1.5-hour ride from a normal: 35-40 minutes.
31. Concentrate more on North Georgia. You overlook us!
32. Please explore ways to alleviate the release of traffic on St. Elmo Avenue
33. With recent emphasis on green living and high fuel prices, I believe more people want to leave their car at home. However, since Chattanooga has poor public transit, people feel it is too hard to leave their cars at home. If we make public transport easy with a light rail or high-speed rail more people would use it. For those further away from the city, Park and Rides would be appropriate.
34. Horrible planning in past has led to sprawl and reliance on cars. Need light rail and bicycle facilities along with more high-density housing and less suburban subdivisions. Existing streets should be maintained while alternative modes of transportation are implemented. We need additional funds from Federal grants and or a dedicated tax (sales or gas) to provide new facilities.
35. St. Elmo is in general subject to too much flow through traffic from GA. And alternate routes need to be put in place and lower speed limits strictly enforced. St. Elmo Avenue, and 55th Street and Tennessee all really need speed control.
36. Encourage low-impact designs with transportation projects. Use rain gardens, bioswales to reduce runoff. With emergency detention overflows for safety. Bioswales could be used between sidewalks or bicycle paths and car roads.
37. Chattanooga needs to take a progressive position to create a green transportation system within the city as well as living with surrounding metropolitan area (Atlanta, Nashville, and Knoxville). Doing so would provide jobs immediately and long-term enable residents to expand their employment options outside the limits of Chattanooga. Culture and other amenities of neighboring cities would become more accessible to local residents, overall, increased mobility for Chattanooga citizens as a green energy transportation surplus will reduce environmental pollution while improving and enhancing the quality of life.
38. Narrower streets; curb cuts in parking lots to divert to rain gardens.

Tell us about your transportation concerns (June 2009 meetings):

- *From Chattanooga:* Increased traffic on Hickory Valley and Lee Highway due to the new Volkswagen Plant
- *From Chattanooga:* Truly safe commuter bicycling in downtown Chattanooga. We live in Jefferson Heights and want to use our bicycle to go to the banks and businesses in downtown and North Shore as well as along Main Street and toward St. Elmo
- *From Chattanooga:* Lack of adequate local government funding for mass transit (operations and capital) difficult if not impossible to grow system as transit fares equate to only 20-25 percent of revenue to operate buses and “free” downtown shuttle system – must be a commitment from elected officials to help fund mass transit resurgence thus reducing number of personal vehicle trips
- *From Chattanooga:* I want the Chattanooga Greenway Master Plan to be completed and raised in priority to make the connections to the Riverpark happen. We need sidewalks that connect neighborhoods safely to the Greenway and Riverwalk trails as well. North Chickamauga and South Chickamauga need to be completed now and work needs to start on other sections. A completed greenway system that connects to neighborhoods will be a viable and valuable alternative (non-car) transportation corridor. We can’t continue to put band-aids on our transportation problems by building new and wider roads, especially as we anticipate the rapid growth spurred in part by the new Volkswagen facility. We need real options.
- *From Chattanooga:* I would like to see more separate commuter bicycle paths especially from areas like North Chattanooga to downtown. In dense auto traffic areas and intersections provide lanes and paths that have no or limited contact with car traffic. Refer to cities like Oslo or Copenhagen. Bicycle traffic lights would be useful. Bike lanes should have curbs or raised surfaces from car lanes. I disagree with BLOS B being on the same road with cars.
- *From Fort Oglethorpe, GA:* Our citizens are elderly and must no longer drive. I would like to see public transportation (bus service) available – traffic on Battlefield Parkway (GA 2) needs to be improved – Cloud Springs is being completed but needs to go on to Highway 27 not stop at Lakeview Drive. Fort Oglethorpe needs to have at least one more North, South connection – Mack Smith or Ninety Road
- *From Chattanooga:* I-75 Northbound, Ringgold Road Exit. It is pretty much a choke point and hazard. Any plans to modify the exit?
- *From Chattanooga:* I am concerned about enough funding for complete streets in “stabilized growth” areas; not enough biking lanes; improved bicycle level of service “rankings” or grades (per RPM standards); too many NON-TRANSIT riders pushing for “light rail” options, thus creating a gap between realistic transit needs and desires. Mandatory Driver education on pro/ bike safety and other devices to tame driver aggression that could simultaneously and slowly shift ride-alone trips. More motivation and incentives to decrease the number of drive-alone trips made in the region – in whatever way possible. Also more road diets studying their effects on surrounding traffic.
- *From Soddy Daisy:* I would like to see the Rails to Trails conversion, from Highway 27 to TVA Sequoyah. This section is in the estimated heavier growth area. We need family-friendly and

health conscientious infrastructure. It is also exemplar for “Safe Routes for Schools”; containing three schools along the trail.

- *From Catoosa County, GA:*
 - 1) Continued increases to traffic through Chickamauga Battlefield on Lafayette Road (as opposed to using the relocated U.S. 27)
 - 2) Increased congestion and more traffic lights on Battlefield Parkway – east of Fort Oglethorpe
 - 3) Interest in bicycle-friendly connections between Walker/Catoosa County and Chattanooga
- *From Chattanooga:*
 - 1) Increased parking around Main and Market will bring customers – a better alternative would be shuttle from St. Elmo/Incline and other areas (and light rail)
 - 2) Rossville Boulevard as a complete street would be helpful
 - 3) Schools encourage students to walk/bike; currently students are often discouraged even when it's safe
 - 4) Bike safety on Main St.
 - 5) Encourage light rail and AMTRAK
- *From Signal Mountain:*
 - 1) Under average growth for Signal Mountain by TAZ – probably should be two steps up above due to Shackleford Ridge (two areas to be developed)
 - 2) Would like copy of Signal Mountain subarea study along with Bicycle and Pedestrian Master Plan
 - 3) Taft Highway – complete streets not applicable?

Tell us what you believe to be the most necessary transportation project for our region (September 2009 meetings)

- *From Fort Oglethorpe, GA (30742):* Improved bike commuting, bike-friendly rumble strips in Georgia, Not marking roads as a bike route unless the road is bicycle-friendly; Central Avenue come to mind as a road that should not be a bike route.
- *From Chattanooga (37377):* If there is a new proposal for U.S. 127 up Signal Mountain that is wide enough to accommodate a bicycle lane up and down – protected. That if any cross road intersections are given an extra lane for entry or leaving the main traffic lanes or even have a stoplight. There are currently speeds down the mountain that average 45 mph at points and any entry would be hazardous or left turning. There should include noise barring to protect existing lanes from the new high-speed traffic noise. There needs to be bicycle provisions along Hixson Pike to downtown
- *From Chattanooga (37409):* Bypass around St. Elmo to get the morning and evening (to and from) work traffic off of St. Elmo Avenue and Tenn. Avenue Also, need to get large trucks (petroleum, etc.) off of St. Elmo Avenue and out of the residential areas
- *From Chattanooga (37409):* Bypass around St. Elmo for GA traffic/trucks; Better bike/ped access to get in/out of St. Elmo to downtown. For example, bike lane on Broad St.; Improve frequency and duration of St. Elmo CARTA route to encourage ridership
- *From Chattanooga (37377):* A car ferry across the Tenn. River at Soddy Daisy to Hwy 58; Vintage/ replica light rail down Broad St. – Williams St. to St. Elmo – foot of incline – see Kenosha, Wisconsin
- *From Chattanooga (37404):* VW site congestion; Public Transit expansion; Wilcox and Stringers Ridge tunnels; Sidewalks; Passenger rail Tenn. Has almost none; Ferry at Sequoia {Sequoyah}; Repair North and South Crest Road – Missionary Ridge
- *From Chattanooga (37409):*
 - 1) High-speed rail to Atlanta
 - 2) Alternate rerouting of St. Elmo Avenue through St. Elmo to Georgia. It continues to be difficult to live in a “neighborhood” that is divided by an interstate.
 - 3) Better bike routes
- *From Chattanooga (37409):*
 - 1) Traffic reroute from St. Elmo Avenue
 - 2) Slow down of traffic on St. Elmo Avenue
 - 3) Double striping on St. Elmo Avenue
 - 4) Slow zones around playground/park including speed tables behind at rear entrance
- *From Chattanooga (37377):* Address current safety and future capacity concerns on SR 8/U.S. 127 on the Southern end of Signal Mountain (between the spaceship house and Shoal Creek Road).

- *From East Ridge (37412):*
 - 1) Improved mass transit to give alternatives to driving cars
 - 2) Improving bicycle lanes and bicycle safety. It's hard to promote bicycling commuting if riders do not feel safe riding in traffic.
 - 3) Finish the riverwalk/greenways that have been already planned.
 - 4) Thanks for sending out e-mail announcements! I would have missed the meeting without it!
- *From Chattanooga (37409):*
 - 1) Not enough connectors between Chattanooga and North Chattanooga i.e., across the river
 - 2) I-24 is often clogged. Hard to get through town.
 - 3) St. Elmo Avenue bears more and more traffic; truck traffic isn't appropriate for a residential area. Trouble with speeding also – both on St. Elmo, Tennessee Avenue, Alabama Avenue, and the alley ways.
- *From Chattanooga (37409):*
 - 1) Need additional North/South access from N. Georgia to Chattanooga, thereby alleviating the traffic volume coming through Missionary Ridge and St. Elmo.
 - 2) If possible please provide traffic volume data for SR 193 (St. Elmo Avenue) and Broad St. to e-mail nolls@hotmail.com and indicate if levels indicate high, moderate, or low volume. Thanks!
- *From Red Bank (37415):*
 - 1) Need bus service into Red Bank; Need hubs at bus garages for bicycle and pedestrian. All road resurfacing jobs and new construction project must provide safe transportation for all road users (car, bike, bus, and pedestrian)
 - 2) Connect bike facility from Stringer tunnel to Signal Mountain Road and on up Dayton Boulevard There are two lanes in the tunnel to four lanes and back to two lanes after going past Hwy 27 ramps. The four-lane section should be one lane each way with bike lanes and a center turn lane. Bike lanes should cross exit/on ramps at 90 degrees.
- *From Chattanooga (37416):*
 - 1) Mass transit for workers into Enterprise South to relieve congestion in the Hwy 58 – Bonny Oaks Dr. I-75 area. Planning and implementation should be done before VW gets fully settled and development of transportation becomes a major problem.
 - 2) I received e-mail notice of the meeting based on my inquiry to LRTP group – communications with shareholders is actually working! Hooray!

Questions and Answers to General Public Inquiries

Q) Are there any plans to modify the I-75 Northbound Ringgold Road exit?

A) The 2030 LRTP did list this as a project and it is expected to remain as an illustrative project in the 2035 Plan. The City of East Ridge, TN is also planning on applying for grant funding from a variety of sources for the beautification of this exit as a gateway to their city.

Q) What is the most recent traffic volume data count for St. Elmo Avenue and Broad St?

A) According to the traffic counts taken by the Tennessee Department of Transportation (TDOT) the 2008 Average Annual Daily Count for St. Elmo Avenue was 10,586 vehicles. This is generally considered a moderate to high volume of traffic for a two-lane facility. The 2008 Average Annual Daily Count for Broad St. was 21,216 vehicles directly after the intersection of Tennessee Avenue and Cummings Highway. This is generally considered a moderate to high volume of traffic for a four-lane facility. In order to determine a specific level of service for the street a detailed capacity analysis would have to be completed. This process is spelled out in the Chattanooga TPO's Congestion Management Process (CMP). A copy of the CMP is available at the TPO office. For more information, please call (423) 757-5216.

Q) Since we currently have a number of old rail lines why do we not use the current lines for new and current rail transportation?

A) Currently freight transportation is given importance over passenger rail in the United States. The Tennessee Valley Railroad Authority recently attempted to have a passenger route from the their offices on Cromwell Road off of Hwy 153 that extended to the Chattanooga Choo Choo hotel, however the problem was a conflict with freight traffic along the corridor. In order for light rail to work there must be a newer type of train track installed on the railroad right-of-way. This is a significant investment consisting of millions of dollars.

Q) Could someone look at better signalization at Hamilton Place and Gunbarrel Road?

A) The City Traffic Engineering office for the City of Chattanooga is constantly looking at ways to improve signalization at intersections throughout the city. If you would like to know more about this intersection or any other intersections within the city limits, please contact their office at (423) 425-6311.

Q) Are there any current alternatives being planned for to reroute traffic away from St. Elmo Avenue?

A) In conjunction with the Chattanooga TPO, the engineering firm Volkert and Associates was hired to complete a subarea study for the Central Avenue area. One of the aims of the study was to find if there are any feasible ways to relieve this congestion problem. Staff of the Chattanooga TPO now has the complete report in their office. For more information, please call (423) 757-5216.

Q) *Is there a way to use the incline for practical and commuting purposes and not just as a tourist attraction?*

A) There are bicycle facilities that are available on the incline. Also there are a number of employees for the attraction who use the facilities to get to work in the morning. Although tourism has certainly been the main usage for incline during recent years, there are people who have used it for practical reasons. For more information call CARTA at (423) 629-1411.

Q) *Would it be feasible to have traffic information posted immediately before an interstate on ramp in order to allow people to know traffic conditions before entering the roadway?*

A) The Tennessee Department of Transportation (TDOT) has invested a significant amount of money into Intelligent Transportation Systems (ITS). This information is available over the Internet and is in real time. There are a number of different features which provide citizens with extensive information before they get into their vehicles for the Tennessee portion of the Chattanooga TPO. The web site address is www.tdot.state.tn.us/tsw/smartmap.htm. The Georgia Department of Transportation (GDOT) has a similar ITS program that can be accessed online at www.georgianavigator.com/maps. However the Georgia region within the Chattanooga Transportation Planning Organization (TPO) does not have the same level of information that the Tennessee web site has for our area.

Q) *Why are there not more roundabouts and tree canopies in the region?*

A) The Traffic Engineering department for the City of Chattanooga is very supportive of incorporating roundabouts in the design of intersection improvements when there is funding available to do so. Hopefully the successful implementation of these projects will lead to more desire for roundabouts in the region as a whole. More tree canopies are ideas that many local governments have recently started to become more serious about. Many planning documents such as the City of Chattanooga's Climate Action Plan have listed improvements such as tree canopies as important to the long-term viability of the city.

Q) *What is the current status of the Atlanta to Chattanooga high-speed rail project?*

A) Atlanta/Chattanooga High Speed Ground Transportation/ Maglev Project is currently undergoing a Tier 1 Environmental Study as mandated by federal regulations and is approximately half way through that process. This segment of the overall ATL/CHAT/NASH corridor project recently was awarded an additional \$13.2 Mil by the federal Rail Administration to accelerate the environmental work as well as to examine the most suitable corridor and station locations. The possible extension of this corridor from Chattanooga on to Nashville has undergone a feasibility study and has recently been awarded approximately \$500,000 to continue examining the potential for it becoming a part of the overall corridor.

Q) *Are there any new public transit initiatives? If yes, what are these?*

A) The Chattanooga Area Regional Transportation Authority (ARTA) has recently invested in two diesel hybrid buses that are being used for regular routes in their service area. Also available on their web site is a bus locator service using ITS. Citizens can now see on-line the exact location of a bus on its route.

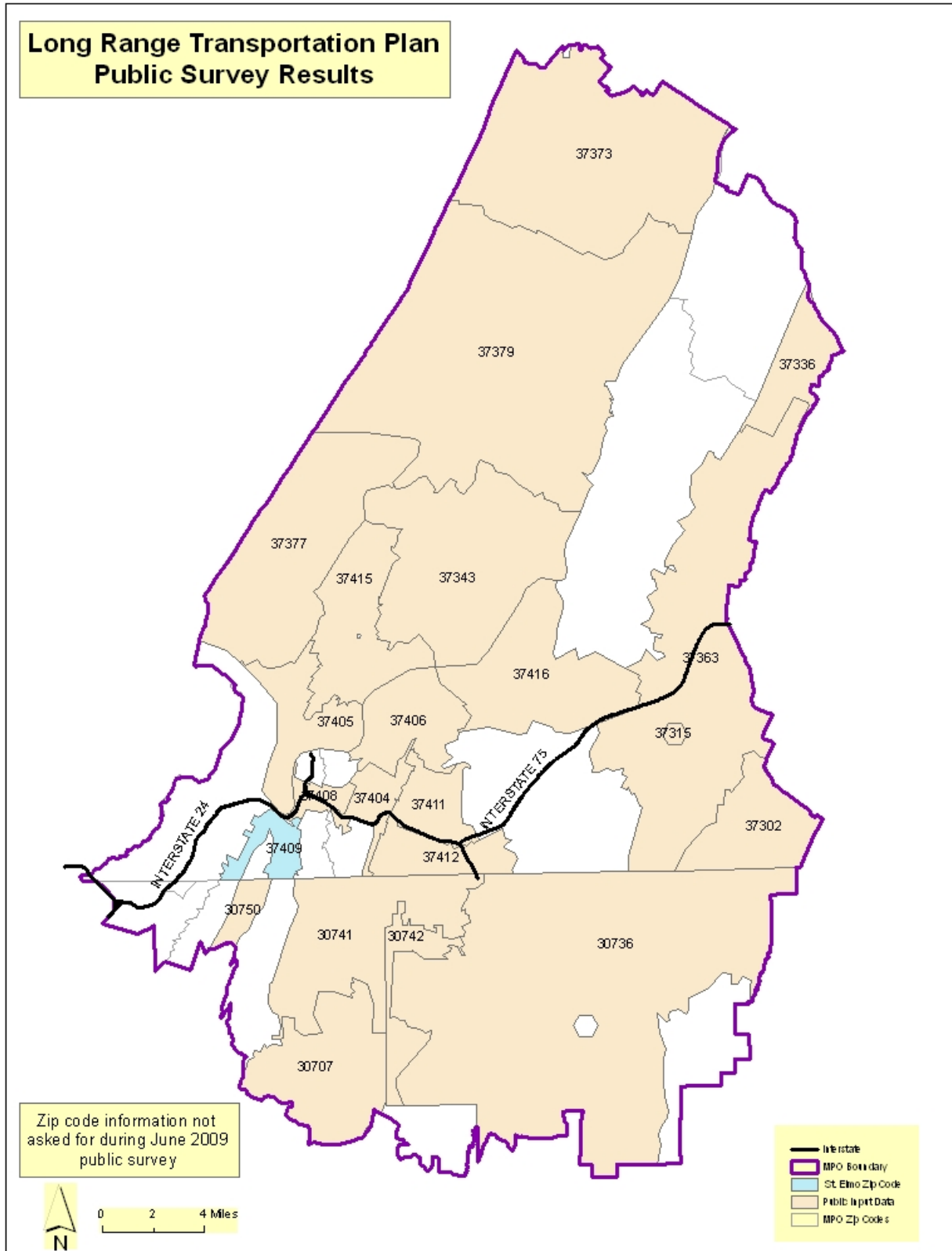
Q) *Will there be community meetings as a follow up to the subarea studies being done?*

A) Volkert and Associates engineering completed four subarea studies before the second set of Public Input meetings which were held during June of 2009. Display boards were also shown at the September of 2009 Public Input meetings. A representative from the company was available to speak to concerned citizens at all of the meetings held within the region. Studies were conducted for the following subarea studies: Signal Mountain, East Hamilton, Central Avenue, and North Georgia feeder studies were completed. Staff of the Chattanooga TPO now has the complete reports in their office. For more information, please call (423) 757-5216.

30 Day Public Comment Period January 17 – February 15, 2010 and Final Public Hearing February 4, 2010

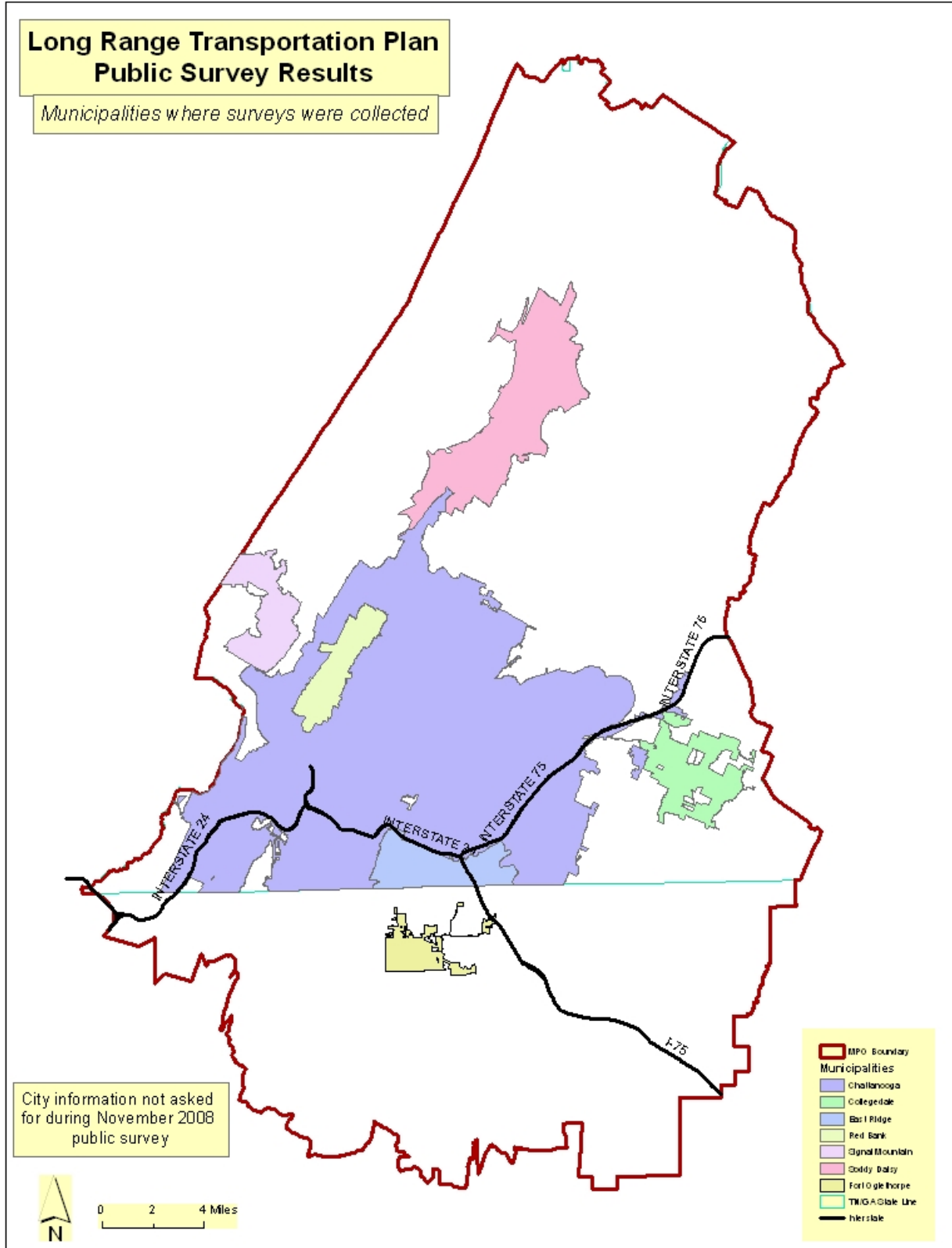
No additional public comments were received.

Maps of Zip Codes and Municipalities

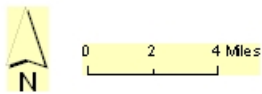


Long Range Transportation Plan Public Survey Results

Municipalities where surveys were collected



City information not asked for during November 2008 public survey




- MPO Boundary
- Municipalities**
- Chattanooga
- Collegedale
- Bart Ridge
- Red Bank
- Signal Mountain
- Soddy Daisy
- Fort Oglethorpe
- TN/GA State Line
- Interstate

Advertisements

Example of LRTP Public Input Postcard (Manually distributed and placed in local newspapers)

Chattanooga-Hamilton County



LONG RANGE TRANSPORTATION PLAN 2035 PUBLIC INPUT MEETINGS

The Chattanooga—Hamilton County / North Georgia Transportation Planning Organization will be holding public input meetings in conjunction with the 2035 Long Range Transportation Plan for the Chattanooga region. Four meetings will be held across the region. Display boards will be presented for public review and a formal presentation will begin at 5 PM in each location.

<p><i>Wednesday, September 9, 2009</i> 4:30p.m. - 6:00 p.m. Soddy Daisy Municipal Building Court Room</p>	<p><i>Wednesday, September 9, 2009</i> 4:30p.m. - 6:00 p.m. Collegedale Municipal Building East Room</p>
<p><i>Thursday, September 10, 2009</i> 4:30p.m. - 6:00 p.m. Development Resource Center 1A Chattanooga, TN</p>	<p><i>Thursday, September 10, 2009</i> 4:30p.m. - 6:00 p.m. Constitution Hall Fort Oglethorpe, GA</p>

for more information contact:
David Baird, Senior Transportation Planner
 Phone: 423-757-5216 Fax: 423-757-5532
 E-mail: Baird_d@mail.chattanooga.gov

Example of LRTP Public Input Postcard in Spanish (Placed in local Spanish language newspaper)

Chattanooga-Hamilton County



De largo alcance del Plan de Transporte Público 2035

El Chattanooga - Hamilton County / North Georgia Transporte de la Organización de Planificación será de entrada de público en relación con el 2035 Long Range Plan de Transporte para la región de Chattanooga. Cuatro sesión en toda la región. Carteles que se presentará para su revisión pública y una presentación formal comenzará a las 5 PM en cada lugar.

<p><i>Miércoles, 9 de septiembre 2009</i> 4:30 pm - 6:00 pm Soddy Daisy Municipal Building Court Room</p>	<p><i>Jueves, 10 de septiembre 2009</i> 4:30 pm - 6:00 pm Development Resource Center Chattanooga, TN</p>
<p><i>Miércoles, 9 de septiembre 2009</i> 4:30 pm - 6:00 pm Collegedale Municipal Building East Room</p>	<p><i>Jueves, 10 de septiembre 2009</i> 4:30-6:00 Constitution Hall Fort Oglethorpe, GA</p>

Para más información contactar:
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