

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION AUTHORIZING THE ADMINISTRATOR OF THE TRANSPORTATION DEPARTMENT TO APPLY FOR, AND IF AWARDED, ACCEPT A GRANT FROM THE TENNESSEE DEPARTMENT OF TRANSPORTATION (TDOT) FOR THE FISCAL YEAR 2014 MULTIMODAL ACCESS FUND FOR MULTI-USE PATH AND STREETScape IMPROVEMENTS ON BROAD STREET FROM MARTIN LUTHER KING BOULEVARD TO AQUARIUM WAY, FOR AN AMOUNT TO BE DETERMINED, WITH NINETY-FIVE (95%) PERCENT BEING THE TDOT SHARE AND FIVE (5%) PERCENT BEING REQUIRED FROM THE CITY AS LOCAL MATCHING FUNDS.

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BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CHATTANOOGA, TENNESSEE, That the Administrator of the Transportation Department to apply for, and if awarded, accept a grant from the Tennessee Department of Transportation (TDOT) for the Fiscal Year 2014 Multimodal Access Fund for multi-use path and streetscape improvements on Broad Street from Martin Luther King Boulevard to Aquarium Way, for an amount to be determined, with 95% being the TDOT share and 5% being required from the City as local matching funds.

ADOPTED: \_\_\_\_\_, 2013

/mms

# City of Chattanooga



## Resolution Request Form

Date Prepared: November 19, 2013

Preparer: Blythe Bailey

Department: Transportation

**Brief Description of Purpose for Resolution/Ordinance:**

Res./Ordinance # (if approved by Council)

A Council Action is requested to authorize the Administrator of the Transportation Department to apply for and if awarded, accept a Grant from the Tennessee Department of Transportation (TDOT) for the FY 2014 Multimodal Access Fund for multi-use path and streetscape improvements on Broad Street from Martin Luther King Boulevard to Aquarium Way in an amount to be determined, with 95% being the TDOT share and 5% being required from the City as local matching funds.

Name of Vendor/Contractor/Grant, etc. Multimodal Access Fund  
Total project cost \$ up to 1 million  
Total City of Chattanooga Portion \$ up to 50,000  
City Amount Funded \$ \_\_\_\_\_  
New City Funding Required \$ \_\_\_\_\_  
City's Match Percentage % 5%

New Contract/Project? (Yes or No) yes  
Funds Budgeted? (YES or NO) no  
Provide Fund \_\_\_\_\_  
Provide Cost Center \_\_\_\_\_  
Proposed Funding Source if not budgeted \_\_\_\_\_  
Grant Period (if applicable) \_\_\_\_\_

**List all other funding sources and amount for each contributor.**

Amount(s)  
\$ \_\_\_\_\_  
\$ \_\_\_\_\_  
\$ \_\_\_\_\_

Grantor(s)  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Agency Grant Number \_\_\_\_\_

CFDA Number if known \_\_\_\_\_

Other comments: (Include contingency amount, contractor, and other information useful in preparing resolution)

Approved by: \_\_\_\_\_

Handwritten signature of Blythe Bailey in blue ink.

Reviewed by: FINANCE OFFICE

DESIGNATED OFFICIAL/ADMINISTRATOR

Please submit completed form to @budget, City Attorney and City Finance Officer

Revised: 1/26/09

## Broad Street Protected Bike Lanes

### TDOT Multimodal Fund

The City of Chattanooga will be competing for new funds offered by TDOT that meet the transportation needs of transit users, pedestrians, and bicyclists through infrastructure projects that address existing gaps along and near the state highway network. Examples of projects eligible under the Multimodal Fund Program include sidewalks and pedestrian crossing improvements, bus shelters, park and ride facilities, and bicycle lanes. Multimodal Access projects will be funded 95% by TDOT with 5% funded with local matching funds. Total project costs are not to exceed \$1 million.

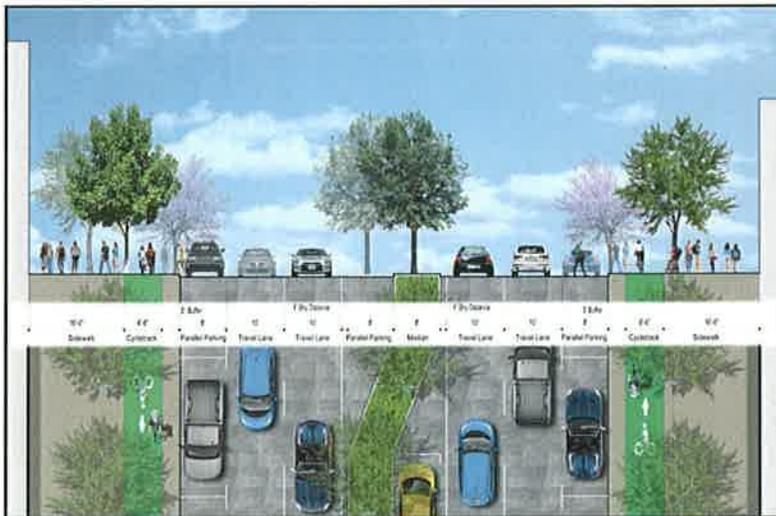
### Project Description

The objective of the project is to build protected bicycle lanes along Broad Street from Aquarium Way to Martin Luther King Boulevard.

The proposed road section includes existing sidewalks and street trees, bike lanes protected by curbing, on-street parking, four through car lanes, and a landscaped median.



In addition, the new construction provides the opportunity to install green infrastructure in the form of low impact stormwater features.



### Public Input

Broad Street was a significant focus of the City Center Charrette held in October that sought ways to enhance the livability and commercial vitality of the downtown area. The primary recommendation included “right-sizing” the street from six through lanes to four to provide space for dedicated bicycle facilities. Broad Street currently carries approximately 8,000 vehicles per day on six

travel lanes. As a six lane cross section, this facility's capacity is in the range of 36,000 vehicles per day; therefore a right-sizing can be accomplished to reallocate pavement to better serve the users (motorized and non-motorized) of the street.

### Importance of Protected Lanes

Protected bike lanes are designed to encourage cycling among those who don't feel comfortable sharing the road with cars. They are a key part of encouraging the "Interested but Concerned" individuals to use bikes for daily trips.

Increasing bicycle use will have positive effects on the city as a whole, including reduced vehicle emissions, lower peak car traffic, improved health, local economic development, and parallel support for transit. The bigger picture goal is to create corridors of protected lanes extending out from the city center, gradually linking downtown with neighborhood centers throughout the City.

