

FRAZIER AVENUE TACTICAL REBUILD

A destination for tourists and locals alike, Frazier Avenue is the main street of Chattanooga’s Northside. On November 25, 2023, two drivers jockeying for position in this four-lane corridor sent one vehicle up on the sidewalk, where it hit a visiting family, critically injuring the husband and killing his wife and daughter. No strangers to traffic violence, citizens and City leadership quickly committed to rebuilding Frazier Avenue as a less dangerous street through a semi-permanent tactical urbanist intervention. City engineers completed a community-based design effort that informed a plan submitted to Speck Dempsey for peer review.

The plan represented a tremendous improvement, but moderate car counts indicated that a more comprehensive redesign was possible. Speck Dempsey redrew the seven-block corridor from end to end, turning a three-lane design into a two-lane street with occasional turn lanes, resulting in improved pedestrian and cycling facilities and quadrupling on-street parking supply (56 stalls vs. 17), a feature much desired by local merchants.

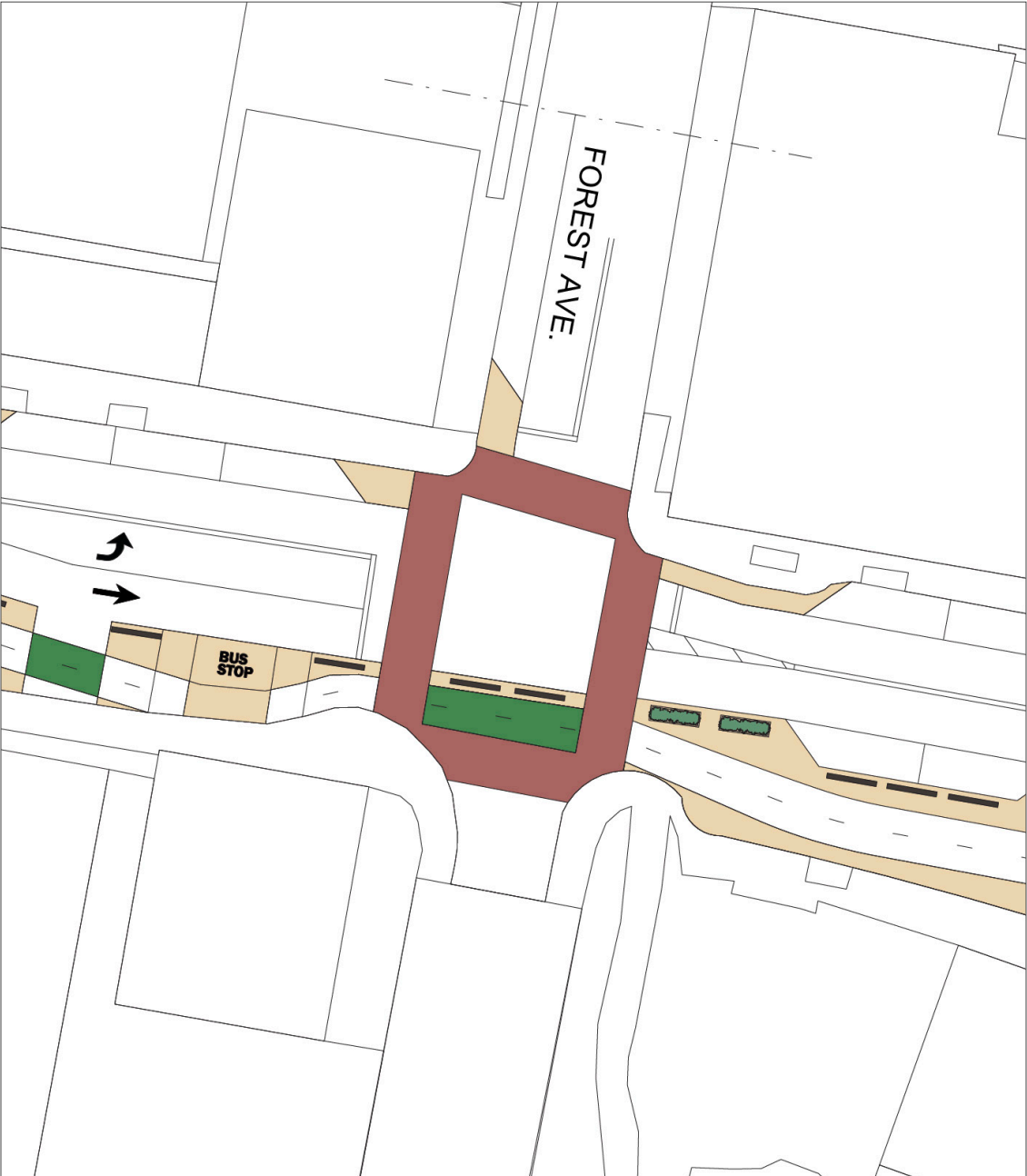
Whenever additional lanes allow drivers to jockey, vulnerable street users are at risk. On Frazier Avenue, as on many American main streets, restriping to better match demand is a prudent path to business vitality and saved lives.

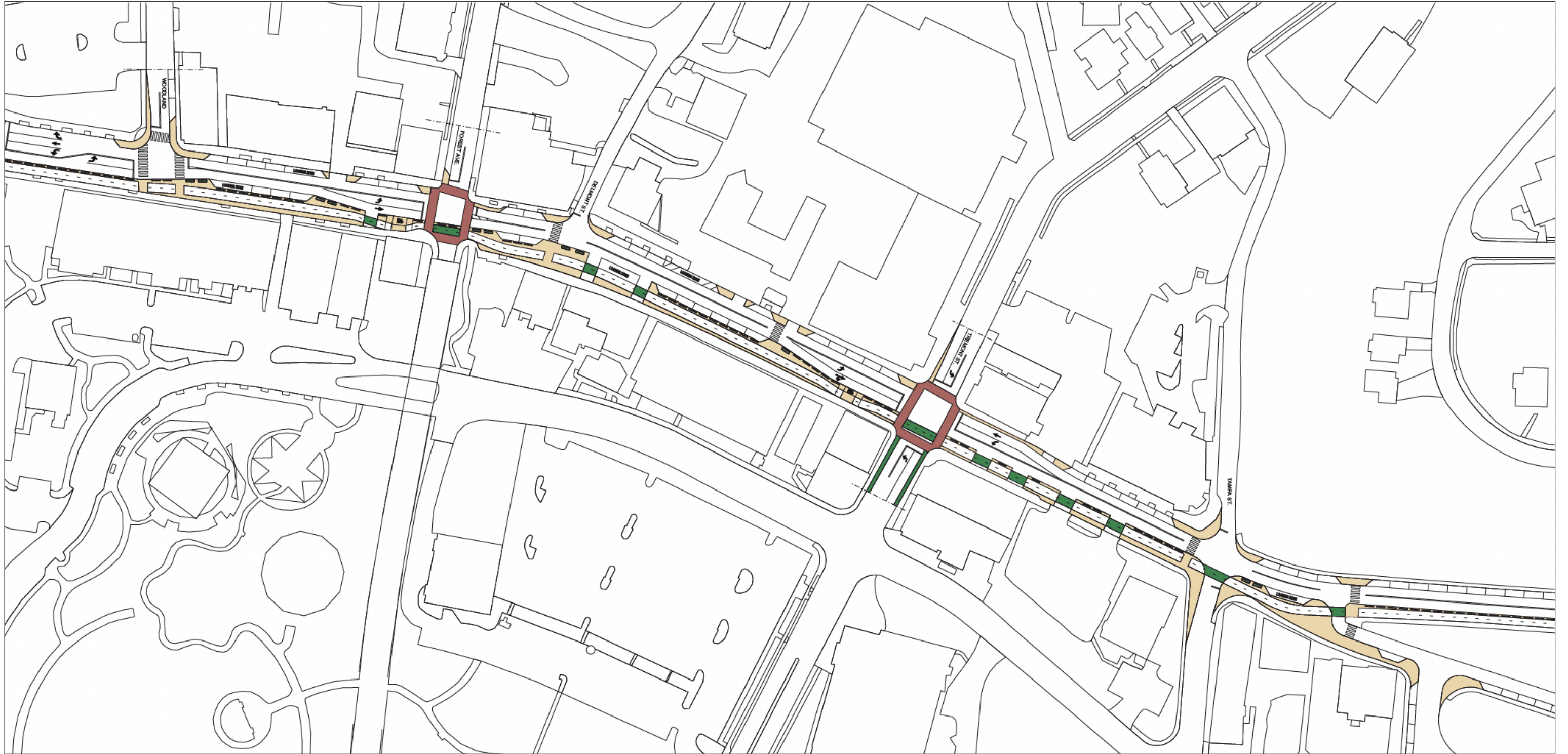
CLIENT City of Chattanooga, TN	STATUS Temporary striping complete
TIMELINE 2024	REFERENCE Dan Reuter, Former Executive Director, Regional Planning Agency for Chattanooga-Hamilton County, contact@danreuter.com
CATEGORY Streets & Networks	
SCALE Seven-block main street	

Chattanooga, TN

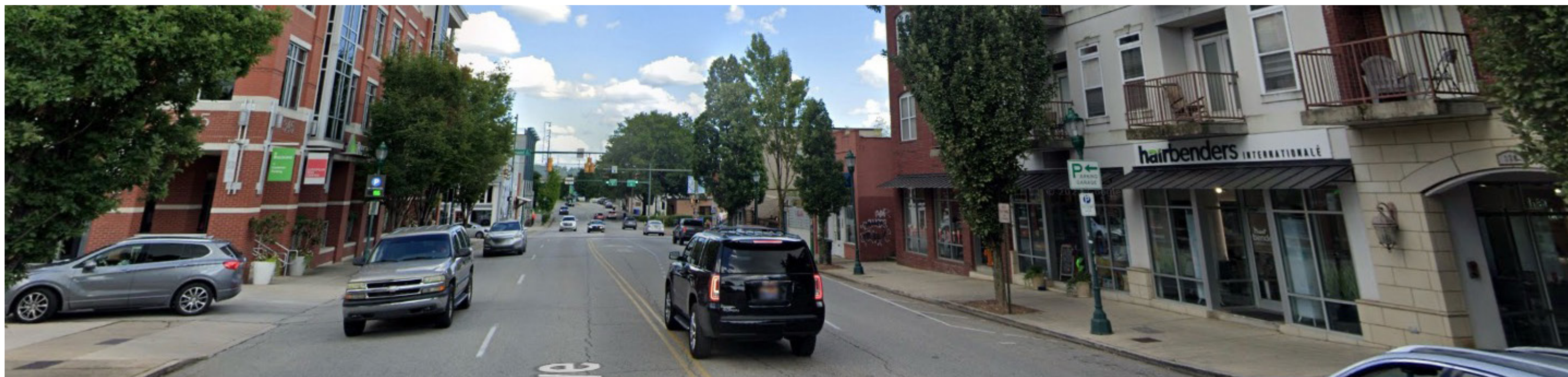
“Speck Dempsey responded quickly to a tragedy with a design that dramatically improved the safety and appeal of Frazier Avenue. They have been a strong partner to RPA and the Chattanooga Public Works Department; their experience and approach will lead to quick wins.”

— Dan Reuter, Former Executive Director of Regional Planning Agency for Chattanooga-Hamilton County





Reducing a three-lane street into principally two lanes, the plan quadruples on-street parking supply and enhances pedestrian and cycling networks.



Before and Interim: awaiting final paint and planters, the street reconfiguration replaces two excess driving lanes with parallel parking, a cycle track, and an expanded walking zone.

