

Unincorporated Anderson County

Project Input

Project	Agency	Comment	Outreach Round
Project #19-101: I-75 ITS Instrumentation at SR-61 (Andersonville Hwy, Exit 122) interchange	TDOT	Safety	Round 2

Oak Ridge Project Input

Project	Agency	Comment	Outreach Round
Project #13-101: Emory Valley Rd at Melton Lake Dr Roundabout (Construct a roundabout at Emory Valley Rd and Melton Lake Dr)	Oak Ridge	Would be an improvement vs the light	Round 2
		Major bottleneck	Round 2
		roundabouts are very useful and aesthetically pleasing.	Round 2
		High traffic pedestrian area could benefit significantly from the calming effect of a traffic circle.	Round 2
Project #13-102: Tulane Ave at Pennsylvania Ave Roundabout (Construct roundabout)	Oak Ridge	I like roundabouts, they are more efficient.	Round 2
		A needed safety and neighborhood improvement project.	Round 2
		This intersection has been a perennial problem in Oak Ridge. And as it is close to the High School, it also poses a hazard to school-age pedestrians.	Round 2
		A roundabout for this intersection would help greatly	Round 2
Project #13-802: Oak Ridge Signal Timing Optimization Program - Phase 2 (Signal improvement to include installation of advanced traffic controllers at eleven (11) intersections, fiber optic cable to connect all fourteen (14) signals to the City's exist	Oak Ridge	This would be a great improvement to the traffic flow.	Round 2
Project #13-830: Oak Ridge Rails to Trails (RR acquisition and construction of a new shared use path along an abandoned rail line parallel to Belgrade Rd, Warehouse Rd, Fairbanks Rd, and Lafayette Dr, including road crossings and parking areas)	Oak Ridge	I greatly support the addition this and other access for bikers and pedestrians. I am glad this route is being considered. Please also consider collaborating with UTK/ the arboretum to extend this proposed route all the way to Haw Ridge Park.	Round 2
		In general, I encourage the addition of bike lanes, widened shoulders, adjacent greenways and/ or sidewalks where possible. I believe that increasing interconnectivity of greenways/sidewalks and wide (bikeable) roadways/ bridges will greatly benefit our community in both the short and long term.	
		Thank you for reading this and considering my input.	Round 2
		Excellent augmentation of existing trail / greenway infrastructure.	Round 2
		I support this project. The railroad is long abandoned, but negotiations with CVS are still going on. I would like to see them move more quickly.	Round 3
Project #17-101: Emory Valley Rd at Lafayette Dr Intersection (Remove dedicated right turn lane from Emory Valley (west) to Lafayette Dr (north) with standard right turn lane)	Oak Ridge	No Comments	

Oak Ridge Project Input

Project	Agency	Comment	Outreach Round
Project #19-100: Oak Ridge Signal Timing Optimization Program - Phase 3 (Primary elements of include the installation of advanced traffic controllers (ATC) at ten (10) intersections, the installation/replacement of wireless interconnect at eleven (11) in	Oak Ridge	No Comments	
Project #19-708: TVA Bull Run Site Study (Study to evaluate the redevelopment opportunities and transportation impacts of the TVA Bull Run Fossil Plant facility)	Oak Ridge	The area need to be redeveloped	Round 2
		I would like to see this area used as a public park space. Hopefully public walking areas, mountain bike trails, disc golf park, and/or habitat for wildlife and wildlife viewing.	Round 2
Project #21-100: Lafayette Dr Bicycle and Pedestrian Safety Improvements (Widen Lafayette Dr to add bicycle lanes on both sides between S. Illinois (SR-62) and Oak Ridge Turnpike (SR-95), construct 1.5 miles of sidewalk with curb along the entire west side	Oak Ridge	I live in Blount County and am in favor of the following projects for improving safety and growth in my area of TN, as well as increased use of Greenways: Mobility Plan Numbers: 09-231, 13-214, 13-215, 13-216, 13-218, 09-216, 09-644, 09-653, 17-202, 17-201, 18-202, 19-201, 21-100, 21-1002, 21-201, 21-204, 09-211, 09-214.	Round 2
Project #21-101: West End Corridor Intersection Improvements (Intersection improvements along Oak Ridge Turnpike (SR-95/SR-58) at Renovare Blvd, Novus Dr, Heritage Center Blvd, and Broadberry Ave at Gallaher Rd)	Oak Ridge	No Comments	

Oak Ridge Project Input

Project	Agency	Comment	Outreach Round
Project #09-101a: Edgemoor Rd (SR-170) - Phase 1 (Widen from 2-lanes to 4-lanes with median and/or center turn lane, bicycle/pedestrian facilities)	TDOT	Currently too much traffic and not enough road	Round 2
		So important for bicyclists	Round 2
		I encourage the addition of bike lanes, widened shoulders, adjacent greenways and/ or sidewalks where possible. I also support wider bridges that allow for pedestrian, bike, and vehicular use. I believe that increasing interconnectivity of greenways/sidewalks and wide (bikeable) roadways/ bridges will greatly benefit our community in both the short and long term. Keeping old bridges (the Pellissippi bridge at Solway, Edgemoor Rd bridge near bull run), if practical, for pedestrian/ bike use should be considered. If this is not possible, I believe it is very important that the new bridges are useable by vehicle as well as pedestrians and bikers. Thank you for reading this and considering my input.	Round 2
Project #09-101b: Edgemoor Rd (SR-170) - Phase 2 (Widen from 2-lanes to 4-lanes with median and/or center turn lane, bicycle/pedestrian facilities)	TDOT	No Comments	

Unincorporated Blount County

Project Input

Project	Agency	Comment	Outreach Round
Project #09-209: Ellejoy Rd Reconstruction (Reconstruct 2-lane road with addition of turn lanes)	Blount County	Much needed improvements will assist with the younger drivers from the high school and improve traffic flow during morning and afternoon school traffic.	Round 2
		Another narrow heavily travelled rural road that is dangerous.	Round 2
		Ellejoy Road has suffered a dramatic increase in traffic in the past decade or so, and is in need of improvement.	Round 2
Project #09-211: Morganton Rd Reconstruction - Phase 1 (Reconstruct 2-lane road with addition of turn lanes)	Blount County	Overcrowded and dangerous road in the area of current growth.	Round 2
		Add sidewalks for bikes and pedestrians to mall	Round 2
		Morganton Road has been and will continue to be one of the least safe highways in Blount County. With additional home construction along Morganton Road, the traffic has decreased the safety to almost critical points. Any improvement, like adding turn lanes, will help alleviate some of the serious safety issues.	Round 2
		This road needs more safety improvements beyond just shoulders and turn lanes. I used to live on this road and it was so dangerous to leave our neighborhood.	Round 2
Project #09-212: Old Knoxville Hwy (SR-33) Reconstruction (Reconstruct 2-lane road with addition of turn lanes)	Blount County	I live in Blount County and am in favor of the following projects for improving safety and growth in my area of TN, as well as increased use of Greenways: Mobility Plan Numbers: 09-231, 13-214, 13-215, 13-216, 13-218, 09-216, 09-644, 09-653, 17-202, 17-201, 18-202, 19-201, 21-100, 21-1002, 21-201, 21-204, 09-211, 09-214.	Round 2
		Could use widening and improvements.	Round 2
		Not sure this is needed...	Round 2
		Yes, yes. Turn lanes needed on this busy commercial street.	Round 2
		This will be a needed improvement.	Round 2
Project #09-213: Old Niles Ferry Rd Reconstruction (Reconstruct 2-lane road with addition of turn lanes)	Blount County	Turn lanes needed to improve traffic flow and safety	Round 2
		This project is necessary for the safety of Blount county residents and workers because of recent development that is increasing and will continue to increase traffic. We should address existing needs before using our limited road funds for new roads.	Round 2
		Old Niles Ferry Road is one of the most dangerous roads in the county. It has a high traffic volume which will only increase as more and more subdivisions are added between Maryville and highway 129. The added traffic spilling over from highway 411S and the school traffic from Fairview Elementary makes this improvement a high priority.	Round 2
		Another narrow and dangerous road with lots of traffic in a growth area.	Round 2

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Project Input

Project	Agency	Comment	Outreach Round
Project #09-221: Burnett Station Rd (Reconstruction of 2-lane road with addition of turn lanes)	Blount County	No need for turn lanes, but widening the road with a little extra room on each shoulder would be a huge help. Plus, posting additional speed limit signs would be helpful.	Round 2
		I use Burnett Station Road to get to and from Knoxville. It is narrow and dangerous and runs to and from a school. It should be reconstructed as soon as possible.	Round 2
		Improves connectivity, and shoulders are needed to improve safety.	Round 2
Project #09-227: Mentor Rd Reconstruction (Reconstruct 2-lane roadway with addition of turn lanes)	Blount County	In general, I encourage the addition of bike lanes, widened shoulders, adjacent greenways and/ or sidewalks where possible. I believe that increasing interconnectivity of greenways/sidewalks and wide (bikeable) roadways/ bridges will greatly benefit our community in both the short and long term. Thank you for reading this and considering my input.	Round 2
Project #09-229: Morganton Rd Reconstruction - Phase 2 (Reconstruct 2-lane roadway with addition of turn lanes)	Blount County	Extreme increase in housing starts is making this a dangerous highway.	Round 2
		Please add sidewalks or bike trails	Round 2
		This is a needed improvement to a heavily used road	Round 2
		Any improvements on this major feeder road needs to include buffered bicycle and pedestrian pathways.	Round 3
Project #09-234: Wildwood Rd (Reconstruct 2-lane road with addition of turn lanes)	Blount County	Definite need for widening this road!!	Round 2
		I use this road regularly and know it to be too narrow for safety.	Round 2
		Wildwood Road, like many other older roads in Maryville and Blount County, was constructed before the increased traffic caused by Maryville becoming a bedroom community for Knoxville and Knox County. This improvement will help some of the safety concerns with this section of the road.	Round 2
		Heavily traveled road, needs improvement !	Round 2
		Turn lanes would be helpful at several intersections.	Round 2
		I travel this road almost every day and over the past 30!years traffic has increased becuse of development. With the lanes being narrow with no shoulders; bland hills and impatient drivers; this road has become increasingly dangerous. Pullouts and road shoulders would greatly help.A traffic light st Sam Houston might be useful in the future	Round 2
		Shoulders are needed on this well-traveled road.	Round 2

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Project Input

Project	Agency	Comment	Outreach Round
Project #09-244: Peppermint Rd (Reconstruct 2-lane road with addition of turn lanes)	Blount County	Definite need for widening this road.	Round 2
		This narrow and crooked road is dangerous.	Round 2
		A busy road, needs turn lanes	Round 2
		Turn lanes would be helpful. The intersection of Peppermint with Sevierville Road is particularly problematic. Someday soon a traffic light will be needed.	Round 2
		Improves connectivity between key roadways.	Round 2
Project #09-250: Sevierville Rd (SR-35/US-411) Reconstruction (Reconstruct 2-lane road with addition of turn lanes)	Blount County	This is a project that should go forward immediately. The current state of the highway is very dangerous.	Round 2
		I live on Sevierville Road halfway between Maryville and Chapman Highway. It is a narrow and dangerous and heavily travelled two lane federal highway. This reconstruction should be done as soon as possible.	Round 2
		I live just off of this road and it really needs to be widened and turn lanes added in several areas. I would say the section in the City of Maryville starting at Washington St to Peppermint Rd outside city limits should be 4 lanes wide with a center lane and sidewalks or at the minimum it should be a two lane road with a center turn lane, sidewalks, and bike lanes. I know this would be eating up some yards and would require a massive overhaul but I have seen too many car accidents on this road including members of my own family.	Round 2
		This project is very much needed ! Dangerous road, no shoulders, no turn lanes.	Round 2
		Sevierville Road is carrying too much traffic for its size and configuration, especially since there are no shoulders at all. It needs several safety improvements, including shoulders and additional lanes where practical. There are several troublesome intersections.	Round 2
		A great idea to put turn lanes. The road could also use shoulders for additional safety.	Round 2
		Key roadway where turn lanes are needed to improve safety.	Round 2
Sevierville Road is dangerous. It could be much improved by adding shoulders, and widening to three lanes where possible. Perhaps some of its traffic could be removed by providing a better east-west alternative route between Sevier County and Maryville... such as improving Ellejoy/Jeffries Hollow/ Wye Roads. This corridor has a rapidly increasing traffic load, but it may still be sufficiently rural to accommodate widening. One problem with this route is the "Wye" intersection with Chapman Highway—a needed improvement not on your project list. We find it frighteningly dangerous.	Round 2		

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Project	Agency	Comment	Outreach Round
Project #09-250: Sevierville Rd (SR-35/US-411) Reconstruction (Reconstruct 2-lane road with addition of turn lanes)	Blount County	HWY 411, Sevierville Rd -- a very busy route between Maryville and Seymour/Sevierville/Pigeon Forge/Gatlinburg. Please create some shoulders. This is a dangerous road.	Round 2
		Interested as to how you are going to manage the traffic especially during morning and afternoon rush hours?	Round 3
Project #13-214: Old Lowes Ferry Rd at Louisville Rd (SR-333) Intersection Improvements (Realign intersection and add turn lanes)	Blount County	I live in Blount County and am in favor of the following projects for improving safety and growth in my area of TN, as well as increased use of Greenways: Mobility Plan Numbers: 09-231, 13-214, 13-215, 13-216, 13-218, 09-216, 09-644, 09-653, 17-202, 17-201, 18-202, 19-201, 21-100, 21-1002, 21-201, 21-204, 09-211, 09-214.	Round 2
Project #13-215: Louisville Rd (SR-333) Reconstruction - Phase 1 (Reconstruct 2-lane road with addition of turn lanes)	Blount County	I live in Blount County and am in favor of the following projects for improving safety and growth in my area of TN, as well as increased use of Greenways: Mobility Plan Numbers: 09-231, 13-214, 13-215, 13-216, 13-218, 09-216, 09-644, 09-653, 17-202, 17-201, 18-202, 19-201, 21-100, 21-1002, 21-201, 21-204, 09-211, 09-214.	Round 2
Project #13-216: Louisville Rd (SR-333) Reconstruction - Phase 2 (Reconstruct 2-lane road with addition of turn lanes)	Blount County	I live in Blount County and am in favor of the following projects for improving safety and growth in my area of TN, as well as increased use of Greenways: Mobility Plan Numbers: 09-231, 13-214, 13-215, 13-216, 13-218, 09-216, 09-644, 09-653, 17-202, 17-201, 18-202, 19-201, 21-100, 21-1002, 21-201, 21-204, 09-211, 09-214.	Round 2
		Much needed improvements, however, any improvements on this and other major roads needs to include buffered bicycle and pedestrian pathways to provide for these additional modes of transportation. Do it right! Thanks!	Round 3
Project #13-218: Middlesettlements Rd at Miser Station Rd Intersection Improvements (Realign intersection and add turn lanes)	Blount County	This improvement is needed!	Round 2
		I live in Blount County and am in favor of the following projects for improving safety and growth in my area of TN, as well as increased use of Greenways: Mobility Plan Numbers: 09-231, 13-214, 13-215, 13-216, 13-218, 09-216, 09-644, 09-653, 17-202, 17-201, 18-202, 19-201, 21-100, 21-1002, 21-201, 21-204, 09-211, 09-214.	Round 2

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Project Input

Project	Agency	Comment	Outreach Round
Project #18-202: Blount County Greenway Trail - Phase 1 & 2 (Greenway trail connecting Helton Road to Heritage High School and Perry's Mill parking area)	Blount County	This important link will provide active transportation opportunities to residential areas and the Heritage middle and high schools.	Round 2
		Greenway extension needed	Round 2
		Maryville and Alcoa have created a tremendous network of walking and biking trails over the last few years. Extending this network towards Townsend will only help to make it better. The natural beauty of the region and the proximity to the Great Smoky Mountains National Park will help allow the citizens and visitors to continue to enjoy this great resource.	Round 2
		please add!!	Round 2
		It is wonderful to see more greenway projects proposed and I highly support them. Greenway projects can be much more useful if they connect communities to business and other locations, whether it be work, school, shopping, restaurants, places of worship, etc. This particular project is a good example if it is connected to communities served by Heritage High School. Bicycling and walking are modes of transportation. Please consider increasing and improving this form of transportation. Doing this will improve our health through exercise and reducing vehicle emissions.	Round 3
		I live in Blount County and am in favor of the following projects for improving safety and growth in my area of TN, as well as increased use of Greenways: Mobility Plan Numbers: 09-231, 13-214, 13-215, 13-216, 13-218, 09-216, 09-644, 09-653, 17-202, 17-201, 18-202, 19-201, 21-100, 21-1002, 21-201, 21-204, 09-211, 09-214.	Round 2
Project #19-800: Denso Greenway Trail Extension (Construction of multi-modal greenway)	Blount County	It is wonderful to see more greenway projects proposed and I highly support them. Greenway projects can be much more useful if they connect communities to business and other locations, whether it be work, school, shopping, restaurants, places of worship, etc. Bicycling and walking are modes of transportation. Please consider increasing and improving this form of transportation. Doing this will improve our health through exercise and reducing vehicle emissions.	Round 3
Project #21-200: Jeffries Hollow Rd (Reconstruction from Ellejoy Rd to Sevier County)	Blount County	Another narrow two lane road that carries a lot of traffic to and from Sevier County.	Round 2
		Not sure what kind of reconstruction is needed on this section, but I know traffic is increasing along it. The part of Jeffries Hollow that worries me in the intersection with Chapman Highway, in Sevier County. That is a dangerous place! Could an interchange be built there?	Round 2

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Project Input

Project	Agency	Comment	Outreach Round
Project #21-205: Morganton Rd Reconstruction - Phase 3 (Reconstruct 2-lane roadway with addition of turn lanes)	Blount County	This project is necessary for the safety of Blount county residents and workers because of recent development that is increasing and will continue to increase traffic. We should address existing needs before using our limited road funds for new roads.	Round 2
		Residential and commercial growth in the west of Maryville makes this necessary.	Round 2
		Much needed improvements, however, any improvements on this road needs to include bicycle and pedestrian pathways to provide for these additional modes of transportation. Do it right! Thanks!	Round 3
Project #21-206: Morganton Rd Reconstruction - Phase 4 (Reconstruct 2-lane roadway with addition of turn lanes)	Blount County	This project is necessary for the safety of Blount county residents and workers because of recent development that is increasing and will continue to increase traffic. We should address existing needs before using our limited road funds for new roads.	Round 2
		Much needed improvements, however, any improvements on this road needs to include bicycle and pedestrian pathways to provide for these additional modes of transportation. Do it right! Thanks!	Round 3
Project #21-207: Ralph Phelps Rd (Reconstruct 2-lane road with addition of turn lanes)	Blount County	No Comments	
Project #09-231: Old Knoxville Hwy (SR-33) Reconstruction - Rockford (Reconstruct 2-lane road with addition of turn lanes)	TDOT	Like other roads between Knox County and Maryville, SR 33 requires much needed safety upgrades. Providing turn lanes and improving the road bed will help move traffic between Maryville-Alcoa and Knoxville much more safely. Many of the older "feeder roads" into Maryville were built before increased traffic volumes have made most of them considerably less safe. Turn lanes are important, but severe drop offs on either side of SR-33 are very concerning as well.	Round 2
		This road is not as narrow as some of the others but needs turn lanes at intersections.	Round 2
		I live in Blount County and am in favor of the following projects for improving safety and growth in my area of TN, as well as increased use of Greenways: Mobility Plan Numbers: 09-231, 13-214, 13-215, 13-216, 13-218, 09-216, 09-644, 09-653, 17-202, 17-201, 18-202, 19-201, 21-100, 21-1002, 21-201, 21-204, 09-211, 09-214.	Round 2

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Project Input

Project	Agency	Comment	Outreach Round
Project #09-231: Old Knoxville Hwy (SR-33) Reconstruction - Rockford (Reconstruct 2-lane road with addition of turn lanes)	TDOT	Much needed improvements, however, any improvements on this and other major roads needs to include buffered bicycle and pedestrian pathways to provide for these additional modes of transportation. Also, improve existing underpasses to become wildlife crossings for a number of species. Do it right! Thanks!	Round 3
Project #09-232: Pellissippi Pkwy (SR-162) Extension (Construct new 4-lane highway)	TDOT	<p>This is a project that is a total waste of Tennessee taxpayer dollars. The State of Tennessee already has a backlog of urgent road, waterway, bridge and maintenance projects that are critical to our infrastructure. There is currently not enough funding for these projects let alone wasting as much as nearly \$200 million on this one (for a 4.4 mile stretch of highway).</p> <p>We should spend our limited transportation taxpayer dollars to maintain the system we already have in place. TDOT's own analysis of this project shows that this project will not ease traffic congestion in Blount County (see the 2010 DEIS, 3-4; also 2-9, Table 2-3). Blount County is currently seeing major growth in the west side of the county, which this project will not address.</p> <p>I would also like to point out that the Knoxville Regional Transportation Planning organization's TIP for FY2020-2023 shows proposed projects in Blount County totaling \$220 million, almost \$600 million for Knox County and nearly \$140 in other projects in Knox-Blount counties. That totals \$960 million for only two counties in the State. Surely there has to be other needs within the State that could use these funds more effectively.</p>	Round 2
		Get it done ASAP	Round 2

Unincorporated Blount County

Project Input

Project	Agency	Comment	Outreach Round
Project #09-232: Pellissippi Pkwy (SR-162) Extension (Construct new 4-lane highway)	TDOT	<p>Project #09-232: PPExtension, is totally useless. Almost 20 years in the making, it does not serve any helpful practical purpose. There are MANY other projects that are in dire need of improvement, and that will actually be useful ! For example, projects such as:</p> <p>09-211, 09-216, 09-221, 09-229, 09-239, 09-241, 09-245, 09-262, just to mention a few, are meant to improve their current status, safety, and efficiency.</p> <p>On the other hand, project 09-232 PPE, is VERY costly, requires ROWay over vasts areas of private properties that have significant agricultural/farmland/dairy value, while its benefits to the overall community are minimal, and of no real practical value.</p> <p>In summary, PLEASE DO NOT WASTE OUR taxes on a project #09-232, and instead invest in many of the other projects that are much needed, and of greater benefits.</p>	Round 2
		<p>This propose interstate highway (it is in no way a "parkway"), is, in my mind, very low on the list of important road projects in Blount County. We have too many substandard two-lane roads that need repair and upgrading. In fact the county is full of such dangerous roads, roads our children are playing ons and riding on in school buses.</p> <p>We should be spending our tax dollars on these secondary roads for the foreseeable future.</p>	Round 2
		<p>I believe that building this section of the Parkway is a waste of tax payers money and will only add to the current growth problems of Blount County. The money targeted for this road could be better spent improving the existing roads in this county, such as hwy 411 (Sevierville road) which is to narrow and dangerous.</p>	Round 2
		<p>This project should not be built. It will not solve any of our actual road needs. We have urgent safety issues on roads in our county and region. It is irresponsible to spend our limited road funds on an unnecessary new highway.</p>	Round 2

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Project Input

Project	Agency	Comment	Outreach Round
Project #09-232: Pellissippi Pkwy (SR-162) Extension (Construct new 4-lane highway)	TDOT	This is a project that TDOT studies have shown will not meet any need or serve any purpose. It will not reduce transit times more than fractionally, and it will not improve safety. It is going to dump more traffic onto substandard Blount County roads and increase traffic there are introduce more safety problems. We do not need this road. Furthermore, it will be hugely expensive, miuch more than the outdated and questionable figures provided to the public. If you actually read the EIS you find there is little to recommend this project. Meanwhile the cost financially and environmentally will be very high. And Blount County will be left with the problem and expense of upgrading infrastructure in the aftermath. Put money into other projects where it is needed.	Round 2
		There is absolutely no need to expand this roadway. The damage to personal property and farms completely out weigh the 2 minute route (129/321) that already exist.	Round 2
		Complete waste of taxpayer dollars when so many other roads that currently need repair and improvements.	Round 2

Unincorporated Blount County

Project Input

Project	Agency	Comment	Outreach Round
<p>Project #09-232: Pellissippi Pkwy (SR-162) Extension (Construct new 4-lane highway)</p>	<p>TDOT</p>	<p>This project is the least needed of almost all Blount County proposals. The environmental study done for and by TDOT makes it clear that the PPE will not substantially address any of the issues proponents claim for it. TDOT's cost estimates in this proposal are WAY below its own earlier projections (including one for \$197 million).</p> <p>Blount County's actual traffic and safety needs will not be addressed by building a new highway that might make it 10 minutes faster to get from Townsend to Oak Ridge. The idea for this predates the last 30 years of Blount County's growth, most of which has been and continues to be in the western side of Maryville. There are real and immediate needs that are addressed by many of the projects proposed for this Mobility Plan, and those projects should have priority. There are also many narrow, two lane rural roads, also proposed for this Plan, that desperately need to be upgraded for safety and mobility. This has been clear for decades and the PPE will do nothing except in some cases make them worse.</p> <p>Spending hundreds of millions of dollars to serve the desires of a few businesses and residents in Walland and Townsend will be a tragic waste and deprive the rest of us of safe and more efficient ways to get around. There is no barrier to quick, four lane access to the Walland/Townsend/ area or to the national park. This was not the case when this project was initially proposed, but the needs now do not include this expensive and destructive project.</p> <p>It is just not good enough to argue that this is a long-planned road. It might have been a good idea 30 years ago but it is not now.. Tennessee does not have the resources to construct Legacy Projects that have no current utility.</p>	<p>Round 2</p>
		<p>This project should NOT be built. As it stands it is a colossal waste of taxpayer money. It will not solve a single road need. We have much more urgent safety issues on roads in Blount County and the region. It is very irresponsible to spend limited highway construction funds on this unnecessary new highway construction. It will be an interstate in search of a purpose and not solve any problem.</p>	<p>Round 2</p>

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Project	Agency	Comment	Outreach Round
Project #09-232: Pellissippi Pkwy (SR-162) Extension (Construct new 4-lane highway)	TDOT	<p>A new highway to 321 is not needed. There are currently several other routes to get to/from Knoxville/Townsend. Such a road may have been needed decades ago when it was first envisioned, but since the 1970s major improvements have been made to enable better traffic flow -- e.g., making 321 from Maryville to Townsend four lanes, 129 ByPass in Maryville. Also, most of the residential/commercial/industrial growth in Blount Co is at the other end of the county -- Alcoa and west Maryville. Faster access to/from Townsend not needed, waste of tax dollars.</p> <p>So many other roads need improvement as soon as possible.</p>	Round 2
		<p>I haven't seen any problems that the building of this road solves. This project shouldn't be built. We have more necessary safety issues on roads in our county and region, and it is irresponsible to spend our limited road funds on an unnecessary new highway.</p>	Round 2
		<p>Same as comment for other section of the Pellissippi Parkway Ext. - this doesn't solve traffic problems in the area and it will encourage commercial growth along the corridor and not in Maryville/Alcoa where it is needed. This should be the last priority for regional transportation funding.</p>	Round 2
		<p>Blount County needs many substandard roads improved instead of building new roads funds for this project could be used for this and many citizens are against this project and it would destroy many scenic views and much farmland and take away from the water quality of Little River and would create congestion on highway 321 which flows well now.</p>	Round 2
		<p>The Pellissippi Parkway extension will not benefit the residents of Blount County. It will actually destroy some of our beautiful environment. I believe an extension of the parkway will also fracture our county, as a 4-lane highway will divide the land.</p>	Round 2
		<p>There are so many other road projects that need the money {that Tennessee government does not have, and that the US government has not allocated}. The PPE will cause more problems than it solves, and create more traffic on feeder roads that are themselves in need of upgrade {us411 for example}. The people's government money would be put to better use on the Alcoa highway, us411, Montvale road, et cetera. A 1970 thru 2016 Blount Countian Thanks-you.</p>	Round 2

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Project Input

Project	Agency	Comment	Outreach Round
Project #09-232: Pellissippi Pkwy (SR-162) Extension (Construct new 4-lane highway)	TDOT	This project should NOT be built. It will not serve any of our actual transportation needs. We have urgent safety issues on many roads in our county and region, and this project will not address them, but may even decrease safety by adding extra traffic to Sevierville Road. The EIS for this project showed that the PPE will not significantly decrease the level of congestion now present, nor will it improve safety on the area road network. It is irresponsible to spend our limited transportation funds to build a costly and unnecessary new highway.	Round 2
		Please do NOT build this project. It will not serve any of our actual needs. We have urgent safety issues in roads in our region, and it would be irresponsible to spend our limited transportation funds on an unnecessary new highway.	Round 2
		Do NOT build this project. It will not serve any of our actual transportation needs. It will not increase safety or decrease congestion on our road network; it may in fact do the opposite. Please fix our safety problems on the existing roads, and do not spend outrageous amounts of our tax dollars building an unnecessary new highway.	Round 2
		Do NOT build this road project. A new highway in this place will not serve any of our actual transportation needs, and will cost an exorbitant amount of money. This project will not improve safety or reduce congestion on area roads (as shown in the EIS!). Please use my tax dollars to improve and make safer the road system we already have instead of building a new highway we do not need.	Round 2
		This project should NOT be built. It will not serve any of our actual transportation needs. We have urgent safety issues on many roads in our area. Please repair, maintain, and improve the roads we already have, and do not waste our limited transportation tax dollars on an unnecessary new highway.	Round 2
		Do NOT build this project. It will not serve any of our actual transportation needs. We have urgent safety issues on many roads in our region that need to be addressed. This proposed highway may do more harm than good if constructed, by adding more traffic to Sevierville Road. It would be irresponsible to spend our limited transportation funds on an unnecessary new highway that brings us no significant benefit.	Round 2
		Do not build the PPE. We do not need it.	Round 2
		Do NOT build the PPE. We do not need this highway, as it will not serve any actual needs. We have urgent safety issues on our existing road system. Fix those, and do not waste our transportation dollars on an unnecessary new highway.	Round 2

Unincorporated Blount County

Project Input

Project	Agency	Comment	Outreach Round
Project #09-232: Pellissippi Pkwy (SR-162) Extension (Construct new 4-lane highway)	TDOT	Do NOT build the PPE. It serves no actual need. Please fix the safety and congestion issues on our existing roads and do not waste our tax money on an unnecessary new highway.	Round 2
		The PPE should NOT be built. It will not serve any of our actual transportation needs. Please address our safety and congestion issues on the road system we have now, and do not waste tax dollars on an unnecessary new highway.	Round 2
		Do not build the PPE. Fix the problems on our existing roads instead.	Round 2
		Do NOT build the PPE. We do not need a new highway. Fix the urgent safety and congestion problems on our existing roadways instead.	Round 2
		We don't seem to have the funds to take care of the roads we already have so we need to prioritize projects. Many roads are dangerously narrow, ok for one car, but as the county population grows they become major hazards. The access points for the PPE will cause heavier traffic on roads that were designed for rural traffic.	Round 2
		When are we ever going to move forward on finishing this road that was proposed by Governor Alexander 40 years ago!	Round 2
		I view this as poor utilization of our transportation dollars. This is an unnecessary road when we have pressing needs to maintain current roadways and to look to roadway improvements that address safety issues.	Round 2
		Way too much money and not enough benefit to the community. Spend the money on repairing and improving safety on current roadways	Round 2
		too expensive. Funds would be better spent improving and maintaining current roadways	Round 2
		This will not solve any problems but will direct traffic away from Maryville and destroy valuable green space and farmland	Round 2
We need to repair the roads we already have and not build a new highway that directs traffic away from city centers and destroys green space and farmland	Round 2		
I oppose this project. TDOT's own data, compiled for the EIS, showed little or no improvement in safety, travel times, traffic congestion, and other criteria used to demonstrate purpose and need. It would be a huge waste of limited funding. The \$84 million price tag is not accurate: far more of our limited tax dollars would be required. Why would we build this new road when so many of our existing roads need improvements just to ensure basic safety? I ask that this project be taken out of consideration permanently.	Round 2		

Unincorporated Blount County

Project Input

Project	Agency	Comment	Outreach Round
Project #09-232: Pellissippi Pkwy (SR-162) Extension (Construct new 4-lane highway)	TDOT	<p>PELLISSIPPI PKWAY EXTENSION from current terminus at Hwy33 in Blount Co to Hwy 321. This road is no longer needed. It was proposed in the 1970s (50 years ago!). Since then major residential and commercial growth in Blount Co has been south and west of Maryville -- the opposite direction of the proposed PPE. Alcoa has also grown and the new Springbrook Farm is being developed. This road is no longer needed because Hwy 321 has been 4-laned and travel to Great Smoky Mtn National Park and the town of Townsend are easily accessed by this improved road. This incredibly expensive 4-lane highway will carve through healthy farmlands and take them out of production. Monies allocated for this highway would be better spent on improving existing roads.</p>	Round 2
		<p>We think it is irresponsible to spend our limited transportation funds on the construction of a new highway that does not address our pressing need to improve safety and mobility, and decrease congestion, on existing area roads. The Pellissippi Parkway Extension is expensive and entirely unnecessary. Building it will result in greater congestion and less safety on Sevierville Road. If the PPE is ever constructed over public opposition, we will lobby forcefully for it to be an actual Parkway, running uninterrupted from SR33 to US321, with NO interchange at Sevierville Road.</p>	Round 2
		<p>I am very much against any extension of Pellissippi Parkway.</p>	Round 2
		<p>I am not in favor of Mobility Plan number 09-232 as I feel that this is a waste of tax payer dollars, will not improve traffic flow, will direct traffic away from businesses within Maryville, and will disrupt local heritage farms.</p>	Round 2
		<p>09-232 Pellissippi Parkway Extension: I oppose this project. Why would we build this new road instead of properly maintaining existing roads that may also need improvements?</p>	Round 2

Unincorporated Blount County

Project Input

Project	Agency	Comment	Outreach Round
Project #09-232: Pellissippi Pkwy (SR-162) Extension (Construct new 4-lane highway)	TDOT	Thank you for the opportunity to comment on state road building and improvements for the Blount County area, where I live and work. I think it is fair to say that Tennessee has limitations as to how many road improvements and new roads that the state budget can accommodate. Thus, it seems that decisions on whether to build new roads or to make improvements must be judicious. With this premise in mind, it seems prudent to me that new construction should be delayed or denied when existing roads need to be maintained and upgraded to meet current and projected usage needs and to better address safety concerns. For these reasons new major constructions should be delayed or permanently suspended in favor of protecting the travelers on existing roads. To build new roads when current roads need to be upgraded and made safer is not only poorly thought out, but unethical. Only after current roads are properly maintained should we as a state take on new road construction, which will in time require maintenance. Take care of what we have before creating more roads that we may not be able to take care of. There is also the need to deal honestly with the effects major new roads will have on the community. There is a move within our country to preserve our natural beauty and open land for emotional health reasons and also food production. I own and operate a fruit and vegetable farm where my sales are at the farm only. This year there has been demonstrated a growing interest for the public to know more about where their food comes from and how it is grown. We were literally overrun by new and existing customers this season. This phenomenon is not unique to me, but has been experienced all over the southeastern U.S. I am a retired federal agent who traveled and worked over much of the U.S. for 40 years, as well as a fruit and vegetable grower. One of the things that I observed is that when new roads and thoroughfares are constructed on open, farm land, in a matter of a few years the farms begin to fall to "development" needs, and this land is lost forever. Such has also been true with the Pellissippi Parkway from Knox County into Blount County. For these and other reasons I am adamantly opposed to the Pellissippi Parkway Extension. To build this thoroughfare will continue to lead to demolition of family farms and increased building pressures. The natural beauty will be scared by this type of	Round 2
Project #09-232: Pellissippi Pkwy (SR-162) Extension (Construct new 4-lane highway)	TDOT	I oppose this project. We should use taxpayer dollars to repair and improve existing roads. It has not been shown convincingly that the PPE will improve travel times or relieve congestion. The areas where growth is already occurring are in West Maryville, not going cross-country from 33 to 321.	Round 3

Unincorporated Blount County

Project Input

Project	Agency	Comment	Outreach Round
Project #09-232: Pellissippi Pkwy (SR-162) Extension (Construct new 4-lane highway)	TDOT	STOP this project. Studies have shown this is not going to fix traffic flow in Blount County. What would would be extending Pellissippi to William Blount Drive then on to HWY 411. Its the rich of Walland that push for easy access to their property and Sevier County tourism. By-passing the towns of Alcoa and Maryville will impact by taking the visitors to the Smokey's away from businesses that need the revenue.	Round 3
		STOP this project. Studies have shown this is not going to fix traffic flow in Blount County. What would would be extending Pellissippi to William Blount Drive then on to HWY 411. Its the rich of Walland that push for easy access to their property and Sevier County tourism. By-passing the towns of Alcoa and Maryville will impact by taking the visitors to the Smokey's away from businesses that need the revenue.	Round 3
		STOP THE PROJECT ! It is a waste of taxpayer money, and will add to the environmental degradation that is ongoing in the community. Valuable habitat and greenspace will be destroyed. There is absolutely no need for this extension.	Round 3
		STOP THE PROJECT ! It is a waste of taxpayer money, and will add to the environmental degradation that is ongoing in the community. Valuable habitat and greenspace will be destroyed. There is absolutely no need for this extension.	Round 3
		If this project is built, it would be bad for the water supply and ecosystem of the Little River, which is a benchmark river in the state of Tennessee. When you build roads, it increases sedimentation in streams, and this road would also pave the way for more development -- gas stations and big box stores and more impermeable surfaces. If this area is known for its beauty and attracts tourists for that reason, then we need to protect it, not develop it. We already have a rampant development mindset in other parts of the county, and it's unfair to impose that on those who make a living from the land, like the Kellers who run a working farm that would be bisected by the PPE. It's absurd that a working farm is not considered a business by TDOT. Others have chosen to live rurally to get away from over-development. With roads comes more noise pollution and light pollution, as well. The GSMNP is already having trouble protecting the soundscape and lightscape resources because of increased development that bring more city lights and noise. The PPE would not help the businesses on Lamar Alexander Parkway in Maryville that benefit from tourist traffic. Additionally, in light of climate change, we need to be seriously thinking about how we can protect the natural resources that this area has, not adding to the problem of gobbling up land for roads and adding to pollution just to give a few people an added convenience.	Round 3

Unincorporated Blount County

Project Input

Project	Agency	Comment	Outreach Round
Project #09-232: Pellissippi Pkwy (SR-162) Extension (Construct new 4-lane highway)	TDOT	I am in favor of this SR162 extension project. As someone that benefited for decades using the original Pellissippi Parkway, the benefits of this extension would be tremendous for the local businesses, decrease congested traffic in Maryville and Alcoa - as well as pollution reduction from stop light traffic with vehicles traveling from interstates/Knoxville to Walland, Townsend, and Great Smoky Mountains, and improved access to jobs for the residents living in the more remote areas of this Appalachian district. As a Maryville native, I drove from Maryville to my job in Oak Ridge where I worked for over 20 years. The Pellissippi Parkway (I-140, SR162) was very helpful in cutting down my drive time, increasing safety, and decreasing my stress levels - avoiding US129 and I-40/75. I have previous experience with TDEC and their strict concerns, rules, and regulations regarding Environmental impacts of road construction. Anyone familiar with the development and implementation of an SWPPP will understand the rules and oversight that Tennessee will implement with the construction / subcontractors associated with this extension. I, and many others I know, are looking forward to the completion of this extension - and have been for years. Much appreciated, Thanks for the opportunity to comment.	Round 3
		I am opposed to finishing the so-called "missing link" of the Pellissippi Parkway Extension. The road is already finished so far as I am concerned. Paving over a rural landscape in order to displace traffic impact and shorten commuter times strikes me as being a short-term solution to longer-term problems, including automobile-dependent neighborhoods and a ballooning population. Blount Countians love their rural landscape, and paving over it would mean loving it to death. Saving undeveloped, open farmland should be of utmost importance, and capping the human footprint should be a priority. Finishing the Extension would do neither. It would waste money, degrade the environment (even with precautions put in place), displace residents, permanently alter the landscape, threaten the environmental integrity of Little River, and more. Let the highway in its current form instead stand as a testament to human restraint and self-imposed limitation, both of them hallmarks of wisdom	Round 3
		Doesn't appear that the LOS will be impacted whether or not it's built. It isn't worth spending millions of dollars to shave a short amount of time off a trip from West Knoxville to the Smokies.	Round 3

Unincorporated Blount County

Project Input

Project	Agency	Comment	Outreach Round
Project #09-232: Pellissippi Pkwy (SR-162) Extension (Construct new 4-lane highway)	TDOT	The area's tourism dollars are directly tied to a healthy environment and this project's impact on waterways and the overall environment are very concerning	Round 3
		I am opposed to extending the Pellissippi Parkway. I have lived in Blount County since 1972. This will further despoil the viewscape, pollute the air and water, destroy productive farmland, and increase traffic congestion (studies show this!). Rather, expend our monies on improving maintaining and repairing local roads and connections. I am not saying no new roads or lanes, just no more interstates stretching out into the country then stopping.	Round 3
		I do not support this project. It will not relieve congestion in Blount County. In fact it will increase it. It will further degrade the Little River watershed, one of the most biodiverse rivers in the state. 	Round 3
		I am opposed to the expansion of the Pellissippi Parkway. This extension is unnecessary and does not address traffic issues in the region. A parkway extension would increase big-box corporate commercial development, which will run small, local, family-owned businesses out of business. Use the money to improve existing infrastructure to make it more walkable, bikeable, AND driveable, which will support healthy communities. It is absurd that the Keller Farm is not considered a business. The rural character of Blount County sets it apart from the sprawl of Knox County. Natural features like the Little River are gems that should be protected, not developed. Blount County should prioritize supporting family-owned businesses, including working farms, by consolidating development to town and maintaining the rural character of the county.	Round 3
		I am AGAINST this extension for so many reasons. According to reports this highway extension will do little to alleviate traffic as proponents hope - but will certainly create another large unsightly road cut through previously rural farmland. You can only have so many major highways in a county before it starts to become less of the beautiful place people originally moved here for! BiodiversityThis road building will definitely have a negative impact on the incredibly diverse Little River in some key locations - crossing Peppermint Branch and other tributaries of the Little River. Please put this project to rest permanently. Thanks for your time	Round 3

Unincorporated Blount County

Project Input

Project	Agency	Comment	Outreach Round
Project #09-232: Pellissippi Pkwy (SR-162) Extension (Construct new 4-lane highway)	TDOT	<p>Thank you for requesting public input. Please do not build the proposed Pellissippi Parkway Extension. It will cost taxpayers a fortune, and it fails to address our local needs for safety and mobility. If constructed as planned with an interchange at US411 , it will create unsafe extra congestion on Sevierville Road, which is already inadequate for the traffic it carries. I urge you to prioritize making improvements to roads & highways that already exist but are becoming crowded and unsafe. Add shoulders to Sevierville Road, and widen it where possible. Continue improvements to Alcoa Highway and Chapman Highway that will make those corridors safer for all. Think outside the same old box; consider public transportation options and greener solutions to our mobility needs. Maintain and repair the roads we have now before laying down new pavement, especially pavement that is not needed!</p>	Round 3
		<p>This proposed road has never made sense to me in any arena. It purposely bypasses Maryville businesses, something they do not need. It destroys existing quality farms, farmland, and open space in Blount County, something that once paved cannot be restored. It adds nothing to our quality of life and has limited benefit for the traveler. It is an expensive project for a short stretch of lots of pavement. It has little to no support from those living in Blount County. Please listen and do NOT move forward with this project.</p>	Round 3
		<p>This project shouldn't be completed - it is prime farmland and there's already a four-lane road that goes to the Smokies.</p>	Round 3
		<p>TDOT is ignoring public comments on this plan.</p>	Round 3
		<p>This is a project that must be removed from the DOT project list. It has been shown to not provide an improvement to the traffic flow through Blount County other than to profit Sevier County. The roadway will hurt the businesses in Alcoa and downtown Maryville by diverting away from shops and gas stations. The impact of this project will take away valuable farm land. The farms most effected are century farms which should be protected. The project serves no purposeful benefit for Blount Countians!</p>	Round 3

Unincorporated Blount County

Project Input

Project	Agency	Comment	Outreach Round
Project #09-232: Pellissippi Pkwy (SR-162) Extension (Construct new 4-lane highway)	TDOT	I am NOT in favor of more 4-lane pavement in this part of Blount County. I say NO to Pellissippi Pkwy extension.Jtaylor	Round 3
		I would like to express my opposition to the extension of the Pellissippi Parkway through Blount County. I am a resident of Walland and commute daily to the Alcoa area, near the current end of the Pellissippi Parkway. I am exactly the group of people that TDOT is claiming to help, but I feel that this road is a terrible idea. This type of development was believed to be what was best for economic development when this idea began in the 1970s, but we have learned a great deal since then. This is old thinking and we know better. As the saying goes, "When you know better, you should do better." The economic sustainability of Blount County is based on our beauty, natural diversity, and rural nature, not on the number of convenience stores and Dollar Generals. This type of road construction, and the subsequent development that is sure to follow, will devalue the very qualities that bring people here to live or vacation and what keeps our young people from relocating when they become adults. If TDOT is continuing this project for the people of Blount County, please understand that we do not want this project running through our beautiful community.	Round 3
		I do not support this project. It is not acceptable to destroy a long-term family business, to change the rural nature of Blount County, or to pollute the Little River. Using these funds to improve areas of local businesses therefore the local well-being and local economy, as well as the bicycling and pedestrian movement is a more economical and progressive plan.	Round 3
		Current road into the park is never overloaded and there is no obvious answer for another road. Our culture is in trouble if we lose our land and animals.	Round 3

Unincorporated Blount County

Project Input

Project	Agency	Comment	Outreach Round
Project #09-249: Montvale Rd (SR-336) Reconstruction (Reconstruct 2-lane road with addition of turn lanes)	TDOT	This road between Blockhouse and 6 Mile Road is extremely dangerous and is in dire need of improvement. Guard rails are needed NOW. There are places where there is an almost sheer drop off at the edge of pavement of 10' or more.	Round 2
		This project is necessary for the safety of Blount county residents and workers because of recent development that is increasing and will continue to increase traffic. We should address existing needs before using our limited road funds for new roads.	Round 2
		This narrow rural road is dangerous.	Round 2
		This is a heavily used road too narrow for current traffic	Round 2
		As a longtime resident of Six Mile, this particular project is much needed to handle the ever increasing traffic on Montvale Road from development, businesses, motorcyclists, and bicyclists. PLEASE add buffered bicycle/pedestrian path into this project. This is part of the statewide bicycle trail and its extremely dangerous for cyclist at this time. Also, its impossible to walk safely on this road, even if it's just a short walk. Do it right, make it safe for all modes of transportation.	Round 3
Project #09-258: Relocated Alcoa Hwy (SR-115/US-129) (Construct new 4-lane highway)	TDOT	Looks like a good idea.	Round 2
		Current 129 route is unsafe.	Round 2

Alcoa

Project Input

Project	Agency	Comment	Outreach Round
Project #09-202: Robert C Jackson Dr Extension - Phase 1 (Construct new 4-lane roadway)	Alcoa	Please add greenway to connect to existing	Round 2
		This is the part of the county where growth is requiring infrastructure improvements. Completing the entire Robert C. Jackson route will help a great deal.	Round 2
		This would be a Critical corridor for DENSO and several other major businesses as well as residents in the area and along the route of Robert C Jackson.	Round 2
		This project must include a bike path or be designated a share road. By adding this the	Round 3
Project #09-204: Pellissippi Place Access Road Extension (Construct new 2-lane road with center turn lane and/or median and bicycle/pedestrian facilities)	Alcoa	People can use Sam Houston Schoolhouse Road to get from Old Knoxville Highway to Wildwood Road. The Pellissippi Place needs access that it already has.	Round 2
Project #09-207: Wrights Ferry Rd Center Turn Lane Improvements (Reconstruct 2-lane road with addition of continuous center turn lane and bicycle/pedestrian facilities)	Alcoa	No Comments	
Project #09-220: Home Ave Extension (Construct new 2-lane road with center turn lane to extend Home Ave through existing shopping center to Calderwood St)	Alcoa	This was proposed many years ago by Hunter Interests and would really expedite travel through Maryville, east to west,	Round 2
		This would make this a whole lot safer and reliable for making connections.	Round 2
		YES ! excellent idea.	Round 2
		Home Avenue Extension in Alcoa is a much needed project that is long overdue. It will certainly improve the traffic flow through that area. Thanks for including it, please do it.	Round 3
		Home Avenue Extension in Alcoa is a much needed project that is long overdue. It will certainly improve the traffic flow through that area. Thanks for including it, please do it.	Round 3
Project #09-248: Topside Rd (SR-333) Improvements (Add continuous center turn lane)	Alcoa	Would this make it safer at high traffic times? Then do it.	Round 2

Alcoa Project Input

Project	Agency	Comment	Outreach Round
Project #13-203: Robert C Jackson Dr Extension - Phase 2 (Construct new 4-lane roadway and grade separated interchange connecting US-129 and Associates Blvd)	Alcoa	Add greenway to connect to existing.	Round 2
Project #13-208: Harvest Ln Extension (Construct new 2-lane road with sidewalks)	Alcoa	This project is necessary for the safety of Blount county residents and workers because of recent development that is increasing and will continue to increase traffic. We should address existing needs before using our limited road funds for new roads.	Round 2
		This would elevate traffic on U.S. 129 and create a safer connector for employees that work on and near Robert C. Jackson.	Round 2
Project #13-210: North Park Blvd & Airbase Rd Safety Improvements (Realign North Park Blvd to Airbase Rd)	Alcoa	No Comments	
Project #09-216: Alcoa Hwy (SR-115/US-129) Widening (Widen 4-lane to 6-lane including pedestrian and bicycle facilities)	TDOT	This effort will provide a large portion of the greenway for Knox./Blount counties.	Round 2
		We must finish the improvements to Alcoa Highway as soon as possible. This road is unsafe. Period. Anything that can be done to improve it is imperative. I believe the revisions to the intersection at Topside and Alcoa Highway are a good example of safety-enhancing changes. All improvements to this section, 09-216, are overdue. All drivers who use the road appreciate the need for this.	Round 2
		All Alcoa Highway projects should take priority. It has been a death trap for decades.	Round 2
		Yes, yes. This needs to be widened and improved for facility of movement, access to airport, and especially to increase safety!	Round 2
		We are delighted that work to make Alcoa Highway safer is finally underway. Do it	Round 2
		I live in Blount County and am in favor of the following projects for improving safety and growth in my area of TN, as well as increased use of Greenways: Mobility Plan Numbers: 09-231, 13-214, 13-215, 13-216, 13-218, 09-216, 09-644, 09-653, 17-202, 17-201, 18-202, 19-201, 21-100, 21-1002, 21-201, 21-204, 09-211, 09-214.	Round 2

Alcoa Project Input

Project	Agency	Comment	Outreach Round
Project #09-216: Alcoa Hwy (SR-115/US-129) Widening (Widen 4-lane to 6-lane including pedestrian and bicycle facilities)	TDOT	<p>I support this project. As we all know, this is a dangerous stretch of road with a terrible reputation, and deservedly so! It has been a hazard for decades and I am glad to see residents' safety finally being taken seriously.</p>	Round 2
		<p>I support these projects. Alcoa Highway deserves its unfortunate nickname--"I'll Kill Ya" Highway. It is one of the most dangerous roads in East Tennessee and has claimed many lives over the years. My own husband had a very serious accident on Highway 129 in 2019. Any improvements to this road are welcome, whether it be widening, upgrades to interchanges, or improving visibility. The improvements at the junction of Topside Road and Alcoa Highway have been a big help. Please continue the work on improvements and widening of Alcoa Highway until the entire length is finished.</p>	Round 2
		<p>Any improvements along Alcoa Highway and intersecting major roads need to include</p>	Round 3
Project #09-232: Pellissippi Pkwy (SR-162) Extension (Construct new 4-lane highway)	TDOT	<p>This is a project that is a total waste of Tennessee taxpayer dollars. The State of Tennessee already has a backlog of urgent road, waterway, bridge and maintenance projects that are critical to our infrastructure. There is currently not enough funding for these projects let alone wasting as much as nearly \$200 million on this one (for a 4.4 mile stretch of highway).</p>	Round 2
		<p>We should spend our limited transportation taxpayer dollars to maintain the system we already have in place. TDOT's own analysis of this project shows that this project will not ease traffic congestion in Blount County (see the 2010 DEIS, 3-4; also 2-9, Table 2-3). Blount County is currently seeing major growth in the west side of the county, which this project will not address.</p>	
		<p>I would also like to point out that the Knoxville Regional Transportation Planning organization's TIP for FY2020-2023 shows proposed projects in Blount County totaling \$220 million, almost \$600 million for Knox County and nearly \$140 in other projects in Knox-Blount counties. That totals \$960 million for only two counties in the State. Surely there has to be other needs within the State that could use these funds more effectively.</p>	
<p>Get it done ASAP</p>	Round 2		

Alcoa
Project Input

Project	Agency	Comment	Outreach Round
Project #09-232: Pellissippi Pkwy (SR-162) Extension (Construct new 4-lane highway)	TDOT	<p>Project #09-232: PPEExtension, is totally useless. Almost 20 years in the making, it does not serve any helpful practical purpose. There are MANY other projects that are in dire need of improvement, and that will actually be useful ! For example, projects such as:</p> <p>09-211, 09-216, 09-221, 09-229, 09-239, 09-241, 09-245, 09-262, just to mention a few, are meant to improve their current status, safety, and efficiency.</p> <p>On the other hand, project 09-232 PPE, is VERY costly, requires ROWay over vasts areas of private properties that have significant agricultural/farmland/dairy value, while its benefits to the overall community are minimal, and of no real practical value.</p> <p>In summary, PLEASE DO NOT WASTE OUR taxes on a project #09-232, and instead invest in many of the other projects that are much needed, and of greater benefits.</p>	Round 2
		<p>This propose interstate highway (it is in no way a "parkway"), is, in my mind, very low on the list of important road projects in Blount County. We have too many substandard two-lane roads that need repair and upgrading. In fact the county is full of such dangerous roads, roads our children are playing ons and riding on in school buses.</p> <p>We should be spending our tax dollars on these secondary roads for the foreseeable future.</p>	Round 2
		<p>I believe that building this section of the Parkway is a waste of tax payers money and will only add to the current growth problems of Blount County. The money targeted for this road could be better spent improving the existing roads in this county, such as hwy 411 (Sevierville road) which is to narrow and dangerous.</p>	Round 2
		<p>This project should not be built. It will not solve any of our actual road needs. We have urgent safety issues on roads in our county and region. It is irresponsible to spend our limited road funds on an unnecessary new highway.</p>	Round 2
		This is a project that TDOT studies have shown will not meet any need or serve any	Round 2

Alcoa

Project Input

Project	Agency	Comment	Outreach Round
Project #09-232: Pellissippi Pkwy (SR-162) Extension (Construct new 4-lane highway)	TDOT	There is absolutely no need to expand this roadway. The damage to personal property and farms completely out weigh the 2 minute route (129/321) that already exist.	Round 2
		Complete waste of taxpayer dollars when so many other roads that currently need repair and improvements.	Round 2
Project #09-232: Pellissippi Pkwy (SR-162) Extension (Construct new 4-lane highway)	TDOT	<p>This project is the least needed of almost all Blount County proposals. The environmental study done for and by TDOT makes it clear that the PPE will not substantially address any of the issues proponents claim for it. TDOT's cost estimates in this proposal are WAY below its own earlier projections (including one for \$197 million).</p> <p>Blount County's actual traffic and safety needs will not be addressed by building a new highway that might make it 10 minutes faster to get from Townsend to Oak Ridge. The idea for this predates the last 30 years of Blount County's growth, most of which has been and continues to be in the western side of Maryville. There are real and immediate needs that are addressed by many of the projects proposed for this Mobility Plan, and those projects should have priority. There are also many narrow, two lane rural roads, also proposed for this Plan, that desperately need to be upgraded for safety and mobility. This has been clear for decades and the PPE will do nothing except in some cases make them worse.</p> <p>Spending hundreds of millions of dollars to serve the desires of a few businesses and residents in Walland and Townsend will be a tragic waste and deprive the rest of us of safe and more efficient ways to get around. There is no barrier to quick, four lane access to the Walland/Townsend/ area or to the national park. This was not the case when this project was initially proposed, but the needs now do not include this expensive and destructive project.</p> <p>It is just not good enough to argue that this is a long-planned road. It might have been a good idea 30 years ago but it is not now.. Tennessee does not have the resources to construct Legacy Projects that have no current utility.</p>	Round 2

Alcoa Project Input

Project	Agency	Comment	Outreach Round
		This project should NOT be built. As it stands it is a colossal waste of taxpayer money. It will not solve a single road need. We have much more urgent safety issues on roads in Blount County and the region. It is very irresponsible to spend limited highway construction funds on this unnecessary new highway construction. It will be an interstate in search of a purpose and not solve any problem.	Round 2
Project #09-232: Pellissippi Pkwy (SR-162) Extension (Construct new 4-lane highway)	TDOT	A new highway to 321 is not needed. There are currently several other routes to get to/from Knoxville/Townsend. Such a road may have been needed decades ago when it	Round 2
		I haven't seen any problems that the building of this road solves. This project shouldn't be built. We have more necessary safety issues on roads in our county and region, and it is irresponsible to spend our limited road funds on an unnecessary new highway.	Round 2
		Same as comment for other section of the Pellissippi Parkway Ext. - this doesn't solve traffic problems in the area and it will encourage commercial growth along the corridor and not in Maryville/Alcoa where it is needed. This should be the last priority for regional transportation funding.	Round 2
		Blount County needs many substandard roads improved instead of building new roads funds for this project could be used for this and many citizens are against this project and it would destroy many scenic views and much farmland and take away from the water quality of Little River and would create congestion on highway 321 which flows well now.	Round 2
		The Pellissippi Parkway extension will not benefit the residents of Blount County. It will actually destroy some of our beautiful environment. I believe an extension of the parkway will also fracture our county, as a 4-lane highway will divide the land.	Round 2
		There are so many other road projects that need the money {that Tennessee government does not have, and that the US government has not allocated}. The PPE will cause more problems than it solves, and create more traffic on feeder roads that are themselves in need of upgrade {us411 for example}. The people's government money would be put to better use on the Alcoa highway, us411, Montvale road, et cetera. A 1970 thru 2016 Blount Countian Thanks-you.	Round 2

Alcoa Project Input

Project	Agency	Comment	Outreach Round
Project #09-232: Pellissippi Pkwy (SR-162) Extension (Construct new 4-lane highway)	TDOT	<p>This project should NOT be built. It will not serve any of our actual transportation needs. We have urgent safety issues on many roads in our county and region, and this project will not address them, but may even decrease safety by adding extra traffic to Sevierville Road.</p> <p>The EIS for this project showed that the PPE will not significantly decrease the level of congestion now present, nor will it improve safety on the area road network. It is irresponsible to spend our limited transportation funds to build a costly and unnecessary new highway.</p>	Round 2
		<p>Please do NOT build this project. It will not serve any of our actual needs. We have urgent safety issues in roads in our region, and it would be irresponsible to spend our limited transportation funds on an unnecessary new highway.</p>	Round 2
		<p>Do NOT build this project. It will not serve any of our actual transportation needs. It will not increase safety or decrease congestion on our road network; it may in fact do the opposite. Please fix our safety problems on the existing roads, and do not spend</p>	Round 2
		<p>Do NOT build this road project. A new highway in this place will not serve any of our actual transportation needs, and will cost an exorbitant amount of money. This project will not improve safety or reduce congestion on area roads (as shown in the EIS!). Please use my tax dollars to improve and make safer the road system we already have instead of building a new highway we do not need.</p>	Round 2
		<p>This project should NOT be built. It will not serve any of our actual transportation needs. We have urgent safety issues on many roads in our area. Please repair, maintain, and improve the roads we already have, and do not waste our limited transportation tax dollars on an unnecessary new highway.</p>	Round 2
		<p>Do NOT build this project. It will not serve any of our actual transportation needs. We have urgent safety issues on many roads in our region that need to be addressed. This proposed highway may do more harm than good if constructed, by adding more traffic to Sevierville Road. It would be irresponsible to spend our limited transportation funds on an unnecessary new highway that brings us no significant benefit.</p>	Round 2
		<p>Do not build the PPE. We do not need it.</p>	Round 2

Alcoa
Project Input

Project	Agency	Comment	Outreach Round
Project #09-232: Pellissippi Pkwy (SR-162) Extension (Construct new 4-lane highway)	TDOT	Do NOT build the PPE. We do not need this highway, as it will not serve any actual needs. We have urgent safety issues on our existing road system. Fix those, and do not waste our transportation dollars on an unnecessary new highway.	Round 2
		Do NOT build the PPE. It serves no actual need. Please fix the safety and congestion	Round 2
		The PPE should NOT be built. It will not serve any of our actual transportation needs. Please address our safety and congestion issues on the road system we have now, and do not waste tax dollars on an unnecessary new highway.	Round 2
		Do not build the PPE. Fix the problems on our existing roads instead.	Round 2
		Do NOT build the PPE. We do not need a new highway. Fix the urgent safety and congestion problems on our existing roadways instead.	Round 2
		We don't seem to have the funds to take care of the roads we already have so we need to prioritize projects. Many roads are dangerously narrow, ok for one car, but as the county population grows they become major hazards. The access points for the PPE will cause heavier traffic on roads that were designed for rural traffic.	Round 2
		When are we ever going to move forward on finishing this road that was proposed by Governor Alexander 40 years ago!	Round 2
		I view this as poor utilization of our transportation dollars. This is an unnecessary road when we have pressing needs to maintain current roadways and to look to roadway improvements that address safety issues.	Round 2
		Way too much money and not enough benefit to the community. Spend the money on repairing and improving safety on current roadways	Round 2
		too expensive. Funds would be better spent improving and maintaining current roadways	Round 2
		This will not solve any problems but will direct traffic away from Maryville and destroy valuable green space and farmland	Round 2
		We need to repair the roads we already have and not build a new highway that directs traffic away from city centers and destroys green space and farmland	Round 2

Alcoa
Project Input

Project	Agency	Comment	Outreach Round
Project #09-232: Pellissippi Pkwy (SR-162) Extension (Construct new 4-lane highway)	TDOT	I oppose this project. TDOT's own data, compiled for the EIS, showed little or no improvement in safety, travel times, traffic congestion, and other criteria used to demonstrate purpose and need. It would be a huge waste of limited funding. The \$84 million price tag is not accurate: far more of our limited tax dollars would be required. Why would we build this new road when so many of our existing roads need improvements just to ensure basic safety? I ask that this project be taken out of consideration permanently.	Round 2
		PELLISSIPPI PKWAY EXTENSION from current terminus at Hwy33 in Blount Co to Hwy 321. This road is no longer needed. It was proposed in the 1970s (50 years ago!). Since then major residential and commercial growth in Blount Co has been south and west of Maryville -- the opposite direction of the proposed PPE. Alcoa has also grown and the new Springbrook Farm is being developed. This road is no longer needed because Hwy 321 has been 4-laned and travel to Great Smoky Mtn National Park and the town of Townsend are easily accessed by this improved road. This incredibly expensive 4-lane highway will carve through healthy farmlands and take them out of production. Monies allocated for this highway would be better spent on improving existing roads.	Round 2
		We think it is irresponsible to spend our limited transportation funds on the construction of a new highway that does not address our pressing need to improve safety and mobility, and decrease congestion, on existing area roads. The Pellissippi Parkway Extension is expensive and entirely unnecessary. Building it will result in greater congestion and less safety on Sevierville Road. If the PPE is ever constructed over public opposition, we will lobby forcefully for it to be an actual Parkway, running uninterrupted from SR33 to US321, with NO interchange at Sevierville Road.	Round 2
		I am very much against any extension of Pellissippi Parkway.	Round 2
		I am not in favor of Mobility Plan number 09-232 as I feel that this is a waste of tax payer dollars, will not improve traffic flow, will direct traffic away from businesses within Maryville, and will disrupt local heritage farms.	Round 2
		09-232 Pellissippi Parkway Extension: I oppose this project. Why would we build this new road instead of properly maintaining existing roads that may also need improvements?	Round 2

Alcoa

Project Input

Project	Agency	Comment	Outreach Round
Project #09-232: Pellissippi Pkwy (SR-162) Extension (Construct new 4-lane highway)	TDOT	<p>Thank you for the opportunity to comment on state road building and improvements for the Blount County area, where I live and work.</p> <p>I think it is fair to say that Tennessee has limitations as to how many road improvements and new roads that the state budget can accommodate. Thus, it seems that decisions on whether to build new roads or to make improvements must be judicious. With this premise in mind, it seems prudent to me that new construction should be delayed or denied when existing roads need to be maintained and upgraded to meet current and projected usage needs and to better address safety concerns. For these reasons new major constructions should be delayed or permanently suspended in favor of protecting the travelers on existing roads. To build new roads when current roads need to be upgraded and made safer is not only poorly thought out, but unethical. Only after current roads are properly maintained should we as a state take on new road construction, which will in time require maintenance. Take care of what we have before creating more roads that we may not be able to take care of.</p> <p>There is also the need to deal honestly with the effects major new roads will have on the community. There is a move within our country to preserve our natural beauty and open land for emotional health reasons and also food production. I own and operate a fruit and vegetable farm where my sales are at the farm only. This year there has been demonstrated a growing interest for the public to know more about where their food comes from and how it is grown. We were literally overrun by new and existing customers this season. This phenomenon is not unique to me, but has been experienced all over the southeastern U.SI.</p>	Round 2
		<p>I am a retired federal agent who traveled and worked over much of the U.S. for 40 years, as well as a fruit and vegetable grower. One of the things that I observed is that when new roads and thoroughfares are constructed on open farm land in a matter of I oppose this project. We should use taxpayer dollars to repair and improve existing roads. It has not been shown convincingly that the PPE will improve travel times or relieve congestion. The areas where growth is already occurring are in West Maryville, not going cross-country from 33 to 321.</p>	Round 3
		<p>STOP this project. Studies have shown this is not going to fix traffic flow in Blount County. What would would be extending Pellissippi to William Blount Drive then on to HWY 411. Its the rich of Walland that push for easy access to their property and Sevier County tourism. By-passing the towns of Alcoa and Maryville will impact by taking the visitors to the Smokey's away from businesses that need the revenue.</p>	Round 3

Alcoa Project Input

Project	Agency	Comment	Outreach Round
Project #09-232: Pellissippi Pkwy (SR-162) Extension (Construct new 4-lane highway)	TDOT	STOP this project. Studies have shown this is not going to fix traffic flow in Blount County. What would would be extending Pellissippi to William Blount Drive then on to HWY 411. Its the rich of Walland that push for easy access to their property and Sevier County tourism. By-passing the towns of Alcoa and Maryville will impact by taking the visitors to the Smokey's away from businesses that need the revenue.	Round 3
		STOP THE PROJECT ! It is a waste of taxpayer money, and will add to the environmental degradation that is ongoing in the community. Valuable habitat and greenspace will be destroyed. There is absolutely no need for this extension.	Round 3
		STOP THE PROJECT ! It is a waste of taxpayer money, and will add to the environmental degradation that is ongoing in the community. Valuable habitat and greenspace will be destroyed. There is absolutely no need for this extension.	Round 3
		If this project is built, it would be bad for the water supply and ecosystem of the Little River, which is a benchmark river in the state of Tennessee. When you build roads, it increases sedimentation in streams, and this road would also pave the way for more development -- gas stations and big box stores and more impermeable surfaces. If this area is known for its beauty and attracts tourists for that reason, then we need to protect it, not develop it. We already have a rampant development mindset in other parts of the county, and it's unfair to impose that on those who make a living from the land, like the Kellers who run a working farm that would be bisected by the PPE. It's absurd that a working farm is not considered a business by TDOT. Others have chosen to live rurally to get away from over-development. With roads comes more noise pollution and light pollution, as well. The GSMNP is already having trouble protecting the soundscape and lightscape resources because of increased development that bring more city lights and noise. The PPE would not help the businesses on Lamar Alexander Parkway in Maryville that benefit from tourist traffic. Additionally, in light of climate change, we need to be seriously thinking about how we can protect the natural resources that this area has, not adding to the problem of gobbling up land for roads and adding to pollution just to give a few people an added convenience.	Round 3

Alcoa
Project Input

Project	Agency	Comment	Outreach Round
Project #09-232: Pellissippi Pkwy (SR-162) Extension (Construct new 4-lane highway)	TDOT	<p>I am in favor of this SR162 extension project. As someone that benefited for decades using the original Pellissippi Parkway, the benefits of this extension would be tremendous for the local businesses, decrease congested traffic in Maryville and Alcoa - as well as pollution reduction from stop light traffic with vehicles traveling from interstates/Knoxville to Walland, Townsend, and Great Smoky Mountains, and improved access to jobs for the residents living in the more remote areas of this Appalachian district. As a Maryville native, I drove from Maryville to my job in Oak Ridge where I worked for over 20 years. The Pellissippi Parkway (I-140, SR162) was very helpful in cutting down my drive time, increasing safety, and decreasing my stress levels - avoiding US129 and I-40/75. I have previous experience with TDEC and their strict concerns, rules, and regulations regarding Environmental impacts of road construction. Anyone familiar with the development and implementation of an SWPPP will understand the rules and oversight that Tennessee will implement with the construction / subcontractors associated with this extension. I, and many others I know, are looking forward to the completion of this extension - and have been for years. Much appreciated, Thanks for the opportunity to comment.</p>	Round 3
		<p>I am opposed to extending the Pellissippi Parkway. I have lived in Blount County since 1972. This will further despoil the viewscape, pollute the air and water, destroy productive farmland, and increase traffic congestion (studies show this!). Rather, expend our monies on improving maintaining and repairing local roads and connections. I am not saying no new roads or lanes, just no more interstates stretching out into the country then stopping.</p>	Round 3
		<p>I do not support this project. It will not relieve congestion in Blount County. In fact it will increase it. It will further degrade the Little River watershed, one of the most biodiverse rivers in the state.

</p>	Round 3

Alcoa
Project Input

Project	Agency	Comment	Outreach Round
Project #09-232: Pellissippi Pkwy (SR-162) Extension (Construct new 4-lane highway)	TDOT	<p>I am opposed to the expansion of the Pellissippi Parkway. This extension is unnecessary and does not address traffic issues in the region. A parkway extension would increase big-box corporate commercial development, which will run small, local, family-owned businesses out of business. Use the money to improve existing infrastructure to make it more walkable, bikeable, AND driveable, which will support healthy communities. It is absurd that the Keller Farm is not considered a business.

The rural character of Blount County sets it apart from the sprawl of Knox County. Natural features like the Little River are gems that should be protected, not developed. Blount County should prioritize supporting family-owned businesses, including working farms, by consolidating development to town and maintaining the rural character of the county.</p>	Round 3
		<p>I am AGAINST this extension for so many reasons.

According to reports this highway extension will do little to alleviate traffic as proponents hope - but will certainly create another large unsightly road cut through previously rural farmland. You can only have so many major highways in a county before it starts to become less of the beautiful place people originally moved here for!

BiodiversityThis road building will definitely have a negative impact on the incredibly diverse Little River in some key locations - crossing Peppermint Branch and other tributaries of the Little River.

Please put this project to rest permanently. Thanks for your time</p>	Round 3
		<p>Thank you for requesting public input. Please do not build the proposed Pellissippi Parkway Extension. It will cost taxpayers a fortune, and it fails to address our local needs for safety and mobility. If constructed as planned with an interchange at US411 , it will create unsafe extra congestion on Sevierville Road, which is already inadequate for the traffic it carries. I urge you to prioritize making improvements to roads & highways that already exist but are becoming crowded and unsafe. Add shoulders to Sevierville Road, and widen it where possible. Continue improvements to Alcoa Highway and Chapman Highway that will make those corridors safer for all. Think outside the same old box; consider public transportation options and greener solutions to our mobility needs. Maintain and repair the roads we have now before laying down new pavement, especially pavement that is not needed!</p>	Round 3

Alcoa
Project Input

Project	Agency	Comment	Outreach Round
Project #09-232: Pellissippi Pkwy (SR-162) Extension (Construct new 4-lane highway)	TDOT	<p>This proposed road has never made sense to me in any arena. It purposely bypasses Maryville businesses, something they do not need. It destroys existing quality farms, farmland, and open space in Blount County, something that once paved cannot be restored. It adds nothing to our quality of life and has limited benefit for the traveler. It is an expensive project for a short stretch of lots of pavement. It has little to no support from those living in Blount County. Please listen and do NOT move forward with this project.</p>	Round 3
		<p>I am opposed to finishing the so-called "missing link" of the Pellissippi Parkway Extension. The road is already finished so far as I am concerned. Paving over a rural landscape in order to displace traffic impact and shorten commuter times strikes me as being a short-term solution to longer-term problems, including automobile-dependent neighborhoods and a ballooning population. Blount Countians love their rural landscape, and paving over it would mean loving it to death. Saving undeveloped, open farmland should be of utmost importance, and capping the human footprint should be a priority. Finishing the Extension would do neither. It would waste money, degrade the environment (even with precautions put in place), displace residents, permanently alter the landscape, threaten the environmental integrity of Little River, and more. Let the highway in its current form instead stand as a testament to human restraint and self-imposed limitation, both of them hallmarks of wisdom</p>	Round 3
		<p>This is a project that must be removed from the DOT project list. It has been shown to not provide an improvement to the traffic flow through Blount County other than to profit Sevier County. The roadway will hurt the businesses in Alcoa and downtown Maryville by diverting away from shops and gas stations. The impact of this project will take away valuable farm land. The farms most effected are century farms which should be protected. The project serves no purposeful benefit for Blount Countians!</p>	Round 3
		<p>I am NOT in favor of more 4-lane pavement in this part of Blount County. I say NO to Pellissippi Pkwy extension. Jtaylor</p>	Round 3

Alcoa

Project Input

Project	Agency	Comment	Outreach Round
Project #09-232: Pellissippi Pkwy (SR-162) Extension (Construct new 4-lane highway)	TDOT	<p>I would like to express my opposition to the extension of the Pellissippi Parkway through Blount County. I am a resident of Walland and commute daily to the Alcoa area, near the current end of the Pellissippi Parkway. I am exactly the group of people that TDOT is claiming to help, but I feel that this road is a terrible idea. This type of development was believed to be what was best for economic development when this idea began in the 1970s, but we have learned a great deal since then. This is old thinking and we know better. As the saying goes, "When you know better, you should do better." The economic sustainability of Blount County is based on our beauty, natural diversity, and rural nature, not on the number of convenience stores and Dollar Generals. This type of road construction, and the subsequent development that is sure to follow, will devalue the very qualities that bring people here to live or vacation and what keeps our young people from relocating when they become adults. If TDOT is continuing this project for the people of Blount County, please understand that we do not want this project running through our beautiful community.</p>	Round 3
		<p>I do not support this project. It is not acceptable to destroy a long-term family business, to change the rural nature of Blount County, or to pollute the Little River. Using these funds to improve areas of local businesses therefore the local well-being and local economy, as well as the bicycling and pedestrian movement is a more economical and progressive plan.</p>	Round 3
		<p>Doesn't appear that the LOS will be impacted whether or not it's built. It isn't worth spending millions of dollars to shave a short amount of time off a trip from West Knoxville to the Smokies.</p>	Round 3
Project #09-257: Relocated Alcoa Hwy (SR-115/US-129) (New alignment, new 4-lane divided facility, construct an interchange at Pellissippi Pkwy (SR-162))	TDOT	<p>The area's tourism dollars are directly tied to a healthy environment and this project's impact on waterways and the overall environment are very concerning</p>	Round 3
		<p>This project shouldn't be completed - it is prime farmland and there's already a four-lane road that goes to the Smokies.</p>	Round 3
		<p>TDOT is ignoring public comments on this plan.</p>	Round 3

Alcoa Project Input

Project	Agency	Comment	Outreach Round
Project #09-257: Relocated Alcoa Hwy (SR-115/US-129) (New alignment, new 4-lane divided facility, construct an interchange at Pellissippi Pkwy (SR-162))	TDOT	Constructing yet another road in this area instead of widening and finding solid solutions to the existing Alcoa Highway seems like a long term problem and not solving what we have now. Light rail between Maryville, Alcoa, Louisville, Rockford, and Knoxville, and then Knoxville into other counties is long overdue and should be put in place. Any highway work needs to include buffered bicycle and pedestrian paths. Years back people would bicycle to work, and yes, even on Alcoa Highway. Improvements for safety and travel flow must be made with a holistic approach, but building yet another 4 lane highway will likely not solve these problems.	Round 3
		Current road into the park is never overloaded and there is no obvious answer for another road. Our culture is in trouble if we lose our land and animals.	Round 3
		All these Alcoa Highway projects should happen	Round 2
		Please add connection to greenways	Round 2
		Whatever is needed to improve safety and ease of movement on Alcoa Highway is needed. I am not so sure that the project as planned is the simplest & best solution; it seems to me to have too many interchanges, but I am not a traffic engineer. Maybe it is good.	Round 2
		We are delighted that work to make Alcoa Highway safer is finally underway. Do it all—and do it smart, to make that route safe and pleasant well into the future. Given the traffic load in that corridor, maybe we should be thinking of a public transportation option between Knoxville and its airport.	Round 2
		Current 129 route is unsafe.	Round 2
Project #09-258: Relocated Alcoa Hwy (SR-115/US-129) (Construct new 4-lane highway)	TDOT	Looks like a good idea.	Round 2
		Current 129 route is unsafe.	Round 2
		Constructing yet another road in this area instead of widening and finding solid solutions to the existing Alcoa Highway seems like a long term problem and not solving what we have now. Light rail between Maryville, Alcoa, Louisville, Rockford, and Knoxville, and then Knoxville into other counties is long overdue and should be put in place. Any highway work needs to include buffered bicycle and pedestrian paths. Years back people would bicycle to work, and yes, even on Alcoa Highway. Improvements for safety and travel flow must be made with a holistic approach, but building yet another 4 lane highway will likely not solve these problems.	Round 3

Alcoa Project Input

Project	Agency	Comment	Outreach Round
Project #17-202: US-129 Widening (Widen from 4 to 6 lanes)	TDOT	Would help with the lone lines at these intersections.	Round 2
		This is the area of the county where the growth is happening	Round 2
		Alcoa Highway already has higher traffic volumes than many interstate, limited-access highways. Any improvements to make the volume of cars and trucks move more safely and efficiently should be considered.	Round 2
		This would make this route a lot better as well as eventually making the intersection at Louisville Rd an interchange to allow more controlled access and continuous flow of U.S. 129 traffic.	Round 2
		From my travels through that area during busy and non-busy times, this shouldn't be a priority for funding. I can't remember when I couldn't get through the intersection in one change of the light no matter what direction I'm going.	Round 2
		If it needs to be this wide for safety, do it.	Round 2
		I live in Blount County and am in favor of the following projects for improving safety and growth in my area of TN, as well as increased use of Greenways: Mobility Plan Numbers: 09-231, 13-214, 13-215, 13-216, 13-218, 09-216, 09-644, 09-653, 17-202, 17-201, 18-202, 19-201, 21-100, 21-1002, 21-201, 21-204, 09-211, 09-214.	Round 2
		I support this project. As we all know, this is a dangerous stretch of road with a terrible reputation, and deservedly so! It has been a hazard for decades and I am glad to see residents' safety finally being taken seriously.	Round 2
		I support these projects. Alcoa Highway deserves its unfortunate nickname--"I'll Kill Ya" Highway. It is one of the most dangerous roads in East Tennessee and has claimed many lives over the years. My own husband had a very serious accident on Highway 129 in 2019. Any improvements to this road are welcome, whether it be widening, upgrades to interchanges, or improving visibility. The improvements at the junction of Topside Road and Alcoa Highway have been a big help. Please continue the work on improvements and widening of Alcoa Highway until the entire length is finished.	Round 2

Alcoa Project Input

Project	Agency	Comment	Outreach Round
Project #18-200b: Alcoa Hwy (SR-115/US-129) ITS Expansion Phase 1 (ITS Smartway Geographic Expansion)	TDOT	Long overdue project. The Entrance to I.C.King Park is very dangerous and needs to be completely changed or upgraded. I've almost killed myself several times getting in and out of the park from Alcoa Highway.	Round 2
		We are delighted that work to make Alcoa Highway safer is finally underway. Do it all—and do it smart, to make that route safe and pleasant well into the future. Given the traffic load in that corridor, maybe we should be thinking of a public transportation option between Knoxville and its airport.	Round 2
Project #18-201: I-140 ITS Expansion (Install power and communication network and ITS Devices such as CCTV cameras, DMS, and RDS along I-140)	TDOT	Pellissippi needs a non motorized access lane to provide transportation for all!	Round 2

Maryville Project Input

Project	Agency	Comment	Outreach Round
Project #09-214: Sevierville Rd (SR-35/US-411) Widening (Reconstruct 2-lane road with addition of continuous center turn lane and bicycle/pedestrian facilities)	Maryville	Traffic increases make this impoportant	Round 2
		Heavily used and too narrow.	Round 2
		Yes, good idea.	Round 2
		I live in Blount County and am in favor of the following projects for improving safety and growth in my area of TN, as well as increased use of Greenways: Mobility Plan Numbers: 09-231, 13-214, 13-215, 13-216, 13-218, 09-216, 09-644, 09-653, 17-202, 17-201, 18-202, 19-201, 21-100, 21-1002, 21-201, 21-204, 09-211, 09-214.	Round 2
Project #09-223: Carpenters Grade Rd Reconstruction and Intersection Improvements (Reconstruct 2-lane road with addition of turn lanes and sidewalk with new roundabout at Peterson Ln,	Maryville	This project is necessary for the safety of Blount county residents and workers because of recent development that is increasing and will continue to increase traffic. We should address existing needs before using our limited road funds for new roads.	Round 2
		More growth induced congestion makes this needed.	Round 2
Project #09-240: Sandy Springs Rd at Montgomery Ln Intersection Improvements (Intersection improvements including turn lanes and new traffic signal)	Maryville	No Comments	
Project #09-241: Tuckaleechee Pk Reconstruction (Reconstruct 2-lane road with addition of turn lanes and sidewalk)	Maryville	Turn lanes should improve access to some of the commercial properties on Tuckaleechee near 321.	Round 2
		This project is necessary for the safety of Blount county residents and workers because of recent development that is increasing and will continue to increase traffic. We should address existing needs before using our limited road funds for new roads.	Round 2
		Definitely needs longer turn lane and wider lanes.	Round 2
		Heavily travelled and too narrow.	Round 2
		This project needs to be extended the length of this narrow heavily traveled road. Side walk or Wide shoulders should be added or the project would be a waste of money. One mile is not enough!	Round 3

Maryville Project Input

Project	Agency	Comment	Outreach Round
Project #09-242: W Broadway Ave (SR-33/US-411) Improvements (Construct additional westbound left turn lane at intersection with Lamar Alexander Pkwy and convert continuous center turn lane to additional westbound through lane along W Broadway Ave.	Maryville	Fix this problem intersection.	Round 2
Project #09-243: Wilkinson Pk Widening (Reconstruct 2-lane road with addition of turn lanes and sidewalk)	Maryville	This project is necessary for the safety of Blount county residents and workers because of recent development that is increasing and will continue to increase traffic. We should address existing needs before using our limited road funds for new roads.	Round 2
		Another narrow and dangerous road.	Round 2
Project #13-833: Maryville to Townsend Greenway - Phase 1 (Brown Creek) (Construct a new shared use path between the existing Maryville/Alcoa Greenway at Aluminum Ave to Lamar Alexander Pkwy along Brown Creek)	Maryville	This will be a wonderful addition to the City of Maryville's existing Greenway Trail system and will be a nice connection for residents on the east side of town.	Round 2
		This will enhance the active travel areas of Maryville and Alcoa will improve access.	Round 2
		Love to bike and walk Blount County - please complete!	Round 2
		It is wonderful to see more greenway projects proposed and I highly support them. However, greenway projects can be much more useful if they connect communities to business and other locations, whether it be work, school, shopping, restaurants, places of worship, etc. Bicyling and walking are modes of transportation. Please consider increasing and improving this form of transportation. Doing this will improve our health through exercise and reducing vehicle emissions.	Round 3

Maryville Project Input

Project	Agency	Comment	Outreach Round
Project #17-201: Amerine Road Improvements (Reconstruct 2-lane road with addition of turn lanes and sidewalk)	Maryville	This was supposed to serve a WalMart that is not going to be built...	Round 2
		I live in Blount County and am in favor of the following projects for improving safety and growth in my area of TN, as well as increased use of Greenways: Mobility Plan Numbers: 09-231, 13-214, 13-215, 13-216, 13-218, 09-216, 09-644, 09-653, 17-202, 17-201, 18-202, 19-201, 21-100, 21-1002, 21-201, 21-204, 09-211, 09-214.	Round 2
Project #21-201: Lamar Alexander Pkwy (SR-73/US-321) Intersection Improvements (Intersection improvements on Lamar Alexander Pkwy (SR-73/US-321) near Grandview Drive and Amerine Road/Janet Lane to include realignment and signalization)	Maryville	I live in Blount County and am in favor of the following projects for improving safety and growth in my area of TN, as well as increased use of Greenways: Mobility Plan Numbers: 09-231, 13-214, 13-215, 13-216, 13-218, 09-216, 09-644, 09-653, 17-202, 17-201, 18-202, 19-201, 21-100, 21-1002, 21-201, 21-204, 09-211, 09-214.	Round 2
		These are awkward intersections. Please fix.	Round 2
Project #21-202: Old Niles Ferry Rd Widening (Widen existing 2-lane roadway to include curb, gutter, and sidewalk on both sides)	Maryville	Bikes and pedestrians sharing road together with motor traffic with no ability to maintain a safe space.	Round 2
		This is a project that should go forward. There has been explosive growth on or near this road. Traffic on this road has grown exponentially.	Round 2
Project #21-203: W. Broadway Ave (SR-33) Improvements (Widen existing 2-lane roadway to include concrete curb, gutter, and sidewalk on both sides of the roadway and installation of auxiliary turning lanes)	Maryville	Hwy 33, East Broadway Maryville/Alcoa -- needs a center turn lane.	Round 2
		This project is necessary for the safety of Blount county residents and workers because of recent development that is increasing and will continue to increase traffic. We should address existing needs before using our limited road funds for new roads.	Round 2
Project #21-204: Washington St Improvements (Reconstruction of the existing 5-lane roadway to contain standard width lanes, curb, gutter, and sidewalk, along with a pedestrian buffer along both sides of the roadway)	Maryville	These improvements are long over due. The roadway needs to be improved for both vehicle and pedestrian traffic.	Round 2
		This is much needed for the area. Tight lanes on this stretch.	Round 2
		This has become congested and this can help.	Round 2
		I live in Blount County and am in favor of the following projects for improving safety and growth in my area of TN, as well as increased use of Greenways: Mobility Plan Numbers: 09-231, 13-214, 13-215, 13-216, 13-218, 09-216, 09-644, 09-653, 17-202, 17-201, 18-202, 19-201, 21-100, 21-1002, 21-201, 21-204, 09-211, 09-214.	Round 2

Maryville Project Input

Project	Agency	Comment	Outreach Round
Project #09-239: Montvale Rd (SR-336) Widening (Reconstruct 2-lane road with addition of continuous center turn lane and bicycle/pedestrian facilities)	TDOT	This project is necessary for the safety of Blount county residents and workers because of recent development that is increasing and will continue to increase traffic. We should address existing needs before using our limited road funds for new roads.	Round 2
		Montvale Road in another very narrow highway with lots of traffic. The drop-offs on the edges of the road are very severe in many sections and make it one of the most dangerous roads in the county. This road has become an artery for bike traffic to the foothills parkway, but riding a bike on this road and others (Sevierville Road, Mint Road, e.g.) is taking one's life in one's hands. Any improvement plan to widen any of these older roads should also consider adding bike lanes to make it much safer. More and more residents and visitors like to ride bikes in the county and the state should make an effort to make that activity as safe as possible. Not all bike riders want to use the Greenways in the cities.	Round 2
		Montvale Road in another very narrow highway with lots of traffic. The drop-offs on the edges of the road are very severe in many sections and make it one of the most dangerous roads in the county. This road has become an artery for bike traffic to the foothills parkway, but riding a bike on this road and others (Sevierville Road, Mint Road, e.g.) is taking one's life in one's hands. Any improvement plan to widen any of these older roads should also consider adding bike lanes to make it much safer. More and more residents and visitors like to ride bikes in the county and the state should make an effort to make that activity as safe as possible. Not all bike riders want to use the Greenways in the cities.	Round 2
		This is another narrow rural road that is unsafe and needs improvement.	Round 2
		This is a worthwhile project, in a area of growth.	Round 2

Maryville Project Input

Project	Agency	Comment	Outreach Round
Project #09-239: Montvale Rd (SR-336) Widening (Reconstruct 2-lane road with addition of continuous center turn lane and bicycle/pedestrian facilities)	TDOT	Much needed improvements that I wholeheartedly support. But why stop the buffered bicycle and pedestrian pathways at the city limits. These need to be extended all the way out to Six Mile Rd per the additional project to provide for these modes of transportation. Montvale Rd is part of the state wide bicycle trails, so please improve it for cyclists. Also, include the improvement of existing underpasses to become wildlife crossings for a number of species. We are on the edge of the GSMNP, Foothills Parkway, and in a hot spot of biodiversity. I'm not seeing anything in this plan to address and help protect wildlife. Do it right! Thanks!	Round 3
Project #09-245: Sevierville Rd (SR-35/US-411) Widening (Reconstruct 2-lane road with addition of continuous center turn lane and bicycle/pedestrian facilities)	TDOT	This project is necessary for the safety of Blount county residents and workers because of recent development that is increasing and will continue to increase traffic. We should address existing needs before using our limited road funds for new roads.	Round 2
		I live on Sevierville Road, east of this section, and drive it daily. It has been dangerous for decades and needs turn lanes at intersections and shoulders.	Round 2
		This is a project that should have been done years ago. With children walking, biking and/or being dropped off at school this is a very dangerous area. Providing bike and foot paths might actually reduce early morning traffic.	Round 2
		Sevierville Road is dangerous. It could be much improved by adding shoulders, and widening to three lanes where possible. Perhaps some of its traffic could be removed by providing a better east-west alternative route between Sevier County and Maryville... such as improving Ellejoy/Jeffries Hollow/ Wye Roads. This corridor has a rapidly increasing traffic load, but it may still be sufficiently rural to accommodate widening. One problem with this route is the "Wye" intersection with Chapman Highway—a needed improvement not on your project list. We find it frighteningly dangerous.	Round 2
		HWY 411, Sevierville Rd -- a very busy route between Maryville and Seymour/Sevierville/Pigeon Forge/Gatlinburg. Please create some shoulders. This is a dangerous road.	Round 2
		Its good to see the much needed improvements being suggested and especially the bicycle and pedestrian facilities.	Round 3

Maryville Project Input

Project	Agency	Comment	Outreach Round
Project #09-262: Montvale Rd (SR-336) Widening (Reconstruct 2-lane road with addition of continuous center turn lane and bicycle/pedestrian facilities)	TDOT	This project has been in the works too long and needs to be completed	Round 2
		This project is necessary for the safety of Blount county residents and workers because of recent development that is increasing and will continue to increase traffic. We should address existing needs before using our limited road funds for new roads.	Round 2
		This will be a much-needed upgrade. There is school-bound traffic twice a day, and safety is a concern as well as traffic problems. Also, many pedestrians, bicyclists, and walkers want to be able to use this road safely as it is near neighborhoods and schools. We should be upgrading our roads to reflect interest in people getting outside and using the greenway, whether for recreation, exercise, or going to and from the schools. I lived in this neighborhood for many years and always wished Montvale would get upgrades. The sidewalks will be a great improvement, as will the turnlane.	Round 2
		Montvale Road is in desperate need of more sidewalks and pedestrian facilities. These have been promised to us for years but the city has never followed through. As someone who walked to school along Montvale Road for most of my life (walked to Sam Houston, Maryville Junior High, and Maryville High School), I know how dangerous the road is for pedestrians, especially during the after school rush. This project would improve safety and accessibility for an important road in Maryville.	Round 2
		yes, needed.	Round 2
		I support this project. This road is so busy that a left turn anywhere near this neighborhood is almost impossible at many times throughout the day. I maneuver this neighborhood very often and I go out of my way, around the block or around several blocks just to make right turns or go all the way down to a light. It feels very unsafe when on foot or bicycle as well. More time, attention, and fiscal resources need to continue to improve this danger zone.	Round 2

Maryville
Project Input

Project	Agency	Comment	Outreach Round
Project #09-262: Montvale Rd (SR-336) Widening (Reconstruct 2-lane road with addition of continuous center turn lane and bicycle/pedestrian facilities)	TDOT	I support this project. Having lived in this neighborhood at one time, we know that a way to cross Montvale Road safely, and for walkers and bikers to have safe access the greenway and schools, has been needed for years. Moreover, traffic on this road gets very backed up at school opening and closing hours. A center turn lane would be a huge help. These improvements are long overdue, and I know how much difference it will make for residents whether they are on foot or in the car.	Round 2

Maryville Project Input

Project	Agency	Comment	Outreach Round
Project #09-262: Montvale Rd (SR-336) Widening (Reconstruct 2-lane road with addition of continuous center turn lane and bicycle/pedestrian facilities)	TDOT	Would help with the lone lines at these intersections.	Round 2
		This is the area of the county where the growth is happening	Round 2
		Alcoa Highway already has higher traffic volumes than many interstate, limited-access highways. Any improvements to make the volume of cars and trucks move more safely and efficiently should be considered.	Round 2
		This would make this route a lot better as well as eventually making the intersection at Louisville Rd an interchange to allow more controlled access and continuous flow of U.S. 129 traffic.	Round 2
		From my travels through that area during busy and non-busy times, this shouldn't be a priority for funding. I can't remember when I couldn't get through the intersection in one change of the light no matter what direction I'm going.	Round 2
		If it needs to be this wide for safety, do it.	Round 2
		I live in Blount County and am in favor of the following projects for improving safety and growth in my area of TN, as well as increased use of Greenways: Mobility Plan Numbers: 09-231, 13-214, 13-215, 13-216, 13-218, 09-216, 09-644, 09-653, 17-202, 17-201, 18-202, 19-201, 21-100, 21-1002, 21-201, 21-204, 09-211, 09-214.	Round 2
Project #17-202: US-129 Widening (Widen from 4 to 6 lanes)	TDOT	I support this project. As we all know, this is a dangerous stretch of road with a terrible reputation, and deservedly so! It has been a hazard for decades and I am glad to see residents' safety finally being taken seriously.	Round 2

Unincorporated Knox County
Project Input

Project	Agency	Comment	Outreach Round
Project #09-625: Schaad Rd Widening (Widen from 2 to 4 lanes with addition of sidewalks)	Knox County	There needs to be median control along this corridor. It is a safety feature for all users of this road. Also, there needs to be a more robust plan for a greenway connector (w/ trees) along this route to connect to any improvements on Pleasant Ridge Rd & Oak Ridge Hwy. All these road projects that have happened lately seem to forget to include trees and the great canopy they provide for pedestrians.	Round 2
		This expansion is greatly needed	Round 2
		I encourage the addition of bike lanes, widened shoulders, adjacent greenways and/ or sidewalks where possible. I believe that increasing interconnectivity of greenways/sidewalks and wide (bikeable) roadways/ bridges will greatly benefit our community in both the short and long term.	Round 2
		good evening my name [REDACTED] thanks for the mobility plan im living in fl ive got property on schaad rd karns 37921 was hoping to find info on the start of widening if you could give any info id apprec, thanks [REDACTED]	Round 3
Project #09-637: Lovell Rd (SR-131) Widening (Widen from 2 to 4 lanes including pedestrian and bicycle facilities)	Knox County	I support this. It is part of the larger Schaad Road project which will allow for healthy growth in the area.	Round 2
		This is needed for this area. In general, I encourage the addition of bike lanes, widened shoulders, adjacent greenways and/ or sidewalks where possible. I believe that increasing interconnectivity of greenways/sidewalks and wide (bikeable) roadways/ bridges will greatly benefit our community in both the short and long term. Thank you for reading this and considering my input.	Round 2

Unincorporated Knox County
Project Input

Project	Agency	Comment	Outreach Round
Project #09-644: Gov John Sevier Hwy (SR-168) Widening (Widen from 3 to 4-lane divided roadway)	Knox County	Increased capacity on this roadway should help alleviate traffic backups during rush hour.	Round 2
		I drive on John Sevier Highway multiple times a week to and from work at the Forks of the River Industrial Park and to shopping errands and lunch running for my co-workers. I think it would be a mistake to turn any section of this road into a 4 lane for cars, if each direction had 2 lanes dedicated for vehicular traffic. My hope would be that a 4th lane's equivalent could be a half a lane added to each direction for bike traffic. My initial reaction to reading the goal of "4 lane" was that it would become a speedway with people passing each other at high speed, a la Chapman Highway. We really don't need that on scenic John Sevier Highway. The current pace of 45-50-ish miles per hour fits the feeling of the width of the road and the proximity to the roadside trees. Thanks for listening.	Round 2
		Long overdue due to growth in the area. I would think 4 lanes with a center turn lane would be an even better choice since this area is becoming less and less rural and more city-like.	Round 2
		Example of a useful and needed project !	Round 2
		There is seemingly a lot of larger trucks that use this road to get from Alcoa Highway to the industrial park around Strawberry Plains. Regularly, traffic is 15+ cars deep because of a tractor-trailer rig that is going 10 under the speed limit (35 to 40 mph). The issue is the necessary traffic signals and topography of the area as well. Having an extra lane would make this nightmare much easier to navigate.	Round 2
		Heavily travelled	Round 2
		This is well overdue for this major road.	Round 2
		No. Not a priority	Round 2
		Good idea. There is a lot of truck traffic on this roadway, and I would expect that to increase.	Round 2
		I live in Blount County and am in favor of the following projects for improving safety and growth in my area of TN, as well as increased use of Greenways: Mobility Plan Numbers: 09-231, 13-214, 13-215, 13-216, 13-218, 09-216, 09-644, 09-653, 17-202, 17-201, 18-202, 19-201, 21-100, 21-1002, 21-201, 21-204, 09-211, 09-214.	Round 2
		I support this project. This busy road needs improvements for efficiency and safety.	Round 2
Project #09-644: Gov John Sevier Hwy (SR-168) Widening (Widen from 3 to 4-lane divided roadway)	Knox County	I support this project. A road this heavily traveled needs to be four-laned for both efficiency and safety.	Round 2
		Project needs to include pedestrian amenities	Round 3
		The gradual grade of northshore dr makes it a perfect bike thoroughfare from rocky hill to Pellissippi. I see no downside to making this stretch more accessible	Round 2
		My only concern with adding bicycle lanes is that drivers are frequently exceeding the posted limit on this stretch of Northshore.	Round 2
		Need pedestrian facilities on Northshore	Round 2

Unincorporated Knox County Project Input

Project	Agency	Comment	Outreach Round
Project #09-645: Northshore Dr (SR-332) (Reconstruct 2-lane road with addition of turn lanes and bicycle/pedestrian facilities)	Knox County	<p>Yes. Thank you for considering widening Northshore Drive. With all the building occurring off Northshore Drive, this road between Morrell and Ebenezer has become very challenging. Shared turning lanes are definitely needed to help keep traffic moving. When someone has to turn across traffic on Northshore Drive, it stops all traffic in that lane. We live off Wallace and Northshore Drive in Richmond Hills. We are forced to take Wallace to Nubbin Ridge to Morrell because there is no way we can turn east onto Northshore Drive in the morning.</p>	Round 2
		<p>This road as is was fine when there were few subdivisions, but now it is not able to accommodate all the traffic. The intersection at Tools Bend and Northshore Drive has many accidents. There is also a lot of traffic near Popes Nursery. A centered shared turning lane would be extremely helpful for those wanting to turn in across traffic.</p>	
		<p>This project is solely needed to help with traffic flow in this area of Knoxville.</p>	
		<p>Thank you for letting me share my opinion.</p>	Round 2
		<p>At minimum, the addition of a shared center turn lane on this portion of Northshore Drive is long overdue! For a state roadway carrying the current level of vehicular traffic, it is more than necessary. In fact, with all the additional housing projects in the West Knoxville area between Morrell and the Pellissippi, it could be widened to 2 full lanes in each direction to help accommodate all the extra cars, school busses, and trucks in the area.</p>	
		<p>I commute through Northshore and the single lane each way many times is not adequate, especially when a slow car is ahead. The lack of shoulder/curb for most of Northshore makes it dangerous for any recreational activities. Lastly, adding turn lanes will help the flow of traffic, as Northshore is a busy road and left turning cars block the single lane for extended periods of time.</p>	Round 2
		<p>Let's get on with it, especially in the Rocky Hill area. Lengthening the existing turn lane would make a major difference, especially during morning and afternoon rush hours.</p>	Round 2
<p>need is for separated bike and ped paths on both sides of road. I would as the powers that be, to go ride their or someones bike on northshore dr now. No bike lane is safe, or pleasant to almost everyone when traffic is moving at 45 to 60 mph.</p>	Round 2		
<p>Yes! This is needed. Much recent traffic increase on this roadway lined with residential neighborhoods. Especially like making this more bicycle & pedestrian-friendly.</p>	Round 2		

Unincorporated Knox County
Project Input

Project	Agency	Comment	Outreach Round
Project #09-646: Northshore Dr (SR-332) (Reconstruct 2-lane road with addition of turn lanes and bicycle/pedestrian facilities)	Knox County	I greatly support the addition this and other access for bikers and pedestrians. In general, I encourage the addition of bike lanes, widened shoulders, adjacent greenways and/ or sidewalks where possible. I believe that increasing interconnectivity of greenways/sidewalks and wide (bikeable) roadways/ bridges will greatly benefit our community in both the short and long term. Thank you for reading this and considering my input.	Round 2
		Very narrow with considerable roadway drop off.	Round 2
		Need pedestrian facilities on nearshore	Round 2
		The additional lane will help the traffic flow, as one often finds itself behind slow moving vehicles with nowhere to go. Northshore is a busy road, and left turning cars block the single lane more often than expected. Lastly, the lack of curb and shoulder makes it dangerous for recreational activities.	Round 2
		This stretch of highway mostly without shoulders is dangerous for pedestrians and drivers alike. Implementing bike/pedestrian accommodation will be great!	Round 2
		Northshore lacks left turn lanes and decel lanes for many of the neighborhoods that access it. This can make for a very frustrating commute along this stretch and as a result pushes many drivers to drive through Farragut causing unnecessary congestion there. Improving Northshore's flow of traffic would help the transportation network throughout the area. In addition providing bike/ped facilities would be an incredible addition to this area.	Round 3
		This road does not need to be widened to accommodate cyclists and pedestrians. It will take too much land away from property owners. Not every road needs to be constructed for cyclist. This road is one of them.	Round 3

Unincorporated Knox County Project Input

Project	Agency	Comment	Outreach Round
Project #09-647: Pellissippi Pkwy (SR-162) (Corridor safety and capacity improvements to include access control, interchange reconstruction, frontage roads, auxiliary lanes and provision for a shared use path)	Knox County	long over due, The are is not safe now	Round 2
		This is a great plan for a highly traversed road. Also expanding to allow for multi use is great since I have heard there is potential for greenway applications from the Kingston Pike area to Oak Ridge.	Round 2
		This area must be addressed to support the regions goals for growth and support the exploding population.	Round 2
		Much needed due to added traffic with the booming area of Hardin valley and Karns.	Round 2
		There's a bottleneck after crossing the I-40 overpass heading towards Oak Ridge. Let the 2 lanes continue on Pellissippi instead of requiring cars to merge into the left lane. My sons were rear-ended on the bridge when traffic came to a stand still on the overpass.	Round 2
Project #09-651: I-40/I-75/Watt Rd Interchange (Reconfigure existing interchange to improve capacity, safety and operations)	Knox County	Simply improving the efficiency of this interchange would benefit the transportation network in the Farragut, southwest Knox County and eastern Loudon County area. Drivers often get stuck in the truck traffic in this area. Allowing for room for the trucks to get up to speed in a separate lane would help with safety, efficiency and capacity.	Round 3
		There is often an accident just past Watt Rd on I-40E.	Round 2
Project #09-673: Oak Ridge Hwy (SR-62) (Widen from 2 to 4 lanes)	Knox County	I encourage the addition of bike lanes, widened shoulders, adjacent greenways and/ or sidewalks where possible. I believe that increasing interconnectivity of greenways/sidewalks and wide (bikeable) roadways/ bridges will greatly benefit our community in both the short and long term. Thank you for reading this and considering my input.	Round 2
		Much needed fix due to the increase of houses in the area. Also need to look at the other 2 lane roads in the area and improve traffic flow to them as well	Round 2
Project #09-675: Maryville Pk (SR-33) Reconstruction (Reconstruct 2-lane road with addition of turn lanes)	Knox County	No Comments	
Project #09-680: Northshore Dr (SR-332) Improvements (Provide better connectivity from Town of Farragut to the residents)	Knox County	We need pedestrian and bike lanes in this area,	Round 2
		Add a sidewalk but don't expand the road into residential areas	Round 2
		It's hard to have an opinion on this project when the description only lists "provide better connectivity". Please list the proposed improvements in more detail.	Round 2
		This section of roadway is narrow and with considerable pavement drop-off (no shoulder). Traffic levels have increased over the years.	Round 2

Unincorporated Knox County Project Input

Project	Agency	Comment	Outreach Round
Project #10-700: Campbell Station Rd Re-Alignment (Widening and realignment of Campbell Station Rd from I-40 to Hardin Valley Rd)	Knox County	There are no specific details to comment on for this proposed project. While the rapid development of subdivisions in the western portion of Hardin Valley undoubtedly increases the need for residents to safely access this route, care should be taken to avoid turning Pellissippi -> Hardin Valley Rd -> Campbell Station Rd -> I-40 W into a makeshift mini-'Orange Route' bypass. Campbell Station Rd should be maintained as a local, residential access road, and not be turned into a multi-lane highway.	Round 2
		Need a safer means between Farragut to Hardin Valley.	Round 2
		Campbell Station Road north of the interstate is a winding and curvy road. I'm not clear how it can be widened, although it needs to be made safer. Left turn lanes and decel lanes appropriately located would help.	Round 3
Project #19-604: Knox County Advanced Traffic Management System - Phase 2	Knox County	Halls is continuing to grow and needs new infrastructure to allow for traffic.	Round 2
Project #19-707: County-wide Transportation Study (Knox)	Knox County	I support more bike lanes or sharrows on roadways. Knox has done a great job on investing in mtb, but accessing the parks safely is also important. Also, emphasizing that bikes can be on the road and supporting a road cycling and commuting infrastructure would be amazing. I would also love to see a traffic ad campaign about the importance of not passing cyclists across the double yellow line on blind curves or hills. This happens to me multiple times every time I ride.	Round 2
Project #21-602: Intersection Improvement at Beaver Ridge Rd and West Emory Rd (Installation of turn lanes and signalization at Beaver Ridge Rd and W. Emory Rd in Karns)	Knox County	Please consider a roundabout design at this intersection. It would help keep a steady flow of traffic and prevent severe backups.	Round 2
		That entire strip of road can get a little dangerous, so I think it could be a great improvement!	Round 2
		Due to the large number of current and in construction neighborhoods near this intersection and it's very close proximity to the elementary school, it would be hugely helpful to include sidewalks in this intersection expansion.	Round 2
		Much needed improvement. I take this road nearly every day and see the increase of traffic and the safety concerns. Honestly do not know why at least a roundabout hasn't been installed. And now many large trucks are using this road and it makes it even more dangerous.	Round 2
		Don't travel this area much so I don't know much other than there is now trucking/distribution expansion there and so I suspect additional road infrastructure is needed.	Round 2

Unincorporated Knox County Project Input

Project	Agency	Comment	Outreach Round
Project #21-602: Intersection Improvement at Beaver Ridge Rd and West Emory Rd (Installation of turn lanes and signalization at Beaver Ridge Rd and W. Emory Rd in Karns)	Knox County	<p>Are sidewalks and bike lanes going to be included in this widening project? Every time a road is altered, sidewalks should be added to promote more active lifestyles within the community. I live in this area and would love to be able to walk/bike to places in my community rather than drive because I don't feel as though it is safe.</p> <p>Also, Pine Grove Road/Hammer Road seems to be serving as a cut through to John Sevier from Strawberry Plains and visa versa. How will this road widening affect traffic on surroundong roads like Pine Grove?</p>	Round 2
		<p>I live in Karns and have for over 50 years. I have listened to Jim Snowden stand up and tell the Knox County Commission that money has been secured for this project, over and over. That's great but the issue is that our resident builder, Rocky Smith keeps developing the farmland here adding, at a minimum, 50 homes then adds hundreds of cars to an already, horrible, dangerous intersection! There are currently 3 NEW developments that have been approved just within less than 3/4 mile from this intersection. This community has been completely neglected in ANY road improvements..... I have spoken many times, begging & pleading for our two most dangerous intersection to be repaired.... we get nothing. At Carpenter, Harrell and W. Emory, there were 5 wrecks in ONE day, two of them occurring on the same day! I, as a resident of Knox County, am disgusted with the lack of safe roads to travel on in this community. After all, Karns and Hardin Valley are the tax base for this county but Karns can not seem to get any assistance.</p>	Round 3
Project #21-603: Strawberry Plains Pike Improvements (Widening of Strawberry Plains Pk from Governor John Sevier Hwy to I-40)	Knox County	Good idea if we have 40 mil available	Round 3
		Probably going to be necessary with Amazon center going there.	Round 3
Project #21-604: Tazewell Pk and Fairview Rd Intersection (Intersection improvement with turn lanes and traffic signal)	Knox County	This should help somewhat but these are still two-lane roads that carry a tremendous amount of traffic and the source of a lot of accidents.	Round 2
		Tazewell Pk definitely benefits from turn lanes at busy intersections!	Round 2
		This is very important. The traffic through this road is highly dangerous without these improvements.	Round 2
		I live half a mile from this intersection. It's incredibly dangerous.	Round 2
		This was a good improvement but will not address the additional traffic to be added to Thompson School Lane as the Community grows with additional developments. The roads needs to be widened to accommodate the extra traffic, not just at the light.	Round 2

Unincorporated Knox County Project Input

Project	Agency	Comment	Outreach Round
Project #21-604: Tazewell Pk and Fairview Rd Intersection (Intersection improvement with turn lanes and traffic signal)	Knox County	There are wrecks here all the time! It is extremely dangerous.	Round 2
		Fairview should also be widened or otherwise improved from Tazewell Pike to E Emory to support additional traffic already using the road after the Thompson School realignment.	Round 2
		Intersection design should prioritize safety of pedestrian crossings	Round 2
Project #21-801: Gibbs Schools Pedestrian Bridge (Pedestrian Bridge over Tazewell Pk to serve Gibbs Elementary, Middle, and High Schools)	Knox County	This is sorely needed, but we also need sidewalks and crosswalks in and around the Harbison Crossroads area. There are many subdivisions located inside the parental responsibility zone near the schools, but little or no connectivity or sidewalks so that students could walk to school.	Round 2
		I have personally seen video of children trying to cross the street to get to the other school, and it is scary and concerning. Pedestrian bridge is needed.	Round 2
		There should be bike routes throughout the Gibs community.	Round 2
		This would be wonderful for students!	Round 2
		This is NEEDED, especially for kids who walk to school. Even better would be sidewalks between all 3 schools.	Round 2
		Also need additional sidewalks to connect neighborhoods in the PRZ for each school to the school campuses.	Round 2
		Improved access to schools for students, staff, and community members.	Round 2
		A safe pedestrian crossing is needed to connect these schools that are located on a busy, fast road	Round 2

Unincorporated Knox County
Project Input

Project	Agency	Comment	Outreach Round
Project #09-626: Chapman Hwy (SR-71/US-441) Operational and Safety Improvements (Intersection, driveway improvements , left turn lanes, and/or multimodal improvements at various locations throughout the corridor)	TDOT	Supportive of the operational improvements to Chapman Highway. Not supportive of adding bike and pedestrians facilities without a complete rebuild of the street; there are too many conflicts.	Round 2
		Anything that can help Chapman.	Round 2
		Every little bit helps Chapman.	Round 2
		In general, I encourage the addition of bike lanes, widened shoulders, adjacent greenways and/ or sidewalks where possible. I believe that increasing interconnectivity of greenways/sidewalks and wide (bikeable) roadways/ bridges will greatly benefit our community in both the short and long term. Thank you for reading this and considering my input.	Round 2
		This is so needed for safety!	Round 2
		Speeding is a concern on this stretch of highway and there is a lack of bike lanes in both directions.	Round 2
		Make Chapman Highway safe for all users which it is not presently especially for people walking	Round 2
		Yes, please. All the improvements on Chapman Highway that can be made would be beneficial. One of the largest is to limit the number of access points on Chapman Highway. Try to funnel traffic to specific points to get access to Chapman as opposed to the way it is now where there are multiple, multiple entryways to the road.	Round 2
		Chapman Highway projects should all be done as soon as possible. This project is way overdue.	Round 2
		Anything to make Chapman safer!	Round 2
		The projects to improve safety on Chapman Highway have been needed for a long time.	Round 2
		Chapman Highway is in need of improvements for sure, especially in this area.	Round 2
		Please make Chapman Highway safer.	Round 2
		Project #09-626d: Chapman Hwy (SR-71/US-441) Operational and Safety Improvements (Intersection, driveway improvements , left turn lanes, and/or multimodal improvements at various locations throughout the corridor)	TDOT

Unincorporated Knox County
Project Input

Project	Agency	Comment	Outreach Round
Project #09-638: Oak Ridge Hwy (SR-62) (Widen from 2 to 4 lanes)	TDOT	I encourage the addition of bike lanes, widened shoulders, adjacent greenways and/ or sidewalks where possible. I believe that increasing interconnectivity of greenways/sidewalks and wide (bikeable) roadways/ bridges will greatly benefit our community in both the short and long term. Thank you for reading this and considering my input.	Round 2
		Traffic on SR-62 is not only a poor level of service (by volume) but frequently has slow moving trucks and equipment between Oak Ridge and Knoxville with few viable passing lane options. By having 4 lanes from Schaad Road to SR-162, more traffic will use this to and from Knoxville to Oak Ridge in lieu of I-40 or I-75.	Round 3
Project #09-643: Emory Rd (SR-131) (Widening 2 lanes to 4 lanes with median and/or center turn lane, including bicycle/pedestrian facilities)	TDOT	Yes, yes, and yes. This is desperately needed. I live in Gibbs and my entire extended family lives in Halls, so road is traveled every day.	Round 2
		Please do no make it a 5 lane section like the existing is through Powell. People drive way to fast and it is unsafe. Look at a possible 3 lane section, roundabouts and signals.	Round 2
		I hope this project is still on track to be implemented in 2030. Halls is socked in now. With only Emory Road and Broadway as major corridors to downtown or west Knoxville, a morning commute to downtown can now be 50 minutes or more. Widening Emory Road is imperative, as new subdivisions and apartments are being built all the time.	Round 2
		Absolutely necessary. Should be top line project	Round 2
Project #09-692: I-75 Widening (Widen from 4 to 6 lanes)	TDOT	would a new knoxville bypass not help reduce congestion in this area?	Round 2
Project #18-600: I-75 ITS Expansion	TDOT	No Comments	

Knoxville Project Input

Project	Agency	Comment	Outreach Round
Project #09-615: Washington Pk (Construct 4-lane typical with curb and gutter, signal improvements, and shared use path on both sides. Includes 2-way left turn lane (Greenway to Babelay) and raised median (Babelay to Murphy Rd))	Knoxville	I drive this road multiple times a week. There are always issues with people pulling out of Babelay (headed toward Greenway) into the turning lane while others are trying to get into the turning lane to turn left onto Mill Road. Also, the congestion from Greenway to Mill Road during evening rush hour is awful.	Round 2
		Much needed	Round 2
		We move here in April 2020. This project is long overdue. Washington Pike to Murphy Road is heavily congested and dangerous for traffic and pedestrians alike. Thank you.	Round 3
Project #09-616: Pleasant Ridge Rd (Reconstruct 2-lane road with addition of turn lanes and bicycle/pedestrian facilities)	Knoxville	I encourage the addition of bike lanes, widened shoulders, adjacent greenways and/ or sidewalks where possible. I believe that increasing interconnectivity of greenways/sidewalks and wide (bikeable) roadways/ bridges will greatly benefit our community in both the short and long term. Thank you for reading this and considering my input.	Round 2
Project #09-617: South Knoxville Waterfront Roadway Improvements along Sevier Ave (Construct roadway streetscape improvements and utility relocations along Sevier Ave and new roundabout at the intersection of Foggy Bottom/Sevier Ave/Island Home Ave)	Knoxville	I think this project is very necessary. However, I think the roundabout is the wrong solution for this area. That intersection is very dangerous currently as it is a blind curve when cars are parked along Sevier, you can't see on-coming traffic when coming from Island Home Ave and the cars coming off James White Parkway only slow down when they hit the railroad tracks. I understand the idea is to keep traffic moving but this is going to be an increasingly pedestrian area and a 4 way stop or a 4 way traffic light stop would be much safer for pedestrians. In the U.S., roundabouts are a much more suburban solution. We do not have good urban driving practices or tight, dense urban spaces where they work well like they do in England. I oppose a roundabout (especially if it requires demolishing a potentially historic home which was in the initial plan I believe) but I think the other infrastructure elements are good.	Round 2
		Would rather see the dollars for roundabout spent on Hillwood first.	Round 2
		Improvements along Chapman Highway (Burnett Creek to Blount Ave.) hopefully include the creation of sidewalks and pedestrian amenities.	Round 3

Knoxville Project Input

Project	Agency	Comment	Outreach Round
Project #09-689: Papermill Dr Corridor Improvements (Reconstruct 2-lane road with addition of turn lanes and bicycle/pedestrian facilities)	Knoxville	How many lines of traffic have you waited in for people turning left into McKay's bookstore? This should have been constructed ten years ago - high priority!	Round 2
		Adding a turn lane would be incredibly beneficial to serve the businesses along this corridor.	Round 2
		Please add a sidewalk along the south side of Papermill Drive and a sidewalk and bike lane along Weisgarber from Kingston Pike to Middlebrook Pike. Additionally, please add a turn lane to access commercial businesses on the south side of Papermill.	Round 3
Project #13-1003: Chapman Hwy (SR-71/US-441) Advanced Traffic Management System - Combined with DSRC project (Expand the City of Knoxville's Advanced Traffic Management System along Chapman Hwy)	Knoxville	Anything to help Chapman.	Round 2
		Something needs to be done about the speeding in this section. Additional left turn lanes are needed, as well as bike lanes in both directions.	Round 2
		Yes! This is a good project.	Round 2
		Can you make the traffic lights turn green together so you don't have to stop at everyone of them. You sit at one light as it turns green you can see the next light turn red right in front of you. Lights all over the City do this. No wonder traffic doesn't move on Chapman Highway or anywhere else in the City. Traffic light at Young High Pike backs up traffic to Moody everyday.	Round 2
		Chapman Highway. Improvements to mobility and especially traffic safety are greatly needed, all the way from Knoxville to Seymour.	Round 2
		HWY 441, Chapman Hwy -- a fast and busy route between Knoxville and Seymour/Sevierville/Pigeon Forge/Gatlinburg. Needs many improvements	Round 2
Project #13-1004: Liberty St Multimodal Project (Addition of sidewalks and bicycle facilities along Liberty St and Division St)	Knoxville	They certainly need some help.	Round 2
		The more we can make connections to existing greenway systems the better all of it becomes.	Round 2
		I am confused why the existing greenway and bikes lanes are marked, but it would be lovely to have Division street made more accessible. Currently it is really only safe and pleasant to ride downhill, away from Liberty. And I always see at least one pedestrian each trip.	Round 2
Project #13-1004: Liberty St Multimodal Project (Addition of sidewalks and bicycle facilities along Liberty St and Division St)	Knoxville	I greatly support the addition this and other access for bikers and pedestrians. In general, I encourage the addition of bike lanes, widened shoulders, adjacent greenways and/ or sidewalks where possible. I believe that increasing interconnectivity of greenways/sidewalks and wide (bikeable) roadways/ bridges will greatly benefit our community in both the short and long term. Thank you for reading this and considering my input.	Round 2
		I greatly support the addition this and other access for bikers and pedestrians. In general, I encourage the addition of bike lanes, widened shoulders, adjacent greenways and/ or sidewalks where possible. I believe that increasing interconnectivity of greenways/sidewalks and wide (bikeable) roadways/ bridges will greatly benefit our community in both the short and long term. Thank you for reading this and considering my input.	Round 2
		Would help with connecting to third creek greenway	Round 2
		Important for bike safety!	Round 2
Project #13-602: Knoxville Advanced Traffic Management System - Phase 1 (Purchase,		Need to slow traffic so more diverts to emory road. Shoould have done this before the 640 interchange construction	Round 2

Knoxville Project Input

Project	Agency	Comment	Outreach Round
installation and integration of signal controllers, signal monitors, closed loop equipment and software. Project also includes development of new signal timing plans for t	Knoxville	this should make broadway safer	Round 2
		I drive this stretch of Broadway every day. Signal timing is a major problem, especially around Hotel (Gresham Middle traffic).	Round 2
		This stretch of Kingston Pike can be especially grueling if one is getting all red traffic lights. If these lights were synchronized I believe it would help with congestion quite a bit.	Round 2
Project #13-838: First Creek Greenway - Broadway Streetscape (Construct a new shared use path extending First Creek Greenway from near Cecil Ave to near Woodland Ave)	Knoxville	this will make it safer for pedestrians, esp. students from the high school	Round 2
Project #13-844: First Creek Greenway - Downtown East (Construct a new shared use path along First Creek connecting Caswell Greenway to Morningside	Knoxville	Very cool.	Round 2
		Love any paths that connect greenways. Would make it really nice to get out to the botanical gardens.	Round 2
		must invest to connect our greenways.	Round 2

Knoxville Project Input

Project	Agency	Comment	Outreach Round
Project #13-852: Knoxville South Waterfront Pedestrian/Bicycle Bridge (Construct a new pedestrian/bicycle bridge over the Tennessee River connecting the South Knoxville Waterfront redevelopment area to the University of Tennessee)	Knoxville	In theory, I like this project; however, I think for it to be worth the investment UT would need to build more buildings & parking structures on the south side of the river. That location wouldn't be serving much game day traffic and right now, not that many students live close enough to utilize the bridge (even with the large complexes on the river and farther south). Most students would still drive to campus. I do like connectivity to Fort Dickerson. If you could somehow tie into or piggyback off the train trestle coming from World's Fair Park you could serve that side of downtown plus campus and potentially spend less on infrastructure.	Round 2
		Very cool!	Round 2
		This project would allow easy access to apartments and other facilities along the riverfront on the South side. This would not only improve access for foot and bike traffic but it would also increase the easy of access for students who live on that side of the river.	Round 2
		this would be lovely; one really cannot get over there without mixing it up in traffic for at least a few blocks. Being able to bike with kids without the worry of traffic would be fabulous.	Round 2
		Why?	Round 2
		This would be fantastic for us South Knoxville residents to get to UTK on our bikes or walking.	Round 2
		This would be amazing!!	Round 2
		huge cost no where to ride in south knoxville	Round 2
		That's a lot of money for what the Henley street bridge does fairly well. I assume it isn't high on the priority list. I agree that separate bridge would be an improvement.	Round 3
Project #13-854: Baker Creek Greenway (Construct a new shared use path along Baker Creek, connecting Maynard Glenn Park and Mary James Park to the proposed South Waterfront Greenway)	Knoxville	As a frequent user of this area, I would love this.	Round 2
		I greatly support the addition this and other access for bikers and pedestrians. I am glad this route is being considered. In general, I encourage the addition of bike lanes, widened shoulders, adjacent greenways and/ or sidewalks where possible. I believe that increasing interconnectivity of greenways/sidewalks and wide (bikeable) roadways/ bridges will greatly benefit our community in both the short and long term. Thank you for reading this and considering my input.	Round 2
		The more bike/pedestrian paths, the better.	Round 2
		This is the first I've heard about this project and I think it is perfect for the growing urban wilderness areas. They should all be connected, where possible and feasible. This would also help with parking problems at some local trailheads, etc.	Round 2

Knoxville Project Input

Project	Agency	Comment	Outreach Round
Project #13-855: First Creek Greenway - North Knox (Construct a new shared use	Knoxville	Need to figure out Broadway / 640 for ped/bike yes, this will be a great improvement	Round 2
		Need to further connect Greenway systems with Jean Teague by West Hills	Round 2
Project #13-858: Knoxville Northwest Greenway Connector Phase 2 (New trail connecting Middlebrook Pk. at Third Creek Rd. to SR-62 Western Ave. pedestrian bridge with ADA upgrades and pedestrian lighting)	Knoxville	A dedicated bike lane here would be amazing to allow connection from Victor Ashe to Middlebrook where there is also a proposed bike lane. I have actually ridden this section of road before and while being low traffic it is still slightly dangerous for cyclist. I have had a few bad encounters this drivers on this section. This would also allow access to the West Hills Park Greenway which connects to Cedar Bluff.	Round 2
		I love biking 3rd Creek on the weekends to connect over to Victor Ashe Park. It would be great to be able to use the route when traffic is heavier. But honestly- this is a USELESS project unless Middlebrook Pike is addressed. The shared sidewalk/greenway improvements stopped at 4312 Middlebrook, leaving the lack of curb cut at the post office driveway, so no accessible access to crosswalk! Even if one could get to crosswalk, there is no continuous sidewalk nor shoulder to reach 3rd creek on the other side. So getting to the 3rd Creek improvement could still only be safely done during low traffic times, making the improvement unnecessary. One of the biggest issues our current systems has is piecemeal projects that lack any soty of linkage or connection to one another, such as the Liberty bike lanes that were put in with no thought as to how a cyclist would transition to the greenway and access the signal button at Middlebrook.	Round 2
Project #13-858: Knoxville Northwest Greenway Connector Phase 2 (New trail connecting Middlebrook Pk. at Third Creek Rd. to SR-62 Western Ave. pedestrian bridge with ADA upgrades and pedestrian lighting)	Knoxville	This would be awesome, I greatly support the addition on more and all greenways! In general, I encourage the addition of bike lanes, widened shoulders, adjacent greenways and/ or sidewalks where possible. I believe that increasing interconnectivity of greenways/sidewalks and wide (bikeable) roadways/ bridges will greatly benefit our community in both the short and long term. Thank you for reading this and considering my input.	Round 2
Project #13-880: Atlantic Avenue Sidewalk (Construct 3,000 linear feet of sidewalks on	Knoxville	Love sidewalks	Round 2
		Definitely need more sidewalks in OLP	Round 2
Project #13-884: Chapman Hwy (SR-71/US-441) Multiuse Path (Construct a new shared use path along Chapman Hwy from Young High Pk to Stone Rd)	Knoxville	Yes! People already walk and ride bikes here. Let's make it safe and encourage more people to do so. Chapman hwy is a thoroughfare right now but it is going to become more urban and neighborhood oriented as Knoxville grows so we should plan for people more than cars. Alcoa Hwy is so built up already it makes sense to make that and John Sevier the way to get places quickly and let Chapman become more centrally focused.	Round 2
		overdue!	Round 2
		Project needs to include improvements to KAT bus stops for accessibility	Round 3

Knoxville Project Input

Project	Agency	Comment	Outreach Round
Project #17-1006: Knoxville Area Transit (KAT) Express Transit Service Enhancement - Broadway Transit Signal Priority	Knoxville	Great	Round 2
		I agree that smart transit options should begin to be implemented. Broadway can be quite congested, especially with the numerous traffic lights.	Round 2
Project #17-605: Knoxville Center Mall Area Circulation Study (Conduct a planning study of the Knoxville Center, I-640 Interchange, frontage roads, and nearby arterial and collectors including a feasibility study to add a new exit from I-640)	Knoxville	This absolutely has to happen because of the likely redevelopment of the mall. Traffic is already at a standstill from the interstate down Washington Pike and Millertown headed to points north and east from about 7-9 am and from 4-6 pm. Also, traffic to and from the Detention Facility puts an extra load on Washington Pike and some people use Millertown to avoid Washington Pike congestion near the Target shopping center and cut through Harris Road over to Washington Pike.	Round 2
		This is a very poor example of ingress and egress for a mall with many homes and apartments around it. With the mall now closed, it will be most difficult bringing in businesses to revitalize the structure unless major improvements to the roadway system takes place.	Round 2
		Might help commerce, too.	Round 2
		If this area is going to be a viable option for business prospects, there needs to be some improvements made.	Round 2
		Especially because a developer is looking at the East Towne Mall site as a distribution center, please add this to the top of your project list. Millertown Pike needs to be widened, but I don't know how that can happen when there's a small and narrow ancient bridge over Love's Creek between the Krystal and Taco Bell restaurants. I feel like that bridge is the main hindrance to progress and better flow over there.	Round 2
Please help this area	Round 2		
Project #17-605: Knoxville Center Mall Area Circulation Study (Conduct a planning study of the Knoxville Center, I-640 Interchange, frontage roads, and nearby arterial and collectors including a feasibility study to add a new exit from I-640)	Knoxville	Having a warehouse distribution center at the old East town mall is not the best use of the property. This side of town is in desperate need of retail and restaurant comparable to the west side of town. Tearing down the mall and building an open air shopping center would be a better use of the site.	Round 2
		I believe exit/entry ramps need to be installed directly to the former mall area to avoid additional truck traffic on already congested roadways.	Round 2
Project #17-608a: Magnolia Ave Streetscape - Phase 3 (Construct streetscape improvements in the existing right of way that include raised medians replacing center left-turn lane, signal improvements, bike lanes, improved sidewalks, bus pull-offs, and ame	Knoxville	first 2 phases are great, would like to see this entire corridor finished	Round 2
Project #17-608b: Magnolia Ave Streetscape - Phase 3 (Construct streetscape improvements in the existing right of way that include raised medians replacing center left-turn lane, signal	Knoxville	first 2 phases are great, would like to see this entire corridor finished	Round 2
		This area has been neglected for decades and should greatly benefit from these improvements	Round 2

Knoxville Project Input

Project	Agency	Comment	Outreach Round
Project #17-608c: Magnolia Ave Streetscape - Phase 5 (Construct streetscape improvements in the existing right of way that include raised medians replacing center left-turn lane, signal improvements, bike lanes, improved	Knoxville	I really like what's been done on the previous phases. Keep up the good work!	Round 2
		first 2 phases are great, would like to see this entire corridor finished	Round 2
		this area will not see much economic benefit from this project.	Round 2
		I live near this project and am in support of the project. But a horizon date of 2030 seems far off for 1.2 miles worth of improvements doesn't it?	Round 3
Project #17-801: Knoxville Advanced Traffic Management System - Phase 2 (Additional	Knoxville	This area will benefit greatly from better traffic management through signal timing.	Round 2
		yes for smarter traffic systems	Round 2
Project #17-850: South Waterfront Greenway - East of Suttree (Construct a new shared use path along the Tennessee River connecting South Waterfront Greenway to Will Skelton Greenway)	Knoxville	This greenway project should be prioritized over James White Parkway (even to the exclusion of the proposed James White Parkway project) as this connects existing assets (Island Home Park and Suttree Landing Park) and fulfills the vision of the South Waterfront that has been in process for more than a dozen years.	Round 2
		This sounds incredible to me!	Round 2
		Riding on the road as an adult is not too bad, but this would really make it safer for family trips.	Round 2
Project #17-859: South Waterfront Greenway - West of Cityview (A riverwalk connector from the existing CityView Public Riverwalk to Scottish Pike Park)	Knoxville	I like this but a streetscape and infrastructure improvement project along Scottish Pike and Blount Ave might be better money spent right now to get ahead of what is likely going to be an area of significant development in the next 10 years.	Round 2
		If the bridge were to be installed this would be a necessity, to connect safely to existing infrastructure.	Round 2
		Scottish Pike Park is underutilized and this would help bring more people to that small park. Excellent idea that I'd like to see built sooner rather than later.	Round 2
		Another critical connection that should be built or make the Blount Ave./ Henley Street intersection slower and safer for people walking and biking. BTW, the Henley street bridge traffic speeds are ridiculously fast due to the design of the roadway- redesign it to turn it into a boulevard to "slow the cars" and that people can walk and bike on comfortably	Round 2

Knoxville Project Input

Project	Agency	Comment	Outreach Round
Project #17-901: East Knox Greenway - Phase 1 (Construct a new shared use path connecting First Creek Greenway to Knoxville Botanical Gardens and Arboretum)	Knoxville	East Knox is sorely lacking in safe bike routes. The neighborhood streets provide a good alternative, but with more established protected routes, bike routes connecting to other parts of the city could improve transportation options in an equitable way.	Round 2
		would love to see this constructed. more greenways are always a good thing and should be a priority	Round 2
		It would be great to be able to safely bike there.	Round 2
		Bicycle infrastructure is always a good thing!	Round 2
		I live nearby (on Selma Ave) and use part of this route to commute to work daily. During the after-school hours I often see kids walking home even though there's no sidewalk. I think a bike lane and sidewalk would be great here, especially because this is a historically underserved part of the town.	Round 2
		Can it be continued across Boyd's Bridge, though Marbledale/Asbury, to arrive at the new park being created by the Legacy Parks Foundation across the river from the Veterans Cemetary? It's such a scenic bike ride! Just not an extremely safe one :(Plus it takes you right by Cruze Farm for an ice cream cone and/or the Ramsey House!	Round 2
		this community needs a greenway	Round 2
Project #17-910: Tazewell Pk Sidewalk (Construct sidewalk along Tazewell Pike from Old Broadway to Jacksboro Pk)	Knoxville	This includes some dangerous merges on the south side. will it include crosswalks to get northbound.	Round 2
		Agree that there is quite a bit of pedestrian traffic in that area.	Round 2
		Please consider extending sidewalks on west side of Jacksboro pike between Tazewell and Garden drive	Round 2

Knoxville Project Input

Project	Agency	Comment	Outreach Round
Project #17-911: Tyson Park/Fort Sanders Bike Connection (Construct new shared use path between Fort Sanders Neighborhood and Tyson Park)	Knoxville	this is a great project that would help people get to Tyson park without having to go on cumberland/kingston pk	Round 2
		This would provide access to Tyson park from fort without having to trek down to Cumberland and then back up. Would enable safe walking area that's not along busy corridor to allow more commute options. Simple trail or even just a hole in the fence at this spot would be very convenient.	Round 2
		Cumberland Avenue is not a safe place for people biking. The designated bike route from the 3rd Creek Greenway directs westbound(vice-versa for eastbound) cyclists onto the north sidewalk of Cumberland Ave where they encounter many pedestrians and unsafe intersections. Riding a bike in the roadway on Cumberland is not comfortable for most cyclists which is why you do not see cyclists on Cumberland. Cumberland Ave. does not serve the Fort Sanders neighborhood pedestrians either, many of whom are UTK students who can only get to destinations west (and reverse for eastbound) by exiting the neighborhood south to Cumberland, navigating the congestion on the street and narrow sidewalks to get to campus, into Tyson Park or cross into the University Commons which is a dangerous intersection as is the Cumberland/Volunteer Blvd. intersection. This situation has only worsened with the building of multi-story university residences on Cumberland. The usable sidewalk space is still only 5 feet wide and building frontages are less than ten feet so there is minimal public space for people walking and biking on the sidewalk. A bike/pedestrian bridge connecting Tyson Park to the Fort Sanders neighborhood will provide a critical connection for east/west biking and walking traffic. This bridge is more than a recreational amenity- it will serve as a route for biking/walking commuters, increase opportunities for Fort Sanders residents to safely get to Tyson Park and University Commons and improve the the safety of Cumberland Ave for everyone.	Round 2
		Sounds like a great idea to me!	Round 2
		This is very much needed as there is not a safe way to access the quite roads of the fort without riding the wrong way on the sidewalk on Cumberland.	Round 2
		Very good for safety!	Round 2
		This missing link would give greater access to central downtown Knoxville and the University ofTN.	Round 2
		This is and has been a major need for bikeway continuity.	Round 2

Knoxville Project Input

Project	Agency	Comment	Outreach Round
Project #17-913: Westland Dr Complete Street (Construct bicycle lanes and sidewalks along both sides of roadway)	Knoxville	Westland could be a great connector from the Lyons view area to Morrell/Rocky Hill. I ride it anyway, but better pedestrian and cycle access would make it so much safer.	Round 2
		Very much needed.	Round 2
		please make certain that connections at the end of the bike lanes & sidewalks are addressed. An obvious goal would be to access Lakeshore Park. Currently the sidewalk on the cemetery side has no curb cuts, and fencing at Lakeshore forces one to go up Lyons or down Northshore (very narrow shoulder) to get into the park.	Round 2
		YES!!	Round 2
		High priority. Essential to provide walkability/bikeability to several densely populated neighborhoods otherwise entirely car-dependent. Connectivity to lakeshore and the third creek corridor greenway system would be ideal.	Round 2
		this facility is very much needed and will get a lot of use by the neighborhood as well as bike commuters	Round 2
Project #18-603: Middlebrook Pk (SR-169) ATMS Expansion (Expand the City of Knoxville's Advanced Traffic Management System along Middlebrook Pk/University Ave)	Knoxville	Support! There are several traffic lights along this route that appear "primitive", as in they are not using live traffic data for more efficient timing. Upgrading this will result in less emissions, faster commutes, and less frustration for commuters.	Round 2
		I encourage the addition of bike lanes, widened shoulders, adjacent greenways and/ or sidewalks where possible. I believe that increasing interconnectivity of greenways/sidewalks and wide (bikeable) roadways/ bridges will greatly benefit our community in both the short and long term. Thank you for reading this and considering my input.	Round 2
Project #19-603: Traffic Signal Improvements for the UT Area (Addition of following elements: an ATMS data server, DSRC capable ATC controllers, high speed wireless network, and radio equipment at various intersections)	Knoxville	I love smarter traffic systems.	Round 2
		Project would assist with traffic flow in UT area-	Round 2
Project #19-605: Middlebrook Pk Complete Street (Install protected bicycle facilities, improve sidewalks and upgrade bike/pedestrian treatments at three	Knoxville	We have very few protected bike lanes, this is a step in the right direction.	Round 2
		Yes!	Round 2
		PLEASE PLEASE PLEASE. I've gotten almost hit on this stretch of road very often and it makes biking out west unpleasant and unlikely for me.	Round 2
Project #19-606: Woodland Ave Complete Street (Install bike lanes, sidewalks, and pedestrian crossing improvements)	Knoxville	this will make it safer for pedestrians, esp. students from the high school	Round 2
		Several cars on park or put their trash cans on the bike lane. Do not feel safe cycling on this road(s).	Round 2
		This would be great.	Round 2
		Very necessary for safety	Round 2

Knoxville Project Input

Project	Agency	Comment	Outreach Round
Project #21-600: Magnolia Ave/Rutledge Pike/Asheville Hwy Interchange Improvements (Construct interchange improvements to consist of intersection improvements, bike lanes and enhanced sidewalks)	Knoxville	Improvements to this area have been very lacking for many years. More and more traffic is causing slowdowns and backups at traffic lights, causing the roadways to become crowded and slow.	Round 2
		Always a mess there.	Round 2
		Bike lanes are definitely needed heading west in this area.	Round 2
		In my driving through that area, I haven't seen a lot of pedestrian traffic, or bicycles, for that matter.	Round 2
		travel this area daily. rutledge pk to asheville hwy has to connection one way. must be changed. also interstate between cherry st and 1-640 needs additional lanes	Round 2
		Any improvement in this area to make the Chilhowee Park area feel more connected to the Burlington area would be excellent. To make it feel more walkable and less like a high-speed highway, especially where Rutledge Pike branches off, would be helpful to everyone.	Round 2
		Bike lanes are necessary for safety.	Round 2
		Yes to bike lanes and sidewalks! Is a traffic circle possible?	Round 2
		More sidewalks everywhere!	Round 2
		This busy road needs physical separation of bike lanes from vehicular traffic not just paint	Round 2
completing this project will be an economic benefit to businesses along Magnolia and in Burlington.	Round 2		
This is an area that has needed improvement for a long time. I support improving this area.	Round 3		

Knoxville Project Input

Project	Agency	Comment	Outreach Round
Project #21-605: James White Pkwy Corridor Improvements (Address vehicular, pedestrian, and cyclist needs in local roadway network adjacent to James White Pkwy)	Knoxville	Please add sidewalks and sharrows to all of Sevier Ave from Anita to Lancaster! The sidewalks start and stop along that entire stretch so simply infilling along the way where possible would be a great start.	Round 2
		This is decent as-is, but there are gaps in cyclist and pedestrian protection right at the busiest intersection with the on/off ramps for James White.	Round 2
		Please retain bike-friendly attributes. Opportunity to eliminate railroad tracks?	Round 2
		This section of roadway should be improved for vehicles. As it is now, it is often unsafe to use in a vehicle and should not encourage bike or pedestrians given the safety considerations.	Round 2
		Leave James White Parkway alone.	Round 2
		Love it.	Round 2
		I greatly support the addition this and other access for bikers and pedestrians. I am glad this route is being considered. In general, I encourage the addition of bike lanes, widened shoulders, adjacent greenways and/ or sidewalks where possible. I believe that increasing interconnectivity of greenways/sidewalks and wide (bikeable) roadways/ bridges will greatly benefit our community in both the short and long term. Thank you for reading this and considering my input.	Round 2
		This is a "must-do" project in addition to the new park being built. This will help accomodate the additional pedestrians and cyclist coming from north of the river to visit the urban wilderness areas of South Knoxville.	Round 2
		I agree this needs to be completed in a timely manner to expand on the urban wilderness areas and access to and from them.	Round 2
		Hillwood is a safety concern for all involved and should be addressed.	Round 2
		Safety Hazard for all that needs addressed Already ruined Moody. There are never any bikes on this road anyway.	Round 2
Project #21-606: James White Pkwy Roadway Improvements (Road diet of existing travel lanes to create shared use path and linear park)	Knoxville	I love this plan. Taking the overbuilt, underutilized infrastructure and turning into multi-modal transportation for both recreation and non-vehicular commuting is great. This is going to be an amazing asset to South Knoxville and Knoxville in general.	Round 2
		why does state spend money on building roads, just so knoxville can reduce the size of them????	Round 2
		Great idea to expand bike capability on these corridors. Wonderful complement to the Gateway	Round 2

Knoxville Project Input

Project	Agency	Comment	Outreach Round
Project #21-606: James White Pkwy Roadway Improvements (Road diet of existing travel lanes to create shared use path and linear park)	Knoxville	This limits capacity for a bridge that is one of three that provides access to and from South Knoxville into Downtown and to points beyond. Given the impacts of bridge work as facilities age, it seems short sided to eliminate capacity of this bridge.	Round 2
		I travel this road every day, and there is plenty of room for a safe (and hopefully protected) bike/pedestrian lane	Round 2
		With the construction of the new park at the end of James White this is the perfect opportunity to cut down on unused lanes for this road and turn them into green space and public use tracks for walking and riding.	Round 2
		I greatly support the addition this and other access for bikers and pedestrians. I am glad this route is being considered. In general, I encourage the addition of bike lanes, widened shoulders, adjacent greenways and/ or sidewalks where possible. I believe that increasing interconnectivity of greenways/sidewalks and wide (bikeable) roadways/ bridges will greatly benefit our community in both the short and long term. Thank you for reading this and considering my input.	Round 2
		YES	Round 2
		Please construct this critical bike/ped connection ASAP- it is a missing link for the bike network Leave the Parkway alone. Use Cottrell for Bikes!	Round 2 Round 2
Project #21-800: South Knoxville Bridge Greenway (Construct multi-modal path along James White Pkwy)	Knoxville	This is pretty sorely needed. I and other cyclists I see on this road have a pretty wide path due to the pull-over lane, but again, no striping or further protection from cars, which go ~50mph on this stretch. It's an unavoidable connector with no nearby, safe alternative paths.	Round 2
		Another great idea linking the north areas to the urban wilderness in South Knoxville. This is also a "Must-Do" project.	Round 2
		I marked like, but the devil is in the details. Needs to be, as it is for cars, on both sides of the bridge.	Round 2
		If it takes away any current lanes, then dislike as only a few ways over the river and when bridges need repair or growth occurs, you have lost the needed lane. There is plenty of room to work without losing any lanes. Also currently safe division of facing traffic.	Round 2
Project #21-802: Adair to Old Broadway Connection (Construct new multiuse path to connect existing path on Old Broadway to north of Adair Drive)	Knoxville	Great idea. convince Food City and Biglot and panera to continue along the creek.	Round 2

Knoxville Project Input

Project	Agency	Comment	Outreach Round
Project #09-626: Chapman Hwy (SR-71/US-441) Operational and Safety Improvements (Intersection, driveway improvements , left turn lanes, and/or multimodal improvements at various locations throughout the corridor)	TDOT	Supportive of the operational improvements to Chapman Highway. Not supportive of adding bike and pedestrians facilities without a complete rebuild of the street; there are too many conflicts.	Round 2
		Anything that can help Chapman.	Round 2
		Every little bit helps Chapman.	Round 2
		In general, I encourage the addition of bike lanes, widened shoulders, adjacent greenways and/ or sidewalks where possible. I believe that increasing interconnectivity of greenways/sidewalks and wide (bikeable) roadways/ bridges will greatly benefit our community in both the short and long term. Thank you for reading this and considering my input.	Round 2
		This is so needed for safety!	Round 2
		Speeding is a concern on this stretch of highway and there is a lack of bike lanes in both directions.	Round 2
		Make Chapman Highway safe for all users which it is not presently especially for people walking	Round 2
		Yes, please. All the improvements on Chapman Highway that can be made would be beneficial. One of the largest is to limit the number of access points on Chapman Highway. Try to funnel traffic to specific points to get access to Chapman as opposed to the way it is now where there are multiple, multiple entryways to the road.	Round 2
		Chapman Highway projects should all be done as soon as possible. This project is way overdue.	Round 2
		Anything to make Chapman safer!	Round 2
		The projects to improve safety on Chapman Highway have been needed for a long time.	Round 2
		Chapman Highway is in need of improvements for sure, especially in this area.	Round 2
		Please make Chapman Highway safer.	Round 2
		Project #09-638: Oak Ridge Hwy (SR-62) (Widen from 2 to 4 lanes)	TDOT
Project #09-652: I-75 at Emory Rd (SR-131) Interchange (Reconfigure existing interchange to a Diverging Diamond Interchange to improve capacity, safety and operations)	TDOT	Yes Please!!	Round 2

Knoxville Project Input

Project	Agency	Comment	Outreach Round
Project #09-653: Alcoa Hwy (SR-115/US-129) Widening (Widen 4-lane to 6-lane including pedestrian and bicycle facilities)	TDOT	Don't think the road needs to be widened, just need the bike and pedestrian facilities	Round 2
		Very important that Marine Park is connected to the Alcoa Highway greenway being constructed now starting at Montlake drive going south, connecting these two greenway systems. Curious why this shows the roadway improvement only going to Woodson? Thank you for the opportunity to comment!	Round 2
		Alcoa Highway has been a death trap for decades and this is important!	Round 2
		All Alcoa Highway projects need to be done as soon as possible. These projects will save lives as well as expedite travel.	Round 2
		We need more bike lanes and the Maryville Alcoa to Knoxville corridor is one place that will be heavily used	Round 2
		We are delighted that work to make Alcoa Highway safer is finally underway. Do it all—and do it smart, to make that route safe and pleasant well into the future. Given the traffic load in that corridor, maybe we should be thinking of a public transportation option between Knoxville and its airport.	Round 2
		I live in Blount County and am in favor of the following projects for improving safety and growth in my area of TN, as well as increased use of Greenways: Mobility Plan Numbers: 09-231, 13-214, 13-215, 13-216, 13-218, 09-216, 09-644, 09-653, 17-202, 17-201, 18-202, 19-201, 21-100, 21-1002, 21-201, 21-204, 09-211, 09-214.	Round 2
		I support this project. As we all know, this is a dangerous stretch of road with a terrible reputation, and deservedly so! It has been a hazard for decades and I am glad to see residents' safety finally being taken seriously.	Round 2
		I support these projects. Alcoa Highway deserves its unfortunate nickname—"I'll Kill Ya" Highway. It is one of the most dangerous roads in East Tennessee and has claimed many lives over the years. My own husband had a very serious accident on Highway 129 in 2019. Any improvements to this road are welcome, whether it be widening, upgrades to interchanges, or improving visibility. The improvements at the junction of Topside Road and Alcoa Highway have been a big help. Please continue the work on improvements and widening of Alcoa Highway until the entire length is finished.	Round 2
		Please add bike lanes and/or sidewalk to connect greenways and urban wilderness.	Round 3
Project #09-654: I-75/I-640/I-275 Interchange (Interchange improvements to include additional through lanes on I-75 north and southbound ramps)	TDOT	but truly a real bypass would fix this issue	Round 2

Knoxville Project Input

Project	Agency	Comment	Outreach Round
Project #09-658: Northshore Dr at Kingston PK Intersection Improvements	TDOT	One of the most crowded intersection in Knox Co. with its slowdowns reaching east past Buddy's BBQ, west up Bearden Hill, Northshore past Baum Dr., and Northshore north toward I-40. Avoiding this intersection at all costs, most times of the day will be doing yourself a favor. Any improvements to this area should be of utmost importance.	Round 2
		Anything can only help here.	Round 2
		I travel through this intersection at least twice a day, and I regularly see large trucks tracking over the sidewalk as they make right turns from different directions.	Round 2
		This intersection is awful and in need of an upgrade.	Round 2
		I work near this area and that intersection is always a mess. At times, it takes up to 3 cycles of the traffic light to make it across the intersection.	Round 2
		heavy traffic all day/every day. expand turn lanes.	Round 2
		This intersection slows down everyone traveling on both roads. A wider and faster intersection is much needed	Round 2
		Please add a traffic circle at this intersection, improve pedestrian safety (current sidewalks are narrow and sketchy), improve and keep fourth creek clean to decrease or eliminate flooding in the area.	Round 3
Project #09-692: I-75 Widening (Widen from 4 to 6 lanes)	TDOT	This intersection is very complicated. Much of the traffic from today's congested intersection cuts through our neighborhood to take out the wait times. Westwood. We have had property damage in our area from oversized vehicles in our smaller residential streets that are using mapping apps and the like to take out the intersection in question. I am fully in favor of work on this area but please do be cautious of the surrounding area and the cut-throughs that will only become more utilized. The other thing to add to this is that the school zoning and traffic movement for all of the elementary, middle, and high schools use this area. Totally appreciate your work on this very important subject. Cheers [REDACTED]	Round 3
		would a new knoxville bypass not help reduce congestion in this area?	Round 2
Project #18-201: I-140 ITS Expansion (Install power and communication network and ITS Devices such as CCTV cameras, DMS, and RDS along I-140)	TDOT	Pellissippi needs a non motorized access lane to provide transportation for all!	Round 2
Project #21-601: I-40 Westbound Interchange at I-275 (Interchange improvements on westbound I-40 from I-275 to near SR-115 (US-129))	TDOT	This interchange needs much improvement	Round 2
		The on ramp from service drive onto I-40 west is WAY too short and very dangerous. Something needs to be done to either extend it or move westbound traffic to the left to allow vehicles to merge onto I-40 westbound in a safe manner.	Round 2
		Always congestion here from 4PM - 6PM Mon-Fri.	Round 2
		Entrance ramp from the Henley Street Tunnel to I-40 West is way too SHORT!	Round 2
		Please add lane so people going north bound on Alcoa Hwy can stay in their lane and merge on to I-640 without having to merge with I-40/75 west bound traffic. There needs to be more signage encouraging merging i-640 westbound traffic to stay in the right two lanes. People are not abiding by the current signage and are cutting over too soon which causes backups to Alcoa Hwy.	Round 3

Farragut Project Input

Project	Agency	Comment	Outreach Round
Project #09-629: I-40/I-75/Campbell Station Rd Interchange (Reconfigure existing interchange to improve capacity, safety and operations)	Farragut	This interstate exit is long overdue for both traffic and pedestrian improvements. It typically backs up to Parkside / Grigsby Chappell and stacks up on the exit ramp. With the increased building and backups in Hardin Valley Exit 373 has become the shortcut across the ridge to get to the west end of Hardin Valley. With the increased building in the Choto/Northshore area you are seeing traffic using Campbell Station to Northshore as the new route of choice.	Round 2
		With the growth in this area and additional housing that is going in at breakneck speed, getting this interchange reworked should be a high priority.	Round 2
		Way overdue project	Round 2
		Although much has changed in the 50+ years since the construction of the I-40 Campbell Station Rd interchange, the basic roadway width beneath the interstate has not. Given the growth of Farragut to the south, the growth of Hardin Valley to the north, the development of Turkey Creek Shopping district, the addition of numerous hotels in the immediate area, and with the plan to add Top Golf nearby, the time to widen the road under the interstate is way long overdue. In addition to the traffic congestion at this underpass, given the topography, the existing drainage system has proven to be inadequate during times of high rainfall and has resulted in underpass flooding and road closure. The improvement of this underpass is THE most important need in this area of Knox County both for the convenience of local residents, the need of local businesses, and the safety of local and non-local traffic. I have become aware that one suggestion for widening the underpass road width would be to remove the 45 degree embankments on both sides of road, replace them with support walls, and then widen the road to add additional lanes. As an engineer, this seems to me to be an effective and cost conscious approach to resolving this bottleneck. In any case, I urge you to proceed with this I-40/Campbell Station Rd. improvement project without delay.	Round 2
		Excellent project. Current area is potential death trap now	Round 2
		Past due for this project. Yes!	Round 2
		Serious bottleneck and must be fixed	Round 2
		this project is desperately needed as Hardin Valley, Farragut and southwest Knox County continue to build out. The congestion in this area is negatively impacting the businesses in the area.	Round 2
		This is much needed. Traffic from this interchange often backs up as far as the entrance to Turkey Creek.	Round 2
		The Campbell Station Road I40/75 interchange is in desperate need of redesign. With continued growth in Farragut, southwest Knox County and Hardin Valley, this interchange sees far more traffic than it can handle. Ideally, the capacity should be increased without destroying the small town feel when entering into the area of the exit.	Round 3
This project is long overdue. Congestion increasing yearly with long delays going North or turning West on I40. Needs addressing sooner than projected or will be traffic nightmare.	Round 3		

Farragut Project Input

Project	Agency	Comment	Outreach Round
Project #09-630: Virtue Rd Reconstruction (Reconstruct 2-lane road with addition of turn lanes and bicycle/pedestrian facilities)	Farragut	This stretch of road is the most dangerous narrow road in the Town of Farragut with its blind off camber curves and hills. 4,000 + cars every morning and afternoon in and out of Choto and Loudon County have figured out that this is a shortcut to Kingston Pike. Impossible to walk or bike this pastoral area of Farragut.	Round 2
		Roadway is narrow with considerable pavement drop-off. The roadway is a highly used road for SW Knox and Loudon County residents.	Round 2
		Virtue Road continues to see an increase in traffic due to growth in the area and in southwest Knox County. It is curvy and dangerous. New development is bringing pedestrian and bicycle access to this area, it would be beneficial to continue with a bike/ped facility along this portion of Virtue Road.	Round 3
Project #09-668: Kingston Pk (SR-1) Widening (Widen from 4 to 6 lanes with addition of bicycle/pedestrian facilities)	Farragut	Kingston Pike is severely burdened with traffic through this area and widening would help alleviate the traffic burden.	Round 2
		While I would like to see bicycle and pedestrian infrastructure in this area, I do not like the idea of widening this stretch of roadway. Traffic light synchronization and alternative routes would be a better solution than creating a 70'+/- crossing for	Round 2
		This portion of Kingston Pike runs down the middle of the Town of Farragut. To widen this road would negatively impact this community, essentially turning the Town from a major arterial running through it to a Town with a highway running through it. There are other alternatives to improve traffic capacity in the surrounding transportation network that would be less detrimental to Farragut's desire to create a sense of place throughout the Town. There is a connected pedestrian facility on the south side of Kingston Pike. It would be nice to have a connected sidewalk on the north side but not at the cost of widening Kingston Pike to 6 lanes.	Round 3
		This widening will be destructive to the community atmosphere. There are better options for dealing with traffic congestion.	Round 3
Project #09-669: Everett Rd Improvements (Reconstruct 2-lane road with addition of continuous center turn lane and bicycle/pedestrian facilities)	Farragut	There is continued growth in this area. This is a viable road that could provide for an alternative to get to I40/75. Further, there is a large undeveloped parcel between Everett Road and Hatmaker Road north of the highway. If Everett Road and Hatmaker Road could be connected that would provide for another arterial in the transportation network.	Round 3
		The north & west end of this road needs to be upgraded like the south end that is in Farragut, It is easy to walk & bike on the Farragut end but way too dangerous on the Knox County end.	Round 2
Project #09-691: I-40/75 Widening (Widen from 6 to 8 lanes)	Farragut	Having two major interstates merge into one creates a lot of traffic, and the addition of lanes will help with traffic flow.	Round 2
		I've traveled inter-city here several times, and the amount of people attempting to merge on the smaller roads is a bottleneck. Widening it is a good call.	Round 2
		The I40/75 interchange merge can be very confusing, congested areas can happen fast just beyond the merge point traveling east. This may help with that issue.	Round 3
Project #13-601: Union Rd/N Hobbs Rd Reconstruction (Reconstruct 2-lane road with addition of turn lanes and bicycle/pedestrian facilities)	Farragut	Very narrow un-engineered road with no drainage that causes a huge stormwater issue. No safe walking or bicycling on this road. New subdivision will be the third large subdivision on a very substandard road.	Round 2
		It is my understanding that this project is funded and should remain so. It's a paved farm road, no design and very dangerous. The plans provide for a 10 foot multiuse multidirectional greenway and a road designed with pedestrians in mind.	Round 3
		Much needed project on a very dangerous street. Project needs to move forward as planned.	Round 3
Project #13-603: I-40/75 Auxiliary Lanes (Construct eastbound and westbound auxiliary lanes between interchanges)	Farragut	Increasing capacity would solve the congested choke point one tends to experience when traveling west on I40 just past Pellissippi Parkway.	Round 3

Farragut Project Input

Project	Agency	Comment	Outreach Round
Project #13-813: Farragut Advanced Traffic Management System - Phase 1 (Upgrade signal communications and equipment at all signalized intersections within the Town to allow for a centrally controlled signal system)	Farragut	Traffic lights in Farragut need to be updated along with the ADA buttons at crosswalks. A centrally control system would allow engineers to see real time issues.	Round 2
		More area that needs a centrally controlled system to manage daily traffic and ADA controls for intersections.	Round 2
		I believe this project will help traffic flow tremendously in Farragut.	Round 2
		This stretch of Kingston Pike can be especially grueling if one is getting all red traffic lights. If these lights were synchronized I believe it would help with congestion quite a bit.	Round 2
		I think a centralized signalization system will help tremendously with congestion.	Round 2
Project #19-703: Jamestowne Blvd Study (Study to determine needed improvements to Jamestowne Blvd in Farragut to provide additional route for motorists and pedestrians to bypass intersection of Kingston Pk at Campbell Station Rd)	Farragut	The current intersection at Kingston Pike/Campbell Station Road is at capacity, with no additional space between the Campbell Station Inn (historic) and commercial development for additional lanes.	Round 2
		This helps connect the busiest portions of the system safely.	Round 2
		The Kingston Pike / Campbell Station intersection is a traffic battle with constant stacking, a bypass would be a big relief for this area. It is also tough to walk or bike across this intersection do to the constant turning of cars.	Round 2
		definitely needed	Round 2
		With the recent and forthcoming attractions at Kingston Pike and Campbell Station Rd, I imagine that intersection will become even more congested. Alternative routes would be great to alleviate some of this traffic.	Round 2
		May relieve congestion at the K-P and CS intersection perhaps resulting in a more comfortable pedestrian experience. Lots to walk to now down there.	Round 2
		Such improvements (i. e. volume boosting) are inevitable. Hopefully it can be done while preserving the pastoral character of Jamestowne.	Round 2
connectivity is important in every area of our community. This project would provide for a more connected center of Farragut, as they work toward creating a pedestrian oriented town center.	Round 2		

Loudon County and Lenoir City
Project Input

Project	Agency	Comment	Outreach Round
Project #17-407: US-11 at Industrial Park Dr Intersection Improvement (Intersection improvements including turn lanes and add warning signals)	Lenoir City	No Comments	
Project #17-416: Muddy Creek Rd Intersection Realignment (Realign intersection and add turn lanes)	Loudon County	No Comments	
Project #21-400: I-75 Widening Loudon County (Widen from 4 to 6 lanes from Pond Creek Road (SR-323) to the I-40/I-75 junction)	TDOT	Given the high truck volume merging at I-75/I-40 and truck weigh station and Watt Road truck stops, there is an excessively high amount of slow moving trucks. This is further worsened on I-40 Eastboard (east of merger) where trucks have to cross lanes from right lane of I-40 to far right lane of merged I-40/I-75. This causes frequent wrecks, major delays, and sudden stops at the merger alone. From there, the incline east of Watt Road to the weigh station needs additional truck lanes due to the incline grade.	Round 3

Unincorporated Sevier County

Project Input

Project	Agency	Comment	Outreach Round
Project #18-500: Boyds Creek Hwy (SR-338) at Old Knoxville Highway Intersection Improvements (Reconfigure existing intersection to improve safety and operations with new traffic signal)	Sevier County	Very needed project...very important to travelers in Sevier County!	Round 2
		I live just off of the corner of this intersection, in front of Oak Haven Resort and have been here for 26 years. Needless to say, I have heard numerous accidents and close calls. The guard rail on Old Knoxville Highway has been replaced at least 3 times in the last 5 years. Prior to a guardrail being placed at that location, there was a minimum of 6 cars leaving the roadway and ending up in the neighbor's yard! Rain on the road is a big factor causing slippery conditions for those coming right off of Boyds Creek onto Old Knoxville Highway. Also, I am often afraid of being rear-ended waiting to make the left turn off of Boyds Creek onto Old Knoxville Highway as it is a downhill curve. To stop for someone turning comes up quick if you are not paying attention! During heavy traffic times, the traffic gets very backed up as thru traffic on Boyds Creek does not allow for turning off of Old Knoxville Highway nor Big River Overlook which also has a blocked view of Boyds Creek on their right. I would approve of and appreciate the roadways being aligned into a proper 4 square intersection with turn lanes and traffic light. There are many times those improvements would be a huge benefit for all who use this intersection. And with continued building of housing out in the Boyd's Creek community, the traffic will continue to have more volume. There are so many that use this intersection as a "short cut" to get into Sevierville to bypass Highway 66 that these improvements would really help!	Round 2
		Be nice if they talk to us we live here an dont wont rd in our yard why we bought here to get off rd not going for changes that take our land an put rd closer to our house	Round 2
		This is a dangerous intersection where many accidents have been reported.	Round 2
		That is, indeed, a dangerous intersection. Especially for traffic coming north on Old Knoxville Hwy, wanting to turn right or left on Boyds Creek Hwy. Hard to see fast-moving vehicles coming from either direction. Also, traffic heading west on Boyds Creek Hwy that want to turn left onto Old Knoxville Hwy have to stop all traffic behind them, while they wait for east-heading, fast-moving vehicles to get past the intersection. And then it's a very sharp left turn. Those of us who go through that intersection almost daily will certainly appreciate whatever can be done to make that intersection safer for all.	Round 2
		Thank you so much for addressing this intersection. Boyds Creek is an extremely busy road and seems as if improvements are never made in that area. Traffic light is needed there and also a the intersection of Boyds Creek and Hodges Bend Road. Thank you!!	Round 2

Unincorporated Sevier County
Project Input

Project	Agency	Comment	Outreach Round
Project #18-500: Boyds Creek Hwy (SR-338) at Old Knoxville Highway Intersection Improvements (Reconfigure existing intersection to improve safety and operations with new traffic signal)	Sevier County	This intersection desperately needs a traffic signal. There have been a great number of car crashes at this intersection over the last decade, some likely fatal. People on Boyd's Creek Highway travel at high speeds and it is very difficult to navigate this intersection safely at times due to vehicles entering and exiting from Old Knoxville Hwy, Boyd's Creek, Big River Overlook subdivision, and McCroskey Island Road. Please seriously consider installing a traffic signal and turn lanes.	Round 2
		I live near here and weekly accidents happen here . A light is needed very badly. To much traffic due to resort in this road along with people using Old Knox Hwy as a by pass from 66. For this reason a light is needed and has been needed for a long time !	Round 2
		I definitely think this project should be done. When getting onto Boyds Creek Hwy from Old Knoxville Hwy, I often have to accelerate quickly to take advantage of an opening in traffic. This can be particularly tricky if the road is the least bit wet. I consider myself fortunate that this hasn't caused me to be in an accident.	Round 2
		A new exit must be discussed for access to the county as an alternative to 407 especially with the new development by the cherokee nation. A suggestion would be closer to mile marker 410	Round 2
		I live within 1/2 mile of this intersection. My neighbors and I feel turn lanes would be the answer, but a traffic light is not needed and might cause more accidents and frustration. I have lived on Boyds Creek Highway for over 50 years and have seen it go from a rarely-traveled dirt road to a heavily-traveled highway. We could really use turn lanes on all or most of Boyds Creek Highway. At this intersection, I recommend reconfiguring it on both Boyds Creek Hwy. and Old Knoxville Hwy. by adding space and lanes, and that will improve safety. Thank you for allowing our input!	Round 2
		A traffic light here is sorely needed!	Round 2
		A traffic light is badly needed here. There are many accidents here due to cars going too fast and other cars failing to yield to oncoming traffic. Additionally there is a resort called Oak Haven right next to this intersection so not only is the intersection dangerous but there are thousands of tourists who are unfamiliar with it. This means they don't practice proper care when navigating this intersection because they aren't aware of the risks. Also, with an increase of construction projects in the Boyd's creek and old Knoxville hwy like Soaky Mountain and numerous new homes, this intersection gets very congested at times with locals going to and from work. Please enhance this intersection's safety by completing this project	Round 2

Unincorporated Sevier County
Project Input

Project	Agency	Comment	Outreach Round
Project #09-626: Chapman Hwy (SR-71/US-441) Operational and Safety Improvements (Intersection, driveway improvements , left turn lanes, and/or multimodal improvements at various locations throughout the corridor)	TDOT	Supportive of the operational improvements to Chapman Highway. Not supportive of adding bike and pedestrians facilities without a complete rebuild of the street; there are too many conflicts.	Round 2
		Anything that can help Chapman.	Round 2
		Every little bit helps Chapman.	Round 2
		In general, I encourage the addition of bike lanes, widened shoulders, adjacent greenways and/ or sidewalks where possible. I believe that increasing interconnectivity of greenways/sidewalks and wide (bikeable) roadways/ bridges will greatly benefit our community in both the short and long term. Thank you for reading this and considering my input.	Round 2
		This is so needed for safety!	Round 2
		Speeding is a concern on this stretch of highway and there is a lack of bike lanes in both directions.	Round 2
		Make Chapman Highway safe for all users which it is not presently especially for people walking	Round 2
		Yes, please. All the improvements on Chapman Highway that can be made would be beneficial. One of the largest is to limit the number of access points on Chapman Highway. Try to funnel traffic to specific points to get access to Chapman as opposed to the way it is now where there are multiple, multiple entryways to the road.	Round 2
		Chapman Highway projects should all be done as soon as possible. This project is way overdue.	Round 2
		Anything to make Chapman safer!	Round 2
		The projects to improve safety on Chapman Highway have been needed for a long time.	Round 2
		Chapman Highway is in need of improvements for sure, especially in this area.	Round 2
		Please make Chapman Highway safer.	Round 2
		Chapman Highway. Improvements to mobility and especially traffic safety are greatly needed, all the way from Knoxville to Seymour.	Round 2
HWY 441, Chapman Hwy -- a fast and busy route between Knoxville and Seymour/Sevierville/Pigeon Forge/Gatlinburg. Needs many improvements	Round 2		

TDOT
Project Input

Project	Agency	Comment	Outreach Round
Project #09-101a: Edgemoor Rd (SR-170) - Phase 1 (Widen from 2-lanes to 4-lanes with median and/or center turn lane, bicycle/pedestrian facilities)	TDOT	Currently too much traffic and not enough road	Round 2
		So important for bicyclists	Round 2
		I encourage the addition of bike lanes, widened shoulders, adjacent greenways and/ or sidewalks where possible. I also support wider bridges that allow for pedestrian, bike, and vehicular use. I believe that increasing interconnectivity of greenways/sidewalks and wide (bikeable) roadways/ bridges will greatly benefit our community in both the short and long term. Keeping old bridges (the Pellissippi bridge at Solway, Edgemoor Rd bridge near bull run), if practical, for pedestrian/ bike use should be considered. If this is not possible, I believe it is very important that the new bridges are useable by vehicle as well as pedestrians and bikers. Thank you for reading this and considering my input.	Round 2
Project #09-101b: Edgemoor Rd (SR-170) - Phase 2 (Widen from 2-lanes to 4-lanes with median and/or center turn lane, bicycle/pedestrian facilities)	TDOT	No Comments	
Project #09-216: Alcoa Hwy (SR-115/US-129) Widening (Widen 4-lane to 6-lane including pedestrian and bicycle facilities)	TDOT	This effort will provide a large portion of the greenway for Knox./Blount counties.	Round 2
		We must finish the improvements to Alcoa Highway as soon as possible. This road is unsafe. Period. Anything that can be done to improve it is imperative. I believe the revisions to the intersection at Topside and Alcoa Highway are a good example of safety-enhancing changes. All improvements to this section, 09-216, are overdue. All drivers who use the road appreciate the need for this.	Round 2
		All Alcoa Highway projects should take priority. It has been a death trap for decades.	Round 2
		Yes, yes. This needs to be widened and improved for facility of movement, access to airport, and especially to increase safety!	Round 2
		We are delighted that work to make Alcoa Highway safer is finally underway. Do it all—and do it smart, to make that route safe and pleasant well into the future. Given the traffic load in that corridor, maybe we should be thinking of a public transportation option between Knoxville and its airport.	Round 2
		I live in Blount County and am in favor of the following projects for improving safety and growth in my area of TN, as well as increased use of Greenways: Mobility Plan Numbers: 09-231, 13-214, 13-215, 13-216, 13-218, 09-216, 09-644, 09-653, 17-202, 17-201, 18-202, 19-201, 21-100, 21-1002, 21-201, 21-204, 09-211, 09-214.	Round 2
		I support this project. As we all know, this is a dangerous stretch of road with a terrible reputation, and deservedly so! It has been a hazard for decades and I am glad to see residents' safety finally being taken seriously.	Round 2
Project #09-216: Alcoa Hwy (SR-115/US-129) Widening (Widen 4-lane to 6-lane including pedestrian and bicycle facilities)	TDOT	I support these projects. Alcoa Highway deserves its unfortunate nickname—"I'll Kill Ya" Highway. It is one of the most dangerous roads in East Tennessee and has claimed many lives over the years. My own husband had a very serious accident on Highway 129 in 2019. Any improvements to this road are welcome, whether it be widening, upgrades to interchanges, or improving visibility. The improvements at the junction of Topside Road and Alcoa Highway have been a big help. Please continue the work on improvements and widening of Alcoa Highway until the entire length is finished.	Round 2
		Any improvements along Alcoa Highway and intersecting major roads need to include buffered bicycle and pedestrian paths.	Round 3
Project #09-231: Old Knoxville Hwy (SR-33) Reconstruction - Rockford (Reconstruct 2-lane road with addition of turn lanes)	TDOT	Like other roads between Knox County and Maryville, SR 33 requires much needed safety upgrades. Providing turn lanes and improving the road bed will help move traffic between Maryville-Alcoa and Knoxville much more safely. Many of the older "feeder roads" into Maryville were built before increased traffic volumes have made most of them considerably less safe. Turn lanes are important, but severe drop offs on either side of SR-33 are very concerning as well.	Round 2
		This road is not as narrow as some of the others but needs turn lanes at intersections.	Round 2
		I live in Blount County and am in favor of the following projects for improving safety and growth in my area of TN, as well as increased use of Greenways: Mobility Plan Numbers: 09-231, 13-214, 13-215, 13-216, 13-218, 09-216, 09-644, 09-653, 17-202, 17-201, 18-202, 19-201, 21-100, 21-1002, 21-201, 21-204, 09-211, 09-214.	Round 2
		Much needed improvements, however, any improvements on this and other major roads needs to include buffered bicycle and pedestrian pathways to provide for these additional modes of transportation. Also, improve existing underpasses to become wildlife crossings for a number of species. Do it right! Thanks!	Round 3

TDOT
Project Input

Project	Agency	Comment	Outreach Round
Project #09-232: Pellissippi Pkwy (SR-162) Extension (Construct new 4-lane highway)	TDOT	<p>This is a project that is a total waste of Tennessee taxpayer dollars. The State of Tennessee already has a backlog of urgent road, waterway, bridge and maintenance projects that are critical to our infrastructure. There is currently not enough funding for these projects let alone wasting as much as nearly \$200 million on this one (for a 4.4 mile stretch of highway).</p> <p>We should spend our limited transportation taxpayer dollars to maintain the system we already have in place. TDOT's own analysis of this project shows that this project will not ease traffic congestion in Blount County (see the 2010 DEIS, 3-4; also 2-9, Table 2-3). Blount County is currently seeing major growth in the west side of the county, which this project will not address.</p> <p>I would also like to point out that the Knoxville Regional Transportation Planning organization's TIP for FY2020-2023 shows proposed projects in Blount County totaling \$220 million, almost \$600 million for Knox County and nearly \$140 in other projects in Knox-Blount counties. That totals \$960 million for only two counties in the State. Surely there has to be other needs within the State that could use these funds more effectively.</p>	Round 2
		Get it done ASAP	Round 2
		<p>Project #09-232: PPExtension, is totally useless. Almost 20 years in the making, it does not serve any helpful practical purpose. There are MANY other projects that are in dire need of improvement, and that will actually be useful ! For example, projects such as:</p> <p>09-211, 09-216, 09-221, 09-229, 09-239, 09-241, 09-245, 09-262, just to mention a few, are meant to improve their current status, safety, and efficiency.</p> <p>On the other hand, project 09-232 PPE, is VERY costly, requires ROWay over vasts areas of private properties that have significant agricultural/farmland/dairy value, while its benefits to the overall community are minimal, and of no real practical value.</p> <p>In summary, PLEASE DO NOT WASTE OUR taxes on a project #09-232, and instead invest in many of the other projects that are much needed, and of greater benefits.</p>	Round 2
		<p>This propose interstate highway (it is in no way a "parkway"), is, in my mind, very low on the list of important road projects in Blount County. We have too many substandard two-lane roads that need repair and upgrading. In fact the county is full of such dangerous roads, roads our children are playing ons and riding on in school buses.</p> <p>We should be spending our tax dollars on these secondary roads for the foreseeable future.</p>	Round 2
		I believe that building this section of the Parkway is a waste of tax payers money and will only add to the current growth problems of Blount County. The money targeted for this road could be better spent improving the existing roads in this county, such as hwy 411 (Sevierville road) which is to narrow and dangerous.	Round 2
		This project should not be built. It will not solve any of our actual road needs. We have urgent safety issues on roads in our county and region. It is irresponsible to spend our limited road funds on an unnecessary new highway.	Round 2
		This is a project that TDOT studies have shown will not meet any need or serve any purpose. It will not reduce transit times more than fractionally, and it will not improve safety. It is going to dump more traffic onto substandard Blount County roads and increase traffic there are introduce more safety problems. We do not need this road. Furthermore, it will be hugely expensive, much more than the outdated and questionable figures provided to the public. If you actually read the EIS you find there is little to recommend this project. Meanwhile the cost financially and environmentally will be very high. And Blount County will be left with the problem and expense of upgrading infrastructure in the aftermath. Put money into other projects where it is needed.	Round 2
		There is absolutely no need to expand this roadway. The damage to personal property and farms completely out weigh the 2 minute route (129/321) that already exist.	Round 2
		Complete waste of taxpayer dollars when so many other roads that currently need repair and improvements.	Round 2

TDOT
Project Input

Project	Agency	Comment	Outreach Round
Project #09-232: Pellissippi Pkwy (SR-162) Extension (Construct new 4-lane highway)	TDOT	<p>This project is the least needed of almost all Blount County proposals. The environmental study done for and by TDOT makes it clear that the PPE will not substantially address any of the issues proponents claim for it. TDOT's cost estimates in this proposal are WAY below its own earlier projections (including one for \$197 million).</p> <p>Blount County's actual traffic and safety needs will not be addressed by building a new highway that might make it 10 minutes faster to get from Townsend to Oak Ridge. The idea for this predates the last 30 years of Blount County's growth, most of which has been and continues to be in the western side of Maryville. There are real and immediate needs that are addressed by many of the projects proposed for this Mobility Plan, and those projects should have priority. There are also many narrow, two lane rural roads, also proposed for this Plan, that desperately need to be upgraded for safety and mobility. This has been clear for decades and the PPE will do nothing except in some cases make them worse.</p> <p>Spending hundreds of millions of dollars to serve the desires of a few businesses and residents in Walland and Townsend will be a tragic waste and deprive the rest of us of safe and more efficient ways to get around. There is no barrier to quick, four lane access to the Walland/Townsend/ area or to the national park. This was not the case when this project was initially proposed, but the needs now do not include this expensive and destructive project.</p> <p>It is just not good enough to argue that this is a long-planned road. It might have been a good idea 30 years ago but it is not now.. Tennessee does not have the resources to construct Legacy Projects that have no current utility.</p>	Round 2
		<p>This project should NOT be built. As it stands it is a colossal waste of taxpayer money. It will not solve a single road need. We have much more urgent safety issues on roads in Blount County and the region. It is very irresponsible to spend limited highway construction funds on this unnecessary new highway construction. It will be an interstate in search of a purpose and not solve any problem.</p>	Round 2
		<p>A new highway to 321 is not needed. There are currently several other routes to get to/from Knoxville/Townsend. Such a road may have been needed decades ago when it was first envisioned, but since the 1970s major improvements have been made to enable better traffic flow -- e.g., making 321 from Maryville to Townsend four lanes, 129 ByPass in Maryville. Also, most of the residential/commercial/industrial growth in Blount Co is at the other end of the county -- Alcoa and west Maryville. Faster access to/from Townsend not needed, waste of tax dollars.</p>	Round 2
		<p>So many other roads need improvement as soon as possible.</p>	Round 2
		<p>I haven't seen any problems that the building of this road solves. This project shouldn't be built. We have more necessary safety issues on roads in our county and region, and it is irresponsible to spend our limited road funds on an unnecessary new highway.</p>	Round 2
		<p>Same as comment for other section of the Pellissippi Parkway Ext. - this doesn't solve traffic problems in the area and it will encourage commercial growth along the corridor and not in Maryville/Alcoa where it is needed. This should be the last priority for regional transportation funding.</p>	Round 2
		<p>Blount County needs many substandard roads improved instead of building new roads funds for this project could be used for this and many citizens are against this project and it would destroy many scenic views and much farmland and take away from the water quality of Little River and would create congestion on highway 321 which flows well now.</p>	Round 2
		<p>The Pellissippi Parkway extension will not benefit the residents of Blount County. It will actually destroy some of our beautiful environment. I believe an extension of the parkway will also fracture our county, as a 4-lane highway will divide the land.</p>	Round 2
		<p>There are so many other road projects that need the money (that Tennessee government does not have, and that the US government has not allocated). The PPE will cause more problems than it solves, and create more traffic on feeder roads that are themselves in need of upgrade (us411 for example). The people's government money would be put to better use on the Alcoa highway, us411, Montvale road, et cetera. A 1970 thru 2016 Blount Countian Thanks-you.</p>	Round 2
		<p>This project should NOT be built. It will not serve any of our actual transportation needs. We have urgent safety issues on many roads in our county and region, and this project will not address them, but may even decrease safety by adding extra traffic to Sevierville Road. The EIS for this project showed that the PPE will not significantly decrease the level of congestion now present, nor will it improve safety on the area road network. It is irresponsible to spend our limited transportation funds to build a costly and unnecessary new highway.</p>	Round 2
		<p>Please do NOT build this project. It will not serve any of our actual needs. We have urgent safety issues in roads in our region, and it would be irresponsible to spend our limited transportation funds on an unnecessary new highway.</p>	Round 2
		<p>Do NOT build this project. It will not serve any of our actual transportation needs. It will not increase safety or decrease congestion on our road network; it may in fact do the opposite. Please fix our safety problems on the existing roads, and do not spend outrageous amounts of our tax dollars building an unnecessary new highway.</p>	Round 2
		<p>Do NOT build this road project. A new highway in this place will not serve any of our actual transportation needs, and will cost an exorbitant amount of money. This project will not improve safety or reduce congestion on area roads (as shown in the EIS!). Please use my tax dollars to improve and make safer the road system we already have instead of building a new highway we do not need.</p>	Round 2
<p>This project should NOT be built. It will not serve any of our actual transportation needs. We have urgent safety issues on many roads in our area. Please repair, maintain, and improve the roads we already have, and do not waste our limited transportation tax dollars on an unnecessary new highway.</p>	Round 2		

TDOT
Project Input

Project	Agency	Comment	Outreach Round
Project #09-232: Pellissippi Pkwy (SR-162) Extension (Construct new 4-lane highway)	TDOT	Do NOT build this project. It will not serve any of our actual transportation needs. We have urgent safety issues on many roads in our region that need to be addressed. This proposed highway may do more harm than good if constructed, by adding more traffic to Sevierville Road. It would be irresponsible to spend our limited transportation funds on an unnecessary new highway that brings us no significant benefit.	Round 2
		Do not build the PPE. We do not need it.	Round 2
		Do NOT build the PPE. We do not need this highway, as it will not serve any actual needs.	Round 2
		We have urgent safety issues on our existing road system. Fix those, and do not waste our transportation dollars on an unnecessary new highway.	Round 2
		Do NOT build the PPE. It serves no actual need. Please fix the safety and congestion issues on our existing roads and do not waste our tax money on an unnecessary new highway.	Round 2
		The PPE should NOT be built. It will not serve any of our actual transportation needs. Please address our safety and congestion issues on the road system we have now, and do not waste tax dollars on an unnecessary new highway.	Round 2
		Do not build the PPE. Fix the problems on our existing roads instead.	Round 2
		Do NOT build the PPE. We do not need a new highway. Fix the urgent safety and congestion problems on our existing roadways instead.	Round 2
		We don't seem to have the funds to take care of the roads we already have so we need to prioritize projects. Many roads are dangerously narrow, ok for one car, but as the county population grows they become major hazards. The access points for the PPE will cause heavier traffic on roads that were designed for rural traffic.	Round 2
		When are we ever going to move forward on finishing this road that was proposed by Governor Alexander 40 years ago!	Round 2
		I view this as poor utilization of our transportation dollars. This is an unnecessary road when we have pressing needs to maintain current roadways and to look to roadway improvements that address safety issues.	Round 2
		Way too much money and not enough benefit to the community. Spend the money on repairing and improving safety on current roadways	Round 2
		too expensive. Funds would be better spent improving and maintaining current roadways	Round 2
		This will not solve any problems but will direct traffic away from Maryville and destroy valuable green space and farmland	Round 2
		We need to repair the roads we already have and not build a new highway that directs traffic away from city centers and destroys green space and farmland	Round 2
		I oppose this project. TDOT's own data, compiled for the EIS, showed little or no improvement in safety, travel times, traffic congestion, and other criteria used to demonstrate purpose and need. It would be a huge waste of limited funding. The \$84 million price tag is not accurate: far more of our limited tax dollars would be required. Why would we build this new road when so many of our existing roads need improvements just to ensure basic safety? I ask that this project be taken out of consideration permanently.	Round 2
		PELLISSIPPI PKWAY EXTENSION from current terminus at Hwy33 in Blount Co to Hwy 321. This road is no longer needed. It was proposed in the 1970s (50 years ago!). Since then major residential and commercial growth in Blount Co has been south and west of Maryville -- the opposite direction of the proposed PPE. Alcoa has also grown and the new Springbrook Farm is being developed. This road is no longer needed because Hwy 321 has been 4-laned and travel to Great Smoky Mtn National Park and the town of Townsend are easily accessed by this improved road. This incredibly expensive 4-lane highway will carve through healthy farmlands and take them out of production. Monies allocated for this highway would be better spent on improving existing roads.	Round 2
We think it is irresponsible to spend our limited transportation funds on the construction of a new highway that does not address our pressing need to improve safety and mobility, and decrease congestion, on existing area roads. The Pellissippi Parkway Extension is expensive and entirely unnecessary. Building it will result in greater congestion and less safety on Sevierville Road. If the PPE is ever constructed over public opposition, we will lobby forcefully for it to be an actual Parkway, running uninterrupted from SR33 to US321, with NO interchange at Sevierville Road.	Round 2		
I am very much against any extension of Pellissippi Parkway.	Round 2		
I am not in favor of Mobility Plan number 09-232 as I feel that this is a waste of tax payer dollars, will not improve traffic flow, will direct traffic away from businesses within Maryville, and will disrupt local heritage farms.	Round 2		
09-232 Pellissippi Parkway Extension: I oppose this project. Why would we build this new road instead of properly maintaining existing roads that may also need improvements?	Round 2		

TDOT
Project Input

Project	Agency	Comment	Outreach Round
<p>Project #09-232: Pellissippi Pkwy (SR-162) Extension (Construct new 4-lane highway)</p>	<p>TDOT</p>	<p>Thank you for the opportunity to comment on state road building and improvements for the Blount County area, where I live and work.</p> <p>I think it is fair to say that Tennessee has limitations as to how many road improvements and new roads that the state budget can accommodate. Thus, it seems that decisions on whether to build new roads or to make improvements must be judicious. With this premise in mind, it seems prudent to me that new construction should be delayed or denied when existing roads need to be maintained and upgraded to meet current and projected usage needs and to better address safety concerns. For these reasons new major constructions should be delayed or permanently suspended in favor of protecting the travelers on existing roads. To build new roads when current roads need to be upgraded and made safer is not only poorly thought out, but unethical. Only after current roads are properly maintained should we as a state take on new road construction, which will in time require maintenance. Take care of what we have before creating more roads that we may not be able to take care of. There is also the need to deal honestly with the effects major new roads will have on the community. There is a move within our country to preserve our natural beauty and open land for emotional health reasons and also food production. I own and operate a fruit and vegetable farm where my sales are at the farm only. This year there has been demonstrated a growing interest for the public to know more about where their food comes from and how it is grown. We were literally overrun by new and existing customers this season. This phenomenon is not unique to me, but has been experienced all over the southeastern U.S.I.</p> <p>I am a retired federal agent who traveled and worked over much of the U.S. for 40 years, as well as a fruit and vegetable grower. One of the things that I observed is that when new roads and thoroughfares are constructed on open, farm land, in a matter of a few years the farms begin to fall to "development" needs, and this land is lost forever. Such has also been true with the Pellissippi Parkway from Knox County into Blount County.</p> <p>For these and other reasons I am adamantly opposed to the Pellissippi Parkway Extension. To build this thoroughfare will continue to lead to demolition of family farms and increased building pressures. The natural beauty will be scared by this type of construction. Many people still enjoy riding around to get away from their daily stresses and to take in the natural beauty of an open field and unobstructed view of the mountains that make Blount County so desirable. If I could wave a magical wand, I would remove the Pellissippi Parkway Extension from the list of proposed new roadway construction for the state of Tennessee.</p> <p>Let us maintain the roads that we have and preserve the beauty of the open land and unobstructed vistas of the mountains for our mental health. Let us preserve the land for food production for our local people, so that we are not as dependent upon less than fresh food being shipped in from somewhere else. Let us leave our posterity a place that they call home that is not covered with concrete, asphalt, and roofs.</p> <p>Furthermore, I am convinced that this Extension will only add to the congestion and fatigue, as it will incite more building and more destruction of our natural beauty. I encourage Governor Lee and the TDOT to delay, and preferably to put aside, this construction, as it only adds to the losses that can never be recovered. May our heritage be passed on to our children and our grandchildren, and not more congestion.</p>	<p>Round 2</p>

TDOT
Project Input

Project	Agency	Comment	Outreach Round
Project #09-232: Pellissippi Pkwy (SR-162) Extension (Construct new 4-lane highway)	TDOT	I oppose this project. We should use taxpayer dollars to repair and improve existing roads. It has not been shown convincingly that the PPE will improve travel times or relieve congestion. The areas where growth is already occurring are in West Maryville, not going cross-country from 33 to 321.	Round 3
		STOP this project. Studies have shown this is not going to fix traffic flow in Blount County. What would would be extending Pellissippi to William Blount Drive then on to HWY 411. Its the rich of Walland that push for easy access to their property and Sevier County tourism. By-passing the towns of Alcoa and Maryville will impact by taking the visitors to the Smokey's away from businesses that need the revenue.	Round 3
		STOP this project. Studies have shown this is not going to fix traffic flow in Blount County. What would would be extending Pellissippi to William Blount Drive then on to HWY 411. Its the rich of Walland that push for easy access to their property and Sevier County tourism. By-passing the towns of Alcoa and Maryville will impact by taking the visitors to the Smokey's away from businesses that need the revenue.	Round 3
		STOP THE PROJECT ! It is a waste of taxpayer money, and will add to the environmental degradation that is ongoing in the community. Valuable habitat and greenspace will be destroyed. There is absolutely no need for this extension.	Round 3
		STOP THE PROJECT ! It is a waste of taxpayer money, and will add to the environmental degradation that is ongoing in the community. Valuable habitat and greenspace will be destroyed. There is absolutely no need for this extension.	Round 3
		If this project is built, it would be bad for the water supply and ecosystem of the Little River, which is a benchmark river in the state of Tennessee. When you build roads, it increases sedimentation in streams, and this road would also pave the way for more development -- gas stations and big box stores and more impermeable surfaces. If this area is known for its beauty and attracts tourists for that reason, then we need to protect it, not develop it. We already have a rampant development mindset in other parts of the county, and it's unfair to impose that on those who make a living from the land, like the Kellers who run a working farm that would be bisected by the PPE. It's absurd that a working farm is not considered a business by TDOT. Others have chosen to live rurally to get away from over-development. With roads comes more noise pollution and light pollution, as well. The GSMNP is already having trouble protecting the soundscape and lightscape resources because of increased development that bring more city lights and noise. The PPE would not help the businesses on Lamar Alexander Parkway in Maryville that benefit from tourist traffic. Additionally, in light of climate change, we need to be seriously thinking about how we can protect the natural resources that this area has, not adding to the problem of gobbling up land for roads and adding to pollution just to give a few people an added convenience.	Round 3
		I am in favor of this SR162 extension project. As someone that benefited for decades using the original Pellissippi Parkway, the benefits of this extension would be tremendous for the local businesses, decrease congested traffic in Maryville and Alcoa - as well as pollution reduction from stop light traffic with vehicles traveling from interstates/Knoxville to Walland, Townsend, and Great Smoky Mountains, and improved access to jobs for the residents living in the more remote areas of this Appalachian district. As a Maryville native, I drove from Maryville to my job in Oak Ridge where I worked for over 20 years. The Pellissippi Parkway (I-140, SR162) was very helpful in cutting down my drive time, increasing safety, and decreasing my stress levels - avoiding US129 and I-40/75. I have previous experience with TDEC and their strict concerns, rules, and regulations regarding Environmental impacts of road construction. Anyone familiar with the development and implementation of an SWPPP will understand the rules and oversight that Tennessee will implement with the construction / subcontractors associated with this extension. I, and many others I know, are looking forward to the completion of this extension - and have been for years.Much appreciated,Thanks for the opportunity to comment.	Round 3
		I am opposed to extending the Pellissippi Parkway. I have lived in Blount County since 1972. This will further despoil the viewscape, pollute the air and water, destroy productive farmland, and increase traffic congestion (studies show this!). Rather, expend our monies on improving maintaining and repairing local roads and connections. I am not saying no new roads or lanes, just no more interstates stretching out into the country then stopping.	Round 3
		I do not support this project. It will not relieve congestion in Blount County. In fact it will increase it. It will further degrade the Little River watershed, one of the most biodiverse rivers in the state.	Round 3
		I am opposed to the expansion of the Pellissippi Parkway. This extension is unnecessary and does not address traffic issues in the region. A parkway extension would increase big-box corporate commercial development, which will run small, local, family-owned businesses out of business. Use the money to improve existing infrastructure to make it more walkable, bikeable, AND driveable, which will support healthy communities. It is absurd that the Keller Farm is not considered a business. The rural character of Blount County sets it apart from the sprawl of Knox County. Natural features like the Little River are gems that should be protected, not developed. Blount County should prioritize supporting family-owned businesses, including working farms, by consolidating development to town and maintaining the rural character of the county.	Round 3
I am AGAINST this extension for so many reasons. According to reports this highway extension will do little to alleviate traffic as proponents hope - but will certainly create another large unsightly road cut through previously rural farmland. You can only have so many major highways in a county before it starts to become less of the beautiful place people originally moved here for! BiodiversityThis road building will definitely have a negative impact on the incredibly diverse Little River in some key locations - crossing Peppermint Branch and other tributaries of the Little River. Please put this project to rest permanently. Thanks for your time	Round 3		
Thank you for requesting public input. Please do not build the proposed Pellissippi Parkway Extension. It will cost taxpayers a fortune, and it fails to address our local needs for safety and mobility. If constructed as planned with an interchange at US411, it will create unsafe extra congestion on Sevierville Road, which is already inadequate for the traffic it carries. I urge you to prioritize making improvements to roads & highways that already exist but are becoming crowded and unsafe. Add shoulders to Sevierville Road, and widen it where possible. Continue improvements to Alcoa Highway and Chapman Highway that will make those corridors safer for all. Think outside the same old box; consider public transportation options and greener solutions to our mobility needs.Maintain and repair the roads we have now before laying down new pavement, especially pavement that is not needed!	Round 3		

TDOT
Project Input

Project	Agency	Comment	Outreach Round
Project #09-232: Pellissippi Pkwy (SR-162) Extension (Construct new 4-lane highway)	TDOT	This proposed road has never made sense to me in any arena. It purposely bypasses Maryville businesses, something they do not need. It destroys existing quality farms, farmland, and open space in Blount County, something that once paved cannot be restored. It adds nothing to our quality of life and has limited benefit for the traveler. It is an expensive project for a short stretch of lots of pavement. It has little to no support from those living in Blount County. Please listen and do NOT move forward with this project.	Round 3
		I am opposed to finishing the so-called "missing link" of the Pellissippi Parkway Extension. The road is already finished so far as I am concerned. Paving over a rural landscape in order to displace traffic impact and shorten commuter times strikes me as being a short-term solution to longer-term problems, including automobile-dependent neighborhoods and a ballooning population. Blount Countians love their rural landscape, and paving over it would mean loving it to death. Saving undeveloped, open farmland should be of utmost importance, and capping the human footprint should be a priority. Finishing the Extension would do neither. It would waste money, degrade the environment (even with precautions put in place), displace residents, permanently alter the landscape, threaten the environmental integrity of Little River, and more. Let the highway in its current form instead stand as a testament to human restraint and self-imposed limitation, both of them hallmarks of wisdom	Round 3
		Doesn't appear that the LOS will be impacted whether or not it's built. It isn't worth spending millions of dollars to shave a short amount of time off a trip from West Knoxville to the Smokies.	Round 3
		The area's tourism dollars are directly tied to a healthy environment and this project's impact on waterways and the overall environment are very concerning	Round 3
		This project shouldn't be completed - it is prime farmland and there's already a four-lane road that goes to the Smokies.	Round 3
		TDOT is ignoring public comments on this plan.	Round 3
		This is a project that must be removed from the DOT project list. It has been shown to not provide an improvement to the traffic flow through Blount County other than to profit Sevier County. The roadway will hurt the businesses in Alcoa and downtown Maryville by diverting away from shops and gas stations. The impact of this project will take away valuable farm land. The farms most effected are century farms which should be protected. The project serves no purposeful benefit for Blount Countians!	Round 3
		I am NOT in favor of more 4-lane pavement in this part of Blount County. I say NO to Pellissippi Pkwy extension. Jtaylor	Round 3
		I would like to express my opposition to the extension of the Pellissippi Parkway through Blount County. I am a resident of Walland and commute daily to the Alcoa area, near the current end of the Pellissippi Parkway. I am exactly the group of people that TDOT is claiming to help, but I feel that this road is a terrible idea. This type of development was believed to be what was best for economic development when this idea began in the 1970s, but we have learned a great deal since then. This is old thinking and we know better. As the saying goes, "When you know better, you should do better." The economic sustainability of Blount County is based on our beauty, natural diversity, and rural nature, not on the number of convenience stores and Dollar Generals. This type of road construction, and the subsequent development that is sure to follow, will devalue the very qualities that bring people here to live or vacation and what keeps our young people from relocating when they become adults. If TDOT is continuing this project for the people of Blount County, please understand that we do not want this project running through our beautiful community.	Round 3
		I do not support this project. It is not acceptable to destroy a long-term family business, to change the rural nature of Blount County, or to pollute the Little River. Using these funds to improve areas of local businesses therefore the local well-being and local economy, as well as the bicycling and pedestrian movement is a more economical and progressive plan.	Round 3
Current road into the park is never overloaded and there is no obvious answer for another road. Our culture is in trouble if we lose our land and animals.	Round 3		
Project #09-239: Montvale Rd (SR-336) Widening (Reconstruct 2-lane road with addition of continuous center turn lane and bicycle/pedestrian facilities)	TDOT	This project is necessary for the safety of Blount county residents and workers because of recent development that is increasing and will continue to increase traffic. We should address existing needs before using our limited road funds for new roads.	Round 2
		Montvale Road in another very narrow highway with lots of traffic. The drop-offs on the edges of the road are very severe in many sections and make it one of the most dangerous roads in the county. This road has become an artery for bike traffic to the foothills parkway, but riding a bike on this road and others (Sevierville Road, Mint Road, e.g.) is taking one's life in one's hands. Any improvement plan to widen any of these older roads should also consider adding bike lanes to make it much safer. More	Round 2
		Montvale Road in another very narrow highway with lots of traffic. The drop-offs on the edges of the road are very severe in many sections and make it one of the most dangerous roads in the county. This road has become an artery for bike traffic to the foothills parkway, but riding a bike on this road and others (Sevierville Road, Mint Road, e.g.) is taking one's life in one's hands. Any improvement plan to widen any of these older roads should also consider adding bike lanes to make it much safer. More	Round 2
		This is another narrow rural road that is unsafe and needs improvement.	Round 2
		This is a worthwhile project, in a area of growth.	Round 2
		Much needed improvements that I wholeheartedly support. But why stop the buffered bicycle and pedestrian pathways at the city limits. These need to be extended all the way out to Six Mile Rd per the additional project to provide for these modes of transportation. Montvale Rd is part of the state wide bicycle trails, so please improve it for cyclists. Also, include the improvement of existing underpasses to become wildlife crossings for a number of species. We are on the edge of the GSMNP, Foothills Parkway,	Round 3

TDOT
Project Input

Project	Agency	Comment	Outreach Round
Project #09-245: Sevierville Rd (SR-35/US-411) Widening (Reconstruct 2-lane road with addition of continuous center turn lane and bicycle/pedestrian facilities)	TDOT	This project is necessary for the safety of Blount county residents and workers because of recent development that is increasing and will continue to increase traffic. We should address existing needs before using our limited road funds for new roads.	Round 2
		I live on Sevierville Road, east of this section, and drive it daily. It has been dangerous for decades and needs turn lanes at intersections and shoulders.	Round 2
		This is a project that should have been done years ago. With children walking, biking and/or being dropped off at school this is a very dangerous area. Providing bike and foot paths might actually reduce early morning traffic.	Round 2
		Sevierville Road is dangerous. It could be much improved by adding shoulders, and widening to three lanes where possible. Perhaps some of its traffic could be removed by providing a better east-west alternative route between Sevier County and Maryville... such as improving Ellejoy/Jeffries Hollow/ Wye Roads. This corridor has a rapidly increasing traffic load, but it may still be sufficiently rural to accommodate widening. One problem with this route is the "Wye" intersection with Chapman Highway—a	Round 2
		HWY 411, Sevierville Rd -- a very busy route between Maryville and Seymour/Sevierville/Pigeon Forge/Gatlinburg. Please create some shoulders. This is a dangerous road.	Round 2
		Its good to see the much needed improvements being suggested and especially the bicycle and pedestrian facilities.	Round 3
Project #09-249: Montvale Rd (SR-336) Reconstruction (Reconstruct 2-lane road with addition of turn lanes)	TDOT	This road between Blockhouse and 6 Mile Road is extremely dangerous and is in dire need of improvement. Guard rails are needed NOW. There are places where there is an almost sheer drop off at the edge of pavement of 10' or more.	Round 2
		This project is necessary for the safety of Blount county residents and workers because of recent development that is increasing and will continue to increase traffic. We should address existing needs before using our limited road funds for new roads.	Round 2
		This narrow rural road is dangerous.	Round 2
		This is a heavily used road too narrow for current traffic	Round 2
		As a longtime resident of Six Mile, this particular project is much needed to handle the ever increasing traffic on Montvale Road from development, businesses, motorcyclists, and bicyclists. PLEASE add buffered bicycle/pedestrian path into this project. This is part of the statewide bicycle trail and its extremely dangerous for cyclist at this time. Also, its impossible to walk safely on this road, even if it's just a short walk. Do it right, make it safe for all modes of transportation.	Round 3
Project #09-257: Relocated Alcoa Hwy (SR-115/US-129) (New alignment, new 4-lane divided facility, construct an interchange at Pellissippi Pkwy (SR-162))	TDOT	All these Alcoa Highway projects should happen	Round 2
		Please add connection to greenways	Round 2
		Whatever is needed to improve safety and ease of movement on Alcoa Highway is needed. I am not so sure that the project as planned is the simplest & best solution; it seems to me to have too many interchanges, but I am not a traffic engineer. Maybe it is good.	Round 2
		We are delighted that work to make Alcoa Highway safer is finally underway. Do it all—and do it smart, to make that route safe and pleasant well into the future. Given the traffic load in that corridor, maybe we should be thinking of a public transportation option between Knoxville and its airport.	Round 2
		Current 129 route is unsafe.	Round 2
		The area's tourism dollars are directly tied to a healthy environment and this project's impact on waterways and the overall environment are very concerning	Round 3
		This project shouldn't be completed - it is prime farmland and there's already a four-lane road that goes to the Smokies.	Round 3
		TDOT is ignoring public comments on this plan.	Round 3
		Constructing yet another road in this area instead of widening and finding solid solutions to the existing Alcoa Highway seems like a long term problem and not solving what we have now. Light rail between Maryville, Alcoa, Louisville, Rockford, and Knoxville, and then Knoxville into other counties is long overdue and should be put in place. Any highway work needs to include buffered bicycle and pedestrian paths. Years back people would bicycle to work, and yes, even on Alcoa Highway. Improvements for safety and travel flow must be made with a holistic approach, but building yet another 4 lane highway will likely not solve these problems.	Round 3
		Current road into the park is never overloaded and there is no obvious answer for another road. Our culture is in trouble if we lose our land and animals.	Round 3
Project #09-258: Relocated Alcoa Hwy (SR-115/US-129) (Construct new 4-lane highway)	TDOT	Looks like a good idea.	Round 2
		Current 129 route is unsafe.	Round 2
		Constructing yet another road in this area instead of widening and finding solid solutions to the existing Alcoa Highway seems like a long term problem and not solving what we have now. Light rail between Maryville, Alcoa, Louisville, Rockford, and Knoxville, and then Knoxville into other counties is long overdue and should be put in place. Any highway work needs to include buffered bicycle and pedestrian paths. Years back people would bicycle to work, and yes, even on Alcoa Highway. Improvements for safety and travel flow must be made with a holistic approach, but building yet another 4 lane highway will likely not solve these problems.	Round 3

TDOT
Project Input

Project	Agency	Comment	Outreach Round
Project #09-262: Montvale Rd (SR-336) Widening (Reconstruct 2-lane road with addition of continuous center turn lane and bicycle/pedestrian facilities)	TDOT	This project has been in the works too long and needs to be completed	Round 2
		This project is necessary for the safety of Blount county residents and workers because of recent development that is increasing and will continue to increase traffic. We should address existing needs before using our limited road funds for new roads.	Round 2
		This will be a much-needed upgrade. There is school-bound traffic twice a day, and safety is a concern as well as traffic problems. Also, many pedestrians, bicyclists, and walkers want to be able to use this road safely as it is near neighborhoods and schools. We should be upgrading our roads to reflect interest in people getting outside and using the greenway, whether for recreation, exercise, or going to and from the schools. I lived in this neighborhood for many years and always wished Montvale would get upgrades. The sidewalks will be a great improvement, as will the turnlane.	Round 2
		Montvale Road is in desperate need of more sidewalks and pedestrian facilities. These have been promised to us for years but the city has never followed through. As someone who walked to school along Montvale Road for most of my life (walked to Sam Houston, Maryville Junior High, and Maryville High School), I know how dangerous the road is for pedestrians, especially during the after school rush. This project would improve safety and accessibility for an important road in Maryville.	Round 2
		yes, needed.	Round 2
		I support this project. This road is so busy that a left turn anywhere near this neighborhood is almost impossible at many times throughout the day. I maneuver this neighborhood very often and I go out of my way, around the block or around several blocks just to make right turns or go all the way down to a light. It feels very unsafe when on foot or bicycle as well. More time, attention, and fiscal resources need to continue to improve this danger zone.	Round 2
Project #09-626: Chapman Hwy (SR-71/US-441) Operational and Safety Improvements (Intersection, driveway improvements, left turn lanes, and/or multimodal improvements at various locations throughout the corridor)	TDOT	I support this project. Having lived in this neighborhood at one time, we know that a way to cross Montvale Road safely, and for walkers and bikers to have safe access the greenway and schools, has been needed for years. Moreover, traffic on this road gets very backed up at school opening and closing hours. A center turn lane would be a huge help. These improvements are long overdue, and I know how much difference it will make for residents whether they are on foot or in the car.	Round 2
		Supportive of the operational improvements to Chapman Highway. Not supportive of adding bike and pedestrians facilities without a complete rebuild of the street; there are too many conflicts.	Round 2
		Anything that can help Chapman.	Round 2
		Every little bit helps Chapman.	Round 2
		In general, I encourage the addition of bike lanes, widened shoulders, adjacent greenways and/ or sidewalks where possible. I believe that increasing interconnectivity of greenways/sidewalks and wide (bikeable) roadways/ bridges will greatly benefit our community in both the short and long term.	Round 2
		Thank you for reading this and considering my input.	Round 2
		This is so needed for safety!	Round 2
		Speeding is a concern on this stretch of highway and there is a lack of bike lanes in both directions.	Round 2
		Make Chapman Highway safe for all users which it is not presently especially for people walking	Round 2
		Yes, please. All the improvements on Chapman Highway that can be made would be beneficial. One of the largest is to limit the number of access points on Chapman Highway. Try to funnel traffic to specific points to get access to Chapman as opposed to the way it is now where there are multiple, multiple entryways to the road.	Round 2
		Chapman Highway projects should all be done as soon as possible. This project is way overdue.	Round 2
		Anything to make Chapman safer!	Round 2
		The projects to improve safety on Chapman Highway have been needed for a long time.	Round 2
Chapman Highway is in need of improvements for sure, especially in this area.	Round 2		
Please make Chapman Highway safer.	Round 2		
Chapman Highway. Improvements to mobility and especially traffic safety are greatly needed, all the way from Knoxville to Seymour.	Round 2		
HWY 441, Chapman Hwy -- a fast and busy route between Knoxville and Seymour/Sevierville/Pigeon Forge/Gatlinburg. Needs many improvements	Round 2		
Project #09-626d: Chapman Hwy (SR-71/US-441) Operational and Safety Improvements (Intersection, driveway improvements, left turn lanes, and/or multimodal improvements at various locations throughout the corridor)	TDOT	No Comments	
Project #09-638: Oak Ridge Hwy (SR-62) (Widen from 2 to 4 lanes)	TDOT	I encourage the addition of bike lanes, widened shoulders, adjacent greenways and/ or sidewalks where possible. I believe that increasing interconnectivity of greenways/sidewalks and wide (bikeable) roadways/ bridges will greatly benefit our community in both the short and long term. Thank you for reading this and considering my input.	Round 2
		Traffic on SR-62 is not only a poor level of service (by volume) but frequently has slow moving trucks and equipment between Oak Ridge and Knoxville with few viable passing lane options. By having 4 lanes from Schaad Road to SR-162, more traffic will use this to and from Knoxville to Oak Ridge in lieu of I-40 or I-75.	Round 3

TDOT
Project Input

Project	Agency	Comment	Outreach Round
Project #09-643: Emory Rd (SR-131) (Widening 2 lanes to 4 lanes with median and/or center turn lane, including bicycle/pedestrian facilities)	TDOT	Yes, yes, and yes. This is desperately needed. I live in Gibbs and my entire extended family lives in Halls, so road is traveled every day.	Round 2
		Please do not make it a 5 lane section like the existing is through Powell. People drive way too fast and it is unsafe. Look at a possible 3 lane section, roundabouts and signals.	Round 2
		I hope this project is still on track to be implemented in 2030. Halls is socked in now. With only Emory Road and Broadway as major corridors to downtown or west Knoxville, a morning commute to downtown can now be 50 minutes or more. Widening Emory Road is imperative, as new subdivisions and apartments are being built all the time.	Round 2
		Absolutely necessary. Should be top line project	Round 2
Project #09-652: I-75 at Emory Rd (SR-131) Interchange (Reconfigure existing interchange to a Diverging Diamond Interchange to improve capacity, safety and operations)	TDOT	Yes Please!!	Round 2

TDOT
Project Input

Project	Agency	Comment	Outreach Round
Project #09-653: Alcoa Hwy (SR-115/US-129) Widening (Widen 4-lane to 6-lane including pedestrian and bicycle facilities)	TDOT	Don't think the road needs to be widened, just need the bike and pedestrian facilities	Round 2
		Very important that Marine Park is connected to the Alcoa Highway greenway being constructed now starting at Montlake drive going south, connecting these two greenway systems. Curious why this shows the roadway improvement only going to Woodson? Thank you for the opportunity to comment!	Round 2
		Alcoa Highway has been a death trap for decades and this is important!	Round 2
		All Alcoa Highway projects need to be done as soon as possible. These projects will save lives as well as expedite travel.	Round 2
		We need more bike lanes and the Maryville Alcoa to Knoxville corridor is one place that will be heavily used	Round 2
		We are delighted that work to make Alcoa Highway safer is finally underway. Do it all—and do it smart, to make that route safe and pleasant well into the future. Given the traffic load in that corridor, maybe we should be thinking of a public transportation option between Knoxville and its airport.	Round 2
		I live in Blount County and am in favor of the following projects for improving safety and growth in my area of TN, as well as increased use of Greenways: Mobility Plan Numbers: 09-231, 13-214, 13-215, 13-216, 13-218, 09-216, 09-644, 09-653, 17-202, 17-201, 18-202, 19-201, 21-100, 21-1002, 21-201, 21-204, 09-211, 09-214.	Round 2
		I support this project. As we all know, this is a dangerous stretch of road with a terrible reputation, and deservedly so! It has been a hazard for decades and I am glad to see residents' safety finally being taken seriously.	Round 2
		I support these projects. Alcoa Highway deserves its unfortunate nickname—"I'll Kill Ya" Highway. It is one of the most dangerous roads in East Tennessee and has claimed many lives over the years. My own husband had a very serious accident on Highway 129 in 2019. Any improvements to this road are welcome, whether it be widening, upgrades to interchanges, or improving visibility. The improvements at the junction of Topside Road and Alcoa Highway have been a big help. Please continue the work on improvements and widening of Alcoa Highway until the entire length is finished.	Round 2
		Please add bike lanes and/or sidewalk to connect greenways and urban wilderness.	Round 3

TDOT
Project Input

Project	Agency	Comment	Outreach Round
Project #09-654: I-75/I-640/I-275 Interchange (Interchange improvements to include additional through lanes on I-75 north and southbound ramps)	TDOT	but truly a real bypass would fix this issue	Round 2
Project #09-658: Northshore Dr at Kingston Pk Intersection Improvements	TDOT	One of the most crowded intersection in Knox Co. with its slowdowns reaching east past Buddy's BBQ, west up Bearden Hill, Northshore past Baum Dr., and Northshore north toward I-40. Avoiding this intersection at all costs, most times of the day will be doing yourself a favor. Any improvements to this area should be of utmost importance.	Round 2
		Anything can only help here.	Round 2
		I travel through this intersection at least twice a day, and I regularly see large trucks tracking over the sidewalk as they make right turns from different directions.	Round 2
		This intersection is awful and in need of an upgrade.	Round 2
		I work near this area and that intersection is always a mess. At times, it takes up to 3 cycles of the traffic light to make it across the intersection.	Round 2
		heavy traffic all day/every day. expand turn lanes.	Round 2
		This intersection slows down everyone traveling on both roads. A wider and faster intersection is much needed	Round 2
		Please add a traffic circle at this intersection, improve pedestrian safety (current sidewalks are narrow and sketchy), improve and keep fourth creek clean to decrease or eliminate flooding in the area.	Round 3
Project #09-692: I-75 Widening (Widen from 4 to 6 lanes)	TDOT	This intersection is very complicated. Much of the traffic from today's congested intersection cuts through our neighborhood to take out the wait times. Westwood. We have had property damage in our area from oversized vehicles in our smaller residential streets that are using mapping apps and the like to take out the intersection in question. I am fully in favor of work on this area but please do be cautious of the surrounding area and the cut-throughs that will only become more utilized. The other thing to add to this is that the school zoning and traffic movement for all of the elementary, middle, and high schools use this area. Totally appreciate your work on this very important subject. CheersPeter	Round 3
		would a new knoxville bypass not help reduce congestion in this area?	Round 2
Project #17-202: US-129 Widening (Widen from 4 to 6 lanes)	TDOT	Would help with the lone lines at these intersections.	Round 2
		This is the area of the county where the growth is happening	Round 2
		Alcoa Highway already has higher traffic volumes than many interstate, limited-access highways. Any improvements to make the volume of cars and trucks move more safely and efficiently should be considered.	Round 2
		This would make this route a lot better as well as eventually making the intersection at Louisville Rd an interchange to allow more controlled access and continuous flow of U.S. 129 traffic.	Round 2
		From my travels through that area during busy and non-busy times, this shouldn't be a priority for funding. I can't remember when I couldn't get through the intersection in one change of the light no matter what direction I'm going.	Round 2
		If it needs to be this wide for safety, do it.	Round 2
		I support this project. As we all know, this is a dangerous stretch of road with a terrible reputation, and deservedly so! It has been a hazard for decades and I am glad to see residents' safety finally being taken seriously.	Round 2
		I support these projects. Alcoa Highway deserves its unfortunate nickname--"I'll Kill Ya" Highway. It is one of the most dangerous roads in East Tennessee and has claimed many lives over the years. My own husband had a very serious accident on Highway 129 in 2019. Any improvements to this road are welcome, whether it be widening, upgrades to interchanges, or improving visibility. The improvements at the junction of Topside Road and Alcoa Highway have been a big help. Please continue the work on improvements and widening of Alcoa Highway until the entire length is finished.	Round 2
Project #18-200b: Alcoa Hwy (SR-115/US-129) ITS Expansion Phase 1 (ITS Smartway Geographic Expansion)	TDOT	I live in Blount County and am in favor of the following projects for improving safety and growth in my area of TN, as well as increased use of Greenways: Mobility Plan Numbers: 09-231, 13-214, 13-215, 13-216, 13-218, 09-216, 09-644, 09-653, 17-202, 17-201, 18-202, 19-201, 21-100, 21-1002, 21-201, 21-204, 09-211, 09-214.	Round 2
		Long overdue project. The Entrance to I.C.King Park is very dangerous and needs to be completely changed or upgraded. I've almost killed myself several times getting in and out of the park from Alcoa Highway.	Round 2
		We are delighted that work to make Alcoa Highway safer is finally underway. Do it all—and do it smart, to make that route safe and pleasant well into the future. Given the traffic load in that corridor, maybe we should be thinking of a public transportation option between Knoxville and its airport.	Round 2

TDOT
Project Input

Project	Agency	Comment	Outreach Round
Project #18-201: I-140 ITS Expansion (Install power and communication network and ITS Devices such as CCTV cameras, DMS, and RDS along I-140)	TDOT	Pellissippi needs a non motorized access lane to provide transportation for all!	Round 2
Project #18-600: I-75 ITS Expansion	TDOT	No Comments	
Project #19-101: I-75 ITS Instrumentation at SR-61 (Andersonville Hwy, Exit 122) interchange	TDOT	Safety	Round 2
Project #21-400: I-75 Widening Loudon County (Widen from 4 to 6 lanes from Pond Creek Road (SR-323) to the I-40/I-75 junction)	TDOT	Given the high truck volume merging at I-75/I-40 and truck weigh station and Watt Road truck stops, there is an excessively high amount of slow moving trucks. This is further worsened on I-40 Eastboard (east of merger) where trucks have to cross lanes from right lane of I-40 to far right lane of merged I-40/I-75. This causes frequent wrecks, major delays, and sudden stops at the merger alone. From there, the incline east of Watt Road to the weigh station needs additional truck lanes due to the incline grade.	Round 3
Project #21-601: I-40 Westbound Interchange at I-275 (Interchange improvements on westbound I-40 from I-275 to near SR-115 (US-129))	TDOT	This interchange needs much improvement	Round 2
		The on ramp from service drive onto I-40 west is WAY too short and very dangerous. Something needs to be done to either extend it or move westbound traffic to the left to allow vehicles to merge onto I-40 westbound in a safe manner.	Round 2
		Always congestion here from 4PM - 6PM Mon-Fri.	Round 2
		Entrance ramp from the Henley Street Tunnel to I-40 West is way too SHORT!	Round 2
		Please add lane so people going north bound on Alcoa Hwy can stay in their lane and merge on to I-640 without having to merge with I-40/75 west bound traffic. There needs to be more signage encouraging merging i-640 westbound traffic to stay in the right two lanes. People are not abiding by the current signage and are cutting over too soon which causes backups to Alcoa Hwy.	Round 3

Regional Transit

Project Input

Project	Agency	Comment	Outreach Round
Project #21-1000: Knoxville-Knox County CAC Transit Capital Project (Purchase of demand response transit vehicles for fleet replacement)	Knox County CAC	No Comments	
Project #21-1001: Knoxville-Knox County CAC Transit Volunteer Assisted Transportation (Purchase of vehicles for assisted demand response transit services)	Knox County CAC	No Comments	
Project #21-1002: East Tennessee Human Resource Agency (ETHRA) Transit Vehicle Replacement Project (Purchase of demand response transit vehicles for fleet replacement)	ETHRA	The Karns community is in need of infrastructure improvements throughout due to a sharp increase in population from the addition of several subdivisions built in the area.	Round 2
		Contract this service out	Round 2
		Increased use of transit is essential to reduce carbon emissions and provide better access to jobs and support seri.	Round 2
		I live in Blount County and am in favor of the following projects for improving safety and growth in my area of TN, as well as increased use of Greenways: Mobility Plan Numbers: 09-231, 13-214, 13-215, 13-216, 13-218, 09-216, 09-644, 09-653, 17-202, 17-201, 18-202, 19-201, 21-100, 21-1002, 21-201, 21-204, 09-211, 09-214.	Round 2
Project #21-1003: Purchase Knoxville Area Transit (KAT) Vehicles - Fixed Route Buses (Purchase of fixed-route buses for fleet replacement or minor expansion)	KAT	The question here is - how many buses can be successfully overhauled vs. what a new one costs, and take into account fuel costs, accessibility, etc.	Round 2
		buy electric buses. overhaul some buses to expand their life but replace with electric.	Round 2
Project #21-1004: Knoxville Area Transit (KAT) Bus Engine Overhauls (Mid-life engine overhauls on 46 transit buses. An engine "overhaul" is a mid-life action on a major component that enables an asset to achieve its useful life and is an FTA-eligible	KAT	Engine overhauls should only be done on newer buses that are more fuel efficient to begin with.	Round 2