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# KNOXVILLE TPO – MOBILITY 2050 UPDATE

## SURVEY THEMES

9/9/2024

- Congestion and lack of multimodal options are a major concern
- Majority of respondents never use fixed route or on demand transit services, however many comments noting the need for a more accessible system.
  - First/last mile a concern: transit riders feel unsafe getting to and from their destination
    - where do you go/how do you connect to jobs and destinations after the bus drops off ...safely
- Development around nodes preferred
- Preference for more development ordinances and control over how developers can build/and standards of what infrastructure they need to provide
- Smaller/local projects are preferred, exemplifying emphasis on community/close-to-home connectivity.
- Maintenance and preservation of current facilities seen as priority (roads and bike/ped facilities)
- Improving safety is a priority (Drive down rates of serious injuries and fatalities)
  - Seems emphasis on this is in including more bike/ped facilities, and safe ways to cross big intersections and roads.
  - Education for both bike/ped and drivers on how to interact with bike/ped users
- Safety concern inhibits people from using modes other than cars, with lack of first/last mile connections, lack of bike/ped infrastructure, large roadways
- Speeding and lack of enforcement a recurring concern

# 2050 MTP: Knoxville Regional TPO

My Dashboard

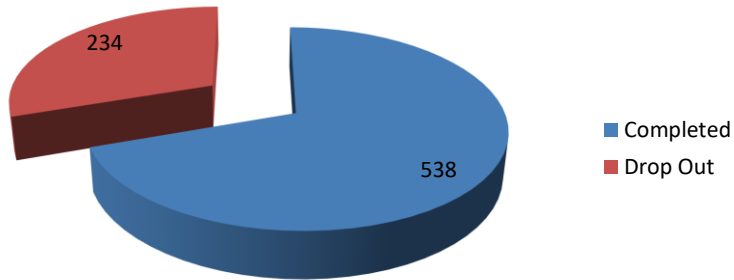
Final Survey Summary – September 2024



1

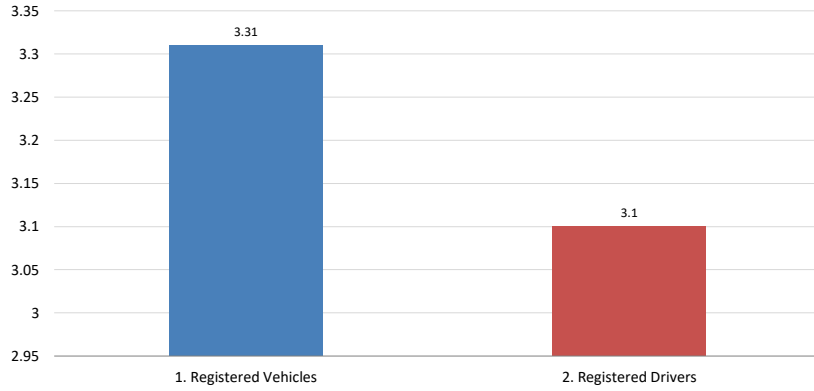
## Survey Overview

### Completion / Dropout



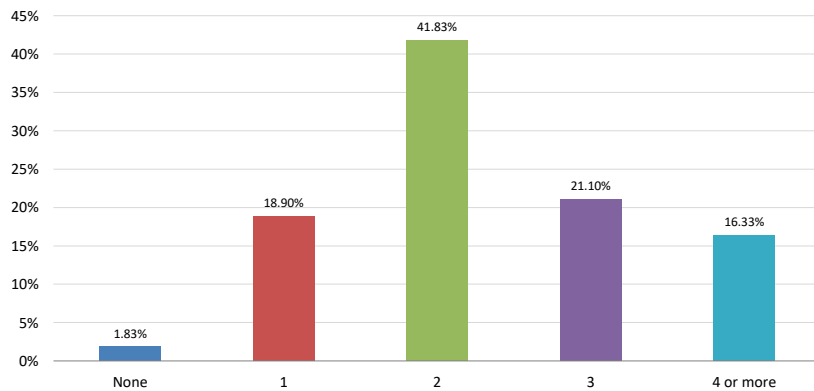
2

1. In your household, how many of the following do you have?



3

### Registered Vehicles



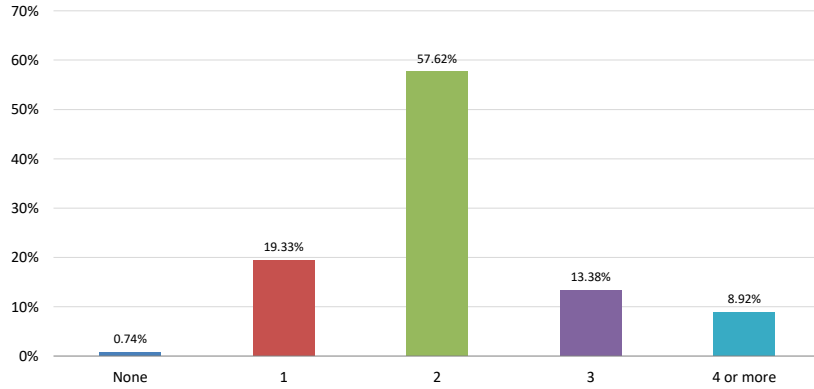
Mean : 3.312 | Confidence Interval @ 95% : [3.227 - 3.397] | Standard Deviation : 1.015 | Standard Error : 0.043



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### Registered Drivers

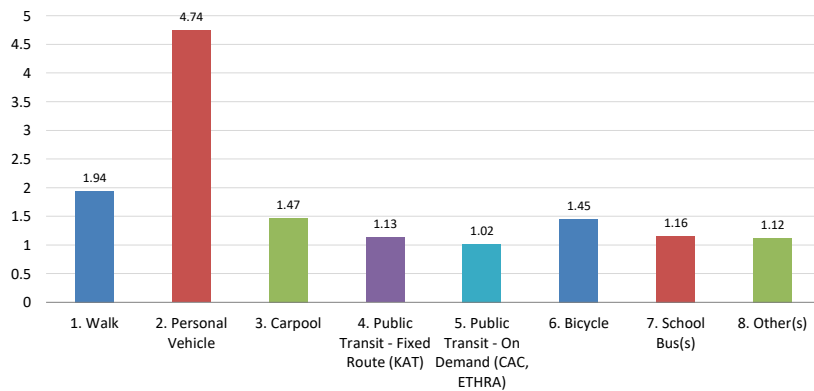


Mean : 3.104 | Confidence Interval @ 95% : [3.033 - 3.175] | Standard Deviation : 0.839 | Standard Error : 0.036



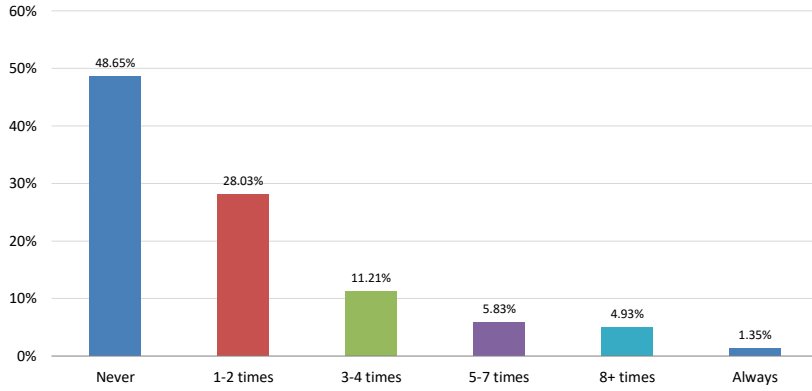
5

### 2. How many times EACH WEEK do you make a trip using the following modes?



6

### Walk

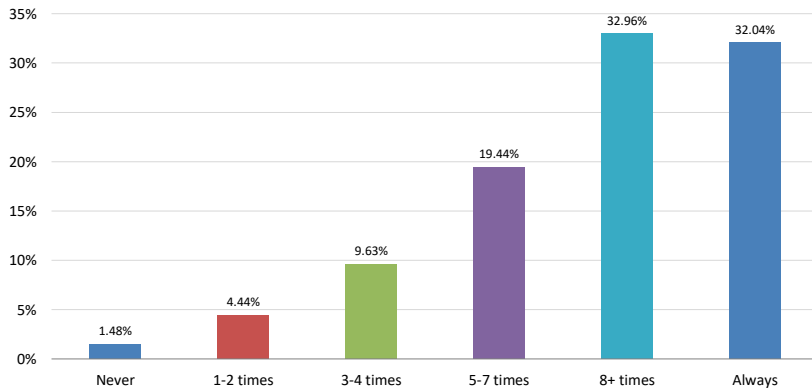


Mean : 1.944 | Confidence Interval @ 95% : [1.831 - 2.057] | Standard Deviation : 1.221 | Standard Error : 0.058



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### Personal Vehicle

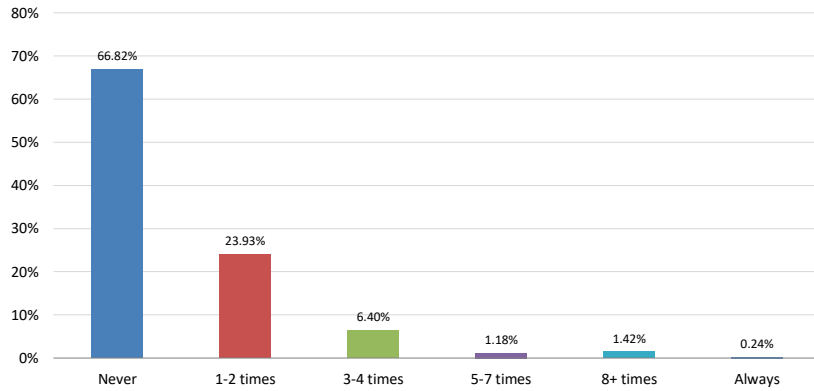


Mean : 4.741 | Confidence Interval @ 95% : [4.638 - 4.843] | Standard Deviation : 1.213 | Standard Error : 0.052



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### Carpool

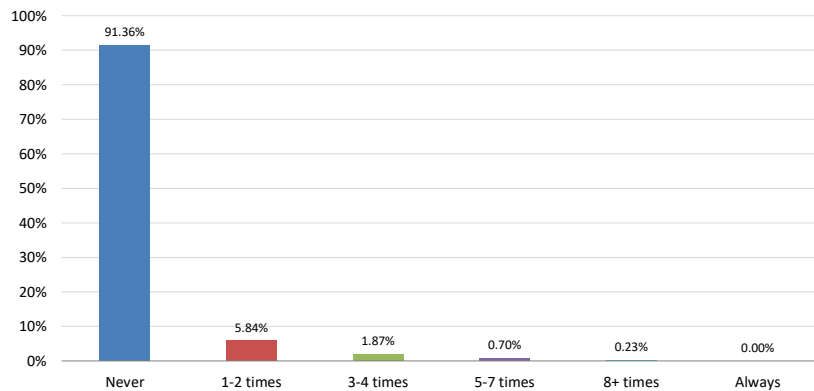


Mean : 1.472 | Confidence Interval @ 95% : [1.394 - 1.550] | Standard Deviation : 0.817 | Standard Error : 0.040



9

### Public Transit - Fixed Route (KAT)

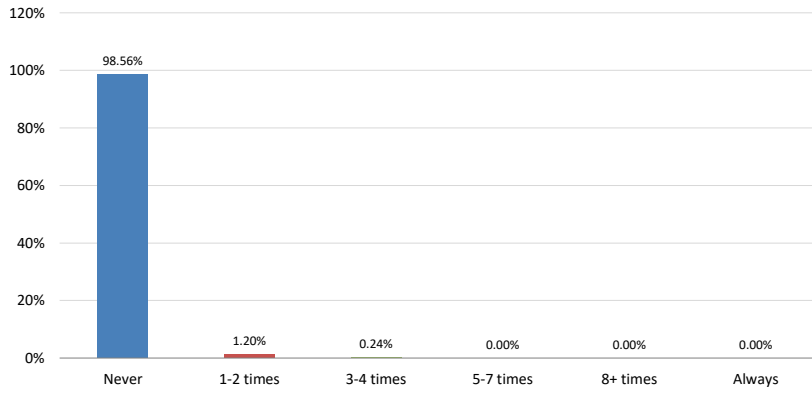


Mean : 1.126 | Confidence Interval @ 95% : [1.082 - 1.170] | Standard Deviation : 0.467 | Standard Error : 0.023



10

### Public Transit - On Demand (CAC, ETHRA)

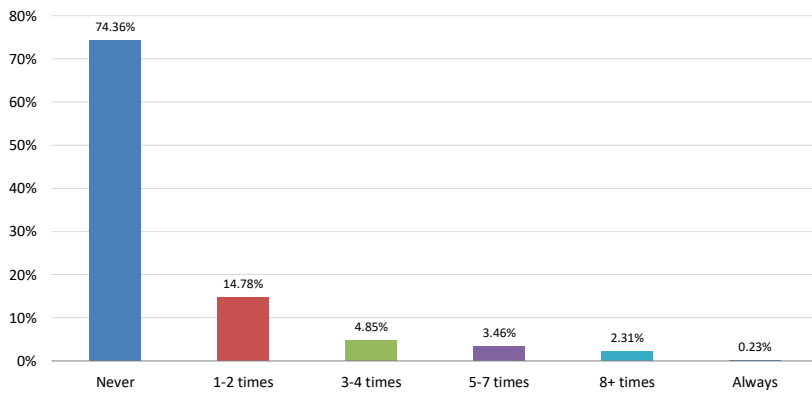


Mean : 1.017 | Confidence Interval @ 95% : [1.003 - 1.031] | Standard Deviation : 0.146 | Standard Error : 0.007



11

### Bicycle

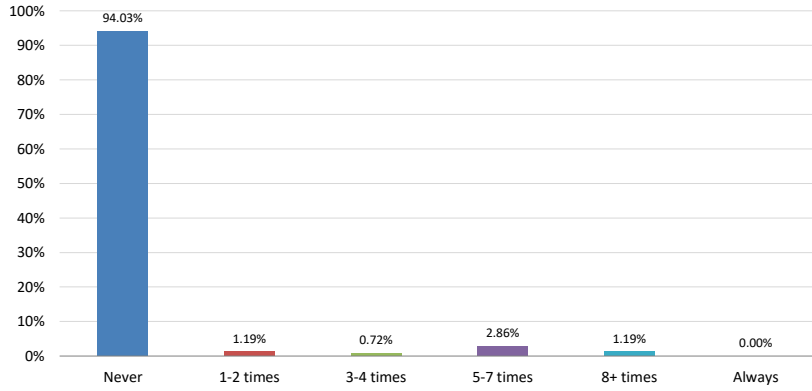


Mean : 1.453 | Confidence Interval @ 95% : [1.364 - 1.541] | Standard Deviation : 0.937 | Standard Error : 0.045



12

### School Bus(s)

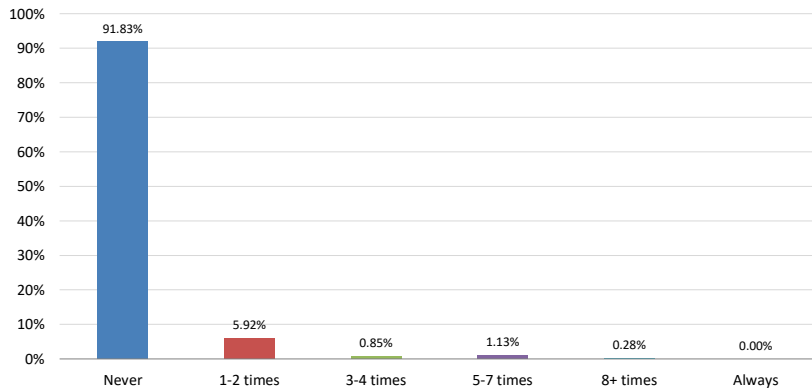


Mean : 1.160 | Confidence Interval @ 95% : [1.095 - 1.225] | Standard Deviation : 0.682 | Standard Error : 0.033



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### Other(s)

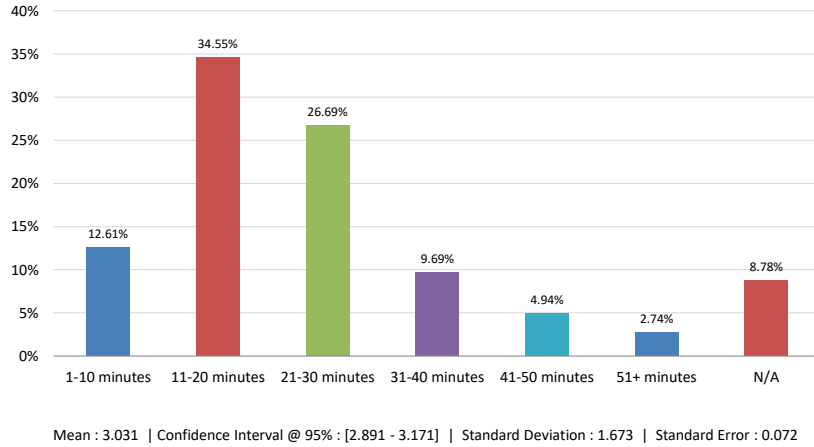


Mean : 1.121 | Confidence Interval @ 95% : [1.072 - 1.171] | Standard Deviation : 0.475 | Standard Error : 0.025



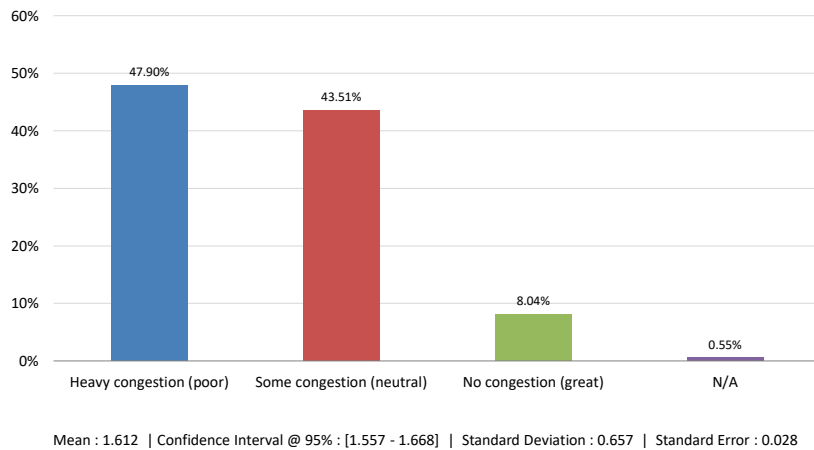
14

### 3. How long is your TYPICAL (1-way) commute time?



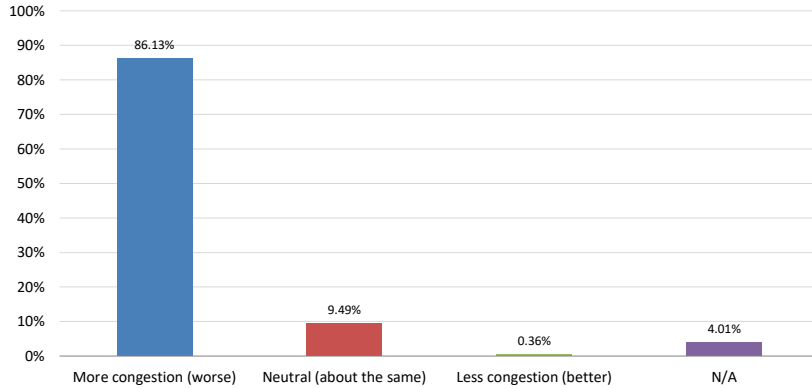
15

### 4. How would you rate the level of traffic CONGESTION as you experience it on a typical day?



16

5. In your opinion, how have roadways CHANGED in your experience over the past five years?

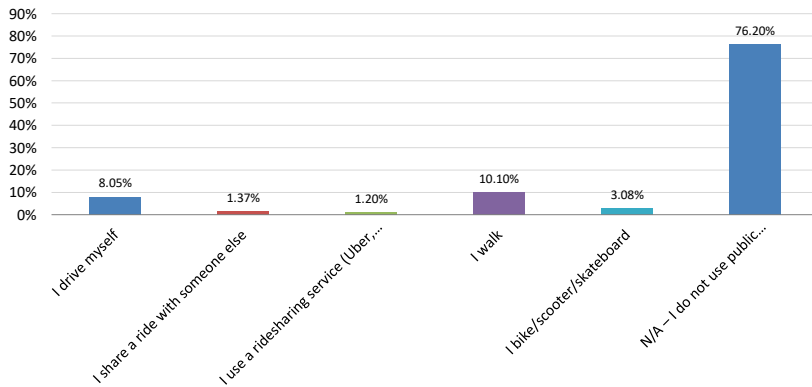


Mean : 1.223 | Confidence Interval @ 95% : [1.168 - 1.277] | Standard Deviation : 0.650 | Standard Error : 0.028



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6. If you use Public Transit, how do you travel to and from transit stops? (Select all that apply)

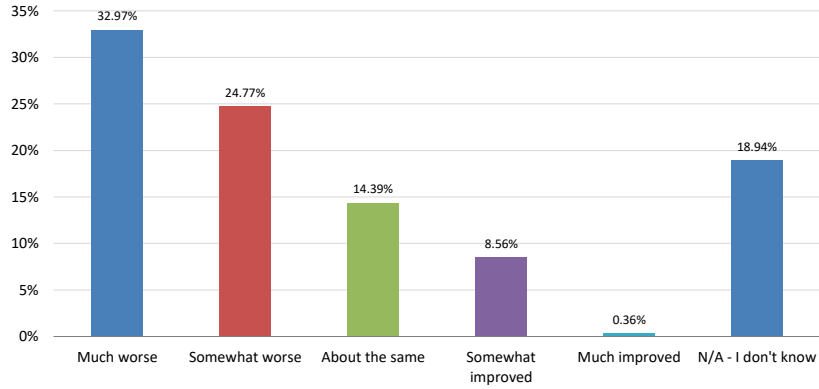


Mean : 5.274 | Confidence Interval @ 95% : [5.152 - 5.396] | Standard Deviation : 1.500 | Standard Error : 0.062



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### 7. Over the past 5 years, do you think the TRANSPORTATION SYSTEM in the region is...

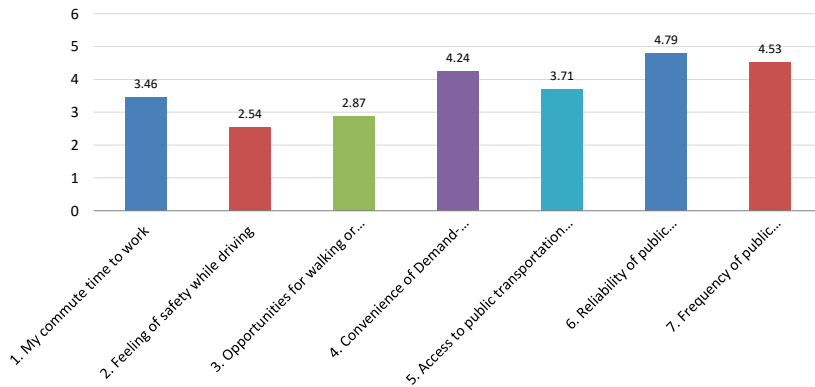


Mean : 2.754 | Confidence Interval @ 95% : [2.602 - 2.906] | Standard Deviation : 1.821 | Standard Error : 0.078



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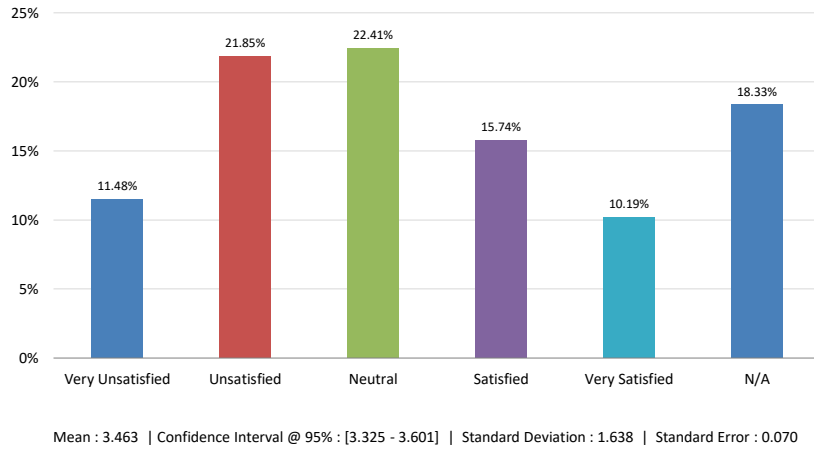
### 8. How SATISFIED are you with the following conditions?



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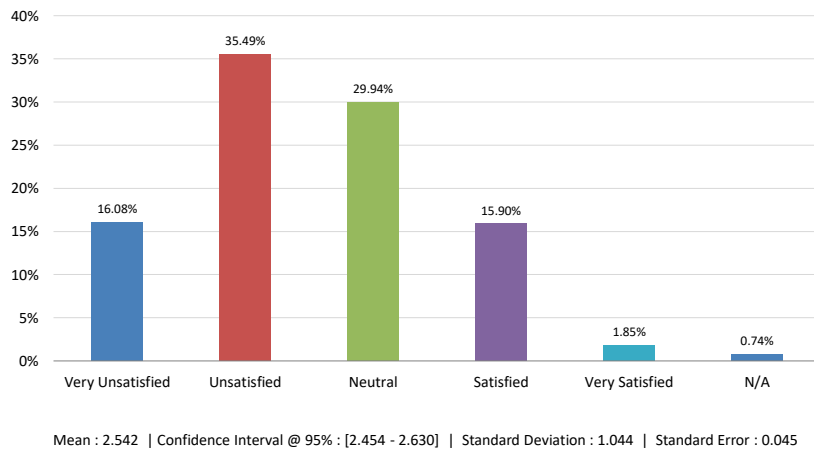


### My commute time to work



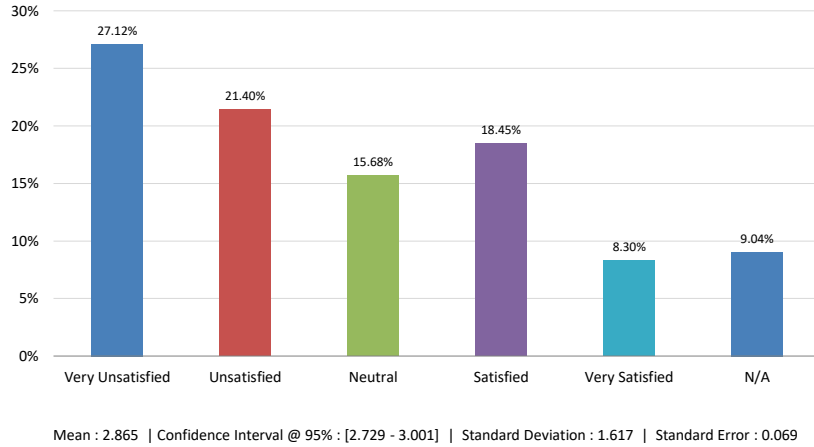
21

### Feeling of safety while driving



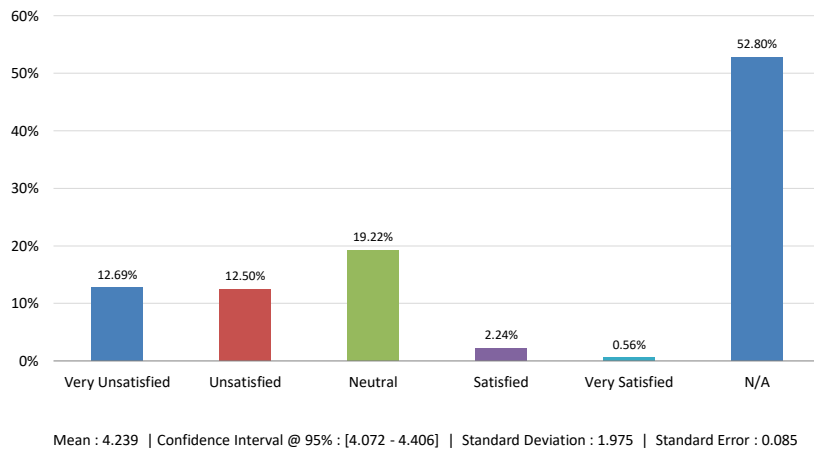
22

### Opportunities for walking or riding a bicycle near my home



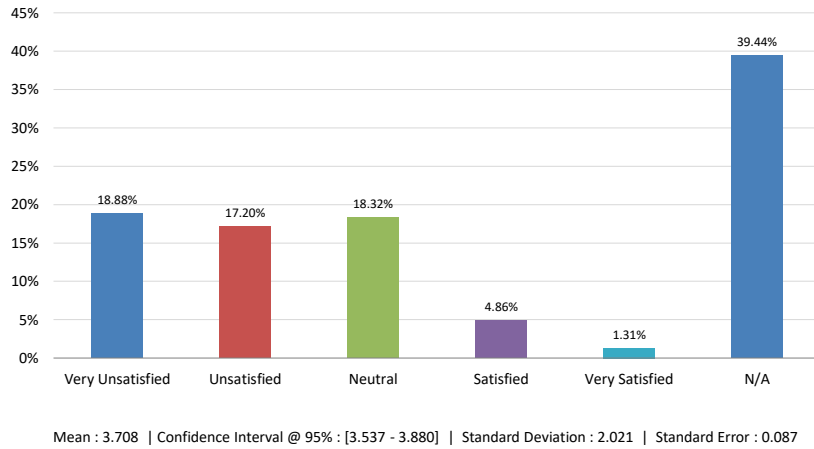
23

### Convenience of Demand-Response public transportation service



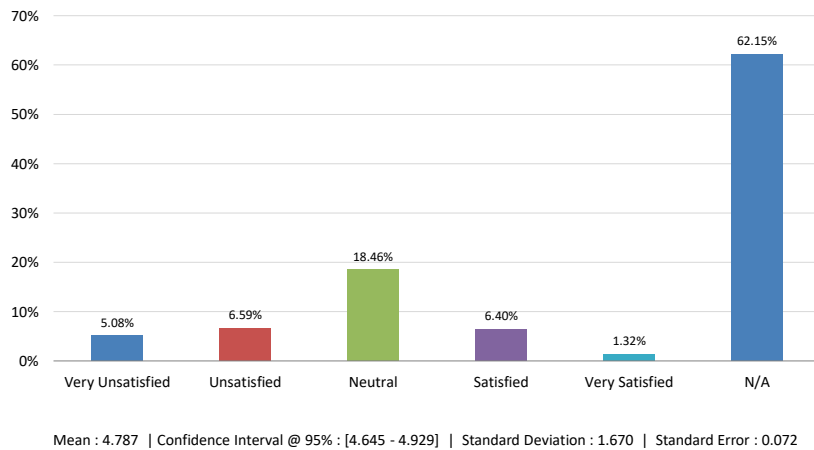
24

### Access to public transportation (fixed route stop locations)



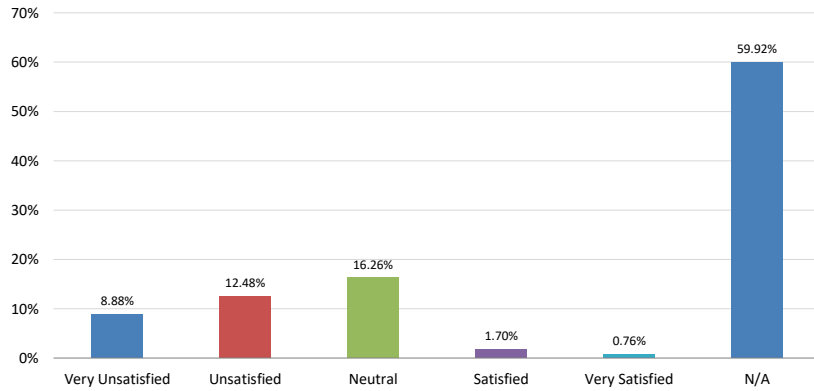
25

### Reliability of public transportation (arrival on time)



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### Frequency of public transportation (time between buses)

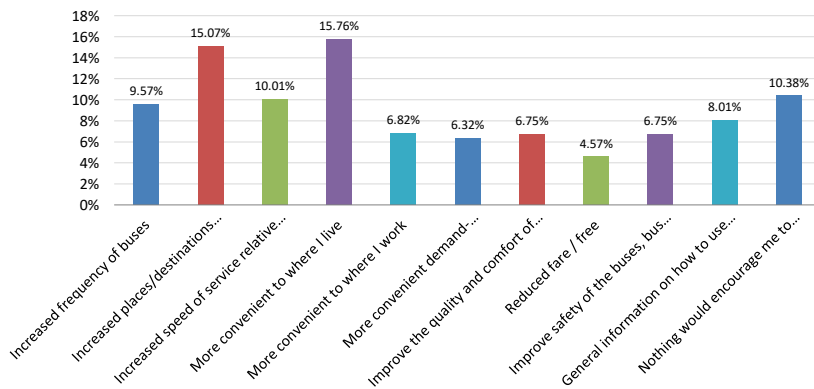


Mean : 4.527 | Confidence Interval @ 95% : [4.366 - 4.689] | Standard Deviation : 1.896 | Standard Error : 0.082



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### 9. What might ENCOURAGE you to use Public Transportation more often? (Select all that apply)

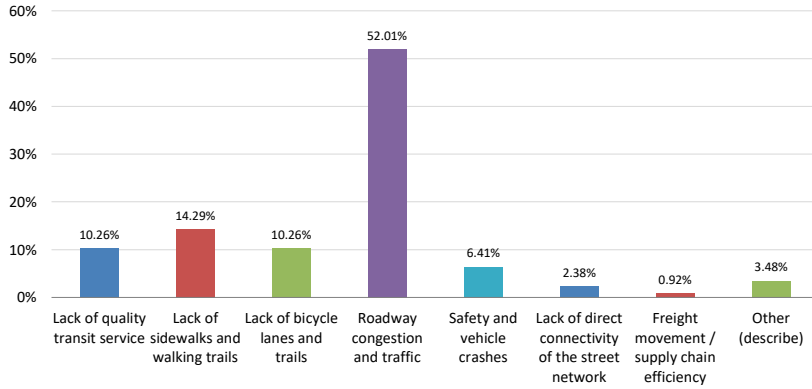


Mean : 5.436 | Confidence Interval @ 95% : [5.275 - 5.597] | Standard Deviation : 3.290 | Standard Error : 0.082



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10. In your opinion, what is the most CRITICAL transportation problem that needs to be addressed?

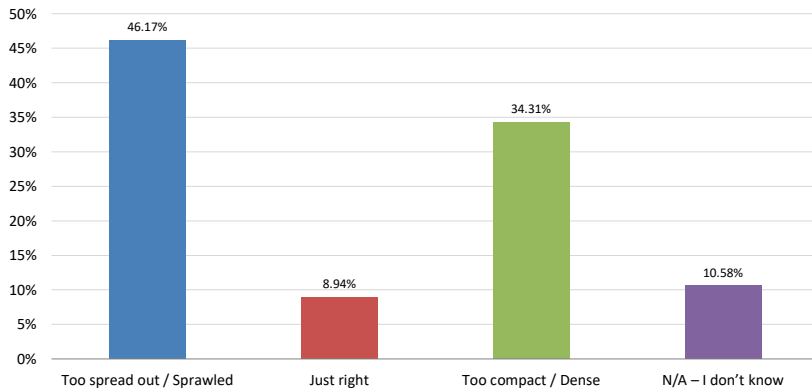


Mean : 3.582 | Confidence Interval @ 95% : [3.457 - 3.708] | Standard Deviation : 1.492 | Standard Error : 0.064



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11. In your opinion, DEVELOPMENT in the region over the past 10+ years has been

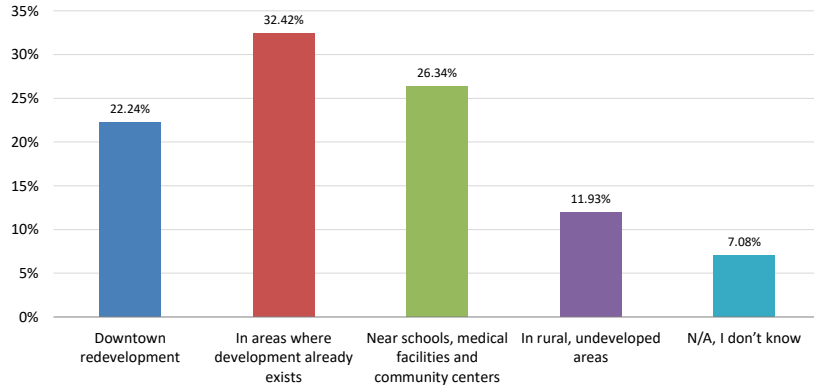


Mean : 2.093 | Confidence Interval @ 95% : [2.001 - 2.186] | Standard Deviation : 1.105 | Standard Error : 0.047



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### 12. In your opinion, where should FUTURE DEVELOPMENT be focused? (Select all that apply)

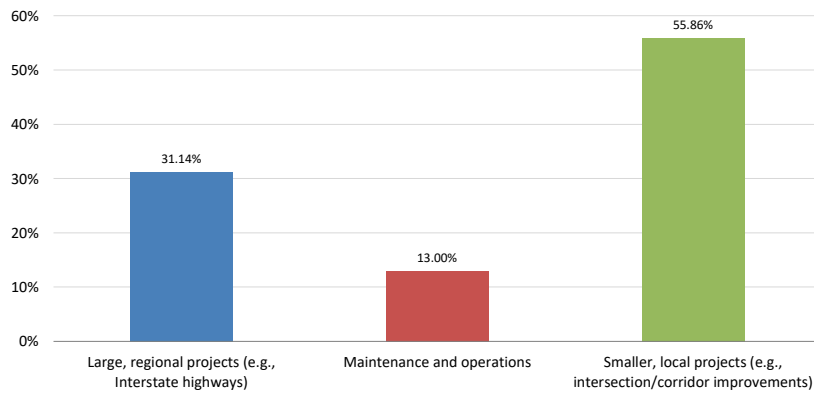


Mean : 2.492 | Confidence Interval @ 95% : [2.411 - 2.572] | Standard Deviation : 1.166 | Standard Error : 0.041



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### 13. What type/size of transportation projects are MOST important to you?

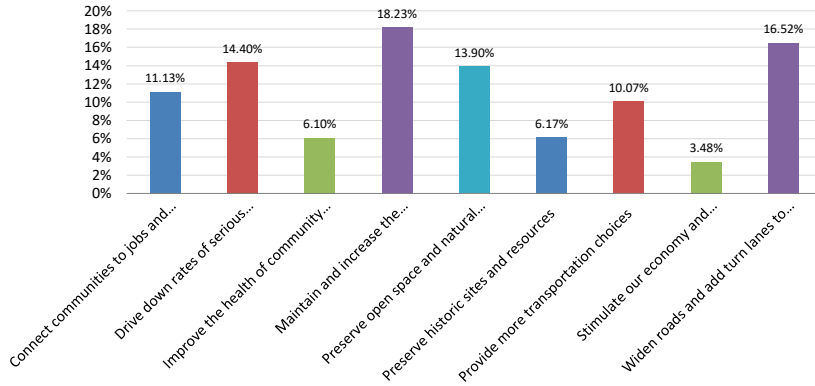


Mean : 2.247 | Confidence Interval @ 95% : [2.172 - 2.323] | Standard Deviation : 0.900 | Standard Error : 0.039



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14. Consider projects that are regional and large in scale (e.g., Interstate widening). Which of the following factors should be the MOST important when evaluating large, regional projects? (Choose up to three)

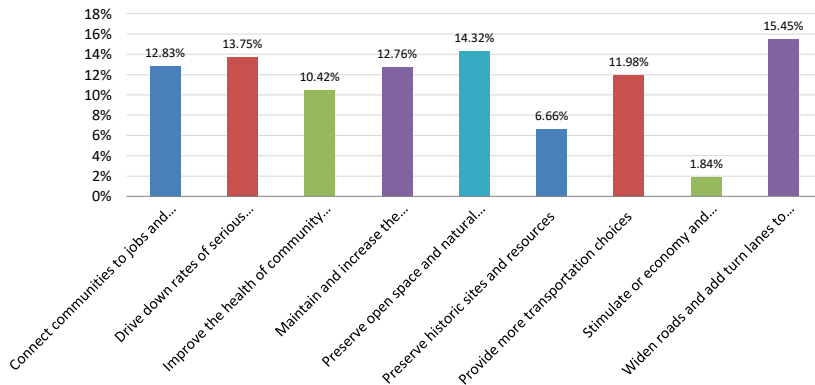


Mean : 4.847 | Confidence Interval @ 95% : [4.710 - 4.984] | Standard Deviation : 2.628 | Standard Error : 0.070



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15. Now, consider small-scale, local projects (e.g., intersection improvement, streetscaping, new sidewalk). Which of the following are the MOST important factors when evaluating smaller, local projects? (Choose up to three)

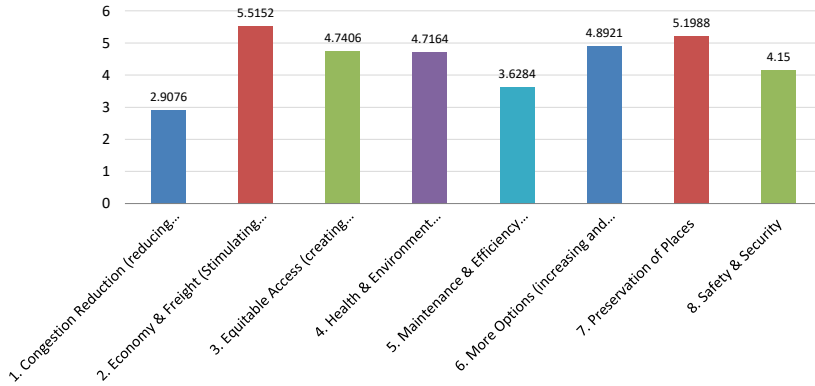


Mean : 4.718 | Confidence Interval @ 95% : [4.580 - 4.855] | Standard Deviation : 2.635 | Standard Error : 0.070



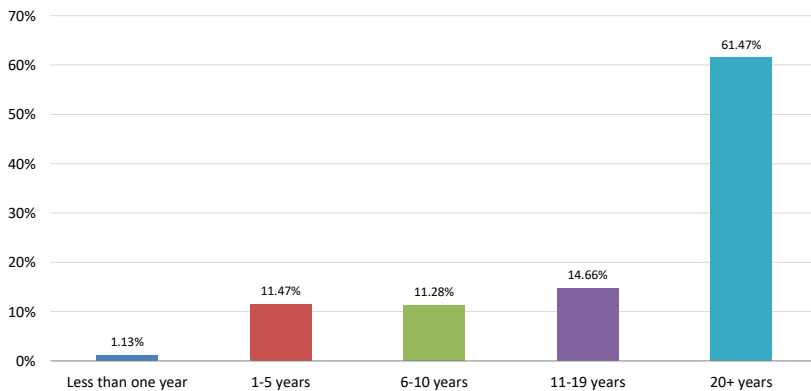
34

16. How important are each of these 2045 Mobility Plan goals (rank 1 (highest) to 8 (lowest))



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18. How long have you lived within Eastern Tennessee (this region)?



Mean : 4.239 | Confidence Interval @ 95% : [4.144 - 4.333] | Standard Deviation : 1.110 | Standard Error : 0.048

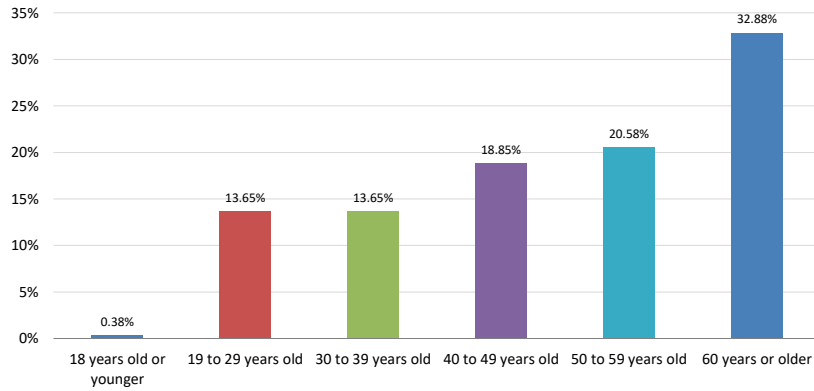


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### 21. What is your approximate age category?

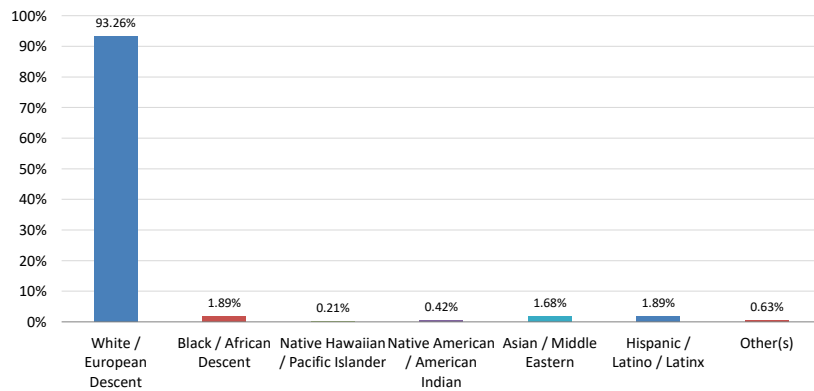


Mean : 4.442 | Confidence Interval @ 95% : [4.319 - 4.565] | Standard Deviation : 1.431 | Standard Error : 0.063



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### 22. What best describes your race / ethnicity (Select all that apply)



Mean : 1.236 | Confidence Interval @ 95% : [1.147 - 1.325] | Standard Deviation : 0.991 | Standard Error : 0.045



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## Knoxville Regional TPO - ArcGIS Online Interactive Map Contributions

| TYPE        | COMMENT  |
|-------------|--|
| Congestion  |  |
| Multimodal  | dangerous  |
| Maintenance | pothole  |
| Multimodal  |  |
| Multimodal  |  |
| Safety      |  |
| Maintenance |  |
| Congestion  |  |
| Maintenance |  |
| Multimodal  | Needed walking/biking connection between Morrill Rd. and Northshore Dr. north of Lyons View Pike   |
| Other       |  |
| Multimodal  |  |
| Congestion  | Add additional lanes in this intersection  |
| Congestion  | placed by accident, ignore   |
| Congestion  |  |
| Safety      |  |
| Multimodal  |  |
| Multimodal  |  |
| Congestion  |  |
| Congestion  |  |
| Congestion  |  |
| Congestion  | Traffic congestion caused every morning by vehicles in leftmost and middle lanes stopping traffic to merge into another lane at the 40 ramp. If there was a way to prevent that or punish them stopping traffic that would do a lot to reduce traffic jamming  |
| Congestion  | Congestion during morning and evening rush hour, especially afternoons, northbound backs up past Broadway.   |
| Maintenance | Right at stop sign very large depression in the road   |
| Multimodal  | No bike facilities   |
| Congestion  |  |
| Congestion  |  |
| Congestion  | I-75 at Emory Rd exit  |
| Safety      | Narrow road  |
| Safety      | This intersection needs to be a four way stop. The bridge and curve to the west and the hill to the east make it feel very unsafe to cross Bernard.  |
| Congestion  | Bypass I-75  |
| Congestion  |  |
| Congestion  |  |
| Multimodal  | Need Bike facilities   |
| Multimodal  | There are various sections of sidewalk with major gaps along this portion of Sevier. People walk on the road here all the time and it is very unsafe. A connected sidewalk from Anita to Sevierville Pike would create a safer path and connectivity!          |
| Other       | Put traffic signals on flashing yellow for central at night  |
| Other       | remove traffic signal it is not needed anymore   |
| Safety      | As traffic increases along Sevier, this intersection is very unsafe for pedestrians and cyclists. This intersection should be reconfigured into a 4 way stop with pedestrian crosswalks.   |
| Safety      | There have been at least 7 wrecks between Anita and the church since 2020. The curves on both ends of the road and the speed people are going must add to this. Please add some type of speed humps or rumble strips to slow people down.                      |
| Safety      | The angle of this off ramp does not allow people to see oncoming traffic while yielding. There are a lot of near misses and honking cars here. If this was changed to a stop instead of yield it would help a lot. Or eliminate the curved off ramp totally.   |
| Other       |  |
| Safety      | Turning this intersection into a 4 way stop could potentially slow traffic coming off the interstate as well as turning onto Sevier. This would help pedestrian and bike safety tremendously!  |
| Multimodal  | The width of Broadway and the speed of traffic do not encourage redevelopment. A road diet would be very productive here to the renewal of the neighborhood.   |
| Safety      | High speed traffic conflicts with crossing   |
| Multimodal  | Many pedestrians cross here, yet there are not sidewalks to get to Broadway.   |
| Other       | The long blocks created by Washington Pike, Lawson, Coker, Chicago, McCrosky, and Fine create a lot of separation in the neighborhood. Putting a greenway connection under the utility line in the middle of these blocks would help connect the neighborhood. |
| Multimodal  | lack of sidewalks is an issue for walkability  |
| Multimodal  | Lack of sidewalks in the north hills neighborhood is a severe issue  |
| Other       | The long blocks created by Washington Pike, Lawson, Coker, Chicago, McCrosky, and Fine create a lot of separation in the neighborhood. Putting a greenway connection under the utility line in the middle of these blocks would help connect the neighborhood. |

### Comments Received

| #          | %   | TYPE                |
|------------|-----|---------------------|
| 156        | 31% | Congestion          |
| 139        | 28% | Multimodal          |
| 111        | 22% | Safety              |
| 53         | 11% | Other               |
| 41         | 8%  | Maintenance         |
| <b>500</b> |     | <b>Total Points</b> |

### ArcGIS Online Interactive Map

Initiated in October 2023  
 Closed in November 2024  
 425+ days

## Knoxville Regional TPO - ArcGIS Online Interactive Map Contributions

| TYPE        | COMMENT  |
|-------------|--|
| Other       | The long blocks created by Washington Pike, Lawson, Coker, Chicago, McCrosky, and Fine create a lot of separation in the neighborhood. Putting a greenway connection under the utility line in the middle of these blocks would help connect the neighborhood. |
| Multimodal  | Walkability and quality of life are severely limited by I-40. With improvements of 640, we should investigate highway removal past 275 to 640.   |
| Multimodal  | James White Parkway serves as a wall to separate the urban core from east Knoxville. We need to rebuild the grid that was here before the ""urban renewal"" of the 1960s. Significant residential opportunity here.  |
| Maintenance | The manhole cover for the departures lanes (left lane) has created a bump and hole without warnings. Very dangerous and could cause damage to a vehicle even at low speed.   |
| Congestion  | There needs to be other parallel routes (a grid) through Farragut. This will allow the density needed in Farragut while improving traffic. If enough of a grid is developed we might be able to pursue a road diet on Kingston pike to improve walkability.    |
| Safety      | Please make this crosswalk a protected crosswalk with a traffic light.   |
| Other       | We need increased bus service in this area.  |
| Multimodal  | Summit Hill currently, and always has posed an issue for walkability. If we aren't going to restore the 200 block of gay st, we should at least pursue a road diet so that the north portion of the urban core is not separated from the rest.                 |
| Other       | Gay St has always been a thoroughfare, and traffic is not an issue. It would be foolish to make this area pedestrian only, since it is a major rout from south Knoxville to north. Perhaps reduce on street parking and widen the sidewalks.                   |
| Congestion  | I think we should try to push interstate access to James White Parkway and Alcoa Hwy to be proactive about making this area more pedestrian friendly with all the new residential going in.  |
| Safety      | We must remove this homeless encampment. No pedestrian feels comfortable being here.   |
| Multimodal  | This park is impossible to get to by bus.  |
| Congestion  | If we removed the on and off ramps at Henley we could reduce the amount of vehicles which are just traveling through and not stopping in downtown. There are so many other ways to get into downtown while slowing traffic to a reasonable pace.               |
| Multimodal  | This is a very difficult intersection to use and understand as a pedestrian.   |
| Safety      | A right turn onto Washington pike is very difficult to make with a car with how far the curb comes out.  |
| Safety      | Pedestrians have been killed at this intersection. People come out of the tunnel at 70 MPH and try to merge and cross 4 lanes of traffic to get downtown. There are so many other options to get downtown. Remove the ramps and make it safe for peds.         |
| Other       | Marker placed by mistake   |
| Multimodal  | Henley is an unnecessary barrier b/w downtown, world's fair and the fort. Reduce traffic and increase pedestrian and biking safety.  |
| Multimodal  | Heavily Trafficked route north of Cecil. Should pursue traffic calming on Whittle Springs.   |
| Other       | It will be very difficult to get street facing programming in buildings along Henley without some type of traffic calming so pedestrians feel safer. If the traffic can be reduced you could also add parking which would help slow traffic.                   |
| Safety      | Add walking/biking lanes with barricades so peds/bikes can cross JWP for commuting and recreation!   |
| Maintenance | All of the sewer lines were torn up and replaced here but they only repaved at those repairs. The whole road needs to be repaved now.  |
| Other       | Push interstate traffic out on Moody to JWP instead of through downtown.   |
| Maintenance | Retaining Wall along north side of sidewalk is failing.  |
| Multimodal  | Many pedestrians cross here, yet there are not sidewalks to get to Broadway.   |
| Multimodal  | Many pedestrians cross here, yet there are not sidewalks to get to Broadway.   |
| Safety      | This intersection should be a 3 way stop. It is hard to see around the curve for cyclists who are moving at a slower speed and cars going at a faster speed. If everyone had to stop it would be much safer for pedestrians too.                               |
| Other       | Actual bus stop  |
| Other       | The removal of Folsom Ave in the 1960s was a mistake. Consider reconnecting Folsom to recreate a street grid, and bring the towers into the community.   |
| Multimodal  | Side walks just end, with no direction of how to cross these intesections, both sides of the street  |
| Multimodal  | Cedar Lane and Inskip Rd are in desperate need of sidewalks. I frequently see people walking along the side of the road. The intersection here needs crosswalks.   |
| Multimodal  | there is no way to walk from Pellissippi to these businesses.  |
| Multimodal  | no sidewalk to get to Hardin Valley from Pellissippi   |
| Multimodal  | no sidewalk to get to Hardin Valley from Pellissippi   |
| Multimodal  | crosswalk needed here  |
| Multimodal  | no sidewalk near bus stops; no sidewalk for neighboring residents to walk to greenway  |
| Multimodal  | The ""missing link"" in Knox-Blount Greenway?  |
| Multimodal  | Complete ""missing link"" of Knox-Blount Greenway through Lakemoor Hills.  |
| Congestion  | I love the Fountain City area but I could never live there. The traffic on Broadway is terrible. People can't seem to wait patiently either so they cut out in front of oncoming traffic.  |
| Other       |  |

## Knoxville Regional TPO - ArcGIS Online Interactive Map Contributions

| TYPE        | COMMENT   |
|-------------|---|
| Congestion  |   |
| Congestion  | All day back ups at closely spaced lights   |
| Multimodal  | No bikeways or walking trails   |
| Multimodal  | No walkway or bikeways on E Broadway  |
| Congestion  | East Broadway no, turn lanes or sidewalks   |
| Congestion  |   |
| Multimodal  | No walkway or bikeway   |
| Other       | No public transportation to help with traffic   |
| Congestion  |   |
| Congestion  |   |
| Congestion  |   |
| Congestion  |   |
| Congestion  | Add turning lane  |
| Congestion  | Add turning lane for Trinity and additional lanes for on ramp to 140  |
| Congestion  | Add westbound and Eastbound lane on interstate  |
| Other       | Add on ramp and exit connected directly to Turkey Creek to alleviate congestion on Campbell station and Lovell  |
| Congestion  | Concord needs 4 lanes   |
| Maintenance | greenway has cracks wide enough to grab tires   |
| Safety      | Constant speeding makes exiting very hazardous  |
| Congestion  |   |
| Congestion  | Need additional lanes for turning, no plan for expansion with Bell Town being added   |
| Congestion  | Bell Town Congestion  |
| Congestion  | US 25 W   |
| Safety      | School Zone speed limit not enforced  |
| Congestion  |   |
| Other       | Relocate or eliminate the truck weigh stations to alleviate traffic due to truck staging and merging.   |
| Other       | The i75 south exit onto 640 westbound would help if it were two lanes.  |
| Other       | The 640 exit into 75 northbound should be a double lane given the heavy traffic backup onto 640.  |
| Other       | A new i75 connector should be explored to eliminate the need for two major interstates to merge together for so many miles.   |
| Congestion  |   |
| Congestion  |   |
| Congestion  |   |
| Multimodal  | need a connection from greenway to university ave bike lanes  |
| Other       | Traffic signal needed - Emory Rd at Barnett Way   |
| Congestion  | I-75 at Emory Rd exit   |
| Congestion  | Emory Rd near Dannaher Dr (shopping)  |
| Multimodal  | Need a Water Taxi or ferry to campus from the South side of the river   |
| Other       | Runway needs to be longer to enable larger corporate jets/ planes access downtown   |
| Congestion  |   |
| Congestion  | These signals needed timed and looped together  |
| Congestion  | Consider Ramp Metering  |
| Congestion  | consider ramp Metering  |
| Safety      | Very confusing and dangerous intersection. Traffic is forced wrong way into traffic   |
| Safety      | dangerous intersection - consider closing the tunnel  |
| Other       | bottleneck - When there is a crash- This cuts off Oak Ridge   |
| Congestion  |   |
| Congestion  | Turning westbound onto S Northshore here from Tooles Bend is very difficult at certain times of the day.  |
| Safety      | Turning left into Tooles Bend while travelling west bound on S Northshore is very scary- with the limited line of sight on the westbound lanes, I'm often terrified of being rear ended while waiting to turn into Tooles Bend.             |
| Congestion  | Some kind of traffic control here is much needed. When people turn left onto S Northshore eastbound, the traffic backs up on Wallace. When people turn left from westbound S Northshore into Wallace, the traffic backs up on S Northshore. |
| Safety      | Need a center turn lane here for left turn into Wallace.  |
| Congestion  | Difficult to turn left onto Westland from Sanford Day at certain times.   |
| Safety      | Nubbin Ridge is generally far too narrow for the speeds people travel this road at  |
| Safety      | Somewhere along here there is a large tree very close to the edge of the pavement here. With Nubbin Ridge as narrow as it is, I'm not sure if anyone has died hitting this, but if not I'm sure it will happen eventually!                  |
| Multimodal  | This road is within the PRZ and provides absolutely no walkability to school. Think about providing a trail or sidewalk to allow folks to walk down Rocky Hill Rd to the shops or school.   |
| Safety      | Along here the road transitions from having a median to just two lanes going one way, a narrow dividing line and then two lanes going the other way. This terrifies me constantly. Need to slow traffic here somehow and/or add a median.   |

## Knoxville Regional TPO - ArcGIS Online Interactive Map Contributions

| TYPE        | COMMENT  |
|-------------|--|
| Multimodal  | Need multimodal facilities to allow pedestrians to walk to this commercial area from adjacent residential  |
| Multimodal  | Need walking options to cross S Northshore along here, and to walk between these residences on the north and south side of Northshore  |
| Multimodal  | Facilitate pedestrian access from residential area to Popes.   |
| Congestion  |  |
| Safety      | Need speed bumps/humps on White Oak to deter cut through traffic. Road is being used for avoiding speed bumps on Magazine Rd and Olive Rd.   |
| Congestion  | All of Murphy Road is terribly congested due to traffic coming from Tazewell Pike cutting through Murphy to take Washington Pike to get to interstate. Very heavily traveled road  |
| Congestion  | The red light to turn onto Washington Pike from Murphy Rd gets backed up to almost Tazewell Pike in the mornings due to so many people cutting down Murphy to get to Washington Pike to get to interstate. Specifically to turn right onto WASHINGTON Pike     |
| Congestion  | Severe back ups in afternoon to turn left onto Murphy Rd from Washington Pike so backs up to Target most often times.  |
| Maintenance | Railroad tracks are unsafe and almost take the bottom of your car off. Also lots of potholes   |
| Maintenance | When pulling onto Tazewell from Carter right side of road severely drops off like into a hole and needs to be fixed  |
| Congestion  | RED light would be super helpful here and would probably also help out Ridgeview Rd traffic as well  |
| Safety      | Need a redlight due to heavy congestion and many wrecks  |
| Congestion  | This entire intersection is a nightmare. need to be updated somehow to improve traffic flow in every single direction  |
| Safety      | not sure how to fix but these two entrances and how they are aligned with the hill towards Tazewell Pike and people speeding dangerous intersection especially with only being one lane each way   |
| Multimodal  | The speed bumps are an improvement. Would love to see a sidewalk along here as well.   |
| Multimodal  | Do not like that the greenway crosses the road here. Its a very dangerous intersection to cross at.  |
| Multimodal  | Dark corner with nowhere to hide as a pedestrian   |
| Multimodal  | How about pedestrian/bike overpass. Wesley neighborhood could connect to REI, Whole Foods, lots of other connections.  |
| Multimodal  | Needs to be a greenway or sidewalk from the business park where the new apartments are going up all the way to where the sidewalk starts just past the interstate bridge near Sanctuary Lane so that there is a connection from Lovell Road to Cedar Bluff Rd. |
| Multimodal  | Sidewalk or Greenway needed for sidewalk gap between Lovell Rd and Dutchtown just past Sanctuary Ln.   |
| Other       | A extension of Sanctuary Ln to Bob Gray would be helpful to alleviate traffic and create a faster driving route . This road should also include a bike lane or sidewalk.   |
| Safety      | Crooked intersection that should become a roundabout or red light with the increase in traffic over the past few years.  |
| Congestion  | Hardin Valley Rd needs to be widened with sidewalks or bike lanes added from the Campbell Station intersection to the new roundabout at East Gallaher Ferry to accommodate the growth as more subdivisions are built.  |
| Multimodal  | Sidewalk needed from Solway road to Cherochala Blvd so that people can walk under Pellissippi and access the shopping center from the other side of Hardin Valley as well as to access the greenway being built off of Cherochala Blvd.                        |
| Multimodal  | Needs a crosswalk on Kingston pike at Wellington   |
| Multimodal  | Needs a sidewalk along papermill. People want to walk to Whole foods from the hotels and from golf club road   |
| Multimodal  | Need sidewalks along kingston. Many people walk to the bus stops between Northshore and Golf Club on Kingson   |
| Multimodal  | Please widen the road and add sidewalks on Deane Hill. This road has no shoulder and is unsafe   |
| Multimodal  | Many students walk from the nearby apartments to campus via the woods here. Please add sidewalks on Neyland  |
| Multimodal  | Need sidewalks/bike path on both sides of Neyland here. People are running in the shoulder of the road because facilities are not on both sides  |
| Safety      | Cars drive fast through the neighborhood. Consider adding speed reduction features to slow traffic.  |
| Multimodal  | Consider adding sidewalk down papermill drive, from Kingston to Weisgarber. Pedestrians sometimes walk along the edge of the drainage ditch.   |
| Congestion  | I-75 at Emory Rd exit  |
| Congestion  |  |
| Safety      |  |
| Congestion  | Traffic backs up makin a 5 minute trip now a 20-40 minute trip in this area (7:50-8:30 am and again from 4:45 - 6 pm)  |
| Congestion  | Traffic congestion in this area due to number of cars and light timings. Backs up from Pellissippi interchange. 5 minute trip can take 20-40 minutes. (usually between the hours of 7:50 am - 8:30 am and 4:30 pm - 6 pm)                                      |
| Safety      | Merging lanes and bikes do not mix well here. There is so much congestion people are darting into other lanes of traffic.  |

## Knoxville Regional TPO - ArcGIS Online Interactive Map Contributions

| TYPE       | COMMENT  |
|------------|--|
| Congestion | This single point of entry to the Middle School provides no alternative for visitors to the school who are not in a drop off or pick up line. Causes cars to make illegal maneuvers when kids are present.   |
| Safety     | School has single lane point of entry. This lane is also used for drop off. Try to come to the school as a visitor (or teacher) between 7:25 am - 7:45 am and again 3 pm - 3:45 pm. Seems would be a hazard for emergency services too.                        |
| Safety     | No sidewalks to access school for walkers  |
| Multimodal | No sidewalks to access school for walkers  |
| Multimodal | No sidewalks to access school for walkers  |
| Multimodal | No sidewalks to access school for walkers  |
| Multimodal | No crosswalk planned with school crossing guard once road is complete  |
| Congestion | Traffic, Everyday  |
| Multimodal | No sidewalk here   |
| Safety     | This whole intersection is a safety hazard.  |
| Multimodal | Large segments of Washington Pike are missing a sidewalk, yet many people walk down this road.   |
| Multimodal | Not safe for students to cross to get to school here, there is a blind spot over the hill  |
| Other      | No sidewalk on other side of crosswalk   |
| Congestion | heavy traffic from Pellissippi to past Ball Camp   |
| Safety     | no sidewalks for students to walk to Holston Middle  |
| Other      |  |
| Multimodal | No Sidewalk for kids walking to school   |
| Multimodal | No Sidewalk for kids walking to school   |
| Multimodal | No sidewalks for students walking to school  |
| Safety     | Very busy road for students to walk and a bus for Gibbs does not pick up for these neighborhoods   |
| Congestion | School Traffic- only one exit  |
| Multimodal | Students who live off Merchants on the Innerstate side of Clinton highway are in the parental responsibility zone of Norwood. Its not ok to expect elementary school students to walk/bike across 6 lanes of Clinton Highway.                                  |
| Multimodal | dangerous/long walk to PRZ to West High  |
| Safety     | dangerous/long walk for West high PRZ  |
| Congestion | Please consider relocating the Truck Weight Station. This is an extremely congested area due to trucks merging.  |
| Safety     | Vehicles often travel on Creekhead at a high rate of speed. Posted speed limits and enforcement would help unsafe conditions on this narrow road in a heavily residential area.  |
| Other      | This happens so many places along Magnolia, Broadway, and Kingston Pike: Bus stops on either side of the street without a protected crosswalk linking them. As a result, people must cross several lanes of traffic. This is unsafe and hostile to KAT riders. |
| Multimodal | Why does the city not open up the pedestrian tunnel? It would be a great pedestrian/bike feature.  |
| Multimodal | PUT A SIDEWALK ON STONE ROAD   |
| Other      | Need bus service as it is a elderly/low income community   |
| Congestion | Cars parked on both sides of street cause congestion and may cause accidents. Street parking should be limited to one side of the street   |
| Congestion |  |
| Congestion | TN 62 at Clinch River bridge   |
| Safety     | Left Turn onto UV needs a dedicated signal   |
| Congestion | Backup Eastbound on ORH. Adjust signal timing?   |
| Congestion |  |
| Safety     | Low speed merge on to Pellissippi  |
| Other      | Short left hand turn arrow light on to Foothills Mall Dr from W. Broadway (US411/US129). Left turning traffic consistently runs the red light because of the short green arrow   |
| Safety     | People parking here for Brown Bag; no yellow curbs mean people park to close to corners and drivers can't see. Honestly the whole area needs more sidewalk, and public transit would absolutely help decrease car traffic in this area.                        |
| Multimodal | No sidewalk...very difficult to get to doctor's appointment here   |
| Other      | No crosswalk to cross from one side of Asheville Hwy to the other. You just have to run across traffic   |
| Safety     | Hall rd to Bessemer needs a turn lane. HUGE congested area. A lot of foot traffic makes the intersection very dangerous.   |
| Congestion |  |
| Congestion | traffic super congested for just 2 lanes. It needs widening from Hall Rd to the next intersection  |
| Congestion |  |
| Safety     | People do not yield here id suggest a stop light with sensors in the road if i got a dime for everytime that someone almost hits me id be retiring by 63   |
| Other      |  |
| Congestion | Traffic congestion in mornings and afternoons. Doesn't help the red light lasts about 8 seconds.   |
| Congestion | Congestion in mornings and afternoons. Doesn't help that the light lasts about 8 seconds.  |
| Other      | Wouldn't it be helpful to use an updated map if you're asking for the public's input? We haven't had a Snappy Tomato in years. Wow!  |





## Knoxville Regional TPO - ArcGIS Online Interactive Map Contributions

| TYPE        | COMMENT   |
|-------------|---|
| Multimodal  | The green light for Blount Av. traffic crossing 441 is too short for a cyclist to clear the intersection  |
| Other       | Late at night/early morning, the light will not change to allow traffic headed west on Baxter to turn L onto Central. It is like it doesn't register a single car waiting. I've sat there several times upwards of 5 min.                                     |
| Safety      | Very narrow road. Multiple accidents have damaged/removed directional signs in the curve.   |
| Maintenance |   |
| Other       | Cities evolve and change. Our downtown is dominated by cars and we need more pedestrian spaces. Gay Street does NOT serve as a major thru-way when you have MULTIPLE parallel streets to drive on. Ignore drivers that complain about change.                 |
| Other       | Lack of public transportation between Oak Ridge and Clinton   |
| Multimodal  | Have you tried to get across Hall of Fame from magnolia to 5th Ave it is life endangering   |
| Multimodal  | Crosswalk needed  |
| Multimodal  | Crosswalk needed  |
| Multimodal  | Crosswalk needed  |
| Multimodal  | Crosswalk needed  |
| Other       | I love swimming here!   |
| Safety      | Two right exit lanes can back up into the traffic at 60MPH passing. This happens during school hours with the traffic up for Dutchtown private schools  |
| Multimodal  | Broadway is badly in need of traffic calming, a road diet, and bike/ped affordances. Many people shop in this area without cars, arriving by foot or bike or bus, but it's very hard for them to even cross the street safely to get to Kroger/other stores   |
| Multimodal  |   |
| Safety      | No safe way for cyclists or pedestrians using the greenway that meets Broadway to exit the greenway, cross Broadway, etc  |
| Safety      | Cyclists are expected to use Magnolia and cross Hall of Fame as detours due to stadium construction, but these roads are not safe at all and both badly need road diets and better bike/ped infra   |
| Safety      | Bike lane on Magnolia just ends without any reliably safe way for cyclists to join traffic and get through the Hall of Fame intersection  |
| Safety      | Hall of Fame is far too large and fast through this largely residential area. Badly needs road diet and "complete streets" approach   |
| Safety      |   |
| Other       | Magnolia is far too large and fast through this largely residential area. Badly needs road diet and "complete streets" approach so that cyclists and pedestrians and bus riders are safe. Many residents use transit other than cars and deserve better infra |
| Maintenance | Road has been destroyed by heavy trucks/equipment involved with the new subdivision on this road.   |
| Other       | Love boating here!  |
| Congestion  | I-75 Incident (Partial/Full) Closure causes heavy traffic on Hwy 72 & Hwy 11.   |
| Safety      | High number of collisions (unprotected left)  |
| Multimodal  | pedestrians cross chapman between moody and young high. We need a sidewalk on both sides of the road  |
| Multimodal  | These bike lanes are not comfortable, cars go too fast  |
| Multimodal  | a climbing bike lane would help safety, cars base bicyclists in unsafe locations  |
| Safety      | Exiting SR162 onto Coward Mill has high chance of causing rear-end accident   |
| Multimodal  | Potential for marked crossing. pedestrian and bicycle users cross frequently at this intersection N/S   |
| Multimodal  | the bike lanes on Magnolia between Georgia and Xul completely end at the portion that is most dangerous to bike in—nearing and crossing Hall of Fame. It's really scary trying to get downtown and we live so close.  |
| Multimodal  | the bike lanes all along magnolia need to be repainted - people are always parked in them :( Could we have green paint like South Knoxville, please?  |
| Maintenance | Road was destroyed by snow storm and there are massive chunks of pavement missing   |
| Maintenance | Road was destroyed by snow storm. Massive chunks of pavement are missing  |
| Safety      | Drain does not work properly. Road continuously floods with rain water and is very dangerous when cars fly around it on the wrong lane or drive through it sending massive sheets of water onto oncoming cars   |
| Multimodal  | No sidewalks along this road. There are several subdivisions and developments that could connect to nearby New Harvest Park and Beverly Park, but there is no Walk and Bike access to them.   |
| Multimodal  | The recent closure by Knox County of Old Tazewell Pike between Luttrell Rd and Murphy Rd means that there is no longer a safe pedestrian and bike access route into northeast Knox County. Tazewell Pike has no shoulders and steep drop-offs                 |
| Safety      | The intersection at Babeley Rd and Washington Pike is extremely dangerous; one fatality in 2023. The proposed design by City of Knoxville does not address safety issues.   |
| Multimodal  | There is no sidewalk or bike path in this school parental responsibility zone.  |
| Congestion  | Recent attempts to redesign this have not alleviated the backup off the interstate, caused by the light at Kinzel Way   |
| Multimodal  | There is no crosswalk at this VERY WIDE intersection  |

## Knoxville Regional TPO - ArcGIS Online Interactive Map Contributions

| TYPE        | COMMENT   |
|-------------|---|
| Maintenance | Huge pot hole that jars your entire vehicle   |
| Maintenance | Huge pot hole in the edge of the road headed toward oak ridge highway. Cars are constantly swerving into opposite lane to avoid it  |
| Congestion  | Stoplight recommended - Supposedly one was supposed to be installed as part of building the apartment complex on Olive Tree Way.  |
| Safety      | Tree jutting out into the road on the north side  |
| Maintenance | Pot hole - left lane - headed toward Middlebrook pike. Someone is going to bust a tire  |
| Maintenance | Road is in disrepair - has been for a while now   |
| Multimodal  | Dry Gap Pike is the only public connection between Halls/Powell and the Comunites south of Beaver Ridge for some distance in each direction yet there is no way to traverse safely if you are not in an automobile. Please add multimodal options.              |
| Multimodal  | The non-state route section of E Emory lacks any sidewalk to connect to any of the halls schools.   |
| Multimodal  | School children cross Emory at Bricky Reguallary with no safe way to do so. Add facilites please  |
| Safety      | Multiple fatalities in previous years on this reverse curve on E Emory Rd. Consider larger projects to reduce speeds.   |
| Multimodal  | No pedestiran facilites to cross Maynardville Pike at Norris Freeway despite ped connection to E Emory Rd and schools.  |
| Safety      | The right turn lane to Black Oak Ridge removes any shoulder that could have been used for bikes/peds with no other facilites. Consider shortening or removing.  |
| Congestion  | Consider rou  |
| Safety      | High profile crashes with high speed turning maneuverous in previous years at this intersection. Consider making a roundabout to both address congestion with left turning movements and improve safety.  |
| Multimodal  | N Broadway throughout Fountain City has signifigant pedestiran activites but with minimal sideawalk and almost no way to cross Broadway.  |
| Safety      |   |
| Safety      | Freeflow right turn lane causes signifigant conflict here with pedestiran movements. This is made worse by large crossing distances and lacking ped infrastructure.   |
| Other       | There is a need to increase bike/ped connectivity between downtown and east of James White Parkway. 2 road closures during the stadium construction made crossign this gap nearly impossible without a car.   |
| Multimodal  | Most of the bridges/underpasses across I-275 need improvement to accomdate bikes and ped. They are often much wider and faster than the connecting roadway.   |
| Multimodal  | Need bike/ped connection from Fountain City to south of I-640. Existing connections are lacking with minimal to no infrastructure.  |
| Multimodal  | Need bike connection from fort sanders to West Knox   |
| Multimodal  | Need better multimodal connections throughout Cedar Bluff   |
| Safety      | Slip lane at this location causes large conflict with pedestiran crossing with drivers failing to yeild to motorist. Consider raised crosswalk,lighting, and simalar improvmetns.   |
| Safety      | Apartment complex at Stone rd is connected to signal but does not have signalization. Dangerous situation that is difficult/expensive to correct due to 2 very close by driveways.  |
| Multimodal  | Needs bridge connecting biking and walking traffic to Tyson Park and West Knox Greenways, taking the sidewalk along Cumberland Ave under the train overpass is out of the way and unsafe. This would provide a much more seamless entry/exit for game day traff |
| Congestion  | This entire intersection, spanning from the Alcoa HW offramp to   |
| Multimodal  | Should be a 4 way stop, lots of student pedestrian and bike traffic goes through this, and when traffic backs up from the light on 17th, cars driving southbound away from the light are at risk of hitting those crossing                                      |
| Other       | Gay Street is only "a thoroughfare" because our current state of car dependency has deemed it so. We could very well convert it to a pedestrian zone, with significant benefit to the tax base of the city. I agree with the other response, ignore NIMBYs lol  |
| Other       | Bring back Maryville Depot Train Station! See the Light Rail Plan brought forth by John Hultquist. Would be a significant step in truly sustainable transit. Transit oriented development that actually pays for itself as it goes, unlike the roads of today.  |
| Multimodal  | Should be a 4 way stop, lots of student pedestrian and bike traffic goes through this, and when traffic backs up from the light on 17th, cars driving southbound away from the light are at risk of hitting those crossing                                      |
| Multimodal  | bridge from facilities services building to tyson park?   |
| Multimodal  | Dangerous to cross Kingston Pike to get to bus stop. Need a pedestrian cross point and an ability to request a traffic light change to enable crossing.   |
| Multimodal  |   |
| Multimodal  | BUSY intersection with crosswalk, but kids dont pay attention. Officer out there in afternoons would be great to help facilitate traffic and kids crossing the road. A student was hit by a turning car this year   |
| Safety      | Cross walk used by many students and they do not pay close enough attention to the cars and visa versus. A student was hit this year trying to cross the road when a car was turning.   |
| Multimodal  | Homeless population harassing students; exposure to homeless adults using substances; homeless people asking students for money on their way to/from school   |

## Knoxville Regional TPO - ArcGIS Online Interactive Map Contributions

| TYPE        | COMMENT   |
|-------------|---|
| Multimodal  | Students gathering to fight after school not allowing for safe passage  |
| Safety      | There are not sidewalks and sharp curve. This is not walkable for students at Holston Middle  |
| Safety      |   |
| Congestion  |   |
| Safety      | You can't see oncoming traffic when trying to make a left turn from the on ramp. Very dangerous unless its dark enough outside to see headlights  |
| Safety      | This road is extremely narrow, with sharp turns and sharp drop offs. It's unwalkable, unbikable, and frequently dangerous to drive on. People consistently cross median line when on this road  |
| Other       | Similar to South Haven, we need more speed bumps within main roads in neighborhoods. The already place speed bumps have just directed speeding traffic  |
| Other       | Similar to South Haven, we need more speed bumps within main roads in neighborhoods. The already place speed bumps have just directed speeding traffic  |
| Other       | Similar to South Haven, we need more speed bumps within main roads in neighborhoods. The already place speed bumps have just directed speeding traffic  |
| Safety      | Can't see on coming traffic   |
| Other       | Would love to see some traffic calming on this road, specifically near intersection   |
| Multimodal  | We need sidewalks so students can safely get to school  |
| Multimodal  | We need sidewalks so students can safely get to school  |
| Multimodal  | We need sidewalks so students can safely get to school  |
| Congestion  |   |
| Congestion  |   |
| Congestion  |   |
| Safety      |   |
| Safety      | The serious of lights here need adjusted for traffic. There's been many times a yellow light has switched too quickly or someone has pulled out in front of me almost causing a crash. The speed limit needs reduced or the light timing needs slowed         |
| Multimodal  | All of chapman needs safer sidewalks for walking- especially for our students!  |
| Multimodal  | no sidewalks anywhere from the school in any direction in Karns   |
| Multimodal  | no sidewalks  |
| Multimodal  | no sidewalks  |
| Multimodal  | no sidewalks  |
| Multimodal  | No sidewalks and cars drive incredibly fast   |
| Congestion  | after school traffic is incredibly busy   |
| Safety      | Crossing broadway for Fountain City Elementary Students is extremely dangerous, the Parent Responsibility zone goes beyond Broadway making students have to cross the incredibly busy intersection  |
| Congestion  | Too busy of a road for students to cross for school   |
| Safety      | Incredibly busy during rush hour traffic  |
| Safety      | There is too much traffic during rush hour, cars get stuck in the intersections while trying to cross and traffic gets incredibly backed up especially after school hours when students are driving home  |
| Safety      | The majority of cars turn down Cherry street to get to the interstate. Cars will just pull out when turning down Cecil assuming that cars will turn, this is incredibly dangerous, there needs to be a sign of a stop light or something at this intersection |
| Other       | Cars drive incredibly fast down Washington Pike, there are bus stops on the side of the road without sidewalks in a ditch, people that are taking the bus do NOT have any room to wait or walk safely to and from the bus stop. Sidewalks need to be extended |
| Maintenance |   |
| Multimodal  |   |
| Safety      |   |
| Other       |   |
| Other       |   |
| Multimodal  | Sidewalks need to be added to this road. Many people, including students, use this road to walk   |
| Congestion  | This is a major area of concern especially with all the new developments going in and bringing more people to this intersection   |
| Safety      | This intersection is very unsafe with how fast people travel on davenport   |
| Multimodal  | People drive excessively fast on this road which causes a major safety concern for school students trying to get to school  |
| Safety      | Improved sight line needed as you exit Wildwood Rd.   |
| Maintenance | Multiple serious potholes, broken pavement and deteriorating road bed   |
| Congestion  | this is where we have real congestion...going south and west.   |
| Safety      | No shoulders on 411N  |
| Congestion  | late afternoon going east at 411 and 441 intersection   |
| Congestion  | southbound end of day congestion  |
| Congestion  | need turn lane going east on 411 at Brown School  |
| Congestion  | turn lane at Peppermint and other intersections along Sevierville Rd. would help  |
| Congestion  |   |
| Congestion  |   |

## Knoxville Regional TPO - ArcGIS Online Interactive Map Contributions

| TYPE        | COMMENT   |
|-------------|---|
| Multimodal  | students that live in this area are often chronically absent & always cite the walk as too busy with traffic or too far in bad weather  |
| Safety      |   |
| Multimodal  |   |
| Safety      |   |
| Maintenance | huge rut/drop off on the side of the road that cars repeatedly get stuck in   |
| Safety      | huge rut/drop off on the side of the road that cars repeatedly get stuck in   |
| Congestion  | need a red light  |
| Safety      | need a red light  |
| Congestion  |   |
| Multimodal  | Complete the greenway between the marine base and IC King park! The delay is horrible. Use eminent domain if necessary!   |
| Other       |   |
| Congestion  | Chronic congestion on both streets. Constrained by capacity on bridge and in turn lanes.  |
| Maintenance |   |
| Safety      | Difficult to pull on E. Emory or Willow Fork due to congestion and blocked views. Many accidents happen at this intersection.   |
| Safety      | Narrow bridge, difficult to navigate while passing large vehicles. Several pedestrians walk this area.  |
| Safety      | Persona vehicles, construction materials and debris spilling from property into Langston Dr.  |
| Multimodal  |   |
| Congestion  | The west bound lanes are consistently backed up for more than a quarter mile during working hours and rush hours. Building the Pellissippi Parkway Extension would not help with this congestion.                             |
| Congestion  | Major traffic backups in south/west bound lanes   |
| Multimodal  | no sidewalks on most of Broadway despite lots of residents in the area  |
| Safety      |   |
| Multimodal  | Despite being near a school, there is no safe way for parents or students to safely reach sidewalks, mostly located along West Emory Road. They must walk on the road and down a steep hill to reach safer pedestrian access. |
| Congestion  | Major congestion during rush hours with backups affecting interstate on/offramps  |
| Safety      | Round about would be better here. Similar to the one at Campbell station road and Nortshore.  |
| Other       | Speeding  |
| Other       | Speeding, overly loud vehicles  |
| Congestion  | Always backed up, any time of day   |
| Congestion  | Congestion climbing the hill  |
| Safety      | Only exit from subdivision is immediately at exit lane for Dutchtown.   |
| Maintenance | Constant potholes along Neyland. Attempted repairs failing after a few days   |
| Congestion  | Traffic backs up in the morning and afternoon as the only entrance to campus from the south.  |
| Congestion  |   |
| Maintenance | This bridge has been closed with no plan to repair or replace   |
| Maintenance | This is a 110 year old one lane bridge with poor sight lines on the approach. There are no plans to repair or replace it  |
| Safety      | One lane bridge with poor sight lines on approach   |
| Congestion  | the combination of interstate merging, Watt Road traffic, the large incline east of Watt Road and the truck scales creates a lot of congestion in this area. This congestion often creates accidents and significant delays.  |
| Safety      | guard rail too high to see vehicles as you pull out from Carter Rd  |
| Congestion  |   |
| Congestion  |   |
| Maintenance |   |
| Congestion  |   |
| Congestion  |   |
| Safety      | merge lane safety hazard  |
| Safety      | sight distance issue for vehicles turning left from Stormer Rd  |
| Congestion  | Need Traffic Light Here   |
| Congestion  |   |
| Safety      | Abandoned Vehicle in the roadway also an environmental hazard.  |
| Maintenance | Multiple Potholes needs reinforced for heavy commercial vehicles.   |
| Safety      | Large Tree obstructing view of cross traffic. Drivers have to pull into the cross roadway to see around the obstruction.  |
| Multimodal  | There is no way to walk/ride Robinson   |
| Maintenance | street lights out too dark and unsafe   |
| Maintenance |   |
| Maintenance |   |
| Maintenance |   |
| Maintenance |   |
| Maintenance |   |

## Knoxville Regional TPO - ArcGIS Online Interactive Map Contributions

| TYPE        | COMMENT   |
|-------------|---|
| Maintenance |   |
| Maintenance |   |
| Maintenance |   |
| Maintenance |   |
| Maintenance |   |
| Safety      | Extremely difficult and hazardous to make turns onto W Emory from Cate Rd. This needs to be a priority.                   |
| Safety      | Extremely dangerous intersection from Yount Rd. several accidents at this location  |
| Congestion  | Frequent backups during morning/evening rush hour.  |
| Congestion  | Frequent backups during morning/evening rush hour.  |
| Multimodal  | Sidewalk ends   |
| Multimodal  | Sidewalk ends   |
| Multimodal  | Connect the turkey creek Greenway to Ten Mile Creek Greenway  |
| Congestion  |   |
| Congestion  |   |
| Congestion  |   |
| Congestion  |   |
| Congestion  |   |
| Safety      | This intersection is dangerous with the proximity of Ridgeview and Fairview roads and traffic turning off Tazewell pike   |
| Multimodal  |   |
| Multimodal  | Rocky Hill elementary needs a short stretch of sidewalk to allow walkability and safety from front to back of the school. |
| Multimodal  | Please consider.  |
| Congestion  | A traffic light needed for left turns out of this park entrance.  |

# Knoxville TPO Focus Group “Listening Sessions”

Jan/Feb 2024

(facilitated on **MURAL** website)

| Date   | Time    | Groups | # Identified | # attended                        |  |
|--------|---------|--------|--------------|-----------------------------------|--|
| 31-Jan | 9:00 AM | a      | 43           | 9                                 | Economic Development / Tourism / Mayors              |
| 1-Feb  | 9:00 AM | b      | 74           | 29                                | Traffic Ops / ITS / Transit / TDOT                   |
| 30-Jan | 2:00 PM | c      | 70           | 27                                | Equity / Transportation Disadvantaged / Multimodal   |
| 31-Jan | 2:00 PM | d      | 13           | 8                                 | Freight providers / Railway / Major Employers        |
| 1-Feb  | 1:00 AM | e      | 29           | 11                                | Land Use / Parks / Leisure / Public Health / Schools |
|        |         |        | <b>229</b>   | <b>84</b>                         |  |
|        |         |        |              | Attendees                         |  |
|        |         |        |              | 16.8                              |  |
|        |         |        |              | <i>Avg. Attendees per Session</i> |  |

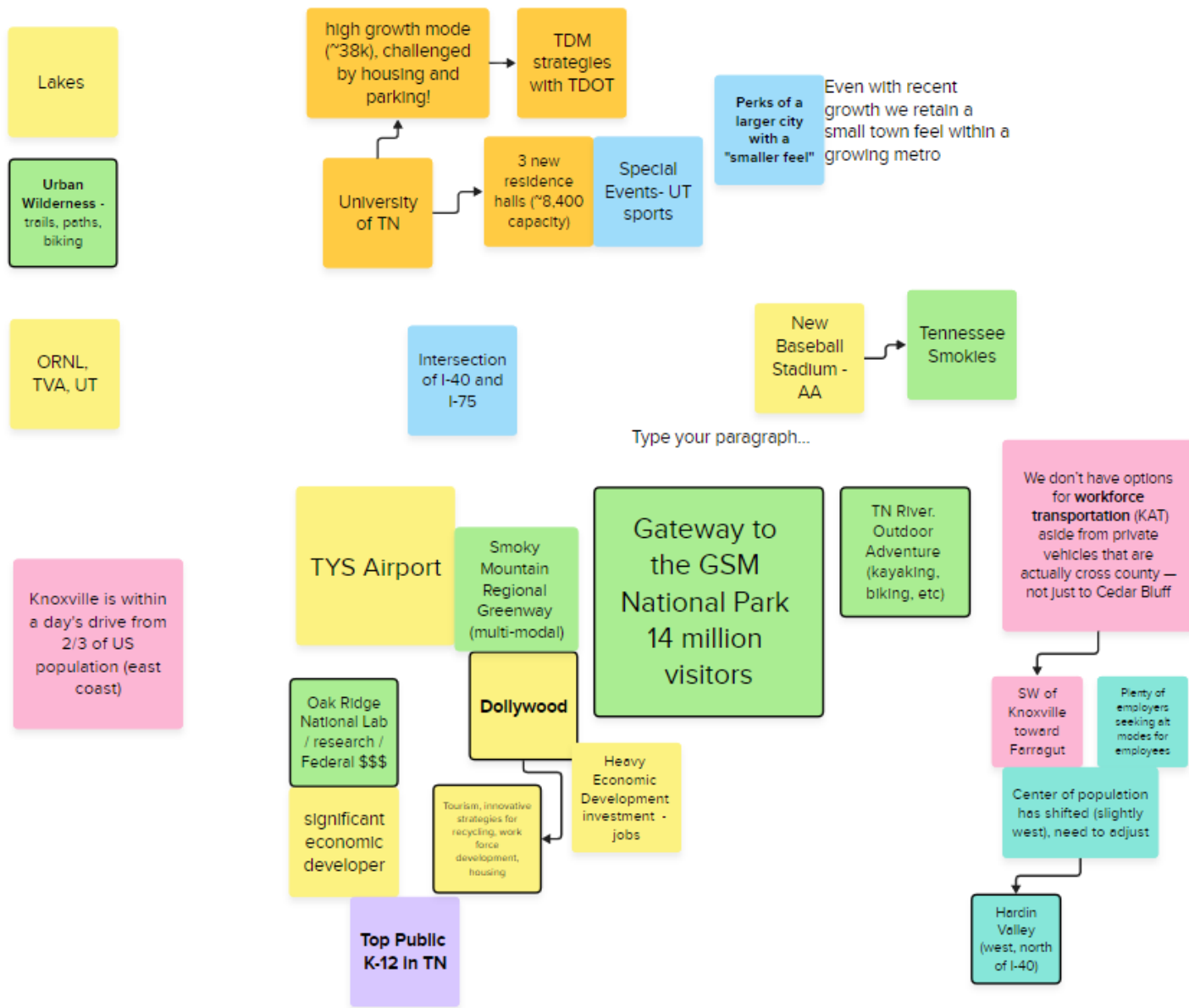
[Knoxville TPO MTP Update Focus Groups • Stantec](https://app.mural.co/t/stantec8401/m/stantec8401/1706035534828/df46a277304e7d16cd6481cb6bec8c5306109b72)

<https://app.mural.co/t/stantec8401/m/stantec8401/1706035534828/df46a277304e7d16cd6481cb6bec8c5306109b72>



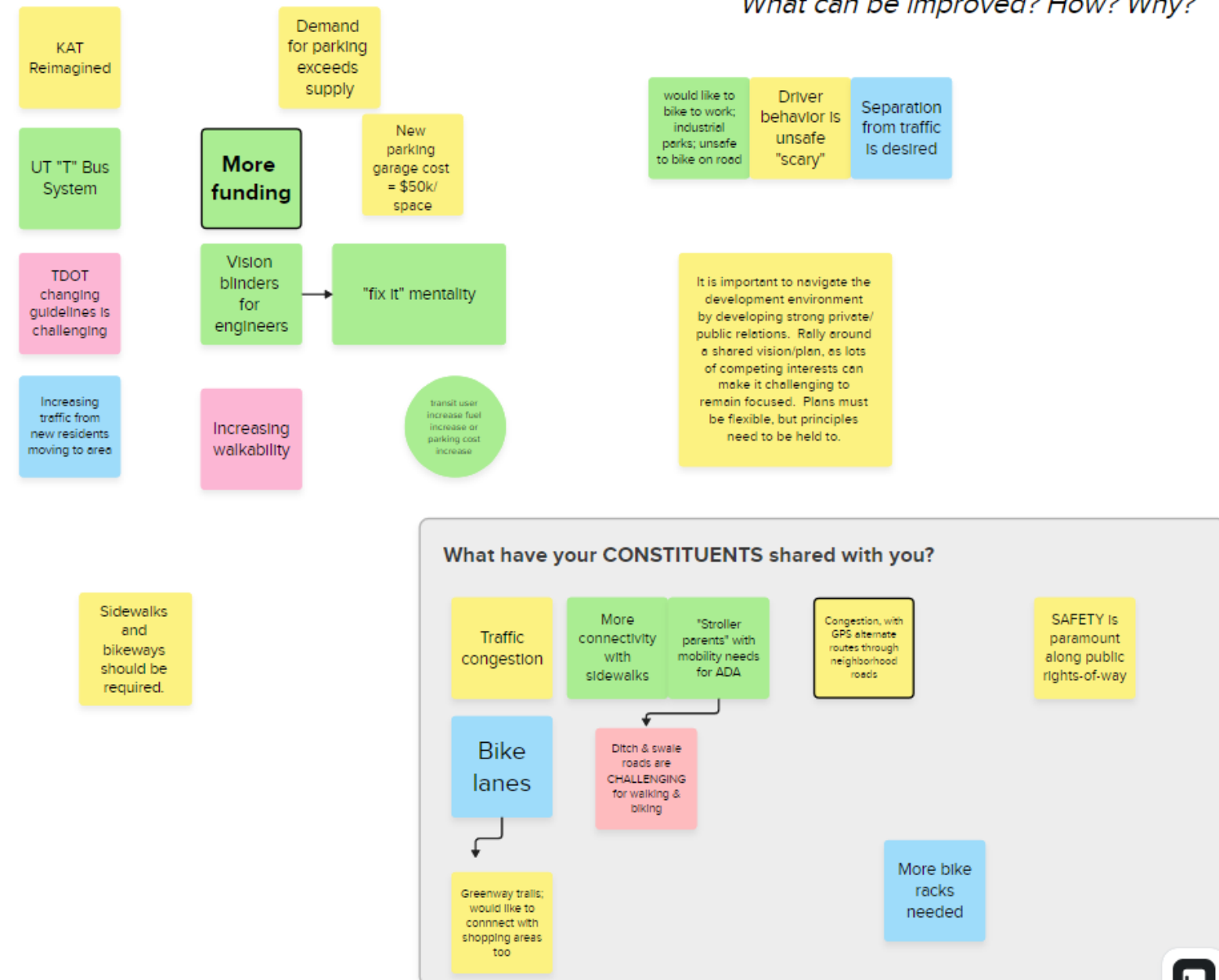
# Because YOU are the local experts in Knoxville... ECONOMIC DEVELOPMENT / TOURISM / MAYORS

## What do YOU find unique about the Knoxville region, and why?



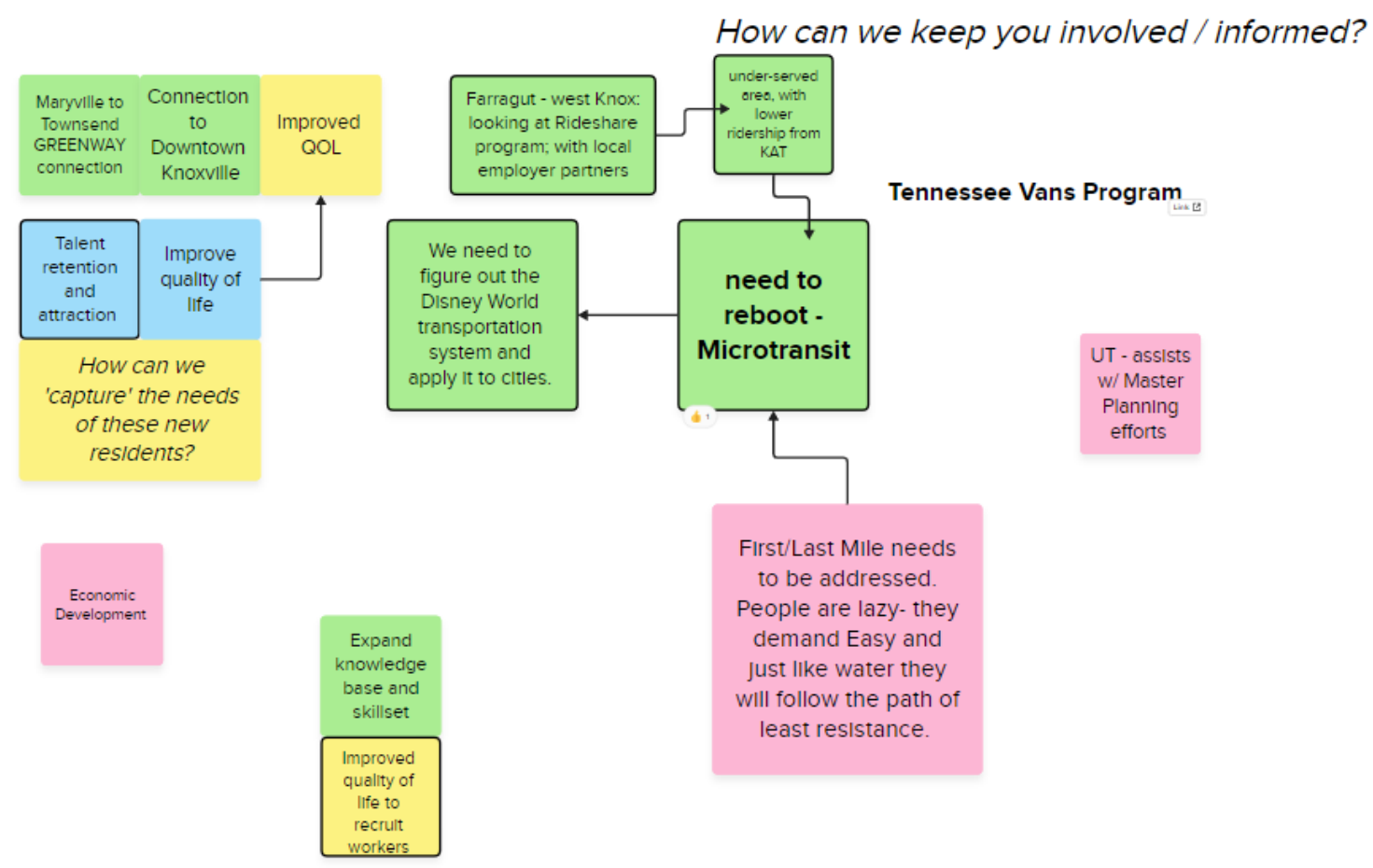
## Describe YOUR experience (or perspectives) relating with MOBILITY

What can be improved? How? Why?

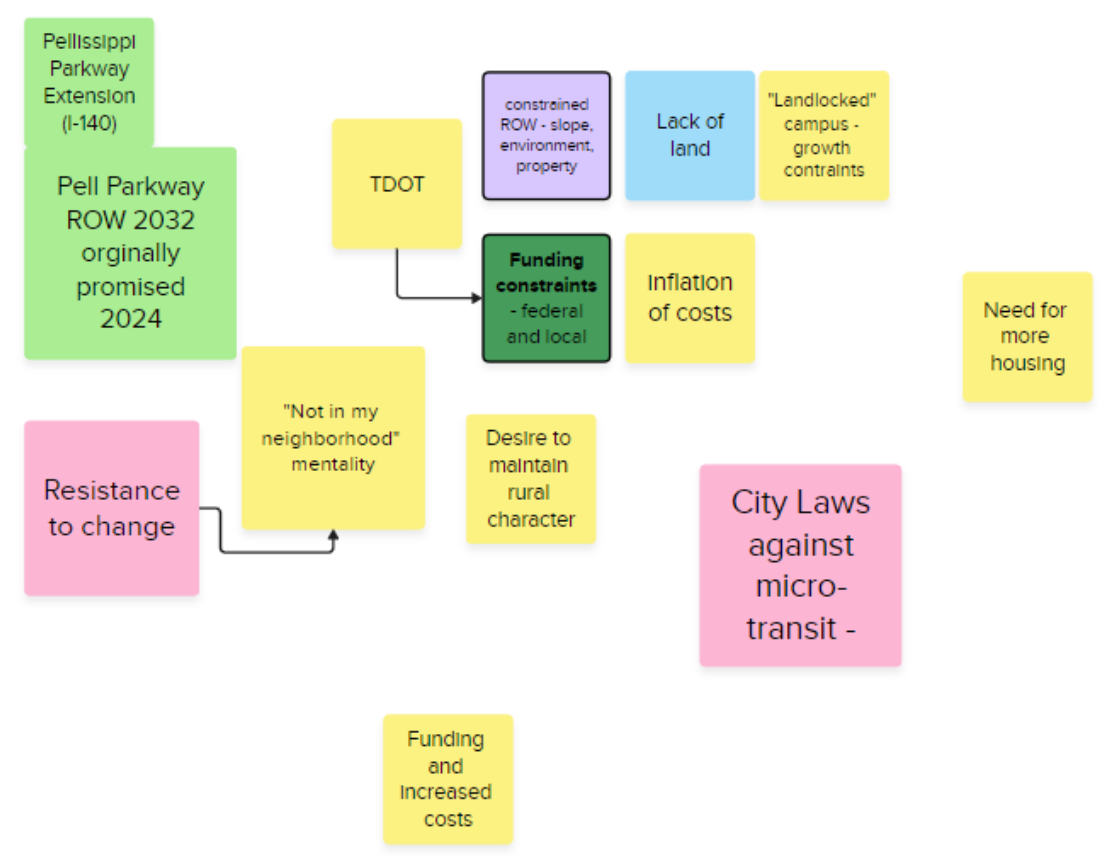




### How can your ORGANIZATION or AGENCY benefit from this Plan?



### What OBSTACLES or PRESSURES may get in the way?







# Because YOU are the local experts in Knoxville... TRAFFIC OPERATIONS / ITS / TRANSIT / TDOT

## What do YOU find unique about the Knoxville region, and why?

Intersection of I-75 and I-40

most intensively used highway freight corridors in SE US

LACK of bad traffic delays

Interaction with UT and impact of associated travel

Availability of Medical Services

The "HILL... Ouch! UT campus

Food! Fried chicken, cornbread, pinto beans

Diverse Industries, Technology, Manufacturing

UT, Oak Ridge NL, TVA

Denso, Paper products (Kimberly Clark)

Tate & Lyle

DeRoyal, Clayton, Sea Ray

Hanon Systems, Primient (formerly Tate & Lyle), Viskase

TVA's Impact on the Economic Development to our area in the valley!

ORNL Labs

Impact of ORNL activities

Oak Ridge National Lab, University of Tennessee, Denso

Proximity to many different national parks

Proximity to National Park

Urban wilderness, biodiversity

Many outdoor activities such as: hiking and

Proximity to natural resources like lakes and rivers

Scenic beauty

Gorgeous back country roads

Mild winters

Oak Ridge National Lab, University of Tennessee, Denso

Proximity to both Atlanta and Nashville for flights

Convenient, friendly airport

within a day drive of approx. half of US population

HALF of US population is within 1-day drive of KRTPO

Hills and more hills

A great mix of values between conservative and liberal

Big city amenities with a small town feel

Stable economy and a good cultural environment

The availability of services.

The People were friendly

Friendly people! "How's your mom 'n them?" type feel

Vibrancy-economic and cultural

Music scene

It's my beautiful hometown

Spirit of the people in the area

Proximity to many different national parks

Proximity to National Park

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Spirit of the people in the area

**BIG ORANGE COUNTRY - Pantone 150 RGB 255, 130, 0**

Tennessee Football

## Describe YOUR experience (or perspectives) relating with MOBILITY

The Topography is a great thing for regenerative Breaking - EV's

Challenging terrain for roadway design/planning

Skinny roads with steep drop offs

Passenger cars are still the major mode of transportation - like it or not.

Ease of commute (in comparison to other areas)

Convenience

People choose want to live far away from where services are expensive to serve

Mobility is being able to get to where you need to go regardless of mobility limitations.

Transt service is very limited.

Needs far exceed funding available

No shoulders on rural roads - difficult for runners & biking

Even when living centrally (in Knoxville) ped facilities have many gaps, hard for mobility

Wish there were more alternative routes to avoid Sevierville when accessing Dollywood/Smokys

Describe:

Transportation and Land Use Decisions often not well linked

Some good linkages with trails, greenways and sidewalks in some places

Would prefer not to have to use a car to get around so much

Can feel like you need a car to meaningfully access the area

Very Little redundancy in roadway system

Mode choice

Except during peak times you can get most anywhere in a reasonable amount of time.

Roadway system provides very good service overall

Car-centered

Most trips 'start' as a car trip

What have your CONSTITUENTS shared with you?

frustration with the duration of construction projects

concern about lack of sidewalk/ sidewalk connectivity

Amount of traffic on substandard roads

Lack of coordination between development and capital improvements

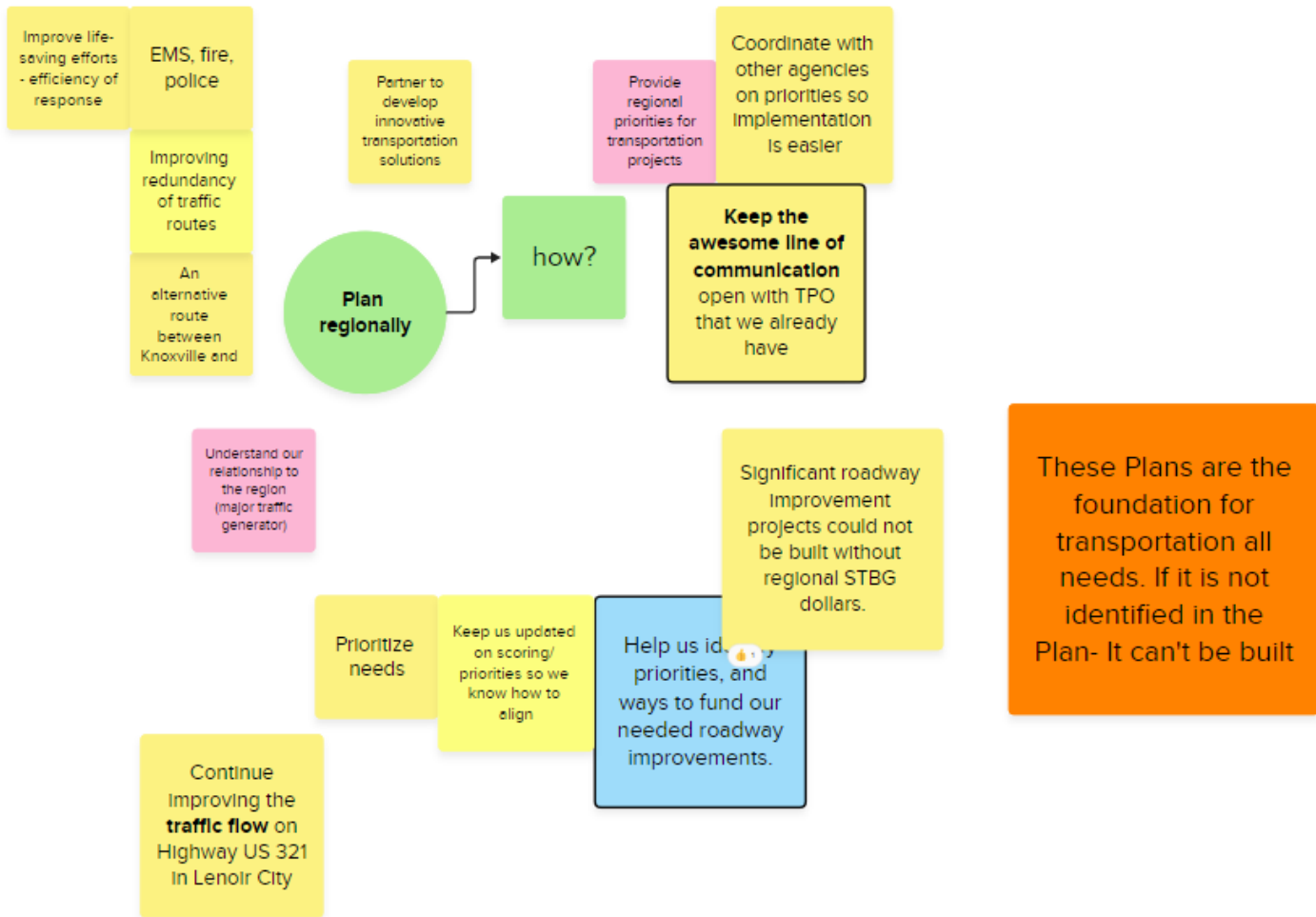
Roads are relatively reliable - you know how long it will take to get there

Not as many options for aging population

The GPS wants to put you on the interstate by default

**How can your ORGANIZATION or AGENCY benefit from this Plan?**

*How can we keep you involved / informed?*



**What OBSTACLES or PRESSURES may get in the way?**

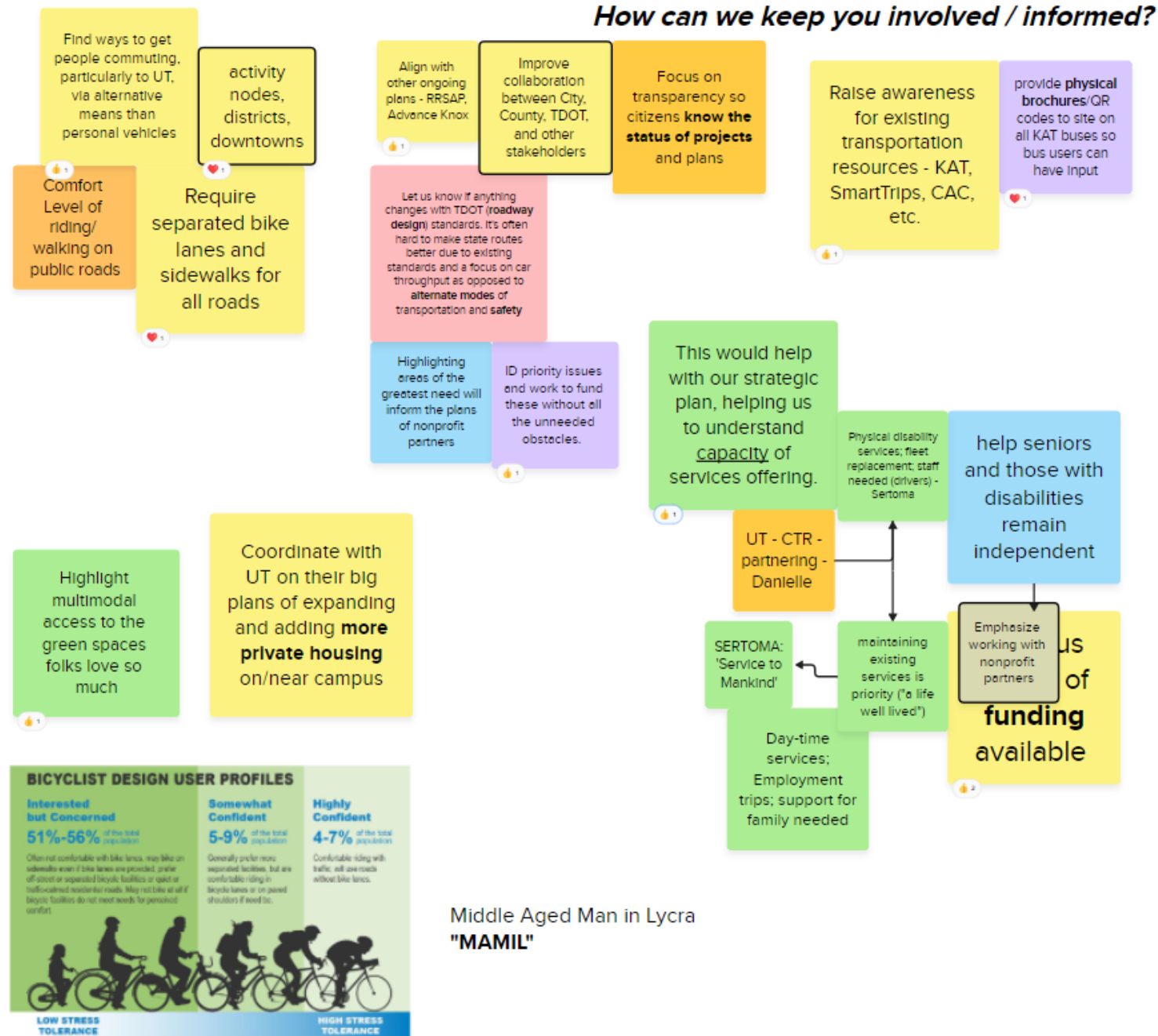




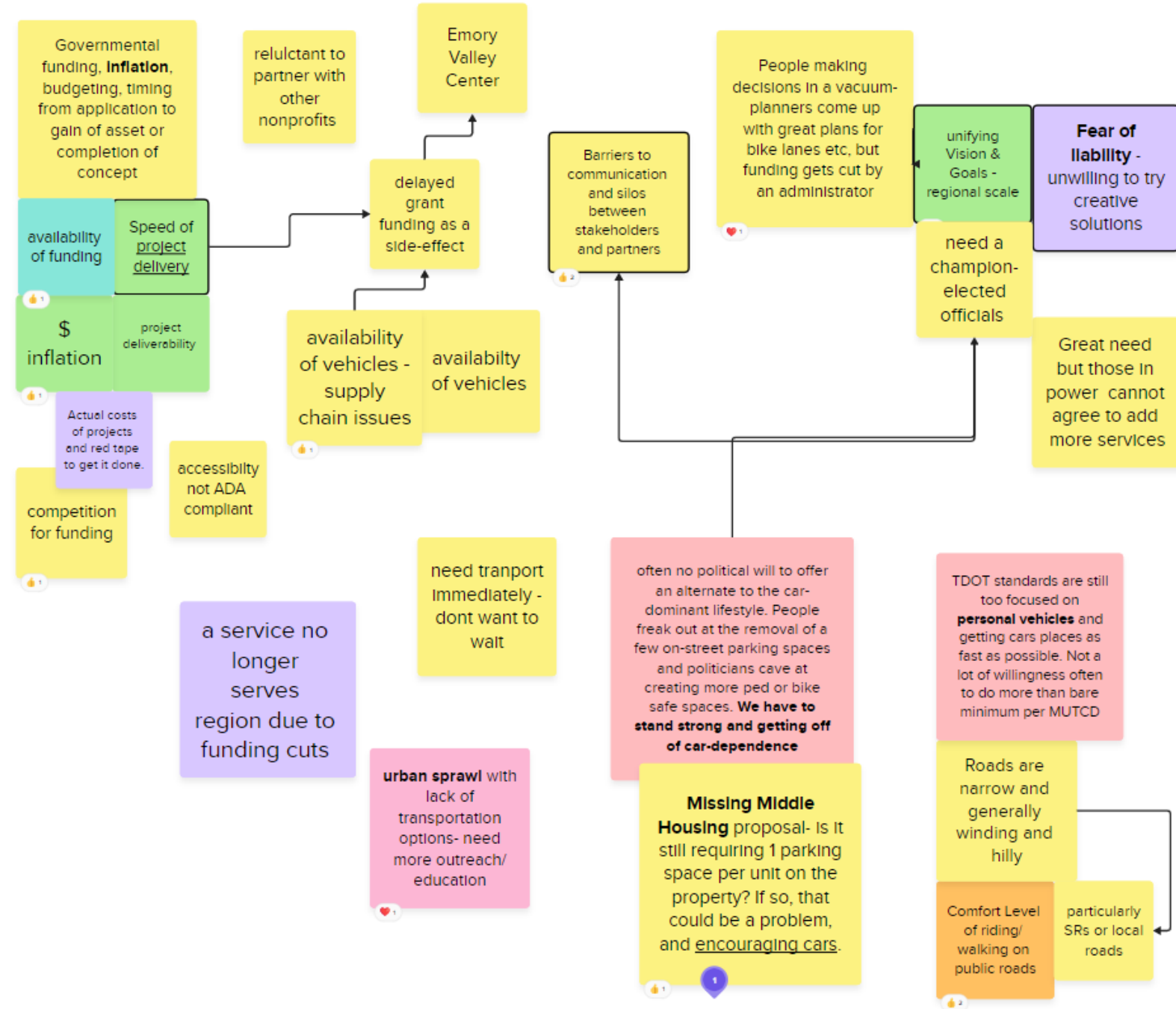


## How can your ORGANIZATION or AGENCY benefit from this Plan?

### How can we keep you involved / informed?



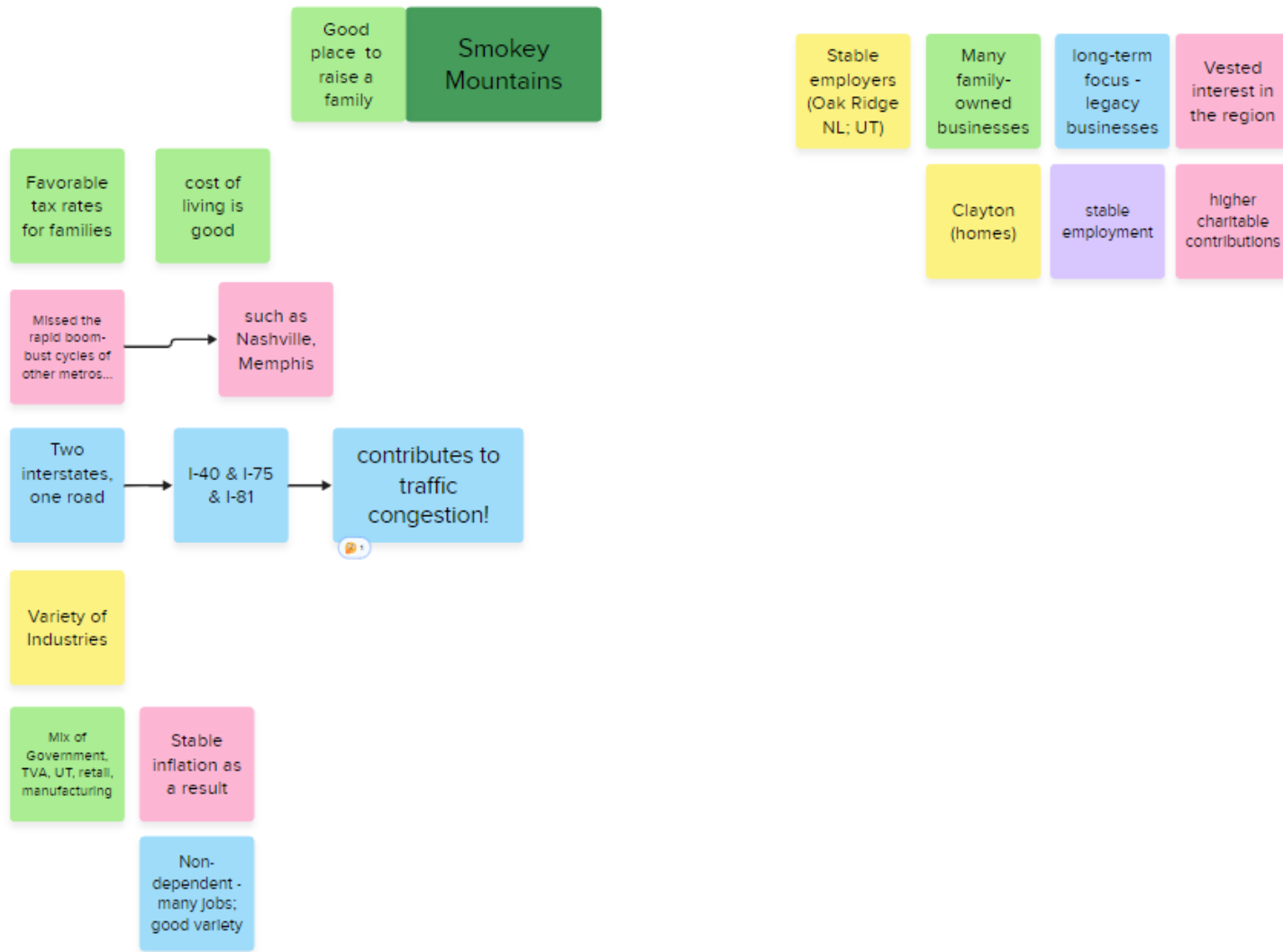
## What OBSTACLES or PRESSURES may get in the way?



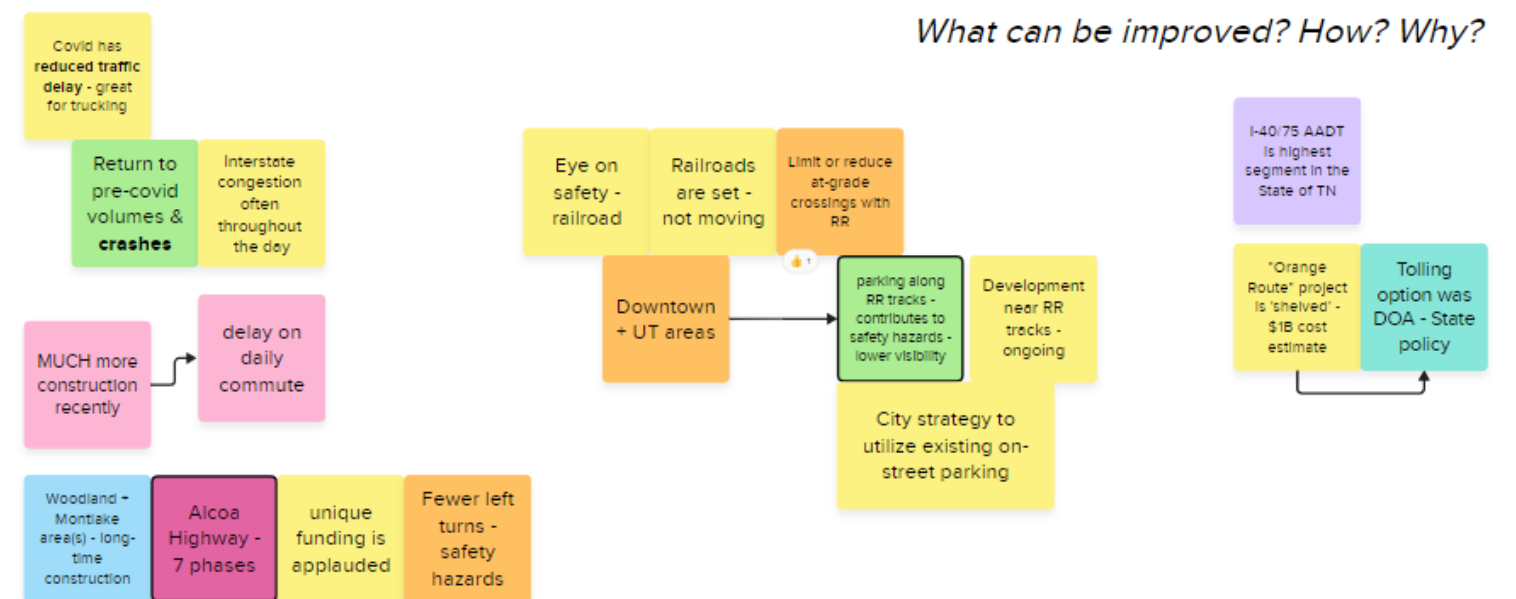


# Because YOU are the local experts in Knoxville... FREIGHT PROVIDERS / MAJOR EMPLOYERS / RAILWAY

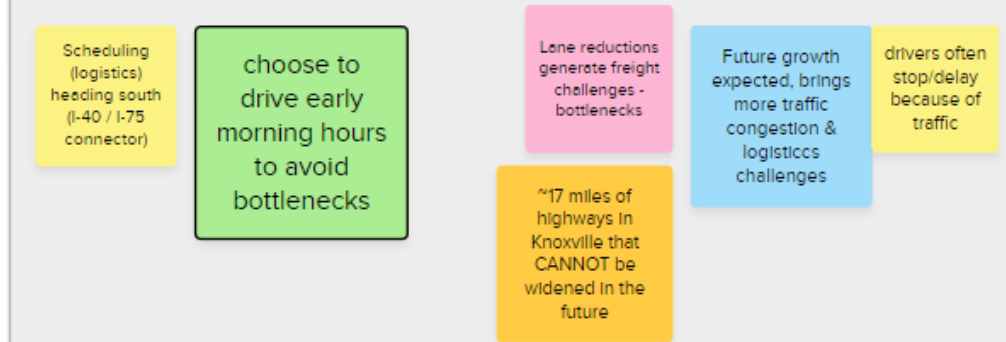
## What do YOU find unique about the Knoxville region, and why?



## Describe YOUR experience (or perspectives) relating with MOBILITY

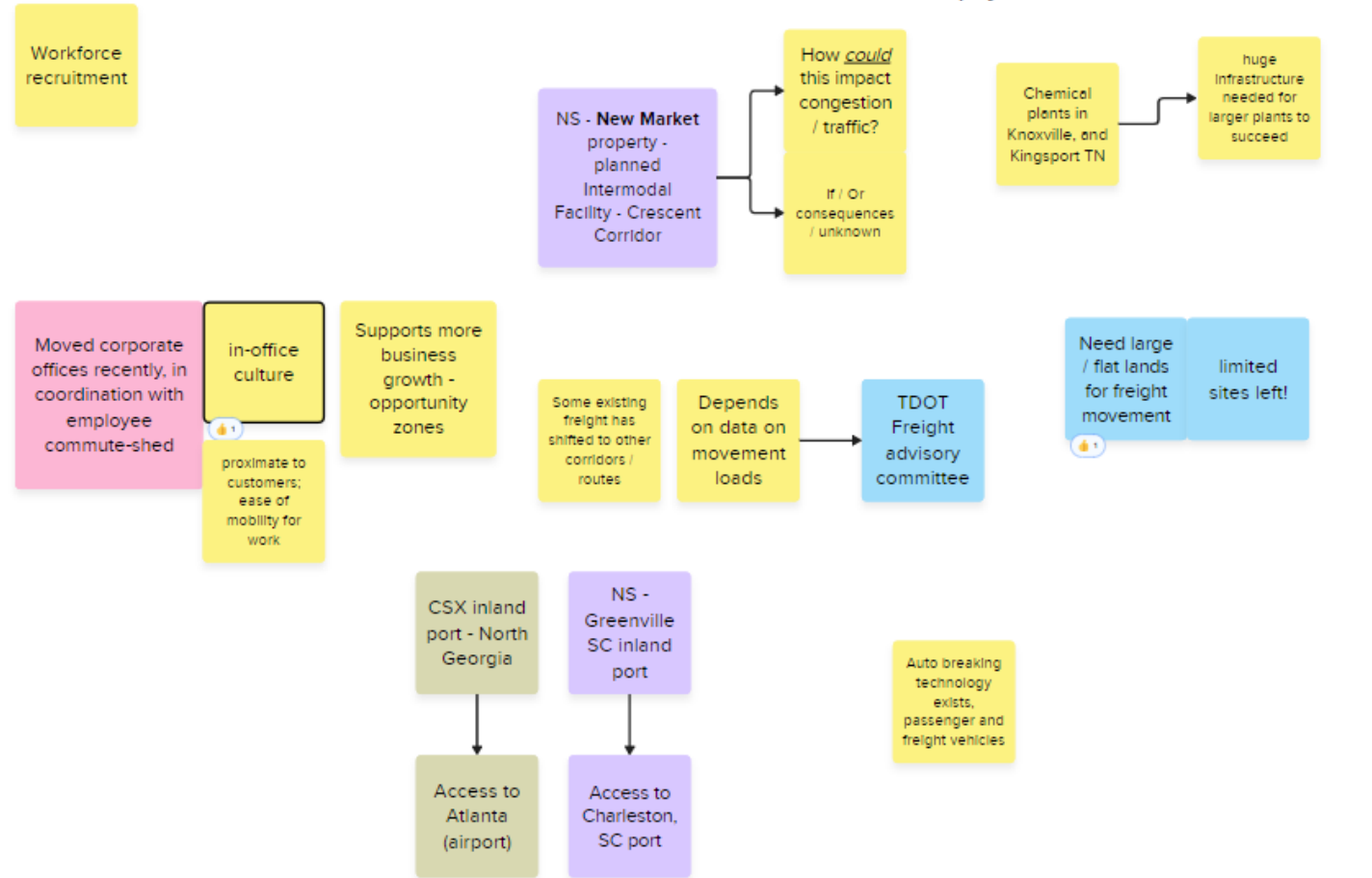


## What have your CONSTITUENTS shared with you?

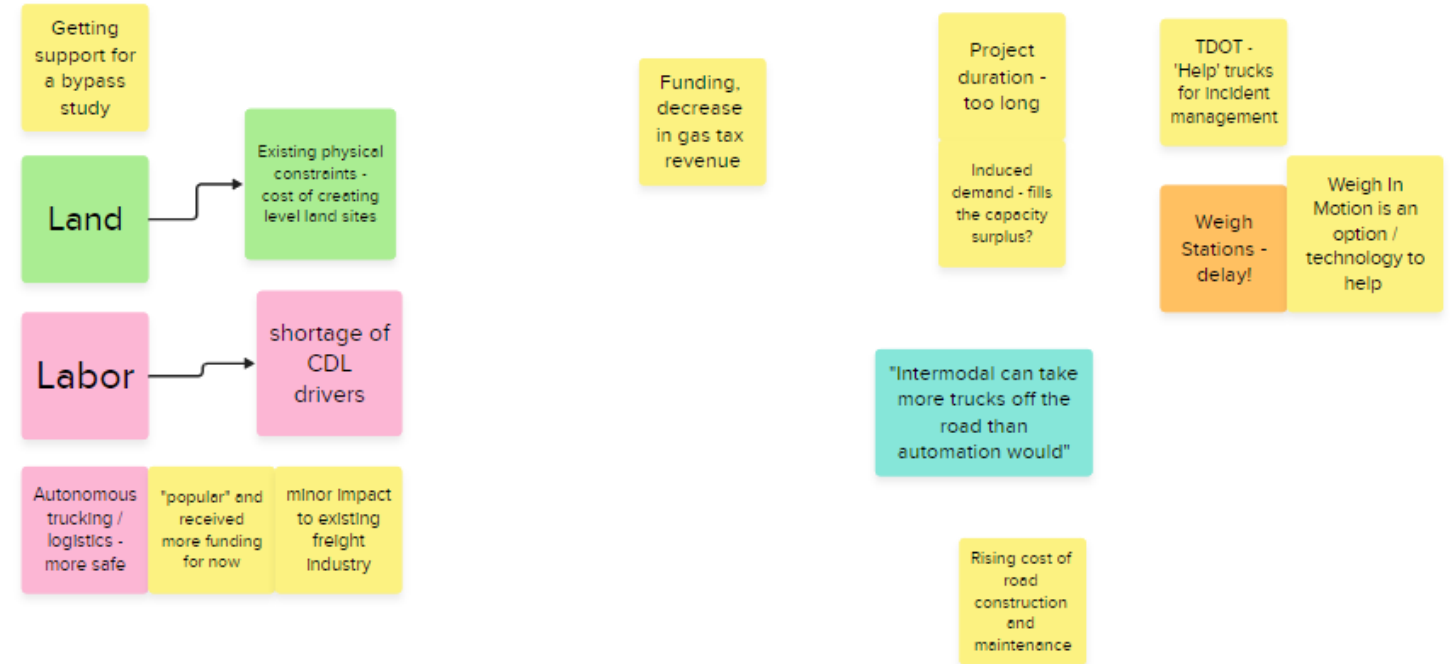


### How can your ORGANIZATION or AGENCY benefit from this Plan?

How can we keep you involved / informed?



### What OBSTACLES or PRESSURES may get in the way?

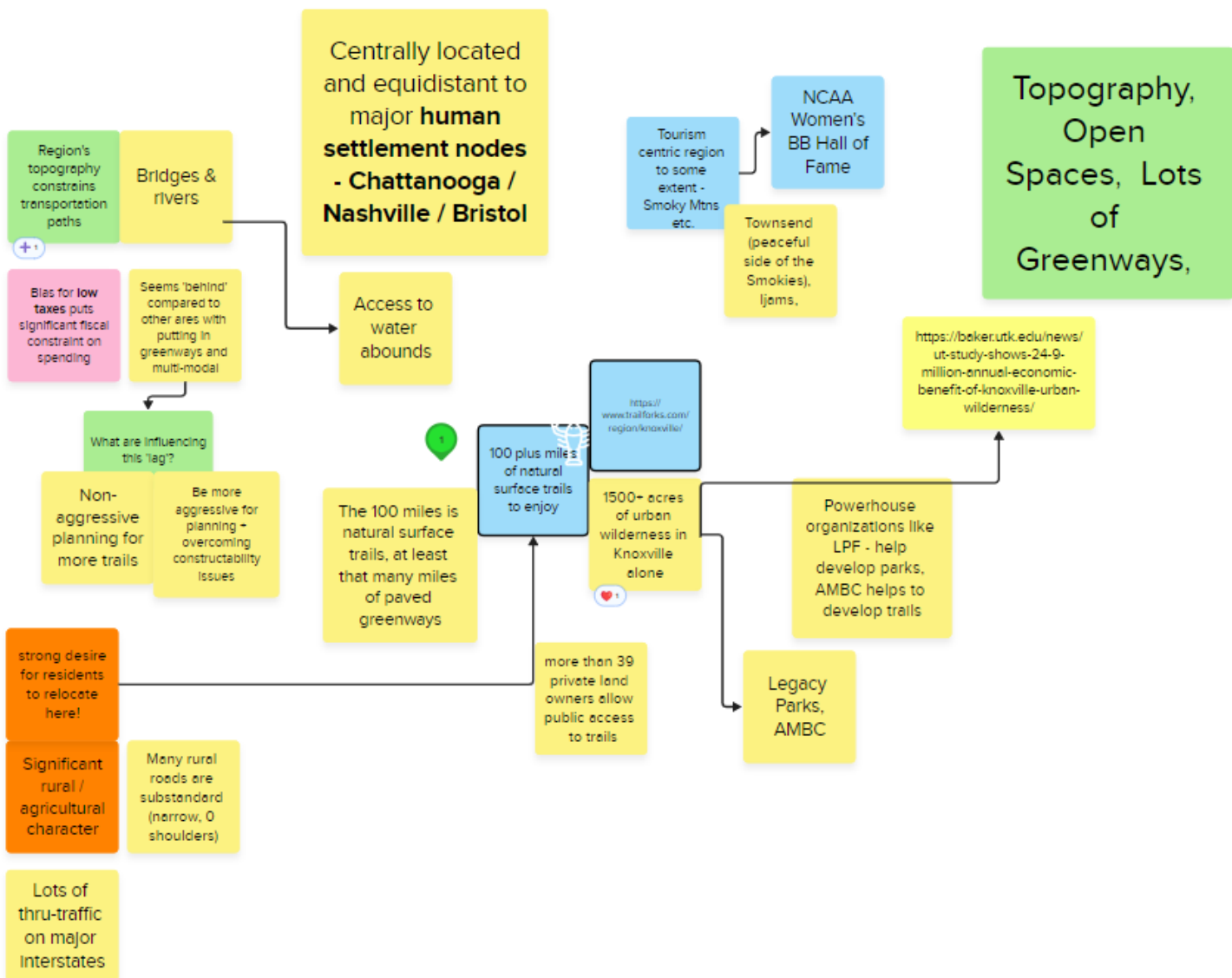






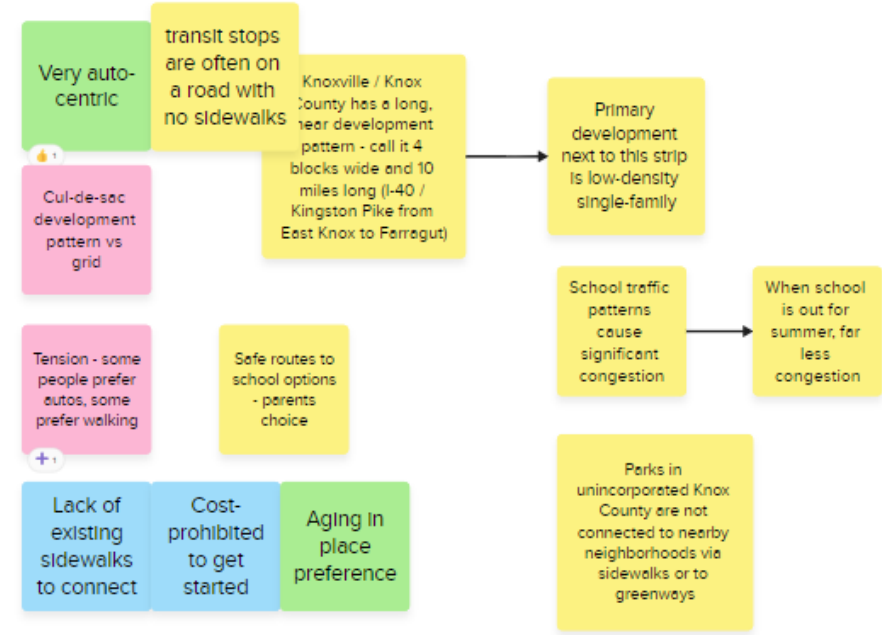
# Because YOU are the local experts in Knoxville... LAND USE / PARKS / LEISURE / PUBLIC HEALTH / SCHOOLS

What do YOU find unique about the Knoxville region, and why?



Describe YOUR experience (or perspectives) relating with MOBILITY

What can be improved? How? Why?



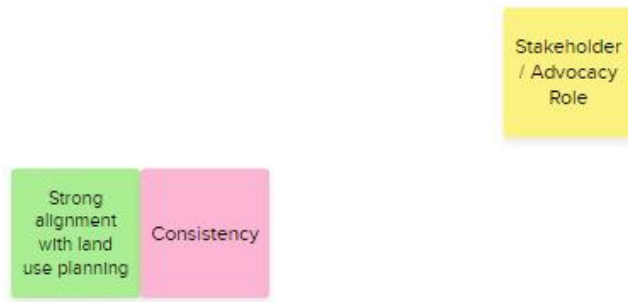
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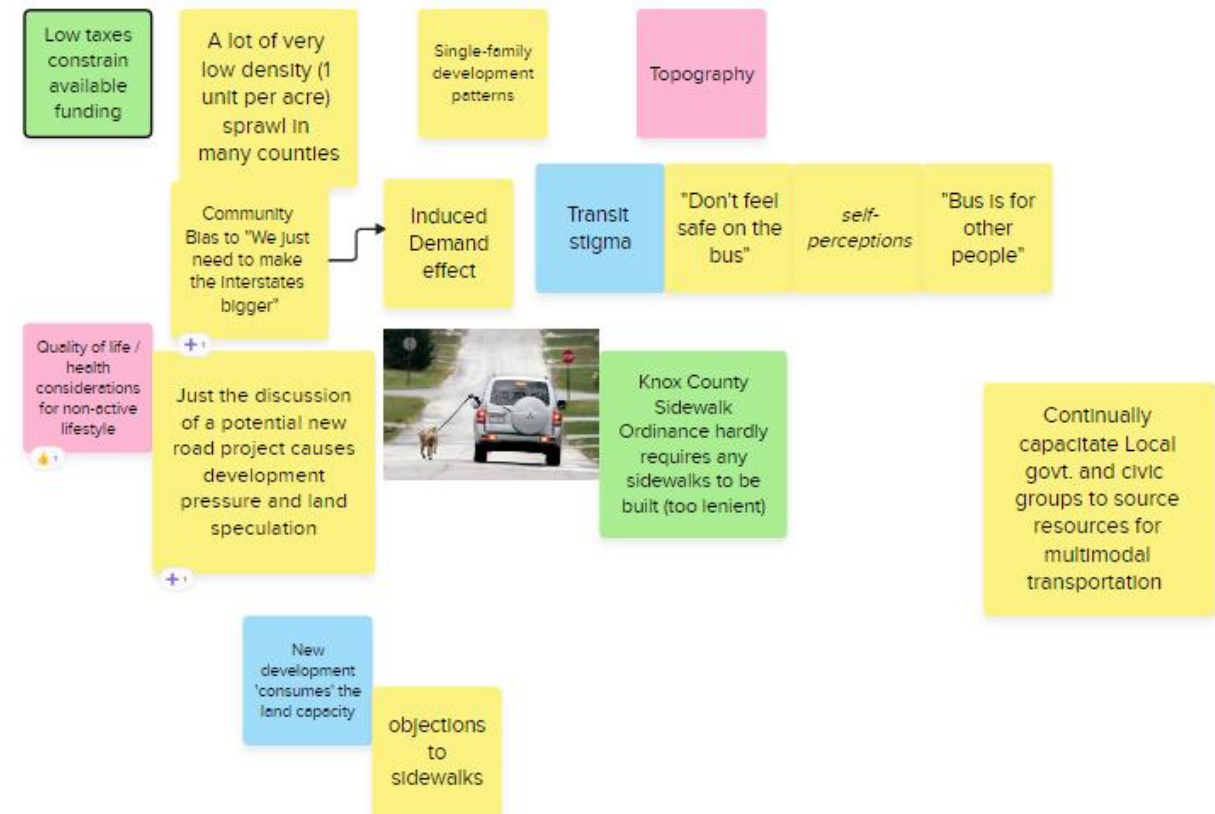


### How can your ORGANIZATION or AGENCY benefit from this Plan?

How can we keep you involved / informed?



### What OBSTACLES or PRESSURES may get in the way?







1

# Project Team



## Knoxville TPO

**Amy Brooks**  
[Amy.brooks@knoxplanning.org](mailto:Amy.brooks@knoxplanning.org)

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## Stantec

**Mike Rutkowski**  
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**Timothy Tresohlavy**  
[timothy.Tresohlavy@stantec.com](mailto:timothy.Tresohlavy@stantec.com)



2

# Metropolitan Transportation Plan is...

- Federal requirement – FHWA
- Long-range 20+ years
- Multimodal
- Fiscally-constrained
- Representation of **YOUR** local goals / needs



MOBILITYPLAN 2050

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## General Timeline

**21-month time frame**  
Sept 2023 – May 2025



MOBILITYPLAN 2050

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# Project Website

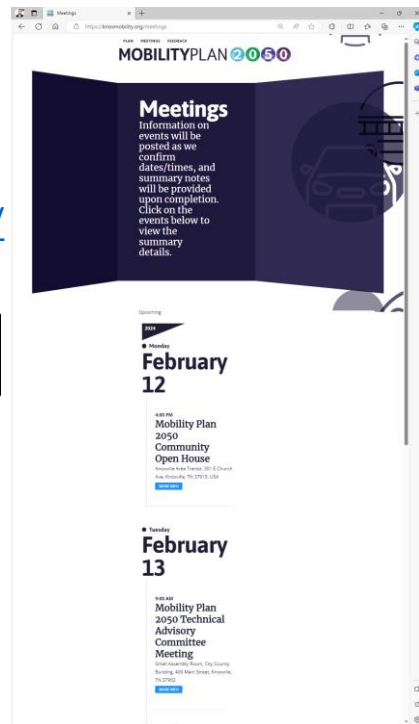
What we need from you: <https://knoxmobility.org/>

- Bookmark it!
- Share it!



Our launching point for Public Outreach

## MOBILITYPLAN 2050



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Visit [www.Menti.com](http://www.Menti.com) – use code 4109 8890

# Population Trends

Metropolitan/Micropolitan Statistical Area

## Knoxville, TN Metro Area

Knoxville, TN Metro Area is a Metropolitan/Micropolitan Statistical Area located in United States

[Share Profile](#)

**Higher than State averages:**

- 40 Median age (TN 39 years)
- 19% Seniors >65 years (17%)
- 15% have a disability (13%)

// United States / Knoxville, TN Metro Area

|   |  |  |   |
|---|--|--|---|
| <b>Populations and People</b><br>Total Population<br><b>879,773</b><br><small>PT   2020 Decennial Census</small>                                    | <b>~2%/year</b><br>since 2010 Census   | <b>Income and Poverty</b><br>Median Household Income<br><b>\$67,801</b><br><small>S1901   2022 American Community Survey 1-Year Estimates</small>      | <b>Education</b><br>Bachelor's Degree or Higher<br><b>32.4%</b><br><small>S1501   2022 American Community Survey 1-Year Estimates</small> |
| <b>Employment</b><br>Employment Rate<br><b>58.7%</b><br><small>DP03   2022 American Community Survey 1-Year Estimates</small>                       | <b>Housing</b><br>Total Housing Units<br><b>393,836</b><br><small>H1   2020 Decennial Census</small> | <b>Families and Living Arrangements</b><br>Total Households<br><b>369,673</b><br><small>DP02   2022 American Community Survey 1-Year Estimates</small> | <b>Health</b><br>Without Health Care Coverage<br><b>8.1%</b><br><small>S2701   2022 American Community Survey 1-Year Estimates</small>    |
| <b>Business and Economy</b><br>Total Employer Establishments<br><b>18,931</b><br><small>CB2100CBP   2021 Economic Surveys Business Patterns</small> |  |  | <b>Race and Ethnicity</b><br>Hispanic or Latino (of any race)<br><b>44,667</b><br><small>P8   2020 Decennial Census</small>               |

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# Discussion

## Goals for 2050 Plan

|                          |                        |
|--------------------------|------------------------|
| Maintenance & Efficiency | Equitable Access       |
| More Options (mode)      | Congestion Reduction   |
| Safety & Security        | Preservation of Places |
| Health & Environment     | Economy & Freight      |

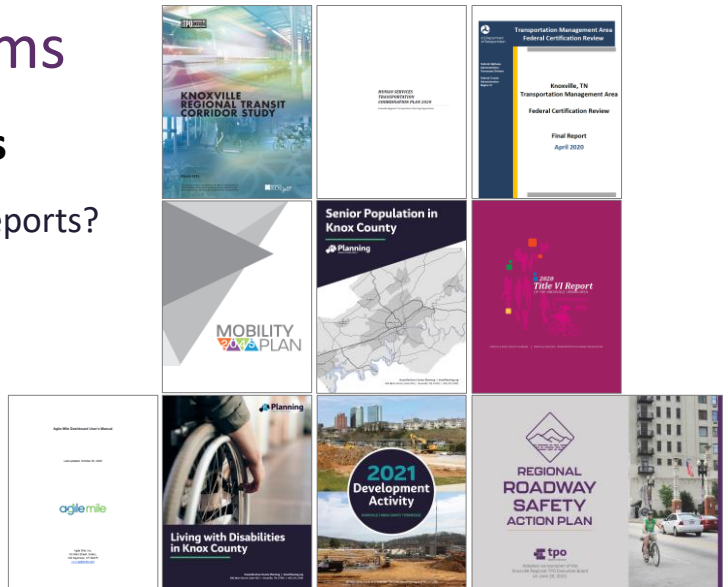
## MOBILITYPLAN 2050

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# Coordination Items

## Background Resources

- Previous studies / plans / reports?
- **What don't we know?**



## MOBILITYPLAN 2050

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# Today's Objectives

## You 'Steer' the conversation...

- What's MOST important to YOU or your ORGANIZATION?
  - Describe how Development relates with Mobility
  - How can this planning process BENEFIT your organization?
  - How can we keep you INFORMED?
- **PROMOTE** Project Website – survey – Interactive Map

## MOBILITYPLAN 2050

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# ATTENDEES

| Date   | Time    | Groups | # Identified | # attended                        |  |
|--------|---------|--------|--------------|-----------------------------------|--|
| 31-Jan | 9:00 AM | a      | 43           | 9                                 | Economic Development / Tourism / Mayors              |
| 1-Feb  | 9:00 AM | b      | 74           | 29                                | Traffic Ops / ITS / Transit / TDOT                   |
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|        |         |        | <b>229</b>   | <b>84</b>                         |  |
|        |         |        |              | Attendees                         |  |
|        |         |        |              | 16.8                              |  |
|        |         |        |              | <i>Avg. Attendees per Session</i> |  |

## MOBILITYPLAN 2050

13



## WHAT WE'VE DONE SO FAR:

**50+**  
participants  
total

## 3 Community Engagement Meetings

↓ ↓

**2** IN-PERSON  **1** VIRTUAL 

Stations allowed attendees to learn & share insights for the Mobility Plan. >

### 6 OPEN HOUSE STATIONS

### Project description & POLLING QUESTIONS



- REGIONAL ASSETS
- VISIONING EXERCISE
- ISSUES MAPPING STATION
- INTERACTIVE WORD CLOUD STATION
- MENTAL MAPPING EXERCISE
- COMMENT STATION

- FAVORITE PLACES
- MODES OF TRAVEL
- BIGGEST TRANSPORTATION ISSUE
- TOPICS TO FOCUS ON
- TRENDS IMPACTING THE FUTURE
- TRANSPORTATION CHALLENGES

## WHAT WE HEARD:

### Favorite Things...

### Current Needs & Wants...

 KAT Service & Downtown Trolley

 Parks & Green Spaces

 Farmers Market / Library / Zoo / University

 Connected Roadways & Greenways & Bikeways

 More frequent transit services (including microtransit)


 Preserve Parks & Green Spaces


 Safe Options for Biking & Walking

## What this Region could look/feel like by 2050?

 Housing Choices & Affordable Housing

 Attractive Streetscapes

 More Bikeways & Trails

 Reduced Vehicle Speeds & Safer Travel Options

 Protected Environment (ex: Smoky Mountains)

 More Walkable Streets

# Summary

## Knoxville Regional TPO 2050 MTP Update



Public Outreach  
Round #1

February 2024

## Meeting Locations

**Round #1 – Community Engagement** – three (3) meetings:

1. Monday February 12, 2024 from 4-7 pm at Knoxville Area Transit Center (20+ participants)
2. Tuesday February 13, 2024 from 12-1 pm [virtual meeting via zoom](#) (16+ participants)
3. Tuesday February 13, 2024 from 4-7 pm at Blount County Library (17+ participants)

Members of the project team hosted several community events for the Mobility Plan update. Notification of these events were posted to the project website, shared via email from TPO staff to stakeholder / newsletters, and promoted by Technical Advisory Committee members to their local constituents.

## Virtual Meeting Format (12-1 pm)

Online attendees were provided with a 15-min project description of the Mobility Plan, the KRTPO region, our partners, and how their input is valuable to the planning process. Polling question using Mentimeter offered feedback opportunities, in addition to the Zoom chat box. Polling questions included:

- **Name your favorite PLACES in the Knoxville area** – up to five (5) locations
- **Modes of travel that YOU use to move around the region** (all that apply)
- **Your biggest transportation issue**
- **What transportation topics should this plan focus on** (up to two)
- **Which trends may have the most impact on this region in the future**
- **What makes transportation more challenging** (up to two)

Discussion of polling results and chat box contributions allowed for additional insights, and clarification.

## In-Person Open House Format (4-7 pm)

Open House stations allowed attendees to learn and share their insights for the Mobility Plan, notably:

- **Regional Assets** – attendees were asked three prompts, recording their responses on post-it notes
  - a) *Your favorite thing about this region is...*
  - b) *One thing you would fix...*
  - c) *Your life would be easier if...*
- **Visioning Exercise** – open-ended
  - a) *What could this region look or feel like by 2050*
- **Issues Mapping Station:** featuring a large-scale map of the regional roadway network
  - a) *What places you visit often (or would like to)?*
  - b) *What gets in your way?*
- **Interactive Word Cloud Station** – Mentimeter poll using a QR code to join
  - a) *What are your favorite places in/around this region? (up to five)*
- **Mental Mapping Exercise** – draw your commute to work/school, noting landmarks
- **Comment Station** – open-ended comments of items that we may have missed
  - a) Demographic information was voluntary, for comparison with survey participants to date



## Summary of Feedback Received – selected themes / consolidated

### Favorite things about the Knoxville / Maryville region...

- KAT service and free downtown trolley
- Parks and greenspaces / greenways / Mountains and rivers / Rural areas / Open land
- Farmers Market / Library / Zoo
- Perfect size city
- Farm lands / Small Town / Walkable downtown Maryville

### One thing I would fix...

- Better connectivity of roadways
  - Narrow roadways in rural areas
  - "Wider is not better"
- More bus service / evening and late night service
- Holistic mobility (choices) / Safe options for walking or biking / wider sidewalks / inconsistent sidewalks
  - Bikeway gaps / separated bikeways
  - More greenways / conserve wildlife / more trails south of Maryville
  - "Pedestrians are overlooked"
- Preserve open spaces, while adding density in urban areas
- Pedestrian timing of traffic signal on Magnolia (too short)
- Alcoa Highway bike lanes just end
- Kingstone Pike / fix existing roads first, no more new roads / No bypass around Maryville

### My life would be easier if...

- Transit service later into the evening / longer hours / more frequent service / closer to my house
  - Microtransit service to existing bus lines
  - Rideshare + local shuttle buses (circulator)
- No on-street parking / more convenient on-street parking
- Connecting greenways / more trails
- Population growth was slower / more manageable
- eBikeshare program / sidewalks / bike safety bells
- Share the road
- "Fewer new residents"

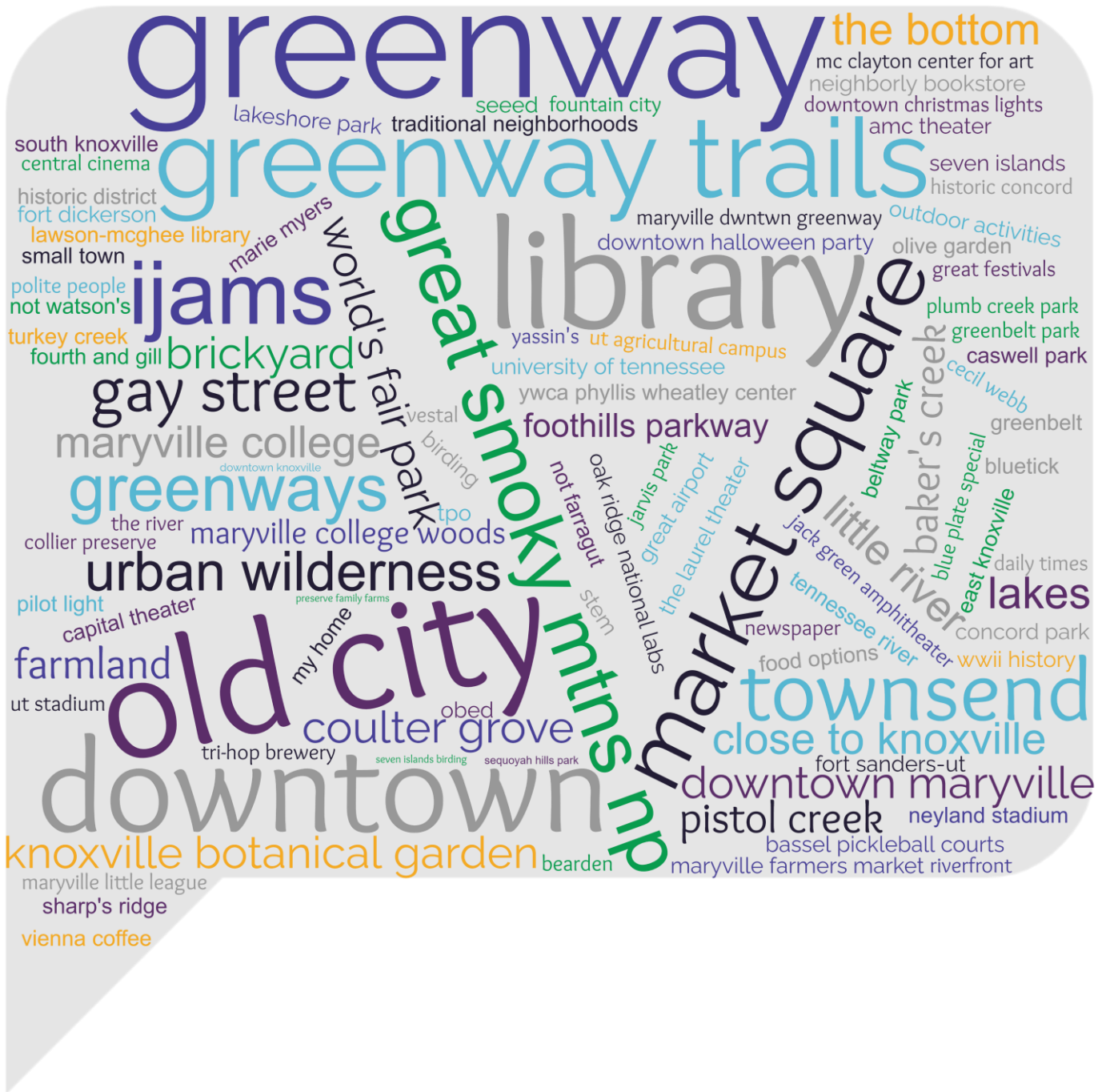
### What could this Region Look Like or Feel Like by 2050

- Density of development (housing) to be more walkable / Transit oriented development
  - Housing choices / affordable housing
  - Mobility without the need for a car / Fewer cars / more transit
  - Better planning for density and walkability / less pavement
  - Avoid sprawl and office parks
  - Controlled population growth / Small Town feel / More greenspaces
- Safety: Vision Zero goals, and reducing speeds
  - Improved visibility on our roads (lighting, and reflectivity)
- Transit services: regional options, and more downtown circulator(s)
- Attractive streetscapes with more trees / shade / more greenspaces
  - More sidewalks
  - Balance of open spaces, housing, parks, and roadways / Outdoor living!
- Community belongingness, and happy citizens / slower growth rates
- Complete the highway projects: I-75/40 connector; Pellissippi Parkway I-140 extension
- Air quality improvements / alternative fuels / electric school buses
  - Solar panels within parking lots
  - Protect the environment
- Bikeways, especially separated from cars
  - Bike repair / maintenance stations





**Interactive Word Cloud** – What are your favorite places in the region?  
 Composite of all three meetings: 176 contributions



**ATTACHMENTS**

- Virtual Open House Results (slides) – PDF
- Visioning Exercise – What could this region look or feel like by 2050 – PDF
- Mental Mapping Exercise – Draw your commute to work/school from memory - PDF
- Comment Cards - PDF
- Comment Cards – Demographics summary – PDF

Stay involved - Project website: [www.KnoxMobility.org](http://www.KnoxMobility.org)

# MOBILITYPLAN



## Knoxville TPO 2050 MTP Update

Community **Virtual** Open House – Lunch & Learn  
Tuesday, February 13, 2024

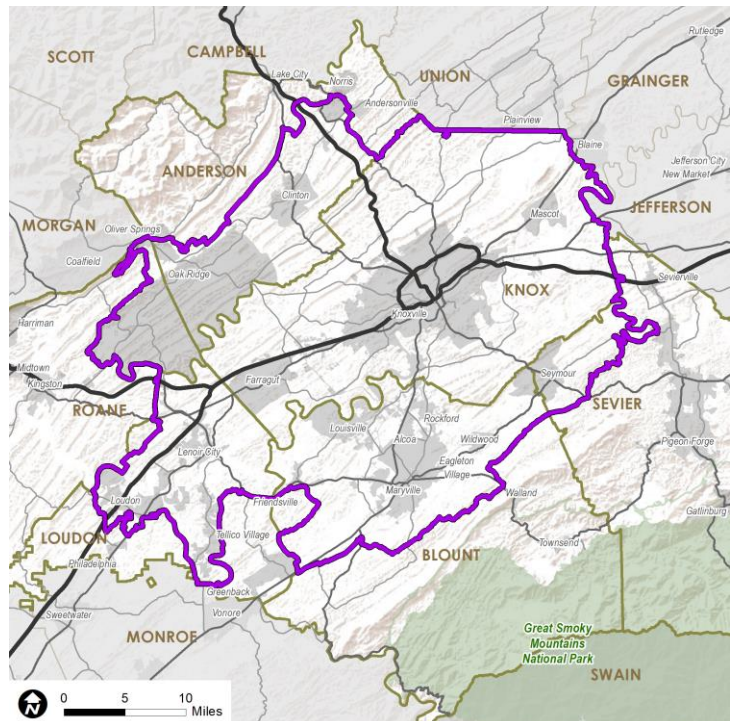
1

### Who is this plan?



### Knoxville TPO

- Amy Brooks**  
[Amy.brooks@knoxplanning.org](mailto:Amy.brooks@knoxplanning.org)
- Mike Conger**  
[mike.conger@knoxplanning.org](mailto:mike.conger@knoxplanning.org)
- Craig Luebke**  
[Craig.Luebke@knoxplanning.org](mailto:Craig.Luebke@knoxplanning.org)
- Doug Burton**  
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2

# Project Teammates



3

## Today's Topics

1. *What is this Plan?*
2. *What do we (think we) know?*
3. *Tell us about...* [Polling]
4. *How to stay connected*

Visit [www.Menti.com](http://www.Menti.com)

- Use code **5607 5575**
- or take a photo of this QR code



Name your favorite PLACES in the Knoxville area

**MOBILITYPLAN 2050**

4

## Metropolitan Transportation Plan is...

- **Federally-required:** all TPOs must do this every ~4 years!
- **Long-range:** 20+ years
- **Multimodal:** walking + biking + transit
- **Fiscally-constrained:** based on cost-effectiveness and needs
- Representation of **YOUR** local goals / needs

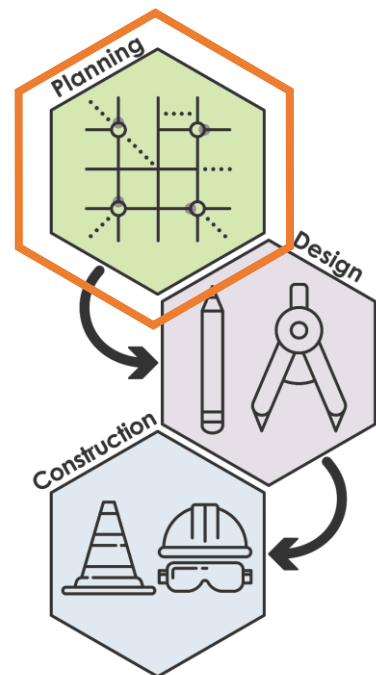


MOBILITYPLAN 2050

5

## Why Long-range Planning?

- “30,000-foot viewpoint”
  - First of many steps
  - Vision for the future - Be bold!
  - Prioritize needs
- **Step 1** in 3-step process →



MOBILITYPLAN 2050

6

# Why are YOU here?

- Validate issues
- Identify problem areas or corridors
- Guide multimodal recommendations
- Suggest priorities

## MOBILITYPLAN 2050

7

8

# General Timeline



**20+ month time frame**

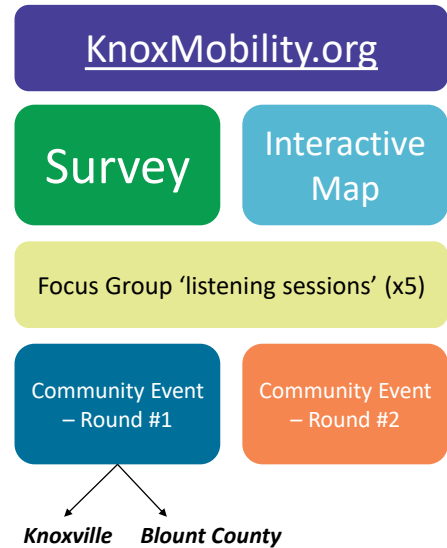
## MOBILITYPLAN 2050

8



## Outreach to date

- **3,280+** e-newsletter recipients
- **690+** survey participants
- **330+** point of interest added
- **84** focus group participants
- Three (3) Community Events this week:
  - Monday evening 4-7 pm
  - Tuesday afternoon *virtual* 12-1 pm
  - Tuesday evening 4-7 pm



MOBILITYPLAN 2050

9

## Today's Topics

1. *What is this Plan?*
2. *What do we (think we) know?*
3. ***Tell us about...*** [Polling]
4. *How to stay connected*

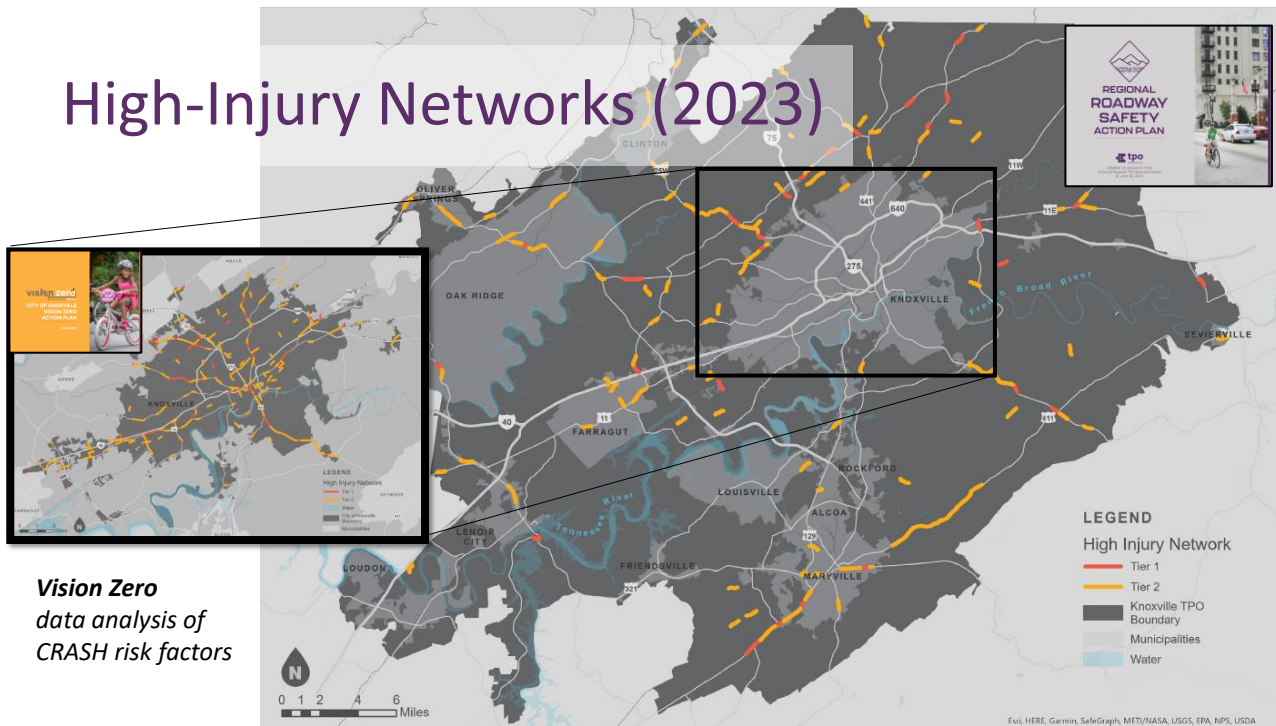
MOBILITYPLAN 2050

11





# High-Injury Networks (2023)

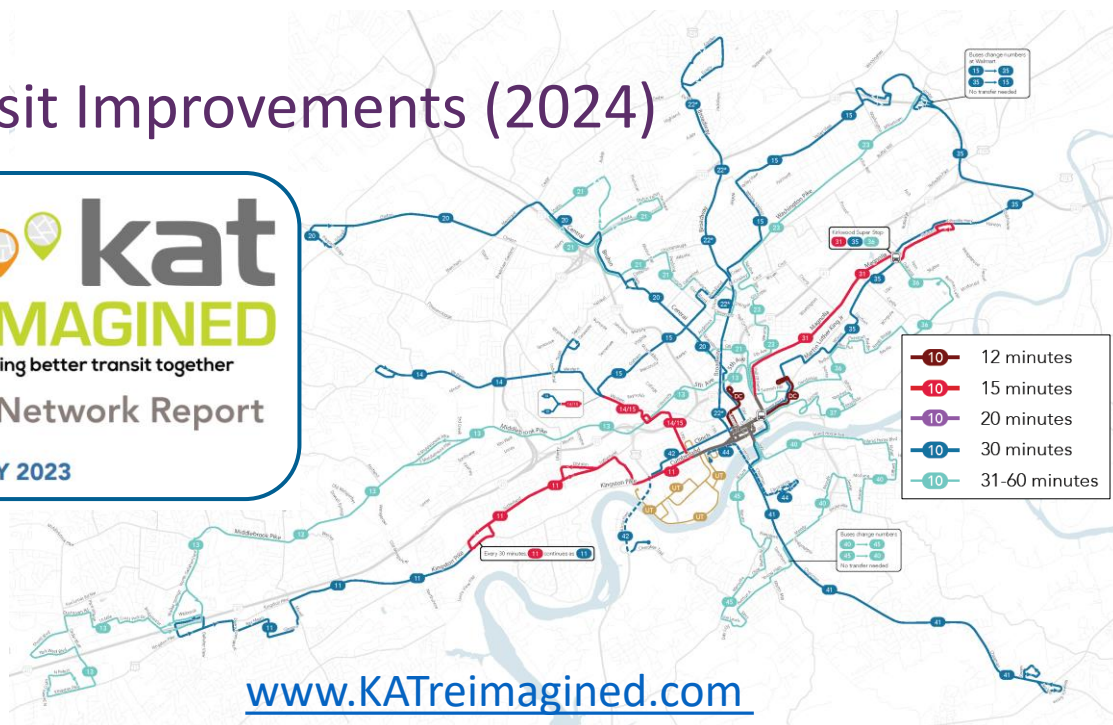


*Vision Zero data analysis of CRASH risk factors*

16

# Transit Improvements (2024)

**kat**  
**REIMAGINED**  
designing better transit together  
Draft Network Report  
JANUARY 2023



17

# Today's Topics

1. *What is this Plan?*
2. *What do we (think we) know?*
3. **Tell us about...** [Polling]
4. *How to stay connected*

Visit [www.Menti.com](http://www.Menti.com)

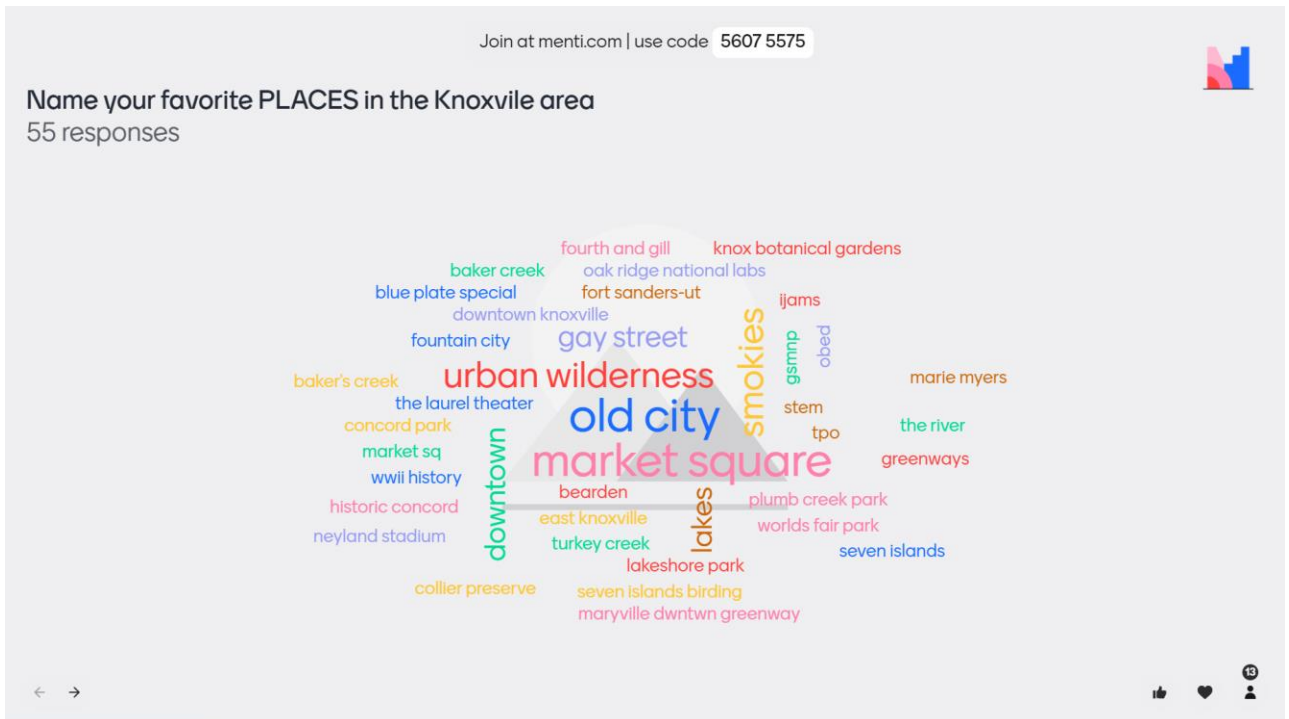
- Use code **5607 5575**
- Or take a photo of this QR code



Name your favorite PLACES in the Knoxville area

**MOBILITYPLAN 2050**

18



19

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# Q1: How do YOU move around this region? (check all that apply)

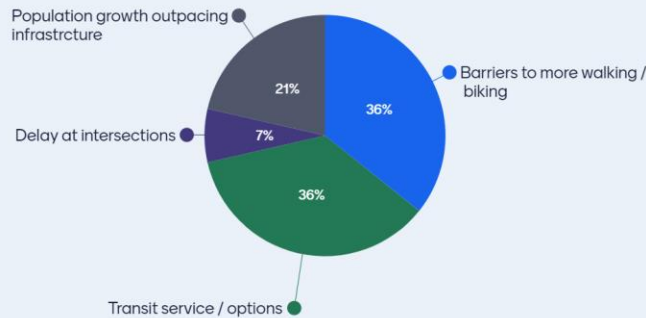


20

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# Q2: What is YOUR biggest transportation ISSUE? (choose 1)

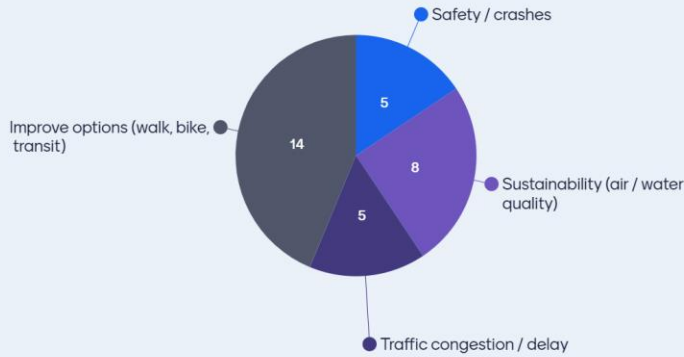


21

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### Q3: What topics are MOST important to focus on? (choose 2)



22

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### Q4: Which trend has the most IMPACT on this region's transportation future? (choose 1)



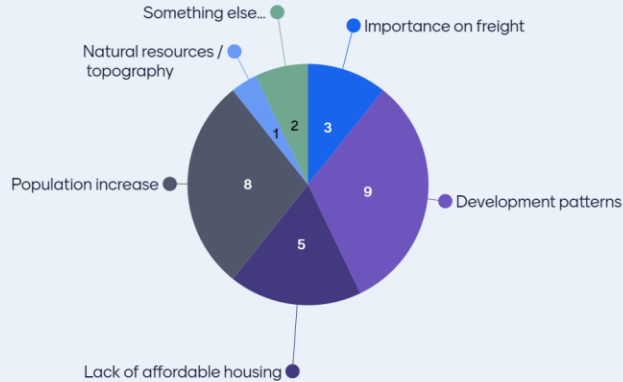
23



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## Q5: What makes transportation MORE CHALLENGING? (choose 2)



← →



24

## Today's Topics

1. *What is this Plan?*
2. *What do we (think we) know?*
3. ***Tell us about...*** [Polling]
4. ***How to stay connected***

MOBILITYPLAN 2050

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B-66

# How to Stay Connected

- [www.KnoxMobility.org](http://www.KnoxMobility.org)
- Feedback tab

## THANK YOU!

MOBILITYPLAN 2050

PLAN MEETINGS FEEDBACK  
**MOBILITYPLAN 2050**

### Public Feedback

Your input is an essential element of this process. Help us out by visiting the links below, and please share them so your friends and neighbors can also contribute.

### Survey

We want to hear from you about what you would like to see for the future of transportation within the Knoxville region. Take the survey and share the link with your friends and neighbors! The project survey is confidential and participation is voluntary. The answers you provide will be collected and aggregated. Survey results will be shared here, during public meetings, and in the resulting final plan.

[Survey](#)

### Map

Visit the map to leave comments and suggestions for the Mobility Plan update. You will be able to make comments directly on the map by zooming into areas, streets, or specific intersections. This provides valuable feedback that is linked directly to locations in our study area. If you leave a comment early in the planning process, be sure to visit it again to see how the map grows over time!

[Interactive Map](#)

**Mobility Plan 2050**  
For more information or general inquiries, please contact us.

## VISIONING EXERCISE

What **COULD** this region **LOOK LIKE** or **FEEL LIKE** by 2050?

Easy walkability <sup>& biking</sup> via sidewalks, safe crossings, shade, etc  
within the city + between cities of Mayville + Alcoa

Less traffic congestion. Decrease size of intersections - maybe  
more roundabouts. Option for park-n-ride if  
traveling from Blount Co to Knoxville.

More green space both for walkers/bikers + car drivers.  
Perhaps wider sidewalks w/ more trees  
divided streets w/ boulevards / central trees in median

Central place that is in downtown like  
Founders Square that has connectiveness radiating  
out to make it easy for people to access.

## VISIONING EXERCISE

What **COULD** this region **LOOK LIKE** or **FEEL LIKE** by 2050?

Slow down development to maintain  
more of the small town atmosphere



## VISIONING EXERCISE

What **COULD** this region **LOOK LIKE** or **FEEL LIKE** by 2050?

A balance between open spaces, outdoor gathering spaces, greenspaces + traffic + housing/buildings. Avoid excess buildings + concrete! Any new development needs to incorporate walking/wheelchair movement/access. sort of similar to Fussgänger zones in Germany where parking is outside of development + to allow for walking within the development.

## VISIONING EXERCISE

What **COULD** this region **LOOK LIKE** or **FEEL LIKE** by 2050?

Node / Transit Oriented Development  
"Protected" Greenspace  
More neighborhood/comm-scale parks  
More required sidewalks  
Required connectivity.

## VISIONING EXERCISE

What **COULD** this region **LOOK LIKE** or **FEEL LIKE** by 2050?

- MOVE I-75/I-40 THRU TRAFFIC OFF OF CURRENT I-75/I-40 ROAD SPACE.
- PELLISSIPPI INTERSECTION WITH I-40 TRAFFIC BACK-UP DAILY 4-7 PM EASTBOUND.
- COMPLETE I-140 EXTENSION.

T.S.

## VISIONING EXERCISE

What **COULD** this region **LOOK LIKE** or **FEEL LIKE** by 2050?

Fewer cars — some mass transit  
More walkability + bicycles  
With better planning, we could have neighborhood nodes that connect with towns, schools, shopping, etc without destroying trees and green space.  
Less pavement. More natural spaces

## VISIONING EXERCISE

What **COULD** this region **LOOK LIKE** or **FEEL LIKE** by 2050?

More Development in Downtown Maryville, also more developed areas around Pellissippi Parkway + Topside Road  
 Growth in East Knox County  
 Additional Greenways in Blount County connecting rural Blount County to Greenways in Alcoa + Maryville

## VISIONING EXERCISE

What **COULD** this region **LOOK LIKE** or **FEEL LIKE** by 2050?

- More Greenspace - Controlled Growth.
- Upgrade current Roads
- Protect Environment.

## VISIONING EXERCISE

What **COULD** this region **LOOK LIKE** or **FEEL LIKE** by 2050?

<sup>Easy to reach</sup>  
Dense development / redevelopment in existing municipal centers ~~and~~ low density / natural spaces that can be reached by mass/shared transit.

Avoid sprawl, office parks, residential cul-de-sacs.  
Plenty of services, retail, etc in dense centers,  
calm + nature everywhere else.

## VISIONING EXERCISE

What **COULD** this region **LOOK LIKE** or **FEEL LIKE** by 2050?

By 2050, our region could be a leader in how to effectively balance development and commerce with <sup>the</sup> rural economy and agriculture. Blount County could invest in protecting agricultural zones, create incentives for retiring farmers to sell to younger farmers ~~instead~~ instead of developers, and adopt a "fix it first" philosophy about our roads and highways instead of insisting that ~~all~~ new roads are better. This region could be a leader for the State of Tennessee, which has agriculture on the state seal, along with commerce. In 2050, we could have smart growth and farmland and conservation easements for all to enjoy. We could ~~see~~ the end of the push for the Pellissippi Parkway Extension.



## VISIONING EXERCISE

What **COULD** this region **LOOK LIKE** or **FEEL LIKE** by 2050?

More greenspace — less roads

## VISIONING EXERCISE

What **COULD** this region **LOOK LIKE** or **FEEL LIKE** by 2050?

- Public transit
- Accessible sidewalks and street housing.
- Downtown development.
- Greenway trails.
- Hotels.
- Parks.
- Local festivals.
- College / Educational development

## VISIONING EXERCISE

What **COULD** this region **LOOK LIKE** or **FEEL LIKE** by 2050?

- \* Cleaner air from less traffic congestion/idling & more electric/active transportation
- \* Streets with safe speed limits, protected bike lanes, & unbroken, connected sidewalks
- \* A thriving, accessible community led micro-mobility system for each region
- \* Preserved open spaces, increased urban tree canopy, expanded greenways
- \* EVSE compatibility for all new builds & fully electric fleets for buses, trucks, etc
- \* Workforce development programs to help funnel youth into green transportation jobs
- \* Increased autonomy through greater, safe transportation options

## VISIONING EXERCISE

What **COULD** this region **LOOK LIKE** or **FEEL LIKE** by 2050?

- Light rail/express bus from downtown to Gatlinburg, airport & Cades Cove
- cohesive greenway network designed for transportation as much as or more than for recreation
- limit through traffic in downtown
- better utilization of riverfront for aesthetic & recreational benefit (publicly owned)
- rail access to Nashville, Chattanooga, Atlanta via Amtrak
- kids feel safe and have fun while walking & biking to school
- infill development supports walkable, bikeable, transit accessible communities
- government prioritizes local lifestyles over tourist experience
- cost of living is accessible for service industry workers, teachers, etc.

## VISIONING EXERCISE

What **COULD** this region **LOOK LIKE** or **FEEL LIKE** by 2050?

- It could smell better because nobody's burning gasoline.
- It could have extensive downtown tree canopy.
- It could have a large downtown area that's car free.
- It could have electric school buses.
- It could have heat reflecting pavement on major streets.
- It could have protected bike lanes all over town.
- It could have a bicycle freeway.
- It could have EVSE at all the movie theatres + concert venues.
- It could require permeable pavement + ~~the~~ solar canopies in all parking lots.

## VISIONING EXERCISE

What **COULD** this region **LOOK LIKE** or **FEEL LIKE** by 2050?

Compact housing developments + mixed use development to allow a less car-dependant lifestyle (connected sidewalk + bike lane networks)

- Reach Vision Zero goals



## VISIONING EXERCISE

What **COULD** this region **LOOK LIKE** or **FEEL LIKE** by 2050?

Train/Tram from ~~here~~ here to Nashville + Chattanooga (maybe Atlanta)

intentional bike transportation: protected lanes, signage, speed limits conducive to the growing active transport community

Big car-free areas of downtown.

## VISIONING EXERCISE

What **COULD** this region **LOOK LIKE** or **FEEL LIKE** by 2050?

- ⇒ pedestrianized areas downtown + other dense neighborhoods
- ⇒ light rail + buses connecting all parts of Knoxville + access to surrounding towns + GSMNP
- ⇒ protected bike lanes / bike routes through all neighborhoods connecting parks, stores, nightlife, etc.
- ⇒ revival of trams downtown + Happy Holler
- ⇒ Henley Street converted to green space for an expansion of World's Fair Park
- ⇒ bike maintenance stations + charging for e-scooters + e-bikes
- ⇒ affordable housing so people can live in the same neighborhood that they work

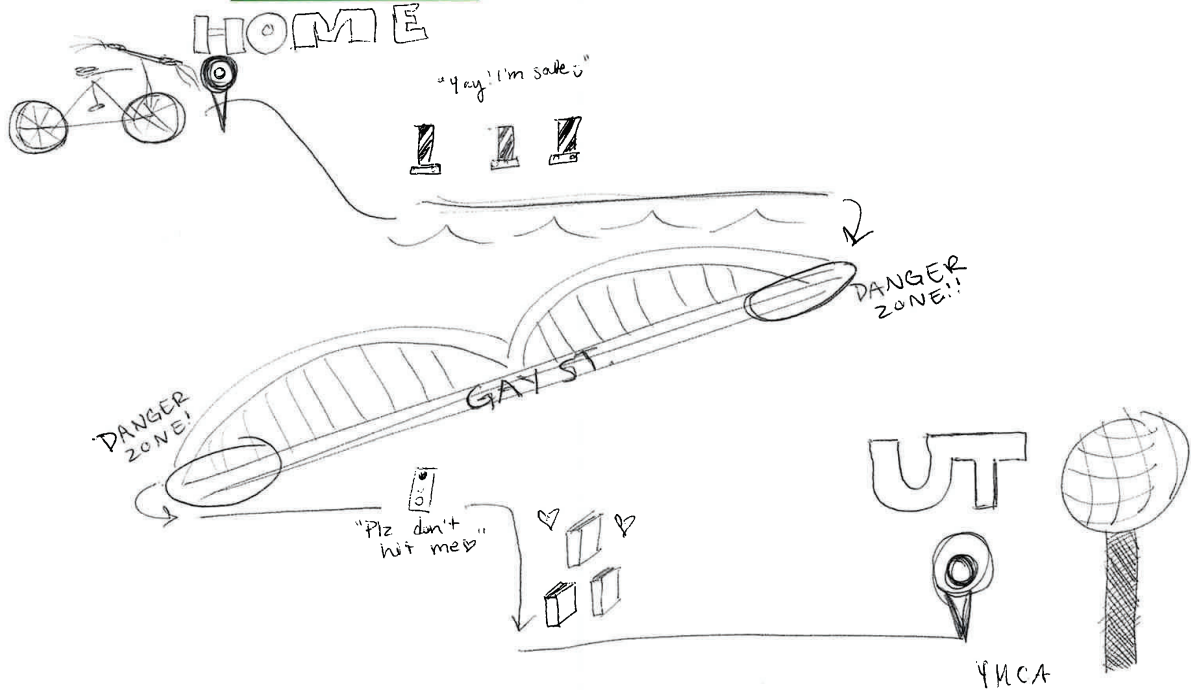
What **COULD** this region **LOOK LIKE** or **FEEL LIKE** by 2050?

We live in a beautiful place + weather is good most of the time but we spend too much time inside → our cars, houses, buildings ⇒ need better accessibility to safe places, safe roads, safe neighborhoods and schools by walking, biking, transit for all ages + abilities. ~~It~~

Our zoning + development codes need to focus on more diverse housing with mixed retail + commercial areas. Schools should be in neighborhoods where children from elementary to high school can walk + bike to school on safe streets with sidewalks + bike facilities

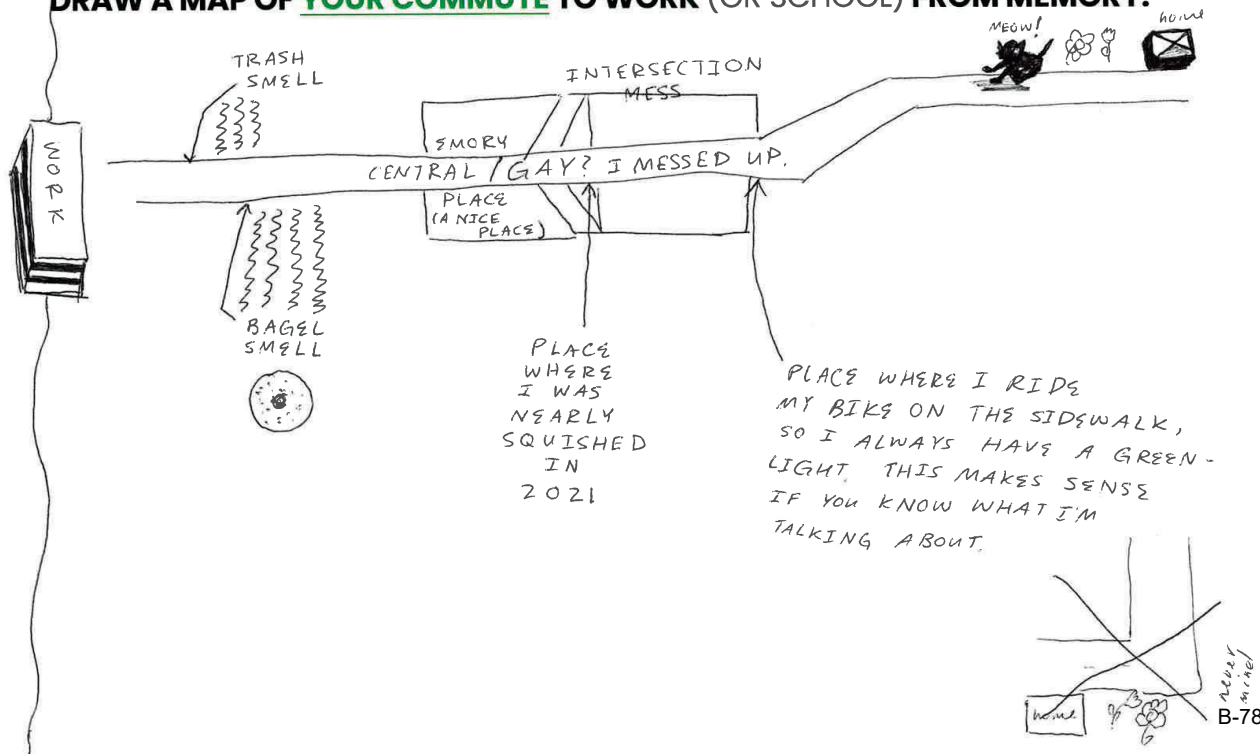
# MENTAL MAPPING EXERCISE

DRAW A MAP OF **YOUR COMMUTE** TO WORK (OR SCHOOL) FROM MEMORY.



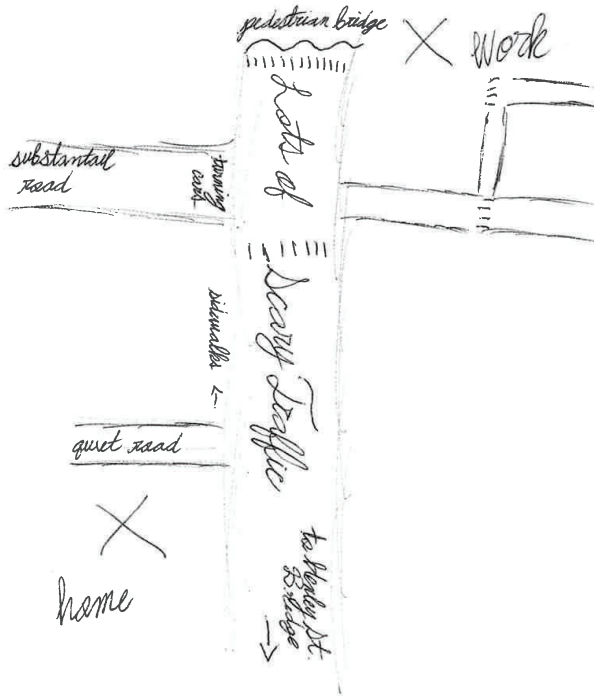
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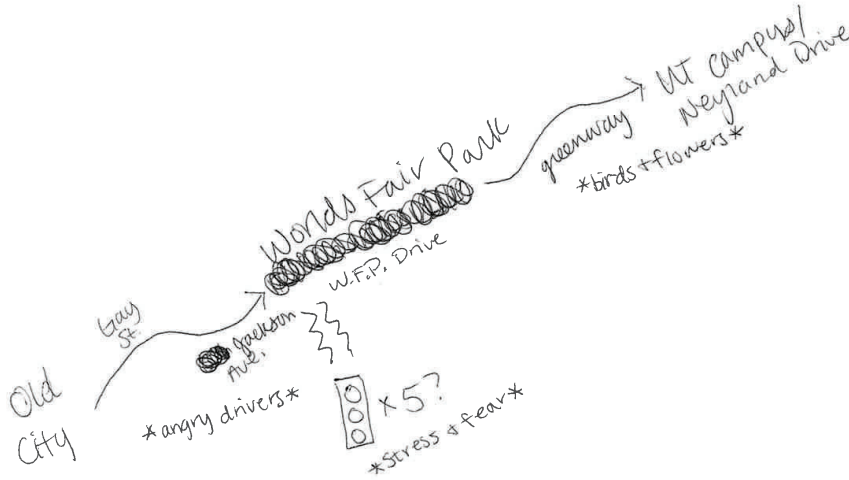
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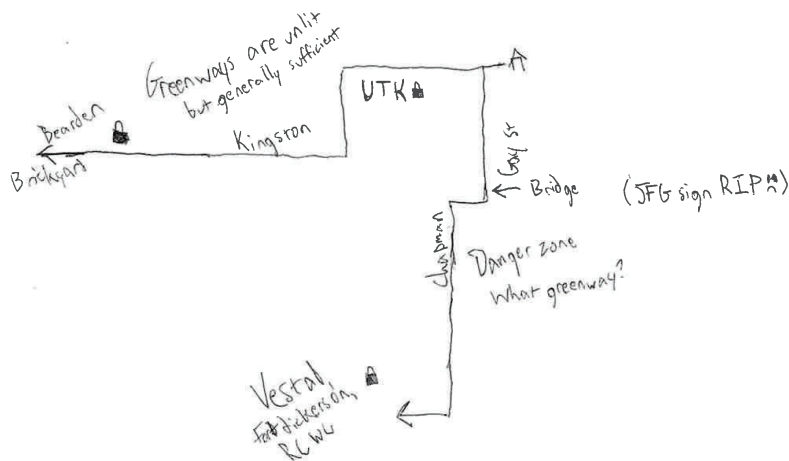
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# MENTAL MAPPING EXERCISE

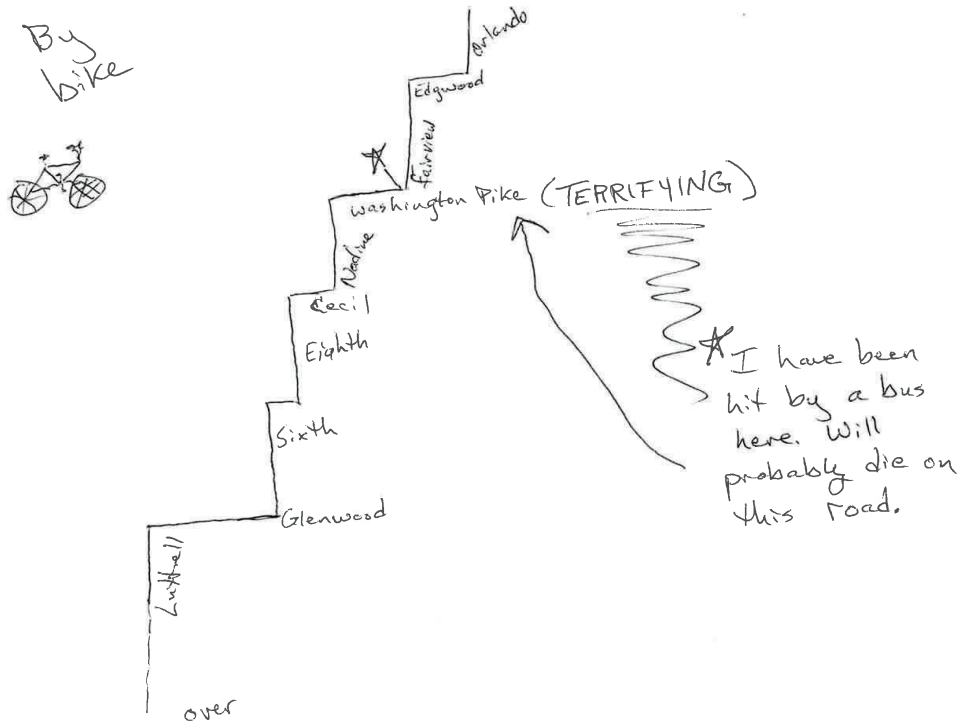
DRAW A MAP OF YOUR COMMUTE TO WORK (OR SCHOOL) FROM MEMORY.





# MENTAL MAPPING EXERCISE

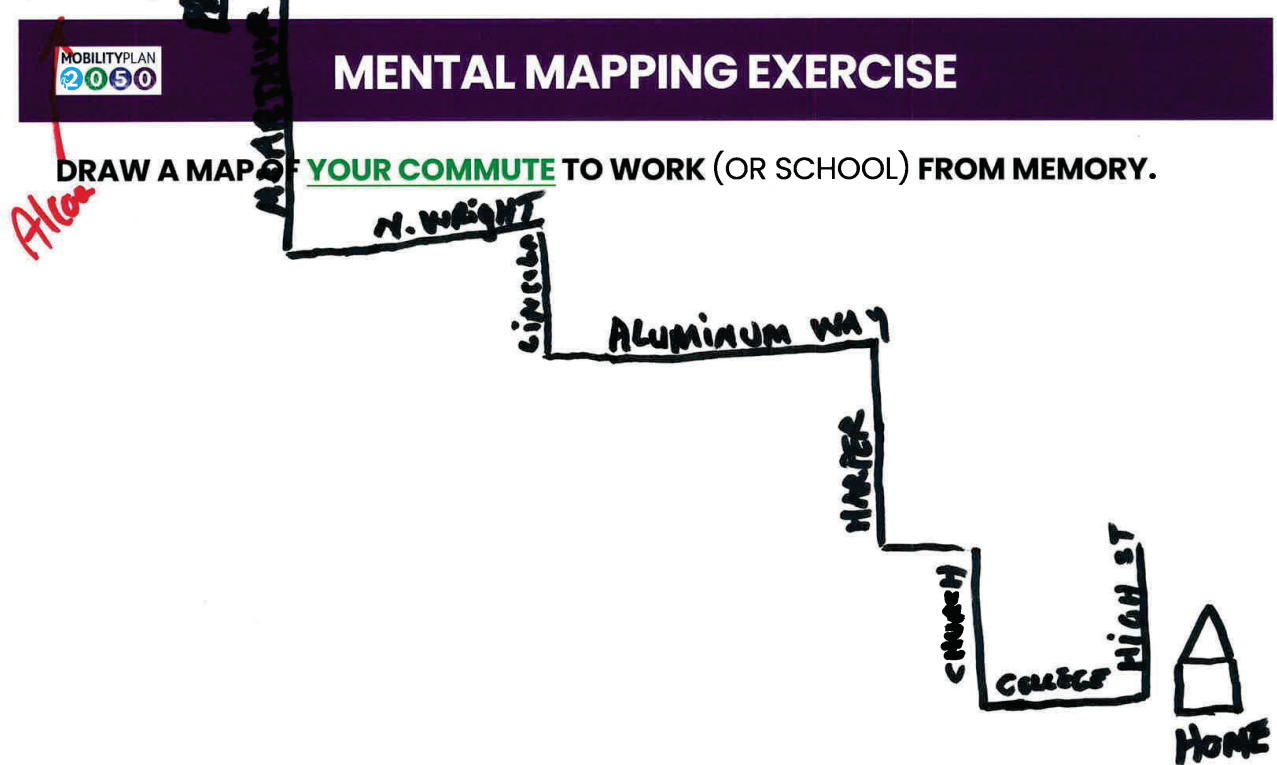
DRAW A MAP OF YOUR COMMUTE TO WORK (OR SCHOOL) FROM MEMORY.



Work →

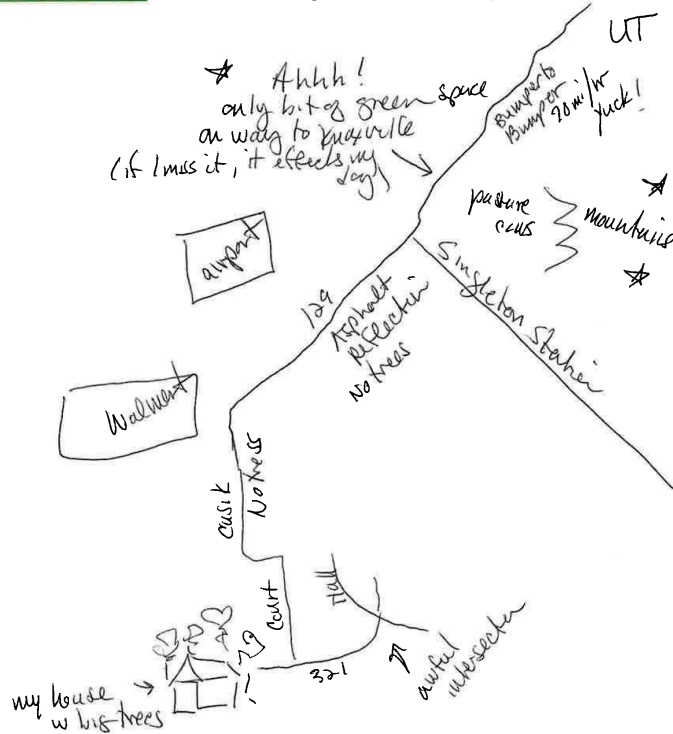
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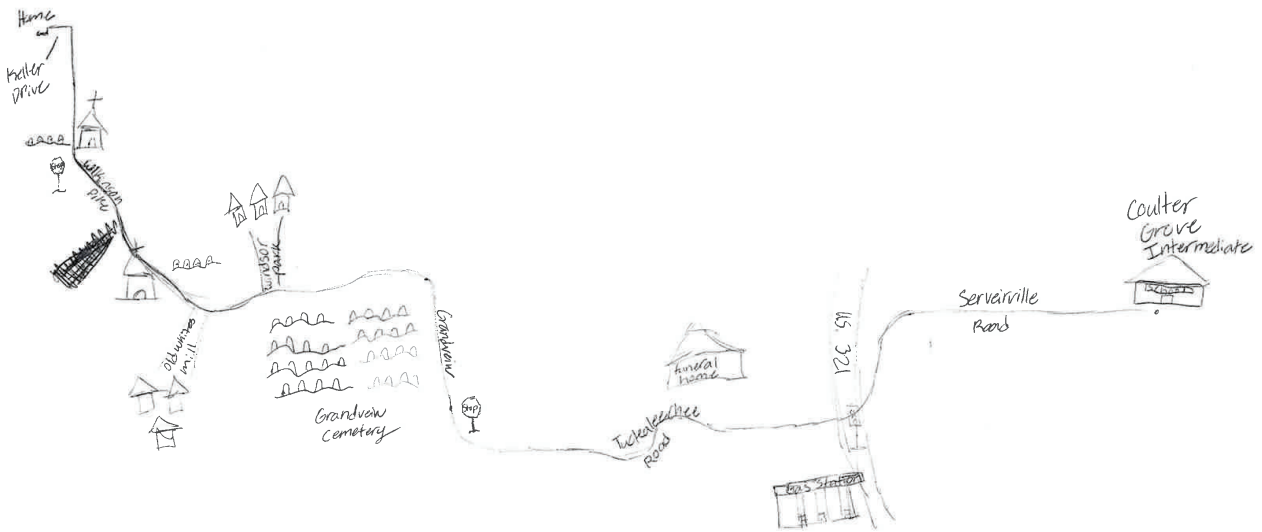
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# MENTAL MAPPING EXERCISE

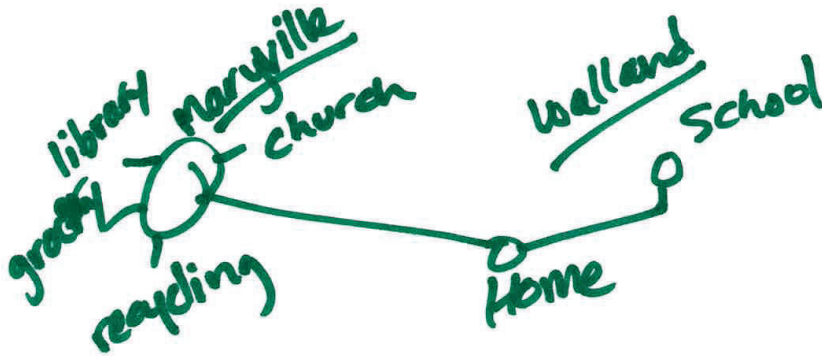
DRAW A MAP OF YOUR COMMUTE TO WORK (OR SCHOOL) FROM MEMORY.





# MENTAL MAPPING EXERCISE

DRAW A MAP OF YOUR COMMUTE TO WORK (OR SCHOOL) FROM MEMORY.



# COMMENT CARD



**Is there something we missed here today? Write it here!**

Thank you so much. Appreciate you asking

*(demographic questions on the back)*

# COMMENT CARD



**Is there something we missed here today? Write it here!**

You did a great job!

*(demographic questions on the back)*

## COMMENT CARD



Is there something we missed here today? Write it here!

Free food

(demographic questions on the back)

## COMMENT CARD



Is there something we missed here today? Write it here!

I would like to see more alignment with the Comprehensive Land Use & Transportation Plan that is happening in Blount County. How does this process dovetail into that one? There's a lot of plans, but it would be great to see how they connect - or could connect.

(demographic questions on the back)

# COMMENT CARD



**Is there something we missed here today? Write it here!**

QUESTIONS ON OR ABOUT PELLISSIPPI PARKWAY EXTENSION - TOURISM

(demographic questions on the back)

# COMMENT CARD



**Is there something we missed here today? Write it here!**

We hope the proposed Pellissippi Parkway Extension is re-thought and never built. We do not need a highway like that going nowhere in the valley of our Little River. We need improvements to our existing road ~~network~~ network instead. Alcoa Highway is getting some help (thank you) but Chapman Hwy is very dangerous. Old US 411 is too busy + congested everywhere in Blount Co. The older + smaller roads are in need of maintenance

(demographic questions on the back) B-86



## COMMENT CARD

**Is there something we missed here today? Write it here!**

I would love more greenways, bicycle lanes, SIDEWALKS in our community! This is a great alternative to cars. However as I age I realize these modes will not be something I will be able to use. Eventually not even driving. I have learned about micro-transit in other cities. M-T. can pick a person up at home or a nearby stop. Then take them to a bus line or another destination. As our population ages this is needed. It's also needed since buses can't get to many parts of Knoxville, don't run at certain times. Families + individuals would have more access to doctors, shopping, entertainment than they do now.

(demographic questions on the back)

## COMMENT CARD

**Is there something we missed here today? Write it here!**

A bigger map would be nice for pointing out specific areas/roads

(demographic questions on the back)

COMMENT CARD



Is there something we missed here today? Write it here!

Need more Sidewalks . I live off of Westhills on a dead end block and trying to walk is ~~risky because~~ more than my block is risky because there are no sidewalks and I have to walk in people's yards when a car comes by

(demographic questions on the back)

COMMENT CARD



Is there something we missed here today? Write it here!

I will be moving to First Creek Apts.

will there be a bus ~~route~~ running in that area

They are down from Summit Hill. ~~50PPE~~

(demographic questions on the back) B-88

**Knoxville Mobility Plan - Community Engagement - Round #1**

Comment Card Demographics

Feb-24

**14 Comment cards received**

**How did you hear about this meeting?**

|           |               |
|-----------|---------------|
| 7         | Email         |
| 6         | Word of mouth |
| 2         | Newspaper     |
| 1         | Family        |
| <b>16</b> |               |

**How long have you lived within Eastern TN**

|           |     |             |
|-----------|-----|-------------|
| -         | 0%  | <1 year     |
| -         | 0%  | 1-5 years   |
| 3         | 21% | 6-10 years  |
| 2         | 14% | 11-19 years |
| 9         | 64% | 20+ years   |
| <b>14</b> |     |             |

**What is your approximate age category**

|           |     |                     |
|-----------|-----|---------------------|
| 1         | 7%  | 18 years or younger |
| 3         | 21% | 19 - 29 years       |
|           | 0%  | 30 - 39 years       |
| 1         | 7%  | 40 - 49 years       |
| 1         | 7%  | 50 - 59 years       |
| 8         | 57% | 60 year or older    |
| <b>14</b> |     |                     |

**What is the Zip code where you...**

| LIVE |          |                 | WORK or SCHOOL |          |                     |
|------|----------|-----------------|----------------|----------|---------------------|
|      | Location |                 |                | Location |                     |
| 4    | 37804    | Maryville east  | 3              | 37801    | Maryville southwest |
| 2    | 37803    | Maryville south | 1              | 37092    | La Vergne           |
| 2    | 37915    | Knoxville       | 1              | 37804    | Maryville east      |
| 2    | 37917    | Knoxville north | 1              | 37886    | Maryville east      |
| 1    | 37772    | Loudon County   | 1              | 37915    | Knoxville east      |
| 1    | 37886    | Maryville east  | 1              | 37996    | Knoxville           |
| 1    | 37902    | Knoxville       | 6              |          | Retired             |
| 1    | 37909    | Knoxville west  |                |          |                     |

**What best describes your race / ethnicity**

|           |     |                                    |
|-----------|-----|------------------------------------|
| 12        | 86% | White / European descent           |
| 2         | 14% | Black / African descent            |
|           | 0%  | Native Hawaiian / Pacific islander |
|           | 0%  | Native American / American Indian  |
|           | 0%  | Asian / Middle Eastern             |
|           | 0%  | Hispanic / Latino / Latinx         |
|           | 0%  | Other(s)                           |
| <b>14</b> |     |                                    |



# Summary

## Knoxville Regional TPO 2050 MTP Update



## Public Outreach Round #2

October 2024

### Meeting Locations

**Round #1 – Community Engagement** – three (3) meetings:

1. Monday October 21, 2024 from 4-7 pm at John O'Connor Senior Center (10+ participants)
2. Tuesday October 22, 2024 from 12-1 pm [virtual meeting via zoom](#) (19+ participants)
3. Wednesday October 23, 2024 from 4-7 pm at Blount County Library (25+ participants)

Members of the project team hosted several community events for the Mobility Plan update. Notification of these events were posted to the project website, shared via email from TPO staff to stakeholder / newsletters, and promoted by Technical Advisory Committee members to their local constituents.

### Virtual Meeting Format (12-1 pm)

Online attendees were provided with a 15-min project description of the Mobility Plan, the KRTPO region, our partners, and how their input is valuable to the planning process. Polling question using Mentimeter offered feedback opportunities, in addition to the Zoom chat box. Polling questions included:

- **What projects would make life better for your children?** (word cloud of responses)
- **What are the best / most useful return on investment for transportation dollars?** (word cloud)
- **Would you prefer LARGER, regional-scale projects that benefit everyone, or SMALL, local-scale projects that benefit your community?** Or perhaps a balance of both.
- **What are the most pressing problems to fix?** (choose three)
- **How do you want to see investment dollars spent?** (choose three)

Discussion of polling results and chat box contributions allowed for additional insights, and clarification.

### In-Person Open House Format (4-7 pm)

Open House stations allowed attendees to learn and share their insights for the Mobility Plan, notably:

- **What we've heard so far** – attendees could view feedback to date
- **Interactive Word Cloud Station** – Mentimeter poll using a QR code to join
  - a) *What projects would make life better for your children or grandchildren?*
  - b) *What are the best / most useful return on investment for transportation dollars?*
- **Project map and table of projects in the region** – attendees could view the list of ~170 projects by location and type of project (roadway, transit, bike/ped, ITS, or study)
- **Interactive Poster stations** (x3)
  - a) **Linear spectrum of: LARGE, regional-scale projects** that benefit everyone, or **SMALL, local-scale projects** that benefit a local community. With a middle line for maintaining a balance of both.
  - b) **Most pressing problems to fix** (choose three of the six categories presented)
  - c) **How do you want to see investment dollars spent?** (attendees were giving \$10 to spend among six buckets of project types; total results were tallied and presented as % of total)
- **Comment Station** – open-ended comments of items that we may have missed
  - Demographic information was voluntary, for comparison with survey participants to date

## Summary of Feedback Received – selected themes / consolidated

### Preference for safety and greenway projects (smaller / local projects)

- Connected sidewalks / More sidewalks / Greenways that connect / accessible sidewalks / ADA crosswalks and walkways / vertical separation for pedestrians
- Fewer distracted drivers / decreased turning radii (at intersections) / bollards / age-friendly design / marked crosswalks / lighting / traffic calming

### Distribution of project funds toward all modes of transportation

- Fix or maintain what we have first (existing roads and bridges) before building new facilities
- Sidewalks / Improving ability to move around without a car / Address walk-bike and Complete Streets corridor projects
- Improve transit before investing in roadway technology (ITS) or additional plans/studies

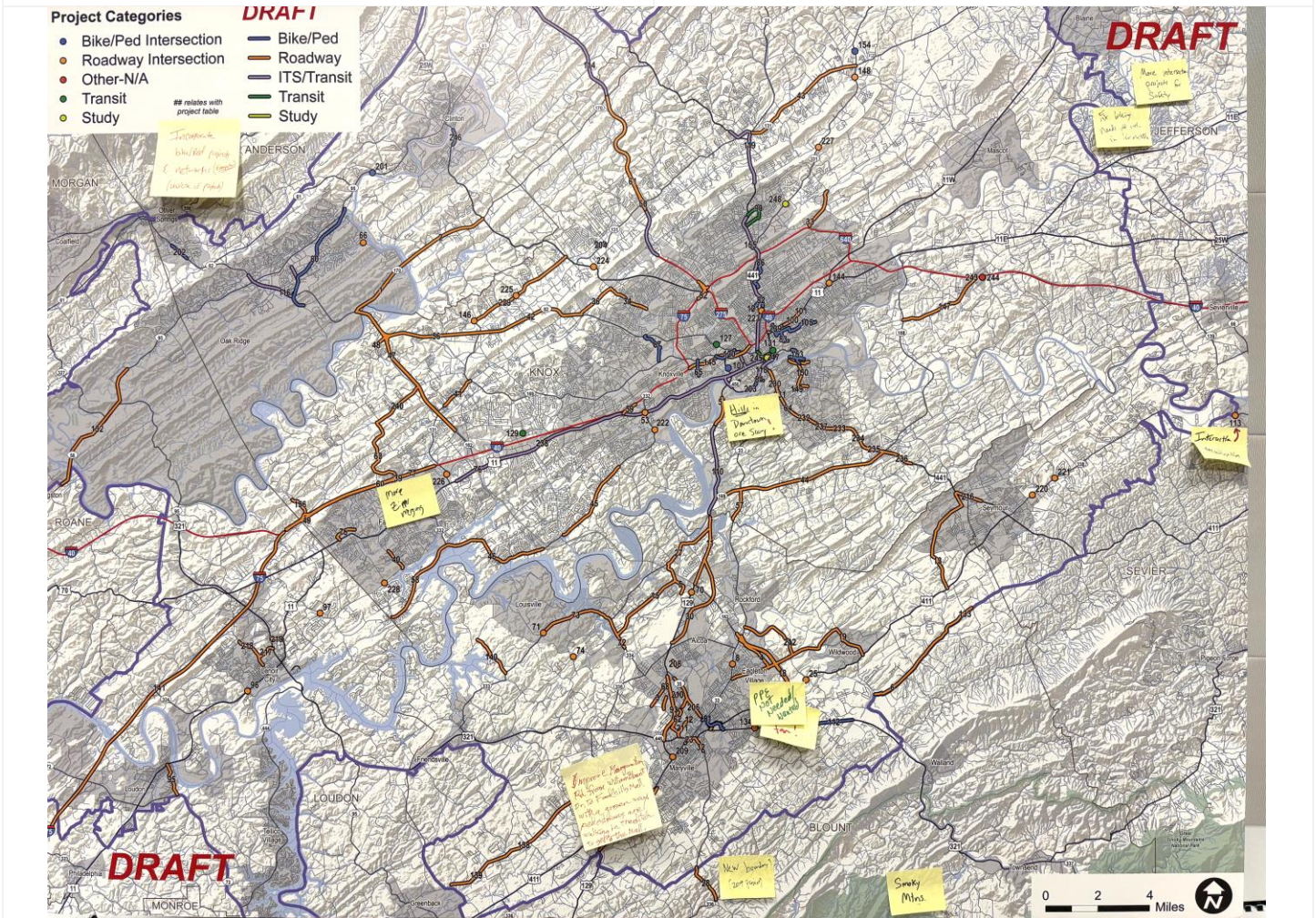
### Open-Ended Comments Received

- *“How do we balance regional & community investments so that each complements each other?”*
- *“Improve existing roads rather than building new ones”*
- *“I appreciate this venue and having informative instructions.”*
- *“Long-term plans (like this) must consider mass public transit options... TRAINS”*
- *“Toll roads won’t help. Adding lanes doesn’t fix individual’s lack of attention”*
- *“Mass transit solves congestion and increases transportation safety”*
- *“The pans presented look good”*
- *“Policy requirement to include multimodal transportation with every roadway maintenance or safety improvement”*
- *“More public transit between Maryville / Alcoa and Knoxville / UT / Medical Center”*
- *“I see women walking with young children walking in the ditch to get to the mall”*





## Photos from Open House Events







What types of projects are MOST NEEDED? 33 participants

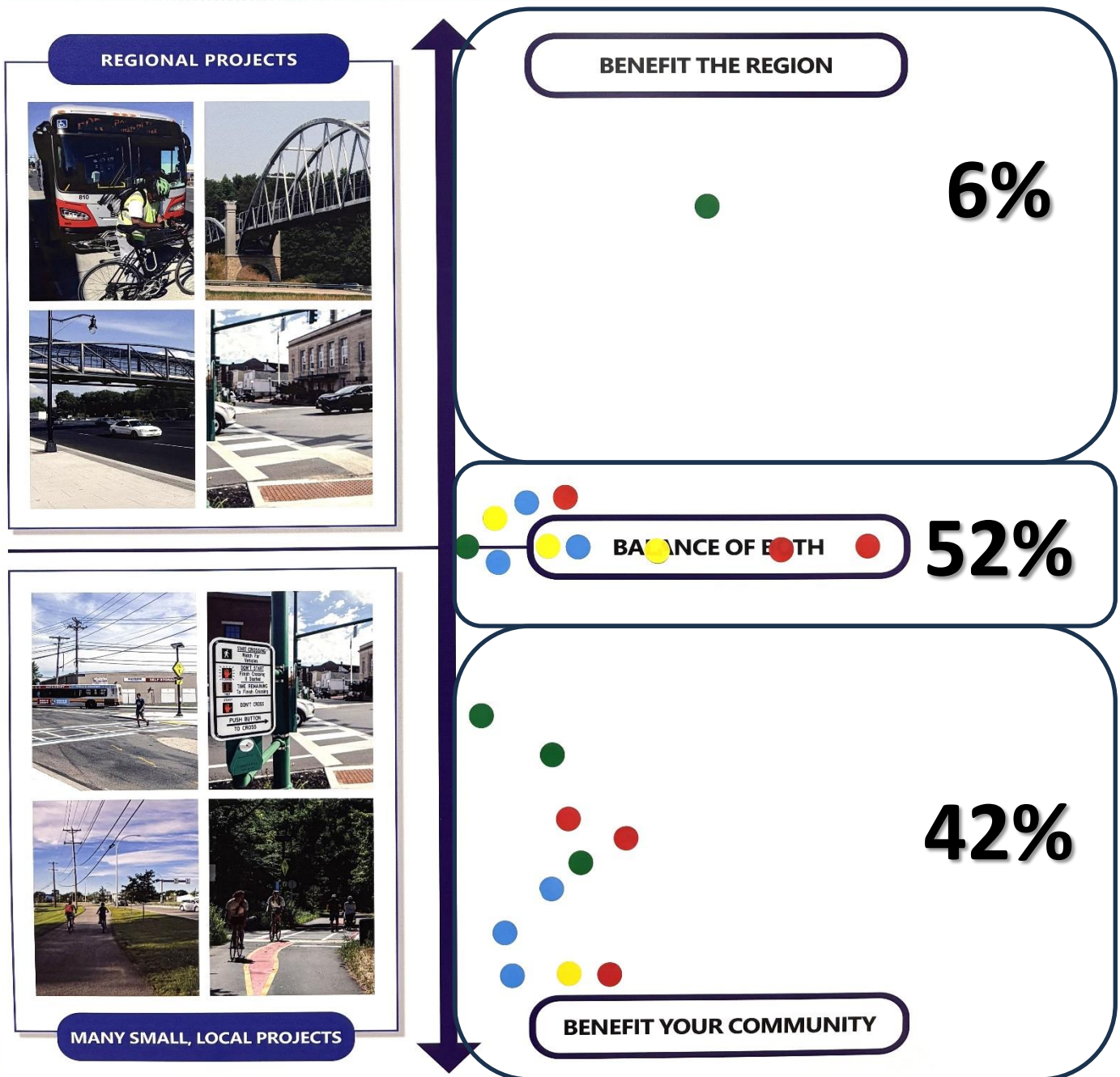


# TRANSPORTATION INVESTMENTS



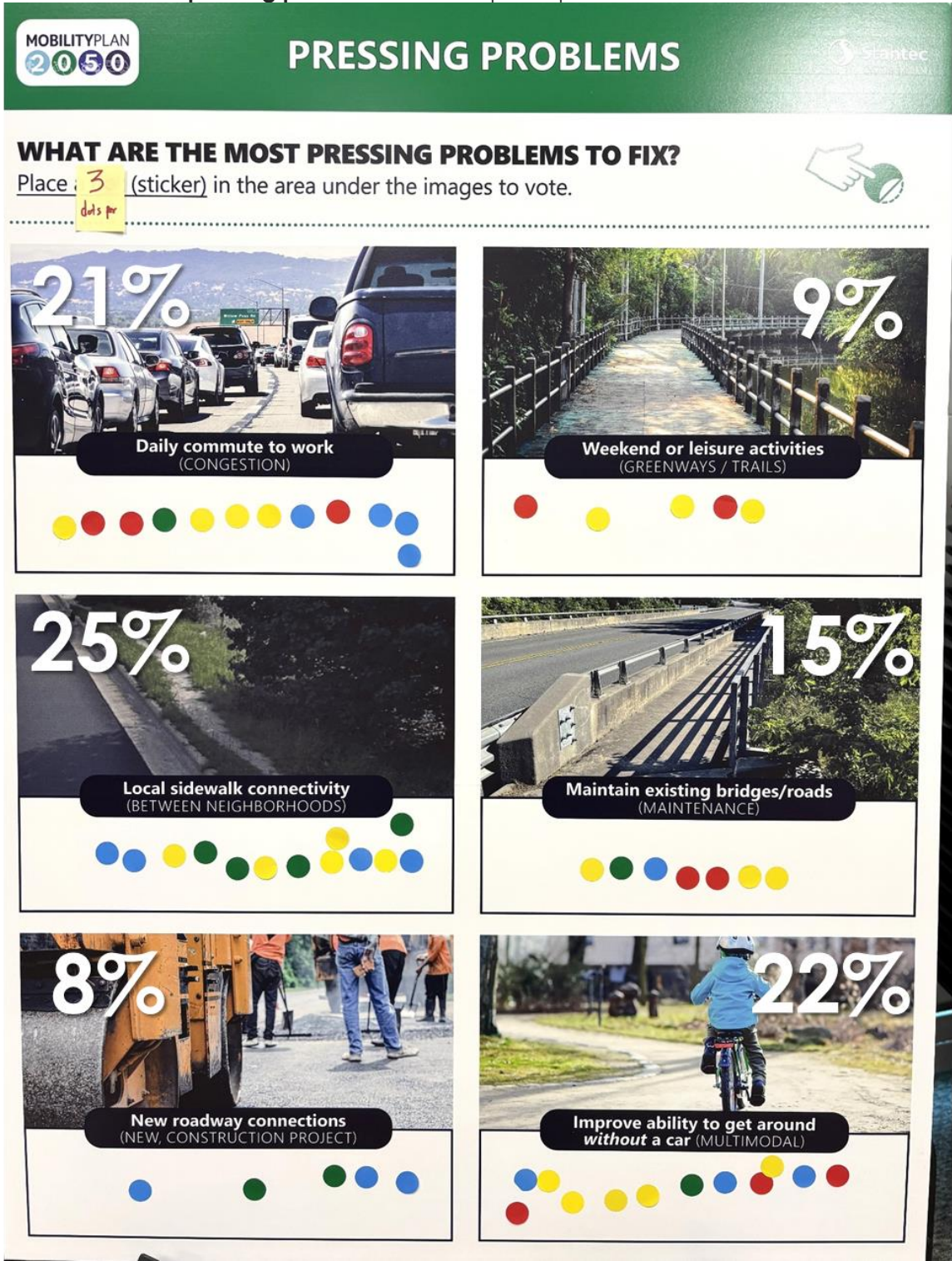
## WHAT TYPES OF PROJECTS ARE MOST NEEDED?

Place a dot (sticker) in the area to the right of the scale bar to vote.





What are the MOST pressing problems to fix? 30 participants



Compare with online survey participant voting: 196 participants

- 1) Maintain existing bridges/roads **24%**
- 2) Daily commute to work (congestion) **23%**
- 3) Local sidewalks connectivity (gaps) **17%**
- 4) Moving around without a car (multimodal) **17%**
- 5) New roadway connections **13%**
- 6) Weekend or leisure (greenways) **9%**

Where do you want to see investment? 33 participants



## WHERE YOUR DOLLAR GOES



### WHERE DO YOU WANT TO SEE INVESTMENT?

Place a dot (sticker) in the area under the images to vote.



Compare with online survey participant voting: 196 participants

- 1) Roadway / bridge maintenance **25%**
- 2) Complete Streets corridor investments **23%**
- 3) Walking / biking improvements **17%**
- 4) Transit improvements **16%**
- 5) ITS / Smart technology **14%**
- 6) Studies / pans **5%**