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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

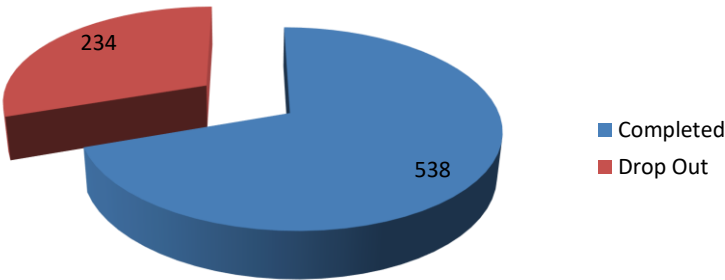
Final Survey Summary – September 2024



1

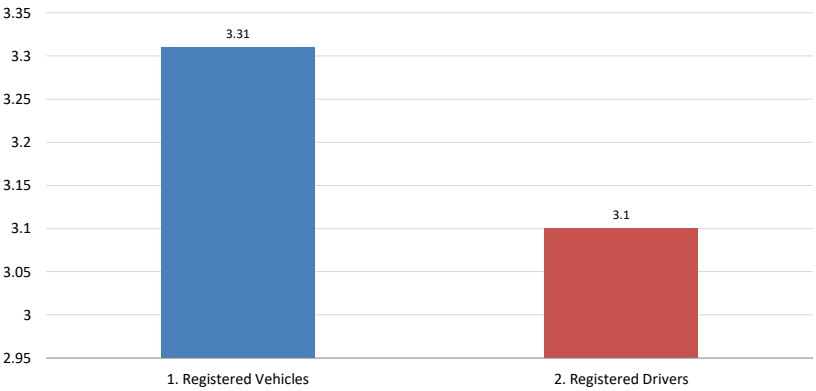
Survey Overview

Completion / Dropout



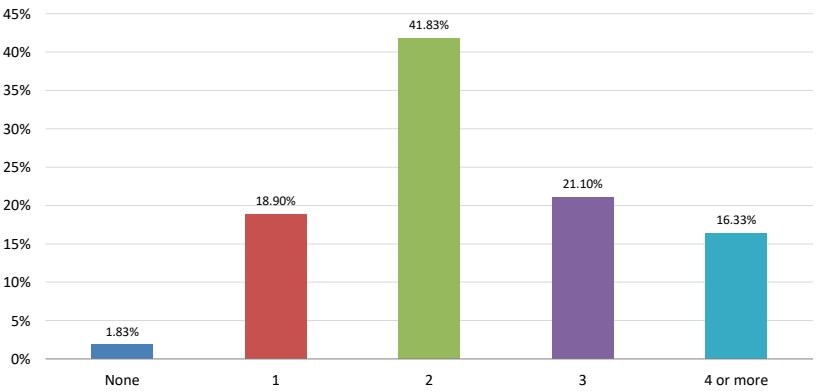
2

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



3

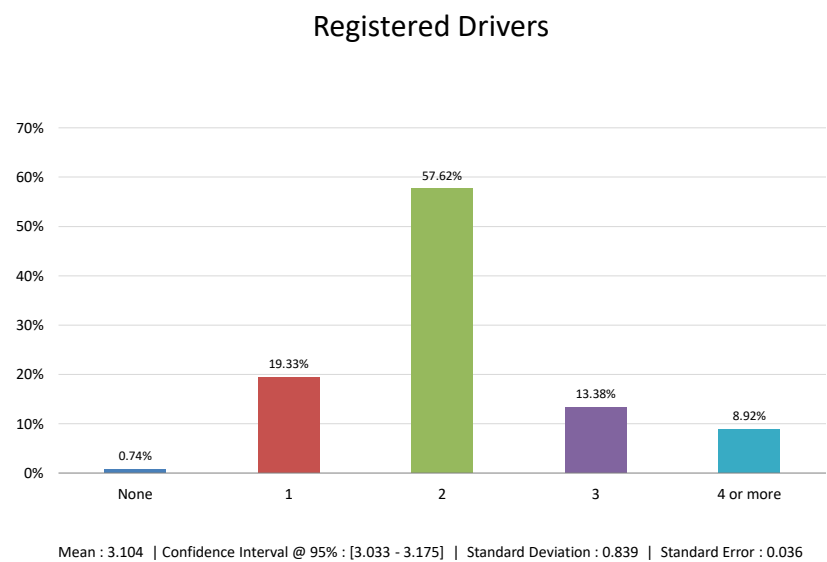
Registered Vehicles



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

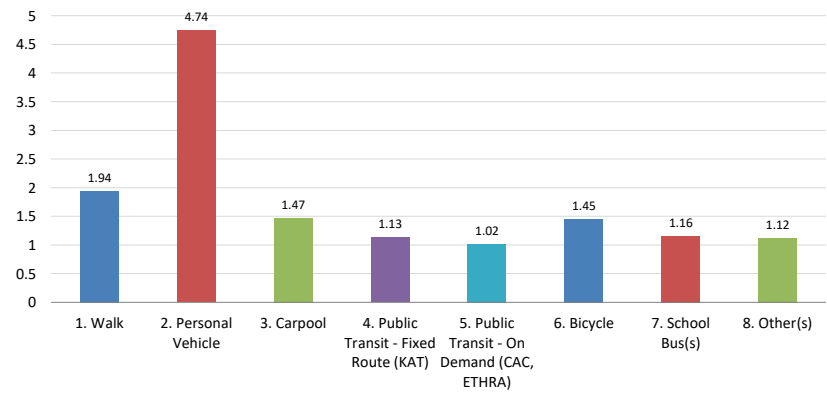


4



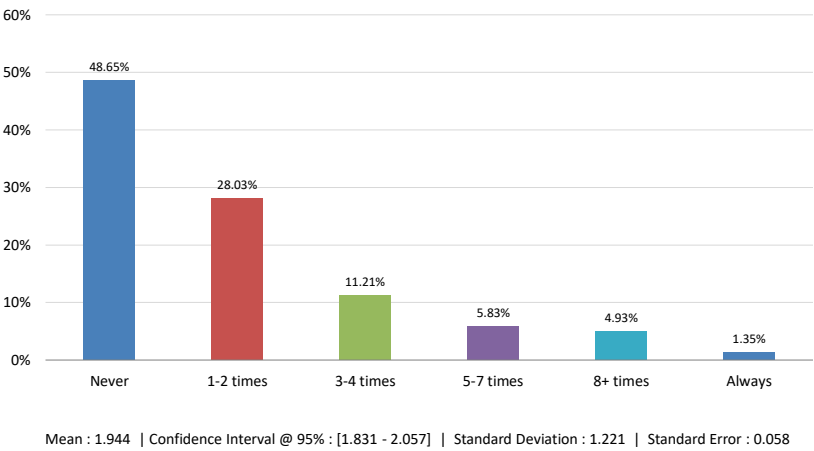
5

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



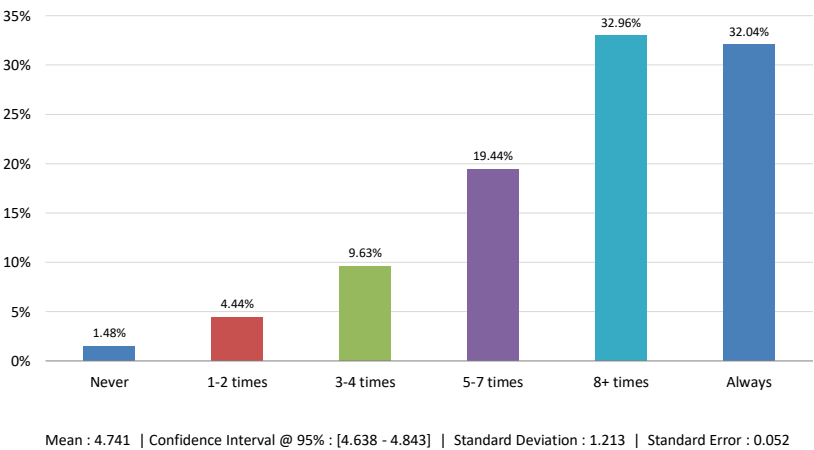
6

Walk



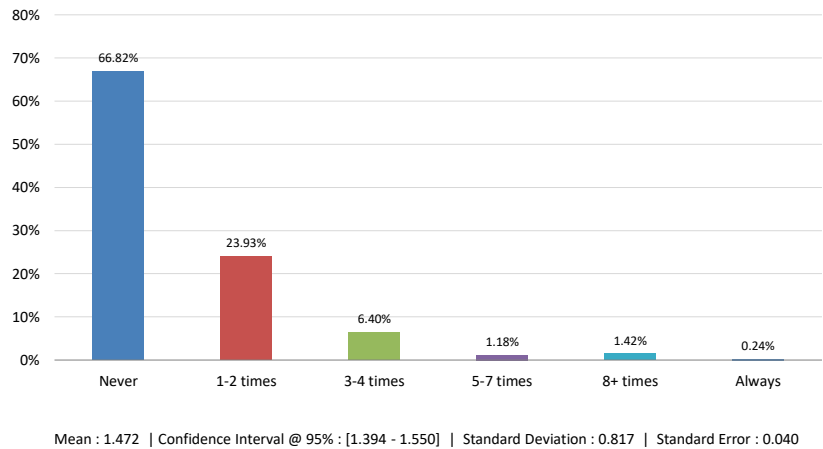
7

Personal Vehicle



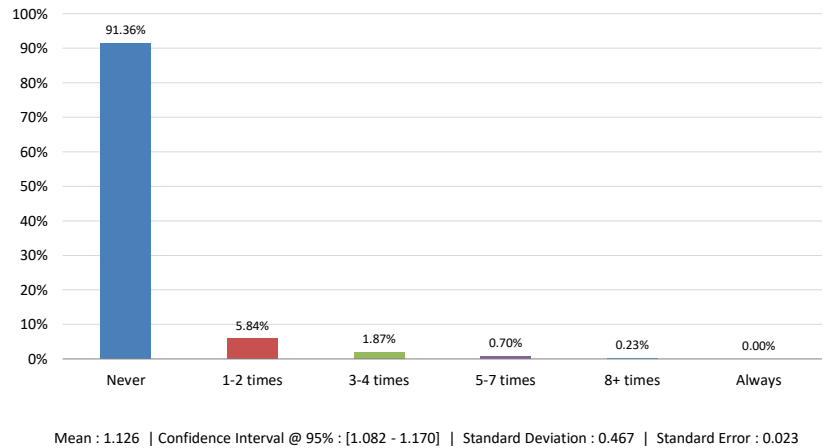
8

Carpool



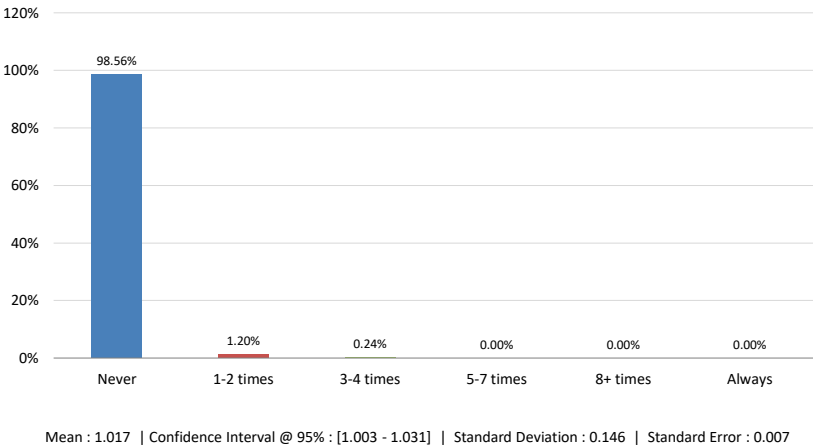
9

Public Transit - Fixed Route (KAT)



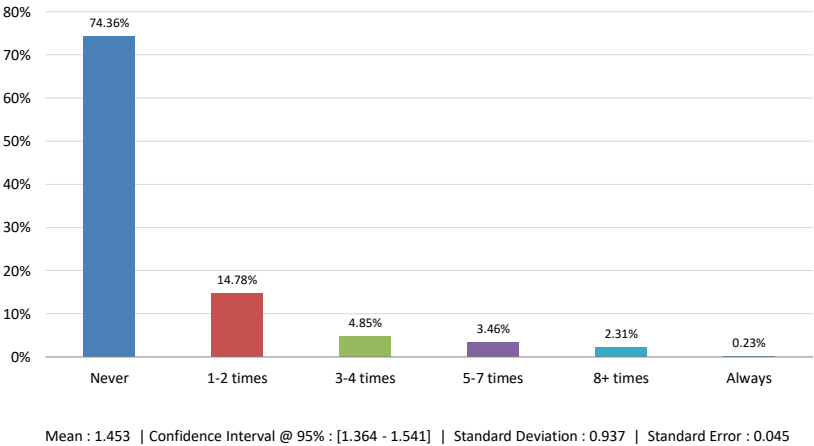
10

Public Transit - On Demand (CAC, ETHRA)



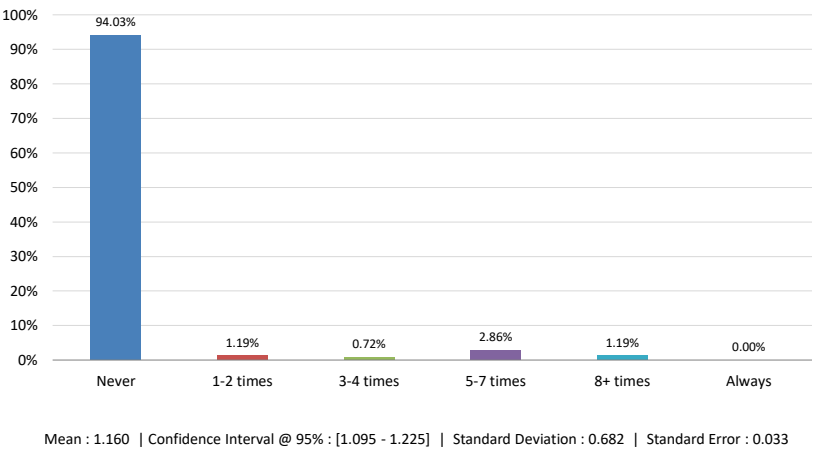
11

Bicycle



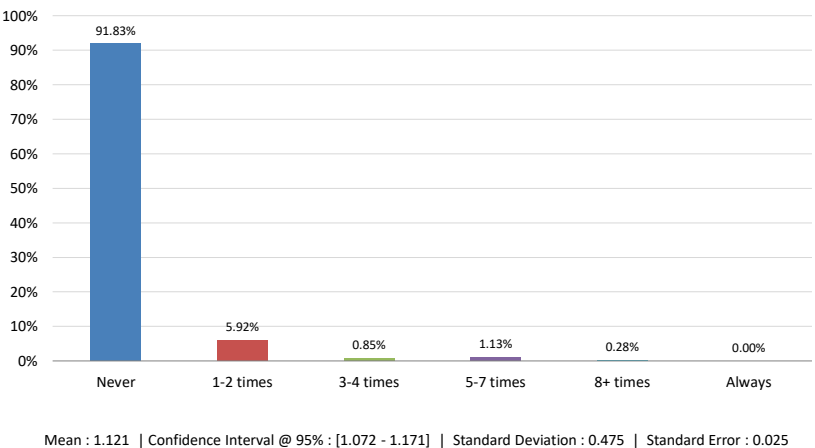
12

School Bus(s)



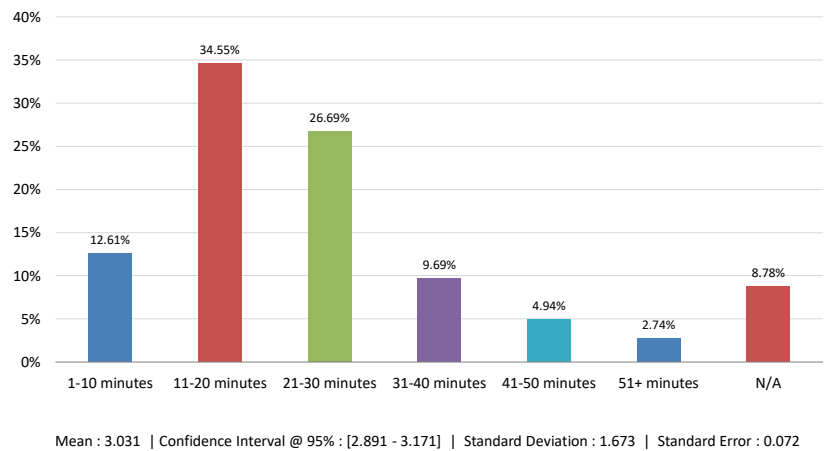
13

Other(s)



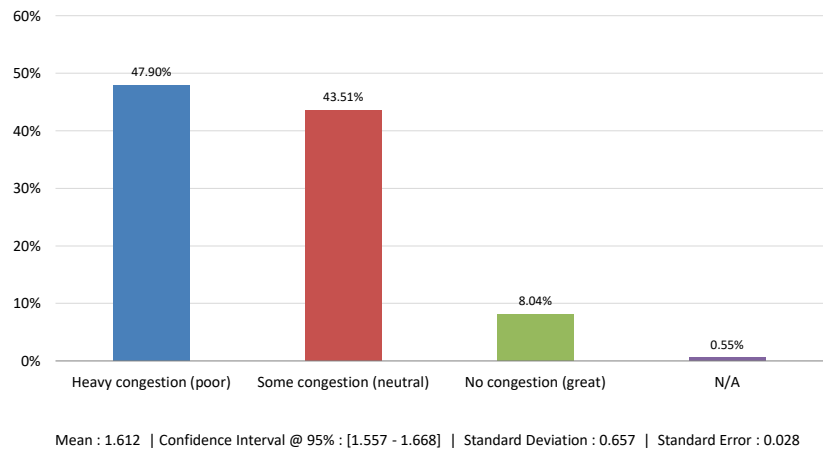
14

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



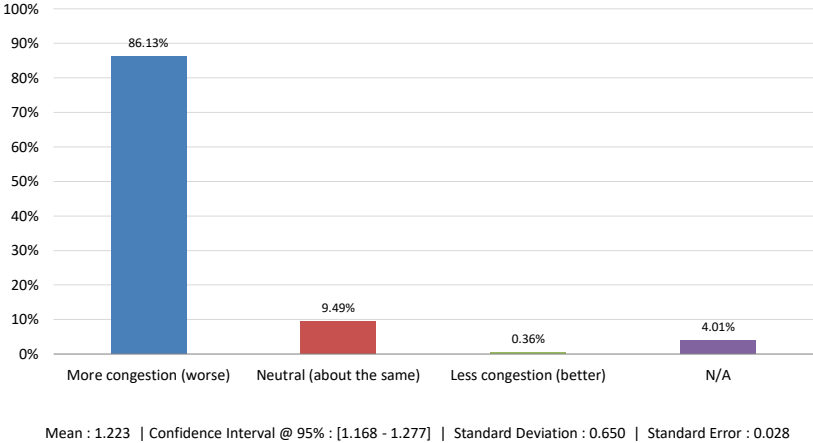
15

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



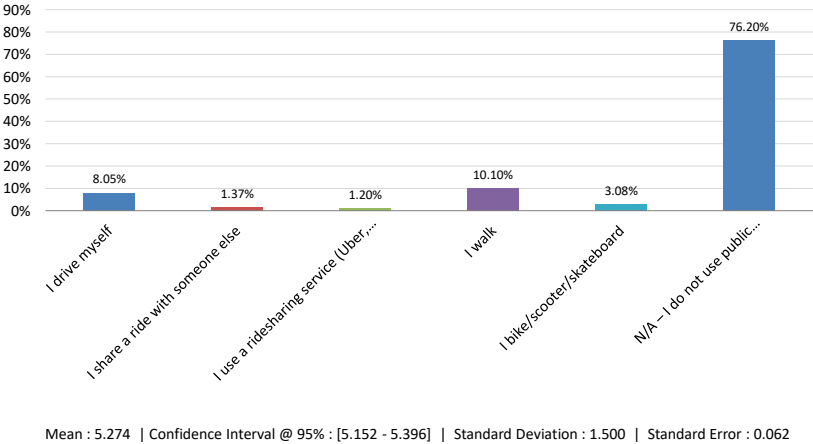
16

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



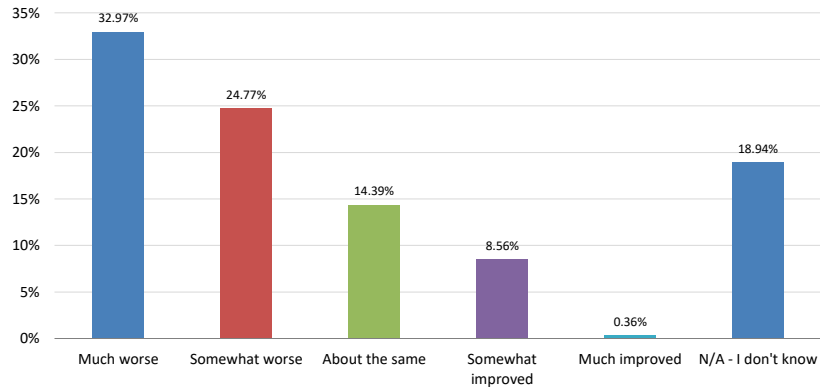
17

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



18

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

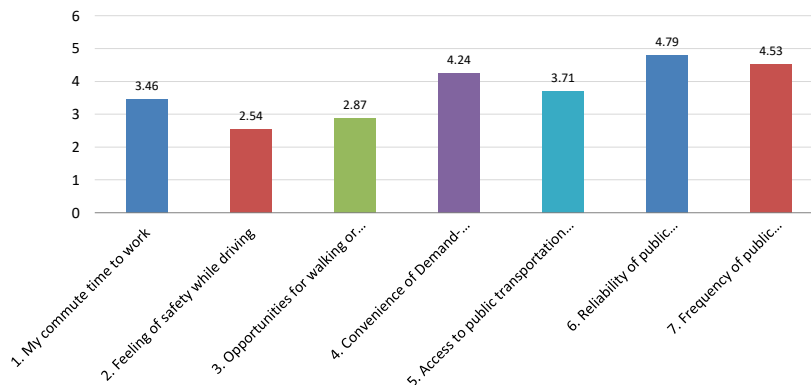


Mean : 2.754 | Confidence Interval @ 95% : [2.602 - 2.906] | Standard Deviation : 1.821 | Standard Error : 0.078



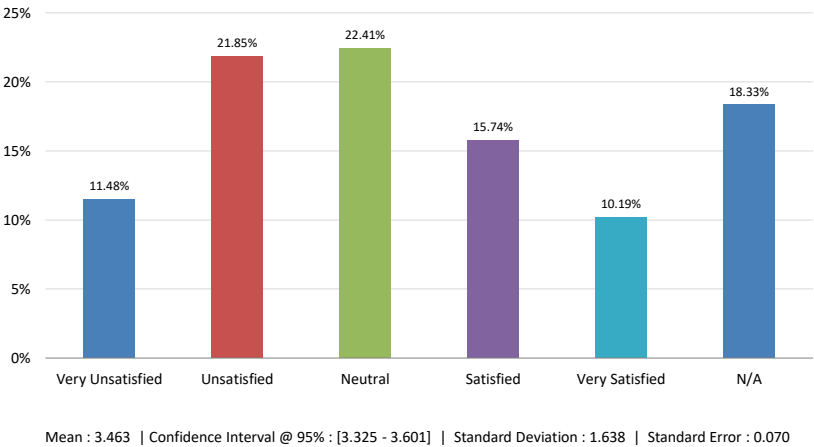
19

8. How SATISFIED are you with the following conditions?



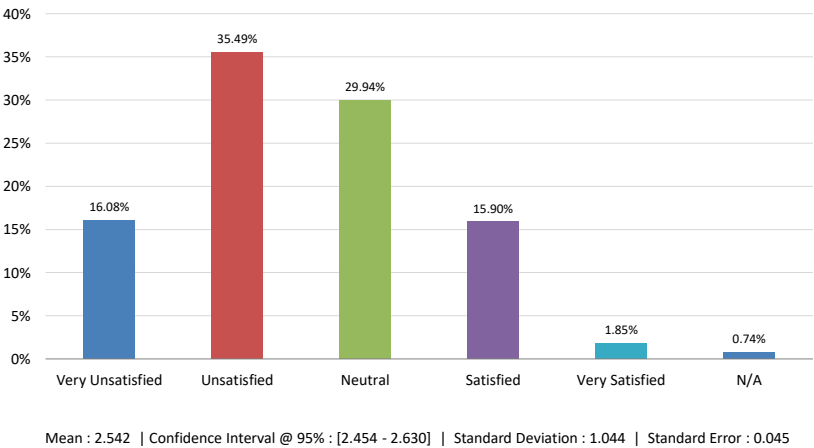
20

My commute time to work



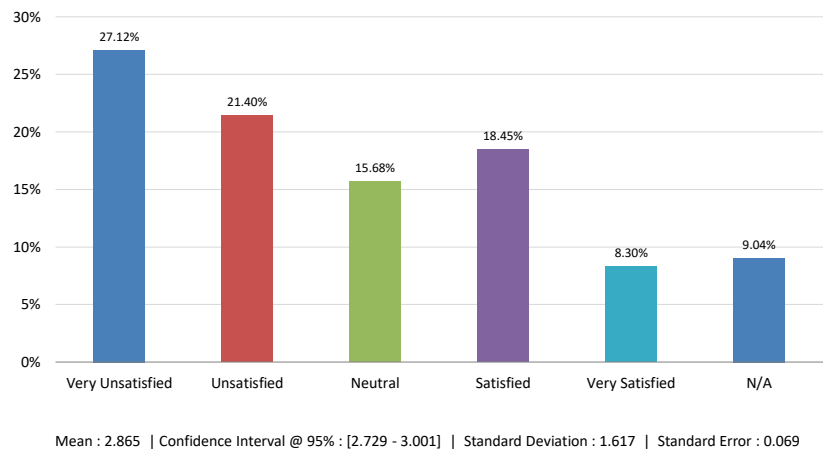
21

Feeling of safety while driving



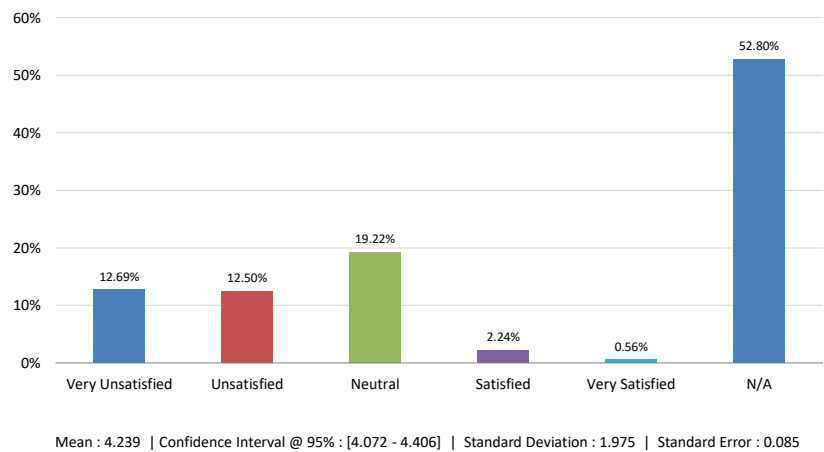
22

Opportunities for walking or riding a bicycle near my home



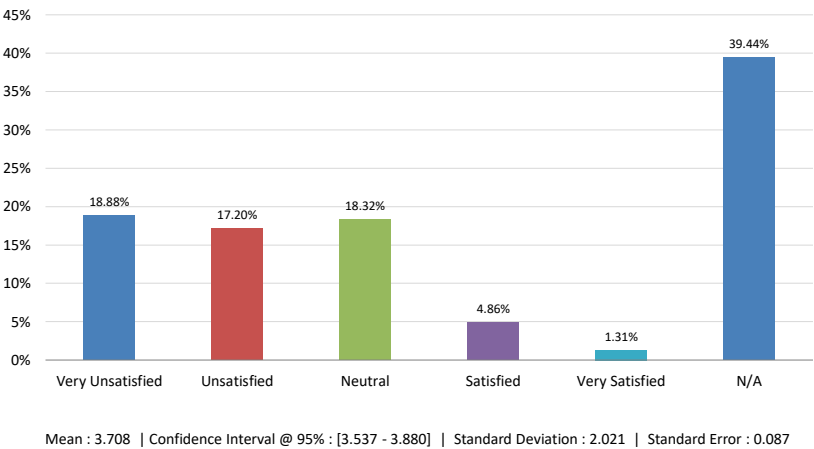
23

Convenience of Demand-Response public transportation service



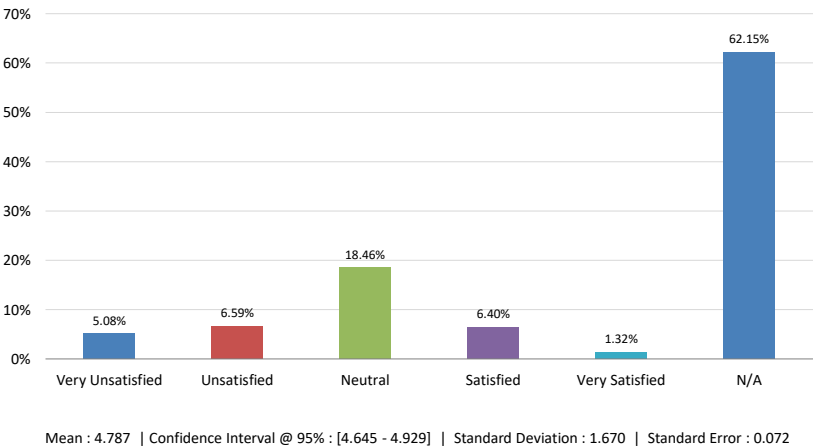
24

Access to public transportation (fixed route stop locations)



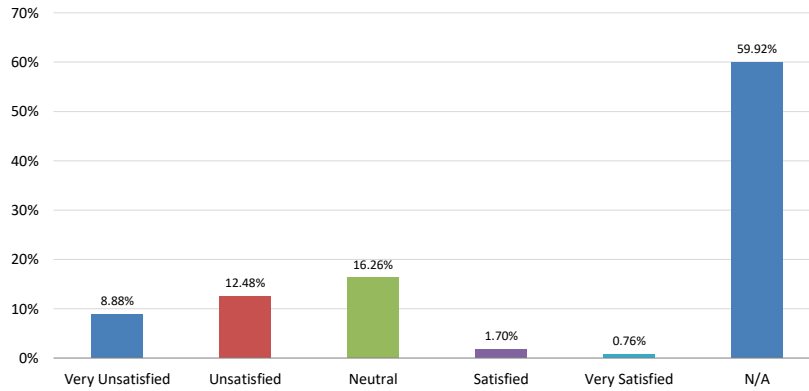
25

Reliability of public transportation (arrival on time)



26

Frequency of public transportation (time between buses)

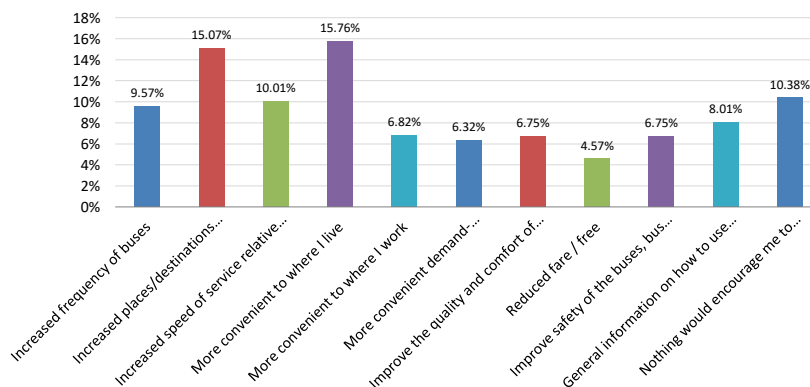


Mean : 4.527 | Confidence Interval @ 95% : [4.366 - 4.689] | Standard Deviation : 1.896 | Standard Error : 0.082



27

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

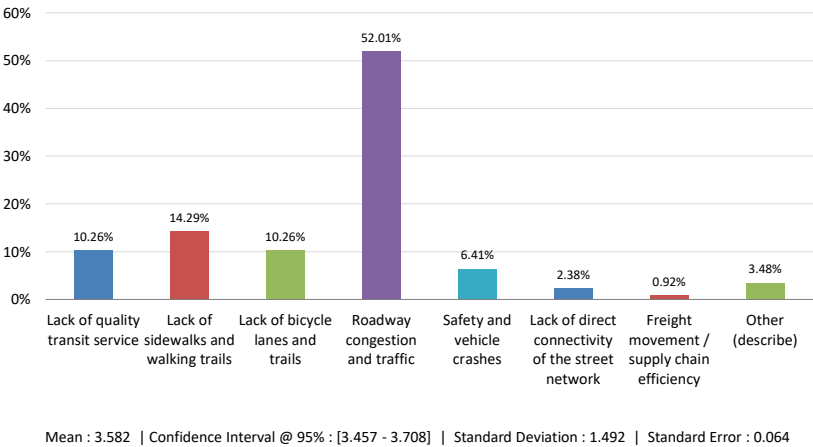


Mean : 5.436 | Confidence Interval @ 95% : [5.275 - 5.597] | Standard Deviation : 3.290 | Standard Error : 0.082



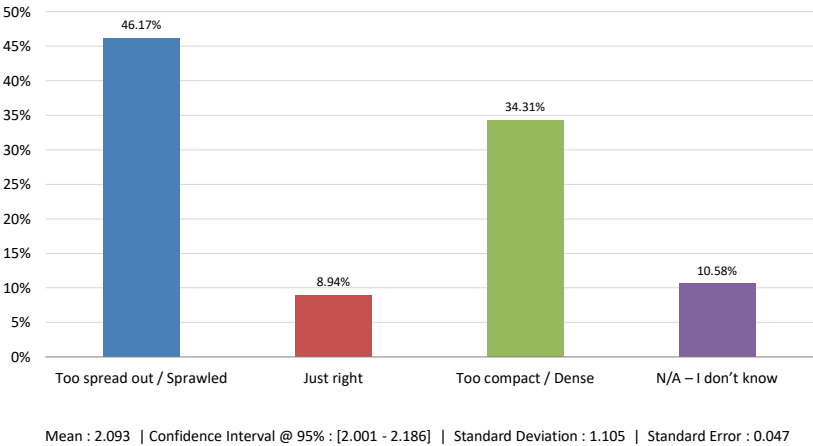
28

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



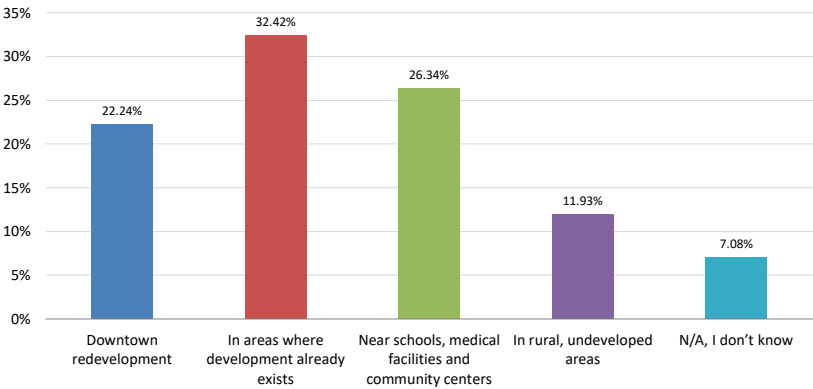
29

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



30

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

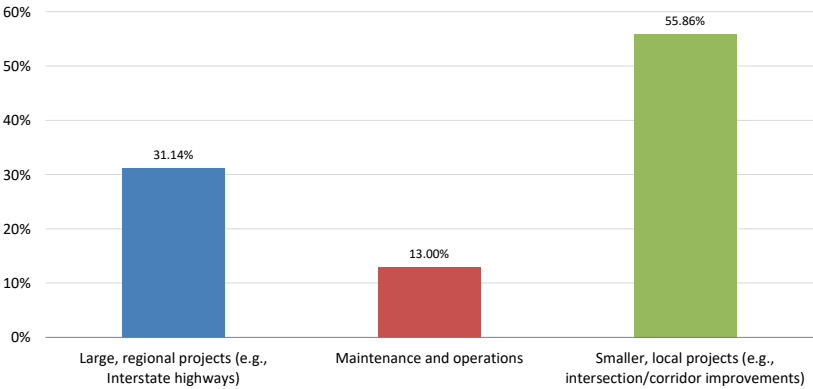


Mean : 2.492 | Confidence Interval @ 95% : [2.411 - 2.572] | Standard Deviation : 1.166 | Standard Error : 0.041



31

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

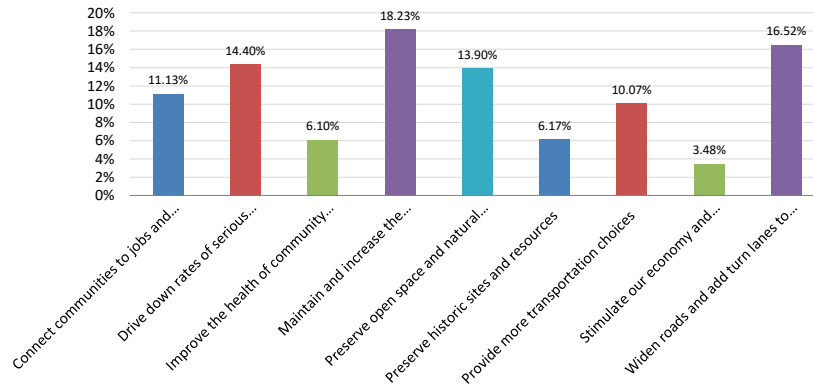


Mean : 2.247 | Confidence Interval @ 95% : [2.172 - 2.323] | Standard Deviation : 0.900 | Standard Error : 0.039



32

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)

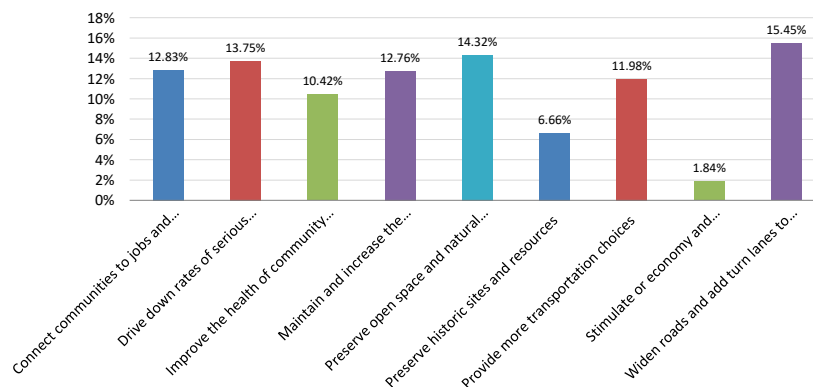


Mean : 4.847 | Confidence Interval @ 95% : [4.710 - 4.984] | Standard Deviation : 2.628 | Standard Error : 0.070



33

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)

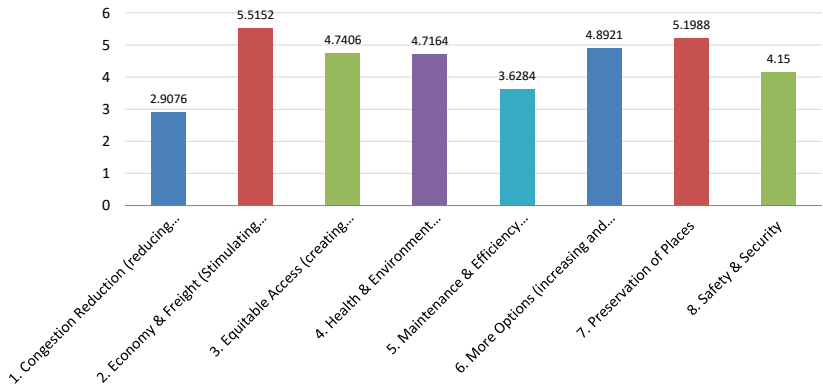


Mean : 4.718 | Confidence Interval @ 95% : [4.580 - 4.855] | Standard Deviation : 2.635 | Standard Error : 0.070



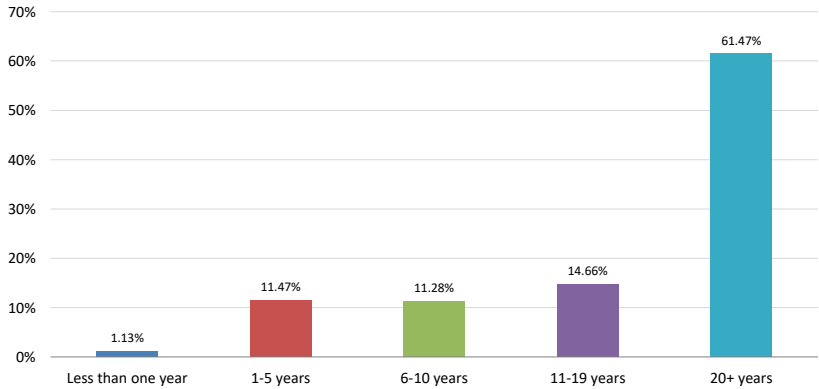
34

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



35

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



36

19. What is the zip code where you LIVE

Response ID	Response	#	%	ZIPCODE
	(Summary in XLSX version)	131	25%	37934
		61	12%	37917
		49	9%	37920
		27	5%	37922
		22	4%	37919
		19	4%	37918
		17	3%	37923
		17	3%	37932
		16	3%	37803
		15	3%	37931
		11	2%	37701
		11	2%	37914
		10	2%	37909
		518	TOTAL	



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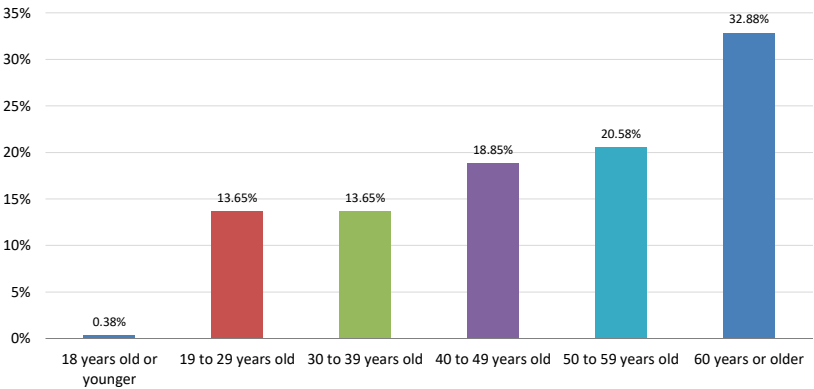
20. What is the zip code where you attend... WORK / SCHOOL

Response ID	Response	#	%	ZIPCODE
	(Summary in XLSX version)	52	12%	37934
		43	10%	37902
		43	10%	37917
		34	8%	37919
		27	6%	37922
		27	6%	37996
		23	5%	37923
		21	5%	37920
		19	4%	37916
		15	3%	37909
		15	3%	37921
		15	3%	37932
		13	3%	37830
		11	2%	37803
		446	TOTAL	



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21. What is your approximate age category?

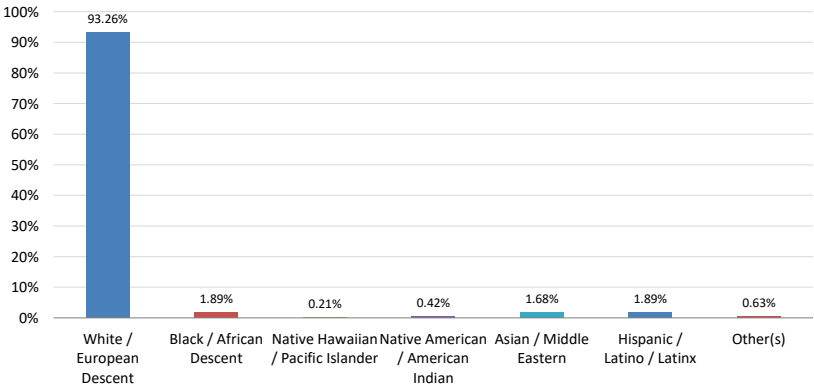


Mean : 4.442 | Confidence Interval @ 95% : [4.319 - 4.565] | Standard Deviation : 1.431 | Standard Error : 0.063



39

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



40

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
500		Total Points

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	
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 Kingston
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
Other	We don't have a Penny's anymore. I would suggest using an updated map if you are looking for public input. Just a thought!
Congestion	Horrible traffic congestion.
Congestion	Horrible traffic congestion.
Congestion	
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Congestion	Traffic has exponentially started using Old Niles Ferry as an alternate route to US411 in this block.
Safety	TDOT Improvements did not improve situation
Congestion	Left turns take more than one cycle at lunch and late afternoon
Multimodal	Dangerous road for students to walk to school on
Multimodal	Dangerous route to walk to HMS or HHS
Multimodal	No sidewalks for kids walking to school
Multimodal	Dangerous roads to walk to school and no school bus offered
Safety	Busy and dangerous for kids to walk to school
Congestion	
Multimodal	Be really awesome to have a non-auto road access on Island Home Pike to loop back to Ijams.
Multimodal	Curbing obstructs shoulder/bike lane
Safety	Needs traffic circle or at least left-turn lane, but no more red lights please
Safety	Needs separated lane on northbound T. Pike for Briercliff left turners.
Multimodal	narrow, fast, and trafficy road needs to be three-laned, or at least shoulders.
Safety	Northbound Broadway drivers often make an illegal left-hand turn to enter Hall of Fame Drive without paying attention or yielding to traffic that has the right-of-way.
Multimodal	These sidewalks are part of the marked bike route from Bearden to Fort Sanders/Downtown, but they are too narrow to comfortably ride and cars exiting the parking garage or turning at the 22nd St intersection do not pay attention
Multimodal	The light for Clinch traffic to cross over Henley is too short for a cyclist to comfortably clear this intersection

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 signilization. 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	
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	
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”

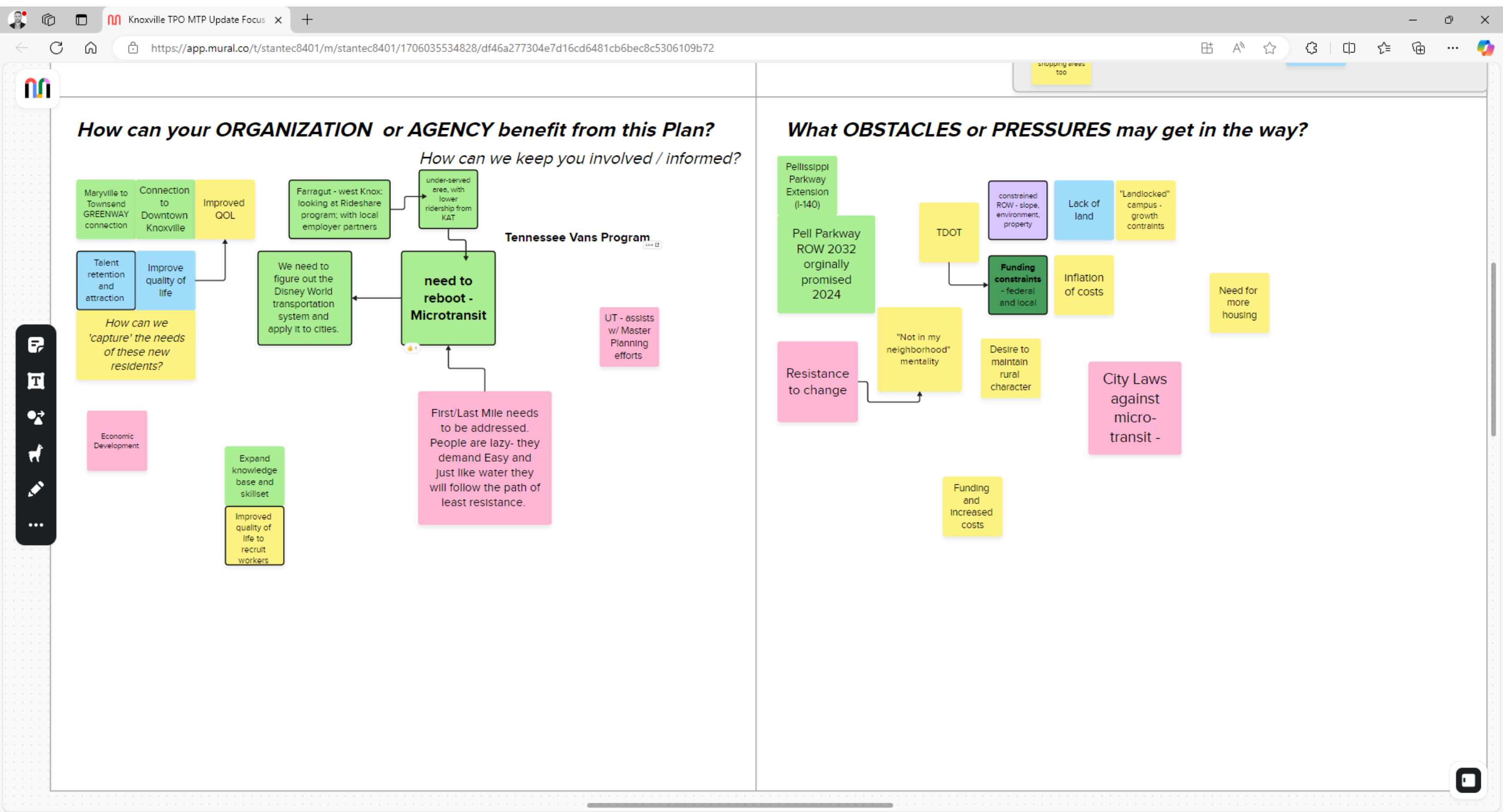
Jan/Feb 2024
(facilitated on **MURAL** website)

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
			229	84	
				Attendees	
				16.8	
				Avg. Attendees per Session	

[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>

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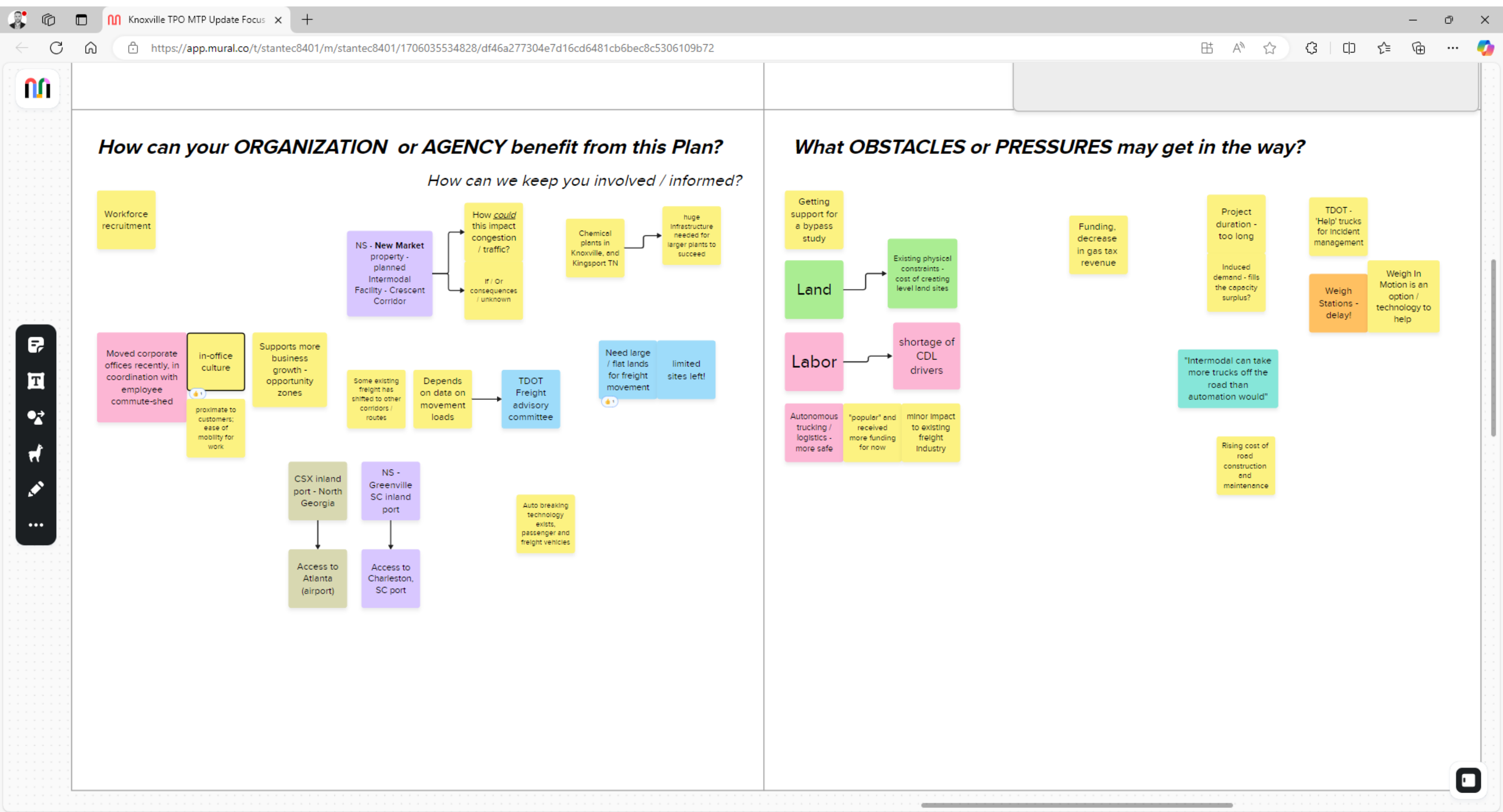


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Project Team



Knoxville TPO

Amy Brooks
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MOBILITYPLAN 2050

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Metropolitan Transportation Plan is...

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



MOBILITYPLAN 2050

3

4

General Timeline



4

Project Website

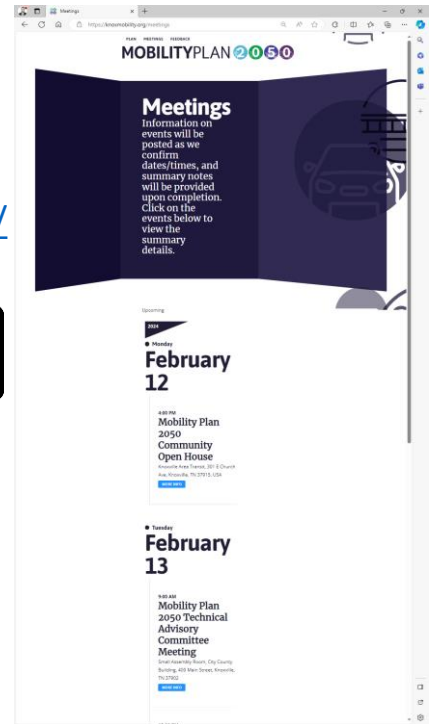
What we need from you: <https://knoxmobility.org/>

- Bookmark it!
- Share it!

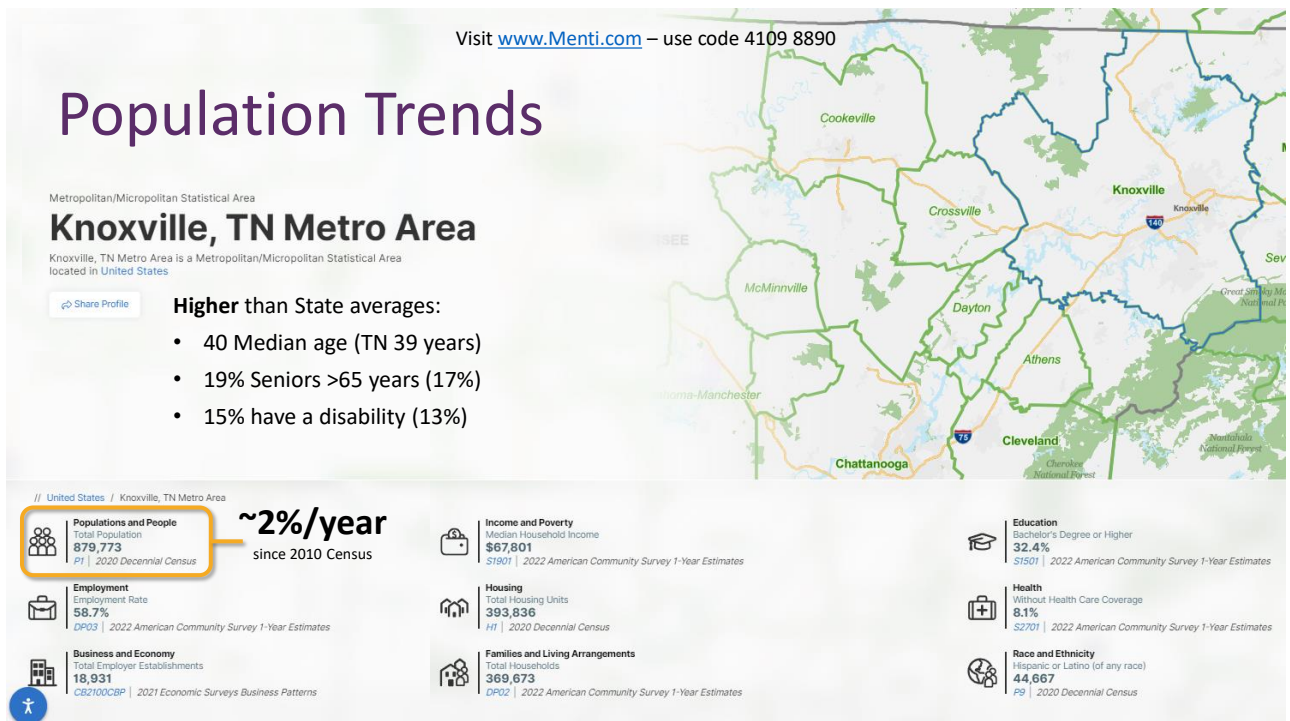


Our launching point for Public Outreach

MOBILITYPLAN 2050



6



7

Cultural Amenities



Music Scene (Bluegrass, Country)



University of Tennessee, Knoxville



Smoky Mountains / Recreation



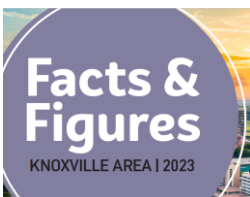
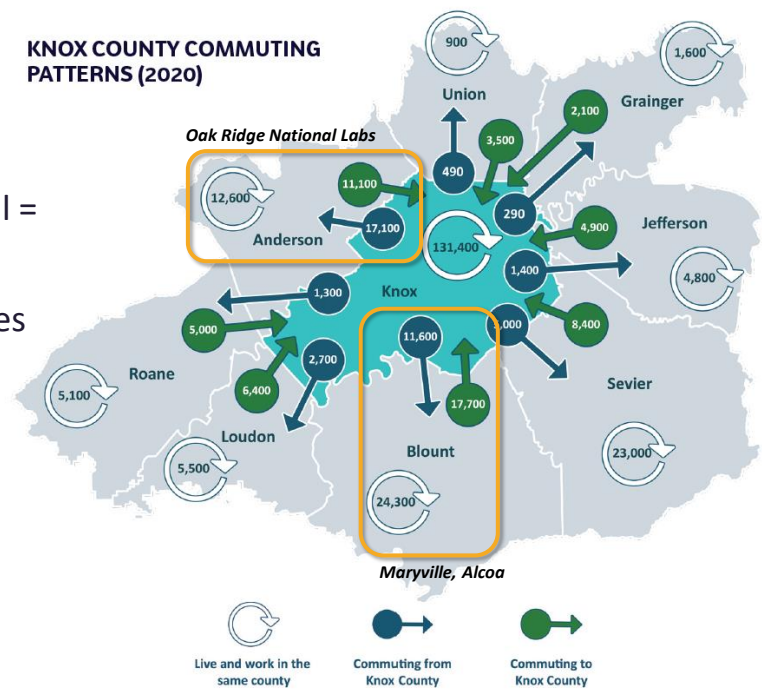
Others?

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KNOX COUNTY COMMUTING PATTERNS (2020)

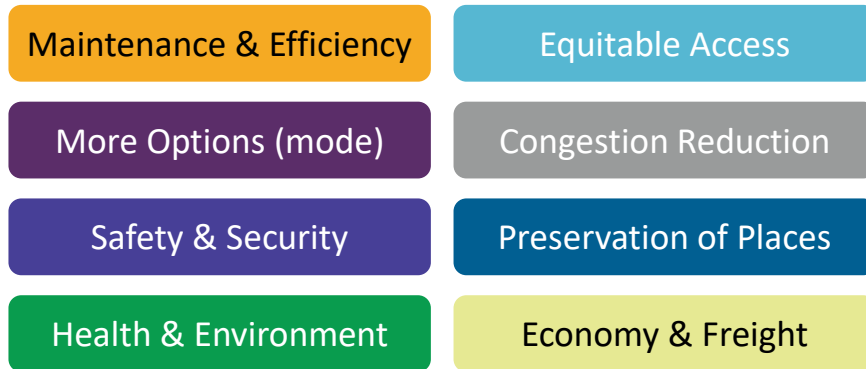
- Daytime population swell = **workday pressures**
- Anderson, Blount counties = employment hubs



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Discussion

Goals for 2050 Plan



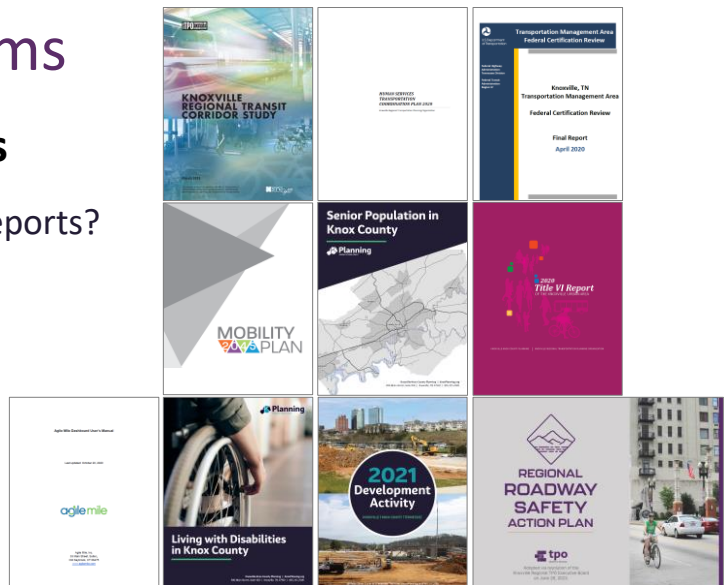
MOBILITYPLAN 2050

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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				
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				
			229	84					
				Attendees					
				16.8					
				Avg. Attendees per Session					

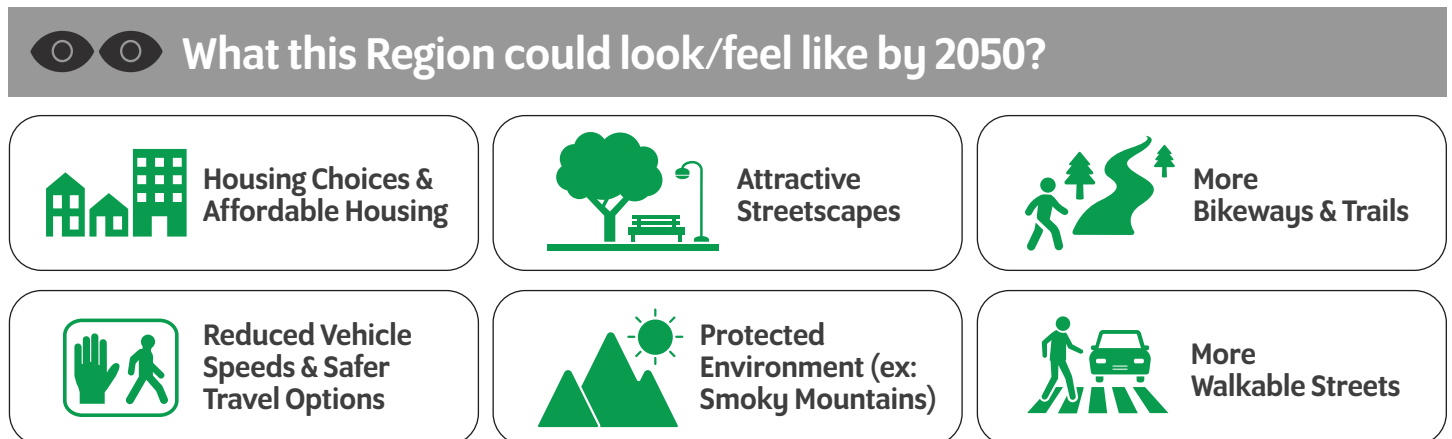
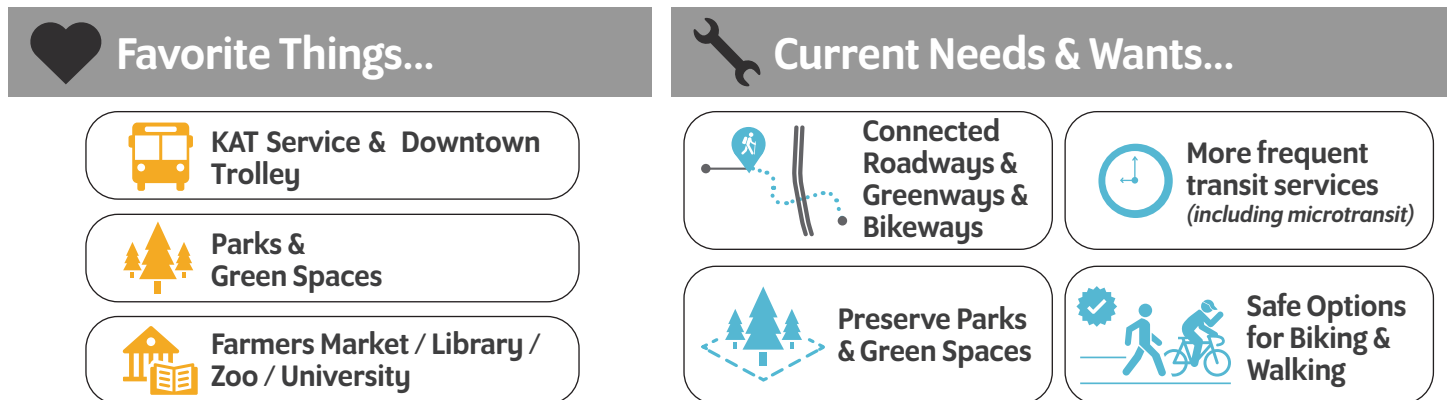
MOBILITYPLAN 2050

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WHAT WE'VE DONE SO FAR:



WHAT WE HEARD:



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
 - o *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
 - o *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
 - o 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"

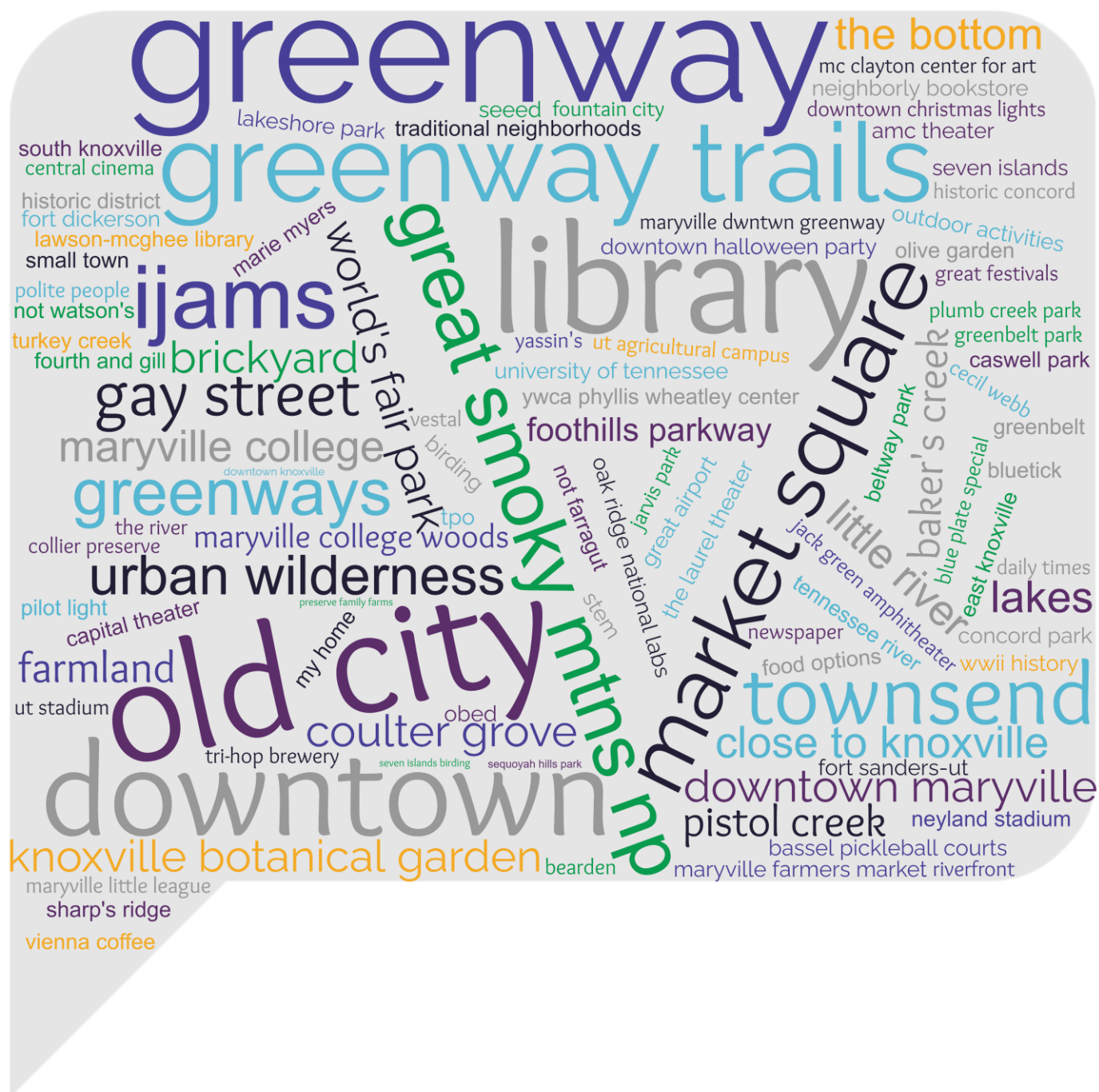
What could this Region Look Like or Feel Like by 2050

- 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

Example Photos from Open House Events

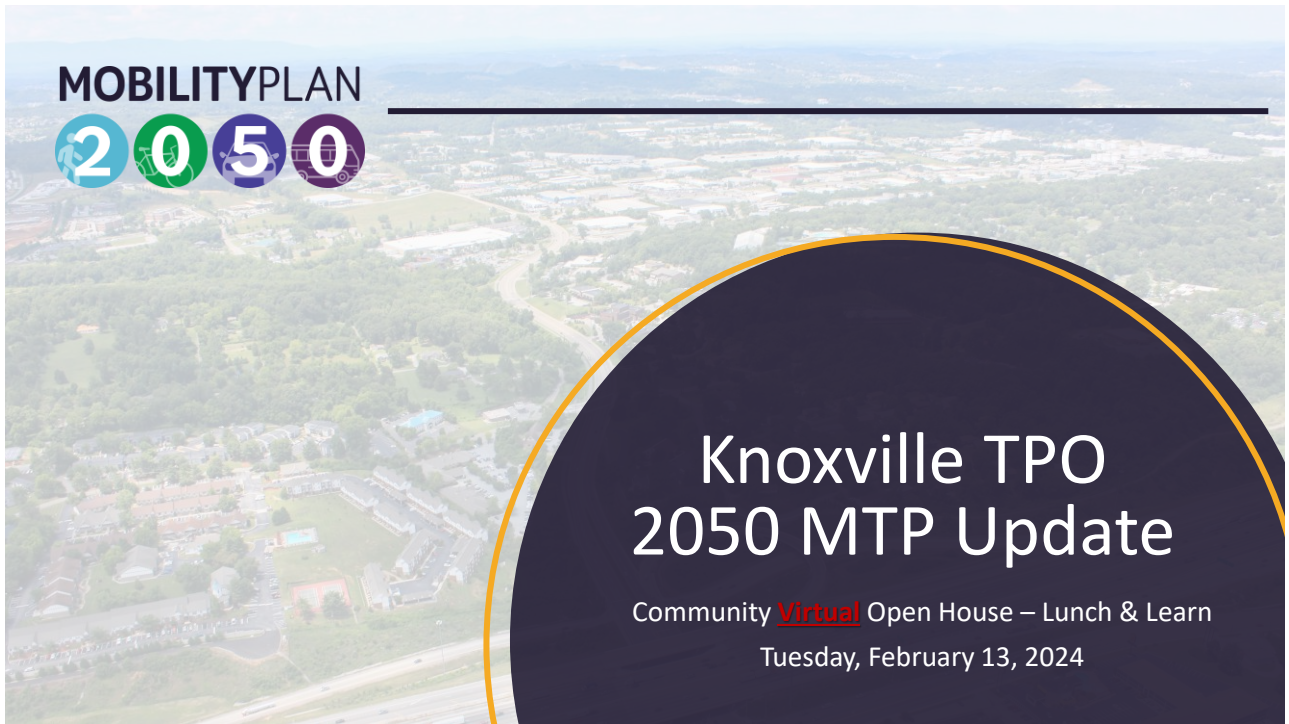


Composite of all three meetings: 176 contributions



- 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



1

Who is this plan?



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Craig Luebke

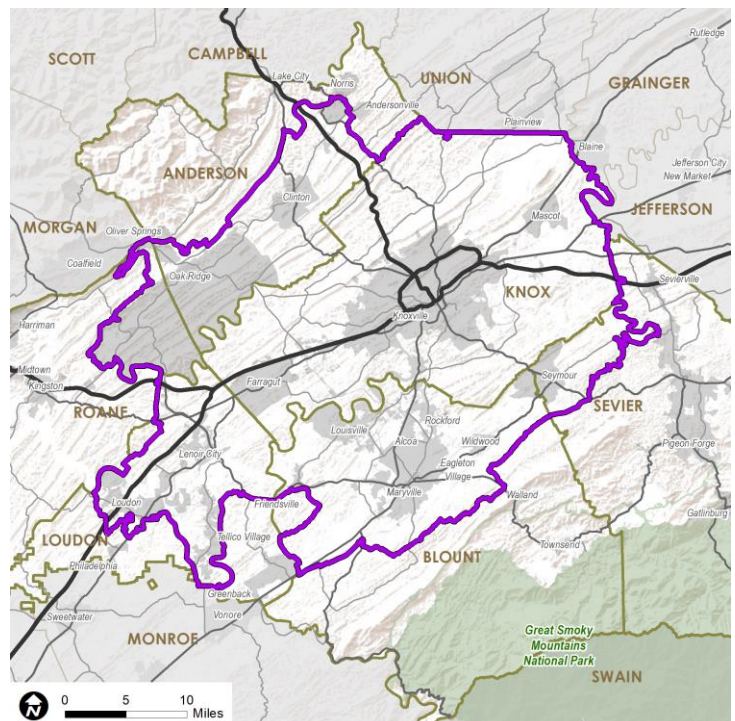
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Ally Ketron

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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

- 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



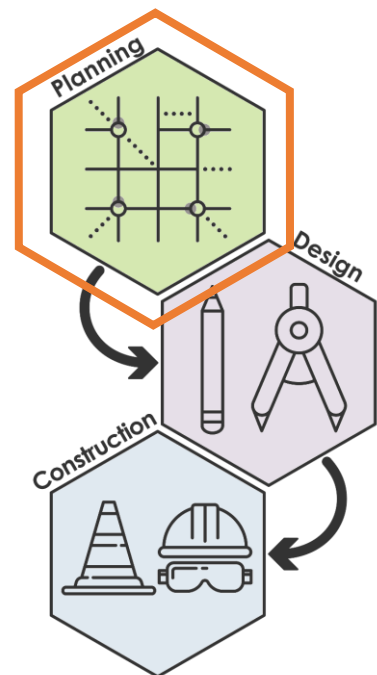
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Why Long-range Planning?

- “30,000-foot viewpoint”
- First of many steps
- Vision for the future - Be bold!
- Prioritize needs

- **Step 1** in 3-step process →



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6

Why are YOU here?

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

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8

General Timeline



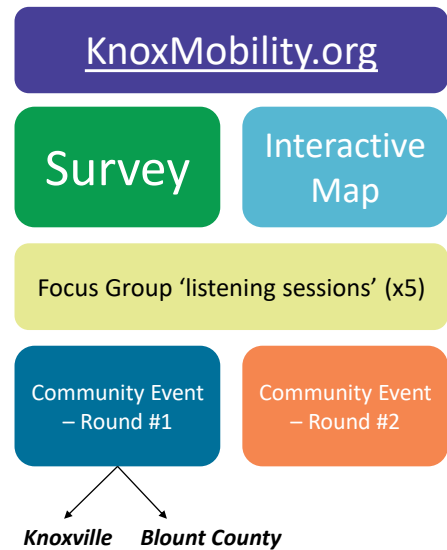
20+ month time frame

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

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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*

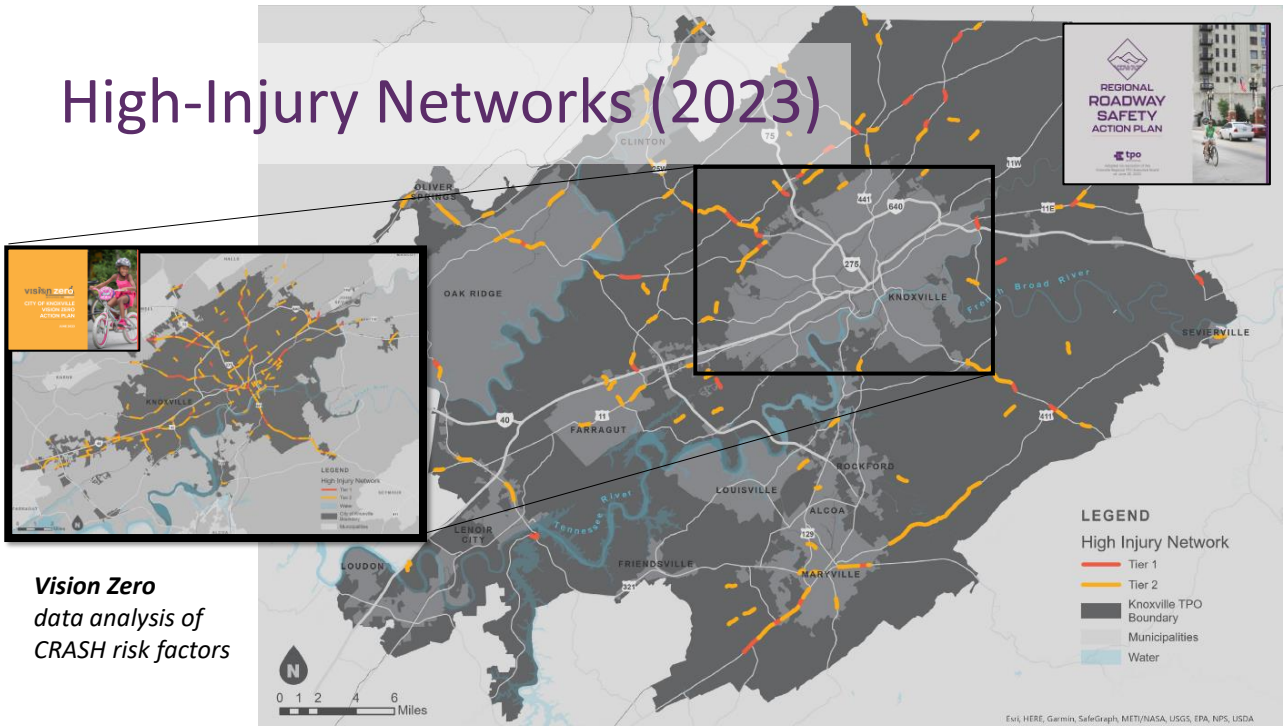
MOBILITYPLAN 2050

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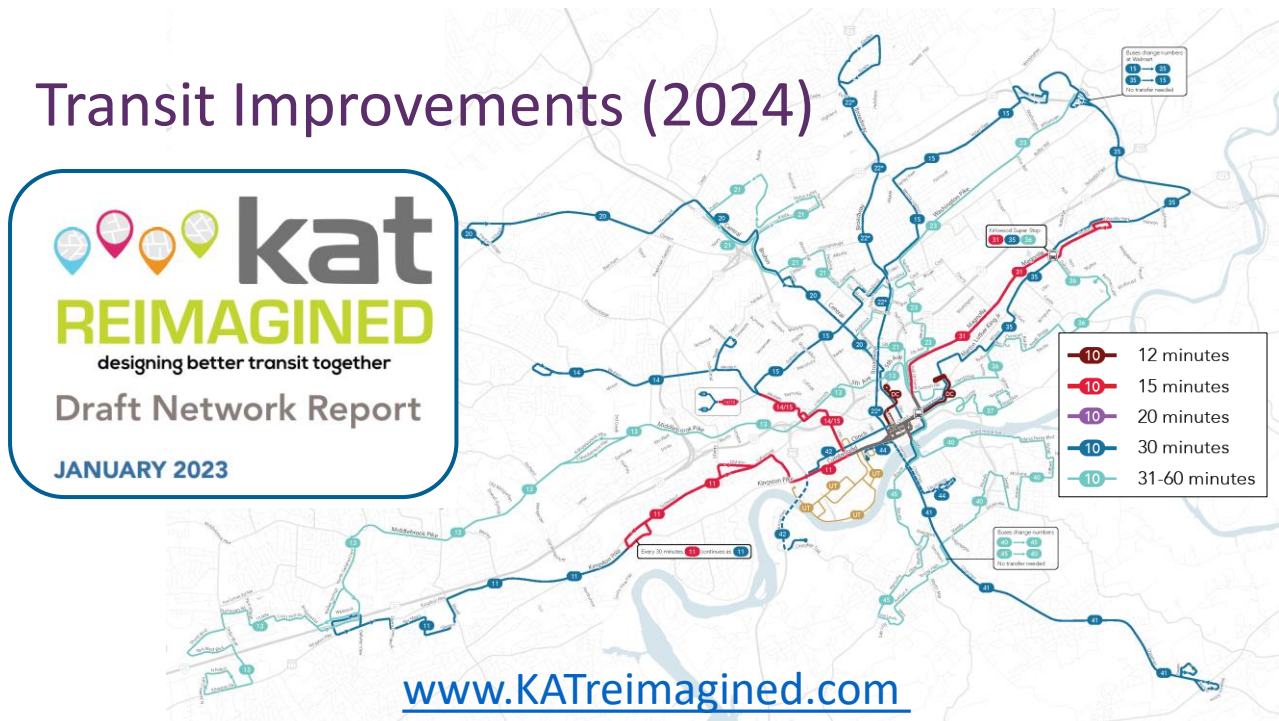
D-61

High-Injury Networks (2023)



16

Transit Improvements (2024)



www.KATreimagined.com

17

Join at menti.com | use code 5607 5575



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

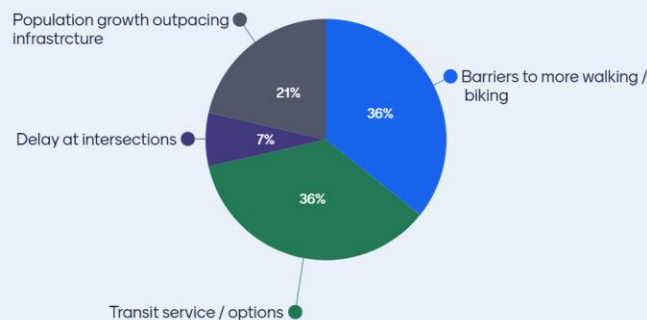


20

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

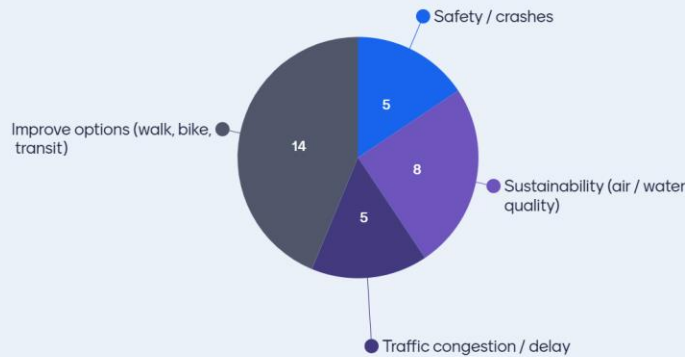


21

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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)



← →

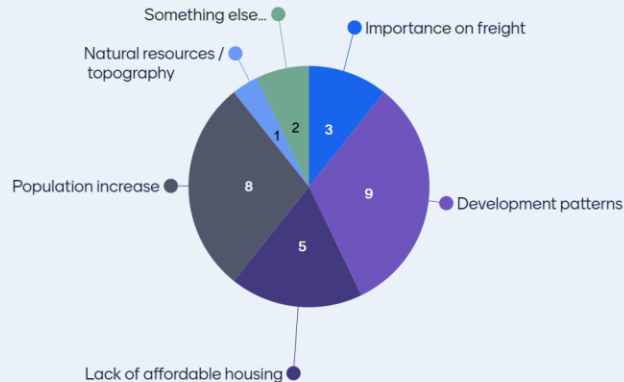


23

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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

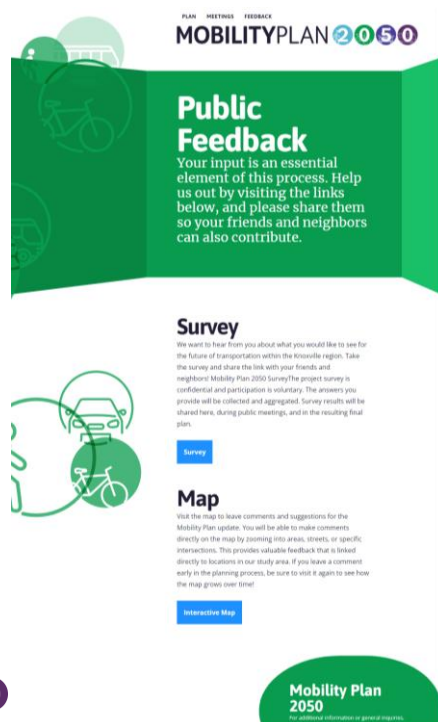
26

How to Stay Connected

- www.KnoxMobility.org
- Feedback tab

THANK YOU!

MOBILITYPLAN 2050



VISIONING EXERCISE

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

Easy walkability ^{biking} via sidewalks, safe crossings, shade, etc within the city + between cities of Mauryville + 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?

Model / 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 town, 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 Mississippi 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?

^{Easy to reach}
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 ^{two} 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 ~~new~~ 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~~ 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 crossing.
- Downtown development.
- Greenway trails.
- Hotels.
- Parks.
- Local Festivals.
- College / Education 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 benefits (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 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 + GSNMP
- ⇒ 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

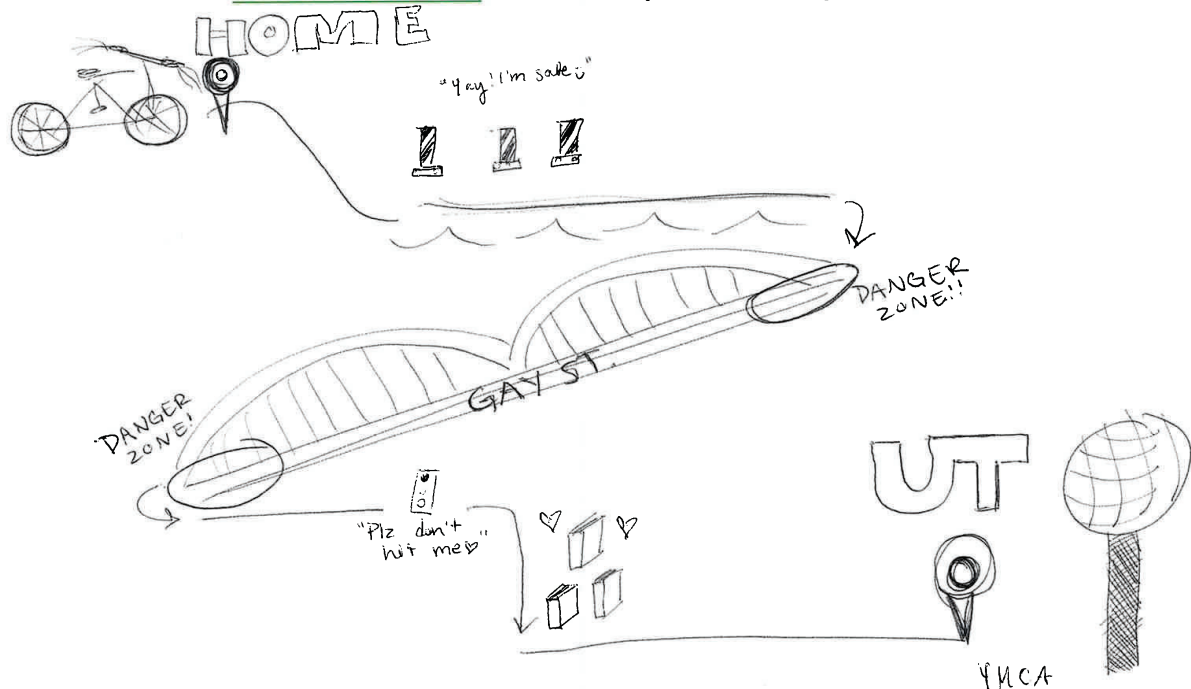
VISIONING EXERCISE

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. ~~Our~~
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

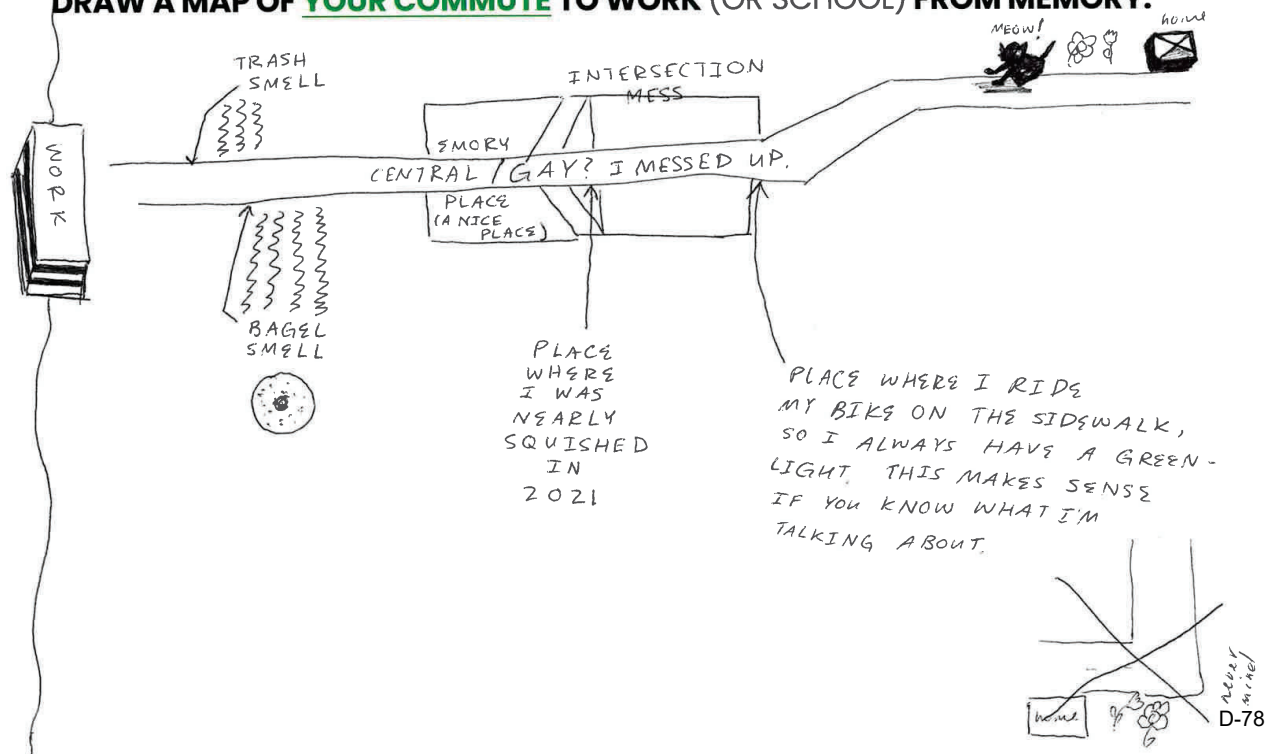
MENTAL MAPPING EXERCISE

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



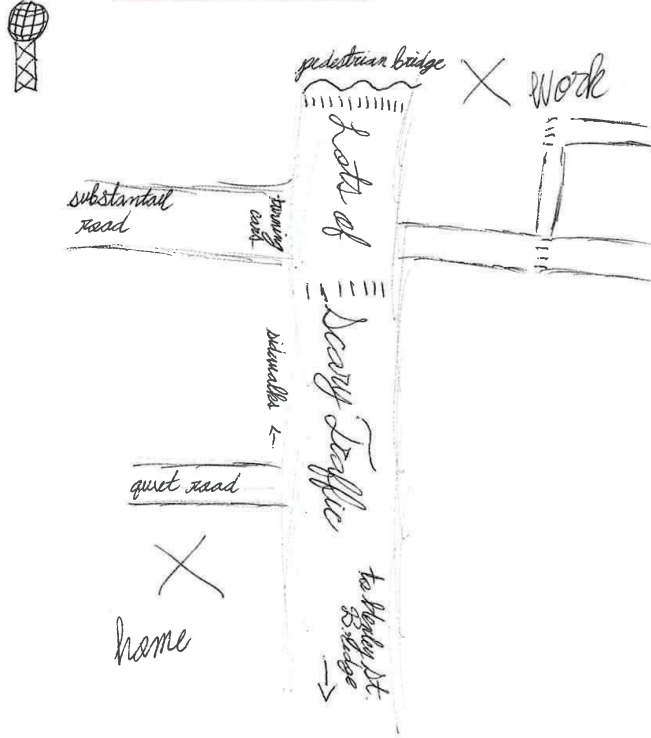
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MENTAL MAPPING EXERCISE

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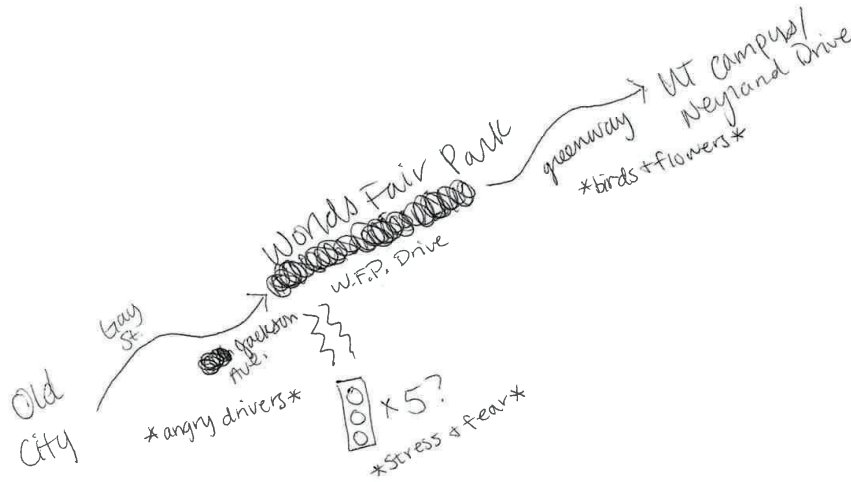
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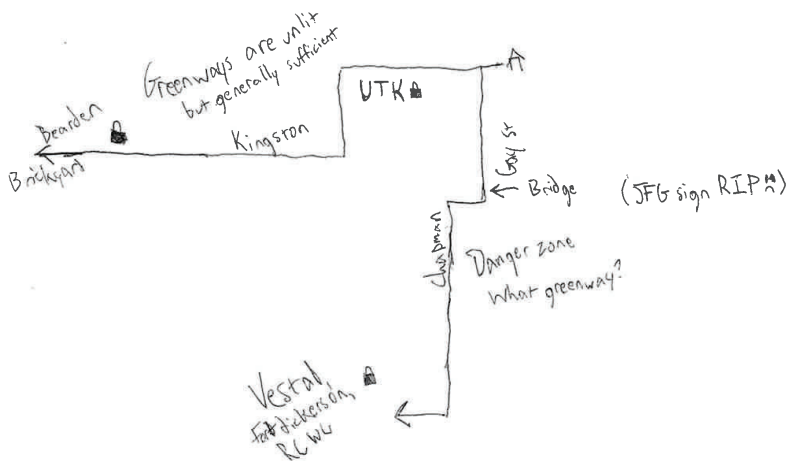
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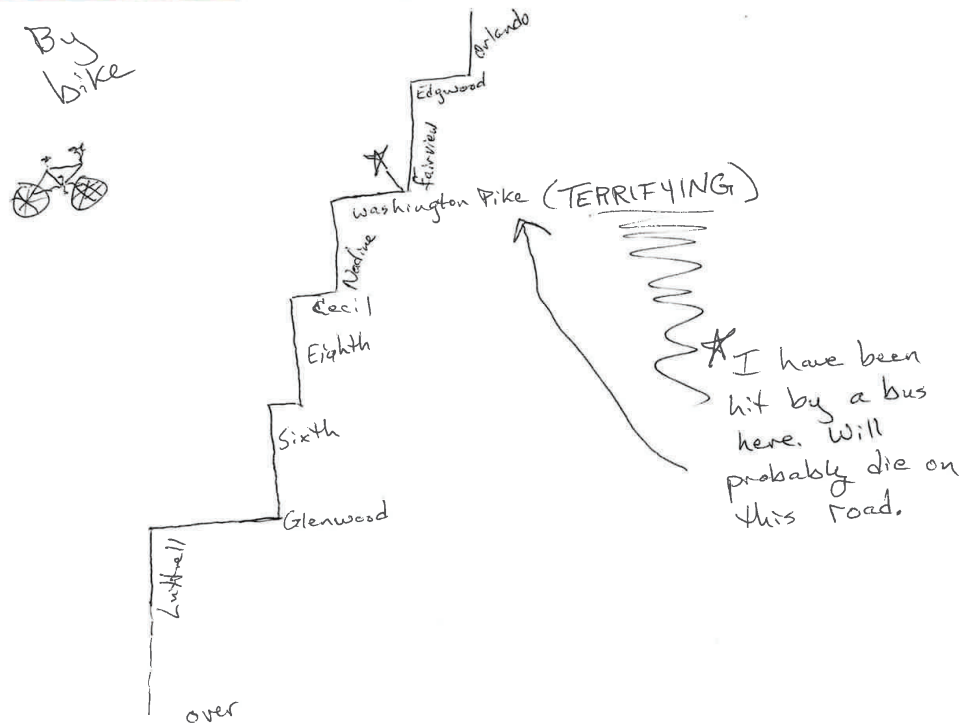
MENTAL MAPPING EXERCISE

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 →

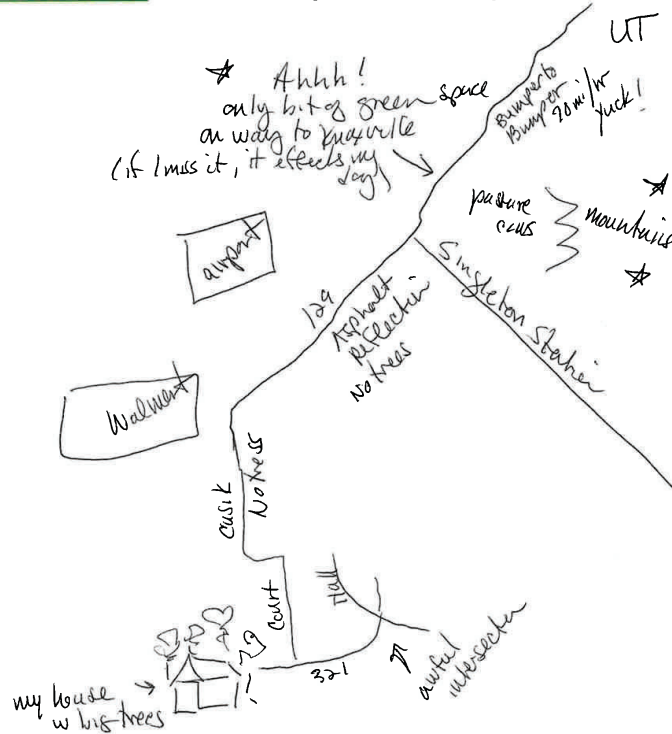
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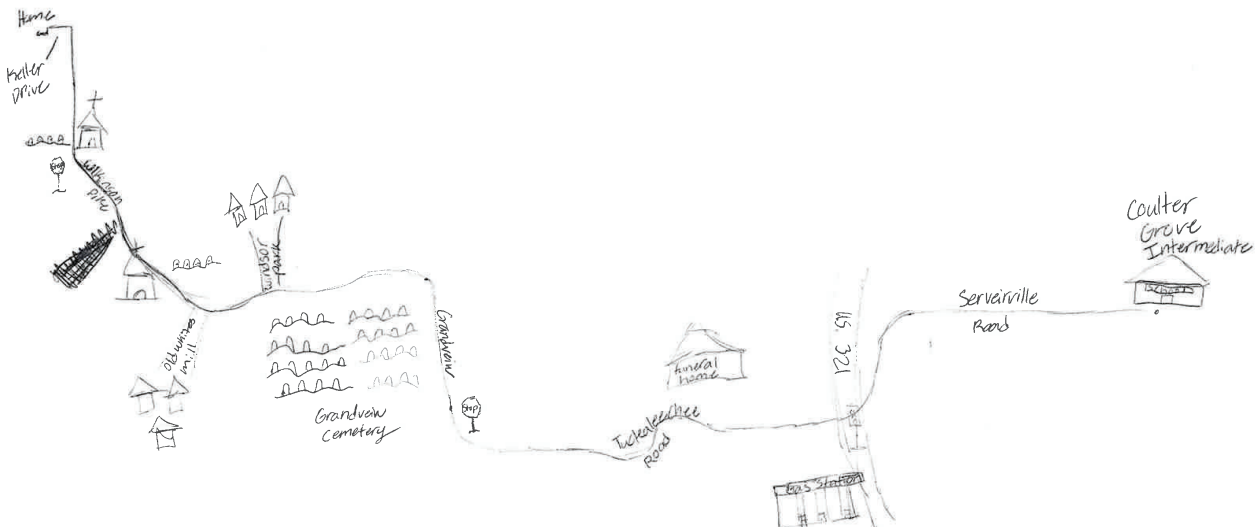
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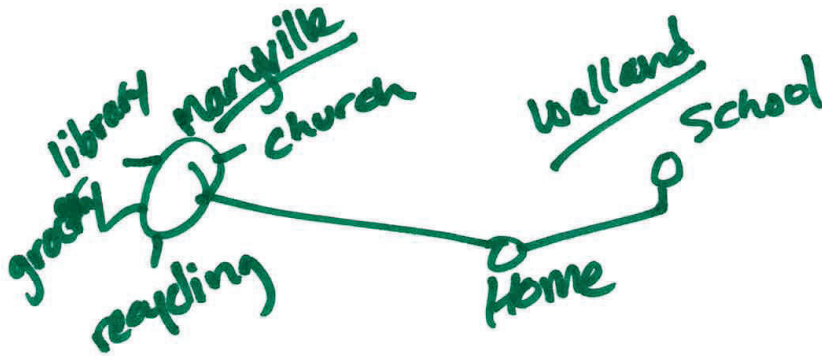
MENTAL MAPPING EXERCISE

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, GA. 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) D-86

COMMENT CARD

MOBILITYPLAN

2050

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

MOBILITYPLAN

2050

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

MOBILITYPLAN
2050

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

MOBILITYPLAN
2050

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

I will be moving
to First Creek Rpts.

will there be a
bus ~~running~~ running
in that area 21PTE

They are down from
Summit Hill. 50PTE

(demographic questions on the back)

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
16	

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
14		

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
14		

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)
14		

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

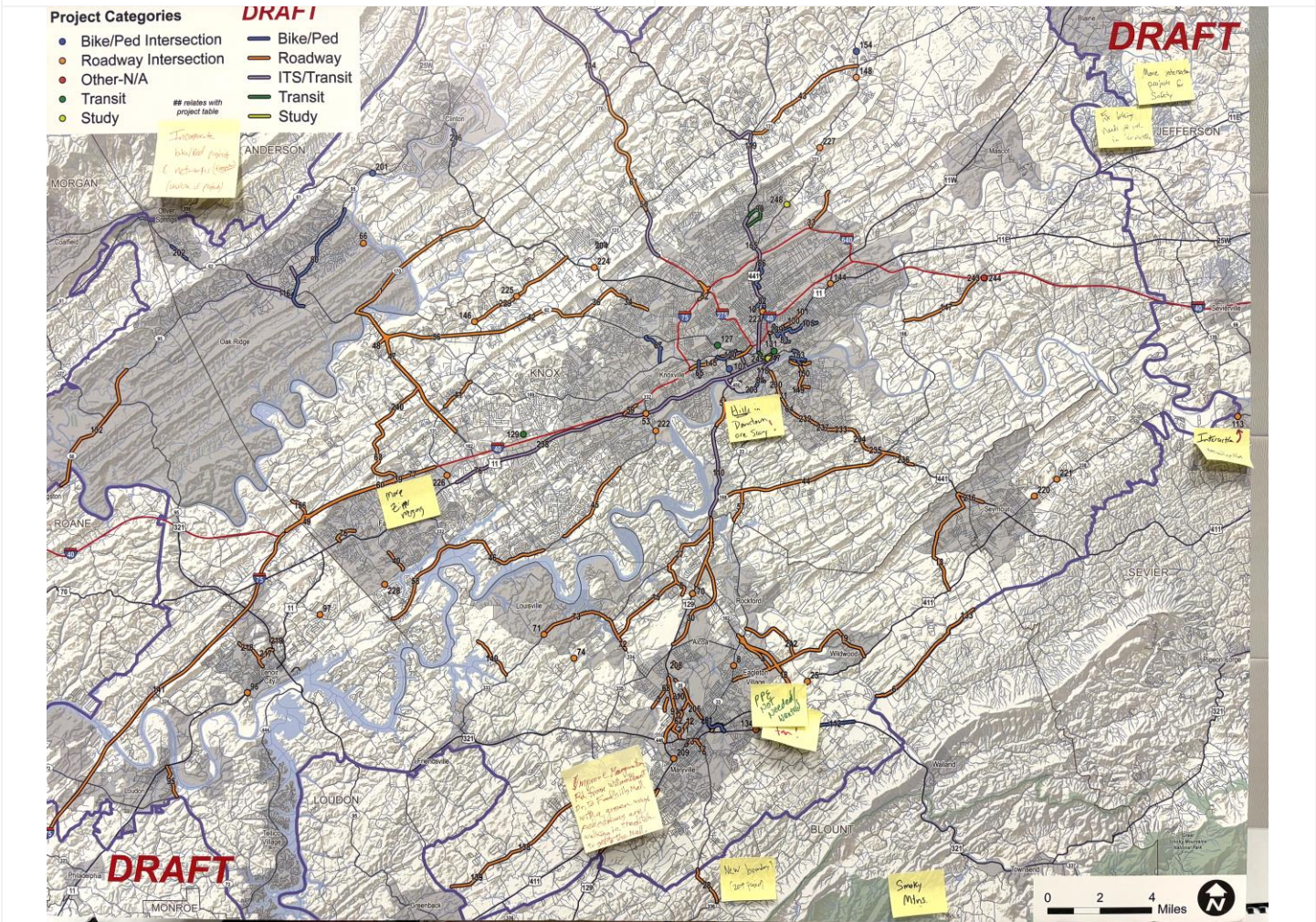
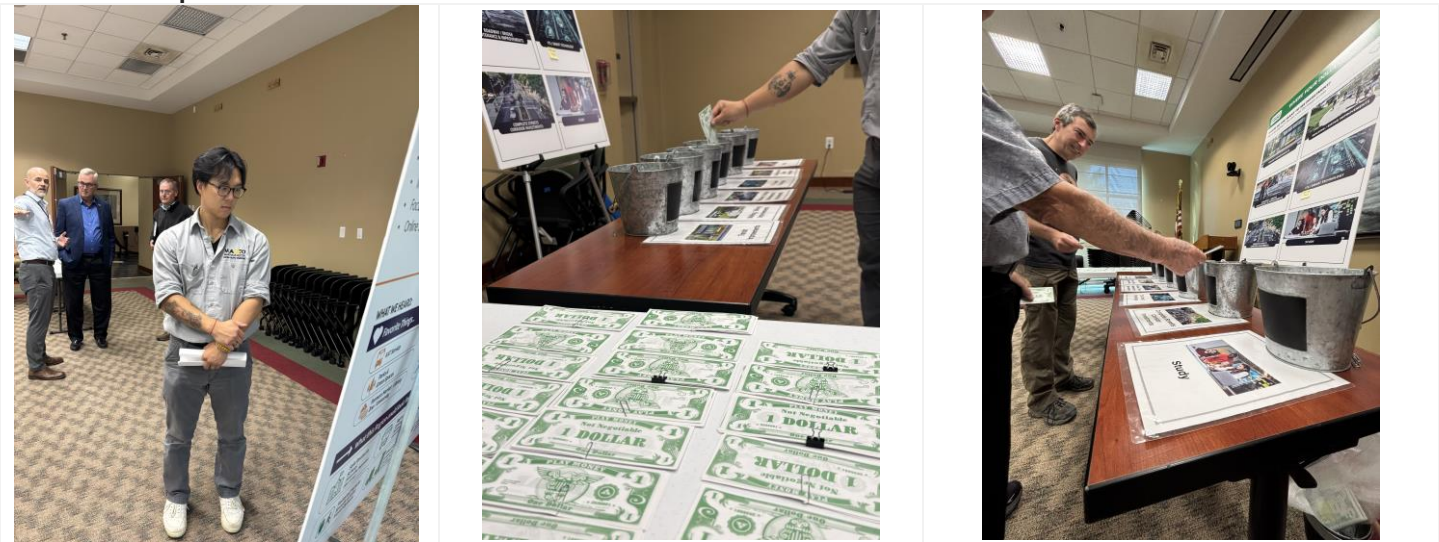
- Fix or maintain what we have first (existing roads and bridges) before building new facilities
- Sidewalks / Improving ability to move around without a car / Address walk-bike and Complete Streets corridor projects
- Improve transit before investing in roadway technology (ITS) or additional plans/studies

Open-Ended Comments Received

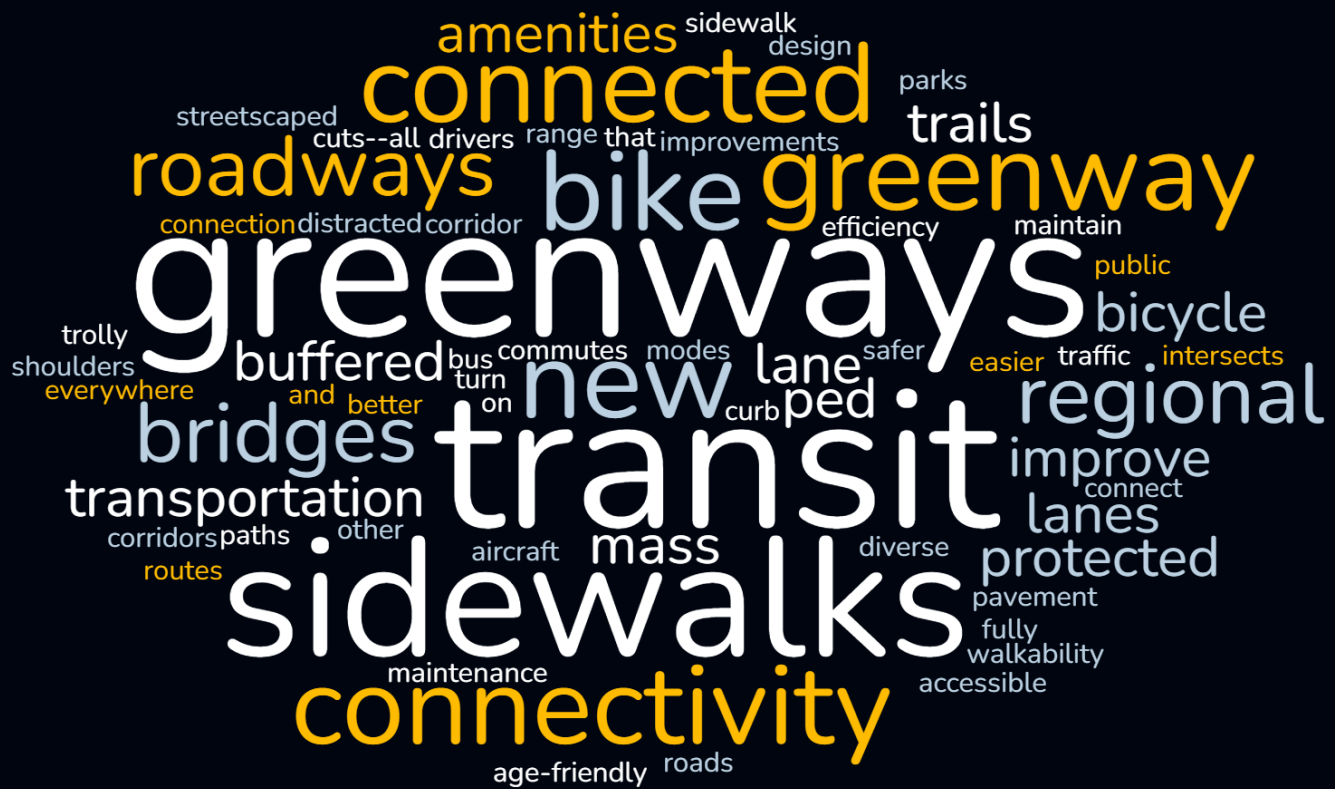
- "How do we balance regional & community investments so that each complements each other?"
- "Improve existing roads rather than building new ones"
- "I appreciate this venue and having informative instructions."
- "Long-term plans (like this) must consider mass public transit options... TRAINS"
- "Toll roads won't help. Adding lanes doesn't fix individual's lack of attention"
- "Mass transit solves congestion and increases transportation safety"
- "The plans 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



Word Cloud – What *PROJECTS* (or project types) would make life better for your **children / grandchildren**
59 contributions



What types of projects are MOST NEEDED? 33 participants

MOBILITYPLAN
2050

TRANSPORTATION INVESTMENTS

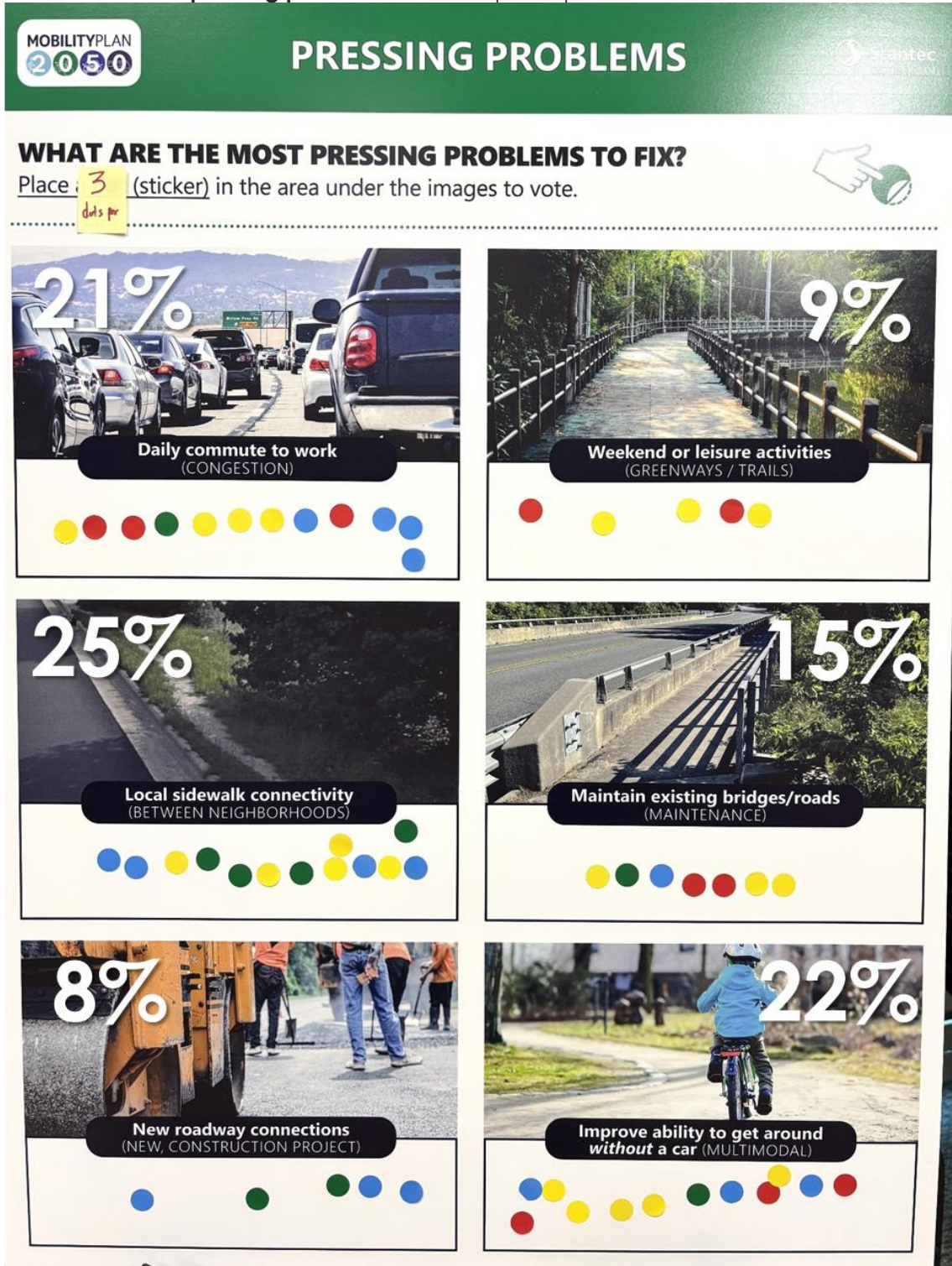
Stantec
OCTOBER 2024

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 / plans **5%**

Public Review Comment Period

Begin 23-Mar-25

End 22-Apr-25

Opinion of these Projects	#	%
Support	152	82%
Neutral	13	7%
Oppose	20	11%
Public Comments	185	

Comment Category	#	%
Multimodal	46	44%
Traffic	21	20%
Safety	10	10%
Connection	7	7%
Cost	7	7%
Transit	6	6%
Roundabouts	4	4%
ITS	1	1%
Priorities	1	1%
Maintenance	1	1%
Preservation	1	1%
Categorized Comments	105	

Mobility Plan 2050

Project Name	#	%
South Knoxville Bridge Greenway	16	9%
East Knox Greenway	10	5%
Accelerated Bus Corridor Stops / Passenger Information System	6	3%
Tyson Fort Sanders Bike Connection	6	3%
Traffic Signal Improvements for the U.T. Area (UT ATMS)	6	3%
Woodland Ave. Complete Street	6	3%
Neyland Drive Pedestrian Connection	6	3%
Urban Wilderness Gateway Park	5	3%
Broadway/Hall of Fame Intersection Improvement Project	5	3%
Hardin Valley Road Widening	5	3%
Washington Pike	4	2%
Oak Ridge Hwy (SR-62)	4	2%
Pellissippi Pkwy (SR-162)	4	2%
James White Parkway corridor improvements	4	2%
Chapman Highway Transit Signal Priority	4	2%
Old Knoxville Hwy (SR-33) Roundabout	3	2%
Pellissippi Pkwy (SR-162) Extension	3	2%
Schaad Rd Widening	3	2%
Papermill Drive Complete Street	3	2%
Chapman Highway Advanced Traffic Management System	3	2%
Louisville Rd (SR-333/SR-334) Reconstruction - Phase 1	3	2%
Maryville to Townsend Greenway - Phase 1 (Brown Creek)	3	2%
First Creek Greenway - Broadway Streetscape	3	2%
Knoxville South Waterfront Pedestrian/Bicycle Bridge	3	2%
Traffic Control Equipment Upgrade - Knoxville (Advanced Traffic Management System - Kingston Pike)	3	2%
Kingston Pike Transit Signal Priority	3	2%
Travel Congestion & Clean Air Improvement Grouping (Local)	3	2%
<i>All other comments were < 2 per project</i>	<3	31%

Project ID	Project Name	Category	Comments on this Project	Opinion of this Project
09-101a	Edgemoor Road (SR-170) - West Segment			Support
09-101a	Edgemoor Road (SR-170) - West Segment			Support
09-101b	Edgemoor Road (SR-170) - East Segment			Support
09-101b	Edgemoor Road (SR-170) - East Segment	Multimodal	Include protect bike/pedestrian lane/ greenway connection to haw ridge greenway	Support
09-202	Robert C Jackson Dr Extension - Phase I	Multimodal	Should not be 4 lanes, 2 lanes with turn offs or intersections should do. Also their is a greenway connection that this looks to displace.	Oppose
09-207	Wrights Ferry Road Center Turn Lane Improvements	Cost	Just no. We do not have money for pedestrian and bikes. Fix the roads then if we have money we can talk about other wants.s	Oppose
09-212	Old Knoxville Hwy (SR-33) Roundabout	Roundabouts	roundabouts reduce crashes	Support
09-212	Old Knoxville Hwy (SR-33) Roundabout	Roundabouts	A round about would be helpful here.	Support
09-212	Old Knoxville Hwy (SR-33) Roundabout			Support
09-232	Pellissippi Pkwy (SR-162) Extension		This is desperately needed.	Support
09-232	Pellissippi Pkwy (SR-162) Extension			Oppose
09-232	Pellissippi Pkwy (SR-162) Extension	Preservation	This is a terrible project, cutting through some beautiful land and will be a driver of suburban sprawl for Maryville.	Oppose
09-257	Relocated Alcoa Hwy (SR-115/US-129) - Stage 2	Traffic	This road is unnecessary, completly seperating the north and south directions of the motor mile should have the same effect.	Oppose
09-615	Washington Pike	Multimodal	Separate bike/ped facilities, I hope? Not just a sidewalk and painted bike lane? Since it's not saying shared use path, I wonder. Please protect bicyclists here, this is a deadly stretch.	Neutral
09-615	Washington Pike	Safety	Bike facilities must have physical protection on this high traffic road/ speeds >30 mph. Painted bike lanes are not appropriate here	Support
09-615	Washington Pike	Traffic	This project will bring more traffic and development pressure to an area of Knox County that wishes to remain rural.	Oppose
09-615	Washington Pike	Roundabouts	Why no round-a-bouts? Wash Pk & Greenway is BEGGING FOR ONE!	Oppose
09-625	Schaad Rd Widening	Multimodal	please add bike facilities to project.	Support
09-625	Schaad Rd Widening	Safety	I fear widening the road will incite speeding and create more traffic	Oppose
09-625	Schaad Rd Widening	Cost	Far too expensive. This seems like it would be better tied into the Knox bypass study that the State has authorized funding for exploring.	Oppose
09-630	Virtue Road/Boyd Station Road Improvements - Phase 2		Support this project- will be popular for people living in the adjoining neighborhoods	Support
09-638	Oak Ridge Hwy (SR-62)			Support
09-638	Oak Ridge Hwy (SR-62)			Support
09-647	Pellissippi Pkwy (SR-162)	Safety	I cannot tell from the description what is planned. But what is needed is a complete bypass over Solway. There is a wreck on that section weekly due to local congestion.	Neutral
09-647	Pellissippi Pkwy (SR-162)	Multimodal	Frontage roads are not needed, the multi-use path to connect communities and schools should be prioritized.	Oppose
09-647	Pellissippi Pkwy (SR-162)		This needs to be a priority. The traffic is more than the short on/off ramps can handle during peak times.	Support
09-647	Pellissippi Pkwy (SR-162)	Traffic	make commuting great again	Support
09-649	Pellissippi Pkwy (SR-162)/Oak Ridge Hwy Interchange	Traffic	Please fix the Solway mess!	Support
09-652	I-75 at Emory Rd (SR-131) Interchange	Traffic	There needs to be something done about all the congestion at this section of interstate and Emory Road. It is absolutely horrible to try and drive this anytime of day, especially in the morning and late afternoon. No matter which direction your going!	Neutral
09-652	I-75 at Emory Rd (SR-131) Interchange		Important project	Support
09-654	I-75/I-640/I-275 Interchange	Cost	I can't believe this would be half a billion dollars for this project, but I guess the current design is terrible. Gosh.	Neutral
09-673	Oak Ridge Hwy (SR-62)		This needs to be a priority. There is so much development in Karns and Oak Ridge Hwy is already congested. If I am waiting to turn left off of Oak Ridge Hwy. people pass me illegally on the right on the shoulder because they do not want to wait.	Support
09-673	Oak Ridge Hwy (SR-62)			Support
09-689	Papermill Drive Complete Street	Traffic	Long overdue. Turn lanes will be a great help to make this safer and reduce traffic. Having bike lanes will also help reduce traffic.	Support
09-689	Papermill Drive Complete Street	Multimodal	Yes, absolutely need this to be a Complete Streets design. Please do not leave bike/ped out of the plan.	Support
09-689	Papermill Drive Complete Street		Stormwater drainage must be a priority in this section of road.	Support
09-691	I-40/75 Widening	Traffic	Lane widening needs to extend the length of I-40 from Watt Rd past the exit for Pigeon Forge. That section has the most traffic. And widening a small section will buy little. Sort of like the 640 bypass short of Watt Rd dumping traffic on Papermill.	Neutral
09-691	I-40/75 Widening	Priorities	Not needed	Oppose
09-692	I-75 Widening			Support
10-260	Foothills Mall Drive Extension - Phase 2			Support
10-700	Campbell Station Rd Improvements	Traffic	Like the widening of Hardin Valley Road, this project is overdue. The nmbre of building permits being granted in Hardin Valley is far in excess of the current infrastructure. At the very least, the road is in dire need of paving.	Support

Project ID	Project Name	Category	Comments on this Project	Opinion of this Project
10-700	Campbell Station Rd Improvements			Support
13-1003	Chapman Highway Advanced Traffic Management System			Support
13-1003	Chapman Highway Advanced Traffic Management System	Traffic	Chapman Highway needs a lot of improvements as there is much more traffic.	Support
13-1003	Chapman Highway Advanced Traffic Management System	Traffic	Anything to help Chapman Hwy traffic if a full blown redo with bike lanes is not going to happen.	Support
13-215	Louisville Rd (SR-333/SR-334) Reconstruction - Phase 1			
13-215	Louisville Rd (SR-333/SR-334) Reconstruction - Phase 1	Traffic	Highly concerned of this phase and another phase of construction to this small community. Then after construction is completed it will be open to larger trucks and even more traffic.	Neutral
13-215	Louisville Rd (SR-333/SR-334) Reconstruction - Phase 1	Traffic	Highly concerned of this phase and another phase of construction to this small community. Then after construction is completed it will be open to larger trucks and even more traffic.	Neutral
13-603	I-40/75 Auxiliary Lanes	Traffic	It would peel Lovell to Campbell Sta. vehicle traffic off the Interstate, but what about Semi Traffic coming off Lovell from the Pilot Fueling station. Those trucks create blockage. Need signage for Trucker to stay left to allow vehicles to flow to exit	Support
13-833	Maryville to Townsend Greenway - Phase 1 (Brown Creek)	Multimodal	The greenway is so valuable to blount county and should be taken serious as a transit solution	Support
13-833	Maryville to Townsend Greenway - Phase 1 (Brown Creek)			Support
13-833	Maryville to Townsend Greenway - Phase 1 (Brown Creek)	Connection	This is a critical connection for the Knoxville- Alcoa- Maryville- Townsend greenway project that is very popular	Support
13-838	First Creek Greenway - Broadway Streetscape	Connection	This will enhance connectivity, so please pursue this!	Support
13-838	First Creek Greenway - Broadway Streetscape	Multimodal	This is great we're extending our greenways.	Support
13-838	First Creek Greenway - Broadway Streetscape	Multimodal	This project should be high priority- a critical connection for pedestrian and bike access	Support
13-852	Knoxville South Waterfront Pedestrian/Bicycle Bridge	Multimodal	Bridge roadway would ideally include separate lanes for cyclists and pedestrians/wheelchairs, as well as graded entries on both ends.	Support
13-852	Knoxville South Waterfront Pedestrian/Bicycle Bridge	Multimodal	Excited for a bike connection to South Knox	Support
13-852	Knoxville South Waterfront Pedestrian/Bicycle Bridge			Support
13-855	First Creek Greenway - North Knox	Multimodal	We've been waiting for this for so long. We need this greenway to connect Fountain City to Downtown.	Support
13-858	Knoxville Northwest Greenway Connector - Phase 2	Multimodal	This project is a critical bike/ ped connection from Ball Camp/ northwest neighborhoods to the Middlebrook greenway with other bike/ped connections to UT, downtown, etcconnections	Support
13-858	Knoxville Northwest Greenway Connector - Phase 2			Support
17-1006	Accelerated Bus Corridor Stops / Passenger Information System	Multimodal	Greatly needed. Transit improvements and bike/ped improvements along this corridor will be a HUGE help. We have to make streets safe for ALL.	Support
17-1006	Accelerated Bus Corridor Stops / Passenger Information System	Multimodal	There is currently no safe access route for a pedestrian or cyclist to travel through the Sharp Ridge pass and under the 640/44 interchange on both N Broadway and Old Broadway connecting to Tazewell Pike. Sidewalks and crossings need to be added.	Support
17-1006	Accelerated Bus Corridor Stops / Passenger Information System		Long promised and way overdue. This was supposed to have BEEN done. Please, it is so needed.	Support
17-1006	Accelerated Bus Corridor Stops / Passenger Information System			Support
17-1006	Accelerated Bus Corridor Stops / Passenger Information System			Support
17-1006	Accelerated Bus Corridor Stops / Passenger Information System	Multimodal	Connecting sidewalks completely up and down Broadway would be ideal allow us to come to a main corridor from neighborhood and feeder streets to access parks and local businesses without a car.	Support
17-202	US 129 Widening	Transit	Widening all of Alcoa highway without considering a passenger rail option is crazy.	Oppose
17-608a	Magnolia Avenue Streetscape - Phase 3		Needs it	Support
17-608a	Magnolia Avenue Streetscape - Phase 3	Multimodal	Protected bike lanes are required; anything less is below standard and will not provide the safety cyclists need	Support
17-608b	Magnolia Avenue Streetscape - Phase 4			Support
17-608b	Magnolia Avenue Streetscape - Phase 4		Project should extend in other phases fully yo Chilhowee Park	Support
17-608c	Magnolia Avenue Streetscape - Phase 5		Needed	Support
17-608c	Magnolia Avenue Streetscape - Phase 5			Support
17-850	South Waterfront Greenway - East of Suttree			Support

Project ID	Project Name	Category	Comments on this Project	Opinion of this Project
17-850	South Waterfront Greenway - East of Suttree			Support
17-901	East Knox Greenway	Connection	This is greatly needed to connect downtown to Botanical Gardens and 1st Creek.	Support
17-901	East Knox Greenway	Multimodal	East knox bike/ped connection is needed!!!!	Support
17-901	East Knox Greenway	Multimodal	This will be so helpful with providing more green options to get around this area.	Support
17-901	East Knox Greenway	Connection	Connecting downtown, the new stadium, high density residential in the five points area, and The Botanical Gardens would be very worthwhile	Support
17-901	East Knox Greenway		This looks wonderful!	Support
17-901	East Knox Greenway	Connection	Great project for east Knoxville to connect neighborhoods and to downtown	Support
17-901	East Knox Greenway			Support
17-901	East Knox Greenway			Support
17-901	East Knox Greenway	Multimodal	This greenway is a great project, but the sidewalk infrastructure of the area surrounding the Botanical Gardens needs to be improved for people to use it. There are no sidewalks on Boyds Bridge, Wimpole, Biddle, or S Castle which are dangerous to walk.	Support
17-901	East Knox Greenway	Multimodal	This would be great to better connect the Botanical Gardens and neighborhoods to downtown.	Support
17-911	Tyson Fort Sanders Bike Connection		Glad their is a plan to get pedestrians away from the intersections on cumberland	Support
17-911	Tyson Fort Sanders Bike Connection			Support
17-911	Tyson Fort Sanders Bike Connection	Multimodal	My favorite project. The fort is so confining, even for pedestrians. This will encourage use of the greenway and alternative modes of transportation to driving. This directly affects my commute.	Support
17-911	Tyson Fort Sanders Bike Connection	Connection	Very important to connect this park to the neighborhood!	Support
17-911	Tyson Fort Sanders Bike Connection	Multimodal	Very Much needed to alleviate having to use Cumberland to access quickest bike route downtown.	Support
17-911	Tyson Fort Sanders Bike Connection		Fully support, this corner of the fort is extremely disconnected with only 22nd St and Grand Avenue being ways to exist the street grid.	Support
18-200b	Alcoa Hwy (SR-115/US-129) ITS Expansion - Phase 2	Multimodal	With this project please extend the greenway from Marine Park to the county line.	Support
18-202	Blount County Greenway Trail - Phase 1		Maryville to Townsend greenway connection will attract more tourism and increase local property values.	Support
18-202	Blount County Greenway Trail - Phase 1	Multimodal	This is a crucial piece of the Knox - Blount Greenway	Support
18-600	I-75 ITS Expansion	Traffic	Tiny bandaaid - You need additional lanes in either direction. Cameras tell you what happened. Additional lanes may help prevent it.	Oppose
18-600	I-75 ITS Expansion	Traffic	Increase lanes to improve traffic. Change light timing to encourage higher arterial flow.	Support
19-603	Traffic Signal Improvements for the U.T. Area (UT ATMS)	ITS	Smart signals are awesome! 17th street needs the boost in efficiency!	Support
19-603	Traffic Signal Improvements for the U.T. Area (UT ATMS)			Support
19-603	Traffic Signal Improvements for the U.T. Area (UT ATMS)			Support
19-603	Traffic Signal Improvements for the U.T. Area (UT ATMS)	Traffic	There are not enough lights in this section to justify the cost. A larger vision to better using this entire area (including UT's new entertainment district next to Neyland Stadium) should be proposed before making an further investments.	Oppose
19-603	Traffic Signal Improvements for the U.T. Area (UT ATMS)	Cost	This is quite a bit of money for just traffic control improvements. How does the cost go down or we get more for our buck out of this project.	Oppose
19-603	Traffic Signal Improvements for the U.T. Area (UT ATMS)	Cost	This is another short stretch for just traffic control into UT. More bike access to connect UT to Western would make more sense with a spend like this.	Oppose
19-606	Woodland Ave. Complete Street	Multimodal	Please make the bike lanes protected bike lanes! That's really the safest and best way to encourage cycling. Complete streets are amazing and greatly needed!	Support
19-606	Woodland Ave. Complete Street	Multimodal	I love complete streets	Support
19-606	Woodland Ave. Complete Street			Support
19-606	Woodland Ave. Complete Street		Very needed.	Support
19-606	Woodland Ave. Complete Street	Multimodal	Painted bike lanes is substandard - need physical separation from vehicular traffic	Support
19-606	Woodland Ave. Complete Street	Multimodal	This should be done only if something to a similar Belle Morris greenway is also moved forward.	Neutral
21-400c	I-75 Widening (Loudon) - Segment 3			Support
21-605	James White Parkway corridor improvements			Support
21-605	James White Parkway corridor improvements	Safety	Yes, Hillwood Drive is particularly scary.	Support
21-605	James White Parkway corridor improvements	Safety	Improvements to Hillwood have been in planning for nearly 20 years. The street is too narrow and dangerous. It needs to be fixed sooner than 2035.	Support
21-605	James White Parkway corridor improvements			Support
21-606	Urban Wilderness Gateway Park	Multimodal	I am very glad this is happening. James White is bloated and yields valuable space that could be used for pedestrian and bike infrastructure - especially as Baker's Creek expands. Great to see this change happening	Support
21-606	Urban Wilderness Gateway Park	Safety	The road will be safer and more efficient!	Support

Project ID	Project Name	Category	Comments on this Project	Opinion of this Project
21-606	Urban Wilderness Gateway Park			Support
21-606	Urban Wilderness Gateway Park	Multimodal	I love it! What a wonderful idea to connect the urban wilderness to the rest of the city by shared use paths.	Support
21-606	Urban Wilderness Gateway Park		Would be great to get done at some point, but other areas of the City deserve attention, especially for commuters.	Neutral
21-700	Smart Trips			Support
21-700	Smart Trips	Multimodal	I've been using Smarttrips for nearly a decade and they have encourage many people to try alternatives to driving.	Support
21-800	South Knoxville Bridge Greenway	Connection	This is greatly needed and will be a tremendous asset to the community.	Support
21-800	South Knoxville Bridge Greenway	Multimodal	I think this is great for connecting greenway access. More continuous stretches of greenway mean less traffic interactions with cyclists and pedestrians. Most my near misses have been in town at marked intersections and in bike lanes along slower streets	Support
21-800	South Knoxville Bridge Greenway			Support
21-800	South Knoxville Bridge Greenway			Support
21-800	South Knoxville Bridge Greenway	Multimodal	Protected multiuse paths are live savers, literally.	Support
21-800	South Knoxville Bridge Greenway	Multimodal	Protected multiuse paths are live savers, literally.	Support
21-800	South Knoxville Bridge Greenway		Ready to see this happen!!	Support
21-800	South Knoxville Bridge Greenway			Support
21-800	South Knoxville Bridge Greenway	Multimodal	Yes we need more connections for our greenways.	Support
21-800	South Knoxville Bridge Greenway		This project has been proposed in several different ways over the years and I've always been in favor of it. It will become needed even more if the Gay St Bridge never reopens to bikes and pedestrians.	Support
21-800	South Knoxville Bridge Greenway		Please! Very much needed. Crucial	Support
21-800	South Knoxville Bridge Greenway		I don't understand how this project has not been done by now- multiple sources of funding have been allocated	Support
21-800	South Knoxville Bridge Greenway			Support
21-800	South Knoxville Bridge Greenway			Support
21-800	South Knoxville Bridge Greenway			Support
21-800	South Knoxville Bridge Greenway		Without Gay Street Bridge, this seems like a must. I'd prefer something like this be a priority versus another \$25M to the Urban Wilderness, an area that's now seems to keep getting more funds compared to other parts of the City.	Support
21-801	Gibbs Schools Pedestrian Bridge			Support
21-802	Adair to Old Broadway Connection	Multimodal	The hope is this will be a segment in a Fountain City to Downtown greenway	Support
23-803	Neyland Drive Pedestrian Connection	Multimodal	The project description indicates this is a sidewalk and just indicates it is for pedestrians. Please make it a greenway instead to connect the existing greenways in the area. We desperately need more bike connections along there to campus especially.	Support
23-803	Neyland Drive Pedestrian Connection	Multimodal	A safe access route for pedestrians and cyclists here is sorely needed. Currently, trampling on the grass next to the road is the only way to pass through. Why not extend access to the west until the nearest multi-use path?	Support
23-803	Neyland Drive Pedestrian Connection	Multimodal	More greenways the better	Support
23-803	Neyland Drive Pedestrian Connection		Needed and beautifying	Support
23-803	Neyland Drive Pedestrian Connection		the sooner the better	Support
23-803	Neyland Drive Pedestrian Connection			Support
23-804	Powell High School Greenway			
24-1000	Knoxville-Knox County CAC Transit Capital Project		Very important service that needs expansion	Support
24-1001	Purchase KAT Vehicles - Fixed Route Buses			Support
24-205	Home Avenue Widening	Traffic	Why no projects on Morganton Rd. The traffic is high and getting worse z	Neutral
24-209	Realignment of SR-35 / US-411 (Sevierville Road)			Oppose
24-602	Broadway/Hall of Fame Intersection Improvement Project			Support
24-602	Broadway/Hall of Fame Intersection Improvement Project	Roundabouts	Working on the sidewalks would be welcomed and make it safer. A roundabout would help traffic move along.	Support

Project ID	Project Name	Category	Comments on this Project	Opinion of this Project
24-602	Broadway/Hall of Fame Intersection Improvement Project		Much needed improvement	Support
24-602	Broadway/Hall of Fame Intersection Improvement Project			Support
24-602	Broadway/Hall of Fame Intersection Improvement Project			Support
24-604	Clinton Hwy at W. Beaver Creek Dr Intersection	Cost	Details of what is planned for this near term project are not specified. What ROW is being purchased and where are the details of this \$3M planned project? How can I get the details?	Neutral
24-604	Clinton Hwy at W. Beaver Creek Dr Intersection	Cost	There are no details as to the extent and rationale for spending \$3.2M on this project. You need to provide the details and publish this so community members can see what is planned. There are several businesses and residences that could be impacted.	Oppose
24-606	Lovell Rd (SR-131) at Parkside Dr Intersection	Multimodal	Construct sidewalk connection from intersection into Turkey Creek Pavilion shopping center.	Support
24-610	Chapman Hwy Segment 1a	Multimodal	Multimodal is a high need here. Very crucial!	Support
24-610	Chapman Hwy Segment 1a	Multimodal	Sidewalks should be set back from road to ensure pedestrian safety and consequent use.	Support
24-611	Chapman Hwy Segment 1b			Support
24-612	Chapman Hwy Segment 2	Multimodal	Multi-use path must be sufficiently far enough away from Chapman highway in order for users to feel safe and utilize the path as a whole.	Support
24-613	Chapman Hwy Segment 3	Multimodal	Multi-use path should include direct connection to Chapman Ford Crossing shopping center.	Support
24-614	Chapman Hwy Segment 4	Safety	Any project that improves safety on Chapman Hwy is worthwhile	Support
24-617	Traffic Control Equipment Upgrade - Knoxville (Advanced Traffic Management System - Kingston Pike)			Support
24-617	Traffic Control Equipment Upgrade - Knoxville (Advanced Traffic Management System - Kingston Pike)	Safety	This plan should also slow the speed of vehicular traffic to a reasonable speed of 35 mph to decrease deaths and injuries'.	Neutral
24-617	Traffic Control Equipment Upgrade - Knoxville (Advanced Traffic Management System - Kingston Pike)		yes, improve light coordination across Knox County!	Support
24-618	Chapman Highway Transit Signal Priority	Transit	So glad Knoxville is getting transit priority! This should be on as many bus routes as possible!	Support
24-618	Chapman Highway Transit Signal Priority	Transit	So glad transit priority is coming to Knoxville!	Support
24-618	Chapman Highway Transit Signal Priority	Traffic	This should go a long way towards relieving congestion by mode-shifting drivers to transit.	Support
24-618	Chapman Highway Transit Signal Priority	Traffic	Stone Rd intersection is major traffic point.	Support
24-619	Kingston Pike Transit Signal Priority	Transit	Transit priority on such a crucial artery will level up westward connection!	Support
24-619	Kingston Pike Transit Signal Priority	Traffic	This will help relieve congestion by making transit quicker	Support
24-619	Kingston Pike Transit Signal Priority			Support
24-620	Magnolia Ave. Transit Signal Priority	Transit	Helps keep the bus on schedule and a smooth, fast option for commuters to choose less auto driving.	Support
24-621	Hardin Valley Road Widening	Traffic	There are 7 subdivision entrances (plus more on the way) intersecting with Hardin Valley Road between Pellissippi and Campbell Station. Widening HV from 3 to 5 lanes will make left turns from those subdivisions difficult and potentially deadly.	Oppose
24-621	Hardin Valley Road Widening	Safety	I'm concerned that this will increase traffic and incite speeding on a wider road.	Oppose
24-621	Hardin Valley Road Widening		Is there more detail on how limiting access will affect the existing neighborhoods on this stretch of road? Will they be cut off as right in, right out only as happened to Hardin Farms Lane? Please don't make this into a bypass from schools to parkway.	Neutral
24-621	Hardin Valley Road Widening		This long overdue and should have been done before granting thousands of building permits in Hardin Valley. Infrastructure here, at I40, and further down Hardin Valley Road is not supportive of the population growth being promoted.	Support
24-621	Hardin Valley Road Widening			Support
24-703b	Safety Improvements Program Grouping (Local)	Multimodal	As a bus/bike/pedestrian roadway user, I say that safety is top priority.	Support
24-704a	NHS Preservation/Operations Grouping (TDOT)			Support
24-704b	NHS Preservation/Operations Grouping (TDOT)	Maintenance	I guess this is routine maintenance? If so I support that.	Support
24-705b	Safety Improvements Program Grouping (TDOT)	Safety	Got to support Safety. Not sure what this covers but I'm here to say if bike/ped user safety is priority, it's probably safer for all users.	Support
24-706a	Travel Congestion & Clean Air Improvement Grouping (Local)			Support
24-706a	Travel Congestion & Clean Air Improvement Grouping (Local)			Support
24-706b	Travel Congestion & Clean Air Improvement Grouping (Local)	Transit	KAT and CAC transit are great and we need expansion; we need fewer automobiles driving more slowly and being outpaced by bus and bike path users!	Support