

Public Input Summary

Round Three: Priorities (March 27-April 23, 2023)

Draft

May 15, 2023

ADVANCE KNOX

Engage in our land use and transportation future.

This document provides a summary of the input received during the third round of public input for Advance Knox. It represents the input of over 800 people who attended events or participated online between March 27 and April 23, 2023.

Contents

A. Overview and purpose.....	3
B. What We Did	4
C. What We learned.....	5
Priorities.....	5
Future Land Use Comments	15
D. Who We Heard From.....	16
E. Appendix.....	17
A. Exit Questionnaire Summary Statistics and Comments	17
B. Priority Votes Table.....	25
C. Priority Comments	29
A. Future Land Use Comments	97

A. OVERVIEW AND PURPOSE

From Monday, March 27 through Thursday, March 30, 2023, Advance Knox held a series of five community in-person events, called “Priorities Week” to kick off the third and final round of public input for the planning process. In addition to the in-person events, two virtual meetings were conducted to provide an alternative for participation. Priorities Week, through April 23rd, additional public input was gathered online following Priorities Week at AdvanceKnox.org. The purpose of this third round of community input was to:

1. Share the Advance Knox preferred scenario and the draft Future Land Use map.
2. Obtain input on priorities for the proposed transportation improvement projects

Over 800 people provided feedback through the in-person, virtual, and online activities. Additionally, over 2,600 unique visitors viewed the draft maps and projects on the website.

The Advance Knox public input process is qualitative research. Participants, while diverse, may not represent all interests in the county. This summary is based on the input of those who participated and is not intended to depict public consensus. This input serves as one datapoint, which will be considered in the planning process, along with quantitative analysis.

PRIORITIES WEEK EVENTS

Monday March 27th

- o 12:00 pm – Cansler Family YMCA
- o 5:30 pm – Gibbs High School

Tuesday March 28th

- o 5:30 pm – Brickey McCloud Elementary

Wednesday March 29th

- o 12:00 pm – Virtual
- o 5:30 pm – Northshore Elementary

Thursday March 30th

- o 5:30 pm – Bonny Kate Elementary

Thursday April 6th

- o 12:00 pm – Virtual

PARTICIPATION AT A GLANCE

Total participants: **810**
In-person and virtual: **225**
Online: **585**

COMMUNICATION AND OUTREACH

To inform the public about the Priorities Week, the county, with support from the Advisory Committee, conducted a communication and outreach campaign. That effort included traditional media and electronic communication, as well as word-of-mouth outreach. Specific communication and outreach activities included:

- Project Website, Planning, TPO, Knox County Websites
- News articles in local publications (7)
- Press releases (2)
- Mayor's weekly video
- Newsletters (9) to 4,917 subscribers
- Social media posts and paid advertising
- Flyers distributed to libraries and senior centers in Knox County
- Advisory and Technical Committee outreach to personal networks

Do you care about growth and transportation in Knox County? We need your feedback!

PRIORITIES WORKSHOPS

March 27 – April 6

Based on your input, Knox County has developed a list of proposed transportation projects that will accompany a future land use plan. Attend a workshop to help prioritize those projects and give feedback to guide the county's future.



Attend this event, meet our elected officials, and see how your input will be used to help guide the county's future.

AdvanceKnox.org

Monday MAR 27

- 12 pm Cansler Family YMCA
- 5:30 pm Gibbs High School

Tuesday MAR 28

- 5:30 pm Brickey McCloud Elementary

Wednesday MAR 29

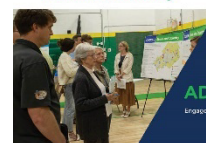
- 12:00 pm Virtual
- 5:30 pm Northshore Elementary

Thursday MAR 30

- 5:30 pm Bonny Kate Elementary

Thursday APR 6

- 12:00 pm Virtual

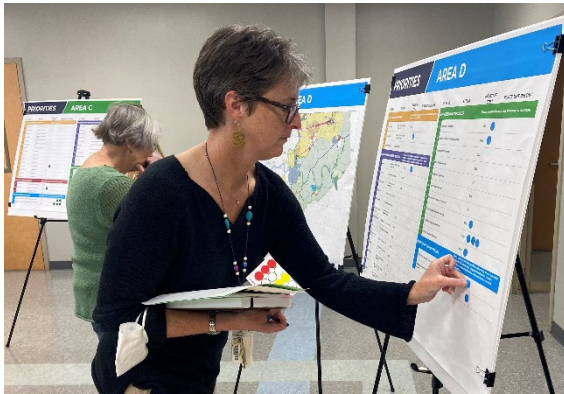


B. WHAT WE DID

The Priorities Week events and online input involved similar activities, in which participants could complete at their own pace. At the in-person and virtual events, the planning team provided a short presentation to explain how the preferred scenario led to the future land use map and the potential transportation projects.

Priorities

At the in-person events, the county was divided into four general areas, with a station for each area. At each station there was a large map showing the draft future land use and numerous transportation projects for that area. Beside the map was a list and description of the transportation projects. Among the four areas, there were 158 transportation projects. Participants could visit the stations in any order and mark up to three priority transportation projects in each area. They could provide other feedback through comment cards. Members of the planning team and staff assisted participants at each station.



Exit Questionnaire: Tell us about yourself

Before participants left the event, they were asked to fill out an exit questionnaire. Similarly, the online format asked participants to provide a bit of information about themselves. Those responses provide insight into how people heard about the event and characteristics of participants.

Online

The online activity was similar to the in-person format with the map, the project lists, and an exit questionnaire. Participants could select up to three priority transportation projects from each quadrant of the map. The survey also allowed participants to leave general comments.

C. WHAT WE LEARNED

Priorities

The 158 transportation projects were presented to the public, separated into five categories: Safety, Capacity, Modernization, Greenways, and Pedestrian Improvements. Participants could mark up to twelve projects (three per quadrant of the county) as projects that were priorities to them. The results revealed the projects that are the most important to the community and are detailed below.

- Every project received at least one vote.
- Greenways projects received the most votes, followed by Modernization projects.
- Project 116 (Northshore Dr) received the most attention, with 306 votes.



Modernization

61 projects

Greenway

43 projects

Capacity

12 projects

Safety

38 projects

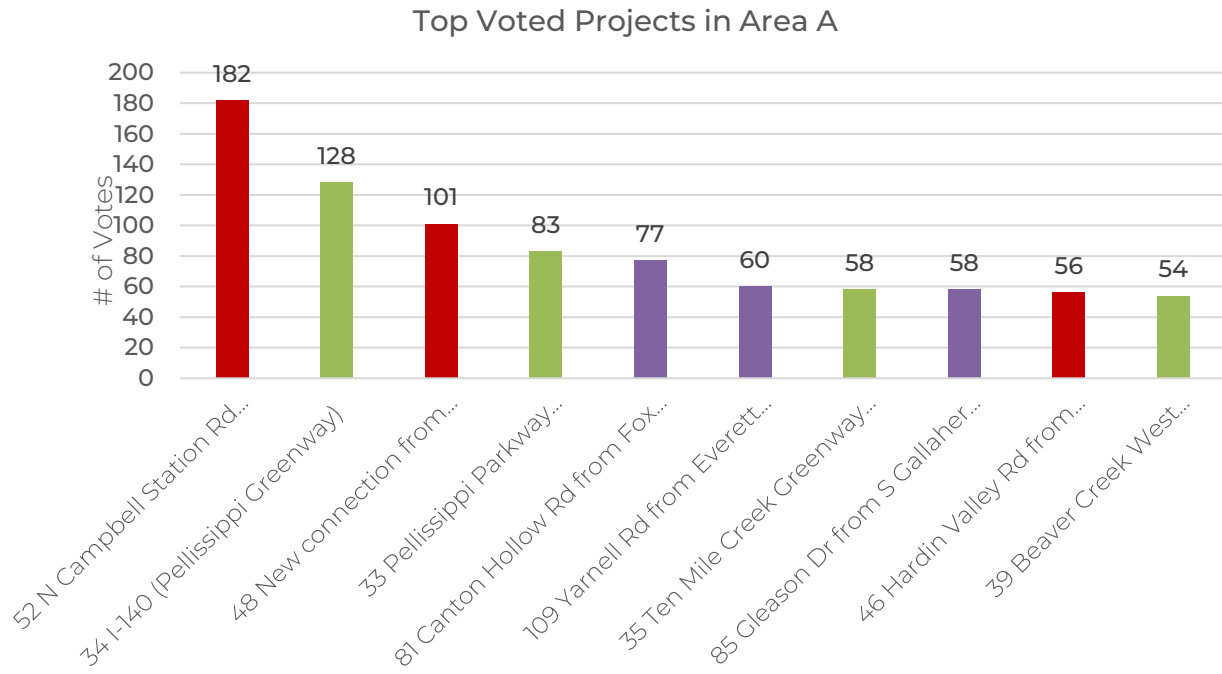
Pedestrian

2 projects

A total list of all comments and projects with their corresponding votes is available in the appendix.

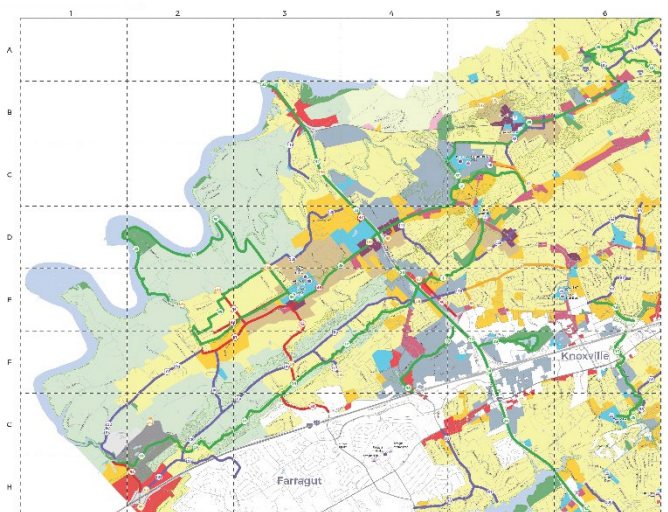
Participant Priorities by Area

Area A

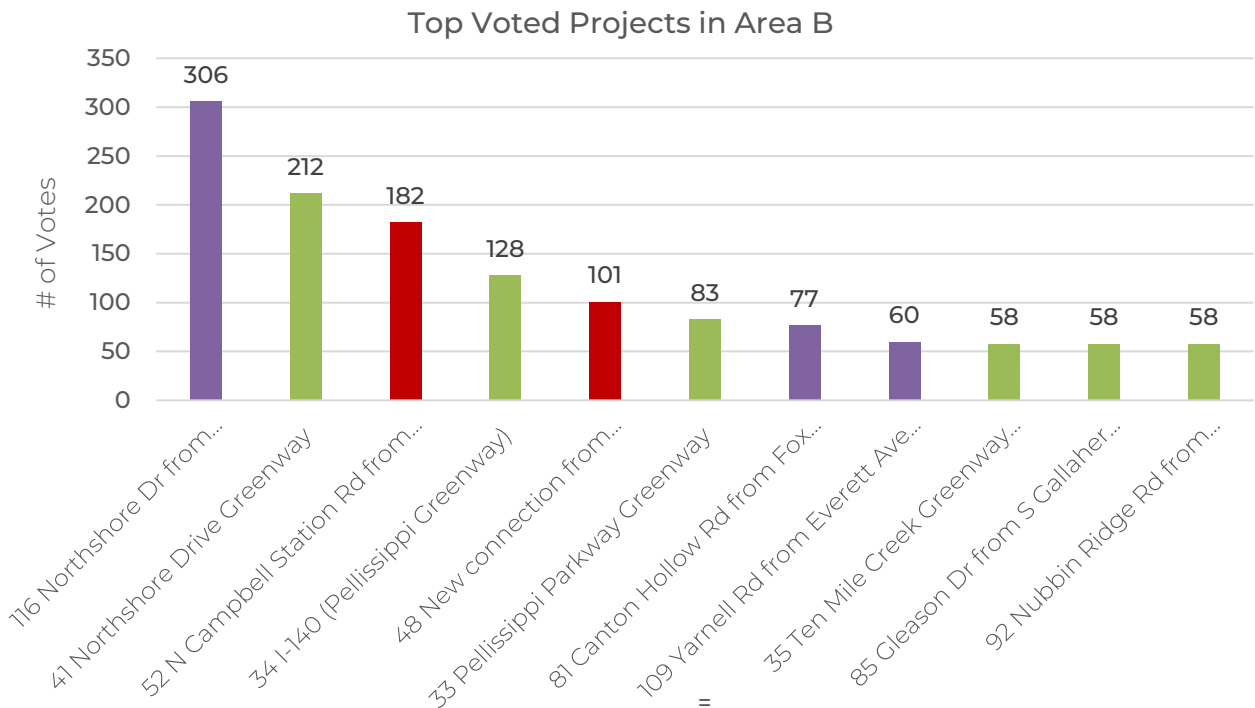


The top projects voted for in Area A are evenly split between Capacity, Modernization, and Greenways. Area A has 25 projects and the top 10 are:

- 52, N Campbell Station Rd from I-40 to Hardin Valley Rd with 182 votes
- 34, I-140 (Pellissippi Greenway) with 128 votes
- 48, New connection from Dutchtown Rd to Lovell Rd with 101 votes
- 33, Pellissippi Parkway Greenway with 83 votes
- 81, Canton Hollow Rd from Fox Rd to Kingston Pk with 77 votes
- 109, Yarnell Rd from Everett Ave to Lovell Rd with 60 votes
- 35, Ten Mile Creek Greenway Extension with 58 votes
- 85, Gleason Dr from S Gallaher View Rd Access to Ebenezer Rd with 58 votes
- 46, Hardin Valley Rd from Steele Rd to Pellissippi Pkwy with 56 votes
- 39, Beaver Creek West Greenway with 54 votes

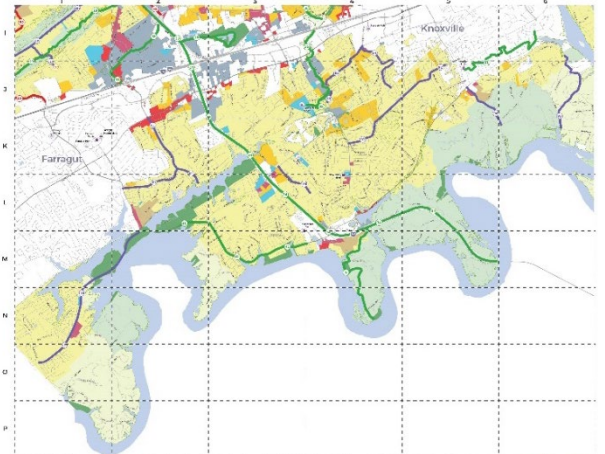


Area B



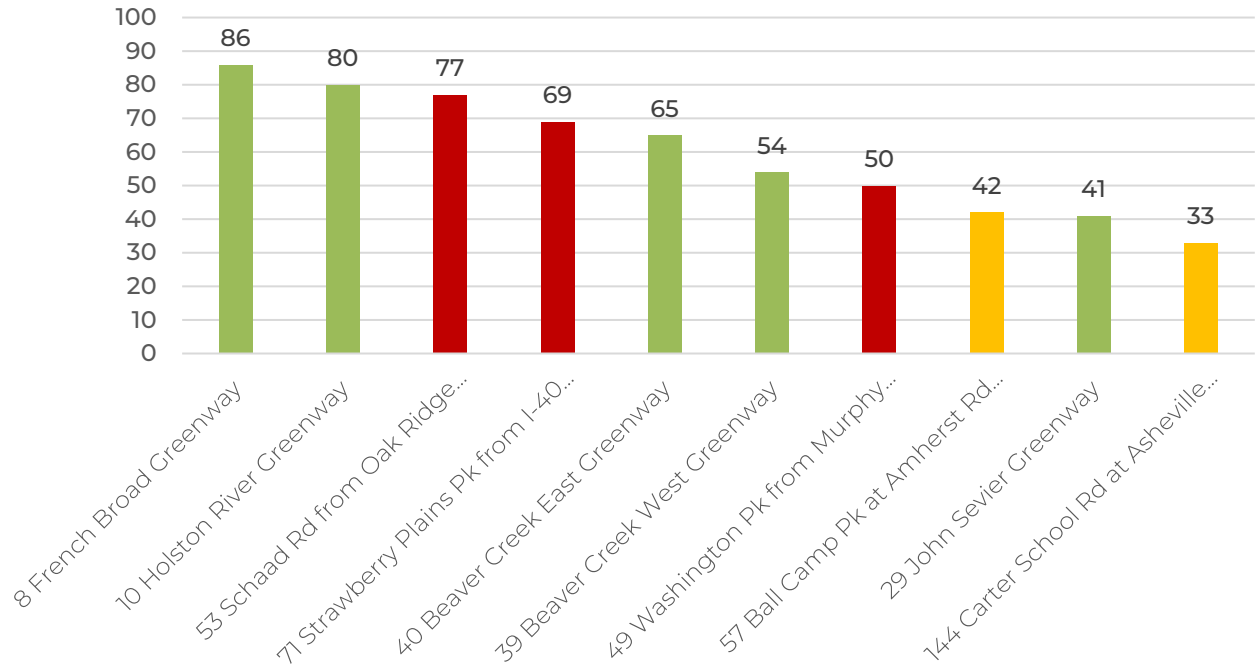
There are 67 projects in Area B, and the Top 11 are:

- 116, Northshore Dr from Concord Rd to Harvey Rd with 306 votes
- 41, Northshore Greenway with 212 votes
- 52, N Campbell Station Rd from I-40 to Hardin Valley with 182 votes
- 34, I-140 (Pellissippi Greenway) with 128 votes
- 48, New connection from Dutchtown Rd to Lovell Rd with 101 votes
- 33, Pellissippi Parkway Greenway with 83 votes
- 81, Canton Hollow Rd from Fox Rd to Kingston Pk with 77 votes
- 109, Yarnell Rd from Everett Ave to Lovell Rd with 60 votes
- 35, Ten Mile Creek Greenway Extension with 58 votes
- 85, Gleason Dr from S Gallaher View Rd Access to Ebenezer Rd with 58 votes
- 92, Nubbin Ridge Rd from Antrim Way to Ebenezer Rd with 58 votes



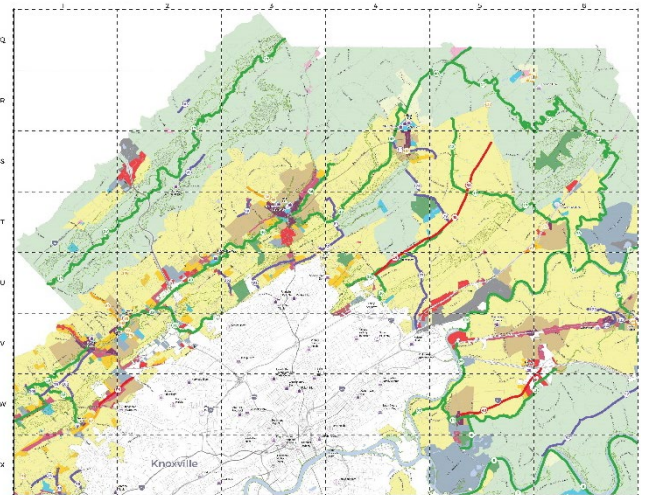
Area C

Top Voted Projects in Area C

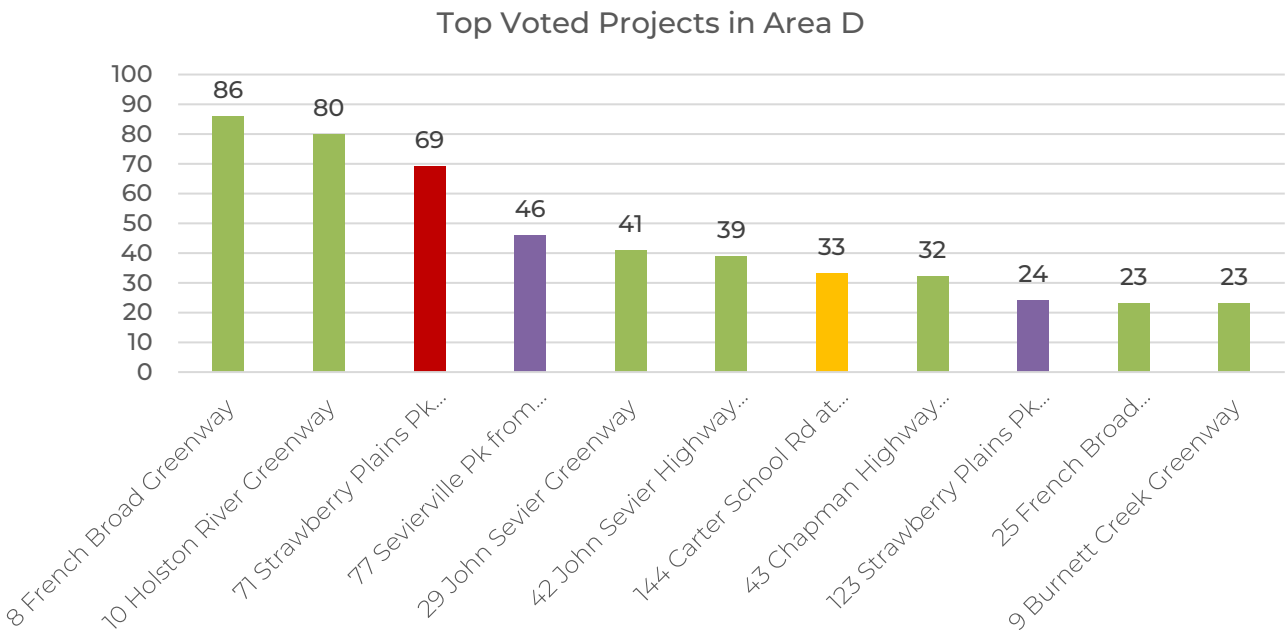


There are 57 projects in Area C, and the Top 10 by vote are:

- 8, French Broad Greenway with 86 votes
- 10, Holston River Greenway with 80 votes
- 53 Schaad Rd from Oak Ridge Hwy (SR-62) to Pleasant Ridge Rd with 77 votes
- 71 Strawberry Plains Pk from I-40 to Gov. John Sevier Hwy with 69 votes
- 40 Beaver Creek East Greenway with 65 votes
- 39 Beaver Creek West Greenway with 54 votes
- 49 Washington Pk from Murphy Rd to Ellistown Rd with 50 votes
- 57 Ball Camp Pk at Amherst Rd with 42 votes
- 29 John Sevier Greenway with 41 votes
- 144 Carter School Rd at Asheville Hwy with 33 votes

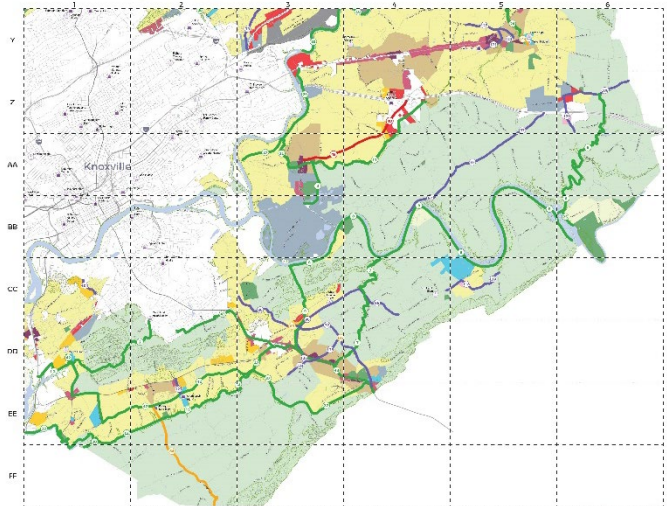


Area D



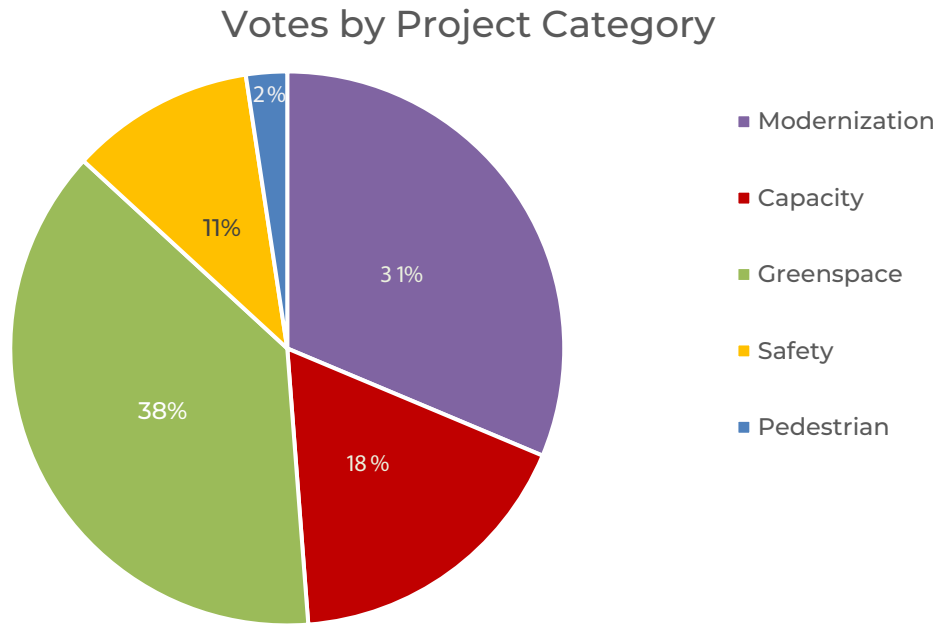
Most of the top voted projects in Area D are greenway projects. There are 41 projects in Area D, and the Top 11 are:

- 8. French Broad Greenway with 86 votes
- 10, Holston River Greenway with 80 votes
- 71, Strawberry Plains Pk from I-40 to Gov. John Sevier Hwy with 69 votes
- 77, Sevierville Pk from Chapman Hwy to Gov. John Sevier Hwy, with 46 votes
- 29, John Sevier Greenway with 41 votes
- 42, John Sevier Highway Greenway with 39 votes
- 144, Carter School Rd at Asheville Hwy with 33 votes
- 43, Chapman Highway Greenway with 32 votes
- 123, Strawberry Plains Pk from Rocky Ridge Way to Asheville Hwy, with 24 votes
- 25, French Broad Greenway Connector with 23 votes
- 9, Burnett Creek Greenway with 23 votes



Participant Priorities by Project Category

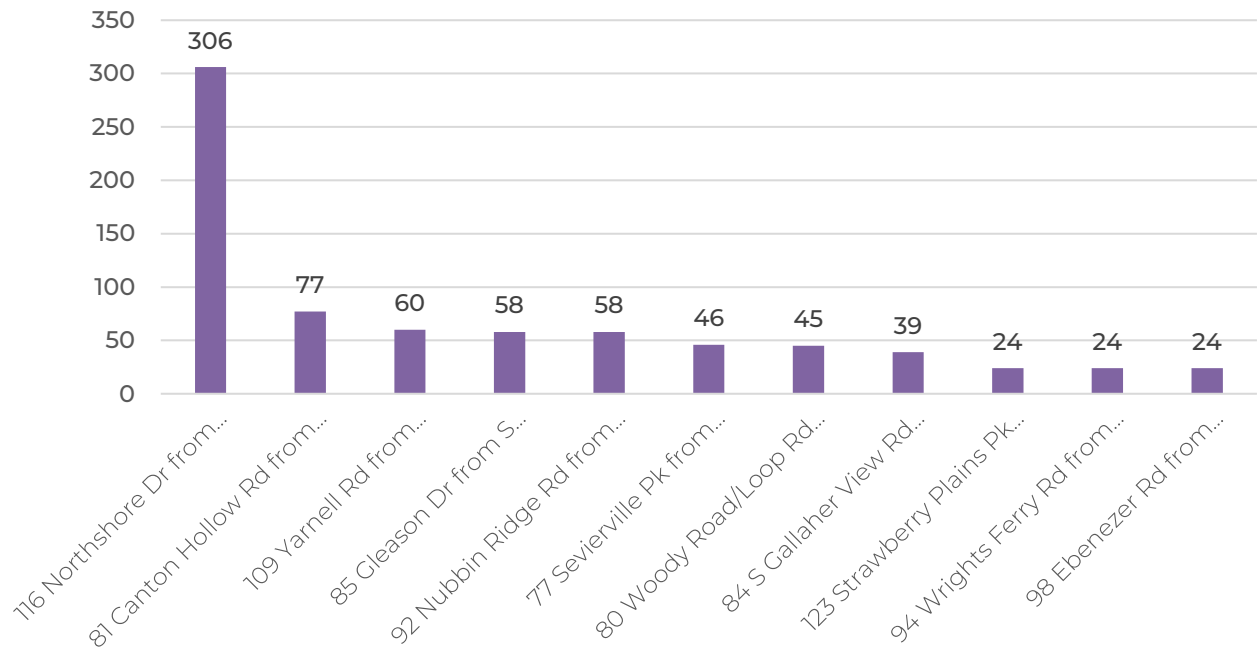
Below is a summary of the community's priorities organized by the project category.



- The 43 Greenway projects represent about 27 percent of the projects but received 38 percent of the votes.
- The 62 Modernization projects represent about 38 percent of the projects, but received 31 percent of the votes.
- The 12 Capacity projects, while representing less than eight percent of the projects, got 18 percent of the votes.

Modernization

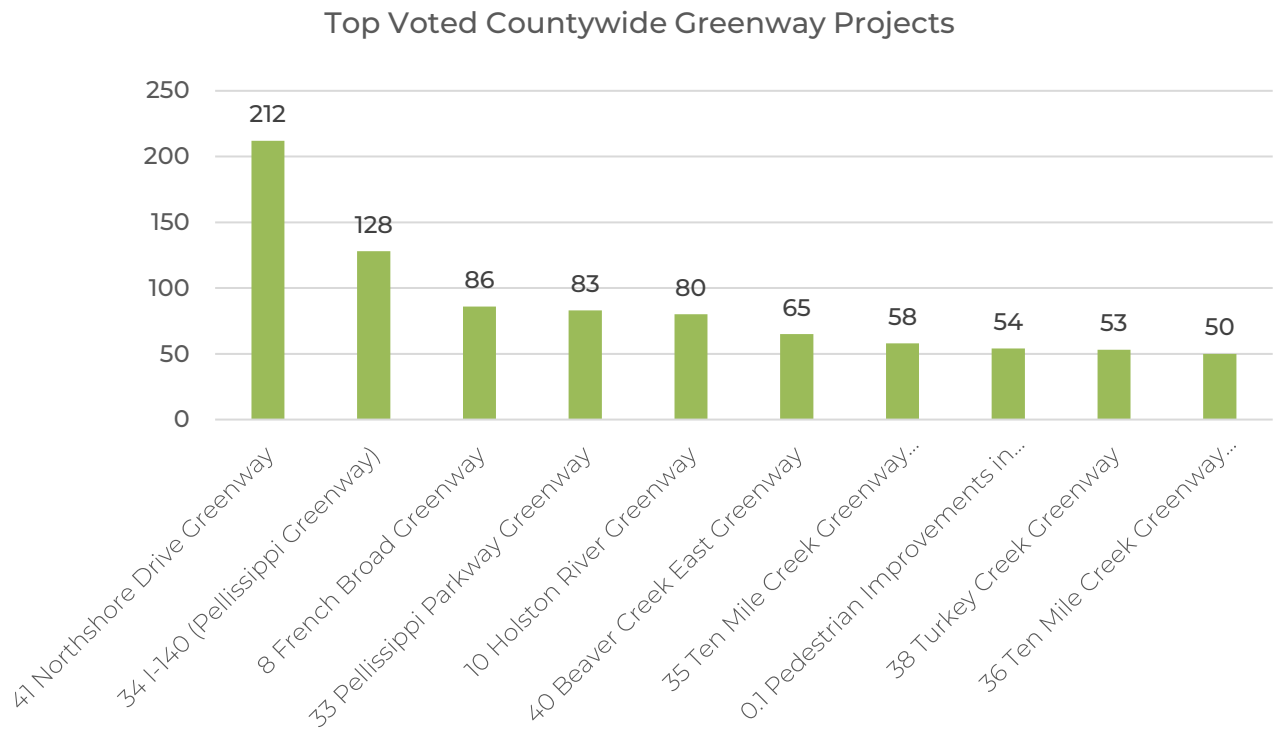
Top Voted Countywide Modernization Projects



There are 61 Modernization projects, and the Top 11 are:

- 116, Northshore Dr from Concord Rd to Harvey Rd with 306 votes
- 81, Canton Hollow Rd from Fox Rd to Kingston Pk with 77 votes
- 109, Yarnell Rd from Everett Ave to Lovell Rd with 60 votes
- 85, Gleason Dr from S Gallaher View Rd Access to Ebenezer Rd with 58 votes
- 92, Nubbin Ridge Rd from Antrim Way to Ebenezer Rd with 58 votes
- 77, Sevierville Pk from Chapman Hwy to Gov. John Sevier Hwy with 46 votes
- 80, Woody Road/Loop Rd from Canton Hollow Rd to Concord Rd with 45 votes
- 84, S Gallaher View Rd from Westland Dr to Gleason Dr with 39 votes
- 123, Strawberry Plains Pk from Rocky Ridge Way to Asheville Hwy with 24 votes
- 94, Wrights Ferry Rd from Northshore Dr to Badgett Rd with 24 votes
- 98, Ebenezer Rd from Wessex Road to S Peters Rd with 24 votes

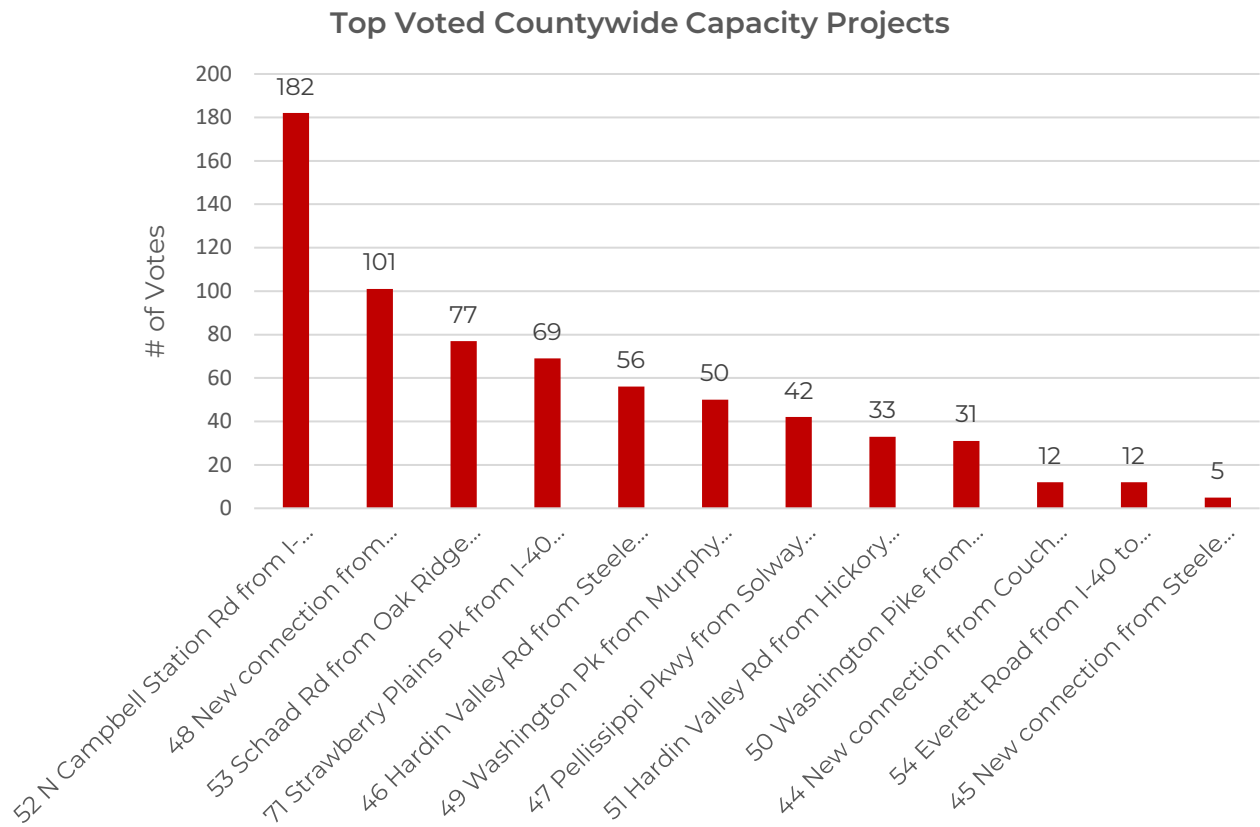
Greenways



There are 43 Greenway projects, and the Top 10 are:

- 41, Northshore Drive Greenway with 212 votes
- 34, I-140 (Pellissippi Greenway) with 128 votes
- 8, French Broad Greenway with 86 votes
- 33, Pellissippi Parkway Greenway with 83 votes
- 10, Holston River Greenway with 80 votes
- 40, Beaver Creek East Greenway with 65 votes
- 35, Ten Mile Creek Greenway Extension with 58 votes
- 39, Beaver Creek West Greenway with 54 votes
- 38, Turkey Creek Greenway with 53 votes
- 36, Ten Mile Creek Greenway Extension with 50 votes

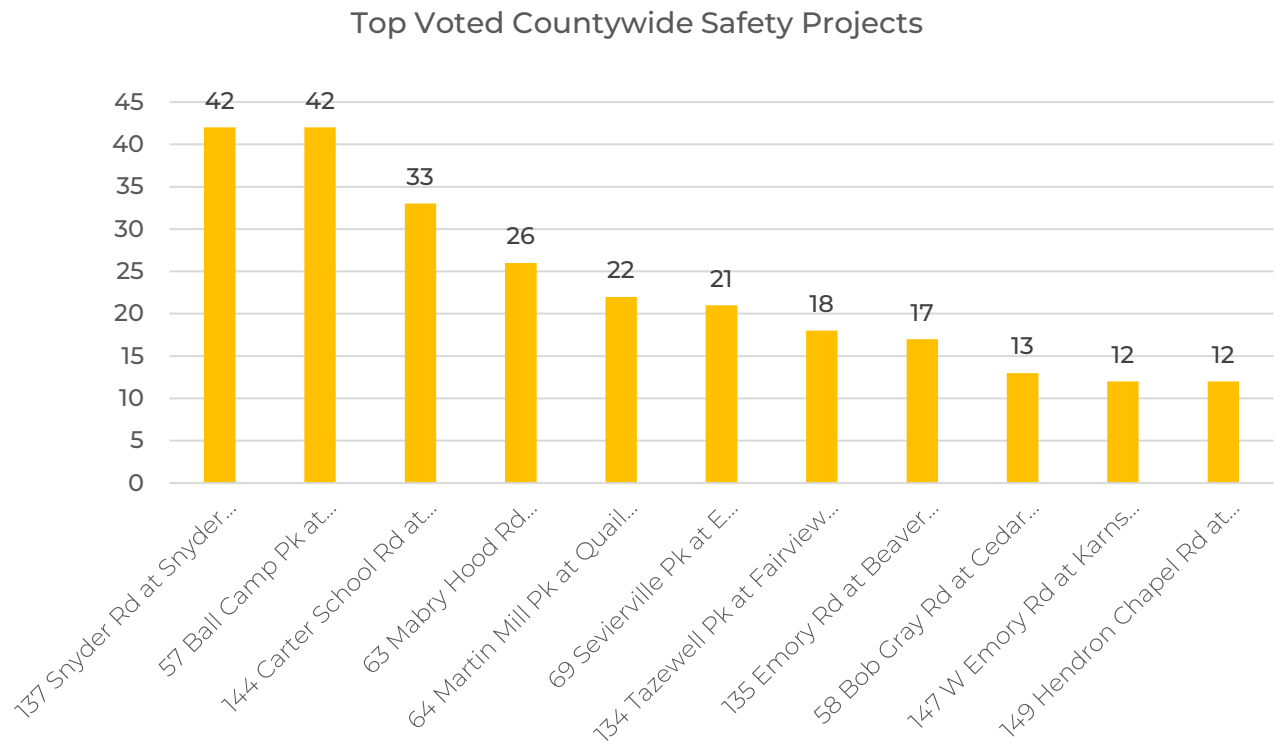
Capacity



There are 12 Capacity projects, and in order of most to least votes, they are:

- 52, N Campbell Station Rd from I-40 to Hardin Valley with 182 votes
- 48, New connection from Dutchtown Rd to Lovell Rd with 101 votes
- 53, Schaad Rd from Oak Ridge Hwy (SR-62) to Pleasant Ridge Rd with 77 votes
- 71, Strawberry Plains Pk from I-40 to Gov. John Sevier Hwy with 69 votes
- 46, Hardin Valley Rd from Steele Rd to Pellissippi Pkwy with 56 votes
- 49, Washington Pk from Murphy Rd to Ellistown Rd with 50 votes
- 47, Pellissippi Pkwy from Solway Rd to Solway Rd with 42 votes
- 51, Hardin Valley Rd from Hickory Creek Rd to Steele Rd with 33 votes
- 50, Washington Pike from Ellistown Rd to Roberts Rd with 31 votes
- 44, New connection from Couch Mill Rd to Hardin Valley Rd with 12 votes
- 54, Everett Road from I-40 to Buttermilk Road with 12 votes
- 45, New connection from Steele Rd to Mission Hill Ln with 5 votes

Safety



There are 37 Safety, and the Top 11 are:

- 137, Snyder Rd at Snyder School Rd with 42 votes
- 57, Ball Camp Pk at Amherst Rd with 42 votes
- 144, Carter School Rd at Asheville Hwy with 33 votes
- 63, Mabry Hood Rd at Bob Gray Rd with 26 votes
- 64, Martin Mill Pk at Quail Ridge Ln with 22 votes
- 69, Sevierville Pk at E Norton Rd with 21 votes
- 134, Tazewell Pk at Fairview Rd with 18 votes
- 135, Emory Rd at Beaver Ridge Rd with 17 votes
- 58, Bob Gray Rd at Cedar Bluff Rd with 13 votes
- 147, W Emory Rd at Karns Valley Dr with 12 votes
- 149, Hendron Chapel Rd at Sevierville Pk with 12 votes

Future Land Use

Participants had the opportunity to provide written comments on the future land use map. Over two dozen people submitted comments, some of which were multiple pages in length. These comments are listed at the end of this report. The majority of the comments express a desire to reduce the amount of suburban residential placetype overall and replace it with traditional neighborhood, mixed use, or rural. Effectively, most comments advocate for more compact growth in order to preserve rural land. The planning team expects to incorporate these comments in a revised draft of the future land use map.

All future land use comments are available in the appendix.

D. WHO WE HEARD FROM

Attendance

Based on sign-in sheets, a total of 127 individuals attended the Priorities Week in-person events, not including staff, consultants, and volunteers. Of those participants, 69 completed exit questionnaires. Additionally, 585 people participated in the online survey and 273 of them completed the exit questionnaire. The following summarizes the demographic characteristics and experience of those 58.5% of participants who returned an exit questionnaire (342 participants). All exit questionnaire data and comments are included in the Appendix.

Participant Background

The exit questionnaires provide insight into demographic characteristic of participants compared to Knox County’s demographics reported by the American Community Survey (ACS), 2020 (5-year estimates), excluding the City of Knoxville and Town of Farragut. Participants were demographically and geographically diverse. The process gained input from all age groups, all racial groups, all income levels, educational attainment, tenure, and location within Knox County. The tables on the following page summarize the exit questionnaire responses.

Motivation and Communication

The exit questionnaires asked participants to share their opinions about the interactive workshop and activities.

How did you hear about this workshop? Common responses:

- Email 26%
- Word of mouth 17%
- Facebook/Twitter etc. 15%
- Advanceknox.org 12%
- Newspaper Article/Ad 9%

Why did you choose to attend? Common responses:

- This process affects my everyday life.
- I want to be a part of the process.
- We need to improve the safety of our roads.
- I want to make Knoxville a better place.

E. APPENDIX

The following is the complete set of comments from all sources documented in this report. It is organized into the following sub-sections

- A. Exit questionnaire summary statistics and comments
- B. Priority Votes
- C. Future Land Use Comments

A. EXIT QUESTIONNAIRE SUMMARY STATISTICS AND COMMENTS

1. How did you hear about Ideas Week?

	Respondents	Percent
Word of Mouth	69	17%
Online News	28	7%
Knoxplanning.org	22	6%
Facebook/Twitter etc.	60	15%
Newspaper Article/Ad	35	9%
Poster/ Flyer	0	0%
Email	104	26%
AdvanceKnox.org	49	12%
Organization	16	4%
Other	13	3%
Total	396	100%

2. Which racial group do you most closely identify with?

	Respondents	Percent	2020 ACS
Asian	6	2%	2%
White/ Caucasian	289	92%	86%
Black/African-American	4	1%	4%
Two or more races	9	3%	6%
American Indian/ Alaska	1	>1%	>1%
Other	6	2%	2%
Total	315	100%	

Are you Hispanic / Latino?

	Respondents	Percent	2020 ACS
Yes	5	3%	5%
No	192	97%	
Total	197	100%	

3. What is your age?

	Respondents	Percent	2020 ACS
Under 15 years	0%	0%	19%
15-24 years	22	7%	12%
25-34 years	21	6%	13%
35-44 years	64	19%	13%
45-54 years	50	15%	13%
55-64 years	77	23%	13%
65 or over	104	31%	17%
Total	338	100%	

4. What is your highest level or education?

	Respondents	Percent	2020 ACS
Less than a High School Diploma	3	>1%	7%
High School Diploma	6	2%	24%
Some College	43	13%	20%
Associates Degree	4	1%	9%
Bachelor's Degree	140	43%	24%
Master's Degree/ Ph.D.	130	40%	16%
Total	326	100%	

5. Where do you live?

	Respondents	Percent
Within Knox County (outside of Knoxville or Farragut)	220	66%
City of Knoxville	73	22%
Outside Knox County	14	4%
Town of Farragut	26	8%
Total	333	100%

6. If you live within Knox County, which of the numbered areas do you live in? (Refer to map)

	Respondents	Percent
District 1	52	23%
2	15	6%
3	20	9%
4	22	10%
5	14	6%
6	28	12%
7	14	6%
8	39	17%
9	27	12%
Total	231	100%

7. If you live the County, how long have you lived here?

	Respondents	Percent
0-4 years	42	13%
5-19 years	157	48%
20+ years	119	37%
I don't live in Knox County	6	2%
Total	324	100%

8. Tell us about your annual household income?

	Respondents	Percent	2020 ACS
Less than \$50,000	27	9%	32%
\$50,000-\$100,000	91	31%	35%
Greater than \$100,000	180	60%	33%
Total	298	100%	

9. Do you own property and/or a business in Knox County?

	Respondents	Percent
Own property	259	85%
Own a business	2	>1%
Own both property and a business	43	14%
Total	304	100%

10. Is there anything you would like to share about today's meeting?

ID	Comment
9	I just enjoy being informed and appreciate Advance Knox for allowing a platform to be heard and included.
11	Please address the closure of Bull Run and electricity as part of your plan. We also need mass-transit system in the county.
18	I enjoyed the opportunity - thanks - I left my comments on the comment card.
21	Good overview and information sharing. Thomas/Sheron Chester 7516 Arthur Harmon Rd, Knoxville, TN 37920. (865) 573-5675
23	Public transportation to Gibbs would help with congestion. Tazewell Pike needs to be 4-laned from Fountain City to Harbison's Crossroads.
27	In future meetings, print and display more of the area boards you are meeting in. Example: 2-3 Area B boards in A B area meeting.
29	The road I drive on Northshore is dangerous. Give me and my family a safe road and then put a greenway in.

30	The roadways are dangerous. 100% of people use roadways so they are a necessity. Not everyone uses greenways so they are a luxury. ROADS SHOULD BE PRIORITY. SAFE TRAVEL!!!
37	There should be metro-government.
41	Thank you for the opportunity to provide input. Please save the rural character of South Knox.
43	I feel that by not addressing mobility better, there is no point to this project.
44	ROADS AND SCHOOLS IN THE GIBBS AREA WILL NOT HANDLE PLANNED DEVELOPMENT.
48	I appreciate having meetings for public input.
50	Great information. Concerned about infrastructure.
51	Presenters need to use microphone, clearly identify themselves and scope of project. Define "county" and mission.
52	SEE ATTACHED. YOU SHOULD HAVE A REPRESENTATIVE FROM TDOT OR THE STATE TO ADDRESS TRAFFIC AND ROADWAY ISSUES! GROWTH IS GREAT BUT DON'T CREATE A BUNCH OF ROAD AND TRAFFIC ISSUES BY GROWING.
54	Thank you. Great options for connect greenways and making road safer for bikes, pedestrians and drivers.
58	Meetings need to be later in the day or on weekends so that more people are able to attend. Maybe follow the plan this time.
59	Please consider alternatives to the traffic congestion that occurs during drop off and pick up times at Northshore Elementary. The service level at Thunderhead is reduced to Level D and often Level F and poses a significant health and safety Durden to area residents. Alternatives might include creating a dedicated right-turn lane with significant stacking capability along the new road currently under construction connecting the Target store with Northshore Elementary.
60	Appreciate the open forum.
61	I LIKE THE INCLUSIVE PROCESS, INFORMATIVE AND VISUALS/PRESENTATION. A LITTLE CONFUSION ABOUT GRID LOCATIONS VERSUS NUMBERED AREAS ON MAP. REPRESENTATIVE ANSWERED AND CLARIFIED. THANK YOU!
62	South county has steep areas. Commission should not approve housing on steep slopes greater than 20%.
63	I appreciate the opportunity to provide feedback. However, I am a little concerned if the county plan will actually change due to community feedback.
64	I wish more was done to explain the maps at the meeting. They just said "here are these dots, put them at the area they are color coordinated". It would have helped to say there are projects separated by safety, greenways, etc. These projects are numbered and colored according to the map. Yes, I did figure this out, but it would have helped to know what I was looking at on the map.
65	Probably needed to increase map size for clarity.
66	There is a large public safety issue on South Northshore Drive with the roads not being wide enough for the traffic there the specific location is from the Cove Park to Choro Circle.

67	I would like to know if commissioners will follow this plan - last plan they did not follow. Way too many project approvals over 95% approval community against yet both commission vote yes - these are our communities and the people want to be listened to. We want a balanced growth approach - developers seem to be in control of this process. The community feels this is a rigged process. Listen to the community is the <u>bottom line</u> . Thank you, Dawn Clark 8815 Sevierville Place, any questions (805) 331-4605
68	Developers must account for increased traffic BEFORE development concluded. Make the county walkable - incentivize sidewalks. Develop areas for seniors who no longer drive can shop.
69	All sounds good regarding community input - let's see it come to fruition. Very concerned about the planned development of currently underdeveloped lands; very concerned about side-stepping sector plans and over-stepping land preservation. Preserve our lands with the greenway plans - it's what makes our county what it is!!
70	Thank you for working hard to listen to the citizens of Knox County (and beyond).
75	Thank you for opening the discussion to community members.
90	Yes please promote in more places.
92	Another idea that I would to pass on. Could we get arrows painted on road to let folks know that Both Lanes of Andrew Johnson Hwy go to Jefferson City? The overhead green signs are misleading and arrow on pavement would clarify that. This is where Asheville Hwy and Andrew Johnson split (intersection with Arms Rd).
94	Piney Grove Church rd is very dangerous. There is a lot of pedestrian traffic no side walk. Pedestrians often walk with backs to traffic. people generally drive greater than 20-30 miles over the speed limit. Residents must cross road to get to mailboxes and it is dangerous. Many animals have been killed on Piney Grove Church rd
101	Thanks so much for asking for input.
102	We have a real chance to start building actual communities and neighborhoods where you can walk and bike around and know your neighbor and not be totally stranded if your car brakes because the density is too low for transit and because there is nowhere safe to bike. We need better places here. Don't f*ck this up.
103	Thank you for accepting community input and for your work!
104	In the email they mentioned that you all are taking a survey and they mentioned something about rent prices as well. I used to live in Knoxville a little over 6 months ago and am looking to move back in or in the area. Im currently in Oak Ridge. I wanted to say that the rent price ranges in Knoxville are absolutely absurd. I originally moved to Knoxville from Kingsport in January of 2022 but had been searching for apartments since October of 2021. They were cheaper then but still overpriced. A two bedroom apartment should NOT be averaging \$1,400, JUST FOR RENT, that doesn't include utilities and

	such. Its almost impossible for someone to afford living on their own. I am currently searching for me and my boyfriend AND and his friend so three people and two incomes. Our price range is maximum \$1,200 a month without the inclusion of utilities and we're looking at a very unsuitable one bedroom one bath apartment. That's not making an environment for a thriving community if you ask me. Please work on this issue because it's increasing your homeless population as well which will inevitably increase drug usage and distribution.
105	When the alternative concepts of growth were being discussed, knowing that unorganized sprawl is the most expensive form of growth, I felt citizens should have been informed that the experience shows that various patterns carry predictable price tags.
107	Tazewell pike needs 4 lanes
110	This process excludes the city of Knoxville and their resident pay county taxes. This is not fair
112	think about infrastructure for electric vehicles, and electric bikes. Very difficult survey, too many choices with insufficient information. Reflects how much work is needed everywhere.
113	Consideration must be made to install more sidewalks outside of subdivisions for safety sake. Hold developers more accountable for complying with current zoning
114	get them started
124	Hope you look to improve CORRYTON PARK and half mile walking trail as we are trying to increase use of it with the many people moving into our area as well as Blaine TN close by in Grainger County where three subdivisions are building large homes for families from NY and Calif who are loving to our larger community. Taco Bell just opened a store inside the town of Blaine, TN.
126	Traffic is overwhelming this road but it is being ignored.
141	With the amount of personnel moving into the area, we need wider roads and sidewalks as it is not safe to walk on these busy roads. The roads are so very narrow in some parts.
143	We need sidewalks so people can use them versus walking on the road. It is so dangerous with the amount of increased people and traffic in the area.
162	i have had several close calls with people looking down as they drive on Northshore dr near Choto and harvey rd
166	I would like an interactive map to offer feedback on the Draft Land Use Plan
173	The number of projects which merit attention is overwhelming.
179	Keep doing these and really use the data to power solutions!! If there is debate on what to do with the funding then let the residents vote on it!!!
186	Looking forward to all the ideas, feedback, and implementation to make our city more accessible for bikes, walkers, and more!

188	We need to do something to help with traffic and population in Hardin Valley
189	I do very much appreciate this opportunity to share my concerns.
190	needs a lot of work and I don't see my neighbors willing to participate as they already think the Mayor's office will do what it wants and ignore the citizen input. so sad.
196	safty first....greenway last
199	I believe with the increasing number of people moving to the area from elsewhere in the country we should try to retain a reasonable cost of living. I'm happy to see Knoxville grow and change but with a conservation in mind.
200	I appreciate being asked for my input and will share this link with others.
204	Only English-speakers use "Latinx"
213	I think this is a great idea! Hopefully all of these plans makes Knox county less of a car centric place :)
218	the link for what area i live in does not work- i live in area 4. also this survey is not well done or user friendly, its results could be very misleading.
222	Karns is growing so fast that infrastructure is not keeping up and with places like "Bell Town" projected to increase residents by over 4000 we are going from problems to DANGEROUS road conditions.
232	Dislike and did not think process was scientific in standard survey research. Too much of trying to make public feel they were participating. Self selection is not a representative sample of community. Most people do not know what is going on. This whole process is beyond unsatisfactory. We have a research university at UT and YET the political overwhelms solid research to obtain what the public really might want or envision for the future. A HUGE disappointment and again, hard to respect the process. Lots of money spent on consultants and facilitators, less so on true survey research.
244	Thank you for asking for input, hope it's heard.
248	I would like more details about the projects.
249	Traffic lights are needed at Harrel Road and Emory Road. Also traffic lights need to be added plus turn lanes at Emory Road and Beaver Ridge Road.
254	Can we highlight connectivity as a priority taking advantage of natural habitat? Thank you!
255	Focus on infrastructure and NOT collection MPC fees.
258	I appreciate these meetings and the survey. I would prefer the county leaders plan better and not cater to developers over constituents

263	Again, I just want to emphasize walkability and public transportation. We do not need more cars and parking lots.
267	Great to include the community in planning.
268	The options were too constraining . We need a moratorium on residential development until infrastructure improvements are in place
272	I like being asked for input as a community member, but this particular survey missed the mark. Just go back and do the work.
273	Not sure about the above Map - I live off of Keller Bend Rd and have for 45 years
279	Knoxville has too much traffic and needs more public transportation. Greenway improvements and extensions are a great idea.
281	Please use our tax dollars for safety and efficiency FIRST; greenways should not be a high priority, especially over functionality and safety of the roadways and intersections. Also, please respect lifestyle diversity - farmers/rural residents may be DIFFERENT from those who desire to live in urban/suburban settings, but that does not make farmers/rural residents INFERIOR, nor their own needs/desires less important than, or of less value, those who prefer urban/suburban settings. Thank you.
283	I wish there were more specific ideas on "Modernization", as good bike infrastructure, sidewalks, and minimal lane widening is what a good city needs in its residential neighborhoods rather than big open roads cutting into people's lawns and encouraging high-speed driving.
286	You are performing a great deal of work and effort to involve the community--I appreciate that.
288	I don't know if I trust this process as I've given feedback and heard speeches before. Then those people are gone and a new organization is planning, and telling me they are listening. I sure hope so, but with that whole Midway business park sitting empty after bulldozing homes and farms. Doesn't make sense.
295	This is a really complicated presentation. You can't come to conclusions based on the data in the survey because it is a very limited distribution--more by chance than anything else.
300	They need to add Maryville Pike at Center Oak. There needs to be a traffic light put there.
303	I wish that you had similar projects within the City of Knoxville. There are needs here, too! Especially bike safety and the ramps to I40 on N Broadway
304	The traffic and safety of pedestrians in particular is important with the sidewalks and pedestrian lanes.
308	I've lived in Knoxville my entire life. The planning commission is ruining our communities by approving every development that is proposed. Please stop the overdevelopment.
319	It lacks real public opinion!!!
321	I did not get to attend any events, but I think the conversation should be ongoing regarding city and county land use, the effects of

	urbanization, and, especially, how our zoning shapes the way we use or misuse land - along with the repercussions of such use or misuse.
327	Please consider locations or adding zoning for future parks.
329	Thank you for your work on this! Just a note, I don't own property or have a business in Knox county, but I couldn't unselect the option, so there may be some error there.
330	More meetings on this latest section would have been helpful. Only one week for actual meetings wasn't enough.
332	It is not clear to me how decisions are actually going to be made from the input received. Also, it seems unfair to have to use up one of my top three priorities on Schaad Rd, between Oak Ridge Highway and Pleasant Ridge, when it was approved long ago and should have been done years ago. It seems to me that it shouldn't even be up for debate at this point, given its terrible safety and congestion problems. I do appreciate, though, that Advance Knox is soliciting input, hopefully to make sure the most-needed improvements are at least not inadvertently overlooked.
335	to help improve our community

Priority Votes

Project	# of Votes
116 Northshore Dr from Concord Rd to Harvey Rd (Modernization)	306
41 Northshore Drive Greenway	212
52 N Campbell Station Rd from I-40 to Hardin Valley Rd (Capacity)	182
34 I-140 (Pellissippi Greenway)	128
48 New connection from Dutchtown Rd to Lovell Rd (Capacity)	101
8 French Broad Greenway	86
33 Pellissippi Parkway Greenway	83
10 Holston River Greenway	80
53 Schaad Rd from Oak Ridge Hwy (SR-62) to Pleasant Ridge Rd (Capacity)	77
81 Canton Hollow Rd from Fox Rd to Kingston Pk (Modernization)	77
71 Strawberry Plains Pk from I-40 to Gov. John Sevier Hwy (Capacity)	69
40 Beaver Creek East Greenway	65
109 Yarnell Rd from Everett Ave to Lovell Rd (Modernization)	60
35 Ten Mile Creek Greenway Extension	58
85 Gleason Dr from S Gallaher View Rd Access to Ebenezer Rd (Modernization)	58
92 Nubbin Ridge Rd from Antrim Way to Ebenezer Rd (Modernization)	58
46 Hardin Valley Rd from Steele Rd to Pellissippi Pkwy (Capacity)	56
0.1 Pedestrian Improvements in Parental Responsibility Zones	54
39 Beaver Creek West Greenway	54

38 Turkey Creek Greenway	53
36 Ten Mile Creek Greenway Extension	50
49 Washington Pk from Murphy Rd to Ellistown Rd (Capacity)	50
77 Sevierville Pk from Chapman Hwy to Gov. John Sevier Hwy (Modernization)	46
19 Hickory Creek Greenway	45
80 Woody Road/Loop Rd from Canton Hollow Rd to Concord Rd (Modernization)	45
137 Snyder Rd at Snyder School Rd (Safety)	42
47 Pellissippi Pkwy from Solway Rd to Solway Rd (Capacity)	42
57 Ball Camp Pk at Amherst Rd (Safety)	42
29 John Sevier Greenway	41
32 Pellissippi Parkway Greenway	39
42 John Sevier Highway Greenway	39
84 S Gallaher View Rd from Westland Dr to Gleason Dr (Modernization)	39
0.2 Pedestrian Improvements near planned Town Centers	38
144 Carter School Rd at Asheville Hwy (Safety)	33
5 Keller Bend Greenway	33
51 Hardin Valley Rd from Hickory Creek Rd to Steele Rd (Capacity)	33
43 Chapman Highway Greenway	32
50 Washington Pike from Ellistown Rd to Roberts Rd (Capacity)	31
28 Dead Horse Lake Greenway	28
63 Mabry Hood Rd at Bob Gray Rd (Safety)	26
123 Strawberry Plains Pk from Rocky Ridge Way to Asheville Hwy (Modernization)	24
94 Wrights Ferry Rd from Northshore Dr to Badgett Rd (Modernization)	24
98 Ebenezer Rd from Wessex Road to S Peters Rd (Modernization)	24
25 French Broad Greenway Connector	23
9 Burnett Creek Greenway	23
113 Snyder School Rd from Yarnell Rd to Snyder Rd (Modernization)	22
37 Smoky Mountain Railway Greenway	22
64 Martin Mill Pk at Quail Ridge Ln (Safety)	22
69 Sevierville Pk at E Norton Rd (Safety)	21
15 Murphy Creek Greenway	20
17 Bullrun Creek Greenway	19
7 Hines Creek Greenway	19
125 E Hendron Chapel Dr from Chapman Hwy to Sevierville Pk (Modernization)	18
134 Tazewell Pk at Fairview Rd (Safety)	18

78 W Beaver Creek Dr from Harrell Rd to Clinton Hwy (Modernization)	18
83 Joe Hinton Rd from Bakertown Rd to Middlebrook Pk (Modernization)	18
135 Emory Rd at Beaver Ridge Rd (Safety)	17
152 Dry Gap Pk from Cunningham Rd to (Modernization)	17
73 Harris Rd from Washington Pk to Rutledge Pk (Modernization)	17
6 Tuckahoe Limestone Creek Greenway	16
93 Lyons Bend Rd from Glen Cove Dr to Duncan Rd (Modernization)	16
12 Stock Creek Greenway	15
2 Knob Creek Greenway	15
30 Melton Hill Greenway	15
97 Thorn Grove Pk from Midway Rd to Wayland Rd (Modernization)	15
1 Plumb Creek Greenway	14
14 Little Flat Creek Greenway	14
96 Kimberlin Heights Rd from E Hendron Chapel Rd to Chapman Hwy (Modernization)	14
100 Mourfield Rd from Bluegrass Rd to Westland Dr (Modernization)	13
104 Edington Rd from Willoughby Rd to Cherokee Trl (Modernization)	13
121 Strawberry Plains Pk/Kitts Rd from McCubbins Rd to Andrew Johnson Hwy (Modernization)	13
13 Roseberry Creek Greenway	13
18 Grassy Creek Greenway	13
24 Lyon Creek Greenway	13
58 Bob Gray Rd at Cedar Bluff Rd (Safety)	13
87 Brown Gap Rd from Carter Rd to Maynardville Pk (Modernization)	13
105 Harrell Rd from Oak Ridge Hwy to W Emory Rd (Modernization)	12
107 Hickory Creek Rd from Hardin Valley Rd to Buttermilk Rd (Modernization)	12
147 W Emory Rd at Karns Valley Dr (Safety)	12
149 Hendron Chapel Rd at Sevierville Pk (Safety)	12
4 Ramsey Greenway	12
44 New connection from Couch Mill Rd to Hardin Valley Rd (Capacity)	12
54 Everett Road from I-40 to Buttermilk Road (Capacity)	12
11 Swanpond Creek Greenway	11
129 Sam Lee Rd from Solway Rd to Steele Rd (Modernization)	11
132 Emory Rd at Roberts Rd (Safety)	11
154 Brakebill Rd from Asheville Hwy to (Modernization)	11
65 N Watt Rd at I-40 Ramp (Safety)	11
91 Mynatt Rd from Rifle Range Rd to Maynardville Pk (Modernization)	11
114 Solway Rd from George Light Rd to Pellissippi Pkwy (Modernization)	10
117 Fairview Rd from Emory Rd to Maloneyville Rd (Modernization)	10
145 W Emory Rd at Brickyard Rd (Safety)	10
21 Melton Hill Greenway	10

26 Murphy Road Extension Greenway	10
59 Brickyard Rd at W Emory Rd (Safety)	10
101 Everett Rd from Yarnell Rd to Kathy Ln (Modernization)	9
106 Thorn Grove Pk from Midway Rd to County Line (Modernization)	9
127 Coatney Rd from W. Gov John Sevier Hwy to Tipton Station Rd (Modernization)	9
133 E Emory Rd at Corryton Rd (Safety)	9
143 Hardin Valley Rd at Greenway Crossing (Safety)	9
72 Fox Lonas Rd from Walker Springs Rd to Park Village Rd (Modernization)	9
86 Sevierville Pk from E Norton Rd to Helix Ln (Modernization)	9
124 Tipton Station Rd/W. Hendron Chapel Rd from Rogers Ln to Chapman Hwy (Modernization)	8
126 Tipton Station Rd from Chapman Hwy to Hendron Chapel Rd (Modernization)	8
138 Campbell Station Rd at Yarnell Rd (Safety)	8
150 Bob Kirby Rd at Chesney Rd (Safety)	8
27 Mule Hollow Greenway	8
56 Andersonville Pk at Ingram Ln (Safety)	8
60 Brickyard Rd at W Copeland Dr (Safety)	8
75 Jenkins Rd from Chert Pit Rd to Joe Hinton Rd (Modernization)	8
89 Brown Gap Rd from Crippen Rd to Carter Rd (Modernization)	8
90 Byington Solway Rd from Ball Camp Byington Rd to Byington Beaver Ridge Rd (Modernization)	8
16 Willow Fork Greenway	7
55 Andersonville Pk at Hill Rd (Safety)	7
110 Bob Gray Rd from Lovell Rd to Mabry Hood Rd (Modernization)	6
115 Everett Rd from Watt Rd to Split Rail Lane (Modernization)	6
130 Chert Pit Rd at Andes Rd (Safety)	6
23 Flat Creek Greenway	6
3 Meadow Creek Greenway	6
66 Old Rutledge Pk at Rutledge Pk Access (Safety)	6
102 Weaver Rd from Oak Ridge Hwy to W Beaver Creek Dr (Modernization)	5
103 E Raccoon Valley Dr from Andersonville Pk to Twinville Rd (Modernization)	5
131 Brown Gap Rd at O Leary Rd (Safety)	5
136 George Light Rd at Pellissippi Pkwy (Safety)	5
31 Knob Fork Greenway	5
45 New connection from Steele Rd to Mission Hill Ln (Capacity)	5
61 Byington Solway Rd at Byington Beaver Ridge Rd (Safety)	5
74 Henegar Rd from Tazewell Pk to Ridgeview Rd (Modernization)	5
76 Robinson Rd from Bakertown Rd to City Limits (Modernization)	5
95 Miller Rd from Pedigo Rd to Andersonville Pk (Modernization)	5
99 Gordon Smith Rd from Norris Frwy to Pelleaux Rd (Modernization)	5

108 Marietta Church Rd from Yarnell Rd to Hardin Valley Rd (Modernization)	4
122 Pleasant Hill Rd from Strawberry Plains Pk to ~ 1000-ft east of Molly Bright Rd (Modernization)	4
151 Roberts Rd at Rutledge Pk (Safety)	4
68 Schaeffer Rd at Pellissippi Pkwy Access (Safety)	4
70 W Emory Rd at Collier Rd (Safety)	4
82 Fox Lonas Rd from Crest Forest Rd to Walker Springs Rd (Modernization)	4
88 Gray Hendrix Rd from Byington Solway Rd to Beaver Ridge Rd (Modernization)	4
120 Midway Rd from Thorngrove Pk to Will Merritt Drive (Modernization)	3
128 Bob Kirby Rd/Chesney Rd from Candlewick Rd to Campfire Dr (Modernization)	3
139 Swafford Rd at Sam Lee Rd (Safety)	3
146 W Beaver Creek Dr at Brickyard Rd (Safety)	3
148 Copeland Dr at Heiskell Rd (Safety)	3
20 Stock Creek Greenway	3
79 Wise Springs Rd from Ridgeview Rd to Washington Pk (Modernization)	3
140 Couch Mill Rd at Williams Bend Rd (Safety)	2
141 Couch Mill Rd at Willams Rd (Safety)	2
22 Stock Creek Greenway	2
67 Schaeffer Rd at Hardin Valley Rd (Safety)	2
111 Thompson Rd from Hardin Valley Rd to Lovell Rd (Modernization)	1
112 Hickory Creek Rd from Buttermilk Rd to E Gallaher Ferry Rd (Modernization)	1
118 Kimberlin Heights Rd from Bays Mountain Rd to Porterfield Gap Rd (Modernization)	1
119 Kimberlin Heights Rd from Porterfield Gap Rd to Aaron Ln (Modernization)	1
142 Buttermilk Rd at Graybeal Rd (Safety)	1
153 Bakertown Road from Ball Rd to (Modernization)	1
62 Everett Rd at Kathy Ln (Safety)	1

Priority Comments

Project (if applicable)	Comment
41 Northshore Drive Greenway	a connector to several parks and shopping centers
8 French Broad Corridor	A greenway along this highly scenic stretch of the river would be a big asset to the county residents and likely draw some tourists as well.
116 S Northshore Choto	A lot of development is occurring out this way and S Northshore is not designed to handle this currently

51 Hardin Valley Rd (Steele Rd to Hickory Creek Rd)	A lot of traffic from the rapid expansion of new subdivisions and only one way to get out of the area
53 - Schaad Road (Pleasant Ridge Road - Oak Ridge Highway)	A tremendous number of people - myself and my parents included - use this stretch of road every day. Making the entirety of Schaad Road 4 lanes would be beneficial to all drivers in busy morning and evening commutes.
71 Strawberry Plains Pike	A well-trafficked road that could use improvements for safety, etc.
116 - Northshore Dr (Harvey Rd to Concord Rd)	Access and travel is already extremely dangerous due to traffic volume with significant development still to come!
Beaver Creek East Greenway	Access to Beaver Creek where County is adding access points to the creek for water sports. Also gives children area near school to recreate.
1 Plumb Creek Greenway	Access to school, parks, recreation activity. Protecting that wetland corridor from development. Protecting greenspace.
41 Northshore Greenway	Add to the Northshore Greenway to provide much needed ped connections along the water/parks
51 - Hardin Valley Rd (Steele Rd to Hickory Creek Rd)	Again the road needs to be widened with the big neighborhood that they are building. I have friends that drive it every day and they don't like how small the road is.
89; Brown Gap Rd.	Alignment issues and heavy traffic cause residential S/D cut thru.
52 N Campbell Station to I-40	Alternate access to Turkey Creek, I-40 and Farragut. Improve dangerous narrow curvy road
152. Dry Gap Pike (Cunningham to Ftn City Road)	Amount of traffic and safety
99. Gordon Smith Road	Amount of traffic on very narrow road - 2 cars can't pass in some places
#33 Pellissippi Parkway Greenway	An extension of #34 which allows biking and walkers to venture farther in a safe path.
41 Northshore Drive Greenway	Any additional greenways would be welcome in Knoxville. We need more public green spaces away from vehicle traffic.
17	area lacks outdoor greenways
43 Chapman Hwy greenway	Area needs place to walk safely
53 Schaad Road	As Schaad Road is extended and more developments are opened along it, Schaad Road will need to be expanded between Oak Ridge Highway and Pleasant Ridge Road. Many cars a day will be traveling this stretch to access shopping along the Clinton Highway.
46 - Hardin Valley Road (Pellissippi Pkwy - Steele Road)	As someone who commutes to Pellissippi State Community College, easier access into and out of the college is important to many of us. The current traffic pattern can be very confusing to those who do not regularly travel on this road, causing nuances for those who do.

46 - Hardin Valley Rd (Pellissippi Pkwy to Steele Rd)	As someone who drives this every morning, school traffic can become really bad. And the light at Pellissippi can back up traffic a lot.
8-French Broad Greenway	Beautiful place for a Greenway.
116	because it is such a dangerous roadway
Project #116	Because the 2 lane road is too small for the advancing construction projects and ensuing traffic jams
19 Hickory Creek Greenway	Because this provides much needed pedestrian connectivity through Hardin Valley and a recreational amenity for residents
52	Better travel needed
122 Pleasant Hill Rd	busy, awkward intersection
121 Strawberry Plains Pike/Kitts Rd	busy, needs SIGNAGE for library, senior center, ballfields, middle and high schools
24 Lyons Creek Greenway	Community needs safe place for walking/running not on busy roadway. Golf course doesnt want us to walk there
46 Hardin Valley Rd (Pellissippi Pkwy to Steel Rd) Capacity	Congestion is bad, especially with schools blocking single lanes
41 Northshore Drive Greenway	Connecting Lakeshore Park to other parks and parts of town is a crucial way to integrate that major park into the fabric of neighborhoods and allow families to reach the park without a car.
9 Burnett Creek	Continuation of existing successful greenways
56 Andersonville Pk (Hill Rd to Ingram Ln)	Could be widened to improve safety. The road is very narrow for how many cars use it.
97 Thorn Grove Pk (Wayland Rd to Midway Rd)	Could use some enhancements to make the road safer.
39 Beaver creek Greenway	Create a recreational asset for Bell Town residents as well as an alternate mode of transportation for surrounding residents to access Bell Town's public ammenities.
Project Number 84 - SGallaher View rd	Curve is very bad and road is very tight, barely fits larger vehicles or fire trucks
142 Buttermilk Rd at Graybeal Rd	Dangerous for drivers and bikers
116 Northshore Dr (Harvey Rd to Concord Rd)	Dangerous narrow roadway for amount of traffic. No or low shoulders. Limited speed sign signage.
116 Northshore	Dangerous road
116	Dangerous road, needs widening and wider shoulders
80	Dangerous roadway
Northshore drive modernization	Dangerous, deadly , overloaded road
116	Dangerous, too narrow and overloaded due to growth
116	Deadly road

75 Jenkins Rd (Joe Hinton Rd to Chert Pit Rd)	Developers have been enabled to build large neighborhoods on Jenkins Road and no further widening of the road has occurred. There is a drainage issue where Jenkins runs into Joe Hinton as well that could be fixed during this project.
46 Hardin Valley Rd (Pellissippi Pkwy to Steele Rd)	Due to the growing population in the area as well as the number of developments, this road would need to be widened to contain capacity. Hardin Valley Road is congested in the early mornings because of school and Pellissippi traffic. The inconsistent merge right before Pellissippi's entrance causes issues as well as some of the intersections which can not safely turn during busy hours.
107 Hickory Creek Rd (Buttermilk Rd to Hardin Valley Rd)	Dump trucks from Vulcan abuse this road and drive way too fast, wider lanes would make it safer.
47	Easier access to Solway Rd if exit and on ramps are in place.
116 Northshore Dr (Harvey to concord)	Eroded shoulder with large drop offs in multiple areas! Extremely horrible dangerous road
33	establishing a greenway near Pellissippi Pkwy will provide a nice health and environmental benefit and reduce the need to drive across town to get to a greenway
Washington Pike Murphy Rd	evaluate traffic needs
40 Beaver Creek East Greenway	Excellent connection between Halls and Powell
#34 I-140 (Pellissippi Greenway)	Exercise, outdoor activity critical for future health. Biking more safely.
116 Northshore Dr (Harvey Rd to Concord)	Extremely dangerous road where some areas there are no shoulder And several foot drop offs. Someone will die here if not fixed
99; Gordon Smith but should start at Andersonville Pike.	Extremely narrow in dangerous terrain. School bus route.
101 Everett Rd	Farragut and Hardin Valley will continue to grow. Everett should be a high priority.
109 Yarnell Rd Modernization	Farragut and Hardin Valley will continue to grow. Yarnell should be a high priority.
152	Few routes thru the ridge from Halls. Broadway has many lights and heavily traveled. Only other road is Central Ave.
34-I-140 (Pellissippi Greenway)	Good location for a Greenway to connect parts of West Knox County.
40 Beaver Creek Greenway	Great area for a greenway will be heavily used!
5 Keller Bend Greenway	great place for a greenway, connects parks
7 Hines Creek Greenway	Great southern connector from the river
29 John Sevier greenway	great spot for a greenway and I use greenways!
Plumb Creek Greenway	Green transportation
35-Ten Mile Creek Greenway Extension	Greenway extension needed

29 John Sevier Greenway	Greenways balance out the development and uses of land and helps keep the areas nice
9 Burnett Creek Greenway	Greenways built to connect (or get close to) Fork of the River Wildlife Management and Burnett Creek Preserve make sense to me
41 Northshore Drive Greenway	Greenways should be prioritized
46 Hardin Valley Rd (Pellissippi Pkwy to Steele Rd)	Hardin Valley Academy parents park on the road for a mile. It's so dangerous and clogs traffic
46 Hardin Valley Rd (Pellissippi Pkwy to Steele Rd)	Hardin Valley is a mess.
44 New connection	Hardin Valley is overly congested
49 Washington Pike	Has been ignored for years. Gridlock most of the time
32 Pellissippi Parkway Greenway	Having a greenway here would be very nice
34 I-140 (Pellissippi Greenway)	Having a long greenway would be amazing for walking, biking, etc.
42	Having greenways improve natural habits for animals and allows the breakup of the industrial parks in that area.
116	Heavily travelled and dangerous roadway
84 Gallagher or Gleason, I forget	heavily used
85	Heavy traffic in the area, the road needs to be widened with turn lanes.
52	Heavy traffic load on roads. Need to be widened
71 Strawberry Plains Pk (Gov. John Sevier Hwy to I-40)	Helps to keep consistent traffic flow. Especially with new developments in the area plus the exit at I40.
52: I-40 to Hardin Valley	High growth area and major congestion deserves improvement.
150 Bob Kirby Rd (at Chesney Rd) Safety	High traffic area traveled at high speeds, blind curve, and sudden drop off at intersection. Road does not gradually change elevation at intersection. When turning right from Hickey Rd onto Bob Kirby Rd, cars often lose traction due to the sudden change in elevation and it is impossible to turn at such a sharp angle, which results in cars ending up on the wrong side of the road into oncoming traffic. Intersection should be squared up or somehow have angle reduced via easement.
116 Northshore Drive	Highly traffic area with ball field and parks that needs to be updated and widened
52	hopefully improve congestion in area
51 Hardin Valley Rd Steele Creek to Hickory Creek Rd	Horrible traffic; Can't pass
Pellissippi Pkwy (Solway Rd to Solway Rd)	Housing Development is outpacing capacity for the road and this is a major access point to ORNL
Knob Creek Greenway	huge recreational area

8 French Broad Greenway	I don't live close to here but I would love to have this as a destination
64 Martin Mill pike	I know that this road needs upgrades. But all of our roads need upgrades.
17 Bullrun Creek Greenway	I live closest to this area and there are no greenways that are easily accessible
100 Mourfield Road (westland dr to bluegrass rd)	I live off Bluegrass road and use this connector street to give us access to Pellissippi Parkway. It is narrow and curvy and could definitely use safety improvements. It is the easiest access point to Pellissippi for us.
19 Hickory Creek Greenway	I love greenways
116 - widen Northshore Dr. (Harvey Rd. to Concord Rd)	I travel this dangerously narrow road every day. Safety should be priority one!
152 - Dry Gap Pike (Cunningham Road - Fountain City Road)	I use this road on a regular basis. This stretch of road is extremely dangerous in its current state, and safety improvements would be great for all users.
138	If you are unfamiliar with the roads, you don't know that you have to stop! Speed is such an issue on Campbell Station that even with stop signs, it's tricky to navigate.
19 Hickory Creek Greenway	important East-West non-vehicular connector
32 Pelli Parkway Greenway	important North-South non-vehicular connector
33 Pellissippi Parkway Greenway	Important to create a full Pellissippi Parkway Greenway
34 Pelli Greenway	Important to get the entire Pelli Greenway done at once so it doesn't randomly end somewhere. This is a major travel spine for the western party of the city and county and it needs to be able to have non-vehicular connections as well
80-Woody Dr/Loop Rd (Concord Rd to Canton Hollow Rd)	Improve road conditions
56 & 55; Andersonville Pike from McCloud to Ingram. Combined.	Inadequate vert. and hertz. alignment. Intersection sight distance
Tuckahoe Limestone	increase greenway in Seven Island area
French Broad Greenway	Increase recreational amenities along the Tennessee River
80 - Canton Hollow Road - Kingston Pike to Fox Road	Insanely dangerous road, overtraveled and curvy with no shoulder. Especially dangerous and very difficult to travel during weather.
47 Pellissippi Pkwy (Solway Rd to Solway Rd)	intersection is a nightmare and backs up traffic
53 Schaad Rd (Pleasant Ridge Rd to Oak Ridge Hwy (SR-62))Capacity	It is very scary to drive down this road. Have witnessed accidents and currently avoid the road when possible because it is so narrow, therefore choosing to shop elsewhere.

32, Pellissippi Greenway	It is very scary to ride a bike across the Clinch River/Melton Hill Bridge. This would permit bike/pedestrian connections between Knox and Anderson County.
48 New connection (Lovell Rd to Dutchtown Rd)	It would help a lot of the traffic that gets on and off Pellissippi Parkway. That way the parkway is prioritized in going to and from Oak Ridge while this new road would help on a more local level.
134 Tazewell Pk (at Fairview Rd)	It's a busy intersection. Should be revised some to improve safety.
47	It's needed to be done for years. The population keeps growing in that area.
111	It's very dangerous and if widen it could ease traffic on Lovell.
75	Jenkins Rd has almost no shoulder; speed is an issue; and there are many, many potholes and hazards to watch for
42: John Sevier Hwy. Greenway	John Sevier Hwy. has fast traffic and shoulders are narrow.
41 Northshore Rd	Large amount of traffic and needs dedicated turn lanes at easily bottlenecked sections.
14 - Little Flat Creek Greenway	Looks like this would be a beautiful part of the county for a Greenway. Connect north Knox county with the east side.
10 Mourfield Rd	Lots of people use this to avoid
54 Everett Road (Buttermilk Road to I-40)	Lots of semi trucks and congestion on this road
100 Mourfield Drive	Lots of traffic
65 N Watt Rd to I-40 Ramp	Lots of traffic and it is hard to get on interstate and merge to lanes leading to Loudon County
32 Pellissippi Parkway Greenway	make it possible to ride to work at ORNL
135 Emory Rd (at Beaver Ridge Rd)	Make this a ROUNDABOUT. Traffic is bad at this intersection, but needs to keep flowing and not stack up at a red light.
116 Northshore Dr (Harvey Rd to Concord dr)	Many areas where the shoulder is completely missing, my son was in an accident last week because the tire fell off of the side of the road where there was no shoulder. Extremely dangerous!!!
81 - Woody Dr / Loop Road - Concord to Canton Hollow	Many neighborhoods along this road, very dangerous with no shoulder. Increased construction (new apartments) mean increased capacity. Many students could walk to Farragut Schools if there were greenways.
115	modernization overlaps heavily with safety and capacity encompassing both the need for wider lands and sidewalks for pedestrians
48: Dutchtown Rd. to Lovell	Modest investment may provide significant relief.
116 - Northshore Dr (Harvey Rd to Concord Rd)	More and more community built in this area. Traffic becomes a major issue.
39-Beaver Creek West Greenway	More Greenways in this part of the county would be great.

42 John Sevier Greenway	More pedestrian facilities in this area of the county is needed
128 Bob Kirby Rd/Chesney Rd (Campfire Dr to Candlewick Rd)	My family often visits Plum Creek Park and the road has no shoulder and is not very wide. Providing width would make the road safer.
2 - Knob Creek Greenway	My sister lives close to this area, so I'm adding one for her!
116. Northshore Dr (Harvey Rd to Concord Rd)	My son was in an accident there. Tire slipped off an area where there was no shoulder and no white line. Hit a parked car and caused a lot of damage
104: Edington Road	Narrow & curving with constricted tunnels at RR crossing.
107 Hickory Creek Rd (Buttermilk Rd to Hardin Valley Rd)	Narrow farm road has no shoulders, windy through wooded area, and truck traffic from the quarry trying to bypass the scales on I-40. With all the new subdivision construction this road is very dangerous in any less than perfect weather
107 Hickory Creek Rd (Buttermilk Rd to Hardin Valley Rd)	Narrow road with increased amount of traffic and large trucks
152 - Dry Gap Pk (Cunningham to Fountain City Rd)	Narrow road with steep inclines and blind curves. Dangerous for everyone who travels it. Also, only option between Central and Broadway (Maynardville Road) to cross this ridgeline - not an option for walkers or cyclists.
116-Northshore Dr (Harvey Rd to Concord Rd)	Narrow roads with increased traffic and activities along the road
57 Ball Camp Pk (Schaad Rd to Amherst Rd)	near me
135 Emory Road Intersection Improvement	Need a roundabout to allow traffic to flow. There is heavy traffic at that intersection and continued development will keep adding more traffic load.
15 Murphy Creek Greenway	Need additional pedestrian facilities in this area, serves a school
123 Strawberry Plains	need to have safe pedestrian bike traffic in this area
Hardin Valley Rd (Pellissippi Pkwy to Steele Rd)	Need to mitigate increased traffic on main access point to Oak Ridge & Hardin Valley
10 Holston River Greenway	need to provide more opportunities for runners/bikers near pretty landscapes
52 N Campbell Station Road Widening/Realignment	Needed north south connection for Hardin Valley
53-Schaad Rd	Needs additional lanes of traffic. Congested and backs up often.
81 Canton Hollow Rd (Kingston Pk to Fox Rd)	Needs improvement for safety and other reasons. A narrow well-trafficked road
71 Strawberry Plains Pike	Needs improvements
51	needs more capacity

39	needs some place to walk
103 E. Raccoon Valley	Needs to be part of northern loop to get to Pellissippi
46 Hardin Valley Road	needs to be widened
32 Pellissippi Parkway Greenway	New greenways would be wonderful for the area to balance out the over-development especially in this area
47 Pellissippi Pkwy (Solway Rd to Solway Rd)	New housing is making Solway impossible
40-Beaver Creek East Greenway	North Knox County needs more Greenways. Only short ones now that don't connect anything.
Modernization #116	North Shore is dangerous. Too narrow,
#116-Northshore Dr (Harvey Rd to Concord Rd)	Northshore Drive between Harvey Rd to Concord needs to be modernized to deal with the safety issues due to the increase in crowds at the new and improved Concord Park. In addition, there are areas that have hazardous drop offs that are scary and totally unsafe. Please make this project a priority. Thank you!
41 Northshore Drive Greenway	Northshore Drive is scary to ride on a bike and it is largely void of sidewalks. This greenway would fix this problem and allow people to safely access Concord Park and Farragut's extensive greenway system
46	number of cars continues to increase; my commute time to work is double what it was four years ago because traffic from here backs up so far on Hardin Valley Rd and Pellissippi Parkway
46	Over crowded and population will continue to grow.
40 - Beaver Creek East Greenway	Passes adjacent to the street on which I live (Melanie Lane, in Halls Crossroads)
Pedestrian Improvements	Pedestrian improvements should be routinely incorporated in close proximity to schools.
92 Nubbin Ridge Rd (Ebenezer Rd to Antrim Way)	Please include bike paths as an alternative form of transportation to schools and shopping areas
12 Stock Creek Greenway	Please include bike paths as an alternative form of transportation to schools in this zone such as South Doyle HS and shopping areas
10 Holston River Greenway	Prioritizing our main riverfronts as public recreation corridors will help to bring outdoor enthusiasts to the city and county to spend their money on goods and services, as well as help connect the county from east to west on the main natural connectors we have. As much as we can make our riverfronts and creekfronts public land, we should!
Pellissippi Parkway Greenway	Promoting alternate ways of transportation that are green is a VOTE in my book!
52 North Campbell Station Road	Provides an alternative means of safe connectivity to Hardin Valley, avoiding the Pellissippi interchange
Chapman Highway Greenway	proximity to home. connects commercial and residential areas by foot or bike

19-Hickory Creek Greenway	Public recreation space is severely lacking in Hardin Valley. Having a greenway would provide a safe space for families to enjoy the outdoors as well as meet others in the local community
Pellissippi Parkway	reaches many people
46 Hardin Valley (Pellissippi to Steele)	Relieve congestion, increase safety for schools
84	Resident
15	Road is extremely dangerous too narrow and over loaded due to growth in this area. New subdivisions everywhere.
Yarnell Rd (Lovell Rd to Everett Ave)	Road is too narrow and add a biking lane
52 N. Campbell Station Hardin Valley to I-40	Rush hour traffic horrendous; People taking risks trying to pass
84	S Gallaher View Rd is a tricky drive with limited shoulders and sightlines and lots of curves. Those familiar with it go a lot faster than those not thus creating a danger
15 Murphy Creek Greenway	safer for cyclists
147 Emory Road Intersection Improvement	Safety and traffic flow
70 W Emory Road	Safety enhancements are needed here. This road is dangerous, and expansion of housing developments along Emory Road are going to exacerbate the problem.
143 Hardin Valley Rd at Greenway Crossing	Safety of pedestrians due to more traffic on rd
53	Schaad Rd has little shoulder room and is in bad shape and is heavily traveled
Sam Lee Rd (Steele Rd to Solway Rd)	Several kids go to and from school on this road. It is way too narrow.
77 Sevierville Pike	Sevierville Road is a windy, narrow road, with lots of shoulder drop offs, needs improvement to provide a safe alternative to Chapman Highway
86 Sevierville Pike	Sevierville Road is a windy, narrow road, with lots of shoulder drop offs, needs improvement to provide a safe alternative to Chapman Highway
107 Hickory Creek Rd (Buttermilk Rd to Hardin Valley Rd)	SHOULD include wider lanes, bike lanes, shoulders, sidewalks, and curb and gutter; again, make safe alternative and healthy pathways possible to the schools in Hardin Valley besides purely by car.
51 Hardin Valley Rd (Steele Rd to Hickory Creek Rd) Capacity	Significant amounts of residential are being added in this area, and the widened roads through Hardin Valley should reflect that sooner rather than later.
85 Gleason Dr (Ebenezer Rd to S Gallaher View Rd Access)	Significant traffic through this area demands better roads. Addition of bike lanes and sidewalks could improve traffic by making alternate transportation options appealing.
96 Kimberlin Heights	Sotely needed improved connector
117 Fairview Road	Substandard road, more population located in this area, needs improvement

Northshore Dr (Harvey Rd to Concord Rd)	Terrible road with non existent shoulders and large drop offs.. lots of pedestrian traffic with baseball, someone is going to die here
116 Northshore Drive	Terrible traffic, accidents and congestion.
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116 Northshore Drive	Terrible traffic, congestion and traffic.
150 Bob Kirby Rd (at Chesney Rd)	That intersection can make for a blind turn and if someone is traveling quickly you can miss seeing their car due to elevation and the angle of the turn.
73	That section of road is dangerous and curvy. The lanes need to be widened with turn lanes.
54 Everett Road (Buttermilk Road to I-40)	The bridge on this road is barely large enough for a dump truck and another vehicle. There any many situations where i have to stop and let them go before
39/40 Beaver Creek Greenways	The community is growing and since it still is embracing sprawl over compact neighborhoods we need to make sure that there is a strong connection throughout that bikes and pedestrians can use. Also, waterways are the perfect space to have greenways.
105 Harrell Road Modernization	The intersection with Emory Road is dangerous and needs to be improved.
116 Northshore Modernization	The road is very narrow with zero "runoff" room on either side. With 20,000 cars per day--it is very dangerous and lots of accidents.
57	The road is very narrow. It needs to be widened with turn lanes.
85 Gleason Drive (Ebenezer Rd to S Gallaher View Rd Access)	The roads here definitely need to be widened. There is too much traffic on this road for them to not be wider and prevent accidents.
90 Byington Solway Rd (Byington Beaver Ridge Rd to Ball Camp Byington Rd)	The tunnel which has been there for ages is starting to become a hazard as more traffic is showing up in that area without a stop all way. Consider demolishing the tunnel and creating a bridge to make it 2 lane as well as a way to make Byington Solway connect more smoothly.
Hardin Valley Rd (Steele Rd to Hickory Creek Rd)	There are tooooo many subdivisions going in on this road and traffic is backed up. This is also where HV schools are located we need safety for the new drivers. Always add a biking lane
40 - Beaver Creek East Greenway	There are very few options for walkers and cyclists in North Knox County. This Greenway could connect multiple parts of the county and give those living in North Knox a closer option for cycling/walking. There is a good beginning to the Greenway system in the downtown and Bearden areas of Knox County, but it still lags far behind what is in Blount County. The north side of the county is growing and the Greenway system needs to better support it.
Area B. Project #116	There is far too much building [residential, commercial and multiple unit [apartments] is going on for the existing roads / infrastructure. This continual building frenzy is only going to create a congested, high traffic, high

	accident, low quality of life situation. Indeed, all of Knox County is building far too many apartments and single family dwellings for the existing roads to support that added traffic, not just in Area B, but all over. WHY???????
83 Joe Hinton Rd (Middlebrook Pk to Bakertown Rd)	There is no shoulder nor sidewalk along this road. I often see pedestrians walking down Joe Hinton and especially around the curve and there is risk of a tragic accident.
Project Number 84 - South Gallaher View rd	there is no where to walk or run or bike on this road with cars on both sides of the road. It's the only way to get to westland from this area.
46, HV Road	This a big artery that needs more capcity
135 Emory Rd (at Beaver Ridge Rd)	This area gets backed up badly during rush hour because westbound traffic does not stop and half of that traffic turns left onto Beaver Ridge. The eastbound traffic on Emory is backed up all the way to Fairwinds Rd during these times. Consider adding a red light or creating a lane that can easily be turned onto.
46 Hardin Valley Rd (Pellissippi Pkwy to Steele Rd)	This area needs a lot of help and any improvements would help safety and traffic
39 Beaver Creek West Greenway	this area needs sidewalks, it's very dangerous with the traffic. please put sidewalk under the parkway overpass as well
Pellissippi Pkwy (Solway Rd to Solway Rd) 47	This area of road is a nightmare. It bottlenecks traffic in and out of Oak Ridge and Hardin Valley.
49 Washington Pike	This area will grow as West Knox County runs out of capacity. Improving this road will be vital to avoid the same issue currently experienced in West Knox County.
138 Campbell Station Rd	This intersection has always been deadly. The 4 way stop helps, but could still be dramatically improved by a roundabout or some other safety improvements
39, Beaver Creek West Greenway	This is a big artery in the HV area. And it leads to schools. People should be able to safely travel this corridor on foot or bike
41 Northshore Drive Greenway	This is a great area to connect Rocky Hill to Lakeshore. This would be highly utilized
13 Roseberry Creek Greenway	This is a great northern connector from the river. I would only recommend this be built after the Holston Greenway is approved.
#81 Canton Hollow Rd (Kingston Pk to Fox Rd)	This is a hilly and windy road that is becoming too busy because it's also a through road, need bike lanes.
84. S Gallaher View Rd (Gleason Dr to Westland Dr)	This is a major connection between Kingston Pike and Westland, is very narrow, and is a throughfare for school buses. It could be greatly improved if it was wider to allow for safer vehicle traffic and pedestrian walkways.
51 Hardin Valley Rd: widen for capacity	This is a safety issue with the constant backup of traffic during school pick up and drop off as well as certain turns onto Hardin Valley Rd from gas station, Wendy's etc.
35 Ten Mile Creek Greenway Extension	This is an amazing greenway and one of the only ways (maybe the ONLY way) to get to Cedar Bluff from

	downtown on a bike. It would be great to take it further and eventually connect it out to other western greenways
96 Kimberlin Heights Rd (Chapman Hwy to E Hendron Chapel)	This is an excellent road bike route but is trepidacious due to few shoulders
2 Knob Creek Greenway	This is arguably is tied for my top priority in Area D. We definitely need more connections from Alcoa/further west to bring people closer to the Urban Wilderness.
36 - Ten Mile Extension	This is close to our residence.
71 Strawberry Plains Pk (Gov. John Sevier Hwy to I-40)	This is likely to sustain high traffic as a connection between I-40 and John Sevier HWY and the industrial park, especially if this area is built out as Suburban Residential
53 Schaad Rd (Pleasant Ridge Rd to Oak Ridge Hwy (SR-62))	This is probably the most important road development project in all of Knoxville right now. This part of Schaad Rd needs to be widened to match with the end that connects to Ball Camp and the end that connects to Callahan. Having a consistent wide road from Callahan to Lovell will provide an alternative route to and from north Knoxville to west Knoxville.
84 S Gallagher View Rd	This is a terribly unsafe road, improving it would create a much needed additional connection, also this serves high schoolers who have just started driving. It is constantly closed when snowy or stormy, and has no shoulders and is super skinny and windy
104 Edington Rd (Cherokee Trl to Wiloughby Rd)	This is where I live and the underpass area is not great and could cause a wreck
154	This road has increased in traffic load along with having new housing being built. This road needs to be widened along with flood control and reduce the size of the low shoulders on the road.
106	This road has increased traffic and needs to be widened. As this community continues to grow, the roads need to be able to accommodate the traffic load.
54-Everett Road (Buttermilk rd to I-40)	This road has very high traffic with large trucks. There is barely enough room currently for a car and big truck to pass along the bridge. The quarry is very busy and there is an extremely large project taking place along this stretch of road and this road can't handle increased traffic safely
83 Joe Hinton Road	This road is a dumpster fire. It's dangerous, narrow, small, and poorly maintained. It desperately needs modernized.
52 N Campbell Station Rd (Hardin Valley Rd to I-40)	This road is becoming unsustainable with new developments and heavier traffic. Create a diverging diamond at I40. Add wider shoulders if possible.
92 nubbins ridge	This road is dangerous and needs widening
113 Snyder School Road	This road is dangerous and too narrow. The intersection of this road and Snyder (137) also needs work. I live nearby and need to use Snyder School frequently.

84 S Gallaher View Road (Gleason to Westland)	This road is narrow, filled with curves, and well-trafficked and could use improvements for safety
34 I-140 Greenway	This road is so busy, I love that this adds walking and biking space for commuters
49 Washington Pike	This road needs general improvements for safety, etc.
116 Northshore Dr (Harvey Rd to Concord Rd)	This road needs to be modernized
77 Sevierville Pk (Gov. John Sevier Hwy to Chapman Hwy)	This road needs work for how many people use it. It's narrow in some places.
54 Everett Rd (Buttermilk to I-40)	This road will see a lot of additional traffic in the coming years, we should get ahead of that.
116 / Northshore	This section of road is narrow, with no shoulders and is HEAVILY traveled by passenger vehicles and commercial trucks. It is used not only by Knox County residents, but also Loudon County. During the Spring and Summer, traffic becomes more congested due to residents utilizing Cove Park and the ball fields. The roundabouts have been a great asset, however further improvements are necessary to ensure the safety of our children and residents.
35. 10-mile creek greenway extension	This section of town has few walkable/park areas.
5 Keller Bend Greenway	This would allow access to the undeveloped parks
35 Ten Mile Creek Greenway Extension	This would be a fantastic connection from the Cedar Bluff commercial area to WV Middle School
39 - Beaver Creek East Greenway	This would be a great extension of project # 40 - Beaver Creek East Greenway. Connecting north Knox County with the west side of the county. There is a good beginning to the Greenway system in the downtown and Bearden areas of Knox County, but it still lags far behind what is in Blount County. The north side of the county is growing and the Greenway system needs to better support it.
19 Hickory Creek Greenway	To have a nice outdoor space to enjoy
49 Washington Pike	To serve the growing community in East Knoxville
143 Hardin Valley	too many safety projects in this area to evaluate, I just picked one.
57 Ball Camp Pike	Too much traffic for such a narrow road
116. Northshore Dr (Harvey Road to Concord Road)	Too much traffic on narrow road causing dangerous situation.
85 Gleason Dr Ebenezer to S Gallaher View	Too narrow and crowded especially at rush hour; dangerous at night
153 Bakertown Rd	Too narrow and curvy with more housing in the area
101 Everett Rd (Kathy Ln to Yarnell Rd)	Tractor trailers hit this wall frequently and back up traffic. This is a great alternative route to get to Turkey Creek when the interstate is backed up. The roads get very narrow.

48 Lovell Road to Dutchtown	Traffic flow
46 Hardin Valley Rd (Pellissippi Pkwy to Steele Rd)	Traffic to the community college has grown very high and it gets very backed up at the beginning and end of the school day, traffic to and from the Parkway, toward HVA, etc. This road needs to be modernized and changed for the growing population.
Pellissippi Pkwy (Solway Rd to Solway Rd)	transportation is in great need
85 Gleason Drive	Unsafe road
53 Shadd Road	very dangerous for cars, pedestrian and bike traffic no shoulder at all
Project Number 84 - Gallaher View rd	Very dangerous roadway, too many vehicles drive on it and many accidents ruin the quality of life in this area due to constant and regular closures.
46 Hardin Valley Rd (Pellissippi Pkwy to Steele Rd)	Very heavy traffic with several schools
81 Canton Hollow Rd	Very narrow and twisting for the many vehicles that use the road.
49	Washington Pk can be very dangerous especially when people try to pass slow-moving cars or farm equipment
84 S Gallagher View	Way too much traffic, desperately needs widening
41 - Northshore Greenway	We can get there easily.
Improvements in Neighborhood Town Centers	We desperately need these improvements.. as more and more people live in the county, they will need better access to things like sidewalks and street lights. We need to make walking along roads safer in Knox County.
37 Smoky Mountain Greenway	We need more opportunities to get out of our cars and exercise or bike
19 Hickory Creek Greenway	We really need more long, continuous greenway facilities in West Knox for safe recreation and bike riding.
35 - Ten Mile Extension	We use Ten Mile trail a lot and would like to see it extended.
52	while this is listed as a capacity project, I think it is also a safety project; N Campbell Station is a tricky road to drive and there have been many accidents with injuries
109 Yarnell	Widen for capacity
52 N Campbell Station Rd	Widen for safety and capacity
108 Marietta Church Rd	Widening the roads in this area with the increased amount of people, traffic, and subdivision is needed
129 - Sam Lee Rd (Steele Rd to Solway Rd)	With all the giant neighborhoods being built, you need a safe road. And when school buses go on that road it can be scary especially if oncoming traffic has to pass by. In some spots, there is barely enough room for two cars.
116 Northshore Dr (Harvey Rd to Concord Rd)	With increasing developments and people going to and from the lake, the road should be improvised to meet these standards. It's not as important as other projects but should be looked into.

46 Hardin Valley Rd (Pellissippi Pkwy to Steele Rd)	With Pellissippi State, King College, and Hardin Valley schools, along with the rapidly growing community, this road desperately needs more capacity. It is a safety issue with many young drivers.
107-Hickory Creek Rd (Buttermilk Rd to Hardin Valley)	With the amount of housing developments along this section other infrastructure needs to keep up. There is not a safe way to travel other than a car currently. Providing sidewalks and bike lanes would provide a safer alternative along with easing traffic congestion along this stretch of road
37: Smoky Mtn. RR Greenway	Would provide major incentive for greenway use in Knox County with access to GSMP.
109 Yarnell Rd (Lovell Rd to Everette Ave) Modernization	Yarnell is becoming a major thoroughfare and needs to be treated as such
46 Hardin Valley Rd (Pellissippi Pkwy to Steele Rd) Capacity	You have to move beyond cars and offer schoolkids a safe way to get to school with bikes via the suggested process to "Incorporate multi-use path". We cannot afford to continue inducing demand by making more car space.
39 Beaver Creek West Greenway	You have to move beyond cars and offer schoolkids a safe way to get to school with bikes via the suggested process to "Incorporate multi-use path". We cannot afford to continue inducing demand by making more car space.
39	39 - Smoky Mtn Rail Greenway - great historical context and nice for people with strollers because of its consistent gradient
	Keller Bend greenway would cost a fortune with all the rock along work along with no lip/shoulder on road. Also, with this plan you would be encroaching on many people's privately owned land. Eminent Domain in an area like this would be totally inexcusable. There is a park at the end of Keller Bend that the county doesn't even take care of currently. Lots of dog users come to the end of the road, along with people racing their care on a daily basis. In my opinion, this move would only cause trouble for the residents who currently reside there.
	I think roads need to be a top priority. There is a lot of congestion and safety hazards due to the current conditions. I really think we need either a light-rail, monorail, or similar transportation in Knoxville as a <u>fast</u> way to get traffic under control. Initially from the airport through South Knox to downtown, from the airport to Turkey Creek, and from the airport to Oak Ridge. Eventually from Knoxville to Nashville, Knoxville to Chattanooga to Atlanta, Knoxville to Asheville. We need a toll road (so it pays for itself!) from Lenoir City to Gatlinburg. We <u>need</u> more houses and commercial development. I am currently recruiting developers to Knoxville through my real estate office at Wallace Real Estate. Please connect with me: Kathryn Ogral (865) 399-2262 kogral04@gmail.com
48	#48 is needed, just not MY top 3.

	Lake shore park is one of the county's best, yet disconnected, resources. Need greenways/sidewalks to connect the park to residential communities.
41	(41) This greenway would be great, but is it very circuitous. Is there a push to make this and other pedestrian routes that are broken up and roundabout due to the existing cul-de-sac type development more direct. This would be nice for people trying to commute.
	Northshore Drive from Ebenezer to Lyons Bend - roundabouts needed like in Carmel, Indiana for the subdivisions to access. Countrywide access control to strip malls limited to logical intersections. All areas - sidewalks or greenways for public and private school access - all new developers and property owners should do sidewalks like Farragut requires.
	Pedigo Road @ Emory Road - needs a red light. New subdivisions on Pedigo have increased traffic turning onto Emory Road creating a dangerous situation. This is a safety improvement as well as a traffic improvement.
	40 - Beaver Creek East greenway would be a great complement to the Knox county water way and particularly good for family outing with some family members that are not up to paddling
	<u>EMORY ROAD FROM</u> CORRYTON ROAD <u>TO</u> WASHINGTON PIKE. NEEDS TO BE WIDENED FOR SEMI-TRAILERS, SCHOOL BUSES, DUMP TRUCKS, AND FARM EQUIPMENT WHEN MEETING EACH OTHER FROM OPPOSITE DIRECTION.
	East Emory near Boruff Road. Several areas where the road is completely missing at the white line on the right side of the road. One area is on a curve. Also, two cars cannot pass each other on some parts of Bud Hawkins Road near Washington Pike. Plus there is a fifteen-foot drop on each side of the road so you can't even pull over. Very dangerous situations. Too many roads do not intersect at ninety degree angles making the intersections very dangerous. Especially at Roberts Road and East Emory where there is a hill and cars and trucks fly over the hill and the intersection is in a blind spot. In definite favor of the footbridge at the Gibbs Schools. The congestion to pick up kids after school is terrible as kids can't get home safely to subdivisions like Scotch Meadows.
	Intersection of Corryton Rd and Wasnginton Pike. It angles into it at a very difficult for schol buses, dump trucks, semis, farm equipment to make right turn when approaching corryton rd.
	Need to improve/change intersection of Brakebill Rd and Strawberry Plains Pike
	Greenway - Knox missing link of bloumt greenway. Provide funding for greenway through neighborhood. Then fund construction of greenway. Then celebrate!

	Newbert Springs --> modernization in neighborhood area towards Stock Creek Rd
	Safety Thought - Norton Rd T-section needs a street light and will probably need a traffic light over the next few years. While private propoert owners can do what "Zoning" allows... consideration of wildlife habitat needs to de considered.
	116 is a dangerous roadway. Needs to be widened. I'd also like to see sidewalks/greenway to connect to local parks.
	116 needs more than what is planned. Northshore needs to be widened or at least a center turn lane. Too much traffic for a dangerous 2 lane highway. It is going to get worse as more subdivisions are built.
	153 Bakertown Road from Joe Hinton to Ball Road is not in the choices for Area A, but it is shown as an Area A project. Would be a high priority for me.
	A Greenway on Solway Road would also be amazing and good for the future development of all the apartments that are being built right now.
	Are the maps not showing correctly? I see a lot of "Greenways" along roads and "Conduct safety study" but very little in the way of actual transportation improvements over what currently exists. Am I missing something?
	Areas selected due increasing traffic is compromising safety.
	Concord drive to Harvey road is an extremely dangerous road. We need the road winded ASAP.
	Connecting our greenways to each other and to neighborhoods and increasing capacity in high growth/high traffic volume areas would be both a huge quality of life increase and help cut down on traffic issues. Bring sidewalks to our neighborhoods!
	Connections to Alcoa Highway Improvements (2 and 42) would be amazing. Thanks!
	Dangerous as is with no shoulder and sloped drop off. Two trucks with mirrors barely fit.
	Dangerous roadway for our children.
	Dangerous roadway with narrow lanes, road is crumbling on the sides making it even more narrow. Northshore could really benefit with a bike lane or sidewalk connecting neighborhoods west of the Cove park to the park (ex. Jefferson Park, Montgomery Cove) so nearby residents can ride or walk to the park and help cut down the parking lot traffic.
	Driving down Northshore near the cove park is hands down THE most dangerous section of Northshore. The road is literally deteriorating and there are zero guard rails just past the Davis YMCA driving towards the Cove (on the

	left). So surprised this section has not been already corrected
	Enhancing greenway system will help with traffic issues.
	Establishing greenways in developing parts of north west Knoxville would go a long way to improving quality of life and reducing the need to travel 30-60 minutes to access outside exercise.
	Focus on Greenways important to me. I would LOVE to see project 41-Northshore Dr Greenway completed. I currently live between the Concord and Carl Cowan Parks, <1mi away, but have no way to walk to them.
	For Area A, please create a bikepath/walking trail that connects the commercial area where Double Dogs is located to Steele Road.
	For Hardin Valley area, these three projects will provide a backbone and initial relief of congestion. Highly encourage retail section of Hardin Valley Rd (Pellissippi Pkwy to end of PSTCC campus) to consider back drives along property to allow for consolidated access to traffic light crossings. For example, a back drive from Zaxby's to traffic light at Apartments and PSTCC west / south entrance would prevent traffic crossings along this heavily congested area. Other connecting roads that bypass Hardin Valley are also desperately needed - widening Sam Lee, Solway, etc. and creating connections as listed on your map. Roads have historically been underbuilt and reactive - Hardin Valley needs more than quick fixes but rather a plan that future proofs and enables logistically-sound development.
	george light road entering pellissippi is my biggest concern. there are 6 or more things going on at any one time. in addition to trying to enter and exit the road people making u-turns. there is way too much to keep track of and traffic is at a super high volume. it would be beneficial to have an ramp entrance to pellissippi coming off of oak ridge highway. leaving george light we could turn right get onto a ramp and safely enter pellissippi going towards hardin valley rather than trying to cross traffic. i think the greenways are a bonus feature that should wait until the roads here are made safe for our community. we are risking our live to get to a greenway. roads and safety first then asses the greenways. there is an increase of traffic on rather road. people are using it to bypass driving to the 62 exit and/or taking rather off of 62 coming from karns area, because there is no entrance to pellissippi. they have to go past pellissippi and then make a dangerous u-turn or try to cross the road and enter back on which is almost impossible. rather road is very narrow with numerous areas where you can't see oncoming traffic. since traffic on it is growing due to the inability to access pellissippi it needs to be widened.

	Greenways are important for the health of our community!
	Greenways provide safe means of transportation without adding congestion to existing roads
	Hardin Valley 4 lane from Pellissippi to Steele and additional exit onto Pellissippi from Solway desperately needed! Also traffic light at Hardin Valley and Valley Vista.
	Hardin valley could benefit from a safe public park.
	<p>Hardin Valley desperately needs additional lanes to and from Turkey Creek from I-40 Hwy. itâ€™s not just the traffic from POCs residents, but also school traffic and traffic from I-40 that is trying to bypass I-40 trafficâ€¦so itâ€™s cut through traffic as well. People drive crazy through the middle of the turn lanes - we need a curbed median in the middle to prevent passing and collisions. For example, look at Overland Park or Leawood, KS as they have this design - it works awesome. Two lanes in each direction and a landscaped median in the middle and additional turn lanes as needed.</p> <p>Also, Hardin Valley needs community parks and greenways for kids. We have the perfect area to replicate Turkey Creek to the north of Hardin valley road on the lake line. It could be very similar to the lakeside tavern area.</p>
	Hardin Valley is becoming over populated and the infrastructure is not there, at all, for the influx of people. It is also frustrating that there is absolutely no green space for families to enjoy the outdoors. I would HIGHLY recommend studying The Woodlands, TX and getting ideas from there. Families were able to (SAFELY) walk or ride bikes to school which lessened the amount of traffic in the mornings. There's absolutely NO way to do that here even from the neighborhoods like Brighton Farms or Laurel Ridge. Only one entrance and one exit for each neighborhood which blows my mind. Absolutely no thought has gone into the infrastructure here.
	Hardin Valley is the biggest concern with so many new subdivisions being built. The roads that are newer are already wore out which means the older ones are in bad shape. The congestion during high traffic times sometimes makes it impossible to get anywhere on time. Capacity is the largest issue in that area.
	Hello - the proposed Burnett Creek and French Broad greenways will go right through my property. While I support more greenways I do not support these two as currently designed and I suspect my neighbors will also oppose this plan. You will need to obtain easements from MANY people upstream from where the greenway would hit the river as well as navigate some very steep terrain. Might I suggest you look at making the greenway take the

	old, closed road bed that connects Bowman Valley Rd to John Sevier Highway. This is an already existing, although unused thoroughfare, that would be a relatively easy route to add a greenway without crossing lots of private property.
	I am voting for Area B #116 because it is such a dangerous stretch of roadway.
	I am voting for this because it is such a dangerous roadway. Thank you!
	I am voting for this particular one as the road (section B, 116 Northshore) is so dangerous and needs attention and a sidewalk.
	i cannot express how badly #135 (Emory Rd @ Beaver Ridge Rd) intersection needs to be overhauled. Traffic is lined up from 5-6pm and you cannot get into brand new neighborhoods. This road desperately needs to be widened to 4 lanes with turn lanes and a LIGHT in light of Smithbilt's BELLTOWN future. New housing is rampant in this area and Emory Rd needs a LOT of attention
	I didn't see any plans for widening Steele Rd around the Hardin Valley schools. This is something that needs to be done to help with traffic in that area. Side walks and cross walks from all schools need to be added to help with the safety of children who are walking in that area.
	I focused on areas I am familiar with. My Number 1 priority is Northshore. I think the greenway can wait unless it's more cost effective to do it simultaneously as the upgrade, but the increased volume of traffic combined with the parks during recreation is a recipe for serious accidents.
	I have lived in Jefferson Park on Northshore for nearly 13 years. It has steadily become more dangerous with traffic from the numerous developments further west on Northshore. It will be getting significantly worse with new developments now under construction. I spoke to the TN Highway Patrol who said they get frequent calls including fatality accidents on Northshore. The shoulders on both sides have frequent drop-offs which damage cars regularly. Any accident or road work causes big backups as does the athletic fields during spring and summer.
	I honestly don't think the area in 114 needs anything right now. We live in greenbrook subdivision and have no trouble getting out onto solway any time of day. With the apartments going in south of George light, I would think south would need more than the north. As for #46, I think hardin valley road definitely needs to be widened. It is a mess when the school let's out and in the morning. I would also add that a dedicated right turn lane from solway onto hardin valley would be helpful.
	I like the idea of having a sidewalk off f Northshore, but I do not like the idea of more residential development along Northshore. Already so crowded.

	<p>I like the idea of improving this road to make it safer and more attractive for recreation. However, I am strongly opposed if it encourages more speed.</p> <p>People fly around a blind corner in front of my driveway. It's unsafe getting the mail, or trying to mow the edge, or pick up the trash people toss. Would like to see more enforcement of the speed limits.</p>
	<p>I think all of these projects are well indicated because the all are dangerous the way they are constructed currently.</p>
	<p>I use Robinson Road. NO shoulders, drop offs. Dangerous.</p>
	<p>I'm strong on spoke neighborhoods with central business district and condos and apartments near center with single dwelling homes to the periphery. Universal sidewalks mandatory.</p>
	<p>If there were a greenway along Westland Drive, I think it would really change how people in the Southwest County get around.</p>
	<p>Infrastructure in Hardin Valley must catch up to the growth in the community. Safety should be at the top of your list.</p>
	<p>Keller Bend road is a dangerous road with already too much traffic due to the construction of new homes/subdivisions on the road and in the area. Adding more traffic and Pedestrians will only make the road and area more dangerous. It is terrifying to think of my older parents or my teenagers driving on this road with so much traffic, speeding vehicles and pedestrians/ bicyclists. It's an accident waiting to happen.</p>
	<p>Making safe pedestrian & bike routes into Knoxville from east John Sevier (projects 29 & 27) is a high priority. Very few sidewalks and greenways connect these communities to downtown.</p> <p>In regards to project 71... I only support the widening of Straw Plains IF the plan includes sidewalks and bike lanes. Increasing vehicular traffic lanes only would not only be a huge waste, but continue to make pedestrian traffic down this road near impossible. Because of the topography, if you were to walk alongside Straw Plains, you'd be walking in ditches that fill with water and lie far below the actual road.</p>
	<p>More greenways and open spaces but also alleviate the worst traffic.</p>
	<p>Northshore Dr in the Concord/Choto area has to be one of the most dangerous roads in East Tennessee (and I'm used to driving all the mountain roads in Gatlinburg). The narrowness of that road, the amount of traffic that flows through, and the speed of vehicles makes for a perfect storm of scary driving conditions. And with the growth of</p>

	<p>this area, the issue will only worsen. We personally avoid Northshore road at all costs (even if it is the fastest route). Unfortunately, we still have to take Northshore road for baseball and softball games. When my kids start driving, they'll not be allowed down that road. It's a deathtrap waiting to happen.</p> <p>On the positive side, what an INCREDIBLE job you guys have done with the greenways down that way! Now, just a little roadway work will help keep us all safe :)</p>
	<p>Northshore drive has multiple fatalities and wrecks between Choto and Westland.</p> <p>Any money allocated to a greenway rather than roadway expansion will have PR consequences for all politicians involved.</p>
	<p>Northshore Drive in Project Area B is a very important project as it is so dangerous. Many "Close Calls" weekly on this road. Please make this a Top Priority! Thank you from all of us over here.</p>
	<p>Northshore drive is DANGEROUS.</p>
	<p>Northshore drive needs wider roads, more lanes or additional infrastructure to handle the large amount of traffic as this road and area was not built to sustain that amount of traffic it sees daily.</p>
	<p>Northshore drive west of Westland Dr has experienced huge growth in the last ten years. With property values and taxes on the increase, it seems fair to ask for safer roads. A wider road with a middle lane at a minimum (similar to how Westland Dr near Gettysvue was improved 20 years ago). Thankyou</p>
	<p>Northshore is an unsafe roadway and with more families moving to that area this needs to be improved.</p>
	<p>Northshore is extremely dangerous and needs to be widened. It is only going to get worse with more new homes being built.</p>
	<p>Northshore is not safe at all</p>
	<p>Northshore is so very dangerous</p>
	<p>Northshore Rd is extremely busy, and making turns out of neighborhoods and parks is dangerous. Absolutely nothing is walkable except between The Cove and Concord Rd Circle. Making left hand turns into subdivisions and parks causes cars to be stopped in the middle of the road to wait for traffic putting people in the position of easily getting hit head on or from behind. All it would take is for someone to take their eyes off the road for a second. I feel like a sitting duck in the middle of the road. A turn lane in the</p>

	center wouldn't be much help; a median definitely would. I would take 2 lanes with a center median any day over multiple lanes and a center turn lane. There is a lot of activity on Northshore with the parks, baseball fields, boat ramps, restaurant, dog parks, etc. This would easily be a destination if a greenway extended from Choto Circle and connected with the existing greenway.
	Northshore Road from the roundabout at Campbell Station to past the Cove Park is extremely dangerous and needs to be considered as a safety issue not modernization. It is extremely dangerous and the amount of traffic has probably tripled in the past 2-3 years.
	Northshore road is too dangerous to drive currently
	Northshore should be a top Priority as it is a VERY dangerous road way! Too narrow for the amount of traffic on it.
	Northshore/Harvey is hazardous and the traffic is heavy. Please prioritize this before someone is killed.
	On ramp from Mississippi Solway road to Pellissippi would cut down on wrecks at George Light Road. I'd also add an acceleration lane at Georgia Light Road and Mississippi Southbound.
	opposed to the Keller Bend greenway
	Personally I would prioritize safety first, and then capacity as needed over greenways and modernization.
	Please extend ten mile greenway to Gulfwood
	Please help Hardin Valley grow sustainably. There needs to be a light or roundabout on Hardin Valley Rd and Valley Vista Rd.
	Please initiate a study of traffic flow on Hwy. 33 through Halls Crossroads. Please consider the possibility of frontage roads on each side from Stockyard Rd. to the Norris Fwy. / Emory Rd. Interchange similar to what has been done on Alcoa Hwy. This should include blocking numerous side road access and red lights to allow less congestion and safer travel through Halls. This is a primary route for all communities in and to the north of the county. It is a choke hold for projected growth and development as the county grows. Thanks!
	Please look at Wahington Pike way overdue
	Please prioritize improving Northshore near Choto. My family has had so many close calls on this section of Northshore due to the overwhelming amount of traffic. It's especially bad in the mornings, evenings, and during ballgames. The Cove also attracts many visitors along with the extensive over-building in the area without proper planning to address the additional traffic. Thank you for your consideration.
	Please widen Hardin Valley

	Please widen if possible, increase lanes, and put birms. Very dangerous needs to be prioritized
	Please widen S Northshore drive! It is way to narrow for the amount of traffic.
	Please, please, please think about upgrading the roads around a project BEFORE starting the project and deciding later that something needs to be done.
	Project #116 (Northshore) should be considered a high priority project. While a challenging project there is significant growth coming to the area and Northshore is already at or beyond its capacity during peak morning and afternoon weekday travel times.
	Project 116 (Northshore Drive) should be a high priority given the dangerous nature of the road, volume of traffic and the continued growth in far west Knox County.
	Project 116 should have been done a long time ago. The amount of homes and businesses along this stretch of road has made it dangerous.
	Protection of existing wooded areas, stream riparian areas, and ridge tops should be the priority. The concentration of growth in existing developed areas
	Roads in Hardin Valley area are woefully inadequate to support the population growth. Land is becoming over-developed with little regard to erosion of hillsides and transportation issues.
	Seriously people, how long is it going to take to widen Schaad Road and Pleasant Ridge needs a light at Spradlin subdivision right on the city/county line (and that road straightening project for the curve. Too many wrecks happen at those two places. The traffic flow is horrendous and because we're not West Knoxville or Halls, it appears we are not worthy of fixing...
	Spend less on greenways & more on the county roads like Raccoon Valley. It will serve the locals much better than greenways. We the people born & raised here prefer to keep our scruffy little city status over an otherwise over crowded metropolis any day. If the people in charge can not understand this , then they need to be replaced!!!
	SR62 needs a new ramp design where it merges with SR162. Too many near misses with traffic doing u turns to go south on 162 coming from SR62.
	Need additional traffic lights in the vicinity of solely and 162. There is no break in traffic for vehicles to cross 162 and proceed left. Every road merging with 162 needs a deceleration and acceleration lane. Road crossing points need an acceleration lane for traffic to join when crossing for left turns.

	<p>Stop al this new housing construction in the Northshore area. The road can't handle the volume and no where to expand it.</p>
	<p>Thank you for seeking community input. Safety along Emery Road and expanding Strawberry Plains Pike to a 4 lane are top safety priorities, in my opinion.</p>
	<p>The city should be improving Schaad already as part of the north bypass.</p> <p>Many of these west side capacity improvements would be unnecessary if the orange route had been built. Hardin Valley residents at the time specifically rejected access to the route. I wouldn't spend a dime on improving any road west of pellissippi pkwy. Anyone else that was too nearsighted to see the need for the bypass should have to sit on I-40 parking lot daily. Now there are subdivisions on the orange route so I suggest building the blue route while it's still possible. The county need not spend on bandaids for the fed/states capacity issues.</p>
	<p>The French Broad River corridor is under constant threat of development. It is a special place and a greenway would help protect it for future generations. Expanding greenways generally is a good way to bring area residents closer to nature and to help them appreciate the places that make our area special.</p>
	<p>The George Light/Pellissippi intersection is very dangerous. I think the turn lanes from Pellissippi to George Light roads should be removed and a median should be put in between Pellissippi North and South, so people cannot cross the lanes. To restore access to Pellissippi South for people in the George Light neighborhoods east of Pellissippi, Oak Ridge Highway needs a ramp to Pellissippi South. In addition, widening Rather Road (off of George Light -east) and providing drainage so it doesn't flood near the river, would also be advisable. Then people in those neighborhoods can go the back way to access Oak Ridge Highway and then Pellissippi.</p> <p>Another suggestion would be to build a frontage road running from Hardin Valley Road to George Light Road on the east side of Pellissippi. This would improve Couch Mill Rd. issues when the new Mill Creek School opens, Faith Promise Church traffic issues on Pellissippi, and George Light road safety issues.</p>
	<p>The intersection at Chesney and Bob Kirby is a danger. We live nearby and regularly hear near misses (and actual accidents) every few days. Additionally, people walk and ride bikes on Bob Kirby to reach Middlebrook which has no clearance on either side of the roads. In fact, several cars have ended up in the ditch because there is no additional</p>

	space on either side of the road and it's easy to drive off if it's dark or rainy. These projects (150 and 128) are a public safety issue and with increased neighborhoods and Plumb Creek park on the roads, there is increased traffic, and children's safety to consider. These are important projects that need to be addressed ASAP. Thanks.
	The lack of proactive planning has created a very hazardous situation on Northshore Drive. With the very high level of development in the area it is getting more dangerous everyday. Please catchup and stay ahead of this to prevent future accidents/fatalities on this roadway!
	The modernization of Area B #116 Northshore modernization from Harvey to Concord is long overdue. The roadway is extremely narrow and dangerous.
	The North Shore roadway is getting crowded as lots of houses are built and due to heavy traffic driving becomes risky. Need to add extra two lanes to resolve traffic problems. This will be a long term solution
	The only transportation solutions listed are ambiguous "Modernize" or "Greenway" with little-to-no definition of what that entails. Beyond that, we also get "Conduct Safety Survey" and "Add lanes". So far I have not seen any actual transportation solutions. To be completely honest, it is starting to feel like this plan was a waste of time and dollars without addressing the actual needs of the citizenry within the area.
	The roads and all of the infrastructure should be updated BEFORE all the construction/new builds/demolition. There are too many subdivisions being started with the ingress and egress on roads that are already in bad shape and overflowing with traffic (pedestrian and automobiles). There has been no preplanning or proactivity to anything in the Hardin Valley area. They just build new facilities, homes, businesses with no concern for traffic patterns or infrastructure (utilities, roads, services) to handle the new loads. It seems things are done as a REACTION to what has happened instead of being on PROACTIVE on what is GOING to happen.
	The round about on Choto perfectly spaces cars and makes it impossible to turn left from Montgomery cover or Jefferson park. It is extremely dangerous, especially during the morning and afternoon when school is starting/ending, as well as between 4-7pm. The roads are already too narrow only leaving a few inches of room for error, and now they cannot handle the extreme amount of overbuilding in this area.
	The shaded area you at the south corner of Ellistown and Rutledge Pike you have listed as Arminda will remain Agriculture as it is owned by Vannland, RPI, and Strong Stock Farm.
	The timing of the traffic lights on Emory Rd around 75 is horrible. The City says the county owns it, the county says

	<p>the State owns it and the State says the city owns it up to Connor rd. Well, someone needs to show some leadership and coordinate these lights for the betterment of all of us. Stop passing the buck and actually do something! You can't go when your light is green because the next light is red so you end up sitting through multiple light cycles.</p>
	<p>There are many areas on Northshore going to Choto with a large drop off. The amount of cars on this road has increased exponentially and it is very dangerous. Stop building or make our roads safe to drive on</p>
	<p>There are sections of S. Northshore Dr. that definitely need widening. There is also a curve just east of the Harvey Rd. intersection that is particularly concerning and too narrow. Also, some sort of caution light would be very helpful at the intersection with Harvey Rd. I have witnessed people running the stop sign on various occasions.</p> <p>Thank you.</p>
	<p>There needs to be more green ways in Knox county to encourage a more active community! Also there's too many roads not to have more greenways</p>
	<p>This is a dangerous road, needs improvement.</p>
	<p>This is a very dangerous roadway. Additionally, at night and during rain time, it can be extremely difficult to see road lines.</p>
	<p>This is an extremely dangerous roadway. It is heavily traveled, narrow, and in many areas has no shoulders. In addition, there are areas with heavy pedestrian traffic along both sides of the roadway contributing to the possibility of accidents.</p>
	<p>This is dangerous road, need modernization for safety.</p>
	<p>This is so dangerous - since the sidewalks and greenways don't go the whole way. I'd like to send my kids to the parks and such, but without a sidewalk it's like sending them to their death. Please add sidewalks and wider lanes to this section. When you consider the fact that the baseball fields are also here - accidents and traffic slow downs are always happening.</p>
	<p>This is such a dangerous roadway.</p>
	<p>This road is so dangerous! Very narrow with no shoulder. The baseball fields are a menace to traffic and create even more risk during season. Please consider moving those somewhere safer. There is just too much traffic for this road and more and more housing is going up. Turning left out of Jefferson Park during peak times is difficult. Thank you for your attention to this urgent situation.</p>
	<p>This road is too narrow and have no pedestrian sidewalk.</p>
	<p>This road is traveled by so many thousands daily- very heavy traffic especially in a.m. and p.m. hard to pull out of subdivisions. Road too narrow, needs to be widened and</p>

	extra lane added for safety. So many houses/subdivisions being built along northshore/choto area. The idea of a walkway is so dangerous along this already dangerous road- we need an extra lane most of all. Please help us!
	This section of roadway is extremely dangerous. There have been numerous accidents. The road is too narrow for the amount of traffic that has resulted from too many houses being built in the area
	This section on Northshore needs at a minimum, widened and a sidewalk. There is so much traffic that having a wider road as well as a sidewalk will allow people options for safer means.
	This stretch of Northshore is very narrow and dangerous. Please make this project completion your soonest priority. Weekly, we have near misses by drivers crossing over into the opposite lane and almost go off the side the road which would wreck our cars or flip them.
	This stretch of road (Northshore Rd - Concord Rd to Harvey Rd) has seen a tremendous increase of traffic due to the new subdivisions allowed and constructed. An additional new subdivision is being established just on the other side of the county line which will compound the existing hazardous conditions and heavy traffic.
	Traffic ! Traffic in Hardin Valley. Getting out of subdivisions close to Hardin valley schools is impossible. Community is growing. Houses are being built. It has been getting worse and worse.
	Traffic on Kingston Pike in Farragut. Lovell road from Kingston Pike to I40 not mentioned. Rapid apartment developments off Kingston Pike will make KP a most difficult roadway when the projects are completed. Also, Parkside by Walmart with the new apartments being built there.
	Transportation needs appear to outweigh the development explosion within many areas of Knox County. If the infrastructure for transportation and other infrastructure issues are satisfied then projected accordingly, future development might be better supported for future increases.
	Transportation Project 61 does not go far enough (or another project should be designated that would continue where 61 leaves off at Ball Camp Pike). A lot of people use Byington-Solway Rd to go to Ball Camp Pike and then across the railroad track to Andes Rd as a way to go from Karns to Middlebrook Pike. During busy times (school/work), traffic backs up on Byington-Solway trying to get on Ball Camp and from Andes Rd trying to get on Ball Camp, with the railroad track right in the middle. After a train has gone by, there is lots of traffic backed up both ways on Ball Camp, in addition to traffic backed up on Byington-Solway and Andes Rd. Some cars can only get to Ball Camp Pike by the kindness of through traffic on Ball

	<p>Camp Pike letting them in (from both directions). Also, I worry that someday someone will get stuck in traffic on, or too near, the railroad tracks, with nowhere to go when a train comes.</p>
	<p>Voting for it because it is such a dangerous roadway</p> <p>W Emory is 2 lanes. Belltown was approved with no requirement that they do anything to prepare the roads for the estimated 4000 people who will live there. Nothing is planned (per your maps) to help the thousands of us whose lives are significantly altered by this disappointing approval. W Emory road should be expanded to 4 lanes before the first inch of the beautiful farmland that will be Belltown is disturbed. Smithbilt blocks W Emory constantly for their construction needs. This will be another problem on this 2 lane road. As heavy as traffic is now on Clinton Hwy and W Emory, it will be an unmitigated disaster when this monstrosity is started. Oak Ridge Hwy is no better. Belltown will undoubtedly cost lives due to accidents but also because no emergency aid will be able to get to people who live in this area because of the traffic congestion which will engulf us. Knox County leaders have made this area unlivable and nothing proposed on this map will do anything for those of us who will be affected immensely by Belltown. Literally one year ago, my commute from the head of Clinton highway (exiting I75) to Blacks Ferry Rd was 15 minutes in the evening rush hour. Today, it is 20 plus minutes of bumper to bumper traffic just to get from the E Beaver Creek area to Blacks Ferry (less than 4 miles). After Belltown's 4K people, I expect to have 40 or more minutes to drive the same 4 miles. We have been promised relief at Harrell and Carpenter for years because of the safety issues. Turning left off of Blacks Ferry on to W Emory is very dangerous and growing increasingly more dangerous by the day. I believe Knox County is at the beginning of an exodus of those of us who grew up here because of how land use & development have been handled.</p> <p>I do appreciate the hard work that went into trying to show us what projects might come to fruition in the future, although I am unsure how the voting will work. If a greenway gets more votes than a safety project, does it take priority?</p> <p>For future growth, the number one thing that can be done to keep Knox County residents from fleeing in droves is to prepare the infrastructure before construction begins and recognize that cramming as many houses into an acre as possible may put money in a lot of people's pockets but it harms the community in a way that it can never recover.</p>
	<p>W Emory Rd needs safety upgrades, especially at the Harrell-Emory intersection. The influx of traffic from all the new construction has made that road more challenging</p>

	and dangerous. Oak Ridge Hwy in Karns is also suffering from the immense increase in traffic.
	We are voting for this because it is such a dangerous roadway. We live in Jefferson Park and can literally hear the accidents on this stretch of the road almost weekly!
	<p>We would like to endorse Project #116, Northshore Drive Modernization. We live in the Jefferson Park subdivision on Northshore and traffic between the Concord Road and Choto roundabouts can be very heavy and dangerous. It is particularly dangerous not only to motorists, but to pedestrians and to users of the Park and ballfields in this area.</p> <p>The roundabouts are great modifications that have been done in the past. And the recent improvements to the walkway area near the Concord Road roundabout that eliminates the need for walkers and bikers to have to cross Northshore Drive is a huge improvement. But much work still needs to be done to upgrade the actual roadway in this area to accommodate the large population growth.</p>
	Westland Drive from Northshore to Pellesippi (I-140) urgently needs to be widened to 3 lanes. Uncontrolled development along this 1.5 stretch has made it the biggest traffic nightmare in town. Extremely dangerous: blind entrances and driveways, blind hills, no shoulders. At rush hour morning or evening it becomes total gridlock.
	Widening Northshore, especially between the traffic circles would be much safer. I think a turn Lane and shoulders would be extremely helpful. Also, a pedestrian bridge from the Cove to the ball fields would also improve safety.
	Widening of Northshore from Concord to Harvey
	With greatly increased traffic over the last several years, this stretch of Northshore Drive has become dangerous for drivers and pedestrians (near the Cove and playing fields).
	With the increased residential and commercial building along (Area B,116) S. Northshore Dr., it has become increasingly dangerous to travel this road. I avoid it whenever I can but now backroads out to Kingston Pk. are becoming increasingly difficult to drive for the same reasons. There does not appear to be ways to add lanes at this point, but wider lanes, turn lanes, shoulder work, curbing and/or guardrails should be of upmost importance. I had a serious head on collision into a tree a few years ago because of my tire slipping off edge of shoulder and quickly loosing control of my vehicle trying to correct. Thank God no one was in the southbound lane! Had there been a wider/flatter shoulder, curbs or a guardrail I do not believe this would have happened or at least not been as bad as it was. True first hand experience.

	<p>Yarnell is in desperate need of a stop sign at armiger lane and yarnell in front of paideia school parking lot. Cars and trucks fly by school at 65 mph. I have notified police several times</p>
	<p>Yarnell Road (between Lovell and Campbell) and Campbell Station Road (between Yarnell and Hardin Valley) are extremely dangerous and narrow roads. There is no shoulder and there are many blind hills. I am the victim of a head on collision auto accident on Yarnell and consider myself lucky to be here. This is also the route many new drivers take to get to HVA and I am concerned for everyone's safety on these roads. Something needs to be done to widen these roads and even minimize blind hills if possible .</p>
	<p>Something has to be done about the lack of access from Oak Ridge Hwy (SR 62) to go South on Pellissippi Parkway in Solway. The U-Turn is unacceptable and completely unsafe. It's really time to rework that project and allow for a flyover of sorts.</p> <p>The Melton Hill Greenway (30) would be a wonderful addition to the HV and West Knoxville area. We lived in Louisville, KY for a few years and were spoiled by the amount of biking greenways we had. It improved our overall quality of life and appreciation of where we lived.</p> <p>As a cyclist, one of the issues I have with bike lanes (and hardly ever ride them) is because of the debris in them. There is broken glass, nails, metal, rocks, etc and it is not very safe to ride in because of this. I usually ride on the road where the road is clean. Unless Bike lanes are cleaned, they aren't very practical.</p>
	<p>Hardin Valley road is becoming a major issue. Next year parents are going to have a very difficult time dropping off at the elementary since we now cannot use Food City. It is dangerous turning onto HV rd off out of the gas station/Wendy's parking lot. With all the new homes being built, it has to be widened for capacity and safety issues. The sidewalks and walking paths do not seem safe for younger children to walk home from school. Parents have very limited options if they do not want their children to use the bus.</p>
	<p>My biggest priority is finishing the greenway to extend from the Cove to the intersection of Northshore and Choto Rd. We are very excited to</p> <p>use the greenway to run and bike from our neighborhood in Montgomery Cove!</p>

	Area C needs more improvements as the farm land is being developed. It was hard to stop and three requests for the future. Our major roads are VERY frequently overtaxed when accidents occur on Interstate 40.
	Unfortunately when lanes are widened and doubled traffic often does not go the speed limit, the extra lane seems somehow to give people the desire to do 60 mph in a 45 mph and if bike lanes are also added, this poses a safety threat. Campbell Station Road from the light at the library to Kingston Pike is a good example of this. Another light at Sonja Drive might help. I was just thinking that when expanding that it's always beneficial to plan for the negative effects of the positive improvements. More lights, more roundabouts?
	The Greenway system in Blount County is very good and continues to improve. I would like to see this become a higher priority for Knox County to include the northern half of the county which is lacking any Greenways that can be biked.
	Generally, please put bike lanes and sidewalks... it makes the area much more livable and community-oriented... also, it encourages people to be more active.
	The natural beauty of Knox County should be protected, mostly its ridges, small mountains and scenic waterways. Please make sure that the plan does so. At the same time, we need to make room for the county's fast growth. I think that the areas designated for growth on the land use plan map are mostly appropriate and well done. I also appreciate the focus on some centers; walkable commercial areas with nearby residences provide a nice quality of life.
	Dear god do not focus on road widening projects. It's a waste of taxpayer money. Induced demand, much? Build more roads to filter traffic onto, build more walkable places, invest more in transit, but don't widen roads. It only increases danger to communities and makes them uglier and less livable. Traffic shouldn't be treated like a menace on these smaller roads. It forces people to slow down, which is safer for everyone, and it hopefully leads to people considering taking a means of travel other than a car. This isn't 1953. Stop designing our roads and neighborhoods based on outdated design standards and treated roads as if their only proper function is to move the maximum volume of vehicles as quickly as possible. Roads are places too. They should be designed for people first. AND STOP BUILDING UNPROTECTED BIKE LANES. IT'S BULLSH*T.
	Traffic flow in Karns and Hardin Valley need to be a focus with the large amount of growth and development that is occurring.
	Northshore Drive does not meet TDOT standards regarding the width of the road and there are treacherous ravines on

	both side of the road. There are numerous accidents, fatalities , near missed and congestion. Also there are numerous plans for new subdivisions and condominiums.
	I absolutely love the number and quality of greenways in Knoxville, but if the roads needed to access the greenways are extremely dangerous due to being too narrow, we have our priorities mixed up. Besides normal commuters dealing with unsafe driving conditions, what about an ambulance or fire truck that cannot possibly get to a destination by passing vehicles quickly and safely? I'm amazed Northshore has not been widened already. It should have been done 10 years ago!!
	The Hardin Valley area in West Knoxville (Area A) is seeing incredible growth that current infrastructure upgrades are not keeping pace with. Additional outlet roads to provide alternate routes in and out of Hardin Valley would go a long way to reduce congestion, and additional commercial zoning would help provide areas for businesses to support the growing population. There appears to be a risk of this becoming somewhat of a food desert in the near future as the only grocery store in Hardin Valley is small and is struggling to meet demands.
	As Knox County continues to grow in population and new developments, the infrastructure must continue to develop and increase as well. Thank you.
	Project #116 on S. North shore needs to be a high priority because the increased construction and concomitant traffic (and traffic jams) makes this dangerous and almost impossible to get anywhere in a timely manner
	Unfettered growth along Northshore Dr should be accompanied with improvements to the road.
	Project 116. Please DO NOT widen this road. Tail gating and speeding are already a major problem. Adding additional lanes will make it a speedway putting large numbers of people at risk. The new and future walkways, bikeways along with the ballparks and other parks will make this a nightmare for people on foot. Turn lanes, yes. widening NO!
	While I am all for project 152 - Dry Gap Pk (Cunningham Rd to Fountain City Rd), this project will act to provide an alternative to Emory Road traffic for those trying to avoid all the red lights and traffic closer to the interchange with I-75. Even with the existing, 2 lane section of Dry Gap this is becoming more and more of an alternative to Emory Road and Cunningham Road and is putting more pressure on Dante Road as the Callahan Road interchange is not nearly as busy as Emory Road. Dante for the most part serves numerous subdivisions. Dante is becoming dangerous as the cars cutting through go over the speed limits and ride the tails of cars turning into the subdivisions. If Knox County is going to improve Dry Gap and provide alternative options for those wanting to access

	north Knox County, the Engineering Department needs to help the homeowners along Dante Road by making spot improvements at some of the larger subdivision's entrances. This mainly could include deceleration lanes, but also a few spot left/center turn lanes.
39 Beaver Creek West Greenway	You have to move beyond cars and offer schoolkids a safe way to get to school with bikes via the suggested process to "Incorporate multi-use path". We cannot afford to continue inducing demand by making more car space.
39	39 - Smoky Mtn Rail Greenway - great historical context and nice for people with strollers because of its consistent gradient
	Keller Bend greenway would cost a fortune with all the rock along work along with no lip/shoulder on road. Also, with this plan you would be encroaching on many people's privately owned land. Eminent Domain in an area like this would be totally inexcusable. There is a park at the end of Keller Bend that the county doesn't even take care of currently. Lots of dog users come to the end of the road, along with people racing their care on a daily basis. In my opinion, this move would only cause trouble for the residents who currently reside there.
	I think roads need to be a top priority. There is a lot of congestion and safety hazards due to the current conditions. I really think we need either a light-rail, monorail, or similar transportation in Knoxville as a <u>fast</u> way to get traffic under control. Initially from the airport through South Knox to downtown, from the airport to Turkey Creek, and from the airport to Oak Ridge. Eventually from Knoxville to Nashville, Knoxville to Chattanooga to Atlanta, Knoxville to Asheville. We need a toll road (so it pays for itself!) from Lenoir City to Gatlinburg. We <u>need</u> more houses and commercial development. I am currently recruiting developers to Knoxville through my real estate office at Wallace Real Estate. Please connect with me: Kathryne Ogral (865) 399-2262 kogral04@gmail.com
48	#48 is needed, just not MY top 3.
	Lake shore park is one of the county's best, yet disconnected, resources. Need greenways/sidewalks to connect the park to residential communities.
41	(41) This greenway would be great, but is it very circuitous. Is there a push to make this and other pedestrian routes that are broken up and roundabout due to the existing cul-de-sac type development more direct. This would be nice for people trying to commute.
	Northshore Drive from Ebenezer to Lyons Bend - roundabouts needed like in Carmel, Indiana for the subdivisions to access. Countrywide access control to strip malls limited to logical intersections. All areas - sidewalks or greenways for public and private

	school access - all new developers and property owners should do sidewalks like Farragut requires.
	Pedigo Road @ Emory Road - needs a red light. New subdivisions on Pedigo have increased traffic turning onto Emory Road creating a dangerous situation. This is a safety improvement as well as a traffic improvement.
	40 - Beaver Creek East greenway would be a great complement to the Knox county water way and particularly good for family outing with some family members that are not up to paddling
	EMORY ROAD FROM CORRYTON ROAD TO WASHINGTON PIKE. NEEDS TO BE WIDENED FOR SEMI-TRAILERS, SCHOOL BUSES, DUMP TRUCKS, AND FARM EQUIPMENT WHEN MEETING EACH OTHER FROM OPPOSITE DIRECTION.
	East Emory near Boruff Road. Several areas where the road is completely missing at the white line on the right side of the road. One area is on a curve. Also, two cars cannot pass each other on some parts of Bud Hawkins Road near Washington Pike. Plus there is a fifteen-foot drop on each side of the road so you can't even pull over. Very dangerous situations. Too many roads do not intersect at ninety degree angles making the intersections very dangerous. Especially at Roberts Road and East Emory where there is a hill and cars and trucks fly over the hill and the intersection is in a blind spot. In definite favor of the footbridge at the Gibbs Schools. The congestion to pick up kids after school is terrible as kids can't get home safely to subdivisions like Scotch Meadows.
	Intersection of Corryton Rd and Wasgington Pike. It angles into it at a very difficult for schol buses, dump trucks, semis, farm equipment to make right turn when approaching corryton rd.
	Need to improve/change intersection of Brakebill Rd and Strawberry Plains Pike
	Greenway - Knox missing link of bloumt greenway. Provide funding for greenway through neighborhood. Then fund construction of greenway. Then celebrate!
	Newbert Springs --> modernization in neighborhood area towards Stock Creek Rd
	Safety Thought - Norton Rd T-section needs a street light and will probably need a traffic light over the next few years. While private propoert owners can do what "Zoning" allows... consideration of wildlife habitat needs to de considered.
	116 is a dangerous roadway. Needs to be widened. I'd also like to see sidewalks/greenway to connect to local parks.
	116 needs more than what is planned. Northshore needs to be widened or at least a center turn lane. Too much traffic for a dangerous 2 lane highway. It is going to get worse as more subdivisions are built.

	153 Bakertown Road from Joe Hinton to Ball Road is not in the choices for Area A, but it is shown as an Area A project. Would be a high priority for me.
	A Greenway on Solway Road would also be amazing and good for the future development of all the apartments that are being built right now.
	Are the maps not showing correctly? I see a lot of "Greenways" along roads and "Conduct safety study" but very little in the way of actual transportation improvements over what currently exists. Am I missing something?
	Areas selected due increasing traffic is compromising safety.
	Concord drive to Harvey road is an extremely dangerous road. We need the road winded ASAP.
	Connecting our greenways to each other and to neighborhoods and increasing capacity in high growth/high traffic volume areas would be both a huge quality of life increase and help cut down on traffic issues. Bring sidewalks to our neighborhoods!
	Connections to Alcoa Highway Improvements (2 and 42) would be amazing. Thanks!
	Dangerous as is with no shoulder and sloped drop off. Two trucks with mirrors barely fit.
	Dangerous roadway for our children.
	Dangerous roadway with narrow lanes, road is crumbling on the sides making it even more narrow. Northshore could really benefit with a bike lane or sidewalk connecting neighborhoods west of the Cove park to the park (ex. Jefferson Park, Montgomery Cove) so nearby residents can ride or walk to the park and help cut down the parking lot traffic.
	Driving down Northshore near the cove park is hands down THE most dangerous section of Northshore. The road is literally deteriorating and there are zero guard rails just past the Davis YMCA driving towards the Cove (on the left). So surprised this section has not been already corrected
	Enhancing greenway system will help with traffic issues.
	Establishing greenways in developing parts of north west Knoxville would go a long way to improving quality of life and reducing the need to travel 30-60 minutes to access outside exercise.
	Focus on Greenways important to me. I would LOVE to see project 41-Northshore Dr Greenway completed. I currently live between the Concord and Carl Cowan Parks, & 1mi away, but have no way to walk to them.
	For Area A, please create a bikepath/walking trail that connects the commercial area where Double Dogs is located to Steele Road.

	<p>For Hardin Valley area, these three projects will provide a backbone and initial relief of congestion. Highly encourage retail section of Hardin Valley Rd (Pellissippi Pkwy to end of PSTCC campus) to consider back drives along property to allow for consolidated access to traffic light crossings. For example, a back drive from Zaxby's to traffic light at Apartments and PSTCC west / south entrance would prevent traffic crossings along this heavily congested area. Other connecting roads that bypass Hardin Valley are also desperately needed - widening Sam Lee, Solway, etc. and creating connections as listed on your map. Roads have historically been underbuilt and reactive - Hardin Valley needs more than quick fixes but rather a plan that future proofs and enables logistically-sound development.</p>
	<p>george light road entering pellissippi is my biggest concern. there are 6 or more things going on at any one time. in addition to trying to enter and exit the road people making u-turns. there is way too much to keep track of and traffic is at a super high volume. it would be beneficial to have an ramp entrance to pellissippi coming off of oak ridge highway. leaving george light we could turn right get onto a ramp and safely enter pellissippi going towards hardin valley rather than trying to cross traffic. i think the greenways are a bonus feature that should wait until the roads here are made safe for our community. we are risking our live to get to a greenway. roads and safety first then asses the greenways. there is an increase of traffic on rather road. people are using it to bypass driving to the 62 exit and/or taking rather off of 62 coming from karns area, because there is no entrance to pellissippi. they have to go past pellissippi and then make a dangerous u-turn or try to cross the road and enter back on which is almost impossible. rather road is very narrow with numerous areas where you can't see oncoming traffic. since traffic on it is growing due to the inability to access pellissippi it needs to be widened.</p>
	<p>Greenways are important for the health of our community!</p>
	<p>Greenways provide safe means of transportation without adding congestion to existing roads</p>
	<p>Hardin Valley 4 lane from Pellissippi to Steele and additional exit onto Pellissippi from Solway desperately needed! Also traffic light at Hardin Valley and Valley Vista.</p>
	<p>Hardin valley could benefit from a safe public park.</p>
	<p>Hardin Valley desperately needs additional lanes to and from Turkey Creek from I-40 Hwy. itâ€™s not just the traffic from POCs residents, but also school traffic and traffic from I-40 that is trying to bypass I-40 trafficâ€™so itâ€™s cut through traffic as well. People drive crazy through the middle of the turn lanes - we need a curbed median in the middle to prevent passing and collisions. For</p>

	<p>example, look at Overland Park or Leawood, KS as they have this design - it works awesome. Two lanes in each direction and a landscaped median in the middle and additional turn lanes as needed.</p> <p>Also, Hardin Valley needs community parks and greenways for kids. We have the perfect area to replicate Turkey Creek to the north of Hardin valley road on the lake line. It could be very similar to the lakeside tavern area.</p>
	<p>Hardin Valley is becoming over populated and the infrastructure is not there, at all, for the influx of people. It is also frustrating that there is absolutely no green space for families to enjoy the outdoors. I would HIGHLY recommend studying The Woodlands, TX and getting ideas from there. Families were able to (SAFELY) walk or ride bikes to school which lessened the amount of traffic in the mornings. There's absolutely NO way to do that here even from the neighborhoods like Brighton Farms or Laurel Ridge. Only one entrance and one exit for each neighborhood which blows my mind. Absolutely no thought has gone into the infrastructure here.</p>
	<p>Hardin Valley is the biggest concern with so many new subdivisions being built. The roads that are newer are already wore out which means the older ones are in bad shape. The congestion during high traffic times sometimes makes it impossible to get anywhere on time. Capacity is the largest issue in that area.</p>
	<p>Hello - the proposed Burnett Creek and French Broad greenways will go right through my property. While I support more greenways I do not support these two as currently designed and I suspect my neighbors will also oppose this plan. You will need to obtain easements from MANY people upstream from where the greenway would hit the river as well as navigate some very steep terrain. Might I suggest you look at making the greenway take the old, closed road bed that connects Bowman Valley Rd to John Sevier Highway. This is an already existing, although unused thoroughfare, that would be a relatively easy route to add a greenway without crossing lots of private property.</p>
	<p>I am voting for Area B #116 because it is such a dangerous stretch of roadway.</p>
	<p>I am voting for this because it is such a dangerous roadway. Thank you!</p>
	<p>I am voting for this particular one as the road (section B, 116 Northshore) is so dangerous and needs attention and a sidewalk.</p>
	<p>i cannot express how badly #135 (Emory Rd @ Beaver Ridge Rd) intersection needs to be overhauled. Traffic is lined up from 5-6pm and you cannot get into brand new</p>

	neighborhoods. This road desperately needs to be widened to 4 lanes with turn lanes and a LIGHT in light of Smithbilt's BELLTOWN future. New housing is rampant in this area and Emory Rd needs a LOT of attention
	I didn't see any plans for widening Steele Rd around the Hardin Valley schools. This is something that needs to be done to help with traffic in that area. Side walks and cross walks from all schools need to be added to help with the safety of children who are walking in that area.
	I focused on areas I am familiar with. My Number 1 priority is Northshore. I think the greenway can wait unless it's more cost effective to do it simultaneously as the upgrade, but the increased volume of traffic combined with the parks during recreation is a recipe for serious accidents.
	I have lived in Jefferson Park on Northshore for nearly 13 years. It has steadily become more dangerous with traffic from the numerous developments further west on Northshore. It will be getting significantly worse with new developments now under construction. I spoke to the TN Highway Patrol who said they get frequent calls including fatality accidents on Northshore. The shoulders on both sides have frequent drop-offs which damage cars regularly. Any accident or road work causes big backups as does the athletic fields during spring and summer.
	I honestly don't think the area in 114 needs anything right now. We live in greenbrook subdivision and have no trouble getting out onto solway any time of day. With the apartments going in south of George light, I would think south would need more than the north. As for #46, I think hardin valley road definitely needs to be widened. It is a mess when the school let's out and in the morning. I would also add that a dedicated right turn lane from solway onto hardin valley would be helpful.
	I like the idea of having a sidewalk off f Northshore, but I do not like the idea of more residential development along Northshore. Already so crowded.
	I like the idea of improving this road to make it safer and more attractive for recreation. However, I am strongly opposed if it encourages more speed. People fly around a blind corner in front of my driveway. It's unsafe getting the mail, or trying to mow the edge, or pick up the trash people toss. Would like to see more enforcement of the speed limits.
	I think all of these projects are well indicated because the all are dangerous the way they are constructed currently.
	I use Robinson Road. NO shoulders, drop offs. Dangerous.
	I'm strong on spoke neighborhoods with central business district and condos and apartments near center

	with single dwelling homes to the periphery. Universal sidewalks mandatory.
	If there were a greenway along Westland Drive, I think it would really change how people in the Southwest County get around.
	Infrastructure in Hardin Valley must catch up to the growth in the community. Safety should be at the top of your list.
	Keller Bend road is a dangerous road with already too much traffic due to the construction of new homes/subdivisions on the road and in the area. Adding more traffic and Pedestrians will only make the road and area more dangerous. It is terrifying to think of my older parents or my teenagers driving on this road with so much traffic, speeding vehicles and pedestrians/ bicyclists. It's an accident waiting to happen.
	<p>Making safe pedestrian & bike routes into Knoxville from east John Sevier (projects 29 & 27) is a high priority. Very few sidewalks and greenways connect these communities to downtown.</p> <p>In regards to project 71... I only support the widening of Straw Plains IF the plan includes sidewalks and bike lanes. Increasing vehicular traffic lanes only would not only be a huge waste, but continue to make pedestrian traffic down this road near impossible. Because of the topography, if you were to walk alongside Straw Plains, you'd be walking in ditches that fill with water and lie far below the actual road.</p>
	More greenways and open spaces but also alleviate the worst traffic.
	<p>Northshore Dr in the Concord/Choto area has to be one of the most dangerous roads in East Tennessee (and I'm used to driving all the mountain roads in Gatlinburg). The narrowness of that road, the amount of traffic that flows through, and the speed of vehicles makes for a perfect storm of scary driving conditions. And with the growth of this area, the issue will only worsen. We personally avoid Northshore road at all costs (even if it is the fastest route). Unfortunately, we still have to take Northshore road for baseball and softball games. When my kids start driving, they'll not be allowed down that road. It's a deathtrap waiting to happen.</p> <p>On the positive side, what an INCREDIBLE job you guys have done with the greenways down that way! Now, just a little roadway work will help keep us all safe :)</p>
	Northshore drive has multiple fatalities and wrecks between Choto and Westland.

	Any money allocated to a greenway rather than roadway expansion will have PR consequences for all politicians involved.
	Northshore Drive in Project Area B is a very important project as it is so dangerous. Many "Close Calls" weekly on this road. Please make this a Top Priority! Thank you from all of us over here.
	Northshore drive is DANGEROUS.
	Northshore drive needs wider roads, more lanes or additional infrastructure to handle the large amount of traffic as this road and area was not built to sustain that amount of traffic it sees daily.
	Northshore drive west of Westland Dr has experienced huge growth in the last ten years. With property values and taxes on the increase, it seems fair to ask for safer roads. A wider road with a middle lane at a minimum (similiar to how Westland Dr near Gettysvue was improved 20 years ago). Thankyou
	Northshore is an unsafe roadway and with more families moving to that area this needs to be improved.
	Northshore is extremely dangerous and needs to be widened. It is only going to get worse with more new homes being built.
	Northshore is not safe at all
	Northshore is so very dangerous
	Northshore Rd is extremely busy, and making turns out of neighborhoods and parks is dangerous. Absolutely nothing is walkable except between The Cove and Concord Rd Circle. Making left hand turns into subdivisions and parks causes cars to be stopped in the middle of the road to wait for traffic putting people in the position of easily getting hit head on or from behind. All it would take is for someone to take their eyes off the road for a second. I feel like a sitting duck in the middle of the road. A turn lane in the center wouldn't be much help; a median definitely would. I would take 2 lanes with a center median any day over multiple lanes and a center turn lane. There is a lot of activity on Northshore with the parks, baseball fields, boat ramps, restaurant, dog parks, etc. This would easily be a destination if a greenway extended from Choto Circle and connected with the existing greenway.
	Northshore Road from the roundabout at Campbell Station to past the Cove Park is extremely dangerous and needs to be considered as a safety issue not modernization. It is extremely dangerous and the amount of traffic has probably tripled in the past 2-3 years.
	Northshore road is too dangerous to drive currently

	Northshore should be a top Priority as it is a VERY dangerous road way! To narrow for the amount of traffic on it.
	Northshore/Harvey is hazardous and the traffic is heavy. Please prioritize this before someone is killed.
	On ramp from pellissippi Solway road to Pellissippij would cut down on wrecks at george light road. id also add an acceleration lane at georgia light road and pellissippi south bound.
	opposed to the Keller Bend greenway
	Personally I would prioritize safety first, and then capacity as needed over greenways and modernization.
	Please extend ten mile green way to gulfwood
	Please help Hardin Valley grow sustainably. There needs to be a light or roundabout on Hardin Valley Rd and Valley Vista Rd.
	Please initiate a study of traffic flow on Hwy. 33 through Halls Crossroads. Please consider the possibility of frontage roads on each side from Stockyard Rd. to the Norris Fwy. / Emory Rd. Interchange similar to what has been done on Alcoa Hwy. This should include blocking numerous side road access and red lights to allow less congestion and safer travel through Halls. This is a primary route for all communities in and to the north of the county. It is a choke hold for projected growth and development as the county grows. Thanks!
	Please look at Wahington Pike way overdue
	Please prioritize improving Northshore near Choto. My family has had so many close calls on this section of Northshore due to the overwhelming amount of traffic. Itâ€™s especially bad in the mornings, evenings, and during ballgames. The Cove also attracts many visitors along with the extensive over-building in the area without proper planning to address the additional traffic. Thank you for your consideration.
	Please widen Hardin Valley
	Please widen if possible, increase lanes, and put birms. Very dangerousâ€™needs to be prioritized
	Please widen S Northshore drive! It is way to narrow for the amount of traffic.
	Please, please, please think about upgrading the roads around a project BEFORE starting the project and deciding later that something needs to be done.
	Project #116 (Northshore) should be considered a high priority project. While a challenging project there is significant growth coming to the area and Northshore is already at or beyond its capacity during peak morning and afternoon weekday travel times.

	Project 116 (Northshore Drive) should be a high priority given the dangerous nature of the road, volume of traffic and the continued growth in far west Knox County.
	Project 116 should have been done a long time ago. The amount of homes and businesses along this stretch of road has made it dangerous.
	Protection of existing wooded areas, stream riparian areas, and ridge tops should be the priority. The concentration of growth in existing developed areas
	Roads in Hardin Valley area are woefully inadequate to support the population growth. Land is becoming over-developed with little regard to erosion of hillsides and transportation issues.
	Seriously people, how long is it going to take to widen Schaad Road and Pleasant Ridge needs a light at Spradlin subdivision right on the city/county line (and that road straightening project for the curve. Too many wrecks happen at those two places. The traffic flow is horrendous and because we're not West Knoxville or Halls, it appears we are not worthy of fixing...
	Spend less on greenways & more on the county roads like Raccoon Valley. It will serve the locals much better than greenways. We the people born & raised here prefer to keep our scruffy little city status over an otherwise over crowded metropolis any day. If the people in charge can not understand this , then they need to be replaced!!!
	SR62 needs a new ramp design where it merges with SR162. Too many near misses with traffic doing u turns to go south on 162 coming from SR62. Need additional traffic lights in the vicinity of solely and 162. There is no break in traffic for vehicles to cross 162 and proceed left. Every road merging with 162 needs a deceleration and acceleration lane. Road crossing points need an acceleration lane for traffic to join when crossing for left turns.
	Stop al this new housing construction in the Northshore area. The road can't handle the volume and no where to expand it.
	Thank you for seeking community input. Safety along Emery Road and expanding Strawberry Plains Pike to a 4 lane are top safety priorities, in my opinion.
	The city should be improving Schaad already as part of the north bypass. Many of these west side capacity improvements would be unnecessary if the orange route had been built. Hardin Valley residents at the time specifically rejected access to the route. I wouldnâ€™t spend a dime on improving any road west of pellissippi pkwy. Anyone else that was too

	nearsighted to see the need for the bypass should have to sit on I-40 parking lot daily. Now there are subdivisions on the orange route so I suggest building the blue route while it's still possible. The county need not spend on bandaids for the fed/states capacity issues.
	The French Broad River corridor is under constant threat of development. It is a special place and a greenway would help protect it for future generations. Expanding greenways generally is a good way to bring area residents closer to nature and to help them appreciate the places that make our area special.
	<p>The George Light/Pellissippi intersection is very dangerous. I think the turn lanes from Pellissippi to George Light roads should be removed and a median should be put in between Pellissippi North and South, so people cannot cross the lanes. To restore access to Pellissippi South for people in the George Light neighborhoods east of Pellissippi, Oak Ridge Highway needs a ramp to Pellissippi South. In addition, widening Rather Road (off of George Light -east) and providing drainage so it doesn't flood near the river, would also be advisable. Then people in those neighborhoods can go the back way to access Oak Ridge Highway and then Pellissippi.</p> <p>Another suggestion would be to build a frontage road running from Hardin Valley Road to George Light Road on the east side of Pellissippi. This would improve Couch Mill Rd. issues when the new Mill Creek School opens, Faith Promise Church traffic issues on Pellissippi, and George Light road safety issues.</p>
	The intersection at Chesney and Bob Kirby is a danger. We live nearby and regularly hear near misses (and actual accidents) every few days. Additionally, people walk and ride bikes on Bob Kirby to reach Middlebrook which has no clearance on either side of the roads. In fact, several cars have ended up in the ditch because there is no additional space on either side of the road and it's easy to drive off if it's dark or rainy. These projects (150 and 128) are a public safety issue and with increased neighborhoods and Plumb Creek park on the roads, there is increased traffic, and children's safety to consider. These are important projects that need to be addressed ASAP. Thanks.
	The lack of proactive planning has created a very hazardous situation on Northshore Drive. With the very high level of development in the area it is getting more dangerous everyday. Please catchup and stay ahead of this to prevent future accidents/fatalities on this roadway!
	The modernization of Area B #116 Northshore modernization from Harvey to Concord is long overdue. The roadway is extremely narrow and dangerous.

	The North Shore roadway is getting crowded as lots of houses are built and due to heavy traffic driving becomes risky. Need to add extra two lanes to resolve traffic problems. This will be a long term solution
	The only transportation solutions listed are ambiguous "Modernize" or "Greenway" with little-to-no definition of what that entails. Beyond that, we also get "Conduct Safety Survey" and "Add lanes". So far I have not seen any actual transportation solutions. To be completely honest, it is starting to feel like this plan was a waste of time and dollars without addressing the actual needs of the citizenry within the area.
	The roads and all of the infrastructure should be updated BEFORE all the construction/new builds/demolition. There are too many subdivisions being started with the ingress and egress on roads that are already in bad shape and overflowing with traffic (pedestrian and automobiles). There has been no preplanning or proactivity to anything in the Hardin Valley area. They just build new facilities, homes, businesses with no concern for traffic patterns or infrastructure (utilities, roads, services) to handle the new loads. It seems things are done as a REACTION to what has happened instead of being on PROACTIVE on what is GOING to happen.
	The round about on Choto perfectly spaces cars and makes it impossible to turn left from Montgomery cover or Jefferson park. It is extremely dangerous, especially during the morning and afternoon when school is starting/ending, as well as between 4-7pm. The roads are already too narrow only leaving a few inches of room for error, and now they cannot handle the extreme amount of overbuilding in this area.
	The shaded area you at the south corner of Ellistown and Rutledge Pike you have listed as Arminda will remain Agriculture as it is owned by Vannland, RPI, and Strong Stock Farm.
	The timing of the traffic lights on Emory Rd around 75 is horrible. The City says the county owns it, the county says the State owns it and the State says the city owns it up to Connor rd. Well, someone needs to show some leadership and coordinate these lights for the betterment of all of us. Stop passing the buck and actually do something! You can't go when your light is green because the next light is red so you end up sitting through multiple light cycles.
	There are many areas on Northshore going to Choto with a large drop off. The amount of cars on this road has increased exponentially and it is very dangerous. Stop building or make our roads safe to drive on
	There are sections of S. Northshore Dr. that definitely need widening. There is also a curve just east of the Harvey Rd. intersection that is particularly concerning and too narrow.

	<p>Also, some sort of caution light would be very helpful at the intersection with Harvey Rd. I have witnessed people running the stop sign on various occasions.</p> <p>Thank you.</p>
	<p>There needs to be more green ways in Knox county to encourage a more active community! Also there's too many roads not to have more greenways</p>
	<p>This is a dangerous road, needs improvement.</p>
	<p>This is a very dangerous roadway. Additionally, at night and during rain time, it can be extremely difficult to see road lines.</p>
	<p>This is an extremely dangerous roadway. It is heavily traveled, narrow, and in many areas has no shoulders. In addition, there are areas with heavy pedestrian traffic along both sides of the roadway contributing to the possibility of accidents.</p>
	<p>This is dangerous road, need modernization for safety.</p>
	<p>This is so dangerous - since the sidewalks and greenways don't go the whole way. I'd like to send my kids to the parks and such, but without a sidewalk it's like sending them to their death. Please add sidewalks and wider lanes to this section. When you consider the fact that the baseball fields are also here - accidents and traffic slow downs are always happening.</p>
	<p>This is such a dangerous roadway.</p>
	<p>This road is so dangerous! Very narrow with no shoulder. The baseball fields are a menace to traffic and create even more risk during season. Please consider moving those somewhere safer. There is just too much traffic for this road and more and more housing is going up. Turning left out of Jefferson Park during peak times is difficult. Thank you for your attention to this urgent situation.</p>
	<p>This road is too narrow and have no pedestrian sidewalk.</p>
	<p>This road is traveled by so many thousands daily- very heavy traffic especially in a.m. and p.m. hard to pull out of subdivisions. Road too narrow, needs to be widened and extra lane added for safety. So many houses/subdivisions being built along northshore/choto area. The idea of a walkway is so dangerous along this already dangerous road- we need an extra lane most of all. Please help us!</p>
	<p>This section of roadway is extremely dangerous. There have been numerous accidents. The road is too narrow for the amount of traffic that has resulted from too many houses being built in the area</p>
	<p>This section on Northshore needs at a minimum, widened and a sidewalk. There is so much traffic that having a wider road as well as a sidewalk will allow people options for safer means.</p>
	<p>This stretch of Northshore is very narrow and dangerous. Please make this project completion your soonest priority.</p>

	Weekly, we have near misses by drivers crossing over into the opposite lane and almost go off the side the road which would wreck our cars or flip them.
	This stretch of road (Northshore Rd - Concord Rd to Harvey Rd) has seen a tremendous increase of traffic due to the new subdivisions allowed and constructed. An additional new subdivision is being established just on the other side of the county line which will compound the existing hazardous conditions and heavy traffic.
	Traffic ! Traffic in Hardin Valley. Getting out of subdivisions close to Hardin valley schools is impossible. Community is growing. Houses are being built. It has been getting worse and worse.
	Traffic on Kingston Pike in Farragut. Lovell road from Kingston Pike to I40 not mentioned. Rapid apartment developments off Kingston Pike will make KP a most difficult roadway when the projects are completed. Also, Parkside by Walmart with the new apartments being built there.
	Transportation needs appear to outweigh the development explosion within many areas of Knox County. If the infrastructure for transportation and other infrastructure issues are satisfied then projected accordingly, future development might be better supported for future increases.
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	W Emory is 2 lanes. Belltown was approved with no requirement that they do anything to prepare the roads for the estimated 4000 people who will live there. Nothing is planned (per your maps) to help the thousands of us whose lives are significantly altered by this disappointing approval. W Emory road should be expanded to 4 lanes before the first inch of the beautiful farmland that will be Belltown is disturbed. Smithbilt blocks W Emory constantly for their construction needs. This will be

	<p>another problem on this 2 lane road. As heavy as traffic is now on Clinton Hwy and W Emory, it will be an unmitigated disaster when this monstrosity is started. Oak Ridge Hwy is no better. Belltown will undoubtedly cost lives due to accidents but also because no emergency aid will be able to get to people who live in this area because of the traffic congestion which will engulf us. Knox County leaders have made this area unlivable and nothing proposed on this map will do anything for those of us who will be affected immensely by Belltown. Literally one year ago, my commute from the head of Clinton highway (exiting I75) to Blacks Ferry Rd was 15 minutes in the evening rush hour. Today, it is 20 plus minutes of bumper to bumper traffic just to get from the E Beaver Creek area to Blacks Ferry (less than 4 miles). After Belltown's 4K people, I expect to have 40 or more minutes to drive the same 4 miles. We have been promised relief at Harrell and Carpenter for years because of the safety issues. Turning left off of Blacks Ferry on to W Emory is very dangerous and growing increasingly more dangerous by the day. I believe Knox County is at the beginning of an exodus of those of us who grew up here because of how land use & development have been handled.</p> <p>I do appreciate the hard work that went into trying to show us what projects might come to fruition in the future, although I am unsure how the voting will work. If a greenway gets more votes than a safety project, does it take priority?</p> <p>For future growth, the number one thing that can be done to keep Knox County residents from fleeing in droves is to prepare the infrastructure before construction begins and recognize that cramming as many houses into an acre as possible may put money in a lot of people's pockets but it harms the community in a way that it can never recover.</p>
	<p>W Emory Rd needs safety upgrades, especially at the Harrell-Emory intersection. The influx of traffic from all the new construction has made that road more challenging and dangerous. Oak Ridge Hwy in Karns is also suffering from the immense increase in traffic.</p>
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	<p>The roundabouts are great modifications that have been done in the past. And the recent improvements to the walkway area near the Concord Road roundabout that eliminates the need for walkers and bikers to have to cross Northshore Drive is a huge improvement. But much work still needs to be done to upgrade the actual roadway in this area to accommodate the large population growth.</p>
	<p>Westland Drive from Northshore to Pellesippi (I-140) urgently needs to be widened to 3 lanes. Uncontrolled development along this 1.5 stretch has made it the biggest traffic nightmare in town. Extremely dangerous: blind entrances and driveways, blind hills, no shoulders. At rush hour morning or evening it becomes total gridlock.</p>
	<p>Widening Northshore, especially between the traffic circles would be much safer. I think a turn Lane and shoulders would be extremely helpful. Also, a pedestrian bridge from the Cove to the ball fields would also improve safety.</p>
	<p>Widening of Northshore from Concord to Harvey</p>
	<p>With greatly increased traffic over the last several years, this stretch of Northshore Drive has become dangerous for drivers and pedestrians (near the Cove and playing fields).</p>
	<p>With the increased residential and commercial building along (Area B,116) S. Northshore Dr., it has become increasingly dangerous to travel this road. I avoid it whenever I can but now backroads out to Kingston Pk. are becoming increasingly difficult to drive for the same reasons. There does not appear to be ways to add lanes at this point, but wider lanes, turn lanes, shoulder work, curbing and/or guardrails should be of utmost importance. I had a serious head on collision into a tree a few years ago because of my tire slipping off edge of shoulder and quickly loosing control of my vehicle trying to correct. Thank God no one was in the southbound lane! Had there been a wider/flatter shoulder, curbs or a guardrail I do not believe this would have happened or at least not been as bad as it was. True first hand experience.</p>
	<p>Yarnell is in desperate need of a stop sign at armiger lane and yarnell in front of paideia school parking lot. Cars and trucks fly by school at 65 mph. I have notified police several times</p>
	<p>Yarnell Road (between Lovell and Campbell) and Campbell Station Road (between Yarnell and Hardin Valley) are extremely dangerous and narrow roads. There is no shoulder and there are many blind hills. I am the victim of a head on collision auto accident on Yarnell and consider myself lucky to be here. This is also the route many new drivers take to get to HVA and I am concerned for everyoneâ€™s safety on these roads. Something needs to be done to widen these roads and even minimize blind hills if possible .</p>

	<p>Something has to be done about the lack of access from Oak Ridge Hwy (SR 62) to go South on Pellissippi Parkway in Solway. The U-Turn is unacceptable and completely unsafe. It's really time to rework that project and allow for a flyover of sorts.</p> <p>The Melton Hill Greenway (30) would be a wonderful addition to the HV and West Knoxville area. We lived in Louisville, KY for a few years and were spoiled by the amount of biking greenways we had. It improved our overall quality of life and appreciation of where we lived.</p> <p>As a cyclist, one of the issues I have with bike lanes (and hardly ever ride them) is because of the debris in them. There is broken glass, nails, metal, rocks, etc and it is not very safe to ride in because of this. I usually ride on the road where the road is clean. Unless Bike lanes are cleaned, they aren't very practical.</p>
	<p>Hardin Valley road is becoming a major issue. Next year parents are going to have a very difficult time dropping off at the elementary since we now cannot use Food City. It is dangerous turning onto HV rd off out of the gas station/Wendy's parking lot. With all the new homes being built, it has to be widened for capacity and safety issues. The sidewalks and walking paths do not seem safe for younger children to walk home from school. Parents have very limited options if they do not want their children to use the bus.</p>
	<p>My biggest priority is finishing the greenway to extend from the Cove to the intersection of Northshore and Choto Rd. We are very excited to</p> <p>use the greenway to run and bike from our neighborhood in Montgomery Cove!</p>
	<p>Area C needs more improvements as the farm land is being developed. It was hard to stop and three requests for the future. Our major roads are VERY frequently overtaxed when accidents occur on Interstate 40.</p>
	<p>Unfortunately when lanes are widened and doubled traffic often does not go the speed limit, the extra lane seems somehow to give people the desire to do 60 mph in a 45 mph and if bike lanes are also added, this poses a safety threat. Campbell Station Road from the light at the library to Kingston Pike is a good example of this. Another light at Sonja Drive might help. I was just thinking that when expanding that it's always beneficial to plan for the negative effects of the positive improvements. More lights, more round-abouts?</p>

	The Greenway system in Blount County is very good and continues to improve. I would like to see this become a higher priority for Knox County to include the northern half of the county which is lacking any Greenways that can be biked.
	Generally, please put bike lanes and sidewalks... it makes the area much more livable and community-oriented... also, it encourages people to be more active.
	The natural beauty of Knox County should be protected, mostly its ridges, small mountains and scenic waterways. Please make sure that the plan does so. At the same time, we need to make room for the county's fast growth. I think that the areas designated for growth on the land use plan map are mostly appropriate and well done. I also appreciate the focus on some centers; walkable commercial areas with nearby residences provide a nice quality of life.
	Dear god do not focus on road widening projects. It's a waste of taxpayer money. Induced demand, much? Build more roads to filter traffic onto, build more walkable places, invest more in transit, but don't widen roads. It only increases danger to communities and makes them uglier and less livable. Traffic shouldn't be treated like a menace on these smaller roads. It forces people to slow down, which is safer for everyone, and it hopefully leads to people considering taking a means of travel other than a car. This isn't 1953. Stop designing our roads and neighborhoods based on outdated design standards and treated roads as if their only proper function is to move the maximum volume of vehicles as quickly as possible. Roads are places too. They should be designed for people first. AND STOP BUILDING UNPROTECTED BIKE LANES. IT'S BULLSH*T.
	Traffic flow in Karns and Hardin Valley need to be a focus with the large amount of growth and development that is occurring.
	Northshore Drive does not meet TDOT standards regarding the width of the road and there are treacherous ravines on both side of the road. There are numerous accidents, fatalities , near missed and congestion. Also there are numerous plans for new subdivisions and condominiums.
	I absolutely love the number and quality of greenways in Knoxville, but if the roads needed to access the greenways are extremely dangerous due to being too narrow, we have our priorities mixed up. Besides normal commuters dealing with unsafe driving conditions, what about an ambulance or fire truck that cannot possibly get to a destination by passing vehicles quickly and safely? I'm amazed Northshore has not been widened already. It should have been done 10 years ago!!
	The Hardin Valley area in West Knoxville (Area A) is seeing incredible growth that current infrastructure upgrades are

	not keeping pace with. Additional outlet roads to provide alternate routes in and out of Hardin Valley would go a long way to reduce congestion, and additional commercial zoning would help provide areas for businesses to support the growing population. There appears to be a risk of this becoming somewhat of a food desert in the near future as the only grocery store in Hardin Valley is small and is struggling to meet demands.
	As Knox County continues to grow in population and new developments, the infrastructure must continue to develop and increase as well. Thank you.
	Project #116 on S. North shore needs to be a high priority because the increased construction and concomitant traffic (and traffic jams) makes this dangerous and almost impossible to get anywhere in a timely manner
	Unfettered growth along Northshore Dr should be accompanied with improvements to the road.
	Project 116. Please DO NOT widen this road. Tail gating and speeding are already a major problem. Adding additional lanes will make it a speedway putting large numbers of people at risk. The new and future walkways, bikeways along with the ballparks and other parks will make this a nightmare for people on foot. Turn lanes, yes. widening NO!
	While I am all for project 152 - Dry Gap Pk (Cunningham Rd to Fountain City Rd), this project will act to provide an alternative to Emory Road traffic for those trying to avoid all the red lights and traffic closer to the interchange with I-75. Even with the existing, 2 lane section of Dry Gap this is becoming more and more of an alternative to Emory Road and Cunningham Road and is putting more pressure on Dante Road as the Callahan Road interchange is not nearly as busy as Emory Road. Dante for the most part serves numerous subdivisions. Dante is becoming dangerous as the cars cutting through go over the speed limits and ride the tails of cars turning into the subdivisions. If Knox County is going to improve Dry Gap and provide alternative options for those wanting to access north Knox County, the Engineering Department needs to help the homeowners along Dante Road by making spot improvements at some of the larger subdivision's entrances. This mainly could include deceleration lanes, but also a few spot left/center turn lanes.
	This is so dangerous - since the sidewalks and greenways don't go the whole way. I'd like to send my kids to the parks and such, but without a sidewalk it's like sending them to their death. Please add sidewalks and wider lanes to this section. When you consider the fact that the baseball fields are also here - accidents and traffic slow downs are always happening.
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	This road is so dangerous! Very narrow with no shoulder. The baseball fields are a menace to traffic and create even more risk during season. Please consider moving those somewhere safer. There is just too much traffic for this road and more and more housing is going up. Turning left out of Jefferson Park during peak times is difficult. Thank you for your attention to this urgent situation.
	This road is too narrow and have no pedestrian sidewalk.
	This road is traveled by so many thousands daily- very heavy traffic especially in a.m. and p.m. hard to pull out of subdivisions. Road too narrow, needs to be widened and extra lane added for safety. So many houses/subdivisions being built along northshore/choto area. The idea of a walkway is so dangerous along this already dangerous road- we need an extra lane most of all. Please help us!
	This section of roadway is extremely dangerous. There have been numerous accidents. The road is too narrow for the amount of traffic that has resulted from too many houses being built in the area
	This section on Northshore needs at a minimum, widened and a sidewalk. There is so much traffic that having a wider road as well as a sidewalk will allow people options for safer means.
	This stretch of Northshore is very narrow and dangerous. Please make this project completion your soonest priority. Weekly, we have near misses by drivers crossing over into the opposite lane and almost go off the side the road which would wreck our cars or flip them.
	This stretch of road (Northshore Rd - Concord Rd to Harvey Rd) has seen a tremendous increase of traffic due to the new subdivisions allowed and constructed. An additional new subdivision is being established just on the other side of the county line which will compound the existing hazardous conditions and heavy traffic.
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	W Emory is 2 lanes. Belltown was approved with no requirement that they do anything to prepare the roads for the estimated 4000 people who will live there. Nothing is planned (per your maps) to help the thousands of us whose lives are significantly altered by this disappointing approval. W Emory road should be expanded to 4 lanes before the first inch of the beautiful farmland that will be Belltown is disturbed. Smithbilt blocks W Emory constantly for their construction needs. This will be another problem on this 2 lane road. As heavy as traffic is now on Clinton Hwy and W Emory, it will be an unmitigated disaster when this monstrosity is started. Oak

	<p>Ridge Hwy is no better. Belltown will undoubtedly cost lives due to accidents but also because no emergency aid will be able to get to people who live in this area because of the traffic congestion which will engulf us. Knox County leaders have made this area unlivable and nothing proposed on this map will do anything for those of us who will be affected immensely by Belltown. Literally one year ago, my commute from the head of Clinton highway (exiting I75) to Blacks Ferry Rd was 15 minutes in the evening rush hour. Today, it is 20 plus minutes of bumper to bumper traffic just to get from the E Beaver Creek area to Blacks Ferry (less than 4 miles). After Belltown's 4K people, I expect to have 40 or more minutes to drive the same 4 miles. We have been promised relief at Harrell and Carpenter for years because of the safety issues. Turning left off of Blacks Ferry on to W Emory is very dangerous and growing increasingly more dangerous by the day. I believe Knox County is at the beginning of an exodus of those of us who grew up here because of how land use & development have been handled.</p> <p>I do appreciate the hard work that went into trying to show us what projects might come to fruition in the future, although I am unsure how the voting will work. If a greenway gets more votes than a safety project, does it take priority?</p> <p>For future growth, the number one thing that can be done to keep Knox County residents from fleeing in droves is to prepare the infrastructure before construction begins and recognize that cramming as many houses into an acre as possible may put money in a lot of people's pockets but it harms the community in a way that it can never recover.</p>
	<p>W Emory Rd needs safety upgrades, especially at the Harrell-Emory intersection. The influx of traffic from all the new construction has made that road more challenging and dangerous. Oak Ridge Hwy in Karns is also suffering from the immense increase in traffic.</p>
	<p>We are voting for this because it is such a dangerous roadway. We live in Jefferson Park and can literally hear the accidents on this stretch of the road almost weekly!</p>
	<p>We would like to endorse Project #116, Northshore Drive Modernization. We live in the Jefferson Park subdivision on Northshore and traffic between the Concord Road and Choto roundabouts can be very heavy and dangerous. It is particularly dangerous not only to motorists, but to pedestrians and to users of the Park and ballfields in this area.</p> <p>The roundabouts are great modifications that have been done in the past. And the recent improvements to the</p>

	walkway area near the Concord Road roundabout that eliminates the need for walkers and bikers to have to cross Northshore Drive is a huge improvement. But much work still needs to be done to upgrade the actual roadway in this area to accommodate the large population growth.
	Westland Drive from Northshore to Pellesippi (I-140) urgently needs to be widened to 3 lanes. Uncontrolled development along this 1.5 stretch has made it the biggest traffic nightmare in town. Extremely dangerous: blind entrances and driveways, blind hills, no shoulders. At rush hour morning or evening it becomes total gridlock.
	Widening Northshore, especially between the traffic circles would be much safer. I think a turn Lane and shoulders would be extremely helpful. Also, a pedestrian bridge from the Cove to the ball fields would also improve safety.
	Widening of Northshore from Concord to Harvey
	With greatly increased traffic over the last several years, this stretch of Northshore Drive has become dangerous for drivers and pedestrians (near the Cove and playing fields).
	With the increased residential and commercial building along (Area B,116) S. Northshore Dr., it has become increasingly dangerous to travel this road. I avoid it whenever I can but now backroads out to Kingston Pk. are becoming increasingly difficult to drive for the same reasons. There does not appear to be ways to add lanes at this point, but wider lanes, turn lanes, shoulder work, curbing and/or guardrails should be of utmost importance. I had a serious head on collision into a tree a few years ago because of my tire slipping off edge of shoulder and quickly loosing control of my vehicle trying to correct. Thank God no one was in the southbound lane! Had there been a wider/flatter shoulder, curbs or a guardrail I do not believe this would have happened or at least not been as bad as it was. True first hand experience.
	Yarnell is in desperate need of a stop sign at armiger lane and yarnell in front of paideia school parking lot. Cars and trucks fly by school at 65 mph. I have notified police several times
	Yarnell Road (between Lovell and Campbell) and Campbell Station Road (between Yarnell and Hardin Valley) are extremely dangerous and narrow roads. There is no shoulder and there are many blind hills. I am the victim of a head on collision auto accident on Yarnell and consider myself lucky to be here. This is also the route many new drivers take to get to HVA and I am concerned for everyoneâ€™s safety on these roads. Something needs to be done to widen these roads and even minimize blind hills if possible .
	Something has to be done about the lack of access from Oak Ridge Hwy (SR 62) to go South on Pellissippi Parkway in Solway. The U-Turn is unacceptable and completely unsafe. It's really time to rework that project and allow for

	<p>a flyover of sorts.</p> <p>The Melton Hill Greenway (30) would be a wonderful addition to the HV and West Knoxville area. We lived in Louisville, KY for a few years and were spoiled by the amount of biking greenways we had. It improved our overall quality of life and appreciation of where we lived.</p> <p>As a cyclist, one of the issues I have with bike lanes (and hardly ever ride them) is because of the debris in them. There is broken glass, nails, metal, rocks, etc and it is not very safe to ride in because of this. I usually ride on the road where the road is clean. Unless Bike lanes are cleaned, they aren't very practical.</p>
	<p>Hardin Valley road is becoming a major issue. Next year parents are going to have a very difficult time dropping off at the elementary since we now cannot use Food City. It is dangerous turning onto HV rd off out of the gas station/Wendy's parking lot. With all the new homes being built, it has to be widened for capacity and safety issues. The sidewalks and walking paths do not seem safe for younger children to walk home from school. Parents have very limited options if they do not want their children to use the bus.</p>
	<p>My biggest priority is finishing the greenway to extend from the Cove to the intersection of Northshore and Choto Rd. We are very excited to</p> <p>use the greenway to run and bike from our neighborhood in Montgomery Cove!</p>
	<p>Area C needs more improvements as the farm land is being developed. It was hard to stop and three requests for the future. Our major roads are VERY frequently overtaxed when accidents occur on Interstate 40.</p>
	<p>Unfortunately when lanes are widened and doubled traffic often does not go the speed limit, the extra lane seems somehow to give people the desire to do 60 mph in a 45 mph and if bike lanes are also added, this poses a safety threat. Campbell Station Road from the light at the library to Kingston Pike is a good example of this. Another light at Sonja Drive might help. I was just thinking that when expanding that it's always beneficial to plan for the negative effects of the positive improvements. More lights, more round-about?</p>
	<p>The Greenway system in Blount County is very good and continues to improve. I would like to see this become a higher priority for Knox County to include the northern half</p>

	of the county which is lacking any Greenways that can be biked.
	Generally, please put bike lanes and sidewalks... it makes the area much more livable and community-oriented... also, it encourages people to be more active.
	The natural beauty of Knox County should be protected, mostly its ridges, small mountains and scenic waterways. Please make sure that the plan does so. At the same time, we need to make room for the county's fast growth. I think that the areas designated for growth on the land use plan map are mostly appropriate and well done. I also appreciate the focus on some centers; walkable commercial areas with nearby residences provide a nice quality of life.
	Dear god do not focus on road widening projects. It's a waste of taxpayer money. Induced demand, much? Build more roads to filter traffic onto, build more walkable places, invest more in transit, but don't widen roads. It only increases danger to communities and makes them uglier and less livable. Traffic shouldn't be treated like a menace on these smaller roads. It forces people to slow down, which is safer for everyone, and it hopefully leads to people considering taking a means of travel other than a car. This isn't 1953. Stop designing our roads and neighborhoods based on outdated design standards and treated roads as if their only proper function is to move the maximum volume of vehicles as quickly as possible. Roads are places too. They should be designed for people first. AND STOP BUILDING UNPROTECTED BIKE LANES. IT'S BULLSH*T.
	Traffic flow in Karns and Hardin Valley need to be a focus with the large amount of growth and development that is occurring.
	Northshore Drive does not meet TDOT standards regarding the width of the road and there are treacherous ravines on both side of the road. There are numerous accidents, fatalities , near missed and congestion. Also there are numerous plans for new subdivisions and condominiums.
	I absolutely love the number and quality of greenways in Knoxville, but if the roads needed to access the greenways are extremely dangerous due to being too narrow, we have our priorities mixed up. Besides normal commuters dealing with unsafe driving conditions, what about an ambulance or fire truck that cannot possibly get to a destination by passing vehicles quickly and safely? I'm amazed Northshore has not been widened already. It should have been done 10 years ago!!
	The Hardin Valley area in West Knoxville (Area A) is seeing incredible growth that current infrastructure upgrades are not keeping pace with. Additional outlet roads to provide alternate routes in and out of Hardin Valley would go a long way to reduce congestion, and additional commercial

	zoning would help provide areas for businesses to support the growing population. There appears to be a risk of this becoming somewhat of a food desert in the near future as the only grocery store in Hardin Valley is small and is struggling to meet demands.
	As Knox County continues to grow in population and new developments, the infrastructure must continue to develop and increase as well. Thank you.
	Project #116 on S. North shore needs to be a high priority because the increased construction and concomitant traffic (and traffic jams) makes this dangerous and almost impossible to get anywhere in a timely manner
	Unfettered growth along Northshore Dr should be accompanied with improvements to the road.
	Project 116. Please DO NOT widen this road. Tail gating and speeding are already a major problem. Adding additional lanes will make it a speedway putting large numbers of people at risk. The new and future walkways, bikeways along with the ballparks and other parks will make this a nightmare for people on foot. Turn lanes, yes. widening NO!
	While I am all for project 152 - Dry Gap Pk (Cunningham Rd to Fountain City Rd), this project will act to provide an alternative to Emory Road traffic for those trying to avoid all the red lights and traffic closer to the interchange with I-75. Even with the existing, 2 lane section of Dry Gap this is becoming more and more of an alternative to Emory Road and Cunningham Road and is putting more pressure on Dante Road as the Callahan Road interchange is not nearly as busy as Emory Road. Dante for the most part serves numerous subdivisions. Dante is becoming dangerous as the cars cutting through go over the speed limits and ride the tails of cars turning into the subdivisions. If Knox County is going to improve Dry Gap and provide alternative options for those wanting to access north Knox County, the Engineering Department needs to help the homeowners along Dante Road by making spot improvements at some of the larger subdivision's entrances. This mainly could include deceleration lanes, but also a few spot left/center turn lanes.
	This is so dangerous - since the sidewalks and greenways don't go the whole way. I'd like to send my kids to the parks and such, but without a sidewalk it's like sending them to their death. Please add sidewalks and wider lanes to this section. When you consider the fact that the baseball fields are also here - accidents and traffic slow downs are always happening.
	This is such a dangerous roadway.
	This road is so dangerous! Very narrow with no shoulder. The baseball fields are a menace to traffic and create even more risk during season. Please consider moving those somewhere safer. There is just too much traffic for this

	road and more and more housing is going up. Turning left out of Jefferson Park during peak times is difficult. Thank you for your attention to this urgent situation.
	This road is too narrow and have no pedestrian sidewalk.
	This road is traveled by so many thousands daily- very heavy traffic especially in a.m. and p.m. hard to pull out of subdivisions. Road too narrow, needs to be widened and extra lane added for safety. So many houses/subdivisions being built along northshore/choto area. The idea of a walkway is so dangerous along this already dangerous road- we need an extra lane most of all. Please help us!
	This section of roadway is extremely dangerous. There have been numerous accidents. The road is too narrow for the amount of traffic that has resulted from too many houses being built in the area
	This section on Northshore needs at a minimum, widened and a sidewalk. There is so much traffic that having a wider road as well as a sidewalk will allow people options for safer means.
	This stretch of Northshore is very narrow and dangerous. Please make this project completion your soonest priority. Weekly, we have near misses by drivers crossing over into the opposite lane and almost go off the side the road which would wreck our cars or flip them.
	This stretch of road (Northshore Rd - Concord Rd to Harvey Rd) has seen a tremendous increase of traffic due to the new subdivisions allowed and constructed. An additional new subdivision is being established just on the other side of the county line which will compound the existing hazardous conditions and heavy traffic.
	Traffic ! Traffic in Hardin Valley. Getting out of subdivisions close to Hardin valley schools is impossible. Community is growing. Houses are being built. It has been getting worse and worse.
	Traffic on Kingston Pike in Farragut. Lovell road from Kingston Pike to I40 not mentioned. Rapid apartment developments off Kingston Pike will make KP a most difficult roadway when the projects are completed. Also, Parkside by Walmart with the new apartments being built there.
	Transportation needs appear to outweigh the development explosion within many areas of Knox County. If the infrastructure for transportation and other infrastructure issues are satisfied then projected accordingly, future development might be better supported for future increases.
	Transportation Project 61 does not go far enough (or another project should be designated that would continue where 61 leaves off at Ball Camp Pike). A lot of people use Byington-Solway Rd to go to Ball Camp Pike and then across the railroad track to Andes Rd as a way to go from Karns to Middlebrook Pike. During busy times

	<p>(school/work), traffic backs up on Byington-Solway trying to get on Ball Camp and from Andes Rd trying to get on Ball Camp, with the railroad track right in the middle. After a train has gone by, there is lots of traffic backed up both ways on Ball Camp, in addition to traffic backed up on Byington-Solway and Andes Rd. Some cars can only get to Ball Camp Pike by the kindness of through traffic on Ball Camp Pike letting them in (from both directions). Also, I worry that someday someone will get stuck in traffic on, or too near, the railroad tracks, with nowhere to go when a train comes.</p>
	<p>Voting for it because it is such a dangerous roadway</p>
	<p>W Emory is 2 lanes. Belltown was approved with no requirement that they do anything to prepare the roads for the estimated 4000 people who will live there. Nothing is planned (per your maps) to help the thousands of us whose lives are significantly altered by this disappointing approval. W Emory road should be expanded to 4 lanes before the first inch of the beautiful farmland that will be Belltown is disturbed. Smithbilt blocks W Emory constantly for their construction needs. This will be another problem on this 2 lane road. As heavy as traffic is now on Clinton Hwy and W Emory, it will be an unmitigated disaster when this monstrosity is started. Oak Ridge Hwy is no better. Belltown will undoubtedly cost lives due to accidents but also because no emergency aid will be able to get to people who live in this area because of the traffic congestion which will engulf us. Knox County leaders have made this area unlivable and nothing proposed on this map will do anything for those of us who will be affected immensely by Belltown. Literally one year ago, my commute from the head of Clinton highway (exiting I75) to Blacks Ferry Rd was 15 minutes in the evening rush hour. Today, it is 20 plus minutes of bumper to bumper traffic just to get from the E Beaver Creek area to Blacks Ferry (less than 4 miles). After Belltown's 4K people, I expect to have 40 or more minutes to drive the same 4 miles. We have been promised relief at Harrell and Carpenter for years because of the safety issues. Turning left off of Blacks Ferry on to W Emory is very dangerous and growing increasingly more dangerous by the day. I believe Knox County is at the beginning of an exodus of those of us who grew up here because of how land use & development have been handled.</p> <p>I do appreciate the hard work that went into trying to show us what projects might come to fruition in the future, although I am unsure how the voting will work. If a greenway gets more votes than a safety project, does it take priority?</p> <p>For future growth, the number one thing that can be done to keep Knox County residents from fleeing in droves is to prepare the infrastructure before construction begins and</p>

	recognize that cramming as many houses into an acre as possible may put money in a lot of people's pockets but it harms the community in a way that it can never recover.
	W Emory Rd needs safety upgrades, especially at the Harrell-Emory intersection. The influx of traffic from all the new construction has made that road more challenging and dangerous. Oak Ridge Hwy in Karns is also suffering from the immense increase in traffic.
	We are voting for this because it is such a dangerous roadway. We live in Jefferson Park and can literally hear the accidents on this stretch of the road almost weekly!

Future Land Use Comments

<p>In this aream traditional neighborhoods should be priority placetype. Major infrastructure upgrades are necessary to sustain any type of growth. The growth so far has not been amenable to community welfare or responsive to community sense of place. Representation of community desires has been skewed in favor of development at all costs. Ordinances are being bent to meet development proposals instead of vice versa.</p> <p>Preserve our rural zoned area from encroaching residential and commercial development. Agricultural concerns exists so much development in currently undeveloped areas. Let's see overlap maps current vacant, preserved areas, proposed plans. Soil and floodplain maps would be helpful to understand where development is proposed.</p> <ol style="list-style-type: none"> 1. I OPPOSE THE PROPOSED SUBURBAN MIXED RESIDENTIAL ZONE PROPOSED FOR OUR PROPERTY, A STEEP HILLSIDE AND A CREEK, SOUTH OF TREYMOUR CONDOMINIUMS. 2. SIDEWALKS ALONG MAJOR ROADS ARE NEEDED, BUT THESE SIDEWALKS ARE NOT GREENWAYS. 3. WHERE ARE THE NEW PASSIVE PARKS? <p>Housing and new developments have increased traffic and displace wildlife dwellings. Really support planned growth/enviornmental impact. Roads are more dangerous to animals and humans. Add speeding to the hazards that are arising.</p> <p>The land use map shows land on Mountfield Road and Westland Drive to be designed for suburban mixed residential. Part of the land is developed as Treymour Village. The remainder of the property consists of a creek, wetland, and steep hillside is not appropriate for the density accosiated with mixed residential. I reside on this property. Jack Orodall (865) 250-3189</p> <p>Is rural crossroads commercial inclusive of industrial use? Industrial facilities create better jobs than commercial.</p> <p>Prioritize traditional neighborhoods and rural living/conservation.</p> <p>As Knoxville and Knox County plans for future land use, I am concerned that so much attention and capital are poured into car-centric transportation. The city planning/ transportation systems here are so frustrating to use, that it regularly pops up in conversation with my friends, colleagues, and when I interact with other community members. I can guarantee that people aren't asking for road expansions.</p> <p>I grew up in Denver and travel frequently; Knoxville's systems are behind the curb. As Knoxville grows, it doesn't seem to be moving in the same direction as other cities around the country and around the world. I implore this planning group to consider the following:</p> <ul style="list-style-type: none"> - Investing in effective public transportation systems. For example: Denver's RTD Light Rail system which is an effective system for intercity and rural connectivity. It has also

helped to reduce traffic as the population increases.

- Creating more "car-free" areas. Areas where pedestrians/communities are the focus of investment, instead of cars, are happier, safer, and less polluted. For example: Barcelona, Spain's "Superblocks" program or Pontevedra, Spain's movement away from cars.

- Prioritizing wildlife as Knoxville expands. This could be creating wildlife corridors, NOT expanding/widening roads and freeways, or the much more environmentally friendly transportation systems mentioned above. Knoxville/ The Smokies' greatest asset is our unique biodiversity. This draws tourists and their money. By increasing car-centric transportation this city is investing in pollution and wasting taxpayer money.

Finally, much of my community is young professionals who are looking for where they want to settle, buy a house, etc. When we discuss whether we want to settle here or not, the conclusion is often that we will leave to settle somewhere that is easier to move around in day-to-day, doesn't have such extensive sprawl, and is more pedestrian/community/ kid-friendly. This planning group has a part to play in making sure that those conversations go in a different direction in the future.

As Knoxville grows, too fast in my opinion, I hope that options to walk and bike are made a priority.

General Placetype Notes:

All land uses intended for mixed-use still allow far too much single family housing and not enough multi-family housing, especially traditional neighborhoods.

Remove existing zoning requirements that prohibit multi-story and multi-family housing across all non-conservation placetypes, but especially intended mixed use placetypes.

Remove as much of the "suburban residential" placetype as possible. Replace with mixed use, higher density residential, or conservation based placetypes. This is just "continue with suburban sprawl" the placetype haha. And the proposed map has a huge amount of this placetype.

Remove as much of the "Corridor Commercial" placetype as possible. These areas create many safety hazards along rural arterials and turn them into stroads. I am not sure what to replace it with using the given placetypes, but something that encourages block patterns and frontage roads whenever possible.

Allow/plan for more true multi-family/ multi story developments in "Suburban mixed residential". (Please make multi-family a use by right not a use on review.)

Make the Business Park have requirements or significant incentives to be "walkable campus settings" as the description puts it, not just an option.

Consider adding more higher density residential (or mixed use) areas around all schools in the county. This will increase bike/walk programs and associated funding. This is especially true for locations that do not have any current mixed-use or higher density residential placetypes near them.

Specific Placetype Notes

Area A:

Consider adding more mixed use area around the Hardin Valley Schools area.

Area B:

The southern half of Zone B appears to be quite lacking in mixed-use areas despite a substantial amount of residential placetype area. Consider adding some strategically placed mixed-use areas, potentially near the proposed greenways.

Area C:

Consider connecting all three Powell schools with walkable mixed-use areas.

I am not sure I see the purpose of the suburban housing in sector T1 and S2 (see pdf) on Raccoon Valley Dr. Consider removal.

Consider expanding the mixed use area around the Carter area.

Area D:

Consider making the county area near Ijams Nature Center a conservation based area to continue the surrounding conservation themed areas. (sectors BB2, CC2, and CC3).

Consider adding some more higher density residential/mixed use zones near the business park sectors at sector BB3.

General Transportation Project Notes:

I am a big fan of the large number of greenway projects proposed. This is not a panacea, but this goes a long way to increasing bike/ped modes in the county.

All safety projects are usually a good thing, just make sure to include consideration of all modes in the audits.

New connections are generally okay, but should have multimodal connections built in. Additionally careful consideration should be made to build to a selected target speed and not create a speeding or safety problem later.

I am generally against roadway widening projects. They are quite expensive usually, and they almost always increase vehicular speeds, and as a consequence decrease safety, especially for vulnerable users. Additionally, they likely increase driving mode share, and decrease any other modes' mode share.

The road modernization projects seem okay generally to me. Just be careful that by "improving" the roads, the traffic speeds do not increase. Incorporate traffic calming/ speed management into the project as necessary. I also encourage ped/bike facilities to be a part of these projects whenever possible. I would not recommend adding paved shoulders in most cases due to the potential to increase traffic speeds.

Even though they are not mentioned as specific projects, I am also greatly in support of the pedestrian improvements mentioned in the pdfs.

Specific Transportation Project Notes:

Project 46 seemingly goes against the intended mixed use placetypes at near the Pellissippi parkway / Hardin Valley Rd interchange. I could see this improvement maybe being okay if the road is made into a true "parkway" type road that encourages lower speeds and accommodates for pedestrian crossings. Otherwise I would disapprove of this project.

Project 51 has the same issues as project 46 regarding nearby mixed-use areas. I disapprove of this project unless considerable effort is made for speed management/traffic calming.

Project 53- I disapprove of this project. This area is surrounded by mixed-use placetypes, which would be undermined by a roadway widening, especially an undivided/ TWLTL one.

Project 71- Speeding is already very common in this section. I would only approve of this project if careful consideration is given to not increase (and preferably decrease) traffic speeds

Project 86- I recommend adding bike/ped facilities to this due to proximity to trails/parks.

Project 87- I particularly recommend adding sidewalks as a part of this project given the proximity to Adrian Burnett Elementary.

Project 116 covers an area that already has pretty high travel speeds I believe. Please make sure that any improvements do not increase travel speeds further for safety reasons (especially considering Concord park-users potentially crossing the street).

Project 152- Please be careful with this project. Speeding is already very common on this stretch of Dry Gap. In addition, please add bike ped facilities if at all possible. This isn't necessarily the best road for them, but there are no alternatives that are not several mile detours if you are trying to cross Sharp's Ridge.

Project 154- Speeding is quite common on this section. Please ensure that any improvements do not increase speeds. Incorporate traffic calming / speed management as necessary.

Thank you for the work you are doing on this!

GET RID OF THE ABSOLUTELY HORRIBLE RIVERSIDE C&D LANDFILL OWNED BY MERIDIAN WASTE ON DELROSE! HUGE CONSTANT NOISE, STENCH, DIRT, DENUDING HISTORIC COUNTRYSIDE & CREATING A HUGE RIDGE OF TRASH! THIS IS IN THE MIDDLE OF A NEIGHBORHOOD! THE DOZERS, DUMPTRUCKS, & ROCKCRUSHERS ARE SO LOUD THEY RATTLE HOUSE WINDOWS. CAN'T EVEN TAKE A NAP!! DUMPTRUCKS GO IN & OUT ALL DAY, STARTING BY 6 A.M. OR EARLIER. THE ENTRANCE IS RIGHT ON DELROSE NEAR ME. NOW THEY'VE PUT IN HUGE FLOODLIGHTS THAT SHINE ALL THE WAY THROUGH MY HOUSE & OTHERS!! THIS ISN'T RIGHT, & ALL THE NEIGHBORS HATE IT. A GREENWAY OVER TO NEARBY HOLSTON RIVER PARK FROM HERE WOULD BE A FAR MORE POSITIVE USE OF THIS HUGE AREA OF PROPERTY. THE LANDFILL USED TO BE ALL ON COUNTY LAND, BUT KGIS MAY BE SHOWING IT CITY NOW. PERHAPS THE CITY LET'S THEM DO WHAT THEY WANT. THE TDEC REPORT ON THIS PLACE SOUNDS LIKE THEY DON'T EVEN REALIZE IT'S IN AN ACTUAL NEIGHBORHOOD OF HUMAN BEINGS. A HOME IS SUPPOSED TO BE A REFUGE.

Hello,

I hope that you are doing well!

I'm writing to ask the county to extend the public comment period beyond April 9 (Easter Sunday). I'm asking this because I and others feel strongly that important considerations have not been included on the new development map. Advance Knox has been advertised primarily as having to do with roads and utilities, and I did not realize before this week that this project would be finalizing a development map for the county. Highlighting important areas worth preserving for ecosystem services (stormwater mitigation, water cleaning, trapping of VOCs and harmful pollutants, etc.) and protecting vulnerable agricultural land are both key considerations that I and many others (who were also contacted this week) would like to meet with you about.

Some helpful current and imminently forthcoming resources to guide future development and identify areas to set aside as various "place types" include:

1. UT's Biosystems Engineering Program, in collaboration with UT's Geography Department, has been studying land use changes in Knox County. They have mapped how land use across Knox County has changed and are able to use that data to predict areas that provide crucial, irreplaceable ecosystem services that are vulnerable to future development. This information will be available on April 12 and should be incorporated into the new land use map. Dr. Joe Zhuang (jzhuang@utk.edu) and Duncan McMurry (dmccurr1@vols.utk.edu) would be happy to share this information with your group.
 2. The City of Knoxville recently completed a tree canopy assessment that includes important data for Knox County (beyond the City of Knoxville) that includes information about tree canopy changes between 2008 and 2018. Woodlots and forests provide important and irreplaceable ecosystem services and, in some areas of the county, deforestation will lead to devastating flooding of residential and commercial areas (to learn more about ecosystem services, the University of Kentucky has some great information at <https://www2.ca.uky.edu/agcomm/pubs/HO/HO115/HO115.pdf>). Furthermore, this tree assessment highlights which areas of the county have a good amount of tree cover (which many studies in peer reviewed, academic journals have shown are associated with health, wellbeing, and economic prosperity of residents), and other areas where preserving and enhancing tree cover should be a priority reflected on the county's land use map. Kasey Krouse (kkrouse@knoxvilletn.gov), the Urban Forester for the City of Knoxville, would be happy to share this information with your group. There is some information available on the City of Knoxville's website, including
 - A. Knoxville Urban Forest Master Plan, <https://www.knoxvilletreeplan.org/>
 - B. Urban Forest Tree Canopy Assessment, https://cdnsm5-hosted.civiclive.com/UserFiles/Servers/Server_109478/File/PublicService/Trees/2021%20UTC%20Assessment%20Report.pdf
 - C. Lots of supplemental material and maps on the City of Knoxville website, including some very useful hydrology maps that can help pinpoint areas that are susceptible to stormwater damage, https://www.knoxvilletn.gov/government/city_departments_offices/public_service/urban_forestry/canopy_assessment
 3. UT Extension's Center for Farm Management is also currently working on a land use study. They have been collecting state-wide data regarding how much agricultural land has been lost to development, and they are in the process of collecting data specific to Knox County. They probably won't have any information available before April 9, but any information they collect should be considered before any concrete plans are made. Dr. Charley Martinez (cmart113@utk.edu) is the Director of UT Extension's Center for Farm Management and on faculty with UT's Department of Ag Economics, and I'm sure he would be happy to share any relevant information with you as well.
-

These are just a few really crucial resources that should absolutely be incorporated into the new development map for the county. However, there are other experts in the fields of public planning, landscape architecture, urban forestry, and biosystems engineering who would be happy to meet with you as well. Please extend the deadline. I would love the opportunity to set up meetings between these organizations and individuals and your group.

Thank you for your consideration, Amanda Spangler

I like the draft future use map! how do we keep the Knox County Planning Commission from changing it monthly?

I hope there will be more updates regarding 'Walkable Compact Growth' in future updates. Thanks for keeping us in the loop.

I only bring this up because it was talked about for a business site in West Tennessee-- which I thought was innovative, but then was not part of the planned business development.

The concept was to have subdivisions and businesses within a sort of grid / patchwork, where there were paths of trees, a natural pathway of trees that would be a breaksight--- from all the business growth, shielding buildings, keeping homes separate fm business. The great thing was --in theory -- this pattern would allow nature --animals--to work around all the new development.

I think the most beneficial thing Knox County planners can do is to limit any new housing/commercial development to properties that need redeveloping primarily Urban areas taking what little farm land/ nature for new development is at a crisis stage in 10 years there will be no locally grown food supply and in my view that is a crime for future generations. If one wants to slow climate change, stop cutting trees and stop enabling the housing development of existing farmlands in the county. Terrible reflection our our elected officials and our land use planners. Wilma jordan.

I'm strong on spoke neighborhoods with central business district and condos and apartments near center with single dwelling homes to the periphery. Universal sidewalks mandatory.

In cities such as Kansas City and Denver there are very stable neighborhood commercial zones that are fed by greenways (converted rail beds and purpose built bike and pedestrian paths). We already have strip mall ghettos that are car access only. Planning that proves to be more enduring include access paths made of extremely easy to maintain and cost effective pea gravel or other crushed stone. The equivalent car parking would chew up valuable land, and add to known water runoff and heat island issues.

mixed use in the suburbs doesn't have to be apartments. please consider planning for locations for future schools.

More greenways and open spaces but also alleviate the worst traffic.

more mixed use and less sprawl.

New development should occur in locations where commercial structures are vacant vs. allowing sprawl.

Protection of existing wooded areas, stream riparian areas, and ridge tops should be the priority. The concentration of growth in existing developed areas

Stop al this new housing construction in the Northshore area. The road can't handle the volume and no where to expand it.

The county should try to develop more compactly and sustainably. This would lessen tax burdens, development costs, traffic congestion, and environmental impacts.

The roads and all of the infrastructure should be updated BEFORE all the construction/new builds/demolition. There are too many subdivisions being started with the ingress and egress on roads that are already in bad shape and overflowing with traffic (pedestrian and automobiles). There has been no preplanning or proactivity to anything in the Hardin

Valley area. They just build new facilities, homes, businesses with no concern for traffic patterns or infrastructure (utilities, roads, services) to handle the new loads. It seems things are done as a REACTION to what has happened instead of being on PROACTIVE on what is GOING to happen.

Utilize commercial zoning more efficiently. For example... a fast food company wants to build a new 1 story building on a half acre lot.. why not require the businesses to build up... like have offices on the 2nd or 3rd stories or even apartments. Stop spreading out and wasting the green space around them... go up and utilize the space more efficiently. These companies need to agree to or even been held to a contract to maintain a space of green. Plant x amt of trees ..shrubs... grass whatever to maintain the beautification of our county. All businesses are out to make a buck... thats life. Our boards are here to keep everything in check. The boards are supposed to care about more than the money. The future... of our landscape and our children.

Stop approving new apartment buildings in areas that don't have schools to educate the children. Take a step back, take a breath and consider upgrading the schools we have and or building new ones before we approve mass housing. Just because a builder is pushing for his building permits doesn't mean knox county has to give in. Slow the roll and only approve what we can handle.

I know we are always in need of more money...more people equals more taxes we can collect... but quality of living is essential too. We don't have to be the next Nashville or even Atlanta. We are know for the surrounding beauty.

Very disappointed on the future land use map. The consultants had indicated that in the future Knox County would be preserving more farm land and instead clustering development around nodes. But this map instead shows that the suburban sprawl that they said they wanted to limit is growing. There is more land available for suburban sprawl subdivisions now in land without infrastructure for them than the current plan. I feel like we've been lied to. I hear all these great things from the consultants and the county about this plan but then they doubled-down on the way they always did things. I just hope the consultants can come up with good policies to limit the affects of bad development.

We are in dire need of housing. There needs to be more communities built county-wide, some with high density where appropriate.

We need policies to preserve and protect existing rural areas and farm land, especially north and east county sectors.

We need to build more densely and in a way that provides infrastructure that allows people to be in transit without using automobiles.

We need to put a hold on any more housing (homes and apartments) projects until roads and infrastructure can catch up.

Knox County would be wise to stop letting developers buy up a small farm and turn it into a single lane neighborhood with houses 3 feet apart on it. We need more large, sprawling neighborhoods (example: West Hills) where families are safe to walk, ride bikes, play in the street, etc. Knoxville's neighborhoods lack character because of how we enable development.

Additionally, multi-use development with taller buildings -- businesses on the ground floor, condos/apartments above -- would both save us from continuing to sprawl outwards and enable more walkable and livable communities. The focus on single family homes is great until you realize you could build stronger communities in a smaller physical footprint by building up.

I don't believe that my area is shown on the map as being included in future plans. I live on Loop Rd. in the Loop Rd./Woody Rd. area. Loop Road is narrow and winding and can barely accommodate two cars as they pass each other. It is very dangerous and even more so if you are passing with a large truck or bus. The current addition of apartments on Loop Road behind Concord Hills subdivision is going to greatly increase the amount of traffic on this narrow road. I feel like road improvements are greatly needed in this area especially considering this future influx of traffic.

Area C needs more improvements as the farm land is being developed. It was hard to stop and three requests for the future. Our major roads are VERY frequently overtaxed when accidents occur on Interstate 40.

No more home developments with less than .5 acres per home off John Sevier Hwy - it is suppose to be a scenic historic highway. More homes does NOT make it scenic!!!

Hi,

I couldn't find any projects that excited me or that I really wanted to prioritize, so I apologise that the above section is blank. I do, however, want to share some development thoughts for Knox county going forward.

First, I want to make a note about cars. The reality about vehicle traffic is that road expansion will likely not improve capacity of the road as effectively as public transport could. I have never heard of a road expanded that truly improved capacity without traffic levels immediately catching back up (<https://www.sciencedirect.com/science/article/pii/S0967070X18301720>). Knox county is growing, which means that there will never be enough road. In my opinion, investing in public transport like buses and perhaps even a rail system connecting from, say, Farragut to Knoxville could be a boon for traffic. Not only that, but it could provide the other sheer benefits of taking cars off the road like improved safety, less emissions, etc. I would not feel comfortable with my or my parents taxes being utilized to expand a road, which is inevitably in vain. Please look for other avenues.

Regarding pedestrian safety, cars again are the issue. Examining the safety of an intersection cannot be done without an evaluation of the cars that proceed through it. This is where I may suggest something outside of the purview of the development committee: a tax on SUVs and light trucks. In exchange for increasing resource use, outstanding carbon emissions, and abysmal safety, consumers should have to pay extra. These "luxuries" are not common among smaller, lighter, and more fuel efficient cars. Please take into account that these vehicles cause more accidents and the accidents they cause are more deadly for pedestrians, and especially children (<https://www.federalregister.gov/documents/2015/12/16/2015-31323/new-car-assessment-program>, <https://www.usatoday.com/story/money/2022/03/17/suvs-pickups-pedestrian-fatalities-rise/7075333001/>). More feasible suggestions are: raising sidewalks, Leading Pedestrian Intervals, increasing the gap between road and sidewalk, and other more pedestrian-friendly designs.

Land use seems to be another issue that Knox county faces. I would like to see more mixed-use as opposed to traditional residential areas. Mixed use is more cost effective and reduces sprawl significantly (<https://www.tn.gov/content/dam/tn/tacir/documents/LandUseAndPlanning.pdf>). Page 33 of the PDF has some great tips for smarter growth.

These are not my only thoughts, just the most pressing. Disclaimers: I have only lived in Knox county for about 4 years now; I also live in Farragut, so I may not know of all development plans in the full Knox county area; I am also just a college student who is passionate about sustainable and safe development. Above are all just my opinions. I appreciate the chance to have my voice heard, so thank you. If you would like to contact me further, find my information below.

Best regards,
Matthew Kowalski
903-258-7476
m_kowalski3@yahoo.com

The natural beauty of Knox County should be protected, mostly its ridges, small mountains and scenic waterways. Please make sure that the plan does so. At the same time, we need to make room for the county's fast growth. I think that the areas designated for growth on the land use plan map are mostly appropriate and well done. I also appreciate the focus on some centers; walkable commercial areas with nearby residences provide a nice quality of life.

the zoning for the area at concord road and northshore near the roundabout is zoned commercia not mixed use. i have already contacted my reps to fight rezoning of this. take your apts elsewhere and stop trying to introduce crime and low rent stuff near farragut

The apparent consensus of civic interest in development of growth clusters around diverse services is commended! Priority should also be placed on improvement of scenic corridors where diverse services are absent or deficient, such as along the Alcoa Highway Corridor that connects Knoxville to the airport and Alcoa/Maryville, where quality of life has been long compromised by poor access and is now impacted by the negative consequence of major corrective highway reconstruction, through provision of development incentives to encourage high quality, diverse business activities in an enhanced environment. In that case, the highway improvements underway provide the foundation for such a corridor to be developed if the vision is backed with realistic support.

Stop building huge apartment complexes and subdivisions with small houses built too close together. These residential units are being built in Knox County without improving the existing infrastructure. This feels like UNCONTROLLED growth. Why are Knox County officials allowing this flood of building knowing most roads in the County are two lanes and very difficult to widen [especially NORTHSHORE, where they are building housing all along the road North to South]? A prime example of an unbelievable location of a huge apartment complex being built right now is that of the complex on Parkside Drive across from Tennova Hospital. The complex will result in hundreds of additional cars on Parkside Drive, the main street to Turkey Creek Shopping Center. Also, the complex is being built so close to the street that I cannot believe the Knox County officials allowed it! A once lovely county is being turned into congested, busy, unattractive area, without regard to future consequences; be it quality of living, increased traffic accidents and/or increased crime rates.

The County should sell the land it owns on Central Avenue for mixed use, including residential. Increasing density in the city makes sense as the infrastructure is already in place versus rural areas in the county. This would benefit County taxpayers as well as cheaper land could be found outside the city.

I am absolutely disgusted with the amount of unrestricted building taking place in the (once) rural areas of Knox County, particularly the Halls, Gibbs and Corryton areas. If this is allowed to continue, there will be no more wide open, rural spaces left. I've watched acres upon acres of forested land in the county be completely clear cut so wall to wall houses can be put up. Same is happening with wide-open pasture that has been turned

into mega subdivisions. All the powers-that-be seem to care about are the cha-ching of tax dollars because they are doing nothing to regulate the growth, issuing building permits left and right to big-time developers trying to make a quick buck with no regard for the wildlife, current residents, and environment not to mention the strain put on our roads, schools, and other infrastructure. I live in the county because I don't want to live in West Knoxville but the unchecked growth will have northeast Knox County looking just like west Knoxville before much longer. The county and its once laid-back lifestyle is being ruined. Stop allowing such heavy concentrations of houses per acre and force developers to plant back the same number and type of trees they cut down.

Picture saying "No Farms No Food - American Farmland Trust" ENOUGH SAID!

Good morning,

As Advance Knox continues into "priorities week", I wanted to bring one of Smithbilt Homes priorities to your attention.

Knowing that growth is headed to East Knox County, Smithbilt has spent the last 10 years acquiring land in East Knoxville. We have acquired nearly 600 acres of contiguous raw land off Washington Pike, with intentions to design, develop and build a master planned community with a town center, shopping, restaurants, multi-family, parks, greenways, etc.

If the goal of Advance Knox is to improve the planning process of Knox County's future growth, I feel now is the time to align our visions in respect to this specific area of Knox County. Afterall, its not IF this land will be developed, it is WHEN this land will be developed.

Thanks for you time and dedication to the project,

Josh Sanderson
Smithbilt Homes
865-680-2321

If anyone has or needs additional information, please contact me.

Hello,

I hope that you are doing well! I am thrilled to see that you've extended the period for public comment to April 23. That's fantastic news!

I and others feel strongly that important considerations have not been included on the new development map. Advance Knox has been advertised primarily as having to do with roads and utilities, and I did not realize before this week that this project would be finalizing a development map for the county. Highlighting important areas worth preserving for ecosystem services (stormwater mitigation, water cleaning, trapping of VOCs and harmful pollutants, etc.) and protecting vulnerable agricultural land are both key considerations that I and many others (who were also contacted this week) would like to meet with you about.

Some helpful current and imminently forthcoming resources to guide future development and identify areas to set aside as various "place types" include:

1. UT's Biosystems Engineering Program, in collaboration with UT's Geography Department, has been studying land use changes in Knox County. They have mapped how land use across Knox County has changed and are able to use that data to predict areas that provide crucial, irreplaceable ecosystem services that are vulnerable to future development. This information will be available on April 12 and should be incorporated into the new land use map. Dr. Joe Zhuang (jzhuang@utk.edu) and Duncan McMurry (dmccurr1@vols.utk.edu) would be happy to share this information with your group.
 2. The City of Knoxville recently completed a tree canopy assessment that includes important data for Knox County (beyond the City of Knoxville) that includes information about tree canopy changes between 2008 and 2018. Woodlots and forests provide important and irreplaceable ecosystem services and, in some areas of the county,
-

deforestation will lead to devastating flooding of residential and commercial areas (to learn more about ecosystem services, the University of Kentucky has some great information at <https://www2.ca.uky.edu/agcomm/pubs/HO/HO115/HO115.pdf>). Furthermore, this tree assessment highlights which areas of the county have a good amount of tree cover (which many studies in peer reviewed, academic journals have shown are associated with health, wellbeing, and economic prosperity of residents), and other areas where preserving and enhancing tree cover should be a priority reflected on the county's land use map. Kasey Krouse (kkrouse@knoxvilletn.gov), the Urban Forester for the City of Knoxville, would be happy to share this information with your group. There is some information available on the City of Knoxville's website, including

- A. Knoxville Urban Forest Master Plan, <https://www.knoxvilletreeplan.org/>
- B. Urban Forest Tree Canopy Assessment, https://cdnsm5-hosted.civiclive.com/UserFiles/Servers/Server_109478/File/PublicService/Trees/2021%20UTC%20Assessment%20Report.pdf
- C. Lots of supplemental material and maps on the City of Knoxville website, including some very useful hydrology maps that can help pinpoint areas that are susceptible to stormwater damage, https://www.knoxvilletn.gov/government/city_departments_offices/public_service/urban_forestry/canopy_assessment

3. UT Extension's Center for Farm Management is also currently working on a land use study. They have been collecting state-wide data regarding how much agricultural land has been lost to development, and they are in the process of collecting data specific to Knox County. They probably won't have any information available before April 9, but any information they collect should be considered before any concrete plans are made. Dr. Charley Martinez (cmart113@utk.edu) is the Director of UT Extension's Center for Farm Management and on faculty with UT's Department of Ag Economics, and I'm sure he would be happy to share any relevant information with you as well. These are just a few really crucial resources that should absolutely be incorporated into the new development map for the county. However, there are other experts in the fields of public planning, landscape architecture, urban forestry, and biosystems engineering who would be happy to meet with you as well. I would love the opportunity to set up meetings between these organizations and individuals and your group. Thank you for your consideration,

Amanda Spangler

Hi Cathy,

Thanks so much for your quick and very thorough response! I am grateful that you followed up with so much information. I do still feel strongly that the information and people referenced in my previous email (see below) must be included in the development plan. I also have a few questions.

First, you mentioned that your analysis relied (in part) on "accurate data (compiled and maintained by local, dedicated professionals) and expert land use professionals". Could you please provide a list of references? Which datasets did you refer to, and which experts were included in this discussion?

Second, you described the areas where land use is trending ("towards flatter land, where sewer is available, and where access to adequate transportation infrastructure is available") and then said that because of this trend, areas with "steep slopes and karst topography" would be set aside as rural. My area of expertise is in the field of agriculture, and I hold a bachelor's and a master's in agricultural sciences and natural resources. Flat land with ready access to transportation is the most suitable for modern agriculture. Steeply sloped and isolated areas are not compatible with the equipment needed to produce and transport food. That is why many of our few remaining farms in the county are located in relatively flat, open areas that are relatively close to the interstate, and that

is precisely why agricultural areas are so at risk to conversion suburban development. This is also precisely why you need to include experts from the Land Trust of Tennessee (<https://www.landtrusttn.org/>) and UT's Center for Farm Management (cmart113@utk.edu, see #3 in first email) when developing this plan. I am happy to help coordinate meetings between your organization and theirs.

Last, water quality and stream buffers aren't only considerations for areas immediately adjacent to a waterway. Any sort of development -- especially the kind that requires removing wooded lots and forests -- in any part of the county will have a direct and measurable impact on stormwater that is rarely taken into account. The reason for this is that water moves. If a neighbor miles from the Tennessee River sells their wooded lot to a developer for suburban development, the consequence is that the dry creek next to my property can wash out and even change course (requiring a significant financial investment from the County both from stormwater and highway management divisions) as well as leading to increased flash flooding in my neighborhood. If I understand correctly, Dr. Joe Zhuang (jzhuang@utk.edu) and Duncan McMurry (dmccurr1@vols.utk.edu) with UT's Biosystems Engineering Program are developing a land-use map that addresses exactly this sort of information (see #1 on last email). The City-County Urban Tree Canopy Assessment pinpointed areas that are susceptible to stormwater damage in their hydrology maps (https://www.knoxvilletn.gov/government/city_departments_offices/public_service/urban_forestry/canopy_assessment, see #3 on last email). Kasey Krouse (kkrouse@knoxvilletn.gov), the Urban Forester for the City of Knoxville, would also be happy to meet with you and discuss. Stormwater experts like UT Extension's Dr. Andrea Ludwig (aludwig@utk.edu) would probably be available to help you interpret this data in a meaningful way. Again, I would love to help coordinate meetings between you and these folks.

Thank you again for your thoughtful response and for your work on this important project. I look forward to your response.

All the best,
Amanda Spangler

I'm at the TEAM conference today. Andy Holt, the Assistant Commissioner of Agriculture for Tennessee, just stated two facts:

1. Agriculture and forestry is the #1 industry in Tennessee, when you account for the direct and indirect economic impact. They are annually \$81 billion for Tennessee, supporting 342,658 jobs.
 2. We moved from being the fourth-worst to the third-worst state in the nation for converting high-value agricultural and forested land to non-ag/forestry uses.
- In light of that, it seems the soil map should be an input. What does an overlay of the soil map show for the areas that are proposed to be the standard low density ('suburban residential') land use type? Is this overlay available? Could the Future Land Use Map be added to the KGIS Planning Cases tool, or could an ArcGIS map be published for use to look at this?

How much agricultural and forested land would convert to non-agricultural and forested use under the proposed Future Land Use Plan? How much will remain Ag/Forested? Information on the soil map, and the agricultural and forested uses, is available from the Knox County Soil Conservation District, and the local USDA office.

--Kevin

Hello Advance Knox Team!

First, I want to thank you for your hard work on the Advance Knox Plan. I am really glad that Knox County is going through this exercise. I have participated in every round of the

public input for Advance Knox, both in person and at the virtual meetings.

In Round 1, I know that many people expressed concern about preserving rural areas in the county and believe the natural features in Knox County are a huge asset and want to keep it that way.

I am concerned that the preferred scenario map presented in Round 3 does not seem to match up with this goal of protecting the rural character of certain parts of the county, specifically the North and East corridors.

Agriculture is an important part of our economy and there are many areas that the USDA considers to be prime soil for farming. It would be a shame to waste this resource on subdivisions in my opinion. I hope you will take this into consideration when making your recommendations.

I know that it is fashionable in some quarters to say that we have to grow. Actually, we don't have to grow by that much and there are policies that we can put into place to make it less desirable to grow, as has been done in other parts of the country where rapid, uncontrolled growth has created huge problems. I would wager \$1,000 that if you asked people who live here if they want to see Knoxville grow into Nashville or Atlanta, for example, they would be horrified. The growth idea in some ways is like a Ponzi scheme, driven by people who want to make money from growing subdivisions. I believe most people in Knoxville are happy with the size we are and don't want to become a major metropolis.

Thanks for your consideration.

Lisa Starbuck

Advance Knox staff and consultants:

Comparing this latest Land Use Map proposal with the public comments made earlier finds the map does not address: environmental protection, enjoyment of open space, and maintaining a rural character.

I believe the criteria used to locate future development was heavily weighted by availability of utilities, primarily sanitary.

Here are data links pertinent to identifying environmental, open space, and rural areas: USFWS Information for Planning and Consultation (Threatened and Endangered species)

This shows we have 51 endangered species, 2 critical habitats, and the lack of data on migratory birds as well as wetlands.

<https://ipac.ecosphere.fws.gov/location/4M47P2KLPRCOPHOBMK6O7PQL6E/resources> - Nature Serve - These show that our rivers and riparian buffers are areas of unprotected biodiversity.

<https://www.natureserve.org/access-data>,

https://www.natureserve.org/sites/default/files/products/files/ns_fact_sheet_-_national_species_dataset.pdf and Nature Serve Imperiled Species Data Layers (arcgis.com)

related journal article with national maps -

<https://esajournals.onlinelibrary.wiley.com/doi/10.1002/eap.2534>

Southeast Conservation Blueprint Prioritization - Shows priorities for a connected network of lands and waters. Highest priority, high priority, and medium priority sites are in Knox County

<https://secassoutheast.org/blueprint.html>

National Wetland Inventory (USFWS) - Stream, wetland, and watershed data

<https://www.fws.gov/program/national-wetlands-inventory/wetlands-mapper>

NRCS Web Soil Survey -

<https://websoilsurvey.nrcs.usda.gov/app/>

Hydric Soil Series (NRCS) -

<https://www.nrcs.usda.gov/publications/query-by-ssa.html>

TDEC Division of Water Resources

Map Viewer, including Water Quality Assessments -
<https://tdeconline.tn.gov/dwr/> and
dataviewer including ambient water quality monitoring -
<https://dataviewers.tdec.tn.gov/dataviewers/f?p=2005:1:11861863322155:::>
United States Department of Agriculture, 2017 Farm Census
cp47093.pdf (usda.gov)

Duncan McCurry Mapping Land Use Changes and Modeling Urbanization Patterns in Mid-Sized City - Identify suitable areas for urbanization and use machine learning methods to predict future sites of development.

Power Point summary is attached. Relevant to Knox County overall. Frankly, I'll have to sit down with Duncan to really understand this. Perhaps obtain the actual thesis document and his source material.

- How has urbanization impacted proportion of agricultural and non-agricultural land?
- How has infrastructure, like interstates, driven the geospatial pattern of built-up area?
- What is the environmental cost of Knoxville's urban growth?
- How have urbanization trends affected the urban heat island effect?

I understand that data is important in developing the Land Use/Transportation map. I will continue to seek and review data sets in relation to Knox County geography. Please contact me to further discuss the relevancy of these data links. I'm still reading and understanding them myself.

Finally, the Suburban designation should not be limited to single family housing. As the demand and cost for housing grows the need for midrange housing becomes more acute. Suburban could meet this ongoing need by allowing duplex, triplex, and quadraplex units.

Thank you

Sandra Korbelik, AICP (retired)
5212 Daphne Drive, Knoxville, TN 37914
803 522 3950

In reviewing the list of proposed Round 3 placetypes for Advance Knox, it seems we missed an placetype or overlay to denote important soils, agricultural or forestry lands. Should we have a placetype for agricultural conservation to denote areas of agricultural and forested land that should be primarily for agricultural instead of residential uses? Another option - an overlay for soil conservation, where prime farmland soil and locally important soils are denoted. That land could have restricted disturbance areas, reduced densities, etc. on it - thus promoting the preservation of prime agricultural lands and the use of it for agricultural and forestry production.

The KGIS Planning Cases app has a Soil Map layer showing prime farmland soils and locally important soils. USDA NRCS also maintains a soil map at
<https://websoilsurvey.nrcs.usda.gov/app/>

The 2018 UT Extension report on the Contribution of Agriculture to the Knox County economy estimated a direct agricultural output at \$1.9 billion, from sources such as crops and livestock production, food and fiber processing, farm inputs, and forestry-based products. That report is attached. In the most recent 2019 Tennessee Economic Report from the Boyd Center at UT noted that the agri-forestry industry accounts, accounting for multiplier effects, accounted for an estimated \$81.8 billion contribution to Tennessee's economy, or 12.8% of the state's economic activity. Agricultural and forestry is the largest industry in the state. Knox County needs to have some productive agricultural and forestry lands to participate in this industry. Our land use policies and planning are the keys to keeping this land available for agricultural and forestry uses.

The proposed Future Land Use Map places a number of our remaining areas with Prime Farmland Soil and Locally Important Soil under the Placetype "Suburban Residential". As an example, attached is the future land use map for east Knox County north of Asheville Highway to Rutledge Pike. Most of the land with prime farmland soil or locally important

soils lie in the Suburban Residential or Traditional Neighborhood place types. One presumes that allowed and recommended zonings would be for development that does not conserve this prime soil.

I believe the soil maps and the economic impact of agriculture provide data that should be used in forming our Future Land Use map and placetypes.

Sincerely,

--Kevin

Dear Advance Knox team,

Knox County has thirteen (13) farms that have been recognized as Tennessee Century Farms by a program run by MTSU's Center for Historic Preservation. A farm is recognized as a Century Farm if it has been owned and farmed by the same family for at least 100 years. The listing of farms may be found here: <https://www.tncenturyfarms.org/knox-county/>. Each farm family has provided documentation to MTSU CHP for their certification. MTSU has the full set of this documentation, which will include the precise parcels and boundaries of the century farm designation for each farm. They may be contacted at histpres@mtsu.edu

These farms are not depicted in any KGIS layer available. I have taken that list and done my best to augment it with place information so that you can identify them on a map. The addresses are partial, because most of the farms consist of multiple parcels. That list is attached to this email. This is a data input that should be helpful in putting the Future Land Use Map proposal together.

These farms are historically significant at a local level. Many of these also have prime farmland soil, or locally important soils.

Agriculture is a significant contributor to the local economy. You need do nothing more than go down to the Market Square Farmers Market on a June Saturday morning to see how good, local farm products helped create an economic engine for downtown Knoxville, helping to revive the Market Square and downtown areas. There was significant feedback from Round 1 that many of our Treasures and Places are the old farms and agricultural, rural character (Round 1 Summary Memo, Round 2 Briefing Slides). These old family farms are the quintessential examples of what is treasured in Knox County, and should be designated for maximum conservation.

But several of these farms are proposed for placetypes other than Rural Conservation or Rural Living in the current Future Land Use Map. I have described them below. The maps depict approximate boundaries - MTSU will have full information on the precise boundaries, or also the property owners.

I ask you to review the data and then provide placetypes and overlays that propose maximum conservation values on these farms due to the contribution they make to our treasured places for Knox County.

Yarnell Family Farm at 10805 Hardin Valley Rd is proposed for a placetype of Town Center Mixed-Use. The Yarnell Farm was recognized at the May 2022 Knox County Commission meeting for being designated a Tennessee Century Farm (R-22-5-104)

Murphy Springs Farm, at Murphy Rd / Washington Pike, is proposed for placetypes of Suburban Residential and Corridor Mixed-Use. The Murphy Farm was honored by the Knox County Commission at the May 2022 meeting for reaching 225 years as a Century farm (R-22-5-105). About 185 acres of the 205 acres is listed on the National Register of Historic Places as the Murphy Springs Farm Historic District (listing 14001034). This historic district is accurately depicted in the KGIS Historic Resource data layer.

Green Acres Farms, at 8821 Mascot Rd and established in 1803, is owned by Mike and Susan Clark. This century farm has been operated by the same family for more than 200 years. The Clarks have spent years working on recommended grazing and soil conservation practices with the local NRCS and Soil Conservation District. You can read about their practices here: <https://www.nacdnet.org/soil-champs/southeast/mike-susan->

clark/. This 200+ year old Century Farm is identified as a Traditional Neighborhood Placetype in the Advance Knox Plan.

Gregory Farms, in Karns on the Knox County / Anderson County line at 4002 Copper Ridge Rd, is slated for the Suburban Residential placetype. The Gregory Century Farm was established in 1902, and maintains an active horse training and boarding operation (<https://www.gregoryfarmstn.com/>)

Ragle Family Farm, a Century Farm established in 1885, is located in the fast growing Hardin Valley area where Couch Mill and Williams Bend Road meet. A portion of the farm is slated for Rural Living, but south of Couch Mill Rd it is slated for Suburban Residential.

The following are not Century Farms, but are still long-owned family farms that are eligible for the Century Farm designation yet have placetypes depicting non-rural. This is not a comprehensive list.

The Blake Farm is on south side of the Holston River and north of Ruggles Ferry Pike at 8831 N Ruggles Ferry Pike. It is the eastern portion of the family's holdings that go back to at least 1906 if not much earlier. This large parcel of over 170 acres is slated to be Suburban Residential, but it has a large amount of Prime Farm Land and Locally Important Soil.

The Wright Farm, east of Gibbs at on Boruff Rd south of Emory Rd, consists of several large tracts that have been in the family for a number of years. This entire family farm is slated for Suburban Residential.

Last but certainly not least is the largest continuously owned farm in Knox County, the Strong Stock Farm. Established circa 1791, it is eligible to be a Pioneer Century Farm. With significant frontage on the Holston River, and a house that has been identified as eligible to be listed on the National Historic Register (the Strong-Kern House, depicted on the KGIS HHistoric Resources layer), this farm also contains a large amount of prime farmland soil and locally important soil. At over 900 acres, the entire farm is slated for Suburban Residential.

I hope this information is helpful.

--Kevin

Dear Advance Knox committees and consultants,
Knoxville-Knox County Planning has an inventory of historic resources for Knox County. The inventory includes sites and districts that have already been listed on the National Register of Historic Places, as well as buildings, site and districts that staff have identified as potentially eligible for listing. Some sites also have a Historic Zoning (HZ) overlay. The historic resources layer is available on KGIS Planning tool under the "Historic Districts and Pre-1865 Structures"

In reviewing the draft Future Land Use map produced for the April 2023 Round 3 feedback, I identified several historic sites and districts that have placetypes that are not compatible with their historic context.

I urge the team to consult with the historic resources staff, and with officials at the Tennessee State Historic Preservation Office, to see if there are placetypes that would be more suitable. Also, a historic overlay designation or denotation could be helpful to add to the Future Land Use Plan.

Sincerely,
Kevin Murphy
