

Public Meeting Comments from November 9, 2006 Meeting

Qualities you would like to see in 5- years

Pedestrians/Bicycles

- Time traffic signals to be more pedestrian friendly (shorter cycle lengths)
- More pedestrian friendly
- Larger, safer pedestrian passages
- Safer pedestrian crossings
- Safer for bicycles, bike lanes
- Safe and enjoyable bicycle & pedestrian environment – bike lanes, streets, trees, well marked crosswalks, slower speeds
- Bike lanes along the entire corridor, which will connect to future bike lanes. Bike lockers like the ones in the parking garages by Market Square for travelers & commuters
- Pedestrian, pedestrian, pedestrian!!!! Scale of the street and atmosphere to create “social” space
- Re-surfacing of sidewalks
- More pedestrian orientation – fewer cars – move room for bikes , strollers & wheelchairs
- Much more of a pedestrian friendly place
- Separating walking versus bike lanes is critical. Its hard to ride and walk in the same space
- Pedestrian sidewalks should be larger to accommodate large crowds, straight access from the dorms, fort & campus
- Barrier between pedestrian and vehicles
- Safer foot traffic, barriers (hedges for example) that keep pedestrians on crosswalks
- More attractive sidewalks
- Wide sidewalks with trees
- Pedestrian – bike
- Pedestrian appeal for all users

Parking

- All parking and deliveries in the back of buildings
- More parking in rear of buildings
- Parking garages that allow people who make purchases/eat on the strip to allow up to 2 hours for free parking
- Ample parking in centralized location parking garage
- Limit or eliminate parking in front of businesses – this will do the most to reduce accidents
- On street parking Parking made easier
- All parking in the back
- Move parking from the front of the buildings to the back
- Shared parking within the district
- Less cars in my view, smaller lanes, slower traffic, off street parking, parking garages – that don't look like parking garages

Mixed Use/Retail Environment

- Unique local businesses – no more chains!
- Loose the “free way exit restaurant spread” less fast food – allow other vendors – unique eateries.
- Increase retail on the strip
- More markets/open or farmers markets
- I feel the commercial space is wasted; vacant or closed lots
- 24 hour activity
- A children’s museum on the water
- Diverse shops – healthy image
- Apartments over shops, office and parking structures
- Wide variety of retail uses (books, clothes & groceries)
- Have more one- of a kind restaurants not chain restaurants
- Higher/greater density – people living above Sunspot or the bank. Design standards no more boxing crap – taco hell – krystals architecture

Character “feel”/Public Realm

- Less cars in my view, smaller lanes, slower traffic, off street parking, parking garages – that don’t look like parking garages
- Unique local businesses – no more chains!
- Less visual clutter/enhanced streetscape
- UT needs to respect the neighborhood! Stop tearing down historic structures & integrate new construction into existing land use
- Loose the “free way exit restaurant spread” less fast food – allow other vendors – unique eateries.
- Less clutter – billboards, high signs, telephone pole wires
- Aesthetically pleasing
- A beautiful place to have a cup of coffee, a beer or dinner
- Aesthetically beautiful entrance to the neighborhood, University & downtown
- More of an avenue or boulevard feel
- More continuity in design
- Homeless
- Respectful of existing historic architecture developed
- Modern architecture – downtown atmosphere, sharp angles
- Natural beauty structures, crosswalks, greenspace, cleanliness!
- No big signage – NEON
- Vibrant community instead of transient area Pedestrian, pedestrian, pedestrian!!!! Scale of the street and atmosphere to create “social” space
- Form based codes

- A clean well lit place in greenspaces and in others missing
- Curb the panhandling!
- Less lack of infill. Push parking & housing away. More density
- Fewer store signs on the south side of the street – make it more subtle like the north side
- Signage needs to be more uniform
- Removal of unsightly advertising
- Less visual clutter
- Unified look for strip street scape
- A healthy, clean, individual spot !
- Reduce visual clutter – bury power lines, codify signage, make visually appealing, lighting & directional
- Like “Mayberry”
- Make a place that people don’t just go to but they stay in
- Make Fort Sanders a community again. Not a 3-5 year home for students
- SEC character – a place where the students hang out example – GA, Ole Miss & Alabama.
- Higher/greater density – people living above Sunspot or the bank. Design standards no more boxing crap – taco hell – krystals architecture
- Keep the scale in check – not downtown but not Farragut
- Less Panhandling
- One unique lighting identity
- Density should be limited in terms of high rises
- There are no good outdoor gathering spaces adjacent to the strip for concerts, etc.
- Don’t treat the homeless like something to hide
- Be visually pleasing as well as easy accessibility to all parts of the strip from campus, Fort Saunders, downtown, etc.

Green

- More green vegetation on strip center
- More green spaces – trees planted down the sidewalks – flower pots that are maintained – less concrete!
- Greener
- More recycling/green – environmentally friendly clean spaces
- Plant more trees & grass and get rid of asphalt
- Fresh – trees, pedestrians not so close to stagnant car exhaust
- Pervious pavements, more greenery using native species
- Wide sidewalks with trees
- Increased landscaping
- More trees and landscaping – visually more attractive
- More street trees
- Setbacks with greenspace, trees & grass

Traffic Control/Management /Transit

- Wider streets – how will this effect businesses & commercial appeal to the UT campus in general
- Loose the “free way exit restaurant spread” less fast food – allow other vendors – unique eateries.
- 20 mph speed limit, motorized traffic volume down to 20% of present
- Safer and more efficient traffic flow – vehicular, bike & pedestrian
- Push more traffic to Neyland and other outside routes with less traffic lights. Cumberland should not serve as a spine for parking structures
- Better all around pedestrian access to businesses, safer vehicular flows & parking. Pedestrian bridges? Think GAME DAY!
- Better traffic flow – traffic calming
- Slower speeds on Cumberland
- Don’t divert traffic to Clinch Ave.
- Use transit to de-emphasize through traffic and emphasize peripheral parking
- Bus pullouts impede transit
- Ideal plan for the strip would be no autos....perhaps a two trolley system and re-routing cars to alleys and garages

Connections

- Strong connection to downtown – redevelop 11th Street and Cumberland area
- Bike lanes along the entire corridor, which will connect to future bike lanes. Bike lockers like the ones in the parking garages by Market Square for travelers & commuters
- Many students live in South Knoxville, other employees of the university and others need better links to the university
- Gateways
- Connections to the strip from the for, dorms and academic buildings need to be improved as much as the strip
- Be visually pleasing as well as easy accessibility to al parts of the strip from campus, Fort Saunders, downtown, etc.

Other

- Greater definition of boundaries & modes. 17th & Cumberland are entries to strip & downtown
- Hospital & University collaboration
- Emergency phones (call boxes)
- Listen to what the community wants, not just to what would benefit business or your wallets