

Metropolitan Planning Commission

Transportation Planning Organization

Regional Transit Corridors Study

Building a Sustainable Region



Planning Commission

- Created in 1956
- A 15 member Planning Commission
- 8 (County), 7 (City) - 4 year term
- Planning Commission is an advisory board for most decisions
- Decisions are forwarded to the City Council or County Commission for final vote.

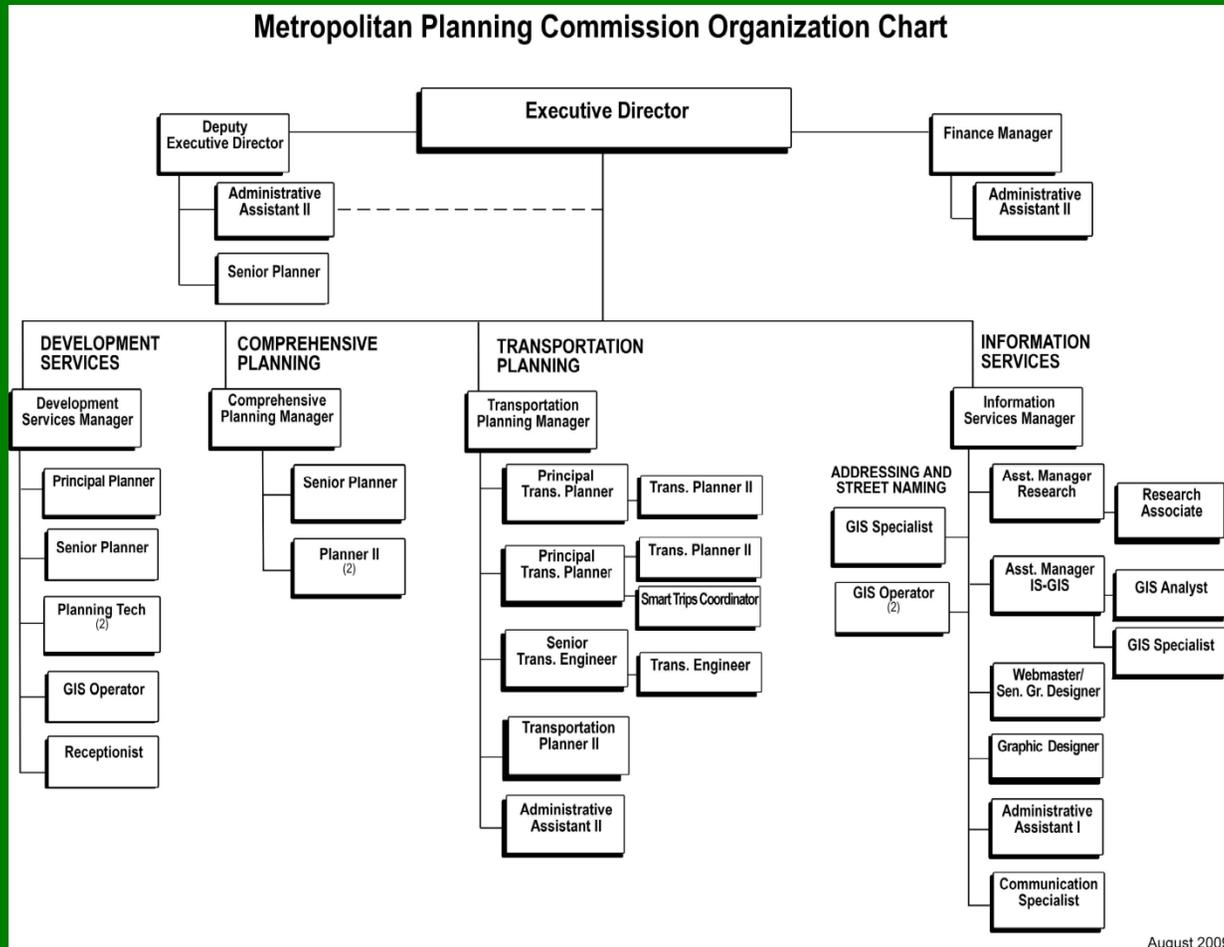
The MPC Staff

- Executive Director is Mark Donaldson
- Approximately a 40-member staff
- MPC divided into 4 Divisions
- Funding for MPC comes primarily from City and County appropriations, Federal grants, and fees.

MPC

- Prepare a General Plan
- Review Subdivision Proposals and Site Plans
- Review Proposed Capital Improvements
- Prepare Sector Plans (5 year and 15 year)
- Prepare a One Year Plan
- Promote coordination among agencies

Metropolitan Planning Commission



August 2009

Knoxville Regional Transportation Planning Organization

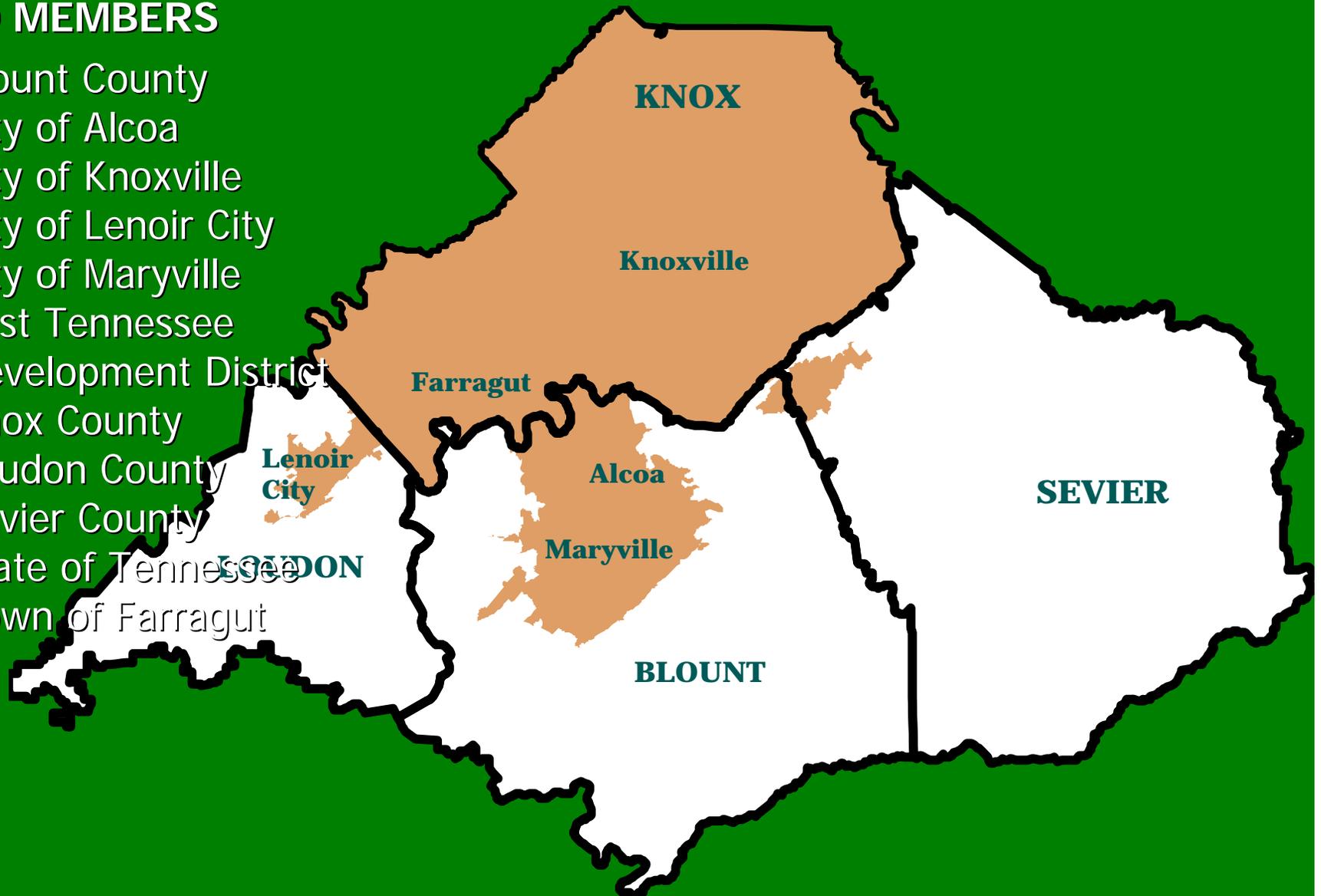
Federal Legislation Requires MPOs

- All cities with a population of 50,000 or more are required by the U.S. Department of Transportation to form a Metropolitan Planning Organization (MPO).
- The Transportation Planning Organization (TPO) is a MPO.

TPO Planning Area

TPO MEMBERS

- Blount County
- City of Alcoa
- City of Knoxville
- City of Lenoir City
- City of Maryville
- East Tennessee Development District
- Knox County
- Loudon County
- Sevier County
- State of Tennessee
- Town of Farragut



TPO Executive Board, Technical Committee & Staff

Executive Board – Mayors & Governor

Technical Committee – Engineers, Planners & Directors

TPO Committees

TPO Staff

Jeff Welch, Director

Mike Conger

Ellen Zavisca

Amy Brooks

Alisa Ashouri

Bryan Berry

Doug Burton

Kelley Segars

Katie Habgood

Nathan Benditz

Charlotte West

Terry Gilhula

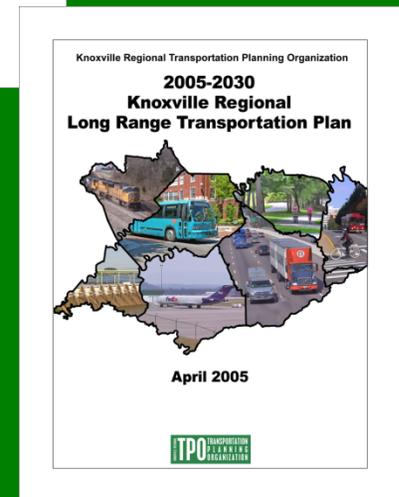
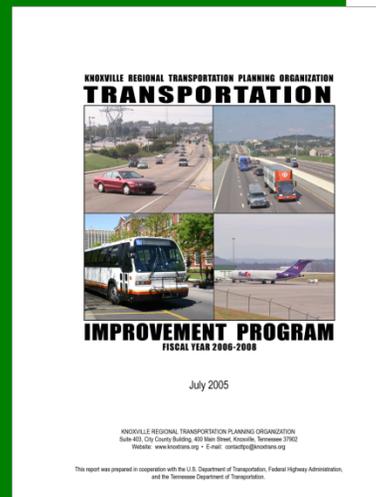
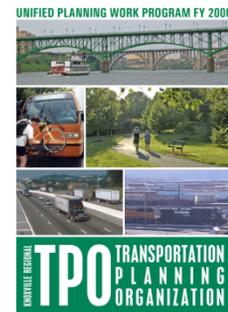
Major Functions of the TPO

- Must meet the transportation planning requirements under SAFETEA-LU
- Coordinate federal, state and local transportation planning covering various modes including thoroughfare, transit, bicycle and pedestrian plans
- Assess transportation impacts on the environment, such as air quality

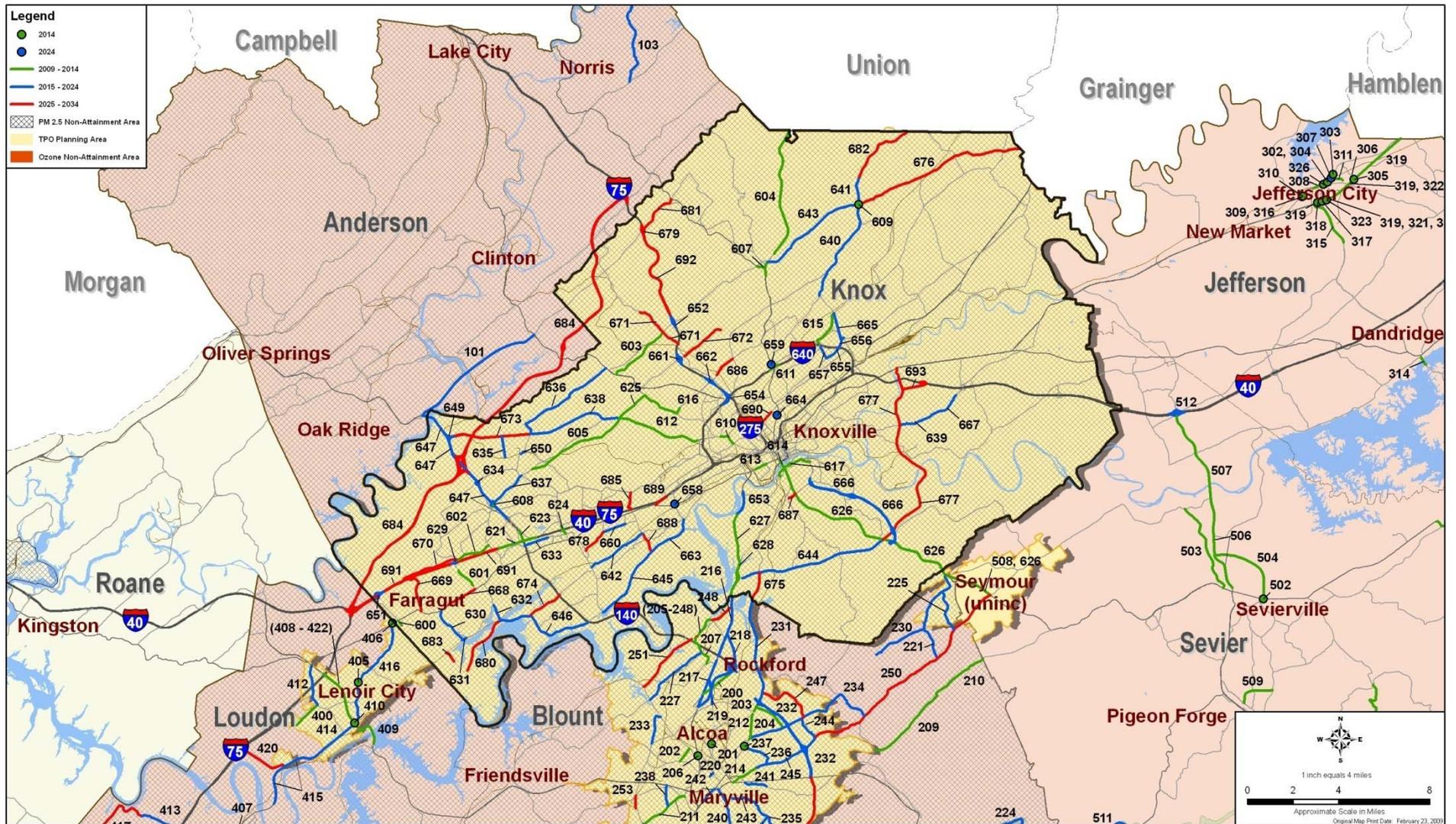


TPO Plans

Long Range Transportation
Plan—30 year plan
Transportation Improvement
Program—3 to 5 year schedule
of projects
Unified Planning Work Program



Roadway Projects – Mobility Plan 2035



Improved Street Standards

- Better design
- Traffic safety
- Pedestrian and bicycle needs
- Less pavement

Complete Street Policy



A complete street is safe, comfortable, and convenient for motorists, pedestrians (including children, seniors and those with disabilities), bicyclists, and transit users.

TPO Transportation Planning

- Pedestrian Planning
- Sidewalk Planning
- Greenways
- Safe Route To Schools
- Bike Planning
- Freight Planning
- Safety Planning
- Travel Demand Management
- Smart Trips

What is the

Smart Trips program?

FACT:

*Smart Trips
programs are funded
by federal, state
and local monies.*

- ✓ primary goal is to help lessen air pollution by reducing the number of Vehicle Miles Traveled (VMTs)
- ✓ secondary goals are to reduce traffic congestion and help commuters deal with rising commuting costs
- ✓ offers rewards to commuters who choose not to drive alone and logs commutes on our web site
- ✓ Offers Emergency Ride Home Program for members

Why plan for transit?



Traffic Congestion

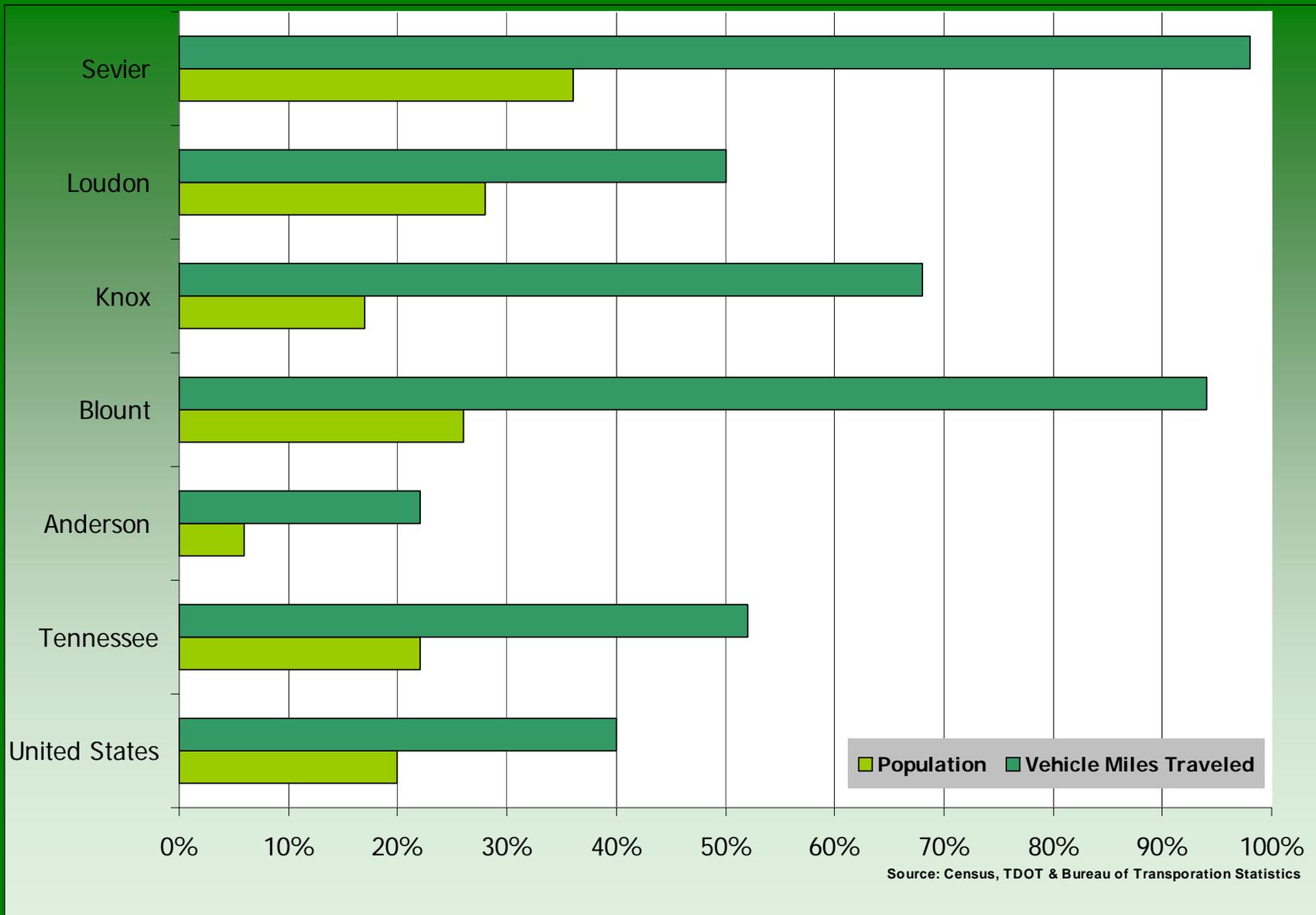
Air Quality Issues

Land Use Issues

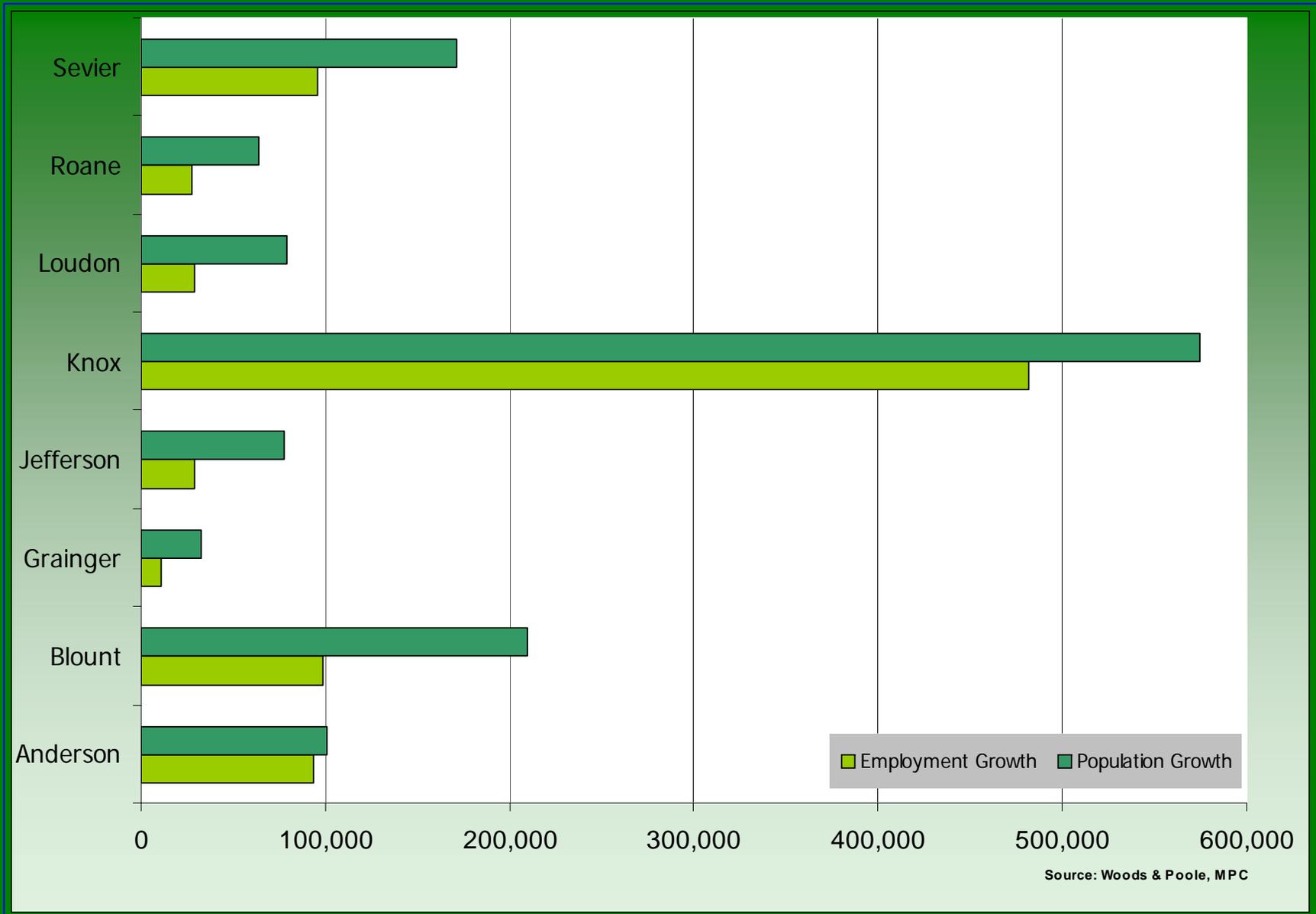
Gas Prices

Social Issues

VMT outpaced Population Increases from 1990-2005

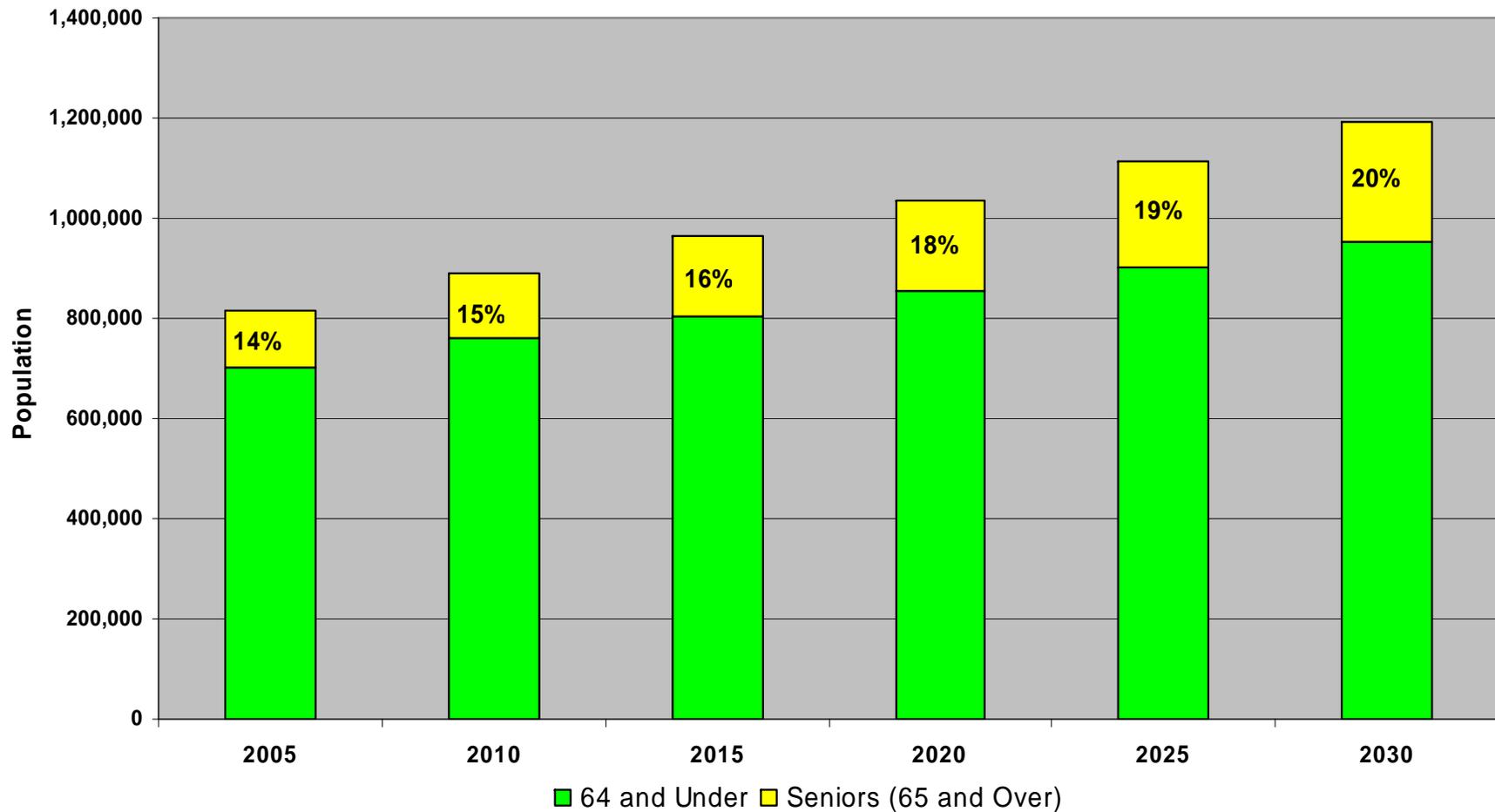


Population & Employment Growth by County, 2035



The Regional Population Isn't Just Growing – It's Growing Older

REGIONAL SENIOR POPULATION, 2005 TO 2030



Regional Mobility Plan 2009

What we heard:

- Less roads
- More transportation choices, including more mass transit
- More walkable communities, more sidewalks
- More biking opportunities
- More greenways
- Better land use decisions

Debunking The Transit Myth

- People will not ride transit
- Buses are driving around empty – no one rides the bus
- The Census says less than 1% use transit – no one uses transit



TPO Transit Partners

- Knoxville Area Transit
- Knox County CAC Transit
- Knoxville Knox County CAC New Freedom Program
- East Tennessee Human Resource Agency
- Tennessee Vans
- Tennessee Department of Transportation
- Smart Trips
- Other private transit providers & social service agencies

TPO Transit Projects

- Transit Improvement Strategy
- KAT Action Plan 2010
- Airport Transit Service Study
- Sunday Transit Service Study
- Downtown Knoxville Transportation Linkages Plan
- Knoxville Station Location Study
- KAT Transit Development Plan

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Regional Transportation Alternatives Plan

Introduction

Project
Priorities

➔ RTAP

KAT
Action Plan

Bicycle Plan

Cades Cove

Wrap Up

BRT



Bus



LRT



Express Bus



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Transit Concept

Introduction

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Priorities

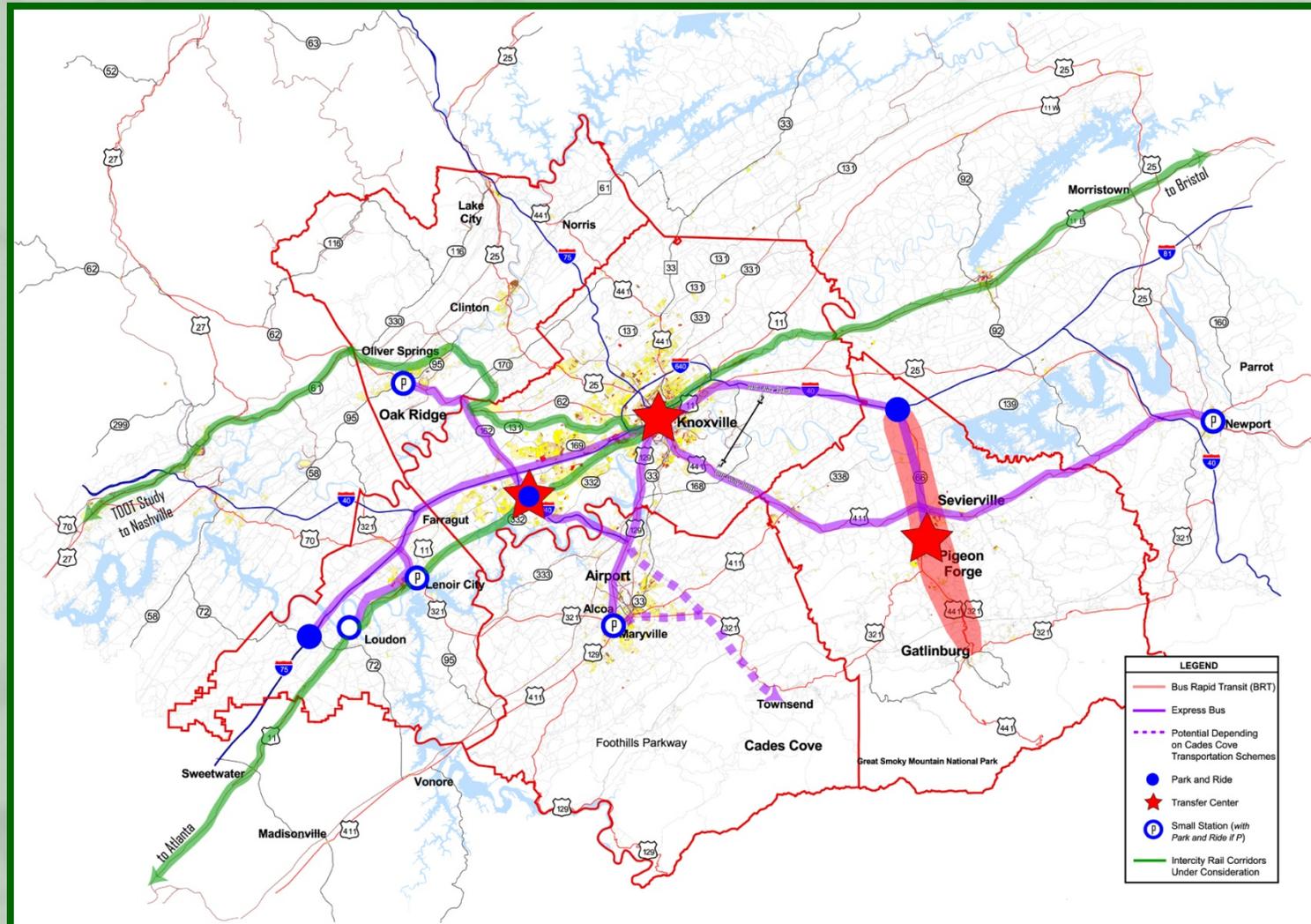
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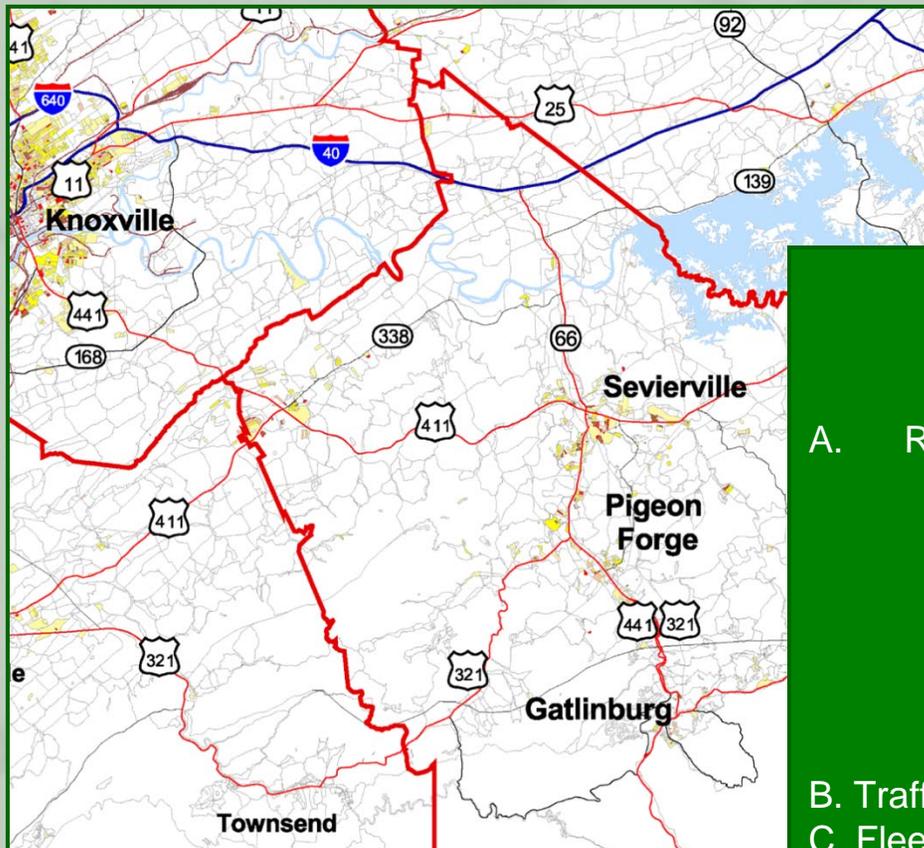
Wrap Up

Example of Bus Rapid Transit



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Sevierville/Gatlinburg BRT



BRT Costs (\$m) (no ROW \$ included)

A. Roadway Infrastructure	
- Roadway/bridge	\$30.07
- Signal modification	0.18
- BRT stations	6.20
Subtotal	\$36.45
- Engineering	5.47
	\$41.92
B. Traffic control software	\$0.3
C. Fleet costs	\$4.8
D. Maintenance facility	\$6.0
TOTAL BRT CAPITAL COSTS	\$53.0

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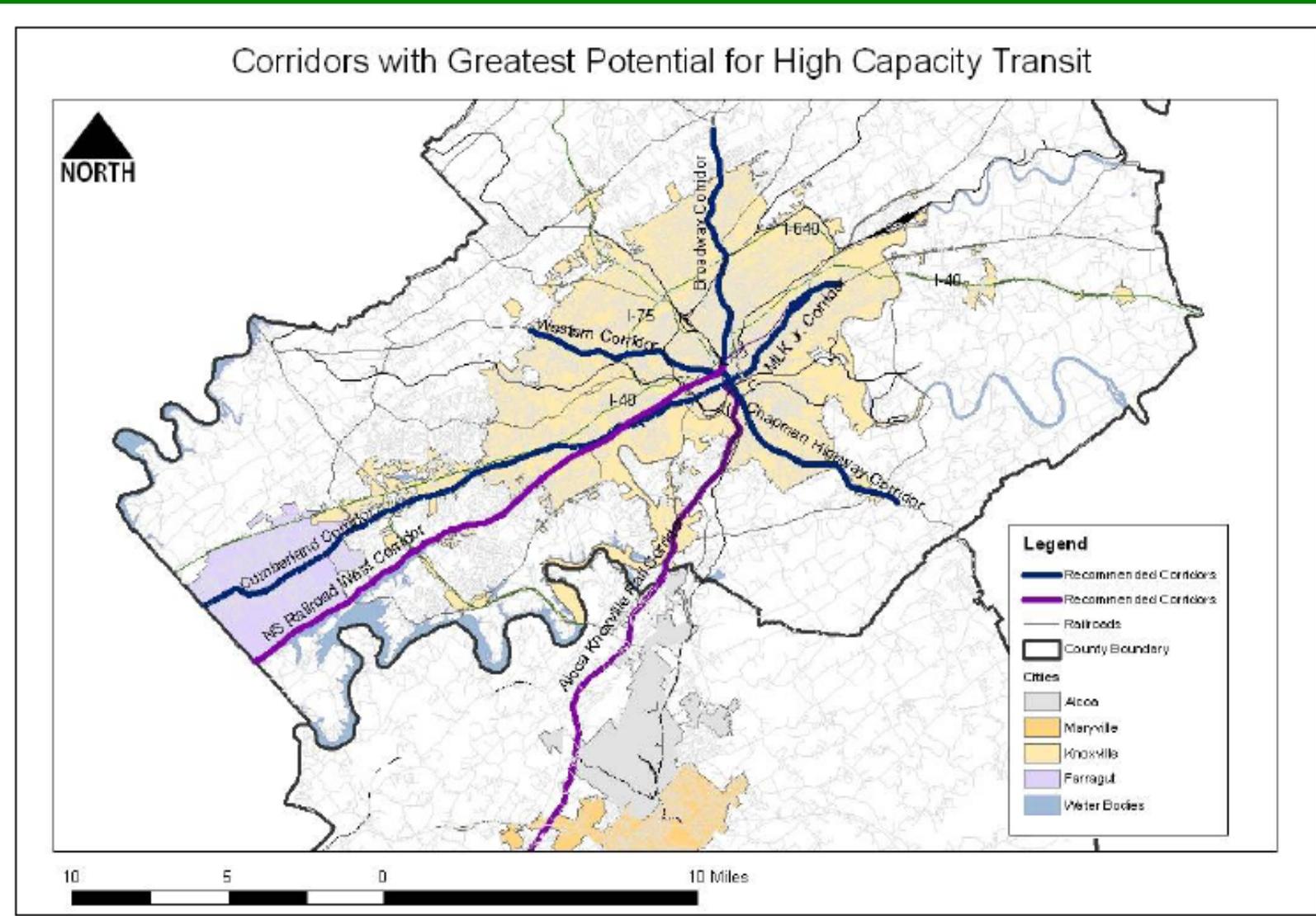
Wrap Up

Transit Corridor Study 2009

Goal of Identifying Corridors:

- Review recommendations from previous planning efforts
- Identify corridors that seem suitable for higher frequency transit
- Examine types of transit service
- Recommended we should move forward.

Transit Corridor Opportunities



Knoxville Regional Transit Corridor Analysis

The **Next Phase** in Planning for a Regional Transit System

- Development of a comprehensive analysis of key corridors and/or areas that could be transit ready in the next ten years within the Knoxville Region.



Knoxville Regional Transit Corridor Analysis

Goals of the Analysis

- Capitalize on our **transit opportunities** by linking key corridors to the existing KAT system.
- Develop **transit supportive land use policies and tools**.
- Enhance Knoxville's image as a world class city and help the region compete with other areas which already have modern transit systems or are planning to build transit systems in the future.
- **Explore the role each mode of transport can play in creating a more efficient transportation system and more sustainable community.**

Knoxville Regional Transit Corridor Analysis

Products anticipated:



- **Proposed alignments**, including costs.
- Recommendations for **changes in land use** patterns that support a diversity of transportation choices.
- Recommendations for **phased** land use and transportation improvements.
- Recommendations for **technology**.
- Recommendations for **vehicle types**.

Knoxville Regional Transit Corridor Analysis

Additional products anticipated:

- **Visualization tools and materials** that can be used in future planning efforts.
- Best practices resources illustrating **model partnerships**.
- Examination of **opportunities** through the Tennessee Regional Transit Authority legislation.
- Position the region to take advantage of state and federal funding to address future congestion issues and to improve the region's air quality.

Regional Opportunities

- Knoxville To Alcoa (Pellissippi Place & new Alcoa downtown)
- Oak Ridge to Knoxville to the airport (Alcoa)
- Oak Ridge Energy Corridor Integrated Transportation Project Electric Corridor
- Knoxville Waterfront/Downtown Knoxville
- University of Tennessee
- West Knoxville Corridor
- Sevierville, Pigeon Forge, Gatlinburg
- Great Smoky Mountains National Park
- Morristown



Final Thoughts

- Need To Position Our Region For Opportunities
- Remain Open to Creative Ideas and Solutions
- Regional Solutions Requires Regional Partners
- Land Use Is Important But So is Design
- Need to Climb The Transit Ladder Of Success
- What Is A Corridor?
- The Regional Transit Corridor Analysis is at its infancy
- How Can You Help?

Why are we planning?

“If you plan for people and cars, you get people and cars. If you plan for people and places, you get people and places.”



Questions or Comments?



www.knoxtrans.org

www.knoxmpc.org