



Framework, Vision + Concept
Design Report

Urban Wilderness Gateway Park

Prepared by:

PORT

Sanders Pace Architecture

Equinox

Vaughn + Melton

Gresham Smith Partners

Prepared for:

The City of Knoxville

August 31, 2018

Framework, Vision + Concept Design Report

**Urban
Wilderness
Gateway Park**

1. Project Background + Existing Conditions	7	Appendix A: James White Parkway Traffic Analysis Report	131
2. Engagement + Outreach	31	Appendix B: James White Parkway Urban Wilderness Traffic Investigation	145
3. Framework	43	Appendix C: Traffic Engineering Report	155
4. Phase 1 Projects	63	Appendix D: Traffic Engineering Report	163
5. Future Phase Projects	119	Appendix E: Planting + Ecology	175
		Appendix F: Online Survey	185
		Appendix G: Stakeholder Comment Log	199

Project Background and Existing Conditions

Knoxville's Urban Wilderness

Comprised of over 1,000 acres of forested land south of the Tennessee River, the Urban Wilderness is an incredible natural, recreational, and cultural resource in the city of Knoxville. The Urban Wilderness is composed of two major areas, the South Loop and the Battlefield Loop.

The South Loop includes a 12.5-mile signed trail connecting 7 recreational areas: Ijams Nature Center, Forks of the River Wildlife Management Area, Anderson School Trails, William Hastie Natural Area, and Marie Myers Park. The new Baker Creek Preserve, and Baker Creek Play Forest.

The Battlefield Loop, 600 acres of forest, links together culturally and historically significant sites, including two civil war defense fortifications, a battlefield site, two naturally occurring lakes, a large quarry lake and a 200' high bluff overlooking the Tennessee River.

Today the loops and destinations are connected as a loose constellation of destinations. There is great opportunity to create better connections between the sites and establish a stronger and more holistic identity for the Urban Wilderness.

8





Urban Wilderness Implementation Plan

In 2016 the City of Knoxville and Legacy Parks Foundation commissioned team member Equinox to draft an Implementation Plan for developing and strengthening the Urban Wilderness. The Plan articulates a Vision and 8 primary Project Goals for the Urban Wilderness (included here) as well as short and long-term priority projects to steer the future development of the Urban Wilderness in a thoughtful, sustainable and strategic manner. The Gateway Park is identified in this document as a short-term priority project, targeted for completion by 2020.



Vision

The Urban Wilderness, in the heart of Knoxville, is the Southeast's most desired place to live and adventure in the outdoors. It has a connected system of trails, waterways, open space, parks, thriving neighborhoods, and historic, cultural, and shopping destinations. Whether you are a visitor or resident, the Urban Wilderness provides world-class outdoor adventure at your doorstep.

Project Goals

The Systems are Interconnected: including parks, open space, trails, pedestrian/bike facilities, schools, communities, downtown, and commerce.

Make the UW Inclusive and Accessible: All ages, abilities, level of experience, and interests in outdoor recreation have a place in the Urban Wilderness.

Spur Economic Development and Revitalize Communities: Increase regional attention as an outdoor destination that spurs business development, increases visitors, and increases quality of life for residents.

Create a Destination with a Sense of Place & Quality Experience: Build upon the cultural, natural, and heritage assets, lauding what makes this place unique and building civic pride.

Engage Visitors and Residents to Get Outside: Gets more residents and visitors outside as their awareness of access and opportunities is increased.

Make the UW a National and Regional Destination for Adventure Sports and Travel and Heritage Tourism: Provides a venue for all kinds of adventure sports, competitions, novice outdoor adventurers, heritage and cultural tourism, and increases recognition by national media for outdoor and heritage tourism.

Collaboratively Manage and Champion the UW: Partners have a unified vision, have clear roles, collaboratively manage, collectively seek funding, and measure and celebrate successes. Partnerships are strengthened or born in support of the vision.

Increase Health of Community: Provide opportunities for group recreation, school commuter, business commuter, or family outings that will improve the community's health and combat obesity.

Short-term Projects

Urban Wilderness-Wide

- Comprehensive Wayfinding Plan
- Gateways Pilot Project
- Cooperative Partnership Structure
- Expand Tourism Marketing Efforts

The Battlefield Loop

- River Bluff Park
- Fort Dickerson Park

Ijams Nature Center

- Mead's Quarry Improvements
- Tennessee River Access

Parks

- IC King Park Expansion
- Gateway Park at James White Parkway

Long-term Projects

Urban Wilderness-Wide

- Comprehensive Wayfinding Plan Implementation
- Develop Further Gateways
- Develop Cooperative Partnership Structure
- Work with Partners to Further Economic Development

The Battlefield Loop

- Log Haven Historic Cabin Community
- Goose Creek Restoration and Preservation
- Fort Stanley

Ijams Nature Center

- Overnight Visitor Experience
- Property Expansion

Parks

- South District Recreation Center

Why A Gateway?

No Primary Destination or Access Point

The Urban Wilderness would greatly benefit from a primary access point, a “jumping off point” from which other sites within the system could be easily identified and reached. At this access point, information about the entire Urban Wilderness recreational area could be available for visitors. This access point needs to be strategically located at an easily accessible location, well placed between the Battlefield and South Loops and connected to key recreational areas. The Urban Wilderness Gateway project site, situated between the James White Parkway and Baker Creek Preserve, is ideally suited for this purpose.

12



AUGUSTA QUARRY



MEAD'S QUARRY



FORKS OF THE RIVER



IJAMS NATURE CENTER



Why A Gateway?

Unclear Sense of Entry and Lack of Hierarchy

Today there is no entrance, or ‘front door’ to the Urban Wilderness. Expansive and varied, navigation within the Urban Wilderness can be unclear. A primary entry point, with clear navigation from this point to other destinations in the Urban Wilderness, would help create a cohesiveness between sites in the larger network.



Why A Gateway? Varying Identities at Destinations

No two sites in the Urban Wilderness are alike, and while this diversity is an asset these sites would benefit from a layer of shared identity, branding, and wayfinding. These efforts would help to build a more robust, collective and varied community of users, as well as crossover of activities, amenities and resources.



Why A Gateway?

Lack of Connectivity Between Loops

While each of the loops is fairly well connected, there is currently no direct link between the Loops. Ideally these Loops would be linked, so the rich natural and cultural resources could be better and more easily appreciated by a wider audience.

16



MOUNTAIN BIKING TRAILS, SOUTH LOOP



HIGH GROUND PARK, BATTLEFIELD LOOP



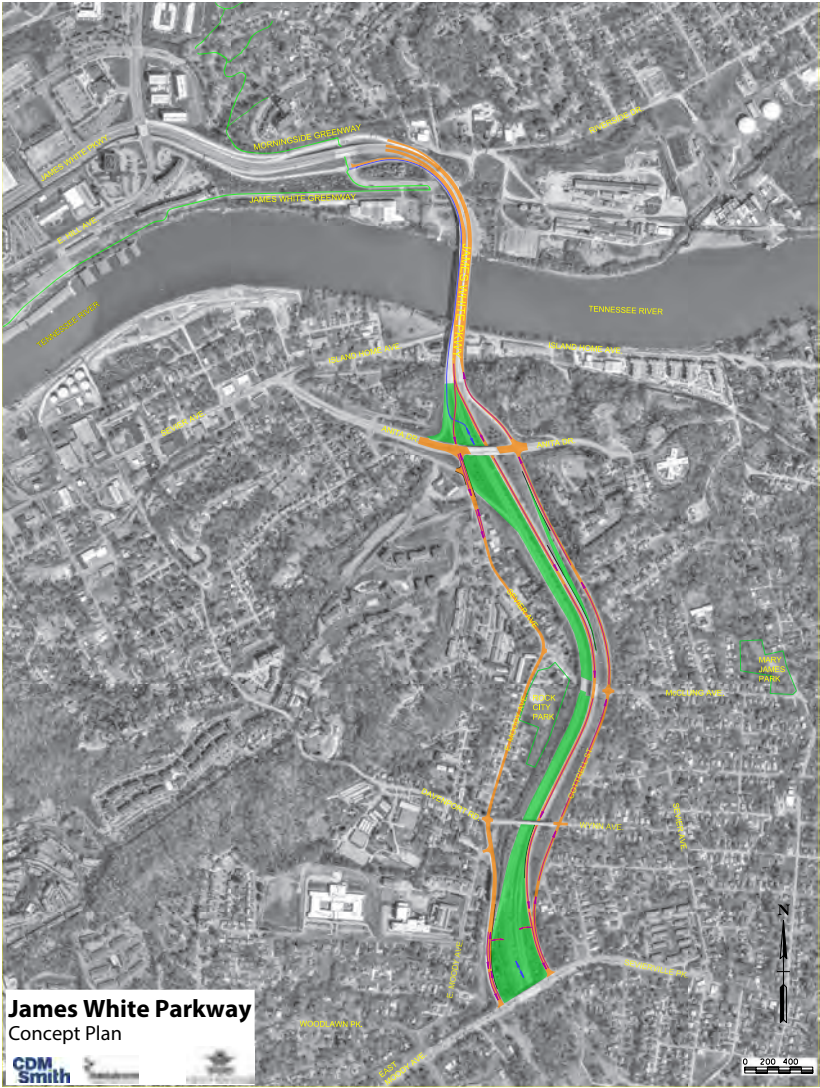
Gateway Site and the James White Parkway

The Gateway site was acquired by the City of Knoxville via an excess land transfer from the Tennessee Department of Transportation. Located between the terminus of the James White Parkway and Baker Creek Preserve, it is perfectly positioned to serve as a gateway to the Urban Wilderness.

In addition to acquiring the gateway site, the City of Knoxville has studied the potential for transforming lanes of the James White Parkway into bike and pedestrian greenway. This study can be found in Appendix A. This Framework Plan and Concept Design takes that study as a start point, connects the James White Parkway work to the Gateway site and further develops the concept.

As first steps towards the transformation of the James White Parkway, a TDOT land transfer to the City of Knoxville has concluded for the land south of Sevierville Pike. A grading permit to allow access to the Gateway site from the terminus of the James White Parkway is currently in process. Additionally, the City is in discussion with TDOT for the full transfer of land from Sevierville Pike to Anita Drive, which is necessary to eventually create the greenway and park.

The following pages detail the existing site conditions and context at both the original Gateway and expanded Parkway sites.





Site and Context
Gateway Park Site

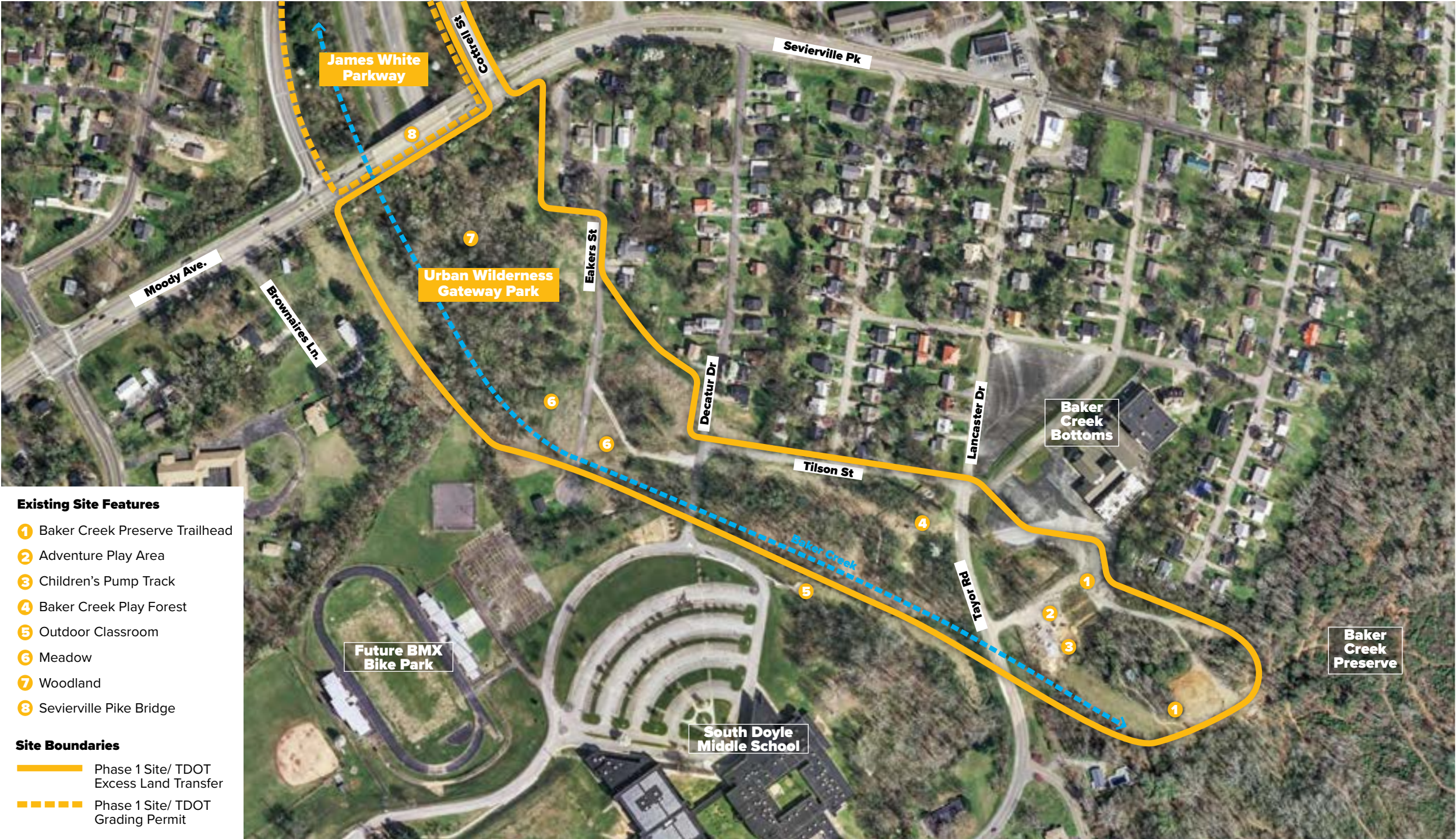


20

Adjacent Projects

- Ⓐ Suttree Landing Park
- Ⓑ South Waterfront Streetscape Project
- Ⓒ South Waterfront Riverwalk
- Ⓓ G+O Trail Project
- Ⓔ Stanley Lippencott Ridge Park Trail Connections
- Ⓕ Dogwod Elementary Outdoor Classroom and Trails
- Ⓖ Cecil Webb Recreation Center
- Ⓗ Lindberg Forest Neighborhood Tipton Avenue Traffic Calming Initiative
- Ⓘ Baker Creek Area Vision Plan SDMS + BMX Park Connection
- ⓵ Baker Creek Area Vision Plan Lancaster Drive Improvements
- ⓶ Baker Creek Area Vision Plan Lancaster Drive Improvements
- ⓷ Baker Creek Bottoms





Site and Context
James White Parkway Terminus



Adjacent Projects

- Ⓐ Suttree Landing Park
- Ⓑ South Waterfront Streetscape Project
- Ⓒ South Waterfront Riverwalk
- Ⓓ G+O Trail Project
- Ⓔ Stanley Lippencott Ridge Park Trail Connections
- Ⓕ Dogwod Elementary Outdoor Classroom and Trails
- Ⓖ Cecil Webb Recreation Center
- Ⓗ Lindberg Forest Neighborhood Tipton Avenue Traffic Calming Initiative
- Ⓘ Baker Creek Area Vision Plan SDMS + BMX Park Connection
- ⓵ Baker Creek Area Vision Plan Lancaster Drive Improvements
- ⓶ Baker Creek Area Vision Plan Lancaster Drive Improvements
- ⓷ Baker Creek Bottoms





Site and Context
**James White Parkway +
Cottrell St**



Adjacent Projects

- Ⓐ Suttree Landing Park
- Ⓑ South Waterfront Streetscape Project
- Ⓒ South Waterfront Riverwalk
- Ⓓ G+O Trail Project
- Ⓔ Stanley Lippencott Ridge Park Trail Connections
- Ⓕ Dogwod Elementary Outdoor Classroom and Trails
- Ⓖ Cecil Webb Recreation Center
- Ⓗ Lindberg Forest Neighborhood Tipton Avenue Traffic Calming Initiative
- Ⓘ Baker Creek Area Vision Plan SDMS + BMX Park Connection
- ⓵ Baker Creek Area Vision Plan Lancaster Drive Improvements
- Ⓚ Baker Creek Area Vision Plan Lancaster Drive Improvements
- Ⓛ Baker Creek Bottoms

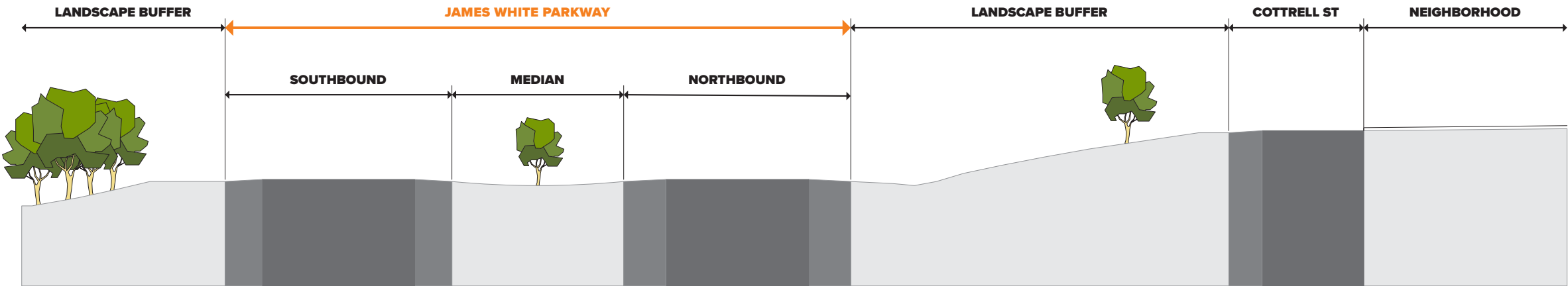


Existing Site Features

- 1 JWP Southbound Lanes
- 2 JWP Northbound Lanes
- 3 Cottrell St. Vehicular Lanes
- 4 Cottrell St. Sidewalk

Site Boundaries

- Phase 1 Site/ TDOT Excess Land Transfer
- Future Phase Site

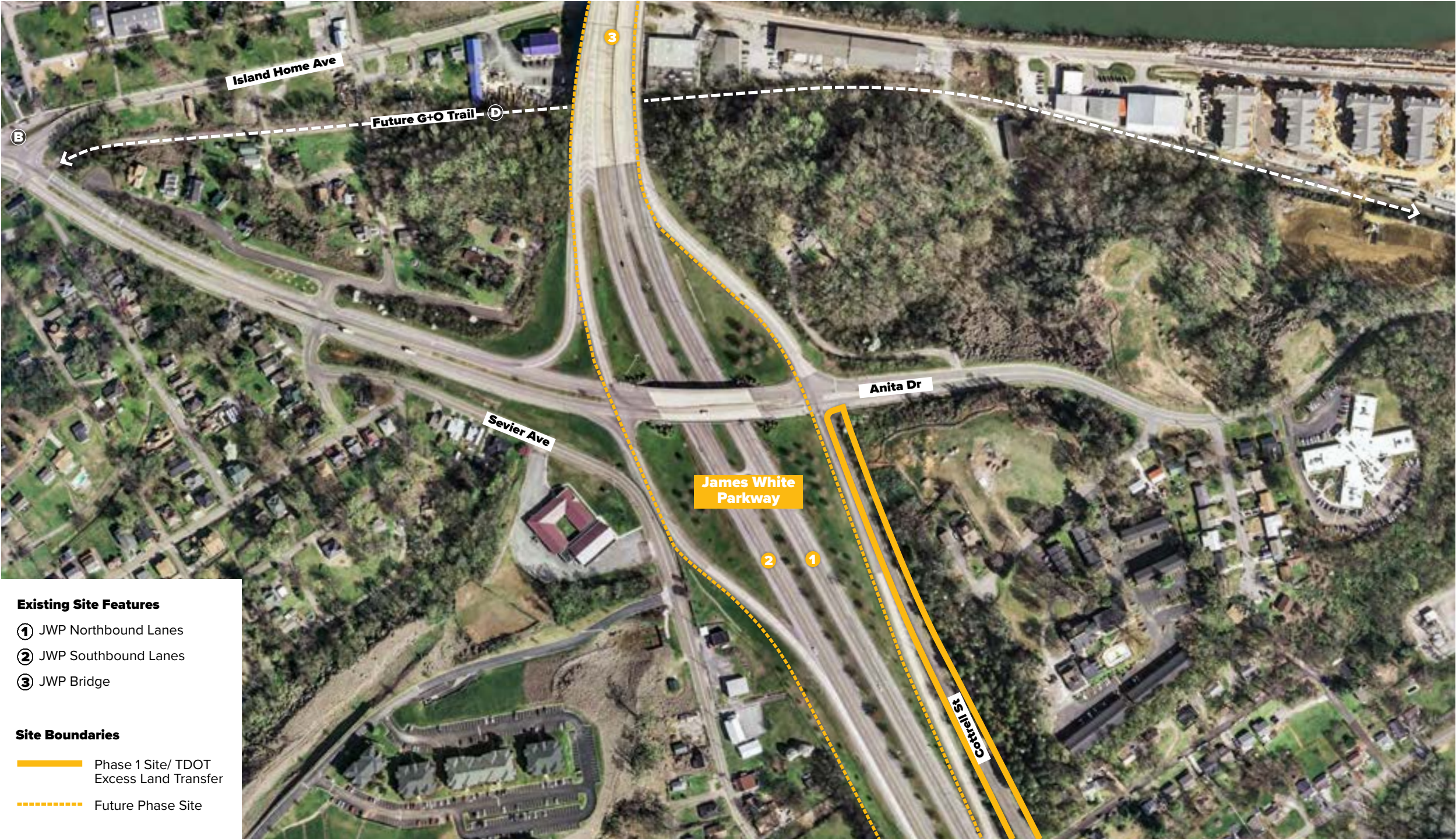


Site and Context
Anita Interchange



Adjacent Projects



- (A)**
- (B)** South Waterfront Streetscape Project
- (C)** South Waterfront Riverwalk
- (D)** G+O Trail Project
- (E)** Stanley Lippencott Ridge Park Trail Connections
- (F)** Dogwood Elementary Outdoor Classroom and Trails
- (G)** Cecil Webb Recreation Center
- (H)** Lindberg Forest Neighborhood Tipton Avenue Traffic Calming Initiative
- (I)** Baker Creek Area Vision Plan SDMS + BMX Park Connection
- (J)** Baker Creek Area Vision Plan Lancaster Drive Improvements
- (K)** Baker Creek Area Vision Plan Lancaster Drive Improvements
- (L)** Baker Creek Bottoms



Existing Site Features

- ① JWP Northbound Lanes
- ② JWP Southbound Lanes
- ③ JWP Bridge

Site Boundaries

-  Phase 1 Site/ TDOT Excess Land Transfer
-  Future Phase Site

Site and Context
**James White Parkway Bridge
and Morningside Park Connection**



Adjacent Projects

- Ⓐ Suttree Landing Park
- Ⓑ South Waterfront Streetscape Project
- Ⓒ South Waterfront Riverwalk
- Ⓓ G+O Trail Project
- Ⓔ Stanley Lippencott Ridge Park Trail Connections
- Ⓕ Dogwod Elementary Outdoor Classroom and Trails
- Ⓖ Cecil Webb Recreation Center
- Ⓗ Lindberg Forest Neighborhood Tipton Avenue Traffic Calming Initiative
- Ⓘ Baker Creek Area Vision Plan SDMS + BMX Park Connection
- ⓵ Baker Creek Area Vision Plan Lancaster Drive Improvements
- ⓶ Baker Creek Area Vision Plan Lancaster Drive Improvements
- ⓷ Baker Creek Bottoms





Existing Site Features

- 1 JWP Northbound Lanes
- 2 JWP Southbound Lanes
- 3 Connection to Morningside Park

Site Boundaries

- Future Phase Site



Outreach + Engagement

Public Exhibition and Block Party

On Saturday, June 2, 2018, the City of Knoxville and Urban Wilderness Project Team hosted a public exhibition and block party at the James White Parkway Terminus to share project ideas and gather input from the community. Visitors were invited to learn about the project through visual displays including diagrams, drawings, aerial photographs, and a 15' long matchbox car-scale plan of the project. Mostly importantly, party-goers had the opportunity (for the first-time ever!) to experience the James White Parkway terminus as a pedestrian and imagine the space as a park for people, rather than as a dead end.

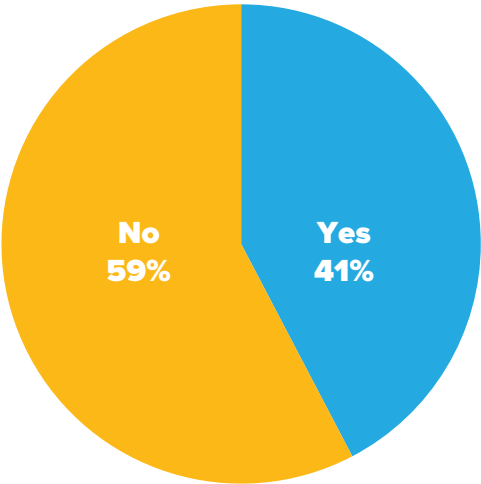




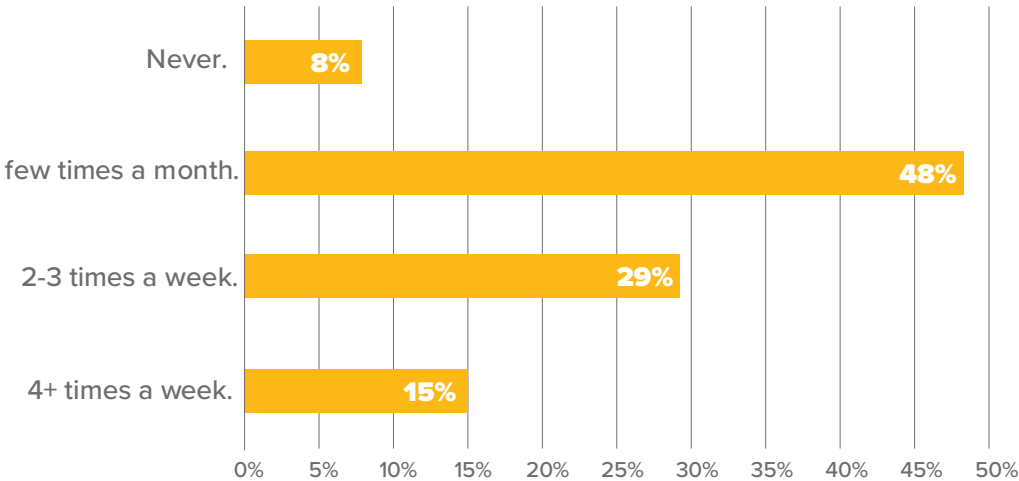
Online Survey

The City of Knoxville conducted an online survey to gather input from all those interested in the project. The survey was active from May 11 - July 2, 2018, and received 828 responses. Questions included the four illustrated here as well as an open invitation for additional ideas. A full compilation of the survey can be found in Appendix E of this report.

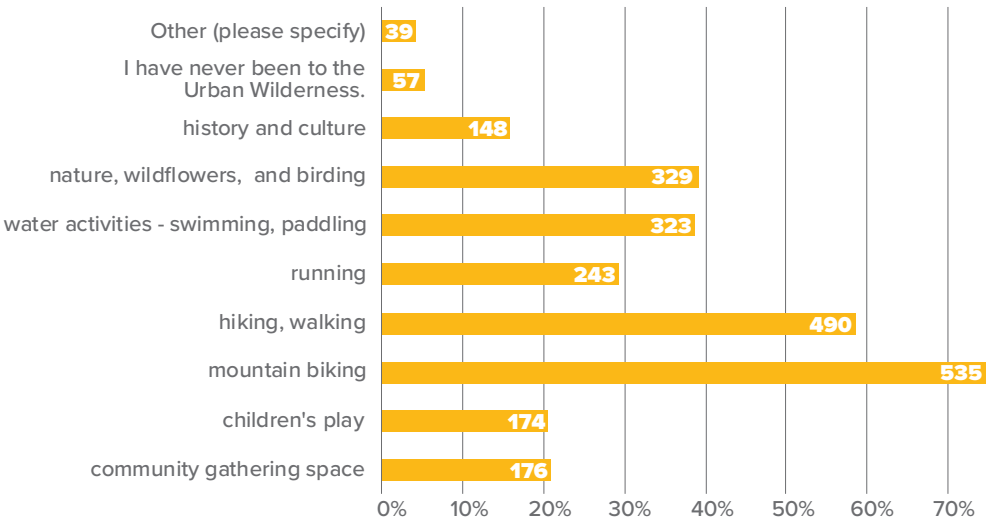
Question 1: Do you live in South Knoxville?



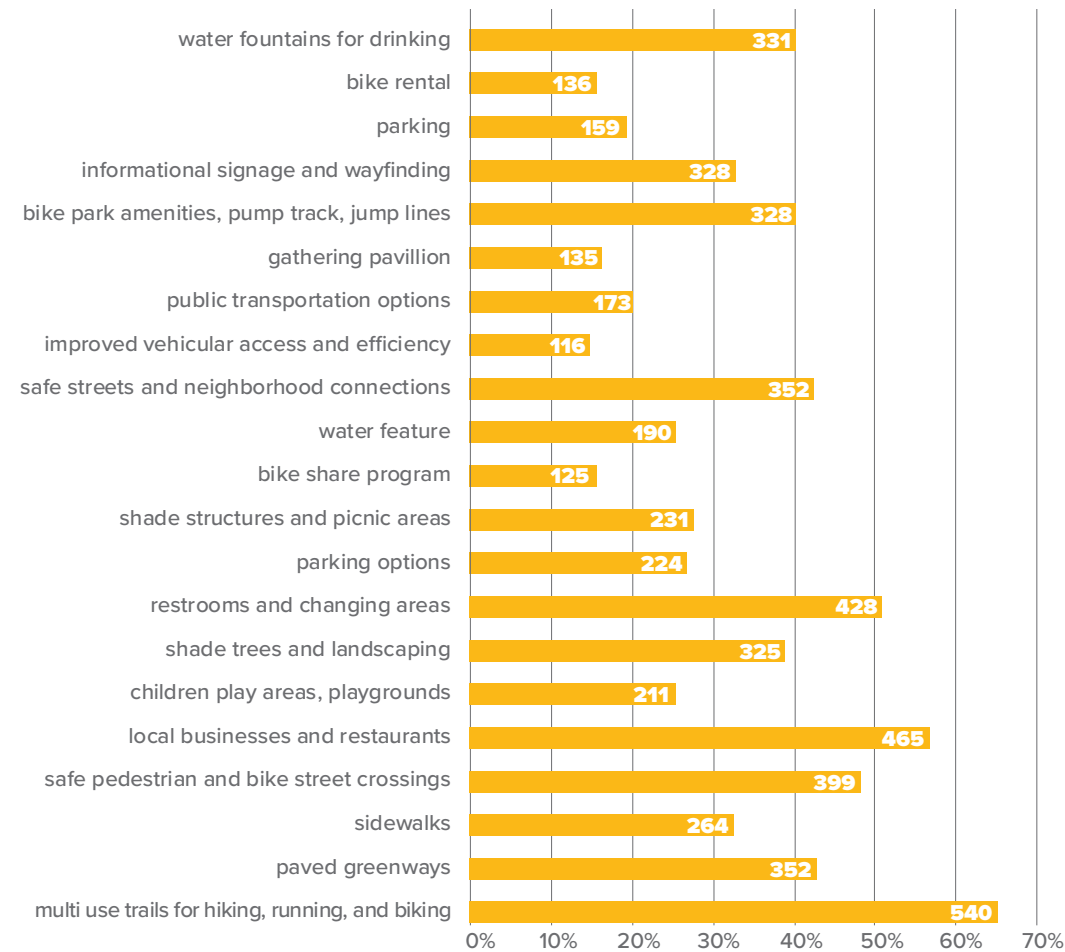
Question 2: How often do you use the Urban Wilderness or any other parks, trails, and greenways in South Knoxville?



Question 3: What are your favorite experiences in the Urban Wilderness? (choose at least one)



Question 4: What would you like to see more of in this area? (choose at least one)



Additional Comments and Ideas:

- There should be a safe way to bike there from downtown.
- A central visitor information center with detailed maps and lists of activities, such as mountain biking, greenway riding, hiking, river and quarry paddleboard and kayak rentals, and rock climbing. Also bike path connections to downtown and the south waterfront.
- I've never been quite sure how to access the Urban Wilderness. A clear entrance with amenities will help a lot.
- I would love to see the JWP turned into a multi-use road, with bike lanes, sidewalks as well as traffic calming so that its less of an interstate and more or a linear park.
- Benches, improved lighting, and pedestrian accessibility in and around the new park and neighborhood are my biggest priority areas.
- Non-traditional playgrounds.
- A public dirt jump spot would be great for the mountain bike community. It is the only thing the Knoxville is missing in terms of biking. Having a dirt jump spot that kids and beginners are able to use and learn new skills but also very experienced riders are able to have actual dirt jumps to ride would be an amazing addition to the riding scene in Knoxville.
- Please make landscaped areas indigenous and encourage wildflowers. Build it and the native wildlife will take refuge and enhance the parks.
- Educational component that addresses the need for the rehabilitation and conservation of natural areas, their importance to our community and what makes this area so special.
- Integrating the Gateway Park with facilities under construction by Knox County for the South Doyle BMX track would both better utilize those facilities and potentially allow the city to focus more of its investment outside of amenities such as parking, restrooms, and a pump track which are already integrated into the county project.

Stakeholder Workshops

Twice during the Framework Plan and Concept Design phases of work, the Project Team convened workshops with key stakeholders to gather input, feedback and ideas for the future park. Stakeholders included members of the Urban Wilderness Steering Committee, neighboring South Doyle Middle School and key representatives from the City of Knoxville. The team asked the stakeholders for their feedback on the Framework Plan, their Top Priorities for the project and area, and ideas for the types of programming and activities that should be included in Phase 1.

A complete log of all comments received from the Stakeholders is included in Appendix F of this report.

Stakeholders

- Appalachian Mountain Bike Club (AMBC)
- Aslan Foundation
- Ijams Nature Center
- Legacy Parks Foundation
- Knox County Parks & Recreation
- Baker Creek Bottoms
- South Doyle Middle School
- City of Knoxville

Top Project Priorities

Appalachian Mountain Bike Club (AMBC)

- Constant progress, early wins and maintaining momentum on near and long-term project phases.

Aslan Foundation

- Connecting the Urban Wilderness Gateway and James White Parkway to the Battlefield Loop.

Ijams Nature Center

- Educational components, signage and wayfinding.

Legacy Parks Foundation

- Connectivity; How can a visitor park their car and leave it for the full day? This requires being able to easily get to food and activities.

Knox County Parks & Recreation

- Traffic flow that facilitates the extra load that will happen when events are being held at the BMX course.

Baker Creek Bottoms

- A strategic plan for public infrastrucre in the area.

Framework Plan Feedback

Appalachian Mountain Bike Club (AMBC)

- Very supportive of transforming the James White Parkway into a bike-friendly corridor, and making connections from Baker Creek to the River.

Aslan Foundation

- Very supportive of a green corridor for biking and driving.

Ijams Nature Center

- Volunteered to assist in developing an educational/ interpretive overlay for the project, and to be involved early in the project to ensure successful programming and coordination with their Learning Center and other local institutions

Legacy Parks Foundation

- Very supportive of the park starting north of the river and urged the design team and city to strongly vocalize the importance of this part of the project.

Knox County Parks & Recreation

- Supportive of a strong, singular identity for the Gateway project and other UW sites, so visitors know immediately they are in the UW system.

Baker Creek Bottoms

- Anticipated annual visitor volume to the future Baker Creek Bottoms development between 400K and 1M. The area will need increased parking capacity to handle UWG and BCB visitors.

Programming, Circulation and Access Feedback

Programming + Amenities

Include in Phase 1:

- Picnic areas
- Community outdoor space
- Open, flat, lawn
- Designated tent space
- Infrastructure for food trucks
- Bathrooms
- Shade - canopy trees or structures
- Information Kiosk
- Water and Drinking Fountains

Include in Future Phases:

- Skate Park
- Dog Park
- Native Plant/ Forestry Classroom

Avoid:

- Visitor Center that requires staffing
- Bike Wash stations that promote riding in muddy conditions

Circulation and Access

- A variety of trails including pave greenways, dirt pathways, and a cross country trail to accomodate a wide array of users.
- Access from multiple points and the ability to flow through from end to end.

Parking

- Parking near the amenities for families and less able people.
- Parking distributed throughout the project rather than one large parking lot.
- Could the project share parking with the adjacent Middle School?

Additional Community Outreach

In addition to the open public input at the public exhibition and the online survey and targeted sessions with stakeholder groups, the City of Knoxville and the design team met with representatives from specific neighborhoods adjacent to the project corridor. Additionally, the City of Knoxville participated on the steering committee for the Baker Creek Area Vision Plan, a parallel project led by the East Tennessee Community Design Center.

Neighborhood Roundtables “Phase One Adjacent Neighborhoods”

Initial meeting June 1, 2018. A follow up meeting August 1, 2018

- South Haven
- South Woodlawn
- Old Sevier
- Lindbergh Forest
- Councilwoman Stephanie Welch
- COK Office of Neighborhoods

Neighborhood Roundtable “Urban Wilderness Gateway Corridor Neighborhoods”

August 8, 2018

- Island Home
- Southside Waterfront
- Morningside
- RiverHill Gateway
- Councilwoman Stephanie Welch
- COK Office of Neighborhoods

Baker Creek Area Vision Plan

- COK participation on steering committee

Open Public Meeting

An open public meeting will be held at South Doyle Middle School to present the Vision Plan and Phase 1 Scope. The meeting is anticipated September 2018.

Past and Current Parallel Projects

In developing the Framework, Vision and Concept Design the project team studied and considered past and current parallel projects. Those projects are listed here.

South Haven Baker Creek Area Vision Plan

Knoxville’s Urban Wilderness Four-Year Implementation Plan

Knoxville South Waterfront Vision Plan + ongoing projects

Dogwood Outdoor Coalition

- Dogwood Elementary outdoor classroom + trails
- Connection to Lippencott Ridge Park

Lindberg Forest Traffic Calming Initiative

Transportation Planning Organization Chapman Highway Implementation Plan

COK/Knoxville Regional Transportation Planning Organization Bicycle Facilities Plan 2015

Aslan Foundation Battlefield Loop Master Plan

Legacy Parks Foundation South Knoxville Linkages Study 2013

South Waterfront Traffic Study

COK James White Parkway Study

Summary, Conclusions, and Next Steps

Several key themes emerged from the outreach and engagement work performed by the Project Team during the Framework Plan and Concept Design Phases. First and foremost, the project has generated overwhelmingly positive feedback from the stakeholders and public- Knoxville is very supportive of the improvements being proposed at the Gateway site at the Terminus of the Parkway, as well as the ideas for re-purposing lanes of the Parkway as a bike and pedestrian greenway connecting the Urban Wilderness to Downtown Knoxville, across the Tennessee River. In addition to these general takeaways, other notable conclusions are outlined here.

The Project Team plans to meet with the stakeholders and public again in future phases of work to ensure the project's detailed design and execution continue to reflect the priorities and aspirations of the community.

Improved Trails and Greenways for Biking, Walking and Running

Biking, walking and running are the most popular activities in the Urban Wilderness today, and the Mountain Biking Trails draw visitors from across the country. The Gateway project should expand and improve the trail network, building upon it's popularity and success by:

- 1) Creating access and amenities for all levels of riders, including beginners and children;
- 2) Connecting to existing and future bike-related amenities, including the BMX park, Baker Creek Bike Park and Children's Pump Track;
- 3) Augment the trail system with related features including drinking fountains, bike racks, rentals and repair facilities.

New Spaces for Events, Gathering and Play

South Knoxville is lacking key public spaces for events, gathering and play, and the Gateway Park has the opportunity to provide the community with these important public realm amenities.

- 1) An open and flexible plaza for large gatherings, events and festivals;
- 2) Areas for small gatherings, such as picnics and birthday parties;
- 3) Play amenities for families including features for all ages and non-traditional settings and play equipment;
- 4) Additional parking to meet the increased levels of park goers the improvements and amenities will bring.

A Connected South Knoxville

The Gateway project has the opportunity to not only link the Terminus site to Baker Creek, but also on a larger scale, create a network of connections between destinations in South Knoxville and link South Knoxville to Downtown via new greenways.

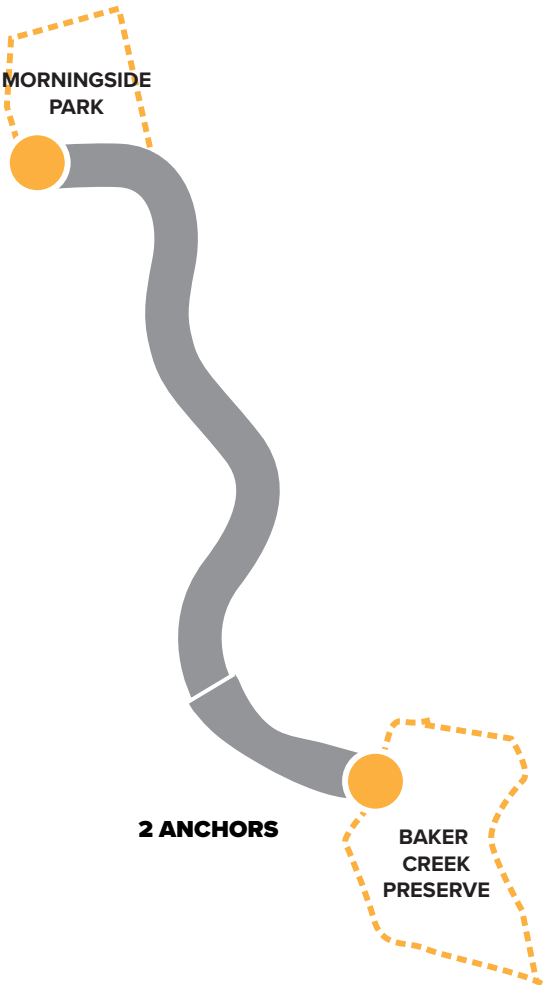
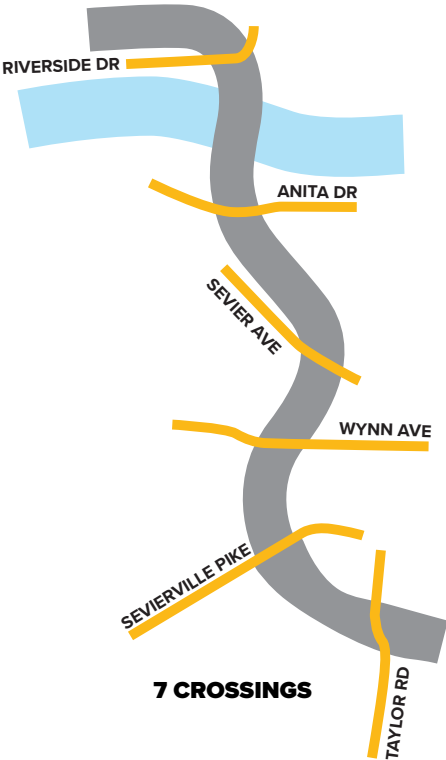
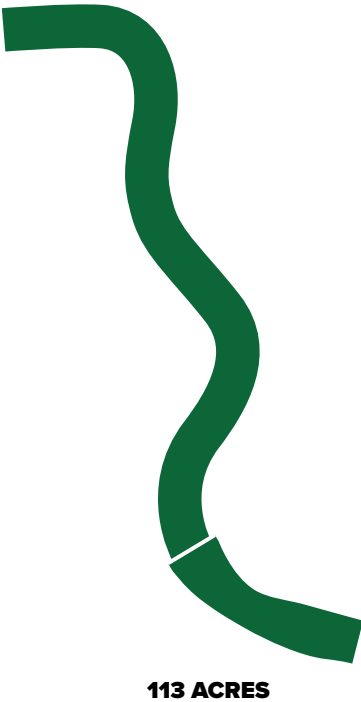
- 1) Connecting the Baker Creek Trails to destinations in South Knoxville via Cottrell Street and the future James White Parkway Greenway;
- 2) Improving connections and navigation to the broader system of trails through wayfinding, maps, and trail markers.

Framework

Urban Wilderness Gateway and the James White Parkway

Extending the Urban Wilderness Gateway Park up the James White Parkway opens huge opportunities for public space, connectivity and ecological enhancements. The new site is 2.2 miles long and 112 acres large, a scale that offers excellent recreational and ecological opportunities; the site crosses 7 major streets, enabling the Parkway to link and easily

connect to South Knoxville neighborhoods; and the site links two major public spaces in Knoxville - Morningside Park and Baker Creek Preserve. In expanding the project site, there is potential for the project to have significant positive impact on the local neighborhoods, city and region alike.





Parkway as Gateway

There is no one gateway moment or threshold to pass through in this project--instead the entire James White Parkway becomes the gateway to the Urban Wilderness. This spatial and processional experience extends and expands on the traditional concept of a gateway and connects the Urban Wilderness to the heart of downtown Knoxville.

6 key design moves (elaborated on the following pages) comprise the framework for transforming the James White Parkway into the Urban Wilderness Gateway.



Top and Bottom: Traditional Gateways



Top and Bottom: Processional and Experiential Gateways

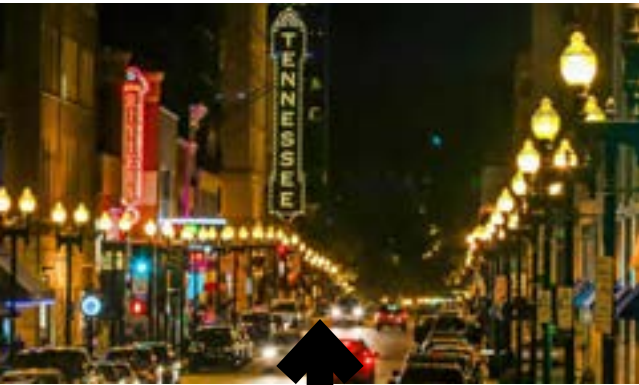


James White Parkway

1. Transform the northbound lanes of James White Parkway into a continuous bike and pedestrian greenway.



2. Create a procession from urban to wild.



3. Define a singular corridor character.



4. Punctuate the corridor with unique moments and experiences.



5. Define key access points and connect to surrounding destinations and neighborhoods.



6. Green the corridor.



Overall Framework Plan

The overall framework plan for the Urban Wilderness Gateway is comprised of three critical layers: access and community connections, continuous programming amenities and program nodes and destinations.

Access and connections define the points of entry into the Urban Wilderness Gateway Park and considers improved connectivity between the park and existing neighborhood destinations to improve overall mobility in South Knoxville neighborhoods as well as across the Tennessee River.

Continuous programming amenities are the elements that run the length of the corridor- trails, wayfinding, lighting, planting and ecology.

Program nodes are the unique spaces and programming opportunities that punctuate the corridor.

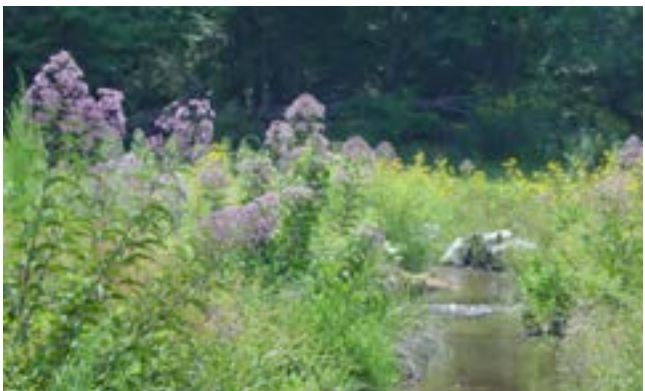
Each of these is described in more detail in the following pages.



Access and Connections



Continuous Programming + Amenities



Program Nodes + Destinations

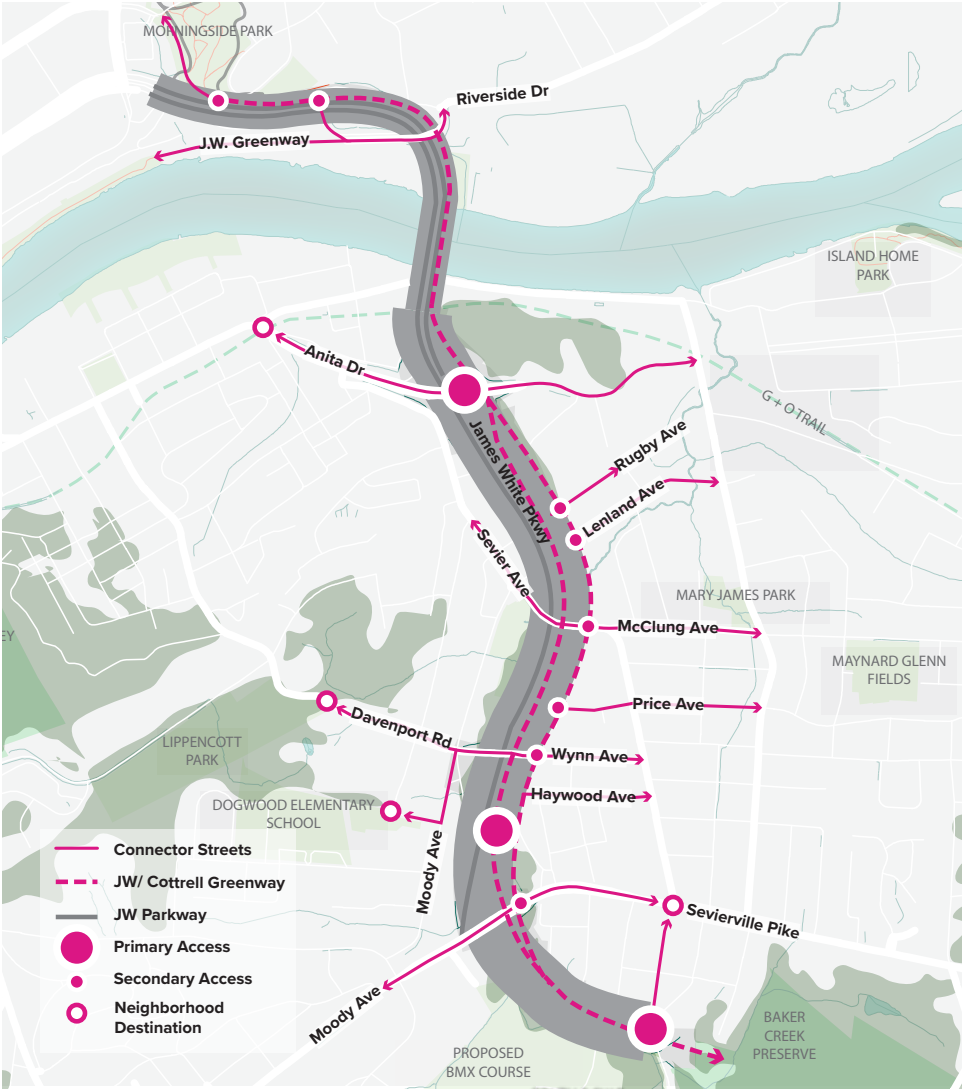


Access and Connections

Connectivity is critical to the success of the Gateway Park and Greenways. Linkages between destinations, both within and outside the project, must be clear, legible and logical. Access to the greenways, amenities and trailheads is also key. The public engagement work confirmed the need for a well-connected and accessible site - this was the top priority for both stakeholders as well as members of the community who completed the online survey.

The James White Parkway greenway is the primary circulation corridor, connecting Morningside Park and Downtown Knoxville to the Urban Wilderness, Baker Creek Preserve and the neighborhoods of South Knoxville. The Cottrell Greenway is a complementary route, providing local access in dedicated on-street bike lanes.

Future connections to existing and new trails, such as the James White Greenway and the G+O Trail, will link the project to the larger network of bike and pedestrian routes in the City.





Multi-use Greenway



Greenway Access



Neighborhood Destination



On-street Protected Bike Lane



Bike Lane Intersection



Connection at Morningside Park

Programming: Continuous Amenities

Urban Wilderness Gateway Park and the James White Parkway and Cottrell Greenways will host a combination of continuous programs offering continuous trails and paths for cyclists, runners and pedestrians along with a series of destinations activated by unique sets of programs and amenities.

Continuous programs and amenities will run along the James White Parkway and Cottrell Greenways, from Baker Creek Preserve to Morningside Park. These include:

- Running and Biking Trails,
- Wayfinding,
- Lighting,
- Planting and Ecology





Separated Biking and Running Trails



Lighting



Planting + Ecology



Greenways



Wayfinding



Planting + Ecology

Programming: Nodes and Destinations

Along the connected trail system, the Park will include a series of destinations, each with a particular set of programs and amenities. These nodes will vary in size and number of programs, and programs will be paired for complementary uses and connections to neighboring destinations.

1. Baker Creek Preserve

Open Lawn, Picnicking and Picnic Pavilion, Gatherings and Small Events, Adventure Playground, Drinking Fountains and Restrooms,
2. James White Parkway Terminus

Plaza for Events and Festivals, Play Area with climbing and slides, Parking, Drinking Fountains and Restrooms,
3. Wynn Ave and 4. Sevier Ave

Public Art, Transit Stop
5. Anita Interchange

Open Lawn, Dog Park, Outdoor Classroom, Skate Park, Public Art, Transit Stop





Open Lawn



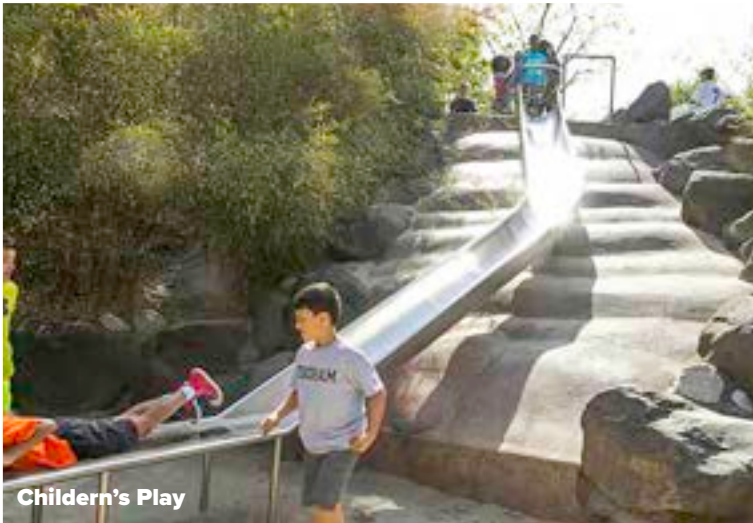
Event Plaza



Pavilions + Restrooms



Parking



Children's Play



Children's Play

Programming: A Focus on Biking

Bike and bike-related amenities are featured heavily throughout the park, to support and improve the greenways and existing trails at Baker Creek and around the Urban Wilderness.

1. Baker Creek Preserve

Children’s Pump Track, Bike Parking, Parking, Baker Creek Preserve Trailhead, Drinking Fountains and Restrooms,

2. James White Parkway Terminus

Bike Pavilion, Children’s Bike Circuit, Bike Parking, Bike Share, Drinking Fountains and Restrooms,

3. Wynn Ave and 4. Sevier Ave

Bike Share

5. Anita Interchange

Bike Share



Trails at Ijams Nature Center



Pump Track at Baker Creek Preserve



Bike Repair



Kids' Bike Circuit



Bike Share



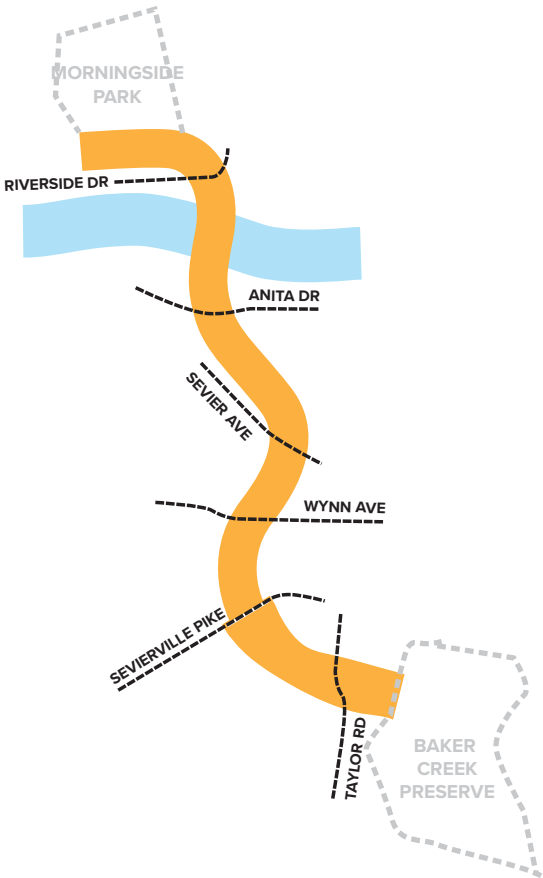
Children's Play



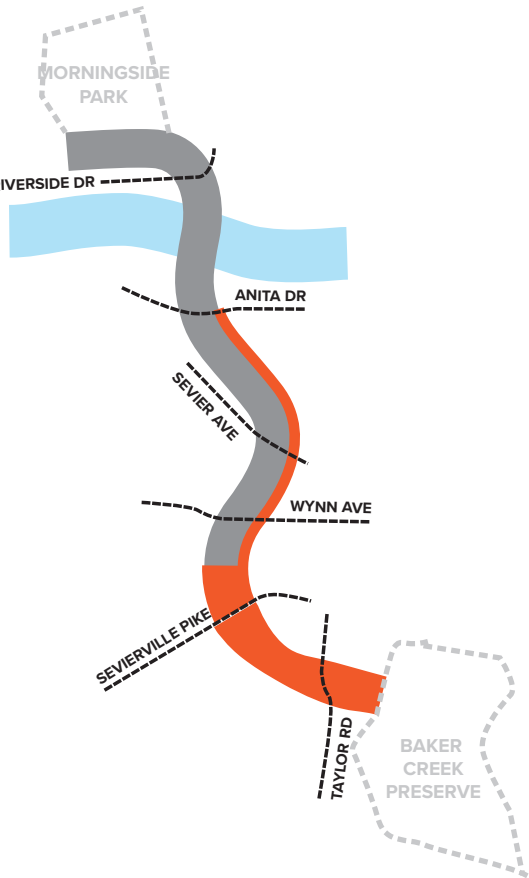
Public Art

Implementation: Project Phasing

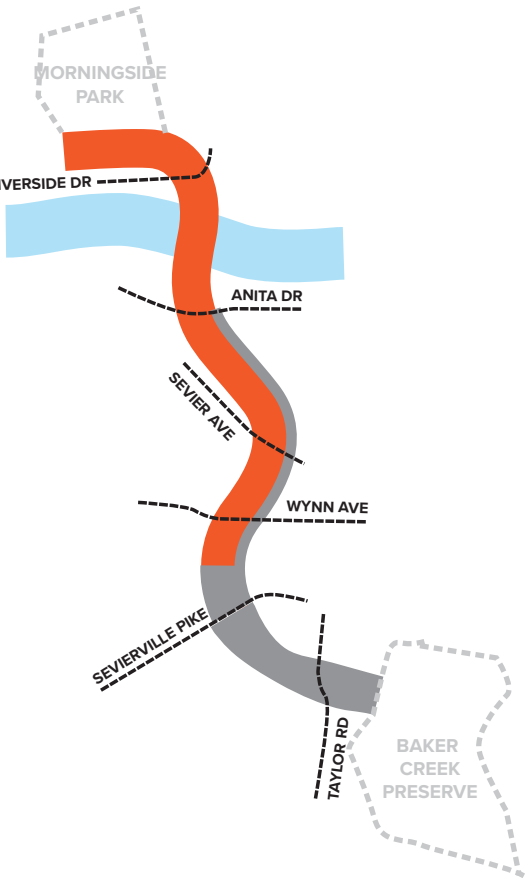
Task 1 + 2
Concept Design
Set Framework and Vision
Identify Priorities & Phasing



Task 3 + Phase 1
Capital Funding Requested
TDOT Land Transfer Concluded,
TDOT Grading Permit in Process
Constructed by 2020



Future Phases
Potential Future Work
Funds Not Allocated
TDOT Land Transfer in Process



Implementation: Guiding Principles

The timeline of the project's full build-out is open ended, with future phases still to be determined. As such, it is critical for the project to establish guiding principles to ensure the project's goals and objectives are met in both short and long term. Below are the five key design principles that will guide Phase 1 projects as well as the future execution of the James White Parkway and associated park spaces and amenities.

1) Create a distinctive, easily recognizable, and primary gateway into the Urban Wilderness.

2) Create a destination and public realm amenity by augmenting existing on-site facilities with new, complementary improvements.

3) Improve ease and means of accessing the Urban Wilderness trail system via a well-connected circulation network and clear, logical wayfinding.

4) Improve ecological performance through new stormwater management infrastructure, robust planting, and increased permeable surface area.

5) Establish design guidelines and standards for all future Urban Wilderness entry points.

Phase 1 Projects

Phase 1 Projects

The Phase 1 Projects include all the areas in the TDOT Excess Land Transfer as well as the terminus to the James White Parkway. The Terminus and Baker Creek Preserve area include the majority of amenities and improvements and are connected by the park drive and multi-use greenway trails.

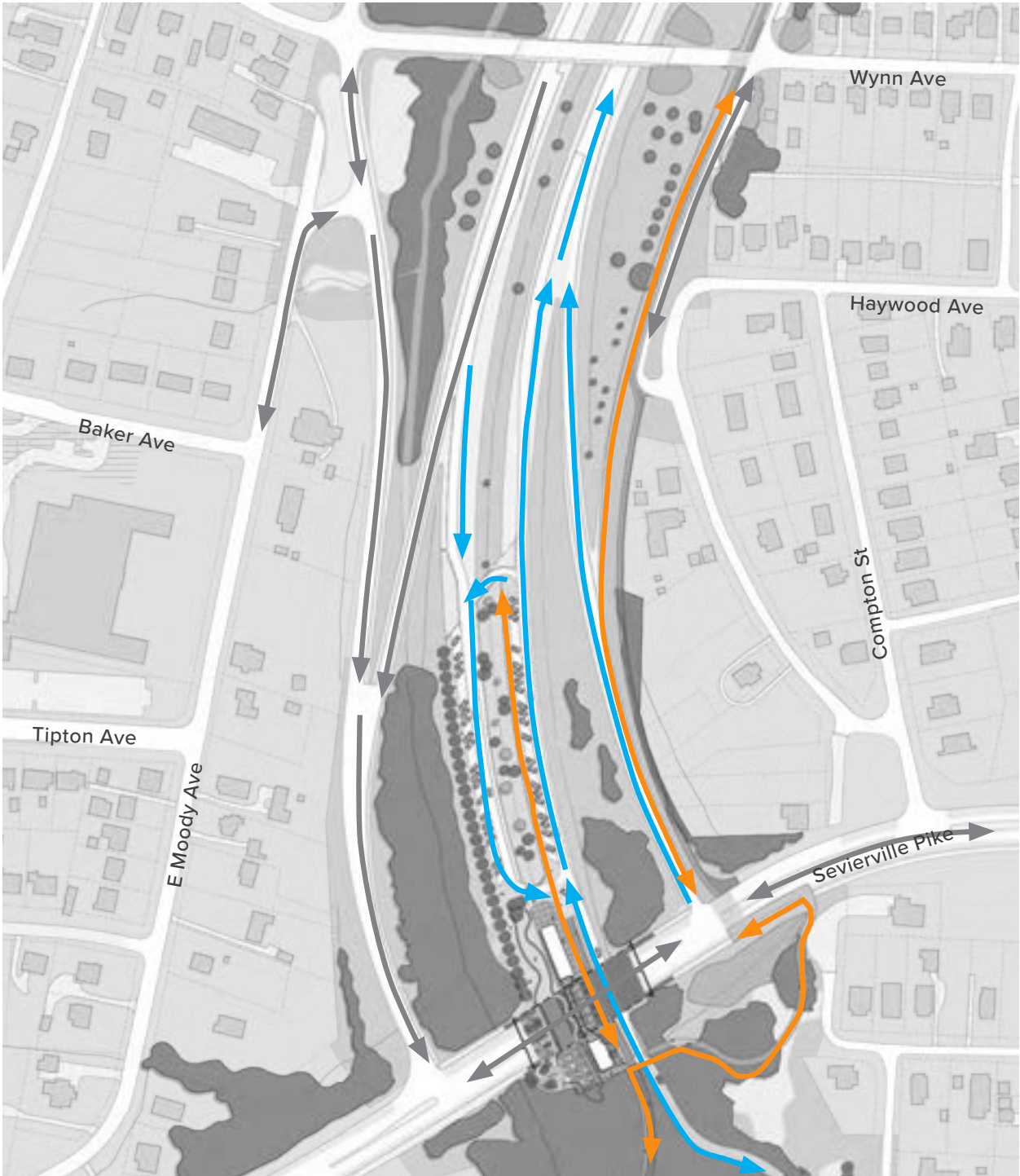
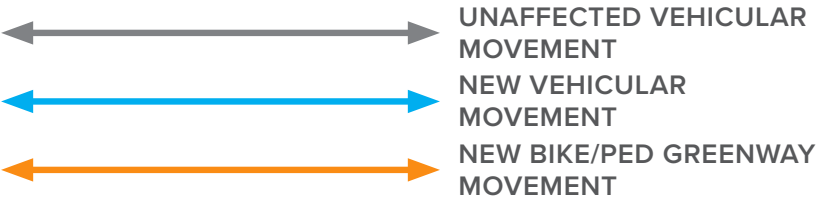
- 1. James White Parkway Terminus
- 2. Park Drive and Greenway
- 3. Tilson Connector and Play Forest
- 4. Baker Creek Preserve
- 5. Cottrell St.





Gateway Park Circulation

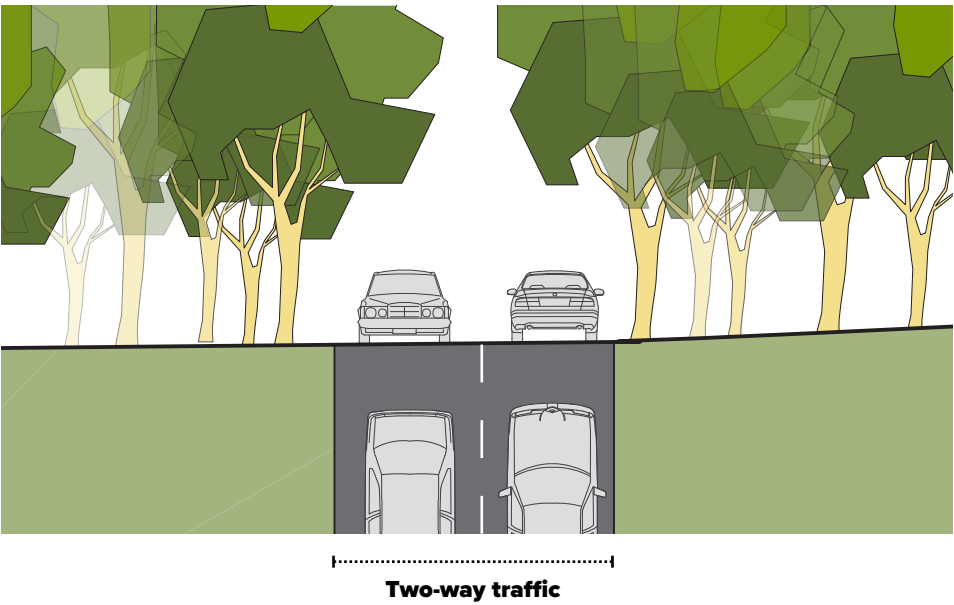
The foundation of the new park is a well-connected and multi-modal circulation system, that seamlessly links all areas of the park for bikes, pedestrians and vehicles alike. Attention is paid not only to connections within the park, but also to how the circulation connects to the adjacent neighborhood streets.





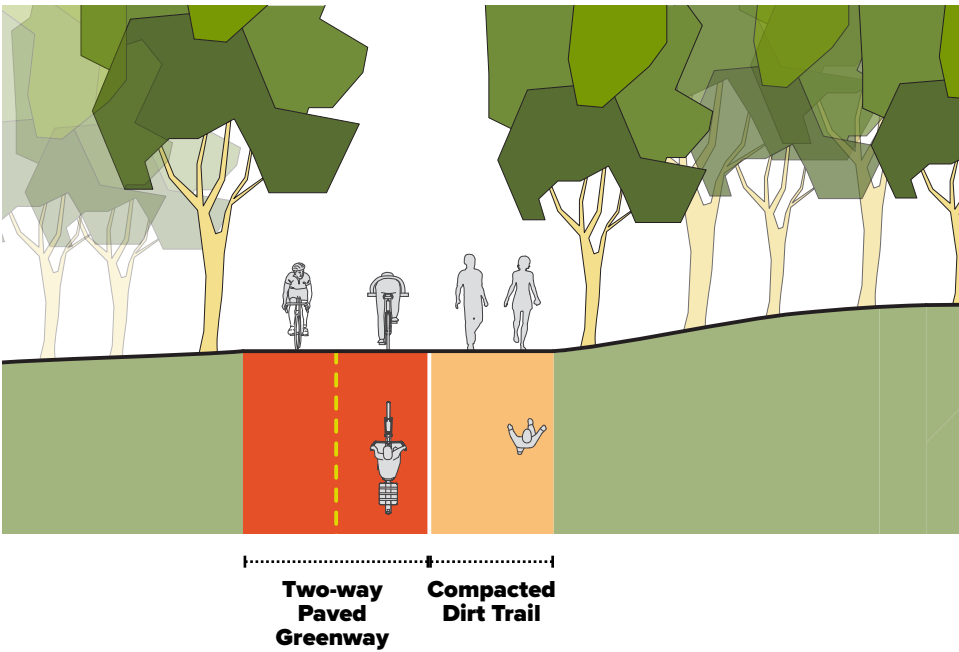
Park Drive

A new park drive will connect the new parking at the James White Parkway Terminus to Tilson Street and the Baker Creek Preserve.



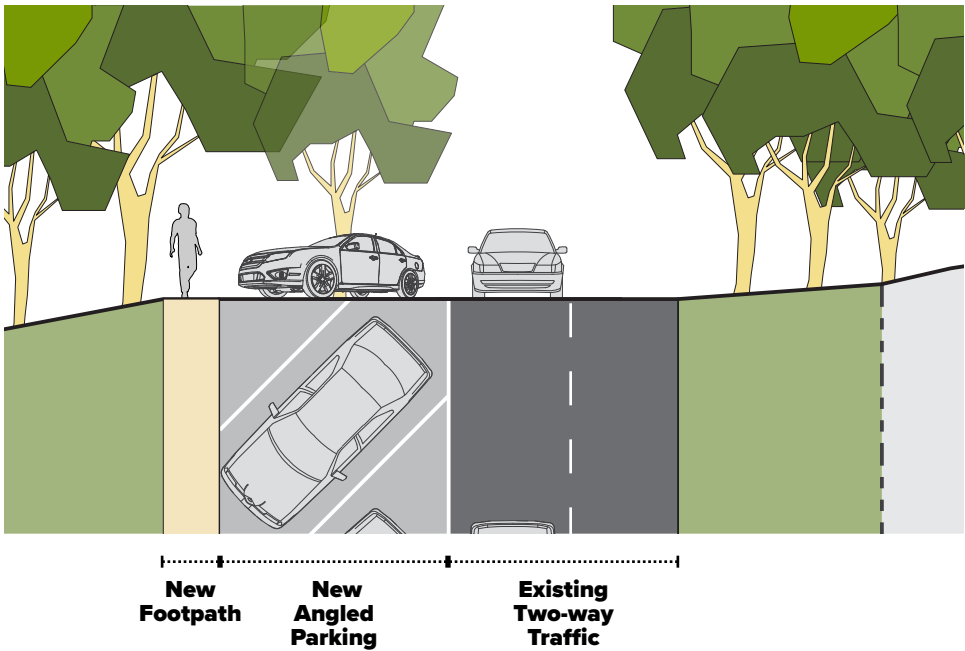
Bike and Pedestrian Greenway

A new multi-use greenway and parallel compacted dirt trail will connect the parking and amenities at the James White Parkway Terminus to the Woodland, Play Forest, and Baker Creek Preserve areas.



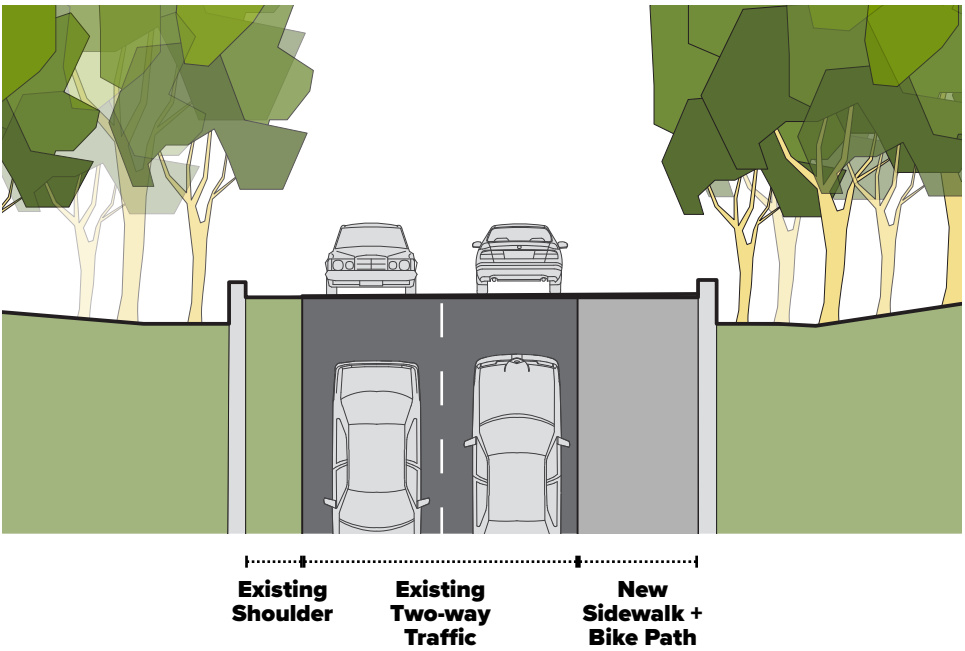
Tilson Street

New angled parking will be added in small groups intermittently to the south side of Tilson Street, along with footpaths to connect the parking to the adjacent greenway.



Decatur Drive

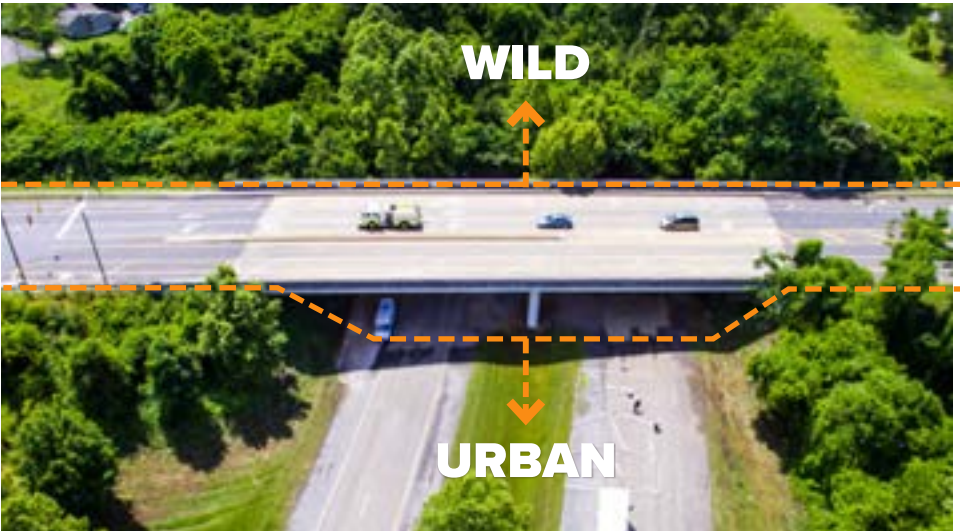
Pedestrian and bike facilities will be added to Decatur Dr., between South Doyle Middle School parking lot and the park greenway, to allow for park goers to park at the middle school and safely access the park on bike or foot. This improvement also facilitates school and BMX park logistics, providing ease of access for school drop off and pickup and new BMX park improvements.



James White Parkway Terminus

A highway dead end and underpass bridge, the James White Parkway Terminus is an incredibly unique place with charismatic features. The two worlds of the site - urban and wild - abut one another here to create a strong, distinctive threshold. The underpass frames views to the Parkway and Woods, further accentuating the differences north and south of the bridge. The design accentuates these differences and celebrates the Sevierville Pike bridge as a framing device and a place for play.

70





Proposed James White Parkway Terminus looking south

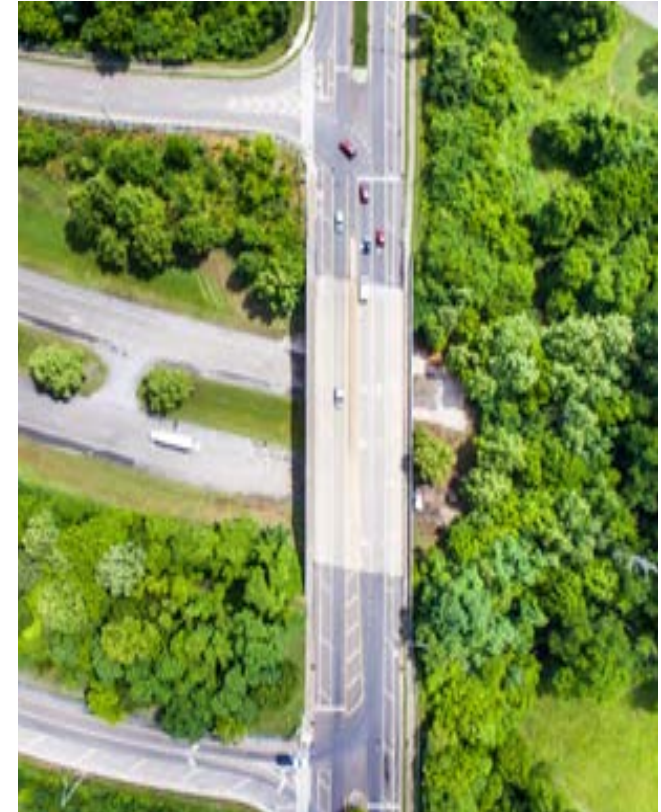
Enhance the infrastructural character north of the Sevierville Pike bridge.



Enhance the natural character south of the Sevierville Pike bridge.



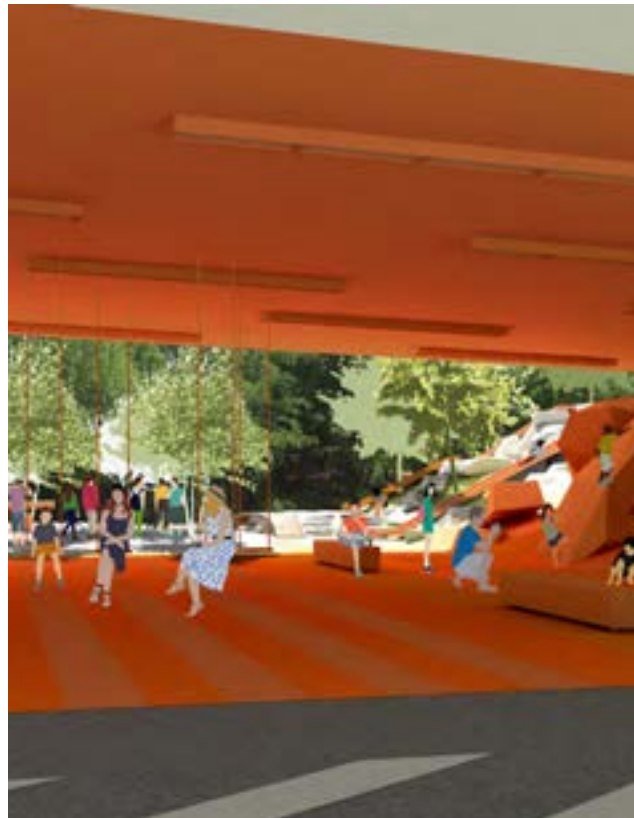
Maintain the existing abrupt transition from urban to wild.



Repurpose existing highway infrastructure.

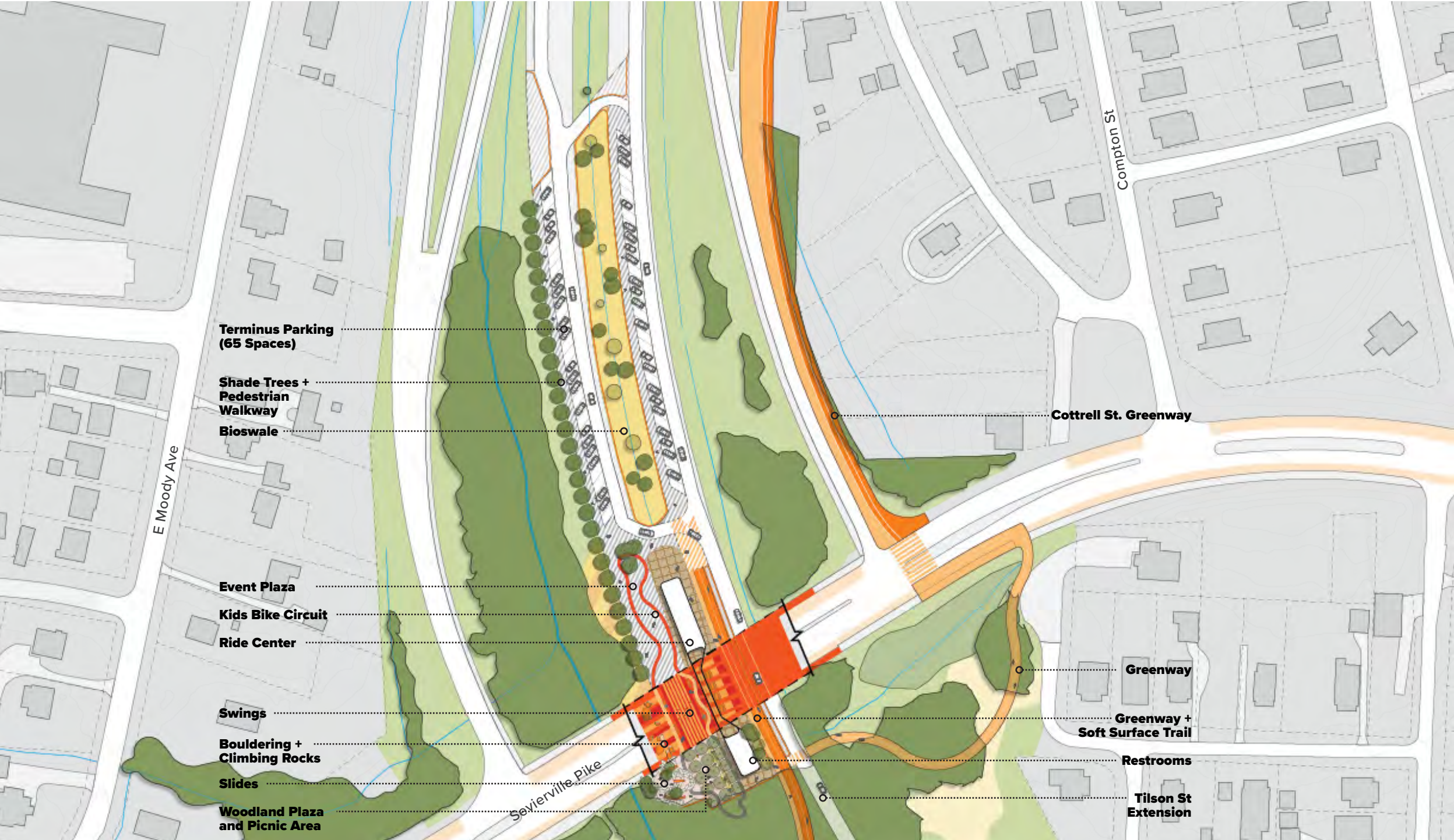


Make the underpass a unique experience.



Create a destination for play + gathering.

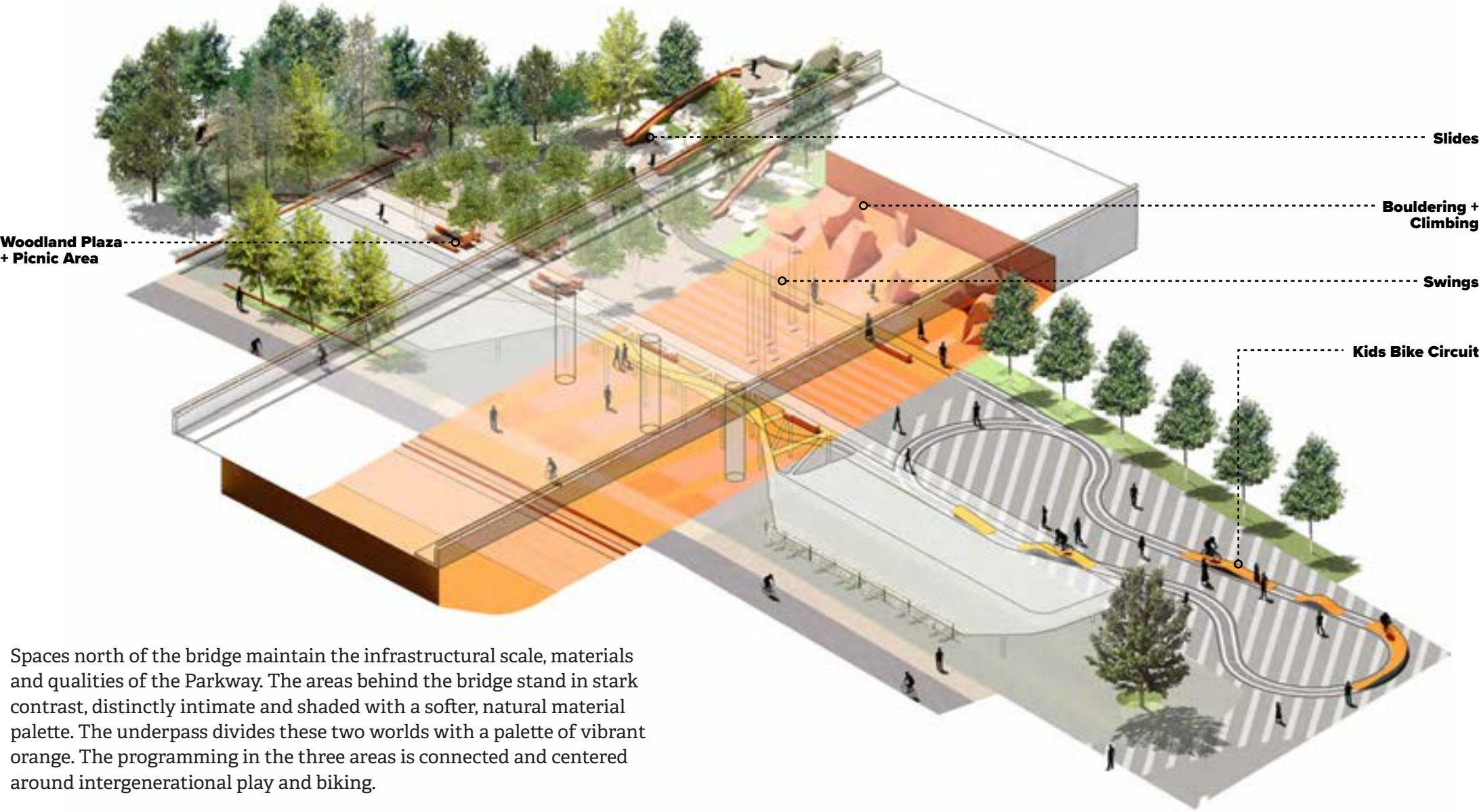






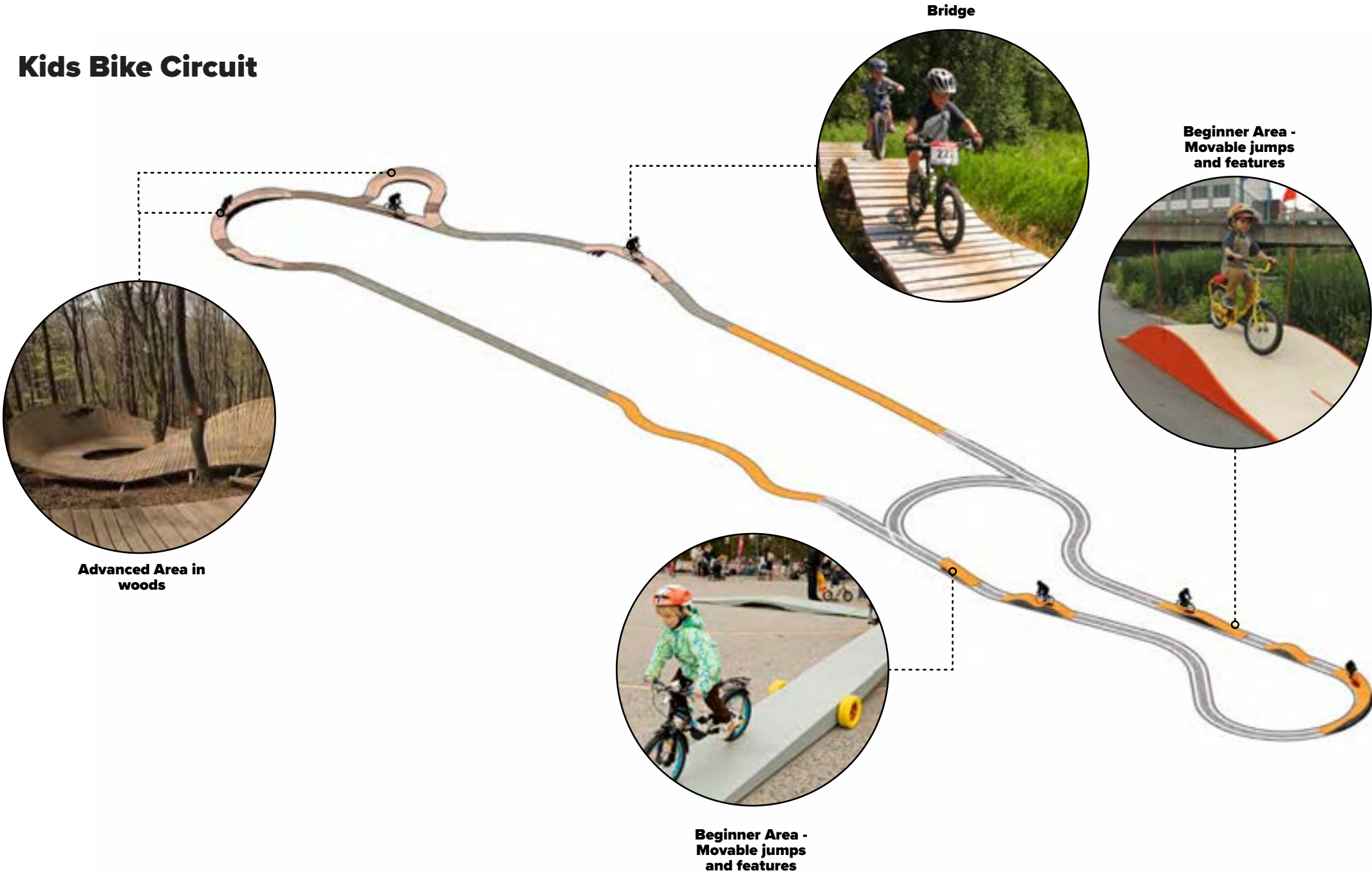
Event Plaza with Kids Bike Circuit and Pavilion.

Terminus Play Features



Spaces north of the bridge maintain the infrastructural scale, materials and qualities of the Parkway. The areas behind the bridge stand in stark contrast, distinctly intimate and shaded with a softer, natural material palette. The underpass divides these two worlds with a palette of vibrant orange. The programming in the three areas is connected and centered around intergenerational play and biking.

Kids Bike Circuit



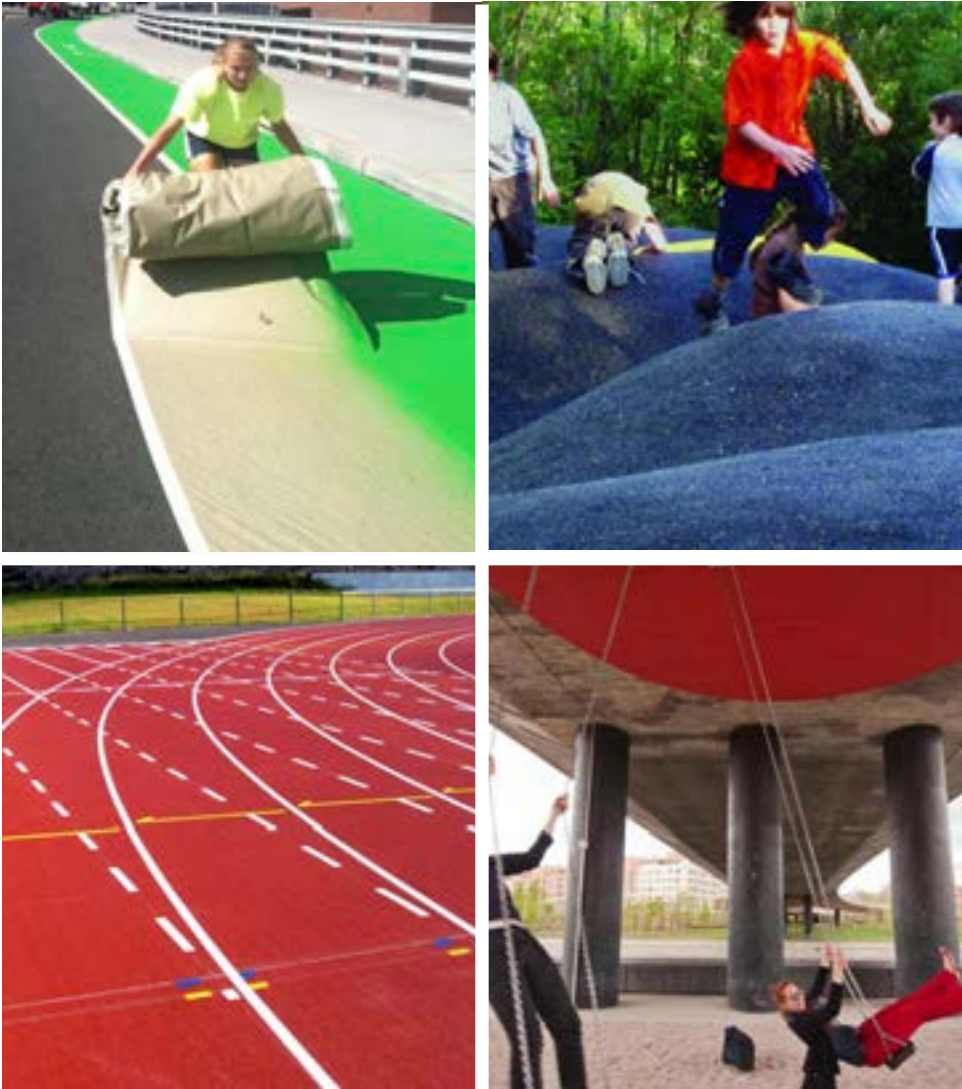
Bridge Underpass

The underpass is a playful and highly programmed space, taking advantage of the shade and shelter provided by the bridge. The pavilion structure separates the pedestrian and play spaces from the greenway and park drive.

78



Existing Site Conditions



Surface Materials: Epoxy-coasted Asphalt, Rubber Safety Surface, Synthetic Track Surface, Paint



Woodland Plaza

Occupying the clearing that currently exists behind the underpass, the woodland plaza is a soft, shaded gathering space planted with multi-stem trees and furnished with picnic tables. Slides and rocks are built into the existing embankment hill and frame the west edge of the space.



Existing Site Conditions

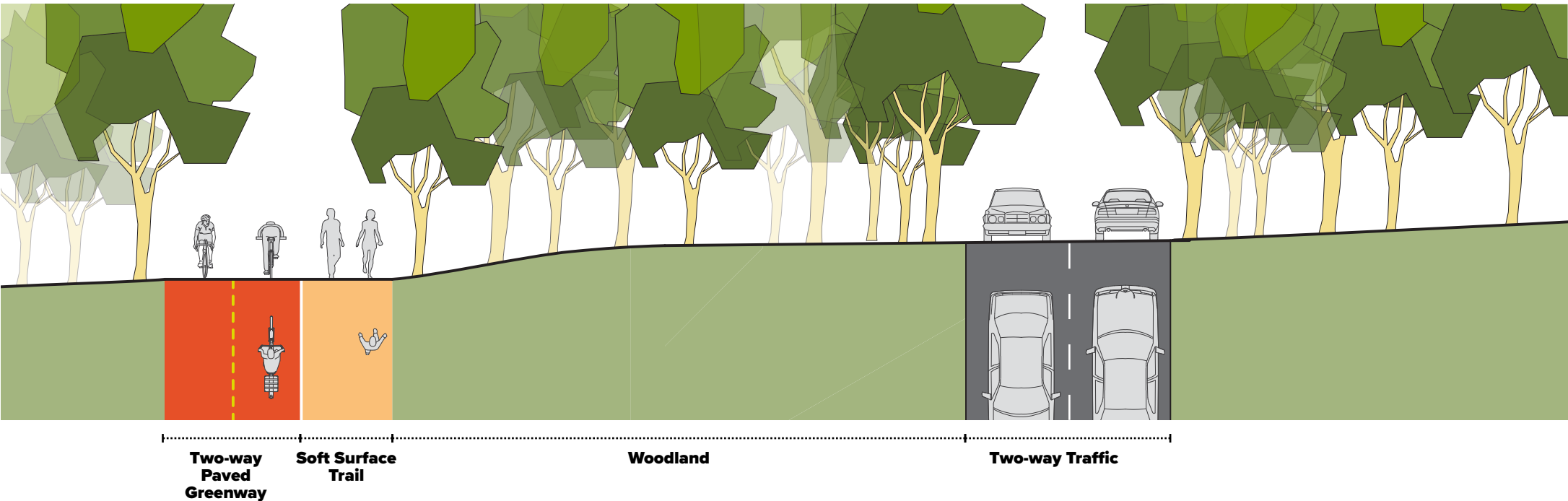


Big Slides, Governor’s Island; Picnic Grove, Duisburg-Nord



Tilson Connector and Greenway

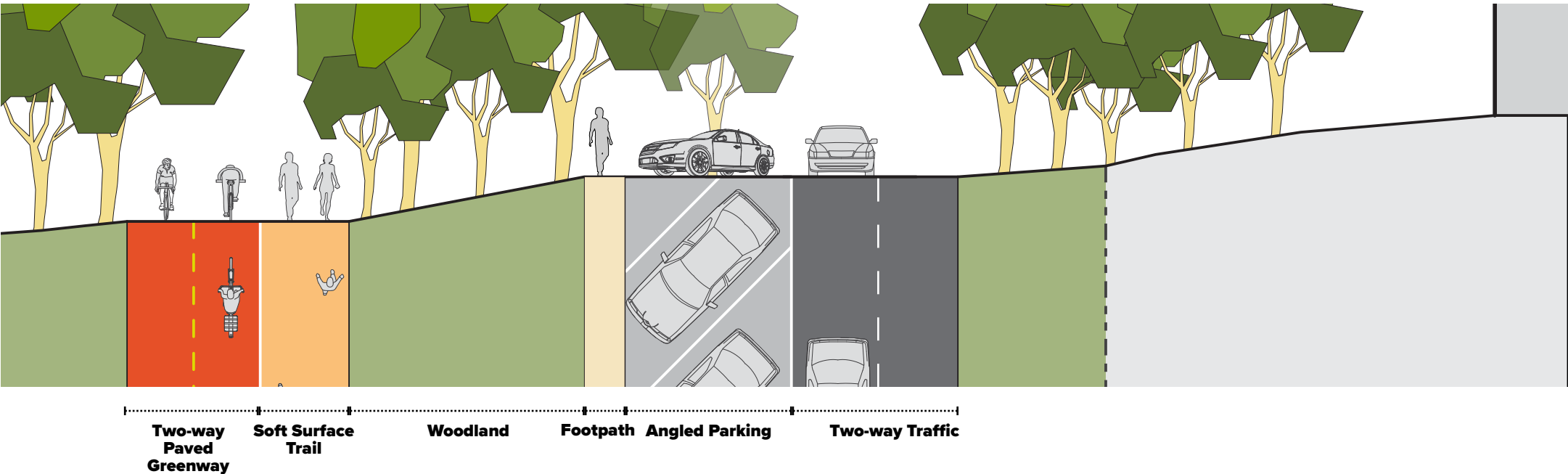
Improvements in this area are limited to circulation and parking. The minimal footprint is meant to preserve as much of the existing woodland and meadow landscape as possible.





Tilson Street and Play Forest

Work in this area is limited, like the Tilson Connector segment. Angled parking is added to Tilson Street and the greenway and multi-use trails extend to connect across Taylor Rd to the Baker Creek Preserve. Footpaths connect Tilson Street to the greenway. The greenway is intended to move past the Play Forest (without disturbing these areas) and require minimal grading.





Baker Creek Preserve

Improvements at the Baker Creek Preserve Trailhead create a more open and public entrance to the site’s famous mountain biking trails with a large sloped lawn, soft plaza gathering space, picnic pavilion, and parking. The design incorporates the Kids Mini Pump Track and re-locates and enhances the Adventure Play Area along the north edge of the lawn. The greenway winds through the site and ends at the trailhead, completing the connection from the Terminus.

86



Existing Conditions



Existing Adventure Play Area and Kids Mini Pump Track



Enhance + organize existing site uses.



Enhance the existing natural character and preserve existing trees + woodlands.



Create an appropriate entry space to the world-class bike trails at Baker Creek Preserve.



Provide formal parking opportunities at Baker Creek Preserve.



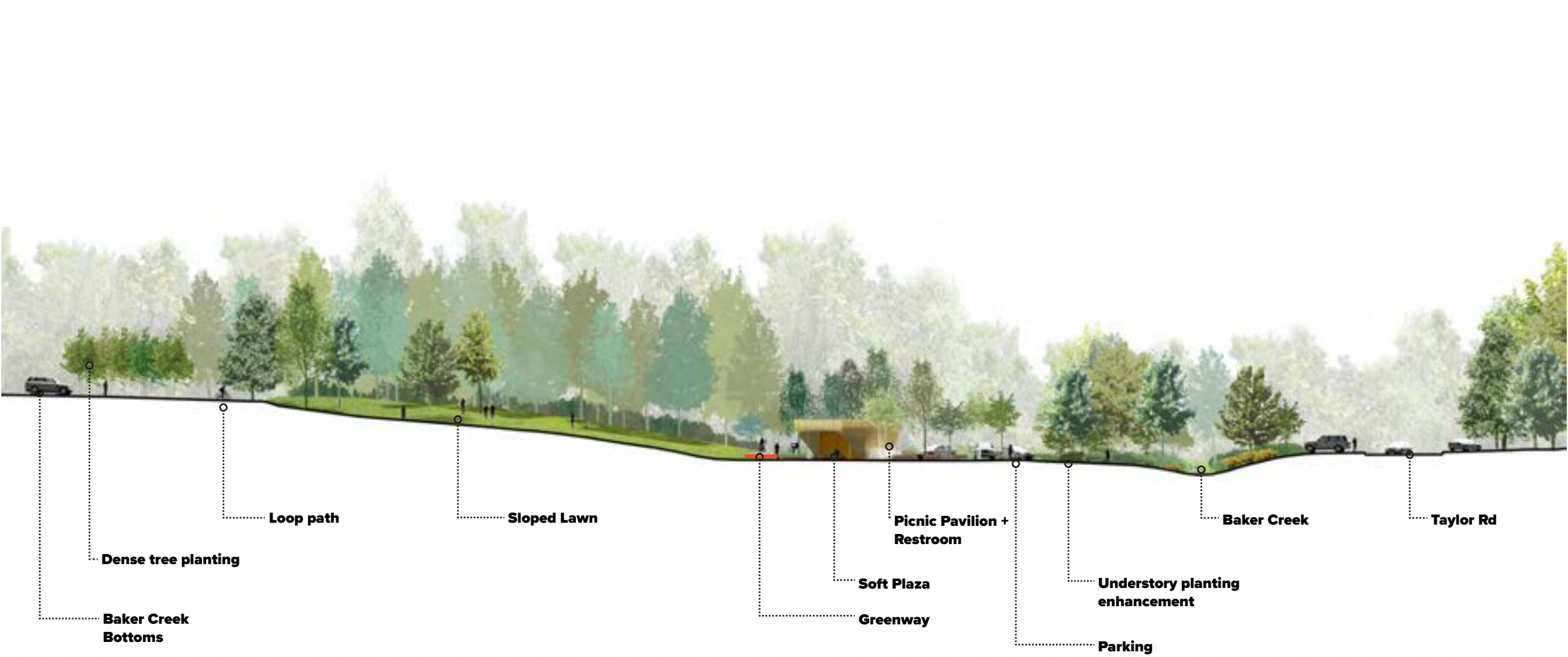
Create space for events and gathering.



Provide accessible paths + loops for all ages, mobility + skill levels.









Sloped Lawn viewed from Baker Creek Bottoms Entrance

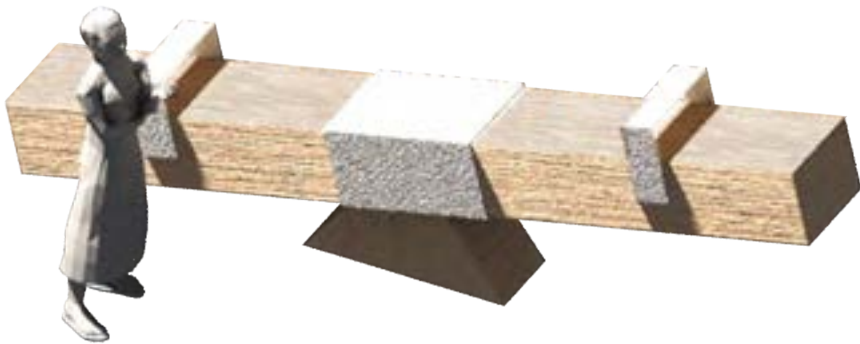


Northern greenway access to Soft Plaza and Pavilion.

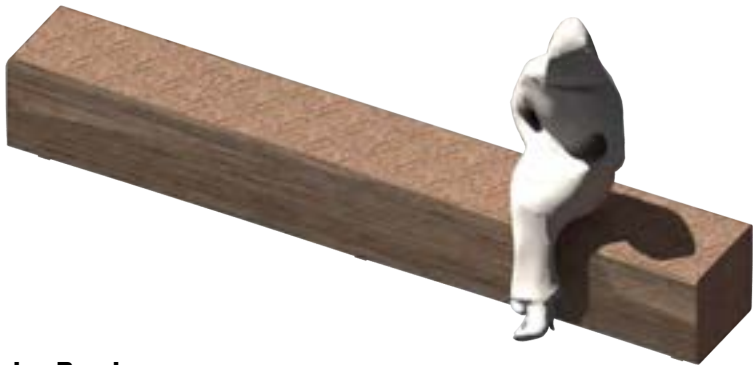
Soft Plaza, Kids Mini Pump Track



Kids Mini Pump Track; Soft Plaza



Timber See-saw



Timber Bench



Northern greenway access to Soft Plaza and Pavilion.

Phase 1 Building Programming

Phase 1 projects at the terminus and Baker Creek Preserve include building program at each location which supports active landscape program at each location.

The Terminus

At The Terminus this programming consists of a ride center which includes wayfinding and orientation components along with bicycle and support functions. The ride center also doubles as a covered support space for events within The Terminus. A comfort station is also proposed along with a covered space supporting the woodland plaza and playground.

Baker Creek Preserve

Baker Creek Preserve programming includes a picnic and shade pavilion located adjacent to the existing pump track. Wayfinding and orientation elements are also proposed along with some bicycle support functions. This pavilion also includes a comfort station providing support for the plaza space, open lawn, and play areas.





Ride Center

The Ride Center is envisioned as a central hub for bicycle activities within the Urban Wilderness. The Ride Center will support multi-modal transit including a public transportation hub. The Ride Center will include facilities for bicycle storage and repair as well as wayfinding and orientation elements associated with the trail system.





Glentress Park Visitor Center, Scotland - Gaia Group



Traffic House, Copenhagen - MLRP



Wyde Mountain Bike Trail, Sydney - Group GSA

Picnic and Shade Pavilion

The picnic and shade pavilion is envisioned as an open air structure providing shade and shelter adjacent to planned landscape program activities at Baker Creek Preserve. The pavilion will also provide facilities for bicycle storage as well as wayfinding and orientation elements.



Naples Botanical Garden Visitor Center - Lake Flato

PORT, Sanders Pace Architecture, Vaughn + Melton, Equinox, Gresham Smith Partners



Lizard Log Parklands, Sydney - Chrofi



Wantou & Vanke Paradise Art Wonderland - ASPECT Studios



Ballast Point Park, NSW - Chrofi



Sharon Fieldhouse, Virginia - Design/buildLAB

Comfort Station

Comfort stations are planned at The Terminus and Baker Creek Preserve. Built of durable materials, the comfort stations are envisioned as independent infrastructure elements within the open-air pavilions. Non-gendered restrooms and changing facilities are planned along with a water station and outdoor showers.



Lizard Log Parklands, Sydney - Chrofi

PORT, Sanders Pace Architecture, Vaughn + Melton, Equinox, Gresham Smith Partners



Riverview Park, Louisville - Deleon Primmer Architecture Workshop



Parramatta Park, NSW - Chrofi



Cook Park, NSW - Fox Johnston



Lady Bird Lake Trail Restroom, Austin - Miro Rivera



Toilet Pavilion, Sydney Park - JMD Design

Wayfinding and Orientation

At both The Terminus and Baker Creek Preserve there is an opportunity for wayfinding and orientation components to be integrated within the building structures. In this way it is envisioned that the building elements can be individually coded to their unique locations within the larger Urban Wilderness context. This will allow for an intuitive solution to a system-wide wayfinding plan.



The Goods Line, Sydney - ASPECT Studios



QV Melbourne Carpark, Melbourne - Latitude Group



Pottery Road, Toronto - PLANT Architect



PARK[E]ING, Venice - Stradivarie Associated Architects



Amager Strandpark, Copenhagen - HOGK

Terminus Pavilion

Building Program (4,400 SF):

- 01

Ride Center

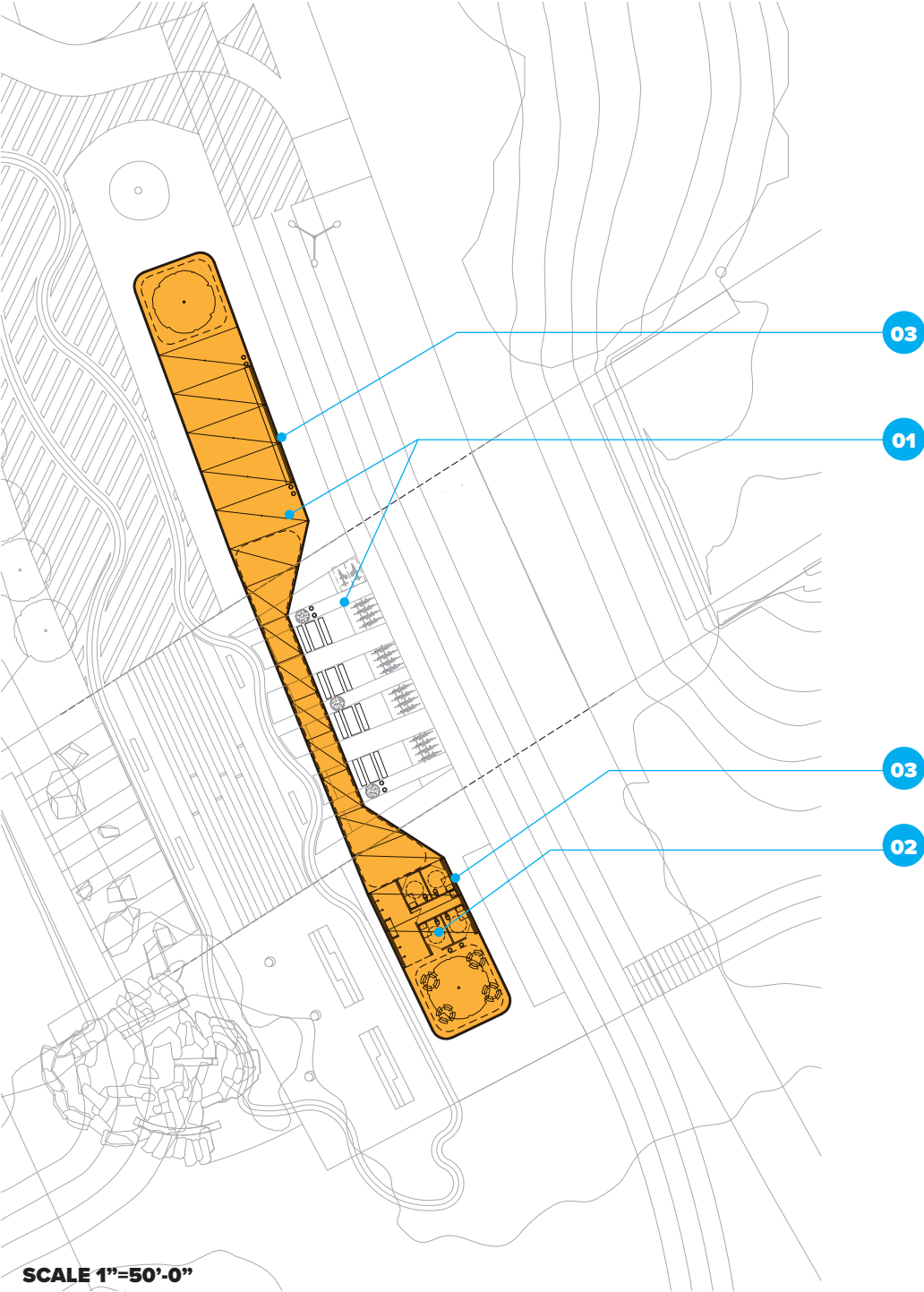
 - Bike concierge/learning center
 - Bike share station
 - Bike service station (repair + wash)
 - Bike storage
 - Events pavilion/meeting space
 - Picnic Tables
 - Trash + Recycling
- 02

Comfort Station

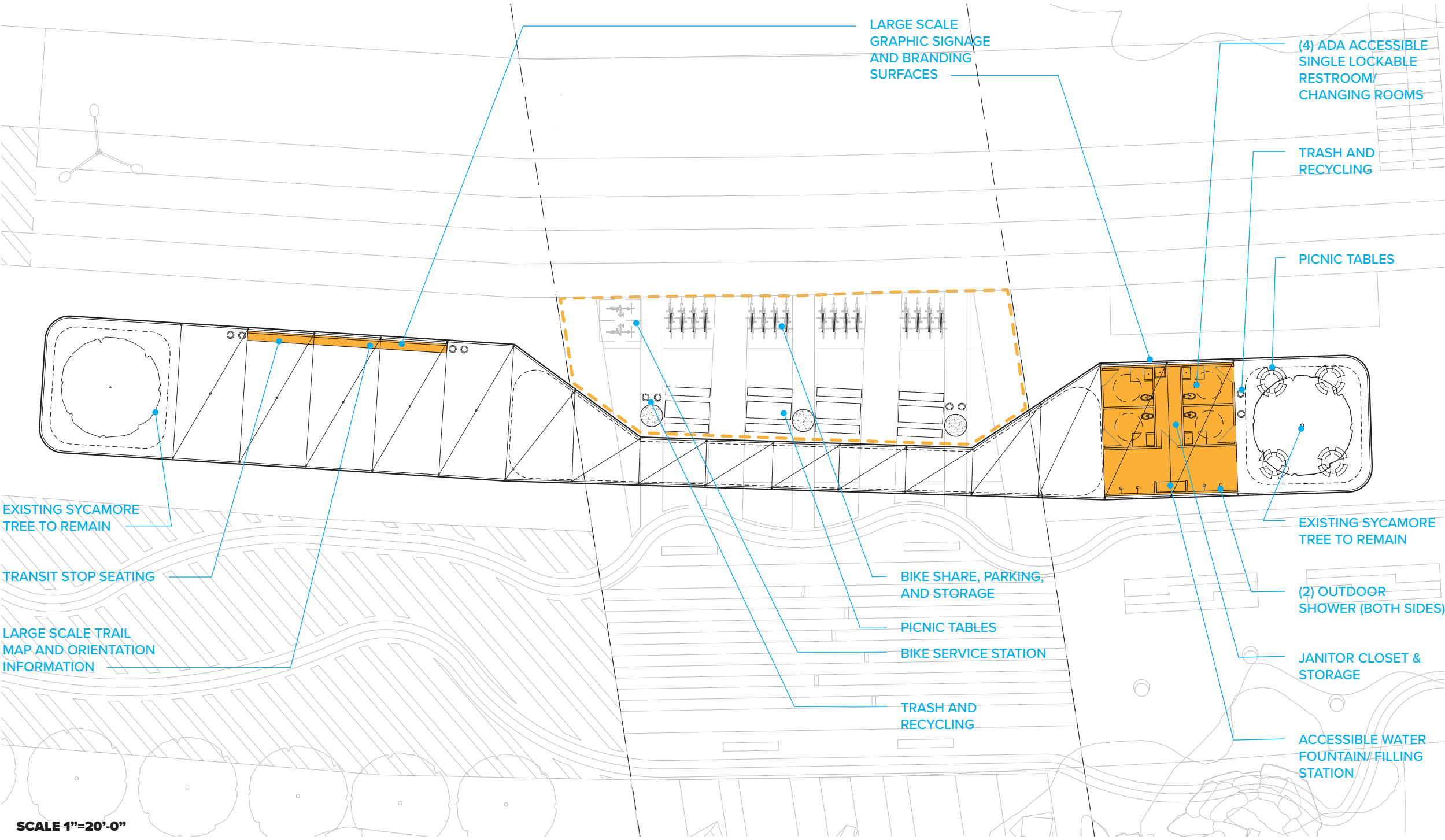
 - Bathrooms (Heated)
 - 4 lockable non-gender
 - Janitor Closet (Heated)
 - Mop sink
 - Storage area & plumbing access
 - Water station
 - Bottle filling + fountain
 - Outdoor shower
 - Picnic Tables
 - Trash + Recycling
- 03

Orientation and Wayfinding

 - Urban Wilderness Gateway Park Branding
 - Trail map + information kiosk
 - Transit Stop



SCALE 1"=50'-0"



SCALE 1"=20'-0"

Terminus Pavilion Materials and Massing

The Terminus Pavilion is based on a 12’ structural module which is adapted to fit the specific physical characteristics of the individual sites.

Structure

A steel tube structural system is proposed as the primary frame for the buildings with a light weight steel substructure providing support for a skin system which provides shade and shelter while also defining space within the otherwise open pavilions.

Skin

Skin options considered include perforated metal, structural bar grating, and an applied fin system. The skin will be durable with materials either being raw and durable, or powder coated for longevity.



Perforated Raw Sheet Steel



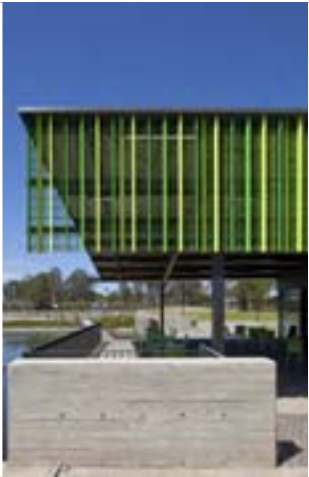
Perforated Painted Sheet Steel



Woven Painted Steel



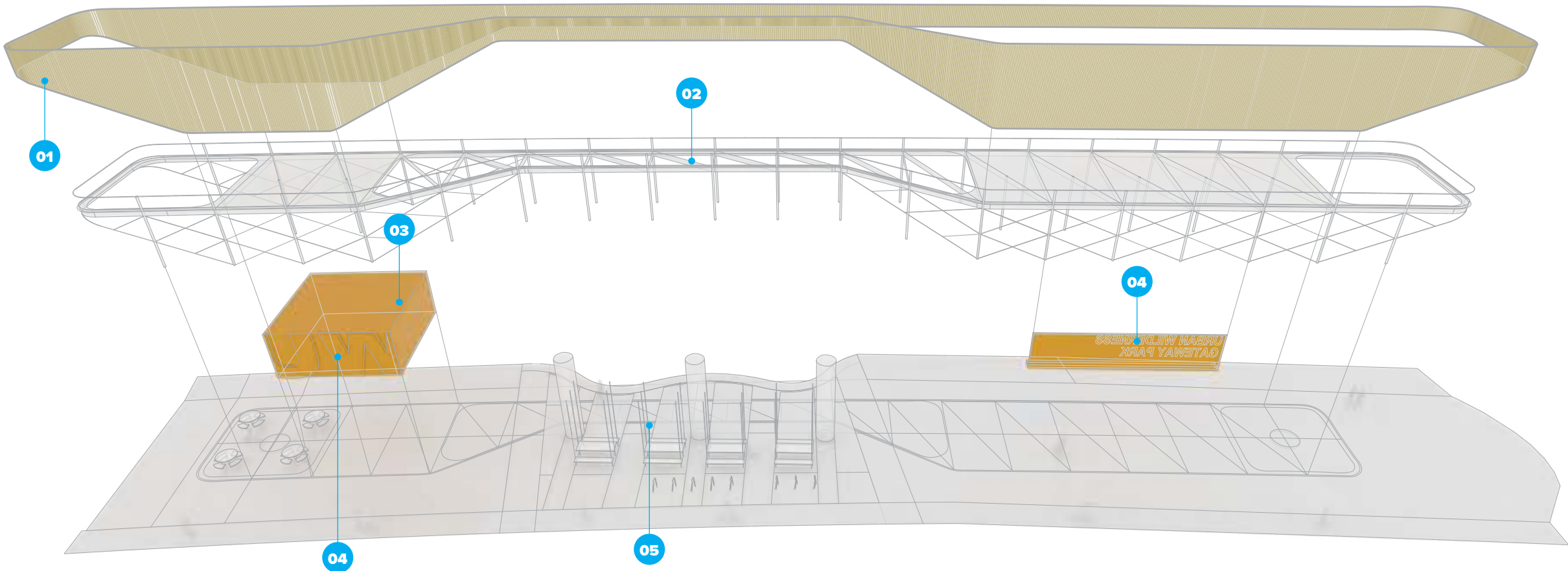
Painted Steel fins



Painted Steel channel



Raw Steel Bar Grating



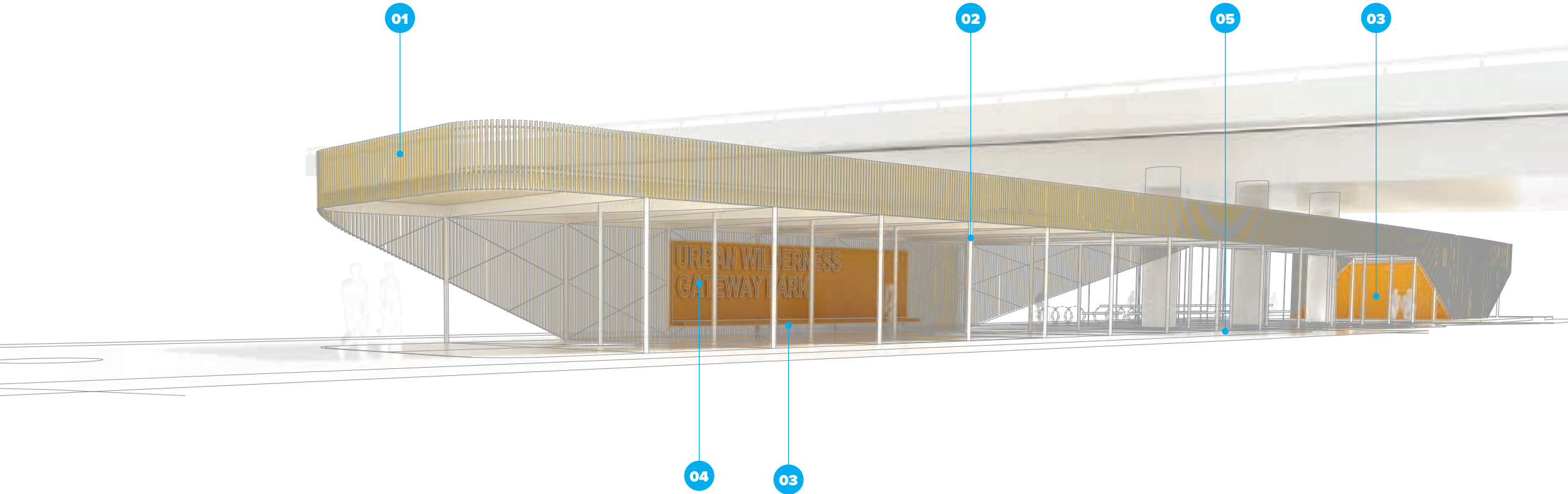
01 Building Skin
A lightweight translucent or perforated system defines space and diffuses natural light while opening up to landscape program.

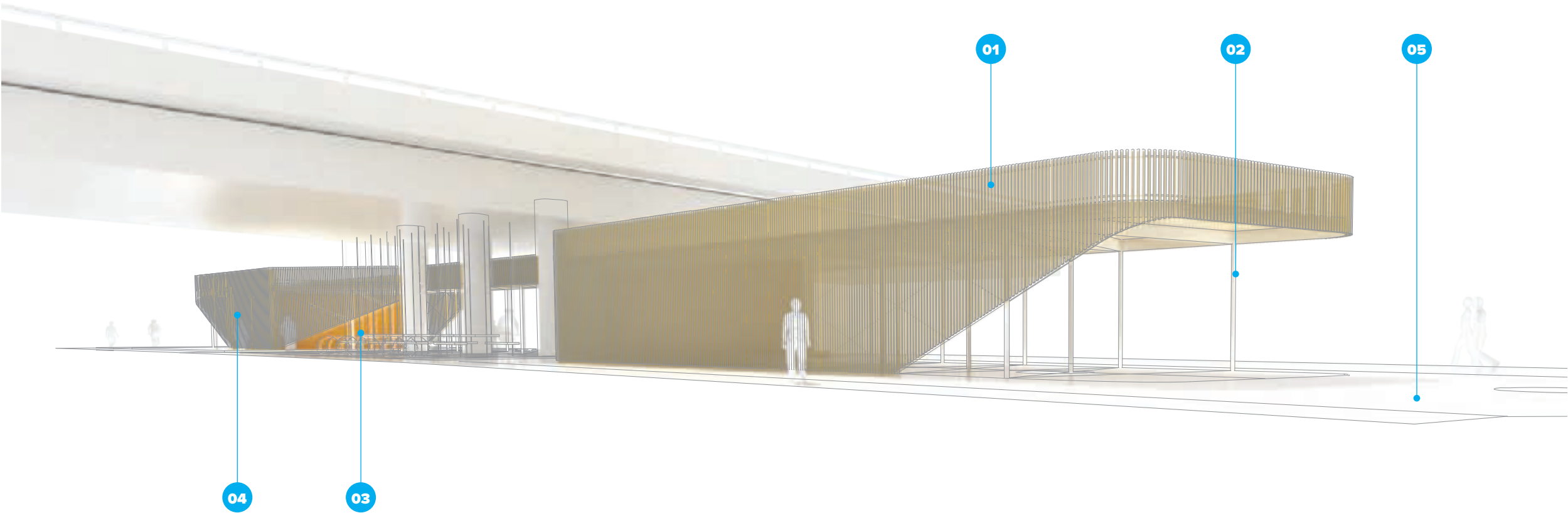
02 Building Structure
Steel columns and beams are the primary structural system with a lattice steel substructure providing support for the building skin

03 Building Program
Independent solid elements with integrated infrastructure support adjacent park activities

04 Branding and Wayfinding
Branding and wayfinding unique to each Urban Wilderness location is integrated into building program elements

05 Plaza Surface
Landscape program at the terminus extends through the open areas of the Gateway Pavilion





01 Building Skin
A lightweight translucent or perforated system defines space and diffuses natural light while opening up to landscape program.

02 Building Structure
Steel columns and beams are the primarily structural system with a lattice steel substructure providing support for the building skin

03 Building Program
Independent solid elements with integrated infrastructure support adjacent park activities

04 Branding and Wayfinding
Branding and wayfinding unique to each Urban Wilderness location is integrated into building program elements

05 Plaza Surface
Landscape program at the terminus extends through the open areas of the Gateway Pavilion

Baker Creek Preserve Pavilion

BUILDING PROGRAM (2,200 SF):

- 01

Picnic and Shade Pavilion
 - Picnic pavilion/meeting space
 - Covered Seating Area
 - Bike service station (repair + air only)
 - Trash + Recycling
- 02

Comfort Station
 - Bathrooms (Heated)
 - 2 lockable non-gender
 - Janitor Closet (Heated)
 - Mop sink
 - Water station
 - Bottle filling + fountain
 - Outdoor shower
 - Trash + Recycling
- 03

Orientation and Wayfinding
 - Urban Wilderness Gateway Park Branding
 - Trail map + information kiosk



(2) ADA ACCESSIBLE
SINGLE LOCKABLE
RESTROOM/ CHANGING
ROOMS

(2) OUTDOOR
SHOWERS (BOTH
SIDES)

ACCESSIBLE WATER
FOUNTAIN/ FILLING
STATION

JANITOR CLOSET &
STORAGE

TRASH AND
RECYCLING

COVERED SEATING
AREA

(2) BIKE REPAIR & AIR
STATIONS

TRAIL MAP |
INFORMATION KIOSK

PICNIC TABLES

OPEN LAWN

EXISTING PUMP
TRACK TO REMAIN

SCALE 1"=20'-0"

Baker Creek Preserve Pavilion

Materials

The Baker Creek Preserve pavilion is based on a 12’ structural module which is adapted to fit the specific physical characteristics of the individual sites.

Structure

A steel tube structural system is proposed as the primary frame for the buildings with a light weight steel substructure providing support for a skin system which provides shade and shelter while also defining space within the otherwise open pavilions.

Skin

Skin options considered include perforated metal, structural bar grating, and an applied fin system. The skin will be durable with materials either being raw and durable or powder coated for longevity.



Perforated Raw Sheet Steel



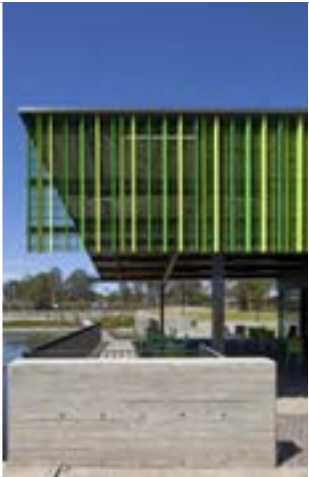
Perforated Painted Sheet Steel



Woven Painted Steel



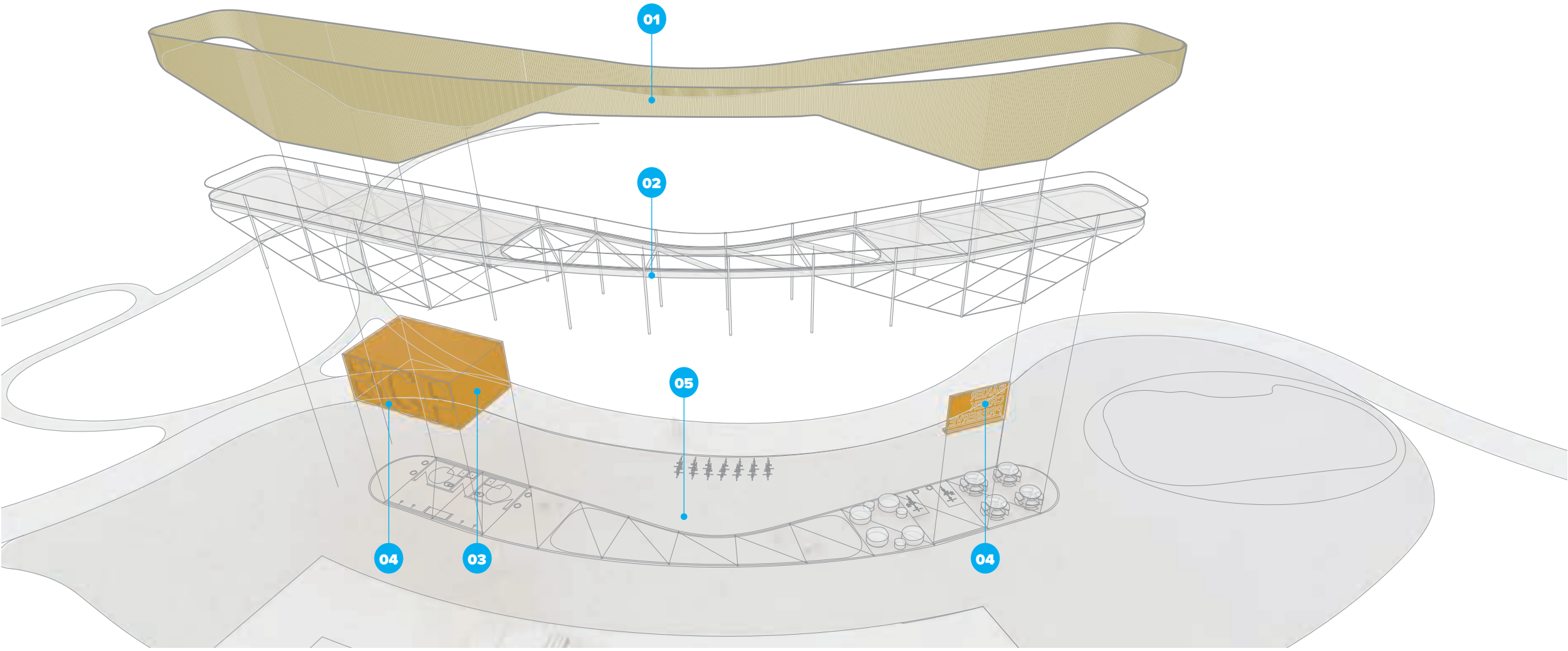
Painted Steel fins



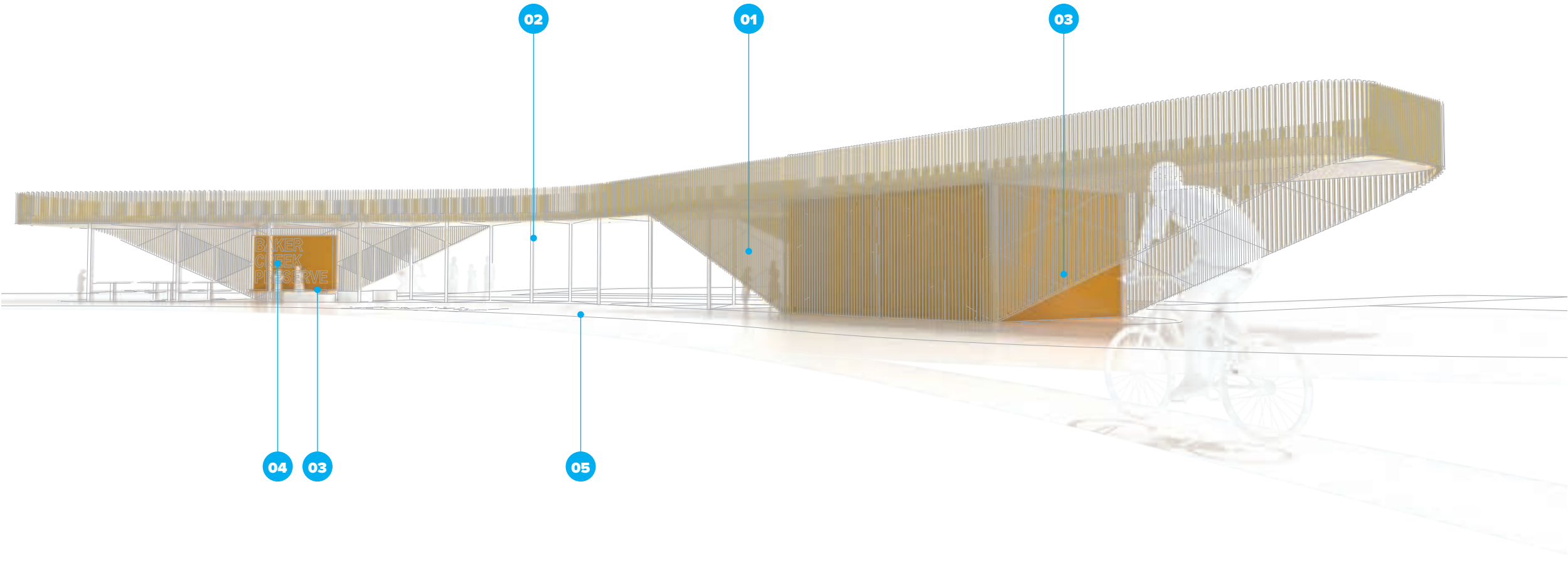
Painted Steel channel

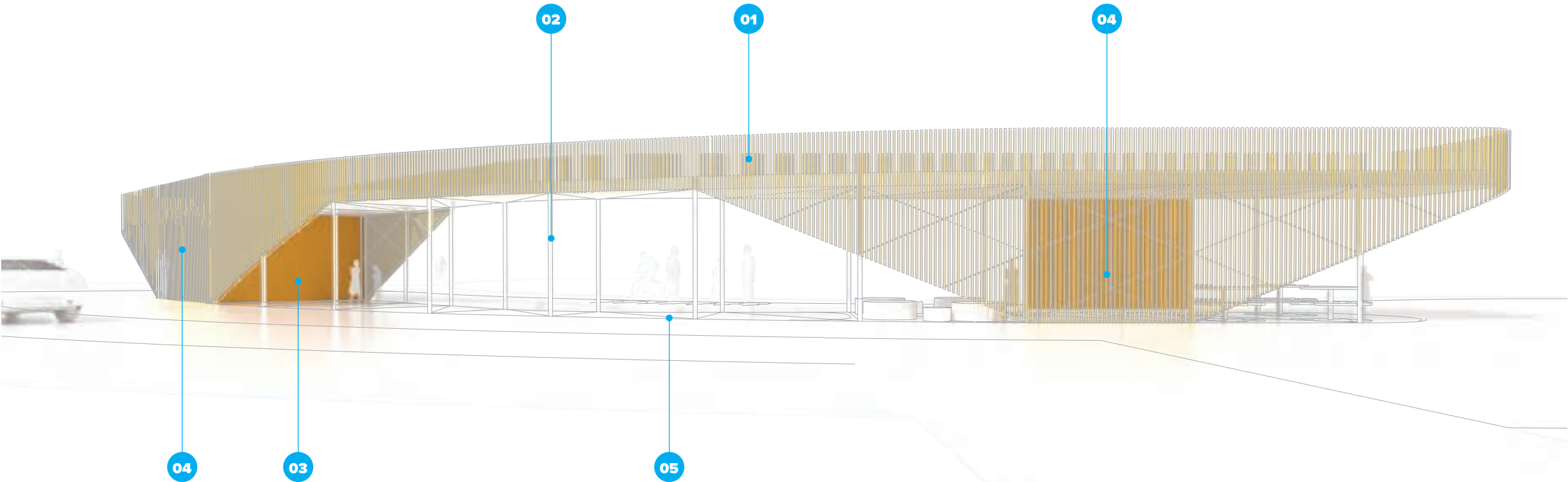


Raw Steel Bar Grating



- 01 Building Skin**
A lightweight translucent or perforated system defines space and diffuses natural light while opening up to landscape program.
- 02 Building Structure**
Steel columns and beams are the primary structural system with a lattice steel substructure providing support for the building skin
- 03 Building Program**
Independent solid elements with integrated infrastructure support adjacent park activities
- 04 Branding and Wayfinding**
Branding and wayfinding unique to each Urban Wilderness location is integrated into building program elements
- 05 Plaza Surface**
Landscape program at the terminus extends through the open areas of the Gateway Pavilion





01 Building Skin
A lightweight translucent or perforated system defines space and diffuses natural light while opening up to landscape program.

02 Building Structure
Steel columns and beams are the primarily structural system with a lattice steel substructure providing support for the building skin

03 Building Program
Independent solid elements with integrated infrastructure support adjacent park activities

04 Branding and Wayfinding
Branding and wayfinding unique to each Urban Wilderness location is integrated into building program elements

05 Plaza Surface
Landscape program at the terminus extends through the open areas of the Gateway Pavilion

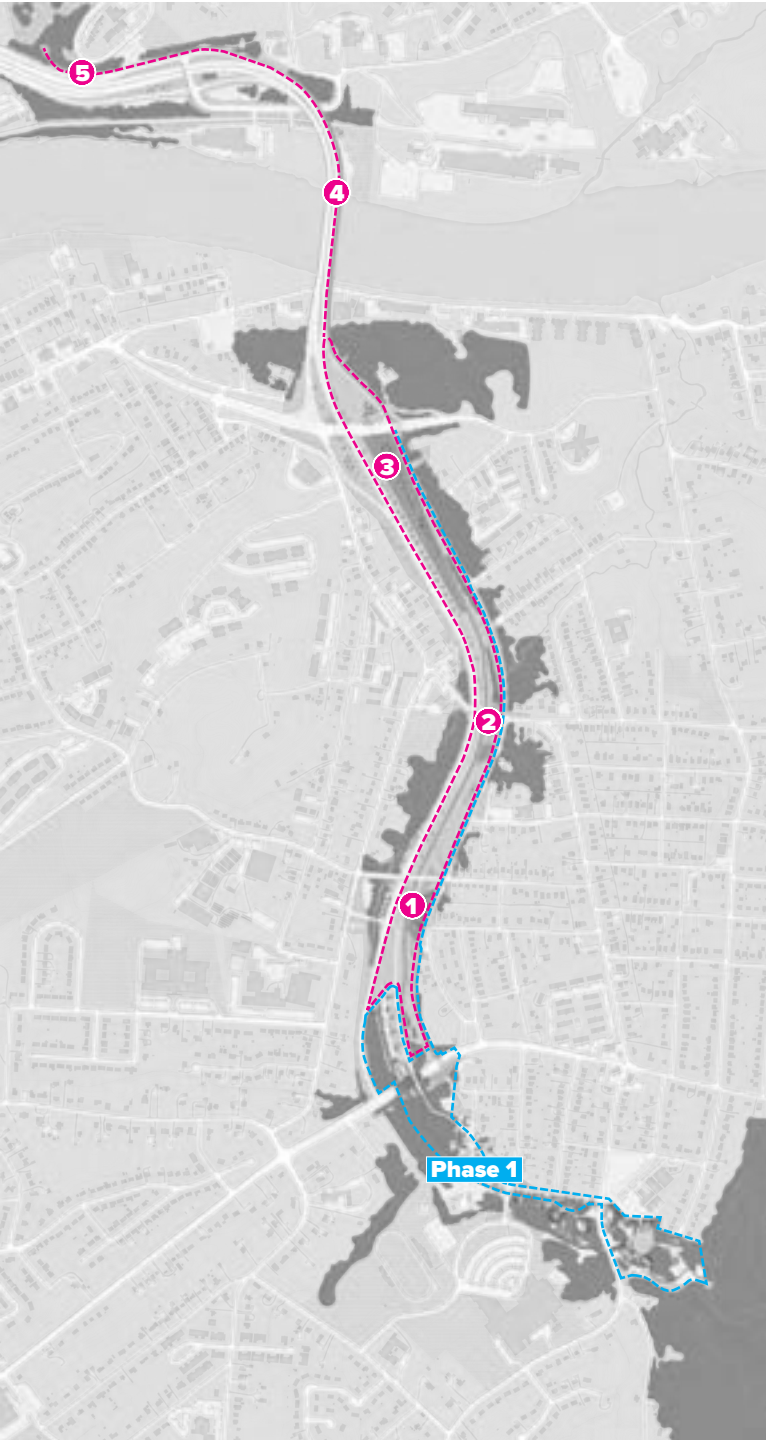
Future Phases

Future Phase Projects

In future phases of the project the Urban Wilderness Gateway Park will extend up the James White Parkway corridor, connecting Phase 1 to parks and public realm nodes at Wynn Avenue, Sevier Avenue, and Anita Drive via bike and pedestrian greenways. North of Anita Drive, a dedicated bike and pedestrian greenway on the James White Parkway bridge will connect to Morningside Park and the James White Greenway. The map indicates project areas in future phases, including:

- 1. James White Parkway Terminus and Wynn Avenue
- 2. Sevier Avenue
- 3. Anita Drive
- 4. James White Parkway Bridge
- 5. Connection to Morningside Park

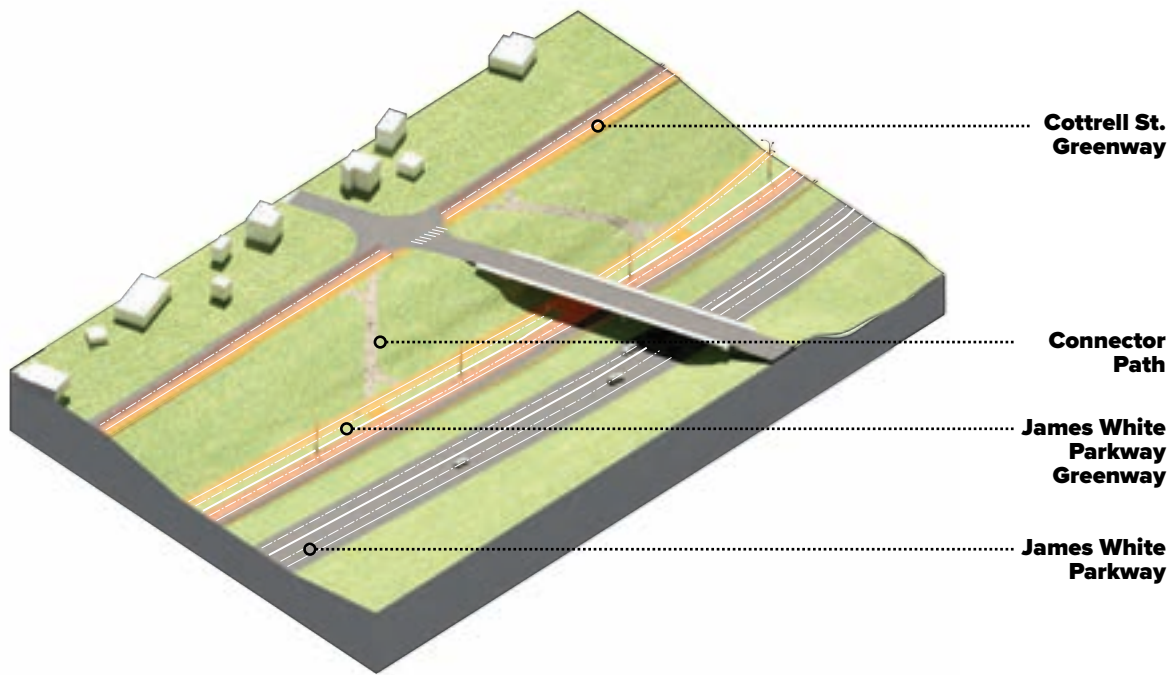
Phasing and implementation of these projects are flexible, and can be executed individually, in groups or all together.





James White Parkway and Cottrell Street Greenways

Two parallel greenways, running along the northbound lanes of the James White Parkway and the west side of Cottrell Street, are the major design features and improvements of the Future Project phases. The greenway corridors will include lighting, safety, wayfinding and planting elements that play off typical highway infrastructure.



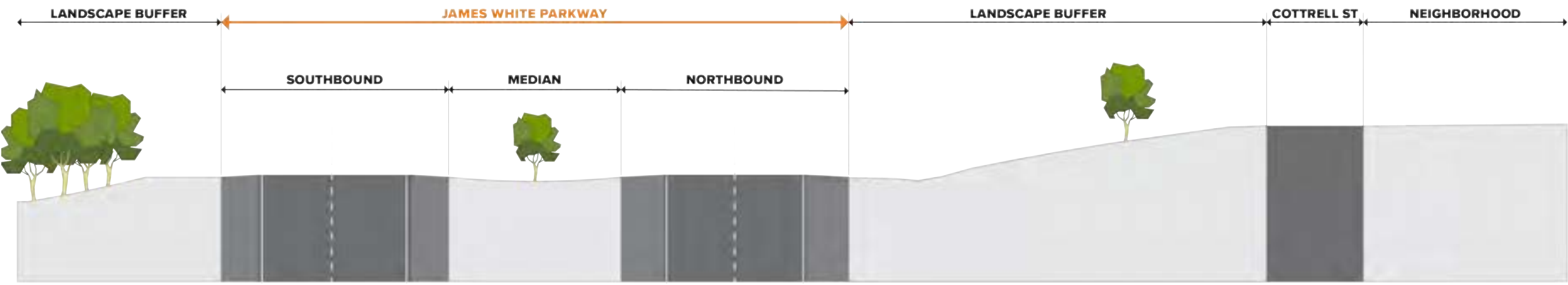
Typical Corridor Condition



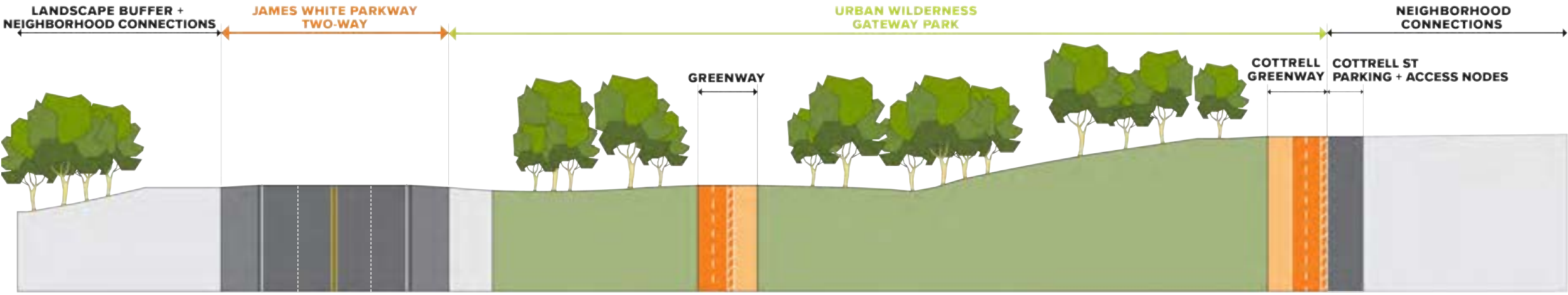
Safety Barricade



Corridor Light



Existing Typical Section



Proposed Typical Section

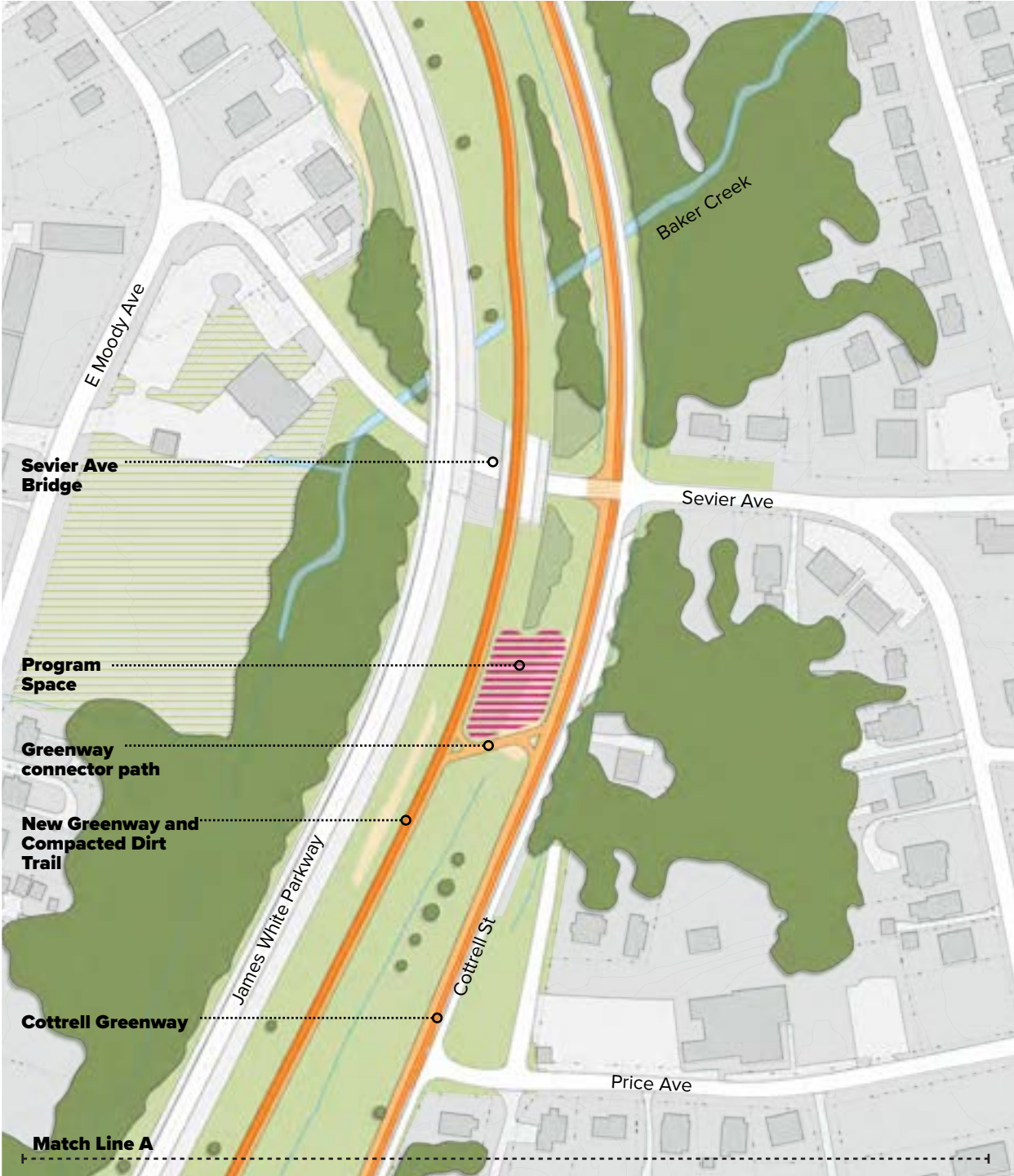
James White Parkway, JWP Terminus to Sevier Ave

In addition to the greenway and trail connections in this section of the project, the half-mile section between the James White Parkway Terminus and Anita Drive offers the opportunity for innovative planting and wayfinding. The planting will be simple stretches and swaths of meadow, interrupted by plantations of canopy trees and existing woodland. The wayfinding is intended to be large in scale and integrated into other project components such as paving, lighting and planting.



Non-traditional, integrated, large-scale wayfinding

Midtown Greenway, Minneapolis; Dequindre Cut, Detroit



Anita Interchange

The Anita Interchange area offers the biggest opportunity for programmed activity space outside the Phase 1 projects. South of Anita Drive, there is a linear space with gentle topography, appropriate for park amenities. This space is conceived as a neighborhood park, including:

- Open Lawn
- Dog Park
- Outdoor Classroom
- Skate Park, Basketball Courts
- Transit Stop
- Public Art



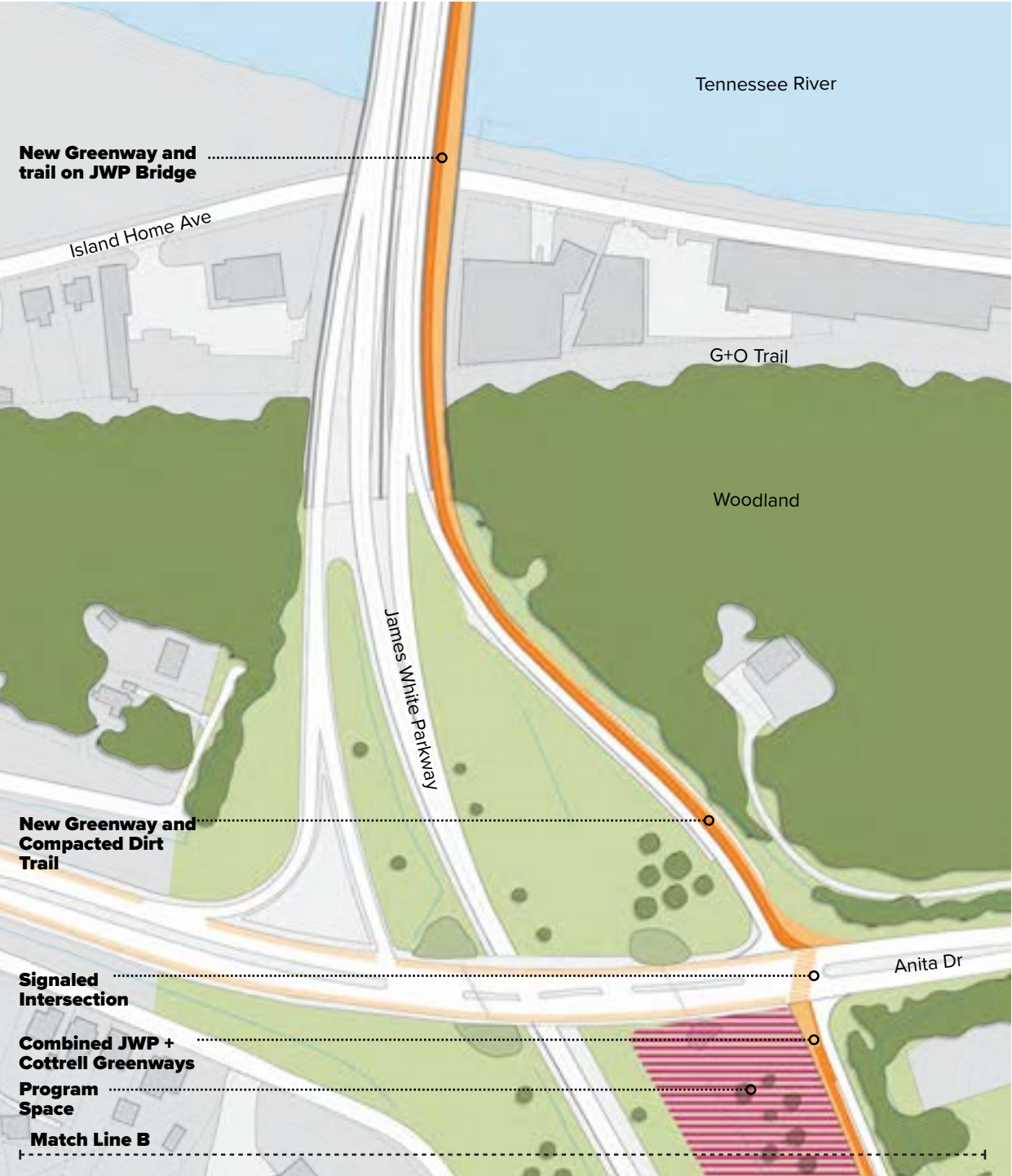
Sloped Lawn



Dog Park



Public Art, Basketball; Outdoor Classroom



James White Parkway Bridge, Connections to James White Greenway and Morningside Park

After crossing the Tennessee River, the Greenway makes connections to the James White Greenway, which runs along the north side of the River to Downtown Knoxville, and the Morningside Greenway that links to Morningside Park. These connections are critical to integrating the Urban Wilderness Gateway Park and Greenways to the broader network of trails in the City and Region.

128



Connection to Morningside Greenway



Connection to James White Greenway



Appendix A: James White Parkway Traffic Analysis Report



1100 Marion Street, Suite 300
Knoxville, Tennessee 37921
Phone: 865-963-4300

December 26, 2017

Mr. Shawn Fitzpatrick, PE
Project Manager
Engineering Department
City of Knoxville
3131 Morris Avenue
Knoxville, Tennessee 37921

RE: JAMES WHITE PARKWAY (JWP) REVIEW

Dear Mr. Fitzpatrick:

CDM Smith has reviewed the traffic data provided for the James White Parkway corridor in conjunction with the proposed City linear park alternatives. The study corridor is illustrated in **Figure 1**. Using traffic count data provided, CDM Smith looked at a projected base traffic condition for 2037 and developed traffic projections for two park alternative which would divert or relocate traffic from the current James White Parkway to alternative routes. The City of Knoxville is considering linear park alternatives illustrated in **Figures 2A** and **2B** and described as follows:

Alternative 1: The proposed linear City park would shift the current James White Parkway alignment to the east thereby shifting the southbound James White Parkway traffic to the northbound lanes and relocating the northbound James White Parkway traffic to Cottrell Street. Southbound traffic would operate with access control and its off ramp realigned with the current signalized on-ramp from Sevierville Pike. The existing southbound lanes would be utilized for the City park and the current southbound off-ramp would become a 2-way local street from Sevierville Pike to E. Moody Avenue. The northbound traffic would be an arterial with intersection with Wynn Avenue, Sevier Avenue, Anita Drive, and several residential streets.

Alternative 2: The proposed linear City park would be located outside the James White Parkway travel lanes thereby maintaining the north and southbound limited access facility.

Alternative 3: The proposed linear City park would again shift James White Parkway traffic to the east with both northbound and southbound traffic sharing the current northbound travel way thereby maintaining the limited access but would convert the current 4-lane median divided facility to a 4-lane barrier divided facility with reduced lane and shoulder widths. This alignment would again terminate the southbound lanes at the existing signalized James White Parkway on-ramp intersection from Sevierville Pike.



Mr. Shawn Fitzpatrick, PE
James White Parkway Review
December 26, 2017
Page 2

The existing southbound James White Parkway off-ramp would again become a 2-way local street from Sevierville Pike to E. Moody Avenue.

CDM Smith has reviewed the traffic data provided by the Knoxville Traffic Division, traffic data is provided in **Figures 3 and 4**. Figure 3 illustrates the daily average weekday traffic (AWT) utilizing James White Parkway, and Figure 4 illustrates the intersection turning movements near James White Parkway that may be impacted by the proposed linear park and any reassignment of traffic from James White Parkway. Current intersection geometry and traffic control is illustrated in **Figure 5**. Using a n assumed 2.0-percent annually compounded growth rate (Factor of 1.486), traffic was developed for a projected horizon year 2037. Projected Traffic for 2037 is illustrated in **Figure 6**.

Alternative 1 would maintain the southbound traffic with limited access while the northbound movement would be an arterial flow with at grade intersections with Wynn Avenue, Sevier Avenue, and Anita Drive. An arterial flow would have a reduced roadway capacity for the northbound traffic while the southbound traffic should maintain its higher operating capacity. This alternative would require some geometric and traffic control improvements including signalization at Sevier Avenue and Anita Drive. The on-ramp from Anita Drive would require ramp improvements to facilitate two thru lanes from Cottrell Street. The Sevierville Pike intersection with James White Parkway on-ramp would require modification to facilitate the southbound James White Parkway termination. A reassignment of 2037 traffic is illustrated in **Figure 7**, and **Figure 8** illustrates the minimum required intersection geometry and traffic control.

Alternative 2 would essentially maintain the current James White Parkway capacity but would add park access near the on- and off ramps. **Figure 9** illustrates the projected traffic for this alternative which is unchanged from that illustrated in Figure 6 as traffic would not be reassigned.

Alternative 3 would again maintain a limited access facility with some capacity reduction as the lanes and shoulder widths would be reduced and the wide median removed. However, this reduction in capacity should not be significant and should continue as a viable alternative to Henley Street to the Knoxville central business district (CBD). **Figures 10 and 11** illustrate the projected 2037 traffic and the required minimum geometry and traffic control, respectively.

Analyses of the 2017 and 2037 conditions were conducted using Synchro 9 developed by Trafficware. **Figure 12** illustrates the current 2017 intersection lane group levels of service. The study intersection are currently operating a acceptable levels of service.



Mr. Shawn Fitzpatrick, PE
James White Parkway Review
December 26, 2017
Page 3

Projected traffic conditions for the respective alternatives are illustrated in **Figures 13-16**.

Both Alternatives 1 and 3 concentrates traffic to the existing James White Parkway intersection with Sevierville Pike requiring significant modification to the traffic control and intersection geometry. With the development of this modified intersection, the eastbound left-turn movement from Sevierville Pike to northbound James White Parkway will experience increased delay and an adverse queue during the AM peak hour. Double eastbound left-turn lanes from Sevierville Pike to northbound James White Parkway would provide a good level of service and a much reduced and manageable eastbound traffic queue.

If a single lane left-turn movement from Sevierville Pike and a single lane on-ramp is maintained for Alternative 3, traffic to northbound James White Parkway would be limited and metered by the signal thereby permitting a single northbound lane on James White Parkway to Anita Drive where James White Parkway could become the 2-lane facility. However, the impact will be adverse eastbound queues on Sevierville Pike during the AM peak hours which could divert traffic to Heneley Street and Davenport Road where impacts may develop for the existing Henely Street and Gay Street bridges to the downtown CBD.

With Alternative 1, the eastbound left-turn movement from Anita Drive to northbound James White Parkway would operate at an E LOS and the intersection capacity will approach capacity. The projected left-turn volume exceeds 300 vehicles during the AM peak hour and the reassigned traffic to Cottrell Street may bring the intersection to its capacity. Further analyses of the Anita Drive and Cottrell Street intersection with eastbound double left-turn lanes found an acceptable left turn LOS may be provided and any capacity deficiency mitigated for Alternative 1. The necessary two-lane northbound departure from Anita Drive to James White Parkway would permit the double left-turning movement.

With signalization of Cottrell Street with Sevier Avenue and Anita Drive with Alternative 1, operations can be managed with the reassignment of northbound traffic. This arterial operation would continue to be an alternative to Henley Street to the Knoxville CBD but is more limiting as its capacity is much reduced. In comparison, Alternative 3 would maintain higher northbound capacity for James White Parkway.

Further analyses of the additional mitigation discussed are illustrated in **Figures 17 and 18**. The analyses conducted for the study is presented in a Capacity and LOS Summary table of this report.



Mr. Shawn Fitzpatrick, PE
James White Parkway Review
December 26, 2017
Page 4

If you have any questions regarding these findings, please call me or Jeff Mize to discuss.

Sincerely,
CDM Smith Inc.

1/05/18

John F. Gould, PE
Senior Transportation Engineer

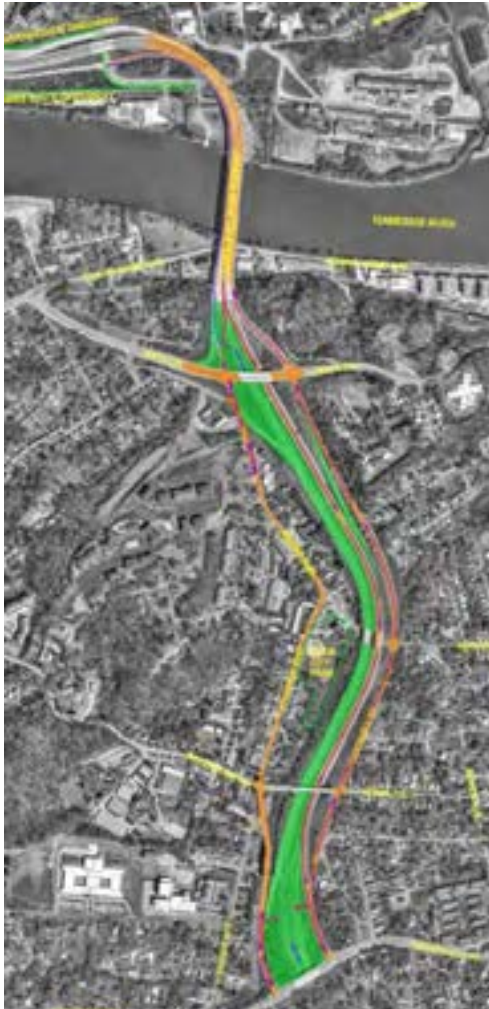
Attachments: Figures 1-18
Capacity and Level of Service Summary

Study Area
James White Pkwy
Study



Figure 1

ALTERNATIVES
James White Pkwy
Study



ALTERNATIVE 1



ALTERNATIVE 2

Figure 2A

ALTERNATIVES

James White Pkwy
Study



ALTERNATIVE 3



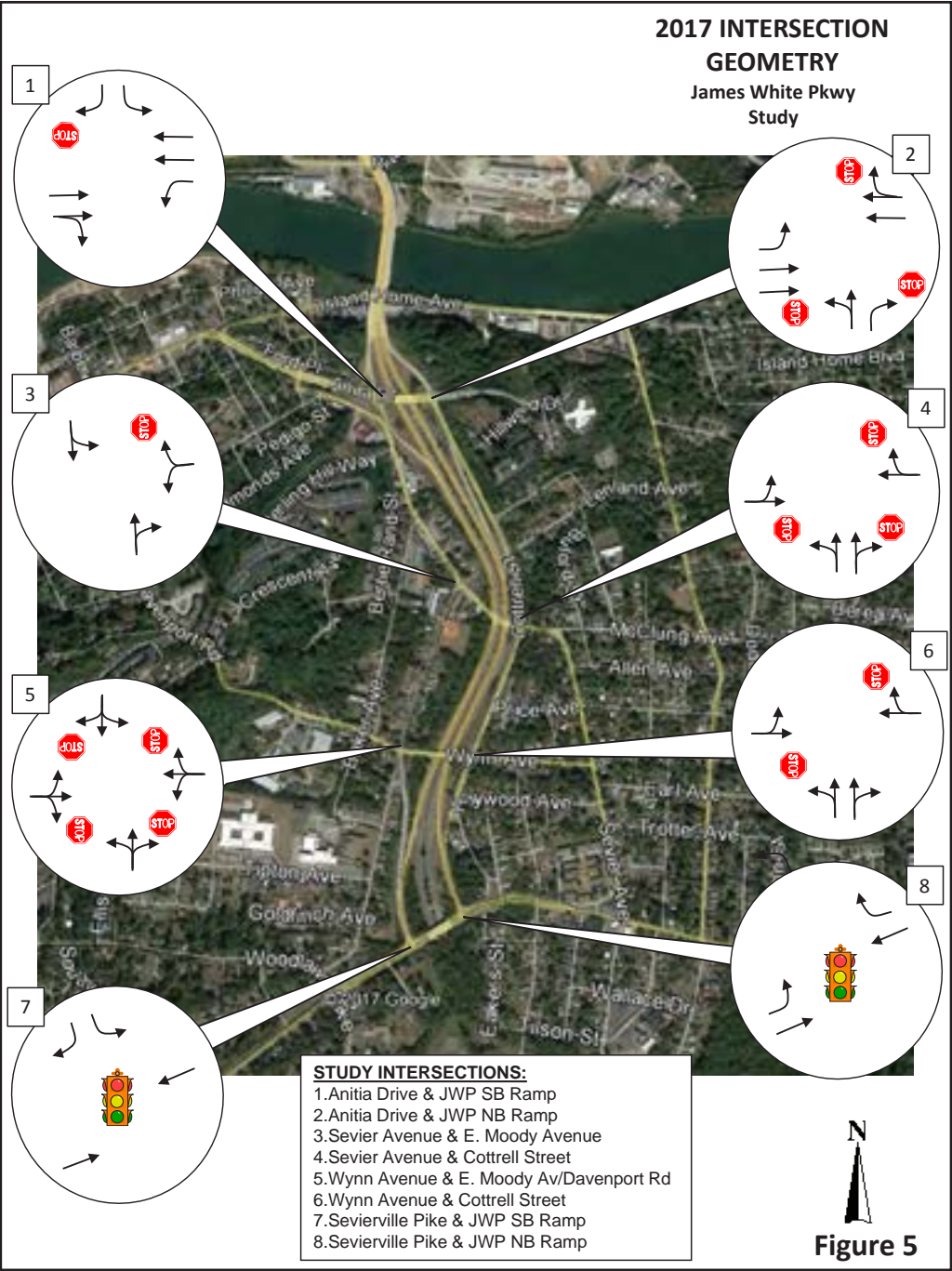
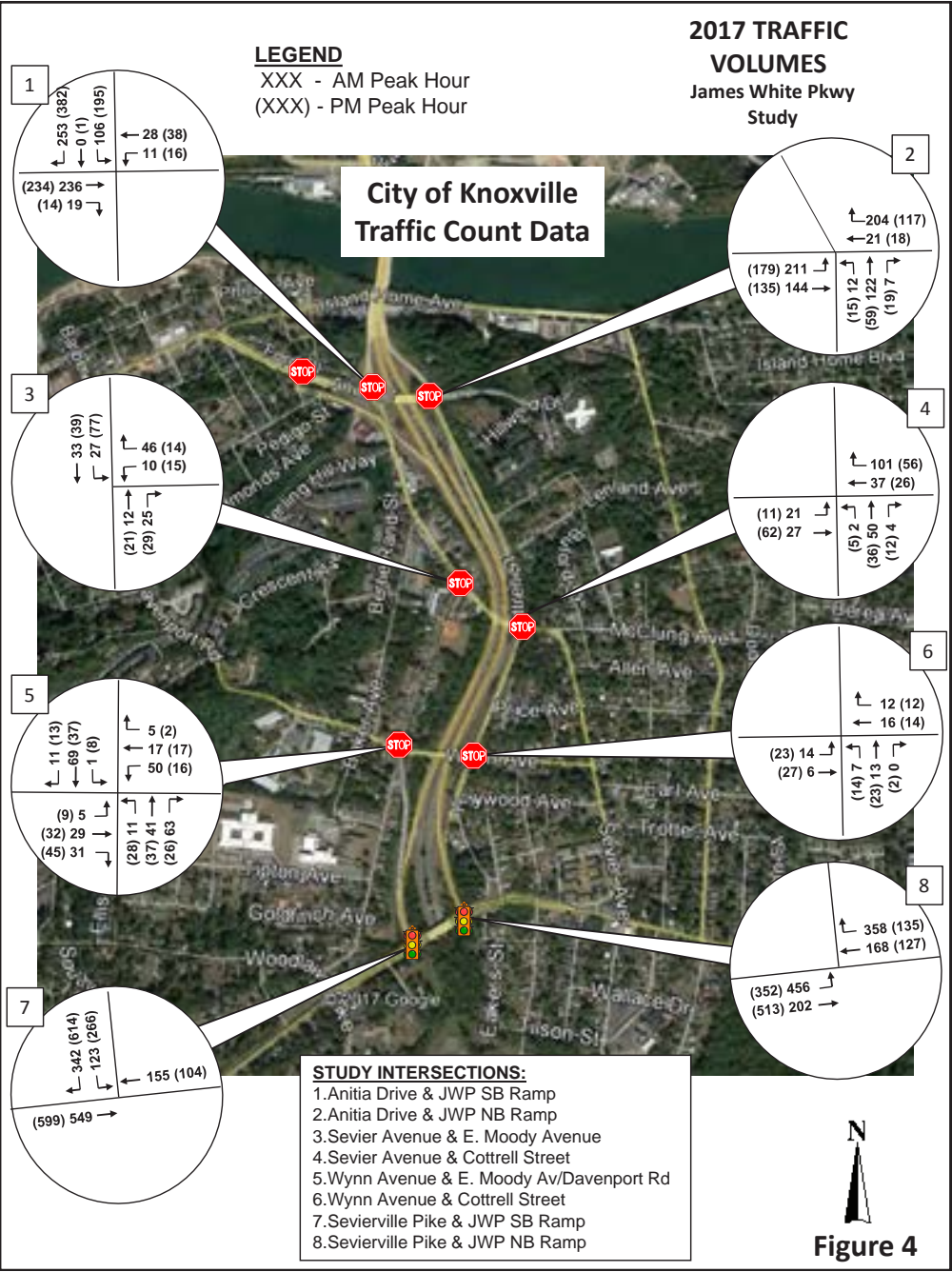
24-HOUR
TRAFFIC VOLUMES

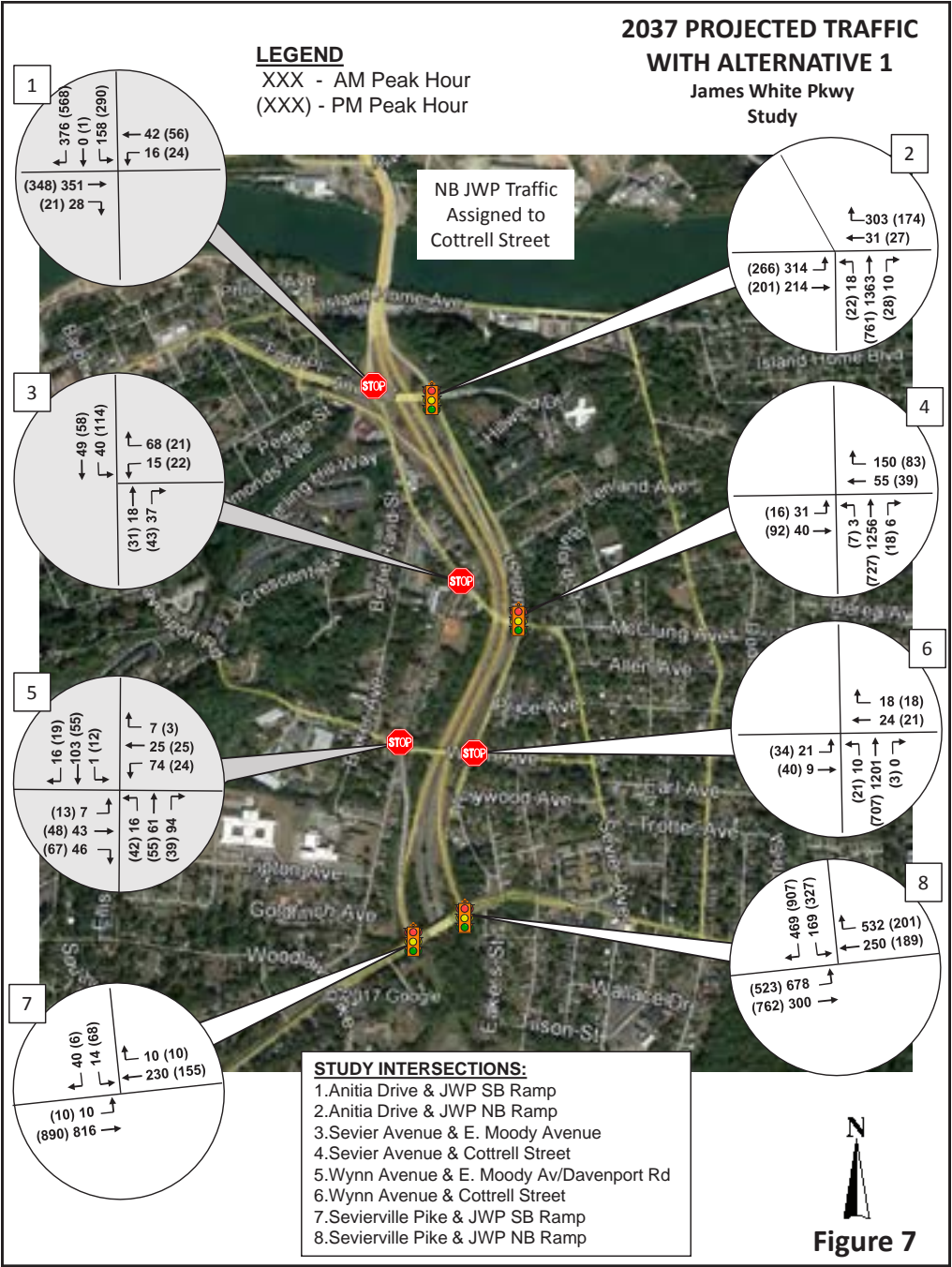
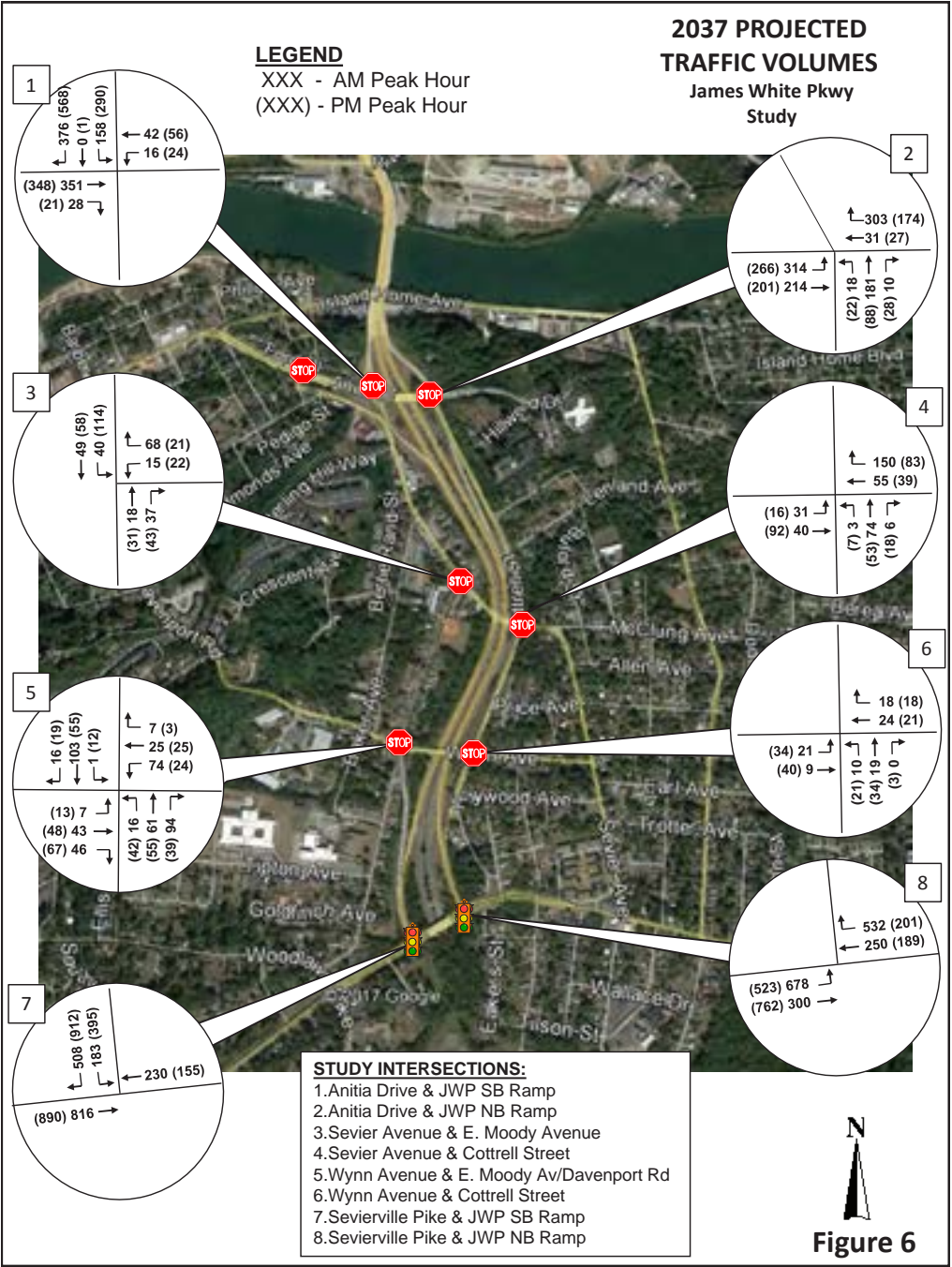
James White Pkwy
Study

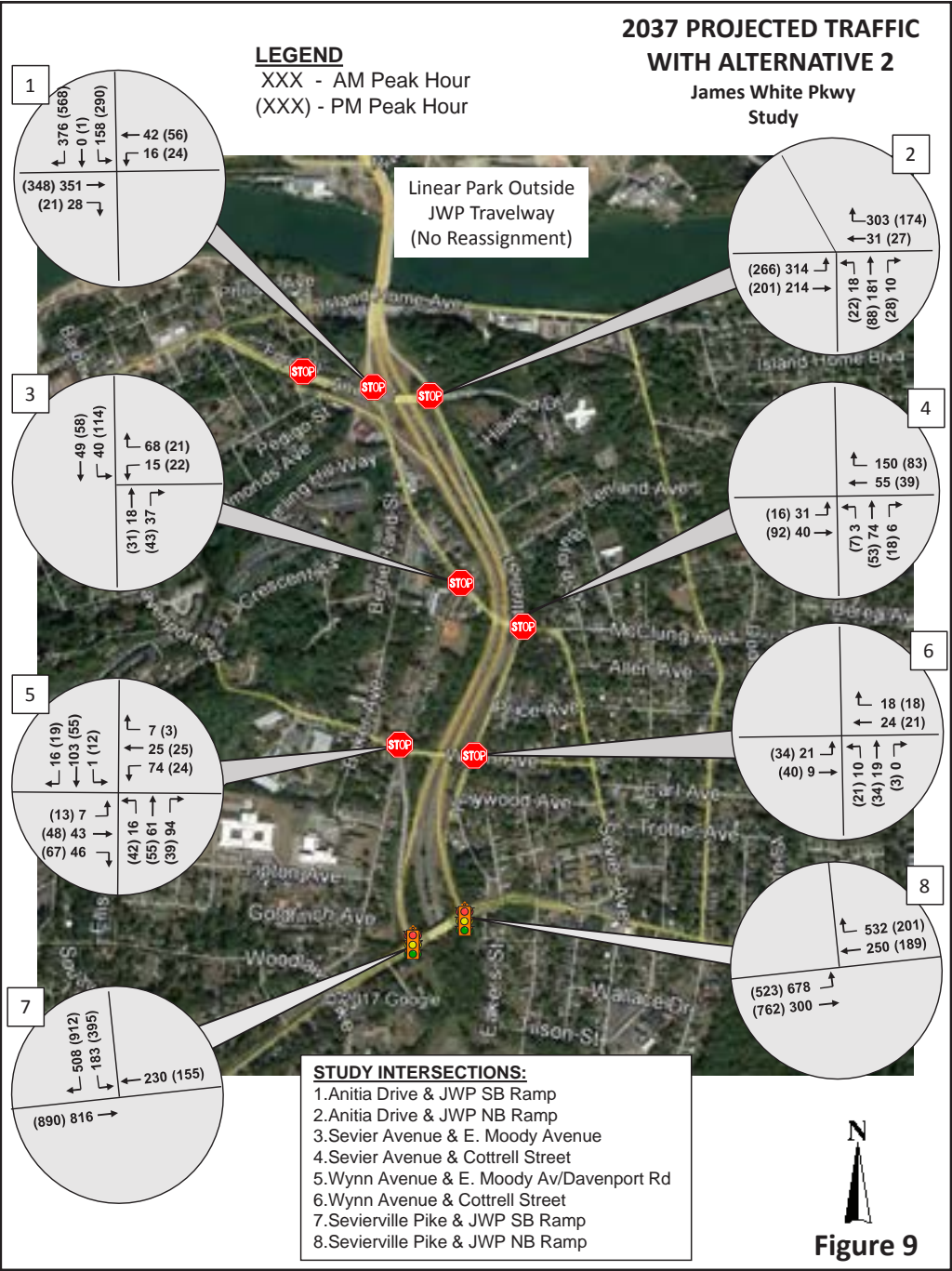
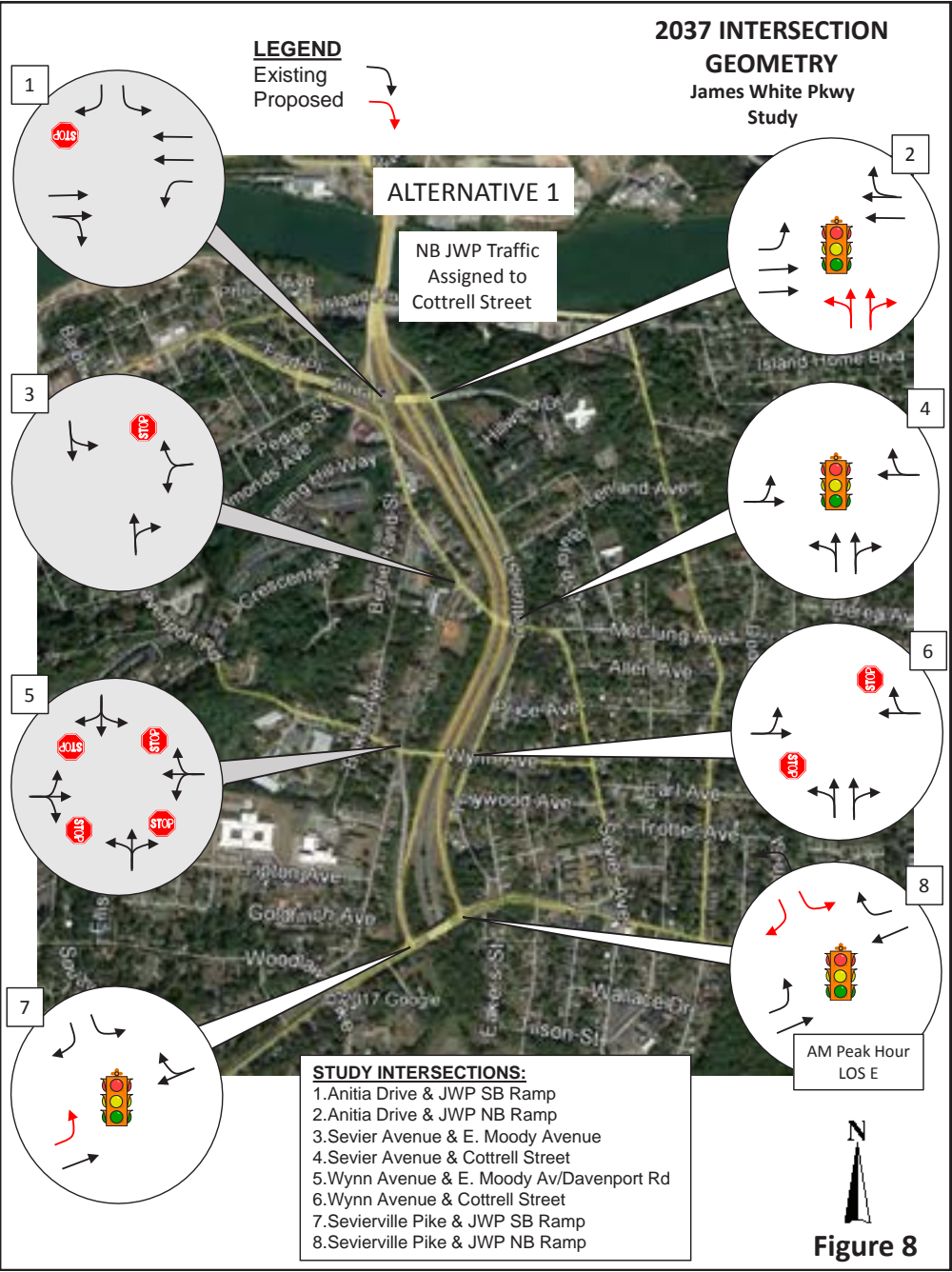


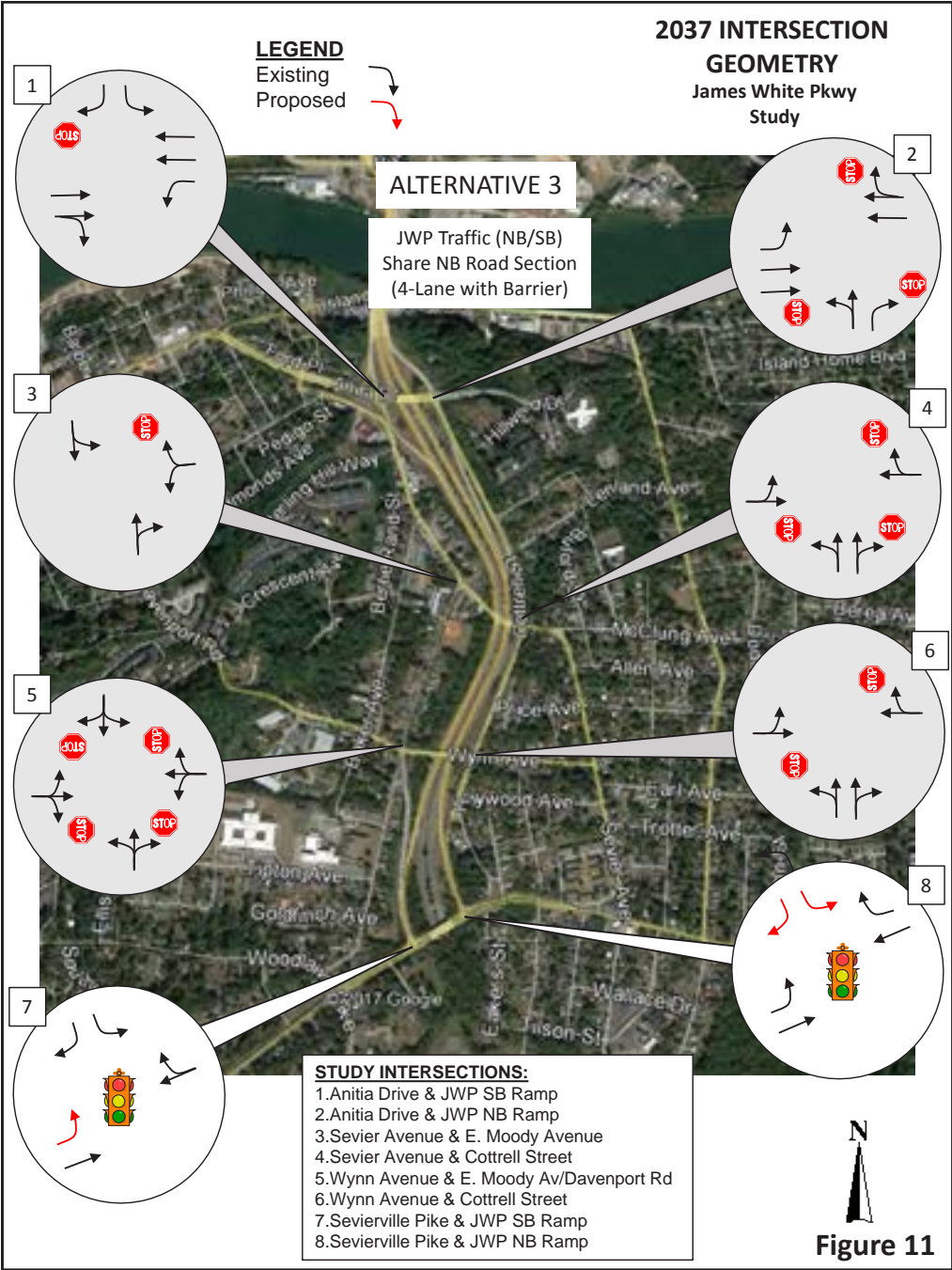
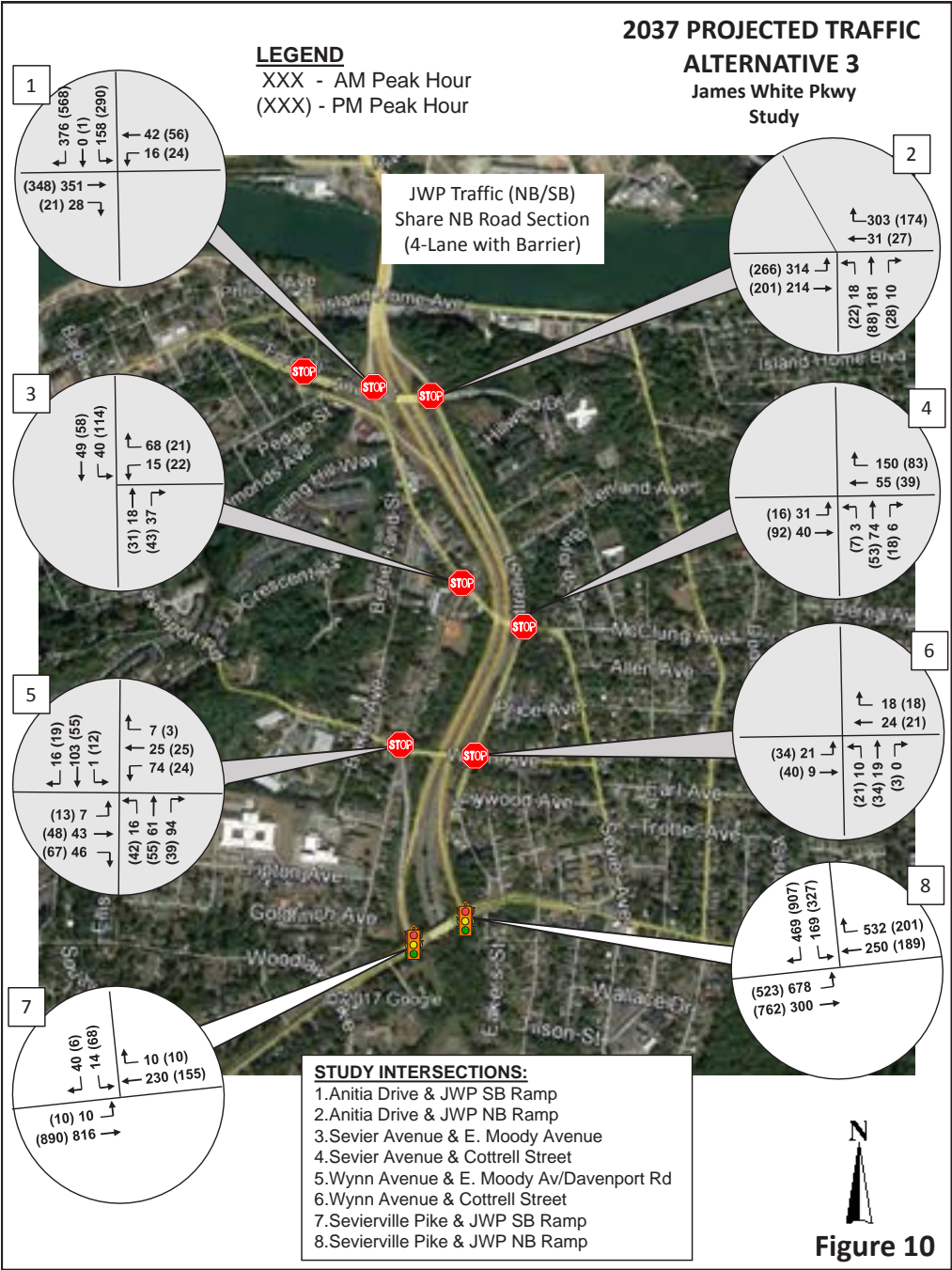
City of Knoxville
Traffic Count Data

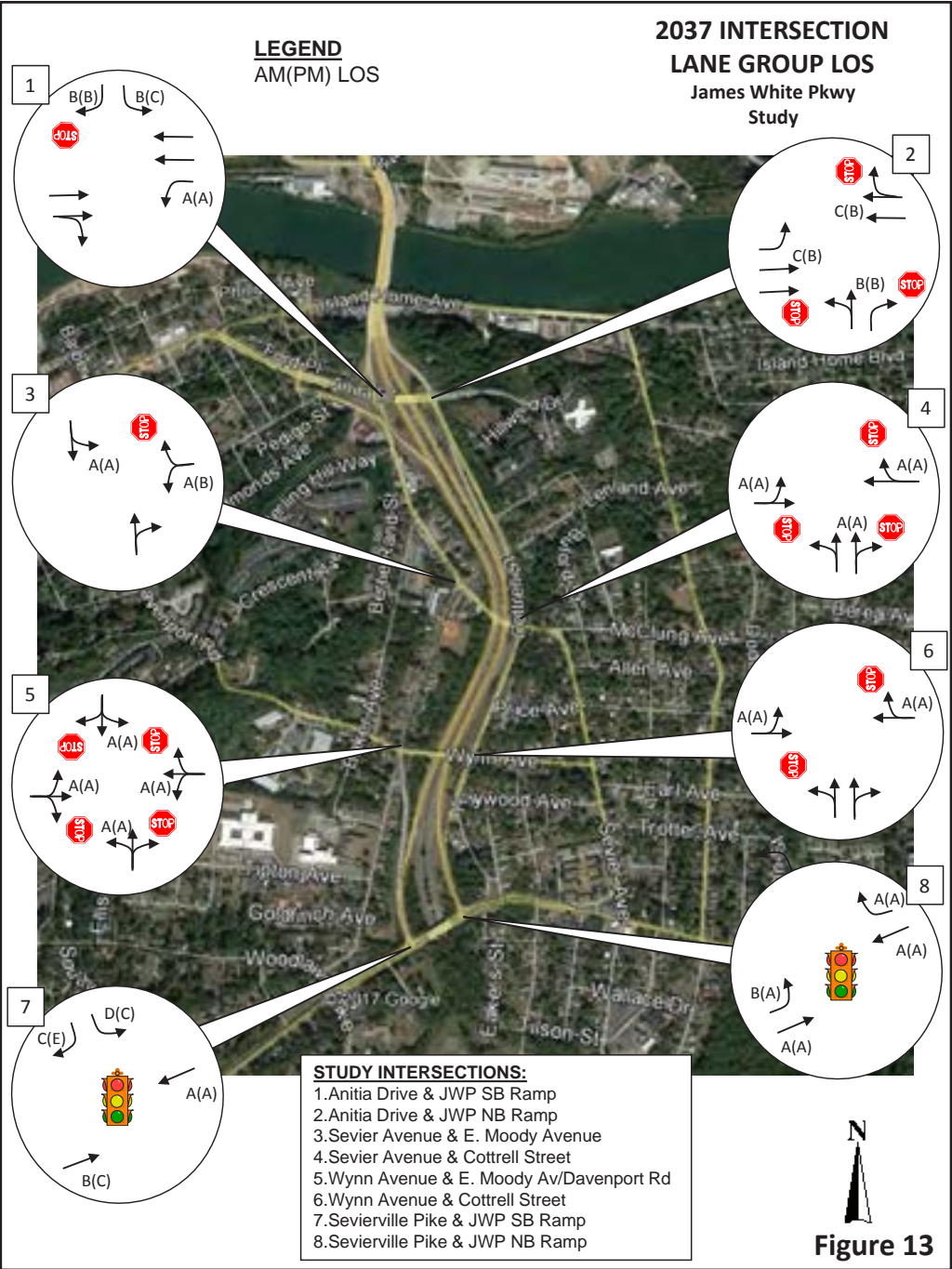
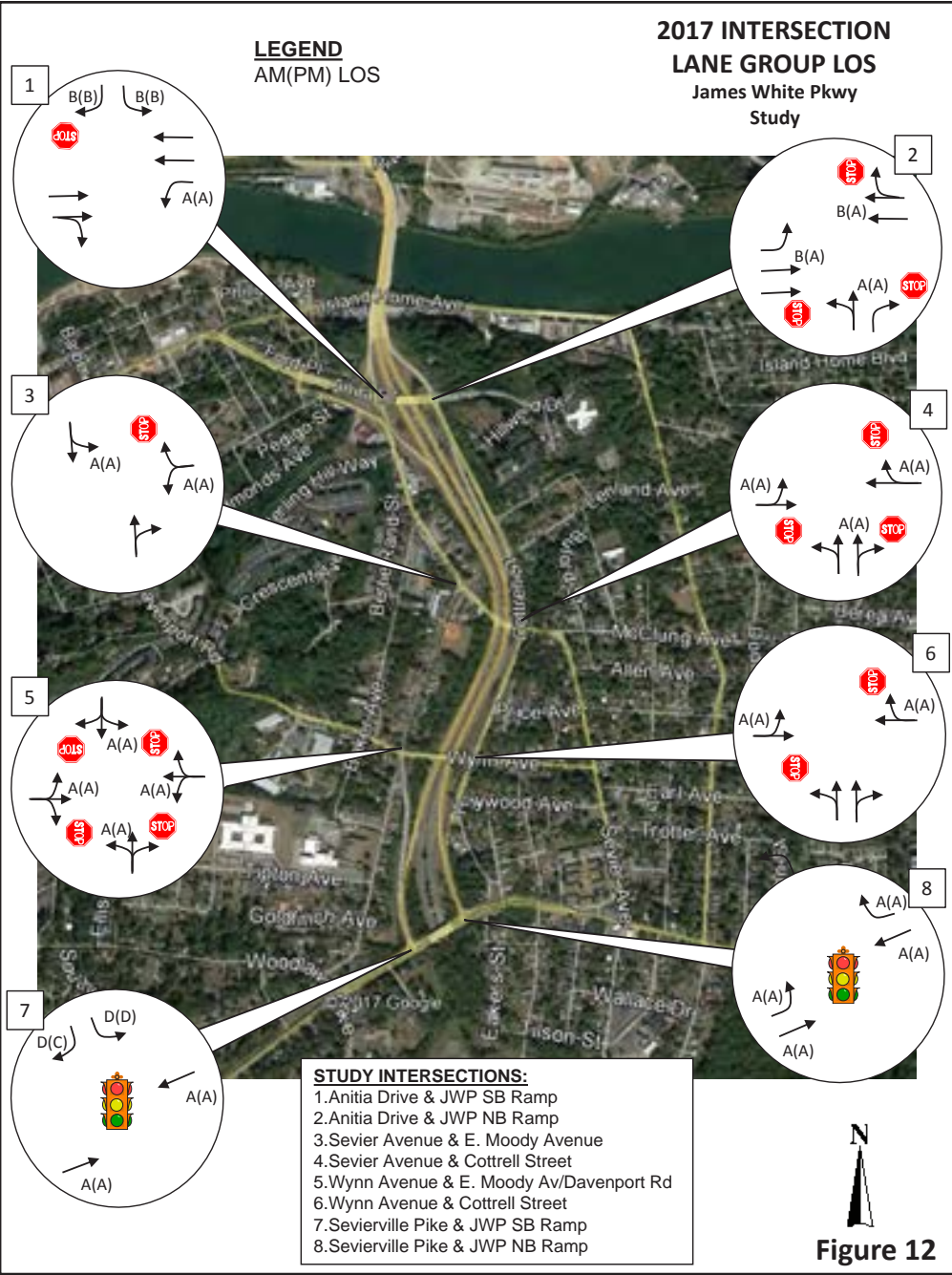


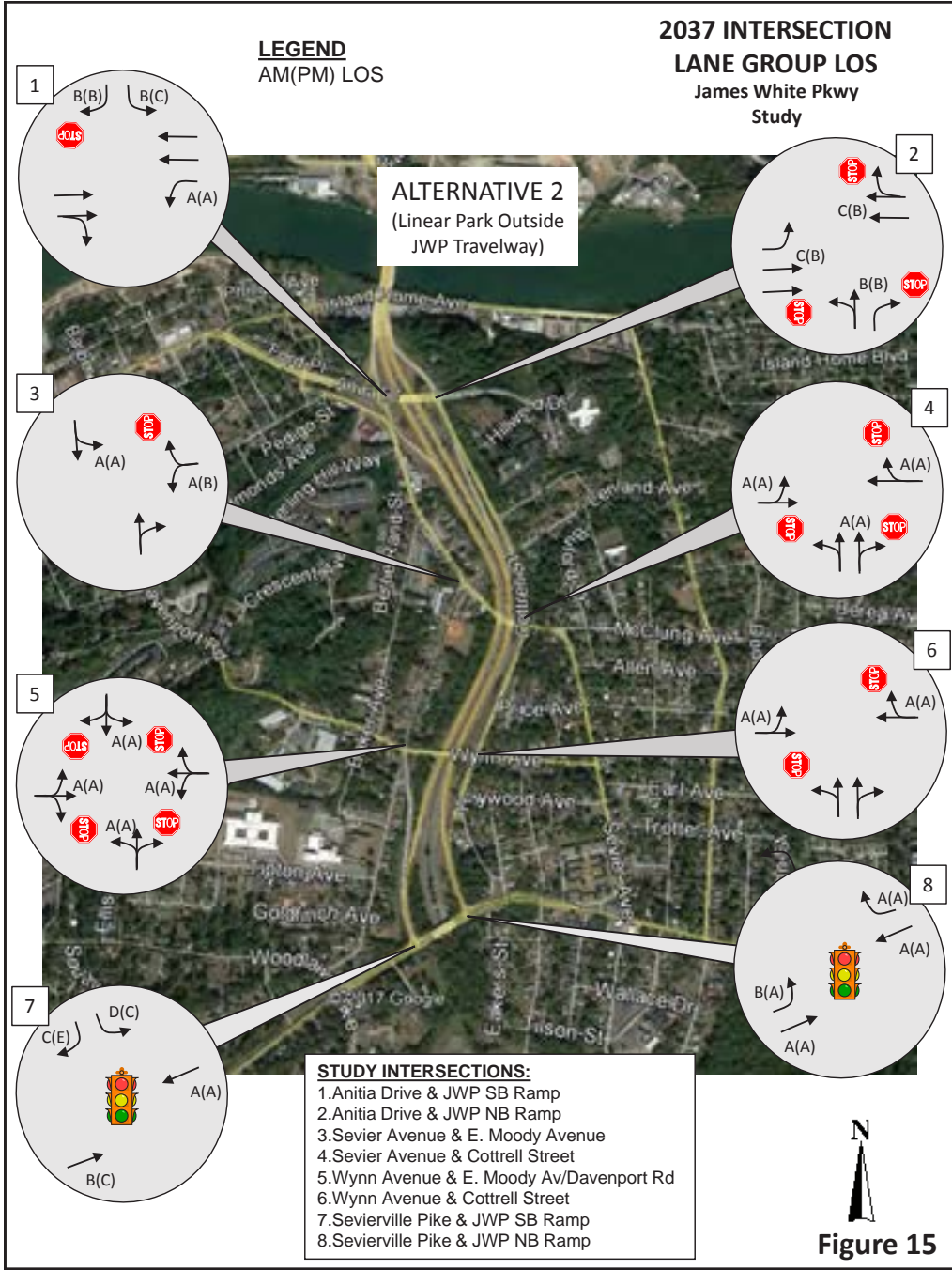
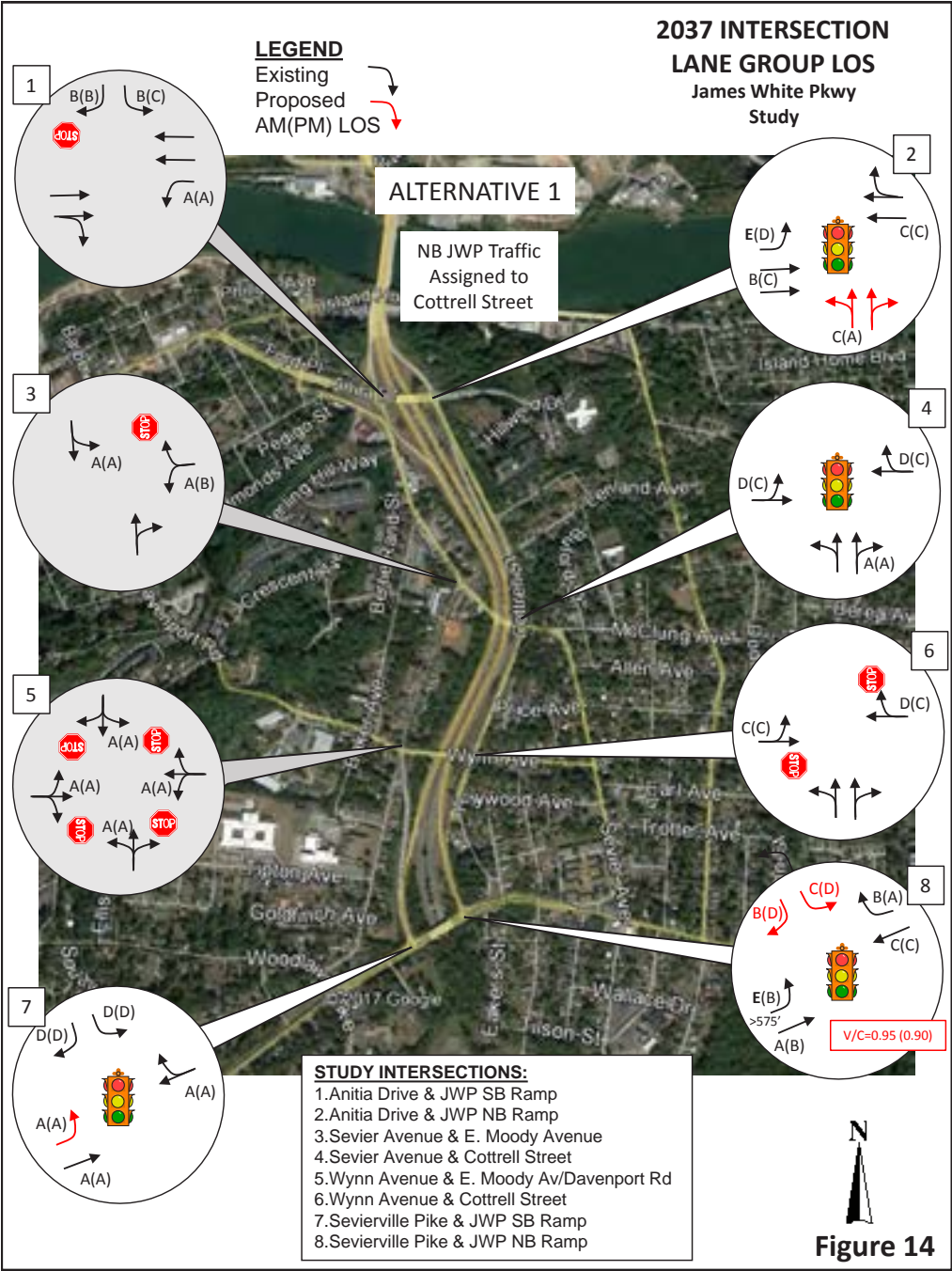


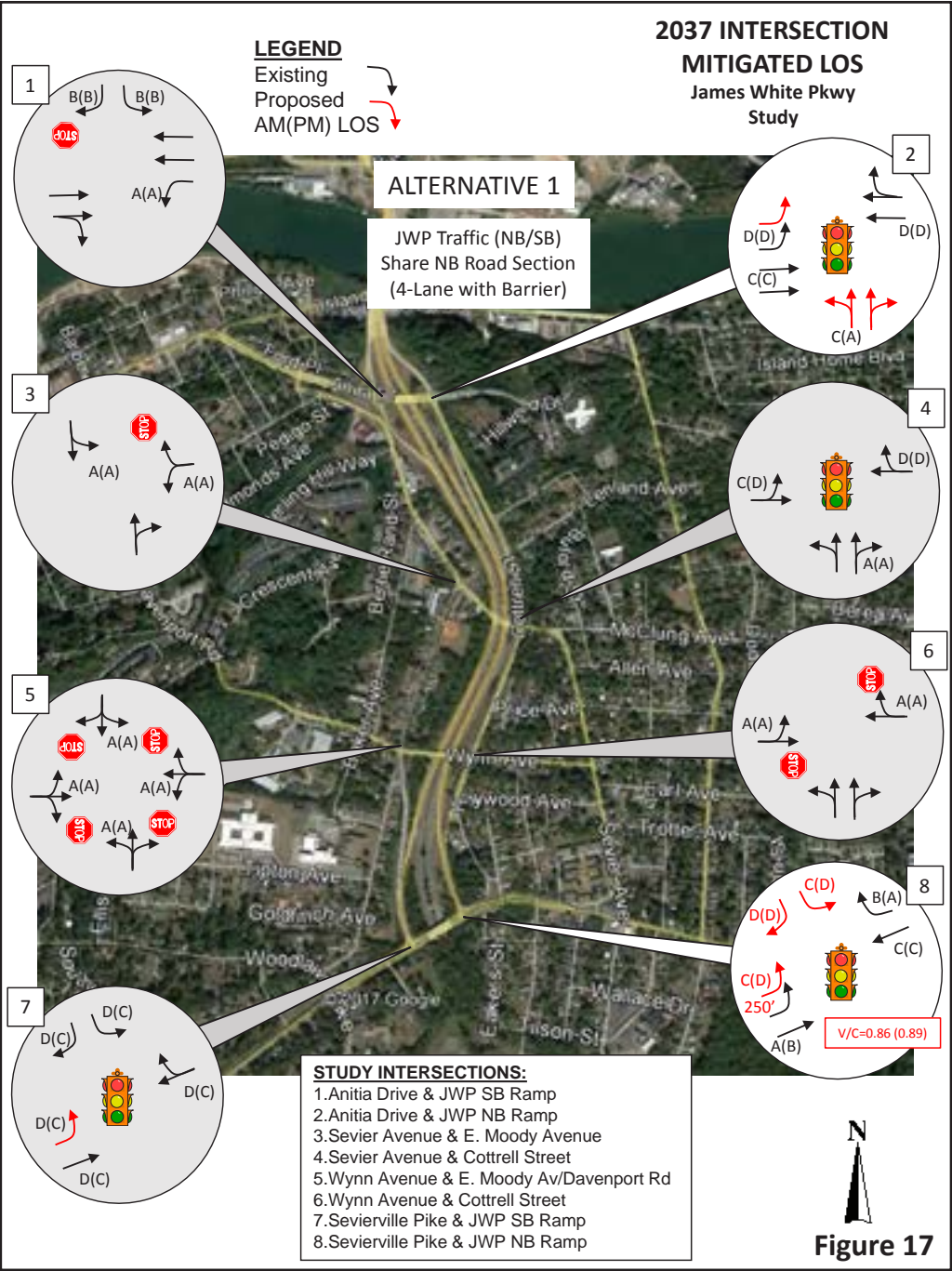
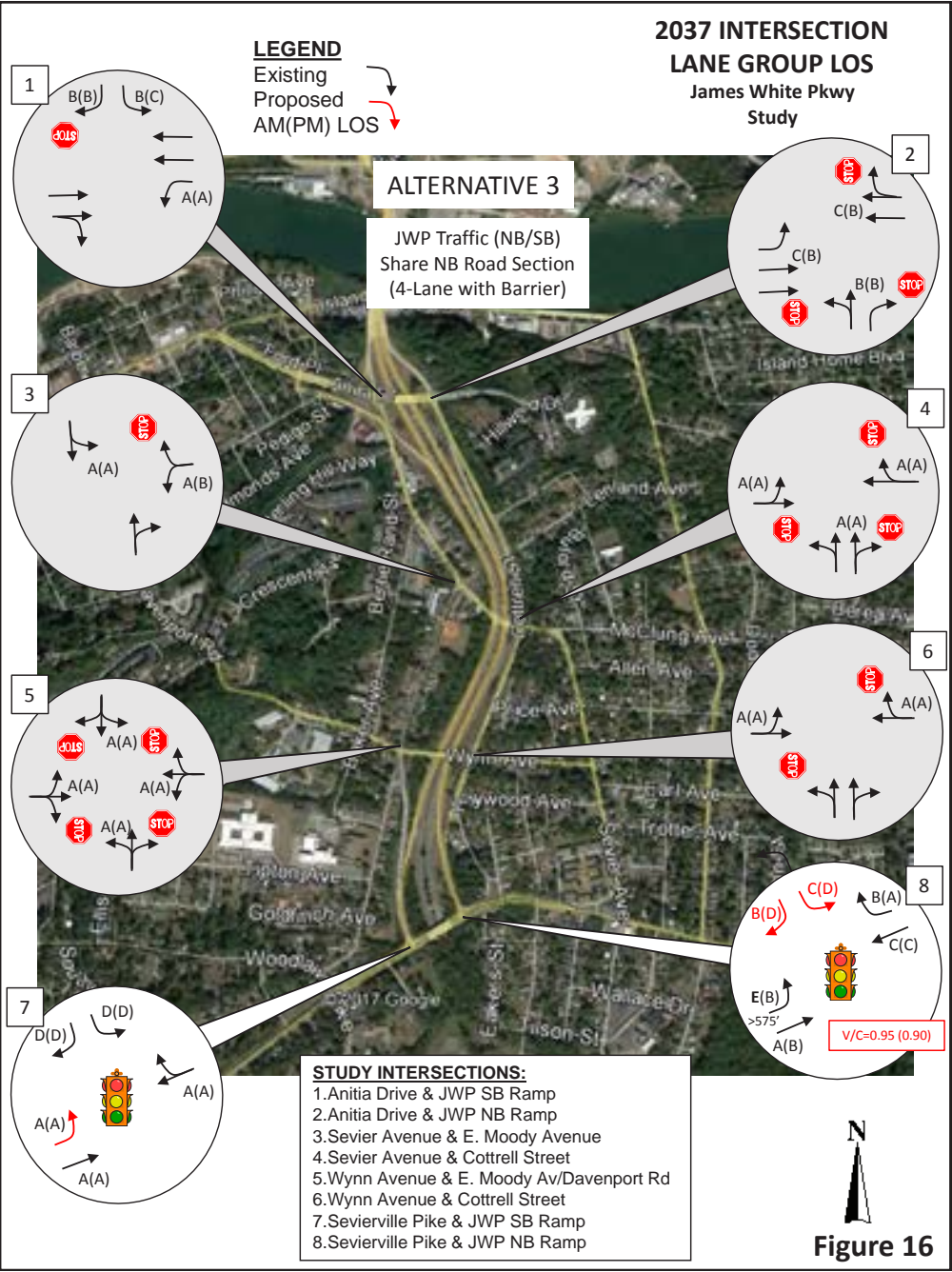


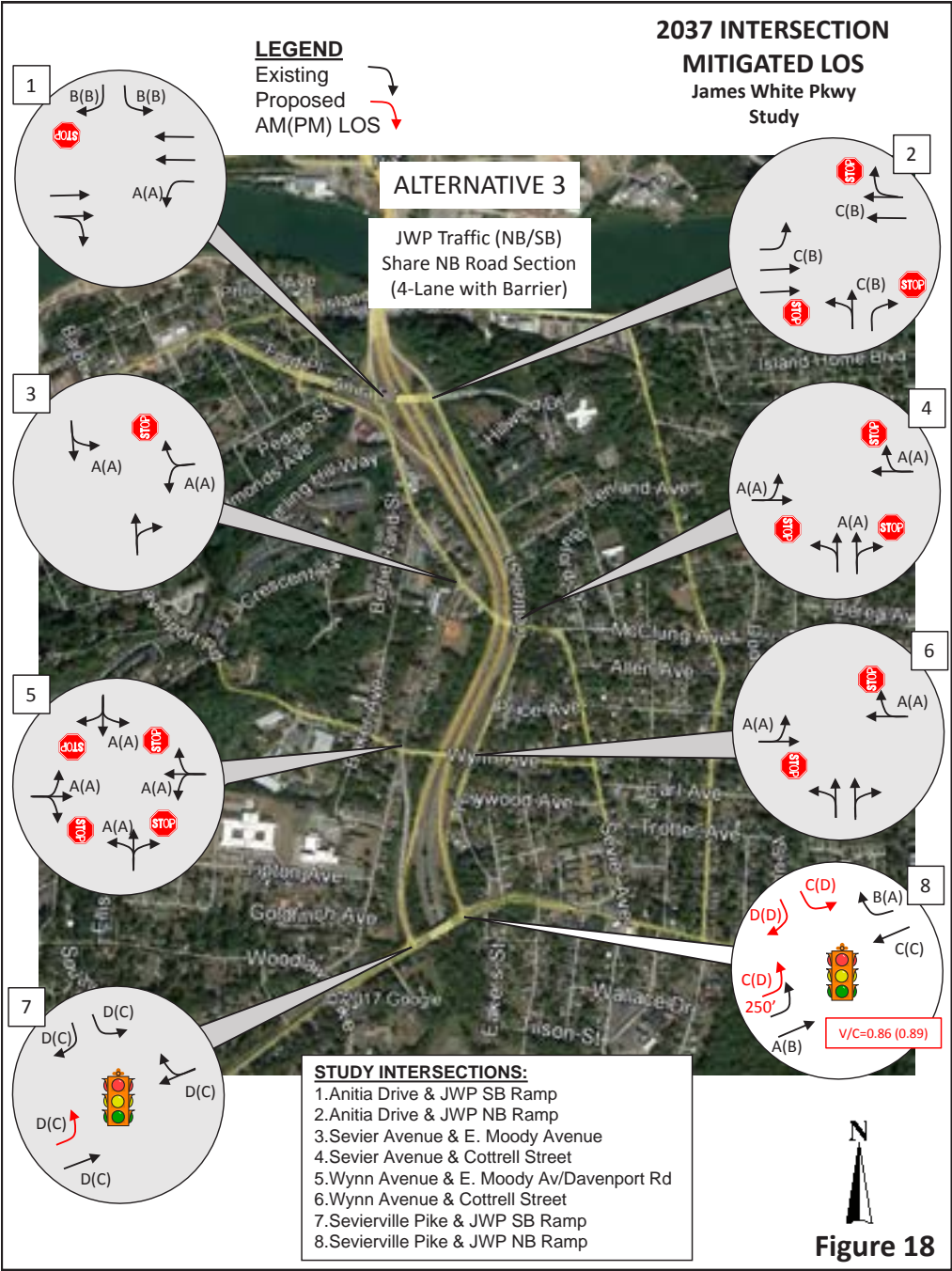












CAPACITY AND LEVEL OF SERVICE SUMMARY												
SIGNAL	A			A			C			A		
	-	-	-	-	-	-	0.86	30.5	C	-	-	-
	-	-	-	-	-	-	0.89	29.4	C	-	-	-
James White Pkwy SB Ramp	SIGNAL						A			A		
James White Pkwy NB Ramp	All-Way	AM	A			-			-			
			-	-	-	-	0.88	-	-	-	-	15.6
			-	-	-	-	0.88	-	-	-	-	11.2
	AM	-	-	-	-	-	-	-	-	-	-	
		-	-	-	-	-	-	-	-	-	-	
		-	-	-	-	-	-	-	-	-	-	
James White Pkwy SB Ramp	A											
All-Way	A			A			A			A		
	A			A			A			A		
	-	-	-							-	-	-
at Wy	All-Way	AM	A			A			A			
			A			A			A			
			A			A			A			
Wynn Ave/Davenp	All-Way	A			A			A				
		A			A			A				
		A			A			A				

Appendix B:

James White Parkway Urban Wilderness Traffic Investigation

JAMES WHITE PARKWAY
URBAN WILDERNESS
TRAFFIC INVESTIGATION

PREPARED FOR:

TDOT REGION 1

ON BEHALF OF:

THE CITY OF KNOXVILLE

February 14, 2018

PREPARED BY:



Gresham Smith and Partners
222 Second Avenue South, Suite 1400
Nashville, TN 37201

TABLE OF CONTENTS

1.0 Introduction 1
2.0 General Concept 1
3.0 Traffic Data..... 3
 3.1 DDHV vs. Freeway Capacity..... 6
 3.2 DDHV vs. Urban Street Capacity 6
 3.3 Constraining Features..... 6
4.0 Cottrell Street 7
5.0 TDOT Questions with Responses..... 7
6.0 Next Steps.....12

1.0 INTRODUCTION

The City of Knoxville desires to convert the one-mile segment of James White Parkway (JWP) between Anita Drive and Moody Avenue from its existing condition of an urban expressway to a multimodal city street corridor. To accomplish this goal, the City will request a license agreement with TDOT, which would allow the City to make modifications within the JWP right-of-way. This segment of JWP is located just south of Downtown Knoxville, on the south bank of the Tennessee River. JWP is currently State Route 71. The purpose of this document is to provide TDOT a description of the proposed concept for JWP, discuss traffic data along the corridor, update TDOT on a related proposal to convert Cottrell Street from motor-vehicle use to a non-motorized shared-use path, answer questions received from TDOT from review of previous concept details, and begin the discussion of next steps.

2.0 GENERAL CONCEPT

The proposed modification of JWP is part of the larger Urban Wilderness project currently underway by the City. The City is in final negotiations to obtain a license agreement with TDOT related to the right-of-way TDOT acquired for the extension of JWP south of Moody Avenue. The City would obtain the right-of-way license agreement through TDOT's Excess Land Committee. This right-of-way was acquired by TDOT to ultimately connect JWP to Chapman Highway. However, the extension of JWP to Chapman Highway was removed from the Knoxville TPO's Transportation Improvement Program and Long-Range Plan. The extension to Chapman Highway is no longer in TDOT's funding plans. With the JWP extension to Chapman Highway no longer included in any local or state plans, TDOT no longer needs the right-of-way to the south of Moody Avenue.

The City's Preferred Option for JWP between Anita Drive and Moody Avenue places both directions of motor-vehicle travel along the current southbound lanes of JWP. The City would convert the current northbound lanes of JWP to a greenway/shared-use path for non-motorized travel. **Figure 1** provides a schematic diagram of the City's Preferred Option. This portion of JWP would function as the gateway into the Urban Wilderness park system, which will connect to Ijams Nature Center and other parkland in South Knoxville. The City will focus their initial efforts on the area south of Moody Avenue. Funding for the construction of the Preferred Option modifications to JWP is currently not available. However, the City would like to begin discussions with TDOT to determine if there are any conditions for a right-of-way license agreement south of the Tennessee River. TDOT has made a considerable investment in JWP and the bridge over the Tennessee River, and the City understands the need to provide a viable route between Downtown and South Knoxville. The City promotes that the JWP Urban Wilderness Gateway would complement this need. JWP as currently configured has excess motor-vehicle capacity,

and the City feels strongly that its right-of-way would be better utilized by the public by allocating space for the safe and efficient use of non-motorized travel.

FIGURE 1: PROPOSED FUTURE CONDITION OF JWP



Source: City of Knoxville Urban Wilderness Gateway Design Team

Under the City's plan, JWP south of the Tennessee River would be converted from an urban expressway to an urban minor arterial design. This is consistent with its current use as a connection to Anita Drive and Moody Avenue. Both of these connecting roadways are one-lane in each direction, low speed, local routes. Connecting to these routes with an expressway is out of context of the surrounding residential area. With the connection to Chapman Highway no longer being considered, JWP will not see the levels of traffic anticipated when it was originally planned and designed. An urban expressway design south of the Tennessee River is no longer needed to meet the traffic demand of the corridor.

The City's Preferred Option for JWP would create a transition from the urban context north of the Tennessee River to the natural parkland that the City is currently planning south of Moody Avenue. South of the Tennessee River, the Preferred Option would shift both directions of traffic to the current southbound side of existing JWP. The City would construct a greenway/shared-use path along the current northbound side of JWP. The posted speed limit along JWP north of the Tennessee River is 45 mph. The posted speed limit along JWP south of the Tennessee River currently increases to 55 mph. Instead of increasing the speed limit 10 mph south of the Tennessee River, the City would prefer the speed limit be decreased by at least 10 mph to no higher than 35 mph south of the Tennessee River. The City's Preferred Option would include design elements to reinforce the slower speed operations, including possible curvature and roadside modifications. The slower speeds are desired to improve the safety for all users of the corridor (motorists, bicyclists, and pedestrians). It will also transition motorists to the stop condition at Moody Avenue.

The City's Preferred Option would not place signals or stop signs along the modified portion of JWP. It would still operate in free-flow conditions, just at a lower speed. The existing grade separations at Wynn Avenue and Sevier Avenue would continue to service motor-vehicles crossing JWP and its proposed greenway/shared-use path. Due to these conditions, traffic disruptions to the adjacent neighborhood would be minimal. Noise impacts should be reduced with the lower speed. The Preferred Option would improve pedestrian and bicycle connectivity throughout the area. The conversion of JWP from an expressway to an urban roadway would be more in context with the adjacent development.

3.0 TRAFFIC DATA

Traffic data for this document were collected from TDOT's count station on the JWP Bridge over the Tennessee River, TDOT's E-TRIMS database, and the Knoxville Transportation Planning Organization's (TPO) Travel Demand Model (TDM).

South of the Tennessee River, JWP is classified as an Urban Expressway, with two 12-foot lanes in each direction, 12-foot outside shoulders, 10-foot inside shoulders, and a 40-foot grass median. It bisects a residential area.

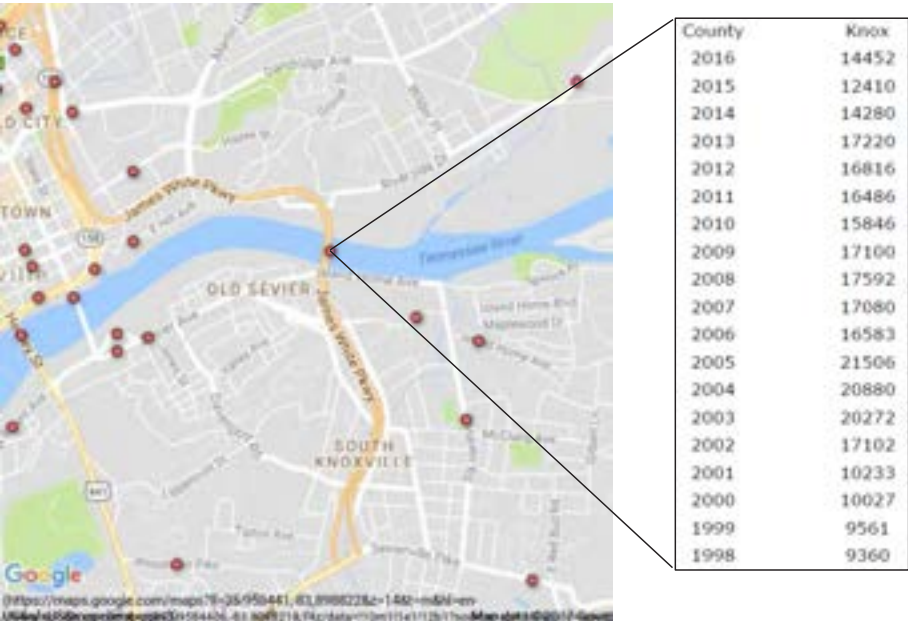
TDOT's E-TRIMS traffic data reports that the Average Daily Traffic (ADT) along JWP south of the Tennessee River was 14,450 vpd in 2016. TDOT's online traffic history tool corroborates this value, and shows that the count station is located north of Anita Drive, along the JWP Bridge over the Tennessee River (see Figure 2). E-TRIMS reports the Design Hourly Volume (DHV) for both directions of travel along JWP is equal to 13% of the ADT. This ratio is known as the "K" factor. Therefore, the Design Hourly Volume (DHV) is equal to 14,450 x 0.13 = 1,880 vph. E-TRIMS reports the directional distribution is 72:28, so 72% of vehicles are traveling in the peak direction during the DHV. Therefore, based on TDOT's data, the Directional Design Hourly Volume (DDHV) is 1,880 x 0.72 = 1,355 vph north of Anita Drive.

James White Parkway Urban Wilderness
Knoxville, Knox County

James White Parkway Urban Wilderness
Knoxville, Knox County

The Knoxville TPO provided TDM data for the study corridor (see **Figure 3**). The TDM includes future land uses and developments in its assumptions of future travel demand. The TDM breaks the study area into 4 segments. Segment 1 is the bridge over the Tennessee River. Segment 3 is the mainline segment between Anita Drive and Moody Avenue. The TDM projects an ADT of 15,506 vpd on Segment 1 in 2014. This is higher than TDOT's E-TRIMS projection for 2016 and field count on the bridge over the Tennessee River. By 2040, the TDM projects the ADT along Segment 1 to increase to 21,253. The TDM has a considerable traffic drop at Anita Drive. The ADT in 2040 is projected to drop to 14,418 along Segment 3, which is the mainline segment between Anita Drive and Moody Avenue. This is a drop of almost 7,000 vpd at the Anita Drive Interchange. The remaining 14,000 vpd will depart at Moody Avenue.

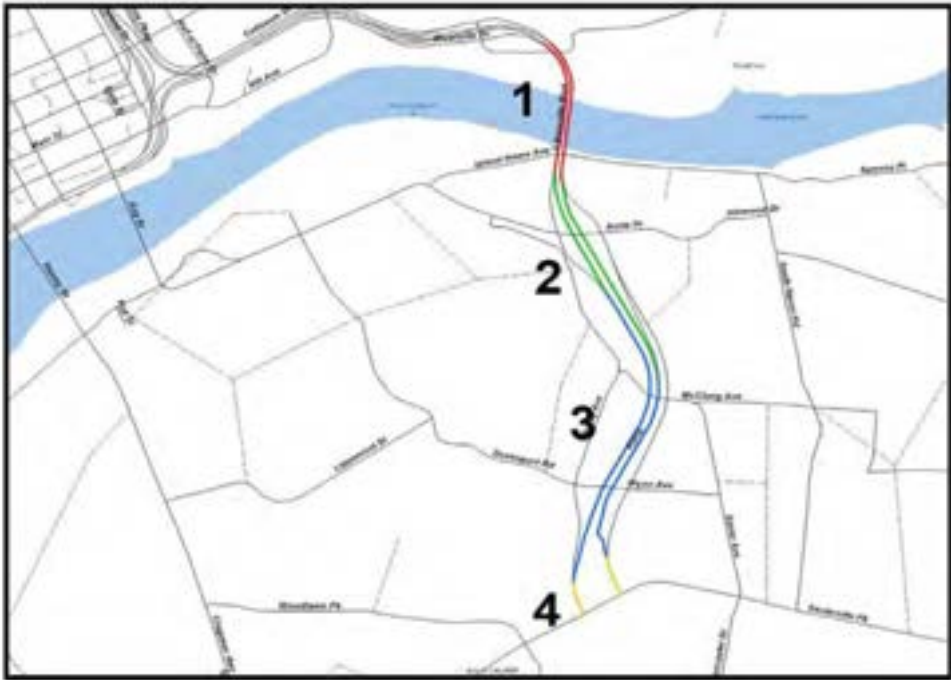
FIGURE 2: TDOT ADT TRAFFIC HISTORY



Source: TDOT Count Station 360

FIGURE 3: KNOXVILLE TPO TDM TRAFFIC PROJECTIONS

Segment	Projected Travel Demand Model Average Daily Volume by Year			
	2014	2022	2030	2040
1	15,506	16,724	18,350	21,253
2	8,886	9,640	10,860	13,146
3	8,961	9,719	10,952	13,255
4	9,859	10,662	12,053	14,418



Source: Knoxville TPO (11/29/17)

Table 1 Summarizes the traffic data reported by TDOT and the Knoxville TPO.

TABLE 1: TRAFFIC VOLUMES				
Segment	TDOT Data	Knoxville TPO Data		
	2016 ADT	2014 ADT	2040 ADT	2040 DDHV
North of Anita Drive	14,452	15,506	21,253	1,989
Between Anita Drive and Moody Avenue	n/a	8,961	14,418	1,350

Note: DDHV = ADT x K x D = ADT x 0.13 x 0.72

3.1 DDHV VS. FREEWAY CAPACITY

The 2040 Design Year DDHVs are well below the capacity of the existing route south of Anita Drive. The Highway Capacity Manual 6 (HCM 6), Chapter 12 Basic Freeway Segments, reports the capacity of a basic freeway segment with a 60-mph free-flow speed is 2,300 pc/hr/lane (Exhibit 12-4). At 9% trucks present along the route, the Heavy Vehicle Adjustment Factor is 0.917. Therefore, the capacity is 2,110 veh/hr/lane. The Knoxville TPO's TDM projects the 2040 Design Year DDHV north of Anita Drive to be 1,989 vph. This is approaching the capacity of one freeway lane (94%). Therefore, the two existing lanes are needed along JWP north of Anita Drive. However, the traffic drops considerably at the Anita Drive Interchange with JWP. The projected 2040 Design Year DDHV south of Anita Drive is 1,350 vph. This is 64% of the capacity of a single freeway lane. With two existing freeway lanes along this segment, the 2040 Design Year traffic is only 32% of capacity.

3.2 DDHV VS. URBAN STREET CAPACITY

The HCM 6, Chapter 18 Urban Street Segments, reports the capacity of an uninterrupted flow urban street lane is 1,800 veh/hr/lane (Equation 18-2). South of Anita Drive, the Knoxville TPO 2040 Design Year projected DDHV is 1,350 vph. This is 75% of the capacity of a single uninterrupted urban street lane. The projected 2040 Design Year ADT of 14,418 is also within TDOT's range for consideration of a 3-lane urban Road Diet (Instructional Bulletin 17-10). Therefore, it appears feasible that JWP south of Anita Drive would meet the 2040 Design Year Traffic volumes with a Road Diet having one lane in each direction. The facility could be designed to drop and add lanes at the Anita Drive Interchange Exit and Entrance Ramps. Since there would be no left-turn opportunities along the access-controlled facility, there would be no need for the center two-way left turn lane associated with a traditional road diet. If a four-lane facility is provided, it would operate at 38% of capacity in the 2040 Design Year. As a two-lane facility, it would operate at 75% of capacity.

3.3 CONSTRAINING FEATURES

JWP's bridge over the Tennessee River serves as a redundant route in the event either the Chapman Highway or Gay Street Bridge is closed or experiences a traffic-limiting event. However, access to JWP is limited by the roadways that access JWP (Anita Drive/Sevier Avenue and Moody Avenue). Both of these roadways have one travel lane in each direction between JWP and Chapman Highway. Furthermore, the capacity of JWP is limited by the signalized ramp intersections at these routes. Therefore, the capacity of JWP is limited more by these external factors than the mainline carrying capacity. As seen in **Figure 2**, the highest traffic volume recorded since 1998 across the JWP Bridge over the Tennessee River is less than 22,000 ADT.

Both Chapman Highway and Gay Street's bridges over the Tennessee River have experienced long-term reconstruction-associated closures in this time span. This volume is comparable to the MPO's 2040 Design Year traffic projection on the JWP Bridge over the Tennessee River, and the JWP mainline is still well below capacity.

4.0 COTTRELL STREET

The city is in the early phases of investigating the conversion of Cottrell Street from motorized vehicle use to a non-motorized shared-use path. Cottrell Street is a low-volume roadway that parallels the northbound side of JWP. The city is developing a traffic study that investigates the traffic-related effect of this conversion on adjacent routes. The Cottrell Street conversion would complement the long-term vision of the corridor. The grade separations crossing JWP that serve the adjacent neighborhoods will remain open to vehicular traffic.

5.0 TDOT QUESTIONS WITH RESPONSES

1. In the past, JWP has served as a redundant route when either the Henley St. or Gay St. bridges needed repair or if there was an incident.

Does your concept allow for this to continue while maintaining the existing capacity?
JWP would still be a viable alternate route. The capacity of both the existing expressway and the proposed condition are limited by the feeder roads and signalized intersections to enter and exit the facility in South Knoxville. Freeway segments have a mainline capacity of approximately 2,300 pcphpl at a free-flow speed of 60 mph. With the facility's truck percentage of 9%, the capacity is equivalent to 2,110 vphpl. Reducing the speed limit would reduce capacity to around 1,800 vphpl. No signals or stop signs are planned along the JWP mainline. Both capacities are significantly higher than the Knoxville TPO's TDM 2040 Design Year traffic projection of less than 15,000 ADT, which is equivalent to approximately 1,350 vph per direction. In fact, JWP could be reduced to one lane in each direction south of Anita Drive and still provide the needed capacity along the corridor. Concerning the use of JWP when there is an incident on other bridges across the Tennessee River, JWP's capacity is limited by the feeder roads and signalized intersections at the ramp entrances and exits at Anita Drive and Moody Avenue. The capacity of a lane of traffic at a signalized intersection is approximately 900 vphpl. Left turn lane capacity is reduced further. The capacity of the mainline under any circumstance would not be the limiting factor of the facility. If intersection and signal timing improvements are made at the ramps as part of the project, the capacity of the network could actually be improved.

How will travel time be affected by implementing your concepts?
To create a multimodal facility that is safe and comfortable for all users, the target speed for JWP should be reduced to no higher than 35 mph. This will affect one mile of JWP in South Knoxville. The existing speed limit is 55 mph south of Anita Drive. Assuming an existing running speed of 60 mph and a proposed running speed of 35 mph, the time to travel the one mile section of JWP would be increased from 1.2 minutes to 1.7 minutes (30 seconds longer). Additionally, because the existing travel times are affected more by the existing signals at the ramp termini than mainline speeds, it is anticipated the travel time difference for motorists will be insignificant.

2. Using local streets for pedestrian facilities

Have you considered using part of the existing local streets to serve as pedestrian facilities and leaving JWP in its current location and configuration?

The long-term vision for the corridor is to be a multimodal facility that serves as a gateway and transition zone between Knoxville's urban core and the Urban Wilderness' park setting. Leaving JWP in its current configuration contradicts this vision due to its high-speed and aesthetics. However, funding for the long-term vision of the corridor is not currently available. Therefore, the city is investigating the conversion of Cottrell Street from motorized vehicle use to a non-motorized shared-use path. The city is developing a traffic study that investigates the effect on adjacent routes with this plan. The Cottrell Street conversion would complement the long-term vision of the corridor, and not replace it.

Could the placement of the access control fence be modified to accommodate pedestrians?

The access control fencing will accommodate pedestrians. The city has been in discussions with TDOT's Right-of-Way Division for fencing options. The fencing can be replaced with something pedestrian scale and aesthetically pleasing. Breaks will be allowed for access to the corridor from public right-of-way.

3. The JWP extension project was developed to provide an alternate route to Chapman Highway, which has experienced congestion and a high frequency of traffic incidents. It was removed from the Knoxville TPO's Transportation Improvement Plan (TIP) in 2013.

If at some point in the future, the Knoxville TPO adds the JWP extension project back into their TIP, can the linear park concept function with the higher traffic volumes?

The JWP extension is no longer in the TPO's TIP or LRTP. Therefore, it is no longer a project or a consideration. TDOT is in the process of completing the Excess Land right-of-way license agreement south of Moody Avenue with the city, which will make it a park. Extending JWP to Chapman Highway will not occur.

Has there been consideration to accommodate potential future transit services in the development of the proposed design?

Transit considerations would be incorporated in the future design. Pedestrian and ADA access will be improved with the proposed project. Reconstructing JWP as a lower speed facility will improve the safety of all users, including potential transit users, and especially improve pedestrian safety as they access transit stops.

4. As the City continues to invest along this corridor, some redevelopment is occurring now. As this trend continues, how would these concepts be expandable to allow for additional traffic volumes without interfering with the City's park investment?

The Knoxville TPO Travel Demand Model (TDM) is referenced for the design year traffic projection of the corridor. The TDM includes future land uses and developments in its assumptions of future travel demand. The Urban Wilderness would become a destination within Knoxville, but it would not be expected to generate traffic peaks during rush hours.

5. Will non-motorized vehicles and pedestrians be allowed on JWP, a fully access controlled facility?

Non-motorized vehicles and pedestrians will be allowed to enter the facility's right-of-way. The purpose of the project is to develop a multimodal corridor and greenway experience in South Knoxville. Being fully access controlled is not in conflict with this purpose. Access control will still be maintained, however openings in the access control for non-motorized vehicles and pedestrians will be allowed from public right-of-way. This has been coordinated with TDOT's Right-of-Way Division.

6. How are the non-motorized vehicles addressed on the ramps between Moody Ave. and Cottrell St.?

Non-motorized vehicles will be accommodated at intersections either by grade separation under the ramps or brought to signalized intersections. Crossings will follow TDOT design guidance and AASHTO's "Guide for the Development of Bicycle Facilities" (Bike Guide).

7. Has a Traffic Management Plan been prepared for the proposed facility? How does the City intend to sign to direct southbound traffic to access local cross streets along Sevier Ave and to avoid the through lane along JWP?

The Preferred Option would place both directions of JWP along the current southbound side. No special signing is anticipated beyond standard MUTCD guidance. The intersection of JWP with Moody Avenue would resemble a standard street intersection.

8. What is planned to address queueing on the ramps?

Ramp queues are not anticipated to be a concern through the design year. Without the connection to Chapman Highway, the facility is not projected to experience significant traffic growth by the Knoxville TPO Travel Demand Model through the design year. With the reduction in speeds along JWP, if queues do reach the mainline, they will be less dangerous due to the reduction in speed differential between stopped cars and mainline traffic. The goal is for the facility to no longer be an expressway; it will be a local minor arterial/major collector street.

9. Have these options been modeled under current and future conditions?

The City hired CDM-Smith to develop traffic models of several scenarios. The results demonstrated comparable LOS for the proposed scenarios as the existing geometry at the ramp intersections with Anita Drive and Moody Avenue through the design year. The LOS could be improved with intersection improvements including double-left turn lanes. The Preferred Option, which places both directions of traffic on the current southbound side, was not included in the CDM-Smith models. However, CDM-Smith did model both directions of travel relocated to the current northbound side. No major issues were reported. Similar results would be anticipated with the traffic shifted to the southbound side.

10. Will trucks be allowed on the proposed reconstructed JWP facility between Anita Dr. and East Moody Ave?

Yes.

11. Would any additional signals be needed to accommodate the shifted volumes on parallel routes?

Once TDOT and the City agree on the conditions related to the JWP right-of-way license agreement, the City will investigate design details including intersection improvements, pavement markings, and signalization within the study corridor. It is not anticipated additional

signalization will be needed. However, existing signals will have to be modified for the altered lane assignments. Additionally, the City is currently studying the traffic effects of converting Cottrell Street to a shared-use path. It is anticipated that will have a greater effect on the local roadway network than the preferred JWP Option.

12. Would turn-lanes be added at the intersections on the parallel routes?

Once TDOT and the City agree on the conditions related to the right-of-way license agreement, the City will investigate design details including intersection improvements, pavement markings, and signalization within the study corridor. Additionally, the City is currently studying the traffic effects of converting Cottrell Street to a shared-use path. It is anticipated that will have a greater effect on the local roadway network than the preferred JWP Option.

13. If northbound JWP traffic is rerouted to Cottrell St., is there sufficient capacity to accommodate the current and future traffic demand?

The City no longer plans to reroute motor-vehicle traffic to Cottrell Street. The Preferred Option would place both directions of JWP along the current southbound side and convert Cottrell Street to a shared-use path.

14. Have the intersections along the parallel routes been analyzed for crashes based on current traffic? If so, what safety improvements are needed to address current conditions?

A crash analysis has not been developed. An existing and predicted crash analysis can be conducted utilizing the Highway Safety Manual and FHWA's IHSDM software to predict the difference in crashes between existing and proposed conditions. It would be anticipated that the severity of crashes would be reduced with the desired reduced speeds within the JWP corridor. The conversion of Cottrell Street to a shared-use path is not anticipated to significantly increase traffic or crashes on the adjacent routes.

15. Has a safety analysis been performed to assess the parallel routes performance based on increased traffic from the diversion of traffic off existing JWP? If so, has the analysis indicated the need for safety improvements along those routes?

An existing and predicted crash analysis can be conducted utilizing the Highway Safety Manual and FHWA's IHSDM software to predict the difference in crashes between existing and proposed conditions. It would be anticipated that the severity of crashes would be reduced with the desired reduced speeds within the corridor. It is anticipated that there will be little if any diversion of traffic off existing JWP.

16. With the history of wrong way maneuvers at JWP interchanges, what measures would be taken to address and prevent these movements?

If there is an existing safety deficiency, it should be corrected now. Due to funding constraints, it will be some years before the City will be able to make design modifications to the Anita Drive Interchange. At Moody Avenue, the intersection with JWP would resemble a standard city-street intersection. Both directions of JWP would intersect with Moody Avenue at the current southbound ramp terminus. Therefore, wrong-way maneuvers should be minimized.

17. Based on the current condition of the pedestrian facilities, would these need to be upgraded?

Pedestrian and bicycle facilities would be upgraded throughout the corridor with this project.

18. How are existing signal operations being modified due to the rerouting of the JWP traffic?

Once TDOT and the City agree on the conditions related to the JWP right-of-way license agreement, the City will investigate design details including intersection improvements, pavement markings, and signalization within the study corridor. Under the City's Preferred Option, JWP traffic will not be rerouted outside the current JWP right-of-way.

19. What would the ramp layout look like at each ramp intersection?

At Anita Drive, the proposed ramp configuration would be similar to the existing configuration. At Moody Avenue, the intersection with JWP would resemble a standard city-street intersection. Both directions of JWP would intersect with Moody Avenue at the current southbound ramp terminus.

20. Would additional ROW be needed to make appropriate improvements?

Existing City right-of-way will be utilized to make the improvements in the Preferred Option.

21. Will the crossovers from the parallel routes be modified?

Design modifications would meet AASHTO (both Green Book and Bike Guide) and/or NACTO guidance.

22. Are there any sight distance restrictions at the intersections along the parallel routes? If so, how are they being addressed under the proposed conditions?

Any necessary intersection design modifications/plans would meet current AASHTO guidance, including sight distance.

23. How will non-motorized vehicles and pedestrians be safely accommodated at the crossovers?

Pedestrian and bicycle intersections with motorized travel will meet ADA and AASHTO standards. Where feasible, the crossings will be grade separated. At other places, they will be brought to signalized intersections. At lower volume locations, marked crossings will be designed. Once TDOT and the City agree on the conditions related to the right-of-way license agreement, the City will investigate design details including intersection improvements, pavement markings, and signalization within the study corridor.

24. How will non-motorized vehicles and pedestrians be safely accommodated at the intersections?

Pedestrian and bicycle intersections with motorized travel will meet ADA, NACTO and AASHTO standards. Where feasible, the crossings will be grade separated. At other places, they will be brought to signalized intersections. At lower volume locations, marked crossings will be designed. Once TDOT and the City agree on the conditions related to transferring JWP to the City, the City will investigate design details including intersection improvements, pavement markings, and signalization within the study corridor.

25. Will speed limits need to be changed under the proposed options?

The target speed of the facility will be lowered in order to make a safe and comfortable multimodal corridor. Lowering the speed limit would have minimal effect on travel times.

26. How will travel times be affected under the proposed conditions?

To create a multimodal facility that is safe and comfortable for all users, the target speed for JWP should be reduced to no higher than 35 mph. This will affect one mile of JWP in South

*James White Parkway Urban Wilderness
Knoxville, Knox County*

Knoxville. The existing speed limit is 55 mph south of Anita Drive. Assuming an existing running speed of 60 mph and a proposed running speed of 35 mph, the time to travel the one mile section of JWP would be increased from 1.2 minutes to travel the mainline section to 1.7 minutes (30 seconds longer). Additionally, because the existing travel times are affected more by the existing signals at the ramp termini than mainline speeds, it is anticipated the travel time difference for motorists will be insignificant.

27. What outreach has occurred to the general public, corridor residents, and area businesses? If outreach has occurred, what feedback has been received to date? If outreach has not occurred, how does the City plan to conduct such outreach?

The City will conduct a thorough public outreach campaign. TDOT will be notified and invited to attend public meetings and the comment summaries can be shared with TDOT.

6.0 NEXT STEPS

A meeting with TDOT Region 1 is scheduled for Friday, February 16th, 2018. The City’s consultant team will discuss the findings in this document along with addressing other questions TDOT may have. As an outcome of the meeting and any following discussions, the City requests a response from TDOT concerning the following:

- 1. Is the City’s Preferred Option and general concept for converting JWP to a multi-use facility acceptable to TDOT?
- 2. Is it acceptable to explore providing one lane in each direction south of the Anita Drive ramps? The Design Year 2040 traffic volumes are 75% of capacity if one lane in each direction is provided, 38% of capacity if two lanes in each direction are maintained.
- 3. What, if any, additional studies does TDOT require for the right-of-way license agreement with the City to be considered?
- 4. What, if any, stipulations would be required by TDOT to grant the right-of-way license agreement with the City for JWP south of the Tennessee River?

Appendix C: Transition to Proposed Parking Study

JAMES WHITE PARKWAY
URBAN WILDERNESS
TRANSITION TO PROPOSED PARKING

PREPARED FOR:

THE CITY OF KNOXVILLE

May 23, 2018

PREPARED BY:



Gresham Smith and Partners
222 Second Avenue South, Suite 1400
Nashville, TN 37201

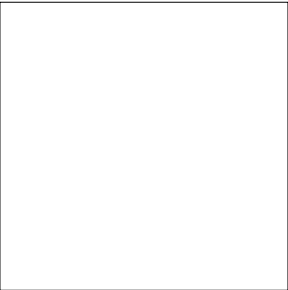


TABLE OF CONTENTS

1.0 Introduction 1
2.0 Transition Zone Discussion 1
3.0 Proposed Speed Reduction Measures 4
 3.1 5-Degree Ramp Departure..... 4
 3.2 Sufficient Transition Zone 5
 3.3 Signs..... 5
 3.4 Narrow Travel Lanes..... 5
 3.5 Landscaping/Delineators..... 5
 3.6 Transverse Rumble Stipes/Strips 6
 3.7 Speed Table/Hump 6
 3.8 Curvature..... 6
 3.9 Raised Islands 6
 3.10 Angle Parking 6
4.0 Additional Considerations..... 7
Figure 1: Conceptual Plan of Transition/Parking Area 8

1.0 INTRODUCTION

The City of Knoxville is developing a park just south of Sevierville Pike on land previously reserved as right-of-way for the extension of James White Parkway (JWP) (State Route 71). The park will be part of the City’s Urban Wilderness system in South Knoxville. The JWP extension is no longer in the Knoxville Transportation Planning Organization’s Transportation Improvement Program (TIP) or Long Range Transportation Plan (LRTP), and it’s former right-of-way south of Sevierville Pike has been licensed over from TDOT to the City of Knoxville for use as a park. Parking is needed for this new park.

The long-term goal is to transition both directions of JWP to the current southbound side. A shared-use path would be constructed where the existing northbound lanes are located. A connecting roadway between JWP and the neighborhood to the south would be constructed. Funding is not currently available for these modifications. As a temporary measure, the City wishes to utilize the segment of existing JWP between Sevierville Pike and the ramps to/from Sevierville Pike/Davenport Road/Cottrell Street for parking for the new park. The segment of JWP to be converted to parking is currently behind barrier and not utilized for motor vehicular use. Please refer to **Figure 1** located at the end of this document for a conceptual plan of the study area.

The purpose of this document is to provide guidance concerning how to safely transition motor vehicles from the high-speed JWP to the proposed parking area between Sevierville Pike and its ramps to/from JWP.

2.0 TRANSITION ZONE DISCUSSION

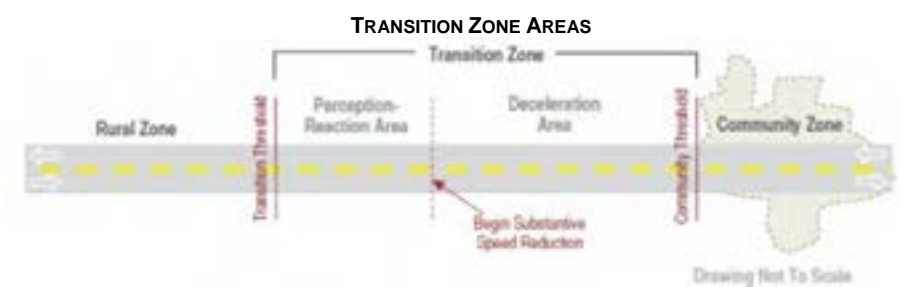
The posted speed along JWP is 55 mph. It is assumed vehicles are typically travelling at 60 mph. It would be preferable to lower JWP to 45 mph, consistent with the speed limit of JWP north of the Tennessee River. A lower speed limit would be consistent with the City’s desire for a more multi-modal corridor with a terminus at the park. However, since there is no guarantee the speed limit will be lowered, design considerations were made with the assumption the speed limit along JWP would remain 55 mph.

James White Parkway Urban Wilderness
Knoxville, Knox County

The AASHTO Green Book makes a distinction between design criteria for high-speed facilities and low-speed facilities. The boundary between high-speed design and low-speed design is in the range of 45 to 50 mph. These speeds correspond to design speed, and not the posted speed limits. Where high-speed facilities meet low-speed facilities, there is a transition zone where drivers in one direction are expected to reduce their speed to one suitable for the environment they are entering. JWP in the southbound direction will transition from an urban expressway to a low-speed park setting. Additionally, JWP will continue to terminate at signal controlled intersection at Sevierville Pike.

The American Association of State Highway Transportation Officials (AASHTO) “A Policy on Geometric Design of Highways and Streets” (Greenbook) provides flexibility regarding the design of the transition zone into a lower-speed environment stating that the introduction of a lower design speed should not be done abruptly but should be effected over sufficient distance to permit drivers to gradually change speed before reaching the lower design speed section. The highway features within this transition zone, such as curvature, superelevation, lane and shoulder widths, and roadside clearances should be designed to encourage slower speeds. It should be noted that simply posting a lower speed limit alone is typically not sufficient to lower driver’s speeds.

The two areas that make up the transition zone include the perception-reaction area and the deceleration area



Source: NCHRP 737 Figure 4-1

Perception Reaction Area (from AASHTO Decision Sight Distance Equation):

$$d = 1.47 \cdot v \cdot t$$

Deceleration Area (from AASHTO Decision Sight Distance Equation):

$$d = 1.075 \cdot \frac{(v1 - v2)^2}{a}$$

Where:

v = speed

t = perception reaction time = 2.5 seconds (from AASHTO Greenbook)

a = deceleration = 10 ft/s² (from MUTCD Table 2C-4)

James White Parkway Urban Wilderness
Knoxville, Knox County

With the posted speed along James White Parkway being 55 mph, it is assumed vehicles are typically travelling at 60 mph. The Perception Reaction Time is therefore:

$$d = 1.47 \cdot 60 \cdot 2.5 = 225$$

Assuming it is desired to slow vehicles from 60 mph to 10 mph when entering the parking area, the Deceleration Area is calculated as follows:


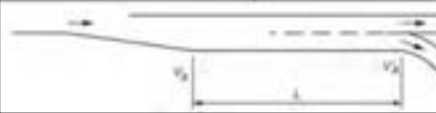
$$d = 1.075 \cdot \frac{(60 - 10)^2}{10} = 270$$

Therefore, the total Transition Zone is 225 + 270 = 495 feet (minimum).

Additionally, the AASHTO Greenbook (2011) notes in Table 10-5 that the minimum deceleration length for exit terminals is 530 feet for vehicles to comfortably arrive at a stop condition from a 60-mph design speed

AASHTO GREENBOOK TABLE 10-5

Highway Design Speed, V (mph/h)	Speed Reached, V_s (mph)	Stop Condition	15	20	25	30	35	40	45	50
		For Average Running Speed on Exit Curve V_{sa} (mph)								
		0	14	18	22	26	30	36	40	44
30	28	235	200	170	140	—	—	—	—	—
35	32	280	250	210	185	150	—	—	—	—
40	36	320	295	265	235	185	155	—	—	—
45	40	385	350	325	295	250	220	—	—	—
50	44	435	405	385	355	315	285	225	175	—
55	48	480	455	440	410	380	350	285	235	—
60	52	530	500	480	460	430	405	350	300	240
65	55	570	540	520	500	470	440	390	340	280
70	58	615	590	570	550	520	490	440	390	340
75	61	660	635	620	600	575	535	490	440	390



3.0 PROPOSED SPEED REDUCTION MEASURES

A combination of measures are proposed to provide a safe transition from JWP to the proposed parking area. **Figure 1** at the end of this document provides a conceptual design of the recommended measures. The measures are also discussed in the following text. The speed reduction measures primarily address the southbound direction, where vehicles are departing from the high-speed JWP to enter the low-speed parking area. Proposed speed reduction measures are provided in the following text.

3.1 5-DEGREE RAMP DEPARTURE

The AASHTO Greenbook recommends the ramp departure angle from a high-speed facility be between 2 and 5 degrees. A sharper departure angle will reinforce that motorists are exiting the high-speed facility. Therefore, a 5-degree departure angle is recommended.

3.2 SUFFICIENT TRANSITION ZONE

A transition zone of 530 feet is recommended, consistent with Greenbook guidance. This is a conservative approach. This will allow sufficient time for a motorist to comfortably decelerate from 60 mph along JWP to a stop condition entering the parking area.

3.3 SIGNS

A thorough signing plan is needed with both guidance and regulatory signs. The guidance signs will note the exit to the Urban Wilderness parking area. The regulatory signs will include speed reduction ahead signs, speed limit signs, do not enter signs, and wrong way signs.

3.4 NARROW TRAVEL LANES

It is recommended to narrow the travel lanes within the transition area from 12 feet (existing along JWP) to 10 feet within the parking area. Narrower travel lanes promote reduced speeds.

3.5 LANDSCAPING/DELINEATORS

Wide clear zones, free of trees and other obstructions, are a proven safety countermeasure on high-speed facilities as they provide a recovery area for errant vehicles. However, in a low speed environment, wide clear zones promote higher travel speeds. Therefore, it is recommended to transition landscaping, delineators, or other features closer to the roadway within the transition zone. This is especially important along the right side of the southbound ramp, where a wide paved area will be present. The clear zone could transition from as wide as 30 feet from the travel lane where the speeds are 60 mph to directly against the travel lane at the parking area. Decorative planters, guardrail, curbing, delineators, or a combination feature such as *Quick Kurb* (or equivalent) could be considered.



3.6 TRANSVERSE RUMPLE STIPES/STRIPS

Transverse Rumble Stripes or Rumble Strips are recommended within the transition zone approaching the parking area. These features are proven countermeasures to slow motorists by alerting to the changing conditions. Two installations, located equidistant along the ramp are recommended.



3.7 SPEED TABLE/HUMP

Just prior to entering the parking area, a speed table or speed hump is recommended.

3.8 CURVATURE

Entering the parking area, curvature is recommended to force low travel speeds. A reverse curve with 120-foot radii would provide a 20-mph design speed. The reverse curve would also prevent a direct route from the ramp to the parking aisle, further promoting the separation from the ramp to the parking area.

3.9 RAISED ISLANDS

A raised concrete island is recommended in combination with the reverse curve discussed above. The raised concrete island would help shield pedestrians and parked cars from an errant motorist travelling in the southbound direction. It will also provide a place for signs to be located. Raised islands are also recommended where needed to mitigate the risk of wrong-way movements by channelizing turning movements.

3.10 ANGLE PARKING

Angle parking is recommended instead of 90-degree parking in order to reduce the risk of wrong-way movements. With angle parking, motorists backing out of their parking bay are automatically oriented for travel in the correct direction.

4.0 ADDITIONAL CONSIDERATIONS

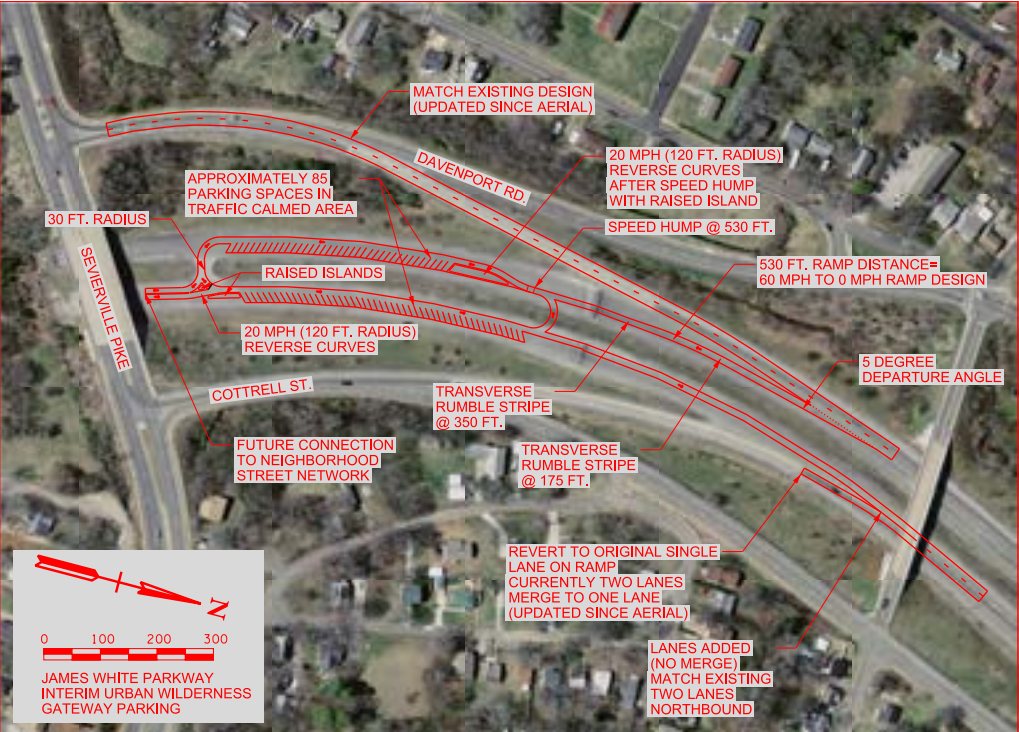
With the recommended speed reduction measures, it is estimated up to 85 parking spaces can be provided in a traffic-calmed environment on existing, currently unused, pavement. In addition to the speed reduction measures previously listed, a few other non-safety related measures are recommended: 1) a median turn-around, 2) accommodate a future connection to the neighborhood road network to the south, 3) merge the Cottrell Street northbound on-ramp to one lane.

A median turn-around is recommended at the north end of the parking area. This will allow a motorist to return to the parking area if needed. Otherwise, they would have to travel to the Anita Drive Interchange to the north to return. The Anita Drive Interchange is 1 mile to the north, for a total trip distance of 2 miles to return. A median turn-around is especially important if a connection to the neighborhood road network to the south is provided in the future, so motorists can return the way they enter the parking area. If a median turn-around is installed, appropriate median drainage will also need to be constructed.

It is recommended the parking area design accommodate a future connection to the neighborhood road network to the south. This will enable entry to the parking area for residents of the neighborhood to the south without entering James White Parkway, where they would have to take an inconvenient route to the Anita Drive Interchange to enter the parking area from the north.

It is recommended to merge the Cottrell Street northbound on-ramp to one lane prior to reaching JWP. Then the northbound lane from the parking area would join the ramp from Cottrell Street to match existing northbound JWP without a merge.

FIGURE 1: CONCEPTUAL PLAN OF TRANSITION/PARKING AREA



Appendix D: Brownairs Lane Access to South Doyle Middle School

PRELIMINARY REPORT

Brownairs Lane Access to South Doyle Middle School

Project Number: 51740-43 Urban Wilderness Gateway Park Project

Alternate Access Report

Brownairs Lane Access to South Doyle Middle School

Project Number: No. 51740-43

Alternate Access Report

PRELIMINARY REPORT

Prepared for:

**City of Knoxville, TN
Department of Engineering**

Prepared for: City of Knoxville
Department of Engineering

Prepared by: Vaughn & Melton Consulting Engineers, Inc.

Prepared by:



August 2018

August 2018

Brownairs Lane Access to South Doyle Middle School

Alternate Access Report

TABLE OF CONTENTS	
Description	Page
EXECUTIVE SUMMARY	5
1.0 INTRODUCTION AND BACKGROUND	6
2.0 EXISTING CONDITIONS	
Sevierville Pike	6
Brownairs Lane	6

TABLE OF CONTENTS	
Description	Page
3.0 ALTERNATE DEVELOPMENT	6
4.0 SELECTION OF RECOMMENDED ALTERNATIVE	
6-8	
Brownairs Lane Alternates	
Right-Of-Way Impacts	
Project Cost Estimates	

Brownairs Lane Access to South Doyle Middle School

Alternate Access Report

LIST OF TABLES/EXHIBITS	Page
TABLE 1, Estimated Construction Cost – Alternate 1	9
TABLE 2, Estimated Construction Cost – Alternate 2	10
Exhibit 1, Alternate 1 Plan/Profile	11
Exhibit 2, Alternate 2 Plan/Profile	12
Exhibit 3, Alternate 3 Plan/Profile	13
Baker Creek Vision Plan – East TN Design Center	14

Brownairs Lane Access to South Doyle Middle School

Alternate Access Report

EXECUTIVE SUMMARY

This project includes the study of improvements to Brownairs Lane from the intersection with Sevierville Pike to the Decatur Drive Access to South Doyle Middle School. The City of Knoxville is developing a proposed greenway and park adjacent to the proposed roadway. Within the South Doyle Middle School campus there is a proposed BMX Stadium which will be served by the proposed Brownairs Lane improvements.

This report documents existing conditions and the alternates proposed to identify key issues associated with the proposed improvements and to determine the recommended alternate to be advanced to preliminary and final design.

The development of transportation improvements was based on the recommendations in the Baker Creek Vision Plan provided by the East Tennessee Design Center as well as discussions with City of Knoxville personnel on proposed alternates. Part of the development of the alternates and selection criteria was how the alternates complemented the short and long term plans outlined in the Urban Wilderness Gateway Park Framework, Vision and Concept Report. The development of alternates considered existing constraints, public input, design criteria, current objectives, right-of-way impacts and property acquisitions as well as the plans described in the aforementioned report.

Recommended Alternative

Three improvement alternates were considered to determine the recommended approach to meeting the objectives of the project. After analysis and coordination with the City of Knoxville for the study area, a recommended alternate was determined. The recommended alternate (Alternate 2) includes the following major elements:

- An intersection with Sevierville Pike and the James White Parkway off-ramp allowing traffic movement with proposed roadway alignment terminating at the intersection with Decatur Drive serving South Doyle Middle School.
- Two (2) 12' ft. lanes with curb and gutter including a 7' wide sidewalk on the western side of the lane.
- Connection to Decatur Drive sidewalk serving South Doyle Middle School.
- Utilization of a portion of existing Brownairs Lane.
- Reduction of Baker Creek impingement.

The planning-level cost estimate is \$ 1.62 M for construction of Alternate 2. The construction of the improvements is proposed to occur as one project. However, the project is not funded at this time.

Brownairs Lane Access to South Doyle Middle School

Alternate Access Report

1.0 INTRODUCTION AND BACKGROUND

The City of Knoxville has been working with the stakeholders involved with the Urban Wilderness Gateway Park Project, and surrounding neighborhoods for the last year to redevelop the James White Parkway Terminus and adjacent woodlands that connect to the Baker Creek Preserve to improve walkability, sustainability and recreational activities for the area. As part of this work, stakeholders and planning groups have identified a Vision Plan for the Baker Creek Area. One of the pieces to this Vision Plan is to improve access to the South Doyle Middle School for bus traffic in addition to access improvement to the proposed BMX Bike Track and Stadium. The City is using principles which focus on improvements for all travel modes and blend the roadway and streetscape with the adjacent land uses.

This report documents existing conditions and the analysis performed to identify key issues associated with the proposed improvements and to determine the recommended alternative to be advanced to preliminary and final design.

The Brownairs Lane Access Improvement project includes improvements to the access from Sevierville Pike and southbound off ramp of James White Parkway to the intersection with Decatur Drive which leads to the South Doyle Middle School Parking Lot. Roadway and intersection reconstruction with two (2) twelve-foot (12') lanes, curb and gutter, traffic signals, right-of-way acquisition, lighting, signing and striping, drainage, and other associated municipal street improvements are anticipated. The project limits are illustrated on the Baker Creek Vision Plan (Attached).

2.0 EXISTING CONDITIONS:

Sevierville Pike:

Sevierville Pike is classified in the Knoxville – Knox County Major Road Plan as a minor Arterial from Woodlawn Pike to Cottrell Street. This is adjacent to the Project Area and will be the location of the proposed intersection of Brownairs Lane.

Brownairs Lane currently serves two properties and terminates prior to Decatur Drive.

3.0 ALTERNATE DEVELOPMENT:

Each alternate was developed with the focus of improvement of traffic flow to South Doyle Middle School, including bus traffic, while minimizing impacts to the traffic flow on Sevierville Pike. Increased traffic flow along Brownairs Lane was considered in the development of the alternates. Improvements to the off ramp of Southbound James White Parkway were considered in the developments of the alternates as well. Signalized intersections were considered for all alternates as needed.

Three (3) alternates were developed for the study. All alternates utilized an intersection with Sevierville Pike and an improvement to the off-ramp of James White Parkway. Consideration was

Brownairs Lane Access to South Doyle Middle School

Alternate Access Report

given to the bus traffic from South Doyle Middle School as well as increased traffic related to the proposed BMX park.

Alternate 1 was a new route that intersected with Sevierville Pike directly across from the off ramp of SB James White Parkway. This alternate alignment avoided contact with Baker Creek as much as possible. A sizable amount of embankment (fill) is needed to construct this alternate. Design speed limits were kept to 30 mph. An extension of a culvert under Sevierville Pike will be necessary to construct this alternate to maintain the flow of Baker Creek. Fill slopes will need to be managed to remain outside of the banks of Baker Creek. Approximately 200' of stream (Baker Creek) will be impacted with this option. There is a small amount of right of way that will be needed with this alternate.

Alternate 2 was a realignment of the intersection of Brownairs Lane with Sevierville Pike and included utilizing a portion of existing Brownairs Lane to reduce the amount of embankment needed. Design speed limits were kept to 30 mph. Right-of-Way acquisition of an existing barn structure and residence driveway will need to be accomplished with this alternate. Care was taken to minimize impact to the right of way of the existing residential structure.

Alternate 3 was a realignment of the off ramp to coincide with the intersection of Brownairs Lane with Sevierville Pike. This alternate closely reflected the direction noted in the Baker Creek Area Vision Plan utilizing appropriate design speeds for the horizontal curvature. Brownairs Lane would be developed to the intersection of Decatur Drive serving South Doyle Middle School. Design speed limits were kept to 30 mph. This alternate involved a large amount of right-of-way acquisition. Due to the property impacts, including several total acquisitions of properties and a complete rebuild of the James White Parkway off ramp, no construction estimate was calculated for this alternate.

4.0 SELECTION OF RECOMMENDED ALTERNATE:

A portion of the alternate development and selection criteria was how each alternate complemented the short and long term plans outlined in the Urban Wilderness Gateway Park Framework, Vision and Concept Report. The other criteria considered existing constraints, public input, design element thresholds, current objectives, right-of-way impacts and property acquisitions.

Consideration was given on how each alternate impacted traffic flow, design speed limits, vehicle turning movements, construction costs, right of way acquisition costs, and impact to Baker Creek, in the decision of the alternate selection. Alternate 2 was chosen as the alternate that satisfied the above criteria.

Brownairs Lane Access to South Doyle Middle School

Alternate Access Report

Right-of-Way Impacts

The anticipated right-of-way impacts to private property for each alternate are illustrated on the specific plans. As shown in the exhibit, slivers of property frontage would be acquired for the intersection and roadway improvement to accommodate the twelve-foot (12') lanes and improved sidewalk on Brownairs Lane for Alternate 2, in addition to the acquisition of the area near the existing barn.

Alternate 1 has impacts to existing right-of-way as well, with a portion of right of way needed for the construction of the roadway and sidewalks. Alternate 3 right-of-way impacts several properties on the north side of Sevierville Pike and would be the most expensive right-of-way impact of all the alternates.

Brownairs Lane Access to South Doyle Middle School

Alternate Access Report

TABLE 1: ALTERNATE 1: ESTIMATED CONSTRUCTION COST

ESTIMATED ROADWAY QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL
105-01	CONSTRUCTION STAKES, LINES AND GRADES	L.S.	1	10,000.00	\$ 10,000.00
201-01.03	CLEARING AND GRUBBING	ACRE	0.5	45,000.00	\$ 22,500.00
209-01.10	EROSION AND SILTATION CONTROL	L.S.	1	15,000.00	\$ 15,000.00
203-10	EMBANKMENT (COMPACTED IN PLACE)	C.Y.	30969	6.00	\$ 185,814.00
303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	2361	27.00	\$ 63,747.00
307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	590	100.00	\$ 59,000.00
403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	1.7	700.00	\$ 1,190.00
411-01.10	ACS MIX (PG64-22) GRADING D	TON	442	103.00	\$ 45,526.00
607-03.02	18" CONCRETE PIPE CULVERT (CLASS III)	L.F.	880	65.00	\$ 57,200.00
607-05.02	24" CONCRETE PIPE CULVERT (CLASS III)	L.F.	200	90.00	\$ 18,000.00
607-50.11	PRECAST CONCRETE BOX CULVERT (8' X 6')	L.F.	225	550.00	\$ 123,750.00
607-50.07	PRECAST CONCRETE BOX CULVERT (12'x6') Sevierville Pike	L.F.	250	1,500.00	\$ 375,000.00
611-12.01	CATCH BASINS, TYPE 12, >0' - 4' DEPTH	EACH	6	6,850.00	\$ 41,100.00
611-12.02	CATCH BASINS, TYPE 12, > 4' - 8' DEPTH	EACH	6	4,072.00	\$ 24,432.00
611-07.54	18" ENDWALL (CROSS DRAIN)	EACH	6	1,890.00	\$ 11,340.00
611-07.57	24" ENDWALL (CROSS DRAIN)	EACH	2	2,201.00	\$ 4,402.00
701-01.01	7' WIDE CONCRETE SIDEWALK (4")	S.F.	9800	5.50	\$ 53,900.00
702-03	CONCRETE COMBINED CURB & GUTTER	C.Y.	239	400.00	\$ 95,600.00
712-01	TRAFFIC CONTROL	L.S.	1	10,000.00	\$ 10,000.00
713-01.10	SIGNING	L.S.	1	5,000.00	\$ 5,000.00
716-99.91	PAVEMENT MARKINGS	L.S.	1	7,500.00	\$ 7,500.00
730-01	TRAFFIC SIGNAL MAST ARM	LS	1	200,000.00	\$ 200,000.00
				SUBTOTAL	\$ 1,430,001.00
				Total (+25%)	\$ 1,787,501.25

Note:

607-50.11 Occurs under proposed Brownairs Lane

607-50.07 Is an extension of the existing culvert under Sevierville Pike

Brownairs Lane Access to South Doyle Middle School

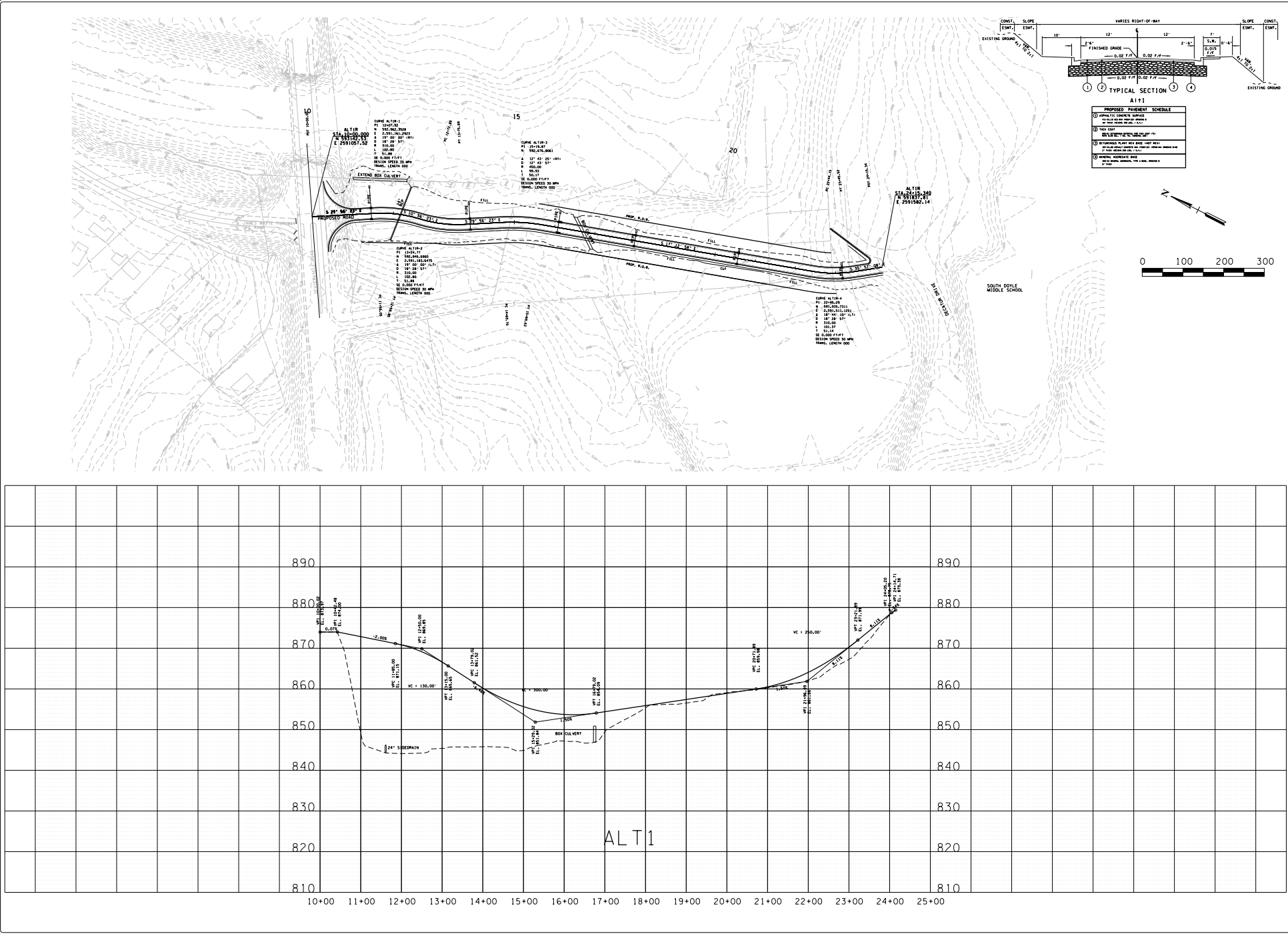
Alternate Access Report

TABLE 2: ALTERNATE 2 ESTIMATED CONSTRUCTION COST

ESTIMATED ROADWAY QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL
105-01	CONSTRUCTION STAKES, LINES AND GRADES	L.S.	1	10,000.00	\$ 10,000.00
201-01.03	CLEARING AND GRUBBING	ACRE	.75	45,000.00	\$ 33,750.00
209-01.10	EROSION AND SILTATION CONTROL	L.S.	1	15,000.00	\$ 15,000.00
203-10	EMBANKMENT (COMPACTED IN PLACE)	C.Y.	25150	6.00	\$ 150,900.00
303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	4500	27.00	\$ 121,500.00
307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	1012	100.00	\$ 101,200.00
403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	1.7	700.00	\$ 1,190.00
411-01.10	ACS MIX (PG64-22) GRADING D	TON	759	103.00	\$ 78,177.00
411-01.07	ACS MIX (PG64-22) GRADING E SHOULDER	TON	1500	85.00	\$ 127,500.00
607-03.02	18" CONCRETE PIPE CULVERT (CLASS III)	L.F.	425	65.00	\$ 27,625.00
607-05.02	24" CONCRETE PIPE CULVERT (CLASS III)	L.F.	325	90.00	\$ 29,250.00
607-50.11	PRECAST CONCRETE BOX CULVERT (8' X 6')	L.F.	150	550.00	\$ 82,500.00
611-12.01	CATCH BASINS, TYPE 12, >0' - 4' DEPTH	EACH	6	6,850.00	\$ 41,100.00
611-12.02	CATCH BASINS, TYPE 12, > 4' - 8' DEPTH	EACH	6	4,072.00	\$ 24,432.00
611-07.54	18" ENDWALL (CROSS DRAIN)	EACH	6	1,890.00	\$ 11,340.00
611-07.57	24" ENDWALL (CROSS DRAIN)	EACH	2	2,201.00	\$ 4,402.00
701-01.01	7' WIDE CONCRETE SIDEWALK (4")	S.F.	15400	5.50	\$ 84,700.00
702-03	CONCRETE COMBINED CURB & GUTTER	C.Y.	425	400.00	\$ 170,000.00
712-01	TRAFFIC CONTROL	L.S.	1	10,000.00	\$ 10,000.00
713-01.10	SIGNING	L.S.	1	5,000.00	\$ 5,000.00
716-99.91	PAVEMENT MARKINGS	LS	1	10,000.00	\$ 10,000.00
730-01	TRAFFIC SIGNAL MAST ARM	LS	1	200,000.00	\$ 200,000.00
				SUBTOTAL	\$ 1,339,566.00
				Total (+25%)	\$ 1,674,457.50

Note:

607-50.11 Occurs under proposed Brownairs Lane



NO.	DATE	REVISIONS	DESCRIPTION

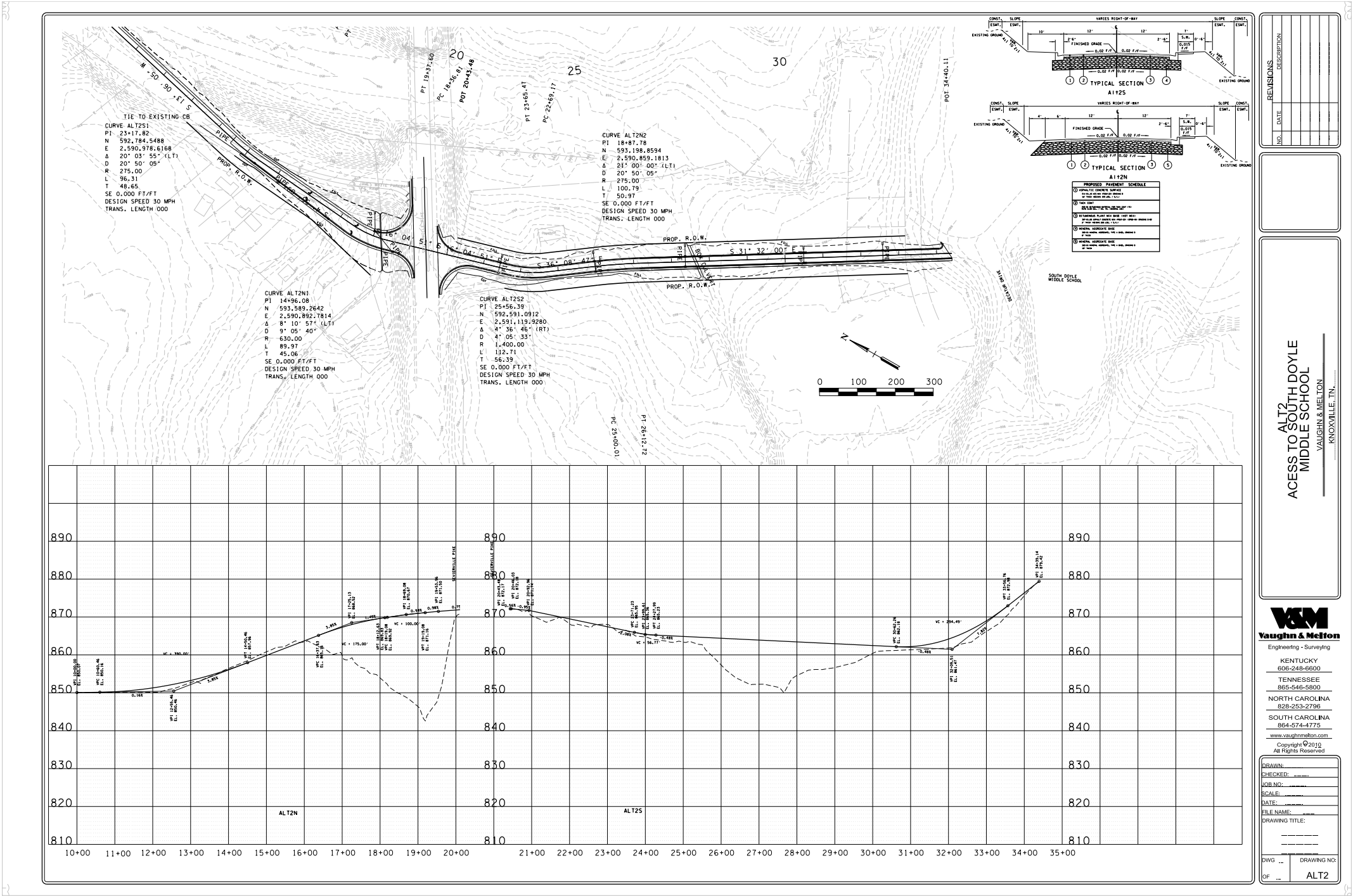
ALT 1
NEW ACCESS TO SOUTH
DOYLE MIDDLE SCHOOL
VAUGHN & MELTON
KNOXVILLE, TN

V&M
Vaughn & Melton
Engineering - Surveying
KENTUCKY
606-248-6600
TENNESSEE
865-546-5800
NORTH CAROLINA
828-253-2786
SOUTH CAROLINA
864-574-4775
www.vaughnmelton.com

Copyright © 2019
All Rights Reserved

DRAWN: _____
CHECKED: _____
JOB NO: _____
SCALE: _____
DATE: _____
FILE NAME: _____
DRAWING TITLE: _____

DWG. DRAWING NO: _____
OF _____ ALT 1





ALT3
NEW ACCESS TO SOUTH DOYLE MIDDLE SCHOOL

/AUGHN & MELTON
KNOXVILLE, TN.

KENTUCKY
606-248-6600

TENNESSEE
 865-546-5800

NORTH CAROLINA
828-253-2796

SOUTH CAROLINA
864-574-4775

www.vaughnmelton.com

Copyright ©2010
All Rights Reserved

DRAWN: _____
CHECKED: _____
JOB NO: _____
SCALE: _____
DATE: _____
FILE NAME: _____
DRAWING TITLE: _____

DWG	---	DRAWING NO:
OF		ALT3

Baker Creek Area Vision Plan



- 1. Brownairs Extension
- 2. BMX Track Parking
- 3. Enhanced Intersections
- 4. Expanded Commercial Zones
- 5. Lancaster Sidewalks
- 6. Separated Bike Lanes
- 7. Realigned Exit Ramp; Brownairs Intersection

Appendix E:

175

Planting and Ecology

Ecological Principles

Reconnect large forested patches of the Urban Wilderness with forested corridors and smaller habitat patches of vegetation.

Rehabilitate the James White Parkway into an ecological corridor, with connected forest corridors and pollinator meadows. Provide for low-maintenance and invasive-free landscapes that have a high habitat value.

Repair the health of Baker Creek, by intercepting and treating stormwater before it enters the creek. Look for opportunities to retrofit the parkway's existing stormwater system into a more innovative stormwater treatment network.

Restore Baker Creek's riparian vegetated buffer to keep it clean and improve habitat. Slow water flowing into the creek to remove sediment.





Biorentntion Swale



Biorentntion Swale Detail

Ecosystem Descriptions

Confined Stream – Sections where Baker Creek is confined by tall concrete walls on either side – the width between the walls is approximately 30 feet, within which the stream meanders through natural bed material; some small trees and shrubs are rooted, but overall there is not an intact riparian buffer.

Floodplain Forest – Mature forest occupies the eastern floodplain of Baker Creek in the portion due south of the James White Parkway Bridge. Species such as hackberry, sycamore, maple, and white ash are common in the canopy, while the understory is dominated by invasive exotic shrubs such as Chinese privet, bush honeysuckle, multiflora rose, and English ivy; sacred bamboo occurs infrequently, but observed individuals were mature and fruitbearing. Vines are abundant, including native species such as greenbrier, poison ivy, and crossvine, as well as invasive species such as Japanese honeysuckle and winter creeper. These forests support a range of fauna including mammals like muskrat, opossum, raccoon, white-tailed deer, and an array of birds such as pileated and downy woodpecker, yellowbellied sapsucker, cardinal, robin, mourning dove, chickadee, and many more.

Meadow – Several open areas exist throughout the length of the project area; they appear to be routinely maintained via mowing or other vegetation management practices. Grasses, herbs, and forbs dominate these areas, providing an abundance of small seeds for mammals and birds; scattered large sycamores dot the meadows. Furthermore, these habitats are ideal hunting grounds for raptors, as evidenced by the presence of multiple red-tailed hawks and the observation of a Cooper’s

hawk preying upon a mourning dove. Two subsets of meadow are described below in further detail:

Wet Meadow – a small, wet area exists between drier, upland meadows near the roadway and Baker Creek. Hydrophitic vegetation comprises the nearly half of the area, with dominant species such as soft rush, carpetgrass, and purplestem aster; fescue co-dominates otherwise. The wet meadow grades downslope into an apparent wetland pocket.

Successional Meadow – Portions of the meadow west of Eaker Street and east of the Floodplain Forest appear to be excluded from mowing and are therefore beginning to succeed’ back to a forested condition, with abundant seedling trees and scattered saplings. These successional areas can offer important habitat for birds and small mammals.

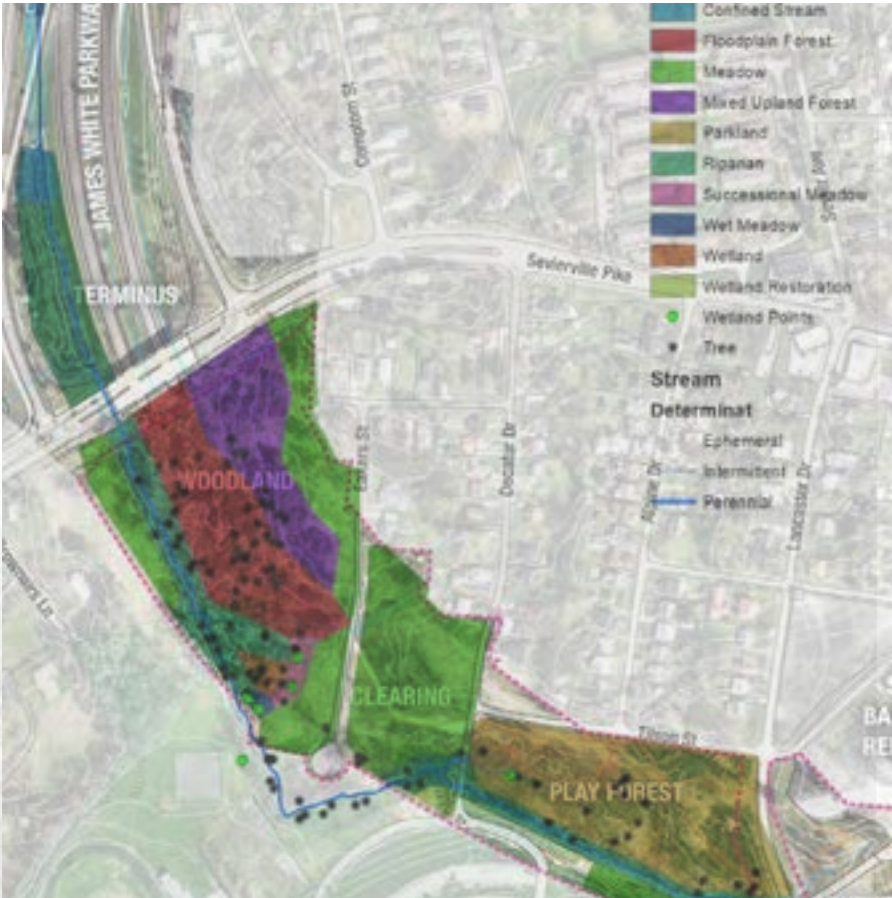
Mixed Upland Forest – Mid- to upper slopes above the Floodplain Forest contain a mixture of mature deciduous and evergreen trees, including several specimen Loblolly pines and a suite of oaks: scarlet, southern red, and white, the latter occurring less frequently. Understory species include blackgum, southern sugar maple, red maple, and elm. Nut mast from the hardwoods found in this ecosystem likely support a range of fauna including deer, wild turkey, chipmunk, squirrel, and many migratory and songbirds.

Parkland – Baker Creek Play Park is located within the southern extent of the project areas, consisting of a heavily-managed riparian forest within which natural surface trails and children’s play structures are situated;

sycamore is the dominant tree, privet is the dominant shrub, and winter creeper can be found climbing nearly every mature tree in the park. A small intermittent tributary to Baker Creek flows across the western extent of the parkland; it is fed mainly by an ephemeral drainage that enters the park at its northeastern extent and trends southwestward, the channel dissipating into drainage patterns in the flat floodplain. The length of Baker Creek that extends through the parkland is bounded on both sides by an old stacked-stone rock wall approximately 4 feet in height, portions of which are actively eroding.

Riparian Forest – An intact, vegetated riparian buffer ranging between 5 and 30 feet in width exists along portions of Baker Creek downstream of the Parkland, with the exception of portions that abut managed zones that are part of the sports complex area of the South Doyle Middle School as well as a portion of the left descending bank just south of the James White Parkway Bridge that exists largely as a maintained meadow with only a very thin vegetated buffer. Common trees include hackberry, sycamore, and white ash; the understory is heavily invaded by privet, bush honeysuckle, and an array of mainly non-native vines.

Wetland Restoration – An apparent stormwater wetland area exists on the Middle School property that treats runoff from the school's parking lots before it enters Baker Creek. Large stones placed below the culvert under the road act as dissipaters, slowing down stormwater and forcing it to filter through native plants and constructed wetlands before entering the creek. This wetland restoration area is a typical and useful way to treat stormwater and also provides an opportunity to collect information for scientific review.



Planting and Maintenance Considerations

General Project Approach:

- Reconnect the landscape along the James White Parkway to the surrounding habitat by utilizing existing open areas, converting them to meadows and creating defined woodland areas with multiple layers (canopy, understory, shrub, ground layer) in areas that can be reestablished as forest.
- Create designed plant communities based on natural plant community types within the corridor to provide a resilient landscape.
- Incorporate strategies to promote low maintenance landscapes such as working with existing vegetation along the corridor, vertical layering of plantings, and landscape management prescriptions.
- Use native plants to create a naturalistic landscape that is visually interesting and promotes pollinator and wildlife habitat.
- Arrange plantings in masses and drifts in linear patterns near the urban end of the corridor that transition to natural groupings of plants at the Urban Wilderness Gateway.
- Planting enhancements will be modeled from a floodplain forest and a meadow/grassland plant community. These landscapes can be used to create better landscape connectivity with the surrounding landscape and increase habitat.

Forest Planting Approach:

Within the floodplain forest there may be a focus on riparian and upland plants that can be used in a park-like setting or for restoration to a forested landscape.

- Planting of tree species so that overtime the trees create an enclosed canopy of shade that is cast on the ground.
- Minimal planting of dispersed groups of shrubs and understory trees.
- Where shrubs and understory trees are used, plant to help define spaces within the landscape.
- A rich and diverse ground layer in masses and drifts of plants that flower at different times of the year.
- Emphasize transitions from forests to meadows with plantings that transition in height and emphasize the patterns and layers of forest edges.
- In the areas for a landscape character that is more park like, provide more space between trees so the trees can reach full form. Use a repetition of a few tree species and more sun tolerant ground layer plants.

General Forest Management:

Successional growth and the existence of weed species in the area can lead to areas that feel overgrown with weeds and vines. Management of invasive exotic plants and vines will be important both for visual

reasons and to help re-establish a forest. Several invasive exotic plant species were observed in the understory including Chinese privet, bush honeysuckle, multiflora rose, English ivy, and sacred bamboo. Vines included invasive species such as Japanese honeysuckle and winter creeper. Until the forest canopy trees are dense enough to shade out undesirable shrub and ground cover plants, management will be needed. Since the shade for the ground cover plantings will not be provided immediately after planting, the ground layer management and planting approach will be important to adapt to the changes in available sunlight.

Meadow/Grasslands Planting Approach:

- Include grass dominant landscape of a few species with a diverse mix of perennials that are densely layered to reduce long term management needs.
- Include a structural layer of taller grasses and perennials, such as switchgrass (*panicum virgatum*), Indian Grass (*Sorghastrum nutans*), Joe Pye weed (*Eutrochium fistulosum*), big bluestem (*Andropogon gerardii*), that grow in clumps or clonal spreading plants.
- Include perennials and grasses for seasonal color, such as Ironweed (*Vernonia noveboracensis*), daisies (*Leucanthemum*), tufted hairgrass (*deschampsia cespitosa*), little bluestem (*Schizachyrium scoparium*), salvia and irises.
- Include a ground cover layer to prevent erosion and suppress weeds,

such as sedges, rushes, Ragwort (*Packera aurea*), and legumes (*Desmodium* species and *Lespedeza* species).

- Develop separate plantings for wet meadows and roadside meadow areas.

General Meadow/Grasslands Management:

Management of meadows is most intensive in the early phases of establishment. Key considerations include proper site preparation for the meadow planting, timing of seeding/planting, watering and logistics of watering, promoting growth of the desirable plants and removal of weeds, mowing at key times of the year and key heights, and regular observation to adjust the management schedule as needed. The establishment of a meadow is very feasible along the James White Parkway, but it will require early management to ensure long term success and patience as many of the seeds used in meadows are long lived plants that germinate and grow slowly. This highlights the importance of providing management upfront. The meadow can be established through the use of seed mix and plug plantings. Another consideration is inter-planting into the existing fescue areas along the roadside creating a hybrid meadow grassland.

Floodplain Forest Ecosystem - Proposed Planting List

Bioswale Plants								
Common Name	Latin Name	Exposure	Flower Season	Height	Flower Color	Inundation Tolerance	Salt Tolerant	Drought Tolerant
Grasses and Sedges								
Sideoats Grama Grass	Bouteloua curtipendula	Sun	August-Sept	1-3 ft	Green		Yes	Yes
Blue Grama Grass	Bouteloua gracilis	Sun	June-July	1-2 ft	Green			Yes
Burr Sedge	Carex grayii	Psun -Shade	May-July	1-2 ft	Green	> 24 hours	Yes	Yes
Fox Sedge	Carex vulpinoidea	Sun-Psun	May-June	1-2 ft	Brown	> 24 hours	Yes	Yes
Tufted Hair Grass	Deschampsia caespitosa	Sun	May-June	1-2 ft	Brown	2-24 hours	Yes	Yes
Tufted Hair Grass	Deschampsia caespitosa	Sun	May-June	1-2 ft	Brown	2-24 hours	Yes	Yes
Soft Rush	Juncus effusus	Sun-Psun	July-August	3 ft	Brown	> 24 hours	Yes	Yes
Switchgrass	Panicum virgatum	Sun	July-August	3-5 ft	Brown	> 24 hours	Yes	Yes
Little Bluestem	Schizachyrium scoparium	Sun	July-August	2-3 ft	Brown	2-24 hours	Yes	Yes
Reddish Bulrush	Scirpus pendulus	Sun	June-July	3-4 ft	Brown	> 24 hours	Yes	Yes
Prairie Dropseed	Sporobolus heterolepis	Sun	August-Sept	1-2 ft	Brown	2-24 hours	Yes	Yes
Northern River Oats	Chasmanthium latifolium	Sun-Pshade	July-Sept	2-3 ft	Brown	> 24 hours	Yes	Yes
Wildflowers								
Marsh Milkweed	Asclepias incarnata	Sun	July-August	3-4 ft	Pink	> 24 hours	Yes	
New England Aster	Aster novae-angliae	Sun	Sept-October	3-4 ft	Purple	2-24 hours		Yes
Flat-topped Aster	Aster umbellatus	Sun	August-Sept	4-5 ft	White	2-24 hours		
Blue False Indigo	Baptisia australis	Sun-Psun	May-June	3-5 ft	Blue	< 2 hours	Yes	Yes
Wild Senna	Cassia hebecarpa	Sun	July-August	3-6 ft	Yellow	> 24 hours	Yes	
White Turtlehead	Chelone glabra	Psun	August-Sept	2-4 ft	White	2-24 hours		
Pink Turtlehead	Chelone obliqua	Psun	August-Sept	2-4 ft	Pink	2-24 hours		
Purple Coneflower	Echinacea purpurea	Sun-Psun	July-August	2-3 ft	Pink	< 2 hours	Yes	Yes
Spotted Joe-Pye Weed	Eupatorium maculatum	Sun	August-Sept	4-6 ft	Pink	2-24 hours		
Boneset	Eupatorium perfoliatum	Sun	August-Sept	3-4 ft	White	2-24 hours		
Swamp Rose Mallow	Hibiscus palustris	Sun	July-August	4-5 ft	Rose/Pink/V	>24 hours	Yes	
Blue Flag Iris	Iris virginica shrevei	Sun-shade	May-June	1-2 ft	Blue	> 24 hours	Yes	
Dense Blazing Star	Liatris spicata	Sun	July-August	3-5 ft	Purple	2-24 hours		Yes
Cardinal Flower	Lobelia cardinalis	Sun-shade	August-Sept	2-3 ft	Red	2-24 hours		
Great Blue Lobelia	Lobelia siphilitica	Sun-shade	August-Sept	2-3 ft	Blue	2-24 hours		
Smooth Penstemon	Penstemon calycosus	Sun-shade	May-June	1-2 ft	Purple	2-24 hours		
Foxglove Beardtongue	Penstemon digitalis	Sun-Psun	May-June	1-2 ft	White	2-24 hours		
Mountain Mint	Pycnanthemum virginianum	Sun	July-August	1-2 ft	White	2-24 hours		Yes
Yellow Coneflower	Ratibida pinnata	Sun	July-August	3-4 ft	Yellow	< 2 hours		Yes
Showy Black-Eyed Susan	Rudbeckia fulgida speciosa	Sun	August-Sept	1-2 ft	Gold	2-24 hours		
Golden Ragwort	Senecio aureus	Sun-shade	April-May	1-2 ft	Yellow	2-24 hours		
Riddell's Goldenrod	Solidago riddellii	Sun	Sept-October	2-3 ft	Yellow	2-24 hours	Yes	Yes
Smooth Ironweed	Vernonia fasciculata	Sun	August-Sept	3-4 ft	Purple	> 24 hours		Yes
Golden Alexanders	Zizia aurea	Sun-shade	May-June	1-2 ft	Yellow	2-24 hours	Yes	

Meadow Plants				
Common Name	Latin Name	Flower Interest	Height	Flower Color
Grasses and Sedges				
Big Bluestem	Andropogon gerardii	Summer-Winter	4-6 ft	Tan
Broomsedge	Andropogon virginicus	Summer-Winter	3-4 ft	Tan
Purple Lovegrass	Eragrostis spectabilis	Summer-Winter	3-5 ft	Red/Purple
Switchgrass	Panicum virgatum	Summer-Winter	3-5 ft	Tan
Purpletop	Tridens flavus	Summer-Winter	2-4 ft	Red/Purple
Tufted Hair Grass	Deschampsia caespitosa	Summer-Winter	1-2 ft	Tan
Little Bluestem	Schizachyrium scoparium	Summer-Winter	2-3 ft	Tan
Prairie Dropseed	Sporobolus heterolepis	Summer-Winter	1-2 ft	Tan
Northern River Oats	Chasmanthium latifolium	Summer-Winter	2-3 ft	Tan
Virginia Wildrye	Elymus virginicus	Summer-Winter	2-4 ft	Tan
Indian Grass	Sorghastrum nutans	Summer-Winter	4-6 ft	Tan
Wildflowers				
Partridge Pea	Chamaecrista fasciculata	Summer	2-3 ft	White
Butterflyweed	Asclepias tuberosa	Summer	1-2 ft	Orange
New England Aster	Aster novae-angliae	Summer	2-3 ft	Blue-Violet
Wild Indigo	Baptisia australis	Summer	2-3 ft	Blue
Coreopsis	Coreopsis spp.	Summer	2-3 ft	Yellow
Purple Coneflower	Echinacea purpurea	Summer	2-3 ft	Pink
Joe-Pye Weed	Eupatorium fistulosum	Summer	2-3 ft	Lavender-Purple
Sunflower	Helianthus resinous	Summer	2-3 ft	Yellow
Blazing Star	Liatris spicata	Summer	2-3 ft	Lavender-Purple
Cardinal Flower	Lobelia cardinalis	Summer	2-3 ft	Red
Bee Balm	Monarda didyma	Summer	2-3 ft	Red
Wild Bergamot	Monarda fistulosa	Summer	2-3 ft	Lavender-Purple
Summer Phlox	Phlox paniculata	Summer	1-2 ft	Pink
Black-Eyed Susan	Rudbeckia fulgida	Summer	2-3 ft	Yellow
Golden Ragwort	Scenecio aureus	Summer	2-4 ft	Yellow, Part Shade
Goldenrod	Solidago rugosa	Summer	2-4 ft	Yellow
Black-Eyed Susan	Rudbeckia hirta	Summer	2-4 ft	Yellow
Ox-eyed Sunflower	Heliopsis helianthoides	Summer	4-5 ft	Yellow
Beardtongue	Penstemon digitalis	Summer	1-3 ft	White
Wild Senna	Senna hebecarpa	Summer	1-3 ft	Tan
Swamp Milkweed	Asclepias incarnata	Summer	1-3 ft	Red
Calico Aster	Aster lateriflorus	Summer	3-4 ft	White
Spidwort	Tradescantia ohimensis	Summer	1-2 ft	Blue
Early Goldenrod	Solidago juncea	Summer	2-3 ft	Yellow
Gray Goldenrod	Solidago nemoralis	Summer	2-3 ft	Yellow
Golden Alexander	Zizia aurea	Summer	2-3 ft	Yellow
Hairy Beardtongue	Penstem hirsutus	Summer	2-3 ft	White
Ironweed	Veronia fasciculata	Summer	4-5 ft	Purple

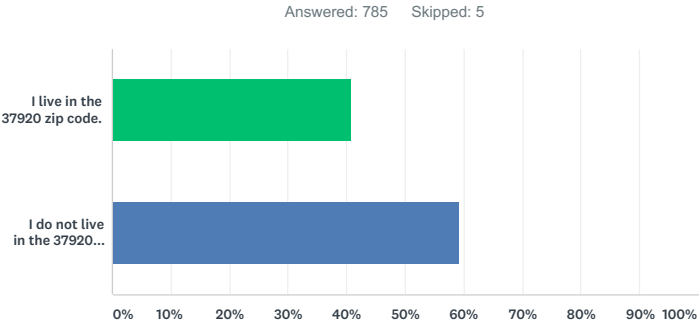
Forest Plants (Includes Riparian, Flooplain & Upland)						
Common Name	Latin Name	Type	Interest	Riparian	Floodplain	Upland/Park
Shrubs						
American Filbert	Corylus americana	Large	Edble nut		Yes	Yes
Arrowood Viburnum	Viburnum dentatum	Large	Fall Red		Yes	Yes
Blackhaw Viburnum	Viburnum prunifolium	Large	Fall Red, Edible Fruit		Yes	Yes
Bottlebrush Buckeye	Aesculus parviflora	Large	White Flower (Summer), Fall Yellow			Yes
Buttonbush	Cephalanthus occidentalis	Large	White Fruit (Summer-Winter)	Yes	Yes	
Cinamonbark	Clethra acuminata	Medium	White Flower (Summer)		Yes	Yes
Cranberry Viburnum	Viburnum trilobum	Medium	Fall Red		Yes	
Dwarf Fothergilla	Fothergilla gardenii	Large	White Flower (Spring) Fall Yellow	Yes	Yes	Yes
Flame Azalea	Rhododendron calendulaceum	Medium	Orange Flower (Summer)			Yes
Fragrant sumac	Rhus aromatica	Large	Fall Red		Yes	Yes
Highbush blueberry	Vaccinium corymbosum	Medium	Edible Fruit, Fall Red			Yes
Inkberry	Ilex glabra	Medium	Evergreen	Yes	Yes	Yes
Large Fothergilla	Fothergilla major	Large	White Flower (Spring) Fall Yellow	Yes	Yes	Yes
Maple-leaf Viburnum	Viburnum acerfolium	Large	Fall Red		Yes	Yes
Oakleaf Hydrangea	Hydrangea quercifolia	Medium-Large	White Flower (Summer) Fall Red		Yes	Yes
Paw Paw	Asimina triloba	Large	Edible fruit		Yes	
Red Chokeberry	Aronia arbutifolia	Small-Medium	Red Fruit (Summer-Winter)	Yes	Yes	Yes
Red Twig Dogwood	Cornus sericea	Large	Red stem	Yes	Yes	Yes
Silky Dogwood	Cornus amomum	Large	white flowers (Summer), Fall Fruit	Yes	Yes	
Spicebush	Lindera benzoin	Large	Fragrant, Fall Yellow	Yes	Yes	
St. John's Wort	Hypericum prolificum	Small-Medium	Yellow Flower (Summer)		Yes	Yes
Strawberry Bush	Euonymous americana					
		Medium	White Flower (Spring) / Fall Red Fruit	Yes	Yes	Yes
Summersweet	Clethra alnifolia	Medium	White Flower (Summer), Fragrant		Yes	Yes
Sweetshrub	Calycanthus floridus	Small-Medium	Pink Flower (Spring)	Yes	Yes	Yes
Virginia Sweetspire	Itea virginica	Small-Medium	White Flower (Spring), Fall Red	Yes	Yes	Yes
Wild Hydrangea	Hydrangea arborescens		White Flower (Spring-Summer) Fall Yellow		Yes	Yes
		Medium-Large			Yes	
Winterberry	Ilex verticillata	Medium	Red Fall	Yes	Yes	Yes

Forest Plants (Includes Riparian, Flooplain & Upland)						
Common Name	Latin Name	Type	Interest	Riparian	Floodplain	Upland/Park
Trees						
Allegheny Serviceberry	Amelanchiar laevis	Understory	White Flower, Edible Fruit, Fall Red		Yes	Yes
American Basswood	Tilia americana	Medium	Fall Yellow		Yes	Yes
Blackgum	Nyssa sylvatica	Medium	Fall Red			Yes
Cucumber Magnolia	Magnolia acuminata	Canopy	Summer Flower, Fall Yellow		Yes	Yes
Flowering Dodwood	Cornus florida	Understory	White Flower (Spring), Fall Red			Yes
Fringetree	Chionanthus virginicus	Understory	Flower White (Spring)		Yes	Yes
Hophornbeam	Ostrya virginiana	Understory	Bark Winter	Yes	Yes	Yes
Ironwood	Carpinus caroliniana	Understory	Fall Yellow	Yes	Yes	Yes
Loblolly Pine	Pinus taeda	Canopy	Evergreen			Yes
Mockernut Hickory	Carya tomentosa	Canopy	Fall Yellow		Yes	Yes
Mountain Ash	Sorbus americana	Canopy	Yellow		Yes	Yes
Persimmon	Diospyrus virginiana	Understory	Edible Fruit	Yes	Yes	Yes
Red Buckeye	Aesculus pavia		Pink Flower (Summer), Poisonous fruit			Yes
		Understory				Yes
Red Cedar	Juniperus virginiana	Understory	Evergreen			Yes
Red Maple	Acer rubrum	Canopy	Fall Red, Orange	Yes	Yes	Yes
Redbud	Cercis canadensis	Understory	Purple Flower (Spring), Fall Red		Yes	Yes
River Birch	Betula nigra	Canopy	Fall Yellow	Yes	Yes	Yes
Scarlet Oak	Quercus coccinea	Canopy	Fall Red	Yes	Yes	Yes
Serviceberry	Amelanchier arborea	Understory	White Flower, Edible Fruit, Fall Red	Yes	Yes	Yes
Silverbell	Halesia caroliniana	Understory	White Flower (Spring)	Yes	Yes	Yes
Sourwood	Oxydendrum arboreum	Understory	Fall Red	Yes	Yes	Yes
Southern Red Oak	Quercus rubra	Canopy	Fall Red	Yes	Yes	Yes
Staghorn Sumac	Rhus typhina	Understory	Fall Red, Fruit (Summer-Winter)			Yes
Sugar Maple	Acer saccharum	Canopy	Fall Red, Orange	Yes	Yes	Yes
Sweetgum	Liquidambar styraciflua	Canopy	Summer Fruit, Fall Red and Purple		Yes	Yes
Sycamore	Platanus occidentalis	Canopy	Bark Winter	Yes	Yes	Yes
Tulip Poplar	Lirodendron tulipifera	Canopy	Summer Flower, Fall Yellow	Yes	Yes	Yes
White Oak	Quercus alba	Canopy	Fall Yellow			Yes
Witchhazel	Hamamelis virginiana	Understory	Yellow Flower (Spring) fragrant	Yes	Yes	Yes
Yellowwood	Cladrastis lutea	Canopy	Fall Yellow		Yes	Yes

Appendix F: 185 Online Survey

Urban Wilderness Gateway Park

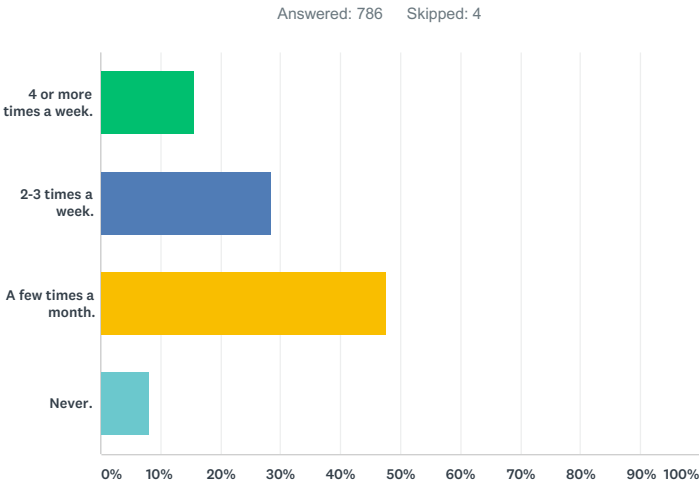
Q1 Do you live in South Knoxville?



ANSWER CHOICES	RESPONSES	
I live in the 37920 zip code.	40.89%	321
I do not live in the 37920 zip code.	59.24%	465
Total Respondents: 785		

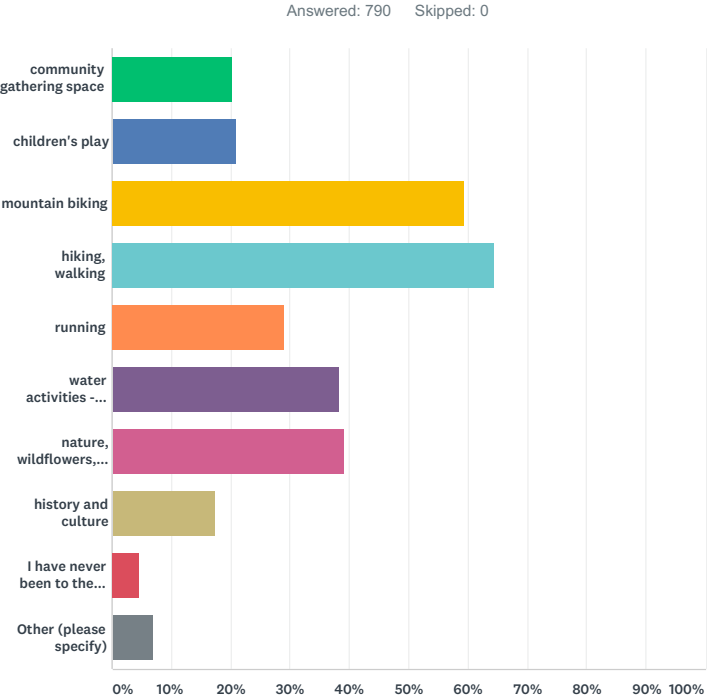
Urban Wilderness Gateway Park

Q2 How often do you use the Urban Wilderness or any other parks, trails, and greenways in South Knoxville?



ANSWER CHOICES	RESPONSES	
4 or more times a week.	15.65%	123
2-3 times a week.	28.50%	224
A few times a month.	47.71%	375
Never.	8.14%	64
TOTAL		786

Q3 What are your favorite experiences in the Urban Wilderness? (choose at least one)



ANSWER CHOICES	RESPONSES	
community gathering space	20.25%	160
children's play	21.01%	166
mountain biking	59.37%	469
hiking, walking	64.43%	509
running	28.99%	229
water activities - swimming, paddling	38.35%	303
nature, wildflowers, and birding	39.11%	309
history and culture	17.34%	137
I have never been to the Urban Wilderness.	4.68%	37
Other (please specify)	6.84%	54

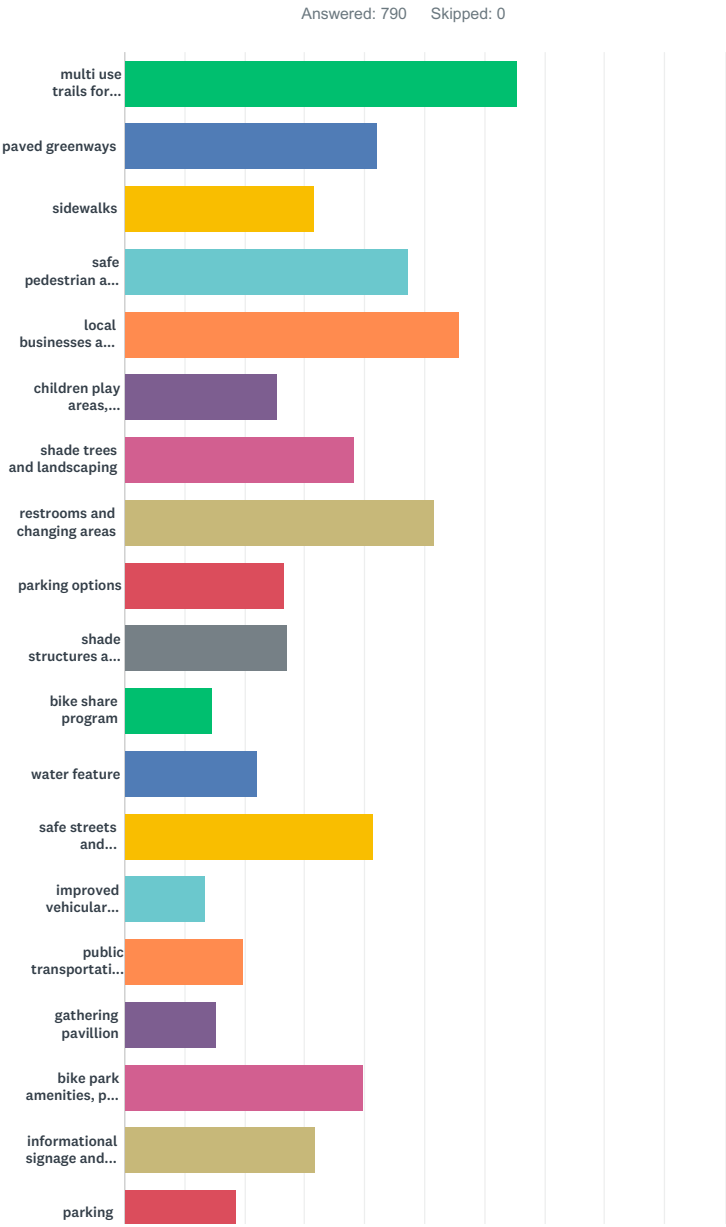
Total Respondents: 790

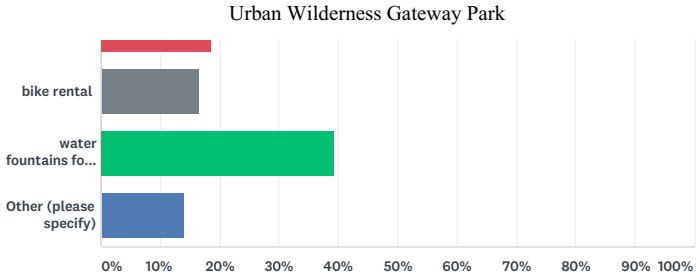
#	OTHER (PLEASE SPECIFY)	DATE
1	ljams activities	6/18/2018 1:07 PM
2	I have been on the urban trails but not in South Knoxv	6/12/2018 5:59 PM
3	I love feeling like I'm in the mountains when I'm only a few mintues from downtown.	6/7/2018 9:33 AM
4	Fishing. I would like more fishing access	6/4/2018 12:10 PM
5	A terrible way to "end" the James White Parkway!	6/3/2018 11:51 PM
6	Road biking on the greenway adjacent to mountain bike trails	6/3/2018 5:35 PM
7	bouldering and climbing (this is a wishlist, right?)Also, music events and a farmers' market would be nice.	6/3/2018 4:50 PM
8	Revenue for the city and increase in property values	6/3/2018 2:16 PM
9	connectivity to other places through natural pathways	6/3/2018 1:02 PM
10	Breweries and restaurants on Sevier/Island Home	6/3/2018 8:29 AM
11	Finish the road to help chapman hwy	6/3/2018 8:14 AM
12	I would rather James white parkway be completed	6/3/2018 7:50 AM
13	Climbing	6/2/2018 9:43 PM
14	I am 61, and have lived on Woodlawn for 35 years. I never would have moved here if was this way 35 years ago. Can't wait to get out of South Knoxville. This development is for everyone except people that live in South Knoxville.	6/2/2018 1:56 PM
15	fishing	6/1/2018 12:09 PM
16	Fishing	5/30/2018 11:49 AM
17	Picnics	5/30/2018 11:35 AM
18	My adult son rides the trails.	5/29/2018 8:49 PM
19	need relief for chapman hiway100 times more than a wilderness area	5/29/2018 8:26 PM
20	Love how peaceful this area is. Wonderful contrast to hurley burley city living.	5/29/2018 7:31 PM
21	Dog walking	5/29/2018 5:30 PM
22	greenway riding as well.	5/29/2018 2:13 PM
23	I have to stick to easier trails- mine is not a "mountain" bike	5/29/2018 1:29 PM
24	Rock Climbing	5/29/2018 12:00 PM
25	ease of access for everyone	5/29/2018 11:55 AM
26	Finding a quiet spot to sit and read or eat lunch	5/29/2018 11:00 AM
27	climbing, primarily mountain biking	5/19/2018 10:45 AM
28	biking on greenways (not mountain biking)	5/18/2018 3:45 PM
29	Quiet! No festivals! no electric lighting or play spaces! respect for native plants and natural setting.	5/18/2018 2:06 PM
30	Bmx biking	5/18/2018 11:27 AM
31	walking our dog	5/18/2018 9:07 AM
32	finish the parkway chapman hwy needs relief	5/18/2018 6:54 AM
33	picnics, rock climbing	5/17/2018 10:06 PM
34	roller hockey or street hockey	5/17/2018 8:16 PM
35	The Knoxville senders sessions	5/17/2018 7:38 PM

Urban Wilderness Gateway Park		
36	I am handicapped in walking distances like I used to do. I recently had two epidurals in my spine. I hope this helps. I would like this to be named in honor of John Becker!	5/17/2018 5:47 PM
37	Rock Climbing at Craig	5/17/2018 4:52 PM
38	Just being in the woods	5/17/2018 4:38 PM
39	I love Baker's Creek and would love better pump tracks for kids. My daughter learned ow to ride on the pump track and never had training wheels. Now we bike all over the park.	5/17/2018 4:03 PM
40	Volleyball - Suttree Landing	5/17/2018 3:40 PM
41	picnics and dog walks	5/17/2018 3:36 PM
42	I do go to lams occasionally but there should be an entry between multiple times a month and "never"	5/17/2018 3:18 PM
43	Motorized boating	5/17/2018 2:19 PM
44	BMX biking	5/17/2018 2:16 PM
45	Climbing	5/17/2018 2:11 PM
46	bringing more access to untouched nature	5/17/2018 1:36 PM
47	Climbing	5/17/2018 1:32 PM
48	climbing	5/17/2018 1:29 PM
49	bm x track	5/16/2018 5:23 PM
50	rock climbing!!!	5/16/2018 4:13 PM
51	I favor non-recreational preservation of land and the urban canopy.	5/15/2018 10:50 AM
52	letting my dog play off leash	5/15/2018 5:48 AM
53	Training with the KPD/KFD SAR Team	5/14/2018 8:48 PM
54	Sadness that the road was stopped.	5/12/2018 8:41 PM

Urban Wilderness Gateway Park

Q4 What would you like to see more of in this area? (choose at least one)





ANSWER CHOICES	RESPONSES	
multi use trails for hiking, running, and biking	65.44%	517
paved greenways	42.15%	333
sidewalks	31.52%	249
safe pedestrian and bike street crossings	47.34%	374
local businesses and restaurants	55.95%	442
children play areas, playgrounds	25.57%	202
shade trees and landscaping	38.35%	303
restrooms and changing areas	51.77%	409
parking options	26.58%	210
shade structures and picnic areas	27.22%	215
bike share program	14.56%	115
water feature	22.28%	176
safe streets and neighborhood connections	41.52%	328
improved vehicular access and efficiency	13.42%	106
public transportation options	19.87%	157
gathering pavillion	15.32%	121
bike park amenities, pump track, jump lines	39.75%	314
informational signage and wayfinding	31.77%	251
parking	18.61%	147
bike rental	16.58%	131
water fountains for drinking	39.37%	311
Other (please specify)	14.05%	111
Total Respondents: 790		

#	OTHER (PLEASE SPECIFY)	DATE
1	pool	6/21/2018 9:22 AM
2	security	6/21/2018 8:52 AM
3	wheelchair accessible rest rooms. Benches	6/18/2018 1:07 PM

Urban Wilderness Gateway Park

4	A bike/walking trail connecting Holston River Park to downtown	6/12/2018 5:59 PM
5	A bypass of Chapman Highwa	6/12/2018 4:38 AM
6	"Retail activity" much like Navitat. We need additional options for "things to do" that will help attract large groups to the city for business purposes, stimulating the economy. The existing activities, for the most part, are for niche groups, but we need to review things for tourism.	6/8/2018 11:24 AM
7	Dog park with grass, not grass turned into dirt. Area for small dogs.	6/7/2018 3:13 PM
8	Free obstacle/fitness course, very very long slide with low zipline alongside, rental for tandem riding	6/6/2018 11:30 PM
9	Bike check stations, with a place to hang your bike to do a pre or post ride safety inspection and also hoses to rinse bikes off	6/5/2018 6:57 AM
10	Cameras for safety	6/4/2018 2:31 PM
11	Skate Park	6/4/2018 2:07 PM
12	More access to river to fish and canoe, kayak etc.	6/4/2018 12:10 PM
13	Bike repair stations that other cities have, lets you work on your bike if something is wrong.	6/4/2018 10:37 AM
14	Parking is on the list twice	6/4/2018 10:29 AM
15	Bike/pedestrian bridge from Ned McWherter park to Island Home Dr.	6/4/2018 7:08 AM
16	EXTEND JAMES WHITE PARWAY TO JOHN SEVIER!	6/3/2018 11:51 PM
17	More says to get around in this dump of a town!	6/3/2018 10:39 PM
18	More involvement of Knoxville City and non-profit orgs in bringing business investment to the area. Parks do not drive an economy, but are a by-product of a robust economy.	6/3/2018 8:51 PM
19	Handicapped Parking	6/3/2018 6:59 PM
20	oops! In case my answers from the last question don't answer this, we need a farm market space, maybe ONE bathroom on each end (they attract bums in my experience), less asphalt, more native trees. Picnics work fine on a patch of grass. Pavilions get dirty and ugly quick.	6/3/2018 4:50 PM
21	Police presence for safety	6/3/2018 3:54 PM
22	Community event like farmers markets, concerts, and similar.	6/3/2018 2:43 PM
23	Get rid of the criminals and drug addicts	6/3/2018 2:16 PM
24	Restrooms are a bad idea because of what people do in them...	6/3/2018 1:17 PM
25	Taking care of current streets; adding sidewalks; weeds on the Parkway are embarrassing from downtown toward south	6/3/2018 12:56 PM
26	Bring back the football stadium at South Doyle Middle School	6/3/2018 10:05 AM
27	disc golf	6/3/2018 9:58 AM
28	Food truck park	6/3/2018 9:21 AM
29	Less money spent on bicycles	6/3/2018 8:17 AM
30	Jobs in south knoxville	6/3/2018 8:14 AM
31	Finish the parkway! All Chapman Highway offers is wrecks and pawn shops.	6/3/2018 7:50 AM
32	Please keep biking and hiking/running trails seperate/accidents!	6/2/2018 1:46 PM
33	Police presence; consideration of impact on wildlife/displaced animals	6/2/2018 12:34 PM
34	boat ramps and canoe access to waterways	6/1/2018 10:08 PM
35	skatepark	6/1/2018 3:46 PM
36	pollinator gardens, native plant gardens	6/1/2018 1:40 PM
37	All of the previous ideas are good.	6/1/2018 12:49 PM
38	Educational programming around nature. Conservation of natural areas.	5/31/2018 4:45 PM
39	Family friendly biking trail	5/30/2018 4:32 PM

Urban Wilderness Gateway Park

40	improved sidewalks along Sevier Avenue	5/30/2018 11:05 AM
41	Please limit development as to preserve the natural element. Have a wilderness area a short distance from most people will draw visitors to Knoxville and allow for a healthy lifestyle.	5/29/2018 10:45 PM
42	james edite park way extended	5/29/2018 9:53 PM
43	four lane road to relieve traffic on chapman hiway	5/29/2018 8:26 PM
44	Kayaking	5/29/2018 7:55 PM
45	Please build a wonderful entry point from James White Parkway - beautiful innovative welcoming design to stand the test of time	5/29/2018 7:31 PM
46	Off leash dog area	5/29/2018 5:30 PM
47	a central visitor information center for bike rentals and maps.	5/29/2018 4:06 PM
48	a structure/shelter that would allow for pop-up events/vendors	5/29/2018 3:58 PM
49	Food truck stations similar to the central collective!	5/29/2018 3:51 PM
50	Splash Pad would be nice!	5/29/2018 3:47 PM
51	bike track is a terrible long term idea. It will not last	5/29/2018 3:11 PM
52	the safer we make the roads, the better the area becomes for ALL people.	5/29/2018 2:13 PM
53	Get the BMX track up and running!	5/29/2018 1:54 PM
54	Really all of these are good. First choice: restrooms.	5/29/2018 1:29 PM
55	The parkway extended to relieve congestion on Chapman Highway	5/29/2018 1:26 PM
56	more entry level mountain bike trails	5/29/2018 12:30 PM
57	Forget this and extend James White Parkway.	5/29/2018 12:25 PM
58	wild flowers, natural spaces, and lots of places to sit! And bike racks/ fix it station	5/29/2018 11:00 AM
59	Outdoor shower	5/25/2018 1:11 PM
60	Separate bikes from cars on major roads, landscaped barriers	5/25/2018 7:04 AM
61	Sidewalks!!! Knoxville should be an interconnected pedestrian and cyclist friendly community. We need more sidewalks, not more TGI Fridays and Best Buys.	5/24/2018 11:08 PM
62	trolly and parking for farmers market rides,symphony festivals etc	5/23/2018 4:03 PM
63	Bottle refill stations please.	5/22/2018 3:43 PM
64	Dog drinking stations	5/22/2018 12:06 PM
65	400m running track for public use	5/21/2018 2:40 PM
66	Dog Park	5/20/2018 8:09 AM
67	Bike skill park	5/19/2018 9:54 PM
68	Trails connected from urban wilderness to downtown and/or other public spaces	5/19/2018 10:45 AM
69	There should be a safe greenway connecting downtown Knoxville and South Knoxville. As it is, there's far too much riding in traffic.	5/18/2018 1:24 PM
70	bins for recycling and composting	5/18/2018 9:07 AM
71	Attention to adding native plants and eradicating invasive species, such as kudzu	5/18/2018 7:44 AM
72	I work downtown. I used to live in South Knoxville but now live in Farragut. I would love if there were changing rooms, showers, some reasonably priced bike/equipment storage so I could use the trails before work.	5/18/2018 7:10 AM
73	jobs	5/18/2018 6:54 AM
74	Recycling	5/18/2018 6:30 AM
75	art (murals, public art, sculpture), highest level of safety to enable female and youth to use the area without worry, rock climbing	5/17/2018 10:06 PM

Urban Wilderness Gateway Park

76	More downhill specific MTB trails.	5/17/2018 8:46 PM
77	Bike skills area	5/17/2018 8:18 PM
78	roller hockey or street hockey	5/17/2018 8:16 PM
79	Jump lines!! Dirt jumps!	5/17/2018 7:38 PM
80	Restrooms	5/17/2018 6:53 PM
81	Camping would be great!	5/17/2018 6:08 PM
82	"Park Ranger" for safety and maintenance upkeep like down trees	5/17/2018 5:59 PM
83	Camping?	5/17/2018 5:14 PM
84	Event pavilion or hub	5/17/2018 4:52 PM
85	More accessible trash cans	5/17/2018 4:38 PM
86	Place to hose mud off a bike	5/17/2018 4:26 PM
87	Greenways that connect the urban wilderness to other greenways in knoxville	5/17/2018 4:20 PM
88	A better way to dispose of trash. My daughter and I go and clean up the play forest regularly. It seems to be the place that gets trashy quick. Bikers are neater.	5/17/2018 4:03 PM
89	Kids splash pad	5/17/2018 3:28 PM
90	see below	5/17/2018 3:18 PM
91	River access for motor boats and paddle sports	5/17/2018 2:19 PM
92	Bike Lanes	5/17/2018 2:04 PM
93	Connections to larger greenway and trails systems	5/17/2018 1:56 PM
94	Security cameras, bike repair area/pumps	5/17/2018 1:52 PM
95	bike lanes on the road that are regularly swept	5/17/2018 1:39 PM
96	doubletrack, gravel options for less skilled MTB users	5/17/2018 1:37 PM
97	Water fountains interspersed along the South Loop. Maybe one between Hastie and Marie Myers or at Anderson School.	5/17/2018 1:29 PM
98	have never been there	5/16/2018 4:33 PM
99	Officially allowing more rock climbing development (beyond lams crag). Easier mountain bike trails. Baker Creek offers a super easy one - need more like that one, maybe 5 miles total of that style of Sycamore Loop	5/16/2018 4:13 PM
100	Connecting of trails to each other and the Parks	5/16/2018 1:57 PM
101	Native plants used in landscape design and restoration of native plant communities and management of invasive exotic plants in wild areas.	5/16/2018 11:20 AM
102	Tree Preservation	5/15/2018 11:42 AM
103	non-recreational preservation of land, the urban tree canopy, and habitat for wildlife	5/15/2018 10:50 AM
104	Security. There have been several break-ins in vehicle parking areas. Better, practical, efficient signage for trails for any emergency response.	5/14/2018 8:48 PM
105	4 lane hwy extension	5/14/2018 5:53 PM
106	James White Parkway BUILT	5/14/2018 5:34 PM
107	Speed control on residential/neighborhood streets like 4th and Gill	5/14/2018 5:26 PM
108	a walking bridge to UT	5/14/2018 5:08 PM
109	transportation options from trail access points back to main parking areas, allowing for one-way treks without having to loop back to start point	5/14/2018 3:47 PM
110	Work out stations	5/14/2018 3:29 PM

Urban Wilderness Gateway Park

Q5 Please share any additional ideas for the Urban Wilderness Gateway Park.

Answered: 316 Skipped: 474

#	RESPONSES	DATE
1	The streets are really very narrow in most of South Knox. Bike lanes and sidewalks I think are very important. This is especially true for areas to get access to the Urban Wilderness. Driving 0.5 miles, to park and then 'play' seems like something is wrong. I live on S. Haven but don't feel comfortable walking or even riding my bike - even for a relatively short stretch. The lanes feel like they are 8' wide with zero shoulder. Good clear routes that connect Ijams, Baker Creek, Sevier Ave (etc.) seem key - as in, not just trail connection, but being able to run or ride between them on greenways or bike lanes.	6/21/2018 10:18 AM
2	Trails that are safe to walk on without fear of being run over by individuals on bikes.	6/21/2018 9:48 AM
3	the biggest key will be the safety of the walkers and bike riders getting to the park. Sidewalks on Sevier ave would be a huge improvement to the safety concerns from downtown to Baker creek Preserve.	6/21/2018 9:30 AM
4	I want to be able to safely ride my bike to the urban wilderness. I just spent five months in Brisbane Australia. They have a mountain biking area about 3-miles from downtown. Almost everybody rides their bike to the trails. Our trail system is much better, but less accessible by bike. I gauge comfort by whether I will ride a road with my young children. So far, nothing surrounding or accessing the Urban Wilderness is comfortable. Even some of the connector streets between trail systems (e.g., Sevierville Pike) are really dangerous.	6/19/2018 4:42 AM
5	All the ideas presented at the event on June 2nd were fantastic. I love the idea of the gateway park, and very much love the idea of safer bike travel (bike lanes) on the James White Parkway over the South Knox Bridge to the greenway system on the north side of the river. Please get it done!!!	6/19/2018 12:37 AM
6	Emergency call boxes	6/18/2018 3:31 PM
7	Additional access points to trails. Don't make just one with parking as the parking issues become problematic.	6/15/2018 10:47 AM
8	Is it still a wilderness if you turn the land into an amusement park?	6/12/2018 9:21 PM
9	I love the urban wilderness and am so excited that you are investing in a gateway park to highlight the amenities there. Anything you do to expand upon the good work already done is to be commended.	6/12/2018 1:27 PM
10	really need KAT stops nearby	6/12/2018 11:46 AM
11	Keep it up!	6/12/2018 10:48 AM
12	I'd like to see development of a white water rapids area like was done in Charlotte and Oklahoma City. Although I'm too old to enjoy, this area is known for it's white water areas and a feature of this type fits very well with supporting a resource of this nature. Just stand at the pedestrian bridge on Cumberland Ave linking the campus to the COnvention Center and World Fair Park. One can easily see this would be an ideal place for such a development.	6/12/2018 9:39 AM
13	A nice boulevard that connects at John Sevierville Highway	6/12/2018 4:38 AM
14	I'd like to see some restaurant or concession options on the periphery. Most outdoor dinning options in Knoxville are downtown, it'd be great to have some with better/natural views/settings.	6/11/2018 11:43 AM
15	This survey is built for me to give my approval for your plan. I DO NOT approve. The traffic will be a nightmare if you close two lanes of James White Parkway after the bridge. It is also dumb because you will have two greenways right next to each other along James White Pkwy. This is a waste of money. I don't mind the connection of the Terminus to the BMX Park.	6/10/2018 9:47 AM
16	.	6/8/2018 11:24 AM

Urban Wilderness Gateway Park

17	I've never been quite sure how to access the Urban Wilderness. A clear entrance with amenities will help a lot.	6/7/2018 6:38 PM
18	Urban wilderness rocks	6/7/2018 4:59 PM
19	Keep hobos away	6/7/2018 10:03 AM
20	I believe this is a great idea. Thanks.	6/7/2018 7:27 AM
21	Finish the parkway to Chapman hwy	6/7/2018 7:17 AM
22	Longest slide in the state would draw visitors!	6/6/2018 11:30 PM
23	It would be nice to have more connections over that way for bikes and pedestrians	6/6/2018 4:02 PM
24	I believe Sevierville Pike desperately needs a sidewalk from Sevier Ave to Red Bud Road as well as the ditches improved/cleaned or piped.	6/6/2018 11:57 AM
25	Would LOVE to see the JWP turned into a multi-use road, with bike lanes, sidewalks as well as traffic calming so that its less of an interstate and more of a linear park	6/5/2018 5:23 PM
26	An area for shops(food, gear, and rental equipment)	6/5/2018 6:57 AM
27	I am thrilled about this incredible addition to our South Knoxville neighborhoods! I especially look forward to eyesore of the vines and barricades to be replaced by somethig lovely!	6/4/2018 4:33 PM
28	We need some safety features, like cameras and the blue light buttons like they have on campus	6/4/2018 2:31 PM
29	A skatepark would be a wonderful addition. I also think a summer concert series in the old quarry at the keyhole would be amazing.	6/4/2018 2:07 PM
30	Benches, improved lighting, and pedestrian accessibility in and around the new park and neighborhood are my biggest priority areas.	6/4/2018 2:03 PM
31	Great work!	6/4/2018 1:11 PM
32	Dog park	6/4/2018 12:58 PM
33	More access to areas to fish!	6/4/2018 12:10 PM
34	Find an old railroad that's not used that we can pave for a long distance green way!	6/4/2018 10:37 AM
35	cafes/casual restaurants for quick bites to eat food truck park?	6/4/2018 9:31 AM
36	Gateway signage	6/4/2018 9:25 AM
37	All of the proposed ideas sound really good	6/4/2018 9:08 AM
38	I would like to see south Knox schools involved in some way. Maybe opportunities for students to volunteer or programs he's ed toward them.	6/4/2018 8:49 AM
39	Connectivity via greenway along James White Pkwy to existing greenway along Island Home Ave.	6/4/2018 8:35 AM
40	Please make thus come to pass. Great cities have greenways, we have the potential. Use it!!!!	6/4/2018 7:41 AM
41	The bike/pedestrian bridge would link James white Greenway to Will Skelton Greenway. It could rise from the parking area/ boat ramp at Ned McWherter and hang off of the bottom or side of James white parkway and descend to Island Home Dr. Please do this!!!	6/4/2018 7:08 AM
42	I love Knoxville's outdoor features, including the urban wilderness. Knoxville is doing a superlative job at making us a vacation destination. Knoxville is long overdue to address the needs of the everyday working citizen. How about investing in safe bus stops throughout the city? Many of the stops are unprotected corners on busy streets. How about consistent recycling public garbage cans throughout our city...not just for special occasions... when tourists and the suburban population comes to visit?	6/4/2018 6:41 AM
43	Trails you can walk on with your dog without be worried about getting run over by bikers. Paved greenway area for people that want to bike but are not experienced mtn bikers. Like the greenways near neyland drive.	6/4/2018 5:49 AM
44	Let it co-exist with James White Parkway extension. The addition of a large park will further congest this area (Moody to Chapman Highway, Chapman Highway itself and even West Moody Avenue). Surely the logic of such a plan has not been studied adequately in terms of traffic flow, particularly with reducing streets like Moody to two lanes for BIKES.	6/3/2018 11:51 PM
45	Free community event space for markets, concerts, movies, etc	6/3/2018 11:13 PM

Urban Wilderness Gateway Park

46	Non traditional play grounds.	6/3/2018 11:08 PM
47	Notta!	6/3/2018 10:39 PM
48	More signage please.	6/3/2018 9:52 PM
49	I've met people from Michigan, Ohio, KY, Florida at Baker Creek. Adding more engineered downhill style trails will keep people coming in from all over and cement Knoxville as a great race and event destination.	6/3/2018 9:42 PM
50	Good food and great atmosphere	6/3/2018 9:16 PM
51	Complete James White Parkway as it was originally intended. Wasting \$10 million on a park is not acceptable. Instead that money should be given back to taxpayers. If people want to live in an Urban Wilderness they can go to the National Park.	6/3/2018 8:51 PM
52	Improved signage and handicapped parking	6/3/2018 6:59 PM
53	This is a poor idea. We need more industry and jobs. Can't wait for 2019 and leadership with vision.	6/3/2018 6:40 PM
54	An expansive multi-use paved greenway would be my top priority for this project	6/3/2018 5:35 PM
55	RC Car track with dirt jumps :)	6/3/2018 5:00 PM
56	Wilderness implies less structure, an avoidance of man made over nature. So strike the shade structure idea, also the paved/asphalt stuff. How about investing that money into a wilderness orchard?? Plant a dozen fruit trees for picking? Or an urban apiary/bee sanctuary?? Apropos for our time and area.	6/3/2018 4:50 PM
57	Playgrounds tailored for children with disabilities	6/3/2018 3:54 PM
58	Will enhance development, visitation, and quality of life for downtown as well as South Knoxville. Exciting!!	6/3/2018 3:41 PM
59	A public dirt jump spot would be great for the mountain bike community. It is the only thing the Knoxville is missing in terms of biking. Having a dirt jump spot that kids and beginners are able to use and learn new skills but also very experienced riders are able to have actual dirt jumps to ride would be an amazing addition to the riding scene in Knoxville.	6/3/2018 3:19 PM
60	Connection between downtown is important. How do you make a walkable andlivable city?	6/3/2018 2:43 PM
61	Make cyclists actually obey traffic laws. If they want to be respected and share the road, I dont want to see them blowing through stop signs and red lights	6/3/2018 2:16 PM
62	I think it would be a good idea to add signs for bike etiquette such as telling pedestrians that they are approaching from the right or left instead of whizzing by without prior notice.	6/3/2018 1:32 PM
63	I live at 2625 Sevier. Like more sidewalks on Sevier	6/3/2018 1:00 PM
64	I love the idea of being able to bike on James White Parkway from downtown. Instead of a road to no-where, I like that it is getting turned into something useful.	6/3/2018 12:01 PM
65	Security, public safety will be critical to successfully expanding size and use of urban wilderness. "Park police" with full policing capabilities will be a necessity.	6/3/2018 11:57 AM
66	How will this space be safe given the area and the crime? Will there be officers on bikes to patrol the greenways like at Bearden?	6/3/2018 11:56 AM
67	Respect for current homeowners' property while development happens	6/3/2018 11:22 AM
68	Additional plans to Connect IC king and Alcoa to system	6/3/2018 11:04 AM
69	Convert one roadbed of JWP to a linear park/greenway and convert the other roadbed to two way traffic with one lane in each direction with parking on the sides to provide more parking options as well as help keep speeds lower (people usually drive slower with cars parked on a road than without parked cars).	6/3/2018 10:49 AM
70	Let's do away with it.	6/3/2018 10:05 AM
71	splash area in summer	6/3/2018 9:58 AM
72	Build the extension of the James White parkway!	6/3/2018 9:36 AM
73	Also security measures and vandalism prevention.	6/3/2018 9:32 AM

Urban Wilderness Gateway Park

74	..	6/3/2018 9:31 AM
75	Maybe a few small restaurants and shops	6/3/2018 9:23 AM
76	More small local restaurants. Also more shopping. Food truck park	6/3/2018 9:21 AM
77	Need to solve the embarrassing litter problem here in East Tennessee- I have clients who choose to do business elsewhere due to our image (Tennessee Trash).	6/3/2018 8:57 AM
78	Get rid of low income apartments on both ends of Sevierville Ave. Drug deals at Kenjo Market are out of control. It all comes from those apartments. I know a lot of people scared to come here because of the kind of people who hang around there. This would increase visitors by a high percentage and help those who have lived here for years not want to move away. I've lived here for 47 years but I am considering moving only for that reason.	6/3/2018 8:49 AM
79	This is not about that specific park, but the sidewalk along the river between Landing House and the new condos is in disrepair and borderline unsafe. Please fix it up!	6/3/2018 8:29 AM
80	Chapman hwy is a death trap it needs some relief finish the parkway	6/3/2018 8:14 AM
81	I think it would be great to consider that a lot of people would love to feel comfortable letting dogs off of their leashes while at the park. Would there be a way to include that in certain areas? or include a fenced in "dog park" that flows with the landscape and shaded trees that dogs can run around in. Not sure if any kind of fishing could be included with the given area but that could great as well.	6/3/2018 7:53 AM
82	Why is the city spending my tax dollars turning a church into a bar?	6/3/2018 7:50 AM
83	Please make landscaped areas indigenous and encourage wildflowers. Build it and the native wildlife will take refuge and enhance the parks.	6/3/2018 7:25 AM
84	too hard to get to	6/2/2018 11:27 PM
85	None	6/2/2018 8:07 PM
86	Get rid of the interstate traffic on woodlawn pike	6/2/2018 1:56 PM
87	Concern of noise pollution impacting wildlife as well as neighboring residents	6/2/2018 12:34 PM
88	Changing rooms	6/2/2018 11:46 AM
89	This may be part of Phase 2, and I just can't see it on here. But take area on James White or next to James White after Anita drive and create a protected bike / pedestrian lane with protected barrier between traffic. I think the key to marketing the Urban Wilderness to those outside of Knoxville will be to link it better up with Old Sevier and Downtown. The vision is that there is a safe, cohesive, and easy path to direct a visitor from a downtown hotel across the river, down to Old Sevier and eventually to the Gateway Park. One cohesive unit. That is the key to selling it and our city to those who may come and visit Knoxville.	6/1/2018 6:23 PM
90	A skatepark for south knoxville	6/1/2018 3:46 PM
91	Residential sidewalks would open up much more of the community to the urban wilderness. Currently people have to either drive, or walk through people's yards/ditches if they want to get to any of the nearby parks.	6/1/2018 2:08 PM
92	Thank you for the opportunity to provide input - SoKno rocks!	6/1/2018 1:40 PM
93	Definitely need safer streets as far as bike lanes. (at least some sort of shoulder!)	6/1/2018 12:49 PM
94	N/A	6/1/2018 11:08 AM
95	Connections from Island home ave would be great.	6/1/2018 10:13 AM
96	My family lives right next to the Baker's Creek Park and we love it. There are a lot of stray dogs in the South Knoxville area. Some are friendly, but some are also not. I would like stronger/stricter policy towards the stray animals.	6/1/2018 9:41 AM
97	-	5/31/2018 8:49 PM
98	Trail for equestrian use. Sign on James white Pkwy and better street signs with arrows that makes it easier to get to	5/31/2018 7:51 PM
99	Educational component that addresses the need for the rehabilitation and conservation of natural areas, their importance to our community and what makes this area so special.	5/31/2018 4:45 PM

Urban Wilderness Gateway Park

100	Taylor Rd/Lancaster Rd is a busy road that affords great connectivity to the Baker Creek area. Sidewalks are definitely a draw to get neighboring residents to the area safely. Bathrooms and water fountains are also a nice draw! You guys are doing great! Thank you for giving me a place within walking distance to my home to enjoy daily!	5/31/2018 3:34 PM
101	Very exciting to see useful community development around the ill-conceived parkway. Whatever we can do to encourage lots of people to use this great resource.	5/31/2018 8:46 AM
102	PLEASE do not overdevelop it.	5/30/2018 10:07 PM
103	Family friendly biking Lots of funding for maintenance!!!!	5/30/2018 4:32 PM
104	More cohesive/better signed greenway access from up in downtown to the Urban Wilderness.	5/30/2018 3:35 PM
105	Integrating the Gateway Park with facilities under construction by Knox County for the South Doyle BMX track would both better utilize those facilities and potentially allow the city to focus more of its investment outside of amenities such as parking, restrooms, and a pump track which are already integrated into the county project.	5/30/2018 12:11 PM
106	there should be a safe way to bike there from downtown	5/30/2018 11:05 AM
107	Pleas keep road riders in mind.	5/30/2018 10:43 AM
108	Bathrooms	5/30/2018 10:41 AM
109	It would be very sad if the natural, wild ambiance was ruined by concrete and urban landscaping. Let the wild things grow and give us a simple trail to access them, that is what makes the UW so special. We don't need another city park, this is a chance for something different.	5/30/2018 9:19 AM
110	Area for food trucks and local craft breweries to set up.	5/30/2018 7:03 AM
111	Just keep it growing	5/30/2018 6:50 AM
112	It is critical to preserve more land and prevent excessive development. I would like to see longer trails. Local business and restaurants can add to the area. I appreciate the effort to preserve historical areas such as Fort Dickerson.	5/29/2018 10:45 PM
113	Kudos to the city for doing this. Please keep in mind that none of this would have happened if AMBC hadn't had the vision and done so much work. Please remember that group when planning and reward their efforts.	5/29/2018 10:10 PM
114	you can make over pass and bridges where . James White can be finished and save lives on Chapman hwy	5/29/2018 9:53 PM
115	More safe roads along urban wilderness , more bike signs, slower roads especially those within urban wilderness like east red bud road- so dangerous and too fast. More bike cops and awareness for safe walking , especially after recent assault at baker creek.	5/29/2018 8:49 PM
116	finish the road to no where	5/29/2018 8:26 PM
117	Connect as much of the undeveloped areas along the river and on Chapman Ridge as you can. Work with UT to manage the UT Woods behind the hospital - make it part of the greenway/urban wilderness area.	5/29/2018 7:31 PM
118	I work in 37915 and we walk in our office park or on Fridays go down and park at Calhouns to walk along the river. I would love to see more greenways from Downtown to the South.	5/29/2018 6:53 PM
119	Outdoor classroom facilities & learning opportunities for field trips	5/29/2018 6:52 PM
120	N/A	5/29/2018 6:15 PM
121	I believe that, while the Urban Wilderness could be improved, the \$10 million would be better spent toward ending homelessness in downtown Knoxville.	5/29/2018 6:10 PM
122	Looking forward to this new park Gateway and associated development for South Knoxville!!	5/29/2018 6:00 PM
123	A route where all the peaks between Baker Creek and the area around Highground Park can be hiked/mountain biked.	5/29/2018 5:11 PM
124	It is an asset to the South Knoxville area and my husband and I are considering moving back there to be closer to the trails.	5/29/2018 4:47 PM
125	Anything that extends the Urban Wilderness, especially at the cost of extending James White Parkway (i.e. extending the paved road) is a great idea.	5/29/2018 4:35 PM

Urban Wilderness Gateway Park

126	A central visitor information center with detailed maps and lists of activities, such as mountain biking, greenway riding, hiking, river and quarry paddleboard and kayak rentals, and rock climbing. Also bike path connections to downtown and the south waterfront.	5/29/2018 4:06 PM
127	This is a much-needed project - how about expanding north to Fountain City?	5/29/2018 4:01 PM
128	y	5/29/2018 4:00 PM
129	It would be nice to work the greenway systems out in west Knox.	5/29/2018 3:59 PM
130	Ampitheater for community gatherings or festivals.	5/29/2018 3:49 PM
131	Well, I hate to see it, but there needs to be safety features like, emergency phones, police presence. Certain times of the year the place can be empty. Something needs to be done about all the unleashed dogs on the trails. I have been bite, jumped on...I shouldn't have to stop my trail runs so someone can bring their dog(s) under control.	5/29/2018 3:00 PM
132	centralized info area for educational format, physical outdoor activities-running clinics, biking workshops, etc. as well as such as bird-watching, flower id classes etc.	5/29/2018 2:43 PM
133	I would really like to see more accessibility for people, safer roads with enforced speed limits, bicycle connections, and bicycle-friendly infrastructure being a part of this. thank you for your time.	5/29/2018 2:13 PM
134	South Knoxville has grown so much over the past few years I just want to see it continue and make for a thriving area to play work and live.	5/29/2018 1:54 PM
135	Shuttles from downtown specifically to urban wilderness. Get our out of town folk who fly or couldn't bring their mountain bikes a place to hire an affordable bike for the day. I have been working downtown as a bartender for a long time downtown and this is a huge selling point to younger generations. Will help Knoxville continue our growth spurt we are currently in	5/29/2018 1:45 PM
136	Existing Baker Crk parking isn't bad for the existing trails, but a new entrance could use more parking. It all certainly sounds intriguing.	5/29/2018 1:29 PM
137	Na	5/29/2018 1:27 PM
138	It should not be built. The parkway needs to be extended to relieve the aging Chapman Highway and to give better access to town from the suburbs.	5/29/2018 1:26 PM
139	Fort Kid 2.0 (a MASSIVE playground based on the icon from the 90s but modernized & up to new safety standards).	5/29/2018 1:02 PM
140	To put signs up giving rules for mountain bike trails. Many people ride them when they are wet which is discouraged. Even clubs do bike races when the trails have been very wet.	5/29/2018 12:30 PM
141	Forget this and extend James White Parkway.	5/29/2018 12:25 PM
142	Historical Quarry Overlook Loop Trail in the Mead's/Ross Marble area (this is out of the shaded zone but would be a good addition, with phenomenal views and an experiential approach to local history, and could easily be connected to this zone). Bouldering	5/29/2018 12:00 PM
143	It will be a great addition, but would be even greater if there were picnic areas and a small restaurant or food truck park, which would encourage us to visit and stay a while.	5/29/2018 11:55 AM
144	Leave no trace guidelines & environmental education signage - letting the public no not to harm plants, animals or trees or to leave garbage etc.	5/29/2018 11:55 AM
145	NA	5/29/2018 11:12 AM
146	Limit on-site parking, have it offsite with w/ bike or trail access. Make a no car haven and if there's anyway to encourage small local businesses (coffeeshop/bakeries, light food shops, small breweries) along the route that are pedestrian accessible.... Would be amazing.	5/29/2018 11:00 AM
147	I know a whitewater park is pie in the sky but it would be a perfect addition to what we have/ will have.	5/29/2018 10:31 AM
148	I am very much in support of this park. It is a great idea and is doing so much to improve Knoxville! The city has done a fantastic job with the Urban Wilderness so far!	5/29/2018 10:29 AM
149	Dirt jump park	5/29/2018 6:01 AM

Urban Wilderness Gateway Park

150	Safety programs or explain the etiquette of the multi~use trails. Runners, bikers, walkers, and pet owners should learn how to safely use the trails together. A designated dog park would be another asset to build community and permit animals to be exposed to other animals. This may permit social connection with other pet owners. It could also help with safety for bikers and runners. It is unsafe when a pet owner has a 5' leash and a dog is impeding the entire trail. I have often approached pet owners with earbuds in and unable to hear me say, "biker or runner coming up on your left or passing."	5/29/2018 12:25 AM
151	If you want to put a Greenway on James white Parkway put it in the middle and leave it a divided highway it will be much safer for traffic then to put 4 lanes on one side that is ridiculous	5/28/2018 1:47 PM
152	Progressive bike features for kids to learn on.	5/27/2018 7:45 AM
153	Progressive areas	5/25/2018 10:21 PM
154	More Double track trails. Make it connect baker creek to other Trails beside the existing connections (haste and Meyers). This will allow for more looped route options.	5/25/2018 1:11 PM
155	Doesn't have to be over the top	5/25/2018 8:22 AM
156	If the urban wilderness is to be a biking and walking area, streets need to be friendly for that. Sidewalks won't solve the biking problem. In order to safely bike in from local houses, we need separation from traffic too. Landscaped barriers will reduce traffic speed too!	5/25/2018 7:04 AM
157	Bike lanes on the surrounding roads allowing access to and from	5/25/2018 6:16 AM
158	Mountain Biking Skills building practice features.	5/24/2018 11:08 PM
159	Maps available, apps for maps and activities, Landscape advise for homeowners.More free trees, Dog parks, live music, square dancing or folk dancing area, outdoor yoga area. exercise class for older citizens...gentle stretches for walking awards. Donuts and coffee for every 5 miles etc. standerized signage for area. Uke band. plant share. Community greehouse.	5/23/2018 4:03 PM
160	Improved kayaking access under James White Parkway	5/23/2018 2:04 PM
161	I am very concerned with the safety of the area. After hearing of attacks on women at some of these locations (Baker Creek, Ijams), I am feeling more nervous about this area. I think these efforts will go a long way to increasing the safety of everyone who utilizes these resources, but I would like to see significant effort go towards increasing the feelings of the Urban Wilderness being a safe place to unwind and go for a hike.	5/22/2018 12:06 PM
162	I love the new businesses nearby but the pedestrian access is terrible. Would love to see that improved.	5/22/2018 8:43 AM
163	Just need a nice parking area and greenway connector from terminus to baker and across the river to downtown and waterfront greenways.bike lanes please	5/22/2018 12:50 AM
164	An outdoor classroom/learning area would be something I would like to see. KKB would be interested in helping with this.	5/21/2018 11:49 AM
165	Bike skills area, adult pump track, downhill races	5/20/2018 11:02 PM
166	drinking water stations better enforcement of dogs off leash	5/20/2018 1:18 PM
167	I live in sevier county and drive down to south Knoxville multiple times a week to ride the Urban Wilderness trail systems. I absolutely love every bit of mountain biking that Knoxville has to offer and would be thrilled if more trails were added. It would make the drive to Knoxville worth it even more.	5/20/2018 11:54 AM
168	Please make sure this doesn't cause property prices to go up. People in the neighborhood shouldn't be priced out of their homes. It doesn't help anything if this is just a tool of gentrification.	5/20/2018 10:15 AM
169	Please include a dog park. After a run on the trails it would be awesome if there was a place for your dog to get water and an enclosed area for them to interact.	5/20/2018 8:09 AM
170	Love the idea of a water feature or wading pond. Also skills area with begginer to advanced skill building features would be amazing.	5/19/2018 9:54 PM
171	Connect urban wilderness to other greenspace where possible. IC King, downtown, Neyland drive greenway. Eventually, I would love to see green space from Urban Wilderness be connected to Plumb Creek Park, Victor Ash or other parks and public spaces around Knoxville. The more interconnected the trails are the better for our residents and community as a whole.	5/19/2018 10:45 AM

Urban Wilderness Gateway Park

172	Great Idea	5/19/2018 8:11 AM
173	More black diamond trails and jump lines	5/18/2018 9:31 PM
174	More easy trails for younger kids. I take my kids to sycamore loop but it's short and other bikes are going to fast I'm concerned about them getting run over by another bike.	5/18/2018 4:17 PM
175	No specific ideas. Just thank you for creating this amazing community resource !!	5/18/2018 4:03 PM
176	An easier greenway connection from the Urban Wilderness to Riverside Landing park. This could also allow easier access from Riverside to the greenway that starts in Island Home Park.	5/18/2018 3:45 PM
177	More mountain biking trails!	5/18/2018 3:12 PM
178	We have had our first case of sexual assault since Baker Creek was developed. I don't know what your safety plans are. Whatever you do to develop the Gateway park and areas toward Knoxville city center, please Please, Please, Please let the Hastie Wilderness Area be a "wilderness,"--there are amazing terrapins and tree frogs and wildflowers and owls and wildflowers in the wood--and don't turn it into the loud and increasingly artificial space that IJAMS is quickly becoming. Let it be the only place in knoxville where people can feel the PEACE of nature without constant festivals or bike races or the horrors of theme-park ziplines. SELL it for its mindfulness and wilderness qualities.	5/18/2018 2:06 PM
179	Connecting the Colonial Heights area to Urban Wilderness Gateway Park, then to downtown with a greenway would be a connection that would allow access to downtown from the Colonial Heights area. This would be of value for all who want to bike into town but may not want to use the Wilderness Park.	5/18/2018 1:24 PM
180	Wet weather MTB trails	5/18/2018 11:35 AM
181	A public dirt jump park for mountain bikes would be great. It would be able to be used by everyone and it could be a great hub for all the trails.	5/18/2018 11:32 AM
182	Bicycle jump lines	5/18/2018 10:31 AM
183	Would love for this area to be a tourist destination for the whole Southeast!	5/18/2018 9:12 AM
184	Community gardens would be great!	5/18/2018 9:07 AM
185	Easily connect to downtown. Ie. safe, convenient path from downtown to the trails in sokno.	5/18/2018 8:53 AM
186	Would love to see continued easy connections to local ale trail	5/18/2018 8:41 AM
187	Complete the James White Parkway	5/18/2018 8:27 AM
188	Na	5/18/2018 8:23 AM
189	Please keep pavement to a minimum. Suttree Landing is a nice idea, but there's so much pavement!	5/18/2018 7:44 AM
190	Get phase 2 done so that volunteer landing and Morningside can safely connect by Greenway. Keep connecting the trails downriver as planned, but any chance to work on trails up to 7 Islands? Leverage Knoxville's recent ranking as a top mountain bike spot and that you don't have to go to the mountains with all the trails. Some picnic areas like Metcalf Bottoms, etc would draw a lot of people. Hotels and Businesses are continuing to get built up and the proximity to downtown is huge, but building a campsite(s) would provide a lower price point, just make it mostly tent and do like nicer state parks with bathroom s, showers, water at sites, have the amenities but keep it natural feeling. If you allow more businesses in the area put some specific building codes in place to create a specific rustic look, the less outdoorsy people would come for a unique rustic town experience. I want to get my young kids into mountain biking and hiking. I don't think we need kid specific trails, I'd rather have it feel like a regular trail and not have kiddy marketing all over the place but keeping in mind young/beginner trails would be helpful. You can't accomplish big downhills like windrock, but on the other end you need more difficult trails and single track to keep attracting the more serious adventure athleteless. I could go on...	5/18/2018 7:10 AM
191	chapman hwy has to have some relief from traffic	5/18/2018 6:54 AM
192	None	5/18/2018 6:50 AM
193	N/A	5/18/2018 6:30 AM
194	I would love to see identifying signs for some of the wildflowers, trees, and shrubs as well as some interpretive signs for history or other interesting facts in the area.	5/18/2018 4:31 AM

Urban Wilderness Gateway Park		
195	N/A	5/17/2018 10:12 PM
196	ambassador designations and training, bed & breakfasts, hostel, restaurant, bookstore, less-cars-more-bike/walk/run	5/17/2018 10:06 PM
197	Landscaping using native plants to create habitat for wildlife and food for pollinators, and landscaping design that improves storm water drainage. Trash and recycling receptacles, signage to encourage care for the land. Thank you!	5/17/2018 9:56 PM
198	Let it grow!	5/17/2018 9:43 PM
199	Mountain bike trails.	5/17/2018 9:28 PM
200	No additional ideas.	5/17/2018 8:48 PM
201	Link together Fort Dickerson Park.	5/17/2018 8:46 PM
202	Please provide this great source of recreation for the community.	5/17/2018 8:20 PM
203	summertime or wintertime ice rink. Roller hockey or street hockey.	5/17/2018 8:16 PM
204	Bike shuttle from UT/downtown	5/17/2018 8:08 PM
205	Bike repair station	5/17/2018 7:45 PM
206	I think a study should be done on the easiest way to get people from this gateway To ijams to alleviate parking at Ijams and connect the neighborhoods as well. Possibly also a weekend public transit loop between the two so you can start at one and end at the other or bikeshare at both.	5/17/2018 7:39 PM
207	Devils racetrack is fantastic, the jumps could be bigger. Barn burner is perfect to learn on. Giving the old church. Overhaul into a fun enjoyable food spot and beer would be great! Good food is a must! The bike shop has to have experienced techs!	5/17/2018 7:38 PM
208	Please connect the urban wilderness to the rest of Knoxville's greenways so we can commute to the urban wilderness by bike safely with our kids!	5/17/2018 7:27 PM
209	Turn one lane of James White into a dedicated bike lanes or access to downtown and the greenway system	5/17/2018 7:20 PM
210	Add additional lighting to parking lots and areas like the play forest	5/17/2018 7:05 PM
211	Easy bike route to/from UT	5/17/2018 6:36 PM
212	A small Venue for music that can only be accessed by way of trails.	5/17/2018 6:09 PM
213	Guided rides/runs. On duty rangers or police to have a presence throughout the urban wilderness. Gates areas for when the trails are unrideable	5/17/2018 5:59 PM
214	Additional law enforcement patrols.	5/17/2018 5:45 PM
215	Sounds great if we can get more biking trails like bakers creek. Wide, smooth, and great downhill courses. With adding restaurants/housing in the old church, we'll need another bike park like bakers. More ppl, the more use for biking trails, preferably downhill trails like devils racetrack, barn burner, and Cruze valley.	5/17/2018 5:26 PM
216	Ability to tell the public that it is a muddy mess and not to ride. AMBC works hard to build and preserve this and the information is not dissimanated very well.	5/17/2018 5:20 PM
217	Please consider looking at what other cities around the country have done with their bridges, natural areas, and community spaces. The Marsupial Bridge in Milwaukee is a good example. At one end they've created an urban plaza. Just like Rhythm and Blooms utilizes the underside of Hall of Fame, this could be a valuable space for a pocket park with a band shell, projection screen, plaza, pump track and other amenities that make a city spectacular. Bridge:http://www.ladallman.com/prj_marsupial_bridge.html Plaza: http://www.ladallman.com/prj_urban_plaza.html	5/17/2018 5:18 PM
218	I like the idea of keeps by the children's play area natural. Parking could be improved but it's not a priority.	5/17/2018 5:14 PM
219	Would be great to inform people of bike laws somehow	5/17/2018 5:06 PM
220	More!	5/17/2018 5:02 PM
221	Better pedestrian access for neighborhoods west of chapman	5/17/2018 4:58 PM

Urban Wilderness Gateway Park		
222	UWGP needs better access for neighborhoods West of Chapman HWY.	5/17/2018 4:57 PM
223	Would love to see an obstacle course to help beginner bike riders with progressive stages.	5/17/2018 4:56 PM
224	A splash pad	5/17/2018 4:55 PM
225	Regional draw within 45 minute drive. Provide basic bathrooms and gravel parking like at Meads Quarry. Allow food trucks to set up around event center	5/17/2018 4:52 PM
226	Thank you for not extending the James White Parkway	5/17/2018 4:52 PM
227	More on trail maps/signs and places to rest while on the trails	5/17/2018 4:50 PM
228	bike/bmx park sounds great	5/17/2018 4:42 PM
229	Since the trails are becoming more popular and are multi-use, anything that educates all trail users on basic trail etiquette and also trail maintenance and/or upkeep through clinics or classes will benefit everyone	5/17/2018 4:38 PM
230	Easier access from downtown!	5/17/2018 4:27 PM
231	Do it!	5/17/2018 4:26 PM
232	A shuttle to other hotspots in the Urbanm Wilderness (to ease too much congestion in one area...for busy days)	5/17/2018 4:15 PM
233	I love the idea of more potential for biking.	5/17/2018 4:03 PM
234	If there are playgrounds, please include some shade!!	5/17/2018 3:58 PM
235	Make it easy for people to use. Remove potential obstacles. A pedestrian bridge across the river and trails to connect to downtown would be great....	5/17/2018 3:57 PM
236	Don't cut down the trees to add asphalt for parking!	5/17/2018 3:45 PM
237	This is an amazing project! It will be a center piece for Knoxville and Urban development!	5/17/2018 3:43 PM
238	Having the gateway park safely connected to our neighborhoods is a priority, so it can be accessible for neighborhood kids to bike to.	5/17/2018 3:43 PM
239	The area would benefit aesthetically with buried power lines especially around SoKno and the Roundup.	5/17/2018 3:39 PM
240	More trails, jump trails, expert jump trails.	5/17/2018 3:23 PM
241	it seems like this project already has a multitude of publicly-paid-for amenities that serve well-off Knoxville residents and outsiders, and that the enthusiasts for these activities should pay for more development of their own personal park. The city should be using funding to help people who need public funds the most, not the least, and to provide services that reach more than a select few. Framing the survey as what extra amenities should be added, rather than determining what funding priorities residents have (to see whether these additional features should be prioritized at all), means your survey results misrepresent the true needs and wishes of Knoxville residents.	5/17/2018 3:18 PM
242	I just want to see more expansion of the great opportunity that South Knox is offering the outdoor community. I am drawn so often to this area by the trails and great bike infrastructure! This is one of the reasons I've decided to buy a home and establish a permanent residence in Knoxville.	5/17/2018 3:15 PM
243	Some sort of regular safety patrols to discourage criminals from preying on people using the trails.	5/17/2018 3:15 PM
244	Beer garden	5/17/2018 3:14 PM
245	Na	5/17/2018 3:03 PM
246	Keep up the great work and momentum!	5/17/2018 3:02 PM
247	Keep it coming!	5/17/2018 2:59 PM
248	Bike repair stands and cleaning stations	5/17/2018 2:53 PM
249	Link to greenways, public water fountain/restrooms, public water features/access (TN River), restaurants	5/17/2018 2:50 PM
250	Bike repair areas with a pump and tools.	5/17/2018 2:48 PM
251	clear access points(s) for visitors, and effort to keep easy/separate local traffic routes. try to limit user conflict issues	5/17/2018 2:40 PM

Urban Wilderness Gateway Park

252	We have a chance to do great things in Knoxville. We have been behind the eight ball in the past and let things slip through our fingers. We need to catch up to the cities around us, Chattanooga and Asheville are two that come immediately to mind.	5/17/2018 2:40 PM
253	More singletrack	5/17/2018 2:36 PM
254	EASY ACCESS IN AND OUT	5/17/2018 2:35 PM
255	THis doesn't pertain to UWGP, but improved communites will increase housing quality, community life, quality of life and overall aesthetics to South Knox! Thank you! It can be a bit scary in the South Knox area on bicycle, and I ride it 5-7 times a week on both road bike and mountain bike.	5/17/2018 2:33 PM
256	Make it a truly human powered access point and less about automobiles. Use this project to further solidify South Knoxville as a bicycle/pedestrian friendly community. I believe there is great potential for this area to be something special and even become an example for the region if the right measures are taken. Help South Knoxville to be a progressive leader.	5/17/2018 2:28 PM
257	Keep the current DNA, that is keep it uniquely Knoxville.	5/17/2018 2:28 PM
258	Water stations are needed!	5/17/2018 2:26 PM
259	River left bike trail that leads to UT hospital	5/17/2018 2:19 PM
260	volunteer safety patrol group	5/17/2018 2:15 PM
261	Keep up the amazing work. We bought a house in South Knoxville because of all the outdoor activities available.	5/17/2018 2:14 PM
262	Please really make it a destination for tourists. The Urban Wilderness is a large reason why people want to come downtown, and Knoxville is a very active town. This naturally merges these two ideas and provides a great reason for East Tennesseans and tourists to visit Knoxville.	5/17/2018 2:10 PM
263	more trails!	5/17/2018 2:09 PM
264	More security by KPD. Bike patrols	5/17/2018 2:09 PM
265	N/A	5/17/2018 2:04 PM
266	Keep it going! The urban wilderness brings in tons of people from all over Knoxville and around the southeast. Not only does it encourage tourism, but it makes our community a much safer and more desireable place to be. Thanks!	5/17/2018 2:03 PM
267	Spend less money on this and more money addressing homelessness and housing insecurity in Knoxville. I am an avid outdoors person and cyclist, however, the amount of money set aside to create this project compared to the money allotted to the housing crisis that we have is just disheartening and disgusting. We need to re prioritize funding.	5/17/2018 2:02 PM
268	Connecting existing (and new) areas in a bike and pedstrian friendly way would be great!	5/17/2018 2:02 PM
269	Easier transition from downtown. Feels isolated from downtown currently. Better signage could help	5/17/2018 1:56 PM
270	Pedestrian accessibility from downtown, or bike lanes from downtown, would be a great thing to have.	5/17/2018 1:56 PM
271	The more trail the better. I'm moving back to Knoxville from Raleigh NC and the Urban Wilderness is one of the biggest reasons!	5/17/2018 1:56 PM
272	We need to create a "neighborhood" identity like so kno urban wilderness and north knoxville urban and have their own identity	5/17/2018 1:52 PM
273	Keep up the great work! The Urban Wilderness is amazing and the drive to keep improving is exciting. In light of the recent attack at Baker Creek, I think maybe more security would be ideal including a police presence and perhaps community support for defense classes. My a community watch program or volunteer patrol with police support?	5/17/2018 1:45 PM
274	I am very happy to see Knoxville embracing lifestyles that are centered around living a healthy, active life outside!	5/17/2018 1:39 PM
275	I would like to keep it as natural as possible. There are many parks across the county that give the standard park feel. This one is different and I love the wooded, natural feel that it has.	5/17/2018 1:36 PM
276	I'm just incredibly thrilled the city sees the value of this park. I just think the safer we can make it for people to get to by bike, the better.	5/17/2018 1:32 PM

Urban Wilderness Gateway Park

277	Climbing walls under the Sevierville Pike bridge	5/17/2018 1:32 PM
278	None at this time	5/17/2018 1:32 PM
279	dunno	5/17/2018 1:29 PM
280	Thank you to Mayor Rogero for this wonderful idea. The only thing that I can think to add would be an elaborate tombstone, "James White Parkway, R.I.P."	5/17/2018 1:29 PM
281	I think it's all just awesome and such a huge asset to South Knox! My only suggestion is making sure there are some extra safety measures maybe police on bikes patrolling to help those feel safer in the area.	5/16/2018 4:58 PM
282	Isn't there a greenway that is anticipated to go along the rail line to ljams? The gateway park should incorporate this.	5/16/2018 4:13 PM
283	More police presence, possible bike patrol in and around the MTB trails	5/16/2018 2:13 PM
284	Feel free to invite greater participation from me. I am involved with the Vestal Greenway improvements through the Vestal Community Organization where I serve as President - I am Eric Johnson ericzjknox@gmail.com 771-6223	5/16/2018 1:57 PM
285	public art	5/16/2018 12:18 PM
286	A demonstration of remediation of paved areas using native plant species. There is a lot of asphalt over there that could be allowed and encouraged to regenerate into meadow over time. There are many precedents for these types of projects and would be a wonderful demonstration and study of Knoxville-appropriate strategies to create urban wilderness in brownfield sites.	5/16/2018 11:20 AM
287	Improve bike and pedestrian access along JWP from downtown as well as from existing trails and greenways	5/16/2018 9:45 AM
288	Info kiosks, how to get involved with AMBC	5/15/2018 9:06 PM
289	Commemorative art that represents area crafts and the marble industry.	5/15/2018 6:32 PM
290	No new ideas but very very appreciative of what we do have presently.	5/15/2018 4:28 PM
291	Great idea	5/15/2018 1:32 PM
292	Focus on wildlife habitat preservation, restrictions on non-locally owned business, noise reduction along JWP, restrictions on parking in residential areas by non-residents, address crime issues around the Kenjo	5/15/2018 10:50 AM
293	I hope we work to make this space great for residents first and then visitors.	5/15/2018 5:48 AM
294	I like very much the Urban areas we have now. Just because it has been built does not mean the building is done. Signage, security, dedicated emergency access points are just a few things for improvement.	5/14/2018 8:48 PM
295	I cannot wait for this project! Let me know if there is anything I can do!!!	5/14/2018 8:47 PM
296	A designated litter pick up crew and plenty of animal proof trash cans. All the new foot traffic/ brings more litter to our roads and waterways. Its great for business, the city and people in general but the environment seems to be forgotten a lot. Keeping nature pristine should be a priority.	5/14/2018 7:30 PM
297	Leave No Trace educational information. Local wildlife, plant, & tree information (for example: signs next to prominent examples). Self-paced audio tours with background about the history of building the trails, history of the area & any specific points of interest. Maybe have the public participate in these; contest to create different tours (short, long, scenic, seasonal, etc) and/or be interviewed and/or add a personal story.	5/14/2018 6:14 PM
298	Build the highway as originally planned. The impact to the recreation area is miniscule and insignificant.	5/14/2018 5:53 PM
299	Traffic and speed control in the South Knoxville area is already an issue on both main and side streets. This should be a MAJOR topic in all phases on this and future projects. Speed bumps need to be installed and a major increase in police presents now. The issue of speeding will only get worse with the new projects and the increase in public use the area so addressing these now will reduce further complications.	5/14/2018 5:26 PM

Urban Wilderness Gateway Park		
300	I think that instead of this, we need to be paying more attention to the Clancy/Scottish Pike area where we have students in dangerous biking and walking situations. Some people thought there was at least to be a pedestrian bridge to campus by now. This area needs attention NOW, before the old Baptist Hospital project gets done - then it's going to be even worse. The area between where Clancy turns off Blount and into Scottish Pike all the way down - or at least to Cherokee, is still an eyesore and difficult to navigate whether on a bike OR in a car and is still filled with ugly industrial buildings. South waterfront beautification my butt.	5/14/2018 5:08 PM
301	Walking and mountain biking don't always mix well. More hiking/walking paths are needed where we don't have to be constantly on guard for bikers coming up behind us.	5/14/2018 4:55 PM
302	Please keep the wilderness look and function.	5/14/2018 4:25 PM
303	The green space is nice, but many of the City's parks are underutilized. Please don't over extend the City creating facilities that cost more than the benefit they provide. Driving by many City parks, you will find very few folks utilizing them at any given time. Keep it simple and affordable for the City. Another concern is safety (or the lack there of). Thanks for allowing the input.	5/14/2018 4:23 PM
304	I'd like the area to promote more local eateries and small businesses.	5/14/2018 4:23 PM
305	I love trail guides that outline unique or particularly scenic (or historic) features along the trails...kind of like a scavenger hunt for adults	5/14/2018 3:47 PM
306	more dining options - not fast food chains but places that people want to go out to eat; more bike lanes - prefer bike lane on any street that is wide enough to support it.	5/14/2018 2:02 PM
307	Native landscaping like Suttree Landing Park and native roadside habitat instead of mowing.	5/14/2018 11:10 AM
308	Informational/interpretive signage adult play area	5/14/2018 8:54 AM
309	Make it the premier location in the southeast!!!	5/13/2018 7:55 PM
310	Walking trails where it's mountain bike free so you can walk with out being run over.	5/13/2018 6:56 PM
311	Public transport to farmers mkt on Sat. Park and ride. Maybe food trucks.	5/13/2018 5:28 PM
312	I would like as a huge fan and person who has lived in this area for over twelve years that the people who live here already are not impacted with development because what is a nice idea may get overgrown and overdeveloped. I live in a historical neighborhood with a forest and nice neighbors and don't want so much development that it becomes just another overdeveloped city.	5/13/2018 9:22 AM
313	Please do not cut off the JWP roadways. It is a better and more peaceful way of reaching SK and does not have the traffic of Chapma.	5/12/2018 8:41 PM
314	Tie in Suttree Landing Park for seniors, playground for children. Less stressful for thoses that need and want outdoor park life.	5/12/2018 11:12 AM
315	Good bike connectivity to trails and restaurants and breweries	5/12/2018 10:57 AM
316	We need to connect Dogwood to south Doyle and the UW safely and beautifully!	5/12/2018 10:35 AM

Appendix G:

Stakeholder Comment Log

199

The following columns summarize the comments from Stakeholder meetings 1 + 2 and how they have been considered by the design team. If you would like to leave additional comments, please scroll down for an additional comments section.

Addressed in concept plans (as of 5/21)
Comment not included in concept
Addressed in concept
Addressed further in next phase

Stakeholder Meeting 1		
February 23, 2018		
General Programming Discussion		
Stakeholder	Comment	Status
Urban Foundation	Concerns were raised for parking nearby amenities, specifically in regard to families and less able people.	Distributed parking strategy incorporated into 50% concept plans
Multiple	Many did not think a single large parking lot in one area, such as on the Terminus, would be a good idea.	Distributed parking strategy incorporated into 50% concept plans
Knoxville County Parks & Recreation	Could the project share parking with the adjacent Middle School?	Additional ped + bike connections to South Doyle are being considered in concept development
IFBC	Enterprise South Nature Park could be used as a precedent for parking and flow through access along a one-way road.	Precedent studied by design team
Baker Creek Bottoms	Stakeholders stressed the importance of “flow through” at the Terminus for vehicles.	Tilson extension incorporated into 50% concept plans
Baker Creek Bottoms	There should also be a priority on preserving the green space (landscape, woodlands, etc).	50% concept plan incorporates distributed pockets of parking along Tilson extension. Major existing trees were marked in field and alignments of new paths, road and parking areas avoided these trees and major existing landscape features.
Urban Foundation	There needs to be something that marks an entrance.	50% concept plans consider entry sequence at Terminus and treatment of Sevierville Pike Underpass.
IFBC	The main program elements that should be at the JWP Terminus are bathrooms, water, shade and an information kiosk	Incorporated into 50% concept plans
City of Knoxville & AMBC	A staffed, enclosed visitor's center is likely not needed here.	With the exception of restrooms and potential areas for storage enclosed building program is not included in 50% concept plans.
IFBC	Picnic areas and a community outdoor space would be great. There is a shortage of grassy areas in South Knoxville.	Incorporated into 50% concept plans
IFBC	Designated tent space would be great.	Incorporated into 50% concept plans
IFBC	Infrastructure for food trucks would be good, specifically ensuring that there are power hook-ups so they don't have to run generators. 30 or 50 amp power.	Incorporated into 50% concept plans
City of Knoxville	The idea of an “adult splash pad” was liked by most as it would allow people to clean off their legs and face without creating the maintenance issues of enclosed showers.	Incorporated into 50% concept plans
IFBC	Bike wash stations would promote riding in muddy conditions which destroys the trails and were therefore not recommended. Bike repair stations were highly recommended, though.	Bike repair stations incorporated into 50% concept plans
IFBC	Overall, the project should be more about open air spaces and amenities, not a lot of enclosed space.	With the exception of restrooms and potential areas for storage enclosed building program is not included in 50% concept plans.

Stakeholder Meeting 2		
April 5, 2018		
50% Concept Plan Comments		
Stakeholder	Comment	Status
AMBC	Stated that the success of the park shouldn't be solely measured by the number of visitors and that this should also be considered a neighborhood amenity like other parks within the City's system.	The design team is working to balance these user groups as concepts continue to develop
AMBC	Noted that the existing 100 parking spaces are already over capacity on the weekends and that additional parking needs to be easy and logical to get to. Wayfinding both short term and long term are very important for the project.	The design team is working to address parking concerns. Incorporation of parking at Baker Creek Preserve is limited due to Baker Creek and required setbacks and other existing site features. As the design team continues to develop concept, wayfinding to other nearby, well connected parking will be explored in detail.
Aslan	Thought the underpass areas were very important and that the underpass should be an exciting experience. Suggested artist Brian Fitzgibbons' work as a good precedent for the creative treatment of infrastructure such as existing overpasses.	Underpass treatments will continue to be explored through concept design and later detailed design phases of the project.
Aslan	Emphasized the importance of providing universal accessibility. It is hard in Knoxville to find an outdoor place where you can go with both children and users with disabilities. It is of incredible value for all these users to be able to get out under the trees.	The design team is exploring materials choices that will make the greenway universally accessible.
Baker Creek Bottoms	Asked how parking requirements would be determined. Asked whether the City had any data relating to use at Baker Creek Preserve or parking data related to the area.	City representatives stated there has been no data gathered.
Baker Creek Bottoms	Suggested that if this project and surrounding private development is successful it will dramatically increase the number of visitors and the stress on existing infrastructure including already limited parking.	The design team is working to address parking concerns while balancing parking counts with preservation of existing program and natural features and overall site character and experience. Incorporation of parking at Baker Creek Preserve is limited due to Baker Creek and required setbacks and other existing site features. As the design team continues to develop concept, it will explore the feasibility of additional supplementary parking near Baker Creek Preserve and better connections to off-site parking partners.
Ijams	Recommended providing trail access to Baker Creek. The creek could be considered an amenity in the park area and could provide children an opportunity to explore and interact with the creek as an extension of some of the nature play opportunities already present at Baker Creek Preserve.	The design team will explore opportunities for additional Baker Creek access as the team continues to develop concept.
Ijams	Emphasized the importance of accessibility for all and how appreciated the universally accessible trails at Ijams are.	The design team is exploring materials choices that will make the greenway universally accessible.
Ijams	Emphasized the importance of unstructured natural play for children.	The design team is exploring ways of enhancing existing play features with new landscaping, relocating adventure play elements beneath existing tree grove and emphasizing connections to Baker Creek.
Legacy Parks Foundation	Preferred the use of softer surfaces where possible. Stated that the existing stone paths at Baker Creek Preserve passed TDOT accessibility standards and suggested that no asphalt be used past the pump track. Prefers softer surfaces where possible to maintain the wild. Did not think asphalt or hard surfaces should extend beyond the pump track.	The design team is exploring materials choices that will make the greenway universally accessible. Choices are being balanced with COK maintenance concerns. Secondary paths will utilize softer surfaces.
Legacy Parks Foundation	Raised the discussion around the merits of the potential extension of Brownairs Ln to connect from Sevierville Pike to the BMX track and South Doyle Middle School. This would also allow buses to exit the Middle School without passing through the park.	David Brace asked David Harrell to explore the feasibility of this option. V+M provided report to the city. It is included in concept design report as an Appendix. The extension of Brownairs Ln is considered outside the scope of the Urban Wilderness Gateway Park in future project phases and would be pursued as a separate project.
Legacy Parks Foundation	Asked whether the closing of the southbound JWP lanes had been considered. That side of the bridge over the river would offer views of downtown.	The design team explored both alternatives. Closing northbound lanes ultimately allows for better connectivity to the community and better integration into a phased project approach.
Legacy Parks Foundation	Expressed concern over the moving of the existing adventure play area at Baker Creek Preserve. Carol mentioned that the playground received grant funding and she would like to review any changes or relocating the playground with those who helped fund initial construction.	
Legacy Parks Foundation	Questioned whether the size of the proposed relocated adventure play area was similar to that of the existing.	The existing terraced area with adventure play features is approximately 12,500 sq. ft. The existing lawn is approximately 17,000 sq. ft. The area proposed for adventure play is approximately 15,000 sq. ft. The proposed lawn is approximately 28,000 sq. ft.
Knoxville County Parks & Recreation	Suggested improving the connection from the South Doyle Middle School parking lot into the park with sidewalks or other shared use paths.	50% concept plans integrated minor connectivity improvements. The design team will continue to explore opportunities for connectivity enhancements.

City of Knoxville & Others	A discussion about whether the park should be lit had mixed opinions. 1.COK mentioned that Suttree's Park was the only park in Knoxville that is lit at night. 2.The bike park that is being built at the start of the Baker Creek Preserve will be lit so it may make sense to provided lighted access to that.	Design team to consider lighting as concept is developed				South Doyle Middle School	Stated that their parking lot could be used outside the business hours of the school. These hours are 8-4 Monday Through Friday.	The design team considers South Doyle a secondary parking partner for the project and will explore ways to enhance connectivity and wayfinding.
Knoxville County Parks & Recreation	Discussion of including a cross country course along the linear park, as well as bike races and other events that could take advantage of the straight run.	Design team to consider incorporating into project areas north of Terminus as concept is developed				South Doyle Middle School	Emphasized the importance of access to outdoor play opportunities for children. The Middle School would take advantage of such amenities offered by the park.	The design team will explore ways to enhance connectivity of the park to South Doyle.
Knoxville County Parks & Recreation	The aspect of having a flat, paved trail that ran for miles free of traffic is a perfect opportunity for teaching youth how to bike.	Design team to consider incorporating into project areas north of Terminus as concept is developed						
Legacy Parks Foundation	Skate parks were recommended somewhere along the linear park.	Design team to consider incorporating into project areas north of Terminus as concept is developed						
City of Knoxville	Dog parks and the need to have an option for sending dog owners to an alternative places was brought up.	Design team to consider incorporating into project areas north of Terminus as concept is developed						
Hjams Nature Center	A native plant or forestry classroom would be a great amenity.	Design team to consider incorporating into project areas north of Terminus as concept is developed						
Additional Comments								
Stakeholder	Comment	Status						
Baker Creek Bottoms	Our bottom line reaction is there is insufficient parking currently planned to accommodate the sure increase in the number of visitors to Knoxville's Urban Wilderness once the Gateway project is built. In fact, there is insufficient City parking to handle current visitors on busy days without our property. In order for our project to become financeable without significantly reducing its scope, we need additional parking close to the trailhead; so, we're recommending:	The design team is working to address parking concerns while balancing parking counts with preservation of existing program and natural features and overall site character and experience.						
Baker Creek Bottoms	Treat the Gateway project as a master plan and be open to the possibilities of moving playgrounds and changing traffic patterns	The design team is considering these possibilities.						
Baker Creek Bottoms	Consider a larger pervious pavement area that could serve as parking and festival space near the trailhead	The design team is working to address parking concerns while balancing parking counts with preservation of existing program and natural features and overall site character and experience. Incorporation of parking at Baker Creek Preserve is limited due to Baker Creek and required setbacks and other existing site features. As the design team continues to develop concept, it will explore the feasibility of additional supplementary parking near Baker Creek Preserve and better connections to off-site parking partners.						
Baker Creek Bottoms	consider people movers from more remote existing parking	The design team is considering these possibilities.						
Baker Creek Bottoms	serious consideration of scale and scalability as the area grows/changes	The design team is considering these possibilities.						
Baker Creek Bottoms	The Gateway Terminus design team's concept encourages the journey to the Urban Wilderness but frustrates the arrival. The City will actually have fewer parking spaces within easy walking distance to the trailhead after the terminus is built out as currently planned than it does now, placing tremendous pressure on Baker Creek Bottoms which will have the only quantity of convenient paved parking. Reserving our precious parking for our customers will be a nightmare and a continuous public relations struggle. Suggested solution: expand the pervious parking and reduce the very generous size of the proposed lawn	The design team is considering additional parking opportunities in the area. The current parking area that is being eliminated at Baker Creek can hold approx. 57 cars. The proposed parking at Baker Creek Preserve accommodates (up to) 15 vehicles. If we eliminate splash pad we can accommodate ~4 more spaces. Proposed parking along Tilson St accommodates 42 vehicles. The Terminus accommodates an additional 39. This represents a net gain of 39 spaces, connected by continuous greenway, within 1/2 mile of Baker Creek Preserve.						
Baker Creek Bottoms	The terminus design project seems to treat the gateway as more of a destination than, well, a gateway.	Ok						
Baker Creek Bottoms	The dearth of parking in the current concept plan, in large part a sensitive reaction to the Southhaven neighborhood, may actually put more instead of less pressure on the neighborhood as enterprising residents offer spaces in their yards for a fee.							
Baker Creek Bottoms	As you well know, we have been hoping for some level of cooperation on parking from the City in order to facilitate the full mix of hospitality and entertainment offerings we are planning at Baker Creek Bottoms. Absent the availability of that help, we will have to scale back our plans sufficiently so that we'll be able to meet all our parking requirements on our site. That means that some of the buildings would have to be demolished and the range of entertainments and hospitality significantly scaled back.							

Baker Creek Area Vision Plan Steering Committee, ETCDC	Access to South Doyle Middle School parking was a big topic. The neighborhoods initially wanted to close Decatur access to South Doyle and rely on Brownairs. Later that conversation shifted to maybe making the Decatur Access the primary access so people don't get "stuck" or drive through narrow neighborhood streets looking for parking as they drive through Tilson.					
Legacy Parks Foundation	Widening of the bridge accessing from Tilson/Decatur intersection was suggested and supported by Carol and others. It was agreed that it is a good idea. A case was made that pressure on the neighborhood is actually lessened by an extended Tilson because it gives people another option besides Decatur to depart from the school.					
Baker Creek Area Vision Plan Steering Committee, ETCDC	Mike Fowler suggested moving some amenities from the Baker Creek area and distribute them along an extended Tilson so everyone isn't trying to go to the same destination. I think that was what we were planning but he mentioned the splash pad in particular as something that could possibly relocate.	The design team is considering program distribution with additional program at the Terminus area and less at Baker Creek				
Baker Creek Area Vision Plan Steering Committee, ETCDC	Carol suggested that if we don't have the Brownairs access initially we could have signage before the exit ramp to Sevierville directing people that way to get to SoKno taco or possibly even BCB to limit traffic along Tilson.	Signage and wayfind will be further addressed in DD/SD				
Baker Creek Area Vision Plan Steering Committee, ETCDC	They want to clearly delineate their focus area as outside of our boundaries which is also a good idea. COK offered to give them our file that has the thick yellow border around our focus area.	Ok				
Legacy Parks Foundation	Carol suggested making the presentation available or offering to make the presentation to any neighborhood group who is interested after the public meeting.	Ok				