



# Cumberland Avenue Corridor Study

*A History of Connection*



## Charrette Summary



**Sponsored by:  
Knoxville – Knox County  
Metropolitan Planning Commission**

Cumberland Avenue

**The Vision**



**Your Vision??**

**Higher density  
Mixed use**

**Street level retail  
Shops, cafes  
Buildings to the street  
Parking behind**

**Street trees  
Wider sidewalks  
3-lanes**

**Pedestrian friendly  
Better connections  
to UT, Hospital**

**Your Vision??**





How do we get there?

Cumberland Avenue

**The Process**



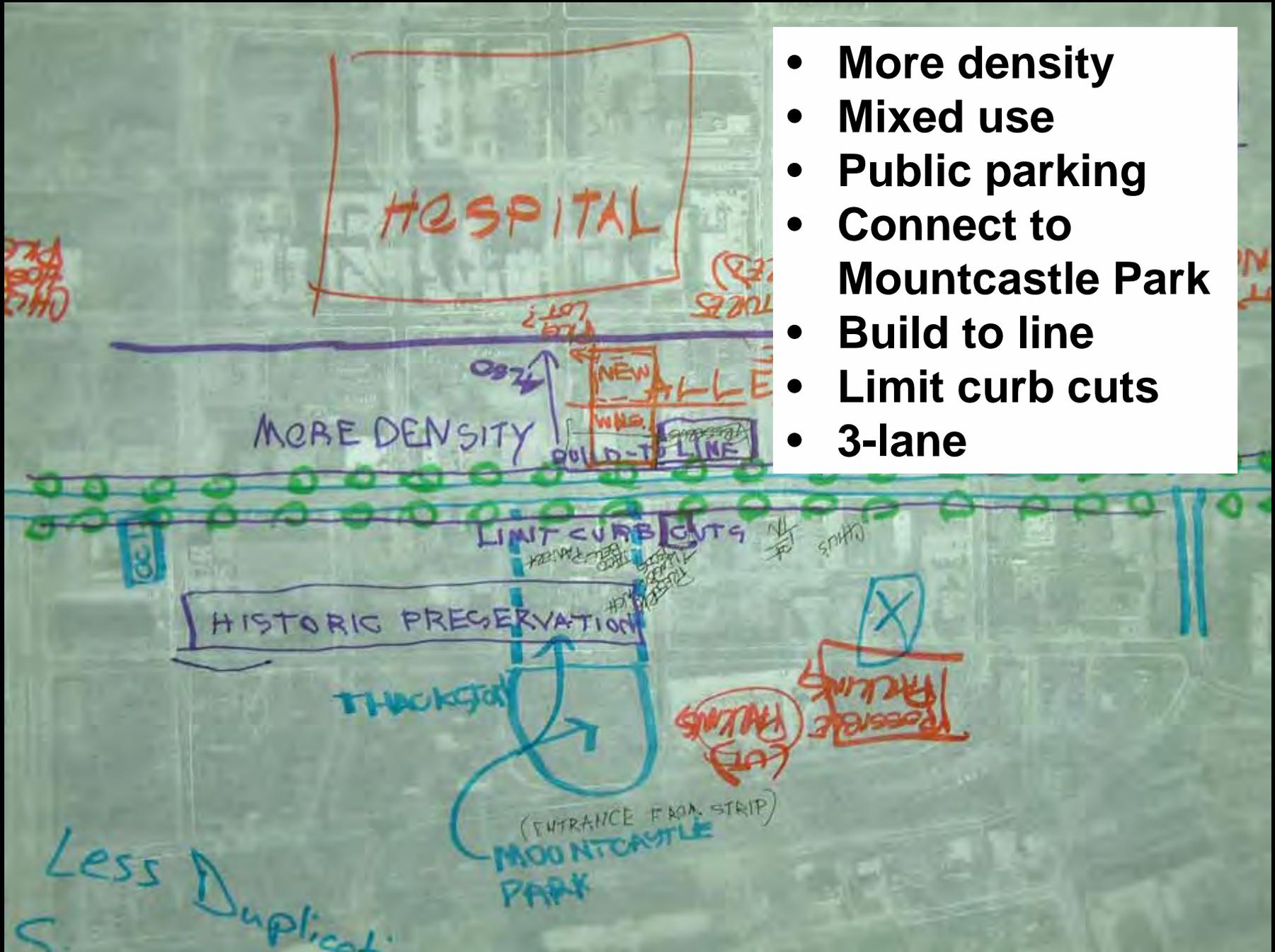
**Building a Shared Vision (Dec. 7<sup>th</sup> charrette)**



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**Building a Shared Vision (Dec. 7<sup>th</sup> charrette)**



- More density
- Mixed use
- Public parking
- Connect to Mountcastle Park
- Build to line
- Limit curb cuts
- 3-lane

Lead to naturally slow traffic along with bump outs of vegetation/parking.

Bike lane - essential

Use vertical space while maintaining pedestrian scale w/ building

Eliminate some side street to connect back to campus strip. Open it up.

Eliminate non-concordial on street parking

Public High Density Parking Needed (like downtown) more integrated than at

The Hills

Improve existing parks by making safer. Mountcastle and Tyson

Neyland Dr. - how can it take all the overflow w/o making it more disconnected? How would it tie into waterfront dev.?

More vegetation

Utility lines underground for visual cleanliness

Use UT as greenspace

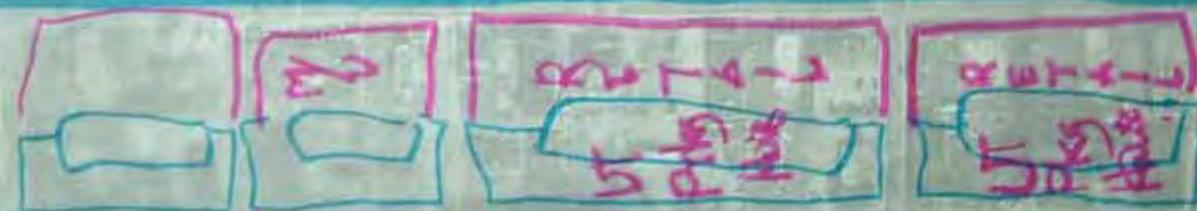
Area as residential would be for young prof./doctors and students



FOR MAIN

at a minimum  
provide  
parking  
at least 1 per 100  
sq ft of floor area  
or 1 per 100 sq ft  
of building footprint  
& 1 per 100 sq ft  
of building footprint

Redid  
Redid  
top



Sign ordinance

Cont to tyson  
Park



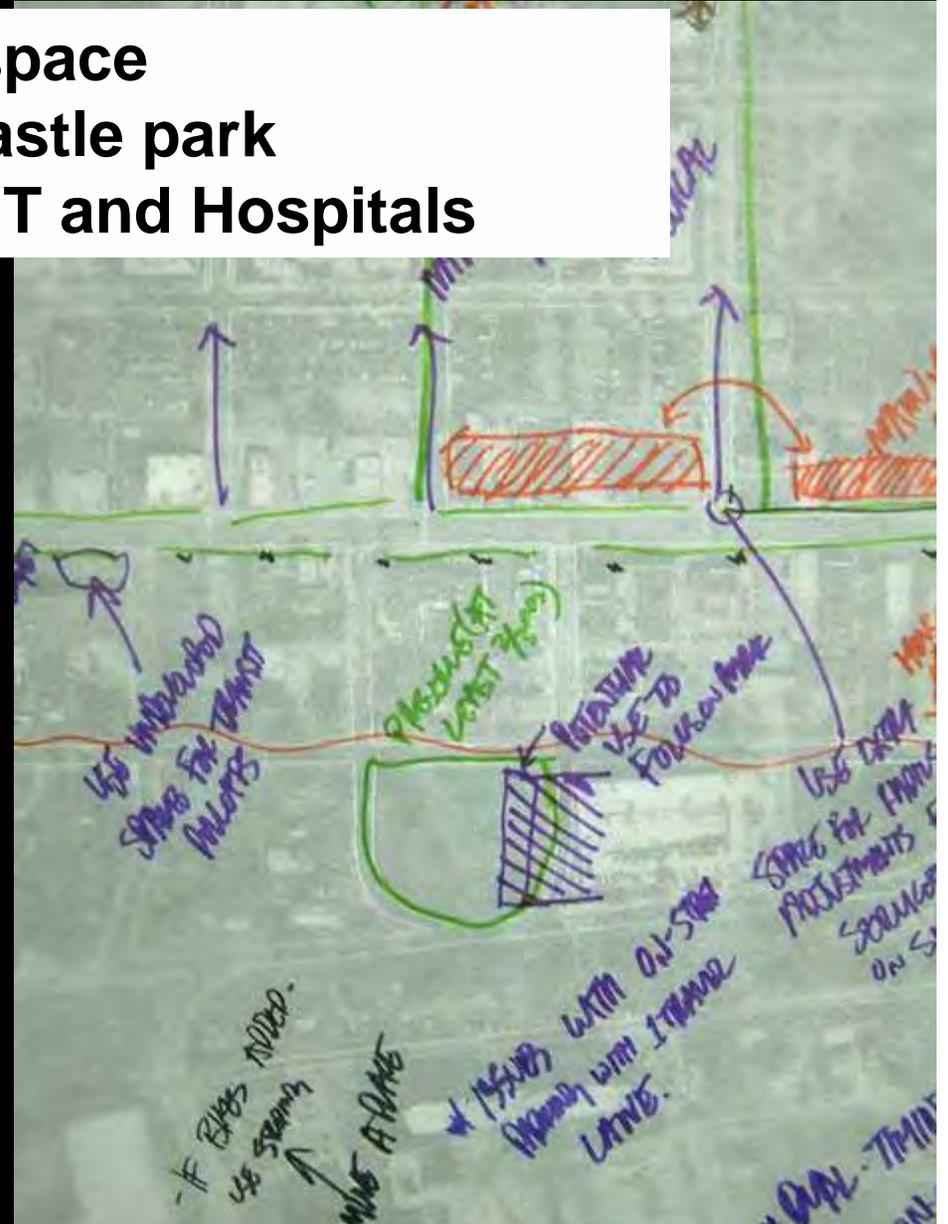
MAKE IT  
SAFER  
Revamp  
REVAMP

less or no side st.

one BICYCLE

- SAFE : SECURE
- 3 LANE TO T COMMITTED

- Public gathering space
- Maximize Mountcastle park
- Connect strip to UT and Hospitals





***Make Cumberland one of the most vibrant, safe, and attractive streets in the city***



**Convert** →  
the “Pike” to a “Street”

Cumberland from 4 to 3-lanes  
Wider sidewalks  
On-street parking???  
Street trees, landscape  
Transit stops/pull outs  
Reduce curb cuts  
Bike friendly

**Transform** →  
the “Strip” to a “Place”

District approach to parking  
Mix of use  
Higher density  
Strengthen Design Guidelines  
Adopt Form Based Code  
Redevelopment dist. Funding?

**Reconnect** →  
the “Strip” to its Neighbors

joint development opportunities  
w/hospitals, UT  
Shared parking  
Public space connection

Cumberland Avenue

**The Challenge**

# The Street



- all 4 lanes are prone to blockage (slow rights, lefts)
- turns focused at few intersections (one-ways, restricted lefts)
- Left turns are longer (difficult to see, crossing 2 lanes)
- Lane underutilization (avoidance of center lane, weaving)
- Unpredictability & overtaking
- Transit stops in lane
- Service & deliveries stop in lane
- Unsafe for all modes



# The Place

- Cumberland is seen as “back door”
- No consistency
- No landscape, no green
- Negative parking experience
- Drive-thrus
- Lots of curb cuts
- Limited design control
- Visual clutter



Cumberland Avenue

**The Street**

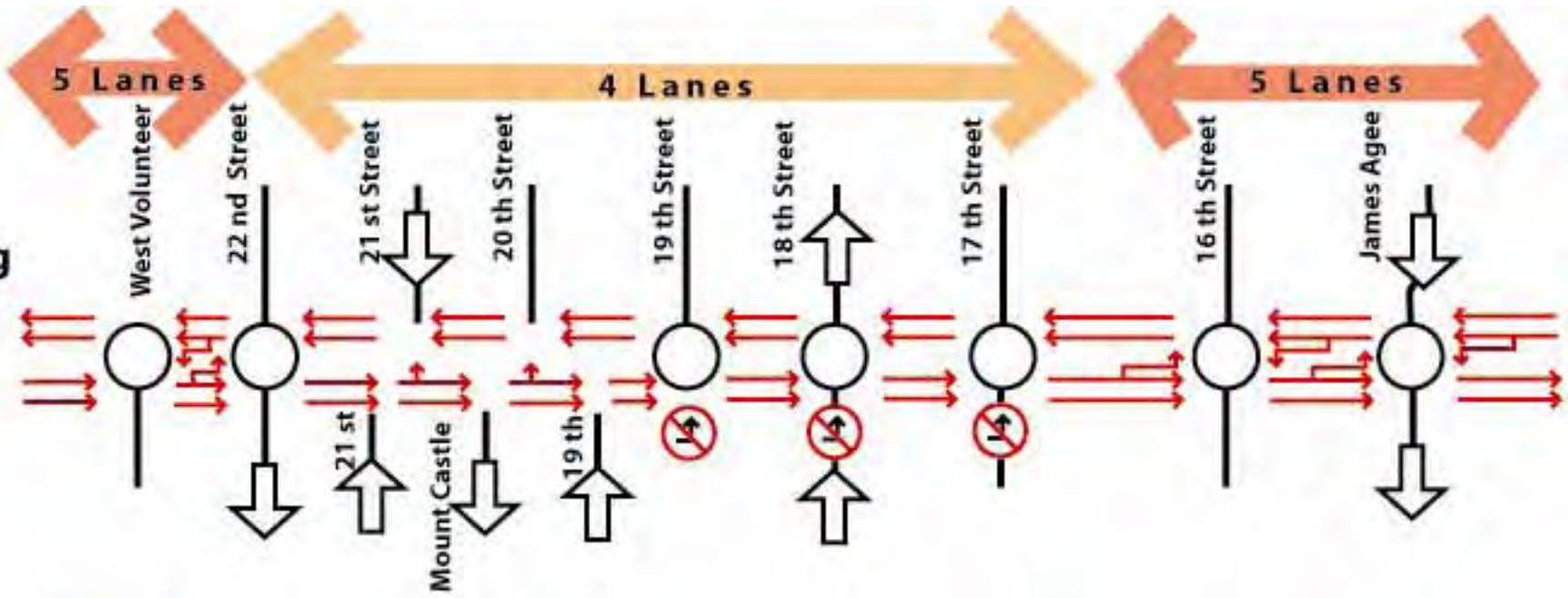
		4 Lanes	3 Lanes	5 Lanes
Pedestrian	Crossing Distance	44 feet	33 feet	55 feet
	Vehicle Overtaking	Continuous	None	continuous
	Vehicle Speed	Problem	Lower	higher
	Sidewalk Width	5-8 feet	10-12 feet	10-12 feet
Transit	Consolidate Stops	None	2-3 Stops	2-3 Stops
	Pullouts	None	Yes	Yes
Traffic	Access	8 constraints	None	None
	Spare Capacity	16%	14%	150%
	Peak-Hour Delay (W. Volunteer to 15th)	68 sec	80 sec	42 sec
	Safety - Collisions	High	Reduced (30-50%)	Reduced
Value	Capacity Benefit/Cost	NA	NA	Zero
	Delay Benefit/Cost	NA	NA	Less than 0.2

**A Simple Solution?**

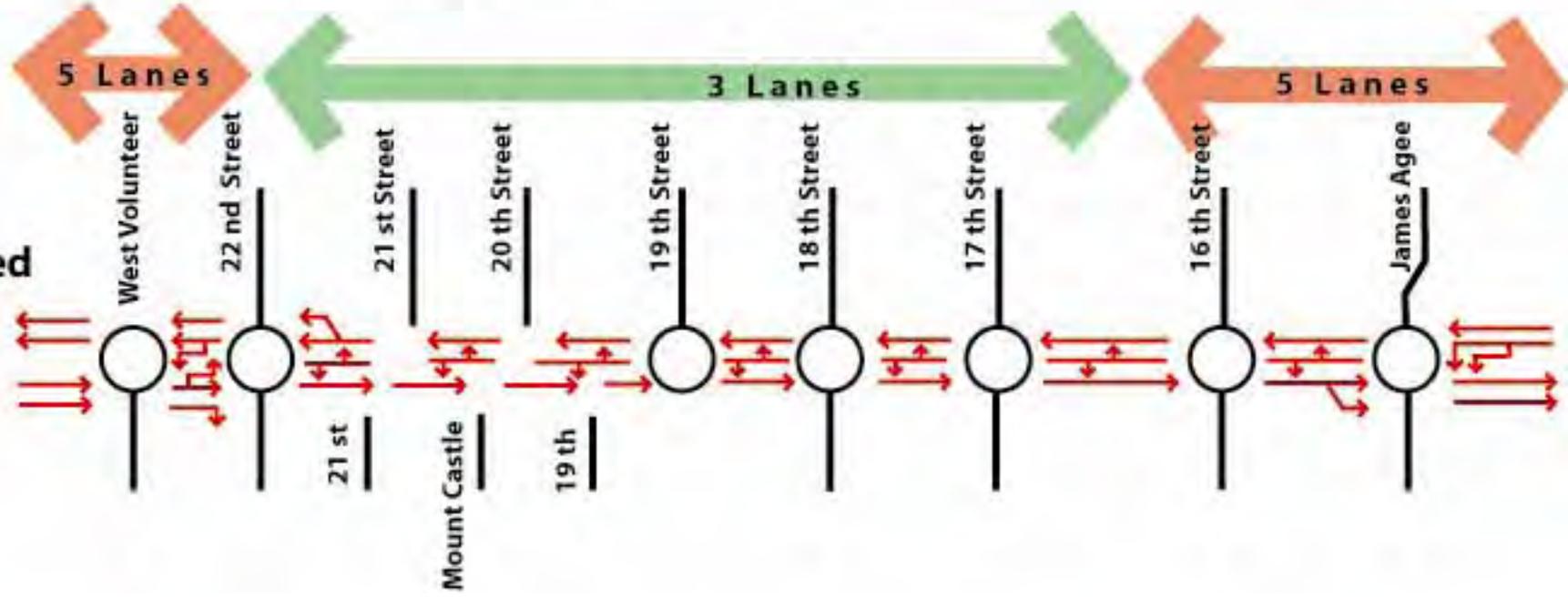
**Answer: NO....**

***Need to craft the best solution given constraints & sometimes conflicting goals***

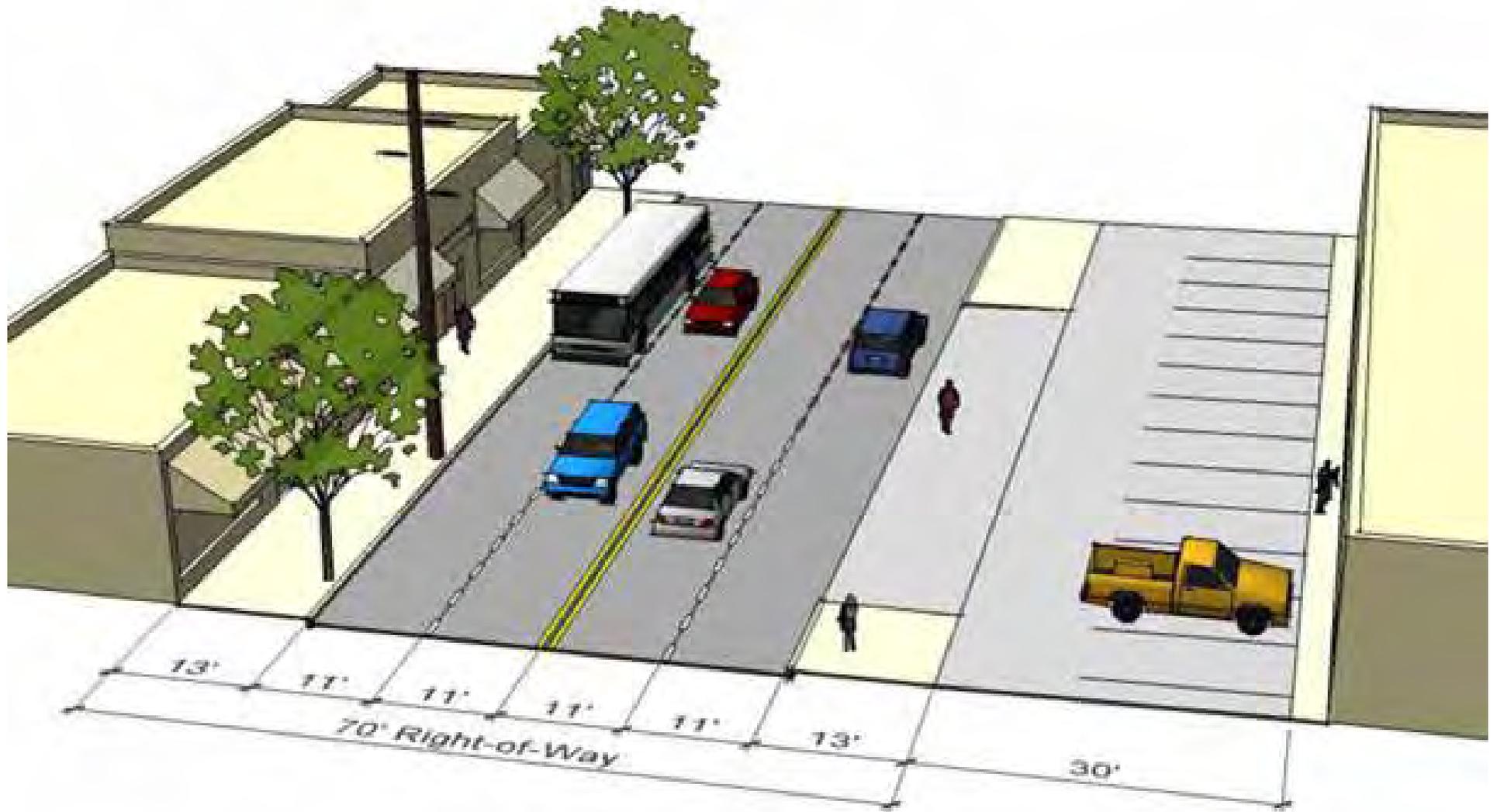
**Existing**



**Proposed**



# Existing Condition

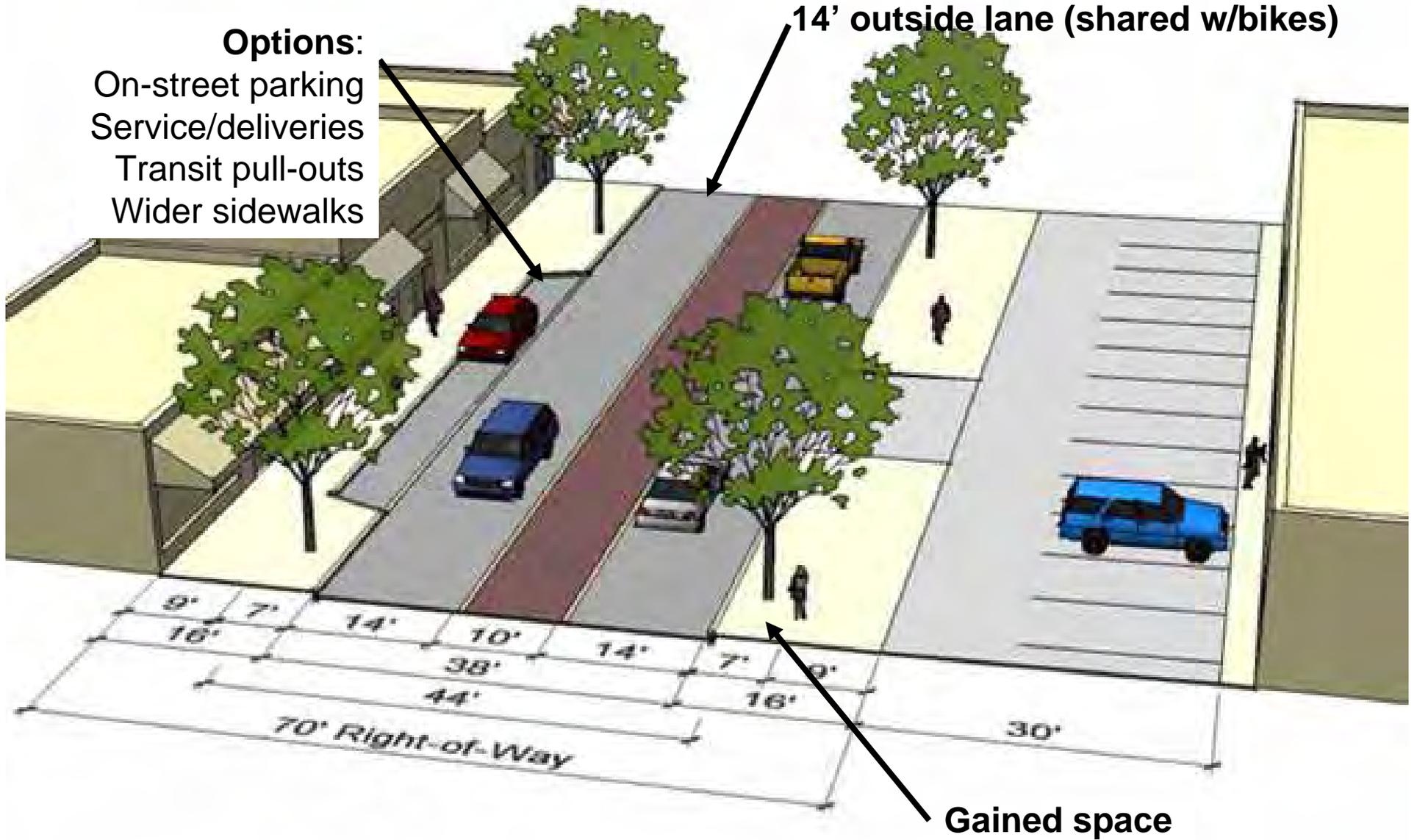


# Proposed Concept

14' outside lane (shared w/bikes)

## Options:

- On-street parking
- Service/deliveries
- Transit pull-outs
- Wider sidewalks



# Cumberland @ 19th



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Tree/furniture zone  
Bus pull outs  
Parking?  
Service?



# Cumberland @ 19th

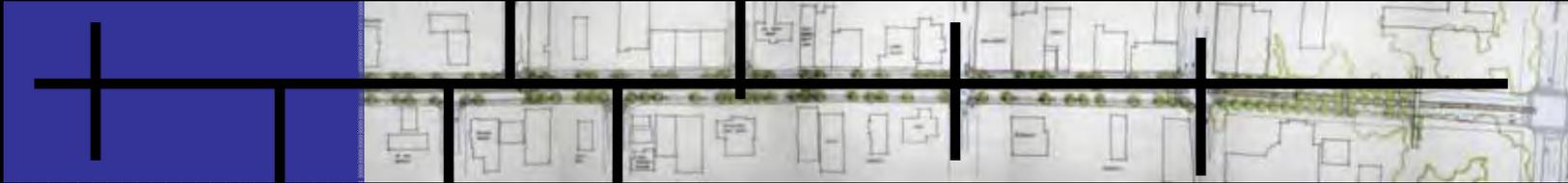


# Cumberland @ 19th



# Cumberland @ 19th



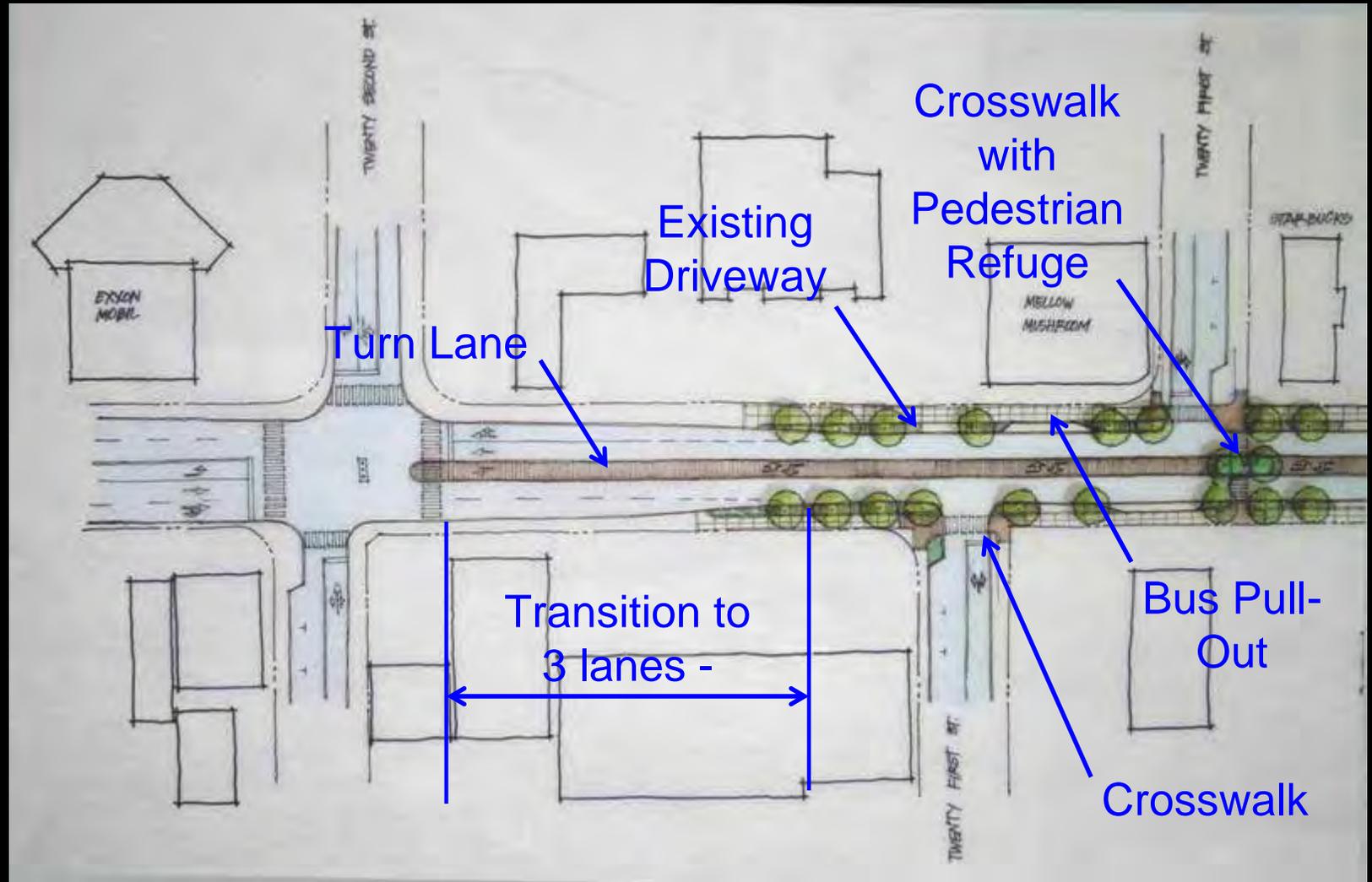


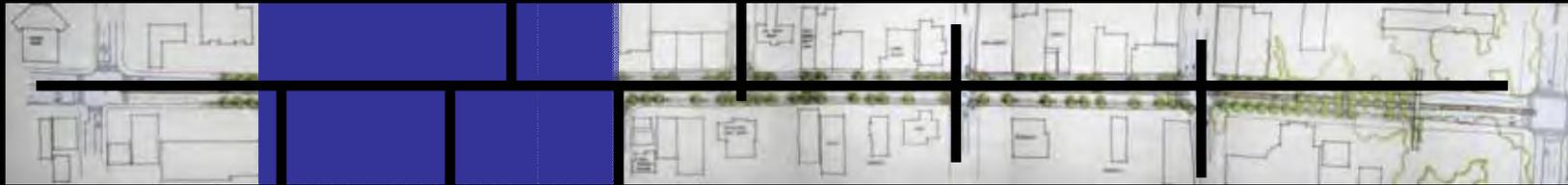
22nd 21st

19th

18th

17th





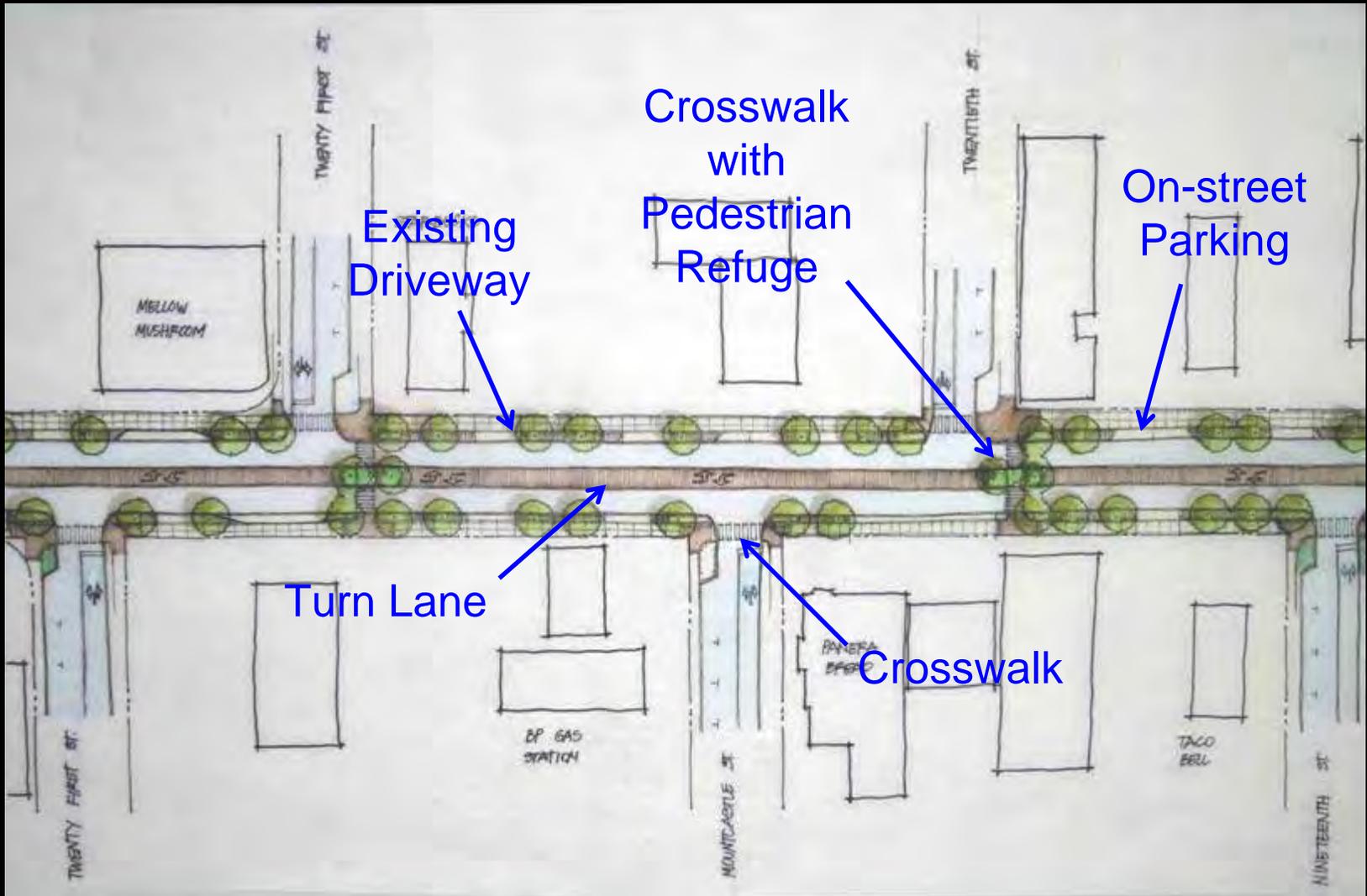
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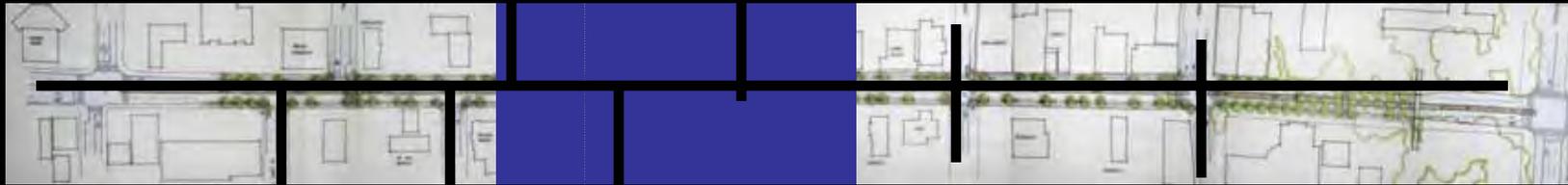
Existing Driveway

Crosswalk with Pedestrian Refuge

On-street Parking

Turn Lane

Crosswalk



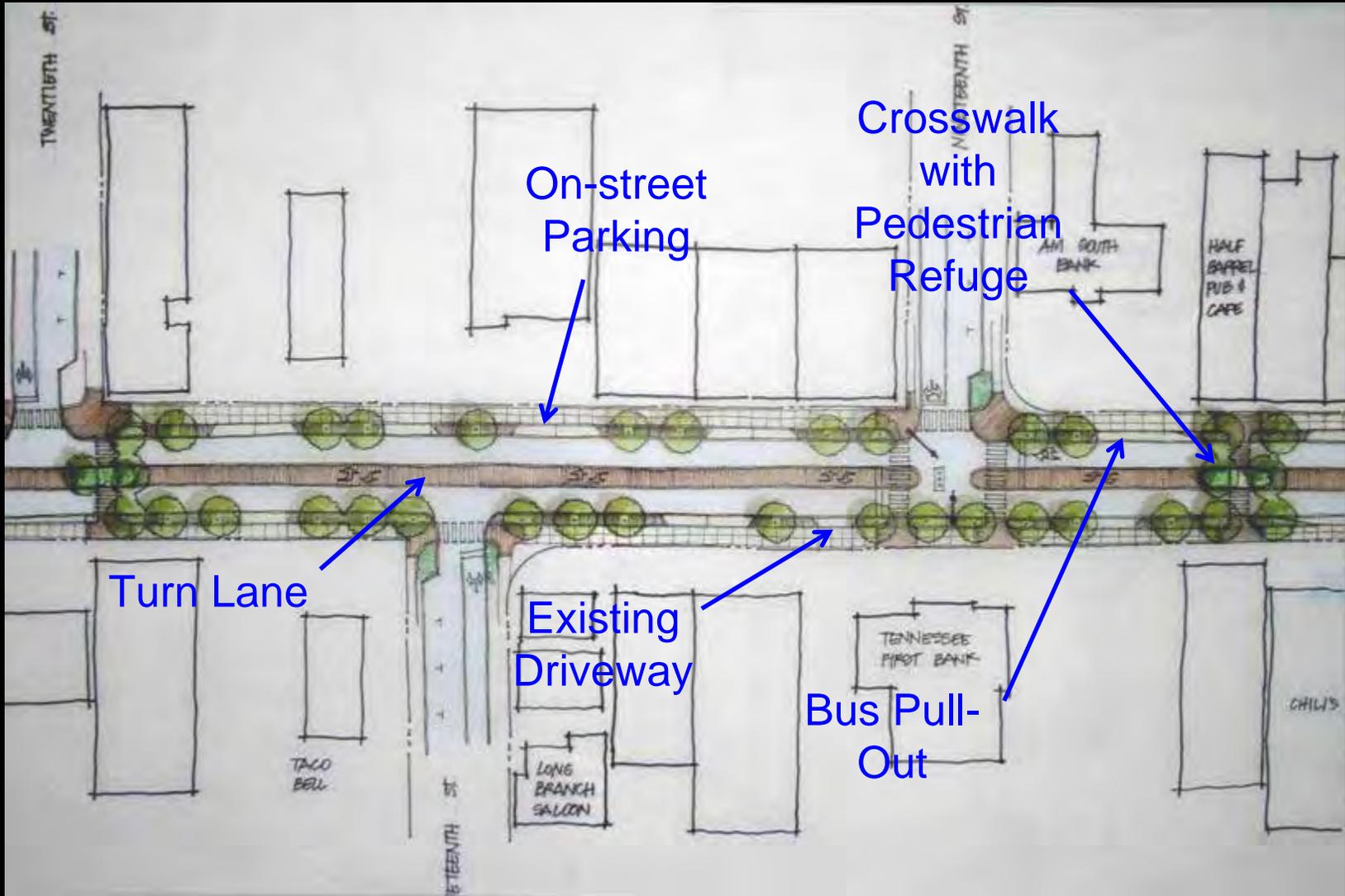
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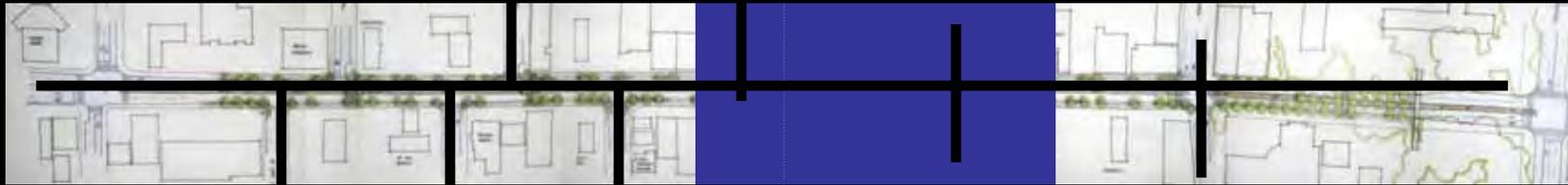
On-street  
Parking

Crosswalk  
with  
Pedestrian  
Refuge

Turn Lane

Existing  
Driveway

Bus Pull-  
Out



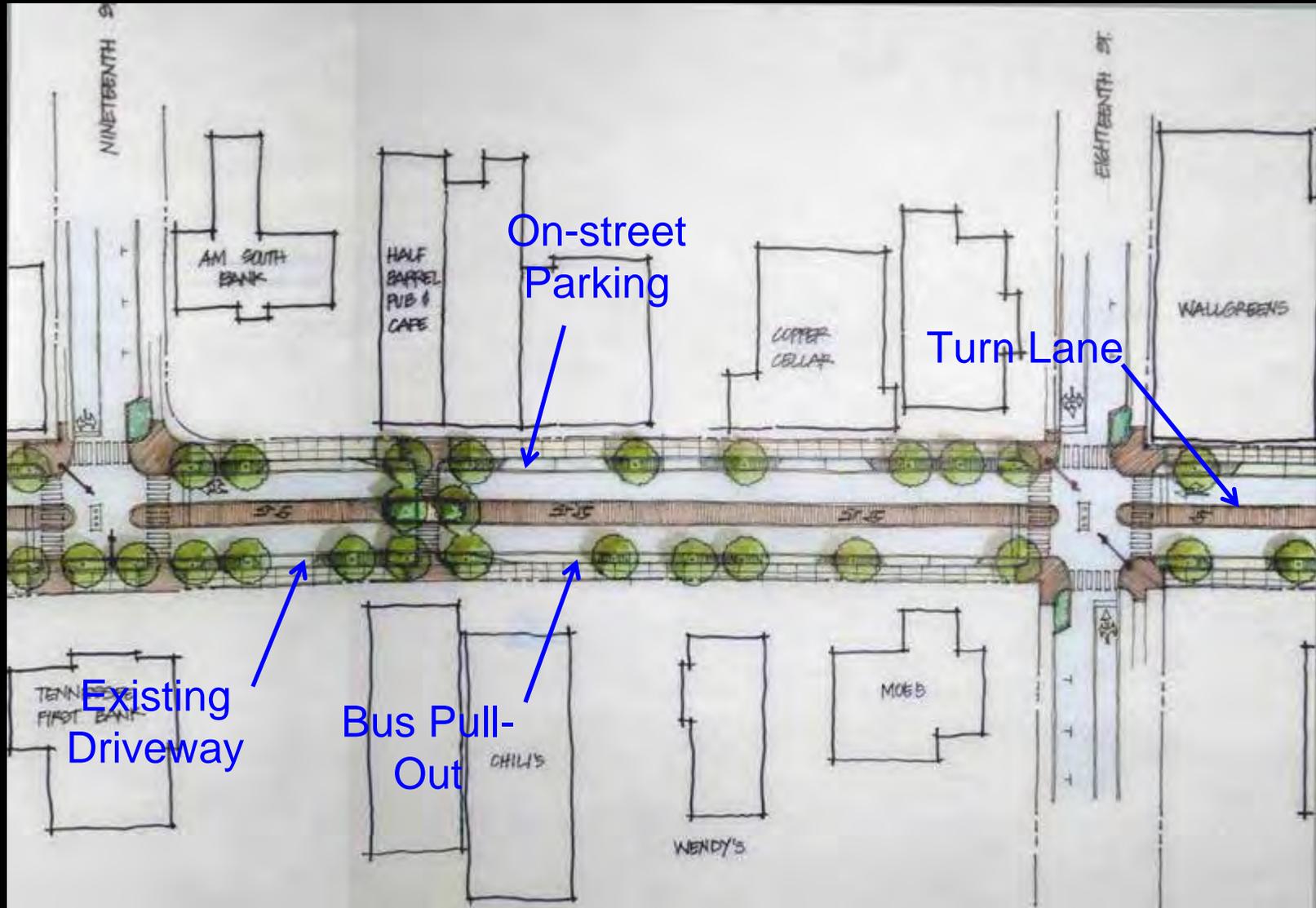
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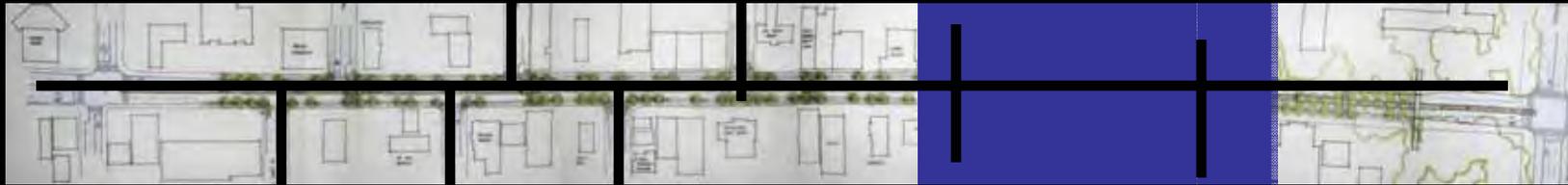


On-street  
Parking

Turn Lane

Existing  
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Bus Pull-  
Out



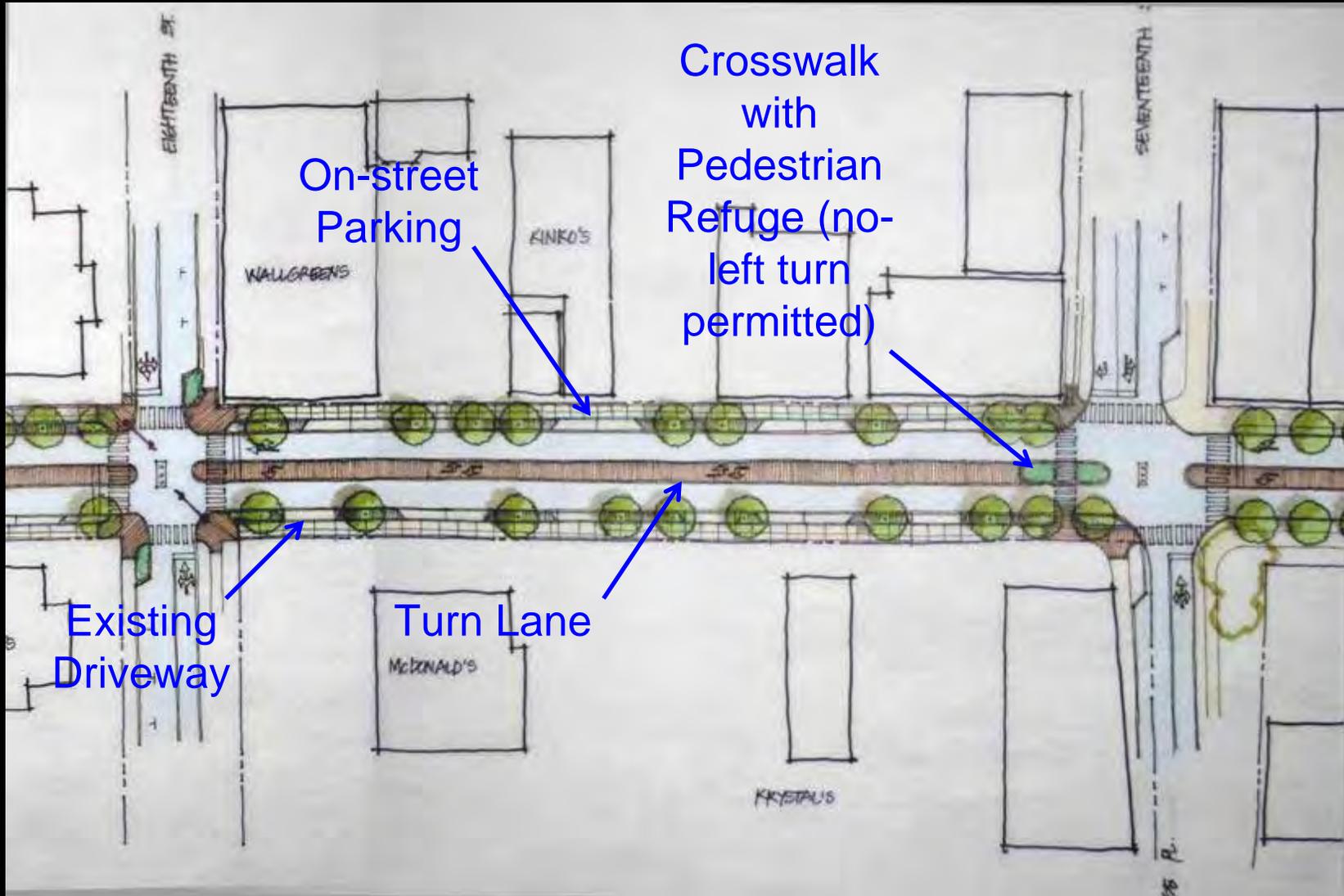
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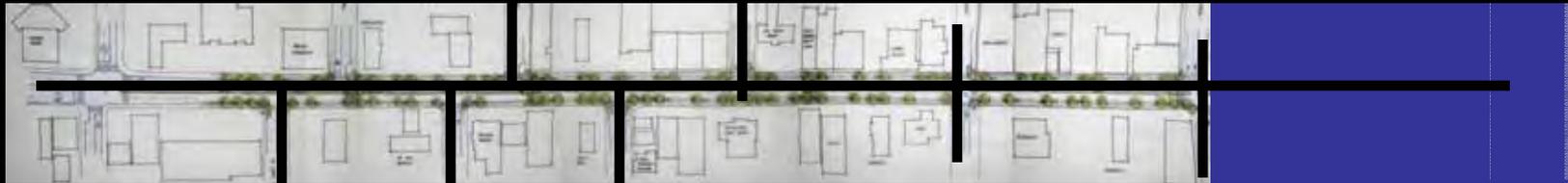
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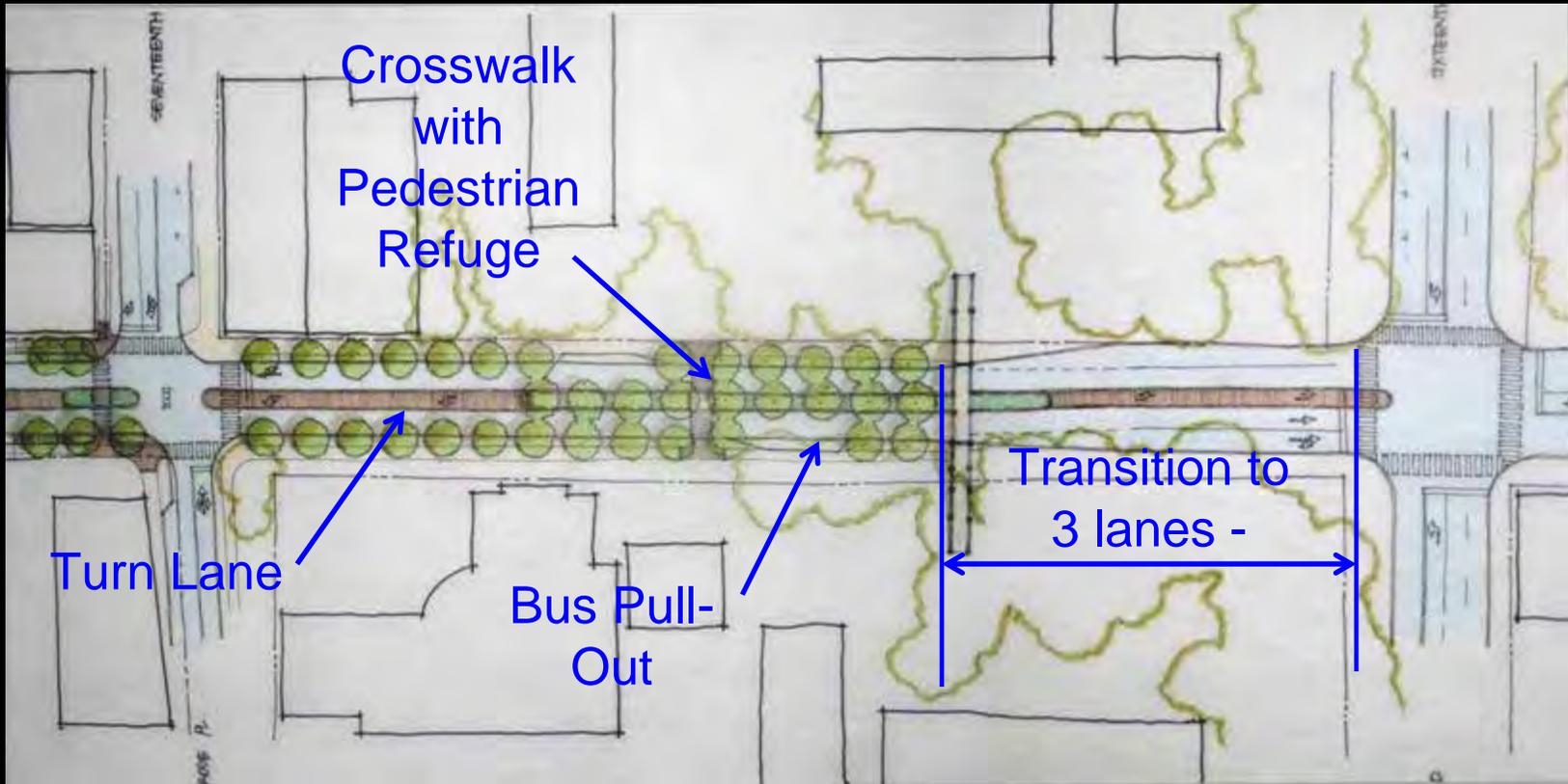
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19th

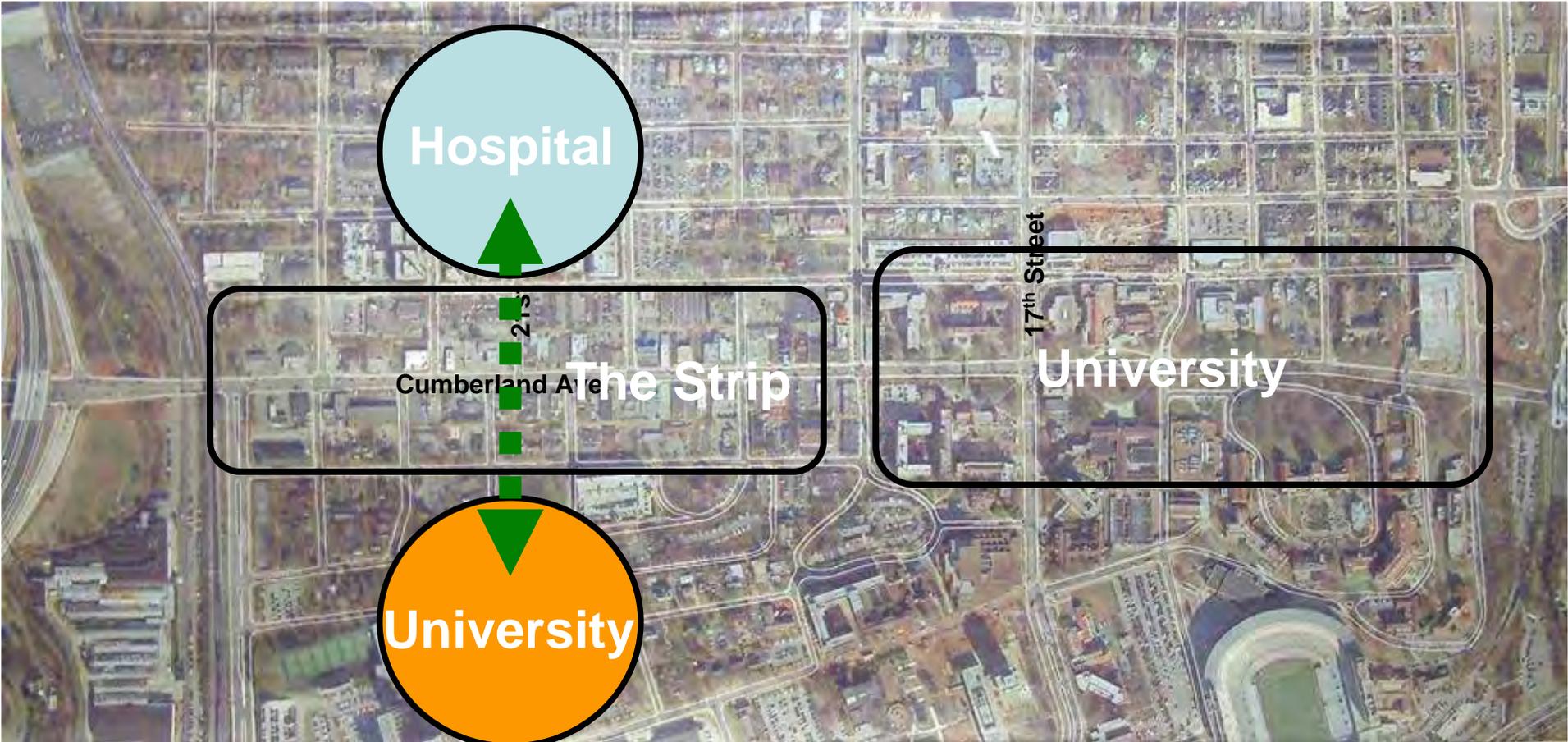
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17th



Cumberland Avenue

**The Place**



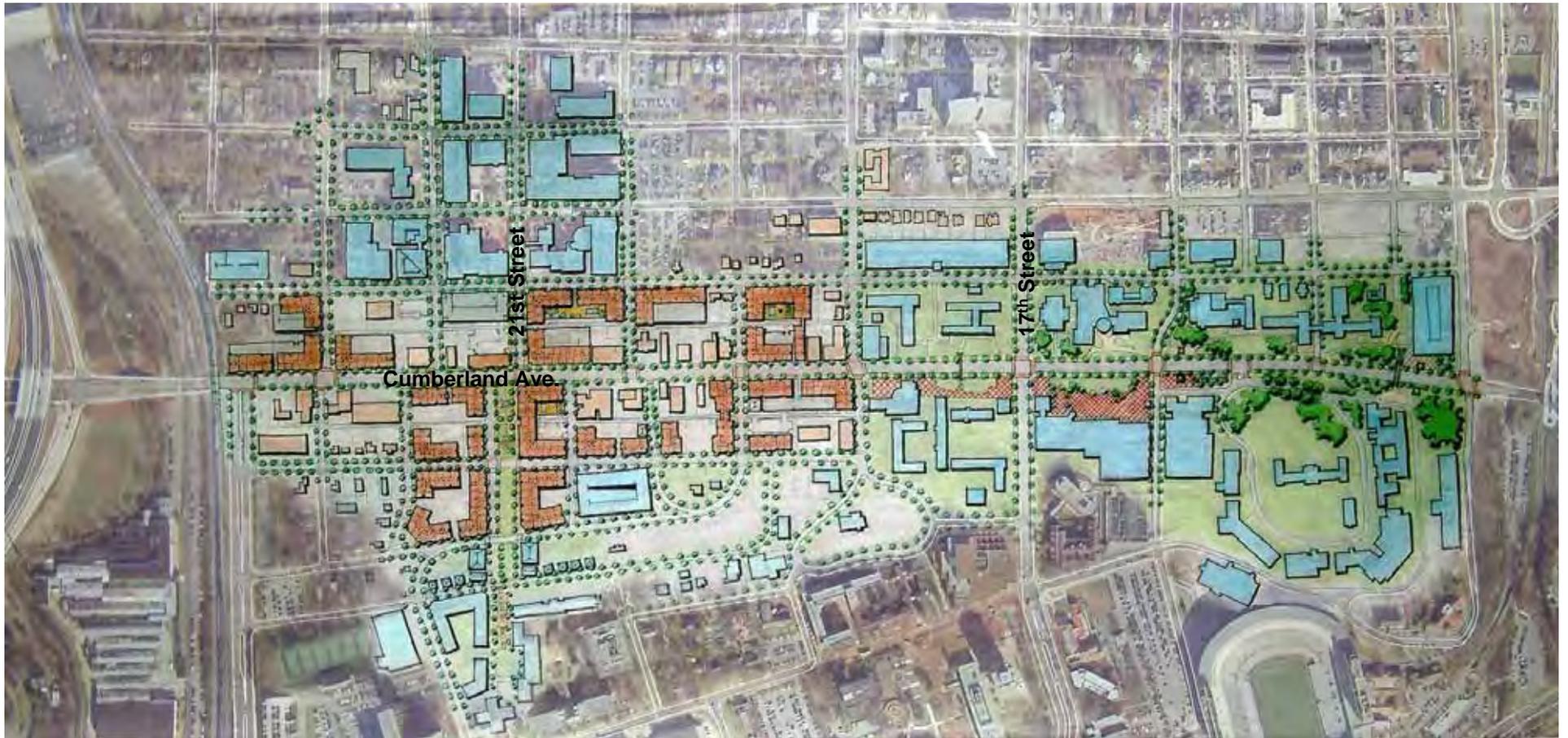
Hospital

Cumberland Ave  
The Strip

17th Street  
University

University

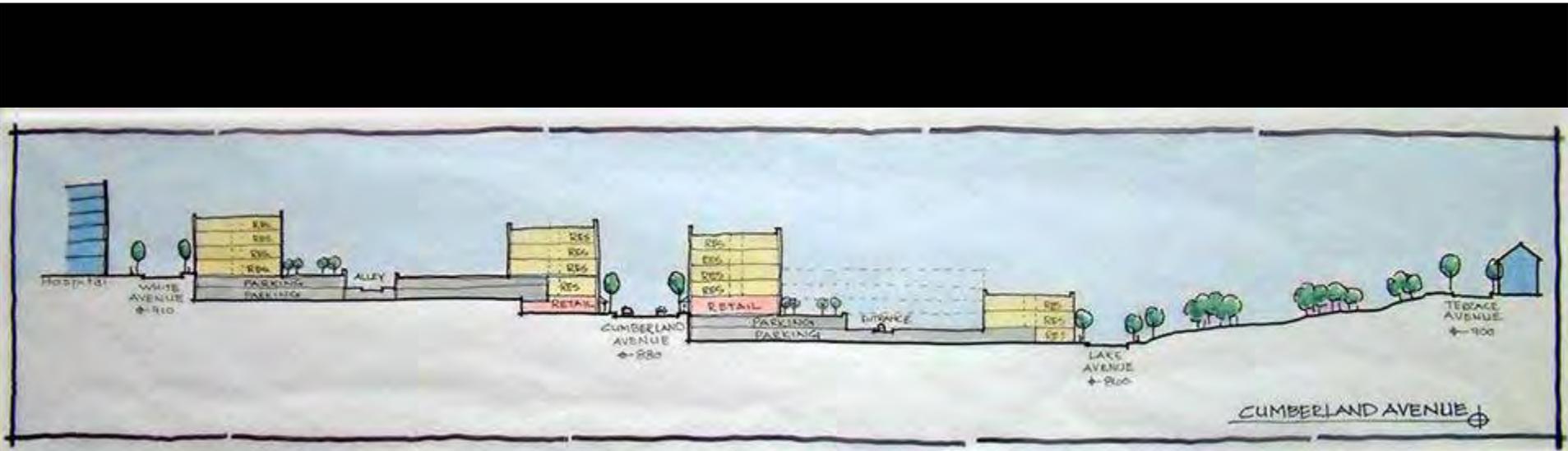
213



**+/- 1,200 new residential units**  
**+/- 120,000 s.f. new commercial**

# Mountcastle Park "Promenade"

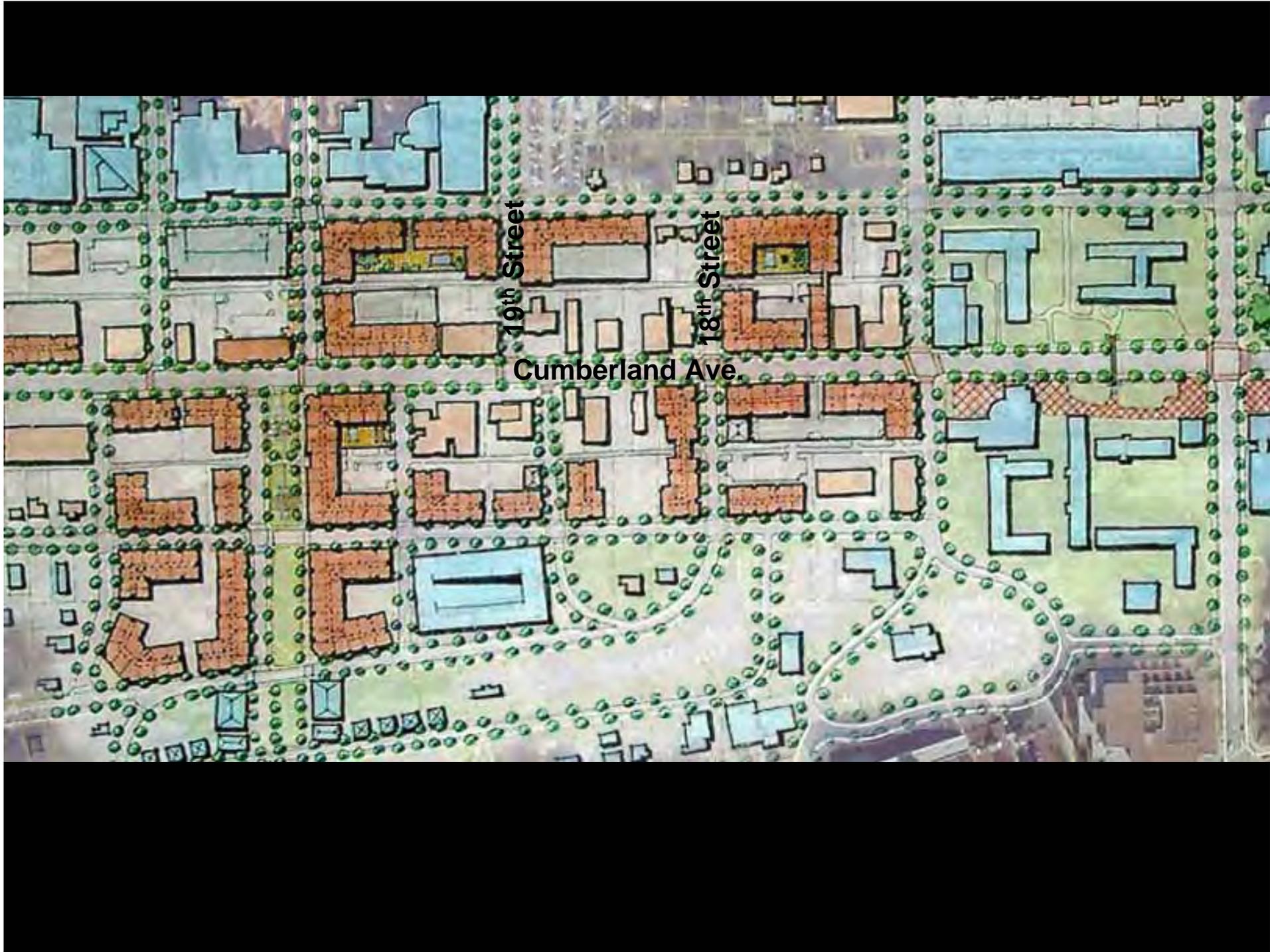


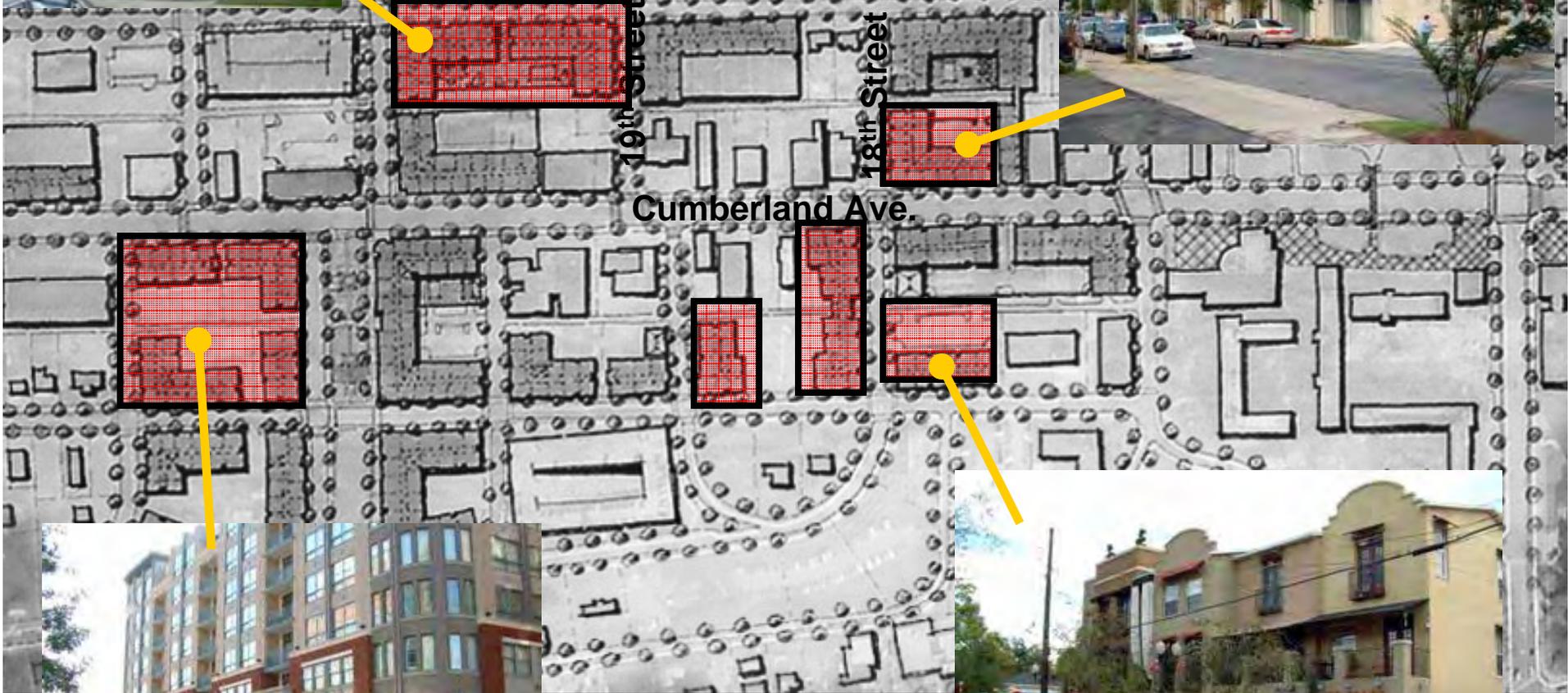


# Cumberland: a patchwork of opportunities



- Parcels Unlikely to Change
- Parcels with Long-term Potential to Change
- Parcels with Short-term Potential to Change





# Cumberland @ 21st



# Cumberland @ 21st



Center turn lane

On-street Parking??  
Transit Bay

# Cumberland @ 21st



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Cumberland Avenue

**Next Steps**

# Next Steps

- Refine and adjust traffic analysis
- Prepare draft plan & recommendations
- Suggest phasing & estimate order of magnitude costs

**January 25<sup>th</sup>**

**Public Meeting (draft plan review)**

**February 22<sup>nd</sup>**

**Public Meeting**

**Contact:**

**865-215-2500 (MPC)**

**[www.Knoxmpc.org/cumberland](http://www.Knoxmpc.org/cumberland)**