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.
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.
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.
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

Adjacent Projects

A. Suttree Landing Park
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
Site and Context

James White Parkway Terminus

Adjacent Projects

A Suttree Landing Park
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. Sevierville Pike Bridge
4. Woodland

Site Boundaries
- Phase 1 Site/ TDOT Excess Land Transfer
- Phase 1 Site/ TDOT Grading Permit
- Future Phase Site
Site and Context

**James White Parkway + Cottrell St**
**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**

---

**Urban Wilderness Gateway Park Concept Design | August 31, 2018**

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

**Anita Interchange**

**Adjacent Projects**

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

A. Suttree Landing Park
B. South Waterfront Streetscape Project
C. South Waterfront Riverwalk
D. G+O Trail Project
E. Stanley Lippincott 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
J. Baker Creek Area Vision Plan
K. Lancaster Drive Improvements
L. Lancaster Drive Improvements
M. Baker Creek Bottoms
Existing Site Features
1. JWP Northbound Lanes
2. JWP Southbound Lanes
3. Connection to Morningside Park

Site Boundaries
- Future Phase Site

Morningside Greenway
James White Greenway
Riverside Dr
Tennessee River
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?

No 59%  Yes 41%

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

Never 8%  few times a month 48%  2-3 times a week 29%  4+ times a week 15%

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

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

**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.

**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 infrastructure in the area.

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

**Past and Current Parallel Projects**

- 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 Lippincott 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: 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
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

4. **Anita Interchange**  
   Open Lawn, Dog Park, Outdoor Classroom, Skate Park, Public Art, Transit Stop
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

4. Anita Interchange
   Bike Share
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
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.
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.
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

Advanced Area in woods

Beginner Area - Movable jumps and features

Bridge

Beginner Area - Movable jumps and features
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.

Existing Site Conditions

Surface Materials: Epoxy-coated 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.
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

Timber See-saw

Timber Bench

Kids Mini Pump Track; Soft Plaza
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.
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.
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.
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.
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
EXISTING SYCAMORE TREE TO REMAIN

TRANIT STOP SEATING

LARGE SCALE TRAIL MAP AND ORIENTATION INFORMATION

OUTDOOR SHOWER (BOTH SIDES)

EXISTING SYCAMORE TREE TO REMAIN

JANITOR CLOSET & STORAGE

ACCESSIBLE WATER FOUNTAIN/ FILLING STATION

TRASH AND RECYCLING

PICNIC TABLES

BIKE SERVICE STATION

BIKE SHARE, PARKING, AND STORAGE

LARGE SCALE GRAPHIC SIGNAGE AND BRANDING SURFACES

(4) ADA ACCESSIBLE SINGLE LOCKABLE RESTROOM/ CHANGING ROOMS

TRASH AND RECYCLING

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

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

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

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

Plaza Surface
Landscape program at the terminus extends through the open areas of the Gateway Pavilion.
Building Skin
A lightweight translucent or perforated system defines space and diffuses natural light while opening up to landscape program.

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

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

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

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
EXISTING PUMP TRACK TO REMAIN

OPEN LAWN

(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

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

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

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

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

Plaza Surface
Landscape program at the terminus extends through the open areas of the Gateway Pavilion.
Building Skin
A lightweight translucent or perforated system defines space and diffuses natural light while opening up to landscape program.

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

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

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

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.
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.
New Intersection/Access to Terminus
New Greenway and Compacted Dirt Trail
Greenway connector path
Program Space
Wynn Ave Bridge

JWP Terminus Parking (Phase 1)
Cottrell Greenway

Sevier Ave Bridge
Greenway connector path
New Greenway and Compacted Dirt Trail
Program Space
Cottrell Greenway

Match Line A
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
New Greenway and Compacted Dirt Trail

Combined Cottrell JWP Greenways

Program Space

New Greenway and trail on JWP Bridge

Cottrell Greenway

Greenway connector path

Match Line B

Tennessee River

Woodland

Sevier Ave

James White Parkway

Compton Ave

Rugby Ave

Island Home Ave

Tennessee River

G+O Trail

Anita Dr

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

Urban Wilderness Gateway Park Concept Design | August 31, 2018
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.
Appendix A: James White Parkway Traffic Analysis Report
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 become an arterial flow with 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 reassessment of 2037 traffic is illustrated in Figure 7, and Figure 8 illustrates the minimum required intersection geometry and traffic control.

**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 lanes and shoulder widths. This alignment would again terminate the southbound lanes at the existing signalized James White Parkway on-ramp intersection from Sevierville Pike.

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

Both Alternatives 1 and 3 concentrate 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 Henley Street and Davenport Road where impacts may develop for the existing Henley 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.
STUDY INTERSECTIONS:
1. Anita Drive & JWP SB Ramp
2. Anita Drive & JWP NB Ramp
3. Sevier Avenue & E. Moody Avenue
4. Sevier Avenue & Cottrell Street
5. Wynn Avenue & E. Moody Av/Davenport Rd
6. Wynn Avenue & Cottrell Street
7. Sevierville Pike & JWP SB Ramp
8. Sevierville Pike & JWP NB Ramp

2017 TRAFFIC VOLUMES

City of Knoxville Traffic Count Data

2017 INTERSECTION GEOMETRY

Figure 4

Figure 5
STUDY INTERSECTIONS:
1. Anita Drive & JWP SB Ramp
2. Anita Drive & JWP NB Ramp
3. Sevier Avenue & E. Moody Avenue
4. Sevier Avenue & Cottrell Street
5. Wynn Avenue & E. Moody Av/Davenport Rd
6. Wynn Avenue & Cottrell Street
7. Sevierville Pike & JWP SB Ramp
8. Sevierville Pike & JWP NB Ramp

LEGEND
XXX  - AM Peak Hour
(XXX) - PM Peak Hour

2037 PROJECTED TRAFFIC VOLUMES
James White Pkwy Study

2037 PROJECTED TRAFFIC WITH ALTERNATIVE 1
James White Pkwy Study

NB JWP Traffic Assigned to Cottrell Street

LEGEND
XXX  - AM Peak Hour
(XXX) - PM Peak Hour

PORT, Sanders Pace Architecture, Vaughn + Melton, Equinox, Gresham Smith Partners
Urban Wilderness Gateway Park Concept Design | August 31, 2018
2037 INTERSECTION
GEOMETRY
James White Pkwy Study

STUDY INTERSECTIONS:
1. Anita Drive & JWP SB Ramp
2. Anita Drive & JWP NB Ramp
3. Sevier Avenue & E. Moody Avenue
4. Sevier Avenue & Cottrell Street
5. Wynn Avenue & E. Moody Av/Davenport Rd
6. Wynn Avenue & Cottrell Street
7. Sevierville Pike & JWP SB Ramp
8. Sevierville Pike & JWP NB Ramp

ALTERNATIVE 1

NB JWP Traffic Assigned to Cottrell Street

LEGEND
Existing
Proposed

AM Peak Hour
LOS E

Figure 8

2037 PROJECTED TRAFFIC WITH ALTERNATIVE 2
James White Pkwy Study

STUDY INTERSECTIONS:
1. Anita Drive & JWP SB Ramp
2. Anita Drive & JWP NB Ramp
3. Sevier Avenue & E. Moody Avenue
4. Sevier Avenue & Cottrell Street
5. Wynn Avenue & E. Moody Av/Davenport Rd
6. Wynn Avenue & Cottrell Street
7. Sevierville Pike & JWP SB Ramp
8. Sevierville Pike & JWP NB Ramp

LEGEND
XXX – AM Peak Hour
(XXX) - PM Peak Hour

Linear Park Outside
JWP Travelway
(No Reassignment)

Figure 9
STUDY INTERSECTIONS:
1. Anita Drive & JWP SB Ramp
2. Anita Drive & JWP NB Ramp
3. Sevier Avenue & E. Moody Avenue
4. Sevier Avenue & Cottrell Street
5. Wynn Avenue & E. Moody Av/Davenport Rd
6. Wynn Avenue & Cottrell Street
7. Sevierville Pike & JWP SB Ramp
8. Sevierville Pike & JWP NB Ramp

2037 PROJECTED TRAFFIC
ALTERNATIVE 3
James White Pkwy Study

LEGEND
XXX - AM Peak Hour
(XXX) - PM Peak Hour

JWP Traffic (NB/SB)
Share NB Road Section
(4-Lane with Barrier)

2037 INTERSECTION GEOMETRY
ALTERNATIVE 3
James White Pkwy Study

LEGEND
Existing
Proposed

JWP Traffic (NB/SB)
Share NB Road Section
(4-Lane with Barrier)
**Study Intersections:**
1. Anita Drive & JWP SB Ramp
2. Anita Drive & JWP NB Ramp
3. Sevier Avenue & E. Moody Avenue
4. Sevier Avenue & Cottrell Street
5. Wynn Avenue & E. Moody Av/Davenport Rd
6. Wynn Avenue & Cottrell Street
7. Sevierville Pike & JWP SB Ramp
8. Sevierville Pike & JWP NB Ramp

**2017 Intersection LANE GROUP LOS**

**LEGEND**
- AM (PM) LOS

**2037 INTERSECTION LANE GROUP LOS**

**LEGEND**
- AM (PM) LOS
STUDY INTERSECTIONS:
1. Anita Drive & JWP SB Ramp
2. Anita Drive & JWP NB Ramp
3. Sevier Avenue & E. Moody Avenue
4. Sevier Avenue & Cottrell Street
5. Wynn Avenue & E. Moody Av/Davenport Rd
6. Wynn Avenue & Cottrell Street
7. Sevierville Pike & JWP SB Ramp
8. Sevierville Pike & JWP NB Ramp

ALTERNATIVE 1
NB JWP Traffic Assigned to Cottrell Street

LEGEND
Existing
Proposed
AM(PM) LOS

ALTERNATIVE 2
(Linear Park Outside JWP Travelway)

Figure 14

Figure 15
STUDY INTERSECTIONS:
1. Anita Drive & JWP SB Ramp
2. Anita Drive & JWP NB Ramp
3. Sevier Avenue & E. Moody Avenue
4. Sevier Avenue & Cottrell Street
5. Wynn Avenue & E. Moody Av/Davenport Rd
6. Wynn Avenue & Cottrell Street
7. Sevierville Pike & JWP SB Ramp
8. Sevierville Pike & JWP NB Ramp

ALTERNATIVE 3
JWP Traffic (NB/SB)
Share NB Road Section
(4-Lane with Barrier)

2037 INTERSECTION
LANE GROUP LOS
Study
James White Pkwy

ALTERNATIVE 1
JWP Traffic (NB/SB)
Share NB Road Section
(4-Lane with Barrier)

LEGEND
Existing
Proposed
AM(PM) LOS

V/C = 0.95 (0.90)

> 575'

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

Urban Wilderness Gateway Park Concept Design | August 31, 2018
STUDY INTERSECTIONS:
1. Anita Drive & JWP SB Ramp
2. Anita Drive & JWP NB Ramp
3. Sevier Avenue & E. Moody Avenue
4. Sevier Avenue & Cottrell Street
5. Wynn Avenue & E. Moody Av/Davenport Rd
6. Wynn Avenue & Cottrell Street
7. Sevierville Pike & JWP SB Ramp
8. Sevierville Pike & JWP NB Ramp

ALTERNATIVE 3
JWP Traffic (NB/SB)
Share NB Road Section (4-Lane with Barrier)
Appendix B: James White Parkway Urban Wilderness Traffic Investigation
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.

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 JWP 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.
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 Wynne 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.
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.

Source: TDOT Count Station 360

Source: Knoxville TPO (11/29/17)
Table 1 summarizes the traffic data reported by TDOT and the Knoxville TPO.

<table>
<thead>
<tr>
<th>Segment</th>
<th>TDOT Data</th>
<th>Knoxville TPO Data</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2016 ADT</td>
<td>2014 ADT</td>
</tr>
<tr>
<td></td>
<td>2040 ADT</td>
<td>2040 ADT</td>
</tr>
<tr>
<td></td>
<td>2040 DDHV</td>
<td></td>
</tr>
<tr>
<td>North of Anita Drive</td>
<td>14,452</td>
<td>15,506</td>
</tr>
<tr>
<td></td>
<td></td>
<td>21,253</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1,989</td>
</tr>
<tr>
<td>Between Anita Drive and Moody Avenue</td>
<td>n/a</td>
<td>8,981</td>
</tr>
<tr>
<td></td>
<td></td>
<td>14,418</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1,350</td>
</tr>
</tbody>
</table>

Note: DDHV = ADT x F x 0.72 x 1.72

The HCM 6, Chapter 18 Urban Street Segments, reports the capacity of an uninterrupted flow urban street lane is 1,800 vph/ln (Equation 18-2). South of Anita Drive, the capacity of a single freeway lane is 1,800 vph/ln (Equation 18-2). Between Anita Drive and Moody Avenue, the 2040 Design Year traffic is only 32% of capacity.

3.2 DDHV VS. URBAN STREET CAPACITY

The 2040 Design Year DDHV's 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-mp free-flow speed is 2,300 pc/hr/ln (Exhibit 12-4). At 9% trucks present along the route, the Heavy Vehicle Adjustment Factor is 0.917. Therefore, the capacity is 2,110 vph/ln. 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.

3.3 CONSTRaining FEATURES

JWP’s bridge over the James White Parkway 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 vphpl 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 Knox County TDO'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 could meet the 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 TDO’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. TDO 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 TDO’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 TDO 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. 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 over 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 TDO 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
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.
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

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.

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.
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.

**TRANSITION ZONE AREAS**

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):

\[ d = 1.075 \cdot \frac{(v_1 - v_2)^2}{a} \]

Where:

- \( v \) = speed
- \( t \) = perception reaction time = 2.5 seconds (from AASHTO Greenbook)
- \( a \) = deceleration = 10 ft/s² (from MUTCD Table 2C-4)

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).

**Transition to Proposed Parking**

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.
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 Rumple 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
Brownairs Lane Access to South Doyle Middle School

Alternate Access Report

TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>EXECUTIVE SUMMARY</td>
<td>5</td>
</tr>
<tr>
<td>1.0 INTRODUCTION AND BACKGROUND</td>
<td>6</td>
</tr>
<tr>
<td>2.0 EXISTING CONDITIONS</td>
<td>6</td>
</tr>
<tr>
<td>Soviersville Pike</td>
<td>6</td>
</tr>
<tr>
<td>Brownairs Lane</td>
<td>6</td>
</tr>
</tbody>
</table>

LIST OF TABLES/EXHIBITS

<table>
<thead>
<tr>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>TABLE 1, Estimated Construction Cost – Alternate 1</td>
<td>9</td>
</tr>
<tr>
<td>TABLE 2, Estimated Construction Cost – Alternate 2</td>
<td>10</td>
</tr>
<tr>
<td>Exhibit 1, Alternate 1 Plan/Profile</td>
<td>11</td>
</tr>
<tr>
<td>Exhibit 2, Alternate 2 Plan/Profile</td>
<td>12</td>
</tr>
<tr>
<td>Exhibit 3, Alternate 3 Plan/Profile</td>
<td>13</td>
</tr>
<tr>
<td>Baker Creek Vision Plan – East TN Design Center</td>
<td>14</td>
</tr>
</tbody>
</table>

3.0 ALTERNATE DEVELOPMENT

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

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.

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
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.

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.
## TABLE 1: ALTERNATE 1: ESTIMATED CONSTRUCTION COST

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>DESCRIPTION</th>
<th>UNIT</th>
<th>QUANTITY</th>
<th>UNIT COST</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>203-04</td>
<td>CONSTRUCTION STAKES, LINES AND GRADES</td>
<td>TON</td>
<td>5.50</td>
<td>32,500.00</td>
<td>183,750.00</td>
</tr>
<tr>
<td>203-05</td>
<td>CLEANING AND GRUBBING</td>
<td>ACRE</td>
<td>0.8</td>
<td>22,500.00</td>
<td>25,375.00</td>
</tr>
<tr>
<td>203-09</td>
<td>EROSION AND Siltation Control</td>
<td>TON</td>
<td>5.0</td>
<td>60,000.00</td>
<td>300,000.00</td>
</tr>
<tr>
<td>203-10</td>
<td>EMBANKMENT (COMPACTED IN PLACE)</td>
<td>TON</td>
<td>25.0</td>
<td>100,000.00</td>
<td>2,500,000.00</td>
</tr>
<tr>
<td>203-41</td>
<td>ASPHALT CONCRETE MIX PG64-22 GRADING 3-5-2</td>
<td>TON</td>
<td>25.0</td>
<td>14,000.00</td>
<td>350,000.00</td>
</tr>
<tr>
<td>203-63</td>
<td>BARRIERS</td>
<td>EACH</td>
<td>165</td>
<td>100.00</td>
<td>16,500.00</td>
</tr>
<tr>
<td>203-01</td>
<td>CONSTRUCTION STAKES, LINES AND GRADES</td>
<td>TON</td>
<td>0.5</td>
<td>5,000.00</td>
<td>2,500.00</td>
</tr>
<tr>
<td>203-31</td>
<td>ASPHALT CONCRETE MIX PG64-22 GRADING B-M2</td>
<td>TON</td>
<td>50.0</td>
<td>1,700.00</td>
<td>85,000.00</td>
</tr>
<tr>
<td>213-01</td>
<td>&quot;18&quot; CONCRETE PIPE CULVERT (CLASS III)</td>
<td>TON</td>
<td>50.0</td>
<td>1,200.00</td>
<td>60,000.00</td>
</tr>
<tr>
<td>303-01</td>
<td>MINERAL AGGREGATE, TYPE A, BASE, GRADE D</td>
<td>TON</td>
<td>25.0</td>
<td>90.00</td>
<td>2,250.00</td>
</tr>
<tr>
<td>307-01</td>
<td>&quot;18&quot; CONCRETE PIPE CULVERT (CLASS III)</td>
<td>TON</td>
<td>50.0</td>
<td>1,200.00</td>
<td>60,000.00</td>
</tr>
<tr>
<td>311-01</td>
<td>&quot;18&quot; CONCRETE PIPE CULVERT (CLASS III)</td>
<td>TON</td>
<td>25.0</td>
<td>1,190.00</td>
<td>29,750.00</td>
</tr>
<tr>
<td>311-02</td>
<td>CATCH BASIN, TYPE 12, 4&quot; x 4&quot; x DEPTH</td>
<td>EACH</td>
<td>6.0</td>
<td>4,372.00</td>
<td>26,232.00</td>
</tr>
<tr>
<td>311-07</td>
<td>&quot;18&quot; ENDWALL (CROSS DRAIN)</td>
<td>EACH</td>
<td>6.0</td>
<td>1,142.00</td>
<td>6,852.00</td>
</tr>
<tr>
<td>311-08</td>
<td>&quot;18&quot; ENDWALL (CROSS DRAIN)</td>
<td>EACH</td>
<td>2.0</td>
<td>1,190.00</td>
<td>2,380.00</td>
</tr>
<tr>
<td>311-10</td>
<td>&quot;18&quot; CONCRETE PIPE CULVERT (CLASS III)</td>
<td>TON</td>
<td>10.0</td>
<td>25,000.00</td>
<td>225,000.00</td>
</tr>
<tr>
<td>311-11</td>
<td>&quot;18&quot; CONCRETE PIPE CULVERT (CLASS III)</td>
<td>TON</td>
<td>10.0</td>
<td>25,000.00</td>
<td>225,000.00</td>
</tr>
<tr>
<td>311-12</td>
<td>&quot;18&quot; CONCRETE PIPE CULVERT (CLASS III)</td>
<td>TON</td>
<td>10.0</td>
<td>25,000.00</td>
<td>225,000.00</td>
</tr>
<tr>
<td>403-02</td>
<td>MINERAL AGGREGATE, TYPE A, BASE, GRADE D</td>
<td>TON</td>
<td>25.0</td>
<td>90.00</td>
<td>2,250.00</td>
</tr>
<tr>
<td>411-01</td>
<td>ASPHALT CONCRETE MIX PG64-22 GRADING B-M2</td>
<td>TON</td>
<td>25.0</td>
<td>1,700.00</td>
<td>42,500.00</td>
</tr>
<tr>
<td>501-01</td>
<td>BARRIERS</td>
<td>EACH</td>
<td>165</td>
<td>100.00</td>
<td>16,500.00</td>
</tr>
</tbody>
</table>

**Note:**

- 607-50.11 Occurs under proposed Brownairs Lane
- 607-50.07 Is an extension of the existing culvert under Sevierville Pike

## TABLE 2: ALTERNATE 2 ESTIMATED CONSTRUCTION COST

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>DESCRIPTION</th>
<th>UNIT</th>
<th>QUANTITY</th>
<th>UNIT COST</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>105-01</td>
<td>CONSTRUCTION STAKES, LINES AND GRADES</td>
<td>TON</td>
<td>5.50</td>
<td>32,500.00</td>
<td>183,750.00</td>
</tr>
<tr>
<td>105-02</td>
<td>CLEANING AND GRUBBING</td>
<td>ACRE</td>
<td>0.8</td>
<td>22,500.00</td>
<td>25,375.00</td>
</tr>
<tr>
<td>105-09</td>
<td>EROSION AND Siltation Control</td>
<td>TON</td>
<td>5.0</td>
<td>60,000.00</td>
<td>300,000.00</td>
</tr>
<tr>
<td>105-10</td>
<td>EMBANKMENT (COMPACTED IN PLACE)</td>
<td>TON</td>
<td>25.0</td>
<td>100,000.00</td>
<td>2,500,000.00</td>
</tr>
<tr>
<td>105-41</td>
<td>ASPHALT CONCRETE MIX PG64-22 GRADING 3-5-2</td>
<td>TON</td>
<td>25.0</td>
<td>14,000.00</td>
<td>350,000.00</td>
</tr>
<tr>
<td>105-63</td>
<td>BARRIERS</td>
<td>EACH</td>
<td>165</td>
<td>100.00</td>
<td>16,500.00</td>
</tr>
<tr>
<td>105-01</td>
<td>CONSTRUCTION STAKES, LINES AND GRADES</td>
<td>TON</td>
<td>0.5</td>
<td>5,000.00</td>
<td>2,500.00</td>
</tr>
<tr>
<td>105-31</td>
<td>ASPHALT CONCRETE MIX PG64-22 GRADING B-M2</td>
<td>TON</td>
<td>50.0</td>
<td>1,200.00</td>
<td>60,000.00</td>
</tr>
<tr>
<td>203-01</td>
<td>CONSTRUCTION STAKES, LINES AND GRADES</td>
<td>TON</td>
<td>5.50</td>
<td>32,500.00</td>
<td>183,750.00</td>
</tr>
<tr>
<td>203-31</td>
<td>ASPHALT CONCRETE MIX PG64-22 GRADING B-M2</td>
<td>TON</td>
<td>50.0</td>
<td>1,200.00</td>
<td>60,000.00</td>
</tr>
<tr>
<td>203-63</td>
<td>BARRIERS</td>
<td>EACH</td>
<td>165</td>
<td>100.00</td>
<td>16,500.00</td>
</tr>
<tr>
<td>203-01</td>
<td>CONSTRUCTION STAKES, LINES AND GRADES</td>
<td>TON</td>
<td>0.5</td>
<td>5,000.00</td>
<td>2,500.00</td>
</tr>
<tr>
<td>203-31</td>
<td>ASPHALT CONCRETE MIX PG64-22 GRADING B-M2</td>
<td>TON</td>
<td>50.0</td>
<td>1,200.00</td>
<td>60,000.00</td>
</tr>
<tr>
<td>203-63</td>
<td>BARRIERS</td>
<td>EACH</td>
<td>165</td>
<td>100.00</td>
<td>16,500.00</td>
</tr>
<tr>
<td>203-01</td>
<td>CONSTRUCTION STAKES, LINES AND GRADES</td>
<td>TON</td>
<td>0.5</td>
<td>5,000.00</td>
<td>2,500.00</td>
</tr>
</tbody>
</table>

**Note:**

- 607-50.11 Occurs under proposed Brownairs Lane
- 607-50.07 Is an extension of the existing culvert under Sevierville Pike
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: 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.
**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. Hydrophilic 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 where 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), daises ( 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

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Latin Name</th>
<th>Exposure</th>
<th>Flower Season</th>
<th>Height</th>
<th>Flower Color</th>
<th>Inundation Tolerance</th>
<th>Salt Tolerance</th>
<th>Drought Tolerance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grasses and Sedges</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Smooth Ironweed</td>
<td>Partridge Pea</td>
<td>Summer</td>
<td>2-3 ft</td>
<td>White</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>White Wildrye</td>
<td>Andropogon gerardii</td>
<td>Summer-Winter</td>
<td>4-6 ft</td>
<td>Tan</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Blue Grama Grass</td>
<td>Andropogon virginicus</td>
<td>Summer-Winter</td>
<td>3-4 ft</td>
<td>Tan</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Purple Lovegrass</td>
<td>Eragrostis spectabilis</td>
<td>Summer-Winter</td>
<td>3-5 ft</td>
<td>Red/Purple</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Switchgrass</td>
<td>Panicum virgatum</td>
<td>Summer-Winter</td>
<td>3-5 ft</td>
<td>Tan</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Verbena dingemsenii</td>
<td>Tibers florus</td>
<td>Summer-Winter</td>
<td>2-4 ft</td>
<td>Red/Purple</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Blue Grama Grass</td>
<td>Deschampsia caespitosa</td>
<td>Summer-Winter</td>
<td>1-2 ft</td>
<td>Tan</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Late Bluestem</td>
<td>Schizachyrium scoparium</td>
<td>Summer-Winter</td>
<td>2-3 ft</td>
<td>Tan</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Blue Grass</td>
<td>Sporobolus heterolepis</td>
<td>Summer-Winter</td>
<td>1-2 ft</td>
<td>Tan</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Northern River Oats</td>
<td>Chasmanthium latifolium</td>
<td>Summer-Winter</td>
<td>2-3 ft</td>
<td>Tan</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Virginia Wildrye</td>
<td>Elymus virginicus</td>
<td>Summer-Winter</td>
<td>2-4 ft</td>
<td>Tan</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Indian Grass</td>
<td>Sorghastrum nutans</td>
<td>Summer-Winter</td>
<td>4-6 ft</td>
<td>Tan</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wildflowers</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vernonia fasciculata</td>
<td>Chamaecrista fasciculata</td>
<td>Summer</td>
<td>2-3 ft</td>
<td>White</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Partridge Pea</td>
<td>Asclepias tuberosa</td>
<td>Summer</td>
<td>1-2 ft</td>
<td>Orange</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New England Aster</td>
<td>Asier novae-angliae</td>
<td>Summer</td>
<td>2-3 ft</td>
<td>Blue-Violet</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wild Indigo</td>
<td>Baptisia australis</td>
<td>Summer</td>
<td>2-3 ft</td>
<td>Blue</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Echinacea purpurea</td>
<td>Coneopsis</td>
<td>Summer-Winter</td>
<td>2-3 ft</td>
<td>Yellow</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Purple Coneflower</td>
<td>Echinacea purpurea</td>
<td>Summer</td>
<td>2-3 ft</td>
<td>Yellow</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Joe-Pye Weed</td>
<td>Eupatorium purpureum</td>
<td>Summer-Winter</td>
<td>2-3 ft</td>
<td>Lavender-Purple</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SUN Rose Mallow</td>
<td>Helianthus resinous</td>
<td>Summer</td>
<td>2-3 ft</td>
<td>Yellow</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Black-eyed Susan</td>
<td>Lastia setosa</td>
<td>Summer-Winter</td>
<td>2-3 ft</td>
<td>Lavender-Purple</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brilliant Oats</td>
<td>Monarda fistulosa</td>
<td>Summer-Winter</td>
<td>2-3 ft</td>
<td>Lavender-Purple</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Indian Grass</td>
<td>Eragrostis spectabilis</td>
<td>Summer-Winter</td>
<td>3-5 ft</td>
<td>Tan</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Indian Grass</td>
<td>Elymus virginicus</td>
<td>Summer-Winter</td>
<td>2-4 ft</td>
<td>Tan</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Indian Grass</td>
<td>Sorghastrum nutans</td>
<td>Summer-Winter</td>
<td>4-6 ft</td>
<td>Tan</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Latin Name</th>
<th>Exposure</th>
<th>Flower Interest</th>
<th>Height</th>
<th>Flower Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grasses and Sedges</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Black-Eyed Susan</td>
<td>Rudbeckia fulgida</td>
<td>Summer</td>
<td>2-3 ft</td>
<td>Yellow</td>
<td></td>
</tr>
<tr>
<td>Golden Ragwort</td>
<td>Scabiosa aures</td>
<td>Summer-Winter</td>
<td>2-4 ft</td>
<td>Yellow, Part Shade</td>
<td></td>
</tr>
<tr>
<td>Goldenrods</td>
<td>Solidago rugosa</td>
<td>Summer</td>
<td>2-4 ft</td>
<td>Yellow</td>
<td></td>
</tr>
<tr>
<td>Black-Eyed Susan</td>
<td>Rudbeckia hirta</td>
<td>Summer</td>
<td>2-4 ft</td>
<td>Yellow</td>
<td></td>
</tr>
<tr>
<td>Goldenrods</td>
<td>Solidago nuritina</td>
<td>Summer-Winter</td>
<td>2-3 ft</td>
<td>Yellow</td>
<td></td>
</tr>
<tr>
<td>Early Goldenrod</td>
<td>Solidago juncea</td>
<td>Summer-Winter</td>
<td>2-3 ft</td>
<td>Yellow</td>
<td></td>
</tr>
<tr>
<td>Goldenrods</td>
<td>Solidago nemoralis</td>
<td>Summer-Winter</td>
<td>2-3 ft</td>
<td>Yellow</td>
<td></td>
</tr>
<tr>
<td>Greater Yellow Ironweed</td>
<td>Zizia aurea</td>
<td>Summer-Winter</td>
<td>2-3 ft</td>
<td>Yellow</td>
<td></td>
</tr>
<tr>
<td>Hairy Beadting</td>
<td>Penstemon hirsutus</td>
<td>Summer-Winter</td>
<td>2-3 ft</td>
<td>White</td>
<td></td>
</tr>
<tr>
<td>Ironweed</td>
<td>Veronica fasciculata</td>
<td>Summer</td>
<td>4-5 ft</td>
<td>Purple</td>
<td></td>
</tr>
</tbody>
</table>
### Forest Plants (Includes Riparian, Floodplain & Upland)

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Latin Name</th>
<th>Type</th>
<th>Interest</th>
<th>Riparian</th>
<th>Floodplain</th>
<th>Upland/Park</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Shrubs</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>American Filbert</td>
<td>Ostrya virginiana</td>
<td>Large</td>
<td></td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>American Beech</td>
<td>Fagus grandifolia</td>
<td>Medium</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Blackgum</td>
<td>Nyssa sylvatica</td>
<td>Medium</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Crape Myrtle</td>
<td>Lagerstroemia indica</td>
<td>Medium</td>
<td>Fall Red, Edible Fruit</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fringe Tree</td>
<td>Chionanthus virginicus</td>
<td>Medium</td>
<td>White Flower (Summer)</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Red Oak</td>
<td>Quercus rubra</td>
<td>Medium</td>
<td></td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Trees</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Allegheny Serviceberry</td>
<td>Amelanchier laevis</td>
<td>Understory</td>
<td>White Flower, Edible Fruit, Fall Red</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>American Basswood</td>
<td>Tilia americana</td>
<td>Medium</td>
<td>Fall Yellow</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>American Elm</td>
<td>Ulmus americana</td>
<td>Large</td>
<td>Fall Red</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Blackgum</td>
<td>Nyssa sylvatica</td>
<td>Medium</td>
<td>Fall Red</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Crape Myrtle</td>
<td>Lagerstroemia indica</td>
<td>Medium</td>
<td>White Flower (Summer)</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fringe Tree</td>
<td>Chionanthus virginicus</td>
<td>Medium</td>
<td>White Flower (Summer)</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Miscellaneous</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aesculus pavia</td>
<td>Understory</td>
<td>Large</td>
<td>Fall Yellow</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Ailanthus</td>
<td>Ailanthus altissima</td>
<td>Large</td>
<td>Fall Red</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Buttonbush</td>
<td>Cephalanthus occidentalis</td>
<td>Large</td>
<td>White Fruit (Summer-Winter)</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cane Thicket</td>
<td>Sambucus nigra</td>
<td>Medium</td>
<td>Fall Red</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td><strong>Understory</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Shrubs</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>American Viburnum</td>
<td>Viburnum dentatum</td>
<td>Large</td>
<td></td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Catalpa</td>
<td>Catalpa species</td>
<td>Large</td>
<td>Pink Flower (Spring)</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td><strong>Trees</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Allegheny Serviceberry</td>
<td>Amelanchier laevis</td>
<td>Understory</td>
<td>White Flower, Edible Fruit, Fall Red</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>American Basswood</td>
<td>Tilia americana</td>
<td>Medium</td>
<td>Fall Yellow</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Blackgum</td>
<td>Nyssa sylvatica</td>
<td>Medium</td>
<td>Fall Red</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Crape Myrtle</td>
<td>Lagerstroemia indica</td>
<td>Medium</td>
<td>White Flower (Summer)</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Understory</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

**Notes:**
- **Type:** Large, Medium, Small-Medium
- **Interest:** Edible fruit, Fall Red, Edible Fruit, White Flower (Spring), Fall Red, Summer Fruit, Fall Yellow, Bark Winter, Edible Fruit, Orange Flower (Spring), Fragrant, Fruit (Summer-Winter), White Flower (Summer), Fall Red, White Flower (Spring), Fall Red and Purple, Summer Fruit, Fall Red and Purple, Bark Winter, Fall Yellow, Edible Fruit, Fall Red, Edible Fruit, Orange Flower (Spring).
Appendix F: Online Survey
**Q1: Do you live in South Knoxville?**

- **Answered:** 785
- **Skipped:** 5

**Total Respondents:** 785

<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>I live in the 37920 zip code.</td>
<td>321</td>
</tr>
<tr>
<td>I do not live in the 37920 zip code.</td>
<td>465</td>
</tr>
</tbody>
</table>

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

- **Answered:** 786
- **Skipped:** 4

**Total:** 786

<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>4 or more times a week.</td>
<td>123</td>
</tr>
<tr>
<td>2-3 times a week.</td>
<td>224</td>
</tr>
<tr>
<td>A few times a month.</td>
<td>375</td>
</tr>
<tr>
<td>Never.</td>
<td>64</td>
</tr>
</tbody>
</table>

**Total:** 786

---

Urban Wilderness Gateway Park Concept Design | August 31, 2018

PORT, Sanders Pace Architecture, Vaughn + Melton, Equinox, Gresham Smith Partners
Q3 What are your favorite experiences in the Urban Wilderness? (choose at least one)

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community gathering space</td>
<td>20.25% 160</td>
</tr>
<tr>
<td>Children’s play</td>
<td>21.01% 166</td>
</tr>
<tr>
<td>Mountain biking</td>
<td>59.37% 469</td>
</tr>
<tr>
<td>Hiking, walking</td>
<td>64.43% 509</td>
</tr>
<tr>
<td>Running</td>
<td>28.99% 229</td>
</tr>
<tr>
<td>Water activities - swimming, paddling</td>
<td>38.35% 303</td>
</tr>
<tr>
<td>Nature, wildflowers, and birding</td>
<td>39.11% 309</td>
</tr>
<tr>
<td>History and culture</td>
<td>17.34% 137</td>
</tr>
<tr>
<td>I have never been to the Urban Wilderness</td>
<td>4.68% 37</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>6.84% 54</td>
</tr>
</tbody>
</table>

Total Respondents: 790

<table>
<thead>
<tr>
<th>Other (PLEASE SPECIFY)</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>jams activities</td>
<td>6/18/2018 1:07 PM</td>
</tr>
<tr>
<td>I have been on the urban trails but not in south Knox</td>
<td>6/12/2018 5:59 PM</td>
</tr>
<tr>
<td>I love feeling like I’m in the mountains when I’m only a few minutes from downtown.</td>
<td>6/7/2018 9:33 AM</td>
</tr>
<tr>
<td>Fishing: I would like more fishing access</td>
<td>6/6/2018 12:10 PM</td>
</tr>
<tr>
<td>A terrible way to &quot;enjoy&quot; the James White Parkway!</td>
<td>6/3/2018 11:51 PM</td>
</tr>
<tr>
<td>Road biking on the greenway adjacent to mountain bike trails</td>
<td>6/3/2018 5:35 PM</td>
</tr>
<tr>
<td>Bouldering and climbing (this is a wish list, right? Also, music events and a farmers’ market would be nice)</td>
<td>6/3/2018 4:50 PM</td>
</tr>
<tr>
<td>Revenue for the city and increase in property values</td>
<td>6/3/2018 2:16 PM</td>
</tr>
<tr>
<td>connectivity to other places through natural pathways</td>
<td>6/3/2018 1:02 PM</td>
</tr>
<tr>
<td>Breweries and restaurants on Sevier/Island Home</td>
<td>6/3/2018 8:29 AM</td>
</tr>
<tr>
<td>Finish the road to help Chapman Hwy</td>
<td>6/3/2018 8:14 AM</td>
</tr>
<tr>
<td>I would rather James white parkway be completed</td>
<td>6/3/2018 7:50 AM</td>
</tr>
<tr>
<td>Climbing</td>
<td>6/2/2018 9:43 PM</td>
</tr>
<tr>
<td>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.</td>
<td>6/2/2018 1:56 PM</td>
</tr>
<tr>
<td>fishing</td>
<td>6/1/2018 12:08 PM</td>
</tr>
<tr>
<td>Fishing</td>
<td>5/30/2018 11:49 AM</td>
</tr>
<tr>
<td>Picnics</td>
<td>5/30/2018 11:35 AM</td>
</tr>
<tr>
<td>My adult son rides the trails.</td>
<td>5/30/2018 8:49 PM</td>
</tr>
<tr>
<td>need relief for chapman hwy/100 times more than a wilderness area</td>
<td>5/30/2018 8:26 PM</td>
</tr>
<tr>
<td>I love how peaceful this area is. Wonderful contrast to hurley hurley city living.</td>
<td>5/29/2018 7:31 PM</td>
</tr>
<tr>
<td>Dog walking</td>
<td>5/29/2018 5:30 PM</td>
</tr>
<tr>
<td>Dog walking, riding well</td>
<td>5/29/2018 2:13 PM</td>
</tr>
<tr>
<td>I have to skirt to easier trails- mine is not a &quot;mountain&quot; bike</td>
<td>5/29/2018 1:29 PM</td>
</tr>
<tr>
<td>Rock Climbing</td>
<td>5/29/2018 12:00 PM</td>
</tr>
<tr>
<td>ease of access for everyone</td>
<td>5/29/2018 11:55 AM</td>
</tr>
<tr>
<td>finding a quiet spot to sit and read or eat lunch</td>
<td>5/29/2018 11:00 AM</td>
</tr>
<tr>
<td>climbing, primarily mountain biking</td>
<td>5/19/2018 10:45 AM</td>
</tr>
<tr>
<td>biking on greenways (not mountain biking)</td>
<td>5/18/2018 3:45 PM</td>
</tr>
<tr>
<td>Quiet! No festivals! no electric lighting or play spaces! respect for native plants and natural setting.</td>
<td>5/18/2018 2:06 PM</td>
</tr>
<tr>
<td>Bm's biling</td>
<td>5/18/2018 11:27 AM</td>
</tr>
<tr>
<td>walking our dog</td>
<td>5/18/2018 9:07 AM</td>
</tr>
<tr>
<td>finish the parkway chapman key needs relief</td>
<td>5/18/2018 6:54 AM</td>
</tr>
<tr>
<td>Precios, rock climbing</td>
<td>5/17/2018 10:06 PM</td>
</tr>
<tr>
<td>roller hockey or street hockey</td>
<td>5/17/2018 8:16 PM</td>
</tr>
<tr>
<td>The Knoxville senders sessions</td>
<td>5/17/2018 7:38 PM</td>
</tr>
</tbody>
</table>

Urban Wilderness Gateway Park Concept Design | August 31, 2018
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 3:47 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 gym 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 bmx 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)
Answered: 790 Skipped: 0
multi use trails for...
paved greenways
sidewalks
safe pedestrian a...
local businesses a...
children play areas...
shade trees and landscaping
restrooms and changing areas
parking options
shade structures a...
bike share program
water feature
safe streets and...
improved vehicular...
parking
parking

PORT, Sanders Pace Architecture, Vaughn + Melton, Equinox, Gresham Smith Partners
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 Highway 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.
7 Dog park with grass, not grass turned into dirt. Area for small dogs.
8 Free obstacle/fitness course, very very long slide with low zipline alongside, rental for tandem riding
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
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.
13 Bike repair stations that other cities have, lets you work on your bike if something is wrong.
14 Parking on the list twice
15 Bike/pedestrian bridge from Ned McWherter park to Island Home Dr.
16 EXTEND JAMES WHITE PARKWAY TO JOHN SEVER!
17 More ways to get around in this dump of a town!
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.
19 Handicapped Parking
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.
21 Police presence for safety
22 Community event like farmers markets, concerts, and similar.
23 Get rid of the criminals and drug addicts
24 Restrooms are a bad idea because of what people do in them...
25 Taking care of current streets; adding sidewalks; weeds on the Parkway are embarrassing from downtown toward south
26 Bring back the football stadium at South Doyle Middle School
27 disc golf
28 Food truck park
29 Less money spent on bicycles
30 Jobs in south knoxville
31 Fi
32 Please keep biking and hiking/running trails separate/accidents!
33 Police presence; consideration of impact on wildlife/displaced animals
34 boat ramps and canoe access to waterways
35 skatepark
36 pollinator gardens, native plant gardens
37 All of the previous ideas are good.
38 Educational programming around nature. Conservation of natural areas.
39 Family friendly biking trail

DRAFT

Total Respondents: 790

# OTHER (PLEASE SPECIFY)

1 pool 6/12/2018 9:22 AM
2 security 6/12/2018 8:52 AM
3 wheelchair accessible rest rooms. Benches 6/18/2018 1:07 PM

ANSWER CHOICES

- multi use trails for hiking, running, and biking
- paved greenways
- sidewalks
- safe pedestrian and bike street crossings
- local businesses and restaurants
- children play areas, playgrounds
- shade trees and landscaping
- restrooms and changing areas
- parking options
- shade structures and picnic areas
- bike share program
- water feature
- safe streets and neighborhood connections
- improved vehicular access and efficiency
- public transportation options
- gathering pavilion
- bike park amenities, pump track, jump lines
- informational signage and wayfinding
- parking
- bike rental
- water fountains for drinking
- Other (please specify)

RESPONSES

- 65.44%
- 42.15%
- 31.52%
- 47.34%
- 55.95%
- 25.57%
- 38.35%
- 51.77%
- 27.22%
- 19.87%
- 15.32%
- 39.75%
- 31.77%
- 27.22%
- 14.56%
- 22.28%
- 47.34%
- 55.95%
- 25.57%
- 38.35%
- 51.77%
- 27.22%
- 19.87%
- 15.32%
- 39.75%
- 31.77%
- 27.22%
- 14.56%
- 22.28%
- 47.34%
- 55.95%
- 25.57%
- 38.35%
- 51.77%
- 27.22%
- 19.87%
- 15.32%
- 39.75%
- 31.77%
- 27.22%
- 14.56%
- 22.28%
- 47.34%
- 55.95%
- 25.57%
- 38.35%
- 51.77%
- 27.22%
- 19.87%
- 15.32%
- 39.75%
- 31.77%
- 27.22%
- 14.56%

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

Urban Wilderness Gateway Park Concept Design | August 31, 2018
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 drive visitors to Knoxville and allow for a healthy lifestyle. 5/29/2018 10:45 PM
42 James eddie park way extended 5/29/2018 9:53 PM
43 Four lane road to relieve traffic on Chapman hwy 5/29/2018 9:26 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 6:30 PM
47 a central visitor information center for bike rentals and maps. 5/29/2018 4:00 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 3:31 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 1:20 PM
57 Forget this and extend James White Parkway. 5/29/2018 12:30 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 5/29/2018 11:00 AM
60 Separate bikes from cars on major roads, landscaped barriers 5/29/2018 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. 5/29/2018 7:04 AM
62 Trolly and parking for farmers market rides, symphony festivals etc 5/29/2018 4:03 PM
63 Bottle refill stations please. 5/29/2018 3:43 PM
64 Dog playing stations 5/29/2018 12:06 PM
65 400m running track for public use 5/29/2018 12:00 PM
66 Dog Park 5/29/2018 11:59 AM
67 Bike skill park 5/29/2018 11:00 AM
68 Trails connected from urban wilderness to downtown and/or other public spaces 5/29/2018 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; 5/29/2018 10:40 AM
70 bike 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
76 More downstream specific MTB trails 5/17/2018 9:46 PM
77 Bike skills area 5/17/2018 9:18 PM
78 roller hockey or street hockey 5/17/2018 8:16 PM
79 Jump bran! Dirt jump! 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 Range!" 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 cleaner. 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 1:58 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 Hasle and Marie Myers or at Anderson School. 5/17/2018 1:29 PM
98 have never been there 5/16/2018 9:43 PM
99 Officially allowing more rock climbing development (beyond Ijams 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 9:41 PM
100 Connecting of trails to each other and the Parks 5/16/2018 9:37 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 9:20 PM
102 Tree Preservation 5/15/2018 10:45 AM
103 non-recreational preservation of land, the urban tree canopy, and habitat for wildlife 5/15/2018 10:42 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 9:48 PM
105 a walking bridge to UT 5/14/2018 8:55 PM
106 James White Parkway BUILT 5/14/2018 8:37 PM
107 4 lane hwy extension 5/14/2018 8:14 PM
108 Trail connections to other trails. Baker Creek offers a super easy one - need more like that one, maybe 5 miles total of that style of Sycamore Loop 5/14/2018 8:06 PM
109 Officially allowing more rock climbing development (beyond Ijams 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 5/14/2018 8:06 PM
110 Work out stations 5/14/2018 7:35 PM
Q5 Please share any additional ideas for the Urban Wilderness Gateway Park.

<table>
<thead>
<tr>
<th># RESPONSES</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>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 2' wide with zero shoulder. Good clear routes that connect Ijams, Baker Creek, Siver Ave (etc.) I think really help to mitigate the risk of getting hit by someone on a bike. 6/21/2018 10:18 AM</td>
<td></td>
</tr>
<tr>
<td>2 Trails that are safe to walk on without fear of being run over by individuals on bikes. 6/21/2018 9:48 AM</td>
<td></td>
</tr>
<tr>
<td>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</td>
<td></td>
</tr>
<tr>
<td>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., Siverline Pkwy) are really dangerous. 6/19/2018 4:42 AM</td>
<td></td>
</tr>
<tr>
<td>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</td>
<td></td>
</tr>
<tr>
<td>6 Emergency call boxes 6/18/2018 3:31 PM</td>
<td></td>
</tr>
<tr>
<td>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</td>
<td></td>
</tr>
<tr>
<td>8 Is it still a wilderness if you turn the land into an amusement park? 6/12/2018 9:21 PM</td>
<td></td>
</tr>
<tr>
<td>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</td>
<td></td>
</tr>
<tr>
<td>10 really need KAT stops nearby 6/12/2018 11:46 AM</td>
<td></td>
</tr>
<tr>
<td>11 Keep it up! 6/12/2018 10:48 AM</td>
<td></td>
</tr>
<tr>
<td>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 hitting the campus to CivicCenter and World Fair Park. One can easily see this would be an ideal place for such a development. 6/12/2018 9:39 AM</td>
<td></td>
</tr>
<tr>
<td>13 A nice boulevard that connects at John Sevierville Highway 6/12/2018 4:38 AM</td>
<td></td>
</tr>
<tr>
<td>14 I'd like to see some restaurant or concession options on the periphery. Most outdoor dining options in Knoxville are downtown, I'd be great to have some with better/natural views/settings. 6/11/2018 11:43 AM</td>
<td></td>
</tr>
<tr>
<td>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 Pike. This is a waste of money. I don't need the connection of the Terminal to the BMX Park. 6/10/2018 9:47 AM</td>
<td></td>
</tr>
<tr>
<td>16 - 6/9/2018 11:24 AM</td>
<td></td>
</tr>
</tbody>
</table>

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 8:38 PM

18 Urban wilderness rocks 6/7/2018 4:59 PM

19 Keep bike lanes 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 ride in the state would draw visitiors! 6/6/2018 11:30 AM

23 It would be nice to have more connections over that way for bikers and pedestrians 6/6/2018 4:02 PM

24 I believe Sevierville Pike desperately needs a sidewalks from Sevier Ave to Red Bud Road as well as the ditches improved/cleaned up or paved. 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 or a linear park 6/5/2018 5:23 PM

26 An area for состоял (food, gear, and rental equipment) 6/6/2018 6:57 AM

27 I am excited about this incredible addition to our South Knoxville neighborhood! I especially look forward to eyores of the vines and barricades to be replaced by something 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 parking areas white parkway and descend to Island Home Dr. Please do this!!! 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 keyhoh 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 can be paved for a long distance greenway! 6/4/2018 10:37 AM

35 Call's/interurban rail for quick trips 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'll look toward them. 6/4/2018 8:49 AM

39 Connectivity via greenway along James White Pike to existing greenway along Island Home Ave. 6/4/2018 8:35 AM

40 Please make this 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 WY Wielton 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 7:04 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 face 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 cans throughout our city...not just for special occasions... when tourists and the suburban popan comes to visit? 6/4/2018 6:41 AM

43 Trails you can walk on with your dog without being worried about getting run over by bikers. Paired greenway area for people that want to bike but are not experienced mtn bikers. Like the greenways near neyland drive. 6/4/2018 6:49 PM

44 I would like to see south Knox schools involved in some way. Maybe opportunities for students to volunteer or programs he'll look toward them. 6/4/2018 8:49 AM

45 Free community event space for marquites, concerts, movies, etc 6/3/2018 11:13 PM

PORT, Sanders Pace Architecture, Vaughn + Melton, Equinox, Gresham Smith Partners
I've met people from Michigan, Ohio, KY, Florida at Baker Creek. Adding more engineered structures is also a good idea, also the paved/asphalt stuff. How about investing that money into a wilderness 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.

This is a poor idea. We need more industry and jobs. Can't wait for 2019 and leadership with vision.

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 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.

I've met people from Michigan, Ohio, KY, Florida at Baker Creek. Adding more engineered structures is also a good idea, also the paved/asphalt stuff. How about investing that money into a wilderness 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.

This is a poor idea. We need more industry and jobs. Can't wait for 2019 and leadership with vision.

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 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.

I've met people from Michigan, Ohio, KY, Florida at Baker Creek. Adding more engineered structures is also a good idea, also the paved/asphalt stuff. How about investing that money into a wilderness 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.

This is a poor idea. We need more industry and jobs. Can't wait for 2019 and leadership with vision.

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 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.

I've met people from Michigan, Ohio, KY, Florida at Baker Creek. Adding more engineered structures is also a good idea, also the paved/asphalt stuff. How about investing that money into a wilderness 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.

This is a poor idea. We need more industry and jobs. Can't wait for 2019 and leadership with vision.

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 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.

I've met people from Michigan, Ohio, KY, Florida at Baker Creek. Adding more engineered structures is also a good idea, also the paved/asphalt stuff. How about investing that money into a wilderness 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.

This is a poor idea. We need more industry and jobs. Can't wait for 2019 and leadership with vision.

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 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.

I've met people from Michigan, Ohio, KY, Florida at Baker Creek. Adding more engineered structures is also a good idea, also the paved/asphalt stuff. How about investing that money into a wilderness 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.
129 It would be nice to work the greenway systems out in west Knox.

130 Ampitheater for community gatherings or festivals.

131 I believe that, while the Urban Wilderness could be improved, the $10 million would be better spent toward ending homelessness in downtown Knoxville.

132 Please do not overdevelop it.

133 Very exciting to see useful community development around the ill-conceived parkway. Whatever you can make over pass and bridges where there is 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!

134 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.

135 Historical Quarry Overlook Loop Trail in the Mead’s/Ross Marble area (this is out of the shaded area, which is discouraged. Even clubs do bike races when the trails have been very wet).

136 This is a much-needed project - how about expanding north to Fountain City?

137 Leave no trace guidelines & environmental education signage - letting the public know not to harm plants, animals or trees or to leave garbage etc.

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.

139 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.

140 To post signs 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.

141 Forget this and extend James White Parkway.

142 Historical Quarry Overlook Loop Trail in the Mead’s/Ross Marble area (this is out of the shaded area, which is discouraged. Even clubs do bike races when the trails have been very wet).

143 It will be a great addition, but would be even greater if there were picnic areas and a small dirt jump park.

144 Dirt jump park

145 NA

146 Leave no trace guidelines & environmental education signage - letting the public know not to harm plants, animals or trees or to leave garbage etc.

147 I know a white water park is in the sky but it would be a perfect addition to what we have here! We need another city park, this is a chance for something different.

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!

149 Fort Sink 2.0 (a MASSIVE playground based on the 90s but modernized & up to new safety standards).

150 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.

151 It would be very sad if the natural, wild ambiance was ruined by concrete and urban landscaping.

152 NA

153 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.

154 Shuttles from downtown specifically to urban wilderness. Get our out of town folk who fly or drive to Knoxville.

155 It is very exciting to see useful community development around the ill-conceived parkway. Whatever you can do to encourage lists of people to use this great resource.

156 Historical areas such as Fort Dickerson.

157 NA

158 It would be nice to work the greenway systems out in west Knox.

159 It would be very sad if the natural, wild ambiance was ruined by concrete and urban landscaping.

160 Bathrooms

161 Very exciting to see useful community development around the ill-conceived parkway. Whatever you can make over pass and bridges where... James White can be finished and save lives on Chapman Ridge.

162 109 Taylor Rd/Lancaster Rd is a busy road that affords great connectivity to the Baker Creek area.

163 I want to see more connectivity for people, safer roads with separated signal limits, bicycle connections, and bicycle-friendly infrastructure being a part of this. thank you for your time.

164 Shuttles from downtown specifically to urban wilderness. Get our out of town folk who fly or drive to Knoxville.

165 Would like to see more greenways from Downtown to the South. I would love to see more greenways from Downtown to the South.

166 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.

167 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!

168 It would be very sad if the natural, wild ambiance was ruined by concrete and urban landscaping.

169 It is very exciting to see useful community development around the ill-conceived parkway. Whatever you can make over pass and bridges where James White can be finished and save lives on Chapman Ridge.

170 It would be very sad if the natural, wild ambiance was ruined by concrete and urban landscaping.

171 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!
151 Connect urban wilderness to other green space where possible. IC King, downtown, Neyland drive.

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 fess leash and a dog is leaping 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.”

152 More dog runs too. Trails. Make it connect biker crees to other Trails besides the existing connections (hikes and Meyers). This will allow for more looped route options.

153 More separated bike lanes. Please make sure this doesn’t cause property prices to go up. People in the neighborhood drinking water stations better enforcement of dogs off leash.

154 Don’t have to be over the top.

155 If the urban wilderness is to be a biking and walking area, streets need to be friendly for that.

156 Mountain biking skills building practice features. 5/24/2018 11:08 PM

157 If the urban wilderness is to be a biking and walking area, streets need to be friendly for that. If the urban wilderness is to be a biking and walking area, streets need to be friendly for that.

158 Build features would be amazing. 5/27/2018 7:45 AM

159 Please keep pavement to a minimum. Suttree Landing is a nice idea, but there’s so much

160 More separation from traffic too. Landscaped barriers will reduce traffic speed too!

161 Great Idea.

162 Please make sure this doesn’t cause property prices to go up. People in the neighborhood drinking water stations better enforcement of dogs off leash.

163 More black diamond trails and jump lines. 5/18/2018 8:27 AM

164 More dog walks 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!

165 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. 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 UAMS 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.

166 More black diamond trails and jump lines. 5/18/2018 9:31 PM

167 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.

168 More black diamond trails and jump lines. 5/18/2018 9:43 PM

169 More black diamond trails and jump lines. 5/18/2018 9:35 AM

170 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.

171 Connect urban wilderness to other green space 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.

172 Great Idea.

173 More dog runs too. Trails. Make it connect biker crees to other Trails besides the existing connections (hikes and Meyers). This will allow for more looped route options.

174 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.

175 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. 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 UAMS 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.

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.

177 More dog runs too. Trails. Make it connect biker crees to other Trails besides the existing connections (hikes and Meyers). This will allow for more looped route options.

178 More dog walks 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!

179 More dog runs too. Trails. Make it connect biker crees to other Trails besides the existing connections (hikes and Meyers). This will allow for more looped route options.

180 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.

181 Please keep pavement to a minimum. Suttree Landing is a nice idea, but there’s so much

182 More dog runs too. Trails. Make it connect biker crees to other Trails besides the existing connections (hikes and Meyers). This will allow for more looped route options.

183 More dog runs too. Trails. Make it connect biker crees to other Trails besides the existing connections (hikes and Meyers). This will allow for more looped route options.

184 More dog runs too. Trails. Make it connect biker crees to other Trails besides the existing connections (hikes and Meyers). This will allow for more looped route options.

185 More dog runs too. Trails. Make it connect biker crees to other Trails besides the existing connections (hikes and Meyers). This will allow for more looped route options.

186 More dog runs too. Trails. Make it connect biker crees to other Trails besides the existing connections (hikes and Meyers). This will allow for more looped route options.

187 More dog runs too. Trails. Make it connect biker crees to other Trails besides the existing connections (hikes and Meyers). This will allow for more looped route options.

188 More dog runs too. Trails. Make it connect biker crees to other Trails besides the existing connections (hikes and Meyers). This will allow for more looped route options.

189 More dog runs too. Trails. Make it connect biker crees to other Trails besides the existing connections (hikes and Meyers). This will allow for more looped route options.
I think a study should be done on the easiest way to get people from this gateway to Ijams to the urban wilderness by bike safely with our kids!

Let it grow! The bike shop has to have experienced techs!

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.

If there are playgrounds, please include some shade!!

Another public transit loop between the two so you can start at one end and end at the other or bike share at both.

Do what you can to keep the trees and use native plants.

Don't cut down the trees to add asphalt for parking!

I love the idea of more potential for biking. More trails, jump trails, expert jump trails.

I think it's got to be the best project Knoxville has ever done.

Sports areas for when the trails are unrideable

Keep up the great work and momentum!

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...

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!

A splash pad

The jumps could be bigger. Barn burner is perfect to learn on. Giving Guided rides/runs. On duty rangers or police to have a presence throughout the urban wilderness.

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!

Guided rides/runs. On duty rangers or police to have a presence throughout the urban wilderness.

If there are playgrounds, please include some shade!!

This area...for busy days)

Guided rides/runs. On duty rangers or police to have a presence throughout the urban wilderness.

I think it's got to be the best project Knoxville has ever done.

Doesn't cut down the trees to add asphalt for parking!

Would love to see an obstacle course to help beginner bike riders with progressive stages.

Keep 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!

More on trail maps/signs and places to rest while on the trails.

More trails, jump trails, expert jump trails.

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!

Another public transit loop between the two so you can start at one end and end at the other or bike share at both.

More trails, jump trails, expert jump trails.

Another public transit loop between the two so you can start at one end and end at the other or bike share at both.

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!

Don't cut down the trees to add asphalt for parking!

This is an amazing project! It will be a center piece for Knoxville and Urban development!

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!

I think it's got to be the best project Knoxville has ever done.

If there are playgrounds, please include some shade!!

Another public transit loop between the two so you can start at one end and end at the other or bike share at both.

Another public transit loop between the two so you can start at one end and end at the other or bike share at both.

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!

Keep 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!

If there are playgrounds, please include some shade!!

Another public transit loop between the two so you can start at one end and end at the other or bike share at both.

Another public transit loop between the two so you can start at one end and end at the other or bike share at both.

Another public transit loop between the two so you can start at one end and end at the other or bike share at both.

Another public transit loop between the two so you can start at one end and end at the other or bike share at both.

Another public transit loop between the two so you can start at one end and end at the other or bike share at both.

Another public transit loop between the two so you can start at one end and end at the other or bike share at both.

Another public transit loop between the two so you can start at one end and end at the other or bike share at both.

Another public transit loop between the two so you can start at one end and end at the other or bike share at both.

Another public transit loop between the two so you can start at one end and end at the other or bike share at both.

Another public transit loop between the two so you can start at one end and end at the other or bike share at both.

Another public transit loop between the two so you can start at one end and end at the other or bike share at both.

Another public transit loop between the two so you can start at one end and end at the other or bike share at both.

Another public transit loop between the two so you can start at one end and end at the other or bike share at both. 
The more trail the better. I'm moving back to Knoxville from Raleigh NC and the Urban Wilderness
River left bike trail that leads to UT hospital 5/17/2018 2:19 PM
Water stations are needed! 5/17/2018 2:26 PM
I would like to keep it as natural as possible. There are many parks across the county that give the
Pedestrian accessibility from downtown, or bike lanes from downtown, would be a great thing to
Keep the current DNA, that is keep it uniquely Knoxville. 5/17/2018 2:28 PM
I am very happy to see Knoxville embracing lifestyles that are centered around living a healthy,
I'm just incredibly thrilled the city sees the value of this park. I just think the safer we can make it
More security by KPD. Bike patrols 5/17/2018 2:09 PM
We have a chance to do great things in Knoxville. We have been behind the eight ball in the past
EASY ACCESS IN AND OUT 5/17/2018 2:15 PM
More singletrack 5/17/2018 2:36 PM
We like there is great potential for this area to be something special and even become an example for the region if the
Keep it going! The urban wilderness brings in tons of people from all over Knoxville and around the
Leave No Trace educational information. Local wildlife, plant, & tree information (for example: 
A designated litter pick up crew and plenty of animal proof trash cans. All the new foot traffic/
I like very much the Urban areas we have now. Just because it has been built does not mean the
I am very intrigued by the possibility of where the pavilion might be located. I would like to see it somewhere in the
More security by KPD. Bike patrols 5/17/2018 2:09 PM
We have a chance to do great things in Knoxville. We have been behind the eight ball in the past
More police presence, possible bike patrol in and around the MTB trails 5/16/2018 2:13 PM
We have a chance to do great things in Knoxville. We have been behind the eight ball in the past
More police presence, possible bike patrol in and around the MTB trails 5/16/2018 2:13 PM
We have a chance to do great things in Knoxville. We have been behind the eight ball in the past
More police presence, possible bike patrol in and around the MTB trails 5/16/2018 2:13 PM
We have a chance to do great things in Knoxville. We have been behind the eight ball in the past
More police presence, possible bike patrol in and around the MTB trails 5/16/2018 2:13 PM
We have a chance to do great things in Knoxville. We have been behind the eight ball in the past
More police presence, possible bike patrol in and around the MTB trails 5/16/2018 2:13 PM
We have a chance to do great things in Knoxville. We have been behind the eight ball in the past
More police presence, possible bike patrol in and around the MTB trails 5/16/2018 2:13 PM
We have a chance to do great things in Knoxville. We have been behind the eight ball in the past
More police presence, possible bike patrol in and around the MTB trails 5/16/2018 2:13 PM
We have a chance to do great things in Knoxville. We have been behind the eight ball in the past
More police presence, possible bike patrol in and around the MTB trails 5/16/2018 2:13 PM
We have a chance to do great things in Knoxville. We have been behind the eight ball in the past
More police presence, possible bike patrol in and around the MTB trails 5/16/2018 2:13 PM
We have a chance to do great things in Knoxville. We have been behind the eight ball in the past
More police presence, possible bike patrol in and around the MTB trails 5/16/2018 2:13 PM
We have a chance to do great things in Knoxville. We have been behind the eight ball in the past
More police presence, possible bike patrol in and around the MTB trails 5/16/2018 2:13 PM
We have a chance to do great things in Knoxville. We have been behind the eight ball in the past
More police presence, possible bike patrol in and around the MTB trails 5/16/2018 2:13 PM
We have a chance to do great things in Knoxville. We have been behind the eight ball in the past
More police presence, possible bike patrol in and around the MTB trails 5/16/2018 2:13 PM
We have a chance to do great things in Knoxville. We have been behind the eight ball in the past
More police presence, possible bike patrol in and around the MTB trails 5/16/2018 2:13 PM
We have a chance to do great things in Knoxville. We have been behind the eight ball in the past
More police presence, possible bike patrol in and around the MTB trails 5/16/2018 2:13 PM
We have a chance to do great things in Knoxville. We have been behind the eight ball in the past
More police presence, possible bike patrol in and around the MTB trails 5/16/2018 2:13 PM
We have a chance to do great things in Knoxville. We have been behind the eight ball in the past
More police presence, possible bike patrol in and around the MTB trails 5/16/2018 2:13 PM
We have a chance to do great things in Knoxville. We have been behind the eight ball in the past
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.

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.

Please keep the wilderness look and function.

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.

I'd like the area to promote more local eateries and small businesses.

I love trail guides that outline unique or particularly scenic (or historic) features along the trails...kind of like a scavenger hunt for adults

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.

Native landscaping like Suttree Landing Park and native roadside habitat instead of mowing.

Informational/interpretive signage adult play area

Make it the premier location in the southeast!!!

Walking trails where it's mountain bike free so you can walk with out being run over.

Public transport to farmers mkt on Sat. Park and ride. Maybe food trucks.

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.

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 Cheyenne.

Tie in Suttree Landing Park for seniors, playground for children. Less stressful for those that need and want outdoor park life.

Good bike connectivity to trails and restaurants and breweries

We need to connect Dogescood to south Doyle and the UW safely and beautifully!
Appendix G: Stakeholder Comment Log
<table>
<thead>
<tr>
<th>Stakeholder Meeting 1</th>
<th>Stakeholder Meeting 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>February 23, 2018</td>
<td>April 16, 2018</td>
</tr>
<tr>
<td>Hand Programming Discussion</td>
<td>50% Concept Plan Comments</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Stakeholder</th>
<th>Comment</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>AEC</td>
<td>University of Health Sciences East, sand and water sources</td>
<td>Incorporated into 50% concept plans</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Stakeholder</th>
<th>Comment</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sanders Pace Architecture, Vaughn + Melton, Equinox, Gresham Smith Partners</td>
<td>Urban Wilderness Gateway Park Concept Design</td>
<td>August 31, 2018</td>
</tr>
</tbody>
</table>

- **AMC**: Noted that the existing 50% design is already focused on the area served by the rail trail, and that it is important to maintain that focus in the future. AMC is interested in continuing the design process and is open to engaging with other stakeholders to ensure the design reflects the community's needs.

- **PORT**: Noted that the existing 50% design is already focused on the area served by the rail trail, and that it is important to maintain that focus in the future. PORT is interested in continuing the design process and is open to engaging with other stakeholders to ensure the design reflects the community's needs.
| City of Knoxville & Urban | Design Notes: Design notes will be included in the Concept Design document. | Additional Comments: Additional comments will be included in the Concept Design document. | South Dayton | South Dayton | Additional Comments: Additional comments will be included in the Concept Design document. | The design team notes for South Dayton include a secondary parking lot for the park and an improvement area in the park. |