



A Regional Partnership of
East Tennessee Communities
ANDERSON • BLOUNT • KNOX • LOUDON • UNION

PlanET Working Group Meeting #5
Transportation & Infrastructure

March 18, 2013

Cansler YMCA, 9 am – 11 am

Meeting Summary

Meeting attendees: John Lamb (Blount County Planning), Jeremy Pearson (City of Alcoa), Jerry Everett (UT Center for Transportation Research), David Bassett (UT Obesity Research Center), Ellen Smith (City of Oak Ridge), Cindy Pionke (Knox County Engineering), Chris Kirby (CDM Smith), Danny Maxwell (Knoxville Utilities Board), Jim Ullrich, Belinda Woodiel-Brill – (Knoxville Area Transit), Kelley Segars (Knoxville Regional Transportation Planning Organization (TPO)), Warren Secrest (Community Action Committee), Wolf Naegeli (Foundation for Global Sustainability), Maryanne Cunningham (UT Social Works Office of Research and Public Service), Mike Conger (TPO), Jim Hagerman, (City of Knoxville), Jay Clark (Citizens Against the Pellissippi Parkway Extension), Jake Tisinger (City of Knoxville), Mark Donaldson (Knoxville-Knox County Metropolitan Planning Commission (MPC))

PlanET Staff -Amy Brooks (TPO), Mark Donaldson (MPC), Sherith Colverson (City of Knoxville), Jeff Welch (TPO), Alan Huff (TPO), Tim Kuhn (MPC), Alex Zendel (MPC), Liz Albertson (MPC), Kevin Tilbury (Gresham, Smith and Partners), Gail Myers (Univ. of TN-Social Work Office of Research and Public Service), Mike Reynolds (MPC), Mike Carberry (MPC), Jo Ella Washburn (MPC)

WELCOME & Check-In

Ice breaker and welcome by Cindy Pionke, working group chairperson.

WHERE ARE WE

Brief recap of where we are in the PlanET process by Cindy Pionke.

CONCEPT EVOLUTION

Review by Tim Kuhn, Knoxville-Knox County Metropolitan Planning Commission, of how we got from the chip maps to conceptual maps seen today.

- How was the number of new jobs and population determined? Tim Kuhn explained that the growth is controlled for each county and the number of new jobs and population were derived from the Knoxville Regional Travel Model Update 2012.

PlanET INTERACTIVE EXERCISE

Sherith Colverson, PlanET Outreach Coordinator, facilitated a Meeting in a Box activity and asked for feedback from the WG members.

Discussion on why the priority is important:

- *Walking and biking*: healthier lifestyle, increases quality of life, economic benefits, lowering housing and transportation costs, drives the type of development that will occur, air quality, and interaction within communities.
- *Redeveloping land*: there is a lot of properties that could be redeveloped, available infrastructure is already in place, good example in downtown Knoxville of how it can be successful, requires less resources, and increases quality of life.
- *Greenfield development*: there are two ways to look at it, is it increase or decrease greenfield development; and greenfield development is OK if done correctly.

Questions:

- There was a question about the ranking of the workshop. There is some confusion about the why the priorities aren't weighted and this was explained by staff - the working group rankings are only used for group discussion. The title "Working Group Ranking" should be changed to better reflect what the column means.

PRIORITIES & CONCEPTS ANALYSIS

Kevin Tilbury, Greshman Smith and Partners, led the WG members through a more detailed discussion of the concepts and priorities.

Discussion & questions include:

Trend

- Question:
 - Does the concept assume no new roads? Yes, it includes the roads in the Long Range Transportation Plan.
 - Does it include the rural areas? Yes.
- Discussion:
 - It is confusing looking at the map because it doesn't show these improvements on the map.

Spread Out

- Discussion:
 - What are the differences between Trend and Scenarios?
 - New and improved roadways.
 - Jobs and people are more spread out.

- o Questions:
 - Greenfield developments are increasing? Yes.

Corridors

- Discussion:
 - o Difference between Spread Out and Corridors?
 - More road improvements.
 - Park and ride availability
 - Doesn't appear that job density is increasing.
- Questions:
 - o What does Park and Ride mean? There will be parking available in suburban/rural areas to allow transit access to urban/employment areas.

Centers

- Discussion
 - o More open space left undeveloped.
 - o Mixed use development increases.
 - o More buses and more park and rides (transportation options)
- Question:
 - o How did the transit and stations get established? Based on concentration of development by scenario.

Cities and Towns

- Discussion
 - o More bus service
- Questions
 - o Why is there more transit stops in the Alcoa Hwy corridor in Centers vs. Cities/Towns? Because there are more "centers" created.

Kevin Tilbury presented the CommunityViz process, how the concepts were mapped.

- Comment:
 - o The utility infrastructure map for Blount County may not be correct.
- Questions:
 - o Why did the Grow New Centers concept have less greenfield development vs. Grow Cities and Towns? May have used more intense mixed-use centers in new centers.
 - o Was there a threshold that was used before transit was served? No. Will need to complete as part of preferred scenario.
 - o Will there be maintenance costs for each type of infrastructure? Yes. Will refine that information with the utility companies.

NEXT STEPS & CLOSING

Cindy Pionke discussed what is next in the PlanET process.

Staff and partners, including the working group members will begin to craft a recommended course of action.

Each working group will need to provide their input and expertise into helping staff develop what that final strategy looks like and what policies or action steps are needed to achieve our vision for the future of East TN.

In order to ensure that we are successful and able to meet our timeline for developing the strategy, staff will need to convene each working group a little more frequently than we have in the past.

Working group members should expect to have four to five more meetings between now and the fall.

Staff will be in touch soon regarding setting up our next meeting.