

PlanET Working Group Meeting 7: Strategy Development

June 20, 2013

Transportation Infrastructure: Transportation Choices	Tags	
	Long Term	Short Term
Create More Walking and Biking Opportunities		
*Top Strategy 1: Increase enforcement of laws protecting pedestrians and bicyclists		X
Administrative support from local government leadership.		
City staff - engineering, public works, etc.		
Large institutions - UT, etc.		
Local law enforcement.		
Neighborhood associations.		
Operators of commercial developments.		
*Top Strategy 2: Link stations (bus, rail, PNR) to homes/neighborhoods via bike/ped connections	X	
Community Dev depts		
Engineering/Public Works		
KAT		
Local government leadership		
Other private businesses interested in biking/walking		
Private landowners/developers		
*Top Strategy 3: Mobilize neighborhood groups to tell leaders what they want (bottom-up).		X
Churches		
City departments - Comm Dev, Off of Neighborhoods		
Enthusiast groups - cycling, greenways, etc.		
Local civic organizations		
Local government leadership.		
Neighborhood Associations		
PTAs		
*Top Strategy 4: Regional collaboration to align budgetary priorities to link existing and planned development.	X	
City/county departments		
Local government leadership		
Transit organizations (KAT)		
Complete Streets policies to include more sidewalks, traffic calming, islands, crosswalks, etc.	X	
Connect cities via greenways and wilderness trails.	X	
Create More Walking and Biking Opportunities - Strategies		X
Improve safety and security around transit stations/s*Tops and neighborhoods.	X	
Include destinations (parks, schools, shopping) within walking distance of homes within new neighborhoods.	X	
Promote bikeshare programs at key nodes throughout the areas.	X	
Promote walking an pedestrian safety through educational programs in schools.	X	
Public education/awareness related to protecting bike/peds.		X
Regional collaboration at staff level to coordinate multi-modal planning.		X
Encourage Development that Supports Transit		
*Top Strategy 1: Establish an RTA - part of mission to promote establishment of TOD	X	X
Local governments		
TDOT		
TPO		
Transit Providers		
*Top Strategy 2: Not put as much money into roadway capacity rather add to transit corridors	X	
Local governments		
Not put as much money into roadway capacity rather add to transit corridors		
Public		
State and federal governments		
TDOT		
TPO		
*Top Strategy 3: Offer incentives for development along identified transit corridors including infill development		X

Developers		
Health community		
HUD/EPA		
Local planning departments, commissions, council, elected officials		
Neighborhood Organizations		
TDOT		
TPO		
Transit Providers		
*Top Strategy 4: Reduce barriers to change zoning from traditional to form based - place specific zoning tools		X
Developers		
Health community		
HUD/EPA		
Local planning departments, commissions, councils, elected officials		
Neighborhood Organizations		
TDOT		
TPO		
Transit Providers		
Develop partnerships with local government and developers to establish TOD	X	X
Educate developers on economic benefits of transit		X
Incentive - reduce parking requirements for TOD	X	X
Incentives for business that support alternative transportation modes (ex: bike shop, etc) and consumer benefits for those who use alt. trans.	X	X
Offer subsidized transit infrastructure to developers		X
Partner with TDOT to develop regional plans for transit corridors	X	X
Promote density and mixed use development	X	
Reuse of former industrial sites, brownfields, and greyfields	X	
Streetscaping along identified/prioritized transit corridors	X	X
Work to better understand which comes first - transit, development/redevelopment, or more of a hybrid		X

Enhance Existing Transit		
*Top Strategy 1: Identify areas such as parks/recreation, healthcare schools, shopping and jobs that are not serviced by existing routes		X
Community Health Agencies		
KAT		
MPO		
Neighborhood associations utilizing transit		
Schools Districts and PTAs		
*Top Strategy 2: Increase frequency of service along fixed routes		X
City Engineering (Priority Timing)		
Transit Providers		
*Top Strategy 3: Integrated system between CAC, ETHRA and KAT to enable connectivity and frequency	X	
CAC		
City and County Engineering		
ETHRA		
KAT		
TDOT		
TPO		
*Top Strategy 4: More direct especially for East/west and North/south travel to reduce need for transfers	X	
TPO (Funding)		
Transit Providers		
Add local Bus Rapid Transit service to improve travel time	X	
Bus shelters along main roads		X
Bus stops within a 1/2 mile for all residents of the City of Knoxville		X
Explore tourism bus for Knoxville to reach Seveirville, Pigeon Forge that can also shuttle employees	X	
Park and ride service with multiple destination services from that location	X	
Utilize more satellite transfer locations to reduce the need to visit central hub for transfers	X	

Expand Transit Opportunities Throughout the Region		
*Top Strategy 1: Create a RTA	X	
Political support/will		
TPO		
*Top Strategy 2: ETHRA shuttle	X	X
Any other providers		
CAC		
ETHRA		
human coordination services committee		
Jeff and Doug		
KAT		
Look at ways that ETHRA can bring people for example from Union County to Knox County line, CAC picks them up and takes them to a KAT point and then CAC picks them back up, Pilot in the short term.		
Political support/will		
*Top Strategy 3: Media campaign regarding what is available		X
TPO/SmartTrips - connecting with all service providers (they are also outlets to the community- people they serve)		
*Top Strategy 4: Smartphone app for carpools, bus routes		X
KAT		
TPO		
As new development occurs make sure that it is transit supportive	X	X
Determine the needs of communities in the region (demographics)		X
Expand zipcar		X
Expansion of infrastructure for telecommuting		X
Explore bus rapid transit - limited s*Tops, more frequency,	X	
Incentives for people to use alternative transportation		X
Major stakeholders need to participate in the discussion on what can be supported - (ex: major employers, educational institutions, downtowns, policymakers)		X
Parking and shuttles to large employers	X	X
Provide bike lanes, bike racks, more bike share program		X
Redevelopment should be a focus (ex. road diets - Cumberland Avenue...)	X	X

Provide Options for People who Don't Drive		
*Top Strategy 1: Construct sidewalks.		X
Developers		
Local communities.		
Local government		
TDOT		
*Top Strategy 2: Develop both formal public and non-governmental volunteer mechanisms for providing door to door assisted transportation.		X
CAC		
Charitable organizations		
Churches		
ETHRA		
Government entities		
*Top Strategy 3: Local and regional bicycle and pedestrian options to commercial, service and major activity centers.	X	
Bike groups		
Businesses		
Developers		
Government		
TPO		
*Top Strategy 4: Regional transit authority to link outlying communities and centers.	X	
Community activists		
FTA		
Local governments		
TDOT		
TPO		
Bike sharing.		X

Develop bus stations with transfer capabilities throughout the region.	X	
Encourage growth of regional taxi service.	X	
Maintain ETHRA in the region, both urban and rural.		X
Provide bike ways.		X
Regional Bus Rapid Transit.	X	
Regional rail service.	X	
Rickshaw (bike taxi) service.		X
Smaller buses with more routes.		X
Volunteer drivers with personal cars covered by group liability.		X

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Transportation Infrastructure: Efficient Infrastructure	Tags	
	Long Term	Short Term
Adequately Fund Infrastructure Maintenance		
*Top Strategy 1: Better account for lifecycle cost in existing infrastructure systems.		X
Builders		
Engineering		
Governing entities (local govt, utility boards, TVA, etc.)		
Planning commissionns		
TVA		
Utilities - water, sewer, electricity, cable, etc.		
Utility contractors (those that build system components)		
*Top Strategy 2: Public awareness/education on need to fund maintenance.		X
chambers of commerce		
Civic groups (rotary, etc.)		
ETDD		
Homebuilders associations		
Homeowners associations		
Local government leadership		
News media		
ORNL		
Planning organizations		
Professional societies (engineering, etc.)		
TDOT		
UT		
Utilities (water, wastewater, electric, gas, cable, broadband)		
*Top Strategy 3: Require maintenance plan (inc costs) as part of a capital project (lifecycle costing).	X	
chambers of commerce		
Developers		
Engineering/public works depts		
ETDD		
Lenders/financers		
Planning commissions		
Purchasing/finance depts		
TVA		
Utilities		
*Top Strategy 4: Use codes and professional education to ensure new infrastructure is built to be maintainable.	X	
chambers of commerce		
Code enforcement		
Community Development/Planning depts		
Engineering/pub works depts		
General public		
Homebuilders associations		
Local government leadership		
Professional societies (engineering, architecture)		
State authority for codes		
TDOT		
Utilities		
Coordinate across the region to set user fees for maintenance so that there aren't cost inequities.	X	
Create a user-based funding system - tolls, VMT tax, etc.	X	
Ensure maintenance cost is covered in water/sewer fee structure (and based on use).	X	
Lobby for increased state and federal funding for local road/highway maintenance for East TN.		X
Maximize funding efficiency by not overbuilding (leapfrog).	X	
Avoid Development that is not Supported by Infrastructure		

*Top Strategy 1: Adequate infrastructure requirements for major new developments (roads, water, sewer)		X
Community groups with vested interest in the area		
Developers		
Development corporation		
Engineering and public works		
Highway departments		
Municipal and county planning commissions		
TDOT		
Utility districts		
*Top Strategy 2: Develop a regional master plan for road and utilities infrastructure.		X
Community participants		
Engineering and public works		
FHWA		
Municipal and county planning commissions		
Rural TPO		
TDOT		
TPO		
Utility districts		
*Top Strategy 3: More directed planned improvement and extension of infrastructure in advance of new development.	X	
Chamber of Commerce		
Community participants		
Developers		
Engineering and public works		
Municipal and county legislative bodies and planning commissions		
TDOT/FHWA		
Utility districts		
*Top Strategy 4: Reduce per unit demand for infrastructure capacity (water and energy use, substitution for auto use).	X	
Codes departments		
Development authorities		
Entities with research and development capacities		
Governmental and non-governmental environmental groups		
Planning commissions		
Transit service suppliers		
Utility districts		
*Top Strategy 5: Every county and municipality establish and maintain appropriate planning and regulatory basis for ensuring adequate infrastructure.		
Chamber of Commerce		
East Tennessee Development District		
East Tennessee Quality Growth		
Engineering and public works		
Highway departments		
Local legislative bodies		
Support from state legislation		
Utility districts		
Develop standards for different types of development		X
Every county and municipality establish and maintain appropriate planning and regulatory basis for ensuring adequate infrastructure.	X	
Redevelop or repurpose inadequate infrastructure (rails to trails, grinding of pavement to reuse)		X
Require developers to help fund infrastructure improvements	X	
Require infill development		X
Research and development partnerships for program and project scope initiatives.	X	
Strengthen code enforcement.		X
Conserve Water and Energy Resources		
*Top Strategy 1: Bigger incentives for energy efficiency and alternative energy		X
Alternative energy companies		
Local, state, and federal government		

Utility Companies		
*Top Strategy 2: Educate public on impacts of development and litter, etc on watersheds	X	X
Cigarette industry		
Health community		
Home builders		
Local, state, and federal governments		
Neighborhood groups		
Non-profits		
Utilities		
*Top Strategy 3: Promote density and mixed use	X	X
Developers		
Health community		
Local governments, et al.		
Neighborhood groups		
Realtors		
Retail industry		
*Top Strategy 4: Require energy efficiency in construction codes	X	X
Developers		
Local governments		
Utilities		
Better groundwater/aquifer monitoring	X	
Capture, use, and reuse rainwater	X	X
Encourage alternative mobility options	X	X
Encourage CNG for transportation	X	
Market existing energy audits better		X
Reduce energy and water demand through "unplugged" time	X	
Separating grey water from black water mandatory in new development	X	X

Coordinate across Jurisdictions		
*Top Strategy 1: Coordinate Transportation Management Centers at TDOT and City of Knoxville and other regional stakeholders	X	
City of Knoxville		
Other adjacent municipalities		
TDOT		
TPO		
*Top Strategy 2: Develop advanced traffic management systems (traffic signals and communications)	X	
City of Knoxville		
TDOT		
TPO		
*Top Strategy 3: Establish a regional board for regional infrastructure development to coordinate planning, investment and development		X
Chamber of Commerce		
Developers		
Development District		
Municipalities		
TDOT		
Utility districts		
*Top Strategy 4: Regional action plan for infrastructure development (coordination of schools, transportation, shopping, locations)		X
Chamber of Commerce		
Developers		
Development District		
Municipalities		
TDOT		
Utility districts		
Mechanisms to collect information on regional development to improve planning		X
Regional planning promoting alternative transportation modes across municipal and county boundaries	X	

Extend Infrastructure Incrementally		
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*Top Strategy 1: Transportation Development Plan (TDP)	X	X
ETDD - RPO Coordinator		
Short term: do the plan, long term: implement		
TDOT Office of Community Development		
TPO		
*Top Strategy 2: Coordination between the planning commissions and legislative bodies on the timing of development		X
Engineering/Public Works		
Planning commissions		
Political leadership in each county		
*Top Strategy 3: Incentivize redevelopment in existing areas		X
Community Development departments		
ETDD		
For example fund clean ups- grey and brownfield, fund infrastructure improvements, enhance connections		
local HUD		
Political - state and local support		
*Top Strategy 4: Compatible building and zoning codes across the region	X	
local citizens		
political champion		
Private sector - builders and developers		
Continual sidewalks and greenways (ST - plans)	X	X
Develop an infrastructure plan and stick to it!		X
Dialogue between RPOs, TPO, planners in the region		X
Education of the developers and government agencies and tie to return on investment data		X
Impact fees on leap frog development	X	
transportation solutions need to be integrated with other social solutions (internet access, drug use, unemployment)	X	X