planET
A Regional Partnership of East Tennessee Communities
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TRANSPORTATION AND INFRASTRUCTURE WORKING GROUP
Meeting #3

Tuesday, August 21, 2012
1:30PM – 3:30PM
Cansler YMCA, Community Room
616 Jessamine Street, Knoxville, TN 37917

Welcome and Introductory Remarks

Cindy Pionke, Transportation and Infrastructure Working Group chair and Director of Planning and Development for Knox County Engineering and Public Works, introduced herself, thanked meeting attendees and asked the group to introduce themselves.

Parties Present

Kelsey T. Finch (TDOT), Wolf Naegeli (Foundation for Global Sustainability), Warren Secrest (CAC Office of Aging), Cindy Pionke (Knox County, Working Group Chair), Danny Maxwell (KUB), Ellen Smith (City of Oak Ridge), John Lamb (Blount County), Jim Ullrich (Citizen), Mike Conger (TPO), Kelley Segars (TPO), Alan Huff (TPO), Gene Fitzhugh (UTK), Caron Beard (ASLA, Beard Farm), Jerry Everett (UT Center for Transportation Research), David Bassett (UTK), Jake Tisinger (City of Knoxville), Cindy McGinnis (Knoxville Area Transit), Joe Hultquist (Citizen), Jeremy Pearson (City of Alcoa), Robert Harrison (Wharf Street Realty, Loudon), Jay Clark (CAPPE), Angie Luckie (City of Maryville), Mike Reynolds (MPC), Nathan Benditz (TPO), Kevin Tilbury (GSP), Liliana Burbano (Knox County Health Department), Jeff Welch (TPO), Rob Kearns (WRT), Sherith Colverson (City of Knoxville).

Introduction to Scenario Development

Kevin Tilbury of Gresham Smith and Partners introduced the working group to scenario planning. Kevin described Austin's scenario planning process and showed how each scenario, compared and contrasted with each other. Kevin also presented the Employment and Population growth numbers used as the base

for all scenarios. Kevin explained briefly that the Employment and Population data was vetted through the Knoxville Regional Transportation Planning Organization update to the transportation demand model that is currently underway.

Below are the bulleted points from the presentation.

- Scenarios show how the region COULD absorb expected population growth
  - Provide examples of what the region's development patterns and transportation system might look like
  - Distribute in different ways the same amount of growth for a given period to produce different scenarios
  - Analyzing differences allows results of policy, regulatory, and investment decisions to be understood
- Trend scenario: first scenario to be developed
  - Provides the best estimate of how the region will develop if no changes occur in development practices or plans, market forces, or transportation and infrastructure investments
  - Provides baseline against which to measure other scenarios
- Alternative scenarios: Depict what could happen if particular policy, regulatory, or investment changes are made
  - Show different ways in which homes, jobs, roads, transit, utilities, and open spaces could be spread out or concentrated
- Scenarios are compared against the baseline (trend) scenario using indicators
  - Indicators are quantitative measurements applied to each scenario
  - Measure spatial aspects of growth only
- Comparing indicator values of the alternative scenarios shows differences between each scenario

Presentation of the Trend Scenario

Kevin Tilbury with the PlanET Consulting Team presented the trend scenario, which is the first scenario to be developed for our region and will be used to measure against other scenarios. The trend scenario asks and answers, "What's happening today? If we keep doing things the way we're doing, what will happen

by 2030-2040? What will our region look like? What happens if we change course?" The trend scenario provides the following look at the future:

- Allocate the next 30 years of population and employment growth using the following projections.
    - By 2040, the population is expected to grow by 298,163 persons
    - By 2040, employment is expected to grow by 240,274 jobs
- Using the "Business as usual" approach for our region, the following current development patterns are assumed to continue for the next 30 years. These patterns are:
    - Strip commercial and regional centers
    - Industrial and office parks and strip office
    - Mix of suburban housing and rural residential

The regional development pattern for 2010 was shown, as was the estimated development pattern for 2014, and the trends for 2024, 2034 and 2040. (Please refer to the powerpoint presentation that was presented during the meeting for corresponding images. By 2040, the trend scenario for the region is expected to yield:

- 115,000+ acres of greenfield development
- 112,000+ new homes consuming 98,000+ acres (0.88 dwelling units per acre)

Kevin discussed scenario indicators – explaining what they are and what indicators are best used to evaluate transportation and infrastructure. The next step is creating alternative scenarios so we can begin to evaluate what options will provide different development patterns.

Questions and Answers

- Jake Tisinger asked how were Employment and Population numbers derived? Kevin discussed that historical data as well as national trends were used by Bernardin, Lochmueller & Associates, Inc. to use in the development of the transportation demand model for the Long Range Mobility Plan update.
- Danny Maxwell mentioned that the data of how development moves out as sprawl is very indicative of increased transportation and infrastructure costs.
- Joe Hultquist mentioned that heavy density across all portions of the counties is not required for transit to be viable.

Presentation of Draft Regional Vision Statement

Rob Kerns with the PlanET Consulting Team presented the Draft Regional Vision Statement, noting that this draft is a result of the public input since the project's kickoff in October 2011. These themes were collected through the large community forums, meetings in a box, leadership dialogue, stakeholder interviews, Mindmixer, and the community survey. The regional vision statement is written in the language of someone speaking in 2040. The small groups at this meeting were asked to focus particularly on the connected section of the draft vision statement as it is most closely aligned with the Transportation and Infrastructure focus area.

Small Group Discussion

The working group chair, Cindy Pionke, asked participants to break into three small groups to discuss the following questions:

- Do you agree with the components of the draft Regional Vision Statement?
    - Are any important vision ideas missing?
- How does the trend scenario compare to the Regional Vision?
    - Does it align?
    - Are there major differences?
- What are the most important scenario benchmarks/indicators for your focus area?

The following is a summary of each of the groups comments.

Group #1

- Draft Vision Statement Comments
    - Retrofitting existing network of roads for bikes/pedestrians
    - Land use – needs to address infill development
    - Rural areas need more connectivity to transportation
    - Innovative transportation solutions to connect the region
    - Transportation providers will communicate/coordinate. (better model for operation)
    - New institutional models for transportation coordination
    - Air travel connectivity to world
    - Revise 1st paragraph to include land use patterns as a factor
    - Combine 2nd and 3rd paragraphs

- o Small towns connection to the region
- Trend Scenario Comparison to Draft Regional Vision Comments
    - o Not consistent
    - o Low density means higher costs for transportation/infrastructure
    - o Not connected/ no improved transportation choices available
    - o Trend scenario is not financially feasible
    - o Little rural land in the scenario
- Missing Indicators and Comments on Indicators
    - o % of each household's budget spent on transportation
    - o Accessibility of rural residents to transportation options
    - o # of vehicles per household (avg) – correlated/compared to age of household residents
    - o Air Quality measures
    - o % of broadband coverage – finding a measure of quality of broadband coverage

Group #2

- Draft Vision Statement Comments
    - o What are we going to do to change minds about efficiency? Transportation and Land Use
    - o Add to improve and expand in paragraph #2
    - o Serve suburban areas with transit in paragraph #2
    - o Should specify other infrastructure other than transportation in paragraph #7
    - o Differentiate between public infrastructure and communication infrastructure in paragraph #7
    - o Emphasize energy diversification and efficiency in paragraph #7
    - o How do these different infrastructure components work together? Joint planning of systems?
    - o Add an airport component to paragraph #7
        - Our local airport may not exist for passenger and rail may be needed to get to other hub
    - o Look at the competitiveness of our transportation system and add air
- Trend Scenario Comparison to Draft Regional Vision Comments
    - o Trend shows sprawl, if we do nothing that is what we will get.
    - o Trend does not align with the connected 2040 vision

- If we want to get to vision, we need to encourage new types of development
- What types of incentives are necessary? Higher Density? Energy Efficiency?
  - o Decision makers need to be brought into the fold
  - o Some trends are already incrementally changing and that is not represented in this trend.
    - Commercial (Northshore Town Center, University Commons)
    - Congestion concern
  - o Corridor development is what we do now
    - There needs to be nodes of development
    - Alternative transportation becomes an option (biking, walking)
  - o Development gets more complicated to achieve the vision. How to make it worth it for the developer and greater community
- Missing Indicators and Comments on Indicators
  - o Communications as an infrastructure (broadband, cellular, etc)
  - o Pipelines – units of material moved
  - o Building energy consumption should include residential

Group #3

- Draft Vision Statement Comments
  - o Not reduce development pressure, just change how it develops (better manage it)
  - o Vibrant urban core**s** in paragraph #1
  - o Make 1st paragraph less generic
  - o More emphasis on the aging population in terms of transportation
  - o Mixed use development in centers and corridors
  - o Enables transit
  - o Sidewalks – add trails and greenways
- Trend Scenario Comparison to Draft Regional Vision Comments
  - o Safety seems overlooked
  - o Vision is not aligned to the trend
  - o Need more information about the trend scenario
- Missing Indicators and Comments on Indicators
  - o Safety component for indicators

Group Report Backs

A spokesperson for each group shared the items that were discussed and recorded. The small groups saw that the trend scenario is very different than what is imbued by the vision statement.

Next Steps

Kevin Tilbury went over the next steps, which are:

1. Developing Alternative Scenarios
2. Preparing Scenario Visualization
3. Selecting Preferred Scenario

Next Meeting and Assignment

Next Working Group Meeting – Cindy Pionke shared with the Working Group that there will be a joint meeting of all 5 Working Groups in early October. At that meeting, the Working Groups will be able to learn about the alternative growth scenarios that have been developed. This meeting is tentatively scheduled for Friday, October 5, 2012 9am - 11am at the East Tennessee History Center.

Assignment - Vision Statement Review Comments are due to staff September 7. Staff will send out a reminder that comments are due to those that attended and those that were unable to. The assignment for the working group is to review the Draft Vision Statement Comments by September 7.