

Opportunities and Constraints Maps



Map 1

Opportunities and Constraints Notes:

(Not all notes have an associated photo)

(1) Ten Mile Creek Greenway's Walker Springs Park Trailhead.

(2) Ten Mile Creek Greenway Underpass junction with I-40/75.

(3) Dutchtown Road, looking at property that is undeveloped.

(4) Back lot looking at undeveloped property (to left in photo).

(5) Fox Lonas Road with creekside area on the left of photo.

(6) Sinking Creek near Fox Lake Apartments. Both sewer and power easements use this corridor and are not represented in available utilities data on the map.

(7) Undeveloped property seen in the distance could serve as potential trailhead. Much of the property is in the 100-year floodplain.

(8) Cedar Bluff Office Park has an existing trail along one side of the complex and is also one of the largest sites of employment in the study area.

(9) Office parks within this area have no sidewalk infrastructure and access by foot to the greenway is a challenge.

(10) North Peters Road has a concentration of hotels but no pedestrian infrastructure. Public workshop attendees supported improved pedestrian/bike connections to any future greenway.

(11) Area is inundated with sinkholes and wetlands.

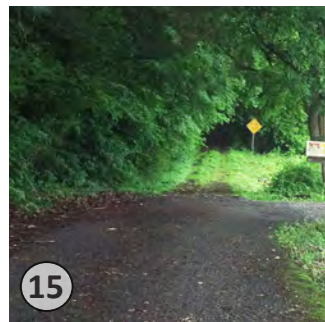
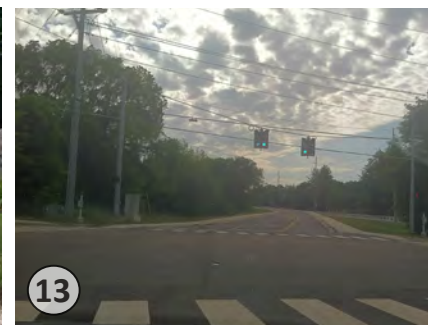
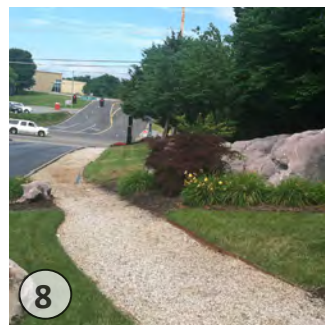
(12) All Saints Catholic School Church/ Knoxville Catholic High School's walking path extends to the opposite side of the road of Cedar Bluff Elementary and Middle School.

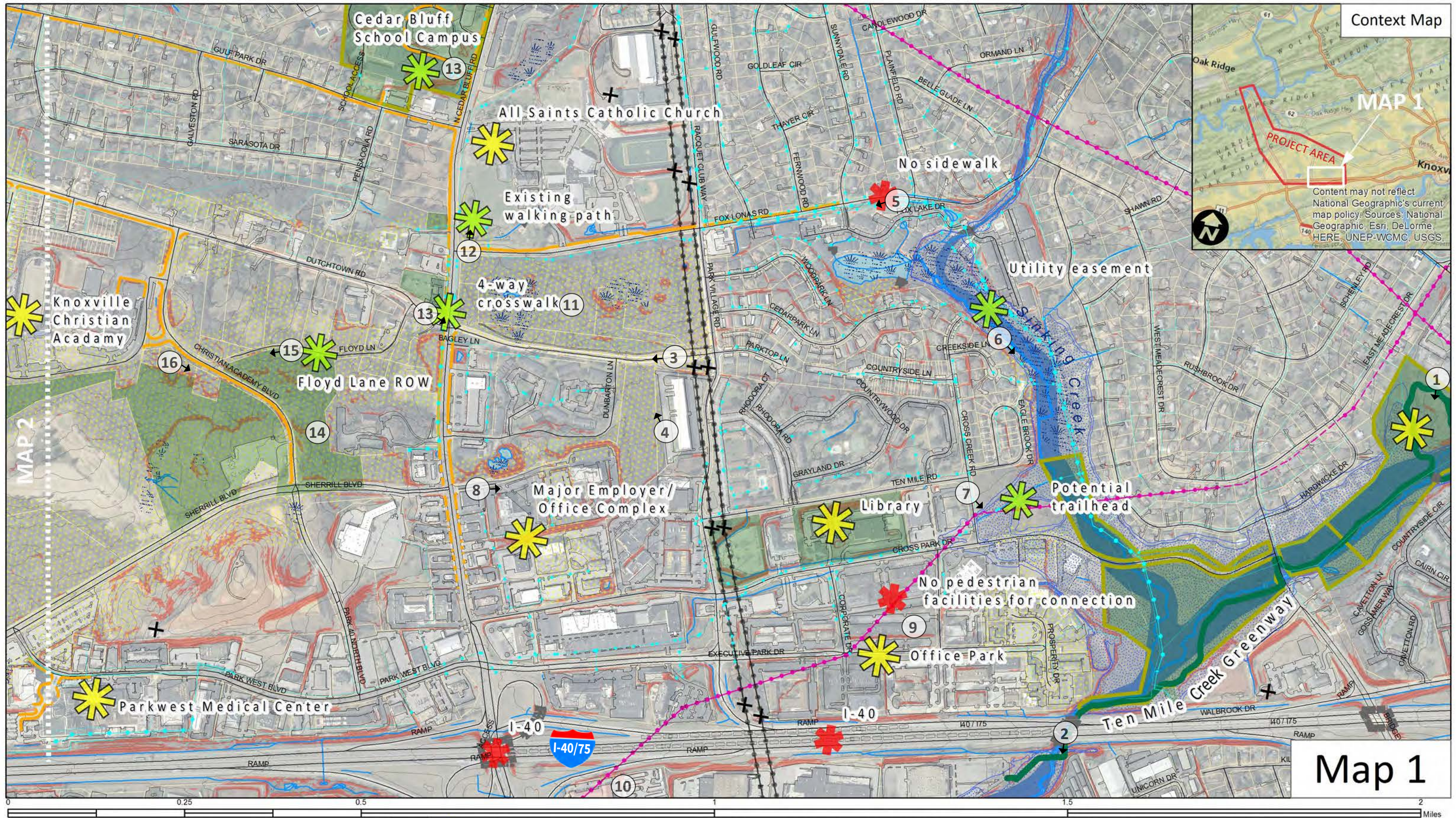
(13) This four-way crosswalk is the preferred pedestrian crossing because of complete pedestrian/bike infrastructure on all sides.

(14) Area is reported to have many sinkholes and flooding issues.

(15) Floyd Lane has a right-of-way that is not being used but is under county ownership. Image shows terminus of current paved road turning into a dirt road.

(16) Knoxville Christian Academy Road's right-of-way seems to have adequate room for any greenway expansion needed.





Knox to Oak Ridge Greenway Study

Opportunities and Constraints

LEGEND

- Opportunity
- Destination
- Barrier
- Note (arrow indicates direction where photo was taken)

- Transportation**
- Sidewalks
 - Jersey Barrier
 - Railroad
 - Shoulder
 - Bridge

- Greenways & Open Space**
- Existing Parks & Schools
 - Publicly Owned Land & Easements
 - Existing Greenways & Trails

- Natural Resources**
- 100 Year Floodplain (FEMA)
 - Wetlands
 - Floodway
 - Streams and Rivers
 - Limestone / Karst Soils
 - Steep Slopes Above 30%

- Utilities**
- Major Transmission Lines
 - Pipeline Corridor
 - Utility Towers
 - West Knox Sewer Lines
 - Waterways



Map 2

Opportunities and Constraints Notes:

(Not all notes have an associated photo)

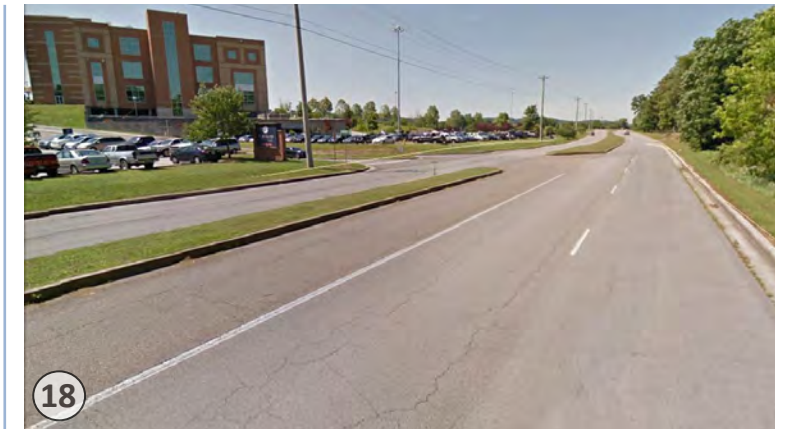
(17) Data indicates wetlands and sinkholes in this area.

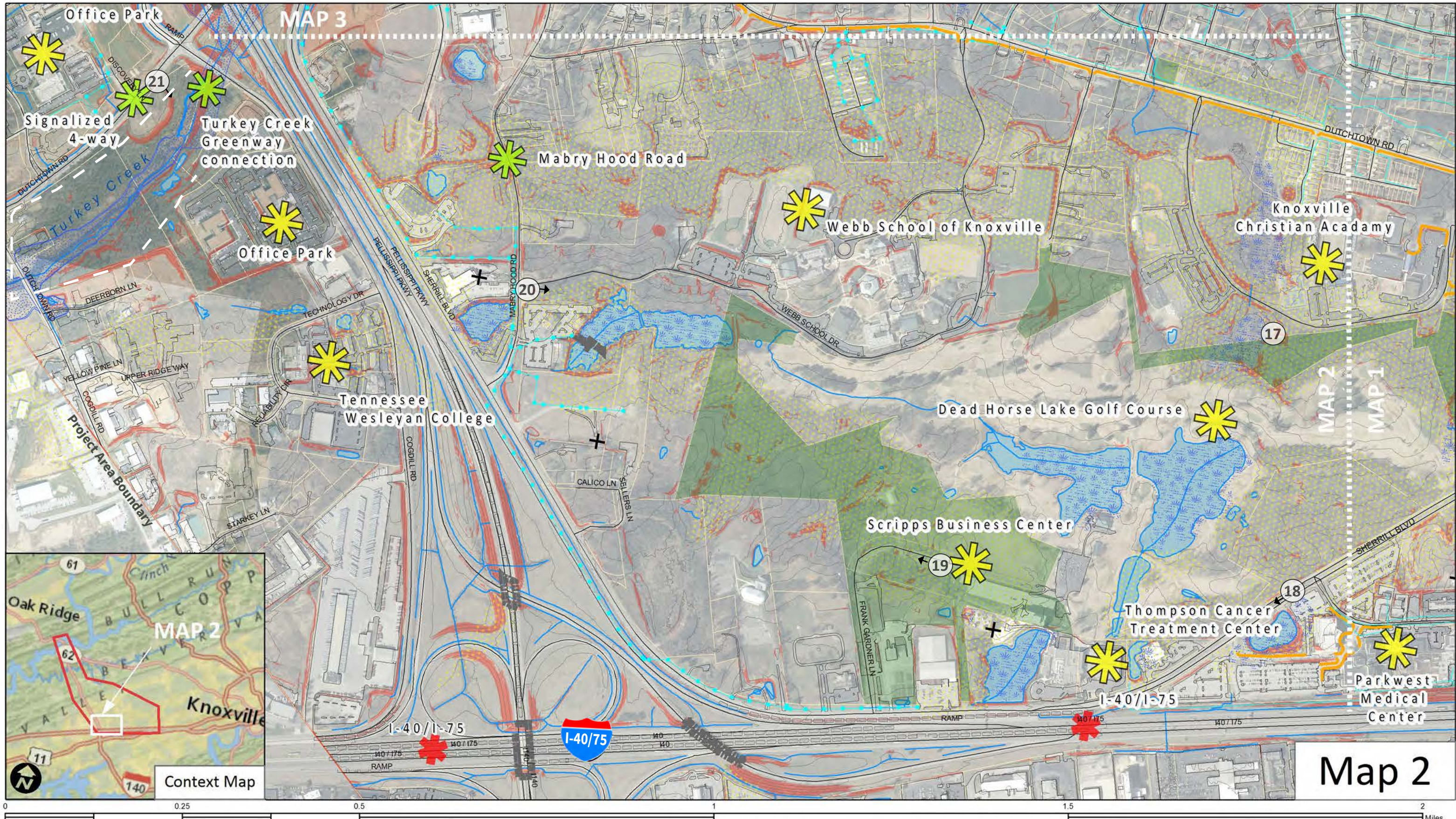
(18) Sherrill Boulevard has no pedestrian/bike infrastructure but does seem to have some available right-of-way and a median that could be used as a pedestrian refuge island. A connection from the proposed greenway across Sherrill Boulevard to Parkwest Medical Center should be considered.

(19) Frank Gardner Lane and Golf Course Road have ample room for a greenway or connection to the greenway (note in image Scripps parking garage to the left).

(20) Image is taken from Mabry Hood Road and looks at the junction with the Webb School. This road may have adequate right-of-way to accommodate a greenway.

(21) The floodplain surrounding Turkey Creek is relatively undeveloped. The public has expressed interest in seeing a connection from the Ten Mile Creek Greenway to Turkey Creek Greenway. Measured along the creek, the connection would be over 1.75 miles. While not part of the study area, this important connection should be considered. Connection to Turkey Creek would most likely occur at the Dutchtown Road interchange of I-40/75 and cross underneath I-40/75 again near the Turkey Creek Shopping Center.





Knox to Oak Ridge Greenway Study

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- | | | | |
|---|--|---|--|
| <p>Transportation</p> <ul style="list-style-type: none"> Sidewalks Jersey Barrier Railroad Shoulder Bridge | <p>Greenways & Open Space</p> <ul style="list-style-type: none"> Existing Parks & Schools Publicly Owned Land & Easements Existing Greenways & Trails | <p>Natural Resources</p> <ul style="list-style-type: none"> 100 Year Floodplain (FEMA) Wetlands Floodway Streams and Rivers Limestone / Karst Soils Steep Slopes Above 30% | <p>Utilities</p> <ul style="list-style-type: none"> Major Transmission Lines Pipeline Corridor Utility Towers West Knox Sewer Lines |
|---|--|---|--|

Map 3

Opportunities and Constraints Notes:

(Not all notes have an associated photo)

(22) Junction of Mabry Hood Road and Dutchtown Road. The right-of-way may be able to accommodate a greenway as well as connect into existing sidewalks. No marked crosswalk currently exists to cross Dutchtown Road in this area.

(23) Sanctuary Lane and TDOT right-of-way appear to have room to accommodate a greenway, and there is also adjacent undeveloped land.

(24) Parkway Heights and neighborhoods and office parks west of the Pellissippi Parkway currently have no pedestrian/bike connection. The only likely way to create connections is via the Parkway TDOT right-of-way.

(25) Bob Gray Road offers opportunities for connecting points west and east of the Parkway. The road's bridge over the Parkway may have adequate space to accommodate pedestrian/bike improvements.

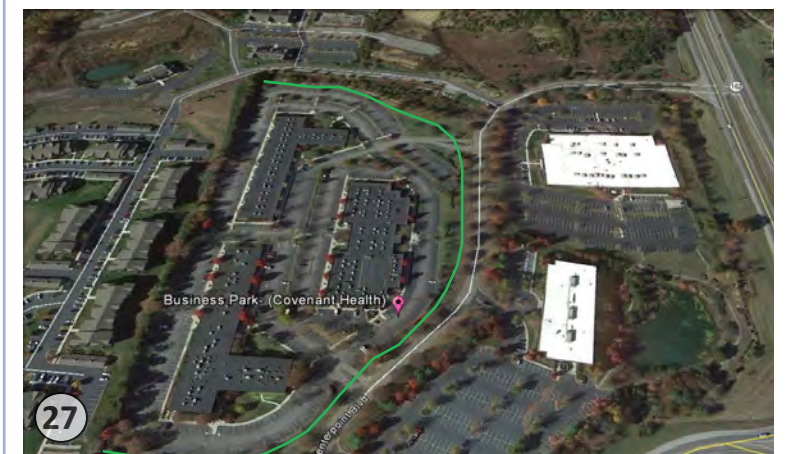
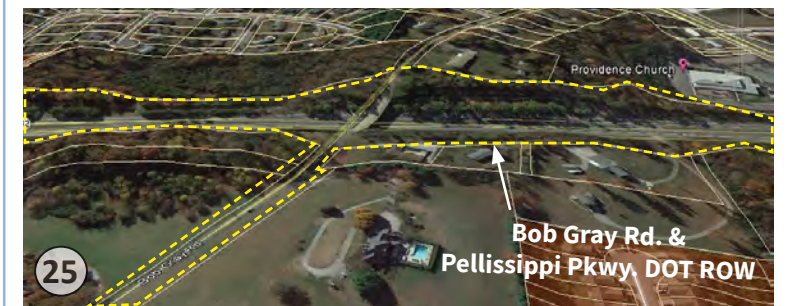
Additionally, a powerline corridor crosses through Parkway right-of-way just west of the bridge and may accommodate greenway use, with a fair amount of grade separation from the Parkway. TDOT right-of-way on the west side of the Parkway ranges from 100 to 200 feet.

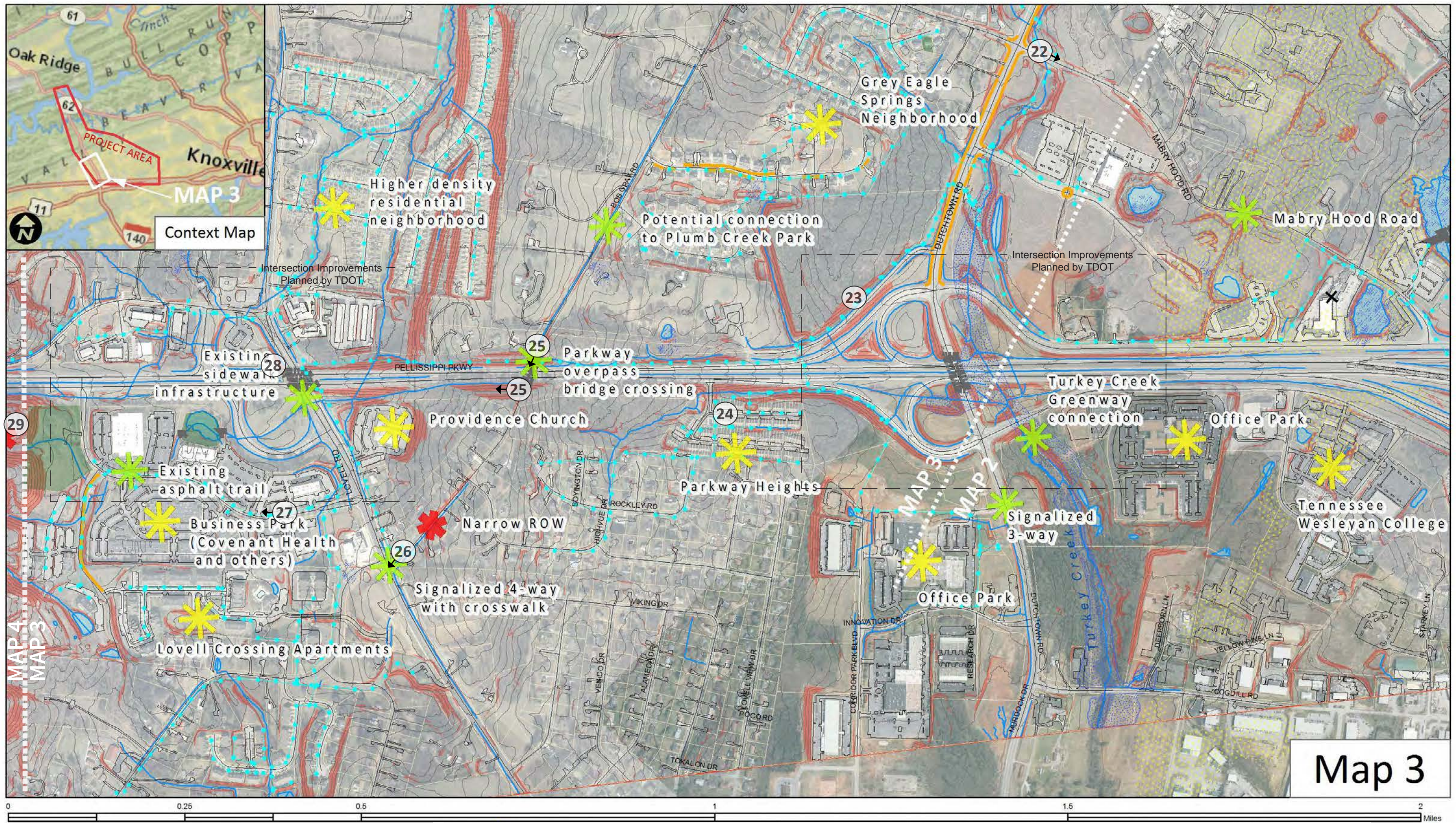
(26) The right-of-way west of the Bob Gray Road bridge narrows and may not be able to accommodate pedestrian/bike improvements. A four-way crosswalk does exist at the Bob Gray and Lovell Road intersection.

(27) A 10-foot pathway exists on Covenant Health's Campus. It parallels Centerpoint Boulevard (which bisects the office park) for a quarter mile.

(28) Lovell Road has existing sidewalk and bicycle lanes and can serve as a connection across the Parkway. There is no sidewalk except for under the Parkway underpass on the north side.

(29) Property in green is owned by the Development Corporation of Knox County. Land to the north is quite steep, and a connection across this ridge may encounter routing challenges.





Knox to Oak Ridge Greenway Study

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<ul style="list-style-type: none"> Opportunity Destination Barrier Note (arrow indicates direction where photo was taken) 	<p>Transportation</p> <ul style="list-style-type: none"> Sidewalks Jersey Barrier Railroad Shoulder Bridge 	<p>Greenways & Open Space</p> <ul style="list-style-type: none"> Existing Parks & Schools Publicly Owned Land & Easements Existing Greenways & Trails 	<p>Natural Resources</p> <ul style="list-style-type: none"> 100 Year Floodplain (FEMA) Wetlands Floodway Streams and Rivers Waterways Limestone / Karst Soils Steep Slopes Above 30% 	<p>Utilities</p> <ul style="list-style-type: none"> Major Transmission Lines Pipeline Corridor Utility Towers West Knox Sewer Lines
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Map 4

Opportunities and Constraints Notes:

(Not all notes have an associated photo)

(30) The existing Pellissippi Greenway terminates at the toe of the ridge. A 15- to 20-foot rising staircase is at the south terminus of the greenway. The staircase does not meet ADA requirements and may not be desirable as a point of connection.

(31) The existing Pellissippi Greenway parallels the Parkway for approximately half a mile. It averages about an 80-foot offset from the shoulder of the parkway but at its closest in only 30-feet. No physical separation from the Parkway exists other than a vegetated drainage swale.

(32) A mid-block crossing exists at the intersection of the Pellissippi Greenway and Hardin Valley Road.

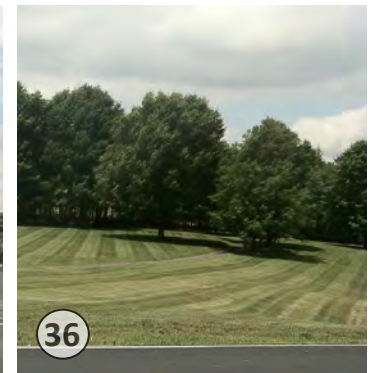
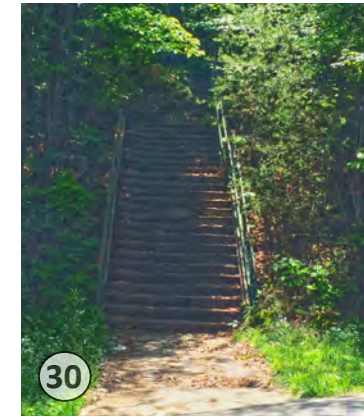
(33) There is no pedestrian/bike infrastructure connecting the east and west sides of the Parkway. Connection across the Parkway would serve some high-density residential on both sides as well as retail commercial, which includes a bike shop and several restaurants. There is a marked crosswalk and sidewalks beginning at the intersection of Hardin Valley Road with Solway Road.

(34) Soccer fields on the east side of Solway Road could serve as a trailhead.

(35) The area surrounding the terminus of the existing greenway could also serve as a trailhead. A network of smaller paths exists within the Pellissippi State campus, however the existing greenway does not connect into any of these paths. The Technical Advisory Committee identified Pellissippi State Community College as a major stakeholder and point of connection

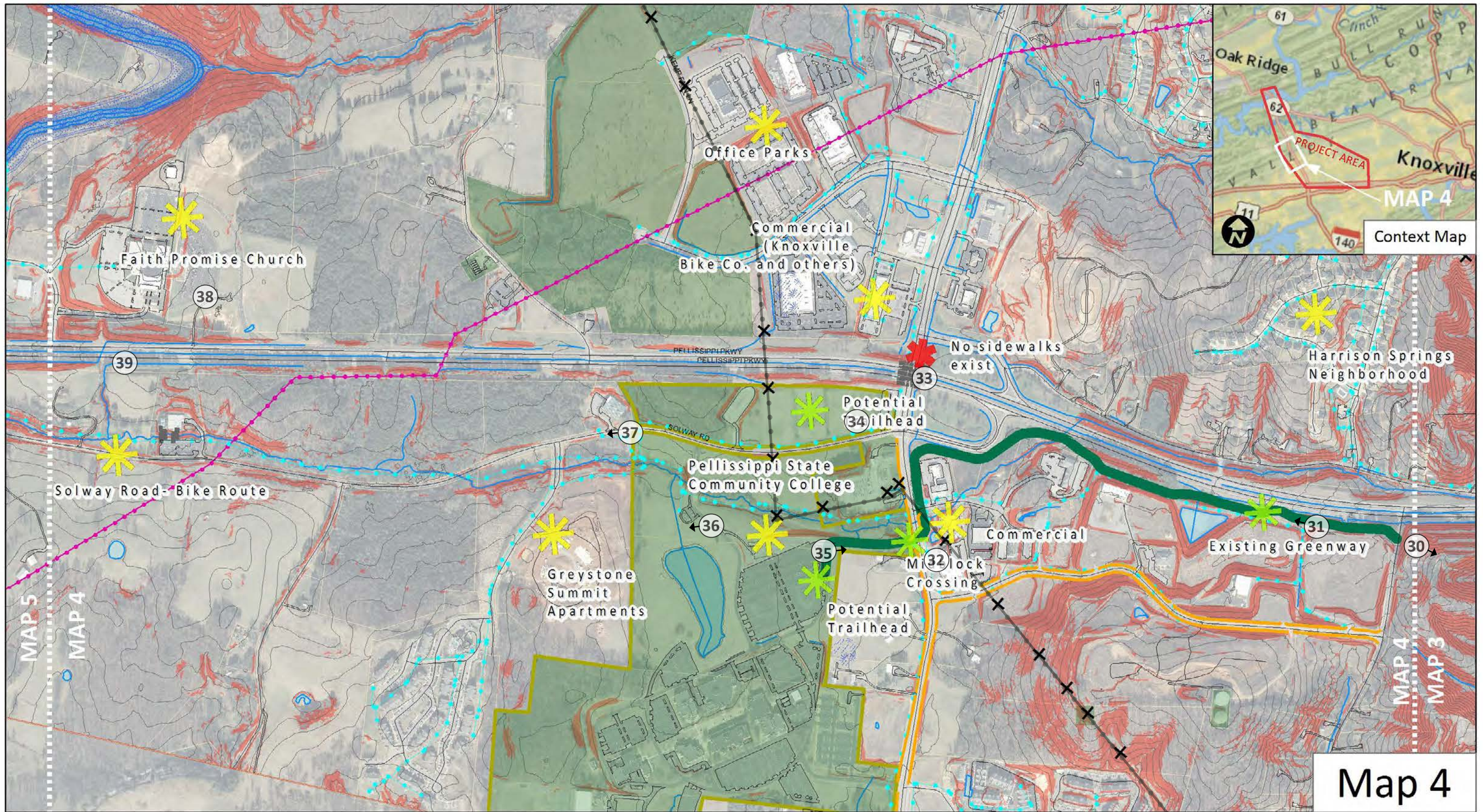
(36) Image shows existing path on campus that heads towards Greystone Apartments. There is not currently a pedestrian/bike connection to these apartments, but the campus is in discussion with them to develop one.

(37) Both sides of Solway Road look to have adequate space and right-of-way to accommodate a greenway. This road has been reported as having heavy use for commuting and recreational bicyclists. Multiple apartment complexes are being developed west of Solway Road and many residents attend Pellissippi State Community College.



(38) Faith Promise Church owns a large campus and should be considered as a potential connection.

(39) The right-of-way along the Parkway in this section averages 80-100 feet and has some grade separation from the travel lanes on the west side.

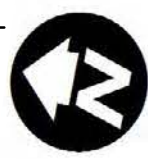


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Maps 5 & 6

Opportunities and Constraints Notes:

(Not all notes have an associated photo)

(40) The Beaver Creek Bridge might be used as a potential east-west connector under the Parkway. The surrounding area is seeing more subdivision development and may need pedestrian/bike connections under the Parkway.

(41) The ROW on the west side of Pellissippi Parkway in this section averages 80 feet, to its widest at 200 feet, and provides grade separation from travel lanes.

(42) Solway Park could serve as a potential trailhead and contain part of the greenway. The small parcel just to the east is a cemetery.

(43) Solway Road has been identified by both the public and the Technical Advisory Committee as a route used by road cyclists. Some of the right-of-way (where number 43 is shown on the Map 5) does not appear to easily accommodate expansion for a greenway. The south and most northern portions of the road are scenic. The middle portion has become developed and has many access points to the road.

(44) The ROW on the west side of Pellissippi Parkway in this section averages 80 feet, to its widest at 200 feet but steepness of topography greatly increases.

(45) View of cell tower and private parcel that is adjacent to Parkway right-of-way.

(46) Beginning of Dogwood Road and adjacent to large cell tower.

(47) Potential trailhead area and gateway into Solway.

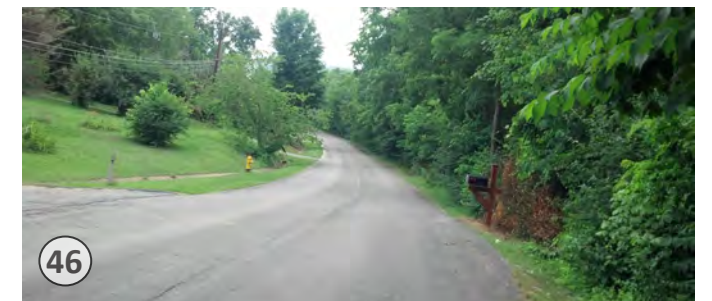
(48) Potential area to explore to avoid Oak Ridge Highway where there are no sidewalks.

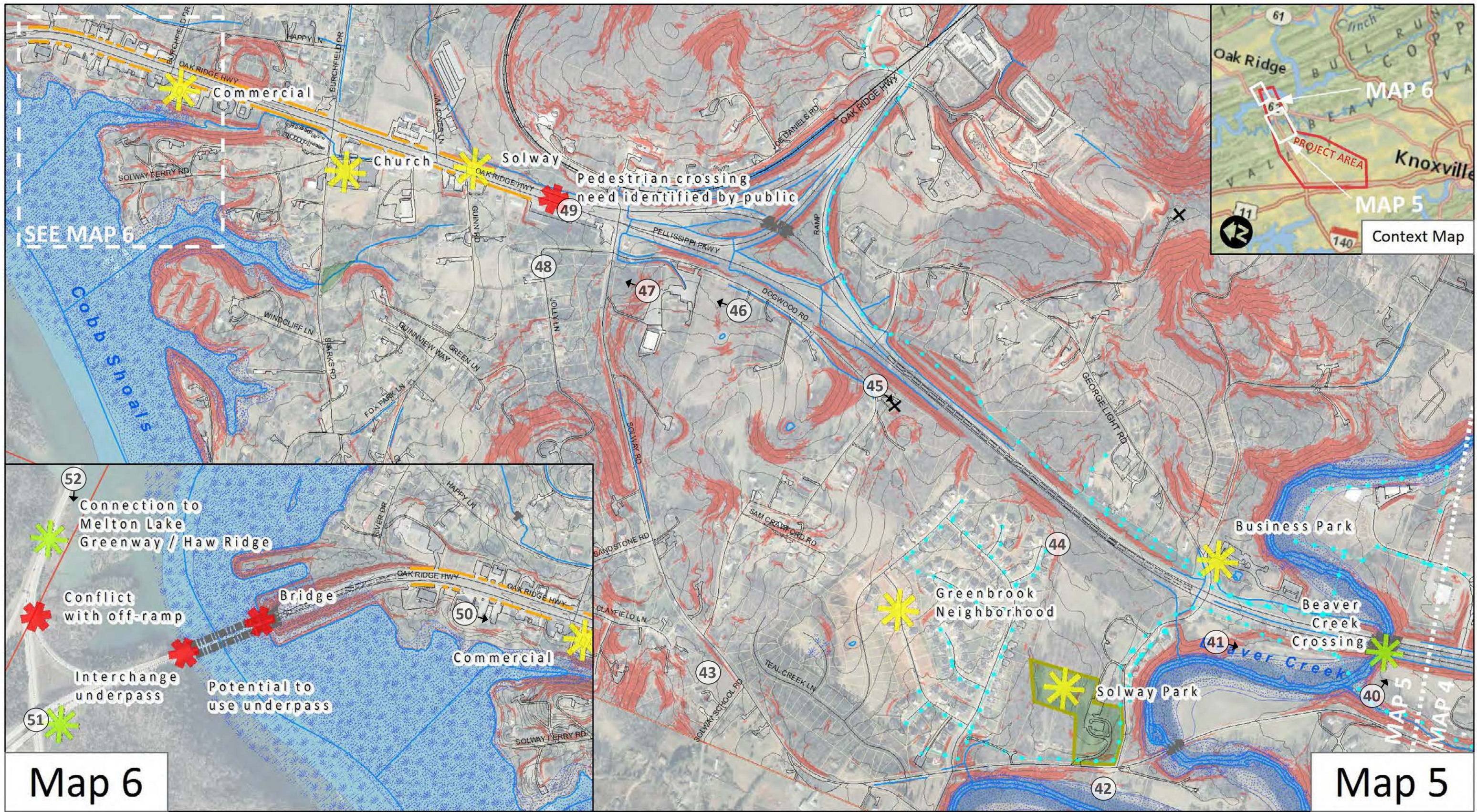
(49) The public identified need for safe crossing across the Parkway in this area.

(50) Sidewalks are present and a large shoulder exists along the Solway portion of Oak Ridge Highway.

(51) Future connection to Melton Lake Greenway will require intensive study of the Solway bridge crossing and interchange. The interchange has grade separation from an underpass connecting to Oak Ridge.

(52) Plans to widen Edgemoor Road (Hwy 170) should include improvements that will incorporate a greenway connection from this study area to Melton Lake Greenway. Distance to connect the two is approximately 1 mile.





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	Destination	Sidewalks	Existing Parks & Schools	100 Year Floodplain (FEMA)	Waterways
	Barrier	Jersey Barrier	Publicly Owned Land & Easements	Wetlands	Limestone / Karst Soils
	Note (arrow indicates direction where photo was taken)	Railroad	Existing Greenways & Trails	Floodway	Steep Slopes Above 30%
	Shoulder	Bridge		Streams and Rivers	Major Transmission Lines
					Pipeline Corridor
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