



# **APPENDIX M**

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**STEERING COMMITTEE MEETING #3**

# STEERING COMMITTEE MEETING

City of Knoxville Public Works Service Center

3131 Morris Avenue – Community Room (2<sup>nd</sup> Floor)

December 12, 2018 – 1:30 PM Eastern

## AGENDA

- Review of Community Input
  - September 5<sup>th</sup> Workshop
  - MetroQuest Survey
- DRAFT Ultimate Typical Sections
  - These ultimate typical sections will depict the future vision of Chapman Highway, while establishing an objective that capital projects can strive toward.
- DRAFT Prioritization Criteria
  - These prioritization criteria will serve as the categories for scoring/weighting the capital projects along Chapman Highway.
- DRAFT List of Projects
  - These capital projects will allow for incremental improvements along Chapman Highway that ultimately fulfill the future vision depicted in the ultimate typical sections.
- Future Opportunities for Outreach
  - Next Steering Committee Meeting (late January / early February 2019)
  - Community Workshop #2 (late January / early February 2019)

# STEERING COMMITTEE MEETING

City of Knoxville Public Works Service Center

3131 Morris Avenue – Community Room (2<sup>nd</sup> Floor)

December 12, 2018 – 1:30 PM Eastern

## SUMMARY

- There were 19 attendees:
  - 1 from Knoxville Regional TPO
  - 1 from Knoxville-Knox County Planning
  - 6 from City of Knoxville
  - 1 from Urban Wilderness (City of Knoxville)
  - 4 from Tennessee DOT
  - 1 from Knoxville Area Transit
  - 1 from Knox County
  - 4 from the consultant team
- A summary was provided of the results from the community workshop on September 5.
- A summary was provided of the results from the MetroQuest online survey that was open between September 5 and October 19.
- The draft ultimate typical sections for Chapman Highway were reviewed and discussed.
  - TDOT indicated a preference for providing a gutter pan beyond the vehicle travel lane, as opposed to a paved-over gutter pan that is included within the vehicle travel lane.
  - The ‘shy distance’ needs to be evaluated to understand what is required for a raised concrete median.
  - Segment 4 proposes valley gutter (drainage ditch) instead of curb and gutter, but the required clear zone needs to be further evaluated.
  - There may be a need for guardrail between the roadway and sidewalk / shared use trail.

- The draft list of capital projects along Chapman Highway were reviewed and discussed.
  - The closure of unsignalized intersection closures of public roads along Chapman Highway should consider the impact to vehicle circulation and access for emergency vehicles, school buses, and garbage trucks.
  - The closure of intersections with public roads and additional traffic signals along Chapman Highway should be considered as interconnected projects. Additional traffic signals could be considered if public road intersections are closed, and public road intersections could be closed if additional traffic signals are considered.
  - The concept of a protected intersection (also known as a Dutch junction) was presented.
  - There are examples of Pedestrian Hybrid Beacons (PHBs) / High-intensity Activated crossWALK (HAWK) beacons along state routes in Tennessee. Athens, TN was mentioned (location: Green Street / SR-30, near Tennessee Wesleyan University). Cleveland, TN was also mentioned (location: unknown).
- The draft prioritization criteria for the capital projects along Chapman Highway were reviewed and discussed.
  - Safety scoring method needs to be modified such that ‘moderate crash severity’ is worth 5 points.
  - Bicycle and Pedestrian Connectivity scoring method needs to be modified such that the maximum score is 15 points. *UPDATE: Since the 12/12/2018 meeting, it has been determined that the ‘long crossing’ criteria should be removed, since every pedestrian crossing across Chapman Highway likely exceeds 36 feet. This edit also resolves the scoring total.*
  - There was discussion on whether anticipated costs for implementing each project should be considered within the prioritization criteria. The consultant team offered that the preference is to determine prioritization by need – without considering anticipated costs – but the timeframe for implementation may vary from the final prioritization (e.g. Priority #4 is significantly less expensive than Priority #1, #2, and #3, and/or there is a grant funding opportunity for Priority #4).
- The meeting concluded.

## STEERING COMMITTEE MEETING

December 12, 2018 – 1:30 PM Eastern

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