



APPENDIX Q

COMMUNITY WORKSHOP #2

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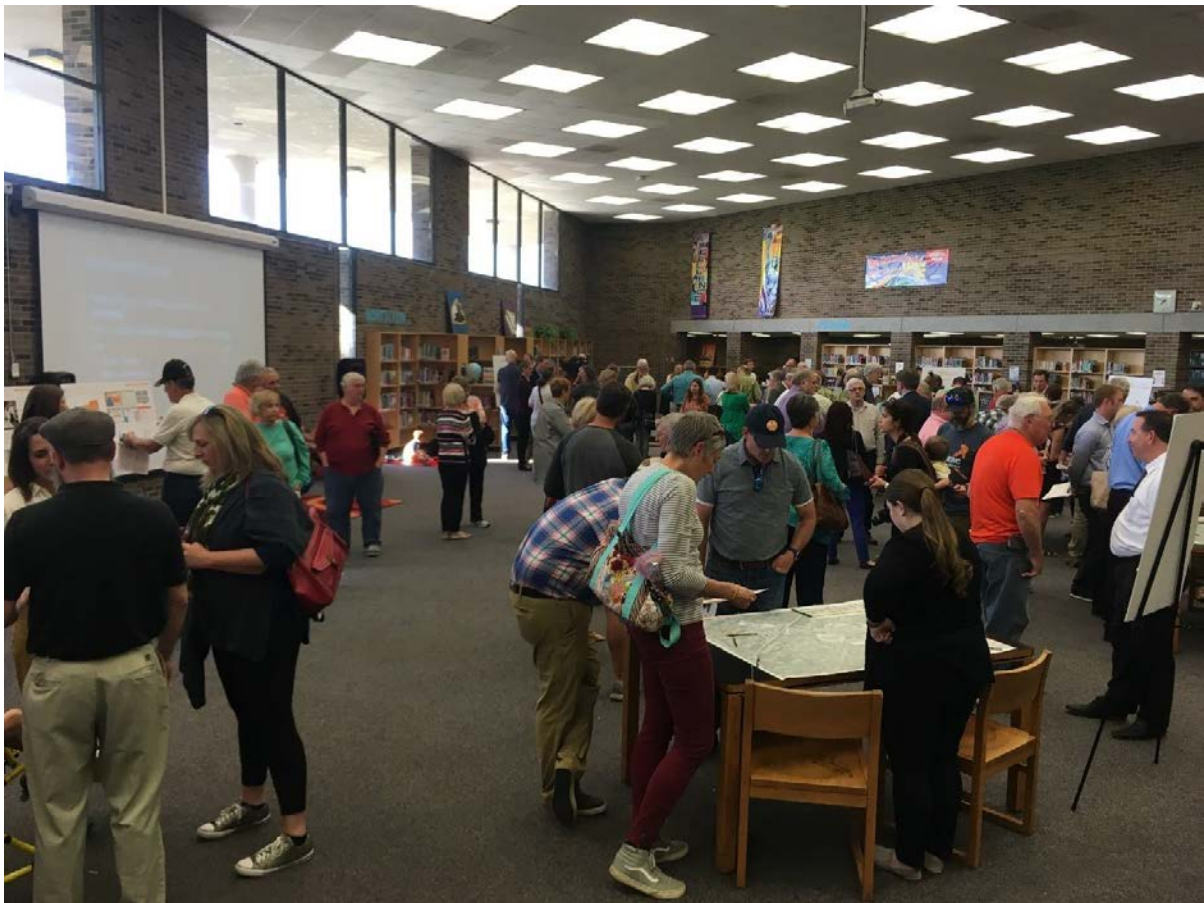
South Doyle Middle School (Library)

April 16, 2019 – 5:00 PM – 7:00 PM

WORKSHOP SUMMARY

Overall Summary

- 157 people signed in for this workshop, although it is believed that the total attendance may have been closer to 175 people.
- Each attendee was provided a Handout (to take home when they leave) and a Scorecard (to provide feedback and return before leaving); both are included as an attachment.
- Also in attendance were 3 representatives from Knoxville-Knox County Planning, 4 representatives from the City of Knoxville, and 6 representatives from the consultant team.



What we've Heard

- Boards summarizing the results from the 09/05/2018 Community Workshop as well as the 1st iteration of the MetroQuest online survey were presented to attendees.

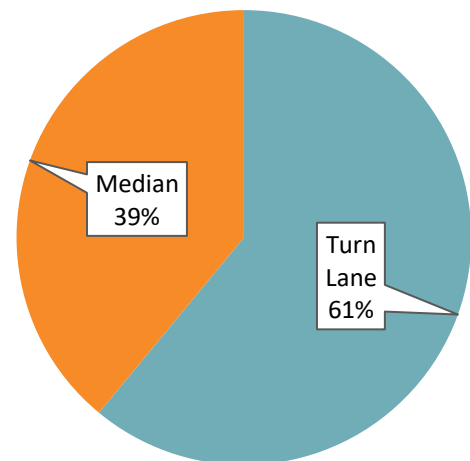


Scorecard Exercise

- Participants were asked to record their top projects for each of the five (5) Chapman Highway segments as well as identify their preference for a Center Turn Lane or a Raised Median for each segment of Chapman Highway. The scorecard also included an area for participants to provide comments.
 - Segment 1 – Participants could select up to seven (7) projects.
 - Segment 2 – Participants could select up to three (3) projects.
 - Segment 3 – Participants could select up to five (5) projects.
 - Segment 4 – Participants could select up to three (3) projects.
 - Segment 5 – Participants could select up to three (3) projects.
- There were five (5) workshop stations, one for each segment of Chapman Highway. Each workshop station included a Proposed Cross-Section board and a Project Priorities map.
 - The Proposed Cross-Section board displayed the two proposed cross section options: center turn lane and landscaped median.
 - The Project Priorities map displayed each segment's proposed projects with a color-coded key.
- Scorecards were collected from participants. 114 scorecards were collected, although the level of completion varied amongst the 114 scorecards.

Center Turn Lane vs. Raised Median Results

Segment #	Center Turn Lane	Raised Median
1	59%	41%
2	59%	41%
3	62%	38%
4	58%	42%
5	65%	35%
TOTAL	61%	39%



<< Continued on the Next Page >>

Scorecard Voting Results

- Each project marked on a participant's scorecard was awarded one (1) point.
- Once all the points were calculated for each project within each segment, the need for an adjustment factor was identified. The highest scoring project in Segments 2, 3, 4, and 5 were all significantly higher than the highest scoring project in Segment 1. This can be attributed to the parameters by which participants were asked to complete the scorecard.
 - For example, Segment 1 includes 23 projects with 7 voting opportunities. By contrast, Segment 4 includes 4 projects with 3 voting opportunities. Each project within Segment 4 therefore has a higher probability of receiving a vote than each project within Segment 1.
- To account for the varying number of projects in each segment, and the subsequent variation between each of the five (5) segments for a project's probability to receive a vote, the average count per project (for each segment) was divided by the average count per project (total of all segments). The resulting quotient provides a specific adjustment factor for each segment which was applied to the count value of each segment. These adjustment factors are shown in the following table and were used to provide an 'apples-to-apples' comparison between all five (5) segments.

Segment	Projects	Count	Avg.	Adjust.
1	23	364	15.83	1.6012
2	6	203	33.83	0.7490
3	9	269	29.89	0.8478
4	4	179	44.75	0.5663
5	5	176	35.20	0.7199
TOTAL	47	1191	25.34	

- A summary of the total adjusted count each project received, ranked by highest to lowest, attached to this document.

Project #	Roadway	Segment	Type	Location	Description	Unadjusted Count	Adjustment Factor	Adjusted Score
A-1	Chapman Highway	1	Median	Blount Avenue to Woodlawn Pike North / Fort Dickerson Road	Widen for Landscaped Median	35	1.601180734	56
BP-2	Chapman Highway	1	Bike/Ped	Blount Avenue to Woodlawn Pike North / Fort Dickerson Road	Provide Landscaped Buffer, Separated Bicycle Lanes, and Sidewalks	30	1.601180734	48
A-7	Chapman Highway	1	Access Management	a. East Martin Mill Pike (north) b. East Martin Mill Pike (south)	Close Intersection; Create Cul-de-sac with Bike/Ped Connectivity	30	1.601180734	48
A-43	Chapman Highway	5	Median	Nixon Road to Mountain Grove Drive	Maintain Center Left-Turn Lane and Widen Under Gov. John Sevier Hwy. (or Convert to Landscaped Median)	66	0.719898453	48
A-30	Chapman Highway	3	Median	Lakeview Drive to Chapman Ford Crossing	Widen for Center Left-Turn Lane (or Landscaped Median)	54	0.847820929	46
A-24	Chapman Highway	2	Median	Overbrook Drive / Fronda Lane to Lakeview Drive	Widen for Center Left-Turn Lane (or Landscaped Median)	60	0.748978095	45
I-12	Chapman Highway	1	Intersection	Maryville Pike, Martin Mill Pike	Evaluate Realignment/Consolidation of Two (2) Intersections	25	1.601180734	40
A-39	Chapman Highway	4	Median	Chapman Ford Crossing to Nixon Road	Widen for Center Left-Turn Lane (or Landscaped Median)	66	0.566266492	37
I-34	Chapman Highway	3	Intersection	Lindy Drive	a. Realign Lindy Drive b. Install Traffic Signal	41	0.847820929	35
T-19	Chapman Highway	1	Transit	Between Moody Avenue and Young High Pike	Transit Super Stop (for Improved Headways and Transfers)	21	1.601180734	34
BP-10	Chapman Highway	1	Bike/Ped	Woodlawn Pike North / Fort Dickerson Road to Moody Avenue	Provide Landscaped Buffer, Separated Bicycle Lanes, and Sidewalks	20	1.601180734	32
BP-17	Chapman Highway	1	Bike/Ped	Young High Pike to Overbrook Drive / Fronda Lane	Provide Landscaped Buffer, Sidewalk, and Shared Use Trail (A portion has been funded by a TDOT Multimodal Access Grant)	19	1.601180734	30
N-21	Parallel Road	1	Non-Chapman	Young High Pike to Woodlawn Pike South	Create a Backage Road to Shopping Center	19	1.601180734	30
I-32	Chapman Highway	3	Intersection	East Lake Forest Drive (south)	Realign Across from Colonial Drive at Existing Traffic Signal	35	0.847820929	30
I-36	Chapman Highway	3	Intersection	West Ford Valley Road / East Ford Valley Road	Install Traffic Signal	33	0.847820929	28
BP-16	Chapman Highway	1	Bike/Ped	Moody Avenue to Young High Pike	Provide Landscaped Buffer, Separated Bicycle Lanes, and Sidewalks	17	1.601180734	27
T-23	Chapman Highway	1	Transit	Blount Avenue to Young High Pike	Enhance Bus Stops; Convert to Bus Shelters	17	1.601180734	27
BP-3	Chapman Highway	1	Bike/Ped	Blount Avenue	Convert to Protected Intersection	16	1.601180734	26
I-26	Chapman Highway	2	Intersection	Stone Road	Construct Left-Turn Lanes (This would serve as an interim project)	35	0.748978095	26
A-29	Chapman Highway	2	Access Management	a. West Red Bud Road b. East Red Bud Road c. West Lake Forest Drive d. East Lake Forest Drive (north) e. Brandau Drive f. Lake Shore Road g. Mayflower Drive h. Lakeview Drive	Evaluate the Feasibility / Benefits if each Intersection: 1. Becomes Signalized (Install Traffic Signal) 2. Remains Full-Movement (Left-Turns Allowed) 3. Is Restricted to Right-In / Right-Out 4. Becomes Entirely Closed to Vehicles	35	0.748978095	26
BP-31	Chapman Highway	3	Bike/Ped	Lakeview Drive to Chapman Ford Crossing	Provide Landscaped Buffer, Sidewalk, and Shared Use Trail	29	0.847820929	25

Project #	Roadway	Segment	Type	Location	Description	Unadjusted Count	Adjustment Factor	Adjusted Score
BP-44	Chapman Highway	5	Bike/Ped	Nixon Road to Mountain Grove Drive	Provide Landscaped Buffer, Sidewalk, and Shared Use Trail	35	0.719898453	25
A-33	Chapman Highway	3	Access Management	Eastwood Drive	Close Intersection; Create Cul-de-sac with Bike/Ped Connectivity	28	0.847820929	24
I-42	Chapman Highway	4	Intersection	West Dick Ford Lane	Install Traffic Signal	42	0.566266492	24
T-45	Chapman Highway	5	Transit	Nixon Road to Mountain Grove Drive	Enhance Bus Stops; Convert to Bus Shelters	32	0.719898453	23
A-14	Chapman Highway	1	Access Management	Druid Drive (east)	Close Intersection; Create Cul-de-sac with Bike/Ped Connectivity	14	1.601180734	22
BP-8	Chapman Highway	1	Bike/Ped	Lippencott Street	Convert to Protected Intersection	13	1.601180734	21
BP-40	Chapman Highway	4	Bike/Ped	Chapman Ford Crossing to Nixon Road	Provide Landscaped Buffer, Sidewalk, and Shared Use Trail	37	0.566266492	21
BP-25	Chapman Highway	2	Bike/Ped	Overbrook Drive / Fronda Lane to Lakeview Drive	Provide Landscaped Buffer, Sidewalk, and Shared Use Trail (A portion has been funded by a TDOT Multimodal Access Grant)	27	0.748978095	20
BP-27	Chapman Highway	2	Bike/Ped	Stone Road	Convert to Protected Intersection	26	0.748978095	19
A-41	Chapman Highway	4	Access Management	a. Longvale Drive b. Deva Drive c. Little Switzerland Road	Close Intersection; Create Cul-de-sac with Bike/Ped Connectivity	34	0.566266492	19
N-22	Overbrook Drive	1	Non-Chapman	Overbrook Drive	Extend Overbrook Drive to Shopping Center	12	1.601180734	19
BP-47	W Norton Road / Mountain Grove Drive	5	Bike/Ped	W Norton Road/Mountain Grove Drive	Shared Use Path (alternative to Chapman Highway)	27	0.719898453	19
BP-18	Chapman Highway	1	Bike/Ped	Moody Avenue	Convert to Protected Intersection	11	1.601180734	18
BP-35	Chapman Highway	3	Bike/Ped	Lindy Drive	Convert to Protected Intersection (in conjunction with Traffic Signal)	21	0.847820929	18
N-13	W Blount Avenue	1	Non-Chapman	W Blount Avenue at Maryville Pike	Single Lane Roundabout	11	1.601180734	18
BP-4	Chapman Highway	1	Bike/Ped	KXHR Crossing -OR- Hawthorne Avenue	Midblock Crossing with Pedestrian Hybrid Beacon	10	1.601180734	16
A-15	Chapman Highway	1	Access Management	Childress Street	Right-in Right-Out Only	10	1.601180734	16
A-28	Chapman Highway	2	Access Management	a. Judith Drive b. Larry Drive	Evaluate the Feasibility / Benefits if each Intersection: 1. Remains Full-Movement (Left-Turns Allowed) 2. Is Restricted to Right-In / Right-Out 3. Becomes Entirely Closed to Vehicles	20	0.748978095	15
BP-9	Chapman Highway	1	Bike/Ped	Woodlawn Pike North / Fort Dickerson Road	Convert to Protected Intersection	9	1.601180734	14
BP-20	Chapman Highway	1	Bike/Ped	Young High Pike	Convert to Protected Intersection	9	1.601180734	14
BP-37	Chapman Highway	3	Bike/Ped	West Ford Valley Road / East Ford Valley Road	Convert to Protected Intersection (in conjunction with Traffic Signal)	17	0.847820929	14
N-6	Parallel Road	1	Non-Chapman	Fort Avenue to Private Development	Create a Backage Road to Shopping Center	9	1.601180734	14
N-46	Quaker Way	5	Non-Chapman	Quaker Way	Extend Quaker to West Dick Ford Lane	16	0.719898453	12
N-38	W Ford Valley Road	3	Non-Chapman	West Ford Valley Road at Old Valley Road	Single Lane Roundabout	11	0.847820929	9
N-5	Hawthorne Avenue	1	Non-Chapman	Hawthorne Avenue at Augusta Avenue	Intersection Redesign / Consolidation	4	1.601180734	6
BP-11	Chapman Highway	1	Bike/Ped	Woodlawn Pike North / Fort Dickerson Road to Moody Avenue	Restripe Roadway to Accommodate Interim Bike Lanes (This would serve as an interim project)	3	1.601180734	5

WHAT IS THE CHAPMAN HIGHWAY IMPLEMENTATION PLAN?

The Chapman Highway Implementation Plan, led by the Knoxville-Knox County Planning and the City of Knoxville, will identify and prioritize improvements for the six-mile section of Chapman Highway within the city limits that runs from Blount Avenue to just south of Governor John Sevier Highway. This effort involves evaluating previous studies, collecting new data, and developing an actionable strategy for corridor improvements. The study is anticipated to wrap up this summer.

WHAT ARE WE PRESENTING AT TONIGHT'S WORKSHOP?

A list of several proposed projects has been generated for your review and input. The projects are intended to address problems and needs we heard from the input we received at our first public workshop and survey last fall as well as from analyzing updated data for information such as traffic counts, crashes and speeds on Chapman Highway. We are here tonight to hear your feedback on the proposed projects and find out which ones you think are the highest priority for implementation.

OVERVIEW OF PROJECTS BEING PROPOSED

While there are many individual projects being proposed they all improve safety and generally fall under one of the following major categories:

- » Add median/center turn lane - These projects would install either a median or continuous center turn lane in sections where one does not exist now.
- » Bicycle/Pedestrian/Transit - These projects would improve safety for non-motorists such as adding sidewalks, a greenway trail or bus shelters.
- » Access Management - These projects involve reducing conflict points by consolidating access.
- » Intersections - These are spot locations identified for improvement such as a new traffic signal

Please see the other side of this handout for illustrated examples of these project types.

WHAT IS NOT BEING PROPOSED

- » **There are no projects to either add more travel lanes or reduce travel lanes (road diet) in any location of Chapman Highway in our study limits.**

OTHER PROJECTS

COMPLETED AND ONGOING INITIATIVES

The City has already implemented projects and have others underway that improve the safety and operations for all modes. Some examples are:

- » Fort Dickerson intersection realignment
- » Chapman Highway at Blount Avenue intersection
- » Signalization improvement for the entire corridor

TDOT'S IMPROVE ACT

Chapman Highway is a Tennessee Department of Transportation (TDOT) state route. While the City is taking an active role in studying and improving the road, roadway improvements require partnership with TDOT and are subject to their approval. Improvements to Chapman Highway will require resources beyond those available to local governments acting alone. The City will be actively pursuing funding for the projects that result from this Implementation Plan and will be engaging with TDOT as they determine specific projects that will utilize the \$45 million that have been committed for Chapman Highway in the State's IMPROVE Act.

YOUR INPUT AT THIS WORKSHOP IS IMPORTANT!

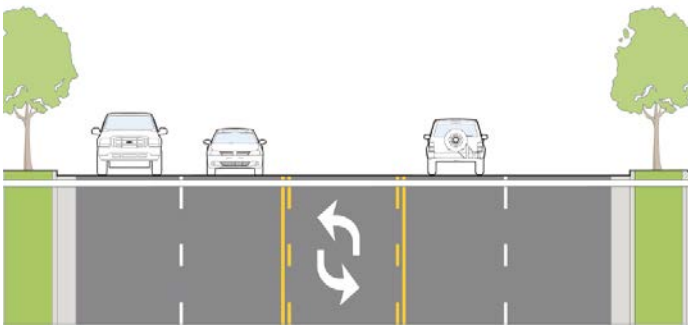
Your input in the planning process is invaluable and will be used to help drive future decisions and priorities.

STAY INVOLVED

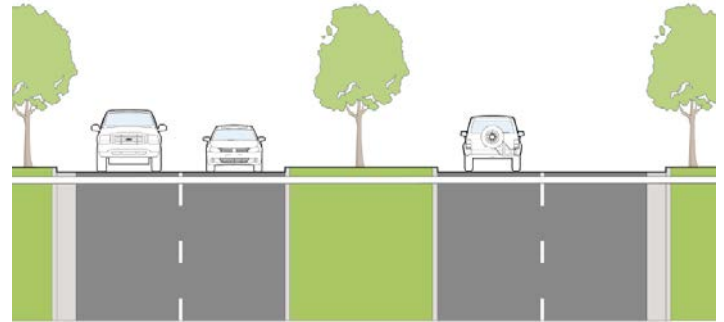
In addition to the workshop tonight, you can provide additional feedback using the project's second online survey. Help spread the word, by encouraging your family and friends to take the survey as well. For project updates, summaries of previous outreach events, and to access the online survey, please visit:

<https://knoxtrans.org/chapman-highway>

MEDIAN OR CENTER TURN LANE



CENTER TURN LANE



LANDSCAPED MEDIAN

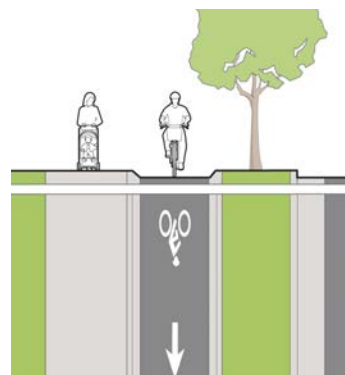
BICYCLE, PEDESTRIAN, AND TRANSIT



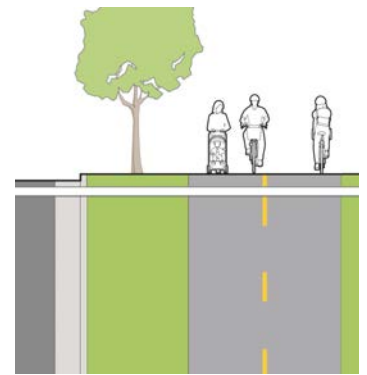
PROTECTED INTERSECTION



BUS SHELTERS AND SUPER STOPS

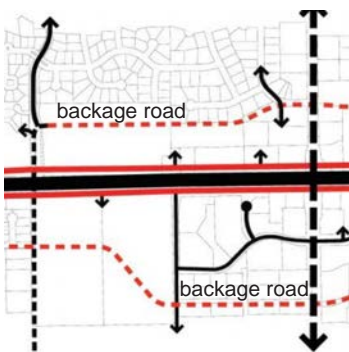


SEPARATED BIKE LANE AND SIDEWALK

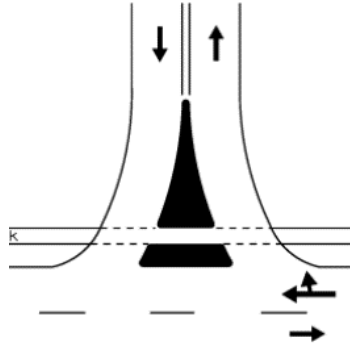


SHARED USE TRAIL (GREENWAY)

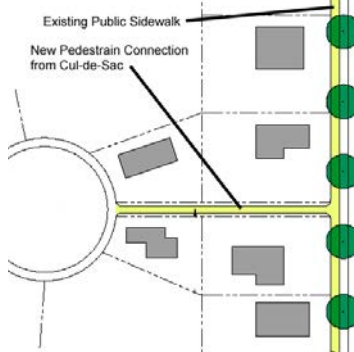
ACCESS MANAGEMENT



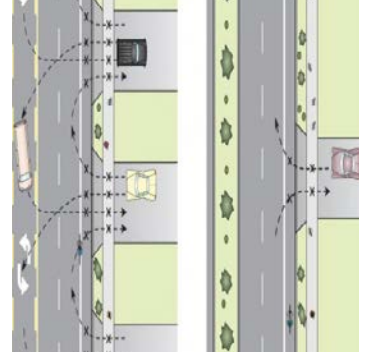
BACKAGE ROAD AND ROAD EXTENSIONS



RIGHT-IN, RIGHT-OUT INTERSECTION

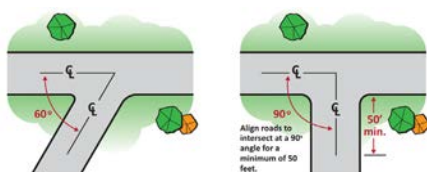


CUL-DE-SAC WITH PEDESTRIAN ACCESS



INTERSECTION CLOSURE

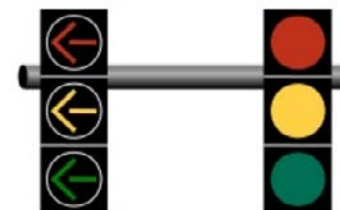
INTERSECTIONS



INTERSECTION REALIGNMENT



LEFT TURN LANE



TRAFFIC SIGNAL







CHAPMAN HIGHWAY IMPLEMENTATION PLAN

As you visit each station tonight, use this scorecard to record your answers to the questions below. Any additional thoughts you would like to leave with the project team can be left on the back of this page.

Record your top projects below by listing the Project # Code.

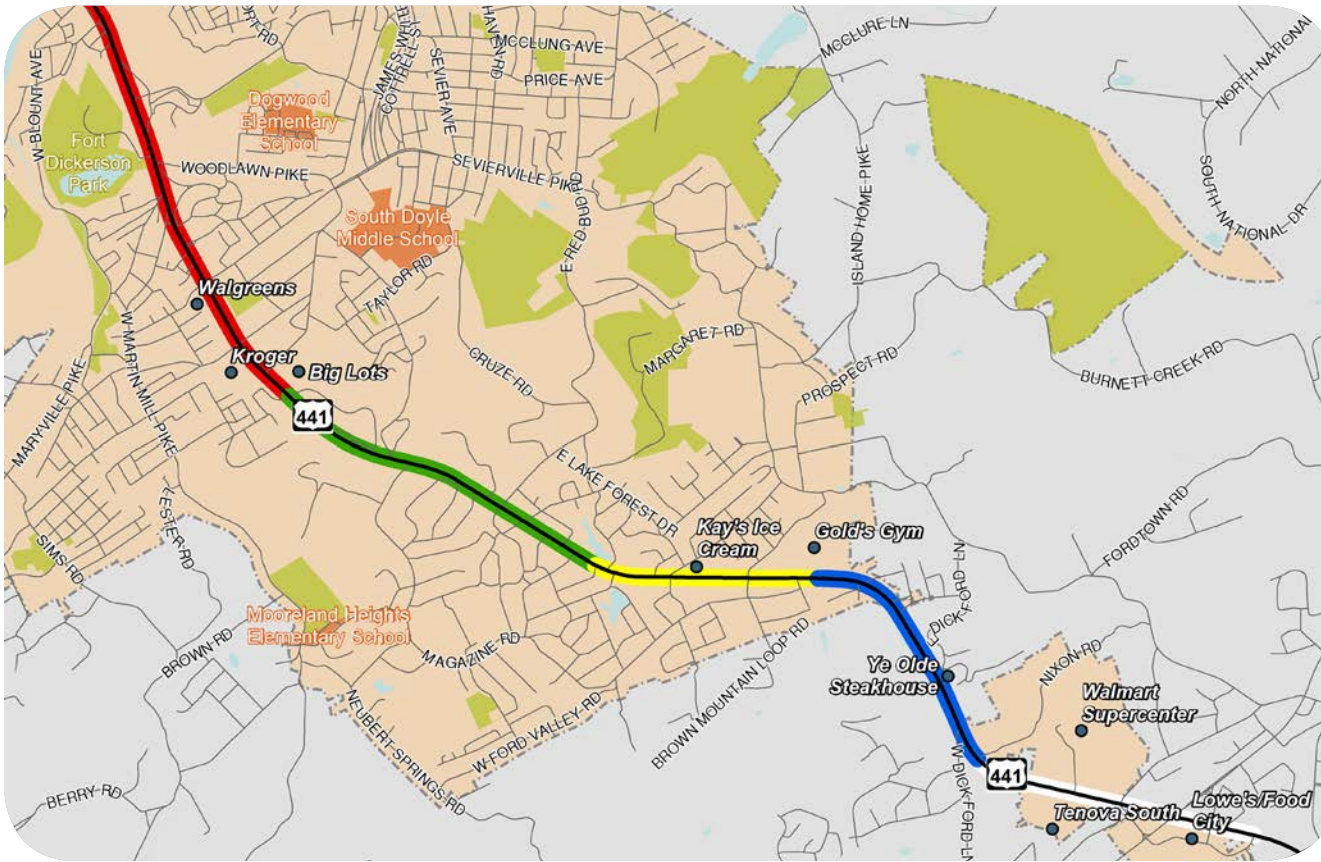
SEGMENT 1 <i>Blount Avenue to Overbrook Drive/Frona Lane</i>		SEGMENT 2 <i>Overbrook Drive/Frona Lane to Lakeview Drive</i>		SEGMENT 3 <i>Lakeview Drive to Chapman Ford Crossing</i>		SEGMENT 4 <i>Chapman Ford Crossing to Nixon Road</i>		SEGMENT 5 <i>Nixon Road to Mountain Grove Drive</i>	
1		1		1		1		1	
2		2		2		2		2	
3		3		3		3		3	
4		<input type="radio"/> Center Turn Lane OR <input type="radio"/> Raised Median	4		<input type="radio"/> Center Turn Lane OR <input type="radio"/> Raised Median	<input type="radio"/> Center Turn Lane OR <input type="radio"/> Raised Median	<input type="radio"/> Center Turn Lane OR <input type="radio"/> Raised Median		
5			5						
6									
7									

☐ Center Turn Lane
OR
☐ Raised Median

LEGEND
 BIKE/PEDESTRIAN
 TRANSIT
 MEDIAN
 NON-CHAPMAN
 ACCESS MANAGEMENT
 INTERSECTION

MORE INFORMATION
CAN BE FOUND ON THE
BACK OF THIS PAGE.

CHAPMAN HIGHWAY IMPLEMENTATION PLAN



- Segment 1
Blount Ave to Overbrook Dr/Frona Ln
- Segment 2
Overbrook Dr/Frona Ln to Lakeview Dr
- Segment 3
Lakeview Dr to Chapman Ford Crossing shopping center
- Segment 4
Chapman Ford Crossing shopping center to Nixon Rd
- Segment 5
Nixon Rd to Mountain Grove Dr

ADDITIONAL COMMENTS: