

Appendix D

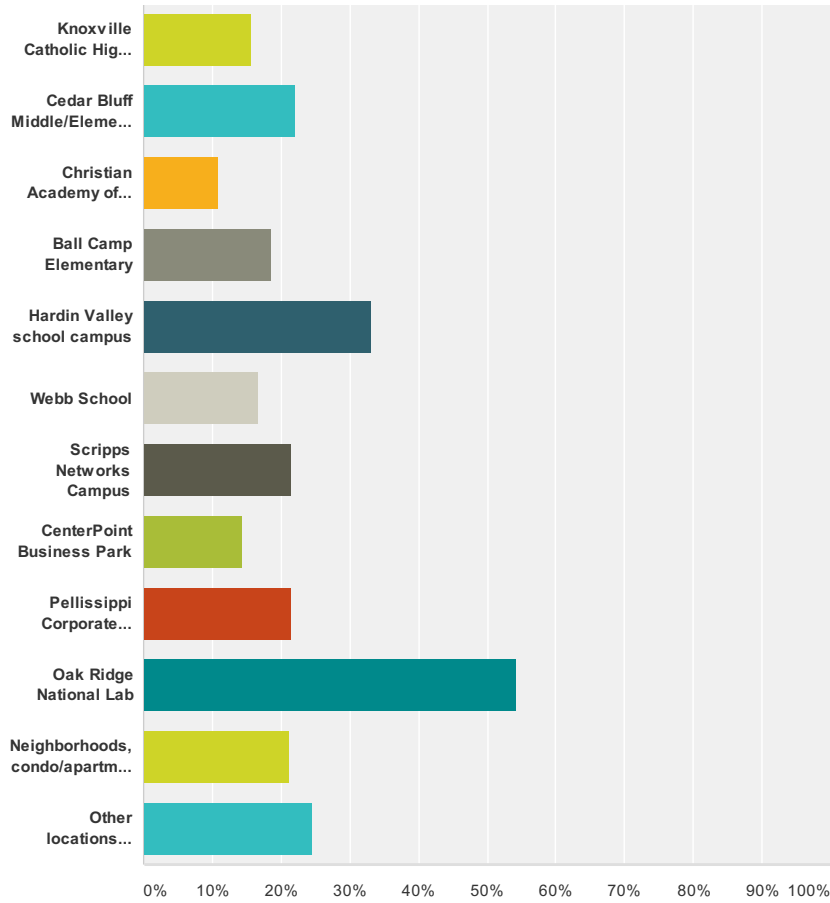
Public Feedback (Surveys)



Preliminary Online Survey

The first online survey was available July 21 through August 4, 2014. Complete results of multiple-choice questions are below, along with a sampling of responses to open-ended questions. Complete results are available at knoxtrans.org/plans/greenway.htm.

Questions 1: The goal for the greenway trail plan is to connect three existing greenway segments: 10 Mile Creek Greenway, Pellissippi Greenway and Melton Lake. What other locations would you like to see the trail connect? You can choose as many as you like.



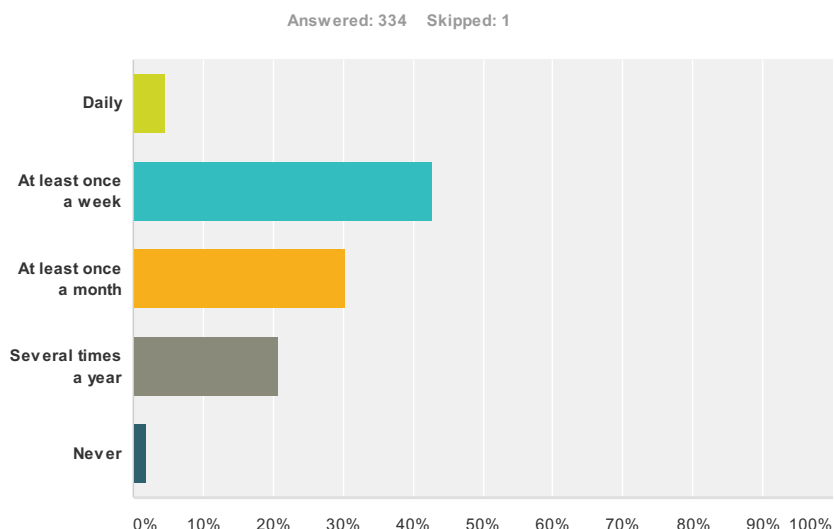
Answer Choices	Responses
Knoxville Catholic High School	15.57% 52
Cedar Bluff Middle/Elementary school campus	22.16% 74
Christian Academy of Knoxville	10.78% 36
Ball Camp Elementary	18.56% 62
Hardin Valley school campus	33.23% 111
Webb School	16.77% 56
Scripps Networks Campus	21.56% 72
CenterPoint Business Park	14.37% 48
Pellissippi Corporate Center	21.56% 72
Oak Ridge National Lab	54.19% 181
Neighborhoods, condo/apartment communities (choose "Other locations" to suggest specific ones)	21.26% 71
Other locations (please specify)	24.55% 82
Total Respondents: 334	

Questions 1 Open-Ended Response:

Selected responses to the open-ended portion of Question 1. All destinations named that are in or near the study area are included here.

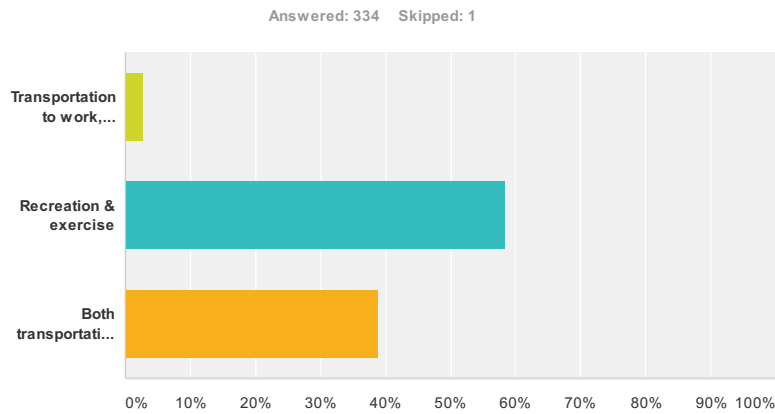
Hardin Valley strip mall that includes Double Dogs
Campbell Station to Hardin Valley High School
Small local cafes, shops, etc, if any near by. But also enjoy just being out in nature. So areas of grassland, US Cellular soccer fields
Trails End subdivision and ball camp park
Karns Community
Plumb Creek Subdivision off of Lovell Road
Plumb Creek Park
Sands Pointe Subdivision off of Joe Hinton Rd to Jenkins Creek or Robinson Rd.
Farragut Greenways
Karns schools, especially Elementary/Middle, NW Sports Complex, and Harrell Rd Stormwater Park
Bob Kirby, Bob Gray roads
None; I don't think it is necessary to build-out the greenway to accommodate schools or businesses (unless the businesses are funding the project). Just find ways to connect the existing greenways that present the fewest Trails off of cul-de-sacs that link low-traffic neighborhood streets, as in Turkey Creek neighborhoods.
Westland Drive at Pellissippi, Westland Drive & Turkey Creek
UT Arboretum
Connect 10 Mile Greenway along Ebenezer Rd. along the banks of the creek to Dunn Park and then take it west to West Valley School and then to Pellissippi, to loop and connect with the Pellissippi Greenway. This area is relatively unspoiled and centrally located to a huge population center in west Knox county.
Fox Lake Drive
Episcopal School of Knoxville
East Tennessee Technology Park
Karns High School
Turkey Creek Greenway
East side of Oak Ridge (across the Turnpike from Melton Lake). There is a BIG contingency of runners in Oak Ridge and the more sidewalks and trails we have, the better!
I'd love to be able to safely ride my bike home after dropping my car off for service at Harper Fiat just on the other
Windsor Square, Market Place, North Peters Rd
Kroger, Ebenezer sidewalks at Kingston Pike Intersection
Business with open access to restrooms
Clark Center Park
Oak Ridge proposed Rails to Trails greenway linking Y-12 to East/Central Oak Ridge
Amherst elementary/Western Ave/Oak Ridge Hwy
Solway
Y-12

Questions 2: If a trail were constructed linking 10 Mile Creek Greenway and Pellissippi Greenway (in Knox County), with Melton Lake Greenway (in Oak Ridge), assuming it was comfortable and convenient for you to use, how often would you use it?



Answer Choices	Responses	
Daily	4.49%	15
At least once a week	42.81%	143
At least once a month	30.24%	101
Several times a year	20.66%	69
Never	1.80%	6
Total		334

Questions 3: If you were to use the trail linking the three greenways, for what purpose do you think you would use it?



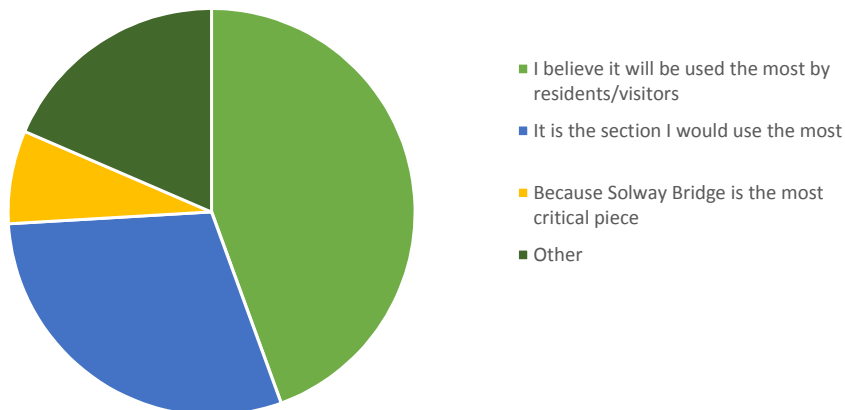
Answer Choices	Responses
Transportation to work, school, shopping, worship or other destination	2.69% 9
Recreation & exercise	58.38% 195
Both transportation and recreation/exercise	38.92% 130
Total	334

Selected responses to the open-ended portion of Question 3. All responses that address the question are included here.

- Dog walking & nature trail hiking
- I could actually commute by (long) bike from downtown to ORNL safely!
- I already bike commute, but connections to ORNL and Webb would be fantastic! If those additional connections were made, I would use them daily.
- Daily Commute to ORNL from West Hills (excluding winter and stormy weather)
- Shopping/restaurants if connected to Turkey Creek
- If these areas were linked, it would influence my decision regarding where to purchase a home and/or seek future employment.
- Children's education of nature, science, water, pollution, horticulture, native wildlife, bird watching, on and on

Open House Survey

At the December open house, attendees were asked to identify which mile of the proposed greenway they would build first, and also to respond to a short questionnaire. Here are the responses to the questionnaire.



Attendee Count	Reason for choosing section in "One-Mile" Exercise	Are there questions or concerns you have about the proposed greenway?	What do you like most about this plan?	What do you like least about this plan?
1	I believe it will be used the most by residents/visitors	I would prefer to see a greenway that is not completely butting right up to the Pellissippi road at all locations.	Possibility of being able to take my children to enjoy all the wonderful benefits of a greenway.	
2	It is the section I would use the most	Looking forward to being built. Great planning and input effort.	Provides linear recreation corridor, opportunity for non-motor travel	The length of time to complete the greenway.
3	I believe it will be used the most by residents/visitors	There needs to be a connection south of I-40 along N.Peters/Parkside Dr. This would help provide safe routes for visitors and people living/working in the community.		
4	It would be the first part of the connection to Oak Ridge	Plan looks great and is doable, can't wait for it to be done.		
5	I believe it will be used the most by residents/visitors		Fantastic opportunity to enjoy the natural surroundings.	
6	I believe it will be used the most by residents/visitors	Put in mile markers and trash cans.		
7	I believe it will be used the most by residents/visitors			
8	It will do the most for economic development	Too close to Pellissippi Parkway with too many road crossings.	All of the cut-offs connecting the greenway to schools and offices.	Too many times to cross Pellissippi Parkway.
9	I believe it will be used the most by residents/visitors		Connectivity to Knoxville greenway system, utilization of corridors mostly off high traffic highways, great possible connection to Parragut greenways via Turkey Creek greenway connection, utilization of golf courses natural areas in Phase 1.	Preferred alternative along Pellissippi Parkway Row from Solway Park to Solway.
10	It is the section I would use the most	No concerns about route.		
11	Solway Bridge is <u>the</u> issue for my employees with biking to work.		Oak Ridge to Knox connector. Many employees fear Solway bike.	
12	It is the section I would use the most			
13	It is the section I would use the most			

Open House Survey (continued)

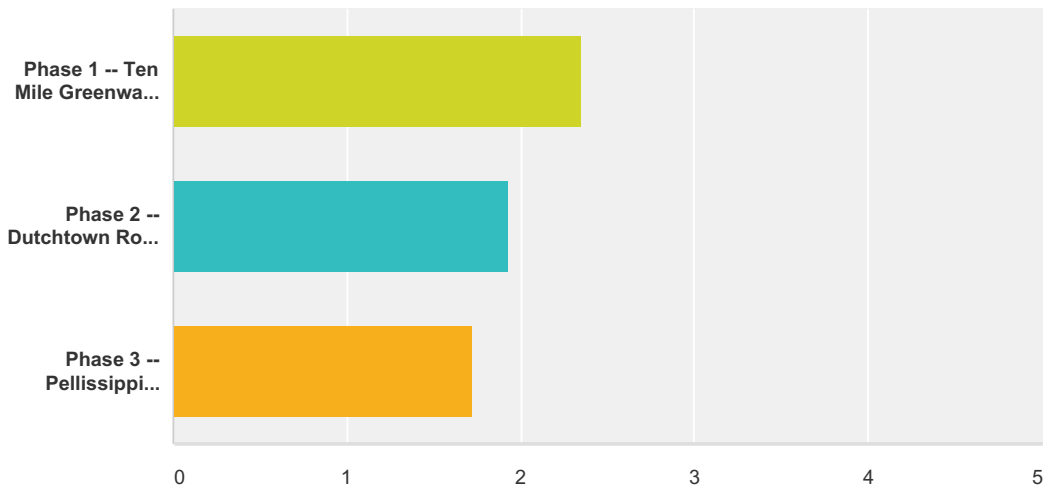
14	I chose the Bridge section as it could be the most difficult but critical.	Separate uses, sharrows are designed for commuters, but not families.		
15	It is the section I would use the most		We use the Melton Hill greenway and we would love to have something connecting it to the Hardin Valley where we live and I work. I work at Centerpoint, so connecting the Pellissippi Greenway to centerpoint would make it possible to safely commute via bike.	
16	It is the section I would use the most. The sol way bridge is a complete disconnect now, other routes are at least possible for other section.		Connectivity to existing commercial, greenways, and residential. Well conceived in regards to connectivity.	So much private land will prove difficult to acquire.
17		The proximity of some of the proposed sections of greenway to existing roads concerns me. Blurring the lines between greenways and complete streets takes away the scenic and recreational value of the greenway.		
18	I believe it will be used the most by residents/visitors. Ties into an existing greenway.	Very costly so I would consider phasing the project. I believe the community would support.		
19	It just keeps to greenway going where it stops now.		I like it just because it is a greenway! The more greenways the better!	
20	I live near this section of the proposed greenway	No questions, but I think it is a great idea. Hope to see it soon!	The greenway promotes exercise and gets people outside to enjoy nature. Family activities would include these areas for biking, hiking, picnics, and other outdoor activities.	Nothing. I think it is a great idea.
21	I believe it will be used the most by residents/visitors	Would like for you to connect N Peters/Turkey Creek connectors along I-40 for tourists/visitors and employees at the numerous businesses. Would be a great benefit for business development.		
22	I believe it will be used the most by residents/visitors. Chose section with Solway Bridge attachment.	Would prefer to keep away from existing roadways-especially busy ones like Pellissippi Parkway.		
23	I believe it will be used the most by residents/visitors. Continuum 10 mile to Turkey Creek most bang for buck.			
24	I believe it will be used the most by residents/visitors		Comprehensive	Feasibility
25	To emphasize how important it is to avoid the "preferred" area in Solway.	It too closely follows Pellissippi Parkway. Maybe follow more floodplains along Hardin Valley Road through Plumb.	Innovative connections to some neat areas.	Too close to Pellissippi Parkway! Should follow more floodplains to keep it away from the Parkway! Especially bad if routed through Solway!
26	I live somewhat close and I'm hoping that a greenway could be worked in to a solution to the Solway problem with the road, while it's being changed anyway.			
27	I believe it will be used the most by residents/visitors		It is a good plan	I'll be dead by the time its done.
28	It is the section I would use the most			

Question 1: A draft of the preferred and alternate routes for the greenway is available here. Do you have any questions or concerns about the proposed routes?

Selected responses to the question are shown here. All responses that are relevant to the scope of the plan are included.
There are some very steep sections around Faith Promise and Hardin Valley. It would (be) nice if routes were flatter.
The Greenway should connect the many hotels and business south of I-40/75 to the route.
My only concern is the nearest hill to the Oak Ridge HWY interchange on Pellissippi. Bikes will be going very fast through that section and I would plan on making the greenway very wide or gradually go up the hill (to) help bikes control their speed
I do think the Ten Mile (Creek Greenway) should be connected with the Turkey Creek greenway first. No one is going to ride from Oak Ridge to West Hills, but people will ride from Farragut to West Hills if there was a safer route.
We should have greenways that do not parallel roads, but if they do there should be a tree-lined planting strip that separates a path/trail from vehicular travel lanes.
It would be nice to connect the new greenways to Melton Hill Park (Williams Bend Rd) in Hardin Valley.
Efforts made to keep the greeway seperated from the road (when possible) will make the experience more enjoyable and safer.
Just do it! Biking is healthy for all and should be encouraged!
I would love to see the connector to Turkey Creek added as a permanent piece of this plan.
The preferred routes are much better.
I'm concerned about the exhaust and noise for the portion that parallels Pellissippi Parkway. Makes for uncomfortable riding conditions even though it's the most direct route.
Please keep the bike path off of the roads as much as possible and limit the grades to those used by rails-to-trails.
Solway bike/ped bridge terrific but will be expensive.
The proposed routes seem to be heavily utilizing Highway ROWs. Extra attention should be paid to design and planning to ensure a pleasant user experience on these greenways that parallel highways.
Highly prefer the planned Solway-Pellissippi route over the alternative. I wouldn't be as tempted to use the alternative because it goes too far out of my way to Knoxville.
I think the connectors are great and Plumb Creek Park should get under way soon.
It would be nice if the Solway extension could also connect to Three Bends (Scenie Wildlife Refuge) and eventually Clark Center park in Oak Ridge. It would also be nice if the Solway connection could also access the UT Arboretum property
Propsoed seem better as it could use a great deal of Pellissippi Parkway ROW
Go with the one that is furthest from car traffic.

Question 2: The plan proposes to construction the greenway in 3 major phases. Please review the proposed phasing diagram and phasing description. In what order do you think the phases should be constructed?

Answered: 176 Skipped: 0



	1	2	3	Total	Score
Phase 1 -- Ten Mile Greenway to Dutchtown Road	62.50% 110	9.66% 17	27.84% 49	176	2.35
Phase 2 -- Dutchtown Road to Pellissippi Greenway	6.25% 11	80.68% 142	13.07% 23	176	1.93
Phase 3 -- Pellissippi State to Solway Bridge	31.25% 55	9.66% 17	59.09% 104	176	1.72

Question 3: What was the main reason for choosing your preferred phase in the previous question?

Selected responses to the question are shown here. All responses that are relevant to the scope of the plan are
I choose the Ten Mile Greenway first because I believe it will be the most used by children going to schools and residents in the community. The Dutchtown to Pellissippi Grenway should have more time for alternate considerations since it will be so close to Pellissippi Parkway.
It provides a safe route through Solway, which currently is extremely dangerous for cyclists. It also ties into existing Pellissippi Greenway and provides access to Hardin Valley
Likely the highest area of traffic.
Connect the most urban sections first.
Each phase would extend the existing greenways.
It extends existing greenway rather than adding new (temporarily) unconnected sections.
There are several roads that are relatively safe to connect from Dutchtown to Pellissippi State, but there isn't a good way to get through Solway without riding along Pellissippi Parkway.
I believe this would be the quickest and easiest to complete. Furthermore, Hardin Valley is growing rapidly and it would be a nice addition to the area.
Let people from the Pellissippi area go to Haw Ridge and reconnect with bicycling. Expecting them to go to school or work on bicycle will come later as they rediscover the pleasure of bicycling
It makes sense to start from the more city centered side and work outward. I live in West Knoxville.
To define that funds are there to complete the proposal and there is less development actually ever done by the county in the Solway area
It will connect to existing greenway first. Extending what is already there makes the most sense to me.
I think the connections completing in a manner to have them done without going back and forth is the best and will best be used while people look forward to the next phase and going farther. I wish they would do the highways that way as well, instead of pieces all up and down a project. To answer # 4 not directly on the route but in the area of it. But it does not ask if living in area or out of area. I am in the yellow lines.
I did not realign the order of phases. I don't know enough about that that kind of thing. I'm trusting the appropriate to do what is best is most efficient and safe it making that call.
Doing Phase 1 first would be very visible and would impact a lot of residents. It would provide an impetus to continue the construction. This area is already heavily developed and it will only get tougher to build a greenway in this area.
It would extend an existing greenway
I ride recreational and for health. I'd totally be behind kids getting exercise riding to schools.
it will offer an extension of existing greenways to provide a safe route for commuting via bicycle
I felt smallest to largest projects might be easier to implement

Question 3 (continued)

1. Pellissippi State to Solway Bridge provides a way to get across the river with bike and opens up to Oak Ridge bike paths along the river, 2. if you start as suggested then the other 2 sections just naturally follow to connect increasing sections together.

If either 2 or 3 were developed first, I believe use would be limited until phase 1 was completed.

Improved bike access to ORNL could significantly increase the rate of bike commuting at the lab.

Solway bridge is currently a hazardous crossing for recreational cyclists and commuters. The installation of the attachment bridge would allow for a safer crossing for those that are currently commuting to OR from Knoxville

Phase 1 connects the whole area east of cedar bluff to the area west of it safely, which is currently not possible without traveling on busy roads.

No opinion

Alternatives in this area are extremely dangerous, yet used regularly. Completing this section will save lives.

Maybe the timing with other highway projects in the area, such as Solway safety improvements and a southbound turn from Oak Ridge Highway, could speed along implementation of the greenway connection through this area, if it's coordinated with existing proposed project in the general area.

Seems logical to build from existing greenway at 10-mile creek. Many people already use this section, and it would be natural to extend runs, walks, or bike trips from the existing section into newly developed ones.

The Pellissippi bridge crossing is currently very dangerous.