



APPENDIX P

STEERING COMMITTEE MEETING #4

STEERING COMMITTEE MEETING

City of Knoxville Public Works Service Center

3131 Morris Avenue – Community Room (2nd Floor)

April 16, 2019 – 1:00 PM Eastern

AGENDA

- Meeting with TDOT Region 1 – 03/08/2019
 - Presentation
 - Feedback
- Revisions since 12/12/2018
 - Proposed Typical Sections
 - Prioritization Criteria
 - Improvement Projects
- Anticipated Project Costs
- Preview of Public Engagement
 - Community Workshop
 - MetroQuest Survey

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SUMMARY

- There were 19 attendees:
 - 2 from Knoxville Regional TPO
 - 1 from Knoxville-Knox County Planning
 - 4 from City of Knoxville
 - 1 from Urban Wilderness (City of Knoxville)
 - 4 from Tennessee DOT
 - 1 from Knox County
 - 6 from the consultant team
- A summary was provided of the 03/08/2019 meeting with TDOT Region 1, including the content that was presented and the feedback that was received.
- Since there have been revisions to proposed improvements since the 12/12/2018 Steering Committee meeting, these revisions were presented:
 - Proposed Typical Sections
 - Prioritization Criteria
 - Improvement Projects
- The proposed improvement projects were evaluated using the prioritization criteria, and the resulting list of prioritized projects was reviewed.
- The City of Knoxville asked TDOT Region 1 about the process for pursuing a decrease in posted speed limit along Chapman Highway. TDOT Region 1 replied that the City of Knoxville has the ability to modify speed limits along Chapman Highway, since they're within municipality boundaries, as long as the MUTCD and FHWA's USLIMITS2 web based tool are considered.
 - The City of Knoxville may evaluate the possibility of reducing the posted speed limit along Chapman Highway, for Segment 1, from 45 MPH to 35 MPH.

- The City of Knoxville has already evaluated Segment 5 of Chapman Highway, and will likely reduce the posted speed limit from 50 MPH to 45 MPH.
- TDOT Region 1 explained the consideration given to determining the location of median openings along a roadway that contains a raised median.
 - Intersections with public roads typically receive median openings, then TDOT's standard spacing for median openings govern.
 - Within an urban area, the minimum spacing is 440 feet and the desired spacing is 660 feet.
 - Within a rural area, the minimum spacing is 880 feet and the desired spacing is 1,320 feet.
- The consultant team shared that a 2nd MetroQuest survey was now online and accessible from the TPO project webpage. It is anticipated that the survey will remain online until 05/03/2019, providing 2.5 weeks of online input opportunity.
- The Community Workshop (scheduled for later that evening) was previewed, so the Steering Committee could understand the presentation content and desired input from the participants:
 - Handout (for participants to take when they leave)
 - Scorecard (for participants to rate projects and provide input and return before they leave)
 - "What We've Heard" station, presenting results from the 09/05/2018 Community Workshop and the 1st MetroQuest online survey.
 - Proposed Typical Sections for Segments 1-5, each with a center left-turn lane option and a raised median option.
 - Aerial imagery layouts for Segments 1-5 that conceptually illustrate the improvement projects, with tables that provide more detail regarding each improvement project.
- TDOT Region 1 provided an update of TDOT's work along Chapman Highway.
 - \$30,000,000 has already been invested on three (3) 1-mile projects along Chapman Highway, beyond the City of Knoxville.
 - An additional \$45,000,000 for the IMPROVE Act project will include the City of Knoxville section, but extends to Seymour.
 - TDOT shared that the IMPROVE Act project likely would not be able to implement everything on this list, and also cannot guarantee that highly rated projects from the Implementation Plan can be implemented by TDOT as part of the IMPROVE Act project.
 - The TPO stated that one of the purposes of this Implementation Plan is to provide information to TDOT.

- The Steering Committee discussed how the various efforts on Chapman Highway should be properly messaged to the public.
 - Mike Conger prepared a handout with some 'FAQ' that facilitated dialogue.
 - TDOT Region 1 expressed a desire to avoid inaccurate messaging that may lead the public to think that TDOT's IMPROVE Act project will fund and fix everything resulting from this Implementation Plan.
 - Jeff Welch and Mike Conger described their attempts to coordinate with TDOT's Strategic Transportation Investments Division, but the TPO/City have not received any response from TDOT to discuss Chapman Highway.
- Jim Hagerman mentioned he has met with KFD and KPD regarding the improvement projects that would restrict access or close intersections to existing public roads along Chapman Highway.
- The meeting concluded.

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