

APPENDIX: PROJECT SEGMENTS

PROJECT SEGMENT SUPPLEMENT DESCRIPTIONS

The East Knoxville Greenway will begin at the Knoxville Botanical Gardens and travel through the neighborhoods of east Knoxville to Harriet Tubman Park. The route has been vetted and brought to the community for review. The typical sections will vary from an independent path through to a shared use path along existing roadways with a 5-foot buffer from the travel lane. A schematic design has been completed to show the path and the potential impacts when the project is taken to Right of Way and Construction plans. The East Knox Greenway is fully funded.

The First Creek at Austin Bridge & Connector is located at the former Austin Homes public housing site, now First Creek at Austin, and will have many connections along the project to give residents access to new and existing features in the area. The project has been planned with multiple features to enhance the movement of people through the homes. These features will include new pedestrian connections through a multi-use path, pedestrian and vehicle bridge over the channelized First Creek, dog park, natural playground, and a community garden trail. These new pathways and public park areas will provide the connection from the East Knoxville Greenway to the new multi-use stadium and Old City areas of downtown. Partial funding to complete the connections through and to this space is included in this proposal.

The Stadium/Old City connectors segment includes infrastructure in and around the stadium along with the construction of the Jackson Avenue Park to be located under the raised 8-lanes lanes of James White Parkway and 4-lanes of Hall of Fame Boulevard. Work includes improving the transportation infrastructure around the under construction multi-use stadium. This project will include complete streets components, utility relocation and cultural plazas. This area has been studied to show the economic impact these improvements will bring to the surrounding communities. The construction of TN-158 created pockets of unused land with elevated bridges transecting the downtown area, displacing residents, creating an industrial area and cutting off the new homes from the downtown area. We will create a park area to reconnect and reclaim unused space under the 8-lane state highway and the also elevated 4-lane Hall of Fame Drive dividing Knoxville's downtown area. This park area will be adjacent to new retail space being built as part of the stadium project. The Old City Connector and Stadium Plazas are fully funded. We are requesting funding for the Old City Park.

The Cultural Corridor and Connectors (Summit Hill, Morningside, Hill, Dandridge) starts at the intersection of four streets (Summit Hill, Dandridge, Hill, and MLK). This is a key intersection for connecting the displaced communities with the downtown area and the new economic centers. This intersection supports an elementary and middle school crossing as well as churches and the Family Justice Center. There are four affordable housing sites that touch this interaction as well. Improved pedestrian and bike access is needed. KCDC has already closed a slip ramp which caused increased speed and accidents; however, more is needed.

Hill Avenue & Summit Hill will connect to the corner of Hill Avenue and Summit Hill Drive using existing pedestrian paths and the addition of a Complete Streets plan that will connect First Creek at Austin and Morningside Park to the future mixed-use development

coming to the corner of Hill Avenue and Howard Baker Jr. Avenue, and then further connection to James White Parkway. Additional connections will be made from that same corner to Hall of Fame Avenue. These areas will include the bulk of the cultural corridor pocket parks also being proposed. We are requesting funding for these connections.

Morningside Connector will start at Harriet Tubman Park and the terminus of the East Knox Greenway project and move along Martin Luther King Jr Avenue onto Dandridge Ave and then into Morningside Park. The crossing at the intersection of Martin Luther King Jr Avenue and Harriet Tubman St. will be improved with a new pedestrian crossing that included signage, striping and curb ramp work. The existing Morningside greenway located in the park will include upgrades to ADA accessibility, drainage features, and resurfacing of the path. A new park is also planned through the generous gift of \$5.52 million from the BlueCross foundation. The new BlueCross Healthy Place will include a multipurpose field with bleachers, accessible playgrounds for children ages 2-5 and 5-12, challenge course, 40-yard dash, fitness area, walking trail, two community pavilions, and restrooms. Partial funding to complete the ADA connections to this space is included in this proposal.

The Dandridge Avenue Connector will create a new pedestrian crossing from Morningside Park greenway at Witt Place to provide access to the Beck Cultural Exchange Center (Beck) and the Mabry-Hazen House. Beck is Knoxville's African American History Center. This crossing will include signage, pavement markings and curb ramps. There are existing sidewalks along the north and south side of Dandridge Avenue expect a section of approximately 750 feet of missing sidewalk. This section will be constructed with a 5-foot sidewalk and a grass buffer to complete this missing link. We are requesting funding for this connection.

The South Knoxville Bridge will provide safe passage for pedestrians and bike riders over the Tennessee River. Pedestrian and bicycle access from the Downtown area to South Knoxville and the urban wilderness is currently limited to the Henley Street and Gay Street Bridges, further down from the neighborhoods we need to reconnect. The Henley Street bridge carries a high volume 5-lane state route over the Tennessee River while providing only the minimum 5' sidewalks and bike lanes. The western terminus of the bridge is Chapman Highway which is extremely high volume and has limited to no direct bike and pedestrian access to the Urban Wilderness or the South Knoxville Waterfront. The second option is the Gay Street bridge which is a much lower volume local road bridge but still has limited space for alternate means of transportation, namely low border sidewalks and lanes marked for shared use with bicycles. The need for safe passage across the Tennessee River for those without automobiles is critical to opening up the Urban Wilderness and South Waterfront Businesses to the citizens of East Knoxville. The South Knoxville Bridge Connector will provide a safe link to this growing economic opportunity area and amenities. The plan for the bike and pedestrian facilities includes the construction of a buffered multi-use path with a concrete barrier to provide structural separation from motorists. Working in conjunction with the Tennessee Department of

Transportation (TDOT), the city has completed a load rating study for the bridge to verify the structural feasibility of adding the shared use path. This project has been costed and gap funding is needed to begin the project.

The Cottrell Connector will provide safe pedestrian and bike access from James White Parkway to the emerging business sector of the South Knoxville waterfront. This area is currently safely accessible by vehicle only from the eastern part of downtown Knoxville. The Cottrell Greenway will provide a temporary connection if the Urban Wilderness Greenway Park is unable to be funded during this round of proposals. The Cottrell Greenway is fully funded.

Urban Wilderness Gateway Park will be the final piece of the project to connect the residents of downtown Knoxville living towards the East and South. This section will incorporate roadway improvements, linear parks, and a multi-use path, ending into the completed the first phase of the Urban Wilderness Gateway Park. The roadway section will take the 4-lane divided roadway to a 2-lane roadway and 2-lane greenway from Anita Drive to the Gateway Park entrance. The intersection of James White Parkway will be realigned with Sevierville Pike and incorporate pedestrian and cyclist movements. Partial funding to complete this space is included in this proposal.