

# MOBILITY PLAN 2045

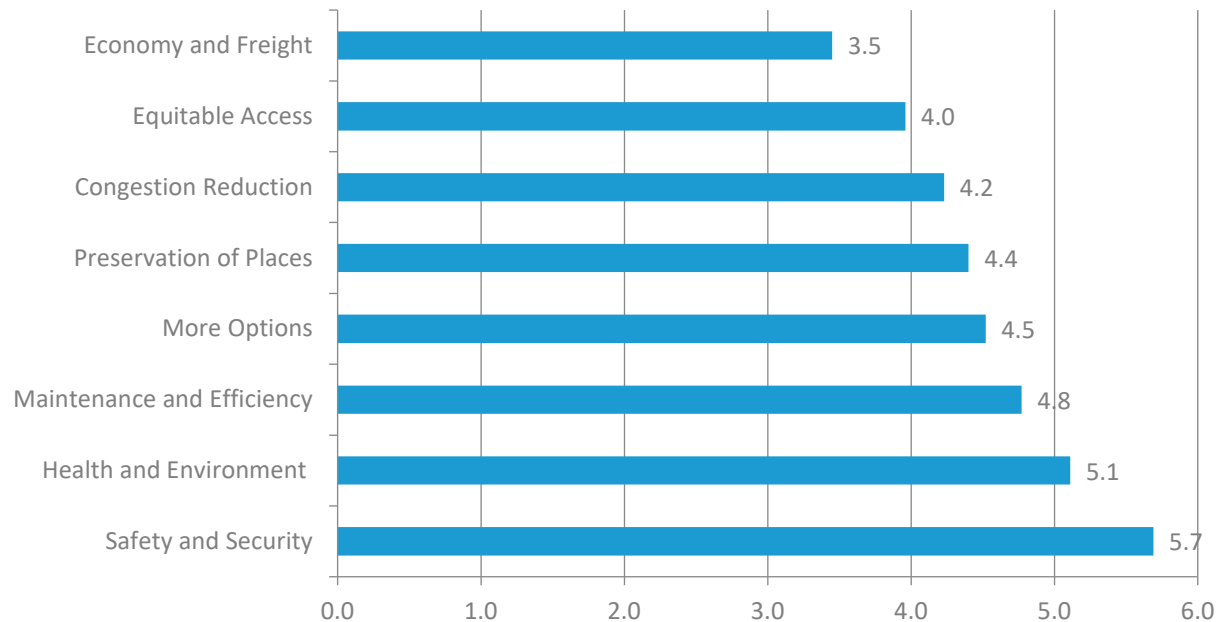
## Public Involvement Results

### ONLINE SURVEY RESULTS

**Question 1: The 2045 Mobility Plan is guided by eight primary goals, listed below. Please tell us how important each of these goals is to you by placing them in rank order, with the top priority at the top of the page. You can drag and drop to place the goals in order, or choose the rank using the drop-down menu.**

**Answered: 232**

**Skipped: 15**

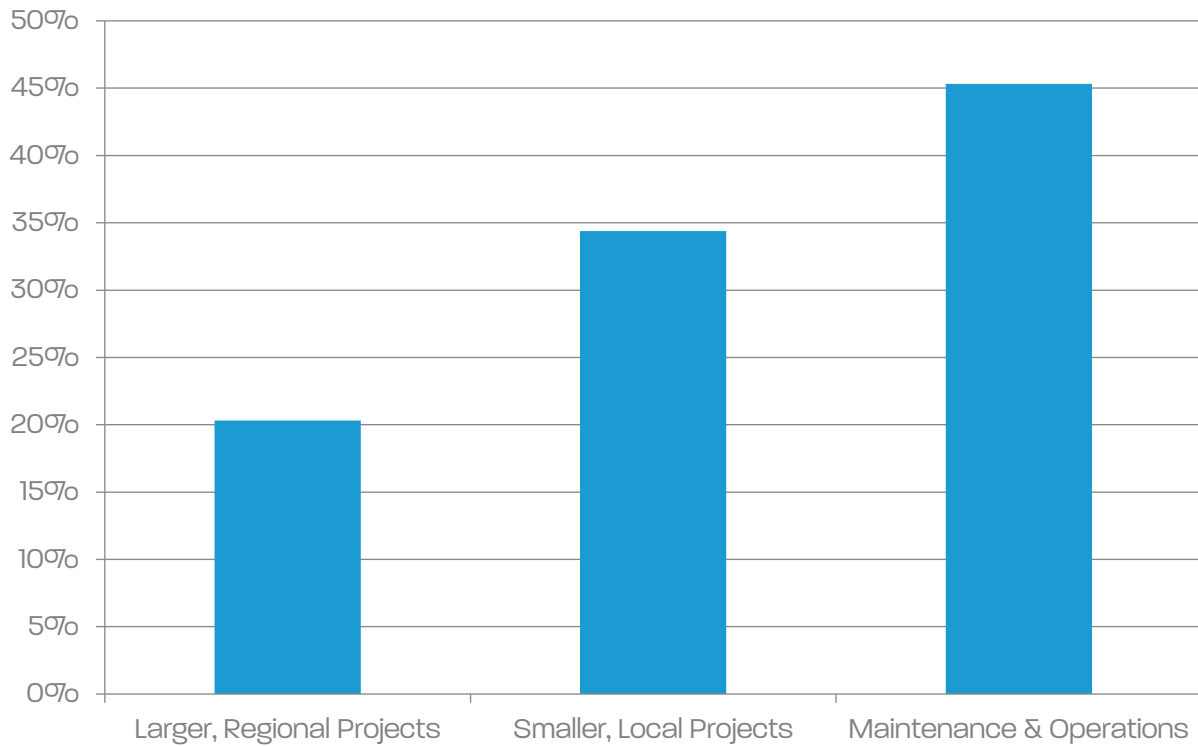


Goal	1	2	3	4	5	6	7	8	Score
Safety and Security-Reduce rates of crashes with serious injuries and fatalities-Reduce the region's vulnerability to incidents and threats	57	44	32	28	28	22	12	6	5.7
Health and Environment -Minimize negative impacts on the environment and people's health -Increase access to active transportation/physical activity for all ages	31	42	28	42	33	26	22	7	5.1
Maintenance and Efficiency-Preserve and maintain our existing infrastructure through repaving projects, bridge replacements, access management, sidewalk repairs, and intersection improvements	37	24	38	29	23	29	31	19	4.8
More Options-Improve access to services and employment with bicycle and pedestrian facilities, and transit services	24	28	42	25	28	29	24	31	4.5
Preservation of Places-Preserve natural and cultural areas and places that make our region unique	16	31	32	25	47	27	26	25	4.4
Congestion Reduction-Use our system more efficiently through technology like traffic signal coordination, real-time traffic info, and emergency response vehicles	33	27	23	23	17	28	38	42	4.2
Equitable Access-Connect communities to opportunities and services throughout the region, particularly areas with high proportions of low income, senior, and minority populations	13	19	25	35	32	39	40	28	4.0
Economy and Freight-Improve intermodal connections to help move freight to and through the region-Reduce delay on major freight corridors-Support business attraction and retention	20	16	12	25	23	32	34	68	3.5

**Question 2: In your opinion, which of the following types of projects is most important for the Knoxville region?**

**Answered: 193**

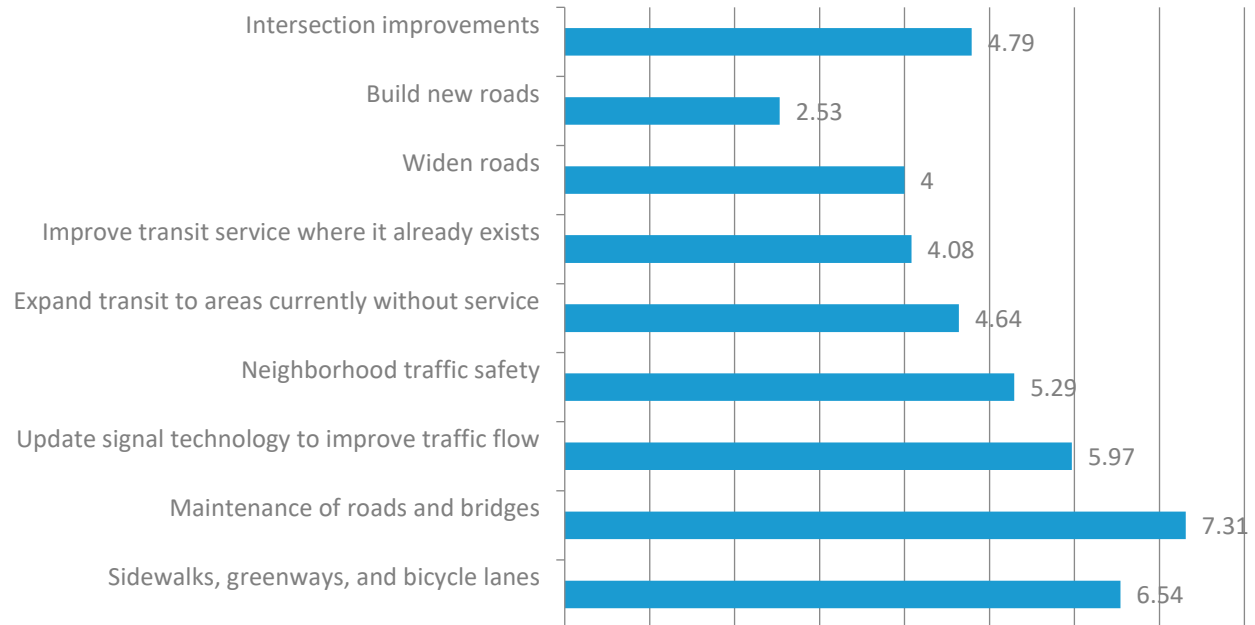
**Skipped: 54**



Answer Choices	Responses	
Larger, Regional Projects	20.21%	39
Smaller, Local Projects	34.72%	67
Maintenance & Operations	45.08%	87

**Question 3: Please rank these types of projects, with 1 being the most important to you and 9 being the least important.**

**Answered: 235      Skipped: 12**

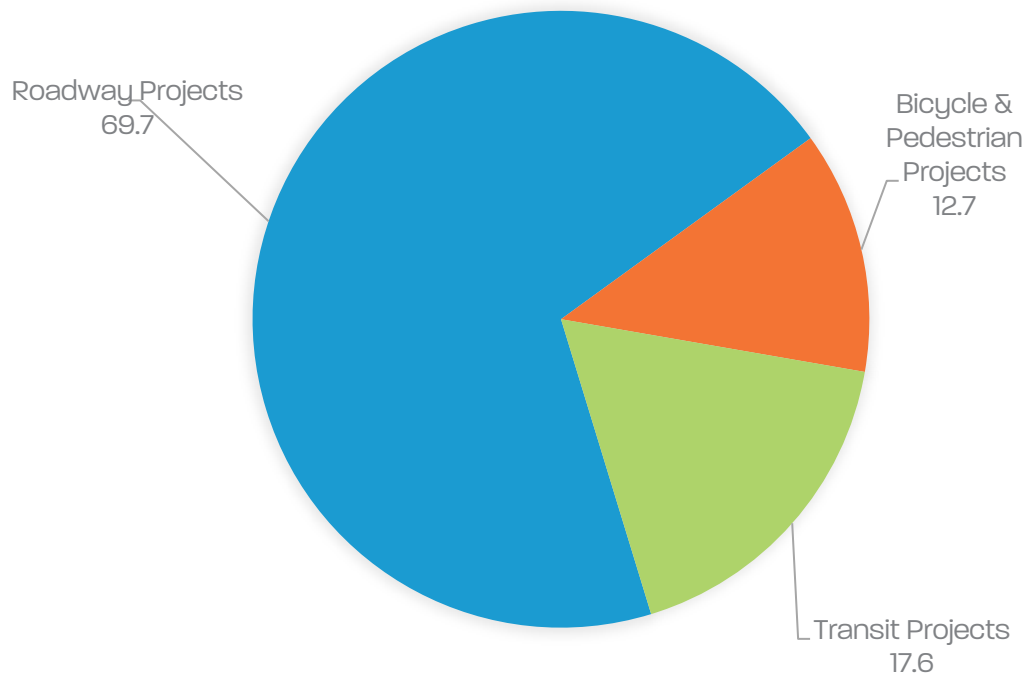


	1	2	3	4	5	6	7	8	9	Score
Sidewalks, greenways, and bicycle lanes	66	46	19	31	20	18	16	6	11	6.54
Maintenance of roads and bridges	84	42	46	23	19	10	5	4	1	7.31
Update signal technology to improve traffic flow	19	33	49	43	31	33	18	6	1	5.97
Neighborhood traffic safety	4	31	31	48	41	29	25	16	6	5.29
Expand transit to areas currently without service	19	17	25	21	34	28	33	36	20	4.64
Improve transit service where it already exists	5	14	10	24	29	54	43	29	23	4.08
Widen roads	17	19	16	17	13	16	35	76	23	4
Build new roads	11	7	9	3	13	13	9	41	127	2.53
Intersection improvements	10	24	30	24	32	32	47	17	17	4.79

**Question 4: Based on your personal knowledge, what percentage of those dollars are currently spent on the following project types? Please enter whole numbers, for example 10, 25, 50, etc.**

**Answered: 178**

**Skipped: 69**

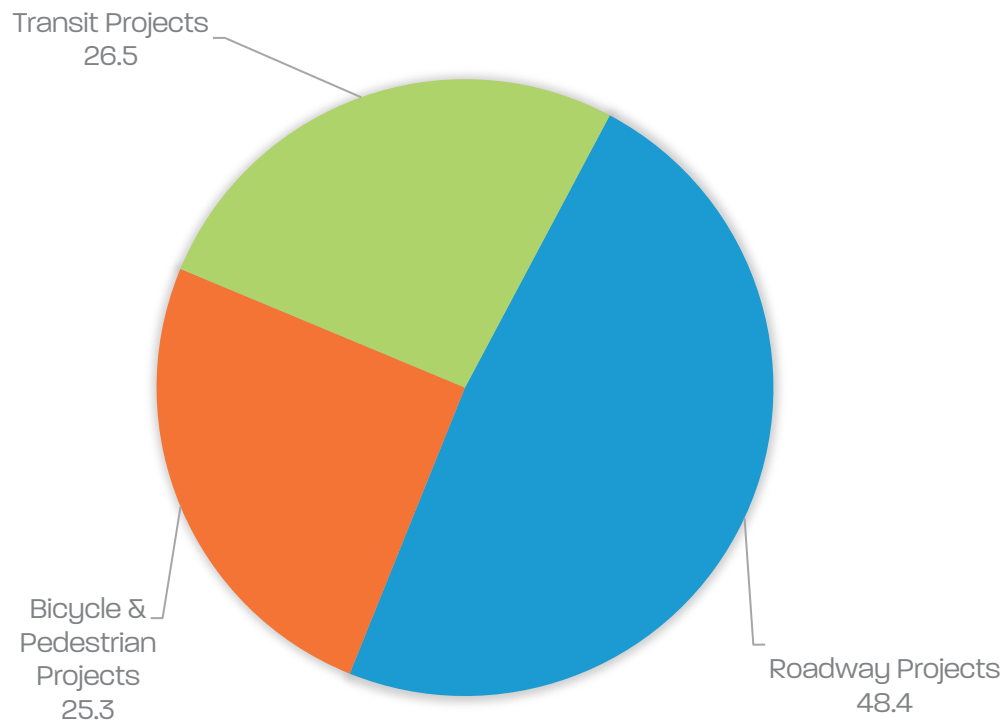


Answer Choices	Average Number	Total Number	Responses	
Roadway Projects	69.7	12423	100.00%	178
Bicycle & Pedestrian Projects	12.7	2257	100.00%	178
Transit Projects	17.6	3120	100.00%	178

**Question 5: How do you want those dollars to be spent in the future on the following project types? Please enter whole numbers, for example, 10, 25, 50, etc.**

**Answered: 193**

**Skipped: 54**

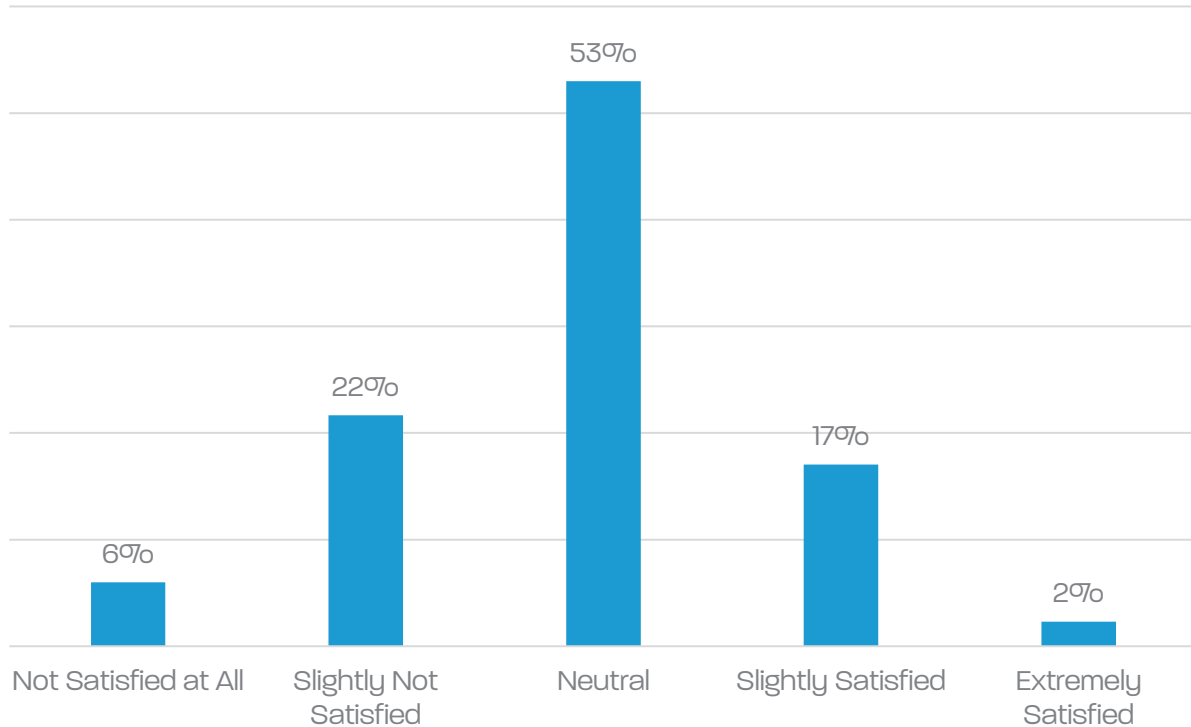


Answer Choices	Average Number	Total Number	Responses	
Roadway Projects	48.4	9347	100.00%	193
Bicycle & Pedestrian Projects	25.3	4850	99.48%	192
Transit Projects	26.5	5103	99.48%	192

**Question 6: How satisfied are you with the overall transportation system in the region?**

**Answered: 217**

**Skipped: 29**



Star Rating	Percentage	Responses
★ Not Satisfied at All	5.99%	13
★★ Slightly Not Satisfied	21.66%	47
★★★ Neutral	53.00%	115
★★★★ Slightly Satisfied	17.05%	37
★★★★★ Extremely Satisfied	2.30%	5



**Question 7: If you have specific issues you would like us to know about, please tell us here. In addition, you may visit our online mapping application to pinpoint specific issues on a map.**

**Answered: 116**

**Skipped: 131**

Open-Ended Response
We need additional bike/pedestrian lanes with more connectivity to neighborhoods and businesses
Road maintenance and public transportation are not a priority
Major mass transit development. Improved availability and safety of bicycle and pedestrian options.
It's all designed for cars. We have to move away from that where possible.
Lots of potholes in area roads. Spend more on repairs.
The sidewalk system needs to grow. We need passenger light rail, too!
Roads that already are built should be maintained before embarking on larger new roads. Green space, and working agricultural lands should be preserved. Would like to see much more work on sidewalks, pedestrian and bicycle friendly paths especially along Montvale Road in Maryville. That is a case for a road widening project in my view. I often see pedestrians struggling to walk on that road, and it is not safe. There is a population in Blount County who do not appear to have vehicles, many are school children, and walk often walk on the drop off shoulder of Montvale Road to and from work. Speaking on miles 1-5. It would be very helpful to these people to have a sidewalk. Also a bicycle lane would be very helpful along this road. Thank you for reading this.
In certain areas, I'd rather see money allocated to improving existing roads rather than building new and probably unnecessary roads. A specific example is the Pellissippi Parkway Extension. A 4 lane divided highway from Maryville/Alcoa to Townsend is not a good use of funding. We'd be much better off improving routes 33, 411, 321 and the connecting roads between those routes.
I am against the Pellissippi Parkway Extension. I think we should expand public transit options, as well as bike paths and greenways.
the whole Alcoa highway project is a fiasco tdot had it mapped out even before it went for public comment-there is no need for an additional roadway next to the pellissippi parkway-there was no need to close hunt rd just to build a road 10 feet away from the original- gigantic waste of taxpayers dollars- the whole design team should be fired and the Pellissippi parkway should not be extended- that would be a complete and utter disaster for the area- fire t-dot!
County road improvements should be a top priority, particularly in Blount Co. Millions can be spent on I-140 that will do little to reduce congestion but nothing is spent on the local roads that need paving and widening. The county highway department does not have the funding to improve roads. Extending the Pellissippi Parkway, which has been a TPO priority, is a huge waste of money. We need that money for county roads.
We need more public transit in the area. It needs to be reliable and affordable. Most places prioritize car travel over all else but there are many people who cannot afford a car or choose not to own one. They deserve to have reliable transportation too.
More needs to be done in planning construction to avoid impacts to streams and aquatic life, especially resources as biodiverse and valuable as the Little River.
Major intersections in high congestion areas needs to be higher priority
No Pellissippi Parkway extension!
I'd love to see more bus service coverage further out in the east Knox area and later hours for all routes. Then it would actually be useful for someone like me. Things are improving in other respects so I'm thankful for that. Onward and Upward.

We need more dedicated bike lanes to travel across the county.
Alcoa Highway, Bicycle and pedestrian trails from Knoxville to Townsend, Greenway trail from Royal Oaks to Alcoa -Maryville Greenway.
lack of connectivity, need sidewalks to bus stops
I would love to use my bicycle for transportation, but many roads do not even have a shoulder to ride on and curves in many roads make it impossible for a driver to see a cyclist.
regional biking connections for Sevier County.
Improving existing routes of travel is more important than building more and more roads. Walking and bicycle trails/greenways improve quality of attract educated people to the area.
Continue to work on making the transportation system conducive to all forms of people movement.
Hardin Valley area is growing too fast. The infrastructure is terrible. The roads need widening. The main intersections need updating.
Hardin Valley is approving new builds much faster than it is making necessary road improvements to handle the additional traffic, making a bad situation much worse.
Hardin Valley congestion with 3 schools in one place plus a College. Pellissippi exits and on ramps at Hardin Valley Road.
Hardin Valley/ Pellissippi area is need of updates/changes to relieve the excess amounts of traffic
A large portion of our roads in the area that I reside in are very substandard. There are only a few that are always getting updated but the majority are in less than adequate .
It is important to protect our natural resources including air quality. We have old roads that need updating. With the current economy, including the cost of COVID-19 I feel we need to maintain what we have and not spend new money on anything new. If money is spent on new items the old will be neglected and fall further into disrepair
This area has clearly already experienced more growth than it can handle, as evidenced by the backlog of road projects related to new developments that the TPO currently has. The topography of the region isn't very conducive to mass transit in many areas unless a drastic change (to neighborhood hubs that feed superstops) and the transfer system is difficult for riders to fully utilize. County Commission (and City Council, too) needs to focus on serving the needs of the people who are already here (we have more than enough shopping & office space and overpriced homes & apts., but a terrible lack of affordable housing) rather than attracting new businesses that won't bring enough jobs & tax revenue to be worth neglecting what's already here.
Traffic lights aren't timed right
Hardin Valley Road area. Way too many people moving in without the adequate road access to get anywhere
Potholes are everywhere especially on 640 causing vehicle damage
Hwy 168
Solway, especially at Pellissippi. The "exit" turn onto Coward Mill that will be needed for entry to new school
Do not need to build the Pellissippi Parkway Extension! Focus on existing roads.
There are far too few places in East Tennessee where one can live without a car. We need to think about multiple options for everyone.
Sidewalks in residential areas
Repair, upgrade existing roads and bridges. Consider future needs for transit systems and sidewalks and bicycle lanes. Large new projects should be the last objective.
The region seems to only consider roads as transit. We have been needing a light rail system to connect the outlying county areas through Knoxville and into the other counties for years. It is way overdue. Being near the GSMNP and with our increasing population, it is imperative to

reduce our greenhouse gas emissions from vehicles. A light rail system will help do this and keep people moving. We have plenty of population to support this and we have the medians of the highways to run it. Add solar cells into the mix with electric trains and it will work. Also, need more safe bicycle paths that connect economic locations (work, grocery, shops, communities) to use as alternative transit.
Please make Alcoa Highway and Chapman Highway safer. Please do not build the Pellissippi Parkway Extension. Not needed. Please do more research & planning for regional public transit.
It is imperative that this area maintain undeveloped areas used for agriculture and leisure. New roads should not be built through them, including interstate systems.
In Blount county, we need more options for public transportation and upgrading of existing roads. In the county near Friendsville the roads have huge potholes and the roads are literally crumbling at the edges.
Schadd Rd. extension needs to be completed toward Lovell Rd. and also ensure that it not be used as a through route for truckers from 40 to 75. Also, Solway area improvements where Oak Ridge Hwy joins Pellissippi.
ETHRA is a help as is the SMILES program to people who are in rural areas outside of Knoxville, or even in suburban areas such as Maryville, however, it'd be great if there could be more services that were not just for dr's appts. such as a bus that runs regularly so that a person could go to the store or other location when they choose-not just for appts.
The Pellissippi expansion project is a complete waste of our taxpayers dollars. There are so many roads in our county that need improved way before you need to build a duplicate road that takes you to Townsend!
I am strongly opposed to the Pellissippi Parkway extension project
The mass transportation availability in our area is very inadequate . We are too dependent on our road vehicles.
Inter regional mass transit
Very disappointed in the lack of public transportation options available in some of the more rural areas
Repair/improve existing roads: deny developers' pipe dreams of new roads that hurt the environment and people simply to line the pockets of developers & the politicians the developers have bought. We have spent too much money on the PPE.
I know that Amtrak is courting the TN General Assembly, and there is NO reason that rail travel shouldn't have already been expanded into the region. Additionally, with the TYS airport being City of Knoxville, the KAT bus should work to get some special permitting to run a route from the airport to downtown Knoxville; a once-an-hour or every 90 minute transfer.
Not enough transit and greenway access in the counties
Centennial Church rd. needs work, trees trimmed, bridge needs repair, and widened!!!!!!
Knoxville is hilly and buses don't come where they need to.
We need to expand bike lanes and greenways to provide safe alternative transportation options. This will also help alleviate traffic congestion. There should also be more accessible public transportation for the region; for example, a light rail connecting Knoxville with cities like Oak Ridge, Gatlinburg, and Maryville.
We should be spending money on improvements to existing roads instead of on new roads. We may need some new roads in the future, but not at the expense of maintaining our existing roads
Don't build the PPE! It isn't needed, it ruins the beauty especially of the environment, and it wastes tons of money much better used elsewhere.
Be smart, be efficient, remember that our tax-dollars are funding your work. It's more cost-effective to maintain and fix existing systems, rather than starting from scratch building inefficient roads to go nowhere useful.

Revisit diverting interstate transport traffic around further points to avoid turning into Nashville and reacting too late
TDOT and Knox County do a pretty good job of maintaining hundreds of miles of roadway. The area gets 4 stars due to extensive Greenway systems that could rival other cities. There is still so much opportunity to continuously grow multi-modal transit. Additionally, the TPO and respective planning departments of each county need to collaborate more to ensure mixed use communities exist to match mixed use transit. Otherwise, some sidewalks will simply get too little traffic to make them worth it with single family residential neighborhoods.
Shopping and business corridors in older neighborhoods need more landscaping and pedestrian facilities. Restrictive and unsafe RR tunnels in older neighborhoods need upgrading. Greenway network needs to be connected throughout the city
Would love to be able to transfer bus lines other places than having to go all the way to the station to change lines. Quite a long process to get anywhere via Kat
There is too little focus on repairing and improving existing roads. We do not need more roads, we need to maintain what we already have, and add smart fixes like traffic circles to improve flow. Also, we need more options for pedestrians.
Interstate congestion is real concern for the future.
Look at turn lanes on highways which do not have a designated median.
The Pellissippi Parkway Extension is a waste of funds, land and a loss of business to those businesses already established along Hall Rd., Washington Ave. and hwy 321 east.
Congestion on interstate 40 to Nashville and 75 to Chattanooga. Finish Pellissippi Parkway to US321.
If you don't have a car you're screwed. If you do have a car you're sitting in traffic. Why isn't there a light rail link between Maryville, Oakridge, and Knoxville? L
Improve multi-modal and transit options to broader region.
Keep the Interstates in good condition by fixing potholes and paving.
Alcoa Highway, Chapman Highway - Maintenance instead of building new roads, preventing sprawl
Must start taking climate change seriously and vastly increase transit to get people out of cars.
Too much focus on enabling high speed driving and not enough emphasis on health, well being and community culture.
More charging stations at no cost!
Two lane rural roads are unsafe, too narrow, and dangerous. This is true all over Blount County. Same for US 411 North from Maryville to Seymour.
Certain regions are very suitable for increased bike/ped use. When that happens a car is removed alleviating congestion. Some of those immediate areas could be focused on.
It is my hope that TDOT has considered alternatives for the I-40/I-640 interchange (especially in the WB I-40 direction), and closing direct connections to Pellissippi Parkway.
Expand funding for public transportation
Our current transit system around downtown is incredibly useful and affordable for those who do not have other transit options. However, it's not set up to encourage wider use by those who do have a car. I live within a 5 minute car ride to my office downtown but I would like to bike and take the bus instead of driving to work and not have to pay for parking. I calculated my bus ride and on a quick day with minimal waiting it would take me 45 minutes to get to work by bus. It's so hard to justify spending 1.5 hrs of my time trying to utilize public transit when it could be 15 minutes or less...
I'd like sidewalks off of major roads (Kingston pike in Knoxville, Lamar Alexander parkway, Broadway and Sevierville road in Maryville) at least in the cities proper. I'm also in favor of extending pellissippi parkway to 321. There is a lot of traffic flowing thru Old Knoxville Pike/Broadway that struggles to get further south.

it would be nice if there were a better greenway system where you did not have to fear for your life and could commute to downtown from out west.
Would love to see a connection between Veteran's Blvd and Winnfield Dunn Parkway to help with congestion in Sevierville.
Lack of funding to improve "bottleneck" conditions, such as interstate ramps to high-growth communities.
Road widening and improvements to keep up with Hardin Valley growth. Congestion on I40.
Too many new residential developments are being allowed to start/finish without adequate drainage, schools and roads also planned.
Hardin Valley is one of the fastest growing areas in Knox County and is severely neglected. Improvements are desperately needed on Hardin Valley Road and Pellissippi parkway before more bad car crashes occur.
Hardin Valley Road needs to be addressed quickly. It is not ready for the amount of people moving into the area.
Too many roads that are 2 lanes that are just full such as Oak Ridge Highway, Ball Camp Pike, Hardin Valley, and Lovell.
Utilize new and innovative ideas for routing traffic around schools & other areas of congestion that won't lead to over expanded pavement with less problem solving capabilities.
Traffic flow through intersections need to be synced. Hardin Valley road needs to be widened, the Pellissippi/Hardin Valley Rd. Interchange needs to be improved. Thompson Rd towards Lovell needs to be widened so schools buses can safely travel down the road. Hardin Valley and Thompson Rd need a traffic light, one that changes just when a car is waiting.
There has to be additional build out and maintenance of the roads in West Knox County, essentially from Pellissippi Pkwy/I-40 west to the Knox County Line. The County is allowing unmitigated growth in this area and the available infrastructure is beginning to physically wear out as traffic increases.
Not many options or areas with public transportation
Hardin Valley is experiencing massive home development and increased traffic congestion without apparent concern for infrastructure. HV Road west of Route 162 is a two lane road, with a few turn lanes. Hundreds of homes and a new school have been built, thousands of cars transit it daily (would be good to know the five-year increase), yet there are no plans to widen this artery.
The interstates through Knoxville have become parking lots for large amounts of time during the day. We desperately need a bypass system to keep through traffic away from the middle of the city.
The two lane portion of Lovell Rd is too narrow and is extremely busy. There are numerous accidents on this road because of cars going too fast. This road needs to be widened or at least have a turning lane added. When cars are turning onto another road in a curve, it's dangerous to be stopped because of cars coming up behind you too fast.
Need sidewalks and crosswalks at Harbison Crossroads. Need traffic relief in Hardin Valley area. Need sidewalks from neighborhoods to schools, stores. Need infrastructure in place before development comes, not after.
Lack of connectivity, limited transportation options, priority given to private cars. Neighborhood design and transportation need to be related.
More areas served for ETHRA and CAC. I am Knox County, but CAC will not pick me up where I live.
My concerns are for convenient, affordable options for non-driving seniors who are unable to walk to bus stops or climb into buses.
People without access to an automobile need an affordable way to get to work. We need more sidewalks and greenways so people can walk and ride bikes.

interstates need repaving, local main roads need repaving, need extended turn lanes at various intersections that back up into other traffic lanes ie: north broadway at Adair drive turn lane in north knoxville
I love my bus service & its frequency (15 min during peak times -- BC - before corona). But, it's difficult to get thru town. Also, I absolutely love my sidewalks and the fact that I can, and DO, walk to local services - library (BC), drugstore. I wish that there were more and better maintained sidewalks nearby
No good transit options for seniors wanting to age in place in the County. (Calling for a ride is not convenient enough and is very limited -- requires calling too far in advance, is slow, sometimes doesn't show.) Also, many many new family homes being built, but roads are not being widened to accommodate them and no sidewalks are being built.
A high speed rapid transit connecting downtown/university area, West Town Mall area, and the airport would be a very efficient use of limited mass transit resources.
equitable and environmentally sustainable transportation option for all. Especially cognizant of the growing needs for the aging and impaired.
Need better and more active transportation options which means more funding
Too many big roads going through the middle of Knoxville.
I-40 E/W has increasingly gotten more congested. As downtown expands, bike/pedestrian/transit friendly options are crucial.
So many potholes on the I40, it's dangerous. We also need HOV lanes. If Knoxville want to continue expanding, it simply does not have the freeway capacity. We must promote carpooling.
Connections are lacking.
Regional projects does NOT equal widening and building. It includes carpools, HOV lanes, regional bus service, etc.
With major tourism jobs in Sevier County, regular BRT should be available for workers. Part of Closed East Towne Mall could become a Trans Hub.
I want more sidewalks and access between different parts of the city
There should be a major emphasis on carbon reduction and safety. Vastly improved transit will accomplish that. Please do not continue to spend money building new roads or improving existing roads. That just encourages more driving, resulting in more emissions and more fatalities.
Lots of congestion, lots of crashes. Poor connectivity or alternate routes in a lot of areas.



# ONLINE WIKIMAP RESULTS

## Issues Along Routes

**MOBILITY  
PLAN 2045**

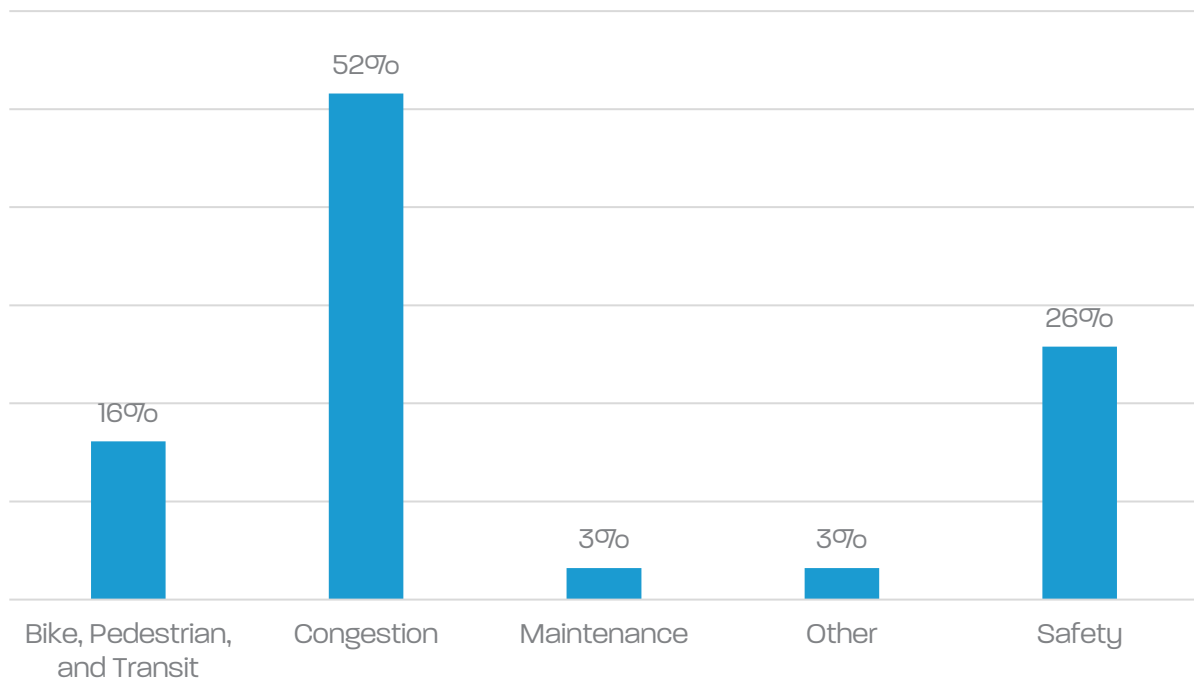
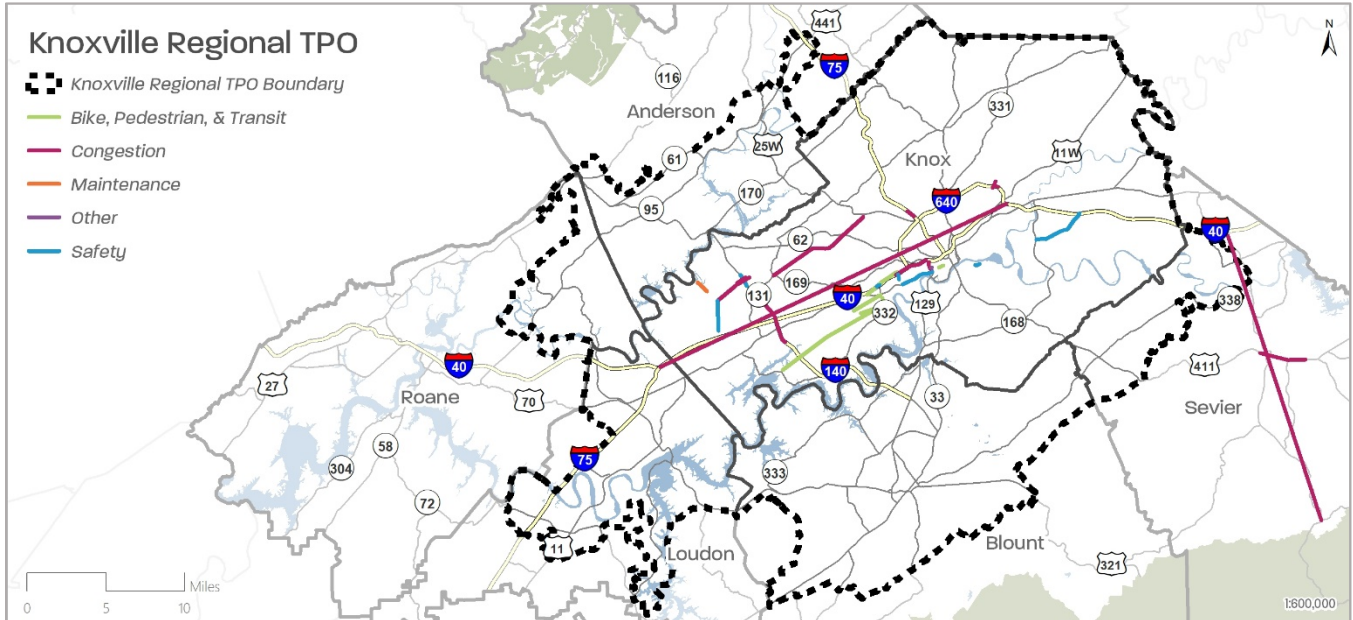
Please use the map below to share your opinions by drawing routes and placing points on transportation issues in the Knoxville region.

### Issues along Routes

- Safety
- Congestion
- Maintenance
- Bike, Pedestrian, & Transit
- Other

### Issues at Locations

- Safety
- Congestion
- Maintenance
- Bike, Pedestrian, & Transit
- Other



Issue	Description
Bike, Pedestrian, & Transit	There is no bike infrastructure on Northshore from the interstate to Westland and points west and along Paper Mill to Kingston Pike from the intersection with Northshore/ I40-75
Bike, Pedestrian, & Transit	Papermill needs bike and ped facilities - many people would bike and walk to McKay's, REI, and Whole Foods if there was a safe way to get there. Also it would connect to the greenway on Middlebrook
Bike, Pedestrian, & Transit	Already commented that Papermill needs bike and ped facilities that connect to schools, retail, etc.
Bike, Pedestrian, & Transit	See prior comments re: Papermill
Bike, Pedestrian, & Transit	sidewalks are in horrible condition
Congestion	Severe congestion on westbound I-40 in the evenings
Congestion	Severe congestion on westbound I-40 in the evenings
Congestion	Severe congestion on westbound I-40 in the evenings
Congestion	Congestion on Vanosdale all mornings and evenings, exacerbated during the school year. Consider replacing the four-way stops with traffic circles.
Congestion	Intersection with Morrell Road/Buckingham and W. Town Way/I-40 ramps need three separate lanes eastbound on West Town Way dedicated for left turns, thru traffic, and right turns.
Congestion	Substantial congestion in this area as I-640E/W/75N traffic merges into I-75N and I-275 traffic has to cross to exit on Merchant Dr
Congestion	AM Peak congestion
Congestion	Severe congestion on Millertown Pike through the East Town Mall area. Traffic signals are not synchronized. One lane of through traffic with many turning movements inadequate.  The worst is traffic going Millertown Pike down to Loves Creek. The traffic I
Congestion	Difficult to switch lanes here during peak hour. I use this as an alternate route sometimes when there are backups on 40 to get to my apartment off Kingston Pike near West Town Mall. I need to be able to exit the interstate and get over to take a right o
Congestion	I-40 between 75/40 Split and I-640/40 Split
Congestion	US-321/TN 66 between I-40 and Gatlinburg
Congestion	congestion slowing traffic flow
Congestion	
Congestion	
Congestion	The completion of the Ball Camp Pike, Ball Road, and Shaad Road project needs to be completed. From where Lovell Road becomes Ball Camp Pike crosses two railroad crossings which hold up traffic. The crossings need to overpass. The junction of Ball Camp
Congestion	Dolly Parton Parkway Congestion
Maintenance	Couch Mill Rd is in need of widening



Other	Access to Tyson Park from Fort via pedestrian walkway/trail has been blocked by railroad fence. A simple cut-out in the fence would provide opportunity for pedestrian access from Fort to Park which is underutilized due to that fact.
Safety	Road carries a lot truck traffic and could use improvements such as wider shoulder.
Safety	Major safety concern with traffic backing up and queuing on shoulder of road during morning peak to exit onto Hardin Valley Road.
Safety	I know ROW is really tight through this section of Kingston Pike, but a center turn lane would be so helpful through here, or even just left turn lanes at the signals
Safety	Not enough room for people to get in the correct lanes here. When I am exiting 40 to Papermill I need to take the right ramp, but others headed to 40 need the left. This is a really short span of time to weave to where you need to go, and most folks are
Safety	Lanes are narrow with a sharp drop to the ditch line on either side. Congested route. Drivers cross the center line to avoid dropping into ditches.
Safety	Mailboxes in buckets impede sidewalk resulting in ADA violations in places. This could be avoided by using USPS recommended centralized points.
Safety	congestion causing dangerous driving conditions
Safety	

## Issues at Locations



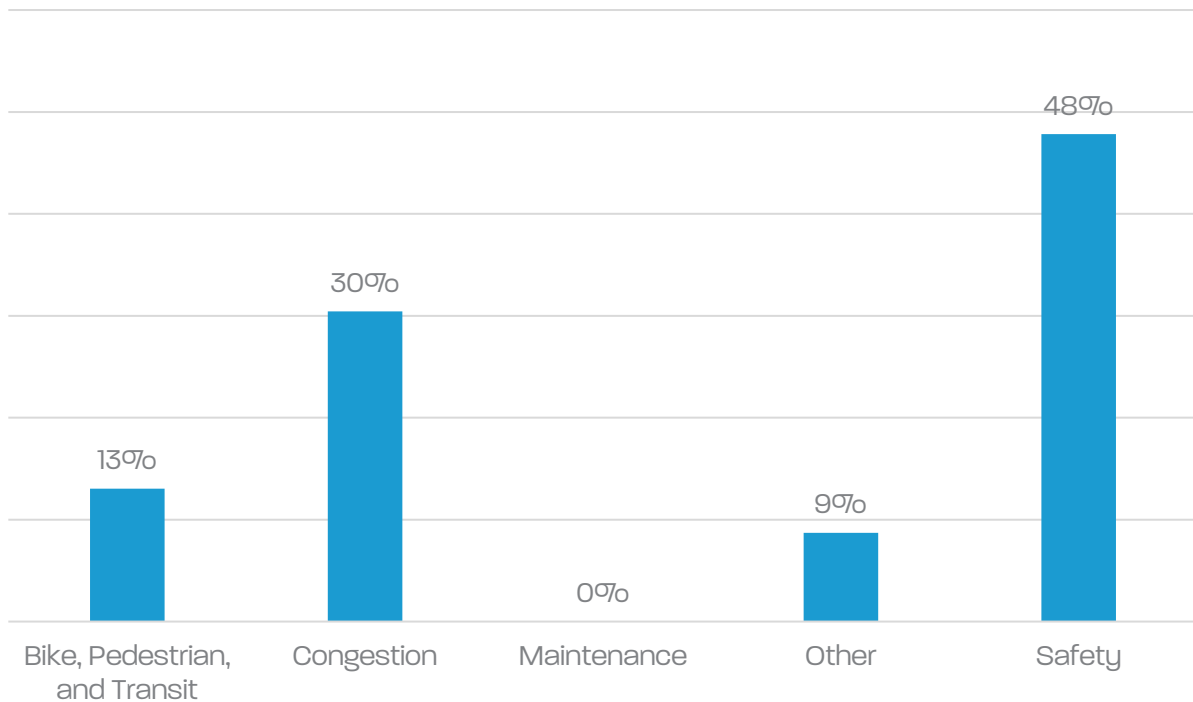
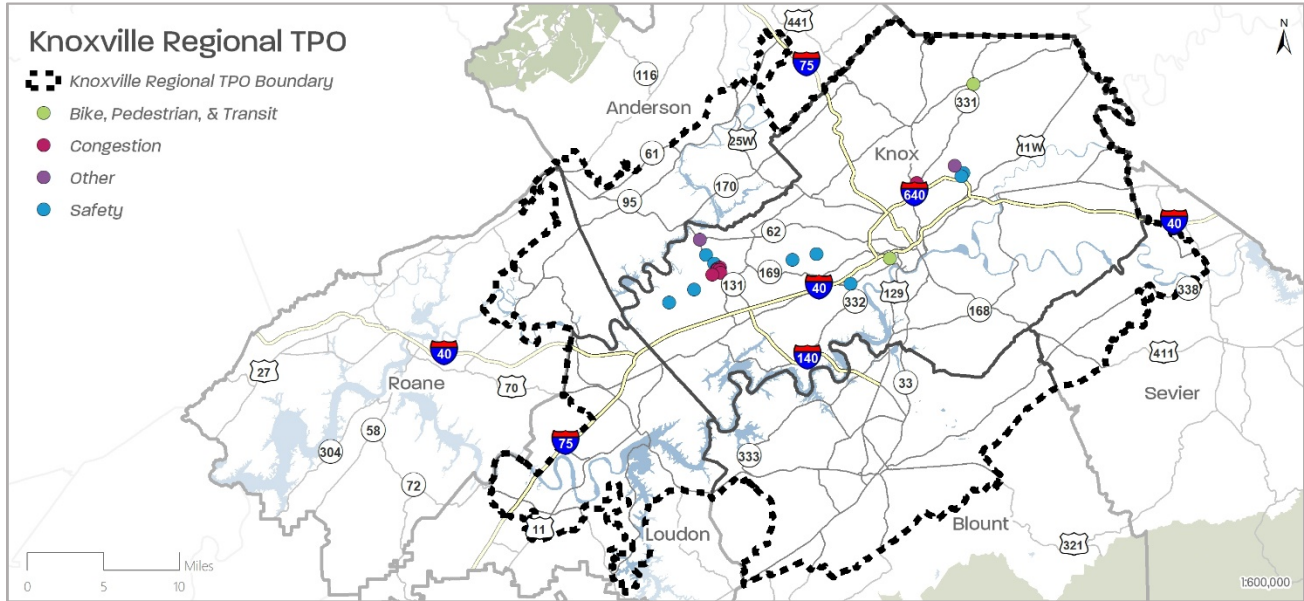
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- Safety
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- Other

### Issues at Locations

- Safety
- Congestion
- Maintenance
- Bike, Pedestrian, & Transit
- Other



Issue	Description
Bike, Pedestrian, & Transit	Lack of pedestrian crossings at this intersection
Bike, Pedestrian, & Transit	Need pedestrian crossings at Emory Rd / Tazewell Pike intersection.
Bike, Pedestrian, & Transit	Small connector needs to be placed here (even if it's just a break in fence). Will allow access to neighborhood routes for bikes/scooters/pedestrians without having to access Main road (Sutherland).
Congestion	Congestion is impeding economic growth and risks devaluing significant investments made state and local government within this area. A comprehensive strategy and plan is needed to deal with peak congestion.
Congestion	Severe congestion at this intersection.
Congestion	
Congestion	
Congestion	
Congestion	
Congestion	
Congestion	
Other	The inability to make a southbound turn onto Hwy 162 from westbound Hwy 62 is a problem, and it is a contributing factor to congestion at Hardin Valley Road and Pellissippi Parkway
Other	Should convert this to a roundabout
Safety	Intersection is a safety hazard at Bakertown and Joe Hinton
Safety	Intersection of Piney Grove and Hembolt/Amherst is unsafe
Safety	Heavily congested intersection with pedestrian traffic is unsafe. Cross walks are needed in every direction along with dedicate right turn lanes.
Safety	At grade intersection
Safety	At grade intersection
Safety	Traffic signal control box blocks visibility for Mill Rd vehicles turning right - they cannot see the westbound Millertown Pike traffic because the traffic control box blocks the view.
Safety	Vehicles should not be allowed to turn left from the Zaxby's / car wash (Miller Place Way) onto Millertown Pike. It should be right turn only. They should have to go to the mall and turn left on the traffic light.
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