

TENNESSEE DEPARTMENT OF TRANSPORTATION

PUBLIC MEETING

January 31, 2019



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TENNESSEE DEPARTMENT OF TRANSPORTATION
DESIGN PUBLIC MEETING

BLOUNT COUNTY
STATE ROUTE 336 (MONTVALE ROAD)
FROM MONTVALE STATION ROAD TO
STATE ROUTE 73 (LAMAR ALEXANDER PARKWAY)

January 31, 2019
Maryville City Municipal Building
400 West Broadway
Maryville, Tennessee

TRANSCRIPT OF PROCEEDINGS

Elite Reporting Services
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P R O C E E D I N G S

MR. NAGI: Good evening, everyone.
We're going to begin tonight's presentation.

And first of all, thank you all for coming out. We know it's freezing cold outside. It's really hard to get out, and we really appreciate you coming here tonight.

My name is Mark Nagi. I'm the Community Relations Officer for Tennessee's Department of Transportation based in Knoxville in Region 1.

We're here tonight at the Maryville Municipal Building for a Design Public Meeting to gather public input on the proposed project of Blount County on State Route 336, Montvale Road, for Montvale Station Road, State Route 73, Lamar Alexander Parkway.

The proposed project consists of widening the existing roadway from two lanes to a three-lane roadway, that includes two 12-foot travel lanes with a 12-foot center turn lane, including curb, gutter, sidewalk, and a multi-use path.

The meeting is being held to provide the public an opportunity to provide comments regarding

1 this proposed widening project.

2 Now, we have lots of folks from
3 Tennessee's Department of Transportation and our
4 consultant, Arcadis. If you work for TDOT or
5 Arcadis, could you please raise your hand? So we
6 have lots of folks here to answer any questions you
7 might have tonight.

8 Once again, this is a TDOT Design Public
9 Meeting. If you'd like to make a comment, we have a
10 court reporter present up front in the corner of our
11 room, and she will be able to take down all of your
12 comments tonight on a one-on-one basis, if that is
13 something that you would prefer.

14 Also, when you walked in, we have sheets
15 of paper and pens up front. You can write down your
16 comments and hand them back to us tonight or you can
17 take them home. You have 21 days from today to get
18 those comments officially on the record if you want
19 to mail them back to us.

20 After the presentation, we're going to
21 set aside a few minutes for anyone who has any
22 general questions about this project. If you have
23 specific questions about your own property, we can
24 answer those on a one-on-one basis. But if you have
25 any general questions about the project, we'll also

1 set a little time away -- or spend some time for
2 that.

3 Before we go any further, I'll ask are
4 there any members of the media here tonight?

5 Your organization?

6 UNIDENTIFIED SPEAKER: Daily Times.

7 MR. NAGI: Okay. And I'll also ask are
8 there any public officials, elected public
9 officials, here tonight?

10 Could you please stand, say your name,
11 and the office you hold.

12 MAYOR TAYLOR: I'm Tom Taylor. I'm the
13 mayor of the City of Maryville.

14 COUNCILMAN METZ: I'm Fred Metz. I'm
15 with the City Council of Maryville.

16 MR. NAGI: Okay. Well, with all that
17 being said, we'll turn things over to Stacy Weaver,
18 who will have a short presentation.

19 Once again, after the presentation,
20 we'll be available to answer questions on a one to
21 one. And also, if you have any general questions as
22 well, we can answer those questions in a public
23 question-and-answer session.

24 Stacy.

25 MR. WEAVER: Thank you, Mark.

1 Well, good afternoon to everybody.
2 I appreciate everybody coming out this afternoon.
3 Frigid temperatures, just like Mark said, outside.
4 It's -- I don't know what the temperature is;
5 probably close to 35, 40 degrees out. I'm about 105
6 in this jacket, so I'm burning up.

7 Anyway, I appreciate everybody coming
8 out this afternoon. We are here to discuss the
9 Blount County State Route 336 Project.

10 Just to give you-all some information
11 about it, want to get your-all's feedback and input
12 about the project. We've got it far enough along in
13 the project development phase that we can actually
14 come out and start showing people what the project
15 could potentially look like, and we want to -- we
16 want to get your-all's feedback. That's why we're
17 here tonight, so y'all can give some feedback to us
18 about the project.

19 Got a real short presentation for
20 you-all. Just going to go through the project, give
21 y'all a little bit of history about the project, how
22 it come to be. Kind of explain, basically, what the
23 project is, the lengths of the project. And I'll
24 get into that right now.

25 So just kind of a schedule of what we're

1 going to go through. Mark's already kind of went
2 over this, formal presentation, question and answer,
3 and then the big thing is the open house and y'all
4 getting out and starting asking questions to
5 my staff. I've got a lot of experienced staff here
6 that can answer any questions.

7 I've got right-of-way staff here that
8 can help with any right-of-way answers that you-all
9 have -- or questions that you-all have. And the
10 designers and -- as well as our consultants. And to
11 gather feedback from you-all, so getting feedback
12 from everybody.

13 One of the big things I want everybody
14 to look at is, just to kind of look at the plans and
15 look at what we have shown. And take note of
16 anything on the plans that we may have missed.
17 There may be something in our survey that isn't
18 shown on the property or something of that nature.
19 There could have been buildings built or anything
20 like that.

21 If there is something, definitely let us
22 know, and we'll get that -- we'll get that shown in
23 our survey, just to make sure that we have that
24 there. When we start the right-of-way process,
25 we're looking at everything that you-all have on the

1 properties.

2 I noticed a couple of things. There was
3 a driveway missing on one of the tracts. It was a
4 new piece of property that had just recently been
5 built. Just take note of those type of things. If
6 y'all -- if there's anything missing like that, just
7 let us know, and we'll get that kind of information
8 updated in the plans.

9 So we're going to be discussing the 336.
10 We've got the preliminary plans, as Mark mentioned,
11 comment cards, the court reporter.

12 And our project design team -- so I am
13 the project manager, Stacy Weaver. I'm the project
14 manager overseeing the project. And I oversee the
15 development of the project basically from the design
16 phase all the way until the plans are turned in to
17 start the construction phase. So I oversee the
18 project throughout that whole phase, and including
19 the right-of-way phase, appraisals, and acquisition
20 phase.

21 We've got our consultants here with
22 Arcadis. Arcadis was responsible for the design of
23 the project. They actually did the design of the
24 project, and they can -- they can definitely assist
25 with any of the questions about the design project.

1 Just a little project history. Get my
2 notes here; just making sure I don't miss anything.

3 So this project's been around awhile, as
4 many of y'all well know. And I'm sure a lot of
5 y'all know about this project. Really -- really,
6 this project really originated and started in '95,
7 so it's -- it's been here awhile. It's been here --
8 well, it's been here since before I went to college.

9 I went to UT, of course. Came into
10 college -- and my first year at big UT was '97 --
11 and got to be at UT when we were national champions
12 for the football team. I did not go to one football
13 game. During that time, I was new, I didn't know
14 anybody at UT. And I look back on that, and I'm,
15 like, why in the world did I miss going to all those
16 football games at UT in '98?

17 Anyway, so the project history, August '95,
18 the resolution in front of the council of the City
19 of Maryville, they emphasized the anticipated
20 growth of traffic volumes along the route and the
21 resulting problems that that growth would cause.

22 And that resolution came in '95, and was
23 presented to the Department. And the -- a planning
24 report was completed in '97. So there's a planning
25 report that was completed in '97 for the entire

1 route.

2 The planning report covered, basically, from
3 south of Maryville city limits all the way to State
4 Route 73, Lamar Alexander Parkway. And in that
5 original report -- in that original report, the
6 original idea of design of that roadway was a
7 five-lane facility. I think a lot of you-all
8 probably know about that. It was originally
9 designed to be a five-lane facility.

10 After we presented that to the public, we
11 got a lot of opposition feedback from that design
12 for that five-lane facility. And we held multiple
13 public meetings to try to come to some kind of
14 compromise on the design. That went on, basically,
15 from 2003, on into 2005. And we went through
16 several iterations. We went through several
17 iterations in the design of the project.

18 And ultimately, at the end of 2005 -- at the
19 end of the -- excuse me -- at the end of 2004, a
20 decision was made to go forward with the three-lane
21 section on Montvale Station Road. From Montvale
22 Station Road, all the way to State Route 73,
23 including the sidewalk and the multi-use path.

24 After that decision was made, we had another
25 public meeting. We come back out and met with

1 everybody, presented that. Got a good feedback
2 from that. And that happened in March of 2005.
3 And then after that, in July of 2005, a new
4 planning report, basically, for the project was
5 completed, to show that three-lane facility, which
6 we're presenting for you-all today.

7 Going on from there, the environmental
8 document proceeded after we got that, you know, new
9 decision on the project. The environmental
10 document proceeded and was approved in 2009.

11 In 2011, the environmental assessment,
12 finding of no significant impact of the project,
13 was issued in 2011. Late 2011, we received a -- we
14 received funding to begin preliminary engineering
15 of the project. And then after that preliminary
16 engineering funding came in, that allowed us to
17 start doing the survey. So the survey started
18 happening late 2012. It started early of 2011, and
19 the survey was actually completed late 2012.

20 In between 2012 and 2016, the -- we went
21 through a -- we went through a challenging time at
22 TDOT. A lot of our projects were running into
23 funding issues. We had a lot of funding issues
24 during that time.

25 And we were going and we reevaluated every

1 project that we had across the state; reevaluated
2 all of them. And this being one of them as well.
3 But it caused some delays in time frames for us in
4 that little bit of period. And that's kind of why
5 you see that little bit of time gap in between that
6 2012/2016 tier period.

7 In 2016, the project was awarded to the
8 consultants, Arcadis, and they started doing the
9 preliminary design of the project in 2017. Late
10 2017, we held our first preliminary field review
11 for the design that you all see tonight. And
12 then -- and then that brings us to where we are
13 now, presenting you-all what we've actually
14 designed.

15 So just to -- just some general information,
16 the project limits. This particular project
17 extends from Montvale Station Road all the way up
18 to State Route 73. Y'all have probably seen that
19 in the displays by now.

20 This is the proposed typical section that we
21 are -- that we are designing that we're going with.
22 This was -- this came out in that resolution and
23 meeting in 2005 to go forward with this, so this is
24 what we are proceeding with. So the existing
25 facility right now is two 11-foot lanes with 1 to

1 2-foot shoulders is what's out there right now.

2 And we were proposing -- we're going back
3 with two travel lanes, so one in each direction.
4 Two travel lanes, one in each direction, with a
5 continuous center turn lane throughout the project.
6 Along the sides of the road, on both sides of the
7 road, will be curb and gutter.

8 On the eastern portion of the project, the
9 eastern half of the project, there will be a 5-foot
10 sidewalk. On the western portion of the project,
11 there will be a multi-use path separated by a
12 2-foot grass strip. And just to kind of -- to fill
13 in that little bit of information -- that's not
14 going to show up on there, but I'll walk up here.

15 There is a 2-foot utility strip, grass
16 utility strip on the outside of the sidewalk and
17 the multi-use path. Just for y'all's information,
18 I'll show it when we get to a -- I've got a
19 display, kind of a blow-up of what we've got over
20 there on the walls and around the room of where our
21 right-of-way actually goes.

22 So that's where we buy our right-of-way too.
23 The right-of-way for the project is actually out at
24 that utility strip that I just pointed to. So the
25 right-of-ways that we need to acquire for the

1 project is out at that point and that point right
2 there.

3 There is slopes outside of that that go back
4 down to the existing ground. We will need to buy
5 slope easements and purchase slope easements for
6 that. And then outside those slope easements, we
7 got to have a little bit of buffer room just so we
8 can get in there and work. And that's actually
9 shown as a construction easement. And I'll show
10 that here in just a minute; kind of explain it to
11 you.

12 So the project status right now, where are
13 we. We're in the design phase. TDOT projects are
14 funded in three phases: Preliminary engineering,
15 right-of-way, and construction. So we have funding
16 for the project right now for the preliminary
17 engineering phase. That's where we're at. That's
18 where we're at with the project.

19 The next phase that we're trying to get to
20 is the right-of-way phase. So after the public
21 meeting tonight, we'll receive comments over the
22 next 21 days. We'll respond to all those comments
23 that we receive. And then we'll start updating our
24 plans. If we see anything in the plans that was
25 missing, we'll update our plans, start finalizing

1 and -- finalizing those set of plans to start the
2 right-of-way process.

3 The right-of-way process on this project is
4 basically our next step. We do not have funding
5 set up as of yet for the right-of-way process. We
6 have to request funding once we get to that point.

7 So the plans will be finalized. There'll be
8 an environmental re-evaluation of the project. And
9 then we'll actually request funding to start the
10 right-of-way process on the project. Once that
11 funding's received, then we would move into the
12 right-of-way phase where we could actually start
13 appraisals and acquisition on the project.

14 We anticipate right now the right-of-way
15 phase and what we're planning this project is in
16 TDOT's three-year multi-modal program, and it is
17 budgeted for right-of-way. It's not funded, it's
18 budgeted for right-of-way. We're planning on
19 starting the right-of-way on this project by the
20 end of -- late this summer, late summer of 2019, is
21 what we're anticipating right now.

22 With the number of tracts, I think there's
23 44, 45 -- 45 impacted tracts on the project that
24 are shown right now. We're anticipating it will
25 take anywhere from 18 to 24 months to acquire and

1 purchase all the deed of right-of-way before the
2 project could be eligible to get the construction
3 funding to start construction.

4 So the next steps, just like I said, is
5 complete the environmental re-evaluation before we
6 start the right-of-way process, incorporate the
7 public comments, determine if there's any design
8 modifications that might be needed in the project.
9 We'll look at that. Finalize the right-of-way.
10 And then begin the right-of-way appraisal and
11 acquisition, and then schedule the phasing of
12 construction, just like I explained.

13 Here's an example of some of the displays
14 that you're going to see around the room. I've
15 just kind of blown up one of the little areas
16 there. And I'll probably walk up here. It's
17 probably easier just to point to you.

18 So just to kind of explain what we're
19 looking at on the plans. The purple lines, the
20 purple lines with the "PL", these are property
21 lines, so that's the property lines for the
22 properties. The purple lines, they run along the
23 roadway. They don't have anything on them like a
24 PL. They don't have that. That's the existing
25 right-of-way lines. That's the current

1 right-of-way that's out there now.

2 The green area that we're seeing is actually
3 our slopes. That's the new roadway slopes that
4 we're going to have to build for the project.
5 That'll end up being sod or grass slopes. And the
6 area in between the proposed right-of-way -- and as
7 I mentioned before, the proposed right-of-way is on
8 the backside of the sidewalks and multi-use paths
9 that you see here and here. That's the proposed
10 driveway. And then there's slopes that come
11 outside of that. Those slopes we'll have to
12 acquire a slope easement in that area. We'll have
13 to purchase slope easement in that area for that
14 area.

15 And then there's an area outside of that,
16 that is actually a construction easement. That's
17 what that line is there. So we'll have to purchase
18 just a little bit of property. And it's temporary
19 property that we have just to build the project,
20 just the build the project.

21 Another display that I've got here, just for
22 some information. So the big blue box, that's the
23 box culvert that runs underneath the existing
24 roadway right now, Pistol Creek. We will be
25 extending that box culvert.

1 There is that multiuse path that attaches to
2 the existing greenways in Maryville. We are
3 proposing a mid-block crossing for the multiuse
4 path. That's one of the design considerations that
5 we had them put it in the project. And that
6 multiuse path, it attaches through the -- and the
7 greenway extends here. And it goes up about
8 halfway up the project, just past the apartments
9 there on the right.

10 And we are proposing improvements at both
11 signals. Both signals will get improvements. So
12 the signal at Montvale Station Road and the signal
13 at State Route 73, Lamar Alexander Parkway, will
14 have improvements. The signal at Montvale Station
15 Road, there is to be a right-turn lane added at
16 that signal. That was one of the improvements that
17 we had there.

18 And proposed improvements at Lamar Alexander
19 Parkway, we'll actually have dual lefts. So
20 there's a high number of lefts that make that
21 maneuver there right now. There's a lot of traffic
22 that turns left. And that's -- some of those
23 problems that you're seeing with congestion along
24 the roadway, the signal's actually causing backups
25 that go actually past Mountain View Road right now.

1 You're seeing that kind of congestion problem right
2 now.

3 And with this additional storage -- excuse
4 me -- with this additional storage, the dual lefts,
5 you know, all that congestion, it'll move back up
6 toward the signal and it'll pull that congestion
7 that's happening there at Mountain View Lake away
8 from that location.

9 Other things to note on here. We do have a
10 few retaining walls on the job. I think we've
11 actually got four right now. They're the --
12 they're the lines that are shown in yellow. That's
13 wall three and wall four.

14 We did have to install a retaining wall on
15 the opposite side of the box culvert over there.
16 We wanted to do everything we could to try to
17 minimize the impacts to Pistol Creek. We didn't
18 want to get out into Pistol Creek. But that's what
19 we were trying to do, minimize everything we can to
20 stay out of Pistol Creek.

21 And then we had some retaining walls there
22 along the cemetery to try to, you know, minimize
23 the impacts to the cemetery. We didn't want to
24 have to impact the cemetery at all.

25 So that's really the presentation. As I've

1 mentioned before, your comments, they're -- you
2 know, they're important to us. We need those
3 comments. We like hearing the comments. And every
4 comment that we get, me and Christie have to
5 respond to. We respond to all the comments that we
6 get.

7 And you have 21 days from -- I mean, if you
8 want to mail in the comment cards, you have 21 days
9 from today to mail any comments to us so that we'll
10 have those comments coming in all the way up to
11 February 21st so they can go on public record for
12 the project. Those are important.

13 You can also provide your verbal comments to
14 the reporter as well.

15 That really concludes my presentation. As
16 I mentioned, again, my name's Stacy Weaver. A lot
17 of people contact me, they address me as miss
18 because they don't think Stacy's a guy. Have that
19 happen all the time. Still getting Ms. Teen USA
20 magazines from way back when. That's -- no, that's
21 neither here nor there. We won't go there, but
22 that's just kind of how that happened for me. My
23 momma wanted -- she wanted a girl, so she named me
24 Stacy. Anyway, made me stronger, I guess.

25 Our other contact in the region is

1 Mr. Dexter Justice. He's our Director of Project
2 Development. So that's -- I'll leave these -- I'll
3 leave this information up for you all in case you
4 all need to write that down.

5 Feel free to reach out to me. I answer all
6 the questions. I try to talk to everybody that
7 calls in. I enjoy talking to people and learning
8 about the project, learning about what's going on
9 out in your-all's community, so feel free to
10 contact me if you have any questions after the --
11 after the meeting. Thank you.

12 MR. NAGI: So we're here till 7:00 to
13 answer any questions on a one-on-one basis. But if
14 anyone has any general questions about the project,
15 please raise your hand. If you could, please stand,
16 say your name, and your address, and your question.

17 MS. BLACKNICK: Sure. My name's Anita
18 Blacknick (phonetic). I live 239 Wilson Avenue in
19 College Hills.

20 One of the issues -- I was in some of
21 those earlier meetings -- and one of the issues was
22 trying to get across Montvale Road, especially for
23 the children there too close to be bused over to Sam
24 Houston to the middle school or to the junior high
25 school.

1 I think that that original plan called
2 for a crossover or some way to safely get people
3 across Montvale. And I don't see that here and I'm
4 wondering what happened to that, and what the plan
5 is for getting people safely across Montvale.

6 MR. WEAVER: So across Montvale -- and
7 that was the installation of that pedestrian
8 crossing that I was talking about for the greenway.
9 So that crossing -- there are crossings as well at
10 the signalized intersections on both ends of the
11 project, so there will be signalized intersections
12 and there will be crossings there.

13 So you can cross here. There's actually
14 a crossing here, so this is a multiuse crossing. So
15 this can be utilized by either bikes or pedestrians
16 on either side of the property.

17 MS. BLACKNICK: I think the original was
18 up closer to -- to Indiana, where people were
19 crossing for going to the gas stations and different
20 things like that, and I just wondered what happened
21 to that. Because that's getting close to an
22 intersection that has one, two, three, for five
23 lanes.

24 MR. WEAVER: It does. It does.

25 MS. BLACKNICK: And that's -- already

1 there's a crosswalk there, and it's very dangerous.

2 MR. WEAVER: It is. It is. And we
3 realize that. And that's -- that's really why we
4 wanted to provide that multiuse crossing there.
5 Just, that that area's historic, so that's why that
6 is there, to help with that, to get the greenway
7 across and to cross.

8 There is no other crossings throughout
9 the project, so that -- really, it's limited to the
10 ends and at that multiple crossing right now.

11 Yes, Ma'am.

12 MS. WORLEY: I'm Joan Worley.
13 (phonetic). I live on Indiana Avenue. And I had
14 the same question. I just want to add to it a
15 little bit. My memory of those public meetings is a
16 great deal of concern expressed about crossing, both
17 for children and adults.

18 MR. WEAVER: Sure.

19 MS. WORLEY: And -- so we've got them
20 off -- at either end, but you don't have them in the
21 middle.

22 MR. WEAVER: Right.

23 MS. WORLEY: And your thinking was just
24 we didn't need it? Or what was the thinking in
25 response?

1 MR. WEAVER: Well, the more crossings
2 you provide there, really -- I mean, this was the
3 plan that was presented to us. And that is what --
4 where it came from was to provide that multiuse
5 crossing and greenway.

6 We -- you know, at TDOT, we don't want
7 to encourage people to cross at some of the
8 locations throughout the route, just because -- you
9 know, because of that situation.

10 It's something we could always go back
11 and look at. That's something we can always go back
12 and look at and see if we can additional crossings,
13 you know. It's something we can take a look at.

14 MS. BROWN: Stacy, I'll add, too. I
15 mean, definitely make that comment on the comment
16 card, and we can go back and take a look at maybe
17 some other crossings.

18 But we also looked at some advanced
19 warning signs for that --

20 MR. WEAVER: Sure.

21 MS. BROWN: -- crossing, to kind of get
22 the motorists eyes, you know, maybe some flashing,
23 because we're still kind of playing around with that
24 too. We do -- safety is our concern.

25 MR. NAGI: Ma'am.

1 MS. FITZGERALD: This is Dawn
2 Fitzgerald. I live at 814 North Briarcliff.

3 As far as the crossing, can you -- does
4 it fall under TDOT to put the little things in that
5 you push to -- or something to give some type of --

6 MR. WEAVER: That'll be that advanced
7 warning, kind of what Christie was talking about.
8 There can be some things done there. We're not that
9 far along in the design. There's some things --
10 there's signalization that can be done, flashing
11 beacons, that type of warning system that can be
12 done. We can look into that as we go, definitely.

13 THE WITNESS: Hi, Amber Haun. 227
14 Wilson.

15 MR. WEAVER: Yes, ma'am.

16 MS. HAUN: Yeah, I wanted to follow up
17 with the crossings issue. We really need one sort
18 of in the middle there. Not -- I mean, it's great
19 to have them on the two ends, but that's a long
20 stretch of road and there are lots of neighborhoods.

21 And I realize that you're saying safety
22 is an issue, but it sounds more like safety for
23 drivers. But we need safety for pedestrians as
24 well. I mean, this is a residential area with three
25 schools on the other side. And kids are not always

1 gonna want to ride their bike all the way to -- we
2 can't even do it now because there's no sidewalk.
3 But there needs to be a way for them to get across
4 safely.

5 So I would like to see another crossing.
6 And I would suggest maybe some traffic poling at all
7 three crossings; more than just having stripes on
8 the road. Like, traffic calming, that would be
9 mine.

10 And I will give that suggestion, but I'm
11 sort of surprised that there's not more to this. If
12 you're going to put, you know, a greenway-type track
13 along one side, that you wouldn't put more crossings
14 and, you know, make it more pedestrian friendly.

15 MR. WEAVER: And we can definitely look
16 into that. So we appreciate the comment. Thank
17 you.

18 Yes, ma'am.

19 LAURA: Laura (inaudible), 206 Indiana
20 Avenue. And again, not to beat a dead horse, the
21 reason why we're looking for more of a centrally
22 located, is you got children in elementary school
23 that actually take the greenway, and it comes up --
24 right up to the elementary. Not the greenway down
25 there, the greenway that's right there, just setting

1 right shy of Indiana.

2 So the parents do it with the bikes.
3 And I've watched them out there, and I pray every
4 day that somebody's not going to get, like,
5 completely (inaudible) over. So if we don't have
6 one there, it would be almost impossible to have a
7 school-aged child that's going to go all the way
8 down, cross, go all the way back up to hit that
9 greenway to make it to school.

10 MR. WEAVER: Sure.

11 LAURA: I mean -- so, I mean, I agree
12 with a link that's centrally-located path to allow
13 people to be able to cross and access the other
14 greenway that does go into, I think, two other
15 schools or maybe three, would be crucial to this.

16 Thank you. Thank you for the comment.

17 MR. NAGI: Yes, sir.

18 THE WITNESS: Hi. I'm Kevin McNeil,
19 2759 Waters Place Drive.

20 During the construction phase, do you
21 anticipate that traffic will be able to move in both
22 directions or will there be reasons to close down
23 the road?

24 MR. WEAVER: That's an excellent
25 question. And we are maintaining traffic along the

1 roadway during construction. It'll be maintained
2 with all the residents, so everybody will have
3 access to the properties.

4 Fritz, were we claiming -- was there
5 going to have to be any type of road closure on 336,
6 down around the structures?

7 UNIDENTIFIED SPEAKER: No.

8 MR. WEAVER: Those ought to remain open,
9 correct?

10 UNIDENTIFIED SPEAKER: I believe it is
11 from what we've looked at so far. It can be phased
12 to where -- she can be shown what's going to be done
13 inside the community.

14 MR. NAGI: Anyone else? Yes, sir.

15 MR. MOSGROVE: (Inaudible) Mosgrove.
16 820 Montvale. 820 Mont valehas one driveway, comes
17 up beside the house. It's probably between the
18 veterinarian and the -- these two spaces here.

19 My question is, how are we going to get
20 out into traffic? Sometimes we have to back out.
21 Somebody has to go down the road and take your life
22 in your hands to stop traffic.

23 Now, there is -- the neighbor has a
24 driveway, but there those cars are, you have to back
25 out into it.

1 MR. WEAVER: Sure.

2 MR. MOSGROVE: How are we going to solve
3 that problem, especially if you got the -- if you're
4 taking the space up in front of the house for
5 construction, how you going to turn?

6 MR. WEAVER: Sure. That's a good --

7 MR. MOSGROVE: How are you going to turn
8 around?

9 MR. WEAVER: Well, if you want to meet
10 with me after, and you just -- just show me where
11 you're talking about afterwards, we'll take a look
12 at that, and look it real close about what you're
13 talking about.

14 THE WITNESS: -- real close.

15 MR. WEAVER: Yeah. We can definitely
16 check that out.

17 Yes, sir.

18 MR. GOBERT: Carl Gobert (phonetic). I
19 also live on Wilson Avenue.

20 I think it's -- I mean, to get a
21 sidewalk on the east side of Montvale would be
22 great. It's been a long time coming for kids and
23 pedestrians and weird old men who wander around the
24 neighborhood like me.

25 But none of the side streets have

1 sidewalks to connect it. Is there any possibility
2 that there's a sidewalk coming from Court Street
3 part way up some of those streets? It seems a
4 little odd to have a bright shiny new sidewalk down
5 there and muddy yards that you got to walk through
6 to get there.

7 MR. WEAVER: So the TDOT project that we
8 have right now is just basically -- and we will tie
9 in everything back to where the road -- where we tie
10 the roads in, the side roads in.

11 Brian, do we have any future projects
12 for sidewalk in the city?

13 UNIDENTIFIED SPEAKER: Well, one of the
14 things that we're doing right here -- and everybody
15 else in East Tennessee is doing -- ADA transition
16 plans is looking where our sidewalks need to be.
17 When this project is done, it would make a lot of
18 sense to add sidewalks in the College Hill
19 neighborhood, particularly the (inaudible), so we
20 are absolutely looking at that.

21 MR. NAGI: Anyone else? Okay. Well,
22 that concludes the public question-and-answer
23 session. Once again, a reminder, we're still here
24 until 7:00 to answer any questions that you might
25 have. So it's an hour and 14 minutes remaining of

1 this public meeting.

2 Reminder as well, these public comment
3 cards, you have 21 days from today to get them to
4 us, or you can just hand them back to us tonight.
5 Our court reporter will be here until 7:00 as well,
6 and she can take your comments down on a one-on-one
7 basis, if that is something that you would prefer.

8 Once again, we really appreciate
9 everyone coming out to tonight's meeting. We know
10 it's really difficult to get out sometimes,
11 especially when it's so cold. And please make you
12 comments. Thank you very much.

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* * *
PUBLIC COMMENTS

* * *

MS. HAUN: Ingrid I-N-G-R-I-D, H-A-U-N.
And the address is 227 Wilson Avenue.

And as I said in the general session,
I would really like to see a pedestrian crossing
somewhere in the middle of that stretch. At the end
of Wilson would be nice. That was one place that I
always thought it would fit.

You could also, I guess, do one near
where -- is it Miller Avenue or Indiana? One of
those two. But there needs to be one in the center
of that long area.

And I'd like to see traffic calming
devices, not just strips but like -- stripes, but
actual -- you know, either those pole-like things
that are -- you know, put the cars on notice there
might be pedestrians there, flashing, you know,
light, pedestrian light, that sort of thing.

People just do not need to drive that
fast through that area because there are -- there
are, like, literally three schools very close to
that. My kids went to all three of them. So it's
just not a speed zone. And people can slow down,

1 but we have to, like, remind them. So signaling
2 and, you know, physical, noticeable,
3 traffic-calming.

4 At the intersection of Montvale and
5 Montvale Station, I hope they can improve that
6 where -- right now there is a crosswalk and there is
7 a -- I think there's another crosswalk, but there --
8 it's definitely a crosswalk. The problem is, that
9 traffic turns there in each direction. People who
10 are turning left or right, they tend to take the
11 right-of-way over pedestrians. It's, like, if
12 you're a pedestrian, you really have to make sure
13 that they notice you're there.

14 And with children, like my -- the middle
15 school is right up the street there. And my middle
16 schooler, when he was there, it was a little
17 worrisome to me when he would cross there, because
18 the traffic, they're just paying attention to the
19 fact that they're trying to turn left.

20 So I'm hoping there might be some
21 improvement on that, some way to prevent cars
22 accidentally hitting pedestrians. Because, you know,
23 the cars are turning in an intersection where they
24 are at a red light, you know, they're turning left.

25 So I guess, in general, my concerns are

1 just that all -- I think the plan is great. I know
2 that we need the center turn lane. We've needed it
3 for a long time, and it will definitely help.

4 And I love the fact that there's going
5 to be a pathway on one side and a sidewalk on the
6 other. That's great. I just want to finish the
7 package as to whereby -- making it easier to cross.
8 Like, going up and down is fine, but we need to also
9 have a few places where we could easily and safely
10 cross; and there are a lot of kids in that area.

11
12 * * *

13 MS. HASSON: Laura Hasson, H-A-S-S-O-N
14 206 Indiana Avenue.

15 So our concern is the children. Our
16 homes have almost, I think, tripled in the amount of
17 children that live between Gordon Middle and Wilson,
18 all the way down to the bottom of the cemetery. The
19 cemetery road where they have that pass would be
20 perfect for those two streets down there, which
21 would be Cates and Goddard, on the bottom part of
22 Cates and Goddard Streets.

23 But everything above that, above where
24 the park is, they would have -- the children would
25 have to walk all the way down and go all the way

1 across if they want to go safely to make it to
2 school.

3 We have elementary students that live on
4 Indiana, that live on Stanley, that live on all
5 those roads that they're accessing point out to
6 Indiana. You can't go through the cemetery, it's
7 cut off completely, to Montvale. There's no roads
8 going through.

9 So you'd have to go from Indiana, and
10 the greenway is directly across from Indiana, across
11 Montvale, right parallel with Indiana. So it would
12 be unrealistic to expect small children with their
13 bicycles and their parents to go down a 5-foot
14 sidewalk, all the way down to almost Lamar, cross
15 the road there, go all the way back up to where the
16 greenway is just to make it to school.

17 They're going to continue to cross where
18 they're crossing, which is right at Indiana. And
19 it's going to end up being now, with an extra lane,
20 somebody's going to end up getting hurt. This is
21 something that I can guarantee everybody in the
22 neighborhood, as they heard here tonight. It's one
23 of the biggest concerns.

24 We don't care about the traffic. We
25 care about the safety of our children. I live with

1 the traffic every morning. It doesn't bother me. I
2 just leave minutes early. I'm good.

3 But that, to us, is the biggest deal, is
4 to give us a safe passage to the greenway that
5 accesses our elementary schools and our intermediate
6 schools.

7 And if you need me to get a petition
8 together, if you feel that's what's recommended,
9 I can do that. Thank you.

10

11 * * *

12 MS. DIDIEGO: Michelle DiDiego, DiDiego,
13 D-I-D-I-E-G-O, 216 Wilson Avenue.

14 I have two children who go to school,
15 and they often ride their bikes. I'm interested in
16 another crossing and I'm -- I'd like to suggest that
17 there be a crossing at Indiana Avenue where the old
18 railroad crossed through, either an above -- like a
19 bridge over the road or to reopen the culvert that
20 the train passed through and make an under-road
21 crosswalk. This would impact the children going to
22 the elementary school the junior high and the high
23 school.

24

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3 MR. BROWN: Ken Brown, 125 Indiana
4 Avenue.

5 I am opposed to the widening. I wish
6 that turn lanes would be used at the Montvale and
7 Lamar Alexander area.

8 I'm a resident of the College Hill
9 neighborhood, and feel like what they are proposing
10 is not going to allow me to get to the greenbelt or
11 across the street to the Kenjo Market as safely as
12 it currently does at two lanes.

13 I feel that what they are constructing
14 is for the people who live -- have chosen to live
15 out in the county. And they are wanting to get into
16 town quicker, rather than allow me to get to these
17 areas in my community safely.

18 I feel like, long term, that the
19 Pellissippi Parkway is going to totally alter all of
20 these traffic patterns, because no one who lives out
21 there is going to want to go to downtown Maryville,
22 they're gonna all want to get to Knoxville. And
23 they will start going a new path to get to the
24 Pellissippi Parkway on 321.

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MS. BLATNIK: Anita Blatnik,
B-L-A-T-N-I-K, 239 Wilson Avenue, Maryville,
Tennessee.

And the big issue -- and has been an
issue for a long time -- is trying to get the
children and pedestrians across the street of
Montvale. Really like the idea that the road is
going to be updated and we're going to have some
sidewalks, but what we really need is some safe
crossings.

And one crosswalk is not going to do it,
because kind of ignore the process. I have great,
great faiths in our engineers and the people who are
designers that we can figure out a way. It's short.
There's not a lot of room. I know that. But I'm
not a designer, so I have a short imagination for
that. I'm sure there's some way we can make sure
that the children are safe.

The College Hill neighborhood is within
a short enough distance that the children are not
the bussed to high school, to Sam Houston or to the
junior high school. So it's unsafe to cross them,
then people drive them. Which means that there's
cars coming into that street and then driving

1 children to places they can very easily walk to.

2 There's still a lot of children who
3 walk, but there's a lot of kids that their parents
4 won't let them walk or they can't take the time to
5 walk them because they have go to work too. So they
6 put them in the car and they drive them across that
7 street. And that just adds to the traffic problem.

8 So I think that finding safe ways to
9 cross will be able to solve the problem of having a
10 lot of traffic on that street. You're going to
11 always have traffic going downtown from outside of
12 the area coming into for rush hour and leaving for
13 rush hour. But I think that there's some -- that'd
14 be a win-win situation.

15 And I appreciate the time, and thank
16 you -- even though that there is a short amount of
17 land right there against the Montvale Road, there's
18 a lot of land that is available along the former
19 railroad track and also along where the creek comes.

20 And I think that we have an opportunity
21 where even though it's private property now, to
22 acquire that and be thinking about that, and trying
23 to get kids across. They already walk that property
24 line where the old railroad track is to get to
25 junior high school.

1 There is no reason why any child who
2 knows about that shortcut ever goes all the way down
3 Montvale Station and up that street. It's all too
4 busy. They just cut right straight through there.
5 It goes behind the Shell Station and Maryville
6 Builders.

7 And there's a program about bike -- I
8 think Bike Routes, Rails to -- Trails -- Rails to
9 Trails. And even though it's in private property
10 now, it's not developed. And it could still work as
11 a possible way to cross there, I think. Maybe from
12 Indiana or between Indiana and Wilson, or somewhere
13 around there. Thanks.

14 (END OF PUBLIC COMMENTS.)
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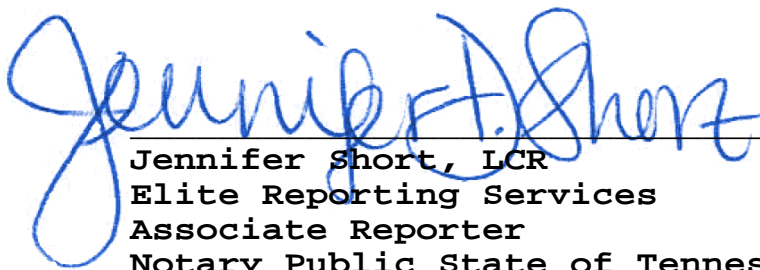
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