



Cumberland Avenue Corridor Study

A History of Connection



Public Kick-Off



Sponsored by:
Knoxville – Knox County
Metropolitan Planning Commission

Cumberland Avenue

A History of Connection

21st Century Transformation

“Pike” to “street” - “strip” to “place”

Original Knoxville street surveyed and platted in 1791.

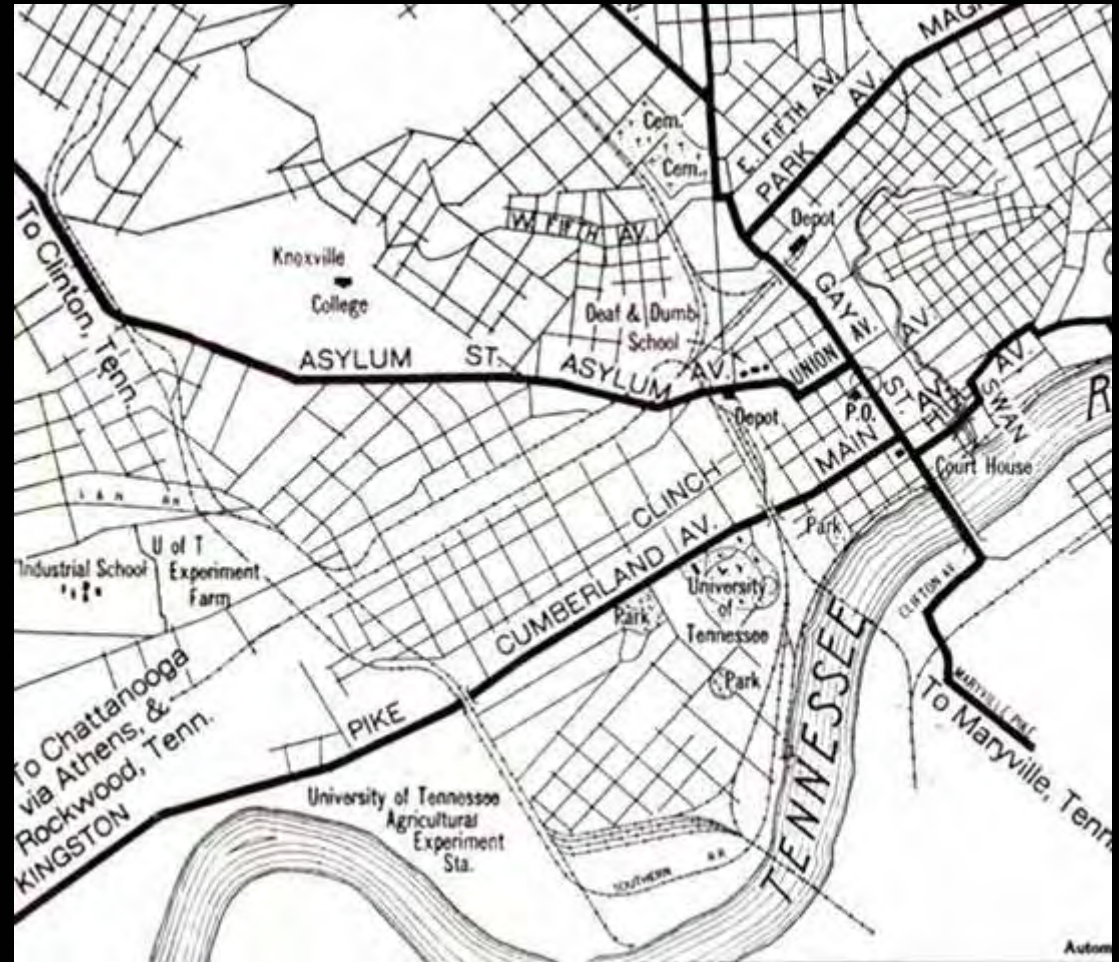


A History of Connection

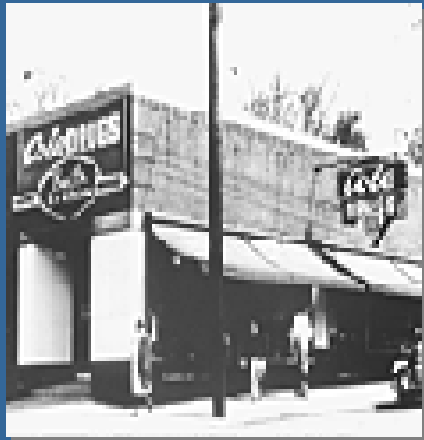
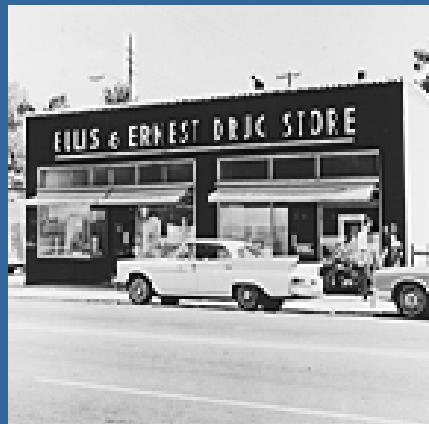


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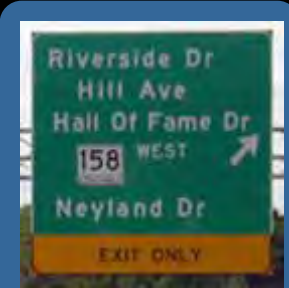
Upon arrival of the University businesses/
services for university/ students moved in.
Character changed from primarily
residential to primarily commercial



A History of Connection



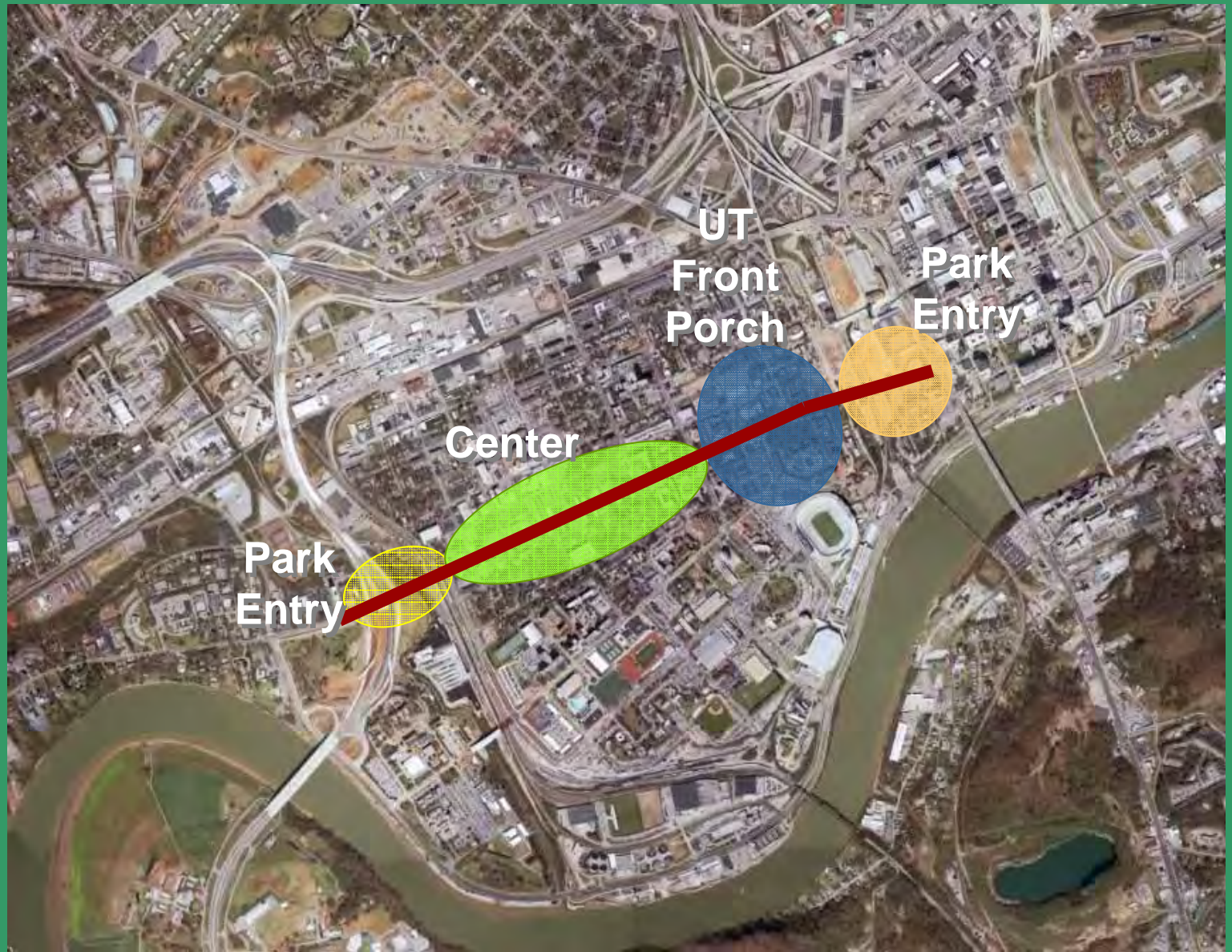
History of Built Form



Current Condition



Gateway to...



Privileged Positions

Center Character Mixed Use Live / Work / Play

The street as a “shared room”

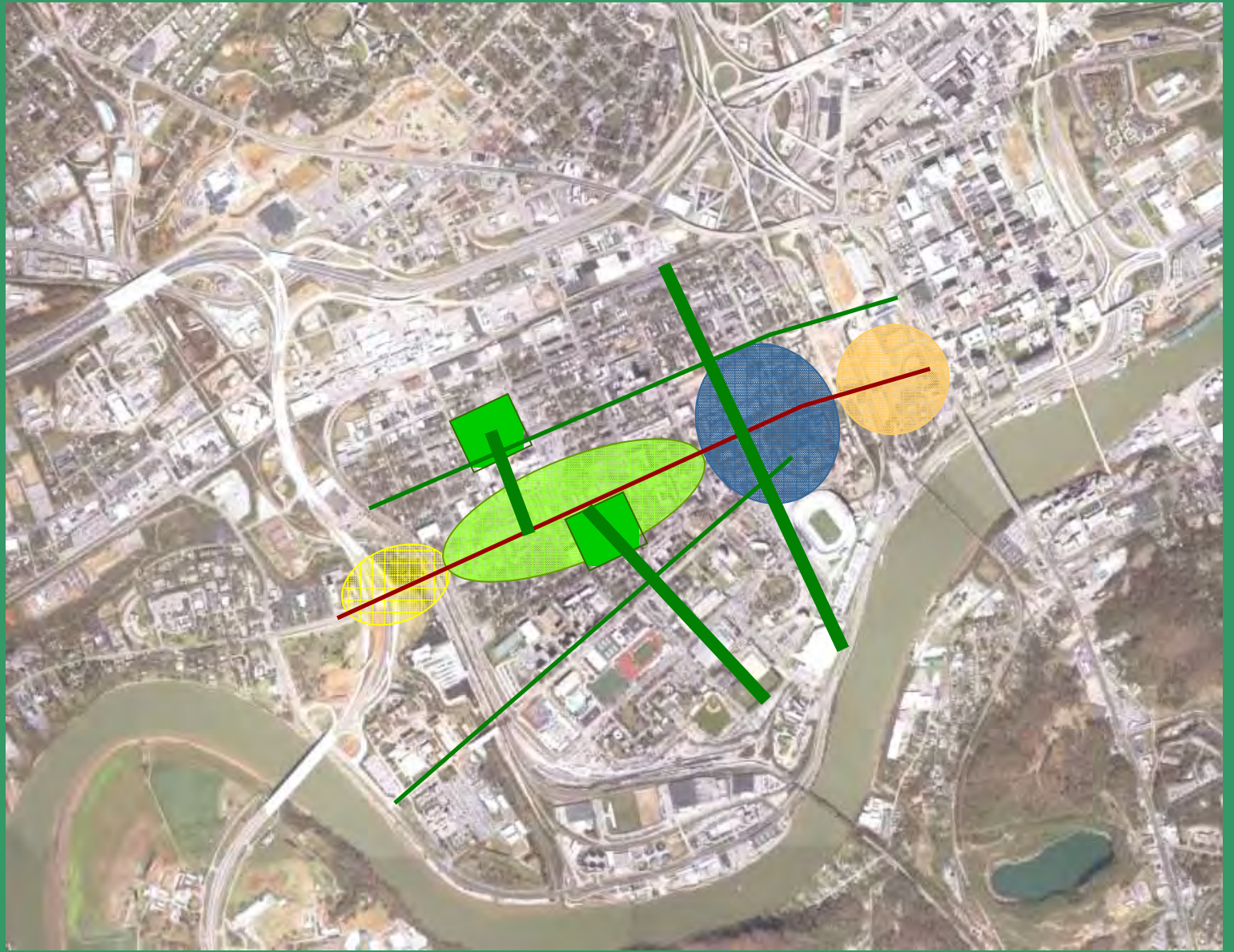


Elements of Place



History
Learning
Memory

Campus Front Porch



Connections

Cumberland Avenue

Historic Context

Knoxville 1880s



Historic Development: 1860s



1700s

- Kingston Pike connects from Knoxville west, important transportation corridor.

1820s

- First East Tennessee College buildings built on “the hill”

1864

- **Battle of Ft. Sanders, Union retains control of Knoxville**

1890s

- Development of Ft. Sanders neighborhood & annexation into City of Knoxville

1900-1940s

- Street car line extends west to suburbs
- Ft. Sanders Regional Medical Center (1919)
- East Tennessee Children’s Hospital (1937)

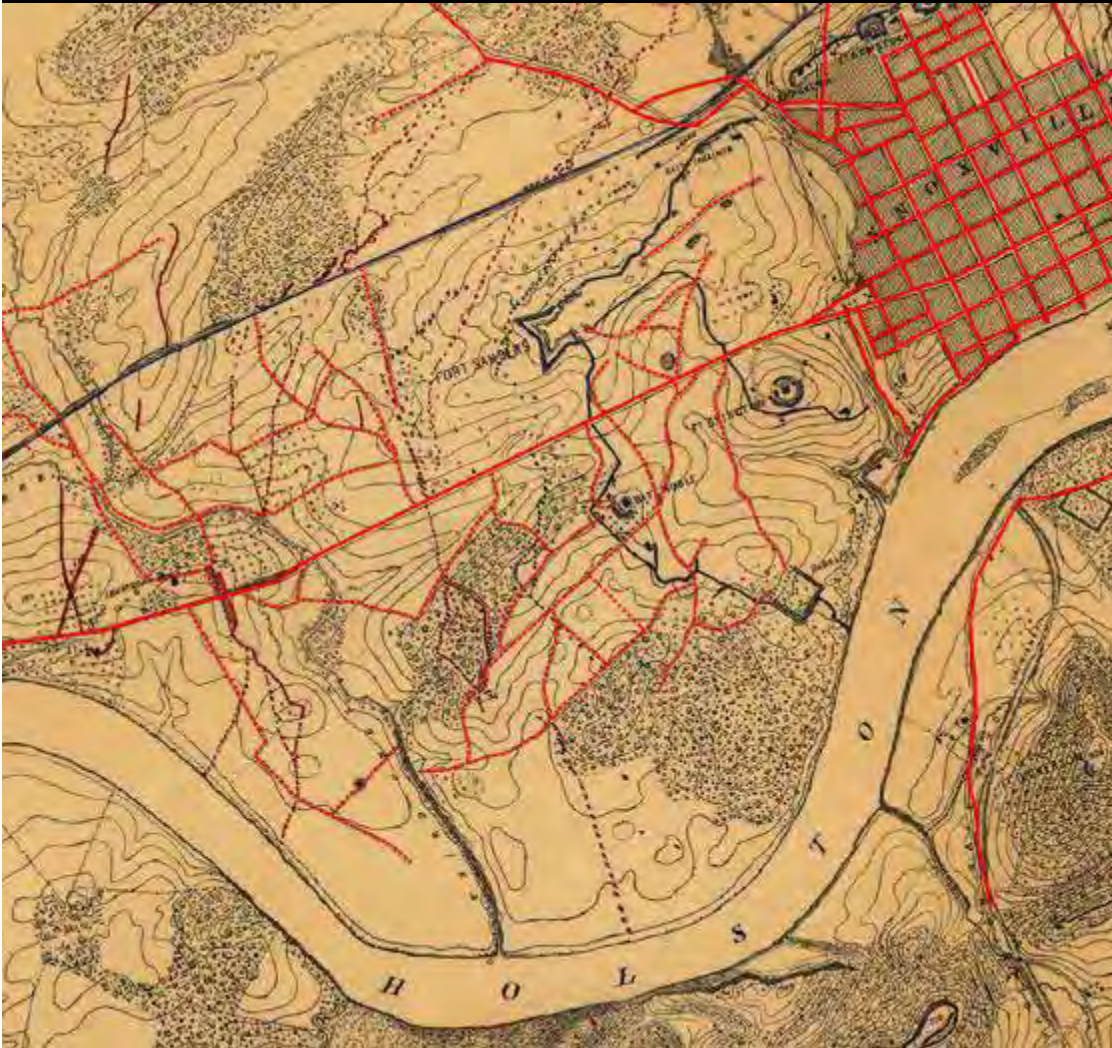
1950s-1960s

- University & Hospital expansion coverts area into student oriented & from a residential to a commercial character
- I-40 & I-75 alter regional transportation role

1960s –Present

- Neyland Drive, Alcoa Highway, Andy Holt Bridge
- Auto and Pedestrian conflicts increase
- Role of Strip questioned

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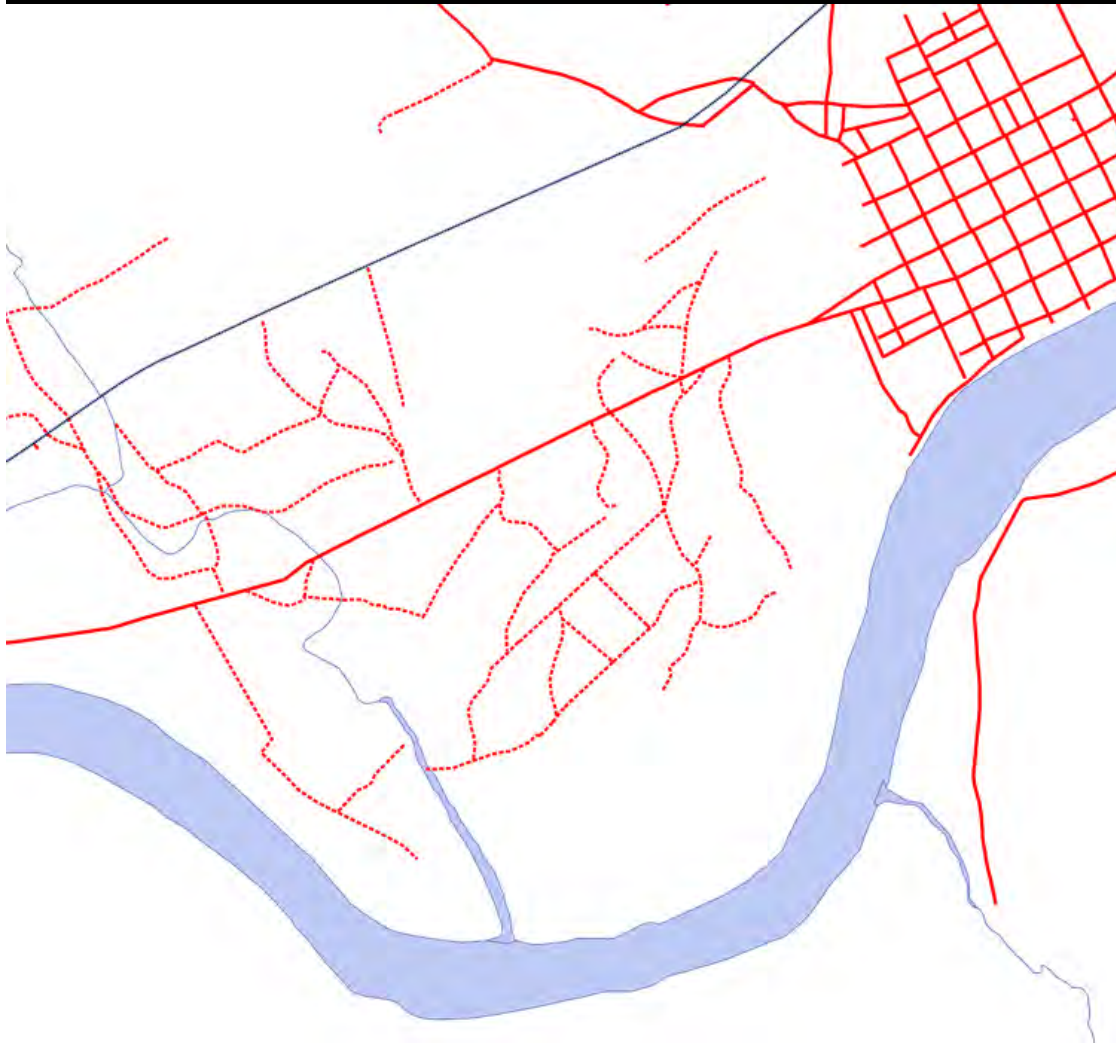
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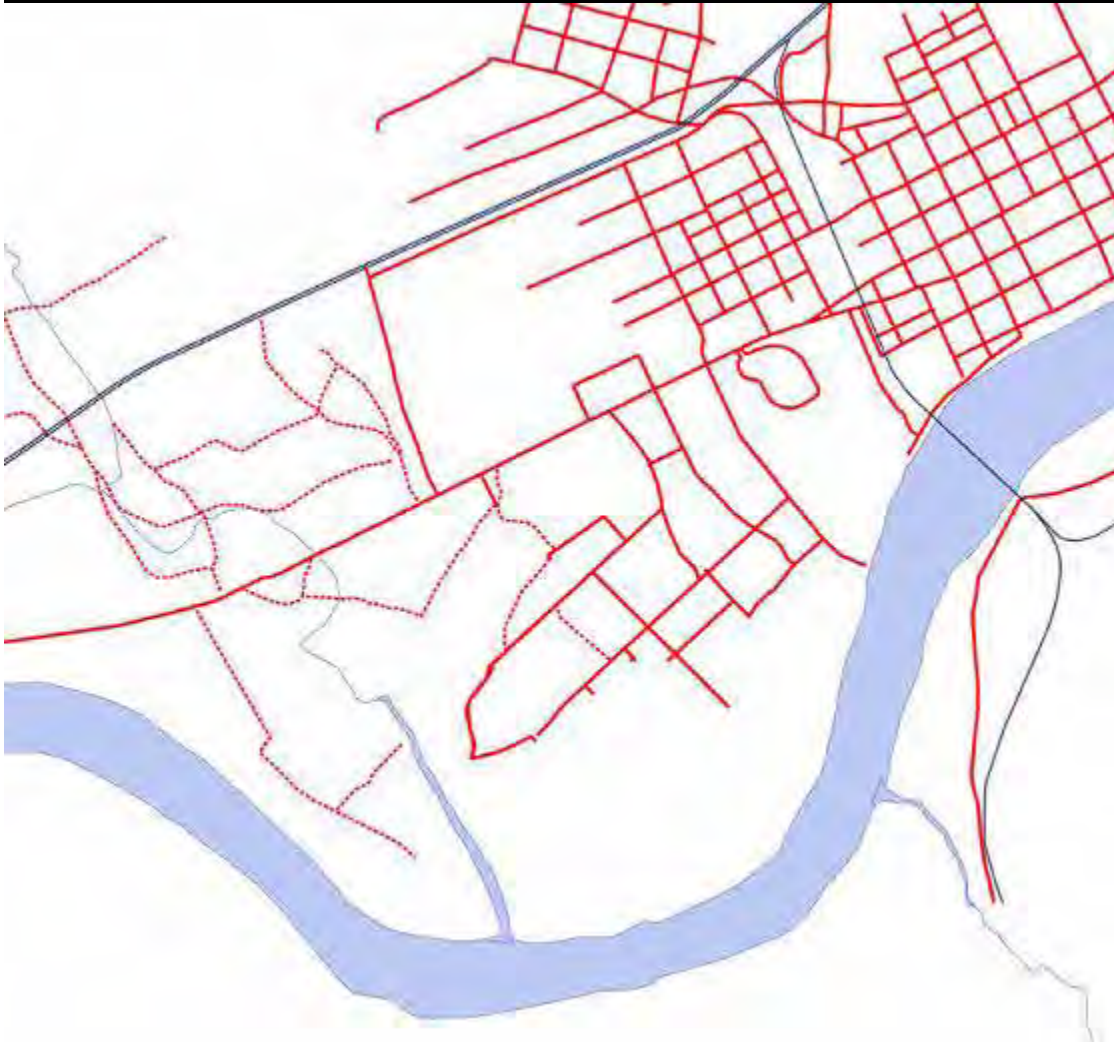
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Historic Development: 1920 – 1940s



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Historic Development: 1950s -1960s



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Cumberland Avenue: *A History of Connection*



1860s

- Critical regional transportation corridor
- Area played important historic role in City's development
- One of few major entrances to the City



Today

- Serves as the front door to UT, Hospitals
- Supports a redeveloping commercial strip
- One of many ways into the City, downplayed regional role

Cumberland Avenue

Regional Context

Built Environment: Figure Ground



Issues:

- Reflects a variety of patterns:
- University
- Hospital/Institutional
- Neighborhood (Ft. Sanders)
- Commercial Strip (Cumberland)

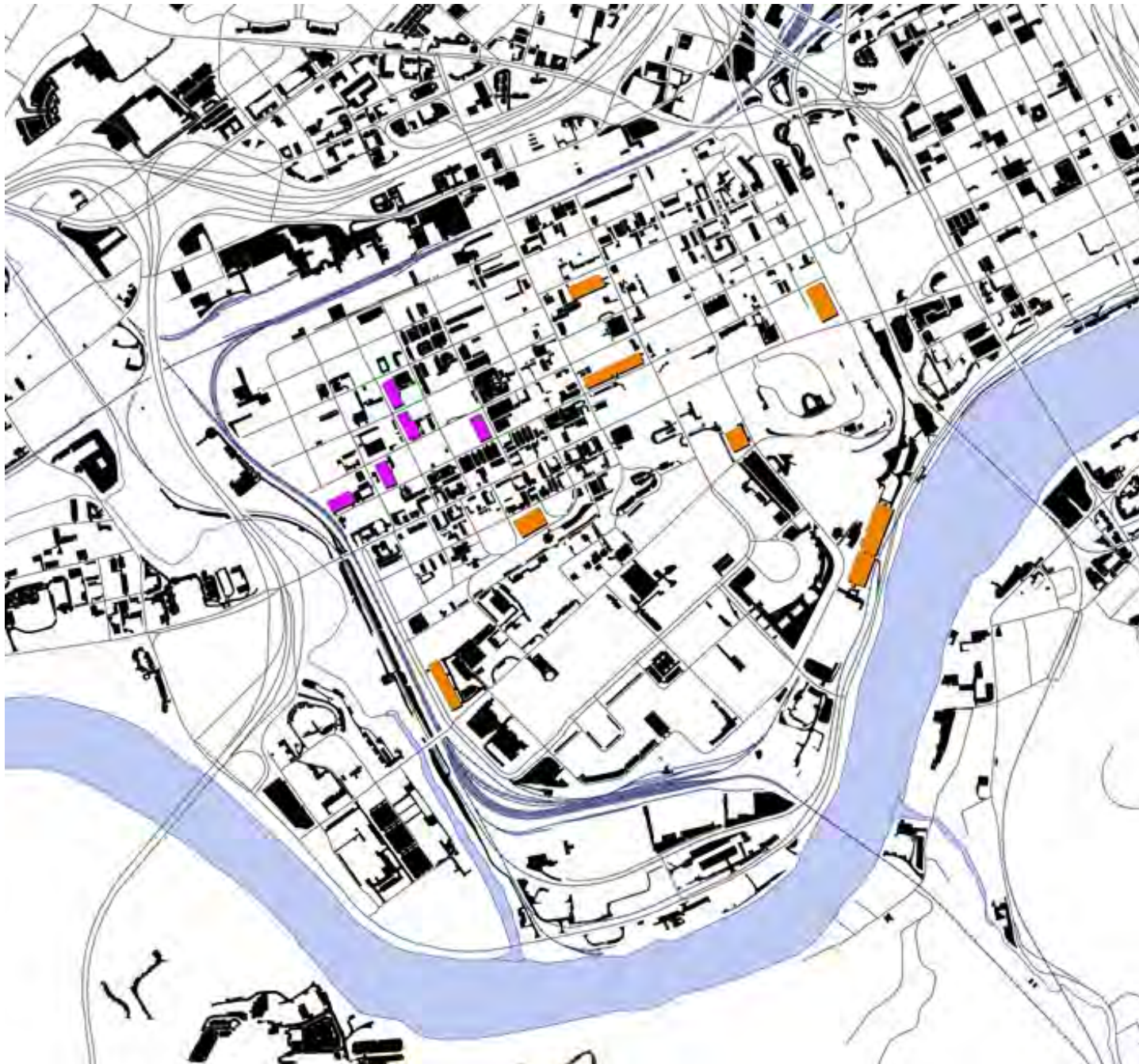
Built Environment: Major Players



Issues:

- Inverse of Figure Ground
- UT parking structures pushed to the outer edges of campus
- Surface lots on corridor create hostile pedestrian environment
- Potential opportunity to share parking in corridor with Hospitals? University?

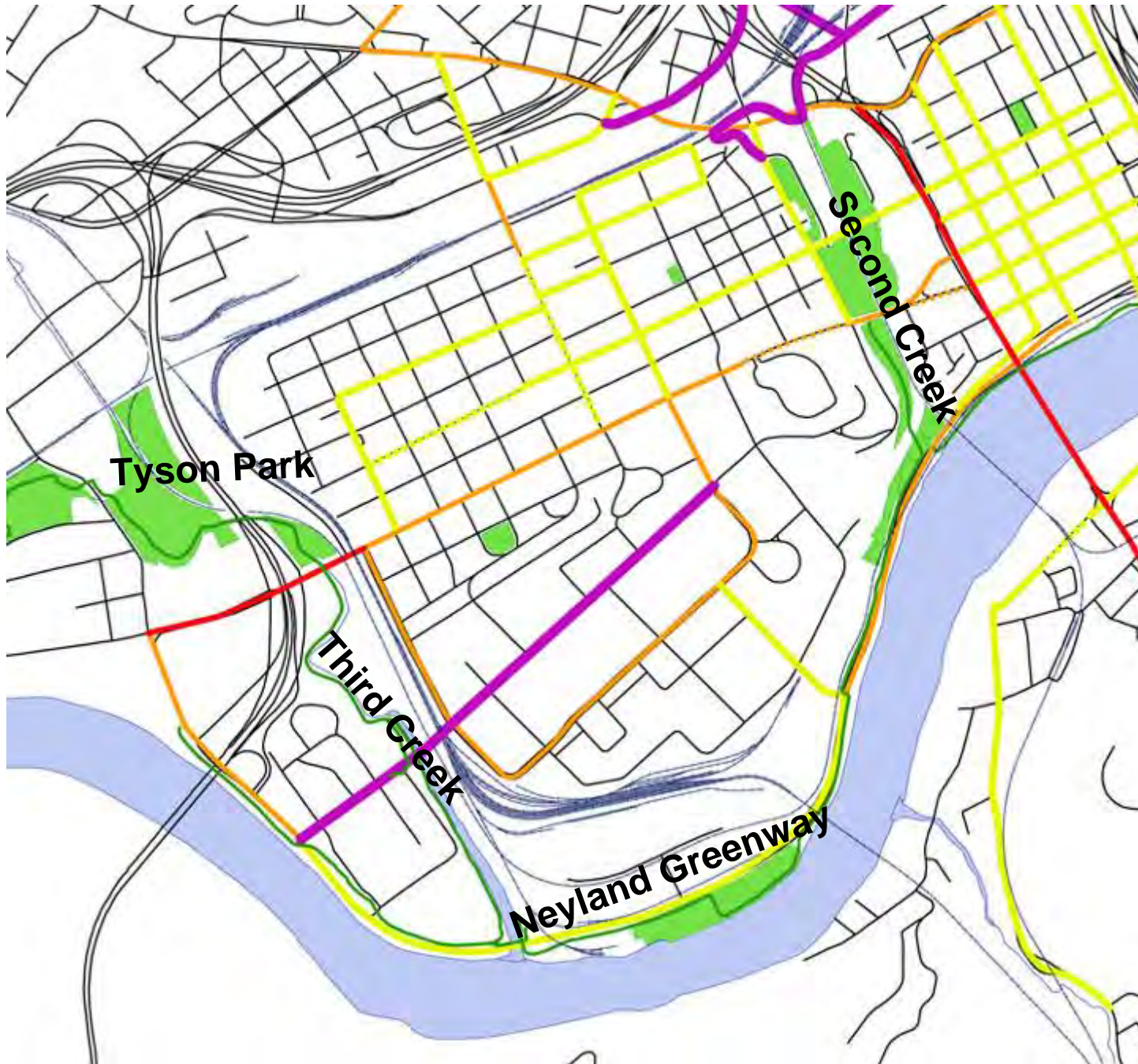
Built Environment: Parking



Issues:

- Inverse of Figure Ground
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Built Environment: Greenways & Bicycle Suitability



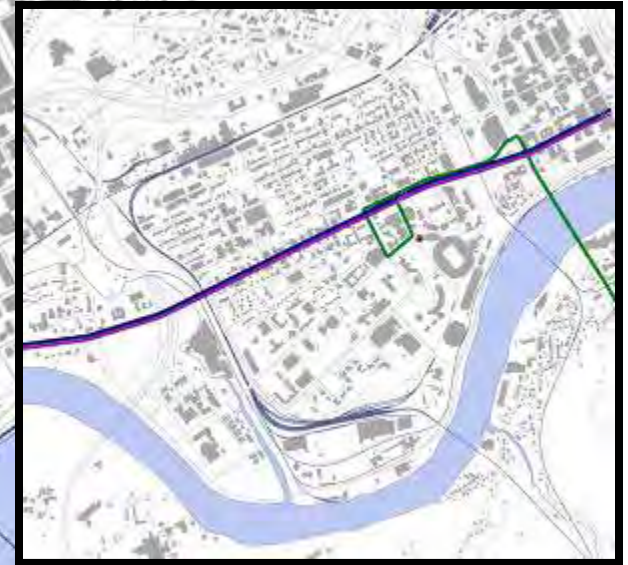
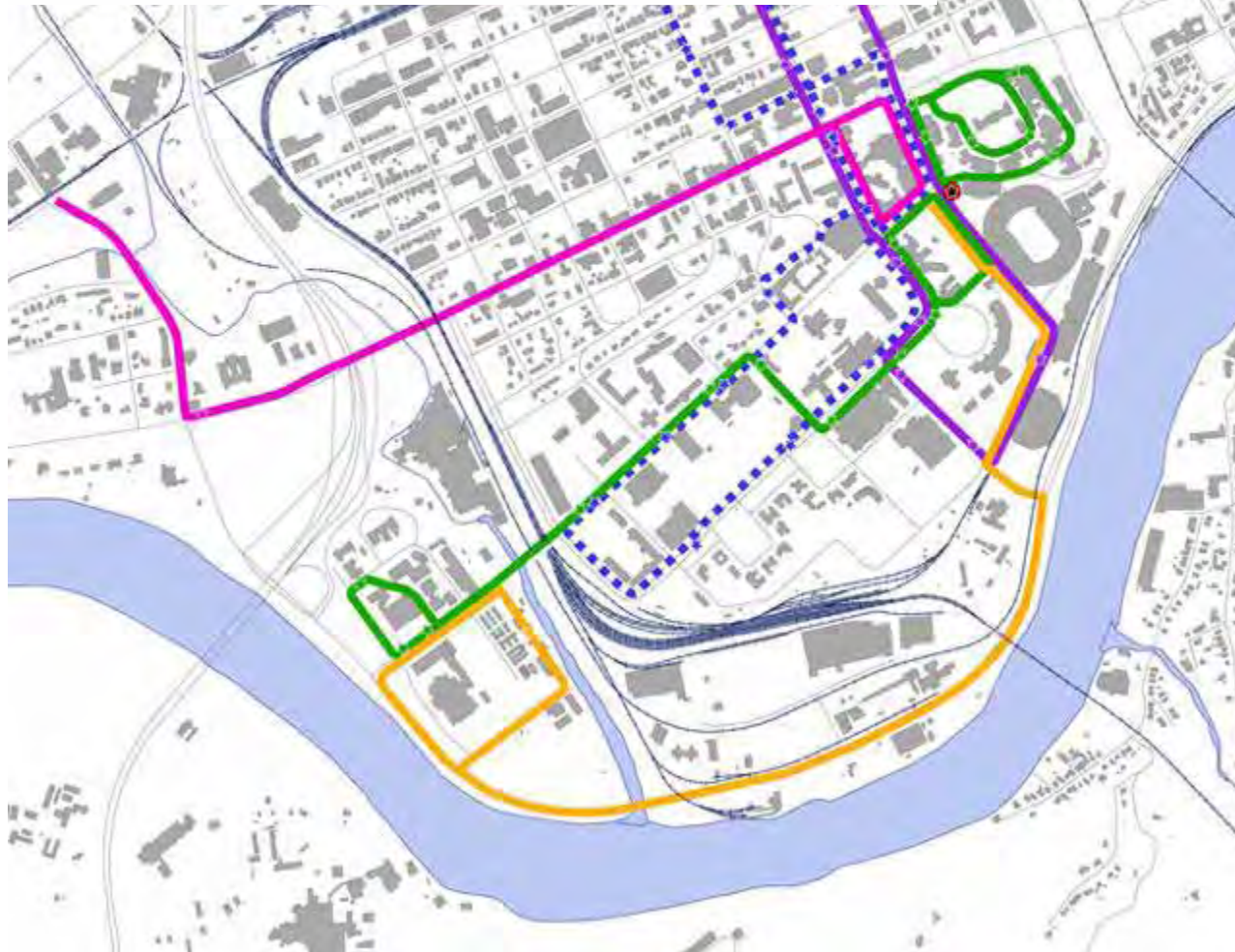
Issues:

- Need better connections to Greenways and parks

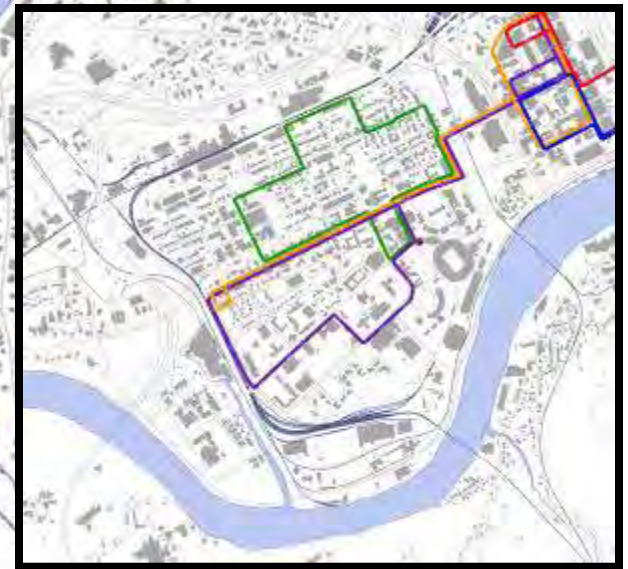
Transit

Issues:

- Corridor is well served by several systems
- Need to make pedestrian environment along corridor more transit & pedestrian friendly
- Need to manage impacts of transit stops on traffic operations



KAT



Trolley

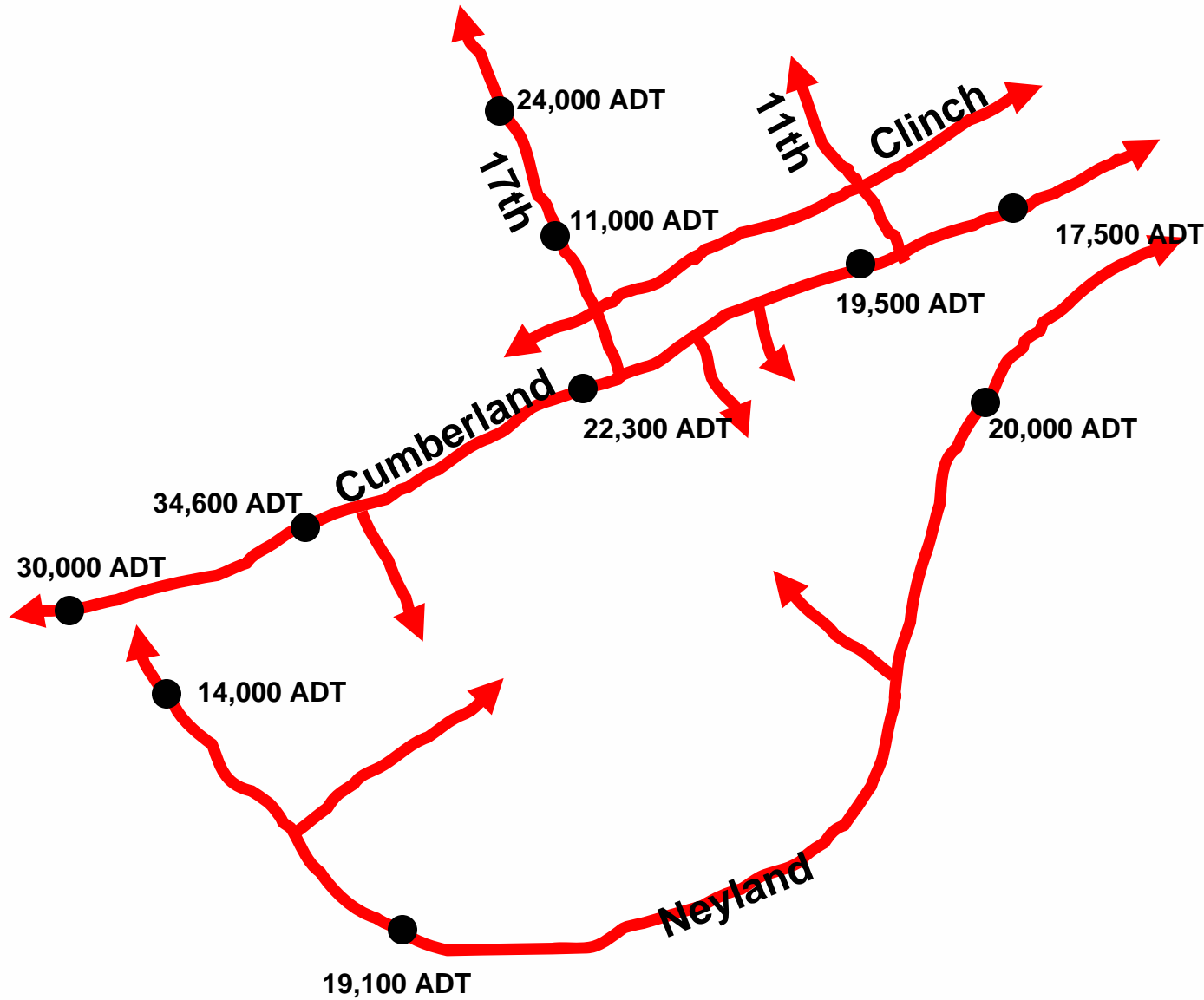
Street Network



Issues:

- River, Railroads, Interstate serve to limit connections to surrounding areas (Downtown)
- One-way street system a result of the desire to maximize on-street parking
- Restricted left turns @ 17th, 18th, & 19th reflect lack of left turn lane but serve to limit accessibility

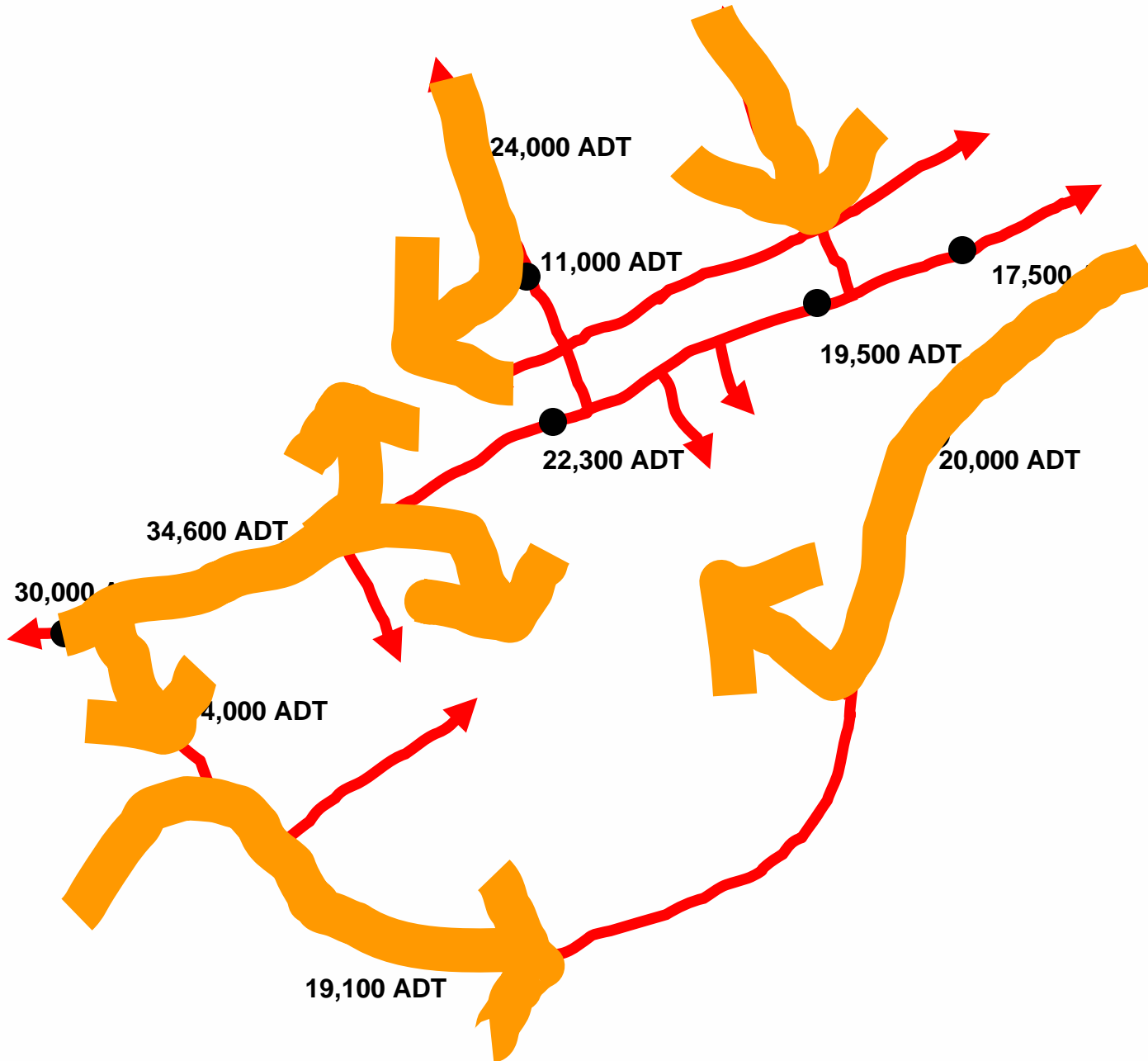
Traffic Volume: 2006



Issues:

- Limited Connected routes
- Volumes reflect destinations

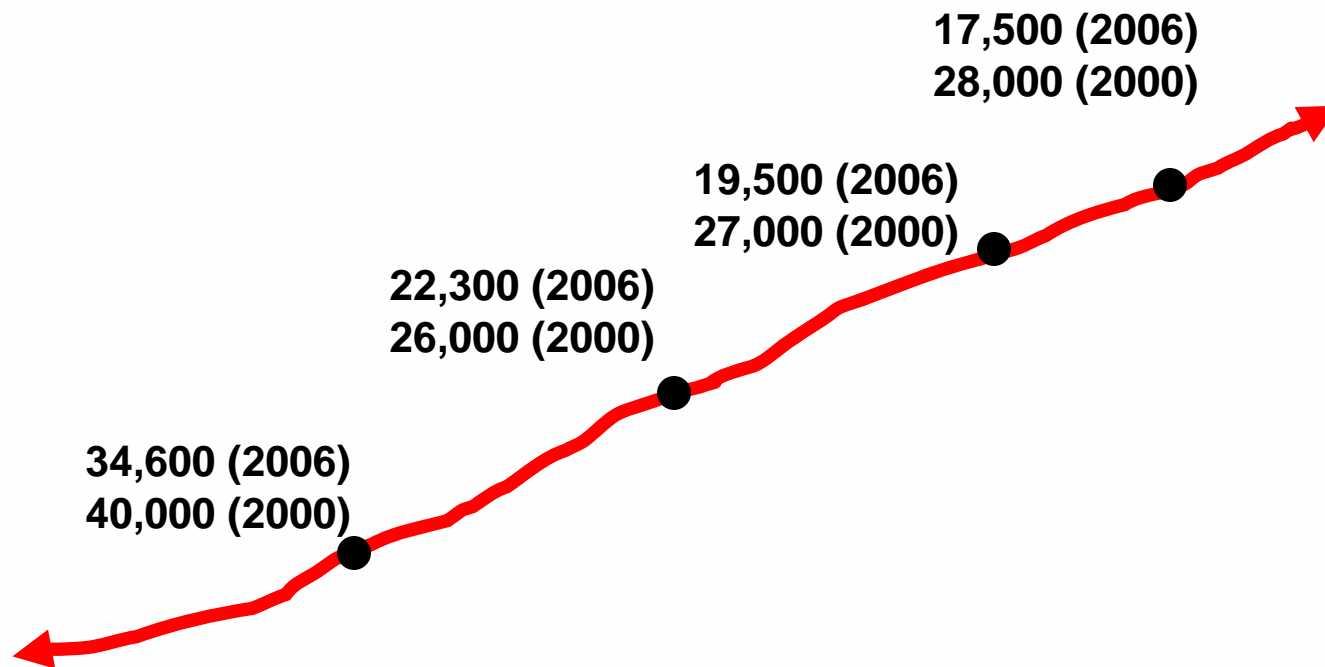
Traffic Volume: 2006



Issues:

- Volume pattern reflects area's role as destination

Traffic Volume: Recent History



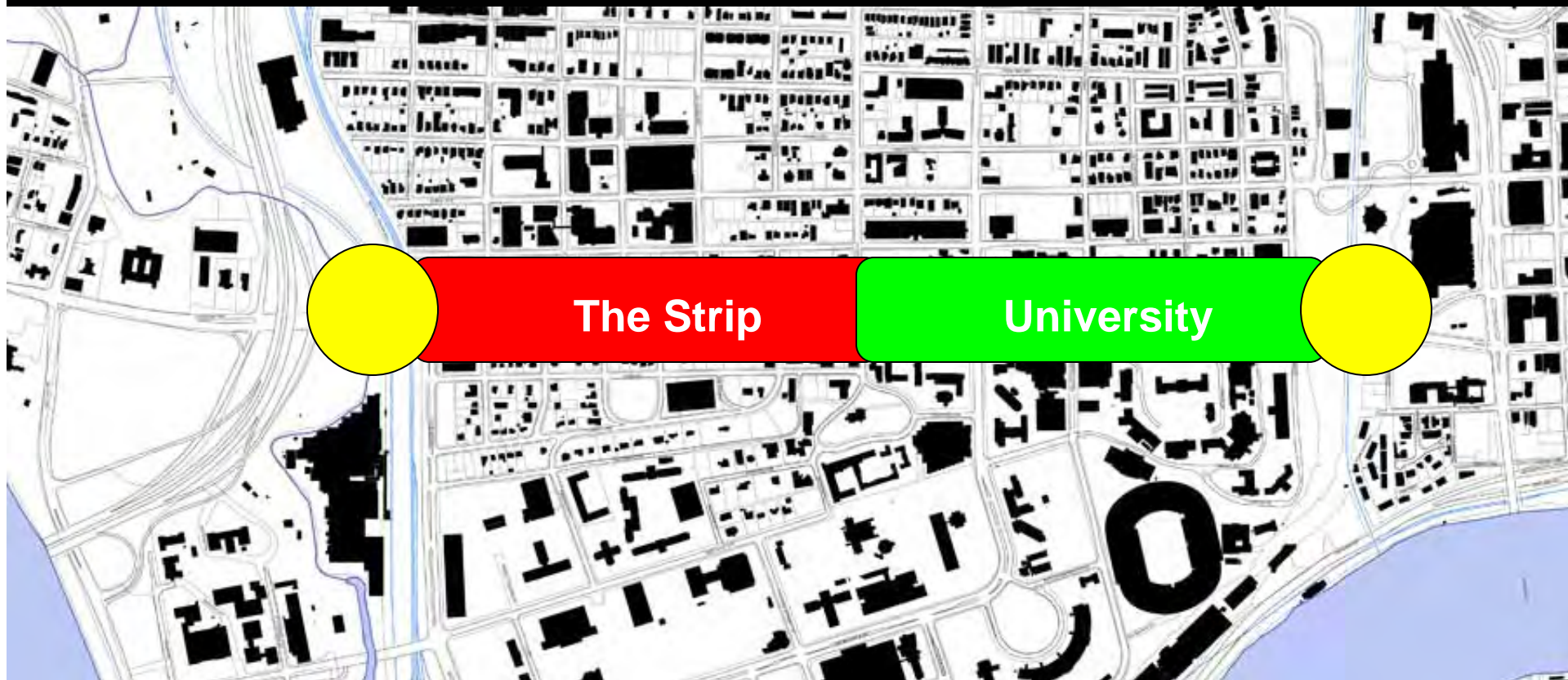
Issues:

- Historic traffic volumes on Cumberland are in decline
- Result of new connections (Neyland, Alcoa, Joe Johnson Bridge)

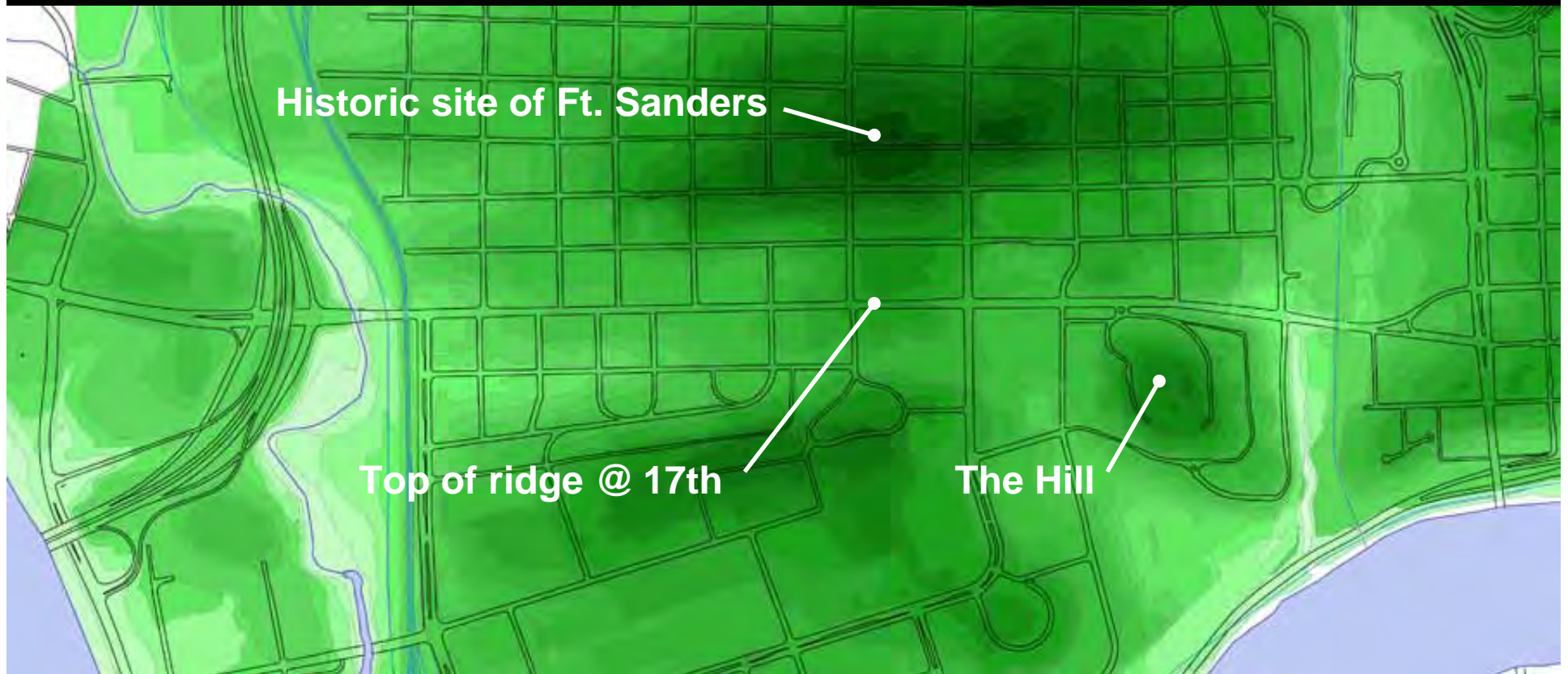
Cumberland Avenue

Corridor Context

The Corridor: “two rooms”



Topography



Issues:

- **Historic role is tied directly to the area's prominent hills & vantage points (University, Ft. Sanders)**
- **Important ceremonial entrance to Downtown from the west (prominent views from 17th Street intersection)**
- **Will allow some new development to place parking "under" buildings**

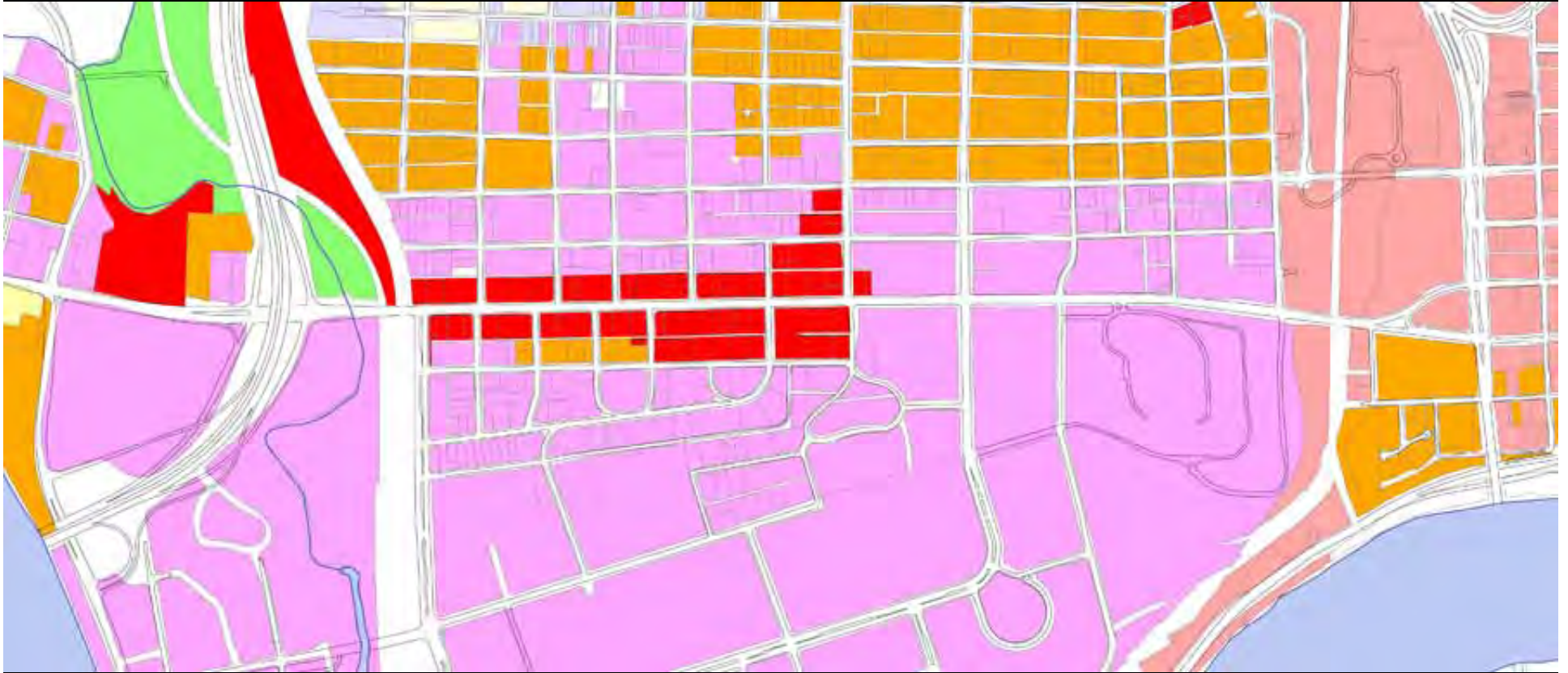
Existing Land Use



Issues:

- Clear pattern of commercial strip surrounded by Hospitals and University

Zoning



Issues:

- Institutional Zoning surrounds commercial strip and extends to Clinch Avenue.
- Commercial zoning (C 7 District) generally only extends to first half block

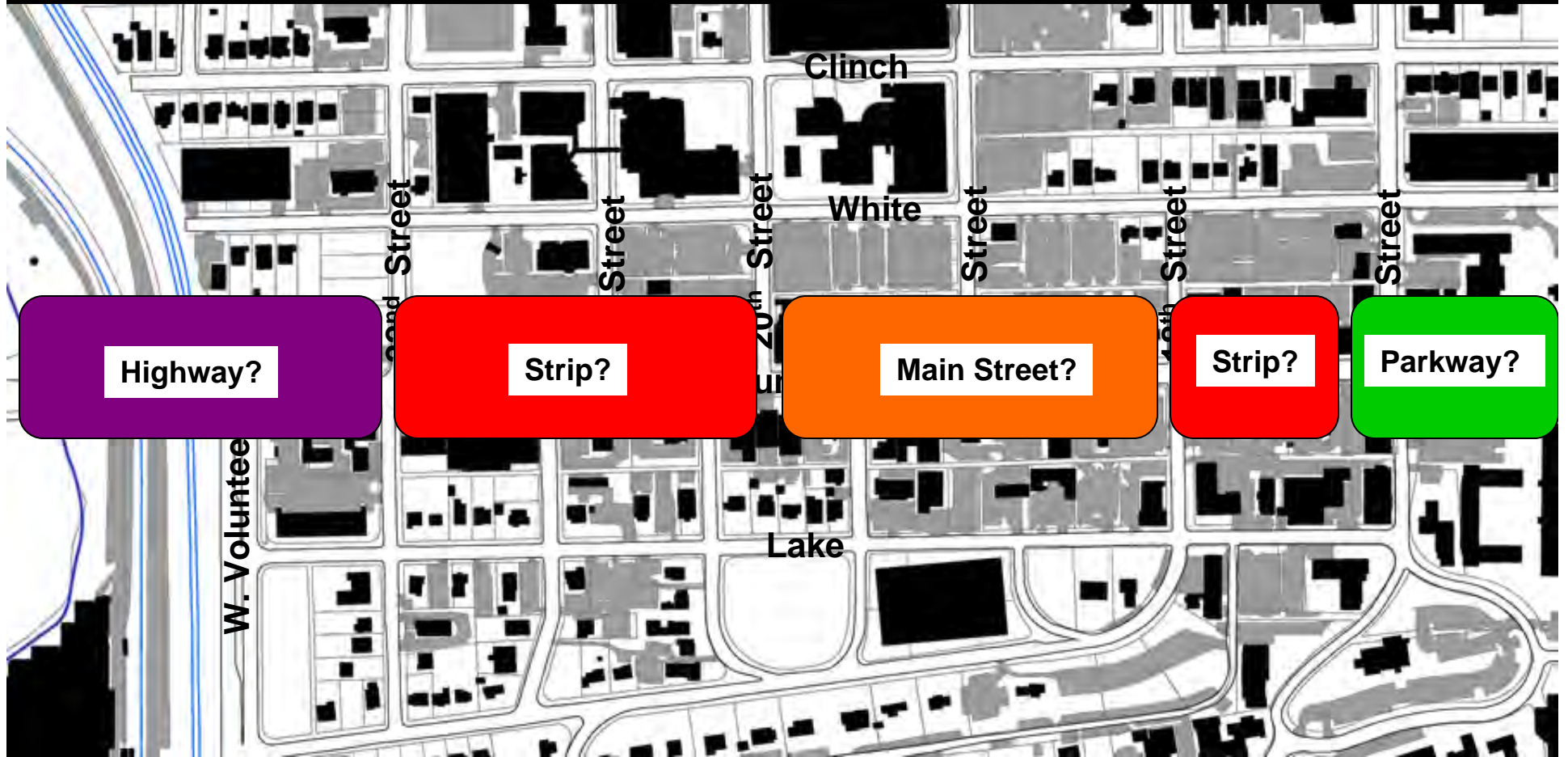
Cumberland Avenue

Strip Context

The Strip: Inconsistent Character



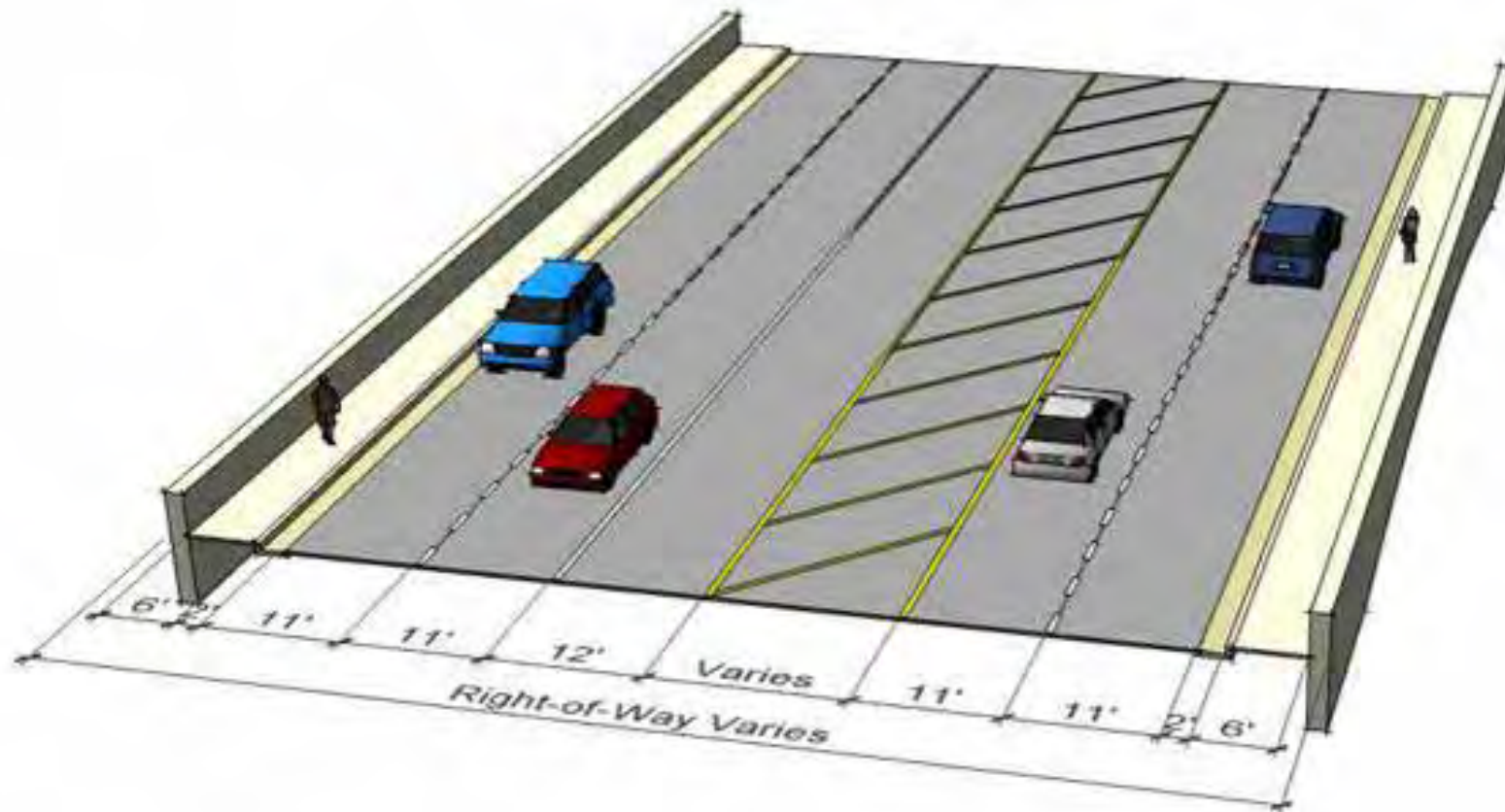
The Strip: Inconsistent Character



Inconsistent Character: Highway?



Streets: Cumberland Ave @ Alcoa Highway



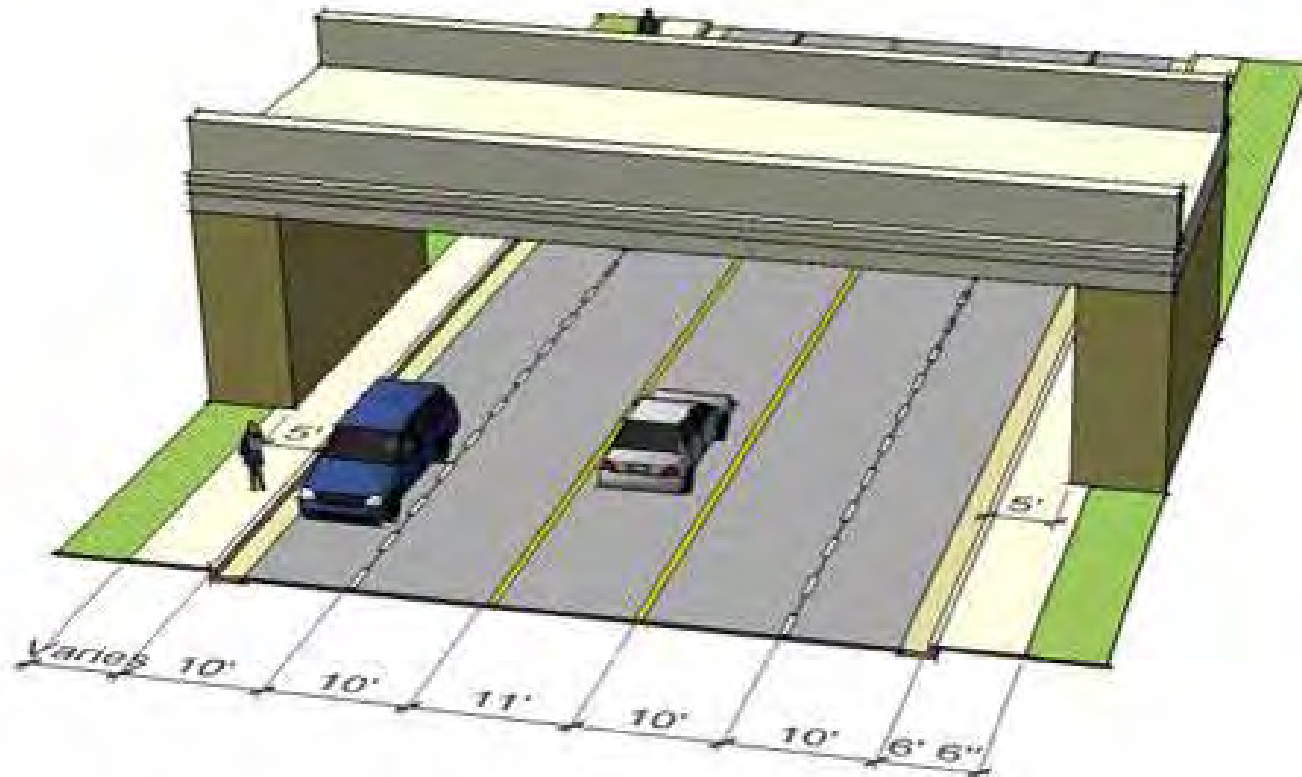
Issues:

- 5 - 6 lanes
- Bridge over Third Creek
- Highway Character @ interchange w/Alcoa Highway

Inconsistent Character: Highway?



Streets: Cumberland Ave @ Railroad Bridge (west)



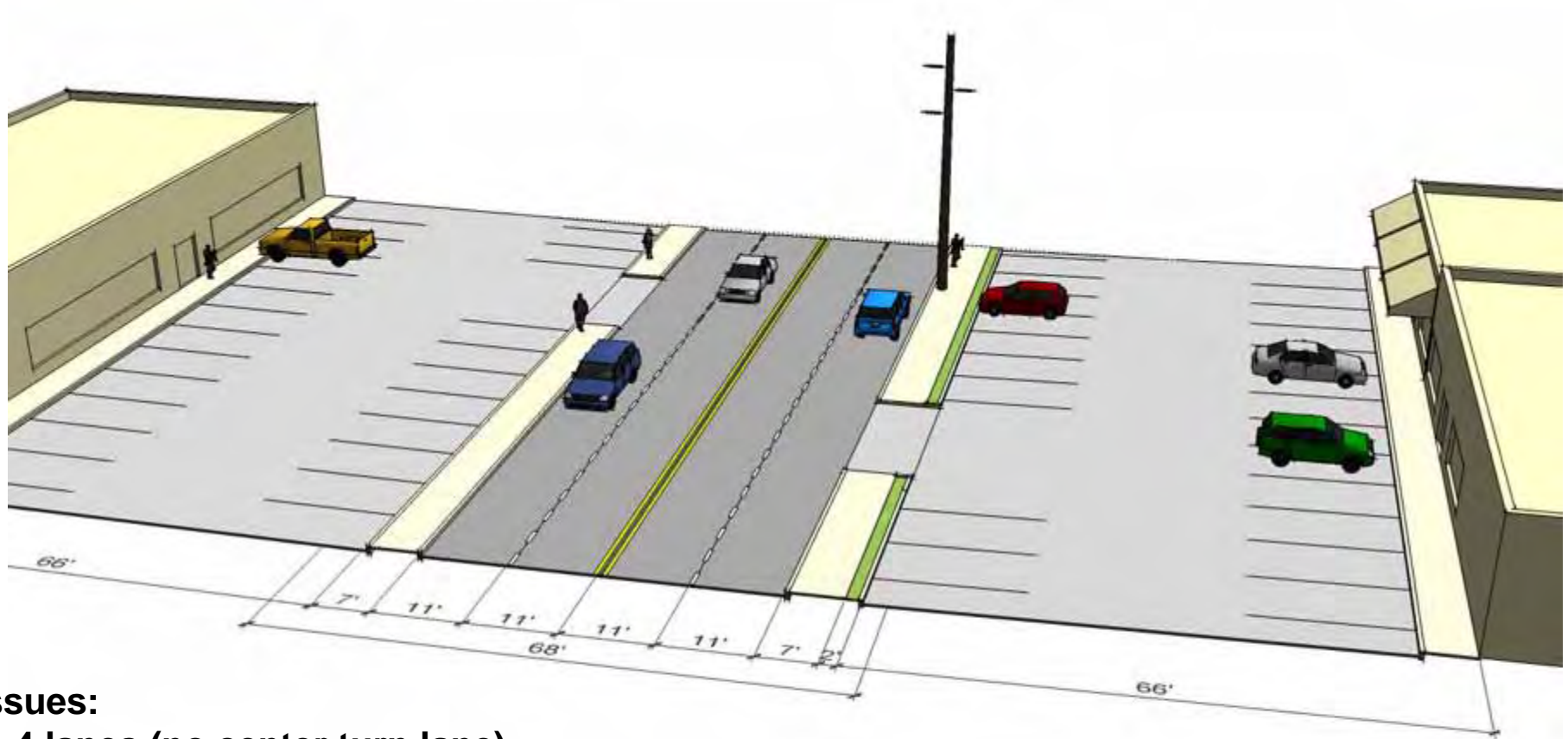
Issues:

- 5 lanes (4 travel lanes, center turn lane)
- Constrained by Rail Bridge, limited sidewalk space

Inconsistent Character: Parking Lot??



Streets: Cumberland Ave (around 22nd)



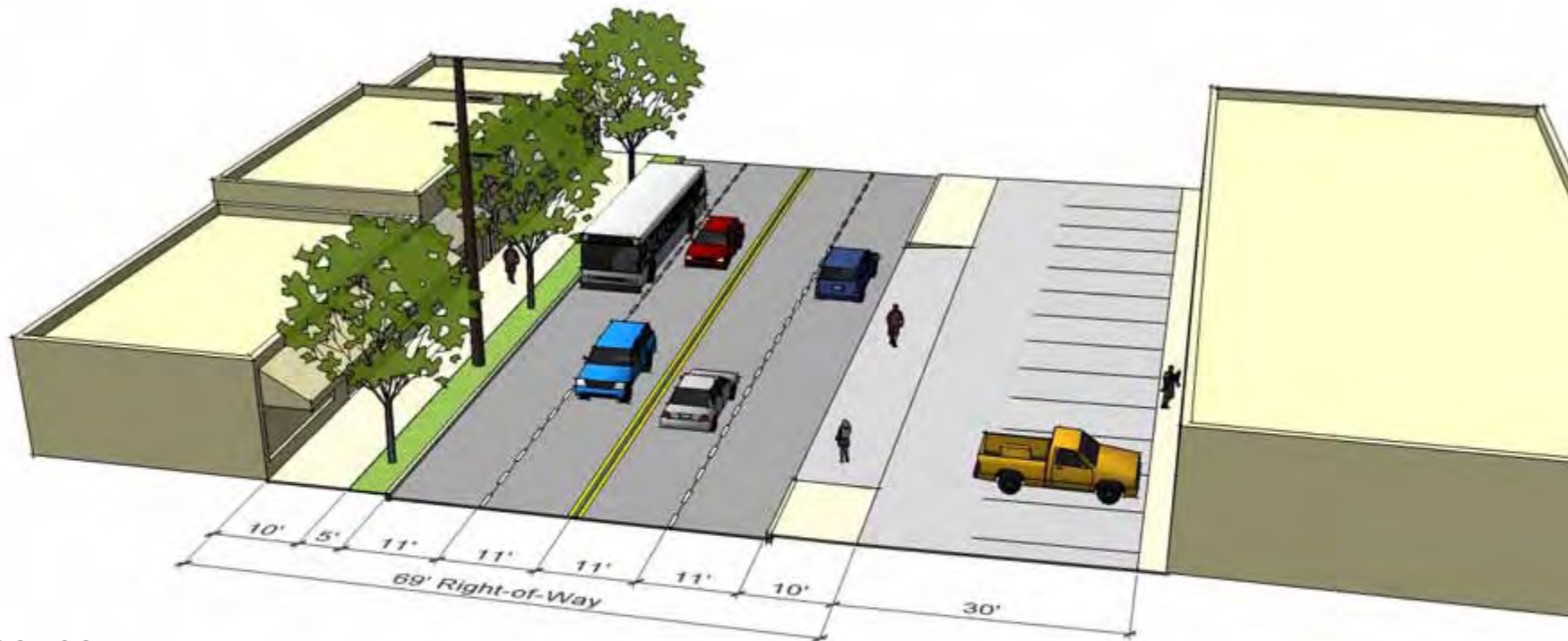
Issues:

- 4 lanes (no center turn lane)
- Patchwork of development conditions:
- Building built to street
- Buildings setback w/ continuous parking & curb cuts
- Buildings setback w/ full bay of parking
- Sidewalks vary (7-10 feet)
- Limited street trees
- Variety of commercial strip businesses

Inconsistent Character: Main Street?



Streets: Cumberland Ave (west of 17th Street)



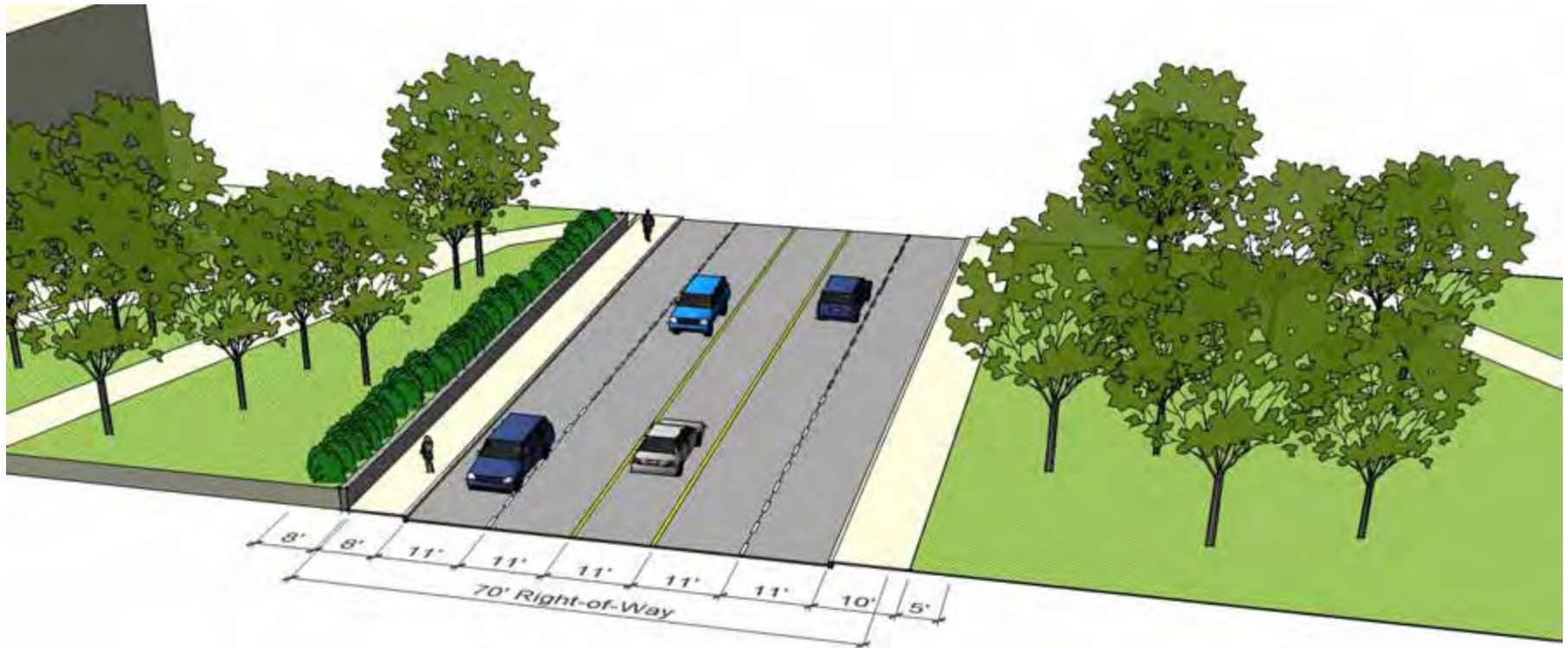
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- Variety of commercial strip businesses

Inconsistent Character: Parkway?



Streets: Cumberland Ave (east of 17th Street)



Issues:

- 5 lanes (4 travel lanes, center turn lane)
- University on both sides setback with “green” edge
- Sidewalks vary (8-10 feet)

Cumberland Avenue

The Big Issues

Advisory Committee Input on 10/04

What do you hope will be the outcome of the study. What would you like to see?

Integrate UT with the City • Make attractive to adults as well as students • Shopping, dining, safe for walking – a welcoming corridor • Better coordinated events – site of varied and unique venues – more people! • Mechanism for long term sustainable businesses • Don't second guess or compromise • Safety-personal • Natural growth corridor for the City • Safe & revitalized – positive community strip – an urban village with UT cooperation – seamless connection • Urban campus – urban core • Safety 24-7 for pedestrians, all folks, all users • Reduction of vehicle/pedestrian conflicts • Aesthetics – theme – consistency • Want people to want to live here • More efficient roadway & safety enhanced • Minimize various traffic/pedestrian conflicts • Seamless neighborhoods transition & mixed uses – shared parking • Be the heart of a healthy livable corridor • Safe -identifiable trolley bus pull offs • A regional destination • Safety for workers – hospital access conveyors more welcoming • A place to be proud of • Shared parking codes reform • A safe place – plan long term • Easier access for vehicles to businesses – pedestrian safety • Re-attract students • Access to hospitals - improved vehicle flow • Reduce pedestrian/auto conflicts • Projects needs to be done • Ongoing dialogue

A History of Connection

Traffic Operations

- Difficult to make left turns
- Restricted left turns
- Unpredictable traffic patterns (avoid inside lanes)
- High volume serving variety of destinations
- Neyland as a better alternative?
- One-way streets confusing



Safety



- Lack of left turn lane creates unpredictable patterns (rear-ends)
- Pedestrians back-up traffic at class changes
- Emergency vehicles impeded
- Sidewalks too small
- Difficult connection to Third Creek Greenway



Service & Deliveries

- Alleys too small
- Trucks stop in street & on-sidewalks



Hospitals & University

- Continued growth plans
- Cut-through traffic speed past hospitals
- Hospitals want some street closures
- Students parking in hospital decks
- Security
- Events obstruct hospital traffic
- No neighborhood services for staff
- University pushing parking to edges & closing roads
- Cumberland is “first impression”



Transit

- No well defined stops
- Too many stops
- Unpredictable pick/up drop off
- Too many university routes?
- Nice stops/signs get stolen

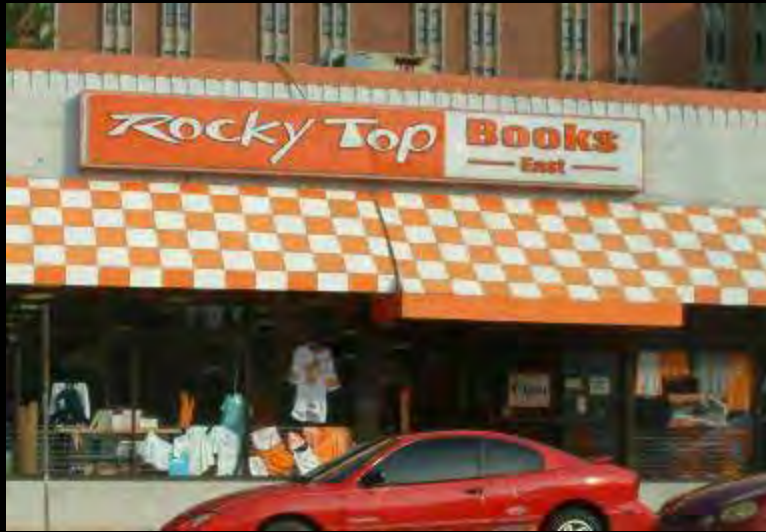


Development Standards

- Continued desire for drive-thrus
- Too much fast food, bars
- Lacks neighborhood businesses
- Alleys too small for trucks
- Potential market for residential beyond student housing?
- More density?
- Better mix of use?



Landmarks



- Protect & enhance
- Compatibility w/ future development?



Parking



- Not enough?
- No Public parking
- Negative first impression
- No enforcement of street parking
- Predatory towing
- No on-street on Cumberland



Character

- Cumberland is seen as “back door”
- No consistency
- Could be extension of downtown
- Institutions want some street closures
- Neighborhoods not seen as safe



Cumberland Avenue

Your Input

Visioning:

What qualities do you want to see here in 5 years?

Think

Write

Post

Organize

Next Steps

- Review tonight's input
- Urban Design - continue analysis and develop concepts
- Traffic Modeling – Begin to test traffic impacts of road alternatives
- Conduct Design Workshop/Charrette

Tuesday, December 5th Public Meeting (5:30 pm) University Center Ballroom

Open Work Session Dec. 6-7th (9:00 am- 4:00pm) University Center Shiloh Room

Thursday, December 7th Public Meeting (5:30 pm) University Center Shiloh Room

Contact:

865-215-2500 (MPC)

www.Knoxmpc.org/cumberland