



City County Building, Suite 403 • 400 Main Street • Knoxville, Tennessee 37902
(865) 215-2500 • www.knoxtrans.org

John Robert Smith
& Emiko Atherton
Smart Growth America
National Complete Streets Coalition
1707 L St. NW, Suite 250
Washington DC 20036

Re: Tennessee Complete Streets Consortium 1-month update from Knoxville Regional TPO

Dear John Robert & Emiko,

The Knoxville Regional TPO, City of Knoxville, and Knox County are grateful for the technical assistance we received through the Complete Streets Consortium Series during 2017 and 2018.

This progress report summarizes actions taken by our team and others toward implementing complete streets since the workshop here in January of 2018, with a focus on the recommendations included in the Next Steps Recommendations Report.

Our team from the Consortium Series has met twice since the January workshop, and has scheduled quarterly meetings going forward. The primary accomplishment of the two meetings already held has been to keep the group updated on complete streets initiatives in general, and also on projects within the Broadway corridor, which was the focus of our workshop.

Regarding the recommendations for all regions (pp. 1-2 of the report), the next Consortium Series team meeting will focus on Tactic 1.1 for the goal of advancing complete streets implementation, which is reviewing the report and assigning responsibilities. Elements of Tactic 1.2 have already taken place, including designating a committee (the Consortium Series team) and offering ongoing training (for example, the City is sponsoring training on ADA/PROWAG at the end of July, and the TPO has continued its Active Knox speaker series). Under the goal regarding TDOT, Tactic 2.2 is also under way, as TDOT has held trainings around the state on the new Multimodal Project Design Guidance.

Moving on to the recommendations specific to the Knoxville team, under the first goal, Tactics 1.1 and 1.2 are under way, with the continued meetings of the Consortium Series team, and the TPO in the process of updating its database of pedestrian/bicycle crashes with data through March of 2018. One interesting finding of the update thus far is that in the seven months since Cumberland Avenue re-opened (after undergoing a road diet), there were zero ped/bike crashes reported to police. That compares with an average of 3.5 crashes during the same seven-month period going back for several years before the road diet.

Regarding Knoxville's second goal (increasing density), Recode Knoxville continues to move forward with a strong commitment by the City of Knoxville's leadership to increase opportunities for mixed-use and higher-density development throughout the City. Our Consortium Series team will continue to discuss how we can assist with the passage and implementation of the new zoning code.

We appreciate the opportunity this technical assistance has afforded us to focus as a team on the implementation of complete streets in and around Knoxville, and we look forward to sharing our continued progress with you.

Sincerely,

A handwritten signature in cursive script that reads "Ellen Zavisca".

Ellen Zavisca
Principal Transportation Planner