



# KNOXVILLE, TN

TOTAL POPULATION

186,239

POPULATION DENSITY

1808

TOTAL AREA (sq. miles)

103

# OF LOCAL BICYCLE FRIENDLY BUSINESSES

1

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Knoxville
High Speed Roads with Bike Facilities	35%	4%
Total Bicycle Network Mileage to Total Road Network Mileage	48%	12%
Bicycle Education in Schools	GOOD	AVERAGE
Share of Transportation Budget Spent on Bicycling	11%	4%
Bike Month and Bike to Work Events	GOOD	GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	NONE
Bicycle-Friendly Laws & Ordinances	GOOD	GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 78K	1 PER 75K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	3.3 /10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	4.4 /10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	5.5 /10
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	2.7 /10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	3.6 /10

## KEY OUTCOMES

	Average Silver	Knoxville
<b>RIDERSHIP</b> <i>Percentage of Commuters who bike</i>	2.7%	0.56%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k bicycle commuters</i>	537	611
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	6.3	16.3



## KEY STEPS TO SILVER



- » Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide. Ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume.
- » Continue to expand the bike network and increase connectivity through the use of different types of bicycle facilities appropriate for the speed and volume of motor vehicle traffic on each road.
- » Work with local bicycle groups and interested parents to expand and improve the Safe Routes to School program to all schools. In particular, middle and high school education efforts could be improved, as older students learn to drive and share the road.
- » Encourage more local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program.
- » Adopt a comprehensive road safety plan or a Vision Zero policy to

create engineering, education, and enforcement strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Road diets, lane diets, and traffic calming treatments are important engineering components for addressing safety.

- » Work with law enforcement to ensure that enforcement activities are targeted at motorist infractions most likely to lead to crashes, injuries and fatalities among bicyclists. Traffic enforcement activities should be data-based and responsive to behaviors that have been observed to lead to crashes, injuries, and fatalities.
- » Create an official Bicycle & Pedestrian Advisory Committee to create a systematic method for ongoing citizen input into the development of important policies, plans, and projects. Ensure that committee members reflect the diversity and ability levels of cyclists in your community.
- » Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress.

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