



Knoxville, TN



Award: Bronze | Spring 2023

Award History:

Bronze since 2010; Previously Honorable Mention in 2007 and 2005.

The 5 Es Category Scores	Knoxville	Max Score this round
Engineering	29%	53%
Education	20%	56%
Encouragement	34%	68%
Evaluation & Planning	20%	42%
Equity & Accessibility	6%	37%

Percentages shown above are the points received out of total points available in that category. See pages 2-3 for Knoxville's subcategory points earned within each Category.

Key Outcomes

Overall Commuter Ridership: 0.3%

Male Commuter Ridership: 0.5%

Female Commuter Ridership: 0.2%

(Bicycle Mode Share among commuters, according to the Census Bureau's 2021 American Community Survey 5-Year Estimate.)

Bicycle Mode Share: <1%

(Reported by applicant)

Annual Average Bicyclist Crashes in last 5 years: 33

Annual Average Bicyclist Fatalities in last 5 years: 0.2

(Crashes and Fatalities both reported by applicant)

Knoxville's BFA Program Stats

of Local Bicycle Friendly Businesses: **1**

of Local Bicycle Friendly Universities: **1**

of Local League Cycling Instructors: **6**

Tennessee's Bicycle Friendly State Ranking: **#19**

Community Profile

Population: 190,740

Area: 103 square miles

Population Density: 1851 people/square mile

Land Classification:

Mixed Urban/Suburban

Poverty Rate: 19.8%*

Median Household Income: \$45,700*

Percent of the Population that Speaks a

Language Other Than English at Home: 3.5%*

Percent with Disability: 14%*

Percent of Households with No Vehicle Available: 3.3%*

*Source: https://data.census.gov/profile/Knoxville_city,_Tennessee?g=160XX00US4740000

Knoxville's Bike Links

Bike Network Map, if available:

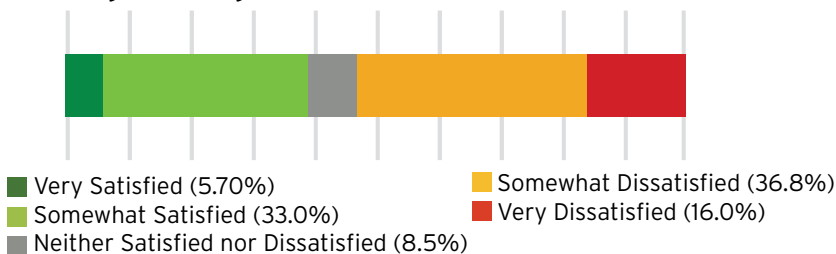
<https://tpo.maps.arcgis.com/apps/webappviewer/index.html?id=3fe1e3ab88794a06b8fb30bb2d1d8ec3>

Bike Plan, if available:

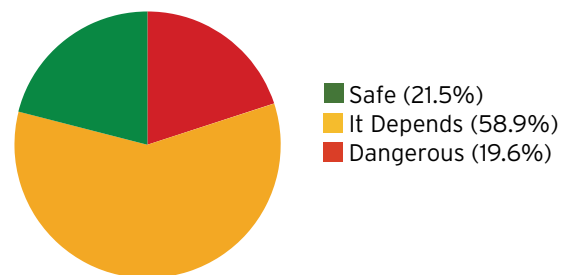
http://www.knoxvilletn.gov/UserFiles/Servers/Server_109478/File/Engineering/BicyclePlan/feb2015_finalreport.pdf

Spring 2023 BFC Public Survey Response Summary for Knoxville, TN

How satisfied are you with how this community is designed for making bike riding safe? (n = 106)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 107)



What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 107)

1. More bike paths (29.9%)
2. More bike lanes (28.0%)
3. Improve public decision-making processes for transportation improvements, including bicycling improvements (15.0%)
4. Improve existing bike lanes to protected bike lanes (11.2%)

About this Report Card

The following scores are based on the online application submitted by Knoxville in the Spring 2023 Bicycle Friendly Community (BFC) submission round. These scores reflect a combination of automatically-generated points earned through the online application, as well as judge-assigned points and bonus points given by BFC reviewers.

The League updated its Bicycle Friendly Community application and awards criteria in the Summer of 2022, after nearly a year of research, focus groups, interviews, listening sessions, and other outreach. The updated application includes a new section on Equity and Accessibility, and other changes throughout. As such, **this Bicycle Friendly Community Report card is a beta version** as we refine our new scoring system and develop a greater understanding of how to convey new information.

All Spring 2023 BFC Report Cards (including this one) will be republished with updated scores if there are significant changes to the points system after the next round of BFC applications. To learn more about the BFC application and awards criteria, please visit <https://bikeleague.org/community>.

ENGINEERING	<i>Knoxville earned 29% of the points available in the Engineering Category. Below is the breakdown of points that Knoxville earned in each subcategory of the Engineering section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Engineering Subcategories	Knoxville's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	12 / 41 pts
	End-of-Trip Facilities	17 / 44 pts
	Bicycle Network	25 / 128 pts
	Network Maintenance	15 / 32 pts
	Bicycle Access to Public Transportation	8 / 23 pts
	Bike Sharing	5 / 21 pts
	Other Bicycle-Related Amenities	4 / 6 pts
	Regional Coordination	5 / 23 pts
Engineering Bonus Points	4 / 10 pts	

EDUCATION	<i>Knoxville earned 20% of the points available in the Education Category. Below is the breakdown of points that Knoxville earned in each subcategory of the Education section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Education Subcategories	Knoxville's Subcategory Points in Education
	Youth Bicycle Education	11 / 69 pts
	Adult Bicycle Education	17 / 47 pts
	Motorist Education	5 / 28 pts
	Bicycle Safety Education Resources	1 / 16 pts
	Inclusive Education	0 / 26 pts
Education Bonus Points	4 / 7 pts	

ENCOURAGEMENT	<i>Knoxville earned 34% of the points available in the Encouragement Category. Below is the breakdown of points that Knoxville earned in each subcategory of the Encouragement section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Encouragement Subcategories	Knoxville's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	5 / 17 pts
	Route-Finding Support	4 / 10 pts
	Bicycle Culture and Promotion	37 / 91 pts
	Access To Bicycle Equipment and Repair Services	9 / 35 pts
	Reducing Work-Related/Fleet VMT	0 / 11 pts
	Encouragement Bonus Points	3 / 7 pts

EVALUATION & PLANNING	<i>Knoxville earned 20% of the points available in the Evaluation & Planning Category. Below is the breakdown of points that Knoxville earned in each subcategory of the Evaluation & Planning section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Evaluation & Planning Subcategories	Knoxville's Subcategory Points in Evaluation & Planning
	Staffing And Committees	11 / 40 pts
	Public Engagement for Bicycle Planning	6 / 35 pts
	Planning, Funding, And Implementation	9 / 46 pts
	Evaluating The Bicycle Network	0 / 24 pts
	Evaluating Ridership	3 / 20 pts
	Evaluating & Improving Safety Outcomes	12 / 42 pts
Evaluation & Planning Bonus Points	1 / 7 pts	

EQUITY & ACCESSIBILITY	<i>Knoxville earned 6% of the points available in the Equity & Accessibility Category. Below is the breakdown of points that Knoxville earned in each subcategory of the Equity & Accessibility section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Equity & Accessibility Subcategories	Knoxville's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	4 / 24 pts
	Equity Data Collection & Goals	0 / 12 pts
	Equity & Accessibility Policies & Plans	0 / 31 pts
	Equity & Accessibility in Engineering	1 / 44 pts
	Equity & Accessibility in Education	-1 / 52 pts
	Equity & Accessibility in Encouragement	4 / 42 pts
	Equity & Accessibility in Evaluation & Planning	7 / 58 pts
Equity & Accessibility Bonus Points	0 / 9 pts	



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FEEDBACK TO IMPROVE:

To maintain and improve on Knoxville's Bronze-level Bicycle Friendly Community award, BFC Reviewers recommend...

- » Continue to improve and expand the low-stress bike network, and 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. Strengthen your bikeway design standards by going beyond current TDOT guidelines and by incorporating additional NACTO standards.
- » Lower speed limits -- and designed speeds -- on residential streets to 20 mph or less. Introduce road diets and traffic calming measures to ensure compliance. Develop a system of bicycle boulevards, utilizing these quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Use the Bicycle Boulevards section of the NACTO Urban Bikeway Design Guide for design guidelines.
- » Continue to increase the amount of high-quality bicycle parking throughout the community. Conduct an audit of your existing bike parking to evaluate how well distributed racks are across the city, and to assess whether existing racks are accessible for adaptive cycles, cargo bikes, and other non-standard bike types.
- » Improve bicycle safety education for students of all ages by incorporating more on-bicycle education opportunities and by expanding the program to all K-12 schools. Providing bicycles in schools for on-bike education ensures that all students can learn to safely ride a bicycle regardless of the availability of a bicycle in their household. Work with the school district, local bicycle groups, and interested parents to expand and improve the Safe Routes to School program.
- » Develop education and encouragement outreach methods and programs that specifically target families, women, seniors, low-income, and non-English speaking communities, in addition to general non-targeted outreach and media campaigns that discuss current and new bicycle facilities, safe driver and bicyclist behavior, and events related to walking and biking.
- » 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.
- » Increase the amount of staff time spent on improving conditions for people who bike and walk, either by creating a new dedicated position or expanding the responsibilities of current staff. Ensure that this position is well supported with training and professional development opportunities to stay up-to-speed on the latest best practices and safety guidelines for bicycle planning, outreach, and infrastructure.
- » Create an official Bicycle & Pedestrian Advisory Committee (BPAC) to create a systematic method for ongoing citizen input into the development of important policies, plans, and projects. Ensure that the members of the committee reflect the diversity and ability levels of cyclists in your community.
- » Begin the process of creating a new Bicycle Master Plan or updating your 2015 Bicycle Facilities Plan. Regularly updating your bicycle plan is key to improving conditions for bicycling, adhering to evolving best practices and national standards, and institutionalizing processes for continual evaluation and improvement. Ensure the new plan includes specific and measurable goals and performance measures to track progress, and is supported by a dedicated budget for implementation.



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FEEDBACK TO IMPROVE, CONTINUED:

- » Conduct a connectivity analysis and network quality evaluation of your existing bicycle network, and work to identify and fill any gaps. Establish a performance measurement program for bicycling and/or active transportation infrastructure. See FHWA's resources on these topics: https://bit.ly/FHWA_connectivity and https://bit.ly/FHWA_bikepedPMs.
- » 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.
- » Engage the city's Community Empowerment Officer position in your vision zero action plan development as well as general bicycling and planning activities to result in more equitable and inclusive bicycle planning, outreach, engagement, and programming efforts.
- » Collect more socioeconomic and demographic data as it relates to current transportation habits and patterns, and establish equity-related indicators to inform future planning, prioritization, and budgeting processes for your community.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » **Guide to this BFC Report Card:** <https://bit.ly/BFC-Report-Card-Guide-Sp23>
- » **League of American Bicyclists:** <https://www.bikeleague.org>
- » **Bicycle Friendly Community (BFC) Program:** <https://bikeleague.org/community>
- » **Resources for Building a Bicycle Friendly Community:** https://bikeleague.org/BFC_Resources
- » **About the BFC Application Process:** <https://bikeleague.org/content/about-bfc-application-process>
- » **The Five E's:** <https://bikeleague.org/5-es>
- » **The League's Benchmarking Project on Biking and Walking Data and Reports:** <https://data.bikeleague.org>
- » **Bicycle Friendly State Rankings and Report Cards:** <https://bikeleague.org/state>
- » **Bicycle Friendly Business (BFB) Program:** <https://bikeleague.org/business>
- » **Bicycle Friendly University (BFU) Program:** <https://bikeleague.org/university>
- » **Smart Cycling Education Program:** <https://bikeleague.org/ridesmart>
- » **Advocacy Reports and Resources from the League:** <http://bikeleague.org/reports>
- » **Federal Funding Resources from the League:**
<https://bikeleague.org/take-action/policy-advocacy/federal-policy/federal-resources/>
- » **Pedestrian and Bicycle Funding Opportunities from U.S. DOT Transit, Safety, and Highway Funds:**
https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf
- » **U.S. DOT Navigator:** <https://www.transportation.gov/dot-navigator>