

At the Knoxville City Council meeting on Tuesday, November 30, 2021, Bike Walk Knoxville was proud to advocate for several ordinances that would have a positive impact on traffic safety and micromobility in our community. These ordinances will be read and voted on by the City Council a second time at the City Council meeting on Tuesday, December 14, and we hope you'll join us in showing support for these important policies.

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***An Ordinance to amend the Knoxville City Code, Chapter 17, Article VI, Division 1, § 17-262 to lower the unposted speed limit on City roadways by five miles per Hour - effective date July 1, 2022.***

This ordinance would lower the speed limit on roads where there is not a posted speed limit to 25 MPH. Bike Walk Knoxville supports this resolution, because we understand that speed is perhaps the most important factor in whether a collision will result in a fatality or serious injury. Lowering speeds makes our streets safer, especially for vulnerable roadway users like cyclists, pedestrians, children, the elderly, and people of color. [According to research from the AAA Foundation for Traffic Safety, a person is about 70 percent more likely to be killed if they're struck by a vehicle traveling at 30 mph versus 25 mph.](#) Lowering speeds is a vital step in achieving the traffic safety goals set forth in the recent Vision Zero resolution passed by City Council, and we applaud any movement towards making our streets safer for all transportation users. We would also encourage public education about the new speed limit, and targeted enforcement to help raise awareness for this important issue.

***An Ordinance to amend the Knoxville City Code, Chapter 17, Article VI, Division 1, § 17-263 to eliminate the required minimum speed limit on City roadways.***

This ordinance would eliminate the current minimum speed limit of 25 MPH on City roads. The current City Code restricts Engineering from lowering speed limits on City roadways below 25 MPH, except in parks. Eliminating this restriction would provide Engineering with the power of flexibility - to set a street's speed limit to whatever is necessary for safe use of that particular roadway, not simply complying to a general minimum. This step aligns well with the goals of reducing traffic fatalities and serious injuries to zero as established by the recent Vision Zero resolution, and Bike Walk Knoxville supports this ordinance.

***An Ordinance to amend Chapters 16, 17, and 20 of the Knoxville City Code in order to establish a permit and associated regulations for shareable personal micromobility vehicles and systems.***

This ordinance establishes a structure for the permitting and regulation of e-scooters. It would build on the lessons learned from the e-scooter pilot program, and we encourage you to read more about the proposed changes ([view the Agenda Packet for the 11/30 City Council meeting here](#)). We appreciate the thoughtful discussion amongst the City Council on this important topic, and are glad to see that the ordinance has the support of Dr. Christopher Cherry, University of Tennessee Knoxville Professor and subject matter expert. Bike Walk Knoxville supports this ordinance.

Several ordinances relevant to traffic safety were read for the second time in front of the Knoxville City Council at their meeting on [Tuesday, December 14](#). Bike Walk Knoxville was proud to advocate in favor of these ordinances, and is glad to see all the thoughtful discussion among Council members working to make the best possible decisions for our community.

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***An Ordinance to amend the Knoxville City Code, Chapter 17, Article VI, Division 1, § 17- 262 to lower the unposted speed limit on City roadways by five miles per hour.***

With the unanimous passage of this ordinance, the Knoxville City Council lowered the speed limit to 25 MPH on roads where there is not a posted speed limit. Bike Walk Knoxville supports this important step because we understand that as speed increases, so do the chances of fatality or serious injury from a collision. Lowering speeds makes our streets safer, especially for vulnerable roadway users like cyclists, pedestrians, children, the elderly, and people of color. It also serves as a vital step in achieving the goals set forth by the Vision Zero Knoxville Resolution, and we look forward to seeing the City implement a strong public education campaign around traffic safety.

***An Ordinance to amend the Knoxville City Code, Chapter 17, Article VI, Division 1, § 17- 263 to eliminate the required minimum speed limit on City roadways.***

The passage of this ordinance eliminated the restriction that prohibited Engineering from setting speed limits below 25 MPH on City roadways. This step allows Engineering the freedom and flexibility to implement speed limits that are the best choice for the roadway in question. A valuable tool in the toolbox of Engineering to help design streets for safety, Bike Walk Knoxville applauds City Council on unanimously passing this ordinance.

***An Ordinance to amend Chapters 16, 17, and 20 of the Knoxville City Code in order to establish a permit and associated regulations for shareable personal micromobility vehicles and systems.***

With the Pilot Program for e-scooters in Knoxville rapidly approaching its expiration, the passage of this ordinance was extremely important to ensure that Personal Mobility Vehicles (PMVs) are safely regulated in our community. While we understand that many people have their reservations about e-scooters, we also know that many folks in our community love using them to get around and have fun while doing so. We strongly encourage everyone to wear a helmet while operating any PMV. We are glad to see the ordinance pass, and look forward to e-scooters becoming a stronger mobility option in our community.