

The [Martin Luther King, Jr. Avenue Corridor Plan](#) was developed back in 2006, and while it is somewhat outdated, there is also lots of content that is still relevant and applicable. The new MLK Corridor Steering Committee, which does not include any of the same members of the original committee, is updating the boundaries of the plan. Now, the MLK Corridor Plan will reach from South Castle Street to South Olive Street, and from Linden Avenue to Wilson Avenue. The implementation of the plan will involve the Steering Committee developing an action plan with extensive input from the local neighborhood communities and then yearly evaluation.

The inventory that was conducted for Chapter 3 in the 2006 version of the plan needs to be updated to include all the changes the community has seen in the past 15 years. There are lots of resources that might be helpful in this project, including the [Knoxville Sidewalk Study](#), the [Knoxville Park Study](#), and the [Knoxville Bicycle Facilities Plan](#). Reconducting this inventory would also include taking a count of the number of vacant lots in the area and researching who owns them. If lots belong to the City, or to a private owner who is willing to collaborate with the Steering Committee, they can be made into vibrant public spaces. Vacant lots can be used for gardens, recreation, seating areas, and even as a place to host community events.

Perhaps the part of the plan that has changed the most since 2006 is coding. In 2019, Knoxville updated its zoning ordinance with a process called [Recode Knoxville](#). The RN-1 designation refers to a single-family residential neighborhood zoning district, as compared to RN-6 which is a multi-family residential neighborhood zoning district. For commercial districts, O refers to an office zoning district, and C-N refers to a commercial neighborhood zoning district. The C-N designation allows for combined retail and living spaces, which can help to increase density and thus benefit walkability. Multi-family housing is also extremely beneficial because it can boost community cohesion through shared common, open spaces.

Lastly, the new plan must prioritize increasing the safety of active transportation users in the community. In Knoxville, [a cyclist or a pedestrian is 11 times more likely to be killed in a traffic crash as compared to a motorist](#). Speed is the most important factor in lowering the risk of fatal collisions, and slowing vehicle speeds can be accomplished through many engineering strategies. Additionally, providing pedestrians and bicyclists their own protected spaces with sidewalks and bike lanes reduces the risk of conflict with motorists. Another thing to consider is connectivity - making sure that community members can access bus stops, schools, parks, and retail spaces safely while walking or biking.

Bike Walk Knoxville is excited to serve as Knoxville's subject matter expert on all things related to cyclist and pedestrian safety, and we look forward to visiting this community soon with our [Tours with Elected Officials](#). Thank you for your being a part of making Knoxville a better place to walk, bike, and live.