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.

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.