



CITY OF KNOXVILLE

Vision Zero

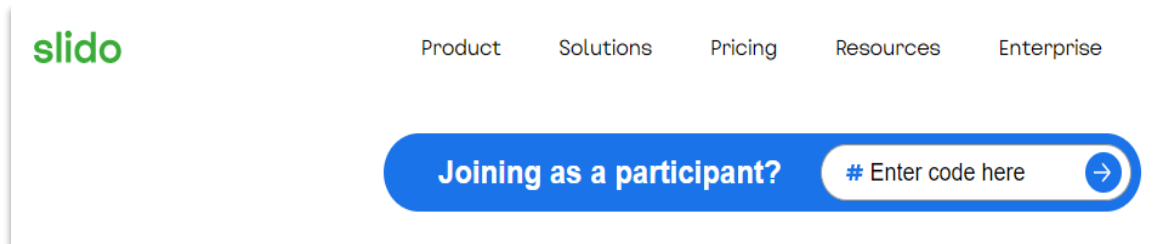
Making Knoxville's Streets Safer

May 16, 2022

Audience Questions

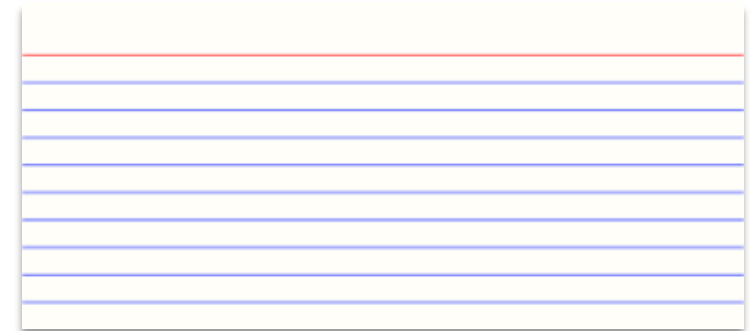
ONLINE

1. Go to slido.com
2. Enter participant code #VZKnoxville



PAPER

1. Write question on a notecard
2. Give to Grace



What is Vision Zero?

Eliminate Deaths & Serious Injuries from Traffic Crashes

TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**

PERFECT human behavior

Prevent **COLLISIONS**

INDIVIDUAL responsibility

Saving lives is **EXPENSIVE**

VS

VISION ZERO

Traffic deaths are **PREVENTABLE**

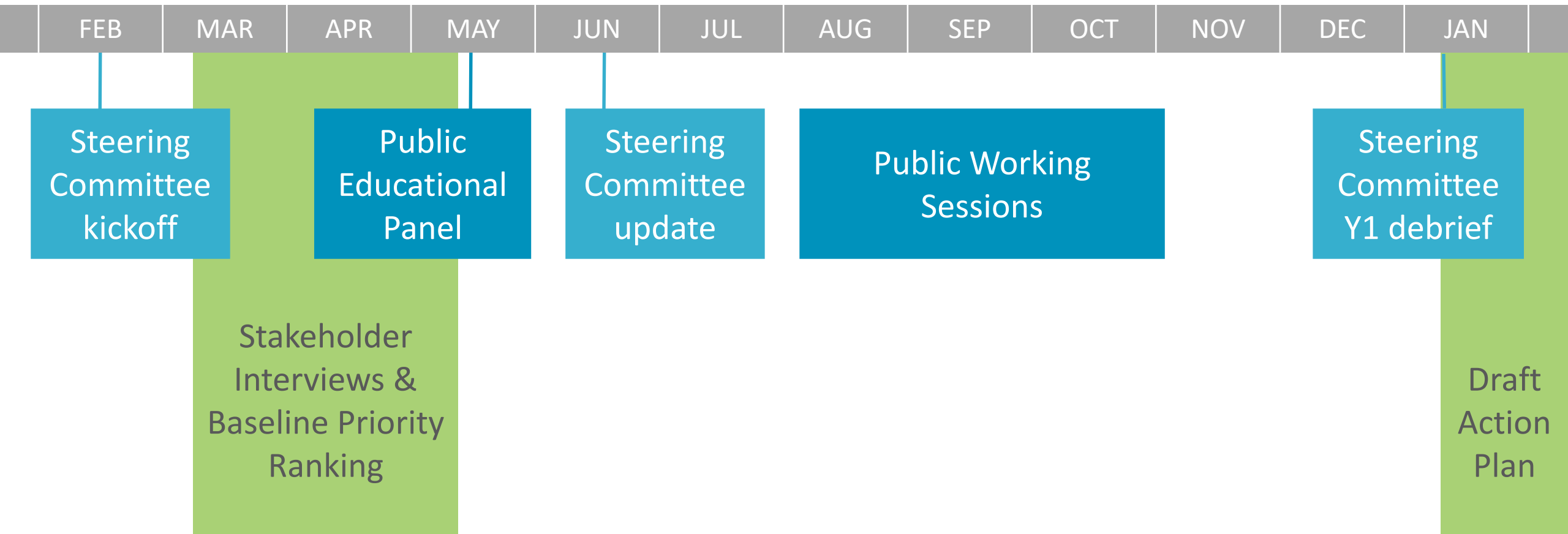
Integrate **HUMAN FAILING** in approach

Prevent **FATAL AND SEVERE CRASHES**

SYSTEMS approach

Saving lives is **NOT EXPENSIVE**

Vision Zero Knoxville



Panel Presentations



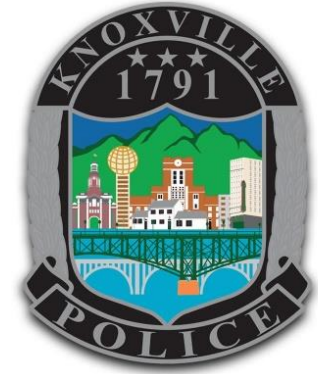
Bryan Hill



Ellen Zavisca



Harold Cannon



Lt. Tammy DeBow

VISION ZERO

Knoxville

2022

Vision Zero Knoxville Panel



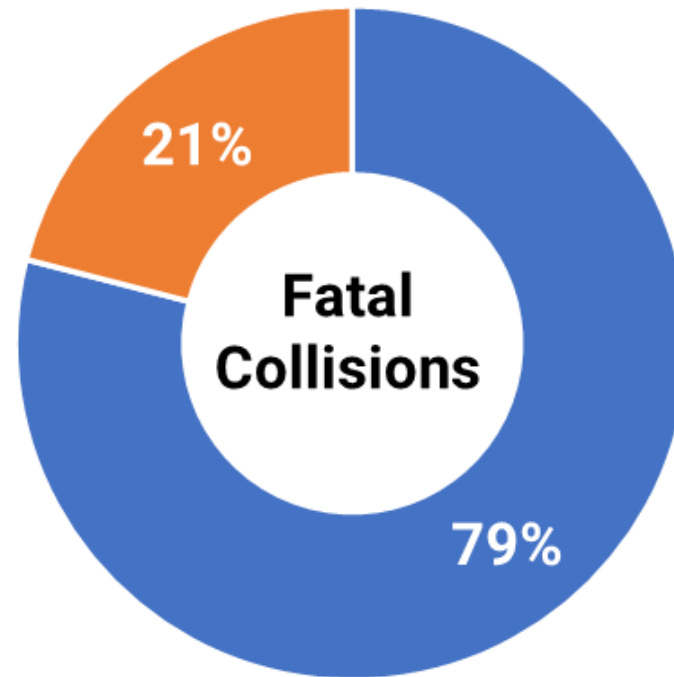
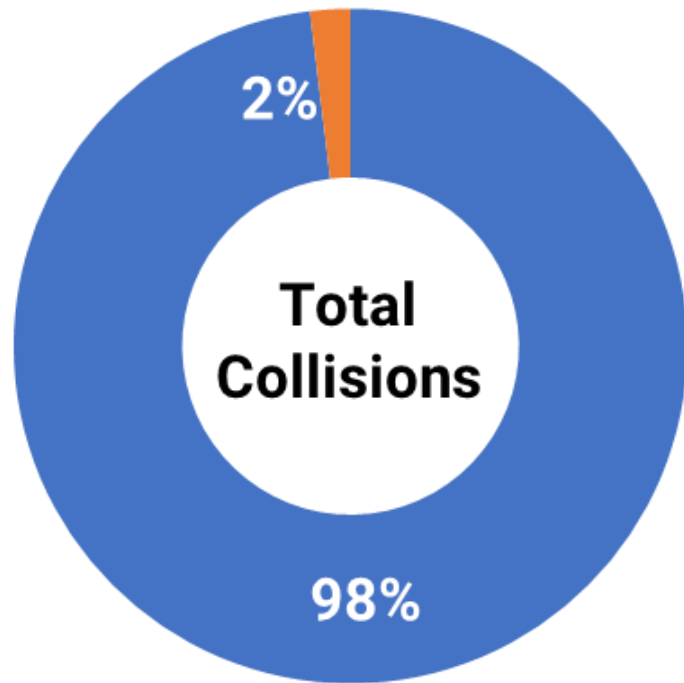
Bryan Hill, AICP
Bike Walk Knoxville (BWK)
Vision Zero Committee Chair

Presented by

The Challenge



Deadly Trends in Knoxville



- ▶ **100+** injuries/deaths annually
- ▶ **30+ bike/ped** injuries/deaths annually
- ▶ **Children/Elderly** vulnerable

■ Automobiles
■ Bicyclists/Pedestrians

The Vision



Principles

Death/Serious Injury
Unacceptable

Humans Make Mistakes

Humans are Vulnerable

Responsibility is Shared

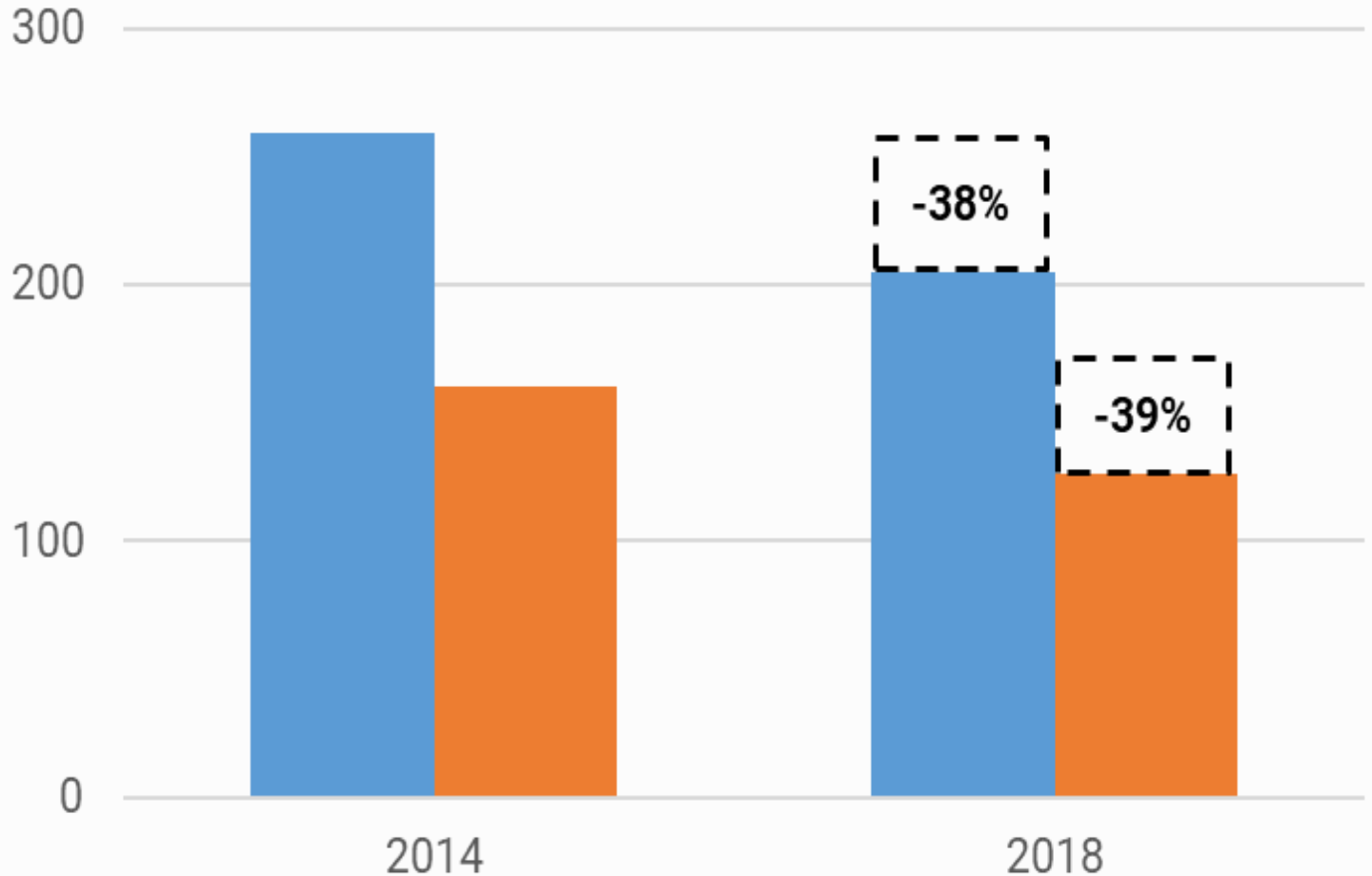
Safety is Proactive

Redundancy is Critical

Vision Zero Brings Real Results

- All Traffic Deaths
- Bike/Ped Deaths

New York

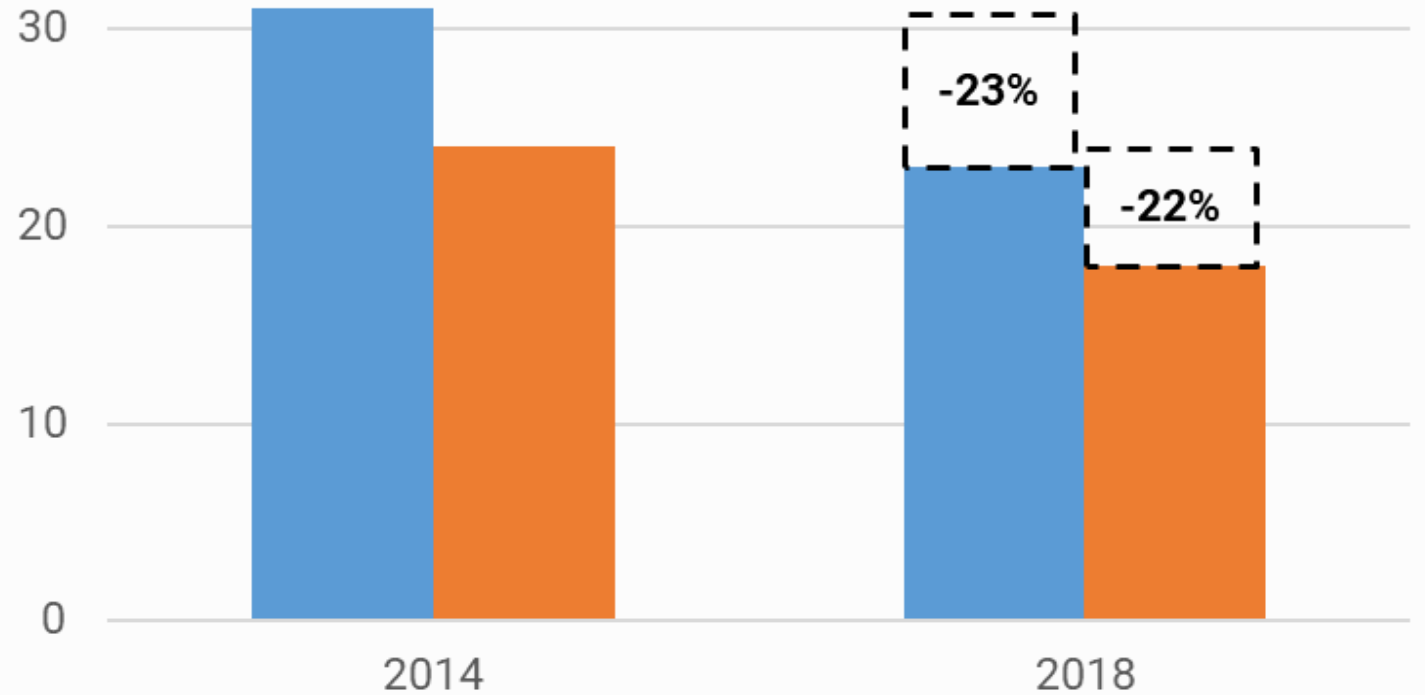


... In Just 5 Years

Vision Zero Brings Real Results

- All Traffic Deaths
- Bike/Ped Deaths

San Francisco

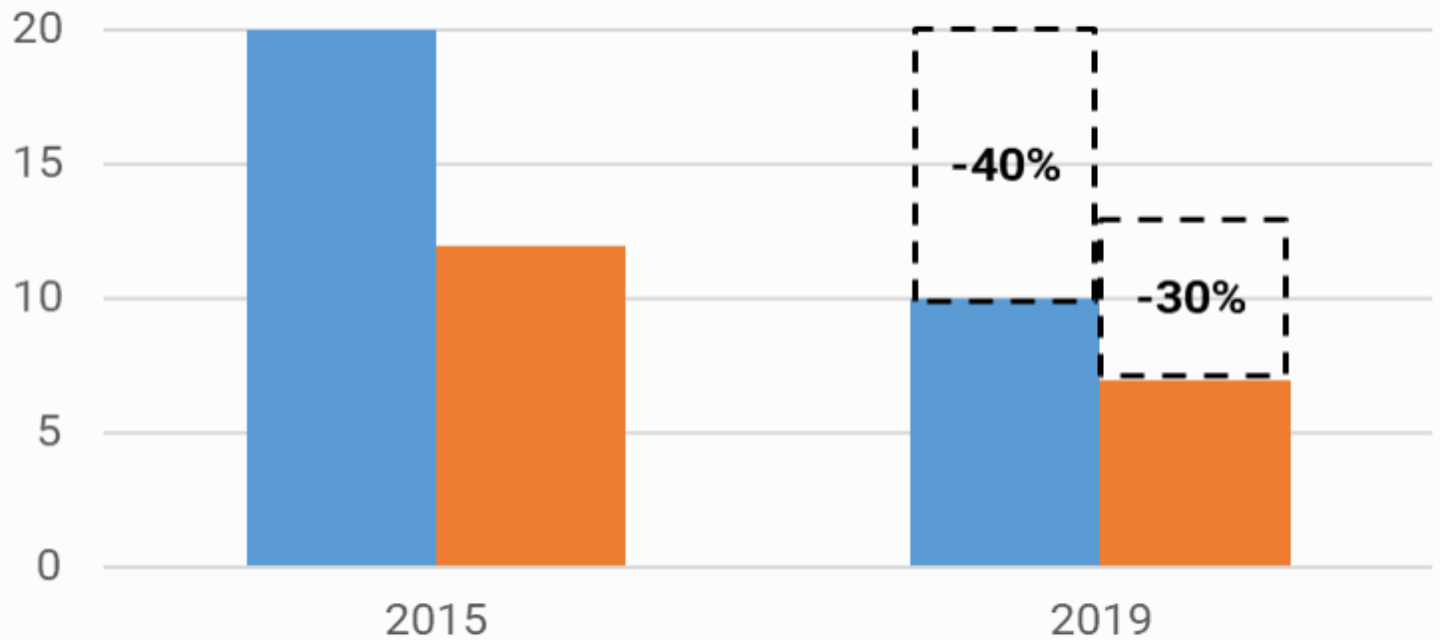


... In Just 5 Years

Vision Zero Brings Real Results

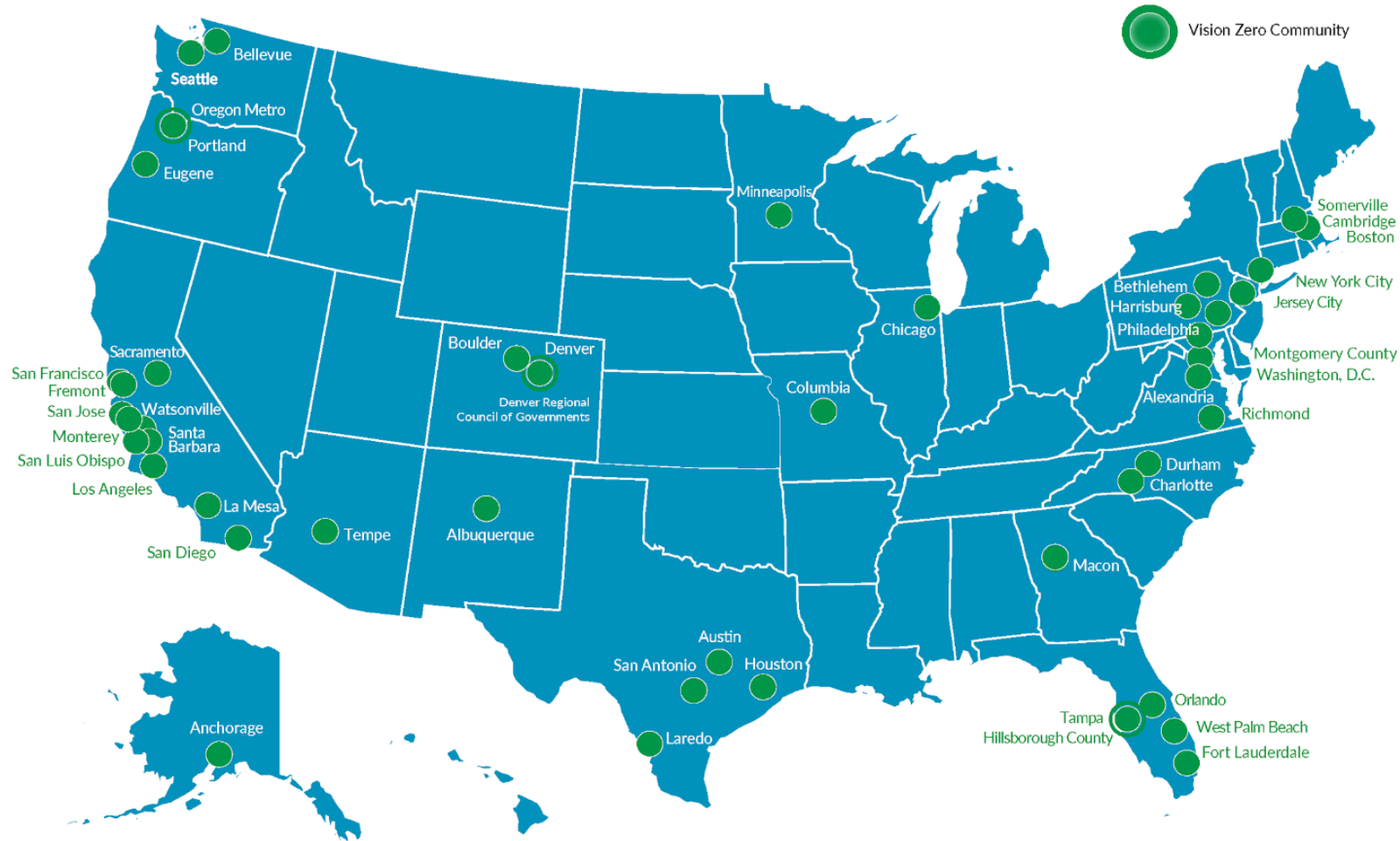
■ All Traffic Deaths
■ Bike/Ped Deaths

Boston



... In Just 5 Years

Vision Zero Communities



Nearly 50
Recognized
Vision Zero
Campaigns

Success in Mid-Sized Cities



Durham,
NC



Fort Lauderdale, FL



Columbia, MO



Anchorage, AK

- ❑ Stronger Partnerships
- ❑ Quick, Low-Cost Measures
- ❑ Reduce Speed and Crashes
- ❑ Safer Infrastructure
- ❑ Citizen Feedback

The Action



1

Political Commitment

2

Steering Committee

3

Action Plan

4

Implementation

Action Plan

- ❑ **Where are we now?**
- ❑ **Where do we want to go?**
- ❑ **How do we get there?**
- ❑ **How do we measure success?**

Action Plan

- ❑ Where are we now? Robust Data
- ❑ Where do we want to go? Goals/timeline
- ❑ How do we get there? Accountability
- ❑ How do we measure success? Transparency



Leading intervals



Temporary furniture



Flexible posts



Paint

Identify Short-Term Actions



Complete Streets



Turning Radius



Widen Sidewalks



Midblock Crossings

Identify
Long-Term
Actions

Safe Systems Approach



Responsibility is Shared

Not just a slogan

Not just a tagline

Not even a program



**Paradigm Shift -
Creating a Culture of Safety**

Starts with **City leadership**...
...involves us all.



Paradigm Shift -
Creating a Culture of Safety

Bike Walk Knoxville



Bryan Hill, AICP
Bike Walk Knoxville (BWK)
Vision Zero Committee Chair
Informed.access@gmail.com

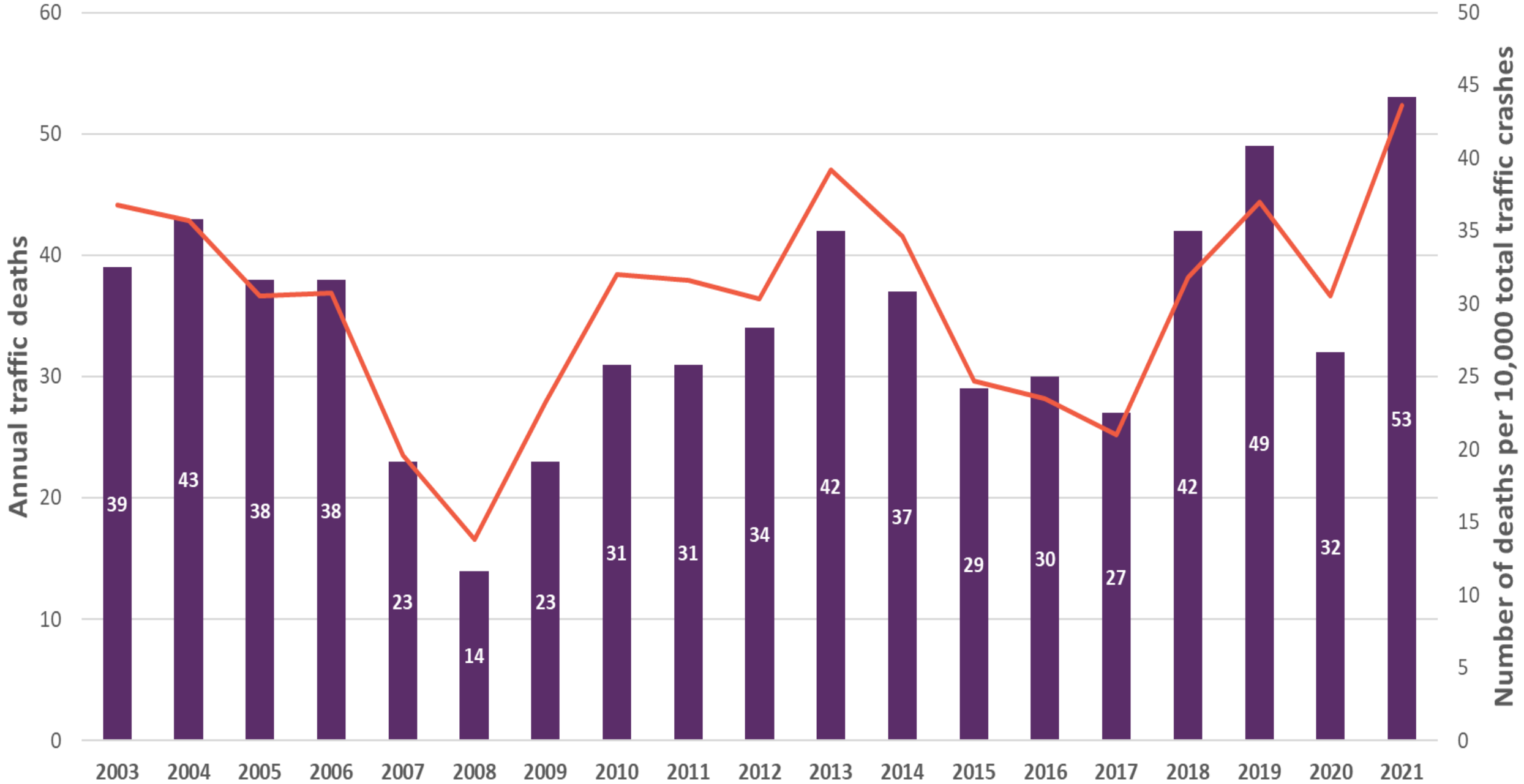
Vision Zero, Data & Equity

ELLEN ZAVISCA

KNOXVILLE-KNOX COUNTY PLANNING



Traffic Deaths in Knoxville: 2003-2021



Fatal + serious-injury crashes in Knox County

- Chapman Highway/
Henley/Broadway
- Clinton Highway
- Western Avenue
- Magnolia Ave
- Kingston Pike

KNOXVILLE MAJOR ARTERIALS

89% of the crashes that involved people walking or riding bicycles on major arterials occurred on six streets:

BROADWAY

CHAPMAN HIGHWAY

CUMBERLAND AVENUE

KINGSTON PIKE

MAGNOLIA AVENUE

WESTERN AVENUE

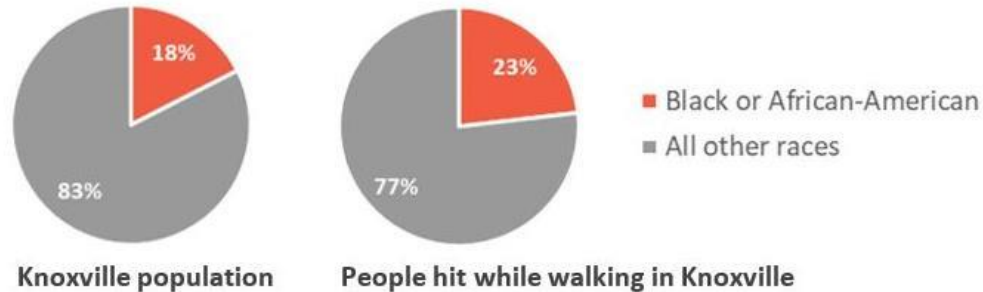
22 deaths resulted from pedestrian or bicycle crashes on major arterials (between January 2007 and June 2019).

Equity: risk disparities

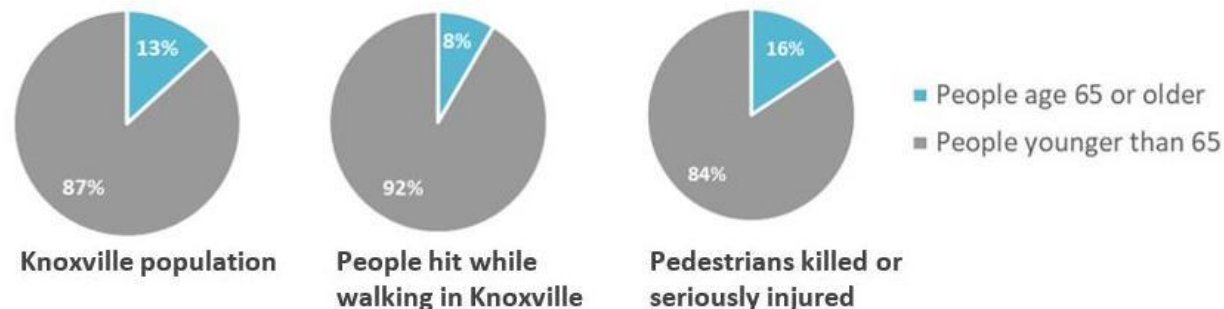
Seniors + BIPOC communities are at greatest risk while walking

Disparities in Knoxville traffic crashes involving pedestrians

Black people represent a larger share of people hit by cars while walking, compared with their share of the Knoxville population.

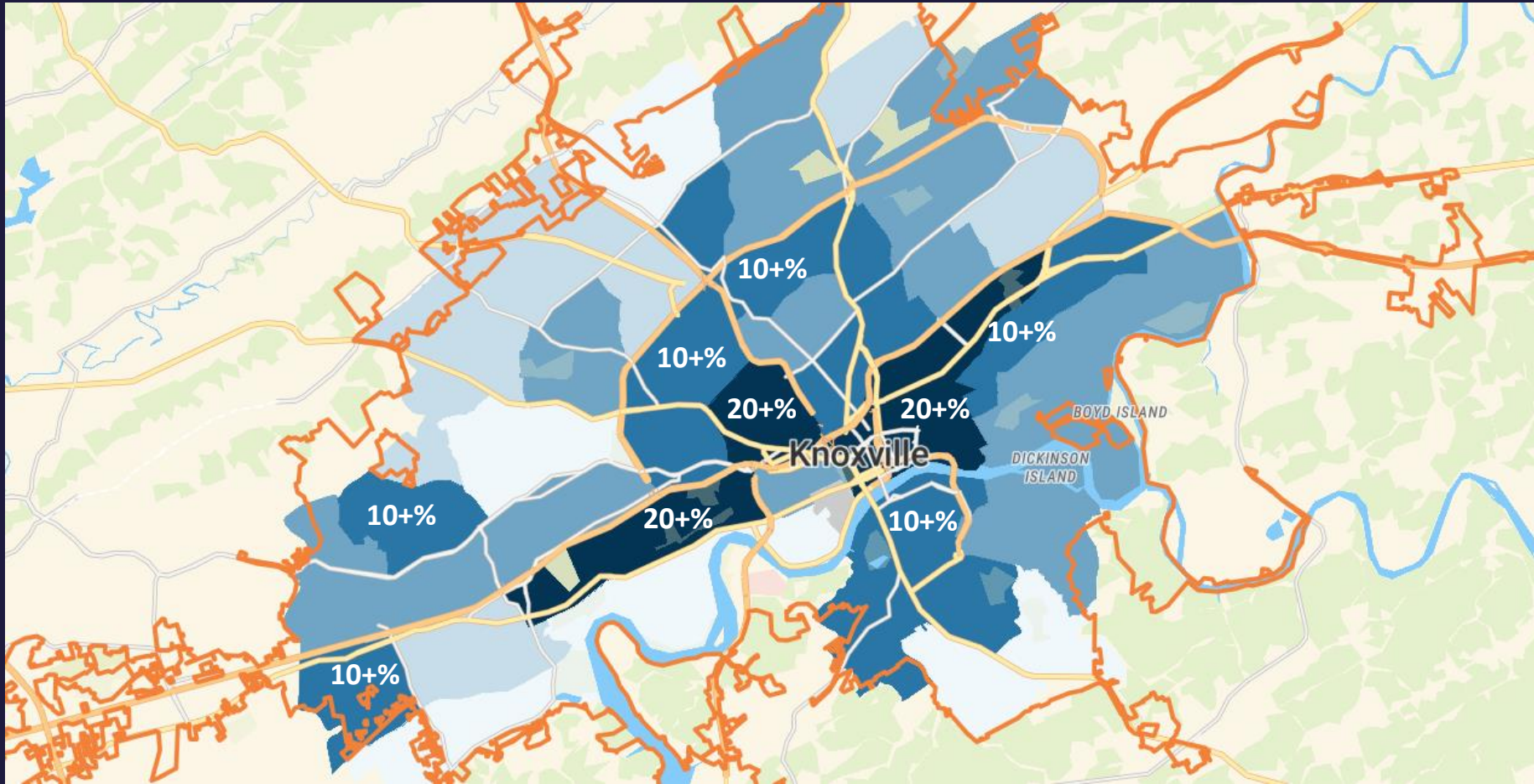


People age 65 and older are less likely to be hit as pedestrians, compared with their share of the population, but are more likely to be killed or seriously injured.



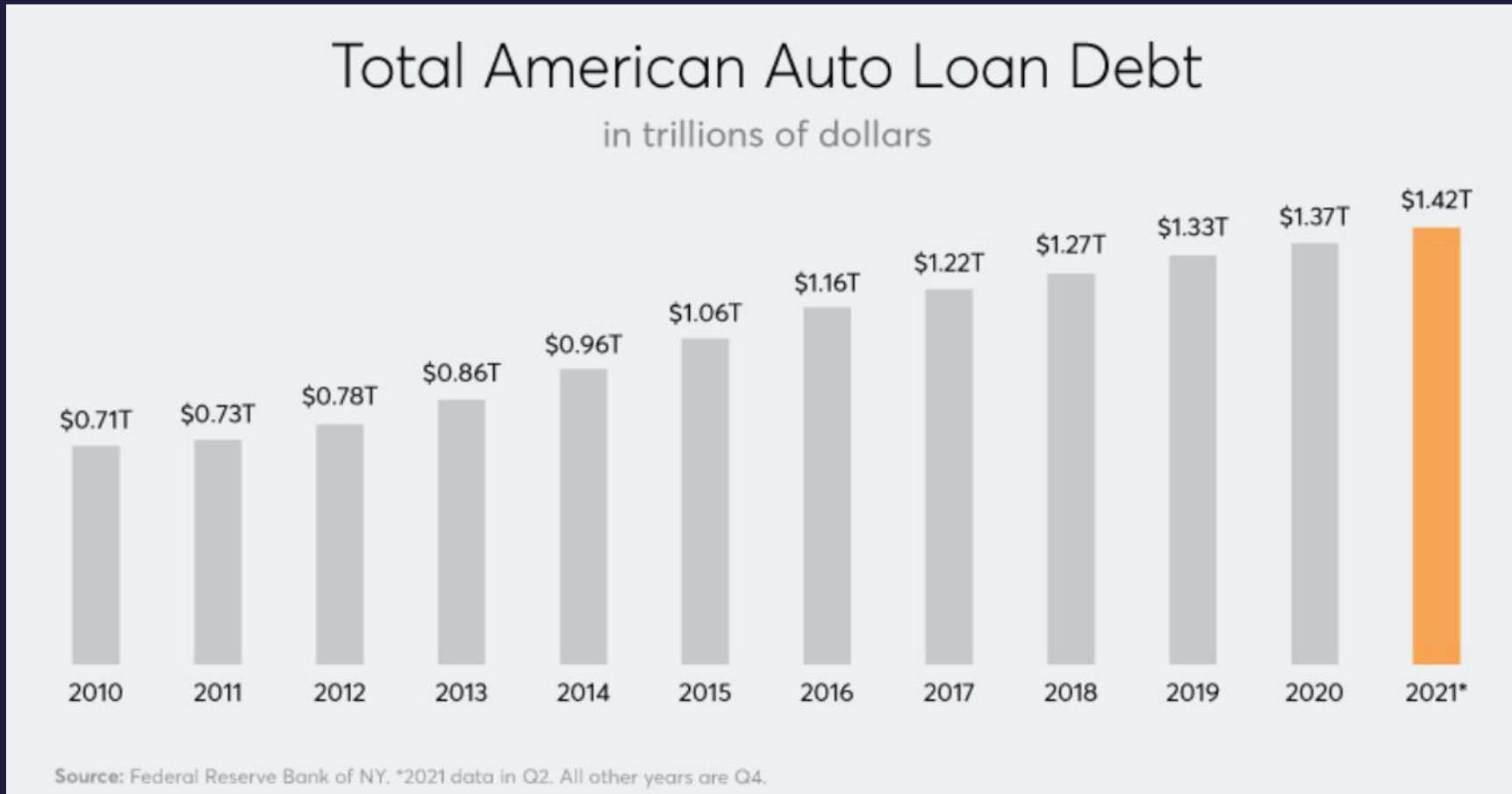
Equity: access to vehicles

10% of households in Knoxville have no car



Equity: the cost of driving

The average cost of owning a vehicle is \$9,000+ per year



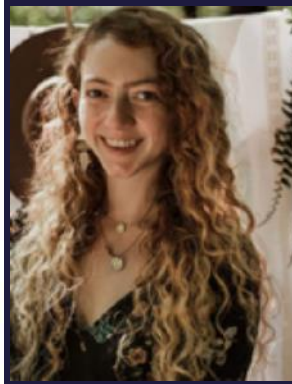
Equity: seniors & driving

The average person outlives their ability to drive by 10 years



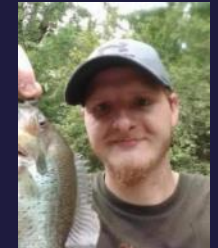
St. Joseph School community mourns loss of beloved member

October 12, 2021



Family of newlyweds killed in I-40 crash reflects on losing loved ones

"It's the worst thing that a mother can go through," said the mother of Jessiah Plemons, who was killed in a crash on I-40.



NEWS

Family mourns Powell 6, killed in wreck that seriously injured mom

by: [Kristen Gallant](#)
Posted: Dec 10, 2021 / 11:24 PM EST
Updated: Dec 10, 2021 / 11:24 PM EST



Vision Zero, Data & Equity

ELLEN ZAVISCA

KNOXVILLE-KNOX COUNTY PLANNING



City of Knoxville Engineering Department



W. Harold Cannon Jr., P.E. - Director

- **Engineer's Creed – National Society of Professional Engineers**
As a Professional Engineer, I dedicate my professional knowledge to the advancement and betterment of public health, safety, and welfare.

Engineering Design Guidelines



- 2009 MUTCD
- 2012 AASHTO Guide for Development of Bicycle Facilities
- 2014 City of Knoxville Complete Streets Ordinance
- 2018 AASHTO Geometric Design of Highways and Streets
- TDOT Multimodal and Design Standards
- Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG)
- NACTO Urban Street Design Guide
- Compliment guidelines with Continuing Education opportunities to stay abreast of emerging technologies and safety solutions

Engineering Safety Improvement Examples

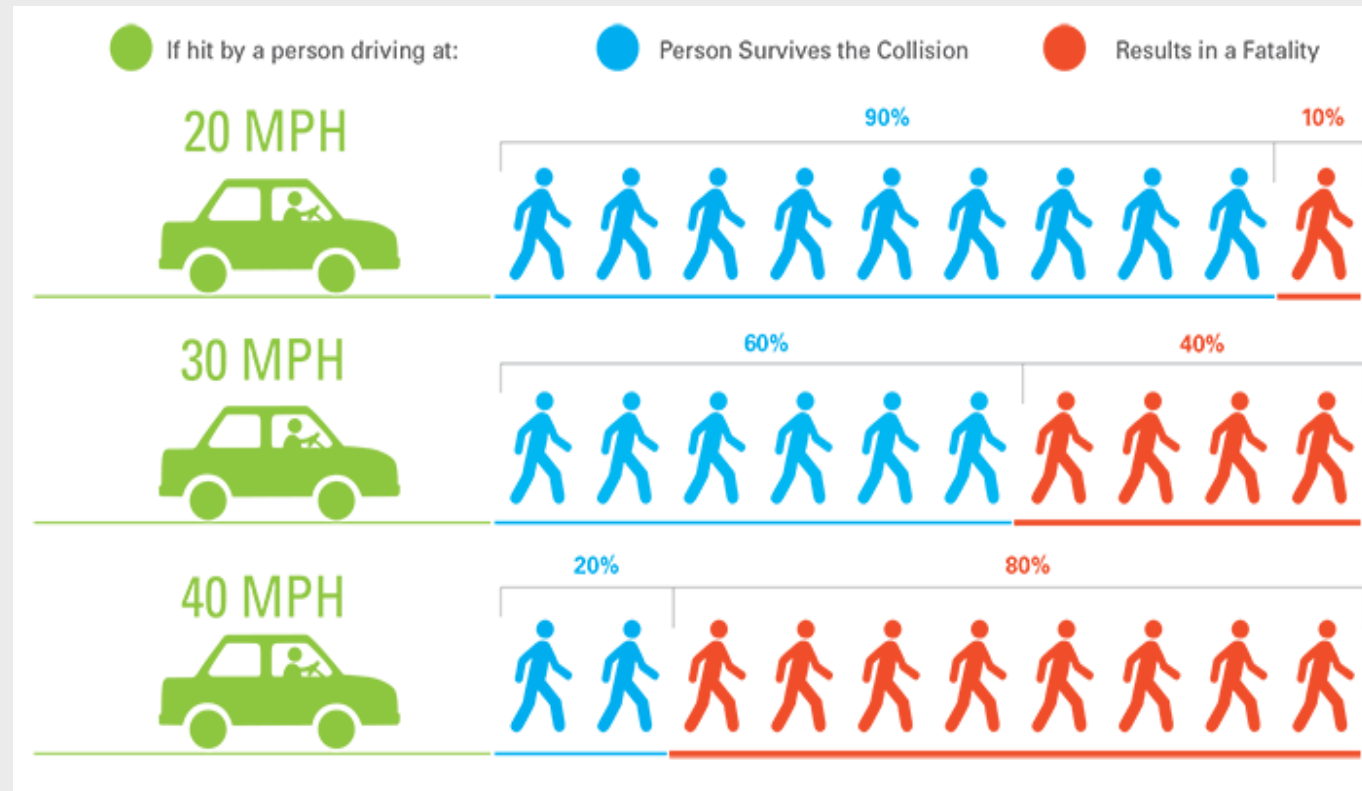


- Roundabouts – reduce conflict points
- Lower speed limits – reduce crash severity
- Traffic calming – reduce speeds, volumes
- Rumble strips – reduce head on crashes
- Road diets – repurpose the ROW to accommodate all users
- Median barriers – eliminate angle crashes



Minimum Speed Limits

- The majority of higher volume City streets are already signed for speed limits
- A statutory, Citywide reduction to 25 mph reduces the speed on unsigned streets, the bulk of which are low-speed, low-volume residential roads.
- Engineering now has more authority to further reduce signed speed limits.



Neighborhood Traffic Safety Program

- Since 2018:
 - 193 speed humps installed
 - 18 curb island devices (chokers, medians, traff. cir.)
- Average measured speed reduction of 6.2 mph (17%)
- Average 13% volume reduction, redirected to adjacent collectors and arterials
 - No significant increase on adjacent neighborhood road volumes or speeds
- Installing 180 more speed humps in the 2022 Resurfacing Project.





Modern Safety Analysis

- Highway Capacity Manual (HCM) used to evaluate network efficiency for decades. First published 1985, with no real central authority for safety analysis.
- Highway Safety Manual (HSM) was first published in 2010 to evaluate network sites with safety as the priority.
 - Uses “predictive” analysis (linear regression), based on detailed roadway characteristics, to correct for year-over-year variability of crash rates.
 - Allows potential safety impacts of specific improvements to be quantified.
- Safer & Complete Streets Study seeking to evaluate safety concerns on both a “systemic” and “systematic” basis
 - Systemic analysis identifies policy decisions and network-wide improvements
 - Will provide GIS-based crash portal for future databasing and analysis
- Emerging technology data sources, such as camera object tracking, crowd-sourced data and connected vehicle technologies promise to improve the data resolution on our roadways to identify opportunities for safety improvements.

Quick Build Pedestrian Projects



- Install crosswalks and curb ramps
- Install flashing beacons at crossings (RRFB, Hawk)
- Adjust pedestrian signal timing – Leading Pedestrian Interval
- Pedestrian Refuge – flex posts or a Modular design
- Audible push buttons
- Video Detection for pedestrians



Quick Build Bicycle Projects



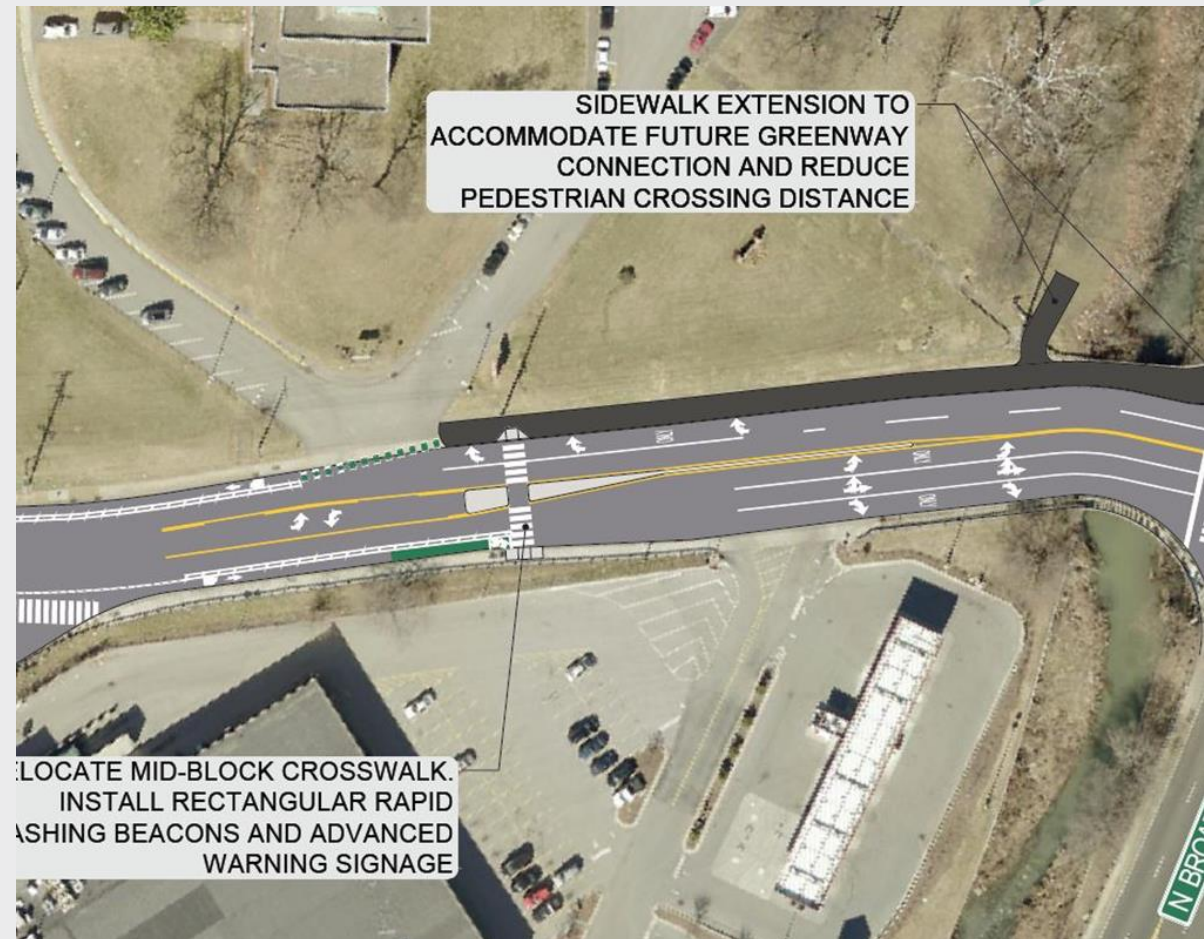
- Install bike lanes on wide roads – enough room where existing lanes are not impacted
- Lane reconfiguration (road diet)
- Enhance existing bike lanes – Vertical protection, green conflict marking, painted buffers.



Longer Term Construction Projects



- Requires modifying the roadway cross section (usually widening)
- Design & construction often exceeds \$1 Million
- Takes multiple years from start to finish (funding source, ROW acquisitions, etc)



Active Safety Improvement Projects



https://www.knoxvilletn.gov/government/city_departments_offices/engineering/capital_improvements_projects

- 2022 Curb Cuts Project
- I-275 Business Park Access Improvements
- Palmetto and Sullivan Road Sidewalks
- Texas Avenue Sidewalk
- 2022 Pavement Bike and Ped Markings
- Atlantic Avenue Sidewalk
- Boyds Bridge Pike Sidewalk
- Broadway Streetscapes
- Buffat Mill Road Sidewalk
- Burlington Streetscapes
- Chapman Highway Multimodal
- East Knox Greenway
- Kingston Pike Complete Connections
- Lancaster Drive Sidewalk
- Liberty Street Multimodal
- Magnolia Avenue Streetscapes
- Northwest Greenway Connector Phase II
- Old Broadway Sidewalk
- Pleasant Ridge Road Phase II
- Sevier Avenue Improvements
- 2022 Sidewalk Replacement
- South Waterfront Greenway
- Tyson Park / Fort Sanders Connection
- Washington Pike Improvements
- Woodland Avenue Complete Streets

Knoxville Police Department
Lt. Tammy DeBow
Traffic Services

January 2022 Traffic Summary

2022 TRAFFIC SUMMARY

	JAN		FEB		MAR		APR		MAY		JUN		JUL		AUG		SEP		OCT		NOV		DEC		CURRENT		YTD			
	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022	DIFF	% DIFF	2021	2022	DIFF	% DIFF
Fatal - Citywide	2	2																							0	0.00%	2	2	0	0.00%
Injury - Citywide	130	151																							21	16.15%	130	151	21	16.15%
Property - Citywide	373	614																							241	64.61%	373	614	241	64.61%
Total Crashes	505	767	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	262	51.88%	505	767	262	51.88%
Fatal - Pedestrian	0	0																							0	NC	0	0	0	NC
Injury - Pedestrian	7	5																							-2	-28.57%	7	5	-2	-28.57%
Property - Pedestrian	0	0																							0	NC	0	0	0	NC
Fatal - Motorcycle	0	0																							0	NC	0	0	0	NC
Injury - Motorcycle	4	2																							-2	-50.00%	4	2	-2	-50.00%
Property - Motorcycle	0	1																							1	NC	0	1	1	NC
Fatal - Bicycle	0	0																							0	NC	0	0	0	NC
Injury - Bicycle	0	2																							2	NC	0	2	2	NC
Property - Bicycle	0	0																							0	NC	0	0	0	NC
Fatal - Truck/Bus	1	1																							0	0.00%	1	1	0	0.00%
Injury - Truck/Bus	4	6																							2	50.00%	4	6	2	50.00%
Property - Truck/Bus	27	56																							29	107.41%	27	56	29	107.41%
FMCSA Reportable	15	19																							4	26.67%	15	19	4	26.67%
Fatal - Safety Equipment	1	1																							0	0.00%	1	1	0	0.00%
Injury - Safety Equipment	9	7																							-2	-22.22%	9	7	-2	-22.22%
Property - Safety Equipment	17	18																							1	5.88%	17	18	1	5.88%
Fatal - Alcohol Presence	0	1																							1	NC	0	1	1	NC
Injury - Alcohol Presence	10	10																							0	0.00%	10	10	0	0.00%
Property - Alcohol Presence	18	16																							-2	-11.11%	18	16	-2	-11.11%
Fatal - Speed Related	0	0																							0	NC	0	0	0	NC
Injury - Speed Related	2	5																							3	150.00%	2	5	3	150.00%
Property - Speed Related	6	21																							15	250.00%	6	21	15	250.00%
Fatal - Distracted Driving	1	0																							-1	-100.00%	1	0	-1	-100.00%
Injury - Distracted Driving	7	12																							5	71.43%	7	12	5	71.43%
Property - Distracted Driving	8	17																							9	112.50%	8	17	9	112.50%
Fatal - Child Passenger (birth - 14 yo)	0	0																							0	NC	0	0	0	NC
Injury - Child Passenger (birth - 14 yo)	11	18																							7	63.64%	11	18	7	63.64%
Property - Child Passenger (birth - 14 yo)	34	52																							18	52.94%	34	52	18	52.94%
Teen Driver Crashes (15 - 19 yos)	60	62																							2	3.33%	60	62	2	3.33%
Older Driver Crashes (60 yos +)	83	187																							104	125.30%	83	187	104	125.30%

Current Month Numbers based on TITAN as of 02/23/22 | YTD Totals are based on Monthly Count (*Fatal Monthly collision counts are recalculated at year end)

Pedestrian and Bicycle based on Person Type

Motorcycle based on Vehicle Body: Moped Motorized Bicycle/MC/Off Road MC Two Wheel

Truck / Bus based on Vehicle Body: Cross Country Intercity Bus; Med Heavy Truck Based Motor Home; Other Bus Type 9-15 Seats, School Bus, Single Unit Straight Trucks, Transit Bus, Truck-Tractor, Unk Bus Type

Safety Equipment marker is one of "Booster Seat Used Improperly", "Child Restraint Used Improperly", "None Used MV Occupant", or "Safety Belt Used Improperly"

Driver Distraction markers except "None" or "Unknown"

Speed Related based on Driver Action marker one of "Exceeding Posted Speed Limit", "Speed to Slow", "Racing", or "Speed too Fast for Conditions"

Alcohol Presence based on Officer indicating "Yes"

NC = Not Calculable

February 2022 Traffic Summary

2022 TRAFFIC SUMMARY

	JAN		FEB		MAR		APR		MAY		JUN		JUL		AUG		SEP		OCT		NOV		DEC		CURRENT	CURRENT	YTD					
	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022			DIFF	% DIFF	2021	2022	DIFF	% DIFF
Fatal - Citywide	2	2	3	3																						0	0.00%	5	5	0	0.00%	
Injury - Citywide	130	151	143	159																						16	11.19%	273	310	37	13.55%	
Property - Citywide	373	614	347	744																						397	114.41%	720	1,358	638	88.61%	
Total Crashes	505	767	493	906	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	413	83.77%	998	1,673	675	67.64%	
Fatal - Pedestrian	0	0	1	0																						-1	-100.00%	1	0	-1	-100.00%	
Injury - Pedestrian	7	5	5	10																						5	100.00%	12	15	3	25.00%	
Property - Pedestrian	0	0	3	1																						-2	-66.67%	3	1	-2	-66.67%	
Fatal - Motorcycle	0	0	0	1																						1	NC	0	1	1	NC	
Injury - Motorcycle	4	2	2	4																						2	100.00%	6	6	0	0.00%	
Property - Motorcycle	0	1	2	2																						0	0.00%	2	3	1	50.00%	
Fatal - Bicycle	0	0	0	0																						0	NC	0	0	0	NC	
Injury - Bicycle	0	2	1	2																						1	100.00%	1	4	3	300.00%	
Property - Bicycle	0	0	0	1																						1	NC	0	1	1	NC	
Fatal - Truck/Bus	1	1	0	0																						0	NC	1	1	0	0.00%	
Injury - Truck/Bus	4	6	9	13																						4	44.44%	13	19	6	46.15%	
Property - Truck/Bus	27	56	17	62																						45	264.71%	44	118	74	168.18%	
FMCSA Reportable	15	19	8	20																						12	150.00%	23	39	16	69.57%	
Fatal - Safety Equipment	1	1	2	2																						0	0.00%	3	3	0	0.00%	
Injury - Safety Equipment	9	7	6	8																						2	33.33%	15	15	0	0.00%	
Property - Safety Equipment	17	18	13	23																						10	76.92%	30	41	11	36.67%	
Fatal - Alcohol Presence	0	1	0	1																						1	NC	0	2	2	NC	
Injury - Alcohol Presence	10	10	6	9																						3	50.00%	16	19	3	18.75%	
Property - Alcohol Presence	18	16	15	12																						-3	-20.00%	33	28	-5	-15.15%	
Fatal - Speed Related	0	0	0	0																						0	NC	0	0	0	NC	
Injury - Speed Related	2	5	9	15																						6	66.67%	11	20	9	81.82%	
Property - Speed Related	6	21	7	17																						10	142.86%	13	38	25	192.31%	
Fatal - Distracted Driving	1	0	0	0																						0	NC	1	0	-1	-100.00%	
Injury - Distracted Driving	7	12	7	5																						-2	-28.57%	14	17	3	21.43%	
Property - Distracted Driving	8	17	15	26																						11	73.33%	23	43	20	86.96%	
Fatal - Child Passenger (birth - 14 yo)	0	0	1	0																							-1	-100.00%	1	0	-1	-100.00%
Injury - Child Passenger (birth - 14 yo)	11	18	18	19																						1	5.56%	29	37	8	27.59%	
Property - Child Passenger (birth - 14 yo)	34	52	28	65																						37	132.14%	62	117	55	88.71%	
Teen Driver Crashes (15 - 19 yos)	60	62	61	125																						64	104.92%	121	187	66	54.55%	
Older Driver Crashes (60 yos +)	83	187	96	226																						130	135.42%	179	413	234	130.73%	

Current Month Numbers based on TITAN as of 03/17/22 | YTD Totals are based on Monthly Count (*Fatal Monthly collision counts are recalculated at year end)

Pedestrian and Bicycle based on Person Type

Motorcycle based on Vehicle Body: Moped Motorized Bicycle/MC/Off Road MC Two Wheel

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Speed Related based on Driver Action marker one of "Exceeding Posted Speed Limit", "Speed to Slow", "Racing", or "Speed too Fast for Conditions"

Alcohol Presence based on Officer indicating "Yes"

NC = Not Calculable

March 2022 Traffic Summary

2022 TRAFFIC SUMMARY

	JAN		FEB		MAR		APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	CURRENT		YTD				
	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022	DIFF	% DIFF	2021	2022	DIFF	% DIFF
Fatal - Citywide	2	2	3	3	3	3											0	0.00%	8	8	0	0.00%
Injury - Citywide	130	151	143	159	146	157											11	7.53%	419	467	48	11.46%
Property - Citywide	373	614	347	744	525	972											447	85.14%	1,245	2,330	1,085	87.15%
Total Crashes	505	767	493	906	674	1,132	0	0	0	0	0	0	0	0	0	0	458	67.95%	1,672	2,805	1,133	67.76%
Fatal - Pedestrian	0	0	1	0	1	0											-1	-100.00%	2	0	-2	-100.00%
Injury - Pedestrian	7	5	5	10	3	7											4	133.33%	15	22	7	46.67%
Property - Pedestrian	0	0	3	1	0	0											0	NC	3	1	-2	-66.67%
Fatal - Motorcycle	0	0	0	1	1	0											-1	-100.00%	1	1	0	0.00%
Injury - Motorcycle	4	2	2	4	5	3											-2	-40.00%	11	9	-2	-18.18%
Property - Motorcycle	0	1	2	2	0	3											3	NC	2	6	4	200.00%
Fatal - Bicycle	0	0	0	0	0	0											0	NC	0	0	0	NC
Injury - Bicycle	0	2	1	2	0	1											1	NC	1	5	4	400.00%
Property - Bicycle	0	0	0	1	0	0											0	NC	0	1	1	NC
Fatal - Truck/Bus	1	1	0	0	1	1											0	0.00%	2	2	0	0.00%
Injury - Truck/Bus	4	6	9	13	10	11											1	10.00%	23	30	7	30.43%
Property - Truck/Bus	27	56	17	62	59	75											16	27.12%	103	193	90	87.38%
FMCSA Reportable	15	19	8	20	25	23											-2	-8.00%	48	62	14	29.17%
Fatal - Safety Equipment	1	1	2	2	1	0											-1	-100.00%	4	3	-1	-25.00%
Injury - Safety Equipment	9	7	6	8	8	8											0	0.00%	23	23	0	0.00%
Property - Safety Equipment	17	18	13	23	25	28											3	12.00%	55	69	14	25.45%
Fatal - Alcohol Presence	0	1	0	1	2	1											-1	-50.00%	2	3	1	50.00%
Injury - Alcohol Presence	10	10	6	9	8	7											-1	-12.50%	24	26	2	8.33%
Property - Alcohol Presence	18	16	15	12	13	19											6	46.15%	46	47	1	2.17%
Fatal - Speed Related	0	0	0	0	1	0											-1	-100.00%	1	0	-1	-100.00%
Injury - Speed Related	2	5	9	15	9	9											0	0.00%	20	29	9	45.00%
Property - Speed Related	6	21	7	17	26	5											-21	-80.77%	39	43	4	10.26%
Fatal - Distracted Driving	1	0	0	0	0	0											0	NC	1	0	-1	-100.00%
Injury - Distracted Driving	7	12	7	5	7	5											-2	-28.57%	21	22	1	4.76%
Property - Distracted Driving	8	17	15	26	15	27											12	80.00%	38	70	32	84.21%
Fatal - Child Passenger (birth - 14 yo)	0	0	1	0	0	0											0	NC	1	0	-1	-100.00%
Injury - Child Passenger (birth - 14 yo)	11	18	18	19	25	22											-3	-12.00%	54	59	5	9.26%
Property - Child Passenger (birth - 14 yo)	34	52	28	65	56	82											26	46.43%	118	199	81	68.64%
Teen Driver Crashes (15 - 19 yos)	60	62	61	125	88	117											29	32.95%	209	304	95	45.45%
Older Driver Crashes (60 yos +)	83	187	96	226	156	261											105	67.31%	335	674	339	101.19%

Current Month Numbers based on TITAN as of 03/17/22 | YTD Totals are based on Monthly Count (*Fatal Monthly collision counts are recalculated at year end)

Pedestrian and Bicycle based on Person Type

Motorcycle based on Vehicle Body: Moped Motorized Bicycle/MC/Off Road MC Two Wheel

Truck / Bus based on Vehicle Body: Cross Country Intercity Bus; Med Heavy Truck Based Motor Home; Other Bus Type 9-15 Seats, School Bus, Single Unit Straight Trucks, Transit Bus, Truck-Tractor, Unk Bus Type

Safety Equipment marker is one of "Booster Seat Used Improperly", "Child Restraint Used Improperly", "None Used MV Occupant", or "Safety Belt Used Improperly"

Driver Distraction markers except "None" or "Unknown"



Speed Related based on Driver Action marker one of "Exceeding Posted Speed Limit", "Speed to Slow", "Racing", or "Speed too Fast for Conditions"

Alcohol Presence based on Officer indicating "Yes"

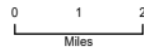
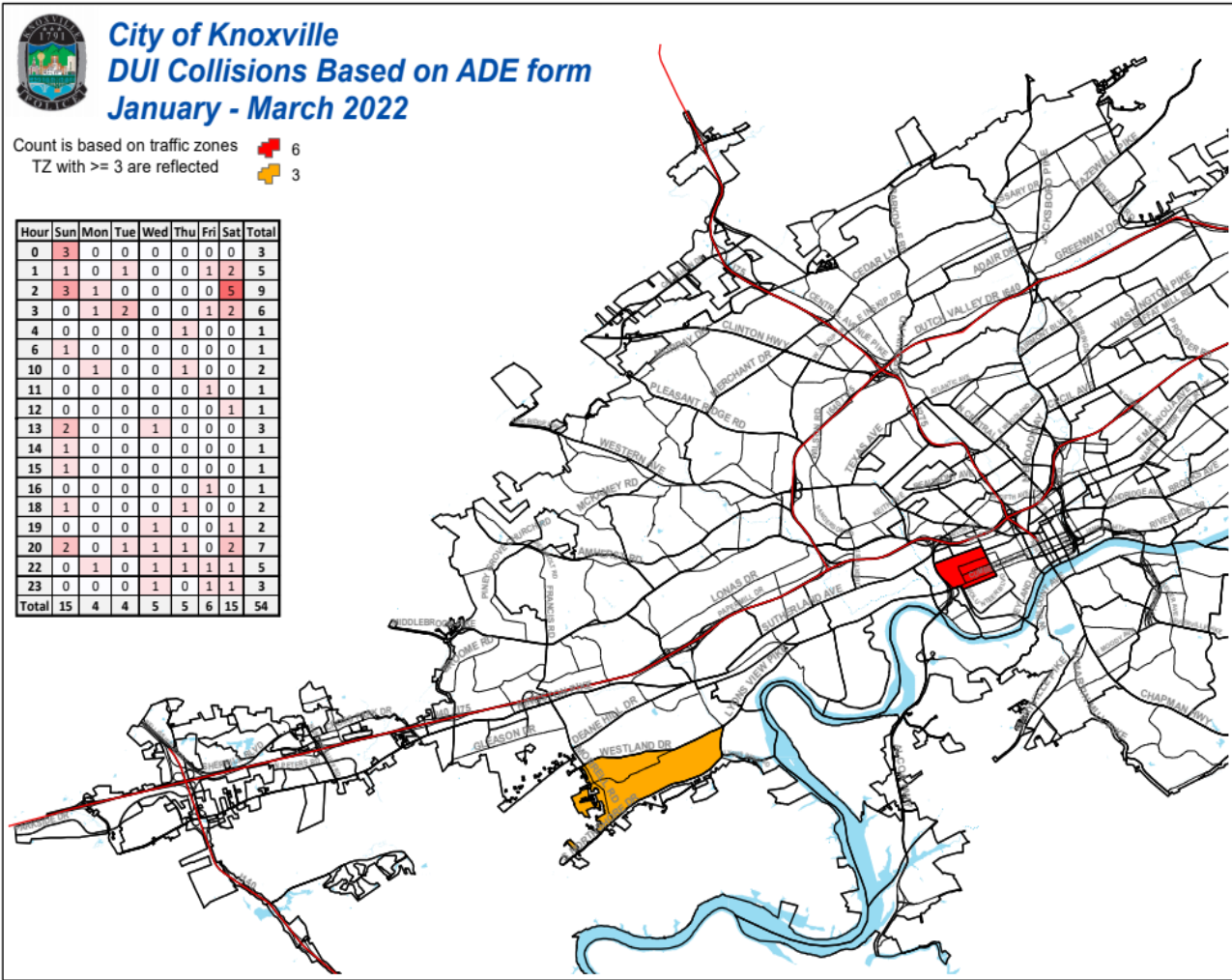
NC = Not Calculable



City of Knoxville DUI Collisions Based on ADE form January - March 2022

Count is based on traffic zones  6
TZ with >= 3 are reflected  3

Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total
0	3	0	0	0	0	0	0	3
1	1	0	1	0	0	1	2	5
2	3	1	0	0	0	0	5	9
3	0	1	2	0	0	1	2	6
4	0	0	0	0	1	0	0	1
6	1	0	0	0	0	0	0	1
10	0	1	0	0	1	0	0	2
11	0	0	0	0	0	1	0	1
12	0	0	0	0	0	0	1	1
13	2	0	0	1	0	0	0	3
14	1	0	0	0	0	0	0	1
15	1	0	0	0	0	0	0	1
16	0	0	0	0	0	1	0	1
18	1	0	0	0	1	0	0	2
19	0	0	0	1	0	0	1	2
20	2	0	1	1	1	0	2	7
22	0	1	0	1	1	1	1	5
23	0	0	0	1	0	1	1	3
Total	15	4	4	5	5	6	15	54



- Traffic Calming Programs
- DUI Enforcement
- DUI Trailer / Checkpoints
- Tennessee Highway Safety Office grant programs

- KPD Crime Analysis unit takes information and provides an analysis based on roadway segments. In using this method they are helping provide a look at roadway segments that traditionally have not hit the radar and may allow for additional enforcement and solutions.

Q&A



Bryan Hill



Ellen Zavisca



Harold Cannon



Lt. Tammy DeBow

SUBMIT QUESTIONS ONLINE

1. Go to [slido.com](https://www.slido.com)
2. Enter participant code #VZKnoxville

SUBMIT WRITTEN QUESTIONS

1. Write question on a notecard
2. Give to Grace

Vision Zero Survey

We want your perspective on traffic safety in Knoxville. Please take 5 minutes to complete a survey to help direct our Vision Zero efforts.

1. Open your smartphone's camera app
2. Center the QR code and hold still
3. Tap the popup to open the survey link



Next Steps

- Materials from today's meeting will be uploaded to the Vision Zero website (www.knoxvilletn.gov/visionzero)
- Announcements and future opportunities can be tracked at www.facebook.com/visionzeroknoxville/
- The next Steering Committee meeting is on **June 20, 2022**



CITY OF KNOXVILLE

Thank you!

Brian Blackmon

Director, Office of Sustainability

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