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

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

- **Steering Committee kickoff**
- **Public Educational Panel**
- **Public Working Sessions**
- **Steering Committee update**
- **Steering Committee Y1 debrief**

Timeline:
- Stakeholder Interviews & Baseline Priority Ranking

[www.knoxvilletn.gov/visionzero](http://www.knoxvilletn.gov/visionzero)
Panel Presentations

Bryan Hill  Ellen Zavisca  Harold Cannon  Lt. Tammy DeBow
VISION ZERO

Knoxville

2022

Vision Zero Knoxville Panel
The Challenge
Deadly Trends in Knoxville

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

Total Collisions: 98% Automobiles, 2% Bicyclists/Pedestrians

Fatal Collisions: 79% Automobiles, 21% 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

New York

... In Just 5 Years
Vision Zero Brings Real Results

San Francisco

... In Just 5 Years

-23%
-22%

All Traffic Deaths
Bike/Ped Deaths
Vision Zero Brings Real Results

... In Just 5 Years

Boston
Nearly 50 Recognized Vision Zero Campaigns
Success in Mid-Sized Cities

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

Durham, NC
Fort Lauderdale, FL
Columbia, MO
Anchorage, AK
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
Identify Short-Term Actions

- Leading intervals
- Flexible posts
- Temporary furniture
- Paint
Identify Long-Term Actions

Complete Streets

Turning Radius

Widen Sidewalks

Midblock Crossings
Safe Systems Approach

Responsibility is Shared
Paradigm Shift -
Creating a Culture of Safety

Not just a slogan
Not just a tagline
Not even a program
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

Number of deaths per 10,000 total traffic crashes

Annual traffic deaths

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>39</td>
<td>43</td>
<td>38</td>
<td>38</td>
<td>23</td>
<td>14</td>
<td>23</td>
<td>31</td>
<td>31</td>
<td>34</td>
<td>42</td>
<td>37</td>
<td>29</td>
<td>30</td>
<td>27</td>
<td>42</td>
<td>49</td>
<td>32</td>
<td>53</td>
</tr>
</tbody>
</table>
Fatal + serious-injury crashes in Knox County

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

---

Knoxville population

- People hit while walking in Knoxville
  - Black or African-American: 23%
  - All other races: 77%

---

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.

---

Knoxville population

- People age 65 or older
  - People younger than 65: 87%
  - People age 65 or older: 13%

---

Pedestrians killed or seriously injured

- People age 65 or older
  - People younger than 65: 92%
  - People age 65 or older: 8%
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.

Total American Auto Loan Debt
in trillions of dollars

Source: Federal Reserve Bank of NY. *2021 data in Q2. All other years are Q4.
Equity: seniors & driving

The average person outlives their ability to drive by 10 years
Family mourns Powell 6, killed in wreck that seriously injured mom.

by Kristen Gallow

Posted: Dec 30, 2021 / 11:24 PM EST
Updated: Dec 30, 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.

![Speed Limit Graph]

- If hit by a person driving at:
  - 20 MPH: 50% survive, 10% fatal
  - 30 MPH: 60% survive, 40% fatal
  - 40 MPH: 20% survive, 80% fatal
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, crowdsourced 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

<table>
<thead>
<tr>
<th>2022 TRAFFIC SUMMARY</th>
<th>JAN</th>
<th>FEB</th>
<th>MAR</th>
<th>APR</th>
<th>MAY</th>
<th>JUN</th>
<th>JUL</th>
<th>AUG</th>
<th>SEP</th>
<th>OCT</th>
<th>NOV</th>
<th>DEC</th>
<th>DIFF</th>
<th>CURRENT</th>
<th>YTD</th>
</tr>
</thead>
<tbody>
<tr>
<td>FATAL - CITYWIDE</td>
<td>2</td>
<td>3</td>
<td>1</td>
<td>0</td>
<td>2</td>
<td>3</td>
<td>2</td>
<td>4</td>
<td>5</td>
<td>2</td>
<td>6</td>
<td>6</td>
<td>0</td>
<td>0.08%</td>
<td>0.08%</td>
</tr>
<tr>
<td>INJURY - CITYWIDE</td>
<td>150</td>
<td>151</td>
<td>150</td>
<td>151</td>
<td>150</td>
<td>150</td>
<td>151</td>
<td>150</td>
<td>150</td>
<td>151</td>
<td>151</td>
<td>150</td>
<td>0</td>
<td>0.08%</td>
<td>0.08%</td>
</tr>
<tr>
<td>PROPERTY - CITYWIDE</td>
<td>373</td>
<td>614</td>
<td>373</td>
<td>614</td>
<td>373</td>
<td>614</td>
<td>373</td>
<td>614</td>
<td>373</td>
<td>614</td>
<td>373</td>
<td>614</td>
<td>0</td>
<td>0.08%</td>
<td>0.08%</td>
</tr>
<tr>
<td>TOTAL CRASHES</td>
<td>585</td>
<td>707</td>
<td>585</td>
<td>707</td>
<td>585</td>
<td>707</td>
<td>585</td>
<td>707</td>
<td>585</td>
<td>707</td>
<td>585</td>
<td>707</td>
<td>0</td>
<td>0.08%</td>
<td>0.08%</td>
</tr>
<tr>
<td>FATAL - PEDESTRIAN</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>INJURY - PEDESTRIAN</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>PROPERTY - PEDESTRIAN</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>FATAL - MOTORCYCLE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>INJURY - MOTORCYCLE</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>PROPERTY - MOTORCYCLE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>FATAL - BIKE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>INJURY - BIKE</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>PROPERTY - BIKE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>FATAL - TRUCK BUS</td>
<td>3</td>
<td>4</td>
<td>3</td>
<td>4</td>
<td>3</td>
<td>4</td>
<td>3</td>
<td>4</td>
<td>3</td>
<td>4</td>
<td>3</td>
<td>4</td>
<td>0</td>
<td>0.08%</td>
<td>0.08%</td>
</tr>
<tr>
<td>INJURY - TRUCK BUS</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>PROPERTY - TRUCK BUS</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>FATAL - SAFETY EQUIPMENT</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>INJURY - SAFETY EQUIPMENT</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>PROPERTY - SAFETY EQUIPMENT</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>FATAL - ALCOHOL PRESENCE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>INJURY - ALCOHOL PRESENCE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>PROPERTY - ALCOHOL PRESENCE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>FATAL - SPEED RELATED</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>INJURY - SPEED RELATED</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>PROPERTY - SPEED RELATED</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>FATAL - DISTRACTED DRIVING</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>INJURY - DISTRACTED DRIVING</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>PROPERTY - DISTRACTED DRIVING</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>FATAL - CHILD PASSENGER (1-14 yrs)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>INJURY - CHILD PASSENGER (1-14 yrs)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>PROPERTY - CHILD PASSENGER (1-14 yrs)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>TEEN DRIVER CRASHES (15-19 yrs)</td>
<td>60</td>
<td>62</td>
<td>60</td>
<td>62</td>
<td>60</td>
<td>62</td>
<td>60</td>
<td>62</td>
<td>60</td>
<td>62</td>
<td>60</td>
<td>62</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>OLDER DRIVER CRASHES (65 yrs +)</td>
<td>83</td>
<td>107</td>
<td>83</td>
<td>107</td>
<td>83</td>
<td>107</td>
<td>83</td>
<td>107</td>
<td>83</td>
<td>107</td>
<td>83</td>
<td>107</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL</td>
<td>154</td>
<td>182</td>
<td>154</td>
<td>182</td>
<td>154</td>
<td>182</td>
<td>154</td>
<td>182</td>
<td>154</td>
<td>182</td>
<td>154</td>
<td>182</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

Current Month numbers based on NHTSA as of 02/22/2022. YTD totals are based on Monthly Count (Year-to-date collision counts are recalculated at year end).  
Pedestrian and Bicycle based on Parson Type.  
Motorcycle based on Vehicle Body: Moped Motorized Bicycle/M/C Off Road M/C Two Wheeler.  
Truck/Bus based on Vehicle Body: Cross Country InterCity Bus, Heavy Truck Based Motor Home, Other Bus Type 9-15 Seats, School Bus, Single Unit Straight Trucks, Transit Bus, Truck-Tractor, Link Bus Type.  
SrData Equipment marker is one of "Booster Seat Used Improperly", "Child Restraint Used Improperly", "None Used MV/Crossant", or "Safety Belt Used Improperly".  
Driver Distraction marker except "Normal" 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 Calculated.
## February 2022 Traffic Summary

<table>
<thead>
<tr>
<th></th>
<th>JAN 22</th>
<th>FEB 22</th>
<th>MAR 22</th>
<th>APR 22</th>
<th>MAY 22</th>
<th>JUN 22</th>
<th>JUL 22</th>
<th>AUG 22</th>
<th>SEP 22</th>
<th>OCT 22</th>
<th>NOV 22</th>
<th>DEC 22</th>
<th>YTD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatal -整体</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>13</td>
</tr>
<tr>
<td>Injury - Pedestrian</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>12</td>
</tr>
<tr>
<td>Property -整体</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>11</td>
</tr>
<tr>
<td>Fatal -整体</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Injury - Pedestrian</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Property -整体</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Fatal -整体</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Injury - Motorcyle</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Property -整体</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Fatal -整体</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Injury - Motorcyle</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Property -整体</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Fatal -整体</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Injury - Motorcyle</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Property -整体</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Fatal -整体</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Injury - Motorcyle</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Property -整体</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

### Notes:
- **TITAN**: Total Incident Tracking and Analysis Network
- **MTA**: Metropolitan Transportation Authority
- **Car**: Motor Vehicle
- **Motorcycle**: Motorcycle
- **Pedestrian**: Pedestrian
- **Motorcycle**: Motorcycle
- **Bicycle**: Bicycle
- **Other**: Other
- **Unspecified**: Unspecified
- **Unknown**: Unknown

**February 2022 Traffic Summary**

- **Total Crashes**: 540
- **Injury - Pedestrian**: 12
- **Property - Pedestrian**: 12
- **Fatality - Motorcyle**: 0
- **Injury - Motorcyle**: 0
- **Property - Motorcyle**: 0
- **Fatal - Bicycle**: 0
- **Injury - Bicycle**: 0
- **Property - Bicycle**: 0
- **Fatal - Traffic Bus**: 0
- **Injury - Traffic Bus**: 0
- **Property - Traffic Bus**: 0
- **Fatal - Safety Equipment**: 0
- **Injury - Safety Equipment**: 0
- **Property - Safety Equipment**: 0
- **Fatal - Alcohol Presence**: 0
- **Injury - Alcohol Presence**: 0
- **Property - Alcohol Presence**: 0
- **Fatal - Speed Related**: 0
- **Injury - Speed Related**: 0
- **Property - Speed Related**: 0
- **Fatal - Distraction Driving**: 0
- **Injury - Distraction Driving**: 0
- **Property - Distraction Driving**: 0
- **Fatal - Child Passenger (birth - 14 yrs)**: 0
- **Injury - Child Passenger (birth - 14 yrs)**: 0
- **Property - Child Passenger (birth - 14 yrs)**: 0
- **Teen Driver Crashes (16 - 19 yrs)**: 0
- **Elder Driver Crashes (65 yrs +)**: 0

**Current and Recent Year-End Totals**

- **Fatal Crashes**: 13
- **Injury Crashes**: 12
- **Property Crashes**: 11
- **Total Crashes**: 540

**YTD Totals**

- **February 2022**: 13
- **January - February 2022**: 25
- **January - December 2021**: 130
- **January - December 2022**: 143

**Percent Change**

- **Fatal Crashes**: 0%
- **Injury Crashes**: 0%
- **Property Crashes**: 0%
- **Total Crashes**: 0%
# March 2022 Traffic Summary

## 2022 TRAFFIC SUMMARY

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatal - Citewd</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0.0%</td>
<td>0.00%</td>
<td>0.00%</td>
<td></td>
</tr>
<tr>
<td>Injury - Citewd</td>
<td>330</td>
<td>150</td>
<td>143</td>
<td>158</td>
<td>154</td>
<td>147</td>
<td>158</td>
<td>147</td>
<td>145</td>
<td>151</td>
<td>154</td>
<td>11</td>
<td>7.5%</td>
<td>419</td>
<td>419</td>
<td>419</td>
<td>11.46%</td>
</tr>
<tr>
<td>Property - Citewd</td>
<td>373</td>
<td>614</td>
<td>347</td>
<td>746</td>
<td>526</td>
<td>572</td>
<td>547</td>
<td>497</td>
<td>489</td>
<td>514</td>
<td>572</td>
<td>447</td>
<td>66.14%</td>
<td>2,145</td>
<td>2,330</td>
<td>2,330</td>
<td>87.15%</td>
</tr>
<tr>
<td>Total Crashes</td>
<td>495</td>
<td>757</td>
<td>492</td>
<td>806</td>
<td>674</td>
<td>1,132</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>408</td>
<td>57.95%</td>
<td>1,672</td>
<td>2,085</td>
<td>1,132</td>
<td>76.75%</td>
</tr>
<tr>
<td>Fatal - Pedest</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>0.00%</td>
<td>0.00%</td>
<td></td>
</tr>
<tr>
<td>Injury - Pedest</td>
<td>7</td>
<td>5</td>
<td>6</td>
<td>5</td>
<td>5</td>
<td>7</td>
<td>6</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>6</td>
<td>4</td>
<td>153.33%</td>
<td>22</td>
<td>7</td>
<td>46.67%</td>
<td></td>
</tr>
<tr>
<td>Property - Pedest</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>NC</td>
<td>3</td>
<td>-266.67%</td>
<td></td>
</tr>
<tr>
<td>Fatal - Bicycle</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>-100.00%</td>
<td>1</td>
<td>0.00%</td>
<td></td>
</tr>
<tr>
<td>Injury - Bicycle</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>-100.00%</td>
<td>1</td>
<td>0.00%</td>
<td></td>
</tr>
<tr>
<td>Property - Bicycle</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>-100.00%</td>
<td>1</td>
<td>0.00%</td>
<td></td>
</tr>
<tr>
<td>Fatal - Fatigue</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>0.00%</td>
<td>0.00%</td>
<td></td>
</tr>
<tr>
<td>Injury - Fatigue</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>0.00%</td>
<td>0.00%</td>
<td></td>
</tr>
<tr>
<td>Property - Fatigue</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>0.00%</td>
<td>0.00%</td>
<td></td>
</tr>
<tr>
<td>Total - Traffic</td>
<td>44</td>
<td>49</td>
<td>46</td>
<td>58</td>
<td>63</td>
<td>76</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>38</td>
<td>57.95%</td>
<td>220</td>
<td>230</td>
<td>162</td>
<td>76.75%</td>
</tr>
</tbody>
</table>

**Notes:**
- Motorcycle: based on Vehicle Body: Moped/ Motorized Bicycle/Motorcycle/2-Wheel
- Trunk / Bus: based on Vehicle Body: Cross Country Intercity Bus, Med/Heavy Truck/Bus/ Motor Home: Other Bus Type: 9-15 Seats, School Bus, Single Unit/Truck/Bus, Transit Bus, Truck-Tractor, Unit Bus Type
- Safety Equipment marker is one of "Airbags 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", "Sped to Slow", "Racing", or "Sped too Fast for Conditions"
- Alcohol Presence based on Officer indicating "Yes"
- NC = Not Calculable

**Common Month Numbers based on TTDs as of 03/17/22** | **TOD 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/Motorcycle/2-Wheel

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

**Safety Equipment marker is one of "Airbags 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", "Sped to Slow", "Racing", or "Sped too Fast for Conditions"**

**Alcohol Presence based on Officer indicating "Yes"**

**NC = Not Calculable**
- 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

SUBMIT QUESTIONS ONLINE
1. Go to 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
Thank you!

Brian Blackmon
Director, Office of Sustainability
bblackmon@knoxvilletn.gov | (865) 215-4430