N Broadway Complete Streets Project

City of Knoxville
Why are we proposing this project?

- Motor vehicle safety
  - Reduce crashes - left turning vehicles
  - Speeding

City of Knoxville
Why are we proposing this project?

- Maintain consistent lane configuration
Why are we proposing this project?

- Pedestrian safety
  - Shorter crossing distance
  - Less exposure to motor vehicles
  - Sidewalks feel safer
  - People friendly design
Why are we proposing this project?

- Bicycle network connectivity
  - North Knox to WFP
    - UT, Fort Sanders, and west
  - Project #24 in Bicycle Facilities Plan
    - Central bike lanes
    - 5th Ave bike lanes
    - 2nd Creek Greenway
Proposed Layout – Central St to Tyson St

- Three eleven foot lanes (existing lanes are 10 feet wide)
- Bike lanes
- All existing parking will remain
Proposed Layout — Tyson St to viaduct

- Two through lanes and a center turn lane
- Buffered bike lanes
Proposed Layout

Viaduct (TDOT will install with viaduct reconstruction)

- Two southbound lanes and one northbound lanes
- Left turn lane at Depot Ave
- Buffered bike lanes
Will this work?

- Traffic counts have been recently counted and projected to the year 2035 (10,770 cars per day)

- Federal Highway Administration says 4 to 3-lane reductions can be successful on roads with daily traffic up to 20,000 cars per day

- 4 to 3-lane conversion can generate a reduction in crashes between 19-47% (FHWA)
Questions or comments?

Send comments to
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www.knoxvilletn.gov/bikeplan