WHAT IS THE PROBLEM WITH THIS PICTURE?
COMPLETE STREETS ORDINANCE

Complete Streets Policy was Adopted by City Council on August 11, 2009 and was formally approved as an Ordinance on October 28, 2014.

• This requires all new streets to consider all users of roadway

• Requires a thoughtful stakeholder approach to roadway design that enables safe access to the roadway for users of all ages, abilities, and modes of transportation.

• Provides roadway infrastructure that the community wants
A COMPLETE STREET CONSIDERS CONTEXT

STAKEHOLDER DRIVEN DESIGN
OPEN DATA POLICY

- Executive Order by Mayor Rogero executed May 2, 2017
- Establishes the formation of a Data Governance Committee
- Data becomes a valuable resource for the public by ensuring data is provided in useful formats such as GIS
- Data includes government performance measures
- Scientific and Engineering Data such as rainfall and Tree Inventory and potentially will include traffic data
KNOXVILLE’S FIRST SMART SIGNAL

Photo from
McClung Museum of Natural History
Archeological Archives
CONNECTED INFRASTRUCTURE
THE POWER OF SHARED DATA

• Share Traffic Data from Infrastructure Data Probes
  • Software and Mapping Services
  • Vehicle Manufactures
  • State Highway & Interstate Users via TDOT Smartway
• Vehicle Applications can use information to warn drivers of special traffic conditions
  • Bus Loading and Unloading Ahead
  • Pedestrians Crossing the Road
  • Traffic Speeds
  • Signal Phase and Timing
  • Work Zone
  • Special Event and Work Zone Detours
• High Risk Pedestrian Areas – Schools and Parks
• Parking Availability with Connected Vehicles