



CITY OF KNOXVILLE  
MADELINE ROGERO, MAYOR

# SMART TRANSPORTATION INITIATIVES

TSITE  
2018 WINTER ANNUAL MEETING  
UT CONFERENCE CENTER

February 27, 2018

# WHAT IS THE PROBLEM WITH THIS PICTURE?



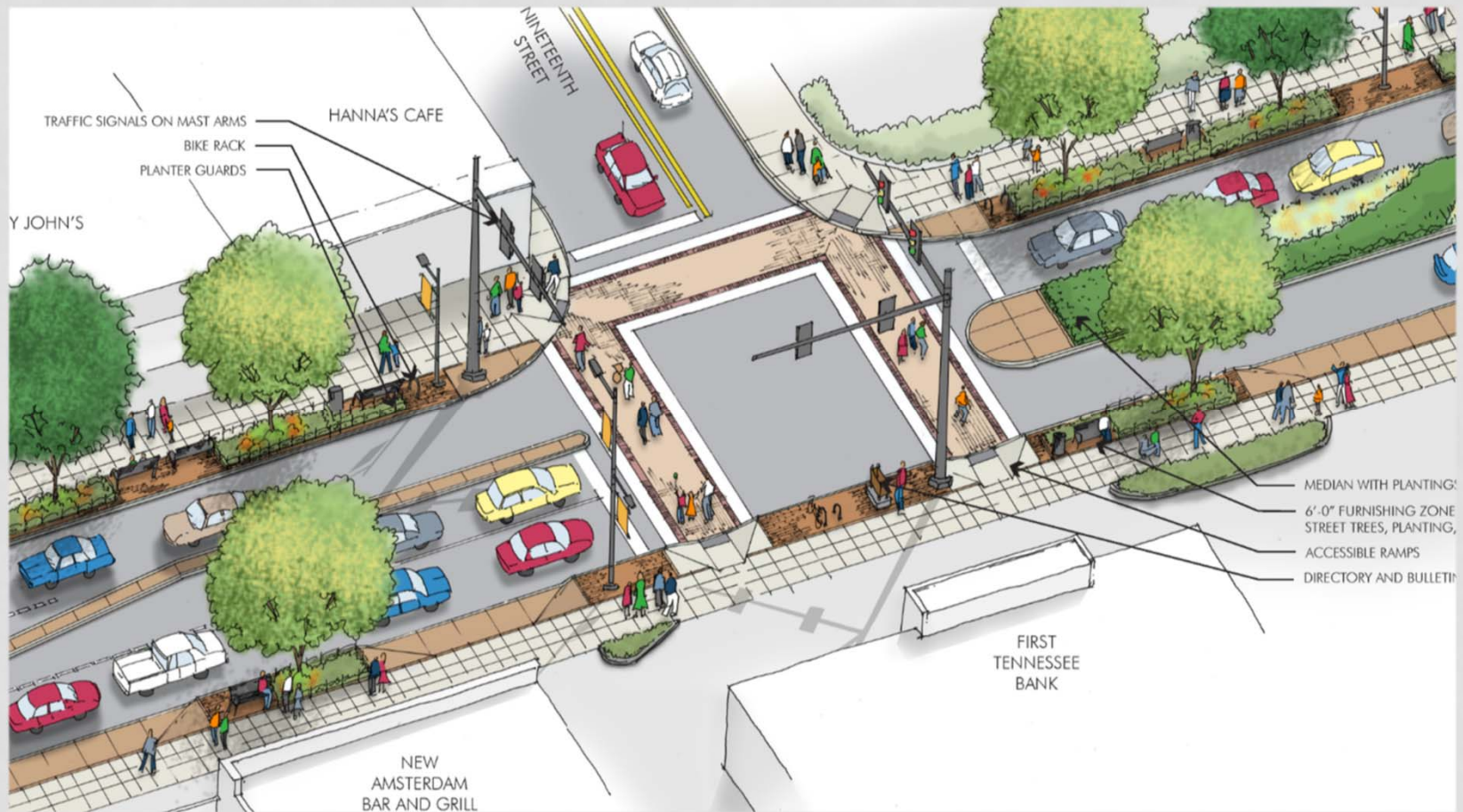
# COMPLETE STREETS ORDINANCE

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



CITY OF KNOXVILLE



## A COMPLETE STREET CONSIDERS CONTEXT

STAKEHOLDER DRIVEN DESIGN

# OPEN DATA POLICY

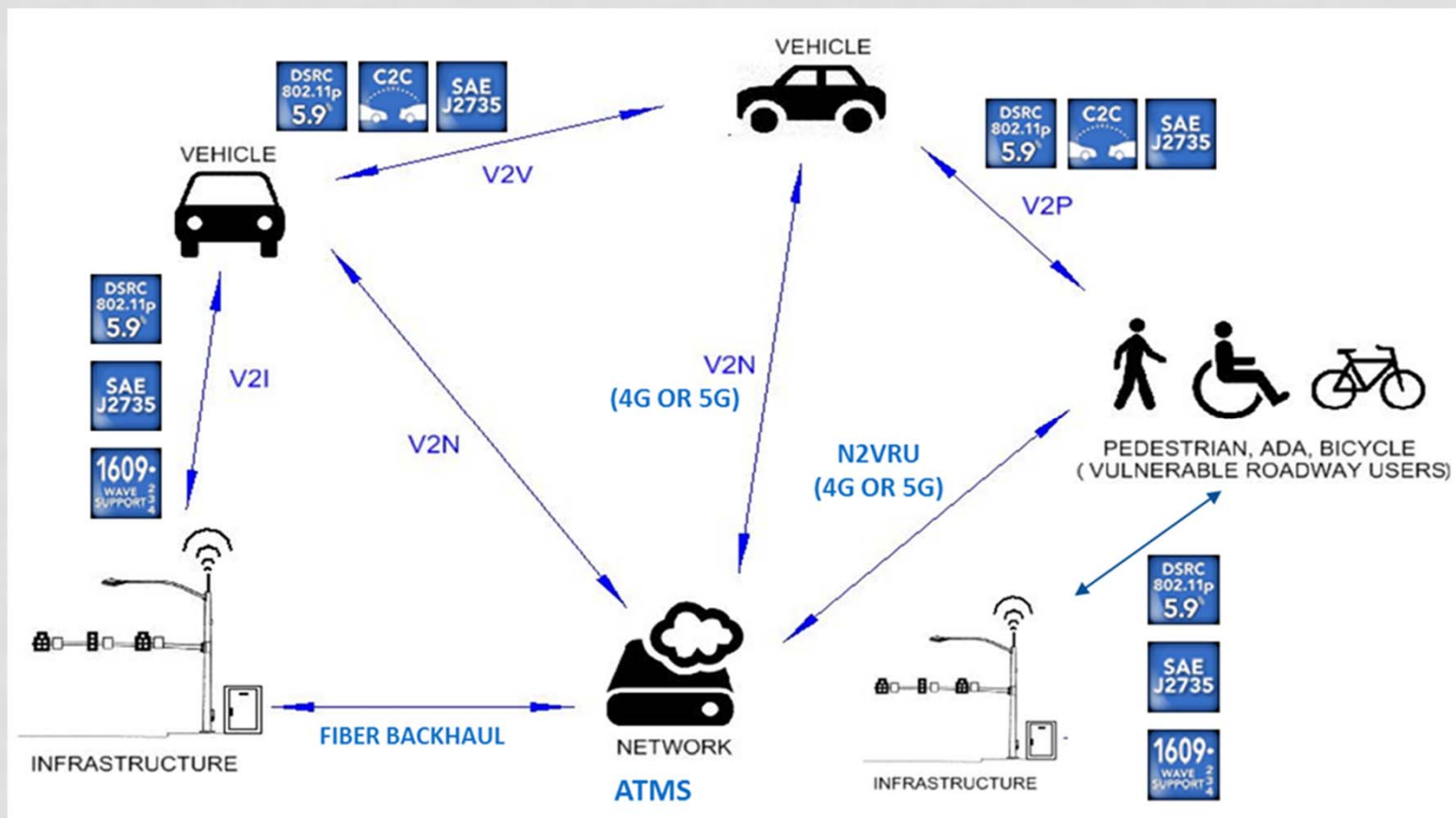
- Executive Order by Mayor Rogero executed May 2, 2017
- Establishes the formation of a Data Governance Committee
- Data becomes a valuable resource for the public by ensuring data is provided in useful formats such as GIS
- Data includes government performance measures
- Scientific and Engineering Data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

# KNOXVILLE'S FIRST SMART SIGNAL

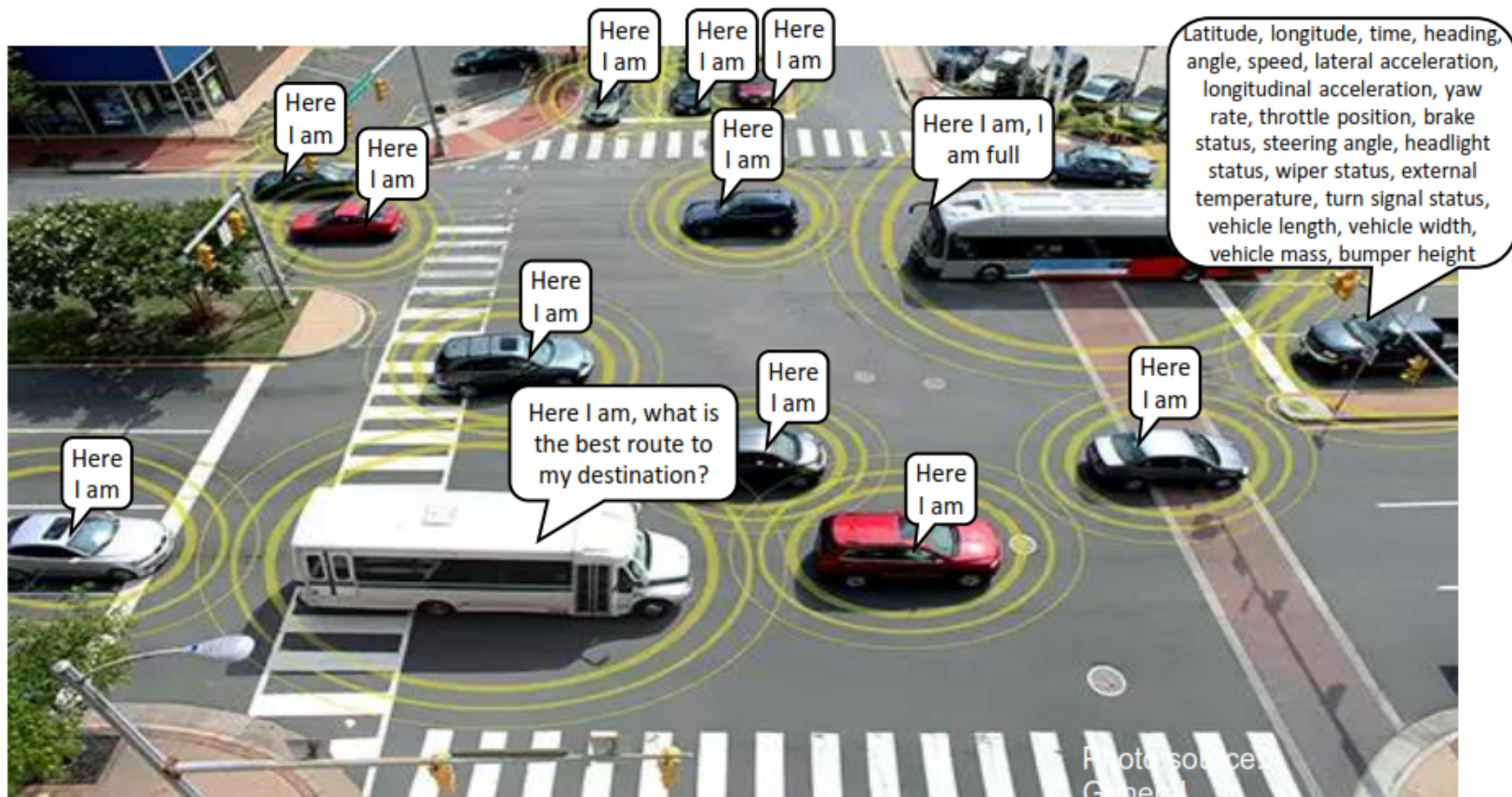


Photo from  
McClung Museum of Natural History  
Archeological Archives

# CONNECTED INFRASTRUCTURE



# CONNECTED USER APPLICATIONS GOOD NEWS EVERYONE WILL NEED TO SHARE





# 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