

I moved to Knoxville in 2017, attracted by the walkability, bikability, and diverse economic activity in the city's core. I am deeply committed to this type of development and the variety of economic and social opportunities it represents. Mounting research has provided the unavoidable knowledge that pedestrian and bicyclist activity promotes business (Baudillon, P. (2019). Can Cars, Bicycles and Pedestrians Coexist?. Dans: , P. Baudillon, Reinventing the Street Experience: Hyperstories, Public Spaces and Connected Urban Furniture (pp. 95-107). Hermann.). A car-centered urban landscape is also far less safe, increasing the possibility of deadly collisions between cars, pedestrians, bicyclists, and other roadway users.

The build-to zones and build-to percentage changes suggested in this amendment would create a more car-centric urban development pattern, making our city less safe and less accommodating to bicyclists and pedestrians. For this reason, I implore the city to turn down this amendment and allow development to occur in a more compact way that promotes diverse, and dense activity, while promoting a safe environment for everyone.