



2019 City Council Active Transportation Survey Results

Bike Walk Knoxville put together a survey on active transportation for the 2019 City Council candidates. Below you will find the answers from each candidate who filled out the survey. Candidates who selected a multiple-choice answer will have their name listed beside the answer choice. Any candidate who wrote in a response will their answer listed beside their name in quotations.

We received responses from the following City Council candidates:

Lynn Fugate – At-Large Seat A

David Hayes, Janet Testerman – At-Large Seat B

Amy Midis, David Williams – At-Large Seat C

Charles Thomas – 5th District

We are interested in learning about how often you walk, bicycle and use transit in Knoxville.

1. How often do you

	Once a week or more often	A few times a month	Rarely	Never
Walk	All candidates*			
Ride a Bicycle	Charles Thomas	Amy Midis	David Hayes, Janet Testerman, David Williams	Lynn Fugate
Ride KAT	Charles Thomas	David Hayes	Janet Testerman, Amy Midis, David Williams	Lynn Fugate

*Charles Thomas had no response for this selection

2. How you feel about the following statements? Please keep in mind that funding is not about spending more money but how you spend the money you have- what are your priorities?

	Strongly agree	Agree	Neither Agree or disagree	Disagree	Strongly Disagree
I'm committed to increasing resources to improve pedestrian infrastructure	David Hayes, Janet Testerman, Amy Midis, Charles Thomas	Lynn Fugate, David Williams			
I'm committed to increasing resources to improve bicycle infrastructure	David Hayes, Janet Testerman, Amy Midis, Charles Thomas	Lynn Fugate, David Williams			



3. Each year, over 1,000 people die on Tennessee roadways. Deaths and serious injuries on Knoxville roadways are unacceptable and preventable. If elected, will you support the Mayor in officially declaring a Vision Zero Knoxville Campaign through executive order or council resolution and a task force appointed to generate a Vision Zero Action Plan?

https://visionzeronetwork.org/wp-content/uploads/2018/11/VZN_CoreElements_Short_FINAL.pdf

Yes: **Lynn Fugate, David Hayes, Janet Testerman, Amy Midis, Charles Thomas**

No:

Unsure (please explain):

- **David Williams** "Need more information"

4. A pedestrian has a 50% likelihood of dying if hit by a motorist traveling 30 mph, and a 90% likelihood of dying if hit at 40 mph. Do you support a city ordinance that requires a speed limit of **25 mph in ALL local neighborhood streets**?

Yes: **Janet Testerman, Amy Midis, Charles Thomas**

No:

Other (please explain):

- **Lynn Fugate** "I am inclined to say yes, but I would like more information about this and to see how the neighborhoods feel about this."

- **David Hayes** "I support the spirit of this ordinance, but I would need more information about what qualifies as a "local neighborhood street"."

- **David Williams** "Other: Need traffic calming improvements and that requires much more than lowering speed limit."

5. There is a demand for more and improved sidewalks by residents of Knoxville. They want safer walking connections to key neighborhood destinations. Would you support a City of Knoxville Sidewalk Ordinance that would require sidewalks or trails with new development and with many redevelopment projects? *Candidates had the option to explain why they would or would not support, explanations are in quotes.

Support:

- **David Hayes** "All new development needs to be accessible to people of all abilities, bikes and alternative transportation."

- **Amy Midis**

- **Charles Thomas**

Unsure/I need more information:

- **Lynn Fugate** "I agree that more sidewalks are a good thing. I would like more information about the



implementation of the plan. How much would it add to the cost of housing or commercial developments especially when we are also concerned about affordable housing.”

- **Janet Testerman**

- **David Williams** “I want more control of such projects by the neighborhood involved. No one size fits all. Make it fit the community.”

Don't support:

6. If passed, Recode Knoxville will allow mixed use (residential and commercial) development with increased population density which has been touted to make our streets better for walking and biking. However, many of our arterial corridors have poor walking and biking infrastructure that discourages active transportation. The city has a Complete Streets ordinance but has not created policies or design guidelines to ensure appropriate implementation. Do you support developing Complete Streets policies and design guidelines along with adequate funding to transform arterial streets into public spaces that are inviting, comfortable and convenient for people walking and biking as well as driving?

Yes: **David Hayes, Janet Testerman, Amy Midis, Charles Thomas**

Unsure, I need more information:

No:

Other (please explain):

- **Lynn Fugate** “I am for completing the policies and design guidelines and like transforming the streets as described in the question. However, without knowing the costs associated with implementing the plan I can not make a promise about funding levels.”

- **David Williams** “Who will set the guidelines? No one I know and that concerns me!”

7. Most people say they would seriously consider biking as a means of transportation if there were separated, protected bike lanes (or cycle tracks) for them to feel safe biking. A protected bike lane is physically shielded from vehicular traffic via various means of infrastructure, from plastic cones to concrete curbs; this is different than “buffered” lanes, which are merely separated with road paint. The 2015 Knoxville bicycle facilities plan includes proposed protected bike lane projects.

http://knoxvilletn.gov/UserFiles/Servers/Server_109478/File/Engineering/BicyclePlan/feb2015_finalreport.pdf .

And since 2015, there is an ever-increasing demand for more protected bike lanes to improve the safety of cyclists. The City currently has **zero** protected bike lanes. Which statement best describes how you and your administration would approach protected bike lanes?

a) I would like to see at least 2 miles of protected bike lanes (some may be retro-fitted standard bike lanes) completed somewhere in Knoxville each year I am in office.

- **David Hayes, Amy Midis, Charles Thomas**

b) I support committing a certain amount of funds every year to bike infrastructure, regardless of what



those funds are able to construct.

- **Lynn Fugate, Janet Testerman**

c) Protected bike lanes are not a priority for me.

d) [Provide own answer] My approach to protected bike lanes would be as follows:

- **David Williams** "Go neighborhood by neighborhood and fit lanes according to terrain and away from street."

8. If you had \$100 to spend on transportation related projects in the City, how much would you fund each of the below:

	Motor vehicle roadway improvements (resurfacing, maintenance items like guard rails, traffic signals, etc)	New greenway projects	New sidewalk projects	New bicycle infrastructure projects
Lynn Fugate	40	20	20	20
David Hayes	30	20	25	25
Janet Testerman	30	10	30	30
Amy Midis	35	20	20	25
David Williams	60	0	40	0
Charles Thomas	25	25	25	25

9. In respect to transportation in Knoxville, what are we doing well, and what do we need to do better?

Lynn Fugate "We have begun to provide more resources to improve biking and walking options. As funds allow we should do more to build sidewalks within the parent responsibility zones near our city schools. I also have heard from some that repairing city streets should be a higher priority too."

David Hayes "I am proud of our KAT employees and Knoxville has made great strides in building greenways, but more equitable development of sidewalks, bike lanes, bus routes, and alternative transportation is needed."

Janet Testerman "Continue expanding mass transit routes to connect people with jobs, families, social services and improve walkability/bikeability across the city's neighborhoods and main corridors."

Amy Midis "Knoxville could become the premier outdoor destination in the Southern US. However, the city will need to commit to building an extensive network of protected bike lanes, as well as expanding our sidewalk and greenway systems in order for this vision to become a reality."



The city has done a good job protecting large tracts of green space, and converting these tracts to parks and other recreational areas. Lakeshore Park, Victor Ashe Park, the Urban Wilderness and Chilhowee Park are all located in different parts of the City, each with a different focus on outdoor recreation. There are key links that are missing which could connect neighborhoods to these parks. They should be a funding priority for the new administration.

KAT does a great job of providing reliable service on its existing routes. However, bus ridership is dismal. It is difficult to change lifestyles, but providing incentives to employees of local businesses is one way to encourage this change. Furthermore, more sidewalk connectivity is needed within neighborhoods to existing bus routes.

Fun, easy forms of transportation such as e-bikes and scooters have created a new demand for alternative forms of transportation. These are sustainable forms of transportation that we need to encourage. Many complaints about scooters have been a result of the lack of infrastructure to accommodate their usage. Therefore, the city needs to commit to adding protected bike lanes along our arterial corridors, accommodating the increased demand created by scooters, bikes and whatever might be the latest sustainable transportation option.”

David Williams “Address cut thru traffic! Little if nothing done.”

Charles Thomas “We have made significant improvements in recent times in bus transportation (hybrid vehicles, bike racks on all buses, improved routes), greenway construction, bike lanes, and more general acceptance of less auto-centric ways of moving about. The concern with improving sidewalk access to public schools is one I share. We should press forward in these areas. I'd say one of the biggest challenges is retro-fitting areas that are difficult and unsafe for pedestrians and cyclists into routes that are more harmonious. Thank you for your questions.”