



## 2019 Mayoral Candidate Active Transportation Survey Results

Bike Walk Knoxville put together a survey on active transportation for the 2019 Mayoral 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 Mayoral candidates:

Fletcher Burkhardt

Indya Kincannon

Marshall Stair

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	<b>All candidates</b>			
Ride a Bicycle	<b>Indya Kincannon</b>	<b>Fletcher Burkhardt, Marshall Stair</b>		
Ride KAT	<b>Marshall Stair</b>		<b>Indya Kincannon</b>	<b>Fletcher Burkhardt</b>

### 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	<b>All candidates</b>				
I'm committed to increasing resources to improve bicycle infrastructure	<b>All candidates</b>				



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 officially commit to a **Vision Zero Knoxville Campaign** through executive order or council resolution and appoint a task force to generate a Vision Zero Action Plan?

[https://visionzeronetwork.org/wp-content/uploads/2018/11/VZN\\_CoreElements\\_Short\\_FINAL.pdf](https://visionzeronetwork.org/wp-content/uploads/2018/11/VZN_CoreElements_Short_FINAL.pdf)

Yes: **All candidates**

No:

Other/ please elaborate:

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: **Indya Kincannon**

No :

Other, please elaborate:

- **Fletcher Burkhardt** "I will be looking at all options to insure all people are safe on our roads, pedestrians included."

- **Marshall Stair** "Would like to learn more and implement the best practices in each neighborhood."

5. The City of Knoxville and the State of Tennessee both have laws requiring that drivers give bicyclists at least 3 feet of space when passing them. Nationwide, crashes where drivers strike bicyclists while passing account for 25% of all bike fatalities. In 2018, KPD conducted an enforcement campaign aimed at educating drivers about their obligations under the 3-foot laws. As mayor, will you direct KPD to continue this type of enforcement on a twice-yearly basis?

Yes: **All candidates**

No:

Other, please elaborate:

6. KAT (Knoxville Area Transit) has been increasing bus frequency and providing later evening service system-wide through its 5-year plan, resulting in over 50,000 additional boardings this fiscal year. What best describes your support to KAT?

I support increasing funding for KAT: **All candidates**

I support maintaining KAT's current funding and service:

I support cutting funding:

None of the above; please explain:



7. If passed, Recode Knoxville will allow mixed use (residential with commercial) development with increased population density that 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 allocating funding to transform arterial streets into public spaces that are inviting, comfortable and convenient for all people- walking and biking as well as driving?

Yes: **All candidates**

No:

Other, please elaborate:

8. The Engineering Director is one of the most important positions in the City regarding bicycle infrastructure (he/she makes recommendations on capital funding and is a champion for major infrastructure projects). How will you ensure that your director understands the need for bicycle infrastructure and is a genuine supporter of it?

- **Fletcher Burkhardt** "I have personally attempted a cross country bike ride and will make sure the director understand the importance of bike infrastructure. First and foremost I will ask them to join me on a bike ride around town to see first hand, as I have ridden all over our city and understand the importance of biking infrastructure"

- **Indya Kincannon** "I will interview candidates and make sure have a plan for how to seriously improve Knoxville's Bike infrastructure and a strategy to truly implement Complete Streets."

- **Marshall Stair** "I'm proud that during my time on council the engineering department has prioritized biking and alternative transportation. While serving on council two actions I have supported by the engineering department have been the creation of the bicycle facilities plan and the creation of the alternative transportation coordinator position held by John Livengood. I would maintain that position and work to continue implementing projects proposed by the plan."



9. 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
<b>Fletcher Burkhardt</b>	25	15	30	30
<b>Indya Kincannon</b>	20	20	30	30
<b>Marshall Stair</b>	50	15	20	15

10. 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 levels 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](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) We would commit enough resources 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.

b) We would commit a certain amount of funds every year to bike infrastructure, regardless of what those funds are able to construct.

- **Indya Kincannon, Marshall Stair**

c) Protected bike lanes are not a priority for my administration.

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

- **Fletcher Burkhardt** “I want to look at all numbers, but I have spoken frequently about protected bike lanes. As a cyclist I know the benefits of having them.”