

Lauren Rider - District Four

Introduction

Please briefly describe yourself and why you are running for Knoxville City Council.

Active in North Knoxville, worked with neighbors on traffic calming, zoning issues, and reinvestment to residential and commercial areas.

Use of Active Transportation

How often do you walk for transportation or recreation?

Very frequently

How often do you ride a bicycle for transportation or recreation?

Very frequently

Allocation of Resources for Active Transportation

How do you feel about the allocation of resources to pedestrian infrastructure?

Needs to be greatly increased

Please explain the reasoning behind your response.

Sidewalks and greenways from neighborhoods to area businesses is a common ask. People want to walk to commercial nodes. We are missing many segments needed to get adults and children to work, shop, or schools. This is a significant infrastructure investment but demand is high.

How do you feel about the allocation of resources to bicycle infrastructure?

Needs to be greatly increased

Please explain the reasoning behind your response.

We have added bike lanes bc they are less costly, but they only appeal to those with a higher comfort level in traffic. We need protected or dedicated lanes to serve the 8-80 ages - make bike infrastructure that feels safe for kids and the "non-cyclist"

Please describe what your active transportation priorities would be as a member of the Knoxville City Council.

Long range planning and including active transportation planning on the front end will make it more affordable. Retro-fitting is way more costly. When we cut out something

because we can't afford it now, it's far less likely it will ever be added in. It's important to plan and fund the infrastructure now that we want in 20 years.

Vision Zero and Active Transportation Safety

[According to the Knoxville Regional Transportation Organization, it is 11x more likely for a pedestrian or bicyclist to be killed in a traffic crash compared to a motorist. Vision Zero](#) establishes the goal of reducing the number of traffic fatalities and serious injuries down to zero, and provides a framework for accomplishing this while increasing safe, healthy, equitable mobility for all.

How likely are you to support Mayor Kincannon in passing a Vision Zero Knoxville resolution, which would convene a working group to develop and implement a Vision Zero Knoxville Action Plan?

Very likely

Please explain the reasoning behind your response.

It's important to plan our traffic engineering for all modes of travel, not just autos. Vision Zero provides a framework to identify areas most in need of improvements and prioritizes those to achieve safety for diverse modes of transit. As an example, my 14 yr old bikes to school now, all kids should have that freedom in a safe manner.

Please describe what your priorities would be as a member of the Knoxville City Council regarding safety for all roadway users, especially vulnerable roadway users such as cyclists and pedestrians.

Many community members don't feel safe walking or biking in their own neighborhoods. As a current council member, I have worked with community members and city engineering to identify intersections that need better crossing and safety measures, sidewalks in commonly traveled areas between schools, slowing traffic in pedestrian heavy areas with radar speed signs and calming devices. I am a strong advocate for protected bike lanes. I've seen it in other cities and it works well to provide dedicated and protected space for cyclists. We will city more people chose other modes of transit when we provide safer infrastructure.

Active Transportation Infrastructure

Please rank your infrastructure priorities. (1 - Low Priority, 10 - High Priority)

- Vehicle Roadways - 7
- Greenways - 9
- Sidewalks - 9
- Bike Lanes - 8

Please describe your vision for active transportation infrastructure in Knoxville, and how you would use your position on the Knoxville City Council to achieve that vision.

There should be a priority to provide better connections within 1.5 miles of all schools, which is the parent responsibility zone that bus service is not provided.

We should aim for all neighborhoods to connect to some greenway or a sidewalk safely. We can also consider incentivizes for new development to include connections. The most cost effective means of increasing infrastructure is on the front end of new development. Retrofitting is more expensive and less attainable. We should also set a goal to connect existing greenways through other publicly owned land as possible. There are utility ROWs that can used to connect some existing greenways.

I'm am committed to seeing a protected bike lane within Knoxville. I believe once we add that infrastructure, the benefit will be valued by taxpayers and see higher use than our existing bike lanes.

Miscellaneous

In respect to active transportation in Knoxville, what do you think the City has done well and what do you think needs to be done better?

There has been a strong effort to provide bike lanes as spokes to the city center on existing roads in a cost effective way. The use isn't high because they serve those most comfortable navigating traffic on a bike. We need to provide more routes/infrastructure that serve a broader population, 8-80. Infrastructure should serve families, able-bodied, and the older generations.

Is there anything else you would like to share related to active transportation, safety, and/or infrastructure?

The initial start-up costs of multi-modal transportation may be seen as high, but the long term benefits can offset other auto-centric transportation costs.