

Beau Hawk

Introduction

- ❖ Please briefly describe yourself and why you are running for Knox County Mayor.
 - *I'm running because Knox County needs an outsider's approach in the Mayor's office to deliver real affordability and opportunity for everyone who calls this community home. I bring local leadership, a track record of building coalitions, and a proven determination to take on tough challenges so working families can thrive.*

Use of Active Transportation

- ❖ How often do you walk for transportation?
 - *Somewhat frequently*
- ❖ How often do you walk for recreation?
 - *Somewhat frequently*
- ❖ How often do you ride a bicycle for transportation?
 - *Very infrequently*
- ❖ How often do you ride a bicycle for recreation?
 - *Very infrequently*
- ❖ How often do you take public transportation?
 - *Very infrequently*

Allocation of Resources for Active Transportation

- ❖ How do you feel about the current allocation of County resources to pedestrian infrastructure?
 - *Needs to be greatly increased*
- ❖ Please explain the reasoning behind your response.
 - *I would love to see increased funding to expand routes and increase frequency of public transportation. I said "greatly increased" because currently in Knox County, that number is zero. I'd support exploring partnerships with the city to expand KAT services into parts of the county where the demand for ridership is there.*
- ❖ How do you feel about the current allocation of County resources to bicycle infrastructure?
 - *Needs to be somewhat increased*
- ❖ Please explain the reasoning behind your response.
 - *I'd love to see a greater focus on alternative transportation like bike lanes and greenways that are actually safe for commuting and for recreation.*

- ❖ Please describe what your active transportation priorities would be as the Mayor of Knox County.
 - *As Mayor of Knox County, I would prioritize building a transportation system that is safe, accessible, and works for everyone, one that's not just for drivers, but also pedestrians, cyclists, and people with disabilities. Too many of our roads today are designed in ways that put vulnerable users at risk, and that has to change. I support the work of "Vision Zero" to address immediate shortcomings, and also want to provide proactive solutions to these shortcomings in future expansions to our active transportation infrastructure.*

Active Transportation Safety

The Knoxville Regional Transportation Planning Organization (TPO), which provides comprehensive transportation planning to Knox County, recently published the Regional Roadway Safety Action Plan, making the commitment to reduce fatalities by 66% by 2045. A critical aspect of this work is improving safety for vulnerable road users, as cyclists and pedestrians are 25 times more likely to be killed in a traffic crash compared to a motorist.

- ❖ As Mayor of Knox County, what would your priorities be regarding safety for all roadway users, especially vulnerable roadway users such as cyclists and pedestrians?
 - *Safety for vulnerable roadway users must be built into every project from the start. I would push for a "Complete Streets" approach, where roads are designed for all users of all ages and abilities. This includes protected bike lanes, clearly marked crosswalks, reduced speeds in high-traffic pedestrian areas, leading pedestrian intervals, and safer intersections.*
- ❖ What opportunities do you see for Knox County to pursue the goal of reducing roadway deaths and serious injuries?
 - *Knox County should adopt a "Vision Zero" goal as the City of Knoxville has and other communities across the country have. I would work to expand and connect our network of sidewalks and greenways so people can safely and reliably get where they need to go without a car. That includes prioritizing sidewalk completion in high-need areas, closing gaps near schools and near commercial corridors, and ensuring new development contributes to a more connected, walkable community.*

Active Transportation Infrastructure

- ❖ Please indicate your support for the following:

- Sidewalks
 - *Strongly favor*
- Please explain the reasoning behind your response.
 - *Sidewalks connect and strengthen communities, not to mention make them safer for everyone. Living in an urban neighborhood with abundant sidewalks is an experience that I believe connects neighbors, makes streets safer, and enhances quality of life for every resident. Of course sidewalks aren't free, but I'd work to find funding solutions and growth policies that prioritize them in future growth – and as additions to established communities and corridors.*
- Unprotected bike lanes (bike lanes without any physical barriers providing separation from the lane of vehicular traffic)
 - *Strongly favor*
- Please explain the reasoning behind your response.
 - *When fully-protected bike lanes aren't possible, I'd support unprotected bike lanes in their place – or even taking the approach of piloting a few routes as unprotected lanes before investing fully in protected lanes.*
- Protected bike lanes (bike lanes with physical barriers providing separation from the lane of vehicular traffic)
 - *Strongly favor*
- Please explain the reasoning behind your response.
 - *Where possible and where demand exists, I'd support working protected bike lanes to meet the needs of both commuters and those riding for recreation.*
- Greenways
 - *Strongly favor*
- Please explain the reasoning behind your response.
 - *I am a big advocate for greenways and pedestrian-centric means of transportation. Connecting our existing network and expanding the greenway system would be among my infrastructure priorities.*
- Traffic calming (improvements in non-motorist safety, mobility, and comfort typically achieved by reducing vehicle speeds or volumes on a single street or a street network)
 - *Strongly favor*
- Please explain the reasoning behind your response.
 - *I believe traffic calming in our neighborhoods and on main thoroughfares with higher pedestrian traffic makes everyone safer. I'm supportive of other measures beyond speed humps to change the*

built environment in order to fundamentally change drivers' behavior where we need to slow traffic.

- ❖ Please describe your vision for active transportation infrastructure in Knox, and how you would use your position as the Mayor of Knox County to achieve that vision.
 - *I'm a believer in an approach to growth that reduces sprawl and keeps essential services within walking or biking distance of most residents. The more ways we can prioritize growth in a denser fashion near town centers and on corridors, the more we incentivize active transportation for residents and keep traffic on our roads. Of course, that requires infrastructure to meet those needs – but I believe our growth patterns can grow the demand for active transportation infrastructure so we can finally deliver it in communities where that investment is needed.*

Miscellaneous

- ❖ In respect to active transportation in Knox County, what do you think the County has done well?
 - *Our community's greenway system is a shining example of an alternative transportation system for pedestrians and cyclists to commute or exercise. That's been a multi-administration project, and it's one I want to expand as mayor.*
- ❖ In respect to active transportation in Knox County, what do you think the County could do better?
 - *I think we must change the way in which we are growing. When our built environment is that of sprawl and unchecked suburban growth, the cost of active transportation infrastructure in those communities skyrockets. While we can, I think we must fundamentally recognize the benefits of smart growth and density near town centers and corridors to increase demand for greenways, sidewalks, bike lanes, and other active infrastructure types that serve residents.*
- ❖ Is there anything else you would like to share related to active transportation, safety, and/or infrastructure?
 - *Candidate did not respond.*