

WALK BIKE QUESTIONNAIRE

2019 NASHVILLE METRO COUNCIL CANDIDATES



In preparation for the 2019 Metropolitan General Elections, Walk Bike Nashville distributed a Walking and Biking Candidate Questionnaire to Metro Council candidates. This questionnaire is intended to help educate the public about the positions and ideas of

each of the candidates. Walk Bike Nashville is a 501c3 non-profit, and as such we do not endorse or support any candidate.

These are the answers as we received them, unedited, from the candidates.

1. What would you do as a council member to promote walking and biking in Nashville?

DeCosta
Hastings

Yolanda
Hockett

As a resident of District 2 there are many areas of my community that desperately need more sidewalks, crosswalks, and bike lanes. We have worked for many years to advocate for more resources to complete our streets and make neighborhoods safer for children to walk throughout the neighborhood and increase senior mobility. As the metro council member for District 2, I will support the Walk Bike initiatives and request additional support for increased infrastructure to increase access to walking and biking options in our district and across the county. It will be a top priority to advocate and utilize funds that are available to add additional sidewalks and bike lanes in my district.

Andre
Southall

Kyonzte
Toombs

Currently, walking and biking is not safe in most of District 2 because most streets do not have bike lanes or sidewalks. As the District 2 councilperson, I would work to increase the number of sidewalks and bike lanes in the district so that it's actually safe to walk and bike. In addition to increasing sidewalks and bike lanes, I would host community events that encourage biking and walking.

2. What will you do as a Council Member to reduce pedestrian fatalities and severe injuries in your district and all of Nashville?

DeCosta
Hastings

Yolanda
Hockett

In District 2 there are several intersections that are a concern to the community and cause residents anxiety about the possibility of fatalities and severe traffic crashes. Knight Road and Ewing Lane, Stockers Lane and Buens Vista Pike are key intersections where traffic calming measures, crosswalks and additional sidewalks are desperately needed. In addition, Revels Dr. In the Haynes Manor neighborhood and Windover Dr. are high speeding areas where often children are present. As a council member I will support the use of funding for stop signs, traffic lights, speed bumps, sidewalks, and bike lanes for my district and partner with others on the council to push support for these measures across the county.

Andre Southall	
Kyonzte Toombs	Increasing the number of sidewalks and crosswalks would go a long way in reducing fatalities and severe injuries. One of the most dangerous intersections, according to a recent study, is located in District 2 at the intersection of Brick Church Pike and West Trinity Lane. There is no crosswalk there. Pedestrians routinely cross the street into oncoming traffic. Increased lighting along the main streets within the district would also help.

3. What will you do as a council member to enact WalkNBike and expand low-stress bikeways? If a plan for new bikelanes came across your desk that you had the authority to approve and you thought it was the right thing to do, Metro staff agreed, but a vocal minority were strongly opposed, how would you move forward?

DeCosta Hastings	
Yolanda Hockett	The cost of parking downtown and in many areas across the county, for many residents in the district I hope to serve is extremely cost prohibitive. It is important to maintain affordable parking options for working families. A great part of the Walk Bike plan calls for more sidewalks and crosswalks, this is a critical need in District 2. I will move forward by holding a community meeting to listen to the concerns of the residents, give them the facts of the project(s), list the pros and the cons, and then make an informed decision in the best interest of District 2 and support other council members accordingly.

Andre Southall	
Kyonzte Toombs	I support the WalkNBike plan because it ties into my platform of equity, affordability, and safety. As a government attorney, I have extensive experience working with diverse groups of people to solve problems. To solve problems, I believe in building consensus around the solution. As a member of a minority class, I do not believe in discounting the voice of the minority. As councilperson, I would educate myself on the proposal, so that I could sit down with that "vocal minority" to address its members' concerns. I would also arrange for those members to meet with other individuals who support the plan, so that everyone can discuss their differences. In my experience, when a leader listens and gives people the opportunity to be heard, they are more likely to trust that leader's decision making. Most people are not seeking to have their way 100% of the time. They understand that sometimes, they won't get exactly what they want. However, they always want to be heard.

4. How can Metro Nashville reduce single-occupancy vehicle trips into downtown in order to ensure that new employees, Nashvillians, and visitors continue to have access to Nashville's urban core?

DeCosta	
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Hastings	
Yolanda Hockett	To reduce single-occupancy trips into downtown either by personal car or ride-share we must increase our access to on-demand bussing, direct routes and the frequency of our routes. In addition we must expand our bus system to support third shift workers. It may not be feasible to expect a resident that lives in the suburbs to bike to work each day but the first and last mile should be walkable once the individual exits the bus system. While our city must plan to address our overall transit challenges, we must also be sure to preserve green space, install sidewalks, bike lanes, and continue to offer free or reduced fair rides on city buses.
Andre Southall	
Kyonzte Toombs	Nashville needs a better transit system. The current system is unreliable. People do not trust the system, so they opt to drive rather than use public transportation. If public transportation were more reliable (more frequent buses, longer hours of availability, safer bus stops with more benches and shelters, etc), then more people would use public transportation rather than driving. Given the expense of parking downtown and the difficulty in finding a parking spot downtown, reliable public transportation would greatly reduce the number of single-occupancy vehicle trips downtown.

5. The WalkNBike Plan states that only 19% of Nashville’s streets have sidewalks. How can Metro expand our sidewalk network? As a council member, what would you do to support this?

DeCosta Hastings	
Yolanda Hockett	In District 2 there are very few areas that have complete streets and sidewalks. I will support a county wide initiative to create a dedicated revenue stream for infrastructure needs in our city. As Nashville continues to grow and expand existing neighborhoods, we must invest in our infrastructure to ensure that the growth is well managed.
Andre Southall	
Kyonzte Toombs	As the District 2 councilperson, I will work to bring equity, affordability, and safety to my district (and all of Nashville). Increasing the number of sidewalks increases connectivity and makes commuting in our neighborhoods and throughout the city easier, more affordable, and safer. We expand our sidewalk network by making it a priority and committing to exploring and actually using all possible revenue sources so that we can meet the sidewalk needs of the city.

6. Transportation remains severely underfunded in Nashville and lacks a dedicated, consistent funding source. Which of the follow options would you support? Please explain.

- A. Referendum to raise sales tax, business tax hotel/motel tax, and/or wheel tax
- B. Increasing property taxes and using those funds for transportation
- C. Bonds
- D. Other _____
- E. None of the above

DeCosta
Hastings

Yolanda
Hockett

None of the Above

Andre
Southall

Kyonzte
Toombs

Undecided

6. b. Please explain your response to the options above.

DeCosta
Hastings

Yolanda
Hockett

Nashville must provide leadership on the transportation issues in order to lead the region. Short term solutions such as on-demand bussing and routes that support 3rd shift workers is essential to moving the needle of traffic in Nashville. Increasing sales tax may unfairly impact low income individuals in our community. A property tax adjustment is likely needed after the low projections last year but many residents in District 2 would most likely support a property tax increase if it went to public education instead. I think we need to consider the revenue generated from tourism and re- direct some funds back to the neighborhoods but I am open to exploring all options available that result in on going funding.

Andre
Southall

Kyonzte
Toombs

I am committed to finding a consistent funding source for transportation. Many District 2 residents do not have a reliable source of transportation. So, improved transit is a must. I would need additional information to determine the fiscal impact of using the sources listed above.

7. What are your thoughts about the Metro Traffic Calming Program? Should speed-management (either lowering speed limits or adding physical traffic calming) be used to slow car speeds? If so on what type of streets?

DeCosta
Hastings

<p>Yolanda Hockett</p>	<p>I think the Traffic Calming Program is a good idea but the resources should be awarded based upon the locations with the most critical need identified in the data versus an application process. Every community does not have organized neighborhood leadership to advocate for these resources and could therefore be left out of the process.</p>
<p>Andre Southall</p>	
<p>Kyonzte Toombs</p>	<p>There is concern in District 2 about the safety of children playing in the neighborhoods with cars zooming by them. Traffic calming in residential areas that have a lot of children as well as in areas that are known to be particularly dangerous would be beneficial. As councilperson, I will definitely have discussions with my constituents as to which neighborhoods would benefit from participation in the traffic calming program.</p>