

# 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?

Barry Barlow

Jennifer Gamble

Many of the major artery streets in Nashville do not have sidewalks for pedestrians to walk safely down the street. As a council member, I will promote walking and biking in Nashville by initiating and supporting funding bills to increase sidewalks and bike lanes throughout the city.

Elise Hudson

One of my top issues is to fight for much overdue infrastructure for District 3 - including sidewalks - to give our people the ability to safely walk along our roads. Our district is the second largest district geographically, and many people across the city take advantage of the natural beauty and bike lanes in the rural areas of Whites Creek and North Nashville - we need to expand these as well. Making the option to walk or bike more safely in District 3 will be a key priority for me if elected. I will work to balancing the diverse needs of rural, suburban, and urban neighborhoods equitably and transparently.

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

Barry Barlow

Jennifer Gamble

In order to reduce pedestrian fatalities and injuries in my district and all of Nashville, I will support the installation of more street lights at intersections so that drivers can see pedestrians better at night, and work with groups like Walk Bike Nashville to educate the community about the dangers of jay walking and looking at your phone while crossing the street.

Elise Hudson

My plan is to fight for additional sidewalks and bike lanes for our neighborhoods. Data shows that some of the most dangerous areas for pedestrians in District 3 are along Dickerson Road near Ewing Drive. There is also a high need around Brick Church Pike and Briley Parkway near Bellshire and Parkwood where students often walk to school from their

	<p>homes or bus stops. I would prioritize based on data that shows existing problem areas. We can also create a backlog of areas that need traffic calming along existing roads. We already know many of those areas, but I would work with neighbors and Walk Bike Nashville to prioritize the list of improvements needed in our district.</p>
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**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?**

<p><b>Barry Barlow</b></p>	
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<p><b>Jennifer Gamble</b></p>	<p>I will meet with the opposing minority groups to listen and hear their concerns, and determine if there is a condition to address their concerns before moving forward with an approval.</p>
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<p><b>Elise Hudson</b></p>	<p>WalkNBike was designed to complement Nashville Next (the strategic plan for land use in our city). I very strongly support Nashville Next and the rural preservation for much of Whites Creek and the forested/natural areas in District 3. The efforts to formally provide transparency and clarity in the WalkNBike project prioritization process are exactly the type of efforts that the "Transparency &amp; Communication" tenant of my platform are intended to support and promote. We need clear expectations on which areas of Nashville need resources for walkable/bikeable areas, how they get prioritized, and then we will work to ensure funding for those areas are acquired. I will support the implementation of WalkNBike and ensure that it has funding and will provide coordination with neighbors in District 3 to ensure it has the neighborhood support to succeed. The people who know me know that I am not afraid to stand for the issues I believe in, so if there was vocal opposition, I would sit down with them and work to address the most pressing opposition issues from the neighborhood. I would also communicate clearly and transparently to ensure everyone has a chance to heard before any decisions are made. When I make a decision, I will explain why I made the decision and how I will continue to work to address the residual concerns from neighbors.</p>
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**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?**

<p><b>Barry Barlow</b></p>	
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<p><b>Jennifer Gamble</b></p>	<p>We can reduce single-occupancy vehicle trips to downtown by improving transit options for employees and visitors traveling to Nashville's urban core. In the short-term, we can start with increasing the MTA bus routes and frequency in the suburban regions of the county where the population is dense and many people are driving into downtown for work. Also, we need a designated bus lane on the interstate for buses to travel rapidly through traffic. In addition, we need Park N Ride stations at designated bus stops to encourage downtown employees who live in the suburbs to park their car at the bus stop and ride the bus. In the long-term, we need to partner with surrounding counties to develop these same transit options using light rail and/or commuter trains.</p>
<p><b>Elise Hudson</b></p>	<p>I have been working in IT for over 25 years, and one easy no-cost solution is to convince employers to allow more people to work from home instead of having to physically be in their offices every day. We also must pass and fund a reasonable transportation bill that will define how Nashville will address traffic over the next 20-30 years. That plan must include solutions for those who commute from the areas surrounding Nashville - not just the core downtown area.</p>

**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?**

<p><b>Barry Barlow</b></p>	
<p><b>Jennifer Gamble</b></p>	<p>As a council member, I will support a Metro budget that includes funding to expand our sidewalk network starting with major artery streets outside of downtown and the urban core. Also, I will support short-term PILOT incentives for developers of new projects that include sidewalks on streets in neighborhoods adjacent to or surrounding the new development.</p>
<p><b>Elise Hudson</b></p>	<p>As a councilmember, I would push for more transparency and community input on the list of sidewalk projects that are approved and implemented each year. I think that backlog should be easy available online and that the prioritization process must include a way for people who live in our neighborhoods to provide input before decisions are made.</p>

**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

Barry Barlow	
Jennifer Gamble	Increasing property taxes and using those funds for transportation
Elise Hudson	Referendum to raise sales tax, business tax hotel/motel tax, and/or wheel tax, Increasing property taxes and using those funds for transportation, Other income streams that do not sell off Nashville's ownership of transportation management and operation

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

Barry Barlow	
Jennifer Gamble	Currently, the property tax rate in Davidson County at 3.155 is the lowest its been in 20 years, while the city has experience tremendous growth and property values in the county continue to rise. In the meantime, our infrastructure has not kept up with the growth and is busting at the seams. I will support increasing the property tax rate to a more normal rate of 4.5 to increase funding and create a consistent funding source for transportation, infrastructure, and COLA for teachers, police, and civil service employees.
Elise Hudson	I absolutely support additional revenue streams to balance the Nashville budget and make it sustainable as our city grows (not just short term fixes). But any additional revenue must ensure that the residents who have lived in Nashville and made it the "it" city are not forced to leave because they can no longer afford to live here.

**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?**

Barry Barlow	
Jennifer Gamble	I believe that traffic calming and speed management can be

	<p>effective in creating safer streets for non-drivers, particularly on narrow two lane streets with high traffic.</p>
<p><b>Elise Hudson</b></p>	<p>Absolutely. Some of the same ways that Metro can calm traffic will help in other ways such as increasing the vegetation/tree count along streets, providing smart technology for pedestrian crossings that helps driver visibility to pedestrians in high traffic areas, and we should target the high-risk areas no matter what type of street it is. There are plenty of creative ways to do this without impeding emergency response access and while addressing the need to preserve or improve the character of our neighborhoods. There is also opportunity to better regulate developments and how they address traffic before they build so that solutions can be incorporated in the design process.</p>