

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?

Tom Cash

We need to expand bike lanes and sidewalks, add tree canopies to make shade for both, promote healthy living. As a teacher who lost a student in an accident while walking downtown, I take efforts to end deaths of pedestrians very seriously. We need safety measures like visibility on crosswalks, bollards, more promotion of drivers being aware of bikers and walkers. Car drivers are trained to look for other cars, we need to increasingly foster a transportation network that values all means of getting around.

John Green

The city of Nashville has woefully underfunded sidewalks and connectivity modes like biking. District 18 is one of the better-connected areas of Nashville, and our community has worked together to ensure it stays connected and is bike/walk friendly. By providing more sidewalks and bike lanes, it encourages people to use other forms of transportation than just opting to use their cars. With traffic at an all-time high in Nashville, people are searching for other forms of transportation.

I want to work hard to fund sidewalks, bikeways and greenways in Nashville. I am willing to support a tax increase to better fund these priorities. Connecting neighborhoods together and to commercial areas promote walking and that promotes a healthier city.

I want Nashville to pass a transit referendum before 2024. We should have dedicated funding for transit which can be used to fund our buses, sidewalks, and bike lanes.

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

Tom Cash

We need education and training, seek MNPd to help "train" drivers where new crosswalks exist. I will vote to fund staff to focus on safe crossings and traffic calming. I strongly support

	<p>Vision Zero initiatives. When annual data comes out, I will regularly share and study with constituents to plan for how we can do better. As my school's community learned the hard way, one death is too many.</p>
<p>John Green</p>	<p>One intersection that has seen numerous pedestrian fatalities over the years is 21st and Wedgewood. This is in District 18. We need intersections that are well lit, well-marked for crossing, and have activated crossing signals. When these are in place, accidents at these intersections decrease.</p> <p>Busy streets and corridors need more places where people can cross. Too often, people must walk long distances to cross at an intersection, and instead, they choose to cross in traffic which leads to accidents and deaths. When we create crossings, they must be marked with bollards or bulb-outs installed as necessary and need to have the pedestrian activated crossing lights.</p> <p>Lower speed limits on residential streets improve safety as well. I want to promote more traffic calming with use of speed humps where appropriate, traffic circles, and other tools that calm and slow down traffic.</p>

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>Tom Cash</p>	<p>Consensus doesn't mean everyone, so as long as many agreed, I would move forward with good safety plans for bikeable neighborhoods.</p>
<p>John Green</p>	<p>Nashville needs more complete streets where possible with safe sidewalks, protected bikeways, bollards, lower speeds, and well-marked lanes for traffic. Some streets may not lend themselves to the complete street design, and in those cases, we need to create the best working model possible.</p> <p>I am a strong believer of input from our citizens. Citizen input, with good processes for listening, usually leads to the best outcome. The process is your friend. Even with these processes, there are always some folks who do not like change. If the citizen input was for the bikeways, my recommendation is to proceed ahead. Then, I would continue to work with everyone to provide more information and evidence that good street design incorporating bikeways promotes safety, walkability and cycling</p>

use.

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?

Tom Cash

We need to greater encourage and incentivize car pooling. Vanderbilt University has enacted some great plans in this area. Publicizing mass transit in new ways, making folks aware of transit options and making sure they are frequent and easy-to-make transfers will help. Safe bike lanes could increase those biking downtown.

John Green

I believe that more companies, organizations, and the government should adopt programs like Vanderbilt and Belmont where swiping your ID on a WeGO (formerly MTA) bus allows one to ride for free. These kind of incentives are normally paid for by the organizations and not Metro.

I would want to explore how these incentives may be expanded.

The downtown area needs significant improvement in curbside management. This is where the majority of paid curbside parking spaces are located. Many cities have implemented smart parking technology that creates demand pricing for parking in an area. This can help to ration traffic. Many cities have also created Parking Districts utilizing their curbside parking revenue to fund improvements to sidewalks and bikeways.

While Nashville is currently exploring curbside modernization effort, the process has not involved sufficient citizen input. More input from our community would allow for the full range of options that can help both fund improvements and better manage traffic.

Overall, the primary means to correcting the car centric approach downtown is through the passage of a transit plan with dedicated funding streams. These revenues can be used to fund buses, improve sidewalks, bikeways and other alternative means of transportation.

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?

Tom Cash

We need to refocus on our neighborhoods and better fund

	sidewalks and traffic calming. Rules and codes that require new sidewalks be built should be continued and upheld.
John Green	<p>Sidewalks are the key to creating a connected city. The sidewalk plan in Nashville is significantly underfunded. I am willing to support increased revenue that will provide funding for more sidewalks.</p> <p>As we have limited funds, we need a strategic approach to the placement of sidewalks.</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

Tom Cash	A combination of some of the above. I'd prefer revenues not be regressive. The key is conversations and consensus.
John Green	Referendum to raise sales tax, business tax hotel/motel tax, and/or wheel tax

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

Tom Cash	We need to better find transit and must find a plan and funding solution that reaches a general consensus in Nashville. I think the new Nashville Transportation Coalition has a positive, broad vision and the many stakeholders needed to engender the conversation to bring us to consensus. I'm pleased to be a supporter and will help drive these public conversations. It needs to happen!
John Green	I support option A. We must create a dedicated funding stream for transit. When we think of transit, it includes buses, bikes, sidewalks and greenways. I supported the 2018 Transit Referendum because it would have provided a dedicated funding stream to address these issues. Without a dedicated funding stream, we will crowd out funding for schools, public

safety, parks and other vital metro services. I will push for a referendum to occur sooner than later. Based on the current and projected levels of growth in Nashville, we can not wait until 2024 for another referendum

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?

Tom Cash

Yes, on residential and secondary corridors. On major corridors we need sidewalks with a buffer strip to increase safety. In Hillsboro West End, where I'm association Chairman, we did the footwork to become one of the first Walking Districts. We've been pleased with results. These need to be expanded and speed limits lowered.

John Green

I am a strong advocate of traffic calming. Metro finally has a dedicated individual at Public Works focused on traffic calming. For too long, the main traffic calming tool has been stop signs. I am an advocate for speed humps on residential streets. I am for lowering speed limits on residential streets to 25 MPH. We should more assertively use paint for rumble strips and markings on streets to slow down traffic. I would like to see more traffic circles utilized around town as well.

There may be connector streets where lowering the speed to 25 is advisable as was done for Belmont Blvd.

Overall, I would like to ensure that Traffic Calming programs are a recurring portion of the Budget. Historically, many traffic calming program required approval through the Capital Improvement Budget. This is a time consuming and not a particularly flexible approach. Ensuring that there is recurring or operational funding for traffic calming would provide the city with greater flexibility and resources to meet traffic calming needs.