

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?

Denise Bentley	
Ted Chapin	Installing sidewalks where they do not exist is a priority. Promoting the development of affordable housing in close proximity to employment centers will make the decision to walk or bike to and from work more likely.
Melissa Covington	Currently, businesses and restaurants are in walking distances in the community. Since the most popular means of transportation is the automobile, it would take strong influence to encourage more walkers, bikers and scooter riders in residential communities. I would encourage walkers to use sidewalks and/or create sidewalks on streets without sidewalks for walkers. I would also create bike lanes for bikers and scooter riders who wish to use the curb of the street instead of sidewalks for riding. Walking and biking should be encouraged, especially where parking is few. I would encourage the buddies system for drivers and motorcycles to use caution and watch for walkers, bikers and scooter riders while driving. When a community cares this will ensure everyone is safe.
Ed Kindall	
Brandon Taylor	I currently work with our neighborhood association hosting bike rides throughout the summers that are geared to connecting the community by inviting neighbors and Metro Nashville Police - North Precinct to all join together and ride bikes. These rides help increase the visibility of our neighborhood police officers, as well as, create a safe and easy way for residents to ride their bikes, or if they don't have one, use one of the bikes from B-Cycle and Walk Bike Nashville. Our neighborhood group has also partnered with Walk Bike Nashville to host open streets in the coming months. As a council member, I will continue to participate in the neighborhood bike rides and work to introduce new communities within the district to join us or start their own rides in their respective neighborhoods. With additional bikes on the road and new people being introduced to urban cycling as a means of transportation, it will help increase the overall visibility

and need for public transit growth in Nashville.

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

Denise Bentley	
Ted Chapin	Insufficient street lighting is a problem in several areas of District 21. Crosswalks are few and far in between. Citizens should not need to walk several blocks just to safely cross the street. We need more street lights, and more crosswalks. I would also support pedestrian crossing lights where the distance between traffic lights with crosswalks is considerable.
Melissa Covington	I would encourage my district to use caution while driving, especially when they are seeing someone cross the street or walking in an area where there are no sidewalks. I would ensure sidewalks are accessible for walkers in all neighborhoods. Appropriate changes should be made to traffic signals and signs to direct the flow of traffic on streets. Appropriate changes should be made to ensure walkers are properly equipped with sidewalks to use in their neighborhoods.
Ed Kindall	
Brandon Taylor	Currently, I'm working with Peter Bird from Metro Planning on traffic calming initiatives that will slow the pace of traffic in on neighborhood streets (14th Ave. N, Heiman St., Dr. D.B. Todd Blvd. and Buchanan St.). The traffic calming will add "neighborways" to the streets, which is designed to keep traffic speed at 20 mph or below. This will also connect the bikeway network but without specific bike lanes on narrow streets. Slowing traffic will decrease the opportunity for severe and fatal crashes and provide safety to pedestrians as the walk and ride bikes through neighborhood streets. These capital investments align directly with Vision Zero by working to prevent traffic accidents and thinking through the systematic approach to understanding that humans are fallible and sometimes make bad decisions. By providing safety as the forefront of planning and design, we will be able to decrease fatalities and severe injuries throughout District 21.

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?

Denise Bentley	
Ted Chapin	The primary responsibility of a District representative to Metro

	<p>Council is to carry out the will of their constituents. Understanding that a majority of stakeholders were in favor of bike lanes, I would investigate the concerns of the vocal minority. If a solution that is satisfactory to everyone cannot be reached, I would do my best to persuade those who are not in favor that the plan is for the public good before approving the bike lanes. It is not possible to please all of the people all of the time, but all constituent concerns deserve reasonable consideration before making a decision.</p>
Melissa Covington	<p>Transparency is very important in this answer. I would meet and greet the vocal minority at the door and listen to their concerns. I would gather a list of names and email addresses and email them explaining the plan, why the plan would create a low stress environment for bike riders and how it would benefit the community as a whole. Any questions would be addressed to create more understanding and less disappointment.</p>
Ed Kindall	
Brandon Taylor	<p>My priority is to represent the residents in my council district. There will undoubtedly be bills and decisions that will not have the full support of the district constituency. As for transit and biking/traffic safety, I am supportive of low-stress bikeways that will calm traffic and provide safety to pedestrians. North Nashville is fortunate in that we have sidewalks and wide thoroughfares, unlike many other urban-core neighborhoods. This makes our community ripe for additional investment in pedestrian and bicycle infrastructure.</p>

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?

Denise Bentley	
Ted Chapin	<p>Increasing the frequency of public transportation routes for residential areas that are too far from the urban core to walk or bike would be a step in the right direction.</p>
Melissa Covington	<p>Carpooling is a great idea for those who work for the same company or organization. However, parking is one of the major problems drivers face when entering downtown Nashville. If the budget allows, more high-rise parking lots should be built before a person reaches the downtown area and shuttles should be available on site of the parking lot to bring them back and forth to work downtown.</p>
Ed Kindall	
Brandon Taylor	<p>Immediately, we can expand our park and ride shuttle system, similar to our downtown parking at Nissan Stadium and James Robertson Parkway parking lots, to outlying communities in</p>

Davidson County. Adding all-day service will also help individuals make the decision to use this service more often. These rideshare parking lots could provide new options for employees that work in the city center but live in other communities. Adding park and ride stations and (in the future) light rail lines in communities like Antioch, Hermitage, Goodlettsville, Bellvue, and Brentwood (Davidson County) will allow the opportunity to limit the number of vehicles driving into the city core for daily employees and also special events (concerts, sporting events, etc.). Of course, this will cost and we will need to find dedicated funding to complete such a project.

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?

Denise Bentley	
Ted Chapin	Metro must expand our sidewalk network. As a council member, I will request sidewalk projects in District 21 from the Capital Improvements Budget. No such requests have been made for fiscal year 2019-20
Melissa Covington	Metro can review communities in which sidewalks are needed for safety of walkers. I would like to commend Metro Public Works on their efforts. They work diligently to improve infrastructure and accessibility of streets. I would also support the Planning Commission to create a plan to expand sidewalks in residential communities.
Ed Kindall	
Brandon Taylor	Prioritizing infrastructure is a part of my vision for our district. We have a great need for capital investments, including, but not limited to sidewalks. We are fortunate that we have a high rate of sidewalks in North Nashville, the medical center, and midtown, but not all streets have sidewalks and some are in poor condition. As a council member, I plan to prioritize capital investments in District 21 and provide direction to improve the overall infrastructure for our communities.

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

Denise Bentley	
Ted Chapin	Bonds
Melissa Covington	None of the Above
Ed Kindall	
Brandon Taylor	Referendum to raise sales tax, business tax hotel/motel tax, and/or wheel tax, Increasing property taxes and using those funds for transportation, Bonds, Seperate Dedicated Funding Source

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

Denise Bentley	
Ted Chapin	Public transportation is an important investment in the future of our growing city. We need to make significant improvements that will create long term benefits. Bond funding is appropriate for transportation infrastructure.
Melissa Covington	I would need to review the budget plan for the fiscal year in order to make appropriate decisions.
Ed Kindall	
Brandon Taylor	I would potentially support any of these options if they make sense as a funding mechanism for a particular project. However, recent results have shown that the appetite does not yet exist for permanent changes to the city tax code to support transit. We have a lot of education to do before we can go back to the voters with any kind of proposal.

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?

Denise Bentley	
Ted Chapin	Physical traffic calming is more effective than lowering speed limits. I would support it particularly on exceptionally wide residential streets where speeding is a common problem. Traffic lanes than are made more narrow by bike lanes or striped parking zones naturally influence drivers to reduce their speed where speed limits might otherwise be ignored.
Melissa Covington	I'm in support of the Metro traffic calming program. I believe this will reduce the number of accidents and fatalities. This type

	of calming referendum should be used in residential neighborhoods and/or on smaller streets where there is an increased number of walkers, bikers and scooters riders.
Ed Kindall Brandon Taylor	As stated in question 2, I am working with City Planning to create physical traffic calming measures within our district. I believe using physical barriers to slow the speed will create safer environments for both pedestrians and drivers. Lowering speed limits will work, but we will have to work hand-in-hand with the Metro Nashville Police Department to enforce the speed limits in these areas. Traffic calming, again, aligns with the Vision Zero effort to proactively provide safety for pedestrians and drivers prior to any vehicular accidents.