

# 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?

**Cheryl Mayes**

In order to promote walking and biking in our community, we must first begin with identifying safety concerns for pedestrians who choose to walk/bike. Many of our roads are two-lanes without adequate sidewalks or bike lanes. In order to rectify this issue, we need to ensure that funding for sidewalks and bike lanes are included in the city's capital needs budget and that those funds are specifically earmarked for walking/biking lanes in our community. Additionally, we need to educate drivers about the use of walk/bike lanes to ensure the safety of all neighbors, especially children who walk/bike to and from schools in this area.

**Joy Styles**

As referenced above, obesity is a chronic problem in Nashville and the easiest first step in combating obesity is walking. Studies have shown that 30 minutes of walking at least 3 times a week, promotes heart health and begins to accelerate a person's metabolism. As a council member, I would like to propose a walking club in my district. The club could meet a few times a week and walk for 30- 40 minutes. It is an idea that could easily translate to every district. Whether in a park or a neighborhood, each council member could promote the club in their newsletter and provide statistics on how walking promotes better overall health and provides energy.

I would also fight to have more sidewalks installed throughout the city. We have a dangerous dearth of sidewalks, which has directly contributed to the 62 people killed. Many people walk along our streets, going to work or school, without any sidewalks to keep them safe. We also need to promote walking or riding bikes to work to cut down on the number of cars on the streets. In order to achieve this, we will have to install more bike lanes as well. Perhaps we could also offer incentives to those individuals that choose to walk, bike or ride the bus. If we are encouraging people to ride the bus, we have to increase the

frequency of the buses both on and off-peak hours. We also have to increase our sidewalks, because residents have to be safe getting to the bus stops.

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

**Cheryl Mayes**

Our community is located along two major arterial corridors creating connections and cut-thru situations that facilitate dangerous situations for walkers/bikers. Current council members in Southeast Nashville have previously requested traffic calming studies to show the high level of pedestrian injuries and some fatalities as a result. Unfortunately, those requests have not been approved for inclusion in the Neighborhood Traffic Calming Program. My goal as the next Council Member for District 32 will be to work with other Southeast Nashville Council Members, Public Works and the Mayor's office to ensure that our requests for lowering speed limits in residential areas as well as erecting traffic calming solutions such as roundabouts or other measures to slow traffic in areas with higher pedestrian traffic. We also need to ensure that our requests are seriously considered and approved for the safety of our citizens.

**Joy Styles**

The installation of bike lanes and sidewalks would go a long way in injury prevention. As a council, we would need to vote for these and stand firm about it. Nashville needs to be safer for all of our residents and expand the safe intersection program. Per the Impossible Crossings report, Antioch has three of the worst intersections. All of these intersections need crosswalks and could use a call button, so that pedestrians are given the right of way. I would also like to install cameras at these intersections to be able to track any vehicles involved in hit and runs through license plates. Vision Zero is desperately needed. I would also push for synchronized lights throughout the city. Many cars are speeding to try and catch the next light and are very reckless to accomplish this, which also causes many accidents. With synchronized lights, drivers are better able to gauge their speeds and be more cautious. With the traffic monitoring systems in Vision Zero which tracks drivers in real time, we can provide speeding alternatives and monitor the flow of traffic during peak travel times. This program is about to be installed on Murfreesboro Rd over the next two years, but it is needed throughout the city.

**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?

**Cheryl Mayes**

I would provide fellow council members hard data and research that shows the number of pedestrian injuries and/or fatalities related to high-stress high volume vehicle traffic areas.

**Joy Styles**

I would move forward with my vote with integrity, knowing that being in favor of WalkNBike is what we need across the city. We HAVE to be more proactive about convincing people to drive less and walk more. It is unfortunate that we are not comparable to our peer cities as it pertains to bikeway implementation. We need to prioritize bikeways AND sidewalks. The two go hand in hand in my opinion. Overall, Nashville does not have a lot of on street parking. To add bike lanes would not cost the city, especially with the amount of parking garages that are being added. I would choose the installation of bike lanes over a focus on street parking. We must find a way to finance these projects.

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?

**Cheryl Mayes**

By promoting the use of taxi and ride-share programs, offering rider discounts for citizens that opt to use this mode of transportation. Additionally, offering a monthly bus pass with discounted fares to alleviate the rising cost of daily bus fares for citizens who opt to use Park and Ride services by taking WeGo Transit (MTA) for their daily commute into downtown

**Joy Styles**

We need to encourage carpooling for anyone coming into Nashville to work during the week and create HOV lanes with usage times. I moved here from the Northeast and anyone driving by themselves in the HOV lane during those hours received a fine. But the creation of HOV lanes and a push for carpooling or using Park and Ride locations will drastically cut down our traffic issues. We also need to encourage using the bus for travel.

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?

**Cheryl Mayes**

Again, by providing hard data on the number of pedestrian injuries and/or fatalities related to walking/biking in areas without adequate sidewalks and working with council members to include funding in the capital needs budget for this purpose

Joy Styles	Our first step is to remove the fee in-lieu program immediately. Our neighborhoods and our residents need sidewalks. The lack of sidewalks in Nashville contribute directly to the obesity problem. Even if a person wants to get exercise, they cannot. As a council member, I would fight to remove this program and establish a new funding source to replace the fines. The next step is to require sidewalks to be installed on EVERY project in town without exception.
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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

Cheryl Mayes	Referendum to raise sales tax, business tax hotel/motel tax, and/or wheel tax
Joy Styles	

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

Cheryl Mayes	Introducing a wheel tax for citizens who work in the Davidson County but live outside the county. The revenue from a wheel tax should be earmarked to offset property tax money being used for transportation projects
Joy Styles	Passing a referendum on taxes would be my choice. As an "It City", we are drawing people here in record numbers, whether it is to move here or visit on vacation. Three weeks ago, we hosted the NFL Draft and drew 600,000 people. The amount of money that was spent here was astronomical. The city made over \$200 million in revenue. The taxes collected in the Tourist Zone is the perfect place to withdraw funds to pay for our much needed sidewalks and there would still be plenty of revenue left over.

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?

**Cheryl Mayes**

Yes, speed management should be used, most especially in high traffic corridors and residential streets.

**Joy Styles**

I believe that the Metro Traffic Calming Program is quite beneficial. So much so, that my community is applying for it in the next open application period on July 1st. We have a terrible speeding problem, like most neighborhoods and believe this could be our fix if we are selected. Speed management such as speed humps and traffic circles are the best options. Speed humps work best in small residential neighborhoods with just two lane traffic. Specifically the wide speed humps, as they calmly slow traffic. Traffic circles work better on busier streets with at least two lanes. Lowering the speed limits will not work because people already disregard them.