

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?

Art Allen	The health benefits, mental and physical, are important and should take the lead when advocating for walking and biking. Some areas of the city are just dangerous to do this in, the outsourcing and associated cost of sidewalks and bike lanes is only compounding the problem. Metro Public Works should be staffed and funded to build and maintain these key items, the cost savings could be used to implement a faster turnaround on projects.
Gloria Hausser	For walking or biking to be a viable alternative people need to feel this is a safe alternative. I support an annual requirement to report the number of individuals hit by cars annually with an explanation of all pedestrian deaths and a map to geographically identify locations that are dangers for walkers, bikers, scooter riders, etc. This report should include priorities from Metro to improve pedestrian and biker safety. I support an expanded transit system and ultimately a dedicated funding source for public transit. In addition, I support the funding of sidewalks, dedicated bike lanes and other non-car modes of transportation. For the program to increase walking and biking we also need a marketing/public relations campaign to encourage walking and biking along with highlighting the benefits and safety precautions in place.
Todd Sneed	

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

Art Allen	District 22 has some lighting issues are certain intersections, this is partly due to being in the GSD tax district and the main street being a state highway. Close engagement with the state and Metro to bring street enhancements and increased lighting at night would be an immense help for Highway 70. I would like to have a traffic study done to learn if speed should be addressed. More clearly defined pedestrian crosswalks would be certainly welcome and are needed. Bellevue has seen a large increase in retail traffic, walking across Highway 70 is dangerous, ideally an elevated crosswalk to allow people to walk/bike across Highway 70 by the new One Bellevue Place retail center would be a huge relief. Neighborhoods have problems walking/biking to and from the greenway and Warner Parks. Adding bike lanes and sidewalks would be a major quality of life enhancement. These are all projects I would advocate for.
Gloria Hausser	The above reporting requirements would help to identify areas that need improved safety features. In addition, we should look at how other cities

	<p>have conducted safety campaigns to raise public awareness of pedestrians and driving safety. Investments, like those made on Nolensville Road and raised cross walks and bridges around Vanderbilt should be examined for resulting improvements in pedestrian safety and such investments and designs should be a priority for Nashville if shown to improve safety. In addition, an examination of We Go stops and the ability to get and leave public transit safely should be a priority. In my district Hwy 70S is more like a race way than a city street, with speeding, too many points of entrance, blind spots and frustrated drivers trying to enter or leave their neighborhoods resulting in dangerous behaviors for pedestrians, bikers and cars. We need a study of 70S t determine what can be done to make it safer.</p> <p>Nashville relies on tourism for its economy. An analysis of pedestrian safety in tourist spots should be studied and improved. Lastly, ensuring that all children have a safe walk to school is imperative. I applaud this organizations effort to annually raise the profile of this need.</p>
Todd Sneed	

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?

Art Allen	<p>Elected officials are put in office to do what is right, not listen to a loud minority. I would approve the project and try to positively engage the crowd that spoke against it. Having lived in my district for a long time, I think the overwhelming majority would be supportive of ways to better access our parks and greenways.</p>
Gloria Hausser	<p>We live in a democracy and all voices should be heard. First, we need to understand what issues this vocal minority has, determine if they are valid and how to address, then explain to them what can and can't be done. If the issues are not valid then show then respect, listen and move forward with the plan. Ultimately, it is the informed opinion of the majority that is important for decision-making in addition to the experts in transit, planning, advocacy groups like Walk Bike are value partners to this discussion. As the councilperson it is my job to present the information to my constitutes so that they understand why we are in favor of a plan and what the impact will be. If for example, a small business owner is worried the elimination of on-street parking will hinder her business, then it would be my hope that the city work with her and others to find an alternative solution.</p>
Todd Sneed	

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?

Art Allen	<p>Transit is a regional problem, and needs to be funded as such with assistance from the state. Nashville can't solve or fund this problem</p>
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	<p>alone. But it can take the lead. I think an overhaul of WeGo/MTA is due and include crosstown routes and new waypoints to account for new growth. I rode the 24x for years when I worked for Metro downtown and my only complaint was there were not enough buses on that route. Each morning and afternoon the bus was packed, ever an empty seat and often people standing up. An enhanced WeGo will only serve as a foundation for a comprehensive regional transit plan.</p>
Gloria Hausser	<p>Having an improved public transit system; creating employer incentives or recognition for encouraging carpooling, alternative work schedules, or public transit subsidizing of employers could be ideas to consider. Parking outside of the urban core with free bus into downtown is another alternative to explore. No matter what programs are initiated, some will continue to drive. Therefore, another thing to consider is TIF financing for the addition of parking garages downtown and the addition of housing in the urban core to make getting to work for downtown employees easier.</p>
Todd Sneed	

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?

Art Allen	<p>Metro outsourced sidewalks and currently pays an alarming rate for each linear foot. For years this was done in-house by Metro employees but was outsourced during the recession. Public Works has the same, if not a few employees less, than it did in 2008. They should be staffed and funded appropriately to bring sidewalks back "in-house" where the costs will go down a great deal. This would allow Metro to build more sidewalks for the same if not less amount of money currently budgeted since the costs would be far less than the 3rd party engineers currently used.</p>
Gloria Hausser	<p>WalkNBike has already identified streets without sidewalks. The next step is to determine which areas would pedestrians most likely walk if safe sidewalks were available such as is there a destination point, are there connectors to other sidewalks. Once we identify the most likely to be used sidewalk paths then determining the barriers to installing sidewalks and are, they able to be relieved. Once we have prioritized the sidewalk plan, we can develop a budget. One thing we must consider is the price we pay in Nashville for sidewalks ads opposed to other metropolitan areas. Our cost for sidewalks (we outsource) is much higher than other cities. We need to determine what it would take to bring this in house to save money and control quality and delivery time. Once we have the realistic cost, we can determine a budget and timing.</p>
Todd Sneed	

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

Art Allen	Referendum to raise sales tax, business tax hotel/motel tax, and/or wheel tax, Bonds
Gloria Hausser	
Todd Sneed	

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

Art Allen	Metro has many needs, and property taxes can't fund them all. I would like to explore what the bonding capacity would be and what the long term costs would be if that route is chosen. I would like to explore a referendum on other taxes to see how much could be funded annually on a recurring basis. I caution against raising other taxes too much as a downfall would be very problematic.
Gloria Hausser	These are all possible options to be explored. I would be open to discussing these options in the council and with my constituents. In addition, continuing to raise this as an issue with the state for them to prioritize the proportion of their funds spend on transit. Nashville is the crossroad of our state and therefore impacts the viability of the state and deserves a greater portion of state funding. Lastly, Nashville should seek all federal and other funding sources to apply to this initiative.
Todd Sneed	

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?

Art Allen	Yes I think in many cases lowering the speed limit is warranted. Each day I drive on I-440. With slower speeds traffic is moving more steadily than it was before the construction project began. Neighborhoods are often used a shortcuts and back roads. Lowering the speed limit would allow neighborhood streets to be what they are designed for, streets for local traffic. In some circumstances when speed bumps are installed it can create more issues, first responders have to slow down and many times people drive around them and into yards. I like the idea of them but as a
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	blanket tool I think they are better left to target specific areas rather than a tool applied across the board.
Gloria Hausser	I am open to considering all traffic calming options, especially in high pedestrian traffic areas. We can discuss your organization's improvements to the city's efforts, because its program has had times of priority and not over the years. We need to look to other cities for best practices. You can help us with that. I have worked on these issues during my time on the Lockland Springs Neighborhood Association and continue to care about these issues in Bellevue. We are adding roundabouts in Bellevue to assist in some areas for traffic calming and in others to help traffic flow. I have seen plans for 70s that would not only make it more attractive but calm traffic.
Todd Sneed	