

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?

Thomas George	
Tonya Hancock	<p>Safety first: as a city we need to improve public education, both in schools and out, letting people know to ride their bikes on the same side of the road as traffic. Bikes and vehicles need to know bike arm/turn signals. We need to let pedestrians know to walk against traffic. Simultaneously, we need to improve sidewalk access in our urban and applicable suburban areas, insisting on sidewalk frontage on streets where sidewalks already exist, and we need to monitor businesses to ensure that sidewalks are not blocked with parked cars or otherwise. All sidewalks should be crossable via wheelchair or stroller. As a Nashville Striders Board member, and a friend of the Greenways, I am already an active participant in organized road races, and have participated in trail races, walks, bike races, and run/bike duathlons in the past. I will continue to “walk the walk,” and participate in events to emphasize the importance of daily exercise, such as the MNPS walk to school I did with my son in October.</p>
David McMurray	<p>As the District 9 Council Member I will be a strong advocate for the design, operation and maintenance of Nashville's streets that promote safe and convenient access and travel for all users: pedestrians, bicyclists, transit riders, as well as scooter, cars, trucks, and buses.</p>

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

Thomas George	
Tonya Hancock	<p>I believe we need crosswalks at major intersections, and wherever there are bus stops. In addition, we have major urban arteries where the sidewalks are not complete, yet students are walking to school and other pedestrians are walking to the bus. The areas where we have high pedestrian traffic need priority attention with sidewalk completion.</p>
David McMurray	<p>As the District 9 Council Member I will promote the design of a system that is safe and easy to navigate for all ages and physical abilities that moves us toward achieving zero traffic-related fatalities and serious injuries, while providing safe and affordable transportation options and multiple opportunities for daily physical activity.</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>Thomas George</p>	
<p>Tonya Hancock</p>	<p>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? I would hold a local District 9 community meeting where I could explain the program, and both the oppositional minority and the supportive majority could attend, voice opinions, and ask questions, as I do feel it is necessary to have the support of the community that is impacted, and to show transparency in what we are trying to do for the city.</p>
<p>David McMurray</p>	<p>It has been well documented that protected bike lanes increase the rate of bicycling by an average of 75 percent, reduce bicycle and pedestrian injuries, relieve stress on the streets for drivers and spur economic growth in the neighborhoods where they are constructed. They generally are built along busy arterial streets, giving people safer access to businesses and other popular destinations.</p> <p>I would vote to approve the new bike lanes.</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?

<p>Thomas George</p>	
<p>Tonya Hancock</p>	<p>We could offer easily accessible, affordable parking (such as at Titans stadium), with shuttles into downtown. We could make the bus-routes more enticing by offering parking nearby for those that do not live near a bus-stop, and we could have shared-ride garage parking available at a significant discount than single rider parking.</p>
<p>David McMurray</p>	<p>Studies have proven that community-oriented modes of transportation often lead to significant improvements in personal satisfaction and happiness. People are more engaged when they are active stakeholders in the communities they live, work, and play in. By improving social quality for residents, commuters, and visitors alike, Nashville helps improve the overall livability of the city.</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>Thomas George</p>	
<p>Tonya Hancock</p>	<p>As a council member, what would you do to support this? We need to make a plan within each district as to where sidewalks are most needed and why, then prioritize those across the city, considering student walking routes, pedestrian public transportation access, handicap accessibility, speed limit of the road, etc.</p>

David McMurray	<p>Metro can implement master plans that focus on walking, street design manuals, revisions to zoning codes, and newer digital media.</p> <p>As the Council Member for District 9 I will promote strategic growth, transit oriented development, and healthy, sustainable, and resilient communities. We cannot do this without caring about sidewalks as the connective tissue of our neighborhoods.</p>
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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

Thomas George	
Tonya Hancock	
David McMurray	<p>Referendum to raise sales tax, business tax hotel/motel tax, and/or wheel tax, Increasing property taxes and using those funds for transportation</p>

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

Thomas George	
Tonya Hancock	<p>While I agree that transportation remains severely underfunded, I believe that the dedicated consistent funding source is the Metro budget. We already have the highest sales tax in the country, and I am not in favor of raising it. I would agree to raising hotel/motel tax, but wheel tax would need further research to determine rates, viability, and return. Property taxes need to be readjusted as they are currently at the lowest rate in the history of our consolidated government, and cannot support our chronically underfunded school system. We should not take on more debt (bonds), this is a large source of our struggles today, and we need to work towards eliminating our debt.</p>
David McMurray	<p>None of the above singularly. We need a regional solution that includes neighboring counties, and that can build support for state and federal funds.</p> <p>-No raise sales or wheel tax</p> <p>-Increase property tax to fund transportation and education</p>

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?

<p>Thomas George</p>	
<p>Tonya Hancock</p>	<p>The Metro Traffic Calming Program is already making a huge impact on our district. We have a traffic calming installation at Amqui Elementary, and everyone immediately started paying more attention to the school and the speed limit. We do not need anything that affects emergency vehicles or roadway drainage. Speed limits could be lower in some areas, and we need to increase MNPD patrols when those changes happen. We have cut-through streets that need immediate attention in traffic calming, such as lowered limits and speed cushions.</p>
<p>David McMurray</p>	<ul style="list-style-type: none"> -Traffic calming is simple, inexpensive and highly effective when implemented correctly; needs to be implemented as a strategic system of design and management strategies across the city’s non-connective residential streets. -Speed management is important, and should be based on road user mix; need to begin changing the collective perception of the use of our residential streets from an avenue solely for automotive transit to multi-modal uses, including walking, biking, recreational, social and beautification uses. -Lowered speed limits -Narrowing traffic lanes and widening sidewalks to change the perceived purpose of the road -3D painted crosswalks -Adding vertical elements such as trees to narrow the “optical width” of the street, which promotes slower driving -Adding stop signs and/or crosswalks on long residential streets to force cars to slow and stop -Building U-shape streets in new subdivisions to eliminate residential streets from being used for cut-throughs -No physical barriers, such as speed bumps and rumble stripes