

# 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?	
<b>Burkley Allen</b>	As a council member I would continue to fund sidewalks at \$30 million per year and push for increased funding for bikeways, greenways, and safer intersections. I would also work to develop additional public private partnerships to increase greenway funding. I would sponsor and support legislation that increases our sidewalk and bikeway networks and educates potential users. In my first term I co-sponsored legislation requiring bike parking at all new commercial construction.
<b>Fabian Bedne</b>	<ul style="list-style-type: none"> <li>• I will continue to support policies and legislative actions that add to safer and equitable ways to move around the city. Some examples are:               <ul style="list-style-type: none"> <li>○ Supporting the transit referendum</li> <li>○ Supporting the sidewalk bill</li> <li>○ Actively calling out obstructions to sidewalks to codes and public works</li> <li>○ As part of the leadership of CPPW (which became Nashvitality) we included Bicycle to the list of items that were funded by it; it has become a successful program.</li> </ul> </li> </ul>
<b>Lisa Brooks</b>	
<b>Michael Craddock</b>	
<b>Matthew DelRossi</b>	I could promote walking on social media, talk about the health benefits, and lead by example. I could even create a P.S.A
<b>James Dillard</b>	This really hits home. I'm one of the 37.4% overweight Nashvillians. For several years I was an avid 3 mile a day runner. Got away from it over the last 10 years because of travel for work. Started back running 3+ miles a day in April with a goal to lose the extra 60 pounds. I'm really close to the 30 pound mark now. My campaign is centered around "Running for My Health and Council-at-Large". Once elected we need to promote "Making Nashville Healthier One Step At A Time" and continue expansion of our greenways, improving sidewalks in neighborhoods and adding additional bike lanes for biking commuters.
<b>Reuben Dockery</b>	
<b>Adam Dread</b>	
<b>Steve Glover</b>	
<b>Sharon Hurt</b>	Our city is rapidly changing and the way we transport in Nashville is doing so as well, I would like to promote the following; Commuter tax benefits for bike commuters Improve walking and cycling conditions on existing roadways Promote and provide education programs that teach

	<p>cycling skills. Provide cycling maps that show recommended cycling routes and facilities, roadway conditions (shoulders, traffic volumes, special barriers to cycling, etc.) hills, recreational facilities, and other information helpful to cyclists. Improve walking and cycling safety through traffic calming and add streetscaping in more communities Promoting Bike Month, May Promoting Bike to Work Day Also, it would be great to partner with a district council member to start any of these programs to encourage more Nashvillians to change their commuting patterns and get more exercise.</p>
<b>Howard Jones</b>	<p>I would bring attention to the walk and bike ways by using them...I would conduct a youth bike/walkathons in these areas.. this would be done with our safety personnel.</p>
<b>Gicola Lane</b>	<p>As a council member I would promote walking and biking by educating our communities about bike-sharing. Many communities who suffer from health disparities are not educated about the benefits of walking, biking, or nutrition. Often times, like the community where I grew up, people do not have recreational funds to purchase bikes or attend special events about bicycling safety or walking programs. People need to be met where they are. The same community members who are likely to not bike or walk, are often over worked and underpaid. I believe we have to meet people where they are. Special events at local businesses, large employers, and grocery stores collaborating with walking and bicycling organizations will definitely help. I will also commit to changing laws that enhance the problems. Most importantly, I will share the benefits of walking and biking such as improved air quality, improved safety, and increased physical activity.</p>
<b>Bob Mendes</b>	<p>During the current Council term, I have supported growing the Metro budget so that there are more resources to fund infrastructure. I have also tried to be a good example by using biking and walking for transit myself. Also, at every opportunity I have with the Public Works team that works on bike infrastructure, I have encouraged doing more faster to expand a safe bike infrastructure in Nashville. I would like to continue to work on this in a second term.</p>
<b>Gary Moore</b>	
<b>Zulfat Suara</b>	<p>One of the major deterrent to walking and biking is safety. Therefore as council members, to promote walking and biking, I will advocate for and support low stress bike-ways. In addition, I think it will be fun and healthy to challenge myself and my colleagues to a 10,000/day steps for 30 days. Doctors suggest that to get enough physical activity to reduce health risks people should take roughly 10,000 steps a day. It would be great if my colleagues and I can lead by example and in turn motivate Nashville residents to do the same</p>
<b>Sheri Weiner</b>	<ul style="list-style-type: none"> <li>• If you are familiar with the book The Blue Zones, it references what communities have done to promote healthy lifestyles and profiles communities with the longest longevity. One of the more novel approaches is to institute a Walking School Bus – this promotes healthy family time and community building.</li> <li>• Continue to work toward maximizing the sidewalk build out and reducing the number of sidewalks to nowhere</li> <li>• Partner with schools, houses of worship, groceries to get</li> </ul>

	the message out • Utilize councilmember communications to promote the message
--	---

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

<b>Burkley Allen</b>	In my district, I have supported innovative traffic calming programs like the new traffic calming circle at 15th and Elmwood and the Walking District in the Hillsboro West End Neighborhood. The data gathered from the Walking District pilot was instrumental in the study performed by Public Works on the value of lowering speed limits. That study was the result of BL2019-1492, which I sponsored. Data show that lower speed leads to fewer fatal outcomes when crashes do occur. More importantly we need to reduce the number of crashes by funding improvements to intersections that have been identified as Nashville’s most dangerous.
<b>Fabian Bedne</b>	<ul style="list-style-type: none"> <li>• I will continue to support policies and legislative actions such as:               <ul style="list-style-type: none"> <li>○ Advocating against exceptions to the sidewalk bill</li> <li>○ Advocating against exceptions in the BZA</li> <li>○ Supporting sidewalk buildup</li> </ul> </li> </ul>
<b>Lisa Brooks</b>	
<b>Michael Craddock</b>	
<b>Matthew DelRossi</b>	Until we have adequate bikes lanes, we should change the ordinance that prohibits bicyclists from riding on the sidewalk. I think if we create shared walking and biking spaces where there are currently no sidewalks, we could generate more available spaces.
<b>James Dillard</b>	As we add and improve sidewalks and bike lanes we need to see if there is an opportunity to locate them further from the roads edge. Four foot with would be a minimum distance and also utilizing areas where we have government property to move them back even further. Of course, lowering speed limits and utilizing traffic calming methods would help.
<b>Reuben Dockery</b>	
<b>Adam Dread</b>	
<b>Steve Glover</b>	
<b>Sharon Hurt</b>	I would work with the Administration and my council colleagues to fully embrace and fund the Vision Zero program and to work with all departments to install pedestrian midblock crossing and to ensure that planning and zoning and our urban planners are designing communities throughout the city that are designed with the Vision Zero Plan. Working to ensure that the Vision Zero Action plan is created and implemented; education (distribute information to students, teachers and parents), encouragement (using social media to reach 500,000), engineering (implementing Vision Zero projects annually), enforcement (pursue state legislative change to establish a camera speed enforcement pilot program in school zones) and to evaluation (identify high crash corridors and high-crash intersections).

<b>Howard Jones</b>	Life is our most valuable natural resource. Speed studies, and ordinances enacted that would help protect life in these areas.
<b>Gicola Lane</b>	Road safety awareness and education needs to be increased. People should not only have to take driver education classes when they make an error behind the wheel of a car. There are proactive ways we can implement education into our system in a greater way such as school courses. Data experts and researchers have partnered with universities to improve traffic and decrease the risk of traffic accidents. As a council member, I will collaborate with experts to keep our pedestrians.
<b>Bob Mendes</b>	One specific thing I have done is to help CM Jeremy Elrod push (successfully) for a stoplight on Harding near I-24 where pedestrians were having a difficult time getting across the street. Also, while Metro moves too slowly, I have been clear with district council members with high risk roadways and intersections, that I am 100% willing at any time to help them lean into the administration to help them increase safety in the problem locations.
<b>Gary Moore</b>	
<b>Zulfat Suara</b>	Reducing pedestrians' death will require a couple of actions. There is a need to reduce speed in dangerous zones. There must be designated places (pedestrians Island) that ensure both motorist, cyclist and pedestrians can use road safely. Another will be road signs and finally we cannot have safe walks without good sidewalks.
<b>Sheri Weiner</b>	In the recent intersection report there were several that, although identified, were not prioritized in remediation plans. That needs to change so I will support the district councilmembers in making that a priority and examining the criteria we use to come to those conclusions. <ul style="list-style-type: none"> <li>• As I did in Bellevue, where indicated, will implement traffic calming measures as I included: <ul style="list-style-type: none"> <li>o Traffic signals</li> <li>o Roundabouts</li> <li>o Speed limit reductions</li> <li>o Yield signs/stop signs</li> <li>o Re-striping</li> <li>o Crosswalks</li> </ul> </li> <li>• One of the areas of opportunity to manage this is to look at how/when we allow a developer to increase density in areas of high traffic. Currently I am working with Public Works, Traffic/Parking and Planning Depts as well as private sector stakeholders in order to re-write the Traffic Impact/Management Manual and bring it up to date. This will definitely help us manage how we protect our pedestrians, bikers and drivers.</li> <li>• Corral the scooters in areas of accessibility so that our bikers, pedestrians and handicapped are not endangered; discontinue their usage after dark; require better signage regarding no riding zones;</li> </ul>

**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?**

<b>Burkley Allen</b>	I have had both experiences of installing a bike lane despite limited opposition from residents who lost on-street parking (while keeping their alley or driveway parking) and of adjusting to widespread opposition from residents and experienced cyclists who were skeptical that protected bike lanes were appropriate for a street with many
----------------------	---

	driveway access points. In the latter case, we modified plans to keep the bike lanes outside of the parked cars and added other safety features for bikes and pedestrians.
<b>Fabian Bedne</b>	I take opposition to common sense bike lane addition as a communication failure. I will endeavor to create a transparent and inclusive communication environment that fosters street safety.
<b>Lisa Brooks</b>	
<b>Michael Craddock</b>	
<b>Matthew DelRossi</b>	I would vote for the bike lanes and make a video promoting them.
<b>James Dillard</b>	Meet with the constituents that really utilize and live WalkNBike and hear their recommendations. They are the experts. No matter what the topic is there is always going to be disagreement. However, If staff and departments involved support the legislation I would most definitely vote for approval.
<b>Reuben Dockery</b>	
<b>Adam Dread</b>	
<b>Steve Glover</b>	
<b>Sharon Hurt</b>	As the city moves onward I wish to support WalkNBike by partnering in the community to share the vision/mission and to fund and create more low-stress bikeways to revamp bus services and add dedicated bike infrastructure, which in turn will help draw riders and bicyclists, the level of comfort in nearby streets still play a large role. Streets free of the stress from dangerous, fast-moving traffic can not only support bicycling, but also expand the accessibility of nearby transit stops. I serve at the pleasure of the good people of Nashville-Davidson County and its only right for me to meet with the community (esp. those who are opposed) to listen to their concerns and learn how we can work together to create a plan that works for all.
<b>Howard Jones</b>	Collaborate with the citizens. We are Nashville. Transportation is a critical issue in our community. Our transportation issue is a region issue and not just a city issue. We must devise a compressive State-Wide plan to resolve this issues. Part of that plan should include protected healthy choices. Courageous continuous conversation is a way that I would engage all.
<b>Gicola Lane</b>	I will always be led by the people. I will not allow other's in city hall or small special interest groups sway me. I will move forward with what the people have expressed they need and want.
<b>Bob Mendes</b>	As an At Large Council Member, I am less likely to face this situation than a district Council Member. That said, I very much want the city to succeed in expanding safe, low-stress bikeways in Nashville. As someone who uses a bike for business day transit, I am very aware of how much trip-by-trip planning is currently necessary to travel safely between destinations. Also, I am currently working with Public Works on planning for the trial bike lane installation on 3rd Ave and Commerce Street downtown. Specifically, I am trying to let Public Works know about possible opposition so that their communications and engagement strategy is successful and the installation happens without problem.
<b>Gary Moore</b>	

<b>Zulfat Suara</b>	I would research the most cost-efficient way to convert some of the 231 miles of advanced bike riding lane into a safe low-stress bike lane. By putting plastic barriers between the bike rider and the driver, it will provide a safer ride for the cyclist and make the bike lanes we already have more comfortable for basic riders. Everyone’s opinion deserves to be heard, so I would invite the vocal minority group to come speak with me, come speak to the rest of the council. After listening to their standpoint council will still have to decide based on what is best for the city of Nashville as a whole.
<b>Sheri Weiner</b>	There is always opportunity for everyone to get something out of a smart proposal. In this case there might be an opportunity to put bike lanes on one side of the street and parking on the other side. We had a similar situation on Belle Forest Circle and I worked through a program with the community and Public Works to facilitate a street scaping that helps folks in the area of reduced visibility while offering business patrons more parking and walkability.

**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?**

<b>Burkley Allen</b>	Nashville needs to improve its bus system by running routes more frequently, later into the night, and adding cross town routes. Alternate shared mobility such as Car2Go, B-Cycle, and scooters can also move people on the existing streets if they are updated to include better bike lanes. I believe that the technology that has made ridesharing work can be expanded to help Nashville develop smaller bus circuits that can help people combine trips with others in a hybrid between a fixed bus route and the one passenger ride sharing model.
<b>Fabian Bedne</b>	Parking guidelines are arbitrary, I suggested that we change the requirements to incentivize small neighborhood business. We should engage in a process to establish parking guidelines that don’t subsidize one mode of transit over others.
<b>Lisa Brooks</b>	
<b>Michael Craddock</b>	
<b>Matthew DelRossi</b>	Improvements to public transportation. I take the bus to work downtown, for me it’s more convenient than driving. I own a vehicle, but the parking is too expensive, and the bus is a short walk from my South Nashville home. Our coaches need card readers, or an internet option to pay the fair, and they need to run much later into the night. We also need to install benches in the new bus stops; the pipe instead of a bench is an insult to people taking public transportation. It should be more friendly not less friendly.
<b>James Dillard</b>	In many cases these commuters are having to pay to park. It may be possible that the Metro run parking lots and private ones come together to offer some type of incentive/price reduction when there is more than one person in a vehicle using the parking lots during the workday.
<b>Reuben Dockery</b>	
<b>Adam Dread</b>	
<b>Steve Glover</b>	

<b>Sharon Hurt</b>	Promote Bike Month (May), look into implementing a commuter tax benefit for bike commuters - offering incentives for bike commuters guaranteed ride homes due to bad weather, promoting bike to work day and it maybe time to look at flextime.
<b>Howard Jones</b>	Plan for a cutting edge, innovation... and not the same old ways of transportation. It's time to plan and lead toward our future. Our transportation solutions should include Federal, State, and the IT City.
<b>Gicola Lane</b>	Nashville is known for providing financial incentives to businesses. I think we should offer less physical money, and more incentives such as free or reduced bus passes to large downtown employers. My father worked at Vanderbilt Hospital for 34 years and he often rode the bus because he did not have to pay. The more people who opt in to riding the bus, the better our transportation system becomes.
<b>Bob Mendes</b>	Increase frequency and hours of mass transit service into downtown. Expand network of safe and/or protected bike lanes/paths. Fix problem choke points on existing bike lanes (e.g., the transition from bike lanes to side streets coming out of downtown on Church Street). Asking for companies who receive economic incentives to be required to have a plan to minimize single-occupancy vehicle trips.
<b>Gary Moore Zulfat Suara</b>	I have a two-part solution to reducing the number of single-occupancy vehicles on the road. The first part is by providing a safe designated location for people to park and ride within their communities. Whether they are parking their car to catch a bus, ride a bike, or to ride with a colleague, people will not park their car if they do not feel it is in a safe place. By having security patrol the parking lot area through-out the day we can build a sense of trust among the citizens and get them to park and ride. The second part to this is that we must provide them with a meaningful alternative than driving themselves. By having more buses running at a consistent rate people will have more options to catch the bus at a time more convenient for them.
<b>Sheri Weiner</b>	There are several opportunities to which we might look at tying an incentive to participation: <ul style="list-style-type: none"> <li>• Staggered work hours</li> <li>• Carpooling – let's see which businesses win with the highest number of carpoolers</li> <li>• Increase the frequency/capacity of WeGo in areas where there is high demand (Bellevue has increased 5+ fold over the last 8 years)</li> <li>• WeGo usage – let's see which businesses win with the highest number of riders – this could increase ridership in areas of low demand</li> </ul>

**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?**

<b>Burkley Allen</b>	In my first term as council member I advocated for an increase in sidewalk funding from \$12 million per year to \$30 million per year. This was based on the original Strategic Sidewalk Plan's estimated cost of at least \$25 million per year to implement over a 10 year period. I will continue to support that level of funding as well as the contributions to
----------------------	--

	the sidewalk fund required under the new sidewalk ordinance. I think we also need increased reporting on how the sidewalk fund is used. I was a co-sponsor of the new sidewalk ordinance, which is already increasing the construction of sidewalks in areas that have not traditionally been walkable.
<b>Fabian Bedne</b>	We need to create dedicated funding for infrastructure improvements. Most Nashville residents complain that we accept development only to build the infrastructure later, with appropriate funding we can fund what is needed before density occurs.
<b>Lisa Brooks</b>	
<b>Michael Craddock</b>	
<b>Matthew DelRossi</b>	I mentioned the city ordinance prohibiting bicyclists from riding on the sidewalks, not only do I think we will reduce fatalities by reversing this, I think by putting walking and biking on the same path we can have more bike lanes and sidewalks, for the price of just sidewalks.
<b>James Dillard</b>	Continue our annual funding for sidewalks and make them pivotal in new development plans. Also, reinstate council district infrastructure money which will allow every district council member funding for sidewalks to be designated by them where they are installed. This way no district is left out.
<b>Reuben Dockery</b>	
<b>Adam Dread</b>	
<b>Steve Glover</b>	
<b>Sharon Hurt</b>	
<b>Howard Jones</b>	Fiscal responsibility would help with our infrastructure. Collaborate for inclusivity and equity based spending and development.
<b>Gicola Lane</b>	Equitable investment will improve our sidewalk network throughout the city. I will improve our streets and sidewalks by voting and pushing for equitable infrastructure investment.
<b>Bob Mendes</b>	Nashville is so behind the curve on this that the best case scenario is a generation long commitment to materially expand sidewalks. In order to this, the city must be committed to properly fund the Metro government and then commit to a high level of improvements that will stay in place regardless of the ups and downs of the economy or the city's finances. I think the city needs to think about sidewalks as a public health and public safety issue, as opposed to an amenity.
<b>Gary Moore</b>	
<b>Zulfat Suara</b>	Nashville is growing at an unprecedented rate. Companies are relocating headquarters here, and businesses are expanding across our city. One thing we must do is make sure the companies and business that blossom in Nashville also help grow our native residents. Companies that build in Nashville should also help build Nashville. By including sidewalks into company contract cost, Nashville can continue to grow in size and in sidewalks. As council member I will push for bills that reflect this.
<b>Sheri Weiner</b>	As we work toward the update of the Traffic Impact/Management Manual with Planning, the issue of our sidewalk requirements has come up. As we seek to re-tool both this manual with our sidewalk regulations, we have an opportunity to look at incorporating realistic and achievable goals.



**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**

<b>Burkley Allen</b>	Referendum to raise sales tax, business tax hotel/motel tax, and/or wheel tax
<b>Fabian Bedne</b>	
<b>Lisa Brooks</b>	
<b>Michael Craddock</b>	
<b>Matthew DelRossi</b>	
<b>James Dillard</b>	None of the Above
<b>Reuben Dockery</b>	
<b>Adam Dread</b>	
<b>Steve Glover</b>	
<b>Sharon Hurt</b>	
<b>Howard Jones</b>	Federal, State, and City collaboration
<b>Gicola Lane</b>	Referendum to raise sales tax, business tax hotel/motel tax, and/or wheel tax
<b>Bob Mendes</b>	See Response to 6B
<b>Gary Moore</b>	
<b>Zulfat Suara</b>	Referendum to raise sales tax, business tax hotel/motel tax, and/or wheel tax
<b>Sheri Weiner</b>	see below

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

<b>Burkley Allen</b>	I believe that property taxes and bond issues are not truly dedicated funding because they can too easily be reassigned in future years. The mechanism of a referendum not only spells out how the funding will be used, but creates a base level of certainty of how much funding could be planned on, and it requires public buy-in, which is critical for success. We learned a lot from the unsuccessful referendum, and the need to build a coalition of all the interested parties was made clear.
----------------------	--

<b>Fabian Bedne</b>	Either a, b, c and federal and state funding or a combination of it will get my support. Residents want us to fix our infrastructure instead of playing catch up.
<b>Lisa Brooks</b>	
<b>Michael Craddock</b>	
<b>Matthew DelRossi</b>	A. I propose a new Tax on Alcohol sales, to directly fund Metro Schools, I call it "Drink to the Future" I don't want the tax going into the general fund but rather a separate fund the schools can receive direct budget requests to the council from. This will free up some of the metros general funds. While I oppose a property tax increase, I'm not committed to a vote one way or another should I be elected. I would have to judge things at that time. We could use infrastructure bonds to build part of a light rail system, I believe we do need a light rail system, but we should build it as ingress and egress to downtown from the main highways coming into the city, this will cut down on traffic coming in from out of the county to work. Many commuters would use such a system, and with our increasingly large events, tourists will use such a system to get into the city for games, and concerts.
<b>James Dillard</b>	I really need to gather more information before I can make an informed decision.
<b>Reuben Dockery</b>	
<b>Adam Dread</b>	
<b>Steve Glover</b>	
<b>Sharon Hurt</b>	I have been a member of the council for the past four years and I know that I cannot do anything without my colleagues and without the support of the people. Our transportation issues are not going to solve themselves and we must work to ensure we fund our transportation and work to ensure that we create streams of transportation the people of Nashville want and support. Let's take this to the people and hear from them to ensure that we get this right from start to finish.
<b>Howard Jones</b>	We are lagging behind the world in terms of our innovation in transportation. Nashville's traffic is not just from residential citizens. Many work here but they don't live here. So, this transportation issue is a regional issue and should have a win win for all. We must connect our commutes courageously whereas it would be advantageous to all citizens and the economy.
<b>Gicola Lane</b>	I believe that all of Nashville should have a say in how we improve our city's problems. Participatory democracy is always the best path forward.
<b>Bob Mendes</b>	I think that a choice of a funding source or sources would depend on what the plan is. All of the above are possible depending on the plan. In many cities, transit funding is tied to other topics, like parks or the arts or zoos. Since before the last referendum, my sense has been that Nashville should learn from these examples. I think a winning combination in Nashville could be centered around livability and include funding for transit, related mobility (like sidewalks and bike lanes), and either arts or parks (both of which are under-funded compared to peer cities). These combination packages have succeeded in other cities because they draw a wider coalition of supporters.
<b>Gary Moore</b>	

<b>Zulfat Suara</b>	Referendum to raise hotel/motel tax or other form of tourist tax (not sales or wheel tax) I prefer this because the cost will be picked up by taxes that do not affect the people who live in Nashville. Taxes such as hotel and motel taxes would bring in revenue from tourist visiting Nashville. Nashville residents would not be completely free from having to pay for transit, but more of the money for transit would be produced by visitors.
<b>Sheri Weiner</b>	Explanation: I have asked legal counsel and the Administration to look into the feasibility and revenue garnered from fees and from adding a grant “czar” (for lack of a better term) who would coordinate across-Metro department grant research. The additional revenue would alleviate our need to fund operations totally out of our operating budget and those monies could be shifted to other areas while the revenue realized could be used to fund transit initiatives. As an aside, I would suggest asking the areas included in the RTA to do the same and all cities would be tasked with contributing a % of those revenues to the RTA.

**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?**

<b>Burkley Allen</b>	Neighborhoods have been asking for traffic calming for decades. I appreciate the new system put in place to allow for a semi-annual application process and to prioritize based on crash and speeding data. I think neighborhoods should be allowed to renew their application each period with a simple reaffirmation process. I support lowering the speed limit on local streets in the inner core of the city where streets are narrow, yards are relatively small, and pedestrians are ubiquitous.
<b>Fabian Bedne</b>	I supported tweaking speed limits in my District before, however I believe that enforcement is key. With the help of others, I was successful in creating funding for a suburban pilot parking enforcement program and also tried to create a suburban pilot traffic enforcement program but couldn't get the votes. We should push for proper enforcement by properly funding police, to insure success on making our streets safer.
<b>Lisa Brooks</b>	
<b>Michael Craddock</b>	
<b>Matthew DelRossi</b>	Yes to adding real traffic claiming, I live on a street that needs to have stop signs and speed bumps. So I experience the problem first hand, many people speed down my road, we could use a 4-way stop sign, speed bumps and a yield sign changed to a stop sign. Google maps have been good at helping people avoid traffic, and this has caused an increase in traffic through residential neighborhoods. We shouldn't wait for people to lodge requests for speed bumps, the Metro Traffic Calming program has access to data that reflects this trend already, and we should act on this problem before people get hurt.
<b>James Dillard</b>	Yes both lowering speeds and physical traffic calming needs to be utilized. Main thorough fares like Old Hickory Blvd could utilize grass medians with trees and lighting. Neighborhood streets could utilize roundabouts. I am not a fan of speed humps mainly because it can delay emergency vehicle response time.

<b>Reuben Dockery</b>	
<b>Adam Dread</b>	
<b>Steve Glover</b>	
<b>Sharon Hurt</b>	More and more people are in our city and that means that our traffic has increased and some of our drivers are driving too fast - I support the traffic calming program which works to make our streets safer for all. I am in support of speed-management programs such as lowering speed limits and physical traffic calming - we need to make vast changes to ensure that our community is safe and a good place to live, work and play for all of Nashville.
<b>Howard Jones</b>	Yes. Wherever and whenever the safety of citizens matter...
<b>Gicola Lane</b>	I think we should be more intentional about the Metro Traffic Calming Program. Since applications have to be submitted, and we know many people have huge barriers to civic and internet usage, I think that we should be open to seeking out other avenues to listen to our neighbors about traffic in their neighborhoods.
<b>Bob Mendes</b>	The short answer is yes. But, the devil is in the details. I recently visited with a neighborhood group in Bellevue. They are interested in being able to travel at relatively high speeds along West End and Harding Pike, but complained about cars whizzing through their subdivision. The city will probably need to do some trial and error to get the balance just right. But we need to move forward in working on it. I live in the Hillsboro West End lower speed limit zone, and it's great. People still speed too often, but it feels overall slower and safer than it was previously.
<b>Gary Moore</b>	
<b>Zulfat Suara</b>	I am in support of the Metro Street Calming program.
<b>Sheri Weiner</b>	I have learned that lowering the speeds doesn't always help. As I noted in question #2 I have incorporated a number of different methodologies depending on the street. For example, a traffic light or a triggered light would have been inappropriate for Sawyer Brown/Todd Preis and so we installed a roundabout...for improved traffic flow, reducing back up while slowing down traffic and offering a safe biking/walking path. So it's not a one size fits all approach. We have to look at what tools we have in our toolkit that meet the needs of that particular area.