

# WALK BIKE QUESTIONNAIRE

## 2019 NASHVILLE METRO COUNCIL CANDIDATES

### RUNOFF EDITION



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. For this runoff edition we only included the candidates in the runoff who filled out our original questionnaire

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?

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?

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?

Ed Kindall	
Brandon Taylor	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.

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?

Ed Kindall	
Brandon Taylor	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 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?

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

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.

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?

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.