

# 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?

<p><b>Emily Benedict</b></p>	<p>Madison and Inglewood need more sidewalks and crosswalks, as well as more streetlights, which I will fight to obtain. I will highlight our access to the Shelby Greenway, and beyond, as accessible via Cornelia Fort and Moss Rose.</p>
<p><b>Clint Camp</b></p>	<p>Protect pedestrians; in tandem with TDOT address our primary corridors for sidewalk improvements as well as crossing at dangerous areas as previously identified. Fund additional sidewalks and greenway extensions to make better connections, and help ensure that funding is provided consistently in the budget. Encourage MPW and Planning to review our corridors so we can identify how we can make meaningful and lasting improvements to our streetscapes to allow for additional tree canopy that provides great shade and the sundry other improvements from street trees. Expand biking corridors and protected bike lanes. Support the measure to reduce speed along neighborhood local roads to 25 MPH. Support additional police staff to help with enforcement. Support for increased funding to transit to include connections for the last mile. Encourage trail-oriented development as appropriate, as well as transit-oriented development. Request support to address issues around blocking sidewalks and bike lanes. This is a pet peeve and recurring issue from multiple sources: construction projects, delivery trucks, scooters, parked cars, etc. We need to educate and enforce that bike lanes and sidewalks are not inferior to the car.</p>

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

<p><b>Emily Benedict</b></p>	<p>First, I think we need to build awareness of this problem. I agree with the recent push for lowering the speed limit in neighborhoods from 30 mph to 25 mph. On too many streets,</p>
------------------------------	--

	there are not enough crosswalks between traffic lights, for instance, on Gallatin Pike between Greenfield and Ardee and then on to Riverwood. Adding a crosswalk in these areas should slow traffic and reduce fatalities. We need more, and smarter, bike lanes, such as the one on Riverside Drive. Where widening the streets is not possible, we should have signs that point out a bicyclist's right of way.
<b>Clint Camp</b>	Support and encourage Metro Planning and MPW to facilitate design charettes along our primary corridors where most fatalities occur, including Gallatin Road. Work in conjunction with council members, MPW, Planning, and Metro Water, etc to create projects that help reduce these fatalities and GET THEM FUNDED.

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>Emily Benedict</b>	I would definitely move forward with that plan. Serving in office is not about popularity; it is about improving peoples' lives. No senior, child, or resident should be put in harm's way due to unsafe and unwalkable streets.
<b>Clint Camp</b>	Our neighbors have generally been very supportive and favorable to improvements that support walking and biking, including the recent re-stripping of Riverside Drive. Through a process that was vetted by three (3!) neighborhood groups, the overwhelming response was to include the bike lanes on the interior. The process was educational, both in terms of process as well as working together as a common corridor. Regarding the beating of the drums of a few, but vocal, in opposition depends entirely upon the context, including whether eminent domain or other issues were present. Generally, change can be hard, wounds may heal, and we need to continue moving forward as a city adopting best practices for the next 100 years.

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>Emily Benedict</b>	I haven't decided my position on the proposed parking meter plan, however I do believe if the rates and penalties were higher, and if there were meters in more places, then we could turn that negative into a positive by promoting ridership on WeGo,
-----------------------	--

	although it must be marketed together for that to work. In addition, corporations downtown should incentivize their employees to use the transit system.
<b>Clint Camp</b>	This is a dual-issue. As we most recently saw during the NFL Draft, it is becoming more common-place that some employers can allow for alternative workplace solutions, such as off-site employees, or what we might have previously called 'telecommuters'. We need better-funded transit. Longer hours. Free wi-fi. Better locations for transfers. Public restrooms. Act like they are a key piece of the urban fabric. Rover-bus services that can pick up those not served by regular bus routes and get them to bus stops as needed.

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>Emily Benedict</b>	We must find a way to fund this. All functions used to design and build sidewalks should no longer be outsourced because we manage processes better in-house.
<b>Clint Camp</b>	"Budgets are a moral document." We need more funding. The enactment of legislation to require sidewalks with development is a solid start - it helps. But our neighborhoods are starved for improvements that may take 30 years or more waiting on the private sector alone.

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>Emily Benedict</b>	Increasing property taxes and using those funds for transportation, Tourism revenue from downtown needs to be allocated to the neighborhoods, helping us fund this priority.
<b>Clint Camp</b>	Referendum to raise sales tax, business tax hotel/motel tax, and/or wheel tax, Increasing property taxes and using those funds for transportation, Bonds

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

<b>Emily Benedict</b>	With the lowest tax rate in the city's history, we also must look at additional revenue streams, which may include a property tax increase.
<b>Clint Camp</b>	The State Legislature gave us the ability to use multiple funding sources to help pay for improvements to transit, and we should work to utilize all of them as appropriate. Improvements to transit help improve the surrounding property values, increasing density, encouraging walkability and more. Funds raised will need to go towards both operational needs, as well as the long list of potential capital improvements (bonds).

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>Emily Benedict</b>	Yes. Secondary streets at a minimum, and state roads where possible. Brush Hill Road is an example where we could add stop signs and/or speed humps. As stated above, putting more crosswalks on Gallatin Pike would also help slow down traffic.
<b>Clint Camp</b>	I understand that many neighborhoods, including my own, have requested inclusion in the Traffic Calming Program. I appreciate they are adding a structured process, including a finite window for requesting improvements, but based on the project metrics and other funding, neighborhoods like those in District 7 are not atop the list to receive any interest. Politics necessitates we offer a priority based on need, but cannot neglect geographic footprint across the County. I favor lowering speed limits along local roads, along with the required enforcement. Traffic calming is more of a challenge, but I applaud TURBO and areas where they can reduce the footprint of the asphalt to the minimum required for functionality.