

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?

Russ Bradford	For my district I would like to see more walking trails and connections to nearby greenways such at Stone's River. There are too few sidewalks and bike lanes, in my opinion. I would work to make sure that we can increase the funds allocated to those projects.
Andrew Dixon	

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

Russ Bradford	I support lowering speed limits in residential areas and areas of town with high pedestrian traffic. Again, sidewalks are key in some areas to prevent pedestrian accidents.
Andrew Dixon	

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?

Russ Bradford	The first thing I would do would be to take the plan to the communities that would be affected. I would present the plan and talk to the members of that community to get their input as well as involve experts to discuss the details. I would make sure to cover the pros and the cons and then base my decision on the feedback.
Andrew Dixon	

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?

Russ Bradford	Metro should investigate ways to expand public transportation such as: additional shuttle routes to connect the Music City Star downtown station and the main bus terminal and subsidizing ride sharing services to make it more economical by incentivizing downtown business to help with the cost.
Andrew Dixon	

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?

Russ Bradford	Yes, I strongly believe that our neighborhoods and communities should be walkable. The primary issue is the costs to build out our side walk network. That's where I and the council should focus on locating the funds to pay for new construction and determine how much can be done each year.
Andrew Dixon	

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

Russ Bradford	c. Bonds d. Other _____
Andrew Dixon	

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

Russ Bradford	Bonds- I like the idea of letting the people can buy into the process, gives them a sense of ownership and stewardship.
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	<p>Other- With the increase in gas taxes going to help with roads, I think the city could shift revenue from car tags, emissions testing fees and/or any other automotive related tax already in place to help provide for transportation.</p>
<p>Andrew Dixon</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>Russ Bradford</p>	<p>Yes, our priority should be protecting pedestrians and pets in our residential neighborhoods. The primary focus for reduced speeds should be on the secondary streets, that is were most of the density lies. In neighborhoods that are located along busier primary roads I think that a combination of reduced speed and speed bumps/tables should be used to reduce high speed traffic.</p>
<p>Andrew Dixon</p>	