



2015 Walk Bike Nashville Metro Council Candidate Questionnaire

Name of Candidate: Anthony Davis

Office Sought (Vice-Mayor, Metro-Council): Metro Council

District (if applicable): 7

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1. If (re)elected what would you do to promote walking and biking in Nashville and ensure all Nashvillians, regardless of who they are and where they are trying to go, have access to real transportation options? – I want to continue to work on small projects like I did in Riverside Village, add some new sidewalks, but also work to ensure we keep getting larger funding in place for sidewalks, greenways, and bike lanes/paths
2. The [Strategic Plan for Sidewalks and Bikeways](#), which prioritizes where to build new sidewalks and bikeways, was last updated in 2008- before Nashville began experiencing explosive growth. The plan was slated to be updated every 5 years, and thus is due for an update. What should our priorities for walking and biking be in the next version? How would you go about updating the plan? – we need more sidewalks, period. We have to get aggressive. I think we have a lot of roads we can go back and re-work and do a retro "complete street." We tend to do it only when we are spending heavy capital or an entirely new street. But we can do some more complete streets stuff. Also more creative use of funds and striping for protective bike zones! Bulb outs and stuff like that if we can get PW on board, to be more pedestrian friendly.
3. In 2014, 18 pedestrians were killed, and many more injured, on the roads of Davidson County. Nashville is currently ranked the 15th most dangerous city in America for pedestrians, according to [Dangerous by Design](#) (Smart Growth America). [Vision Zero](#) is an international effort dedicated to the belief that even one preventable pedestrian injury or death is too many. Streets should be engineered to protect all road users – especially pedestrians, who are most exposed to dangerous conditions on the road. How can we apply Vision Zero policies in Nashville? What can we do as a city to increase safety for all road-



users in Nashville? – see above, I may have jumped the gun, but we need to get more aggressive on sidewalks, and aggressive on ped and bike safety. I am open to any ideas, and want to throw funding behind some actual plans. If Walk Bike would give us some plans for certain streets, let us go get you some \$!!! "Help me help you!"

4. Where do you think Metro should construct sidewalks first? How should Metro prioritize sidewalk projects? – It's still a little bit whoever barks loudest, because we all need them. We have to bring home bacon for our district, so I have to focus there, but other district members are doing the same thing. We need the most dangerous streets first of course, but we all have dangerous streets!
5. As part of the [Nashville Next](#) process, the Planning Department has collected public input to create a long-term transportation plan called [Access Nashville 2040](#). The plan recognizes that our citizens do not desire, nor can our city afford, expensive new roads. Rather than pursue costly widening projects that provide a temporary solution to congestion and a permanent maintenance burden, we must operate our existing street network more efficiently by expanding access to multimodal transportation. Do you support this conclusion? What would you do to ensure Nashvillians can use walking and biking as real transportation options, and not just forms of recreation? – yes, definitely support, and we need to shrink roads, not widen! Let's get the MPO 2035 plan going, we can't just keep creating plans, we need dedicated funding and action...
6. Studies consistently show that the greater the population density in a given neighborhood, the more walkable that neighborhood will be (e.g. walking to grocery store, work, transit). What are your thoughts about density in Nashville and how it relates to transportation challenges? – I think you have to have density to transit, I get it. You can't always tell existing neighbors this. You have to tread very carefully, and I have certainly added some good density, and I have had to exert every ounce of leadership to do it. And I also think character is important, and I won't just add density everywhere just to do it, we have to be strategic.
7. There is clear support in the Nashville community for spending more money on sidewalks, but the source of funding is always the major question. Do you think the city should spend more, less or the same amount on sidewalks and bikeways? If more, what policies or initiatives would you propose to increase funding for sidewalks and other pedestrian and bicycle infrastructure projects? If less, what



would you opt to not fund and why? – **MORE! Just have to get bold and dump more into capital. I don't know how else to do it.**

8. While our sidewalk, greenway and bikeway networks are expanding, there are still many gaps in connectivity that rule out biking and walking as real transportation options for many Nashvillians who would otherwise be interested in biking or walking to work, school, the grocery store or to community events. What initiatives or policies would you propose to bridge the gaps that separate walkable and bikeable areas from adjacent communities? – **More circulars. I keep bringing this up to MTA. East Nashville is perfect for a circular with all the different little neighborhood centers. Why not have weekend circulars there as a pilot?**
9. Everyone wants to be able to get across the city quickly, yet roads designed to carry cars as quickly as possible are usually the most dangerous for pedestrians and cyclists. Do you support adding traffic calming approaches (example: [bulb outs](#); [road diets](#); [slow zones](#)) along Nashville's major pikes and arteries? When are these projects appropriate? – **Yep, mentioned this in other questions. Narrow, more bulb outs, creative striping, all of it!**
10. Nashville is currently a Bronze [Bicycle Friendly Community](#), as determined by the [League of American Bicyclists](#). What would you do to move us towards becoming a Silver Bicycle Friendly community? – **More bike lanes, and I think we can really get creative with the striping, we have barely scratched the surface. Also, in Austin, I did the bike infrastructure tour, it was great, and they do more guarded bike paths, with a piece of concrete being a barrier. Why not get some of that going? Striping is much more likely, as we probably have too many sidewalk needs to do that just yet.**
11. Are there any specific bicycle or pedestrian infrastructure projects or initiatives that you would work to complete during your term? – **Already done Riverside Village, a pedestrian access project. I would like to do some more, but may need some advice on obvious places to tackle. Riverside and Porter I think may be a target. I would like to do something broader on Gallatin Road at some point...**