<div align="center">Walk Bike Nashville Council Candidate Questionnaire</div>

Jeremy Elrod
Metro Council Candidate
District 26
JeremyElrod26@gmail.com
615-852-7197
JeremyElrod26.com
Twitter.com/JeremyElrod26

Question 1
I would work to make all transportation options available to as many Nashville residents and visitors as possible, and to find specific solutions to specific problems in their specific areas. I would promote all transportations options, including making known and promoting those options that are less used to people in city government, the media, and my district.   I would seek out and support funding increased for all transportation options, but particularly those that reduce traffic and are supported by those that could use it. A vital part would be community input and involvement as to what the needs are now and will be in the future.

Question 2
The priorities should be how walking and biking can fit in with the city's overall transportation plan, to make the city safer for cyclists and pedestrians, and to encourage people to use all transportation options to reduce traffic and increase quality of life. The Plan should be updated using community input, professional surveys and reports, and the involvement of current city leaders so there is buy-in from the people that will be using the Plan to make decisions.

Question 3
When transportation projects are designed and funded, all uses should be considered and funded, and the safety of users should be the top priority. The city should educate people about the many options available to get around the city, and they should educate about how to respect and keep all users safe. As more people use transportation they aren't familiar with, safety awareness will increase.

Question 4
Many factors should be considered to determine when and where to construct sidewalks. They should be constructed where it can make pedestrians safer, where there is a current need for sidewalks, where pedestrian traffic is anticipated in the near future, where other transportation options or transit routes need to be connected, the cost of sidewalk construction, the desire of the local community and neighborhood, how they would fit in with the local and city transportation system. Those are just some of the factors. Sidewalks should be prioritized first where lives can be saved, and after that using some type of formula using the above factors.

Question 5

I support the conclusion that simply widening existing streets and roads is not the only solution to reducing congestion, and that every transportation option should be considered and invested in to give Nashville a modern transportation system. I would push for MTA's current information gathering program nMotion to include walking and biking as options as they plan future routes and investment. I would encourage and disseminate information to my district about all transportation options that are available, including walking and biking. I would support policies that make Nashville a more walkable and bikeable city.

Question 6
Nashville has some areas that are dense enough to support walkable neighborhoods, and more neighborhoods are becoming walkable enough to allow walking to the grocery store. Traditionally however, Nashville is not a city that allows for much of this, and I'm not sure that all of it ever will be. However, as a city we should encourage more density where appropriate so that more people have more access to more transportation options. This is not simply just building more houses and apartments closer together, but rather allowing for commercial and retail development in residential areas, if the local community supports it.

Question 7
I believe more money should be spent on sidewalks and transportation options. I would support using funding sources that would invest in all transportation options that seek to solve congestion in a comprehensive way.

Question 8
I support increasing and expanding public transit, which can be used to fill the large gaps. Incentives or grants to landowners to donate land or easements can be used to fill gaps. Meeting with community leaders and neighborhoods associations can be an avenue to discover solutions that otherwise would not be thought of by city planners.

Question 9
I support those traffic calming approaches in some main arteries and believe they are very appropriate in busy side streets and cut through streets. They should be considered when they can increase the safety of pedestrians, cyclists, motorists and public transit users. Real data and metrics should be used when considering their implementation, and the community should be involved in the decision-making process. Many streets in my district are meant to be and are designed as low traffic streets, however speeding motorists use many of them now as cut through streets. A more robust transit and overall transportation system will help to reduce congestion. Also, more options like traffic calming methods should be available for neighborhood streets that have more and faster traffic than the streets are designed for and than the residents want.

Question 10

I would work to implement more attributes of a bicycle friendly community, found at http://bikeleague.org/sites/default/files/Attributes_of_BFC.pdf. I would talk with groups in my district about these attributes to see if what would fit their communities and if there are increased in them. I would then do all I can to support their efforts.

Question 11
I would work to expand the greenway in Ellington Agriculture Center so it can reach into the Crieve Hall neighborhood. I would work to make all major roads and streets in my district have sidewalks to encourage walking and biking. I would request information on the most dangerous areas in the district and find solutions to make them safer. I would work to continue the sidewalk construction on Harding Road between I-65 and I-24 so that this busy artery is safe for the many pedestrians that use it every day. I would talk with community leaders and groups to identify their needs and wants and fight for funding for those areas.