



## 2015 Walk Bike Nashville Metro Council Candidate Questionnaire

Name of Candidate: Davette Blalock

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

District (if applicable): District 27

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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 support more walkability and more biking in Nashville. I have added bike lanes and walking trails in my district over the last 3 years. I would like to extend the Greenway down Edmondson Pike. I am also interested in looking at all streets that can be turned into a bike lane and doing neighborhood meetings to drum up the desire and motivate people to being more active.

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?

I think the best way to update the plan is to learn all you can from cities and countries who have experienced success in these areas and then bring neighbors, the Planning department, traffic department, Councilmembers and other key players in a series of meetings where everyone has a change to be heard and we can all work together to create a plan that is best for all.

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?

I must say safety is a huge concern for me and my district. I have never heard of the Vision Zero before and I am very interested in learning more. It looks like as a city we need to spend more time getting educated in road safety issues. I look forward to working with you and others to help make that happen.

4. Where do you think Metro should construct sidewalks first? How should Metro prioritize sidewalk projects?

Sidewalks should be prioritized by amount of current use of pedestrians on the road. Initially where children walk to school. Next linking the neighborhood stores to large residential areas should be second.

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?

I would like to see Nashville have a wonderful moving system including many forms of transportation. I believe each district has their own transportation issues. I do support the desire to widening and expanding access in a few areas. However, I believe more education needs to be done from our transportation department to come up with a better plan for many other parts of the county.

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 agree with density you need more walkability. I would like to see sidewalks a part of all new development. I would support legislation increasing sidewalk requirements for new projects, including schools.

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?

I think we are spending all we can at least for this year. We do have an increase over the past several years and I look forward to seeing that come to fruition. Sidewalks are a big desire for most neighborhoods and they increase property values. One of my main desires is to increase the sidewalks in my district over the next 4 years. I have a lot of apartments and the need is great. I believe Nashville's income base is growing and I want to use that increase for sidewalks and other infrastructure improvements in my district.

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?

I think motivation to our citizens to get out and use the current systems will allow us opportunity to figure out the best way to expand and in what priority. I think we are in the beginning stages of a wonderful program that needs to be expanded with care and much thoughtful insight.

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?

I would totally support Bulb outs, road diets, and slow zones. I am currently looking to do a combination of these on a few of my districts streets now.

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?

I believe education for the city and community is key to becoming a higher standard in bicycling.

11. Are there any specific bicycle or pedestrian infrastructure projects or initiatives that you would work to complete during your term?

I am in the process and would like to see one of my main arteries that links one side of my district to the other with a school in the middle to be the safest and most user friendly instead of one of the dangerous streets in my district.