



2015 Walk Bike Nashville Vice-Mayoral/Council Candidate Questionnaire

Name of Candidate: Tanaka Vercher

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

District (if applicable): 28

Website: www.votevercher.com

Twitter: @votevercher

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? *When elected, I will continue to advocate for continued funding for walkable and bikeable communities and the continued expansion of green and open space. I will expand collaborative efforts with city leaders, non-profit organizations, faith-based entities, Greenways Commission, MNPS and our colleges and universities to promote the importance of a walkable and bikeable community through summits, community fairs, community walks and dissemination of education materials throughout the city.*
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? *In the next version our priorities should expand our efforts for federal grants and private partnerships to assist in additional funding, increasing the Public Works budget to meet the demands of increased projects, increasing collaboration and pooling of resources between Parks and Public works and expanding on connectivity of bikeways to Greenways. How would you go about updating the plan? Due to much work has already been accomplished and vetted, incorporation of the additional feedback from Nashville Next, accessing where we are as it relates to 2008 plan (areas that were deemed 'Extremely Low' (Southeast Davidson), and a fluid approach and an understanding the usage of bikeways is constantly evolving and is an option of transit.*
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

WALK BIKE NASHVILLE

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? *We can apply the Vision Zero policies here in Nashville by increasing connectivity and ensuring that safety over functionality is incorporated in the design.*

What can we do as a city to increase safety for all road-users in Nashville? *We as a city, can continue to have safety conversations and implement a safety campaign where families can experience interactive online training sessions; additionally, such sessions can also be supplemental learning for students in the class room. Increasing safety for all road-users requires a diligent education effort and enforcement for violators.*

4. Where do you think Metro should construct sidewalks first? *Neighborhoods.* How should Metro prioritize sidewalk projects? *Neighborhoods on bus routes and within proximity to schools and Greenways.*
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? *Yes* What would you do to ensure Nashvillians can use walking and biking as real transportation options, and not just forms of recreation? *Continue to advocate for a feasible design (connectivity) that builds public confidence and public utilization; collaborate with neighborhoods for bike sharing programs.*
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? *Bikeways and sidewalks have not kept pace with population density.*
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?



More If more, what policies or initiatives would you propose to increase funding for sidewalks and other pedestrian and bicycle infrastructure projects? *I would encourage continued local, state (TDOT) and federal collaboration to assist with costs where projects may overlap.* If less, what would you opt to not fund and why?

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? *Increase awareness and availability of programs such as Nashville Green Bikes and B-Cycle.*
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? *Yes* When are these projects appropriate? *These projects are appropriate speeding in neighborhoods, school zones and areas of the city where pedestrians and cyclists are congested.*
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? *To move our city forward towards becoming a Silver Bicycle Friendly community, I would expand our bike sharing programs, incorporate safe cycling as an enrichment course in our Community Education*
11. Are there any specific bicycle or pedestrian infrastructure projects or initiatives that you would work to complete during your term? *I would love to see neighbors having the ability to walk or ride from Antioch Pike with a Harding Place connector to Mill Creek Greenway.*