

WALK BIKE NASHVILLE

2015 Walk Bike Nashville Metro Council Candidate Questionnaire

About Walk Bike Nashville

Since 1998, [Walk Bike Nashville](#) has sought to make active transportation an option for Nashvillians, no matter where they live or where they're trying to go. We want our sidewalks and bikeways to support active living, additional commuting options, and recreational opportunities. We use a mix of educational programs focused on safety and skills, engagement activities, and advocacy to pursue our goals.

The purpose of this questionnaire is to allow the 2015 Council candidates to clarify their positions on key bicycling and pedestrian issues, and to help the voting public make informed decisions on Election Day.

Questionnaire Instructions/ Info

- Please fill in answers to each of the following questions.
- Turn in completed Questionnaire to Nora Kern (nora@walkbikenashville.org) by **June 8.**
- Walk Bike Nashville will post submitted surveys on our blog the first week in June.
- Walk Bike Nashville will announce submissions the first week in June to local media.
- We will post all answers submitted by any candidate exactly as submitted. We will not paraphrase or add commentary.
- If you have any questions about this questionnaire or the topics raised please feel free to contact Walk Bike Nashville and we can direct you to further resources.

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Name of Candidate: Fabia Bedne

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

District (if applicable): 31

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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?

In my district I have supported the expansion of the bike network piggybacking on the local greenway as a destination. I also explored creating off the shelf buke sharing options (like the creation of a bike sharing group on Nextoor)

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?

Updating should be done with community input.

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?

There are many ways to achieve that, but we should avoid using the same effort for the whole city, each area should be treated depending on its unique needs and characteristics.

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

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Same as answer 3

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 have tried (unsuccessfully) to extend the MTA line to Nolensville and Concord Rd in an effort to lower the numbers of cars on the road. I supported the BRT light line for Nolensville Rd. I support the inclusion on bike lanes on the widening of Nolensville Rd.

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?

That is what seems to happen in Lenox Village, I support that model. (I moved right next to it so my family could walk and we do that.)

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 was always an advocate for sidewalks at the BZA and am as well at the Council. I am for expanding funding.

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 proposed legislation to improve school siting, building schools closer to where people live will encourage walking and biking. I was also on the leadership team for CPPW and we started the bike sharing program, we also proposed having bike racks at schools but it didn't happen.

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

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support adding traffic calming approaches (example: [bulb outs](#); [road diets](#); [slow zones](#)) along Nashville's major pikes and arteries? When are these projects appropriate?

It depends on community feedback.

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 started answering above, it isn't just one thing but a combination of efforts, Nashville is so spread out that to get to where you advocate we need to de-centralize services and amenities.

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

I would like to get funding to extend the local greenway, expand MTA in our district and make it safer for people to walk to their neighborhood schools, I am very disappointed that I was not able to get the Mayor's office and Public Works to connect Lenox Village with Oliver and Shane (immediately across the St from each other) a real disappointment.