



2015 Walk Bike Nashville Vice-Mayoral/Council Candidate Questionnaire

Name of Candidate: Sam Coleman

Office Sought (Metro-Council):

District (#33)

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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?

A- Yes

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?

A-Determining the scope of the plan now and how much funding it cost to complete the plan.

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?

A-Vision Zero Policy will need to be approved by council and enforced through Planning and Codes departments.

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



A- Connect sidewalks to schools and neighborhood stores, parks and community centers urban areas of Nashville.

B- I think the sidewalks should be a high priority (1) of the Mayor's office and Council

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?

A-I support the conclusion

- a. As council member request to receive quarterly reports on the progress and move to continue to fund the program.

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?
- a. A-Density in Nashville has grown and we must plan for alternative means of transportation besides using our vehicles to move from place to another bike lane and sidewalks are progressive means of providing for transportation.
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?
- a- I would study the funding process and better assessment when I am in the council.
- b- I am not sure if funding should be less or more at this point.



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?

A-Seek grants money,

B-Make sidewalk policies a part of future development cost.

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 am not sure if I understand the question. However anytime there is chance of pedestrians

are injured or may be injured city officials should plan a course of action which would ensure their safety when walking on public streets riding. The best time to discuss this matter is at the budget hearings in May of each year.

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?

Continue to educate the citizens and the new council members of the importance of this issue.

11. Are there any specific bicycle or pedestrian infrastructure projects or initiatives that you would work to complete during your term? Yes sidewalk connected to Antioch High School and to the nearest subdivision Pin Hook Drive.