



2015 Walk Bike Nashville Vice-Mayoral/Council Candidate Questionnaire

Name of Candidate: David Briley

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

District (if applicable):

Website: **davidbriley.com**

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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?

As someone who lives downtown and walks to work every day, I have a personal interest in seeing pedestrian options improve. I also am a recreational cyclist and want to see our City's cycling infrastructure improve. As Vice Mayor, I will appoint committees and chairpersons who are also committed to dedicating the resources necessary to make improvements and who will fight to change the car focused culture in which we live.

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?

The plan should be updated after systematic, intentional public input. The new plan should also incorporate the changes in the built environment since 2008 as well as the new thinking about growth outlines in the NashvilleNext. Walkability to schools should remain a priority but we should also focus on the core of the City where density is increasing rapidly.

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?

The balance between Public Works' obligation to move cars and provide for pedestrians and cyclists needs to be re-calibrated. Every project needs to address the need for pedestrian safety by making it the first consideration not the last.

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

Sidewalks should connect dwellings to schools, bus stops and parks first.

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?

Yes. As Vice Mayor, I will appoint committees and chairpersons who are also committed to dedicating the resources necessary to make

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 the studies. We should allow density where it will result in a more walkable environment.

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?

More. The Council should include more sidewalk spending in the capital budget.



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?

The Council should include more sidewalk and bikeway spending in the capital budget.

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?

Yes. One really has to look at these projects on a case by case basis to determine if they are appropriate. I'm afraid I cannot give a short answer to this question.

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?

Increase the amount of high quality bicycle parking throughout the City.

Continue to expand the on street bike network and to increase network connectivity

Continue to add protected bike lanes.

Ensure that bicycle facilities and programs are implemented in traditionally underserved neighborhoods.

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

There is no specific project but an overall increase in funding is what I would fight for.