

WALK BIKE QUESTIONNAIRE

2019 NASHVILLE METRO COUNCIL CANDIDATES



In preparation for the 2019 Metropolitan General Elections, Walk Bike Nashville distributed a Walking and Biking Candidate Questionnaire to Metro Council candidates. This questionnaire is intended to help educate the public about the positions and ideas of

each of the candidates. Walk Bike Nashville is a 501c3 non-profit, and as such we do not endorse or support any candidate.

These are the answers as we received them, unedited, from the candidates.

1. What would you do as a council member to promote walking and biking in Nashville?

Tim Garrett

Zach Young

Continue our commitment to greenways and sidewalks throughout the county. My district is especially underserved when it comes to pedestrian infrastructure even though my districts has major thoroughfares such as Myatt Drive and Gallatin Pike in it. It is nearly impossible to walk Gallatin Pike, much less cross at intersections. I will make intersection safety on Gallatin Pike a top priority.

2. What will you do as a Council Member to reduce pedestrian fatalities and severe injuries in your district and all of Nashville?

Tim Garrett

Zach Young

As stated previously, the intersection of Myatt Drive and Gallatin Pike is in my district, and from I am told, one of the most dangerous intersections in Davidson County. I can remember numerous times in the last decade when pedestrians have been injured or even killed trying to cross Gallatin Pike in the Rivergate area. As a county, we must address the life safety concerns at our most dangerous intersections.

3. What will you do as a council member to enact WalkNBike and expand low-stress bikeways? If a plan for new bikelanes came across your desk that you had the authority to approve and you thought it was the right thing to do, Metro staff agreed, but a vocal minority were strongly opposed, how would you move forward?

Tim Garrett

Zach Young

I will support the addition of bikeways. I have served as an elected official since 2012, I am used to vocal minorities.

4. How can Metro Nashville reduce single-occupancy vehicle trips into downtown

in order to ensure that new employees, Nashvillians, and visitors continue to have access to Nashville's urban core?

Tim Garrett
Zach Young

A REGIONAL transit plan has to be implemented. Areas with large amounts of commuters, such as my district (Goodlettsville) and places like Hendersonville & Gallatin need commuter transit. Plans that only address West End or East Nashville will do nothing to solve our pains.

5. The WalkNBike Plan states that only 19% of Nashville's streets have sidewalks. How can Metro expand our sidewalk network? As a council member, what would you do to support this?

Tim Garrett
Zach Young

We must support legislation like CM Henderson's sidewalk bill. When properties are developed, we must stand strong for sidewalks and not let developers get variances. The gaps must be filled in strategically.

6. Transportation remains severely underfunded in Nashville and lacks a dedicated, consistent funding source. Which of the follow options would you support? Please explain.

- A. Referendum to raise sales tax, business tax hotel/motel tax, and/or wheel tax
- B. Increasing property taxes and using those funds for transportation
- C. Bonds
- D. Other _____
- E. None of the above

Tim Garrett
Zach Young

Referendum to raise sales tax, business tax hotel/motel tax, and/or wheel tax, Bonds, Transit tax on short term rentals

6. b. Please explain your response to the options above.

Tim Garrett
Zach Young

The transit referendum of 2018 failed not because of the revenue, but because the plan did not do enough to resolve traffic problems for commuters. We need to create a better

plan and push it with the same funding formula. We should also look to short term rentals as a source of revenue for working on transit. Short term rentals hurt our neighborhoods and create more traffic in them.

7. What are your thoughts about the Metro Traffic Calming Program? Should speed-management (either lowering speed limits or adding physical traffic calming) be used to slow car speeds? If so on what type of streets?

Tim Garrett
Zach Young

Every option should be on the table when it comes to safe traveling in our neighborhoods. There is not a "one size fits all" approach to handling traffic in our neighborhoods. Neighborhood groups should be involved in the planning process and be brought on as partners to evaluate the effectiveness of the speed management efforts. We should empower our neighborhoods to be part of the solution and not rely solely on enforcement from MNPd.