

WALK BIKE QUESTIONNAIRE

2019 NASHVILLE METRO COUNCIL CANDIDATES

RUNOFF EDITION



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. For this runoff edition we only included the candidates in the runoff who filled out our original questionnaire

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?

Sherry Jones		
Sandra	Sepulveda	I would push for more bike lanes across the city, so that residents without access to a vehicle can safely get around the city. I would also work to add more sidewalks across Nashville. In my district, this issue is of particular importance. Right now, residents are not safe from the passing cars, when they are walking in their neighborhoods.

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

Sherry Jones		
Sandra	Sepulveda	I would advocate to build additional crosswalks in high traffic areas, where there are not any already. I would advocate for the construction of more sidewalks throughout the city. In my district, this is a particular issue for those walking to their bus route. It is often unsafe for them to get to their bus stop, because the shoulders of the streets they are walking on are nearly balance-beam narrow. Additionally, I would push for more bus shelters, so that when those pedestrians arrive at their public transportation, they have a safe place to wait.

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?

Sherry Jones		
Sandra	Sepulveda	Leaders have a responsibility to lead. I won't be bullied by a vocal minority to vote against the interests of our growing city. I think it is important to bring the community on board with plans

	to improve our city. That's why it is so important that elected officials host town halls with their constituents and are transparent about their decision making.
--	--

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?

Sherry Jones		
Sandra	Sepulveda	Metro Nashville must develop a comprehensive mass transit plan. For the time being, we need to expand bus routes, make them more accessible and construct more bus shelters, but in the long term we need to look at larger-scale mass transit solutions, like a train system.

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?

Sherry Jones		
Sandra	Sepulveda	We must require developers to contribute to the expansion of Nashville's sidewalk network. When contracts came before the Council, I would only support those that help us improve accessibility in Nashville. Additionally, those who make acquisitions of commercial property in Nashville must be held to paying their fair share in sidewalk upkeep. They benefit from walkability and have a responsibility to contribute to it.

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

Sherry Jones		
Sandra	Sepulveda	None of the Above

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

Sherry Jones		
Sandra	Sepulveda	I support finding a dedicated funding stream for our transportation system, however, we have to make sure that the source provides an appropriate amount of revenue for the needs of the city and is sustainable. If we are going to name transportation as a priority-- and we should-- we have to do the due diligence to make sure that its funding stream does not dry up quickly and will not fall short of its goal. I would like to evaluate all of the potential funding streams mentioned above to see which best meets the needs of the city.

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?

Sherry Jones		
Sandra	Sepulveda	Yes, we need to employ speed-management to keep our residential streets safe. There are many high-traffic streets which act as thoroughfares in residential areas. These streets are vulnerable to increased traffic accidents and pedestrian injuries. When we do not take steps to reduce the speed of traffic, we increase the risk of serious bodily harm and injury. These are the types of streets I would target first.