

CITY OF NORTH CHARLESTON

CITY COUNCIL, DISTRICT 4

Travis Blissett: NO RESPONSES

1.) One of Charleston Moves' top priorities is our Ashley River Crossing — Bridge Package proposal, for which the City of Charleston, the City of North Charleston and Charleston County would commit to work together on a plan, along with other relevant agencies, to make the North Bridge, the Ashley River Bridge, the James Island Connector and the Wappoo Cut Bridge are safe for all modes of transportation. If elected, how will you support Charleston Moves' Bridge Package proposal, specifically as it relates to the North Bridge connection?

Ron Brinson (I): As your question acknowledges, this must be a multi-agency initiative. I strongly support this conceptually for the "north" Ashley River Bridge. My concern is the safety of biking access lanes beyond this bridge. This, too, must be addressed.

2.) Lowcountry Rapid Transit is planned to connect Summerville and downtown Charleston, via Rivers Avenue, by 2025. What do you think needs to happen during this planning phase to ensure the project's success?

Brinson (I): Marketing, so as to create maximum public anticipation. This system could be a tipping point of public understanding and acceptance of transit modes, including biking. It is important it get off to the best possible start. And all planning agencies, including North Charleston's, should begin initiatives to create safe multi-use pathways connecting the BusRapidTransit to neighborhoods and businesses.

3.) Please list your priority transportation projects and which modes each serve.

Brinson (I): Extension of walker-bike paths on Wescott Boulevard and Patriot Boulevard. Ditto, SCDOT paths on Dorchester Road. Repaving of arterial highway connectors, such as Wescott and Patriot. I would like to see bold embraces of rapid rail and water ferries.

4.) Please explain your thoughts on the principle of induced demand.

Brinson (I): "Induced demand" is an insidious dynamic in transit. This is readily evident in my District. New roadways such as Ingleside Boulevard and a new interstate exit have clearly exacerbated traffic volumes on neighborhood streets. Congestion begets congestion; folks are understandably looking for the quickest way to their destination.

5.) What are your personal transportation values and how you would lead on transportation issues if elected?

Brinson (I): Authentic REGIONAL PLANNING must be embraced to engender a REGIONAL transit system that offers multi modal options. This is the building block so long missing in Greater Charleston.

6.) If elected, would you support a greater annual funding allocation from your municipality for bike, pedestrian and public transit infrastructure? And, will you lobby SCDOT to increase their spending on bike, pedestrian and public transit infrastructure as well?

Brinson (I): Our mayor and most city council members readily support, biking lanes, better and safer pedestrian paths and transit. I certainly do. My biggest current concern regarding biking is the public disconnect between the promotion of biking- while also documenting unsafe roadways. The harsh reality is that our region has too few safe biking pathways. We should be so very careful to not promote biking on unsafe roads. Having seen biking in cities such as Seattle and Amsterdam, I recognize the opportunities for better transit and better qualities of life.