

CHARLESTON CITY COUNCIL

DISTRICT 4

**(I): Incumbent*

1.) One of Charleston Moves' top priorities is to Bridge the Ashley. This means achieving safe crossing infrastructure for people to walk and bicycle over the Ashley River Bridge, the North Bridge, and the James Island Connector and Wappoo Cut Bridge. If elected, how will you support our goal?

Robert Mitchell (I): working with colleague city on council and with the county and state elected official.

Tim Weber: I am in full support of your goal since connecting key areas of our city via pedestrian or bicycle reduces vehicular traffic. I am not an expert in this area but I look forward to working with experts and passionate people such as Charleston Moves to make this happen. Together I believe we can come up with a concrete plan and I will help get it funded.

2.) Is there a bike/pedestrian improvement project about which you are particularly passionate? This could be a project in the works that is important to you, or something you believe the City should take on.

Robert Mitchell (I): Yes, project to connect the peninsula to west Ashley bike/pedestrian way. In which I am in support off and is voting for.

Tim Weber: I am passionate about supporting the Lowcountry Lowline. The plans that have been presented would be an incredible addition to our city from the perspective of connectivity, flood management and the creation of new gathering spaces. Additionally I ride my bike around the peninsula daily. The peninsula needs a better, safer system of bike and walking paths(People Pedal Plan) to make using vehicles the second choice.

3.) The City of Charleston does not have a dedicated sidewalk and/or multi-use path program as a line item in its budget. Nor does the City have dedicated funding to implement the People Pedal Plan or Citywide Transportation Plan. Do you support adding any of these to the budget, and if so, which ones?

Robert Mitchell (I): Our budget is going the process, hopely there will be funds to assist with the citywide Transportation plan. Will have to see our budget looks before making a decision. The adHoc of city council is looking into it all. If there is funds available i will support it because it is needed.

Tim Weber: *I feel the city has been extremely short-sighted in not having this in its budget. The people pedal plan would be an immediate improvement to the livability of District 4. This is exactly the type of project the city should be funding. I spent some time bicycling around Manhattan this summer and I could not believe how well their biking and walking systems were laid out. If Manhattan can do it there is no reason Charleston can't. A better biking/Walking system would immediately pay off in lower road maintenance costs.*

4.) South Carolina is one of the most dangerous states in the nation for people walking and biking, and Charleston County is leading the state in deaths and injuries to people walking and biking. If elected, how will you work to make the City of Charleston safer for people on bikes and foot?

Robert Mitchell (I): *Continue advising people to obey the traffic laws, this goes for people walking, and riding bikes. Having more TV and radio ads informing people about the serious of this matter.*

Tim Weber: *SC is very dangerous for people walking and biking. For far too long we have placed too much importance on vehicular infrastructure to our own and the globe's detriment. Many studies show we cannot pave our way out of our automobile dependence. We must begin to tie our automobile problem to health issues like obesity, asthma and allergies and more. We must also tie our zoning and building approval processes to moving away from automobile dependence. Developers should be motivated to build bus shelters while zoning must stop approving 2-4 cars for homes and buildings with no parking spaces. Moving about the city via (potential train), bus, biking or on foot must be as or more convenient than being stuck in traffic. People must be convinced to adopt better strategies.*

5.) What strategies would you propose to increase transit ridership?

Robert Mitchell (I): *I really don't have a strategy but just keep asking people to support transit and by doing this it could help with our traffic and parking problem. If not we could lose of transit system. Maybe by stressing this over and over might help and get people attention.*

Tim Weber: *Transit ridership may be increased in a three pronged approach.*

- 1. Marketing to overcome outdated thinking regarding public transit.*
- 2. Targeting youth, and college students to promote transit use. For instance, work with the colleges to create some benefit to eliminate all the cars brought in with students. Our streets are already crowded then when colleges return to session the number of cars in the city balloons to untenable numbers. Young people should be given incentives to come to college without a vehicle. Between public transit, bicycles, Uber and Lyft we must seek ways to incentivize removing cars from our city as much as possible.*
- 3. To increase transit ridership the system must be convenient, flawless and nice. Bus stops should be safely located with benches and a small roof to accommodate inclement*

weather. Applications should be used to show the GPS of a person's bus so they know the wait time. Buses should be better timed, modeling European systems that run every 10 minutes rather than once an hour or 30 minutes. Convenience and safety are key factors.