

CHARLESTON CITY COUNCIL

DISTRICT 1 — SPECIAL ELECTION

Tony Fogle: NO RESPONSES

Boyd Gregg: NO RESPONSES

Shawn Pinkston: NO RESPONSES

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?

***Jen Gibson:** As a councilwoman, I would vote to support all efforts to improve bicycle and pedestrian pathways. As a monthly donor and supporter of Charleston Moves, I understand how important this organization can be in helping elected officials understand the nuances of specific projects, and I will continue to consult with non profits working for more multimodal transportation systems.*

***David Winkler:** I support the ongoing development of alternative modes of transportation for both work and recreation. Such alternatives will need to be developed in an economically efficient manner given the limited tax resources available to the City. I will engage with local constituents, law enforcement and DOT officials about the safety considerations and practical issues involved. A councilmember's top priority is listening to the people he serves and then acting accordingly.*

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.

***Jen Gibson:** Improving the bike pathways on Daniel Island Drive and Seven Farms Drive is a major priority. Working with Berkeley County officials to ensure the pedestrian/bike pathways along the Clements Ferry Corridor are completed in a timely manner is another project critical for the safety of the residents of District 1.*

***David Winkler:** I am excited about the addition of a bike/pedestrian project within the I-526 expansion, linking North Charleston through to Mount Pleasant.*

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?

Jen Gibson: *The Citywide Transportation Plan is our best chance at alleviating congestion and improving resident's quality of life without a major construction project that will cost a billion dollars and take at least a decade to complete. It would be a priority to add to the budget.*

David Winkler: *I will use my 40-year experience as an accountant to identify areas of funding to support worthwhile projects and to support improving the quality of life for all Charlestonians without incurring new spending or raising taxes. Whether that rises to the level of a line item within the budget will be determined based on discussions with the various constituents and governmental personnel.*

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?

Jen Gibson: *Every new infrastructure project must be multimodal. Transportation systems should not be designed just for vehicles and then sidewalks and bike lanes are added as an afterthought. It is more economical to create sustainable, safe, alternate transportation options for residents instead of adding more bridges and roads dedicated only to moving cars around the city. It is a guiding principle I will use when working on the council.*

David Winkler: *Continuing the efforts to raise public awareness of this serious problem is the first step. Beyond that, we need to work with transportation and development leaders to identify opportunities to expand bike and pedestrian pathways throughout the City, and to work with law enforcement to ensure that vehicular traffic is following approved safety rules and regulations.*

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

Jen Gibson: *Mass transit must be continuous and comprehensive before people will rely on the transit system to navigate the city. Increasing the frequency on existing routes and adding neighborhood feeder shuttles to CARTA routes would have an immediate positive impact. Ultimately, every new construction project must allow for the LCRT system as proposed and for future expansion. In District 1, we failed to leave adequate land for the future dedicated lane for the BRT on Clements Ferry Road. We must budget and build for decades to come, not play catch-up to relieve the current congestion we are experiencing.*

David Winkler: *Increasing transit ridership requires creating a world-class experience for the rider. We should constantly monitor and evaluate how we are providing that experience. We also need to work with the local business community to gain an understanding of the desires of their employees in utilizing transit services.*