

**CHARLESTON COUNTY COUNCIL
DISTRICT 9**

**Julie Hallman
Jenny Costa Honeycutt (Incumbent)**

1.) According to [Dangerous by Design 2022](#), Charleston-North Charleston ranked as the 5th most dangerous metro area in the nation for people walking between 2016 and 2020. Furthermore, Charleston County leads the state (which ranked 3rd most dangerous in the country) in bike/ped fatalities and injuries. Meanwhile, pedestrian trips are substantially increasing year-over-year. Is safe and connected infrastructure for bicycling, walking (with and without assistive devices), and public transit a high priority for you?

***Julie Hallman:** Absolutely! This is a livability issue for an untold number of people. Many residents do not have their own transportation. Thus, they rely on bicycling or walking to work and/or recreation, and in order to access public transport. Every Charleston County resident should have safe access to public transportation and adequate means of public transportation with routes available for the various places they need to go. For those who rely on it for work, it is an absolute necessity. Public transportation also has the ability to relieve some of the pressure from our overcrowded roads. Additionally, quality of life is greatly increased when residents have access to bike and pedestrian paths for recreation.*

***Jenny Costa Honeycutt:** Yes. Safe roads are my top priority.*

2.) Are there specific bicycle, pedestrian and/or public transit projects in your district that are priorities for you? If yes, please tell us about them and how you would lead to address them.

***Hallman:** Yes—Bicycle/pedestrian paths as a part of Rethink Folly Road badly need to be installed on Folly Road, sidewalks for all of Sucessionville, Camp Road to Riverland Drive, Woodland Shore Road, and Central Park Road as well as a multi-use path down Riverland Drive to James Island County Park are all very important to me. I would bring various entities together to see these realized and put pressure on county and city staff to move more quickly to begin construction on these projects. The fact that children walk to school on Central Park Road with no sidewalk is unacceptable to me.*

***Honeycutt:** I am a champion for Complete Streets and have been fighting for safer roads for the past four years. I am proud that we currently have over 5 miles of multi-use path / sidewalk projects slated for completion on James Island that will enhance safety and create connectivity for a large portion of the island - Folly Rd. to Camp Rd. to Riverland Dr. to Woodland Shores to Maybank Highway. I have also been working with neighboring residents and property owners on safety enhancements to Maybank Highway which include a mid-block crossing in front of the Terrace Theater and expanded sidewalks. I currently chair the ReThink Road Folly Road Steering Committee. The Rethink Folly Road Plan reimagine this important corridor as a Complete Street, improving the everyday experience for pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. We are moving forward with Phase 1 (Ellis Creek to George Griffith Blvd) and beginning Phase 2 extending toward Folly Beach.*

Additionally, there are a number of James Island intersection improvements underway including a compact round-about at Ft Johnson & Camp, a stoplight at Ft Johnson & Secessionville Rd., and enhanced crosswalk visibility and rapid flashing beacon at Central Park & Riverland.

On Johns Island, I have been integrally involved in the Main Road Corridor Project which includes improved drainage, bicycle and pedestrian facilities. The preferred alternative for Segment A (River Rd. to Bees Ferry) has been approved and is expected to go out to bid soon. Transportation officials are working through public comments for Segment C (Bohicket Rd) and expect to have a preferred alternative before the end of the year. I am also helping to advance the Northern Pitchfork at River Rd. and Maybank Highway.

In 2019, CARTA Route 31 was adjusted to better meet the needs of riders. When the County negotiated the sale of a portion of 896 Folly Road to the Town of James Island, there was an enhanced bus stop included in the redesign. As part of ReThink Folly, we are in preliminary discussions about the possibility of a Folly Trolley that would run from the end of Route 31 to Folly Beach to reduce the amount of vehicular traffic during peak beach season.

If reelected, I will continue advocating for safer multimodal roads with identifiable infrastructure such as sidewalks and bike lanes to complement the vehicular travel lane.

3.) If elected, would you support greater annual funding from the county for bike, pedestrian and public transit infrastructure? And, would you lobby the South Carolina Department of Transportation to increase the agency's spending on bike, pedestrian and public transit infrastructure?

Hallman: Yes—I support increased funding from Charleston County and the SCDOT for safe bicycle/pedestrian routes and for public transit. It is imperative to lobby the SCDOT to urge them to responsibly address South Carolina's fatality rates for pedestrians and cyclists and increase funding for safe bike/ped access on our roads and bridges. The tourism industry in Charleston generates funds for the state and it is reasonable to advocate for the State to contribute more to our local needs. Part of being an internationally-recognized destination includes providing excellent public transit and safe bike/ped access for visitors and locals alike.

Honeycutt: Yes. I recently met with my state and municipal counterparts as well as SCDOT officials and local transportation staff to discuss available funding and grants available to address bike, pedestrian and public transit infrastructure.

4.) Charleston Moves is intensely focused on addressing the multiple Ashley River crossings, to make them safe and connected for people on bikes and foot. So far, the Ashley River Bike & Pedestrian Bridge is funded and should go out for a design-build contract bid in 2023; the County applied for a federal grant for the Better North Bridge project in 2022 (but was not selected); the James Island Connector retrofits have been assessed, but no action has been taken to move forward; and the Wappoo Cut Bridge (as an alternative to the Connector and a linkage to the Ashley River Bridge) has yet to be studied in-depth by a public agency. Would you support advancing the North Bridge, James Island Connector and Wappoo Cut Bridge crossings?

Hallman: Yes—The Ravenel bridge that connects Mt Pleasant to peninsular Charleston is a great example of why we should encourage multi-use paths on our bridges. We went from two very dangerous East Cooper bridges to a beautiful attraction enjoyed by locals and tourists alike that is admired by people around the country. Allowing for safe pedestrian and cyclist bridge crossings increases our connectivity

and quality of life, and can even help generate tourism which supports our local economy. I support safe county-wide bridge crossings for bicyclists and pedestrians.

Honeycutt: Yes. Specifically, as the current District 9 representative, I have been in discussions with transportation staff about what retrofits are feasible for the James Island Connector.

5.) What is your vision for Lowcountry Rapid Transit? Would you support zoning changes to encourage transit-oriented development and a robust network of bicycle and pedestrian paths connecting to the system's stations?

Hallman: I strongly believe in moving Lowcountry Rapid Transit forward as it would be life-changing for so many of our residents, as well as address traffic congestion and pollutants. The county should support for the allowance of people without cars to safely access public transportation by providing safe bike/ped paths to public transport hubs. I support the idea of "Park and Ride" as well because this option is badly needed in the Lowcountry. If zoning revisions are necessary to accomplish higher levels of ridership on public transit, I wholeheartedly support that.

Honeycutt: While not in my district, I am a huge advocate for the LowCountry Rapid Transit which recently received approval for entry into Engineering phase by the Federal Transit Administration. Upon taking office in 2019, I convened stakeholders and led the effort to engage the Urban Land Institute (ULI) who held community meetings and produced an ambitious plan to revitalize the North Charleston Rivers Avenue corridor. The plan included affordable housing, walkable streets, and community services. While I support zoning changes that would promote transit-oriented development necessary for the success of the BRT, I am mindful of the neighboring communities from Accabee to Union Heights and Liberty Hill to Chicora/Cherokee. Thus, we should apply appropriate contextual zoning changes to preserve neighborhood history and character while promoting the desired redevelopment.

6.) Do you agree with the following statement [Feel free to explain why or why not]?: All transportation projects (related to roads, streets, bridges and/or commercial development) should include access for multiple modes of transportation.

Hallman: Yes--I believe that wherever possible, multiple modes of transportation should be included in new road and infrastructure projects. If we want to progress in terms of relieving traffic, reducing carbon emissions, and increasing quality of life with safe access to jobs and recreation, it only makes sense to include these in new projects

Honeycutt: Agree. Safe Roads is the chief aim of my candidacy and has been my top priority for the past 4 years in office. If we want healthy, more livable communities, we must provide a safe space for people to move whether by car, foot, bike or bus.