

CITY OF NORTH CHARLESTON

CITY COUNCIL, DISTRICT 3

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?

Russell Coletti: The move to enhance the connectivity on multiple levels is a great opportunity for Citizens to better use the bridges to connect land locked area's. I recently lost a dear friend traveling one of our bridges while transiting a bridge over the Ashley River. So this proposal is near and dear to my Heart.

Virginia White Jamison (I): With providing information and education to our communities. Support a comprehensive plan with data collection for best practices.

Kathi Love: I would want to make sure safety measures were the first priority. I would want to meet with each coordinators of the different agencies along with my colleagues who might be more knowledgeable in this area. I would make sure there was a plan in place and we all can work together to solve any issues that may arise.

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?

Coletti: I am all for modes of transportation that will have a positive impact on the ability of our citizens to navigate the Lowcountry with ease. I am not sold on Hwy 78 and Rivers Avenue (HWY 52) being the best option for this project. I don't understand why a project that started in 2014 has not been announced until 2019. The input from the citizens who are going to be negatively affected should have been involved from the birth of this project. You are asking about input for the planning stages, however, this project is in it's finalization stages. The build is set to begin in 2023 with a completion date of 2025. The question being asked does not reflect the actual timeline of this rapid transit project.

Jamison (I): Citizen's education. Best practices investigation. qualified engineering consultants that would consider all factors.

Love: I think safety is the most important issue in the planning phase. I also think it is important to have businesses notified of the plan to ensure it will not be any decreases in economics where the sites will be allocated. I think it is a good idea to allow different ways to travel. The different options may save gas and traffic clusters.

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

Coletti: Personally owned vehicle is, and always will be, the primary mode of transportation. It is time that band-aids quit being placed on the challenges we face, as it pertains to our infrastructure. The bottom line is that I-26 needs to be widened to 3 lanes in each direction from the Neck to I-95 then 2 additional lanes from I-95 to Columbia. Our Infrastructure issues would be diminished with this lane addition for the next 10 to 15 years. Sound barriers will need to be installed in order to give back the quality of life to those negatively impacted by the excessive noise. The results identified in the 97/98 environmental studies show that the acceptable noise levels far exceed the Federal guidelines. These levels were confirmed in another study completed in the 2014/15 study. The DBL level actually increased significantly from the previous study. While the widening project of I-26 is being completed, a new project, such as an elevated monorail should immediately begin. I would be comfortable with utilizing Hwy 17-A from Summerville to Hwy 52, from Hwy 52 turn left on to Cypress Gardens road then turn right on Bushy Park Road. Next turn right on Red Bank Road, turn left on North Rhett extension, dog-leg onto Spruill Avenue to Meeting Street Extension to the destination Downtown. If the excuse is the military area being an issue, then bypass Cypress Garden Road, turn left on Red Bank Rd, Right on North Rhett Extension. Follow the rest of the route.

Jamison (I): i-26 noise reduction, on and off ramps for driver safety and use. collection of data that would promote BRT with in the communities. BRT changing the bus rider stigma. Enhanced usage of the express bus services. Proper planning

Love: N/A

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

Coletti: Basically supply and demand. This is typically used to prevent the inevitable, widening roadways. addressed in previous question(s)

Jamison (I): infrastructure must be changed for the kind of unplanned growth that we have seen in this local area. Road capacity is at 200 percent but nothing has changed. We cannot expect our transportation /highways to serve effectively/safely without control of the demand use.

Love: I am not sure what you are asking. Please clarify.

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

Coletti: I am for improving all public modes of transportation. However, if it is going to negatively impact the taxpayers by making these changes, then collectively we need to rethink our strategies. Improving the transportation for a few should not negatively impact the transit of the masses.

Jamison (I): I would support measures that would improve our travel on I-26, River Avenue corridor and best practice for the islands. Community involvement. changing the stigma of public transportation. Searching for best practices.

Love: I think it is important to have options. If someone does not have a vehicle there needs to be other ways to get to their employment. Safety is always my concern. I am a retired Police Officer and seen many accidents that could have been avoided.

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?

Coletti: I would support an annual fund to improve the infrastructure you outlined in your question. However, I do not approve of these funds being passed on to the South Carolina taxpayers. South Carolina needs to approve tier 2 monies to help with projects. You can also impose an impact fee on new construction homes. Let's say 1,200-1,500 per home. This would generate a great deal of revenue. \$1,500 per home would generate approximately \$37, 500,00 base on 25,000 home owners moving to South Carolina annually.

Jamison (I): Yes, but we must be able to share best practices. The increase gas tax is a great move. If the funds are not spent for administrative budgets. show the results with Data collection and accountability.

Love: I would have to research this area more. I think it is important to put safety first. I would want to see what the citizens i