

TOWN OF MOUNT PLEASANT
COUNCIL AT-LARGE: 4 SEATS OPEN

Joe Bustos (I): NO RESPONSES

Mike Lawrie: NO RESPONSES

1.) The two alternative designs for the Highway 41 Corridor project include walking, biking and busing infrastructure. However, the intersection proposal for Highway 41 and Highway 17 is lacking in multi-modal design. How would you improve the design?

Stephen Becker: I would look at bringing in a highly specialized-traffic engineering group to see what can be done to make the intersection more multi-modal.

Howard R. Chapman: Add bike/pedestrian paths

Brenda Corley: I would seek out expert advise from our transportation department experts and all data available. A multi-modal design approach to traffic improvement plans seems logical if usage forecasts, budgets and the geographical area can sustain them.

Gary Davis: I am not a highway engineer so I would have to meet with experts and property owners/businesses who would be directly affected by all of this. Highway 41 definitely needs to be updated to accommodate all of the growth in Rivertown and surrounding areas but I would need to do research as above before making any firm suggestions.

Laura Hyatt: They have admitted that the current preferred design is lacking in that regard due to safety concerns. They plan to show that added option at the fall meeting. I would like to see the ideas put forth by engineering professionals. I think that it would be an important enhancement. Safety is always a great concern. Sometimes redirecting multi-modal pathways to a less congested area can be a safer and viable option as they discuss for Coleman Blvd. as well.

Jim Owens (I): I'm an advocate for a multi-modal access to include bike, lanes and sidewalks/crosswalks as well as public transportation for our residents to utilize other methods of transportation rather than driving. The Challenge will be funding and I'm happy to roll up my sleeves and work with the County and SCDOT to find additional funding.

Jake Rambo: We must work closely with municipal, county, and state transportation departments to ensure that all road and intersection designs account for the safety of pedestrians and bicyclists.

2.) What is your plan to support the funding and installation of Mount Pleasant Way?

Becker: Would support it if it made logical and financial sense and benefit the community as a whole.

Chapman: Add to 5 year plan and request funding from Charleston County Transportation Committee

Corley: If usage data and funding can support it, I would not be against increased opportunities for safe biking around town.

Davis: I really d not have an answer for this right now as I do not have enough facts. If I am elected, I can learn more about the financial details. My major at Temple University was accounting and I am very good at understanding and dealing with finances. When living in Pittsburgh I was Vice-Chairman and Treasurer of the Fox Area School district authority which was responsible for the construction and financing of all major school projects. As Treasurer, I was very involved with the tax free bonds we issued and heavy financing for the schools in the area.

Hyatt: I would love to see that become a reality. Charleston's Greenway is a beautiful ride. As a private citizen I am not aware of all options available when it comes to funding. (Such as the use of TIF funds as long as project contributes to economic development, etc.). I would support finding a way to fund it.

Owens (I): The Installation is the easy part. The Town anticipates \$500K annually to be available through greenbelt funds for this project. Should that funding fall short, it may prove beneficial to phase in the project. The Town has advertised for RFQ for firms to perform initial feasibility and concept study, so some of the FY 20 funding will go to that. That RFQ is due in the next few weeks. I suspect we'll have scope/fee and contract ready before the end of the year to begin.

Rambo: I am a supporter of Mt. Pleasant Way for not only encouraging alternative modes of transportation but also for promoting a healthy, active lifestyle. There are a number of approved infrastructure projects currently awaiting funding from council. Council must work first to get these projects the needed funding. After that, Council needs to host community meetings to receive input to prioritize and approve remaining projects.

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

Becker: US 17 & Highway 41, Coleman Blvd improvement project & provide safety for bicyclists, pedestrians and alternative transportation commuters

Chapman: 1. Widen SC 41, 2. Complete extension of Long Point Road to Rifle Range Road

Corley: Improving the car flow in and out of Mount Pleasant would be one of my main priorities. Highway 41 and 17 and 526 at Long Point would be two of my biggest hot buttons if elected. I have often thought a form of "trolley" system would be a good way of getting around Mount Pleasant. Hilton Head seems to have found success implementing it. I would be excited to be part of the team studying such a possibility.

Davis: Transportation is a major issue. We have no railroad tracks and many people are reluctant to take buses. Park and rides such as is available in Atlanta and other cities is a good idea. Maybe we could use the rivers or more car pooling. I live at the most northern end of MP and am very concerned about the new housing projects and growth of Awendaw. Each new house and apartment will probably have 2 vehicles driving south on 17. This increased activity will exasperate an already bad situation.

Hyatt: Hwy 41 is a priority for automobile traffic issues. I'd also like CCSD to focus on fixing school bus issues so that parents will be encouraged to allow their children to ride the school buses more often. Traffic is so much better when school is out over the summer. Also, safe paths for kids to ride and walk to

school whenever possible is important. It should be an important part of the plans for Beckham High as well. Seeing the Mount Pleasant Way project come to fruition would be a huge win.

Owens (I): Coleman Blvd.; Auto, pedestrian and bike modes accessible. Patriots Point Intersection Improvements; Auto, pedestrian, bike and public transportation modes accessible. Billy Swails Boulevard 4B; two-lane divided roadway with a landscaped median, turn lanes and bike and pedestrian facilities. Park West Boulevard Widening; The project will also improve drainage, provide safety improvements, and provide facilities for cyclists and pedestrians for improved multi-modal forms of transportation.

Rambo: Improvements are needed in various areas of town to improve traffic flow and safety for vehicles, pedestrians, and bicyclists. The largest priority roads and intersections are on Highway 41, Longpoint Rd, Rifle Range Rd, and the entry points into Mt. Pleasant from downtown (Coleman Blvd at Patriots Point and Highway 17 at Mathis Ferry Rd).

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

Becker: Induced demand has been called, by some experts, the great intellectual black hole in city planning. This principle and the effects of same would need to be very carefully studied by all parties concerned. We don't need a "knee-jerk" reaction.

Chapman: Induced demand is part of my Managed Growth platform

Corley: My humble opinion since I am not a transportation expert: We cannot rely on such a principle and not work to build infrastructure to support current and projected growth. We must continue to work with the SCDOT and adjacent counties to ensure our citizens have an adequate road system to get in/out and around town.

Davis: Not really sure what this means - can you explain?

Hyatt: Actually, I thought I was the only person thinking of it. Now I realize it is an actual concept and theory. I do believe that if you build it they will come. I am not a fan of seeing the destruction that building ugly highways causes so anything we can do to make the most of what we already have is a plus. That would include multi-modality of course. More mass transit options for our large population of commuters as well. We built too much too fast.

Owens (I): Induced demand is demand that has been already realized, or "generated", by improvements made to transportation infrastructure. Induced demand is often used as a catch-all for a variety of interconnected effects that cause new roads to quickly fill to capacity. In rapidly growing areas where roads were not designed for the current population, there may be a great deal of latent demand for new road capacity, which causes a flood of new drivers to immediately take to the roads once the new lanes are open, quickly creating more congestion again.

Rambo: Induced demand is a complex principle that is very real in many cities. However, I do not believe that to be the case in Mt. Pleasant. Mt. Pleasant's traffic issues stem from infrastructure lagging behind development, as opposed to new infrastructure encouraging development.

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

Becker: I would work with the other members of council & the Mayor to solve the transportation problems that have been presented to us that we have here in Mt. Pleasant. We need decisive action taken to get thru these issues.

Chapman: I am a Registered Professional Engineer. My specialty is Transportation. I participated in the preparation of the first bike plan for the region. I also was instrumental in the creation of CARTA. I added bike racks to CARTA busses.

Corley: Mount Pleasant is a very active and mobile community. Families with young children and teens are traveling from North Mount Pleasant to Shem Creek, to downtown, to Goose Creek and Summerville for sporting events and after school activities almost on a daily basis. This area has so much to offer, I feel a great majority of us travels in and out of Mount Pleasant at least a couple of times a week if not daily. I am a big fan of walking and biking paths, as long as usage data and budgets warrant them.

Davis: I think I've answered this in a previous question.

Hyatt: I mentioned some above. I personally walk whenever possible. I am not as comfortable biking due to safety issues but I would like to. I would put a focus on mass transit for commuters as well as encouraging school bus use.

Owens (I): If elected, I would continue to work with Staff, the County and SCDOT to ensure fluid but safe mobility across our Town. We would better define the areas which reduce traffic and provide inter-connectivity throughout the town. We need to increase public transit (CARTA) with additional routes from I526 to Mount Pleasant to better serve the Restaurants and Hotels in and around Town.

Rambo: Mt. Pleasant is a town with a suburban layout so people and services are spread throughout the town. This means that automobiles are the number one form of transportation in the town. However, it is time to examine ways in which we can encourage and support alternative modes of transportation.

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?

Becker: I would give it very strong consideration. It would depend on the city budget and where we as the city can get the most bang for our buck as far as bike, pedestrian and public transit infrastructure are concerned.

Chapman: Yes. Also, require developments to INCLUDE sidewalks at THEIR cost to ALL new subdivisions. Also require bus shelters in new developments along bus routes as I did on Planning Commission.

Corley: At this time, my main focus would be car traffic in/out and around Mount Pleasant. I would lobby SCDOT to increase their spending on overall infrastructure needs in Mount Pleasant.

Davis: Absolutely YES

Hyatt: I would advocate for all forms of public transit and bike and pedestrian infrastructure. Anything that gets cars off of our roads is a plus.

Owens (I): Yes, but I would also look for grants as well for a funding source.

Rambo: I would lean on the people of Mt. Pleasant to assist council in prioritizing road and infrastructure projects.