

CITY OF CHARLESTON

CITY COUNCIL, DISTRICT 11

William A. Moody, Jr. (I): NO RESPONSES

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 safe for all modes of transportation. If elected, how will you support Charleston Moves' Bridge Package proposal?

Ross Appel: I have had the pleasure of speaking to Katie Zimmerman about the details of this proposal. A lot of hard work has already been done on the planning and technical levels. As District 11's representative and on behalf of the City of Charleston, I will be a vocal and determined advocate for this project. Active City support is key - especially regarding District 11. This includes, but is not limited to, doing everything necessary to secure the BUILD grants and other monies needed to fund the project. It also means working with all relevant local governments, state agencies, and other stakeholders to ensure the project moves forward. It is time to finish this project!

2.) Do you support adding a multi-use path to the Limehouse Bridge between Johns Island and West Ashley, connecting to the West Ashley Greenway?

Appel: I am not familiar with the specifics of this proposal, but I am supportive of any and all means to safely accommodate transportation alternatives.

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

Appel: We need to make efficient investments across the mobility spectrum that don't make our transportation problems worse. Where possible we need to stretch our investments as far as possible to support not just car but also bike, public, walking, and other forms of mobility. Of course, the Ashley River Crossing tops the list in terms of bicycle infrastructure.

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

Appel: As the saying goes: "if you build it, they will come." Large-scale, expensive, and car-based transportation infrastructure projects induce growth. History bears this pattern out time and time again. If we are concerned about over development and excessive growth, we need to look at our transportation infrastructure investment policies.

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

Appel: We bought a home in Byrnes Downs primarily due to the proximity to Avondale, the Greenway, the St. Andrews Shopping Center, and the South Windermere Shopping Center. We are able to walk or ride our bikes to all of these locations. Being less car dependent is a positive thing, and we should en-

courage mixed use development supportive of alternative modes of transportation in our land use regulations and comprehensive plans.

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?

Appel: Yes and Yes. We need to everything we can to support transportation infrastructure investment - not just for cars, but for all forms of transportation.