

CITY OF CHARLESTON

CITY COUNCIL, DISTRICT 5

Marvin D. Wagner (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?

Karl Brady: *I am definitely for a separate crossing of the Ashley for bikes and pedestrians, so I would be an active supporter of this initiative. This gives us a connection all the way from the medical district to Outer West Ashley via the Greenway and Bikeway. For bridges where the City of Charleston does not have the jurisdiction over lane markings, I would want to work with our colleagues at the county and the state to accomplish this. A world class city deserves world class infrastructure, so to not invest in a safe, multi-modal future goes against government's promise to serve all citizens, not just those that can afford to drive a car.*

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?

Karl Brady: Yes

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

Karl Brady: *Separate crossing of the Ashley River for bikes and pedestrians, bus rapid transit, and taking I-526 onto Johns Island to intersect with Maybank Highway*

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

Karl Brady: *Widening highways adds about a 1% capacity, but by the visualization of the increased road capacity, travel patterns are altered, which cancels out the added capacity by about 0.7%. So while there may be some alleviation, it is not appreciable as people change their travel patterns. The case in point for this is I-75/85 (the Downtown Connector) in Atlanta, which at some points is 9 lanes in each direction through Midtown Atlanta.*

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

Karl Brady: *We have to be multi-modal in the future. To not plan around multi-modal transit is to not be equitable to our citizens. If communities are more livable, walkable, and bikeable, with greater transit options (such as BRT and Transit Oriented Development), they become connected and the*

sense of community begins to grow. This has ripple effects throughout the community on connectedness to neighbors, businesses, and schools.

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?

Karl Brady: Yes