Atlanta Bicycle Coalition Mayoral Questionnaire

Peter Aman

Rohit Ammanamanchi

John Eaves

Kwanza Hall

Ceasar Mitchell

Cathy Woolard

Glenn Wrightson

YES/NO QUESTIONS

Peter Aman

1. How often do you walk, ride bicycles, or use MARTA or the streetcar, to get to work, restaurants or other destinations? (Optional: Tell the last time you did so)

At this moment, as a result of an aggressive campaign schedule, I don't get to take alternative transportation as often as I'd like. But campaigning is unusual.

Before this all began I had far more time to bike and walk around my community. My wife, Lisa, and I love going on walks and cycling through nearby Chastain Park. And I always enjoy taking advantage of the rideshare program, when possible. I look forward to using the streetcar in the future once we grow the existing 2.7-mile loop into a fully connected system.

2. The population of Atlanta is likely to double in the years ahead. What transportation related policy changes and investments will you make to enable Atlanta to handle the expected surge in population, jobs, and traffic?

Right now Atlanta is a car-dependent city. That must change. As mayor, I will be focused on increasing transit options so we can bring vibrant, inclusive growth to Atlanta.

Getting there requires a robust transit system with an array of options. We've been handed a once-in-a-generation opportunity to build the system we need following the passage of multiple tax referenda.

In terms of direct transportation investments, I will start with impactful projects that could be completed relatively quickly. We must put the city's street lights on a central control system to expedite traffic across the city. At the same time, we need more bus routes and dedicated bus lanes to increase options and ridership.

On a larger scale, and longer timeframe, I will begin construction on light-rail transit along the Atlanta Beltline and an expanded light rail as well as heavy rail network. We need to achieve east-west connectivity as part of a mass expansion of the Atlanta Streetcar. If done right, through a properly overseen public-private partnership, this can be done in as little as eight years. Heavy rail may take longer, thus we must get started right away. It holds the key to regional connectivity, which is, of course, essential as

the population growth outlined continues apace.

In addition to transit, we must also grow and better maintain our pedestrian and bicycle infrastructure as part of a Complete Streets initiative. As mayor, I will see out the Renew Atlanta bonds, and then look for additional funding to foster better sidewalks citywide. I will also look to better integrate our bike paths with parks and recreation, as well as investing in protected bike lanes.

Looking more broadly, it's important that all of these changes are done as part of a comprehensive platform with multiple stakeholders at the table. I have espoused these ideas before, but to actually deliver, we need a comprehensive strategy with clear deadlines and deliverables. We also need a holistic understanding around how to maximize our impact.

As mayor, I would bring together APS, MARTA, AHA, Invest Atlanta, and many more. We need to speak to the schools so that transit expansion and APS expansion decisions are made in tandem. We need to engage with Invest Atlanta so that we are emphasizing transit-oriented development. Perhaps most importantly, we need neighborhoods at the table to help us make informed decisions on these massive structural changes that affect them most directly.

3. Atlanta often focuses more on big signature projects than on little things that can make the city more livable, accessible, and safe. What will you do in the first 90 days to improve biking, walking, access to transit - or all of the above?

I'm the only candidate running who has hands-on experience managing mayoral transitions. The first 90 days truly sets the tone for the first year and the first term.

But, even before I'm sworn in, as Mayor-elect, I will meet with transit, bicycle, and pedestrian leaders to map out priorities for the first year and the first term.

A few weeks ago, I attended the vigil of a female pedestrian who has struck by a vehicle and killed while waiting to cross the street and go to her job at Kroger. The pedestrian island offer ed little protection from vehicular traffic on a major thoroughfare. One death is one too many.

That's why we're going to meet as a community and work together to make Atlanta a safe city, from adopting Complete Streets to signing on to Vision Zero.

I'll also set in motion the creation of a Department of Transportation so the city can better coordinate with external stakeholders like MARTA and internal departments such as public works and planning so we will once and for all remove the silos and get people moving. Through this, we will also assess the progress of our transportation referenda projects.

Beyond transportation, we must also build a broad-based coalition to address housing in tandem with housing and zoning. Everyone agrees on the merits of place-based housing, particularly connecting transit to low-income residents. The key is to get MARTA at the table with AHA and Invest Atlanta as stated, in addition to developers and community group such as our Neighborhood Planning Units. The goal should be to build as much affordable housing near practical means of transportation as possible – in all cases, where the neighborhoods agree to the plans beforehand, developers find the incentives enticing, and the city believe it can all be done in a fiscally responsible way.

4. What is more important to you: mitigating automobile congestion or facilitating bicycling and walking?

It's important to me that we make Atlanta a better place to work, play, and live. People are happier when their commutes are shorter. They are healthier when they are breathing in less air pollution. Reduced automobile congestion accomplishes both.
But this is not a mutually exclusive proposition; in fact, it should work in tandem with the facilitation of more and safer bicycling and walking. People are happier when they are out of their cars and out in their communities. They are healthier when they are active and safer when bike lanes are protected and pedestrian options are more diverse. All of these factors feed into a reduced desire to use a car.

Thus, the answer is that they are inherently equally important.

5. Traffic fatalities, especially among people walking and driving, are soaring in metro Atlanta and elsewhere in the state. What strategies will you use to reverse that trend and increase safety for all transportation modes?

In line with the Complete Streets mission, I believe that people have the inherent right to safely walk, bike, drive, and ride wherever they are going and arrive alive. I will pursue Vision Zero policies, as my goal is ultimately to eliminate these types of fatalities.

As we go through the city and make planning decisions around where the balance is between drive times and a mandate for safety, I will engage the communities. This is a situation where they have an intimate knowledge of the streets and side streets in question. It would be a clear mistake to press forward without that invaluable insight.

I will also look at reducing vehicle speeds throughout intown neighborhoods, installing HAWK beacon signals in high road and high pedestrian areas, use our camera network to smartly identify and resolve problem areas, among other tools.

6. Many people resist changes to their streets, even if they increase safety for the most vulnerable road users. Some fear road diets will increase traffic congestion. Others are concerned bike lanes will trigger gentrification. As mayor, what will you do to build consensus on implementing projects that make our streets safe for walking and riding bicycles?

I'll listen. That's the first step – communications. Oftentimes we've had things done to neighborhoods rather than with neighborhoods. That has led to resentment, a lack of understanding, and a waste of taxpayer dollars.

As mayor, I will empower the newly opened Department of Transportation to work with the community and with our stakeholders – including the City Council – so we reach consensus and projects happen with the public and not to the public.

7. What will you do to make sure bike share is both available and affordable in low- income communities?

I believe it first starts with education, improved access, and addressing stigmas; they all work together. From my experience renting a Relay bike, it required a credit/debit card and a mobile phone with a data plan, two things that can be impediments in low-income communities. We should also promote the current discounts

offered college students and SNAP recipients. And,
the bicycle infrastructure in some areas of town certainly feel safer than others. Additionally, classes provided by the Atlanta Bicycle Coalition or others will help make bicycling and bikeshare accessible.

We need more sidewalks and more safe bicycle facilities to promote cycling and walking across the city. We also need to complete the Beltline and provide multiple points of connection. And, it's important to expand the number of small parks in this city – places where you would want to spend your free time biking in a safe, recreation area.

If we make targeted investments in these things, then we'll start to make cycling an attractive transportation and recreational option. As the program become ubiquitous, we should encourage business owners to offer bikeshare membership as part of their employee benefits packages.

8. The Atlanta BeltLine project has fallen far short of its goal of providing affordable housing. Meanwhile, the soaring cost of homes and apartments in surrounding neighborhoods has created risks that the project will displace the city's poorer residents with wealthier ones. As mayor, what changes will you institute to fulfill the promise of an equitable BeltLine where Atlanta truly comes together?

The Beltline is now much more than one man's Master's thesis. It is not the domain of any one person or institution. The Beltline is a promise. It is a promise to the people of Atlanta that we all share. It is a promise to those who saw the vision and realized its potential; those who stood up and spoke out to realize a dream. It is a promise to deliver a brighter city, one characterized by equity, improved quality of life, greater mobility, affordable housing, safe space for our children, public art, public gathering spaces, reduced blight, and connections that will stitch back together communities torn apart. It is Atlanta's promised future.

As promises go, it's an audacious one. But rest assured, I will make sure the city keeps its word. Here are the core areas around which I believe we must unite:

Housing. The people of Atlanta were promised 5,400 affordable units. We are not on pace to deliver. Restoring faith in the fact that we will come through is central to restoring faith in the entire project. I will more than double the number of units currently being built year-over-year. These units will be sensitive to the particulars of various neighborhoods and subject to community feedback along the way.

We will look into partnering opportunities around financial mechanisms such as the anti- displacement tax fund program. Because of a number of factors, the quantity of bond issuances for housing has been lower than expected. As a result, there is a $25-50 million budget gap that we need to fill. We need a coalition builder who understands how to work with the private and civic sectors to do that. I am that candidate.

Connectivity. Bringing everyone together is at the heart of the Beltline's mission. We must complete the Westside trail's southern half and begin work on the Southeast trail. We should expand the Streetcar to achieve east-west connectivity. And we must better connect people to the project by investing more heavily in the planning, development, and maintenance of public art, greenspace, safety, and the general infrastructure along the trail.

There are two specific items I would point out as an extension. We must complete negotiations with CSX, Norfolk Southern, and others if we are to acquire the right-of-way and operating rights needed to complete the project. That's going to take someone sensitive to broad-based negotiations – a skillset I possess. And we must ensure we are making the most of the Westside Reservoir Park by opening up the Bellwood Reservoir for

recreational use.

Ambition. Atlanta's sense of pride and shared identity flows through our ability to imagine and accomplish. The Beltline gives us the chance to realize projects on a dramatic scale. The Westside Reservoir Park is underway. What's the next big idea? What's the next thesis? We must make the improvements listed above. We must work towards fulfilling promises already
made. But that does not mean we cannot make new ones. That does not mean the Beltline should cease being the place where audacious ideas are welcomed and celebrated.

9. Do you support allocating part of the MARTA T-SPLOST sales tax funding to affordable housing near transit stations? Why or why not? If not, what other ideas would you propose?

Absolutely, with the proviso that we answer a few questions first. Voters passed the referendum based on language that made no allowances for housing. Thus, there is a public trust issue. There is also an issue of legality. I would wait for the courts to make a ruling on this. It's also important to get community feedback on whether or not local residents feel that a re-allocation is ok. This is critical, as the city may ask for future SPLOST dollars in the future, and it is going to have a hard time doing so if Atlantans feel they were lied to with the referendum.

Assuming those hurdles can be overcome, I think this is a necessity. The closer people live to transit, the more likely they are to use it. Higher ridership means greater margins for MARTA and by extension a higher capacity to expand into additional neighborhoods. These high usage rates mean less road congestion for those with cars. They mean greater access to jobs, whether you have a car or not. Perhaps most importantly, the relative costs of travel would go down for people. This means that income is freed up to be spent elsewhere, whether it's on rent or anything else.

10. Reducing parking requirements for new developments would increase the safety and competitiveness of walking, riding bicycles, and using public transit. Do you support reducing parking requirements? Why or why not?

I am in favor of a parking tax. It is a creative way to raise revenue and incent the kind of behavior we want – namely, reduced road congestion – without raising sales or property taxes. I also support restructured fees and reducing parking requirements for developers.

This is not just about public transit, it's about stepping in to correct a market failure and looking out for the public good. The recent moratorium on construction in Buckhead highlights the growing concern around the destruction of our tree canopy and abundance of single-occupancy-
vehicles. If our population booms as expected, and we press forward with current levels of parking development, these concerns will rightly be exacerbated.

In terms of the market, at times, it is hard to see if we are accommodating actual demand for parking. To use one example, our parking supply in Downtown is currently nearly double that of the demand. That is such a wasted opportunity. Let's, instead, use the land and buildings occupied by parking lots and garages for affordable housing and increased density within walking distance to numerous transit modes.

Rohit Ammanamanchi

1. How often do you walk, ride bicycles,or use MARTA or the streetcar, to get to work, restaurants or other destinations? (Optional: Tell the last time you did so.)

My distribution of trips is about
30% Bike
40% Walk
20% MARTA
10% Uber

My car broke down in March, and I hadn't gotten a new one until October (for the necessity of campaigning, which I plan to sell/donate afterwards). So I've been able to experience the city car-free, even though the majority of my campaign for Mayor. Even before that, I chose to live in a location in Old Fourth Ward which was in walking/biking distance from Georgia Tech, Downtown, and MARTA, just so that I would be able to walk, bike, and take transit to school and to most places. Then two Relay Bike stations appeared by where I live, and now I use that several times a week.

2. The population of Atlanta is likely to double in the years ahead. What transportation related policy changes and investments will you make to enable Atlanta to handle the expected surge in population, jobs, and traffic?

Visit RohitATL.com for more detail and interactive maps, because I could talk about this all day. I would transition the streetcar expansion plan to a trolleybus network instead. Trolleybuses would be nearly 10x cheaper to build than streetcar, and so we could build a lot more transit, and repave the roads instead of tearing them up further for rails and endangering cyclists. I would invest in a separated network, consisting of protected cycle tracks, multi-usr paths, and low traffic neighborhood streets which may be converted to “bike boulevards” with traffic calming designs. I would also fix all the sidewalks and prioritize missing sidewalks around schools and along transit corridors. I would encourage far more friendly petdestrian and cyclist designs and narrow down car lanes. And finally regarding land use, I would be flexible in identifying parcels that could be transit-oriented development, repurposed as part of the transportation network, or revitalized for small retail use, which is benefited by bike traffic.

3. Atlanta often focuses more on big signature projects than on little things that can make the city more livable, accessible, and safe. What will you do in the first 90 days to improve biking, walking, access to transit - or all of the above?

Create an ATL DOT, with Faye DiMassimo as the commissioner.
Make the trolley bus plan official and get started on the North Ave line.
Send out RFP’s for Armour Station, Boone Station, Adair Park Station, Krog St Station, and the 10th & Monroe roundabout w/ Beltline underpass.
Start a 5-year plan to fix all broken sidewalks

4. What is more important to you: mitigating automobile congestion or facilitating bicycling and walking?

Both are very important but the latter is more important.

5. Traffic fatalities, especially among people walking and driving, are soaring in metro Atlanta and elsewhere in the state. What strategies will you use to reverse that trend and increase safety for all transportation modes?

See RohitATL.com -> Transportation Maps -> Pedestrian Crashes for a map list of reported crashes and fatalities in Atlanta. I would be willing to spend 10M on a pedestrian friendly redesign of every location with a fatality, marked by a purple star. I would also get the help of GDOT to redesign corridors with a high amount of crashes, which are often state routes.

6. Many people resist changes to their streets, even if they increase safety for the most vulnerable road users. Some fear road diets will increase traffic congestion. Others are concerned bike lanes will trigger gentrification. As mayor, what will you do to build consensus on implementing projects that make our streets safe for walking and riding bicycles?

Bike lanes aren't always safer than no bike lanes (especially in areas of high truck traffic and many driveways), which is why people resist them. I would encourage more cycle tracks and separated paths. As for road diets, I would address the traffic issue for people by showing how speeds may be slowed but capacity and throughput would be improved across all modes.

7. What will you do to make sure bike share is both available and affordable in low-income communities?

Adopt a data driven strategy to determine the location of new bike share locations, and the amount of bikes that would be appropriate. Using GPS data from Relay Bike and Ride Report together, you can tell where people ride to and from, and where bike share would be utilized if it were available. For places that dont use ride report as much, I would advise basing new locations and quantities on density and nearby attractions, much like studies for transit stations are conducted.

8. The Atlanta BeltLine project has fallen far short of its goal of providing affordable housing. Meanwhile, the soaring cost of homes and apartments in surrounding neighborhoods has created risks that the project will displace the city's poorer residents with wealthier ones. As mayor, what changes will you institute to fulfill the promise of an equitable BeltLine where Atlanta truly comes together?

I believe that inclusionary zoning could help, but not nearly enough. This is a complicated issue as the Beltline has become Atlanta’s “beachfront” property, and housing will naturally be expensive. I think the city should use cost saving methods (such as less parking and modular construction) to focus on building housing in undeveloped areas on the Beltline and hold the property values at an affordable rate. Also, there must be greater connectivity between the Beltline and the neighborhoods that it goes through!! If not, then the “44 neighborhoods” that the Beltline goes through will be just as unserved as before.

9. Do you support allocating part of the MARTA T-SPLOST sales tax funding to affordable housing near transit stations? Why or why not? If not, what other ideas would you propose?

Absolutely. Transit Oriented Development is the future of urban life and critical for affordable housing and reduction of traffic.

10. Reducing parking requirements for new developments would increase the safety and

competitiveness of walking, riding bicycles, and using public transit. Do you support reducing parking requirements? Why or why not?

Absolutely! People tend to use themode that is most preferable, and with all this free parking, driving your own car is most preferable. But that is causing terrible traffic and poor health, and we need to incentivize other modes by investing in making them preferable. I have even participated in the Resilient Atlanta working group for mobility, and helped develop the parking policy update.

John Eaves

1. How often do you walk, ride bicycles, or use MARTA or the streetcar, to get to work, restaurants or other destinations? (Optional: Tell the last time you did so)

Monthly, especially to get to and from the airport.

2. The population of Atlanta is likely to double in the years ahead. What transportation related policy changes and investments will you make to enable Atlanta to handle the expected surge in population, jobs, and traffic?

MARTA EXPANSION - Regional transit is paramount to the success of Atlanta and the region. If studies are correct, the population will continue to rise. That equals more cars, more traffic, more gridlock. We must find creative ways to fund and build more transit stations, light rail, and bus service so that more people will feel comfortable using rapid transit to ease up on congestion and the adverse health effects that come with cluttered roads and highways in Atlanta. We will also implement new policies to spur more usage of bicycles as a means to reduce gas emissions, inspire healthy habits that will benefit our health in multiple ways.

3. Atlanta often focuses more on big signature projects than on little things that can make the city more livable, accessible, and safe. What will you do in the first 90 days to improve biking, walking, access to transit - or all of the above?

In order to develop and implement new ways to get from here to there, we have to have the money to pay for these projects. That said, one of the three major agenda items for Mayor Eaves on DAY ONE is to launch an analysis of the City's financial condition to provide real data on the next best steps to achieve our overall goals and how to fund them--especially transit projects that fall outside big-ticket projects that T-SPLOST will be paying for, i.e. bridges, road repairs, MARTA and mobility expansion.

4. What is more important to you: mitigating automobile congestion or facilitating bicycling and walking?

Both are important to me. We cannot--nor will we in my administration--engage in an "us vs. them" thought process. To resolve our transit problems those who use two wheels, have to work cohesively with those who still choose to use four wheels, to get where they are going.

5. Traffic fatalities, especially among people walking and driving, are soaring in metro Atlanta and elsewhere in the state. What strategies will you use to reverse that trend and increase safety for all transportation modes?

I believe we must take a serious look at standardizing our residential miles-per-hour limits, and have stronger enforcement. We should utilize and find funds for better automated enforcement systems that provide safety to pedestrians and motorists.

6. Many people resist changes to their streets, even if they increase safety for the most vulnerable road users. Some fear road diets will increase traffic congestion. Others are concerned bike lanes will trigger gentrification. As mayor, what will you do to build consensus on implementing projects that make our streets safe for walking and riding bicycles?

Everyone involved deserves a seat at the table. A table where everyone talks to one another, not at each other. In my experience as a collaborator in government, I have found even on something such as bike lanes or speed bumps when people come together they solve problems. This formula clearly will work on this issue too, if we are willing to give it a chance.

7. What will you do to make sure bike share is both available and affordable in low-income communities?

As we do in other programs to ensure the "least of these" are not left out, we must find funds, solicit funds and implement programs that will offer low-income communities the same benefits of "well-to-do" neighborhoods. As Mayor, I will set the tone, and ensure that all city programs are equally available to ALL citizens, no matter their income or their zip code.

8. The Atlanta BeltLine project has fallen far short of its goal of providing affordable housing. Meanwhile, the soaring cost of homes and apartments in surrounding neighborhoods has created risks that the project will displace the city's poorer residents with wealthier ones. As mayor, what changes will you institute to fulfill the promise of an equitable BeltLine where Atlanta truly comes together?

Atlanta’s prosperity risks pricing-out many who want to own a home in the city. We must work hard to attract investment but remain vigilant against forcing out the city’s middle-class and underemployed citizens through gentrification. As Atlanta’s next mayor you can count on me to build a city in which firefighters, police officers, teachers and others can afford to live.

I haven't waited until I become mayor either. One of my last acts as Fulton County Chairman this year was pushing through the EAVES TAX FREEZE in June. We froze assessments at 2016 levels to provide relief to thousands of homeowners, many who may have lost their home. And, we are working to provide more creative homestead exemptions to guard against people being forced out of their homes as neighborhoods change their value and demographic characteristics.

Under the John Eaves Administration at City Hall, affordable housing will be a top priority—it will be more than just small set-asides while developers rake in big bucks using public money to finance their construction projects. We will also redouble this effort with our development authority, Invest Atlanta, which now only requires developers who use public money to set aside about 15 percent of their units as affordable housing. Further, I will insist that the Atlanta Beltline development live up to its promises to produce affordable housing, which so far has been less than dismal at best.

9. Do you support allocating part of the MARTA T-SPLOST sales tax funding to affordable housing near transit stations? Why or why not? If not, what other ideas would you propose?

Yes. I believe in the Living Trust Fund Proposal concept. As Chairman of the Fulton County Board of Commissioners for the past 10 years, I have been a supporter of the concept and have worked with MARTA to enhance the idea of Transit Oriented Development (both on MARTA-owned property and on private parcels near MARTA land and facilities).

While it remains to be seen how best to fund an LTF, as Atlanta's next mayor, I will put together the best minds and resources to find a way to make it happen. Research and evidence are clear, most of the jobs for low-to-moderate earners are north of I-20 while almost 50 percent of those wage earners live below I-20. If we

build affordable housing that is "connected" to transit stations, we will yield all sorts of positive economic and environmental gains (like less pollution if fewer cars are on the street, plus less gridlock)!

10. Reducing parking requirements for new developments would increase the safety and competitiveness of walking, riding bicycles, and using public transit. Do you support reducing parking requirements? Why or why not?

I support finding a well-balanced approach. Everyone doesn't ride a bicycle or take MARTA. Some people work the midnight shift and need the safety of a car. Where there is no public transit stations or buses, how best are persons to get where they need to go? Until we can find a way to have 24-hour transit options that are affordable, we must provide options for ALL residents, those who prefer to walk or ride a bike and those who need a motor vehicle. It would not be prudent to attempt a "one-size-fits-all" approach on this issue.

Kwanza Hall

1. How often do you walk, ride bicycles,or use MARTA or the streetcar, to get to work, restaurants or other destinations? (Optional: Tell the last time you did so.)

I walk and bike to get to meetings and go out to eat in my District almost every day.

2. The population of Atlanta is likely to double in the years ahead. What transportation related policy changes and investments will you make to enable Atlanta to handle the expected surge in population, jobs, and traffic?

The City Design Project is a great road map. We need to start with updating our land use policies to support density where it can be served by rail and bus.

3. Atlanta often focuses more on big signature projects than on little things that can make the city more livable, accessible, and safe. What will you do in the first 90 days to improve biking, walking, access to transit - or all of the above?

I will make sure that all developers who close sidewalks have a permit and that the Department of Public Works issues sidewalk closure permits judiciously.

4. What is more important to you: mitigating automobile congestion or facilitating bicycling and walking?

I believe that traffic congestion cannot be “solved,” that it’s an outgrowth of our success. Think about New York and Chicago. Traffic is far worse there than it is here, but what is different is that people have viable alternatives to driving most everywhere. While I think we need to maintain our current roads and update signals so they can improve efficiency, I think we need to shift our primary focus on other modes: rail, bus, bike and pedestrian, and ensure that our land use policies support the levels of density it will take to make those modes viable choices.

5. Traffic fatalities, especially among people walking and driving, are soaring in metro Atlanta and elsewhere in the state. What strategies will you use to reverse that trend and increase safety for all transportation modes?

I’m fully supportive of conversion to complete streets and lowering speed limits where appropriate.

6. Many people resist changes to their streets, even if they increase safety for the most vulnerable road users. Some fear road diets will increase traffic congestion. Others are concerned bike lanes will trigger gentrification. As mayor, what will you do to build consensus on implementing projects that make our streets safe for walking and riding bicycles?

I think we need to do a better job listening to communities. When there is resistance to change, there is usually a reason. People tend to think the change is “not for them,” and my experience with the Year of Boulevard initiative taught me a lot about how those gaps can be bridged when you take the time to listen and build relationships.

7. What will you do to make sure bike share is both available and affordable in low-income communities?

I remember being struck by the AJC article a few years ago that found that the zip code with the highest percent of bike commuters was near Forest Park, just South of Atlanta. Most folks were not commuting by bicycle by choice, but because it was the only way they had to get from point A to point B since Clayton County discontinued local bus service. I think partnership with philanthropy and even some companies with CSR values aligned with health and transportation could probably find a way to get a bike to every Atlantan that wants one.

8. The Atlanta BeltLine project has fallen far short of its goal of providing affordable housing. Meanwhile, the soaring cost of homes and apartments in surrounding neighborhoods has created risks that the project will displace the city's poorer residents with wealthier ones. As mayor, what changes will you institute to fulfill the promise of an equitable BeltLine where Atlanta truly comes together?

I am the co-sponsor of the Beltline Inclusionary Zoning legislation. Citywide, I think we need to focus on the supply side and get the thousands of vacant housing units back in circulation and also structure deals on city or school-owned land where we can control that cost and make very specific expectations about what kind of development we expect there.

9. Do you support allocating part of the MARTA T-SPLOST sales tax funding to affordable housing near transit stations? Why or why not? If not, what other ideas would you propose?

I like the concept of the Living Transit Fund, but knowing how hard it is to find transit dollars makes me believe that there must be a better way to accomplish the goal. I would prefer to explore a parking tax as a mechanism to fund affordable housing near transit stations.

10. Reducing parking requirements for new developments would increase the safety and competitiveness of walking, riding bicycles, and using public transit. Do you support reducing parking requirements? Why or why not?

No response.

Ceasar Mitchell

1. How often do you walk, ride bicycles,or use MARTA or the streetcar, to get to work, restaurants or other destinations? (Optional: Tell the last time you did so.)

When I am not driving my daughters to school, I frequently ride MARTA to work. I live right by the West End train station and it is a straight shot to City Hall from there.

2. The population of Atlanta is likely to double in the years ahead. What transportation related policy changes and investments will you make to enable Atlanta to handle the expected surge in population, jobs, and traffic?

As Mayor, I will create a culture that is less dependent on cars but will still allow residents to move about the city easily. In 2016, voters overwhelmingly voted to impose a half-penny sales tax for transit expansion and enhancements. The tax is estimated to collect approximately $2.6 billion, which would allow MARTA to make

major investments in transit infrastructure, including high-capacity rail improvements, new rail stations, new buses and routes, and adding more frequent services and new bus routes. As Mayor, I will work with MARTA to expand rails within the city and to the suburbs around the city. I will also work with MARTA to add transit options to the Beltline.

3. Atlanta often focuses more on big signature projects than on little things that can make the city more livable, accessible, and safe. What will you do in the first 90 days to improve biking, walking, access to transit - or all of the above?

In addition to expanding MARTA and the Streetcar, I will create 20-minute residential neighborhood where residents can get most of their day-to-day goods and services – shopping, access to transit, parks, and schools within a 20-minute walk. Within my first 90 days in office, I will focus on localized community-based economy where Tax Allocation Districts are used to create strong commercial retail centers so that residents can live in close proximity of commercial development.

4. What is more important to you: mitigating automobile congestion or facilitating bicycling and walking?

Both mitigating automobile congestion and facilitating bicycling and walking are equally important if we are to create a more accessible city. I plan to mitigate automobile congestion by synchronizing traffic lights and expanding public transit options, while also making Atlanta more bike- and pedestrian-friendly, so that our residents are less reliant on cars.

5. Traffic fatalities, especially among people walking and driving, are soaring in metro Atlanta and elsewhere in the state. What strategies will you use to reverse that trend and increase safety for all transportation modes?

Through the TSPLOST and by working closely with the Georgia Department of Transportation, I will conduct an immediate assessment of all of the city's streets, roads, sidewalks, and bridges to prioritize repairs and concentrate spending on projects that will ensure the safety of our residents.

6. Many people resist changes to their streets, even if they increase safety for the most vulnerable road users. Some fear road diets will increase traffic congestion. Others are concerned bike lanes will trigger gentrification. As mayor, what will you do to build consensus on implementing projects that make our streets safe for walking and riding bicycles?

It important to gain buy-in before making changes to residents' neighborhoods. As such, I will work with communities, biking organizaitons, and pedestrian organizations prior to the implementation of such projets.

7. What will you do to make sure bike share is both available and affordable in low-income communities?

As with the previous question, I will work with the Atlanta Regional Commission, our communities, and biking and pedestrian organizations to expand the city's Bike Share Program, increase bike participation, and increase the number of bike lanes across the city. I will work closely with our Bike Share partners to provide residents access to bikes throughout the entire city, paying special attention to low-income communities.

8. The Atlanta BeltLine project has fallen far short of its goal of providing affordable housing.

Meanwhile, the soaring cost of homes and apartments in surrounding neighborhoods has created risks that the project will displace the city's poorer residents with wealthier ones. As mayor, what changes will you institute to fulfill the promise of an equitable BeltLine where Atlanta truly comes together?

When I co-sponsored the legislation that created the Atlanta Beltline, the developers promised that there would be an affordable housing component to the project. Years later, residents continue to be displaced from their neighborhoods. I will fight to ensure that the Beltline makes good on its promises. Within the first six months of my term, I will work with developers and the community to develop a comprehensive Affordable Housing strategy that focuses on areas that have experienced exceptional economic investment, including the Beltline.

9. Do you support allocating part of the MARTA T-SPLOST sales tax funding to affordable housing near transit stations? Why or why not? If not, what other ideas would you propose?

When I am Mayor, the TSPLOST sales tax funding will be used exclusively for transit and transit-related assessments and investments. However, to increase afforable housing in the City, I will require all new developers receiving city funding or subsidies to set aside at least 20% of its units as affordable (an increase from the current 10-15% requirement). Additionally, I will start the process of bringing light to blight by transforming over 10,000 of the city's most blighted and dilapidated vacant and abandoned homes and turn them into affordable housing option for low-income families, educators, recent college graduates, and law enforcement.

10. Reducing parking requirements for new developments would increase the safety and competitiveness of walking, riding bicycles, and using public transit. Do you support reducing parking requirements? Why or why not?

Reducing parking requirements is certainly a viable option to be considered when determining how to improve walking, biking and transit options around the City.

Cathy Woolard

1. How often do you walk, ride bicycles, or use MARTA or the streetcar, to get to work, restaurants or other destinations? (Optional: Tell the last time you did so)

While the tight schedule of the campaign trail has prevented me from cycling as much as I would like, I do so every chance I get. As for MARTA, I utilize it if my destination is within its reach.

2. The population of Atlanta is likely to double in the years ahead. What transportation related policy changes and investments will you make to enable Atlanta to handle the expected surge in population, jobs, and traffic?

Atlanta is a city on the move. Projections have us tripling in size over the next 25 years. With our amazing airport, the Atlanta BeltLine, beautiful tree-lined neighborhoods, some of the world's biggest companies and more than seven great colleges and universities, Atlanta needs a transportation system that can keep up with the breathtaking pace of our growth. I say go big or go home.

I'll start by building 5 new transit lines simultaneously so we can get serious about transit oriented development and give people real options for mobility without cars. For the first time, we'll be able to reduce expensive parking infrastructure and build a range of housing choices for people at all income levels, family sizes, ages and abilities in every quadrant of the city. And more residents will be able to avoid the expense of owning cars for basic transportation needs.

Smart growth means smart planning. We can't go it alone. MARTA will be our partner in the planning and development of the expanded system and they'll be the operator for what we build. I'll work with government and business leaders around the region to secure state gas tax dollars for transit operations and federal money to match our local transportation investments.

And making the last mile work in this aggressive new infrastructure wouldn't be complete without wide, accessible sidewalks and segregated bike lanes that will help us get to school, work and home without jumping in a car or bus for shorter hauls.

High speed rail to Savannah, Athens, Macon and Columbus will give people more options to develop business relationships across our state. And a multimodal station to make transfers from plane to train to bus to bike easy will bring it all together. This isn't a long term vision for Atlanta - getting you and me out of traffic now is my biggest priority.

3. Atlanta often focuses more on big signature projects than on little things that can make the city more livable, accessible, and safe. What will you do in the first 90 days to improve biking, walking, access to transit - or all of the above?

In the short-term, I would work to implement those simple fixes that can be done quickly and require a relatively low investment: things like making sure our streets and trails are well-lit, potholes and other hazards are patched and repaired and optimizing the timing of traffic lights.

I will appoint a highly qualified Commissioner of Transportation and centralize all related functions and budget into a new department. We'll begin developing the plan for building five lanes of transit simultaneously and

move as quickly as we can to get started on the project.

And last, I'll start working at the General Assembly to restart the discussion about funding transit operations and expanding mobility options, complete streets on state roads and other policy and funding opportunities we can propose and pass through the General Assembly.

4. What is more important to you: mitigating automobile congestion or facilitating bicycling and walking?

I don't see these two important goals as being mutually exclusive. In fact, I believe that by addressing them in tandem, we can reduce both problems simultaneously. By encouraging more people to use transit, bike and/or walk to their destination, we can reduce traffic congestion. And by expanding our transit lines, as I discussed in more detail above, we will make our city more accessible and reduce reliance on automobiles, thus reducing traffic and alleviating the toll on the environment.

5. Traffic fatalities, especially among people walking and driving, are soaring in metro Atlanta and elsewhere in the state. What strategies will you use to reverse that trend and increase safety for all transportation modes?

Traffic fatalities increase when pedestrians, bikers and cars collide on our roadways. By implementing complete streets where possible to separate vehicles from people with barriers and road striping and calming, we'll be able to minimize the interactions that lead to accidents.

Reducing traffic speeds on city streets will help too. We'll make sure that a uniform city speed of 25 MPH on neighborhood streets will help stopping times and increase the likelihood that a person will survive an accident with a car should that unfortunate event occur.

6. Many people resist changes to their streets, even if they increase safety for the most vulnerable road users. Some fear road diets will increase traffic congestion. Others are concerned bike lanes will trigger gentrification. As mayor, what will you do to build consensus on implementing projects that make our streets safe for walking and riding bicycles?

It's important that we have a comprehensive vision for our mobility plan and to take the time to education that entire community on why changes will be to the benefit of all - increasing mobility, reducing transportation costs, making streets safer for people, improving sidewalks and crosswalks and calming traffic. Then we must listen to feedback and attempt to accomplish our goals while addressing local concerns. In areas where great controversy exists, we should implement temporary test conditions so that we can evaluate results while demonstrating how the new project would work.

7. What will you do to make sure bike share is both available and affordable in low-income communities?

Atlanta Relay Bike Share is one of the most positive programs Atlanta has implemented in recent memory, but it must extend to all parts of the city. We will continue to increase the number of bikeshare stations across the city. We can use sponsorships and other charitable contributions to help extremely low income citizens access the bikes just like everyone else.

8. The Atlanta BeltLine project has fallen far short of its goal of providing affordable housing. Meanwhile, the soaring cost of homes and apartments in surrounding neighborhoods has created risks that the project will displace the city's poorer residents with wealthier ones. As mayor, what changes will you institute to fulfill the promise of an equitable BeltLine where Atlanta truly comes together?

Atlanta can't survive if we only provide housing for the very rich. Housing has to be affordable for our current and future workforce as well as people who are retired, disabled, homeless or just hanging on. Housing and transportation are top priorities for me as the next mayor of Atlanta, and the two are intimately linked.

We must stop talking about the problem and act. We must take control over our city's future while new growth and development is happening all around us. To ensure this is a priority, I will create a cabinet-level department director to work with the planning director and the new transportation director I will appoint to develop and implement a comprehensive city-wide housing action plan; and we will track progress against the plan's stated goals in a regular and transparent manner.

Our most urgent priority is to secure long- term housing access and affordability for those at the lowest levels of income – people who are homeless, at 50% AMI or lower and homeowners threatened with displacement due to rising property values.

Here are three solution-oriented strategies I can begin to implement quickly as mayor to help increase the number of units as well as reduce the cost of living for those struggling to stay here:

Innovative use of public assets
City-owned assets like the Civic Center site and property owned along the Atlanta BeltLine should be used to create new affordable housing options by providing land for the private sector to build what we need or building housing in partnership with non-profit housing groups or our own Atlanta Housing Authority. We should also be securing land in areas of future need where possible so that we can continue to guide our growth in a sustainable way.

Sustainable housing expansion policies
By using a combination of public policy to mandate inclusionary housing development; appropriate and innovative land use and development regulations to incentivize it; dedicated revenue streams and targeted financial incentives to fund it, we can work to ensure that affordable housing is located in fast-growing areas and offers access to jobs, quality education, community parks, and basic commercial services like grocery and drug stores.

Transit inclusive development
Transportation costs in terms of both money and time impact low income residents the most. By developing transit oriented housing and expanding and improving our public transit and mobility infrastructure, we can help reduce the cost of living by eliminating the need for cars and give all Atlantans more options to get where they need to go without using cars or enduring lengthy bus rides for every trip.

Together, these strategies can help us prevent the displacement of existing residents, promote equitable access to transit, and achieve affordability goals. If we fail to fulfill our responsibility to address the connected issues of housing and transportation, Atlanta will be haunted by these failures for generations to come. We have to act now.

9. Do you support allocating part of the MARTA T-SPLOST sales tax funding to affordable housing near transit stations? Why or why not? If not, what other ideas would you propose?

I want to use all of the MARTA T-SPLOST funding for transportation and mobility. I'll work to institute a parking tax to help build a permanent source of revenue for housing and work with MARTA, AHA and APS to use public assets to build affordable housing in close proximity to transit stations.

10. Reducing parking requirements for new developments would increase the safety and competitiveness of walking, riding bicycles, and using public transit. Do you support reducing parking requirements? Why or why not?

I agree that reducing parking requirements for new developments would be a good way to encourage walking/biking and public transit. On a similar note, I also support increasing parking fees and dedicating the revenue gained to affordable housing. In addition to addressing our affordable housing crisis, this move will simultaneously discourage car use and promote use of public transportation.

Glenn Wrightson

1. How often do you walk, ride bicycles, or use MARTA or the streetcar, to get to work, restaurants or other destinations? (Optional: Tell the last time you did so)

rarely - one month ago to a restaurant

2. The population of Atlanta is likely to double in the years ahead. What transportation related policy changes and investments will you make to enable Atlanta to handle the expected surge in population, jobs, and traffic?

we - as citizen-stakeholders make a commitment to add no less than one mile of MARTA rail per year - with an occasional station - start light rail around the Beltline tomorrow - stop narrowing the streets with the garden area build-outs -
Put maps on the side of MARTA buses instead of car insurance ads - change MARTA bus routes to move from one hub-area to another - implement bus-tolley lines with bike carry structures - prepare for driverless cars - expand uber concept - study zoning measures to implement prudent traffic impact fees for certain new construction in certain saturated areas

3. Atlanta often focuses more on big signature projects than on little things that can make the city more livable, accessible, and safe. What will you do in the first 90 days to improve biking, walking, access to transit - or all of the above?

form a Dept of Transportation - with reps from all transit options - and have them review transportation plans - make recommendations - begin implementation process

4. What is more important to you: mitigating automobile congestion or facilitating bicycling and walking?

mitigating auto congestion - if I had to pick -

5. Traffic fatalities, especially among people walking and driving, are soaring in metro Atlanta and elsewhere in the state. What strategies will you use to reverse that trend and increase safety for all transportation modes?

we have trained people to ignore the dangers of stepping into a roadway - due to "pedestrian right-of-way" laws - plus mobile devises contribute to foggy walking - need to re-visit the right of way laws - so walkers assume more responsibility -
Need more speed limit enforcement actions - too many people driving too fast - stop narrowing the roadways - re-paint street lines - work to have bike riders not re-pass autos at stop lights - increase programs for respecting others travel modes

6. Many people resist changes to their streets, even if they increase safety for the most vulnerable road users. Some fear road diets will increase traffic congestion. Others are concerned bike lanes will trigger gentrification. As mayor, what will you do to build consensus on implementing projects that make our streets safe for walking and riding bicycles?

move a fast as can - and as slow as must to bring folks to major consensus - work thru NPUs to educate / hash out issues

7. What will you do to make sure bike share is both available and affordable in low-income communities?

allocate resources to place bike share facilities in poor neighborhoods

8. The Atlanta BeltLine project has fallen far short of its goal of providing affordable housing. Meanwhile, the soaring cost of homes and apartments in surrounding neighborhoods has created risks that the project will displace the city's poorer residents with wealthier ones. As mayor, what changes will you institute to fulfill the promise of an equitable BeltLine where Atlanta truly comes together?

stop giving developers tax breaks - modify zoning so building will not get the certificate of occupancy until it complies with agreed upon proportionate units

9. Do you support allocating part of the MARTA T-SPLOST sales tax funding to affordable housing near transit stations? Why or why not? If not, what other ideas would you propose?

I do not support allocating transit money to "affordable" housing - I propose changing zoning limitations of areas near MARTA stations

10. Reducing parking requirements for new developments would increase the safety and competitiveness of walking, riding bicycles, and using public transit. Do you support reducing parking requirements? Why or why not?

Yes - or couple parking with traffic / transit impact fees - the reason - to reduce the # of autos in town - need to prepare for driverless autos too - where more car sharing will increase

YES/NO QUESTIONS

	Supports a fee on private, paid parking spaces in order to raise money for active transportation projects and to encourage people to choose transit	Ask the state legislature to authorize use of automated speed cameras to reduce high-speed traffic crashes	Continue to support Atlanta Streets Alive	Allocate $2.5 million in the General Fund to maintain eliminate gaps in the bike lane network and to maintain bike facilities	Standardize the speed limit for residential streets to no higher than 25 mph , to improve safety, prevent road fatalities, and influence future design changes
Aman	**YES**	**YES**	**YES**	**YES**	**YES**
Ammanamanchi	**YES**	**UNDECIDED**	**YES**	**YES**	**YES**
Bottoms	**--**	**--**	**--**	**--**	**--**
Eaves	**NO**	**YES**	**YES**	**YES**	**YES**
Fort	**--**	**--**	**--**	**--**	**--**
Hall	**YES**	**YES**	**YES**	**UNDECIDED**	**YES**
Jackson	**--**	**--**	**--**	**--**	**--**
Mitchell	**YES**	**YES**	**YES**	**NO**	**YES**
Norwood	**--**	**--**	**--**	**--**	**--**
Sterling	**--**	**--**	**--**	**--**	**--**
Woolard	**YES**	**YES**	**YES**	**YES**	**YES**
Wrightson	**YES**	**UNDECIDED**	**NO**	**UNDECIDED**	**NO**