

NEW ORLEANS Transportation for Livable Communities

PRIMARY
FEBRUARY 1st

CANDIDATE QUESTIONNAIRE & VOTER'S GUIDE

Introduction

This voter's guide has been prepared by a coalition of transportation, public health, environmental, and community-based organizations working to increase equitable access to transportation choices in all New Orleans neighborhoods. It provides voters with candidate positions on several issues related to sustainable, safe, affordable and healthy transportation.

The coalition drafted the following questions in order to ensure that candidates have an opportunity to share their stance about specific transportation equity issues, which are often under-represented in elections and political debates.

Providing transportation choices is one of the most critical livability issues facing communities in New Orleans today. Given that transportation is the second highest expenditure for families, equitable access to transportation choices can affect neighborhood affordability and community health, particularly for children, seniors, people with disabilities and low-income families.

Additionally, 19 percent of households don't have access to a vehicle, so for many New Orleans residents, having sustainable, safe, affordable and healthy transportation is vital in order to access jobs and critical services. Ensuring that

every neighborhood in the city has access to public transit, sidewalks, walking trails in parks, and safe passage for bicyclists and pedestrians is a basic quality of life issue.

Our coalition does not endorse candidates, but it is our hope that this guide will provide vital information to voters who care about transportation choices in their communities. The Transportation for Livable Communities Candidate Questionnaire and Voter's Guide was drafted by:

- Bike Easy
- Friends of the Lafitte Corridor (FOLC)
- KidsWalk Coalition at Tulane University
- Lower 9th Ward Center for Sustainable Engagement & Development
- Merritt C. Becker Jr. Transportation Institute at the University of New Orleans
- Ride New Orleans
- Stay Local/Urban Conservancy
- Sierra Club
- VAYLA New Orleans

For more information, visit:
www.transportationforlivablecommunities.org

Voter's Guide Contents

Election:

Mayoral

At-Large Council Seat 2

District A

District C

District D

District E

Note: all candidates were contacted, but not all responded to the questionnaire. City Council District B has been omitted because it is an uncontested race, and no candidates from the at-large Council Seat 1 responded to our questionnaire.

About Transportation for Livable Communities :

This candidate questionnaire and voter's guide was drafted by a diverse coalition of organizations advocating for equitable access to sustainable, safe, affordable, and healthy transportation choices in all New Orleans neighborhoods.

New Orleans Mayoral Candidates

RESPONDED

Michael Bagneris (D)
Mitch Landrieu (D)

DID NOT RESPOND

Manny “Chevrolet” Bruno
Danatus King

QUESTION #1: Please provide us with a short statement outlining your vision of a safe, equitable, sustainable and accessible transportation system for all New Orleanians who walk, bike, and use public transit.

Michael Bagneris

As mayor, I will implement policies that facilitate a transportation system that gives everyone multiple travel choices for meeting their daily needs affordably, safely, sustainably, and efficiently. By facilitating access to vanpooling, carsharing, and public bikesharing, cities can reduce road congestion and air pollution, reduce costs associated with extraneous personal vehicle ownership, reduce parking demand, enhance mobility for those who do not own a car, and increase use of alternative modes of transportation like public transit, walking, or biking. On average, residents in transit-rich communities spend only 9 percent of their disposable income on transportation. Elements of the transportation system are directly linked to health effects like heart disease, cancer, stroke, respiratory disease, accidents

Mitch Landrieu

Expanding and diversifying transportation options in New Orleans is a top priority. It is important to have a seamless system that includes cars, bikes, streetcars, buses, ferries and other modes of transportation.

Over the last three and a half years, even as the State has cut funding, we have worked closely with RTA to secure additional federal funds, including a \$45 million TIGER grant to expand our streetcar network along Loyola Avenue.

We have also strongly supported RTA’s work to increase service on bus lines across the city including on Claiborne, Morrison, and General De Gaulle, to name a few. Plus, more late night bus service to Algiers and the East and expanded

and diabetes, which travel-related walking and bicycling have been proven to decrease. My administration will seek to connect people and economic opportunities via accessibility, by encouraging carpooling and vanpooling, along with more plentiful transit.

I will start by appointing a task force to study other cities' success stories, like Washington, D.C., where the city began offering free on-street parking spaces to carsharing operators in 2005 and later auctioned 84 curbside spots, generating almost \$300,000 in revenue. I will lobby for a municipal code that distinguishes between carsharing and car rental tax rates in lower income urban areas with high unemployment. Residents should be allowed to lease residential parking spaces for the purpose of parking shared vehicles as an accessory use of a residential or church property. These solutions convey significant economic, time, public health, and environmental cost savings both to users and to cities.

weekend service along Broad Street and throughout Gentilly.

We strongly support the Complete Streets Ordinance and have gone from less than 10 miles of bike lanes before Katrina to 80 miles today with 100 total miles planned by the end of 2014, and the Lafitte Greenway will become the backbone to this new system, a remarkable conduit of connection between many different neighborhoods and parks. Plus, in partnership with the Algiers Development District, millions are being invested in a 5.6-mile bike path from Algiers Point to the Chalmette Ferry.

Furthermore, we can look forward to more, expanded non-car transportation options. We will work with RTA to extend a new streetcar line down Rampart Street. Another top priority is to continue the fight to save the ferry and continue expanded ferry service.

QUESTION #2: Facing a deficit in 2015, the RTA will be confronted with difficult decisions including whether or not to cut services, raise fares or otherwise identify new revenue sources. How will you work with the RTA to explore innovative solutions and ensure the city invests in a comprehensive public transit network that meets the needs of transit riders and remains affordable?

Michael Bagneris

The RTA's need can be matched with university resources, where much know-how about transportation needs and city design issues can be found. Not only am I a graduate of Tulane Law School, but I have served as a member of the Board of Tulane since 2008. Likewise, I have excellent working relationships with the other esteemed institutions of higher learning in this city. I will bring together students and faculty in planning, public policy, architecture, landscape architecture, business, law, and journalism to work directly with communities to accelerate changes toward livability.

Mitch Landrieu

Over the last three and a half years, even as the State has cut funding, we have worked closely with RTA to secure additional federal funds, including a \$45 million TIGER grant to expand our streetcar network along Loyola Avenue. We will soon further extend the streetcar along Rampart Street. We have also worked with RTA to and the State to save the ferry and strongly supported RTA's increase in service on bus lines across the city including on Claiborne, Morrison, and General De Gaulle, to name a few.

Supporting livable cities is fully embraced by the U.S. Secretary of Transportation, and necessitates increased active transportation in communities. The Partnership for Sustainable Communities leverages the expertise, capabilities, and programs within the U.S. Department of Transportation, HUD, and the U.S. EPA. As mayor, I will work to attract federal, state, and private funding streams to enhance, improve and supplement the RTA.

During this time, we have made a lot of progress, but have had to make tough decisions to balance our budgets. The City along with the RTA must continue to cut and reorganize government to improve efficiency and balance the budget and find solutions to our city's long-term needs.

QUESTION #3: How do you envision leveraging city assets, like linear parks and green spaces, and programs such as Safe Routes to School, to expand our off-street transportation network and encourage people to walk, bike and play in their neighborhoods?

Michael Bagneris

Safe Routes to School seeks to ameliorate obstacles that limit connections between schools and neighborhoods, with the secondary benefit of increasing child activity. A Bagneris administration would buck the national trend that shows low-resource counties with low educational attainment have been least likely to implement Safe Routes.

Since Hurricane Katrina, New Orleans has become more bicyclist friendly. I will commission a study of public bikesharing programs-Denver's B-Cycle program proves that such a program can be entirely independent from city tax dollars. We must provide safer neighborhoods in which to walk, bicycle, or second-line through more community policing efforts and better lit streets. I will strongly urge the police department to enforce speed limits. Finally, I would encourage a social marketing campaign to help change the view that walking and bicycling are primarily recreational activities and modes of transportation only for people who cannot drive or are too poor to own a car.

Mitch Landrieu

We have rapidly expanded transportation options in New Orleans. We've gone from less than 10 miles of bike lanes before Katrina to 80 miles today with 100 total miles planned by the end of 2014.

The Lafitte Greenway will become the backbone to this new system, a remarkable conduit of connection between many different neighborhoods and parks. Plus, in partnership with the Algiers Development District, millions are being invested in a 5.6-mile bike path from Algiers Point to the Chalmette Ferry.

Furthermore, we can look forward to more, expanded non-car transportation options. We just finished the new streetcar line along Loyola Ave and we will work with RTA to extend a new streetcar line down Rampart Street. Another top priority is to continue the fight to save the ferry and support RTA's increases in bus service across the city.

QUESTION #4: While New Orleans' bicycle lane and accessible sidewalk networks have expanded since adoption of the Complete Streets Ordinance, hazardous gaps remain in many neighborhoods, particularly at bridges and underpasses, preventing safe access to critical services and jobs. Consequently, Orleans Parish consistently ranks first in Louisiana in pedestrian and bicycle crashes. What measures will you propose to ensure:

- a. the safe passage of bicyclists and pedestrians?
- b. that funding is available for implementation of the Complete Streets Ordinance?

Michael Bagneris

An 11-year study of pedestrian and bicyclist safety and mobility led to the conclusion that the major contributors to pedestrian safety continue to be the presence of sidewalks, number of traffic lanes, and traffic speed. Many urban traffic safety problems may be addressed through the safety-conscious administration of local land use codes that manage the tension between speed and access on urban streets.

Our charming, narrow streets were not designed for the present high numbers of vehicles. We need better enforcement of vehicles right-of-way rules at crosswalks. I would propose to engage the brain trust of our local universities to encourage new designs for roadways, bicycling facilities, and sidewalks. Dialogue between traffic engineers and community stakeholders will be facilitated. In order to guarantee funding for implementation of the Complete Streets Ordinance, I will consider a bond issue and will work towards consistent planning for needs in the capital budget process.

Mitch Landrieu

Public safety is always the top priority and bicyclists need suitable bike paths and lanes in order to be safe. That is why we support the Complete Streets Ordinance and will fund complete streets in accordance with the ordinance.

We have worked hard to expand the network of bike lanes. Indeed, we've gone from less than 10 miles of bike lanes before Katrina to 80 miles today with 100 total miles planned by the end of 2014. And according to the League of American Bicyclists we are now a bronze level bike friendly community.

Plus, several new bike paths are planned that will allow bicyclists and pedestrians to easily and safely move throughout the city. The Lafitte Greenway will serve as a remarkable conduit of connection between many different neighborhoods and parks. Plus, in partnership with the Algiers Development District, millions are being invested in a 5.6-mile bike path that will allow a rider to go from Algiers Point to the Chalmette Ferry on the levee.

QUESTION #5: The over 65 population in New Orleans is expected to be almost 25% of the total population of Orleans Parish by 2020, increasing the need for special transit services like The Lift. How will you work with the Council on Aging, the Regional Planning Commission, and the RTA to ensure the elderly, disabled, and low income have access to transit?

Michael Bagneris

The gerontology literature shows that falls are a major cause of death and disability among the elderly. Older individuals are concerned about the existence, condition, and maintenance of sidewalks. Many older Americans depend on the automobile for transportation; after a certain age, however, they face the second highest fatal crash rate per mile driven.

I will commission a research project to examine innovative transit services to meet the needs of diverse populations, including the elderly, in livable communities in urban areas. ITNAmerica, the first national, nonprofit transportation system for America's aging population, has gained international recognition as a model Independent Transportation Network. It was funded by the Transit Innovations Deserving Exploratory Analysis program, the Federal Transit Administration, AARP, and numerous private philanthropies. I would seek technical advice from ITNAmerica, which is now conducting a 50-state analysis of policies that create incentives for the use of private resources for community mobility.

Mitch Landrieu

We are committed to ensuring that every resident can access transportation. That is why we have issued new CPNC licenses for additional handicap taxicabs and why we strongly support the Council on Aging, the RTA and the Regional Planning Commission.

Over the last three and a half years, even as the State has cut funding for paratransit, we have worked closely with RTA to secure additional federal funds, including a \$45 million TIGER grant to expand our streetcar network along Loyola Avenue. We will soon further extend the streetcar along Rampart Street. We have also worked to save the ferry and strongly support RTA's increase in bus service across the city.

During this time, we have made tough decisions to balance our budgets. The City along with the RTA must continue to cut and reorganize to improve efficiency and find solutions to our city's long-term needs.

QUESTION #6: Thanks to a technical assistance grant from the EPA and a feasibility study that is currently underway, the City is seriously considering a bike share program. Can you give us your thoughts on bike share as part of our larger transportation network?

Michael Bagneris

Thanks to a technical assistance grant from the EPA.

Mitch Landrieu

The Mayor's Office in partnership with the Regional Planning Commission and others applied for and received this technical assistance grant from the EPA. Other cities like New York City, Chicago and Washington DC have all started their own Bike Share program and we wanted to determine the feasibility of having such a program come to New Orleans. I look forward to getting the results of the feasibility study and working with our partners to make a bike share program a reality.

City Council At-Large Seat 2

RESPONDED

Ernest "Freddie" Charbonnet (D)

Cynthia Hedge-Morrell (D)

Jason Williams (D)

QUESTION #1: Please provide us with a short statement outlining your vision of a safe, equitable, sustainable and accessible transportation system for all New Orleanians who walk, bike, and use public transit.

Freddie Charbonnet

I want to support all form of transportation in New Orleans. We need to improve our roads for vehicles, but those same roads are used by bikes and buses. We need to support and expand our public transportation system and improve sidewalks and crosswalks for pedestrians. The City adopted the Complete Streets Ordinance that requires the city to focuses on all street users and not just cars. I support this legislation, but we need to fund a complete streets staff person in Public Works to fully implement the program.

The city's spending on road repairs has been

Cynthia Hedge-Morrell

New Orleans has a wonderful opportunity to transform our public transportation system during the ongoing recovery from the Federal floods. The City needs to continue to improve an infrastructure to become more bike-friendly. We need to add more bike lanes and improving safety education for both motorists and cyclists. We must continue to build "complete streets," to encourage maximum usage of our thoroughfares for all manners of transportation. We must make public transportation affordable, accessible, and convenient for all parts of the city. And, we must commit to stronger cooperation

Jason Williams

I envision a city transportation system more akin to the multi-faceted transportation of Amsterdam which is not only a safe and equitable system, but is also state-of-the-art and aesthetically pleasing. I believe that the geographical footprint of New Orleans is small enough to achieve progressive sustainable transportation that will be used out of necessity for some citizens and used for pleasure by others. I envision a transportation network in which an individual can bike safely with scenic views between all of New Orleans' unique neighborhoods, with some bike paths travelling along major thoroughfares and others cutting

reduced from \$3.9 million in 2011 to \$2.6 million in 2013. I would increase spending on street maintenance to improve roads for all users. New Orleans can be a difficult city to walk in. I would like to see the City pay for sidewalks repairs in neighborhoods throughout the City. Also, the city needs to upgrade its crosswalks so they are restriped, better defined, and include timed crosswalk signals.

The City has done an excellent job expanding the network of bike lanes, and I would like to continue this expansion. I think that there needs to be education programs for both bike riders and drivers to learn how to safely share the road with each other. Finally, I am dedicated to improve transit in New Orleans by expanding the network and reforming the governance of the RTA.

between regional Transportation entities.

through parks and green-spaces such as the Lafitte Corridor, City Park and the Riverfront. These bike paths will also provide safe route of travel between homes and schools for young people and homes and business for working folks. Green space paths will be vital thoroughfares for New Orleanians without cars as well as vital community opportunities for the residents that live nearby, with the added recreational benefit to act as outlets for local and tourists alike. My vision for a revitalized New Orleans transportation system will also increase options with regard to public transportation, focusing on an expansion of the streetcar to Poland Avenue accompanied by street-scaping and an aesthetic revitalization of that corridor. New Orleans is already a strong pedestrian city and a focus on the scenic aspects of a multi-tiered transportation system will only further foster pedestrian traffic and consequently promote and encourage economic development.

QUESTION #2: Facing a deficit in 2015, the RTA will be confronted with difficult decisions including whether or not to cut services, raise fares or otherwise identify new revenue sources. How will you work with the RTA to explore innovative solutions and ensure the city invests in a comprehensive public transit network that meets the needs of transit riders and remains affordable?

Freddie Charbonnet

The financial situation at the RTA is very serious as they are operating at a significant deficit and burning through their reserves. The public transportation network should be expanded and not cut, so I want to explore every option to increase funding for the RTA to maintain its services. I would be aggressive about exploring state and federal

Cynthia Hedge-Morrell

A recent study said that over 27% of New Orleanians do not have a car so many of our residents rely on public transit, walk or use their bike to move around town. Therefore, it is imperative that we do everything we can to keep the RTA running at the very least at its current capacity. One solution is enter

Jason Williams

I will initiate continued town hall style meetings with RTA administration, neighborhood associations, community organizations, and citizens to discuss the upcoming challenges regarding affordable growth RTA expansion and affordability. I will use these meetings to coordinate a one-

grants, advertisements, and other sources to increase revenues. The last resort would be to increase fares. At \$1.25, RTA's fares are less than Nashville (\$1.70), Baton Rouge (\$1.75), Louisville (\$1.75), Cincinnati (\$1.75), Atlanta (\$2.25), and many other cities. The RTA could consider a small increase, which coupled discounted monthly passes, could keep the system affordable for those who depend on the RTA the most and increase revenues.

into regional transportation agreements among municipalities and parish governments in the Greater New Orleans area. Such agreements will streamline operational cost and perhaps even increase ridership. In addition, we can take better advantage of federal transportation grants and subsidies to improve and enhance our current public transit system.

year, five-year, and ten-year plan for our city's public transit network.

QUESTION #3: How do you envision leveraging city assets, like linear parks and green spaces, and programs such as Safe Routes to School, to expand our off-street transportation network and encourage people to walk, bike and play in their neighborhoods?

Freddie Charbonnet

Cynthia Hedge-Morrell

Jason Williams

The Laffite Greenway is a perfect example of leveraging an underused asset to expand our parks and transportation network. Very soon, the City will transform a former railroad right-of-way and a mishmash of city-owned properties into a linear park with a walking and biking path. I am very supportive of the Laffite Greenway project, and this could be used as a model for other parts of the city. There are other similar projects like the newly opened Algiers levee bike path could be expanded to better utilize public property along the Mississippi River. I would look at other linear green spaces for opportunities to build new walking and biking paths. Federal funding from the Safe Routes to School program could help pay for these paths.

The Lafitte greenway is one of the city's prime examples of a future linear park that will vastly improve neighborhood cohesion, encourage biking and walking, and beautify our community. We have many other opportunities to convert spaces, such as the Crescent Park along the river, into beautiful, usable public spaces that also encourage alternative modes of transportation between neighborhoods.

I will engage civic minded local business leaders to enter into public/private partnerships to re-develop city assets, like linear parks and green spaces. Business leaders would advertise their commitment to these vital areas, the same way that Mercedes Benz and Staples advertise at large arenas. I will propose a competition between business leaders individually or in collaboration with each other to engage in a city-wide contest to develop innovative, intriguing, state of the art, outdoor spaces to draw men and women, boys and girls out of their homes and off of their couches. Another component of this competition would require those dedicated business leaders to partner with a local high school to generate the input of young people who live in close proximity to the outdoor space to become engaged and participate in the destiny of their

environment. The winner of this contest, in truth, will be everyone who participates and clearly all of New Orleans. At the end of the contest, after a vote by all New Orleans high school students, awards would be given to 1st, 2nd, and 3rd place, and said recognition would be prominently displayed on the company's sponsorship signage for the park.

QUESTION #4: While New Orleans' bicycle lane and accessible sidewalk networks have expanded since adoption of the Complete Streets Ordinance, hazardous gaps remain in many neighborhoods, particularly at bridges and underpasses, preventing safe access to critical services and jobs. Consequently, Orleans Parish consistently ranks first in Louisiana in pedestrian and bicycle crashes. What measures will you propose to ensure:

- a. the safe passage of bicyclists and pedestrians?
- b. that funding is available for implementation of the Complete Streets Ordinance?

Freddie Charbonnet

First the City should expand the pedestrian and bicycle network. Second, the City needs to do things that it should already be doing like repair sidewalks, make ADA accessible sidewalks, stripe crosswalks, and add timed walk signals to more crosswalks. Bike paths that abruptly end, like on Esplanade at Broad Street and Bayou St John, create a dangerous situation for cars and bike because there is no safe transition. Finally, there needs to be an education and public awareness campaigns to teach pedestrians, bicyclists, and drivers how to safely share the road.

In the City's 2013 operating budget, the Department of Public Works requested \$215,000 to implement the City's Complete Street Ordinance. The Administration did not fund this budget request. In a \$500 million budget, \$215,000 is a small price to pay to ensure that our streets are safe for

Cynthia Hedge-Morrell

a. We can provide safer and better conditions for pedestrians and cyclists by educating our residents to create a community where pedestrians, cyclists, and drivers can coexist. One important step is enforcement. We must make sure that parking is not allowed on bicycle lanes. This action immediately cuts down on bicycle crashes because cyclists are no longer forced into traffic to maneuver around a parked vehicle. Another enforcement step is making sure drivers obey the current speed limits, which plays a critical role in limiting and preventing harm to pedestrians by a moving vehicle.

b. The Regional Planning Commission provides funds exactly for projects similar to the Complete Street Ordinance. Additionally, I have always been a proponent of using the sale of excess city property to improve city

Jason Williams

A) A huge part of making transit safe for cyclists and pedestrians is educating the drivers in our city. Many drivers have not been educated on not only proper etiquette for sharing the road but also the laws that dictate how to properly pass a cyclist, turn through a bike lane, observe "sharrows" and so on. It is also a matter of enforcing those traffic violations when they occur with tickets and fines.

B) I will require best practices in the development of a financial and strategic plan to complete and alleviate the hazardous gaps in our neighborhood. This realistic and manageable multi-year plan will provide notice to citizens with regard to the proposed commencement and completion in infrastructure work.

pedestrians, bicyclists, transit users, and drivers.

infrastructure. These dollars can go directly to improve our streets.

I will also insist on the development of a strategic plan for maintenance and repair to ensure that our bicycle lane and accessible sidewalk network remain in good condition.

With regard to funding, I will aggressively pursue federal funding as well as advocate for its resources to be dedicated to the continued implementation of the Complete Streets Ordinance. Additionally, I will work to increase the hotel/motel tax to generate additional funds to the Complete Streets initiative.

QUESTION #5: The over 65 population in New Orleans is expected to be almost 25% of the total population of Orleans Parish by 2020, increasing the need for special transit services like The Lift. How will you work with the Council on Aging, the Regional Planning Commission, and the RTA to ensure the elderly, disabled, and low income have access to transit?

Freddie Charbonnet

It is very important that the elderly and disabled have access to public transportation. The best way to do this is to make sure that all RTA buses are handicap accessible. The Lift is a good service, but it is expensive to run on a per trip basis and it not convenient because it has to be scheduled at least a day in advance. The best alternative is to increase the accessibility of the RTA's regular service to accommodate as many trips made by elderly and disabled people as possible. In addition, I would work with the Council on Again, RPC, and RTA to raise money to increase para-transit service for those who cannot ride the regular service.

Cynthia Hedge-Morrell

I'm committed to continuing to be a strong advocate for our seniors. Upon their shoulders we stand as we continue to strive for a better New Orleans. In all of our actions on City Council, I'll continue to keep the needs of seniors. This includes keeping accessible transportation and the need for reduced fares in the forefront of everything we do. Working with the RPC and the Council on Aging, I'd like to promote a comprehensive guide to accessible public transportation that can direct seniors toward essential resources for getting around our beautiful city safely and easily.

Jason Williams

I would sponsor and promote the creation of a department of seniors' projects. Orleans Parish is one of the only parishes without such a department included in its annual budget. This department would be responsible for regularly working with Howard Rogers at the Council on Aging, the Regional Planning Commission and the RTA to ensure the elderly affordable access to transit.

QUESTION #6: Thanks to a technical assistance grant from the EPA and a feasibility study that is currently underway, the City is seriously considering a bike share program. Can you give us your thoughts on bike share as part of our larger transportation network?

Freddie Charbonnet

Bike share programs allow residents and tourist to rent a bike at one location and return it to another location. These programs have been available in Europe for a number of years, and are now rapidly expanding in the US in New York City, Washington DC, Nashville, Boston, Minneapolis, and many other cities. This would be a great service to have in New Orleans. It would improve accessibility for New Orleans residents by giving non-bike owners low cost access to bicycles and the ability to use our City's expanding bike path network. This would also be an excellent service for tourists that would allow them explore areas beyond downtown.

Cynthia Hedge-Morrell

I'm encouraged by the popularity of biking as a primary mode for transit in New Orleans. Bike sharing has proved to be a popular and successful venture in New York City. New Orleans faces different challenges, and budgetary constraints may crimp our hopes to replicate such programs without significant cooperation with private and nonprofit partners. If such an opportunity exists, I'd be very interested in exploring it because bike share offer yet another outlet for free, healthy transportation that opens up job and leisure opportunities for people throughout the city.

Jason Williams

Bike sharing programs have been implemented successfully in many other major cities and have benefitted those who cannot immediately afford the cost of purchasing a bicycle as a mode of transportation. Additionally, these programs allow citizens and tourists to explore an alternative mode of transportation. I am fully in support and have personally utilized them in New York and San Francisco. Such programs provide a host of personal and environmental health benefits. It is no secret that our city has a large low-income population that works downtown in the hotel, restaurant, and tourism industry. Bike-sharing could give these communities who cannot afford to live close to work an economical way to commute. I also believe that this program will encourage college students and locals alike to be tourists in their own city through one-day excursions in our beautiful parks, along water fronts and other scenic city destinations.

City Council District A

RESPONDED

Jason G. Coleman (D)
Susan Guidry (D)

DID NOT RESPOND

David A. Capasso (D)
Stephen Gordon (D)
Drew Ward (R)

QUESTION #1: Please provide us with a short statement outlining your vision of a safe, equitable, sustainable and accessible transportation system for all New Orleanians who walk, bike, and use public transit.

Jason G. Coleman

New Orleans needs safe, equitable, sustainable and accessible transportation system. Currently we have gained national attention for our addition of miles of bike lanes. Even though our current Complete Streets Ordinance is the cornerstone of improvements as a member of STAC, Sustainable Transportation Advisory Committee under Council K. Palmer, it is unfunded. I believe more of a role should be played by advocates like Transportation for Livable Communities in order to improve RTA operations and accessible taxis.

Susan Guidry

For far too long, the city's transportation policies have focused on automobiles. Roads, buses, taxis, and parking – these focuses are quickly becoming outdated. The number of people who can't or don't drive is growing, but the lion's share of our time and resources have been devoted to these issues. Over the past four years, the Council has made great strides in expanding the city's focus to include non-automobile transportation alternatives. Thanks to the Complete Streets ordinance we passed, all new city projects must now include bike lanes whenever feasible. People can now take pedicabs across town. Streetcar lines continue to expand.

The Council also continues to work to ensure that public transportation is available to all who need it. RTA provides handicapped-accessible buses, and most RTA stops are handicapped-accessible. We now have handicapped-accessible taxicabs.

But we still have more work to do. We need to continue to repave our streets and repair our sidewalks. Zoning decisions should not only focus on parking, but also walkability. We need to make sure that we have adequate bus service in all of our communities and that handicapped-accessible public transportation options are available to everyone who needs them.

Over the next four years, I will continue striving to make our transportation system more comprehensive, more efficient, and available to all. I am proud to have worked on these matters as a member of the Council's Transportation Committee.

QUESTION #2: Facing a deficit in 2015, the RTA will be confronted with difficult decisions including whether or not to cut services, raise fares or otherwise identify new revenue sources. How will you work with the RTA to explore innovative solutions and ensure the city invests in a comprehensive public transit network that meets the needs of transit riders and remains affordable?

Jason G. Coleman

As an expert of logistics have worked as a para transit contractor. Under my leadership we double ridership without raising fares and got RTA off of its consent decree. So if granted access to current information my blue ribbon committee would formulate a plan with bench marks to achieve our goal.

Susan Guidry

I will continue to urge RTA to seek federal and state grant funding to help maintain, improve, and expand its existing services. Federal State of Good Repair and TIGER grants have allowed RTA to improve its facilities and provide for the new Loyola streetcar line. State grants have helped provide for planning and technical studies. These funds have helped RTA lower costs - but these funds are rapidly decreasing.

To help keep rider fares low, I will encourage RTA to explore ways to make its fleet more energy efficient.

Alternative fuel vehicles and solar-powered facilities will lower fuel and energy costs. With tax credits and other available subsidies, such efforts could substantially decrease operating costs, thereby minimizing the need for future fare increases.

QUESTION #3: How do you envision leveraging city assets, like linear parks and green spaces, and programs such as Safe Routes to School, to expand our off-street transportation network and encourage people to walk, bike and play in their neighborhoods?

Jason G. Coleman

As an agent of change I believe access to equipment and locations near poverty areas would increase user ship of green space, etc. On the other hand safe paths for schools is an OPSB issue because current city wide busing makes neighborhood schooling impossible, thus limiting the success of safe routes.

Susan Guidry

Two of my prouder achievements as Councilmember are examples of creative leveraging of existing assets or plans – the development of the Lafitte Greenway and the Complete Streets ordinance. Both are also great illustrations of how collaboration can create win-win situations. The Lafitte Greenway was a 3-mile under-utilized strip of land running through the heart of the city – from the French Quarter to Canal Blvd. Through the efforts of groups like Friends of Lafitte Corridor and the Lafitte Greenway Steering Advisory Committee, this space is being turned into a public green space with recreational facilities and biking and walking trails.

The Complete Streets ordinance is another success story. Faced with the problem of trying to fit bike paths onto narrow streets, the Sustainable Transportation Advisory Committee came up with another solution – including bike paths as part of the initial design. The Complete Streets ordinance requires that any City-funded street projects include bike paths whenever feasible. The ordinance has helped create numerous new bike paths across the city.

QUESTION #4: While New Orleans’ bicycle lane and accessible sidewalk networks have expanded since adoption of the Complete Streets Ordinance, hazardous gaps remain in many neighborhoods, particularly at bridges and underpasses, preventing safe access to critical services and jobs. Consequently, Orleans Parish consistently ranks first in Louisiana in pedestrian and bicycle crashes. What measures will you propose to ensure:

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- b. that funding is available for implementation of the Complete Streets Ordinance?

Jason G. Coleman

I believe more NOPD Bicycle Officers would help increase awareness and visibility of bicyclers. Secondly current streets and crosswalks have to be repaired and prioritized in the Public Works Departmental budget.

Susan Guidry

The Complete Streets ordinance was a great first step towards ensuring that our thoroughfares are open to all users – cars, bicyclists, and pedestrians. However, hazardous gaps do exist. Some of these gaps will require additional Public Works funding, but one inexpensive way that we can help protect bicyclists and pedestrians is by educating all users about bike and pedestrian safety rules. The Downtown Development District’s recent 610 Stompers “3 feet between vehicles and bikes” campaign is a great example of this. By undertaking a concerted education campaign about bike and pedestrian safety rules we can ensure that everyone knows all of the rules of the road.

As for ensuring adequate Complete Streets funding, the Council should request that for all capital projects, the administration include whether a project is subject to Complete Streets requirements, what compliance measures are anticipated, and estimated compliance costs and make such information available to the public via the Capital Projects website.

QUESTION #5: The over 65 population in New Orleans is expected to be almost 25% of the total population of Orleans Parish by 2020, increasing the need for special transit services like The Lift. How will you work with the Council on Aging, the Regional Planning Commission, and the RTA to ensure the elderly, disabled, and low income have access to transit?

Jason G. Coleman

As manager of 12 para transit units daily for 2 years, I can tell you the need for disable, elderly, and special needs in New Orleans. I will work with federal, state, local officials and administration to provide funding for services. Some cutting cost tips are eliminating late cancels and no shows.

Susan Guidry

Often the most effective ways to ensure that all views are taken into account is to sit everyone down around the same table, so each group can not only explain their positions, but also provide knowledge and expertise that the other groups may not have. A Council Transportation Committee meeting would provide a perfect opportunity for such a discussion. It would also allow the public to contribute to ensure that all views are heard and all ideas put on the table.

QUESTION #6: Thanks to a technical assistance grant from the EPA and a feasibility study that is currently underway, the City is seriously considering a bike share program. Can you give us your thoughts on bike share as part of our larger transportation network?

Jason G. Coleman

As a member of STAC we have been working on private funding to kick start the program. With all the beautiful parks, leaves, shopping districts, ST. Charles Ave and warm weather make us a perfect candidate for a pilot program.

Susan Guidry

A bike share program would be a welcome addition to our city's transportation system. I am very fortunate to have some of the city's most beautiful and bicycle-friendly locations – City Park, Bayou St. John, Audubon Park – in my district. An effective bike share program could open up these locations to visitors and residents alike. Bike sharing frees people from the need to own, maintain or store a bike and allows them to transfer to different transportation options.

City Council District C

RESPONDED

Jackie Clarkson (D)

DID NOT RESPOND

Lourdes F. Moran (D)

Nadine Ramsey (D)

Carlos Williams (D)

Eloise Williams (O)

QUESTION #1: Please provide us with a short statement outlining your vision of a safe, equitable, sustainable and accessible transportation system for all New Orleanians who walk, bike, and use public transit.

Jackie Clarkson

In recent years, the City Council Transportation Committee has been working towards the total coordination of our public transit assets in a way that this City has never seen before. Using national models like the Complete Streets program, and leveraging federal dollars, we are on our way to creating a complete system that utilizes many different types of transit and serves many different types of transit users. As policy makers, we have to understand that our transportation infrastructure must serve all citizens, and that each part of the system must work in order for the entire system to work. This is why saving the Algiers ferry has been a top priority for Council President Clarkson. It is part of a bigger system, and when one piece of that system is compromised, the whole system suffers.

QUESTION #2: Facing a deficit in 2015, the RTA will be confronted with difficult decisions including whether or not to cut services, raise fares or otherwise identify new revenue sources. How will you work with the RTA to explore innovative solutions and ensure the city invests in a comprehensive public transit network that meets the needs of transit riders and remains affordable?

Jackie Clarkson

Council President Clarkson has been working with the RTA during all her years of public service, from helping to find funding for bringing back the street cars after Hurricane Katrina, to authoring a resolution at the Regional Planning Commission which facilitated negotiations between the RTA and Louisiana Department of Transportation to save our ferries. The RTA serves a growing city. As our population increases, ridership and revenues will follow. In the meantime, Clarkson is dedicated to working with the RTA, along with state and local government officials, to find creative solutions to any short term funding problems, without cutting services or increasing fares.

QUESTION #3: How do you envision leveraging city assets, like linear parks and green spaces, and programs such as Safe Routes to School, to expand our off-street transportation network and encourage people to walk, bike and play in their neighborhoods?

Jackie Clarkson

Council President Clarkson authored the ordinance which gave the City's Master Plan the force of law. The Master Plan details a progressive transportation policy focused on encouraging alternative transportation and a vibrant pedestrian and bicycling environment. We are on the right path. It takes a large group of people, from all levels of government, educational institutions, and private sources, to accomplish this great task, and Clarkson is known for her ability to bring the right people together to get the job done.

Additionally, maintaining our public green spaces and parks is a challenge in itself. If residents have access to well-maintained spaces and meaningful programming, they need no further encouragement. Council President Clarkson was instrumental in the creation of NORDC and the NORD Foundation. Programming is varied and engaging, new facilities are opening all over the City, and we have a commission of public officials and private citizens working together to create a vibrant, and most importantly, a sustainable recreation program. Clarkson is proud to have worked with the New Orleans

Recreation Development Commission, the Department of Parks & Parkways, and the Administration's Capital Projects Department to rebuild and reinvigorate parks and playgrounds all over the City.

We have made great strides when it comes to improving our transportation and recreation environment. We need steady leadership to keep us moving forward.

QUESTION #4: While New Orleans' bicycle lane and accessible sidewalk networks have expanded since adoption of the Complete Streets Ordinance, hazardous gaps remain in many neighborhoods, particularly at bridges and underpasses, preventing safe access to critical services and jobs. Consequently, Orleans Parish consistently ranks first in Louisiana in pedestrian and bicycle crashes. What measures will you propose to ensure:

- a. the safe passage of bicyclists and pedestrians?
- b. that funding is available for implementation of the Complete Streets Ordinance?

Jackie Clarkson

As we continue to make improvements in our transportation infrastructure, we have to educate the public on how to safely share the road, whether they are traveling on a bicycle, walking, or driving a car. As a community, we have to do our part to take proper safety precautions and respect each other when traveling.

Funding street repairs in accordance with the Complete Streets Ordinance is a top priority for Council President Clarkson. In December of 2013, the City raised \$40 million from bond sales, and we expect to sell \$60 million more next year. These funds will be dedicated to infrastructure improvements, like repaving our streets. These bond sales were possible because the city has put its fiscal house in order, with a balanced budget for the last four years.

QUESTION #5: The over 65 population in New Orleans is expected to be almost 25% of the total population of Orleans Parish by 2020, increasing the need for special transit services like The Lift. How will you work with the Council on Aging, the Regional Planning Commission, and the RTA to ensure the elderly, disabled, and low income have access to transit?

Jackie Clarkson

Council President Clarkson has supported the Council on Aging for many years, and is eager to do her part alongside RPC and the RTA to continue the progress that has been made in helping all of our citizens to have access to public transit. Clarkson is a proud member of the Regional Planning Commission, an organization that has found millions of dollars in funding for crucial transportation projects in New Orleans. We must work together to find federal and state funding so that we may properly serve our wisest and most worthy constituents.

QUESTION #6: Thanks to a technical assistance grant from the EPA and a feasibility study that is currently underway, the City is seriously considering a bike share program. Can you give us your thoughts on bike share as part of our larger transportation network?

Jackie Clarkson

A bike share program is a great example of how new and different ideas have the potential to improve the transportation environment as whole. We know there is a need for more transit options, less traffic congestion, and healthier ways to travel. A bike share program could be a piece of the solution. Council President Clarkson is excited to review the results of the feasibility study and work with everyone involved to continue to find and implement the best solutions to our transportation challenges.

City Council District D

RESPONDED

Dalton Savwoir Jr. (D)

DID NOT RESPOND

Joseph "Joe" Bouie (D)
Jared Brossett (D)

QUESTION #1: Please provide us with a short statement outlining your vision of a safe, equitable, sustainable and accessible transportation system for all New Orleanians who walk, bike, and use public transit.

Dalton Savwoir Jr.

I support a safe, equitable, sustainable, and accessible transportation system for New Orleans. This means that I support every form of transportation whether you are in a car, on foot, riding a bicycle, or taking public transportation. I support the Complete Streets Ordinance that adopted by City Council, because streets should not be designed just for drivers. Engineers need to consider all of the users of the street.

The first thing that needs to be done is the City needs to improve the condition of our roads. The City only spent \$2.6 million on road and drainage repairs in 2013, when we need to be spending closer to \$10 million a year to maintain our streets. If we properly fix our roads, that will help bicyclists, buses, and everyone who uses our roads. We also need to maintain our sidewalks. Prior to the Superbowl, the City spent millions to repair sidewalk in the French Quarter, and I would like to see the City repair sidewalks in District D. We need to better mark the crosswalks and at signalized intersections, we need to have walk signs.

As for bikes, the City needs to continue expanding the network of bike lanes to make it safe for bicyclists. Finally, I would like to see our public transit system expand as well. This includes bus routes and not just streetcars. I am disappointed to see RTA's streetcar expansion plan focuses on downtown and not the neighborhoods of New Orleans.

QUESTION #2: Facing a deficit in 2015, the RTA will be confronted with difficult decisions including whether or not to cut services, raise fares or otherwise identify new revenue sources. How will you work with the RTA to explore innovative solutions and ensure the city invests in a comprehensive public transit network that meets the needs of transit riders and remains affordable?

The RTA will have some tough decision to make as they are in a very dire financial situation. To the extent possible, I would like to see the RTA maintain its service. I would not support major cuts to service because so many New Orleanians depend on the RTA to get to work and to get around town. I would focus on reforming the governance of the RTA. The Board composition doesn't make sense, with Jefferson Parish appointing 3 Board members even though only Kenner is part of the RTA. There needs to be professional requirements for the RTA Board members to have skills in urban planning, engineering, public financing, and consumer advocacy. The last option should be to increase fares, even though RTA has lower fares than comparable cities. If there is a fare increase, discounted monthly passes would make it more affordable to people most dependent on transit.

QUESTION #3: How do you envision leveraging city assets, like linear parks and green spaces, and programs such as Safe Routes to School, to expand our off-street transportation network and encourage people to walk, bike and play in their neighborhoods?

I fully support expanding our bicycle and walking path transportation network in linear parks on levees. The new Algiers bike path is a great example of this, which I would like to see in District D. Another good example, which I am excited to have now part of it in District D, will be the Laffite Greenway. This is a great example of creating transportation and recreation opportunities out of little used city assets. I would love to see expanded walking and biking paths along the Lakefront, Bayou St John, and the various outfall canals located in District D.

QUESTION #4: While New Orleans' bicycle lane and accessible sidewalk networks have expanded since adoption of the Complete Streets Ordinance, hazardous gaps remain in many neighborhoods, particularly at bridges and underpasses, preventing safe access to critical services and jobs. Consequently, Orleans Parish consistently ranks first in Louisiana in pedestrian and bicycle crashes. What measures will you propose to ensure:

- a. the safe passage of bicyclists and pedestrians?
- b. that funding is available for implementation of the Complete Streets Ordinance?

To help make it safer for bicyclists and pedestrians, I would propose eliminate the gaps in network. Engineering solutions can be expensive, but using signage, striping, bike arrow decals, and timed crosswalk signals can make it safer. In addition, the City should be properly repairing roads and sidewalks to make it safer for bikes and pedestrians. Finally, the City needs to do educational outreach to teach drivers, bicyclists, and pedestrians to safely share the street.

While the City passed the Complete Street Ordinance a couple of years ago, the Mayor and City Council did not fund its implementation. I support funding the \$200,000 request by Public Works to implement the Complete Streets program. This is a small price to pay to make sure our street, bike lanes, transit systems, and sidewalks are designed for the safety of all users.

QUESTION #5: The over 65 population in New Orleans is expected to be almost 25% of the total population of Orleans Parish by 2020, increasing the need for special transit services like The Lift. How will you work with the Council on Aging, the Regional Planning Commission, and the RTA to ensure the elderly, disabled, and low income have access to transit?

In order to comply with the Americans with Disabilities Act, the RTA will need to properly fund its para-transit service, The Lift. I would work with all of the Council on Aging, RPC, and RTA to raise money for this service. In addition, I would focus on making sure that all of the RTA's buses and streetcars are made as accessible as possible. This would ensure that those people who want to ride the regular RTA services are able to do so. It is important that as people age and are no longer able to drive, that they have the transit services in place to help them get around town.

QUESTION #6: Thanks to a technical assistance grant from the EPA and a feasibility study that is currently underway, the City is seriously considering a bike share program. Can you give us your thoughts on bike share as part of our larger transportation network?

Bike share programs are rapidly expanding in the US, in cities large and small. Cities like New York City and Nashville have bike share programs where people can easily do short term bike rentals to get from point A to B. I think that a bike share program would fit nicely into the New Orleans transportation network. The bike share would give New Orleans residents more options to get around town, give people affordable access to bicycles, and provide another option for people to exercise. The bike share would be great for the tourist for visiting New Orleans as well. If tourists had cheap and easy access to bicycles, they would be more likely to leave downtown and visit some of the wonderful District D neighborhoods.

NEW ORLEANS

Transportation for Livable Communities

CITY
COUNCIL

City Council District E

RESPONDED

Andre Kelly (O)
Cynthia Willard-Lewis (D)

DID NOT RESPOND

James Gray (D)

QUESTION #1: Please provide us with a short statement outlining your vision of a safe, equitable, sustainable and accessible transportation system for all New Orleanians who walk, bike, and use public transit.

Andre Kelly

In The Lower 9th Ward and New Orleans East, to speak about accessible transportation systems without first addressing the need for safe and ample destinations for recreation and shopping, would be in vain and futile. Although there is a need for sidewalks along the non-Interstate side of District E's service roads, more bike lanes throughout the area, more street furniture, increased non-motorized shortcuts, and more frequent RTA pickups, all of which I would support, the solution for a better transportation system in District E is creating more and better landing places.

Cynthia Willard-Lewis

It has always been vision of mine to provide a key biking and walking connection between different neighborhoods, and connections to the public transits stops. I also promote healthy living, alternative transportation sources, environmentally friendly tracts, pedestrian safety and family fun. *"By making active transportation a viable option for everyday travel, we will cost-effectively reduce oil dependence, climate pollution and obesity rates while providing more and better choices for getting around town."* (Active Transportation for America 3) I further believe that Bike Lanes, Greenways and Linear Parks will enhance civic beautification that will preserve and revitalize surrounding neighborhoods as well as provide a safe route to bus stops in neighborhoods that are considered to be underserved.

QUESTION #2: Facing a deficit in 2015, the RTA will be confronted with difficult decisions including whether or not to cut services, raise fares or otherwise identify new revenue sources. How will you work with the RTA to explore innovative solutions and ensure the city invests in a comprehensive public transit network that meets the needs of transit riders and remains affordable?

Andre Kelly

I would speak with RTA regarding the possibility of non-motorized transport as an incentive to reduce costs from conventional public transit. Innovations, such as the use of a 'bikebus' for navigating community areas, coupled with widespread usage of bicycles or a bike share program would of course incur roadway improvement and maintenance costs, but would also however, improve the aesthetic quality of communities and provide the opportunity for generating income that could be immediately reinvested into the communities that make use of them.

Cynthia Willard-Lewis

I will work towards the expansion of the street Car line down St. Claude to Poland Avenue. Most importantly, I will conduct an inclusive Transit Funding Study; factors from the study will help me to develop, implement and enforce a Comprehensive Transportation Policy that will include all modes of transportation and evaluate potential local, state and federal funding options suitable to help finance public transit and other transportation projects and services.

QUESTION #3: How do you envision leveraging city assets, like linear parks and green spaces, and programs such as Safe Routes to School, to expand our off-street transportation network and encourage people to walk, bike and play in their neighborhoods?

Andre Kelly

I believe the city's Master Plan is laid out in such a way to make frequent use of parks as bicycle staging areas. Also, there is opportunity to connect the parks with the people through streetscapes and catwalks. The city's plan could also be conducive to bicycled police officers during high people traffic hours like before and after school to make sure pedestrian and/or cyclists are able to travel with little threat of danger. I would look to create a partnership that allows residents to

Cynthia Willard-Lewis

I will evaluate the City's current street enhancement projects to ensure that they remain under Department of Public Works (DPW) Capital Administration and link them to Parks and Parkways. I believe with this collaboration we will have better capacity in leveraging City's assets. The Capital Administration is really involved in a majority of the primary response. Leaving it with DPW will allow for better oversight of the projects. Secondly, DPW is well versed in selecting contractors and A&E companies that will be work with these enhancement projects.

serve as 'safety maids' (like traffic enforcement officers, but for protecting pedestrians and bikers) on behalf of NOPD.

Instead of doing separate RFP processes thereby prolonging the projects and raising costs, I would allow DPW and the Department of Parks and Parkways a chance to select a qualified team that will include DBEs. Lastly, since the Department of Parks and Parkways will be responsible for the maintenance post construction it is important that they are at the table during the design phase, possibly offsetting the landscaping installation by utilizing City Maintenance Workers.

QUESTION #4: While New Orleans' bicycle lane and accessible sidewalk networks have expanded since adoption of the Complete Streets Ordinance, hazardous gaps remain in many neighborhoods, particularly at bridges and underpasses, preventing safe access to critical services and jobs. Consequently, Orleans Parish consistently ranks first in Louisiana in pedestrian and bicycle crashes. What measures will you propose to ensure:

- a. the safe passage of bicyclists and pedestrians?
- b. that funding is available for implementation of the Complete Streets Ordinance?

Andre Kelly

As the citizens of New Orleans are the city's most important asset, funding for the Complete Streets Ordinance to ensure citizen safety while in transit can and should be a part of the operating budget's largest allocation: public safety. Additionally, in that this city has been awarded Federal monies for the rebuilding of streets after Hurricane Katrina, I would make sure portions of those funds contribute to the health of said streets.

Cynthia Willard-Lewis

The enforcement measures I will do in my district include identifying a funding source that will finance the cutting of tall grass and overgrown vegetation on blighted properties that has grown over into our streets and obstructing the sidewalks. I will also plan for the surrounding corridor that complements and builds upon the investment of the trail and greenway through compatible land use and urban design, economic development strategies and transportation connections. I will work towards improving transit to schools, regional employment centers with the DPW and LA DOTD. Lastly, I will ensure that all bike lanes and paths are properly measured, illuminated, striped and aligned within the City's existing rights-of-way in a manner that provides safe, interesting and logical connections to the surrounding corridor, and providing high quality, environmentally sensitive open space along with recreational, educational and cultural amenities that lend a unique identity to the city and enable it to be a financially self-sustaining facility.

QUESTION #5: The over 65 population in New Orleans is expected to be almost 25% of the total population of Orleans Parish by 2020, increasing the need for special transit services like The Lift. How will you work with the Council on Aging, the Regional Planning Commission, and the RTA to ensure the elderly, disabled, and low income have access to transit?

Andre Kelly

While the RTA becomes more modernized, and efficient, looking to cut costs and provide alternatives to traditional public transit, it's important to maintain equability and ensure the services remain in place and funded to serve those with less access to transportation. I would first identify the comprehensive transportation needs of the elderly and disabled communities through the Council on Aging, and community engagement and make sure sufficient programs like The Lift remain as intact as possible in lieu funding restructuring.

Cynthia Willard-Lewis

I will work with existing agencies, like the Council on Aging, who have a relationship with our seniors to determine the needs of the elderly population so that as their need increases we can partner with the Regional Planning Commission, RTA and other transit providers for Lift services and other methods of transit to assist our seniors with proper transportation options. I will also work with the Council on Aging to assist with finding funding sources to offset the costs for providing such transportation should the need for such services exceed the available resources already in place. Lastly, I would bring RTA to the table to ensure that existing Lift services are being adequately utilized in an efficient manner. In response to low income riders, I would work with Total Community Action and other agencies that assist low income residents to come up with plans to offset the cost for public transportation so that these families will be able to utilize public transportation for essential trips such as hospital and doctor visits, employment interviews and grocery shopping.

QUESTION #6: Thanks to a technical assistance grant from the EPA and a feasibility study that is currently underway, the City is seriously considering a bike share program. Can you give us your thoughts on bike share as part of our larger transportation network?

Andre Kelly

Cynthia Willard-Lewis

Having Bikeshare as part of our larger transportation network is not only exciting, but important because I believe that an interconnected system of bicycle and pedestrian facilities should serve as a form of transportation, as well as recreational and exercise. Through various community meetings, residents of New Orleans East and the Lower 9th Ward expressed a desire for a system of nature trails, and bike lanes/routes that connect area parks, schools, neighborhoods and public buildings. Working toward a transportation network can not only change the footprint of District E, but could perhaps serve as a trend for other parts of the city and neighboring parishes to replicate.

NEW ORLEANS

Transportation for Livable Communities

This candidate questionnaire and voter's guide was drafted by a diverse coalition of organizations advocating for equitable access to sustainable, safe, affordable, and healthy transportation choices in all New Orleans neighborhoods. We do not endorse candidates, and this guide is strictly educational in nature.

Member Organizations Include:



MERRITT C. BECKER, JR.
UNO TRANSPORTATION INSTITUTE



Visit www.transportationforlivablecommunities.org to learn more!

For more information on elections and voting in Orleans Parish, www.geauxvote.com