

Candidate Name: Kimberly Council

Campaign Manager: Robert Munoz

Press Secretary: N/A

Name and EIN/TID of Committee:

Campaign Address: 2194 Fulton St Brooklyn, NY 11233

Campaign Phone: 310-717-6648

Campaign Fax: N/A

Campaign E-mail: councilforcouncil@gmail.com

Campaign Website: councilforcouncil.com

Campaign Twitter Username: N/A

Safe Streets

1.Reducing the number of motor-vehicle crashes and conflicts among street users with appropriate infrastructure or roadway design changes, automated traffic law enforcement, or street- or neighborhood-specific changes in traffic rules

There is a lot that needs to be accomplished to make New York's streets safe and usable for everyone. The best thing we have working in our favor is most of the solutions already exist. As a councilperson I would not seek to reinvent the wheel when it comes to safety on our streets. Instead, I would support the expansion of programs that have already been shown to work. We need to redesign more streets in the complete street format with space for public transit, cars, bikes, and pedestrians. We need to restore funding for public transportation. We need more slow zones in vital areas around the city. I was pleased our state legislature passed the initiative for speed cameras in school zones. We need to ensure the program is properly implemented and eventually expanded. We know what works. That is not the issue. We need strong leaders that will advocate for programs that will increase safety.

2.Ensuring thorough investigation of, and appropriate consequences for, drivers who commit traffic offenses that result in injury or death

The NYPD's efforts to increase accident investigations is a good start but more is needed. It should not take a serious injury to incite an investigation. Increase funding is needed to ensure all but minor accidents are investigated as well as any accident involving a moving vehicle and a bike rider or pedestrian. We need to look for policies that have in the past impaired investigators ability to convict drivers who cause accidents. All traffic officers need increased training is needed to ensure police officers are identifying reckless drivers before accidents occur.

Complete Streets

3.Encouraging New Yorkers to use public transit, walk or bicycle within the city, instead of driving

In order to get people to use public transit, bicycle, or walk we need to remove barriers to access. We have seen massive cuts to public transit while MTA fares rise simultaneously. With more routes running more often and a moratorium on fare increases people would be encouraged to use public transit but increased funding for public is needed. An excellent source of funding would be tolls on East River bridges and congestion pricing for Manhattan. The main barrier to bicycling is safety so we need more protected bike lanes and better enforcement of automobiles blocking bike lanes. It is proven that installing bike lanes makes people feel safer and more likely to bike. Increased bikers leads to greater driver vigilance and decreased accidents involving automobiles and bicyclists. Safety is also the greatest barrier to walking. We need more complete streets that have pedestrians in mind.

4.Repurposing street space to better meet transportation needs (please specify particular streets)

Atlantic Ave both in my district and over its full length desperately needs to be improved. It is one of the most dangerous streets in the city. Right now Atlantic Ave is not safe for bicyclists, pedestrians, and even drivers. In addition, to safety concerns businesses have failed to take hold on one of the city's busiest streets. Vacancies are prevalent even in more upscale sections

of the street. A Complete Streets make over would help us realize a safer more vibrant Atlantic Ave. Traffic calming measures are need to slow down vehicles. Business deliveries along portions of Atlantic create congestion and erratic traffic patterns. Deliveries should be restricted during the day. On the portion of Atlantic Ave in my district lane dividers are barely if at all visible creating a free for all traffic pattern. Also in this area left turns across Atlantic need to be restricted. Drivers attempting left turns clog the lane nearest the divider and traffic coming up from behind is forced to quickly change lanes to avoid being stuck. This fixes in addition to protected bike lanes and measures to ensure pedestrian safety will make for a vibrant street that serves more purposes than its currently does as Brooklyn's most dangerous road.

Livable Streets

5. Increasing the amount of public space for non-transportation use, such as plazas and street closure programs (e.g., Summer Streets and play streets.)

In our highly congested city it is vital that we make the most of our shared space. We need to put forth the resources to create more pedestrian plazas and complete the temporary pedestrian plazas that are sprinkled throughout the city.

6. Harmonizing commercial and residential uses through licensing and regulation of trucking, deliveries, parking, street vending, greenmarkets, and other commercial activity affecting our streets

It is important that we have a holistic approach to any policy but especially the use of our streets with so many stakeholders with varying needs. Everything starts with getting as many vehicles, personal and commercial, off our streets as possible during peak hours. Less cars opens up increased space for all types of street use. As such, the first goal of an streets use policy should be creating incentives to take public transit, bike or walk especially in areas with the greatest levels of congestion. By getting people out of cars businesses will see greater foot traffic and higher profits. We will not need as much parking space and can put that space to use benefitting the entire community. We also need to move to restrict commercial traffic in congested areas to only the most essential daytime deliveries. It might cause issues for some businesses but many more will realize the benefits related to a less congested city.

YES/NO QUESTIONS

1. Do you believe speeding cars are a public safety problem in your district/borough?

Yes

2. Would you support enhancing penalties for aggressive, distracted and reckless driving under the New York City Administrative Code in order to deter such behavior?

Yes

3. Has the New York Police done enough to enforce the traffic laws?

No

4. Do you support expanding Bus Rapid Transit with dedicated bus lanes in your district/borough?

Yes

5. Should New York City government be providing economic support for ferry service as an extension of the public transit network?

Yes

6. Do you support continued expansion of the on-grid bike lane network in all five boroughs?

Yes

7. Do you approve of the way that the NYC Department of Transportation is working to manage traffic?

Yes

8. Do you approve of the process the NYC Department of Transportation and the Community Boards use to determine locations for bike-share facilities?

Yes

9. Do you support channeling buses and trucks to perimeter highways in order to reduce their presence on residential streets?

Yes

10. Do you support closing New York City's parks to cars?

Yes

11. Do you support pedestrianization of street space to encourage tourism?

Yes

12. Should the city make non-sensitive data concerning street use, street conditions and traffic crash investigations available in a timely, digital format to the public?

Yes

13. If elected, will you give your support to candidates for Council Speaker and/or Community Board who openly support safe, complete and livable streets?

Yes

PRIORITIES

1. Rank the following measures that local government can take to discourage unnecessary motor vehicle trips to the most transit-rich and high-traffic areas of the city:

A. 2 Remove financial incentives for "toll shopping" by equalizing or balancing tolls at different bridge and tunnel crossings

B. 1 Use a system of dynamic pricing for access to the most congested areas

C. 3 Give buses and vehicles-for-hire priority over private cars on city streets

D. 5 Give delivery vehicles priority on city streets over private cars

E. 4 Restrict commercial deliveries to late night and early morning hours, and ban the largest trucks from residential neighborhoods absent compliance with special permit and insurance requirements

Please state what other such measures you think are appropriate reduce unnecessary motor vehicle trips to the most transit-rich and high-traffic areas of the city:

The rapid expansion of biking and its benefits for the city have been well documented. These benefits do not seem to have been fully realized in areas with the worst congestion. For many bikers the trip into downtown Brooklyn, LIC, and Manhattan remains daunting despite street improvements. More needs to be done in these vital areas. Safer streets and improvements to bridge access points are necessary in concert with initiatives that will increase biking safety once congested areas are reached such as congestion pricing.

2. Rank the following measures that local government can take to obtain community input concerning changes in the regulation or configuration of a street:

A. 2 Holding a "Town Hall" or open forum for affected community members

B. 5 Conducting a face-to-face canvass of residents and businesses on the affected street

C. 3 Conducting an online poll of neighborhood residents regarding the change

D. 1 Involving the community board and considering any resolutions it may pass on the subject

E. 4 Responding to complaints that arise after changes have been implemented

Please state what other such measures you think are appropriate in obtaining community input concerning such changes:

The community process for traffic improvements has been through. Cries of a lack of community involvement be it for Citi Bike or the Prospect Park West bike line range from disingenuous to

completely false. That being said the uproar of a few people distracts from the effectiveness of transportation initiatives. Anything within reason that can be done to show strong community outreach should be done.

3. Rank the traffic violations upon which NYPD resources should be focused:

- A. 1 Operating motor vehicles in excess of the speed limit
- B. 3 Double parking, standing, and blocking of loading zones or bicycle lanes
- C. 5 Traffic violations by cyclists
- D. 4 Traffic violations by vehicles weighing more than 5 tons
- E. 2 Failure to yield to pedestrians

Please state which other traffic-related enforcement activities you believe deserves greater resources from the NYPD:

There does not seem to be any enforcement for bus lanes. Cars drive, stand, and sometimes even park in bus lanes with impunity.