

2013 Candidate Questionnaire

OVERVIEW

For New York City to compete in the global economy and provide the safety and quality of life New Yorkers deserve, our leaders must embrace a 21st Century vision for our streets that puts well-being of people first. StreetsPAC supports candidates for public office who will champion safe, complete and livable streets.

Safe Streets are safe enough for children, seniors, and people of all abilities to travel without fear of death or injury. Despite recent gains, our streets remain unsafe:

- Motor vehicle crashes are the leading cause of preventable death in New York City; crash fatalities increased 12% in 2012 compared to 2011, and hit-and-run fatalities increased by 31% from 2010 to 2012.
- Although speeding is the top factor in NYC traffic deaths, police rarely enforce speeding laws on neighborhood streets, and prosecutors rarely pursue charges against sober drivers who kill.

To foster safe streets, StreetsPAC supports speed cameras and other enforcement strategies as well as changes in roadway design, which are proven to calm traffic.

Complete Streets encourage mobility and health by allocating space for walking, public transportation, bicycling and wheelchair access, and by prioritizing curbside access for taxis, delivery trucks and passenger loading over the underpriced curbside parking that now makes such uses difficult or impossible. For example:

- Select Bus Service using dedicated bus lanes has been an unqualified success, reducing travel times by 20% and increasing ridership.
- Increased bicycle lanes have made cycling for everyday transportation a viable option for thousands of New Yorkers. Protected lanes have been proven to reduce crash injuries among bicyclists, walkers and drivers by approximately 40%.
- Countdown clocks, sidewalk extensions and landscaped pedestrian safety islands make walking more pleasant and efficient.

StreetsPAC supports improving the quality and variety of transportation choices to improve personal mobility and build a more sustainable transportation system of complete streets.

Livable Streets are comfortable and welcoming to local residents and visitors and attract patrons to shops, restaurants, hotels and other local businesses. New Yorkers want to live, work and shop on livable, economically vital streets. Research shows:

- Pedestrian plazas, bike lanes, play streets and other amenities dramatically increase retail property values, and significantly raise other commercial and residential property values.
- The reduction and elimination of motor vehicle traffic on Broadway from Columbus Circle to Union Square has created a mecca for tourists as well as internet-based and other new-economy businesses.

StreetsPAC supports repurposing street space for the use of people to promote livable streets where commerce and community life can thrive.

Process and Deadlines. StreetsPAC is a political action committee registered with the New York State and New York City Board of Elections. This questionnaire seeks to elicit your views on the important issues facing New York City's streets. Your answers will help inform StreetsPAC endorsement and donation policy in the 2013 election.

All responses should be considered public, although StreetsPAC may at its discretion choose to disclose some, all or none of your responses. Responses may be shortened for publication. StreetsPAC may also disclose which candidates do not respond to this questionnaire. If you refer in your response to a position paper or your Web site, please specify the exact text you are referencing. By responding to this questionnaire, you give your agreement to the foregoing uses of your responses.

The StreetsPAC Advisory Board may ask to interview candidates submitting questionnaire responses.

Please submit questionnaire responses by May 24 via e-mail to: info@StreetsPAC.org

CONTACT INFORMATION

Please provide us with the following information:

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POLICY PROPOSALS

In a separate document, please articulate concrete and feasible policy and budgetary proposals to advance the following goals:

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

I am a member of **Transportation Alternatives**, a founding member of **Riders Alliance**, a founding member of **Citi BikeShare**, and triathlete who runs and has biked the **Five Boro Bike Tour** and the **NYC Century**.

Our campaign has been promoting the Streets PAC agenda long before your organization existed, not as lip service for an endorsement, but because we believe these values will create a better City. This is an opportunity for Streets PAC to elect the only bike rider in this race, one of their own, to office.

We've already emerged as the “transportation candidate,” with the only transportation platform in our race, let alone the City, and have been recognized on CBS and NBC fighting for improvements in public transportation.

You can vote on, improve upon or suggest your own solutions as part of the only open platform in the City at <http://kallosforcouncil.com/solutions/transportation>

As a freedom of information advocate, who was first to put Albany's voting records online at **OpenLegislation.org**, I have been a fan of Transportation Alternatives **CrashStat**, and have reached out in that capacity to provide them with the resources they need to keep the service up to date. Having worked to pass the Open Data Law for New York City as a transparency advocate, I will make sure that it is enforced as a City Council Member, including improving access to live crash figures. The City shouldn't have to wait to act on a dangerous intersection.

I support expanding the use of technology for traffic enforcement, like the bus lane camera law I helped pass as Chief of Staff to Assembly Member Jonathan Bing.

I pledge that my district office will have an outdoor bike rack and indoor bicycle parking for me, my employees and constituents visiting with their bikes. Streets PAC should require all candidates for your endorsement and support to make this pledge.

Transparency and government accountability is the foundation of democracy, and I look forward to doing my part to make New York City's streets safer.

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

As a transparency and open data advocate, I believe that we must make non-personal information from collisions available to the public online in as close to real time as possible as well as including reports, investigations, charges, and convictions in existing administrative measures such as CompStat.

I will also support funding for the NYPD's Collision Investigation Squad (CIS) to protect pedestrians, cyclists and other on the road from reckless drivers.

I also support City Comptroller John Liu's proposal to augment the staff of the CIS, increasing it from 19.

Complete Streets

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

Encouraging New Yorkers to make full use of public transit requires that we support the maintenance and expansion of our subway and bus lines, as well as ferry services.

We have emerged as a transportation leader, launching the campaign to "Bring Back Our Booths" to return attendants to subway stations in our district, a campaign covered by NBC and CBS and adopted by Transit Forward as an initiative that will go Citywide on June 6, 2013.

The spike in subway deaths, station vandalism, and theft in the wake of cuts have left many Upper East Siders leery of public transit. On Roosevelt Island, line cuts and unpredictable maintenance on the F line has similarly discouraged commuters.

Maintaining and improving public transit is pivotal to attracting riders, making city streets safer, and cutting pollution. One immediate and cost-effective solution is expanding our Bus Rapid Transit (BRT) system. As Chief of Staff to Assembly Member Jonathan Bing, I had the privilege of working to pass the bus lane camera legislation into law that made the bus rapid transit (BRT) system possible. In our district, the M15 First/Second Avenues Select Bus Service (SBS) greatly reduced traffic and overcrowding on subways and MTA buses. In cities like Chicago, which have citywide BRT lines, traffic has been cut by as much as 80%. I fully support the expansion of this service here in New York.

I am also a strong advocate for re-investigating congestion pricing in order to provide necessary funding for public transportation and a disincentive for driving. Across the City, but especially in the Upper East Side, subways are badly overcrowded, with service cuts bringing peak hour usage on our 4/5/6 lines to near 150%. Any implementation of congestion pricing must be passed now, with an effective date several years from now against which we can secure funding.

Finally, we should continue to expand bicycle access throughout the city. I am the member of Transportation Alternatives in my race, and have biked 75 miles of our City's bike lanes and greenways as part of the New York City Century and Bike New York's Five Boro Bike Tour. I am also a founding member of the City Bike Share program, where I organized the community boards and associations to advocate for the program's expansion.

I support extending the East River Greenway south of East 61st St., allowing cyclists to commute safely from my district without needing to compete with traffic and navigate residential streets. I also favor separate bus and bike lanes, which have already been implemented on many busy streets throughout my district and the City.

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

Public spaces, from parks to city streets, should serve those who use them. In City Council, I will work with stake holders such as Transportation Alternatives, Transit

Forward, Riders Alliance and others to build consensus in my district through sponsoring educational events and town halls, and holding more accessible public hearings (with submission in person, hard copy or electronically) on repurposing streets in the Upper East Side. I will also support hearings on individual DoT projects. This will give residents the chance to offer their own vision, hear those of others, and build community support for streets that serve our district.

I have already joined the Transportation Alternatives sign-on letter in support of critical safety improvement for the Manhattan approach to the Queensboro Bridge. I applaud the DoT's increasing commitment to community participation in city planning, and hope this trend continues. Just this week, my Community Board approved, in concert with the DoT, expanding bicycle access on the Queensboro Bridge. This open and transparent decision-making is essential to my campaign's plan for meeting our transportation needs.

We will run our City Council office in the same way we run our campaign, by empowering all residents to contribute their ideas for a better city. We encourage you to take a look at our "open policy platform" at KallosforCouncil.com/Solutions/All

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.)

I love Summer Streets and have used my campaign as a vehicle to promote them. In those weekends in the summer, I can bike from my home on the Upper East Side to the Brooklyn Bridge and back in under an hour. I can't even get to the Brooklyn Bridge by train in 40 minutes, let alone there and back. Summer Streets offers a sneak peek into the future of what a sustainable City offers all of us, increasing public support for our cause.

As a member of Community Board 8 Manhattan I was a founding member of our Youth and Education Committee, where I identified additional transportation resources from the Department of Youth and Community Development (DYCD) for community groups they did not fund in the form of free MetroCards and yellow buses.

As someone who grew up in Manhattan, I cannot imagine living without public spaces like our parks, greenways such as running and bike paths, footpaths and plazas.

My district on the Upper East Side, is badly in need of additional public spaces. New Yorkers for Parks ranked the Upper East Side poorly on all fifteen criteria of their “Open Space Index.”

For this reason, I support responsible development and coupling construction with the expansion of public spaces.

With our shortage of public spaces, I also oppose the plan to build a marine transfer station at the intersection of Asphalt Green, Carl Shurz park, the East River Esplanade, which would effectively render my district’s largest park, indoor and outdoor recreation area unusable.

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

Local businesses depend on vehicle access to keep their shelves stocked, yet these vehicles further burden already crowded streets. One answer is congestion pricing to discourage peak-hour deliveries in order to cut down on unnecessary commercial traffic.

Finally, harmonizing commercial vehicle traffic with our neighborhoods also requires cutting and offsetting air and noise pollution. You can see our policy proposals at KallosforCouncil.com/solutions/environment, which include support for:

- Intro 915 to install idle-reducing technology in City ambulances and other city vehicles, endorsed by the American Lung Association for its positive impact on urban air quality;
- Million Trees NYC, which has already planted nearly 700,000 trees citywide;
- Providing charging and power stations for commercial vehicles including food trucks and personal vehicles to avoid engine idling and encourage electric vehicles;
- Replace, retrofit or regulate diesel vehicles and generators;

YES/NO QUESTIONS

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

Yes. Though the DoT has conducted little research on speeding in New York City, they did find that between 50% and 75% of cars driving within ¼ mile of a school zones in the Upper East Side exceeded the speed limit. With traffic-related deaths at a four-year high in New York City, and speeding a contributing factor in 1/3 of accidents, the time to enact creative legislation is now.

In addition to better enforcing speed limits through policing and cameras, I support the DoT “Neighborhood Slow Zones” initiative, which creates reduced-speed areas with high-visibility signs, speed bumps, and narrowed streets in neighborhoods with a low volume of traffic. I look forward to working with residents and community board members to identify streets that would benefit from slow zones.

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? Y / N

Yes. I support strong penalties for reckless driving and providing sufficient resources for those reckless drivers involved in accidents to be caught and prosecuted. In 2011, the State Department of Motor Vehicles reported nearly 3,000 serious, non-fatal accidents. All should have been investigated, yet in the end, only 63 were pursued.

We support Elle's Law, passed in 2009, which revokes licenses for drivers responsible for injuring pedestrians, and sympathize with the pain she and her family continue to endure. We believe that effecting change should be done proactively, without the necessity that a child or anyone else be injured or lose their life. The path to better traffic laws cannot be solely the domain of high-priced lobbyists with strong ties to Albany legislators more responsive to the representatives of special interests than their own constituents.

I applaud friend and role model Assembly Member Brian Kavanagh in passing Hayley and Diego's law, enacting real consequences for reckless drivers, and respect his commitment to improving this legislation. We support his proposed amendment, which would enable NYPD to ticket or arrest drivers who harm pedestrians or cyclists even if that officer did not directly observe the violation.

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

Y / N

No. Despite Police Commissioner Ray Kelly increasing the Collision Investigation Squad staff by 50% last year, accidents involving pedestrians too often fall into the category of “no criminality suspected,” undermining the effectiveness of traffic laws.

To ensure progress, we should adopt Comptroller John Liu’s plan to bolster CIS staff and make fully available NYPD crash reports and statistics to help whistleblowers evaluate traffic law enforcement.

As a transparency and open data advocate, I will work to make collision information available in machine-readable format in as close to real time as possible and a part of measures used to evaluate the NYPD by including them in CompStat.

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

Yes. As Chief of Staff to Assembly Member Jonathan Bing, we worked tirelessly to pass the bus lane camera law necessary to create the bus rapid transit (BRT) system. Our district’s M15 First/Second Avenues Select Bus Service (SBS) successfully reduced traffic and overcrowding on subways and MTA buses.

BRT lines can be implemented quickly and cheaply, providing almost immediate relief to overcrowded subway and local bus routes. I fully support their expansion.

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

Yes. I have been a strong advocate for expanding transit services between Roosevelt Island and Manhattan. With cuts to subways and buses, Roosevelt Islanders face an increasingly difficult commute. Worse, there is currently no plan to offset the strain the 2,000+ residents accompanying the construction of Cornell NYC Tech will place on current infrastructure.

With the Island expected to grow at a rate of 20% per year, providing regular ferry services on top of subway and bus transit is crucial. Currently, Roosevelt Island does not have a single working dock or pier that could accommodate commuter ferry service. We look forward to working with Roosevelt Island and Cornell NYC Tech to design and build the infrastructure necessary for a commuter ferry.

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

Yes. I am the only candidate in the race who is a member of Transportation Alternatives. I have biked 75 miles of our City's bike lanes and greenways as part of the New York City Century and Bike New York's Five Boro Bike Tour. I am also a founding member of the City Bike Share program, where I previously organized the community boards and associations to advocate for the program's expansion to include Roosevelt Island.

Improving on-grid bike lanes is vital to realizing our vision of a cleaner, more accessible New York City. I will partner with residents, community activists, and my fellow Council Members to fostering bike infrastructure.

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

No. Last year we witnessed a 12% rise in traffic fatalities, proving that maintaining the status quo is not an option. Though the DoT has taken steps to making our streets safer, such as assigning Street Safety Managers to key bike and pedestrian lanes, they have proven hesitant to expand and make secure pedestrian and cyclist street access.

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

Yes. The DoT process for BikeShare was a model. Thousands had a chance to contribute online and attend meetings in each district where knowledgeable staff lead community members through the placement decision-making process and took valuable feedback from local experts prior to placing stations. It was at this meeting in my district in Community Board 8 that I learned that Roosevelt Island was left out of the initial roll-out, and that the second roll-out that would include Astoria and Long Island City. I was able to act quickly by working with A. Scott Falk, Co-Chair of the Community Board 8 Manhattan Transportation Committee and Roosevelt Island Residents Association, while coordinating with Transportation Alternatives, to pass resolutions calling for the inclusion of Roosevelt Island in the next roll-out. As a technology entrepreneur, I believe that had I been on the City Council, I could have leveraged my experience to avoid the software issue that prevented the on time launch of Citi BikeShare.

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

Yes. In my district, local trucks are permitted to use 1st Avenue, 2nd Avenue, 3rd Avenue, and Lexington, and may cross at E 59th St. and E 60th St. (Queensboro Bridge), E 65th St., E 66th St., E 79th St., and E 86th St. “Through” Truck traffic is prohibited in the district. On FDR Drive, no commercial vehicles are permitted.

This regulation keeps residential cross streets, York Avenue, and the East End clean, quiet, and safe for both pedestrians and cyclists, while keeping major commercial streets open for local businesses.

I support investigation of using fewer avenues for truck traffic and strict enforcement of regulations.

10. Do you support closing New York City’s parks to cars? Y / N

Yes. Though my district has no parks open to traffic, I often use Central Park for biking, and must use it for running since the gravel horse path is one of the only places in the City I can run without harming my knees. In Central Park, traffic endangers pedestrians, runners, cyclists and even horses, with the added detriment of noise, air and chemical pollution.

With the exception of City buses, I support further limiting the hours vehicles can access East Drive, Center Drive, and the 72nd St. Cross Drive, which will also help alleviate traffic on residential cross streets between Fifth Ave. and First Avenues.

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

Yes. The pedestrianization of street spaces must be part of a public education campaign that educates residents as well as businesses resulting in community buy-in including support from local Business Improvement Districts.

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? Y / N

Yes. As a transparency and open data advocate, I helped pass the City's Open Data Law and will shepherd its implementation as a City Council Member, making sure collision data is a priority for release in machine readable format in as close to real time as possible. Rather than wait until I get elected, I am happy to work with Streets PAC as I have already offered Transportation Alternative to create a computer program to automatically make the current crash information that is currently released monthly in PDF format and taken down public, in a machine-readable format that is permanently available online.

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? Y / N

Yes. When elected, I will be just one of 51 Council Members, and to successfully push our agenda for progressive reform, including 21st century urban planning for safe, complete, and livable streets, I must help other likeminded progressives run for office and key posts.

Through my work with the Progressive Caucus, I have already begun. To our knowledge, among candidates and elected officials in the Upper East Side, I am the only one who has pledged to join the Progressive Caucus, an alliance that advocates for complete and livable streets and infrastructure for alternative transportation.

To help progressive candidates, I launched VotersGive.com, which provides free NYC Campaign Finance Board-compliant fundraising to any and all candidates, including my opponents. When Donovan Richards declared his candidacy, he joined a growing number of candidates using VotersGive.com to fundraise. VotersGive.com played a critical role in him out-raising his opponents.

I pledge to similarly support candidates who share Streets NYC and my own vision for our city streets.

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 (1 = most important, 5 = least important):
 - A. 5 Remove financial incentives for “toll shopping” by equalizing or balancing tolls at different bridge and tunnel crossings
 - B. 2 Use a system of dynamic pricing for access to the most congested areas
 - C. 1 Give buses and vehicles-for-hire priority over private cars on city streets
 - D. 3 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 to reduce unnecessary motor vehicle trips to the most transit-rich and high-traffic areas of the city:

Expanding and improving public transit, including BRT, subway, and ferry services, is paramount to encouraging more New Yorkers to leave their cars at home and reduce congestion.

Our campaign has also been a leading voice in calling for congestion pricing, further discouraging peak hour travel for drivers, and expanding bike lanes to make cycling a viable alternative to commuting by car.

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. 4 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. 5 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:

Our campaign is a democracy platform. We are open, transparent and accessible – both online and in the community. We intend to bring that to government, putting everything online, making resources available in our District Office or by mail, and allowing residents to watch or stream town halls participating by phone, online or in person. We will also work with community partners like Transportation Alternatives, as I already do, to build community education campaigns in order to sway public opinion prior to public hearings.

3. Rank the traffic violations upon which NYPD resources should be focused (1 = most important, 5 = least important):

- 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:

Again, key to enforcing traffic law is providing the Collision Investigation Squad support sufficient to fully prosecute reckless drivers. I support City Comptroller John Liu's proposal to increase the staff of the CIS to 177, and look forward to brainstorming with community groups and Streets NYC other ways to better allocate resources and make our streets safer for pedestrians and cyclists.

Thank you for completing the StreetsPAC 2013 Candidate Questionnaire.

We look forward to working with you to make our city a better place to live!