

# 2013 Candidate Questionnaire

## Contact Information

Candidate Name: Yetta G. Kurland

Campaign Manager: Lenni Kelly

Press Secretary:

Name and EIN/TID of Committee: Friends of Yetta

Campaign Address: 130 Seventh Ave, #253, New York, NY 10011

Campaign Phone:

Campaign Fax:

Campaign E-mail: info@yettakurland.com

Campaign Website: YettaKurland.com

Campaign Twitter Username: @YettaKurland

## 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

**There are a lot of strategies to accomplish increased street safety. Increased enforcement of speeding and other traffic laws is essential. New York City has successfully reduced most categories of violent crime. If we can apply some of those same strategies to vehicular crime many lives will be saved.**

**Traffic calming (bike lanes, pedestrian islands, etc.) on dangerous streets is an important part of increased safety. In many neighborhoods (including much of the 3<sup>rd</sup> Council District) 20 M.P.H. "Slow Zones" also make sense. Attention to pedestrian safety issues in all planning decisions should be built into the ULURP process. In particular, the Lower West Side has large concentrations of seniors, and crossing times, traffic speeds and more must take that in to account.**

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

**Again, vehicular accidents need to be taken seriously by the City Council as both a criminal justice and public health issue. Summonses must be issued whenever people are injured or damaged in a vehicular incident. Traffic cameras can be a very useful part of enforcement as well.**

### **Complete Streets**

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

**The city should continue to reduce our dependence on the automobile as much as possible. Some ways to achieve this are:**

- **Increased support for public transportation.**
  - **Balanced tolling for vehicular entrance to Manhattan's CBD (including the 3<sup>rd</sup> CD) with revenues dedicated to public transportation.**
  - **Sensible pricing for street parking.**
  - **Changing the "Manhattan Core" parking regulations. New residential development should include affordable housing, access to adequate school seats, community oriented retail and more. The focus on parking stymies those goals, and is out of touch with the culture of Manhattan.**
  - **Traffic calming.**
  - **Bicycle lanes.**
  - **"Pedestrianization" of heavily used plazas, etc.**
4. Repurposing street space to better meet transportation needs (please specify particular streets)

**In general, street space needs to be less exclusively focused on automobile use. This includes crossing islands, bike lanes, pedestrian plazas, etc. One urgent need for bicycle lanes in Manhattan is currently on 5<sup>th</sup>/6<sup>th</sup> Avenues, as bicycle transit is still dangerous in the middle of the island.**

### **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.)

**Street closures, when coordinated with local residents and businesses, are a boon to both the commercial and residential life of urban neighborhoods.**

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

**Our streets are the lifeblood of our economy – and of our civic life. Any commodity as scarce as space on the island of Manhattan has to be carefully regulated and balanced. Licensing can be an important part of that process.**

## 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, but for select bus routes to work efficiently we have to find more ways to remove automobile traffic from the BRT lanes. True, BRT features dedicated lanes and loading platforms as they use in Curitiba, Bogota and other cities with far fewer economic resources than NYC.**
5. Should New York City government be providing economic support for ferry service as an extension of the public transit network? **Yes, but we also have to insure that enhanced or expanded ferry services are coordinated with Public transit feeders and do not encourage more private car drop offs. The latter problem killed ferry services proposals from Nyack to Manhattan and L.I.'s North shore to Manhattan residents of the Rockaways have the most immediate claim in New Ferry service and we need to measure how sustainable economic development planned around JFK airport intersects with subway, air-train and ferry service in that area..**
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, but if elected to the council I will constantly ask the next speaker and Mayor to create a public outreach program in mass media to urge motorists to not drive into NYC and lay out practical Mass Transit alternatives. This should be a daily priority of NYC DOT, NY-PD and should even try to deploy celebrities in a Don't Drive Please Campaign, replete with coughing children suffering from Asthma and a graphic of GDP money lost in region due to road congestion.**
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, given the time constraints. I am also encouraged to hear that the DOT is open to moving individual locations based on community and safety concerns. However, the tourist industry in NYC needs to be better developed to tell local CB members about the economic benefits that bike share programs yield in terms of "friendly cities to visit", as demonstrated in other cities around the world where bike share programs are in place. Bike share should be sold as an economic development/job creation tool in addition to its environment/transport benefits. I will do this.**
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. And not only to encourage tourism.**
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 (1 = most important, 5 = least important):
  1.   2   Remove financial incentives for “toll shopping” by equalizing or balancing tolls at different bridge and tunnel crossings
  2.   1   Use a system of dynamic pricing for access to the most congested areas
  3.   3   Give buses and vehicles-for-hire priority over private cars on city streets
  4.   5   Give delivery vehicles priority on city streets over private cars
  5.   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:

**Rational pricing for street parking, particularly in Manhattan is a key place to start.**

2. Rank the following measures that local government can take to obtain community input concerning changes in the regulation or configuration of a street:
  1.   2   Holding a "Town Hall" or open forum for affected community members
  2.   4   Conducting a face-to-face canvass of residents and businesses on the affected street
  3.   5   Conducting an online poll of neighborhood residents regarding the change
  4.   1   Involving the community board and considering any resolutions it may pass on the subject
  5.   3   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:

3. Rank the traffic violations upon which NYPD resources should be focused (1 = most important, 5 = least important):
  1.   2   Operating motor vehicles in excess of the speed limit
  2.   4   Double parking, standing, and blocking of loading zones or bicycle lanes
  3.   5   Traffic violations by cyclists
  4.   3   Traffic violations by vehicles weighing more than 5 tons
  5.   1   Failure to yield to pedestrians

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

**NYPD has used data analysis very effectively in reducing non-vehicular crime. That same approach must be brought to traffic enforcement.**