

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.
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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.
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- 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:

Candidate Name: Corey Johnson

Campaign Manager: Robert John Jordan

Press Secretary: N/A

Name and EIN/TID of Committee: Corey For Council C87049

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Campaign Phone: (646)-820-1384

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Campaign E-mail: info@corey2013.com

Campaign Website: www.corey2013.com

Campaign Twitter Username: [@coreyinnyc](https://twitter.com/coreyinnyc)

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

Some proposals to achieve these goals include the implementation of 20 mph Slow Zones at neighborhood levels beyond the 5x5 limitations presently in place, street redesigns to include bike lanes and turning lanes, further funding for Safe Routes to School and Safe Routes for Seniors programs, the use of additional speed cameras and other automated enforcement tools, the channeling of buses and trucks to perimeter highways to eliminate conflicts on residential streets and the implementation of split phase signals at intersections with histories of accidents.

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

The NYPD needs to enact a zero tolerance policy for dangerous driving by setting a multi-year goal of eliminating traffic deaths and cracking down on the deadliest traffic violations like speeding and failure to yield. Penalties under the NYC Administrative Code should be enhanced to deter aggressive, dangerous and reckless driving. The unanimous resolution passed by the City Council Transportation Committee in support of the successful loophole closure in Hayley and Diego's law is an important step in a process where too frequently the laws and purse strings are controlled from Albany. Those with egregious histories of violations should be stripped of their licenses to prevent further public harm.

Complete Streets

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

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towards reduced parking demand and increased transit use rather than add to parking availability which will encourage driving and car oriented development and thus undermine the clean air and health objectives of Plan NYC 2030. The proposal to redirect corporate subsidies from developments that prioritize parking to those meeting rigorous transportation benchmarks like those required by the CRC/LA should be extensively studied

We need to expand the on-grid bike lane network in all 5 boroughs. Unfortunately, NYC is incredibly limited in our control of our own mass transit system but we can make strides in strengthening and quickening the bus network through building additional bus lanes and expanding Select Bus Service and Bus Rapid Transit. The city contribution to the MTA has fallen over the past two decades and our commitment to our transit infrastructure must be reinvigorated.

The use of dynamic pricing for access to congested areas as well as the prioritization of buses over private cars will further incentivize the use of public transportation as will the introduction of countdown clocks, sidewalk extensions and landscaped pedestrian safety islands which make walking more pleasant and efficient.

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

The introduction of bike lanes and pedestrian refuges are critical to ensuring that all can utilize our streets safely. The reduction and elimination of motor vehicle traffic along Broadway has stimulated local enterprises and increased pedestrianization. Expanded Bus Rapid Transit lanes in transit deserts will increase public transit use.

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.)

All of these programs are critical to ensuring both the health of our children and the promotion of livable streets where commerce and community life can thrive and should be expanded. We need to work with the DOT, local institutions and neighbors to sponsor street closures that serve the needs of the population while preserving access for businesses and emergency personnel. NYC's parks should be closed to motor vehicles in order to restore them to the public use.

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

Commercial deliveries should be restricted to late nights and early mornings and the largest trucks banned from residential neighborhoods absent compliance with special permit regulations. Trucks should be channeled to perimeter highways to reduce their presence on residential streets. I believe that streetvending and greenmarkets stimulate the pedestrianization and walkability of a neighborhood and so support working with both to ensure safety and local quality of life and deter oversaturation.

YES/NO QUESTIONS

1. Do you believe speeding cars are a public safety problem in your district/borough?
Y
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
3. Has the New York Police done enough to enforce the traffic laws?
N
4. Do you support expanding Bus Rapid Transit with dedicated bus lanes in your district/borough? Y
5. Should New York City government be providing economic support for ferry service as an extension of the public transit network? Y
6. Do you support continued expansion of the on-grid bike lane network in all five boroughs? Y
7. Do you approve of the way that the NYC Department of Transportation is working to manage traffic? N
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
9. Do you support channeling buses and trucks to perimeter highways in order to reduce their presence on residential streets? Y
10. Do you support closing New York City's parks to cars? Y
11. Do you support pedestrianization of street space to encourage tourism? Y

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
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

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. 1 Use a system of dynamic pricing for access to the most congested areas
 - C. 2 Give buses and vehicles-for-hire priority over private cars on city streets
 - D. 4 Give delivery vehicles priority on city streets over private cars
 - E. 3 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:

Instituting HOV rules for major thoroughfares and infrastructure providing access to a CBD will whittle down unnecessary trips

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. ___1___ Conducting a face-to-face canvass of residents and businesses on the affected street
- C. ___4___ Conducting an online poll of neighborhood residents regarding the change
- D. ___3___ 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:

In particular cases, demonstrations of intended installations can also be a useful method for community engagement. Traffic studies and data related to street use and conditions should also be shared.

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. ___5___ Double parking, standing, and blocking of loading zones or bicycle lanes
- C. ___3___ Traffic violations by cyclists
- D. ___2___ Traffic violations by vehicles weighing more than 5 tons
- E. ___4___ Failure to yield to pedestrians

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

Additional automated traffic enforcement systems will allow for coverage of high-risk areas and greater citation of violations.

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!

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