

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

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

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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

Speeding is one of the least enforced traffic violations in the entire city. Throughout the City's precincts, only a small percentage of violations were related to speeding. Compare that to tinted windows, which were a significantly larger percentage of violations in the vast majority of precincts. We need to reduce vehicle speeds in order to ensure that drivers and pedestrians remain safe. One such way of doing this is to install automated speed cameras. Such cameras are being considered for a pilot project in New York City, and I wholly support this measure and I am a co-sponsor of the City Council Resolution urging this request.

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

The NYPD has to do better in finding the perpetrators of hit-and-runs. While NYPD claims that standard policy dictates that NYPD collect video surveillance in instances of hit-and-runs, they do not collect all available footage, many of which can provide invaluable

information. I introduced a City Council Resolution (Res. 1797) that urges the NYPD to collect all surveillance video footage within a three block radius from local storefronts within 24 hours, and introduced a bill (Int. 1055) that requires the NYPD to provide quarterly reports to the City Council on all hit-and-run incidents which include all investigatory work that was done to apprehend the perpetrator.

Complete Streets

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

The transportation culture for a large part of Queens' residents involves driving. A large reason for this is because bus routes don't cover large parts of the borough, particularly north- and south-eastern parts of Queens, and many times residents have to walk upwards of 10 blocks to access a bus or subway. We need to make bus routes make sense in Queens, and ensure that they service more parts of the outer boroughs.

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

If you look at downtown Flushing, the corner of Main Street and Roosevelt Avenue is the corner with the highest pedestrian traffic outside of New York City, third only to Times Square and Penn Station. Furthermore, the 7-Train station on Main Street and Roosevelt Avenue is the most heavily used outside of Manhattan and is among the top 10 most used stations in NYC. Additionally, there are 16 bus routes that pick off and drop off passengers within a one block radius of this corner. Yet, we have narrow sidewalks in downtown Flushing, much of it taken up by people waiting for the busses.

Improving this access point is a priority, and as Borough President I want to not only better pedestrian traffic, but I want to start the process of creating a bus depot in downtown Flushing that can relieve traffic congestion on the streets and sidewalk, much like what we have in Jackson Heights and Jamaica.

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 wholly support increasing the amount of public space for non-transportation use. There is currently much difficulty in organizing closed streets for street fairs, block parties, and play streets. Mayor Bloomberg has placed a moratorium on all new street fairs and several block parties. The Play Streets Program mandates that a city official volunteer and oversee the event - unlikely for events that take place after hours and on weekends. We have to be able to better promote open streets and as borough President I want to advocate for the expansion of these programs.

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

We need to better figure out how to share our streets. This means exploring ways for delivery trucks to operate at certain hours of the day that are most conducive to lessening traffic, ensuring that bike lanes are free for users and not blocked by cars, and dedicating specific parts of the sidewalk and street for street vendors to better pedestrian traffic.

YES/NO QUESTIONS

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

Yes, we very recently had two fatalities involving hit-and-runs; one in my district in my district in St. Albans and another in Flushing. I installed a new traffic light on the intersection in my district where the fatal accident occurred to reduce traffic speed, but we need to be able to prevent hit-and-runs and at the same time find the perpetrators of these incidents. I introduced a resolution (Res. 1797) that urges the NYPD to change its policy for fatal and critical injury hit-and-runs, and mandates that it collect all video surveillance within a three block radius for the purposes of analysis. Additionally, I introduced legislation (Int. 1055) that states that the NYPD will have to provide the City Council with a report of all hit-and runs, including a description of all investigatory work that was conducted.

7. 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. Not only this, but we have to create a culture of slower and more careful driving. To accomplish this, I want to create more slow-zones throughout the Borough.

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

No. In fact the NYPD has done almost nothing in terms of enforcing speed limits. In the majority of precincts, only a very small percentage of all violations were related to speeding. In some precincts, speeding violations accounted for less than 5% of all violations issued. Compare that to much larger of tickets that were issued for tinted windows. It doesn't make sense from a public safety perspective and we should do more.

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

Yes. In the Northeastern and Southeastern part of Queens, there are almost no subway options. Busses serve as the only public transportation option, but the routes do not cover vast parts of the borough, are not accessible, and are unreliable options for commuters who are trying to come into Manhattan for work. Consider Far Rockaway residents whose commutes are at time two hours long. By expanding Bus Rapid Transit in Queens, we can have a reliable and fast bus service that many people can rely on as an option.

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

Yes. The City's waterways were a major mode of transportation for the better part of the century, but public transportation for ferry service has steadily fallen off. Ferries will serve as reliable public transportation options, especially for those in Far Rockaway and communities near the East River. We should absolutely support the expansion of ferries.

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

Yes we should look at expanding a bike lane network, but it should be done holistically and be placed in areas that make the most sense. Additionally, bike lanes should be placed with the input of local stakeholders like residents, the biking community, and the local community boards.

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

No. Oftentimes, they install traffic lights and turn signals in areas that don't make sense while ignoring more critical junctions. Additionally, they don't do enough to manage pedestrian

traffic. I think DOT needs to better pedestrian traffic. As Borough President, I want to not only improve street traffic, but improve sidewalk and pedestrian traffic.

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

No. Almost all of Queens was left out for the new bike share program, and I think they can be expanded to other parts of the borough where people would take advantage of the bikes. I think we need to get input from users and residents and take their opinions into consideration.

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

Yes. Most of our residential streets are not wide enough to handle larger busses and trucks, but they use these streets because of traffic on the highways. I think we need to not only channel busses and trucks to perimeter highways, but also create bus and truck only lanes during certain hours to reduce their travel time. Additionally, I would like to explore legislation that allows trucks to make deliveries in New York City only at certain times to reduce congestion on our streets.

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

Yes. Other than the parking lot, cars other than official vehicles should not be in parks.

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

Yes I think we should have more opportunities to open up our streets for pedestrians. It not only creates more economic opportunities, but really highlights the offerings of a particular community.

17. 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. This data can be used by policy experts to recommend improvements in our transportation and traffic system and identify areas of improvements. I believe that as much information should be made to the public as possible.

18. 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):

- . 2 Remove financial incentives for "toll shopping" by equalizing or balancing tolls at different bridge and tunnel crossings
- . 4 Use a system of dynamic pricing for access to the most congested areas
- . 3 Give buses and vehicles-for-hire priority over private cars on city streets
- . 5 Give delivery vehicles priority on city streets over private cars
- . 1 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:

In Queens, people often have to drive to access public transportation because the system is not robust enough. I think if we create a better working bus network in Queens, we would be able to reduce vehicle traffic significantly.

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 Holding a "Town Hall" or open forum for affected community members
 - . 4 Conducting a face-to-face canvass of residents and businesses on the affected street
 - . 5 Conducting an online poll of neighborhood residents regarding the change
 - . 3 Involving the community board and considering any resolutions it may pass on the subject
 - . 2 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 Operating motor vehicles in excess of the speed limit
 - . 3 Double parking, standing, and blocking of loading zones or bicycle lanes
 - . 5 Traffic violations by cyclists
 - . 4 Traffic violations by vehicles weighing more than 5 tons
 - . 2 Failure to yield to pedestrians

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

Fatal accidents should receive the highest quality of investigatory work from the NYPD to apprehend the suspects in cases of hit-and-run.

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!

