

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

Complete Streets

- 3.Encouraging New Yorkers to use public transit, walk or bicycle within the city, instead of driving
- 4.Repurposing street space to better meet transportation needs (please specify particular streets)

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

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? No
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
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 (1 = most important, 5 = least important):
 - A. 1 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. __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. __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:

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. __1__ 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. __3__ Conducting an online poll of neighborhood residents regarding the change
- D. __2__ Involving the community board and considering any resolutions it may pass on the subject
- E. __1__ 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):

- A. 1 Operating motor vehicles in excess of the speed limit
- B. 1 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. 1 Failure to yield to pedestrians

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

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!

SAFE STREETS

In any big city like New York, life is a hustle and bustle and traffic congestion is a way of life. Unsafe streets creates the conditions for violations of the public space and perhaps on the ideals of cosmopolitanism and urban life. Better management of our streets starts with how we approach traffic and pedestrian management and how law enforcement helps to make streets safer.

For New York City this is something that has to be done now. Our streets are not safe at all. While there has been some movement over the years to apply cosmetic changes and Band Aid solution the Bloomberg Administration has not seen making New York City's streets safer as a top priority. He has instead focused on law enforcement and controversial tools like Stop and Frisk.

Navigating New York City intersections is a dangerous game in which none of the participants respect the rules that are supposed to make it safe. Pedestrians and cyclists ignore red lights, and drivers are in a rush to move through crowded streets whenever there is the smallest opening in traffic, regardless of traffic lights and signs.

It is not a shock to New Yorkers that cars — especially taxis — do not yield to pedestrians. In fact, it often seems as if the opposite is true: drivers play games to see if pedestrians can make it across the street despite coming as close to them as physically possible. If Mayor Michael R. Bloomberg is truly interested in his legacy, he might consider setting up a comprehensive system to enforce the traffic laws.

Over the past several years, important changes have been made to the city's streets: new pedestrian plazas, wider sidewalks, narrower intersections, and dedicated lanes for bicycles and buses. Though a majority of New Yorkers supports these changes, they have nonetheless become the subject of heated controversy and debate.

In fact, more New Yorkers are killed by traffic than murdered by guns, according to data from the city's health department. One New Yorker is killed every 35 hours in a traffic crash. And for every eight traffic fatalities, New Yorkers suffer one hundred life-altering serious injuries—nearly 34,000 over the past eight years—including the loss of limb, immobility, traumatic brain injury or chronic pain.

On average, 317 New Yorkers are killed in traffic every year. In addition, New Yorkers suffered 34,000 life-altering injuries over the past nine years, or 3,774 a year. Being struck by a car is the most common cause of injury-related death among children 1-14 years of age and the second-most common cause among those aged 15 and older. Traffic crashes pose a risk to the health and safety of residents on the same scale as gun violence. More New Yorkers are killed by traffic than murdered by guns.

The city has made tremendous progress in terms of street safety over the past decade, but New York is still behind our peer cities in western and northern Europe.

RECCOMENTATIONS

1. Eliminate dangerous and illegal speeding
2. Involve the community for inputs on how to resolve traffic congestions in neighborhoods
3. Better organized city agencies that deal with traffic so that we have an organized and united system.