

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?
Y / **N**

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

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. 2 Remove financial incentives for “toll shopping” by equalizing or balancing tolls at different bridge and tunnel crossings
- B. 4 Use a system of dynamic pricing for access to the most congested areas
- C. 5 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: The creation of more high-capacity buses and expresses buses to parts of the city that do not have them.

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. 3 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. 2 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: All of the above suggestions are appropriate, but I also think adding a survey-that is not online for community members who are technically-challenged is essential. Also, I would bring assure that the new DOT commissioner and head of MTA attend any town hall meetings we hold.

- 3. Rank the traffic violations upon which NYPD resources should be focused (1 = most important, 5 = least important):
 - A. ___2___ Operating motor vehicles in excess of the speed limit
 - B. ___1___ 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. ___3___ Failure to yield to pedestrians

Please state which other traffic-related enforcement activities you believe deserves greater resources from the NYPD: If we are to increase the number of cyclists on the streets, I think it is essential to mandate that cyclists are familiar with the cyclists' rules of the road.

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!

1. To reduce the number of motor-vehicle crashes and conflicts among street users I recommend starting with a traffic-calming study and then consider the following: timing and turn-signals at all major intersections; bring high-visibility cross-walks, speed-bumps and pedestrian ramps and red-light cameras to high-speed traffic areas.
2. We must hold NYPD accountable for hit and run cases and make this standard procedure as well bring these cases to the attention of City Council. Both of these can be funded through City Council and DOT. I do not have an aggregate for this.

Complete Streets:

3. We need to adopt a complete streets policy that includes the voices of all stakeholders including city planners, community boards and members as well as elected officials. This would include decisions made in regards to bicycle lanes, changing of street patterns and commercial truck activity. Increase select bus service, timing clock on every corner in high-density areas.
4. In partnership with the DOT I would work to re-purpose the intersection of Coney island Avenue and Cortelyou Rd to accommodate the number of delivery trucks, pedestrians and cars. The street needs better timing and a turn signal where one does not exist. There needs to be a renovation of the cross-walk system to also accommodate proposed bike lanes and a growing community. At the intersection of Church Avenue and E. 18th, a high density area for pedestrians, cars, sanitation trucks and school busses on any given morning, there needs to be traffic-calming, which includes enforcement of traffic rules, timing signals and widening of the sidewalks. This can be funded by City Council as a member item as well as by the DOT.

Livable Streets:

5. In my district I would propose increasing beautification of Newkirk Plaza, and at the entrance of Parkside subway station a grassroots collation has already worked in partnership with elected officials, local community development corporations and the DOT to improve these public spaces. Private-public partnerships to increase the number of Schoolyards-to Playgrounds in the district are essential as well. These can funded with Participatory budgeting as well as through city and state funds.
6. When decisions(laws) are made regarding traffic regulation with regards to trucking on certain residential streets, community members must have venues to voice their concern. DOT must make effort to minimize these regulations and re-configurations affecting streets.