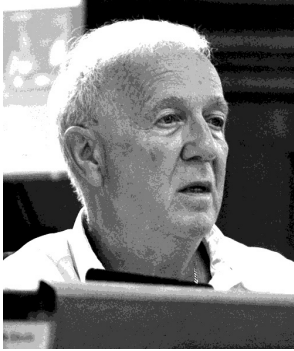


WARD C Council Candidate Survey Q&A



Rich Boggiano



Janet Chevres



John Hanussak



Rekha Nandwani

QUESTION #1

In 2016, JC Open Data shows that there were 585 pedestrians struck by vehicles, a 3% increase over 2015 and a 12% increase over 2014, and the problem is equally chronic in every part of the city. Traffic safety enforcement has long been inconsistent at best and not a true priority, and our roads have become dangerous speedways. What will you do, if elected, to make this public health crisis a top priority for improvement for the next administration? (Source: JC Open Data, tinyurl.com/peddashboard)

ANSWERS

Rich Boggiano - There is little if no police enforcement. Bring back our traffic unit and Motor Cycles . The police morale is horrible and there is no leadership

Janet Chevres - We will use city resources to make public awareness amongst drivers a priority. We need to work with the JCPD to patrol roadways where speeding and fatal accidents are a problem, like JFK, 440 and Grand Street. We should reestablish the motor cycle unit, which Mayor Fulop abolished and that police believe was a cause in the increase in fatalities.

John Hanussak - First, it must be noted that upwards of 1500 tickets a month are being issued. With those high numbers, the importance is most certainly recognized. There was also a newly formed unit created dedicated to traffic safety. Further, 30 hires for crossing guards are also planned. That said, to be able to have a true grasp of what improvements need to be made, a complete analysis of the root cause of each accident needs to take place. In turn, these results need to be properly categorized. The resulting categories would then need to be analyzed and then a corrective action plan created. I commit to beginning this collaboration as soon as practical. Pedestrian safety will continue to be a priority for this administration as well as myself.

Rekha Nandwani - Increase Traffic safety measures and enforcement personnel. First step is acknowledgement that we have a traffic safety crisis in Jersey City. Steps forward would include planning and rolling out these safety measures.

QUESTION #2

In 2011, the Council adopted a "Complete Streets" policy, which calls for design improvements on our streets to more fully accommodate road users of all ages and abilities more safely and allow access by all modes of transport (including bicycles and pedestrians). Complete Streets policies reduce speeds to within safe, existing limits and can improve traffic flow. However, this policy has yet to be enacted, citizens continue to get hurt or killed, and our auto insurance rates keep rising. Will you commit to making the application of Complete Streets policy a priority during your term, if elected? How?

ANSWERS

Rich Boggiano - Yes

Janet Chevres - Team Matsikoudis FULLY supports the Complete Streets policy. Again, educating the public through meetings, social media and other media about the benefits of traffic calming measures and alternative means of egress like median crossing islands; audible cues for people with low vision, curb cuts; curb extensions, center medians, planter strips and protected bike lanes, greenways, and possibly bicycle lanes, neighborhood greenways, wide paved shoulders, and possibly Bus Rapid Transit.

John Hanussak - Jersey City's streetscape is unique as you travel throughout each neighborhood. In turn, that would also mean that each neighborhood has to be first evaluated based on its unique traits and then create an individual action plan to address any deficiencies if/when necessary. I will be working closely with Traffic and Engineering to address these deficient areas that have been identified. The about notwithstanding, the current administration has made strides in complete streets. Including, but not limited to, 22 miles of bike lanes, partnering with Citibike to help get car drivers onto bikes, which indirectly helps with safety and traffic flow. This administration is committed to continuing down this path of improvements.

Rekha Nandwani - Yes. I am a big advocate for safe streets. The complete streets program is a very useful resource and advocating for the same will not only be my honor but also a priority for me as your next council person in ward C. All this data driven resource we have is useless unless we use it to save lives and make our streets in Jersey City accessible to all and safe for all.

QUESTION #3

The streets in Jersey City are generally not bike friendly and are dangerous to ride on. The bike lanes we do have are not connected in a network, nor are they enforced (often blocked by double parking, etc.). We have no protected bike lanes and lack sufficient racks at key transit and shopping hubs. What would you do to improve safety and access for bicycle riders throughout the entire city?

ANSWERS

Rich Boggiano - First off educate bike riders to stop for red lights, stay off the sidewalks and obey all traffic rules. All bikes should have lights at night that are bright enough to see. There has to be more education on bike safety.

Janet Chevres - We need more bike parking at transit hubs and we need a bike network of connected PROTECTED LANES and we need greenways to connect our two waterfronts.

John Hanussak - Bike lanes were the first step in this process. Further, the city has indeed installed hundreds of bike racks based on requests. This administration has committed to any necessary improvements on Grand St included protected bike lanes. The city will build on these successes in this administration's second term.

Rekha Nandwani - There are current issues with infrastructure for bike lanes and users. We need to absolutely deploy safety measures for both car drivers as well as bike riders. Many a times its error on both ends. As council person I will advocate for safety measures for all especially for those on bikes. Especially when dark.

QUESTION #4

“The truth about a city’s aspirations isn’t found in its vision. It’s found in its budget” – Brent Toderian. As a councilperson, what would you do to fund an expansion of Complete Street improvements to make our roads safer for all users?

ANSWERS

Rich Boggiano - Who is Brent?

Janet Chevres - Cut patronage, come up cost to implement top measures at needed street and timeline to implement it.

John Hanussak - Road safety for all users is a priority. But keeping costs for taxpayers down is also a priority. Options that do not cost taxpayers money need to be explored first before we add any additional costs to the city budget.

Rekha Nandwani - We need to take a hard look at our budget and prioritize resident and road safety measures. These should be a top priority for us both elected officials and residents.

QUESTION #5

“If you plan cities for cars & traffic, you get cars & traffic. If you plan for people & places, you get people & places.” – Fred Kent. Reducing dependency on cars is important for the environment, for safer and more pleasant neighborhoods, and for residents who cannot or who choose not to have a car. As density continues to increase, how will you ensure that new development promotes multiple modes of transportation with better connectivity between neighborhoods and to the region?

ANSWERS

Rich Boggiano - Fred Kent. ?..

Janet Chevres - All buildings should have parking for bikes. Our focus should not be parking garages, but complete streets.

John Hanussak - We need to invest in our transit system. Whether that means buses, trains or other modes of alternative transportation, the greater good is that these investments help get cars off the road and thus reducing traffic and even possibly adding to parking inventory. Citibike has been a huge success with 53,000+ annually and 3,000+ users. Partnering with developers in the future could also help continue these improvements.

Rekha Nandwani - We have to plan precisely to accommodate all the growth current and future. If we are to be a multi accessible city for all then, our developments need to reflect that very change and desire to do so. Currently improvements are an afterthought post a tragic incident. I'm saying lets get proactive and plan.

With increased density we need infrastructure upgrades, increased transportation methods and a bike as well as pedestrian friendly city. Doing so would promote safety, access and increase foot traffic to local Jersey City based businesses. Car share service providers should be included in any new development period as well as bike service providers. Coupled with increased traffic safety measures it should make us both a safer and greener city.

QUESTION #6

Illegal, dangerous parking is not adequately enforced and often contributes to crashes and injuries to pedestrians, bicyclists, and drivers alike. Parking Enforcement does not have sufficient staffing, training, or technology to adequately address violations, including dangerous illegal parking (blocked crosswalks, double parking, blocked bus stops, impaired sight lines with cars parked too close to corners, etc.). If elected, what will you do to increase capacity within the Parking Enforcement Division?

ANSWERS

Rich Boggiano - Bring back police traffic cops

Janet Chevres - Illegal parking causes accidents. We need more parking enforcement on this violation and greater fines.

John Hanussak - Staffing, though part of the issue, it is really a smaller portion of the discussion. The best way to address these issues is to offer more modes of transportation to create opportunities for some to give up their cars. This in turn would free up parking for others. The numbers for CitiBike speak for themselves on how successful this direction can be and how we should hedge more on this opportunity. That is where the bigger picture lies.

Rekha Nandwani - Parking enforcement needs more enforcement for blocked corners and double parking in busy areas. We currently over enforce in certain areas and under enforcement in most. I think we need to look at the larger picture and factor in the math looking at dangerous and busy intersections where enforcement should be a top priority. This is a two step process. We also have increased need for public parking spaces in business districts. We need to look at this from a 360 degree angle and propose commonsense solutions.

QUESTION #7

Grand St. is one of the most dangerous streets in the city, and it is also a key artery filled with dense residential developments, shopping, schools, and other community facilities. Do you support the Grand Street Vision proposal to redesign dangerous Grand Street, including elements such as a road diet, pedestrian safety improvements, and protected/separated bike lanes? What will you do to ensure that the city's eventual plan for Grand St. is swift, bold, and comprehensive—not a watered-down patchwork compromised by its loudest opponents?

ANSWERS

Rich Boggiano - There has to be more bus routes and education and lower speed limits plus eng. surveys.

Janet Chevres - YES! Again, educate, come up with plan, put it out to bid and get it done. Simple.

John Hanussak - I attended a NJDOT workshop earlier this year and it changed my mindset completely on the possibilities of a Road Diet. One of the concepts of a successful road diet is to ensure that the community has its input. Many times this input is used in an attempt to stop the project. When in reality, a properly completed design would have those issues addressed in the plan. I will be working to ensure that resident concerns are addressed on both sides.

Rekha Nandwani - We need to facilitate street safety at all aspects as a municipality. It should be our top priority. No more children need to die getting to school period! As a mother of two I have this as my top priority. We need to factor in access to Jersey City Medical Center (JCMC) and plan for the same. Simultaneously making both patient care as well as pedestrian and road safety our top priorities. If we can plan for access on that route/alternate to JCMC we are in good shape to roll out other safety measures. This is a broad discussion we need to tackle head on. Is it challenging? Yes. Do I have it as a priority? Yes.