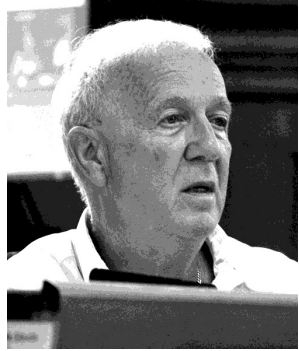


WARD C Council Candidate Survey Q&A



Rich Boggiano



John Hanussak

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

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.

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

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 it’s 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 not withstanding, 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.

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.

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.

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?

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.

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. ?..

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.

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

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.

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.

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.