



## 2011 Candidate Questionnaire: Transportation and Land Use Policy

### Organizational Overview:

The Tri-State Transportation Campaign is a non-profit organization working toward a more efficient, transit-friendly and equitable transportation system in New York, New Jersey and Connecticut. Since the mid-nineties, the Campaign has played a critical watchdog role in the field of transportation policy, helping state transportation agencies reform their approach to solving transportation problems. Our work has increased funding for infrastructure maintenance and repair, created more effective road projects and led to millions of dollars in new funding for walking, cycling and mass transit projects.

### Purpose and Process:

Transportation policies directly impact Long Island's citizens in a variety of ways. Elected officials influence the development of these policies and how certain transportation systems are funded and built, thereby impacting constituents' daily lives. This short questionnaire will be used to inform the public on the incumbents' or candidates' positions in key areas of transportation policy. The questionnaire will provide you with an opportunity to present your views and vision on how to address the transportation issues facing Long Islanders at the state and local levels. Please be as detailed as possible when describing your positions. **The Tri-State Transportation Campaign is a non-partisan organization that neither supports nor opposes any political party or candidate for office.**

Questionnaire responses, however, will be posted on our blog at [blog.tstc.org](http://blog.tstc.org) and in our newsletter, *Mobilizing the Region*.

In order for ample time to distribute the results of the questionnaire to the voting public, please return the completed questionnaire to Ryan Lynch, [rlynch@tstc.org](mailto:rlynch@tstc.org), or 350 West 31<sup>st</sup> Street, Suite 802, NY, NY 10001, no later than October 7, 2011.

Candidate/Elected Official's Name: Dave Denenberg

District Represented: 19<sup>th</sup> District

ddenenberg@nassaucountyny.gov; dwd@dmlegal.com

Contact Information: 571-6219; 409-8524

Primary Contact and Title: Terry Butler, Campaign Manager

317-0967

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## (Major Investment Study)

1. Please provide a brief overview of transportation initiatives that you have undertaken, or will undertake, as a Nassau County Legislator. If applicable, please list specific legislation, policies, or programs:

I initiated the MIS study as chair of Manning, Dev. and Trans. My committee held hearings ~~or~~ and followed through on the study and all funding to move to the DEFA DEIS stage. with Lighthouse, I was on committee for the \$55 million transport issue. Fought LI Bus cuts and often held community outreach with Neil Yellin

2. Public transportation service is an integral component of Nassau County's economic strength and environmental well being. According to *Newsday* reports and the MTA<sup>ii</sup>, ridership on the Long Island Rail Road has increased by approximately .02% from 2005 to 2010, although ridership over 2009 is down as a result of the weak economy. According to the LI Index<sup>iii</sup>, ridership on LI Bus increased by approximately 3.5% from 2000-2009, although ridership is down 6% over 2008 numbers because of the lagging economy. Given these trends, how would you address increased ridership on public transportation across Long Island?

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I would save LI Bus. Also, as part of smart growth, ensure traditional downtown areas have bus stops to support growth with proximity to rail.

The MIS initiatives must be implemented as well. That is,

3. The economic costs of traffic congestion in the New York metropolitan region was nearly \$11 million in 2009, and the cost to auto drivers was almost a \$1,000 per person over the same time period<sup>iv</sup>. What measures and/or projects would you promote to reduce congestion on Nassau County's roadways?

HOV lanes were promoted. However, expanded LIRR service such as east side access would reduce the number of cars choosing vehicle access to the east side. LI Bus must be expanded in direct contrast to what is occurring now. Improving the mass transit options will reduce congestion. Instead we are losing the bus and LIRR service is getting worse.

4. According to the Fatality Analysis Reporting System<sup>v</sup>, which is maintained by the National Highway Traffic Safety Administration, 86 pedestrians were killed in Nassau County from 2007-2009. In addition, a Tri-State analysis found that 11 cyclists were killed over this same time period, the second highest number of fatalities outside of NYC. In light of these statistics, what measures would you propose to reduce these preventable fatalities on Nassau County roads?

I believe increased barriers ~~around~~ are necessary to protect bike paths. This issue was partially addressed on the Wantagh Bkwy. Increase modern signage electronic signage to show speeds, to protect pedestrians and cyclists and improved bike lanes, pedestrian walks and crossings are also long overdue.

5. Do you support development near transit stations or in the downtown area of your town or village?  
Why or why not?

Yes. Our sustainability depends upon expanding our revenue base and job opportunities. Targeted commercial and residential development in traditional downtown areas will improve the areas, provide job opportunities, growth and expand our revenue base.

6. Finally, please tell us whether you support or oppose the following transportation projects or policies:

Privatization of Long Island Bus

- Support
- Oppose
- Don't Know

Additional comments:

I have been very outspoken on this issue. The legislature's failure to hold a hearing is inexcusable. The Victoria contract will come to us as a "take it or leave it" situation.

LIRR East Side Access connection to Grand Central Terminal

- Support
- Oppose
- Don't Know

Additional comments:

For all those who commute to NYC, direct transport to the east side is very long overdue. My law office was in NYC for many years on both the east side (59<sup>th</sup> and Lex, 40<sup>th</sup> and 3<sup>rd</sup>) and at Penn Plaza. To reduce a commute to under an hour from my district really is essential and makes Nassau and suburban living with NYC commute more desirable.

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Third Track on the LIRR Main Line

- Support
- Oppose
- Don't Know

Additional comments:

The LIRR service will vastly improve. However, not representing the affected area, I do not know enough about the concerns in the Central Nassau area.

Intermodal Truck to Rail center at Pilgrim State Hospital site

- Support
- Oppose
- Don't Know

Additional comments:

The development will require proper transportation support.

Mixed-Use Development Project at the Nassau HUB

- Support
- Oppose
- Don't Know

in traditional downtown areas and over few large centers

Additional comments:

As biggest problems, taxes and jobs, require targeted development. I was a proponent of the Lighthouse and other support other mixed use development at the HUB. The MIS study for transportation in the area has viable alternatives like light rail or bus rapid transit over existing routes.

<sup>i</sup> "Ridership Drops in Weak Economy," Newsday, 1/27/2010, Alfonso Castillo.

<sup>ii</sup> "Metropolitan Transportation Authority Annual Report Narrative 2010," page 5, Operations Section, MTA.

<sup>iii</sup> Long Island Index, Transportation Indicators, <http://www.longislandindex.org/Transit-Ridership.693.0.html>

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<sup>iv</sup> 2010 Urban Mobility Report, Texas Transportation Institute,  
[http://mobility.tamu.edu/ums/congestion\\_data/tables/newyo.pdf](http://mobility.tamu.edu/ums/congestion_data/tables/newyo.pdf)

<sup>v</sup> Fatality Analysis Reporting System, National Highway Traffic Safety Administration, <http://www-fars.nhtsa.dot.gov/States/StatesPedestrians.aspx>