



FEET FIRST PHILLY

Mayoral Candidate Questionnaire Responses

Question #1: When you replace car trips with walking, you help reduce carbon emissions.

In the past week, where did you walk to and why?

Maria Quinones-Sanchez - One of my campaign offices is located at 17th and Sansom, so every week I walk to and from meetings around Center City. I live in Norris Square, where I walk my dog, Norman, every day. When we did the community-driven redesign of Norris Square Park, we worked hard and invested to make it a multi-generational space with safe and accessible walking paths.

Derek Green - Earlier this week I walked from my campaign office on South Broad Street to interviews with Metro Newspaper and WHY? Despite having my car parked downtown and relatively easy access to public transportation options, I chose to walk because it is the most reliable and inexpensive way to get around downtown, due to congestion and inconsistent schedules for SEPTA.

Rebecca Rhynhart - I walk my daughter to school each day and then walk from her school to my campaign office. I use walking as my primary means of commuting. Whenever I have events or meetings that are within walking distance of my house or office, I choose to walk to those events and meetings.

James DeLeon - I just had a medical procedure, so I couldn't walk anywhere the past week.

Allan Domb - I walk miles every day, beginning with the walk from my house to my office and continuing through to meetings in addition to going to events and tours in neighborhoods across the city as part of my campaign. Even prior to the campaign, I walked across neighborhoods as part of my career in real estate. I believe the single best way to understand a community and the needs of the people who live there is to walk its streets.

Helen Gym - In the past week, I've walked to a number of campaign events and forums. Reducing carbon emissions is important to me. Generally, I often walk or bike to work, however the demands of being a candidate for citywide office require me to drive most days to make it to multiple events every day. I am a strong proponent of making public transportation more accessible and affordable for all – and would certainly aim to make taking public transportation much more than a once a week commitment when in office.

Question #2: The public discussion surrounding the 2023 municipal elections has mostly addressed the surging gun violence in Philadelphia.

Do you believe quality of life issues like broken and blocked sidewalks, abandoned cars, and lack of accessibility to greenspace are connected to the violence? Will your administration's approach to gun violence incorporate a focus on safe streets and sidewalks?

Maria Quinones-Sanchez - Absolutely. In my first 100 days in office, I will tackle the 100 most dangerous intersections in Philadelphia – improving lighting, adding public safety cameras, cleaning up dumping, and sealing abandoned properties. In my public safety strategy, the services that our city operational departments provide are the centerpiece of our plan. We know that these investments make communities safer and this will set the tone for our entire administration, where we will use zero-based budgeting to align every department and investment to reduce poverty, improve public safety, and improve equity and inclusion.

Derek Green - I do believe that depressed infrastructure and blight contribute to the public safety concerns we see across Philadelphia. That is why I included in my recently released public safety plan a commitment to investing both City and federal dollars to upgrade our streets and sidewalks around the city, as well as making strategic investments to dramatically expand the number of surveillance cameras in the city to reduce crime in all neighborhoods.

Rebecca Rhyhart - When I was City Controller my office released a map that showed the correlation between neighborhoods that were historically redlined and neighborhoods with the highest levels of gun violence. The map makes it clear that the neighborhoods that have been long neglected by government are the ones suffering the most from gun violence and poverty. These quality of life issues don't only have a negative impact on the mental health of our residents but they are also contributing factors that perpetuate cycles of crime and violence. My administration will tackle these quality of life issues to improve our neighborhoods and address the gun violence gripping these communities. This means improving the schools, cleaning and greening these communities, providing localized job training, and creating pathways to good jobs with wages that allow our families to thrive.

I recently released my plan to improve public safety and lower gun violence in our communities. Two components of my plan directly speak to improving quality of life issues as a means to reduce the violence in our community. First I will declare a city wide emergency and activate the emergency operations center. This executive order will direct operating departments to coordinate their resources and services with a specific focus on the 14 zip codes out of 40 experiencing the highest levels of gun violence. This will include the Streets Department to remove abandoned cars and clean our streets and the Office of Licensing and Inspection to clean vacant lots and seal dangerous buildings.

Even after the citywide emergency is lifted, my administration will continue to pour resources into the communities that have historically been targets of divestment and discrimination.. Healthier, stronger communities are the best long-term solution to our gun violence crisis. Philadelphia is a city of neighborhoods and under my administration we will provide the resources and services necessary for all of our neighborhoods' charm and greatness to shine through.

James DeLeon - Yes I do and addressing those issues are a major concern. We will initiate Community Court to address these issues.

Allan Domb - I do believe that a lack of historic investment in some neighborhoods – and the lack of concern about the people who live there – is directly connected to the violence too many communities are suffering.

As part of my community safety plan, I announced that one of the 10 actions I will take in my first 100 days will be to clean all vacant lots and seal abandoned buildings across the city. I have also pledged to tow abandoned cars, more timely fix potholes, and fully fund our park system to ensure every neighborhood has access to open space.

Of course, that is just part of an overall plan to reduce Philadelphia's violence. As mayor, I will move quickly to implement a 10-point plan in my first 100 days that will crack down on violence as we begin to rebuild a broken public safety system.

In my first 100 days as mayor, I will:

- 1) Declare a Crime Emergency on my First Day in Office
- 2) Aggressively Crack Down on Illegal Guns
- 3) Declare a Public Health Emergency in Kensington
- 4) Get Illegal Vehicles Off the Street
- 5) Crack Down on Retail Theft and Repeat Offenders
- 6) Increase Penalties for Violence Against City Employees
- 7) Triple Funding for Recruitment of Police Officers
- 8) Expand Programs to Protect Against Violence Based on Race, Religion, Gender, Sexual Orientation and Gender Identity
- 9) Install Cameras at Every High School, Increase Coordination with School Leaders
- 10) Clean Every Vacant Lot, Seal Every Abandoned Building

These 10 actions will have an immediate impact on violent crime and begin to restore the sense of law and order in the city. Because I understand that crime is usually a symptom of underlying problems, these first 10 steps are just a start of my public safety agenda. My community safety plan is a holistic strategy that also includes investing in education and training; rebuilding a broken public safety infrastructure; reinvesting in neighborhoods and housing; combating the addiction crisis; and focusing on inclusive job growth policies that provide people with real opportunity.

Helen Gym - Absolutely. Quality of life issues and neglected community spaces are key issues that are connected to high rates of violence. My anti-violence agenda for Philadelphia includes investing in place-based interventions to reduce violent crime, address quality-of-life concerns proven to reduce violence, and invest in our young people.

My Mayoral Administration will fully enforce the pedestrian safety bill I authored in 2017 and ensure safe passage around construction sites. We will explore the creation of an annual fund to invest in sidewalk repairs for low-income property owners to guarantee safety along critical routes for seniors, families, and people who use wheelchairs.

When it comes to investing in neighborhood services, I will target the 57 blocks most impacted by violent crime and build cleaner and safer streets in areas that have faced historic disinvestment.

Question #3: Hit-and-runs have reached a crisis in Philadelphia. In 2022, hit-and-run fatalities rose to a record 31, more than triple the count in 2019.

How will you address this epidemic in the short and long term?

Maria Quinones-Sanchez - My comprehensive public safety plan charges the Streets Department with developing and maintaining our comprehensive citywide CCTC camera network precisely because a camera network can address so many of the public safety issues we face – including hit and runs. In the short term, we will use our camera network to find and prosecute hit and run crimes, with the understanding that in the long term, Philadelphians will know that this behavior is captured on camera and will lead to more effective enforcement. Studies show that if a camera program is used to improve enforcement, it can ultimately have an effect on altering future behavior.

Derek Green - We need to dramatically expand the number of cameras across the city for the purposes of enforcing hit-and-runs and other public safety concerns, most notably gun violence. Additionally, we need to fill the ranks at the Police Department, where we have a shortage of nearly 1,000 officers. Replenishing our Police Department with officers that reflect our City will allow us to increase the presence of safety in our streets and ultimately reduce the number of hit-and-runs we've seen spike in the last few years.

Rebecca Rhyhart - In order to dramatically reduce the number of hit-and-run fatalities in our city, we need to alter driver behavior and lower the travel speeds across our city. Higher travel speeds significantly increase the likelihood of a fatality during a traffic incident such as a hit and run. Not only do higher speeds increase the likelihood of a fatality but these speeds also make accidents more likely to occur by increasing braking time and decreasing the driver's field of vision.

The best ways to slow drivers down are to lower speed limits in areas with heavy pedestrian traffic, redesign our streets to promote pedestrian safety and use enforcement measures such as speed cameras to catch drivers who speed and run red lights to minimize repeat offenses.

As Mayor, my administration will prioritize changing the speed limits across our city to match the survivable design of the street. My administration will expand the Neighborhood Slow Zones program to change driver behavior in our communities. I will also advocate in Harrisburg to expand the automatic speed enforcement measures, such as speed cameras, that have been successfully implemented on Roosevelt Blvd.

In the long term, my administration will make the necessary capital improvements to our streets to create designs that are safer for pedestrians and bike commuters including creating more parking protected bike lanes and daylighting intersections.

James DeLeon - In the short term, I would prosecute all caught hit & run drivers to the fullest extent of the law and have the local news cover their prosecution. In the long term, I would set up a amber alert type of system, in which hit & runs are publicized to the community in real time so as to have a better opportunity to catch the perpetrators.

Allan Domb - I am committed to doing what the city can to prevent hit-and-runs and catch those responsible and hold them accountable. There are five (5) things I would prioritize as mayor to make our streets safer:

- Add more police on the street: It is a truism that increased public presence of police lessens law breaking, including unsafe driving. We must increase the number of police – Philadelphia's force is already badly depleted – and change how we police. As mayor, I will triple the funding for recruitment efforts, bolster the department's cadet program, with a particular emphasis on increasing diversity, and increase the department's non-sworn personnel staff in order to maximize the street deployment of sworn officers.

- Increase traffic management: I believe that we need to improve the flow of traffic by, in part, having someone to direct traffic. I supported the 2019 ballot question to amend the City Charter

to create “public safety officers.” I believe freeing up the police to focus on crime, while having people to guide traffic, would help limit aggressive driving.

- Install cameras on dangerous roads and at dangerous intersections: I have committed to expanding the use of cameras to improve road safety. Now is the time, with the lingering impacts of the pandemic, to make long overdue changes to our traffic system. I am fully committed to working with community groups to make these improvements as we do what is necessary to get workers back into the city and to our downtown business core. I think the lack of basic road maintenance is deplorable.

- Improve lighting: As mayor I will ensure that our street lights are working as part of an overall plan to improve public and road safety.

- Expand bike pathways and repair sidewalks: I will support a comprehensive network of protected bike paths that allows riders to avoid roads that are busy but cannot reasonably accommodate bike lanes. I will also propose funding to repair sidewalks so people do not have to walk in the street.

Helen Gym - I will lead on a cross-agency, comprehensive vision for street safety that will ensure safe routes to school for children, protect pedestrians, reduce speeding and other dangerous behaviors, and ultimately reduce traffic deaths.

Speed is what causes fatalities and serious injuries. Based on the success of the Roosevelt Boulevard speed camera pilot program, in the short term I will support the considerable and rapid expansion of automated speed enforcement throughout the city.

Additionally, Philadelphia is the only major city without a department of transportation. Having transportation paired with sanitation is historical vestige that holds back policy and operational advancements. My Administration will combine OTIS with Streets Transportation Function to increase accountability for transportation and accelerate the implementation of transportation priorities.

Question #4: Philadelphia first committed to “Vision Zero,” a strategy to eliminate traffic deaths and serious injuries, in 2017. The premise of the city’s pledge is that traffic deaths are not “accidents,” but policy failures. However, 120 Philadelphians died in traffic incidents in 2022, twice the 2022 target set by the city’s Vision Zero Action Plan 2025.

What went wrong, and what will you do differently as Mayor?

Maria Quinones-Sanchez - A plan must be appropriately scaled and funded. My administration will develop a revised Vision Zero plan and fund it appropriately. I believe that speed reduction is the most critical component and best way to reduce traffic deaths. As 7th District Councilmember, I worked closely with communities in the 7th District to bring calming measures to dangerous streets. It is no surprise that traffic deaths are concentrated along with poverty, which is why Philadelphia's first two funded Slow Zones were in the 7th Council District. I believe that in addition to traffic calming, the restorative investments we will make in historically disinvested neighborhoods will make them safer, not just from violent crime, but from the dangerous and reckless driving that often causes these deaths.

Derek Green - The underlying problem is that Philadelphia, like many other cities, struggles with high levels of congestion. We can address congestion and traffic related deaths by increasing access for cyclists and pedestrians, while also improving our public transportation options. As Mayor, I would be committed to the continued expansion of bike lanes around the city and would make it a priority to see SEPTA become a reliable, safe, and clean source of transportation that families can rely on.

Rebecca Rhyhart - There are a few different reasons why Vision Zero has not achieved its goals. Firstly, since the start of the Covid-19 pandemic, cyclists and pedestrians report an increase in speeding and a general sense of lawlessness on the part of motorists in Philadelphia. This phenomenon puts our residents in danger and we need to take enforcement more seriously to address this problem. Additionally, while the current administration has adequately communicated the mission of Vision Zero, implementation of the measures to achieve the initiative's goals have not been pursued aggressively enough. One factor contributing to this challenge of implementation is the obstacles in our city law regarding the need for council approval on infrastructure such as new bike lanes in the city.

In order to get us back on track to achieve the goals laid out by Vision Zero, I would prioritize finding political alignment with Council that allows us to move forward with projects that bring us closer to the metrics established in Vision Zero to reduce pedestrian deaths. I will also seek to expand the mayor and city departments' scope of involvement. For instance, my administration would prioritize bike lane expansion and simple design updates to our infrastructure such as traffic calming and daylighting our street corners which would allow us to enforce Pennsylvania's laws prohibiting cars from parking within a certain distance of pedestrian crosswalks. These simple design solutions would vastly improve visibility for both motorists and pedestrians and are a best practice that would make our streets safer. In fact, daylighting of intersections has seen major success in Hoboken and Jersey City where both cities have achieved zero traffic deaths.

To get started, my administration would target these design improvements to corridors we know have high levels of use by cyclists and high rates of pedestrian and cyclist deaths or injuries. My administration will also direct the police department to enforce ticketing of vehicles that park in or otherwise obstruct bike lanes as this makes our intersections more dangerous and our bike infrastructure unusable.

Philadelphia needs a mayor with the political courage to maintain the priorities of Vision Zero instead of bargaining away these improvements in zoning negotiations to favor more parking. As Mayor, I will champion the message that the solution to our parking, congestion and street safety challenges is to create policy that gives our residents options and incentives to use alternative modes of transportation so that we can ultimately reduce the number of cars on our streets.

James DeLeon - 80% of Philadelphia Traffic deaths occurred on just 12% of its city streets. As Mayor, I would reduce speeds on problematic streets, make sure that public transportation is functioning properly on those streets, have functional bike lanes on those streets, & allow for walking safety on those streets.

Allan Domb - I have publicly committed to reducing Philadelphia's annual traffic deaths by half by 2026. There are three things I would immediately pursue for our most dangerous roads: Expand red light cameras to catch risky and unsafe drivers; improve bike and pedestrian lanes to allow people to commute safely; and, work with SEPTA to make public transit a more viable option (both in terms of service areas and cost for most riders).

Helen Gym - Despite often talking about Vision Zero, the current administration has made very little investment into it and progress on it. I believe that budgets are moral documents, and they encapsulate our priorities and visions for Philadelphia. Our city deserves more than just a plan, it deserves a leader who will roll up their sleeves, align partners around a shared vision, and get results.

As Mayor, I want to be a champion of a real Vision Zero action plan, not just an aspirational outline that we don't live up to, but something tangible and achievable. As Mayor, I will increase investment in speed and traffic cameras in danger zones where traffic accidents commonly occur. I will also update our sidewalks and streets, invest in safe crosswalks, and prioritize safety in any street redevelopment projects.

Question #5: In May 2017, City Council passed a bill amending City law on sidewalk closures (Chapter 11-600 of The Philadelphia Code). Now, those who seek a Streets Department permit to close a sidewalk or even a portion of a sidewalk must submit an analysis regarding the feasibility of providing a protected walkway. But this reform only matters if those responsible for sidewalk closures bother applying for a permit. Unpermitted sidewalk closures persist across the city, endangering pedestrians and making our sidewalks inaccessible to people who are wheelchair-bound or push strollers.

What went wrong, and what will you do to fix it?

Maria Quinones-Sanchez - Unpermitted sidewalk closures are a serious safety issue in our city and an opportunity for real reform. I will deploy non-police traffic officers to handle ticketing and enforcement of illegally obstructed sidewalks, prioritizing safety issues and communities with higher rates of traffic accidents, injuries, and deaths. This is a key area where trained civilian workers can assume responsibility for activities traditionally handled by the police, which will be more cost-effective and allow for redeployment of police to the areas where they are needed most – 911 response, the narcotics unit, and foot and bike patrols in neighborhoods and commercial corridors.

Derek Green - Currently, our Streets Department and Department of Licenses and Inspections are understaffed. As Mayor, I will aggressively recruit to fill these positions with City residents as well as those who attend our local colleges and universities (including regional Historically Black Colleges & Universities). Through an enhanced workforce we can properly enforce unpermitted sidewalk closures and appropriate fine violators and persistent bad actors. Additionally, we need to upgrade our IT infrastructure so that we can have better coordination between these Departments so that the City can become more effective in providing protected walkways for our residents.

Rebecca Rhyhart - Though this ordinance provides a legal framework to address this issue, the city's inability to enforce the regulations mean that there are entirely too many ways for the ordinance to be skirted and ignored. Staffing shortages across city departments have been well-documented and make it difficult to enforce ordinances and regulations designed to protect our residents. This is why as Mayor I will expand the Streets Department's SWEEPS program and put more city employees on the street to enforce our regulations and ordinances such as those related to sidewalk closures. In addition, other city employees in the field will be empowered to issue citations for activities that violate our regulations. This will include Licensing and Inspection inspectors and civilian parking enforcement officers. Our city government is entirely too siloed. Any city employee who sees a clear code violation needs to be able to directly report it to the enforcement agency in the best interest of our residents.

Sidewalk closing permits and citations have netted the city \$21 million since 2017. These are funds that could be used to make much needed improvements to our sidewalks prioritizing the safety of our pedestrians. With proper enforcement of the ordinances we can and will collect even more money to be able to reinvest into our infrastructure.

James DeLeon - As Mayor, I would designate L&I to have specific Inspectors check all sidewalk closures for necessary permits and fine all those that don't. I will make all those found in violation to obtain the necessary permit and fix the sidewalk legally.

Allan Domb - This comes down to leadership and accountability. Safety is the primary responsibility of city government. As mayor, I will direct all department and agency leaders, including the Commissioner of Licenses and Inspections, to prioritize safety with any and all City services or operations.

The first legislation I passed in City Council was to strengthen compliance requirements for businesses to receive City licenses or permits. The intent of this measure was not only to ensure businesses, including developers, were paying their taxes but also to help the city ensure that any development expels bad actors. As mayor, I will direct additional resources to support these efforts, particularly in the Department of License and Inspections.

The Department of Licenses and Inspections also has an alarming staff shortage that is a leading cause of unsafe worksites. As mayor, I will improve the City efforts to hire and retain a highly qualified workforce that will improve enforcement of building codes.

Helen Gym - I authored the bill that this question references. When I introduced the bill, there were very few (if any) protections in place for pedestrians and we were coming out of several decades of administrations that prioritized unbridled development over pedestrians. That bill represents one of the first steps in guaranteeing sidewalk safety and accessibility for all Philadelphians.

As Mayor, I will continue the work that I started. First, I would direct my administration's street department to require sidewalk closure permit applications and the protected sidewalk feasibility analysis alongside any new applications for construction and re-zoning. This would guarantee that safety is being considered before approval of any development projects begin. Furthermore, I would direct increased enforcement of illegal sidewalk closures and give out tickets until those closures are changed.

Question #6: The Streets Department is responsible for paving and maintaining roadways, but the City leaves sidewalk maintenance to property owners – many of whom cannot afford to make sidewalk repairs on their own. Philadelphia has over 230 miles of sidewalks in poor condition, which decreases the quality of life and makes walking and rolling difficult.

What forms of mobility does the Streets Department exist to serve? Do you support using the Streets Department budget to develop a plan, or a funding strategy, to repair and replace sidewalks?

Maria Quinones-Sanchez - In the 7th Council District, we funded a \$250,000 pilot program with the Pennsylvania Horticultural Society which provided employment to returning citizens to remove dangerous street trees, replant appropriate replacement trees, and repair the sidewalks. We will scale this program citywide as part of the environmental justice work that the Water Department will be charged with as part of our public safety strategy. The City of Philadelphia has committed in a court settlement to a 15 year plan to install or repair 10,000 sidewalk curb ramps. As we make these necessary investments to provide true accessibility, I will align them with tree planting, beautification, and traffic calming measures so we are less disruptive in communities and leave behind better spaces for everyone as we make them accessible.

Derek Green - Under a Green Administration, the Streets Department will exist to serve all forms of mobility. From last mile forms of transportation (e.g., Indigo bikes and e-scooters which

I championed as a member of Council) to a more reliable, cleaner, and safer SEPTA system, the City needs a proactive approach to address all of these forms of mobility. As Mayor, I will work not only to expand mobility in our City, but also work to improve sidewalks. Considering that numerous sidewalks are privately owned, we need to develop creative ideas to address this issue. Drawing on my experiences and relationships as the National President of Democratic Municipal Officials and Executive Committee & Board Member of the National League of Cities, I will bring to Philadelphia best practices from other cities in order to develop a strategy and funding plan to repair and replace sidewalks in Philadelphia.

Rebecca Rhynhart - We need to align all of our transportation and infrastructure needs, which is why I am in support of creating a Department of Transportation that will encompass both the transportation division of the Streets Department and the Office of Transportation, Infrastructure and Sustainability. This department will be responsible for ensuring our city is best serving all forms of mobility and leading the way towards a more sustainable city which is less car centric. Under my administration we will prioritize increasing the curb cuts across our city through the master road paving schedule. We must make our sidewalks more accessible to those with disabilities and families with strollers.

The walkability of our city will be a top priority of the Department of Transportation and within that scope will be the quality of our sidewalks. Starting with our most disadvantaged neighborhoods, this department will evaluate the conditions of our sidewalks and determine which sidewalks need city intervention for their repair.

By and large, sidewalk repairs are the responsibility of property owners. As the poorest big city in America, we need to recognize the financial hardship many of our residents' face. Therefore, my administration will develop a grant program to help low-income property owners repair their sidewalks.

Car ownership rates are skyrocketing in Philadelphia, seeing its largest increase in low-income households. Car ownership is a huge burden on household costs and on public space. Because much of the city was built in a time before cars, there is limited public space for personal car storage, leading to illegally parked cars on sidewalks and crosswalks.

James DeLeon - The liability issues would have to be addressed, as to a municipality doing work on private property. This is an issue that I as Mayor would discuss with City Council. I would tell Council that we must pass legislation that will allow me to have The Streets Department develop a plan to budget the repairs and replacement of some private sidewalks that are in disrepair.

Allan Domb - Philadelphia has programs and policies to help homeowners who can not afford basic maintenance of their homes. I will support allowing these programs to also rebuild broken sidewalks and, through the Streets Department, coordinate road repairs with the needed work on sidewalks.

Helen Gym - As stated earlier, I believe that the city government must lead by example in ensuring that sidewalks owned by the city are in good repair and properly maintained. As Mayor, I will increase funding to invest in quality sidewalks and ensure young people, parents with strollers, seniors, and wheelchair users can safely use our sidewalks.

Question #7: Car ownership rates are skyrocketing in Philadelphia, seeing its largest increase in low-income households. Car ownership is a huge burden on household costs and on public space. Because much of the city was built in a time before cars, there is limited public space for personal car storage, leading to illegally parked cars on sidewalks and crosswalks.

Will your administration promote mode shift and reduce reliance on personal car ownership? How will your administration advance this policy goal?

Maria Quinones-Sanchez - Frequent and affordable public transportation is critical to a healthy city. It provides access to school, work, and recreation throughout the city for low income residents who cannot afford a car, it enables less car dependency, and it is one of the quintessential assets of city life compared with suburban life.

While SEPTA is a regional authority, and Philadelphia is structurally outnumbered on its governing board, the Mayor must be a strong advocate for transit and transit riders. As Councilmember I worked closely with SEPTA and SEPTA police to address issues related to the 10 EI stops in my district. As Mayor, I will direct our departments to prioritize safety, infrastructure, and cleanliness around transit stops to provide a welcoming and safe environment for riders.

I believe it is appropriate to reexamine our bus routes, particularly regarding stop frequency, in order to improve efficiency and reduce the infrastructure and service demands of bus stops very close together, each with trash cans that need to be emptied and cleaned. We should expand bus-only lanes and use bus priority signals to improve the flow of traffic and make buses a more attractive option.

Derek Green - Yes, this will be a priority for my Administration. Like I mentioned previously, SEPTA has become an unsafe and unreliable source of transportation in the eyes of many Philadelphians. People are not comfortable sending their children to school on SEPTA because they're concerned about potential violence or exposure to drugs. The conditions of SEPTA facilities have contributed to these issues for the same reason that blight and deteriorating infrastructure invites crime in our neighborhoods. Therefore, people are relying on cars for transportation because they feel they have no other option. Under a Green Administration, I am committed to addressing these concerns around SEPTA, with the ultimate goal of increasing ridership and reducing congestion.

Rebecca Rhynhart - My administration will promote mode shift and encourage our residents to reduce their reliance on personal car ownership.

To truly encourage our residents to shift away from relying on personal vehicles we need solutions that will increase the use of public transportation, walking, biking and other forms of commuting that don't involve motor vehicles.

We can encourage more of our residents to use biking as their primary means of commuting by expanding our network of bike lanes to ensure that every neighborhood is accessible via designated bike lanes. My administration will prioritize establishing new and protected bike lanes and will leverage capital improvements to roads as an opportunity to create more protected bike lanes. To further expand residents options, we must continue to expand the Indego Bike Share network to reach more of our city's neighborhoods and explore other shared programs such as e-scooters.

We must also make SEPTA more efficient and more reliable. Some of our neighborhoods must still rely on driving into the city because of the inconsistent and inconvenient SEPTA services, which is why I support the Roosevelt Boulevard subway line and will advocate for state and federal funding for the massive infrastructure project. This subway line would give residents in Northeast Philadelphia a convenient, reliable and quick way to access Center City allowing many of our residents to forgo using their cars. In addition, to make riding the bus more efficient, we will expand the number of bus only lanes and utilize technology to enforce the lane restriction, allowing our buses to travel more freely through our streets. Lastly, we need to explore ways to incentivize our residents to use SEPTA through an income based fare discount system and expanding the SEPTA Key Advantage Program.

James DeLeon - Yes. Improvement in Public Transportation and bicycle safety will lead to less reliance on personal car ownership.

Allan Domb - Yes, I will support programs and policies to reduce driving, although I will not promote or accept a ban on autos or support congestion pricing. I will support the City of Philadelphia enrolling all municipal employees into the SEPTA Key Advantage program and establishing a fare discount program for low-income riders to increase use of mass transit. I will also work with the Planning Department to increase development around transit hubs to lessen the need for cars.

Helen Gym - Philadelphians need better transportation options to get them out of their cars and out of traffic. This includes safe, clean and reliable SEPTA service and an expanded network of bike lanes that make it safe to take the 25% of trips that are less than 2 miles by bike. Improving the quality of the pedestrian experience and reducing violent crime will encourage residents to choose to take more trips on foot. In addition to investments in transit and cycling, there are operational strategies to get Philadelphians out of traffic whether they are riding a bus or behind the wheel.

Less than half of all of Philadelphia traffic signals are connected to the city's Traffic Operations Center, meaning there is no way to optimize those signals to prioritize transit or lower delay

times and associated congestion and pollution. Current capital budgets only bring the number of connected signals to 48%.

Too much traffic, particularly in Center City and along business corridors is caused by doubled parked trucks and cars. Through a mix of policy and enforcement we can make sure there is enough loading for trucks and drivers making quick stops, and get tough on trucks blocking traffic lanes.

In the long term we have to address land use to reduce congestion, building more affordable and market rate housing along the Broad Street and Market Frankford lines, as well as on our regional rail corridors.

Question #8: Public parking management and enforcement of parking rules in Philadelphia are entrusted to the Philadelphia Parking Authority, a State agency that operates outside the control of City government. However, this does not mean that the City has no role to play in holding the PPA accountable for its decisions, lobbying Harrisburg for more funding, or taking action on its own to supplement activities that the PPA is not but perhaps should be doing.

Are you satisfied with the PPA's stewardship of public space and enforcement? What is your Administration's strategy for the City to proactively address illegal parking, abandoned cars, and other parking management concerns?

Maria Quinones-Sanchez - As with any non-City agency that has stewardship of City resources, I have experienced frustration with the operations of PPA, but I believe that we can do a better job leveraging PPA's work to manage parking issues. In the 7th Council District, we developed a pilot program with the PPA to address parking management concerns in rapidly gentrifying South Kensington. We should also have PPA taking over more parking enforcement duties that are typically handled by PPD officers. PPA can help facilitate car removal and enforcement of increased commercial truck parking and RV parking in neighborhoods.

Derek Green - As I've mentioned a few times already, we need to dramatically expand the number of cameras across the city for the purposes of enforcing illegal parking and other public safety concerns. Additionally, we need to bring back the "Don't Block the Box" public service campaign to educate citizens and remind them that parking in these locations will lead to fines and other penalties. And finally, I would look to bring back key aspects of Mayor Street's Neighborhood Transformation Initiative, where there was a priority to attack blight across the city, which includes abandoned cars.

Rebecca Rhynhart - If we are going to seriously prioritize pedestrian safety, then we need to implement smart solutions to address illegal parking as illegally parked vehicles jeopardize the safety of pedestrians.

First and foremost, we need to enforce parking regulations by hiring and deploying unarmed Public Safety Enforcement Officers to patrol Center City and other areas and commercial corridors with high levels of illegal parking. My administration will also advocate for the PPA to utilize parking enforcement technology, such as plate recognition software, to more efficiently identify violations and issue citations, as recommended by my office's audit of the PPA in 2020.

Another one of my administration's critical parking management priorities is the removal of abandoned cars that blight our city streets, crowd our neighborhoods and take up potentially viable parking spots. In the first 100 days of my term, we will remove tens of thousands of cars with a particular focus on neighborhoods that have historically been disinvested from and left behind.

As Mayor, my administration will develop a citywide parking plan with the goal to increase loading zones in both residential and commercial areas, install electric vehicle charging stations and ensure an equitable residential parking permit system. By strategically increasing our loading zones we can dramatically decrease the number of illegally parked cars. This strategy will only be successful if we enforce our parking rules and regulations.

Lastly, we need to empower our residents to report illegally parked cars. It is our residents who have the most interaction with cars that are illegally parked at bus stops, on sidewalks and in bike lanes. Through significant improvements of 311, we can allow our residents to report instances of illegal parking, verified with photos, to crackdown on those individuals who park illegally and potentially hold repeat offenders accountable for their actions.

James DeLeon - No, I'm not. I would lobby The Legislation in Harrisburg to allow The PPA to proactively tow abandoned cars, & ticket illegal parking & boot & tow cars that are illegally on our streets, more aggressively.

Allan Domb - I am hopeful, now that the PPA has a new majority on its board and executive director, that its operations will improve – something it needs to do. As mayor I will prioritize towing abandoned cars and increase enforcement of parking regulations to stop parking on sidewalks.

Helen Gym - No, I am not satisfied with the PPA's stewardship of public space and enforcement. In the past, I have led efforts to demand that the PPA pay what they owe our public schools when they were failing to live up to their promises. As Mayor, I will continue to demand more from the PPA by improving accountability and ensuring their priorities actually benefit Philadelphia families and make communities safer. My administration will prioritize intersections on common routes to schools, parks, senior housing and commercial corridors for day lighting treatments. We will also step up PPA enforcement of the kinds of illegal parking that constitute a significant safety risk. Additionally, my administration will stop the madness of towing legally parked cars for construction projects, special events, and utility works and moving them without recording the location.

It costs drivers in time, money, and in the most extreme cases thousands of dollars in parking tickets and even arrest when the police failed to remove their cars from inter-state databases of stolen vehicles. In my administration, construction companies, utilities and special event organizers will be required to track and report the location of all vehicles as a condition of their no-parking permits.

Question #9: After nearly a decade of planning, two rounds of community input, and a great deal of controversy, in the spring of 2022 the City Council authorized a “hybrid redesign” of Washington Avenue, intended to protect the safety of cyclists and pedestrians on an important, but notoriously deadly thoroughfare. However, the portion of Washington Avenue west of Broad Street was left alone, in deference to councilmanic prerogative.

What went wrong with the Washington Avenue Complete Streets project? How will your administration govern differently to ensure Complete Streets projects across all council districts are successful?

Maria Quinones-Sanchez - The residents west of Broad Street felt the public engagement process for Washington Avenue was insufficient. True public engagement is more than an online survey and a few evening meetings, particularly for communities of essential workers with limited time because of work schedules. In the 7th Council District, with one of the poorest constituencies, I learned that truly engaging the community is much more difficult than sending out a survey. You have to build trust, ask the right questions, and really listen to the answers. My office mastered this process, and as a result we were able to do proactive, community-driven remapping in 90% of the 7th District.

It's easy to check off the box and say you've done engagement, and it's easy to then unite people against something. It's much harder to bring people together to plan for the future, but I know from experience that it's worth the work. As Mayor, my administration will prioritize true engagement for infrastructure projects, working with members of Council, RCOs, CDCs, community stakeholders, and neighbors.

Derek Green - It is true that there has been a great deal of controversy around this issue, which I had a front seat for as a member of City Council. As Mayor, I would work with the community west of Broad Street to continue this dialogue around the importance of pedestrian/cyclist safety along Washington Avenue in particular. I agree with the merits of the Complete Streets project, but I also value the opinions of local residents who have voiced their concerns around the impact this project will have on local businesses that line Washington Avenue and the potential gentrification that will push people out of their neighborhoods. I am committed to working with both Complete Streets activists and the community in order to ensure all concerns are addressed and that we ultimately move Washington Avenue and the City at-large forward.

Rebecca Rhyhart - The basic role of government is to provide the best level of service and care to the greatest number of people. This often means making decisions that face opposition

from a loud, vocal minority. It is incumbent on government to bring the community together to work through their concerns and come to a consensus about the best path forward. This is how I governed as City Controller.

For instance, my office investigated the city's response to the civil unrest after the murder of George Floyd. We created a community council composed of residents from different neighborhoods and with different political philosophies. We had members of our council who fundamentally "backed the blue" and others who believed in "defunding the police." Despite these ideological differences, we successfully created a call to action document that every member of our council agreed to. This was only accomplished because my office and I consistently met with this group to build consensus. We took the time to navigate disagreements and ensure that our councilmembers not only heard one another but understood each other's perspectives. We found that this diverse group of residents actually agreed more than they disagreed. We were able to build consensus on a topic that, at the time, was the most polarizing issue in our communities. We were only able to do this because we were committed to doing the work to breakdown silos and build the bridges.

This example demonstrates how I would approach any project that may fundamentally change a community or neighborhood. As an administration, we must bring together a diverse group of residents to hear the concerns of all of the community, take the time to listen to their concerns and adjust the final product to satisfy their concerns. The Kenney administration failed to do effectively this with the Complete Streets projects and therefore failed the residents of the communities surrounding Washington Ave.

The safety of the residents of Philadelphia is primarily the responsibility of the Chief Executive Officer of the City of Philadelphia, the Mayor. As Mayor, I will prioritize implementing evidence-based solutions to make our city safer, whether it is lowering our rates of gun violence or taking measures to make our streets safer for pedestrians and cyclists.

James DeLeon - My administration will negotiate with the Council Person and the constituents in hi/her district, as to why the complete streets project is important and we will reach a amicable solution, and move this project forward.

Allan Domb - I believe that the failure to have a single agreed to plan of how to reform Washington Avenue is a missed opportunity due to a lack of leadership by the Kenney Administration.

In my government and ethics reform plan (available on my website www.votedome.com), I called for reforms to Philadelphia's long-standing practice of allowing Councilmanic prerogative to dictate important development, zoning, and other land-use decisions. It is arcane and out of step with modern principles of good governance. At a basic level, it is anti-democratic.

As mayor, I will begin the process of reforming Councilmanic prerogative by issuing an Executive Order directing city agencies to cease any deference to councilmanic prerogative in

decision-making unless required by law. I will also work with city departments and the Council itself to codify common guidelines and timelines for zoning reviews, and to define rules for routine, non-discretionary matters, such as approving signage and parking permits, to obviate the need for councilmanic approval and promote efficiency. Relatedly, as mayor I will limit any efforts to propose and enact “block by block” legislation. Legislation that can treat a business or homeowner differently on one block than another should be unacceptable except in certain situations (e.g. keeping certain businesses away from schools). If presented with a bill that changes requirements with no justification, I will veto it.

Helen Gym - When our City leads extensive community-input and research processes, we must actually follow through with our findings. The Washington Ave project is a clear example of the City failing to align all City leaders, community partners, and stakeholders around a shared vision for safety. As Mayor, I will draw from my success in building coalitions to deliver results – not just make promises.