



FEET FIRST PHILLY

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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?

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.

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?

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.

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?

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 breaking 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.

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?

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.

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?

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.

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?

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.

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?

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.

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?

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.

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?

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.