

CANDIDATE QUESTIONNAIRE



INTRODUCTION

Name: [Doug Oliver](#)

Seeking The Office Of: [Mayor](#)

Political Party Affiliation: [Democrat](#)

Campaign Website and/or Facebook page: www.dougoliver2015.com

YES OR NO

For each question below please indicate whether you agree or disagree. You may comment to elaborate on your response. (optional)

VISION ZERO

Do you support funding a Vision Zero approach for pedestrian & cycling safety citywide?

YES

NO

I believe the first step towards reducing conflicts is improving our city's built environment and planning, to make our city—particularly the core—less auto-centric. This can begin with proper curb cuts and protected bike lanes. I'm also in favor of creating an east-west greenway—an auto-free street to get from river to river. I believe this will not only reduce accidents, but increase pedestrian tourism, outside of the historic old city. "

Further, in keeping with Vision Zero principles, I'll work to reduce speed limits in high-bicycle traffic areas.

Candidate, please initial each page and sign last page.

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Would you support enhancing penalties for aggressive, distracted and reckless driving, including speeding and DUI, in order to reduce road safety deaths and injuries?

- YES
 NO

Yes. Thorough investigations won't yield any results if there is no witness. Therefore, an investment in technology is a must. Unfortunately, most businesses that have cameras use them for loss prevention and reducing property damage. In short, their cameras are pointed inward. As Mayor, I'll bolster the City's SafeCam program, providing greater deterrent—not just for traffic offenses—but all crimes. In addition, I'd work with our local legislators to strengthen laws against hit-and-run drivers, and those driving impaired. That said, I'd require cyclists and pedestrians to uphold the same standards

Should the Philadelphia Police Department do more to enforce existing traffic laws?

- YES
 NO

See above.

Do you support the use of traffic calming devices, such as curb bump-outs, chicanes, speed bumps or garden medians?

- YES
 NO

Would you find room in the budget for additional Streets Department traffic calming devices?

- YES
 NO

Ultimately traffic calming measures lead to a reduction in costs for city emergency services, insurance, and first responders. Additionally, by increasing revenue share from the Philadelphia Parking Authority, the Streets Department has the ability to raise the necessary funding.

TRAFFIC PLANNING

Do you support giving buses priority over private cars on city streets?

- YES
 NO

Generally, many bus stops have been shown to be more practical when placed after stop lights, rather than before. This helps reduce cars turning in front of stopped buses, cars attempting to turn beside passenger doors, and passengers attempting to cross in front of buses. This also requires enforcement of parking laws. While the PPA covers Center City extensively, in outlying neighborhoods 'no stopping zones' are often not strictly enforced. As Mayor, I'd call on the PPA to enforce these"

Do you support the installation of 30-minute loading zones on all blocks with high residential density and/or commercial activity?

- YES
 NO

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Mayor Nutter created MOTU (Mayor's Office of Transportation and Utilities) in his first administration. Do you support continuing the overall mission of MOTU in the next 4 years?

- YES
 NO

Additionally, I would be both a partner and a prodder for SEPTA, encouraging them to strengthen their network and infrastructure—thereby encouraging Philadelphians through simple market process. Through public/private partnerships, I'd work to build out a system that creates greater accessibility for residents and visitors alike. As Mayor, I'd require my City Planning Department to obtain SEPTA's input on any major project, and would ask the same in return.

Do you support restricting commercial deliveries to late night and early morning hours, and banning the largest trucks from residential neighborhoods absent compliance with special permit and insurance requirements?

- YES
 NO

Early morning and late evening deliveries will increase safety and parking in the city's core without impacting small businesses. This will also be of particular interest towards creating an east/west greenway in center city (as mentioned above).

Philadelphia used to repave streets every 9 years. It now repaves every 15 years. Overall, the city has a 900 mile backlog of streets needing to be repaved. Do you support doubling the funding levels for Streets Department's paving budget by fiscal year 2017?

- YES
 NO

Though our structurally deficient bridges must be priority one for our streets department.

Do you believe that universities, colleges and large non-profits should be encouraged to subsidize the cost of public transit for students, staff, administration, etc.?

- YES
 NO

For the last few years, there has been a conversation around having large, city based, non-profits pay PILOTs (payments in lieu of taxes). As Mayor, I'd also entertain the idea of SILOTs (services in lieu of taxes) to help bring more programming from larger, center city based institutions into our neighborhoods. This may also include providing our city's college students with citywide SEPTA passes. Not only will this add revenue to our public transit system, but it will spur more economic growth outside of the traditional campus neighborhoods.

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OPEN DATA

Should the City Revenue Department release as much of its records as legally possible for independent analysis and overall transparency?

- YES
- NO

I think Mayor Nutter's greatest legacy will be significant gains in ethics and transparency. As his successor, I'll seek to continue to build on that legacy by calling for greater access to open records.

Should the city make all data concerning street use, street conditions and traffic crash investigations available in a timely, digital format to the public?

- YES
- NO

Frankly, there is no reason why we shouldn't already be doing so.

BICYCLE INFRASTRUCTURE

Protected bike lanes on JFK and Market were piloted and found to be minimally disruptive to drivers in 2011. Will you support funding the installation of these protected bike lanes if elected?

- YES
- NO

but obviously Market and JFK should merely be viewed as local pilots for additional protected bike lanes citywide.

Do you believe that bike-friendly infrastructure is economically beneficial to a community's commercial corridors & cities at large?

- YES
- NO

While much of the City's core has made great progress in biking and pedestrian infrastructure, there is still a great need for improvement in many outlying neighborhoods. Biking infrastructure is still in it's infancy in some neighborhoods which are historic TODs—Frankford, Germantown, Somerton, Fox Chase, and Bridesburg—and could greatly benefit by this.

ZONING & LAND USE

Do you support raising millage rates on the land portion of the property tax, and lowering millage rates on improvements to the structure?

- YES
- NO

But I also believe it's critical that we hold the line on millage rates for our City's seniors, many of whom are living on fixed incomes. In many gentrifying areas of the city, our seniors are paying an unfair share of taxes on homes they have kept up for decades, simply because their home neighborhood has become fashionable.

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Do you support revising the zoning code to remove minimum accessory parking requirements?

- YES
 NO

New TODs should be considered with relaxed accessory parking requirements. That said, for neighborhoods without a robust public transit network, parking needs should be realistic when zoning for new for development.

PUBLIC SPACE PLANNING

Would you support pedestrianization of street space that may currently be used for parking or vehicle transit?

- YES
 NO

Beyond smaller “parklets”, I’d work to raise the capital repurpose I-95 (at Penn’s Landing), 676, and the 30th Street rail yard by decking these man-made canyons with public space and new development.

Is regularly scheduled street sweeping of Philadelphia's streets more important than preserving the convenience of residents who prefer not moving their vehicles?

- YES
 NO

ABSOLUTELY.

The current cost for an annual parking permit for car owners to store their private vehicle on public streets is \$35. Do you think this price point should be revisited?

- YES
 NO

Yes. I believe it’s particularly fair to revisit the costs for additional cars.

OPEN RESPONSE

For each question below please answer using the provided space. Detail is appreciated.

VISION ZERO

What is an appropriate legal speed limit on a neighborhood street in Philadelphia? On an arterial street? What are some policies and/or physical alterations that can be implemented to help ensure drivers obey speed limits and other traffic laws?

There's probably not quite enough space in this box to answer all of this question. What is important is that we create an environment where drivers, cyclists, pedestrians are all respectful of one another and most of all act with safety and courtesy. Policies and or physical alterations that have been discussed as effective include replacing camera lights with stop signs as they change behavior, protected bike lanes and curb bumpers.

ZONING & LAND USE

What kinds of zoning and land use policies can best help our neighborhood commercial corridors and small businesses?

PARKS & GREENSPACES

Do you support increasing funding for Parks & Recreation throughout the city as a means to improving public health and the economy? If so, how would you better fund our parks? If not, why not?

STREET TREES

At 16% of total land area, Philadelphia has one of the lowest tree canopy percentages among large U.S. cities. Comparable cities exceed 30%. Do you believe Philly needs to increase this percentage? If so, how? Please be specific about how you would fund this.

PUBLIC SPACE

What is your position about vehicles parked on the City Hall apron/sidewalk?

Unacceptable. As a user of public transportation, I see no reason in a city with ample space for parking, especially in and near city hall why we should have cars parked on City Hall.

BICYCLE INFRASTRUCTURE

What is your position in regards to creating an integrated protected bike lane network throughout the city of Philadelphia? Are there areas in the city that you believe should be addressed first?

TRASH & LITTER

Philadelphia provides municipal trash service to residences, but businesses are left to contract with private vendors, resulting in multiple large dumpsters in the public realm (e.g., alleyways). Do you think the City should change this current trash collection strategy? If so, how?

TRAFFIC PLANNING

Should City Council be the approving body for traffic alterations to Philadelphia's citywide street network, e.g. removal of a traffic lane, turning lane, parking lane, etc.? Or should this be determined by the Streets Department, MOTU, PennDOT and other street-related agencies?

This should be determined by the streets dept, MOTU, PennDOT and other street related agencies.

BLOG INVITATION

We invite you as a candidate for political office to reach out to the voters of Philadelphia by speaking to them directly. We will host your thoughts on one of the following 9 topics below if you so choose. Please choose one topic and detail 3-5 policy changes you would make to achieve this goal.

1. Reducing the number of motor-vehicle crashes and conflicts among street users with appropriate infrastructure or roadway design changes, automated traffic law enforcement, or street- or neighborhood-specific changes in traffic rules
2. Ensuring thorough investigation of, and appropriate consequences for, drivers who commit traffic offenses that result in injury or death
3. Encouraging Philadelphians to use public transit, walk or bicycle within the city, instead of driving
4. Repurposing street space to better meet transportation needs (please specify particular streets)
5. Making land assessments accurate, and keeping them accurate
6. Increasing the amount of public space for non-transportation use, such as plazas and street closure programs (e.g., open streets and play streets.)
7. Expanding the on-street bike network in the most heavily-biked areas
8. Investing in walking and biking infrastructure outside of Center City
9. Getting our most popular bus and trolley lines out of congested mixed traffic

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1. Reducing the number of motor-vehicle crashes and conflicts among street users with appropriate infrastructure or roadway design changes, automated traffic law enforcement, or street- or neighborhood specific changes in traffic rules

I believe the first step towards reducing conflicts is improving our city's built environment and planning, to make our city—particularly the core—less auto-centric. This can begin with proper curb cuts and protected bike lanes. I'm also in favor of creating an east-west greenway—an auto-free street to get from river to river. I believe this will not only reduce accidents, but increase pedestrian tourism, outside of the historic old city.

While much of the City's core, has made great progress in biking and pedestrian infrastructure, there is still a great need for improvement in many outlying neighborhoods. Biking infrastructure is still in it's infancy in some neighborhoods which are historic TODs—Frankford, Germantown, Somerton, Fox Chase, and Bridesburg—and could greatly benefit by this.

Finally, in many neighborhoods, our city's sidewalks have fallen into great disrepair from lack of maintenance. Sadly, this has also often led to the removal of street trees—often seen as the culprit in shifting pavement. As Mayor, I'll work to ensure our city provides the necessary resources to residents to keep our residents walking—and our trees growing.

2. Ensuring thorough investigation of, and appropriate consequences for, drivers who commit traffic offenses that result in injury or death
Thorough investigations won't yield any results if there is no witness. Therefore, an investment in technology is a must. Unfortunately, most businesses that have cameras use them for loss prevention and reducing property damage. In short, their cameras are pointed *inward*. As Mayor, I'll bolster the City's SafeCam program, providing greater deterrent—not just for traffic offences—but all crimes.

In addition, I'd work with our local legislators to strengthen laws against hit-and-run drivers, and those driving impaired. That said, I'd require cyclists and pedestrians to uphold the same standards.

3. Encouraging Philadelphians to use public transit, walk or bicycle within the city, instead of driving

As someone who has personally taken SEPTA throughout my campaign—and throughout my life—I'm an avid believer in the need for a strong, efficient, and inexpensive transit system. I don't plan to change that as Mayor, and I'll continue to take the BSL in from home when it's practical—including my first day on the job.

I would be both a partner and a prodder for SEPTA, encouraging them to strengthen their network and infrastructure—thereby encouraging Philadelphians through simple market process. Through public/private partnerships, I'd work to build out a system that creates greater accessibility for residents and visitors alike. As Mayor, I'd require my City Planning Department to obtain SEPTA's input on any major project, and would ask the same in return.

To encourage cycling, I'd significantly increase bicycle parking within the city—again using proper security to keep bikes safe. As a signal to our residents, I would abolish all parking from the City Hall apron, and replacing some of the parking with bike racks.

4. Repurposing street space to better meet transportation needs (please specify particular streets)

For sheer volume of traffic, there is no street in greater need of attention than the Roosevelt Boulevard. Whether it's through redesign, traffic calming measures, additional public transit, or some combination of the three—the Boulevard is in serious need of a new plan.

Secondly, of course there are several streets in Center City in need of repurposing, but I would begin with and East/West greenway for bicycles and pedestrians—an auto-free street to get from river to river. I believe this will not only reduce accidents, but increase pedestrian tourism, outside of the historic old city.

Finally—and this may be cheating—I'd work to raise the capital 'repurpose' I-95 (at Penn's Landing), 676, and the 30th Street rail yard by decking these man-made canyons with public space and new development.

5. Making land assessments accurate, and keeping them accurate

Mayor Nutter's AVI began with good intentions, but was never fully realized. Anyone with basic GIS capabilities can see fairly severe discrepancies in the system—some by formula—and some by persuasion.

To that end, there are numerous levers a mayor can—and at times should—pull to spur economic development. Fundamentally, I don't believe land values should be one these—with economic consequences well beyond a tax burden. By intentionally devaluing land—you are essentially devaluing the city—something no mayor should ever willfully do.

6. Increasing the amount of public space for non-transportation use, such as plazas and street closure programs (e.g., open streets and play streets.)

First, I'm in favor of creating a center city east-west greenway—an auto-free street to get from river to river. I believe this will not only reduce accidents, but increase pedestrian tourism, outside of the historic old city.

Second, I'd work to raise the capital to cap I-95 (at Penn's Landing), 676, and the 30th Street rail yard with public space and new development.

Finally, I'd work to increase targeted investment in thriving immigrant cultural "Main Streets" modeled after our successful Chinatown and Italian Market—including Baltimore Avenue's African community, Castor Avenue's Brazilian community, and Allegheny Avenue's Latino and Eastern European communities.

(continued below)

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7. Expanding the on-street bike network in the most heavily-biked areas

I'm incredibly excited for the City's new Indigo Bike Share, and I know the demand will rise considerably in the coming months. That said, I'm interested to see the data on heavily used areas, and where expansion is most needed.

8. Investing in walking and biking infrastructure outside of Center City

Living (and often biking) in Oak Lane, one of the amenities I often notice missing in my neighborhood is quite simple—bike racks. While it seems like a modest investment, our city has been very slow to adopt these outside of the city core. As mayor, I'll work with local Community Development Corporations (most of which are partially funded by the city) to ensure they are held accountable for basic amenities like bike racks and trash/recycling cans.

In many neighborhoods, our city's sidewalks have fallen into great disrepair from lack of maintenance. Sadly, this has also often led to the removal of street trees—often seen as the culprit in shifting pavement. As Mayor, I'll work to ensure our city provides the necessary resources to residents to keep our residents walking—and our trees growing.

9. Getting our most popular bus and trolley lines out of congested mixed traffic

Options for the Green Line trolleys (10, 11, 13, 34, 36) and the 15 are fairly limited, given their track infrastructure, but buses and trackless trolleys (59, 66) have greater maneuverability.

Generally, many bus stops have been shown to be more practical when placed after stop lights, rather than before. This helps reduce cars turning in front of stopped buses, cars attempting to turn beside passenger doors, and passengers attempting to cross in front of buses.

This also requires enforcement of parking laws. While the PPA covers Center City extensively, in outlying neighborhoods 'no stopping zones' are often not strictly enforced. As Mayor, I'd call on the PPA to enforce these laws beyond Center City.

THE 5th SQUARE

Candidate Signature: