

# CANDIDATE QUESTIONNAIRE

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## INTRODUCTION

Name: [Anthony H. Williams](#)

Seeking The Office Of: [Mayor](#)

Political Party Affiliation: [Democrat](#)

Campaign Website and/or Facebook page: [www.anthonyhwilliams.com](http://www.anthonyhwilliams.com)

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## 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

My vision of One Philadelphia is a city of distinctive, yet connected, neighborhoods that have the same access to great schools, living wage jobs, and clean, safe streets.

Over the last four years, pedestrian deaths have increased by 16 percent, from North Philadelphia to Northeast Philadelphia, particularly in low-income communities.

I embrace Vision Zero, and as mayor I will convene a Vision Zero Task Force to improve policy coordination across city government, and develop a plan to reduce traffic-related fatalities and injuries by 50 percent by 2020.

**Candidate, please initial each page and sign last page.**

## The 5th Square PAC

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

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

- YES *The Police Department will play an integral role in the implementation of Vision Zero to reduce fatalities for pedestrians, motorists, and bicyclists.*  
 NO

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

- YES *Particularly those that ensure ADA-compliance and shortening the amount of space for pedestrians. This is an opportunity to use green spaces as traffic calming devices as well.*  
 NO

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

- YES *Philadelphia can use a mix of operating funds, capital funds, and the exploration of impact fees as allowed by Pennsylvania law. Impact fees could be used for improvements needed because of new neighborhood development. "*  
 NO

*For more information, visit [http://conservationtools.org/guides/show/91-Traffic-Calming#heading\\_7#ixzz3Yv7qCs00](http://conservationtools.org/guides/show/91-Traffic-Calming#heading_7#ixzz3Yv7qCs00)*

## TRAFFIC PLANNING

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

- YES  
 NO

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

- YES *I believe that neighborhood associations in partnership with district councilpeople are best positioned to make those kinds of decisions.*  
 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 One of my top priorities is the re-design of government to break down silos and coordinate decision-making, especially related to our critical infrastructure.
- NO

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

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 This will be a serious priority for capital budgeting, and will save individuals and businesses on the wear and tear of their vehicles.
- NO

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 Philadelphia's public transit costs are among the top 25 most expensive in the world. It is an idea worth considering.
- NO

## OPEN DATA

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

- YES Open data will be a hallmark of a Williams Administration, and key to building public trust and unlocking economic growth.
- NO

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

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### 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 *If the neighborhood residents and stakeholders agree with the plan, I will support it as well.*  
 NO

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

- YES *Attracting traffic, whether pedestrian, motorist or bicyclist, to commercial corridors is something every businessowner wants. The City should support every effort to do that.*  
 NO

### 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 *I agree with shifting our tax burden towards property taxes and away from wages and business profits. My plan to decouple commercial and residential property taxes is an important component to this approach, and I will consider this as well.*  
 NO

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

- YES *Neighborhoods with significant access to public transit should be considered differently when it comes to development. The need for parking can vary from one neighborhood to the next.*  
 NO

### PUBLIC SPACE PLANNING

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

- YES *Making Philadelphia a more walkable city is a goal that I support. Each neighborhood has different needs, and should be approached in that way in partnership with District councilpeople.*  
 NO

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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

I am the only candidate with a plan to implement weekly street sweeping. Neighbors who want their street cleaned will have conversations with their neighbors.

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

I proposed a \$5 increase in the vehicle registration fee to pay for weekly street sweeping. Any increase should be earmarked for the Streets Department.

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## 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?

Implementing our Vision Zero approach will address this issue across the city.

### 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?

Increasing operating and capital budgets for Parks and Recreation is crucial. Underfunding the basic capital needs of parks and recreation is short sighted. Thirteen percent of Philadelphia is parkland. Philadelphia has one of the top 5 highest total acreages of park land in the nation. We spend less than almost every city to maintain it. It will improve homeowner equity and enhance population health outcomes, particularly for low-income communities that lack access.

## 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.

Because of data we know exactly where the City needs to improve its tree canopy percentage, it is especially low or non-existent in low-income communities. Supporting PHS programs to add tree cover, and the Department of Parks and Recreation's TreePhilly initiatives will be crucial.

## PUBLIC SPACE

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

## 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?

I proposed a plan for citywide street sweeping, and with additional funds for Streets Department (\$5 increase for vehicle registration) is an appropriate opportunity to review our trash collection strategy for commercial and residential areas. Addressing alleyways, which fall neither under the City or the State, is a serious issue that my Streets Commissioner will deal with as a priority.

## 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?

City Council and the executive branch should have a strong partnership that shares data to inform decision-making.

## 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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### 3. ENCOURAGING PHILADELPHIANS TO USE PUBLIC TRANSIT, WALK OR BICYCLE WITHIN THE CITY, INSTEAD OF DRIVING”

Once again, Philadelphia is assuming its role on the world stage. With a significant number of high-level events over the next year, Philadelphia is positioned to become a destination of choice for Americans and citizens from across the globe. But we cannot forget about our own residents. Philadelphia is a walkable city of neighborhoods, whose rich diversity and history is a source of local and national pride, as well as economic vitality. Highlighting our neighborhoods as destinations for "local tourism" will lead to increased profits for small businesses on commercial corridors, and engender a deeper connection to the city we all love. ”

In 2013, the William Penn Foundation provided financial support to Visit Philly to encourage tourism in 14 neighborhoods in and around Center City. This led to Food and Wine Magazine recognizing East Passyunk as among the "10 Best Foodie Streets in America." As Mayor, I will push to expand this campaign to additional neighborhoods outside of Center City's environs, and market it to residents across the region. I will encourage neighborhood-based tourism beyond Center City, and encourage partnerships with SEPTA and BikeShare that highlights public transit and bike-lane assets in neighborhoods, while providing neighborhood-specific messaging for businesses and landmarks. Partners can lead promotional activities to encourage residents to explore and find unique destinations across the city, aligning the city's arts, culture, historic preservation and other sectors to ensure every Philadelphia neighborhood is a destination of choice where small businesses thrive.”

The coordination of tourism and conference/convention attraction is another crucial component of an effective economic development strategy. Connecting convention and conference attendees to neighborhoods is another opportunity to take vehicles off of the street. The Suburban Station Underground Concourse is 3.5 miles worth of underutilized space that could be used for interactive billboards and digital spaces for tourists to learn about prospective neighborhoods to visit on SEPTA or on bikes. Every dollar that SEPTA receives from advertising is earmarked for improving bus and rail operations, providing an incentive for SEPTA to attract tourists to neighborhoods all across Philadelphia. ”

Finally, as Mayor I'll ensure a strong partnership between the Chamber of Commerce, Visit Philly and the Philadelphia Convention and Visitors' Bureau to focus on increasing local tourism specifically among diverse communities that harnesses public transit and bicycle trails as strategic economic assets. Philadelphia has significant historical and cultural spaces upon which to build a compelling narrative that can reach a broad population. A neighborhood-to-neighborhood campaign to brand Philadelphia's communities for Philadelphians is key to building civic pride and fortifying Philadelphia's image and strengths as a diverse, walkable and accessible City.

**Candidate Signature:** I, Anthony Hardy Williams, have read and responded to this questionnaire.

# THE 5<sup>th</sup> SQUARE