INTRODUCTION

Name: Blondell Reynolds Brown
Seeking The Office Of: Philadelphia City Council At-Large
Political Party Affiliation: Democrat
Campaign Website and/or Facebook page: @CouncilwomanBRB

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
O NO
I absolutely support funding for a Vision Zero approach. Given the anticipated success of Bike Share, Philadelphia needs to take the necessary steps to protect our "new" cyclists and pedestrians on our streets.

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
O NO

Candidate, please initial each page and sign last page.
The 5th Square PAC

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

☐ YES  Yes. I believe the PPD and the PPA must increase their enforcement of existing traffic laws along with ensuring that cars are not parked on sidewalks or bike lanes. This causes hazards for pedestrians and cyclists

☐ NO

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

☐ YES  YES. As Chair of City Council's Committee on the Environment, I am particularly in favor of "garden medians" because of the role they can play in preventing storm water runoff.

☐ NO

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

☐ YES

☐ NO

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

☐ NO

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
The 5th Square PAC

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  ☐ NO

YES. I believe this can be partially accomplished through increasing the City’s vehicle registration fee.

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

OPEN DATA

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

☑ YES  ☐ 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
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

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

- [ ] YES
- [ ] 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
- [ ] NO

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

- [ ] YES
- [ ] NO

PUBLIC SPACE PLANNING

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

- [ ] YES
- [ ] NO
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

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

---

**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?

---

According to the some study, a child was killed in a hit and run in Southwest Philadelphia. The investigation can and must be better to ensure the safety of our pedestrians and cyclist, and I believe that Vision Zero is a strong step in this direction. In Seattle, Vision Zero was implemented with a major component being the reduction of the legal speed limit. Studies from Seattle showed that 9 of 10 pedestrians hit by drivers going 20 mph survive — but that survival rate drops to 1 in 10 if hit at 40 mph. Philadelphia should follow the example set by Seattle and reduce our speed limits on neighborhood streets to 20 mph along with reducing the speed limit in other areas with high pedestrian and cyclist traffic. In respect to arterial streets, Philadelphia should reduce the speed limit to 30mph. Furthermore, Philadelphia can be proactive to further ensure that drivers obey speed limits by placing additional “speed enforcement cameras” in other areas.
ZONING & LAND USE

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

Administration to reduce litter throughout Philadelphia along with working with the Department of Commerce and the Streets and Services Department to increase lighting throughout our neighborhood commercial corridors. Furthermore, my staff and I believe that increasing pedestrian foot traffic along bike accessible storage is a key step in promoting our neighborhood commercial corridors. In 2009 my office passed zoning legislation (Bill No. 090190) that required the placement of bicycle parking and storage outside certain buildings in Philadelphia. I believe legislation such as this.

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?

Yes, I absolutely support increasing funding for Parks and Recreation. To this end, my staff and I have been working to find ways to enhance partnerships between our Parks and Recreation Department and the School District of Philadelphia. As afterschool programming, arts, music, and athletic curriculums are being cut from our schools, now more than ever we need to develop synergies between Parks and Recreation and the School District of Philadelphia to help fill these educational gaps. One program I am particularly excited about is Parks and Recreation’s “Recreation, Environment, Athletics, Culture, and Healthy habits ("REACH") afterschool pilots program. REACH is currently offered at 32 recreation centers and can be scaled-up to allow more of our students the opportunity to participate in this fantastic program.

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.

YES. As the Chair of the Committee of the Environment, I am fully committed to increasing our City’s tree coverage and meeting the Mayor's objective of 300,000 trees. I introduced a charter change amendment to make permanent The Mayor’s Office of Sustainability which is in part charged with increasing our city’s tree canopy coverage. By increasing our percentage of tree canopy coverage we not only help alleviate our City's storm water concerns but we also take the next step towards becoming the Greenest City in America. A goal I know we can obtain.
PUBLIC SPACE

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

Yes. Vehicles should never be parked on our City's sidewalks and believe the PPA needs must continue to aggressively police and ticket those vehicles that are. In respect to the City Hall apron, I believe we need to change the current culture that allows this practice to take place. With the completion of Dilworth Plaza, we must now make the apron of City Hall once again more accessible to pedestrian traffic.

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?

Yes. I am absolutely in favor of increasing the network of protected bike lanes throughout Philadelphia. With the arrival of bike share, more of our citizens and visitors will be biking on our streets and it is imperative that the city do what is necessary to ensure their continued safety. I would look to analytical data and accident reports when determining which areas of the city should be first addressed. Through the Ride Indego kiosks, we will soon have data on areas of heavy bike traffic, and should therefore focus our protective measures on these areas first. Furthermore, I am proud to say that my office is responsible for Bicycle projects such as the Bike Share Legislation, the legislation that authorized pedicabs in Philadelphia, and the legislation that amended the zoning code to require certain buildings to provide bicycle parking and storage spaces.

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?

Yes. I absolutely support rethinking our current trash collection strategy. I also believe that our citizens need increased access to public trashcans throughout Philadelphia. To this end, my office and the Administration have been working on a pair of “anti-littering” bills that were recently heard in the Committee on the Environment and referred out to the full City Council with a favorable recommendation. If this legislation becomes law, it will require businesses that sell pre-packaged food for consumption off premises to have a trash can and a recycling can within 10 feet of their door, and will require owners of buildings with ten or more dwelling units to provide their residents with a trashcan and a recycling in a designated public space. I believe that any anti-littering strategy must begin with increasing the amount of trashcans in our City. People want to do the right thing, we as a government need to make it easier for them to do so.
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?

Unlike administration professionals, City Council members are wholly accountable to the public. If you do not agree the job we are doing, you have the right to vote us out of office. However, if you do not like the job the Deputy Mayor for Transportation and Utilities is doing, your avenues for recourse are much slimmer. Therefore, I would contend that while administrative input is absolutely necessary, especially when it comes to technical issues such as city planning and zoning, the ultimate decision should rest with City Council as it alone represents the people. With that in mind, it is our responsibility as City Council to seriously consider and listen to the concerns of the specific constituency affected. We rely on our district council colleagues to gauge the pulse of their constituents and recommend action based on that pulse. With that being said, I too pay attention to the calls and correspondence my office receives and my votes are cast based on that feedback.

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
My staff and I sincerely thank you and welcome the invitation to participate on your organization's blog. We are working on our submission and will email it to your staff in the next few days. Thank you again for this opportunity.

Candidate Signature: Blondell Reynolds Brown