

# CANDIDATE QUESTIONNAIRE

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## INTRODUCTION

Name: [Tom Wyatt](#)

Seeking The Office Of: [Council At Large](#)

Political Party Affiliation: [Democrat](#)

Campaign Website and/or Facebook page: <http://www.tomwyattforphilly.com> [facebook.com/wyattforphilly](https://www.facebook.com/wyattforphilly)

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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

In Philadelphia from 2008-2013, an average of 94 adults and children were killed annually in traffic deaths. The rate of pedestrian fatalities is increasing-- by 16% in that same time frame. Decreasing the number of traffic deaths must be a priority and it requires someone to actually champion these changes in City Council; bike and pedestrian deaths are preventable by proper city planning using a Vision Zero approach. ~

**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

According to the National Highway Traffic Safety Administration (NHTSA) a substantial number of vehicle crashes are estimated to be caused by aggressive and reckless driving and it ranks at or near the top of traffic safety issues in national surveys of motorists. ~

More frequent ticketing of traffic violations and higher fines are often cited as the most effective countermeasures to reduce aggressive and unsafe driving behaviors. The results of dangerous driving are serious, and so the consequences must be as well."

This is only one part of the solution, however; our streets can be improved by determining the most dangerous intersections and making physical changes. I also believe driver education is a vital piece of the puzzle."

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

- YES  
 NO

We have to change the perception that traffic laws are not serious; we have a culture that thinks the risk of running a stop sign is getting a ticket, not taking a life. ~

NHTSA research shows that compliance with, and support for, traffic laws can be increased through aggressive, targeted enforcement combined with a vigorous public information and education program.

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

The creation of traffic calming devices, including speed bumps are relatively inexpensive ways to slow down traffic. I believe we could roll this out with a modest increase of the budget by targeting the most dangerous intersections and prioritizing based on activity.

## TRAFFIC PLANNING

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

- YES  
 NO

I support transit-friendly streets which balance street uses over having any single mode of transportation dominate. We must establish equilibrium between transit, cars, bicycles, and pedestrians. I would support the establishment of a network of city streets which give a clear priority for transit vehicle operations to make transit use more efficient and convenient while still accommodating automobiles.

## The 5th Square PAC

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

In addition to bringing in more than \$100 million in competitive grants, MOTU has launched a complete streets policy, successfully piloted pedestrian plazas, parklets and bike corrals, established a program for bike sharing and taken strides toward institutionalizing green infrastructure. We have great momentum in Philadelphia and to build on it, we need to continue improving transportation options and safety for our citizens."

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

It is important that we have a holistic approach to any policy, including the use of our streets for commercial deliveries. To ensure our streets are moving effectively, we must make peak hours efficient-- which often means getting as many vehicles, personal and commercial, off our streets as possible. It also means increasing alternate opportunities for commuting by extending SEPTA ridership, increasing walkability, promoting carshare, and increasing usership of our new Indego bikeshare.

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

Philadelphia has one of the lowest rates of per-capita spending for transportation needs compared to other large cities. I am advocating to phase out the Net Income Tax and gradually raise the Gross Receipts Tax, while also increasing commercial space value as a result of business tax reform. This would increase tax revenue without further taxing Philadelphia's working families and reinvest in our under-funded public schools and other important city services, like the repaving city streets. "

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

SEPTA ridership has improved by 50% over the past 15 years, and there is a lot of potential to continue growing this base. In addition to the improvements in customer service that will be achieved by the launch of the SEPTA Key system, increasing bike access on SEPTA would engage another population of commuters. Additionally, other cities are expanding access by including a reduced-rated transit pass in local colleges' student tuition. Given the number of students currently enrolled in Philadelphia, this could result in a revenue increase that could be used for necessary transit improvements."

I believe more can be done to bring our largest "eds and meds" to the table to establish partnerships that benefit the city.

# The 5th Square PAC

## OPEN DATA

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

- YES
- NO

Open data means more accountability, but it also creates more opportunities for the community to offer effective partnerships. We have many nonprofits and other organizations in the city doing great work to support what's being done in City Hall and open data makes many of those partnerships possible."

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

With the recent rollout of Philly's bike share program, I believe it is more important than ever to install physically protected bike lanes. Other cities, like Pittsburgh and Boston have been able to install such infrastructure and have proven that such efforts reduce traffic crashes and keep our citizens safe.

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

We should learn from other cities like D.C. and New York, which are redistributing their tax burden to things that can't move like property and away from growth. These cities are experiencing economic growth while our improvements are sluggish. This can also help to incentivize new business."

# The 5th Square PAC

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

- YES
- NO

I believe so, but would need to study this further. I know that minimum parking requirements drive up the cost of development and, as a result, drive up the cost for residential, commercial and mixed use development alike. Instead, developers can decide if they want to include accessory parking where it is permitted instead of setting a mandate. In addition, mandating car dependency in a highly walkable, bikeable and transit rich city makes no

## PUBLIC SPACE PLANNING

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

- YES
- NO

I support the exploration of pedestrianization of some street faces but any plan must still be comprehensive, including improvements in transit service, pedestrian and cycling conditions, urban environmental conditions, and implementation of other management strategies, in order to balance restrictions on automobile use.

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?

It is time we adopt a “Vision Zero” approach, using data and establishing a task force to target the most dangerous intersections and identify opportunities to improve their safety. In other cities, this has been addressed by comprehensive educational campaigns, extending pedestrian crosswalk signals, establishing pedestrian refuge islands, and reengineering streets to reduce vehicle speeds. We also need to actually enforce the speed limits we create by focusing enforcement.”

These efforts should be especially prioritized in historically low and middle-income neighborhoods, which have the highest percentage of pedestrian fatalities from car crashes. I am dedicated to leading this work in Philadelphia and committed to the goal of reducing 50% of traffic-related deaths by 2023.”

### ZONING & LAND USE

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

The Center City District & Central Philadelphia Development Corporation’s report in the State of Center City offered very important insight into what policies that work for Center City may also help other neighborhood commercial corridors and small businesses. The report highlighted that there is greater demand to support more neighborhood service businesses and zoning can be used to direct more job growth to the neighborhoods. ”

I would support exploring zoning policies that support mixed uses, rather than zoning policies restricting land for single usage. Mixed use developments contain a mix of uses such as residential, retail, commercial, employment, civic and entertainment uses in close proximity. Other cities, such as Seattle, have shown that communities that offer convenient access between work, home and other uses and services can contribute vitality and interest for residents, additional customers for neighborhood businesses, and a variety of housing choices.”

# 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?

Philadelphia's park and recreation system creates significant economic value to the city, including increased property tax revenue to the city's treasury by enhancing the value of nearby properties and generating millions of dollars in tax receipts from spending by tourists. I would seek to work with the experts at Philadelphia Parks Alliance and other community members to engage in strategic planning and develop a sound park investments plan that demonstrates economic returns and revitalization. This information could then be used to seek increased funding for the operating budget for Parks and Recreation and other capital budget expenditures sorely needed in our city parks and recreation centers. ~

Further, one of the most immediate opportunities to engage Philadelphians is by increasing availability and access to public spaces. This promotes community, improves health and well-being, and provides opportunities for tourism. The Circuit, a 750-mile trail that includes 87 miles in Philadelphia, is a great example. According to the Center for Disease Control, every \$1 spent on building trails for physical activity leads to \$2.94 in healthcare savings. Additionally, the City should consider Open Streets programs that encourages greater recreational use of our streets. I would seek to pilot an Open Streets program, especially focused on engaging Philadelphia's underserved neighborhoods.

# 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.

Increasing Philadelphia's tree canopy can have an important impact on the city, including decreasing energy by increasing shade and using band relief for water from excessive rains. Much progress has been made through community partnerships and the TreePhilly program. Since 2008, over 100,000 trees have been planted. Philadelphia is a third of the way to Mayor Nutter's Greenworks goal of planting 300,000 trees by the end of 2015. I would propose continued community partnerships with the Philadelphia Parks & Recreation, targeting communities that have the highest percentage of land available for tree canopy. ~

# PUBLIC SPACE

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

I believe preserving the City Hall plaza as a true pedestrian mall should be paramount and reducing the apron parking at City Hall should be a priority for city council and the next administration. While there may be necessary considerations for safety, deliveries, and accommodations for disabilities, the identification of better options to find convenient parking spaces for all of the people who legitimately need to be parked close to City Hall must be prioritized to preserve the grandeur of 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?

The launch of the bike share is a real opportunity for Philadelphia to increase alternative commuting opportunities. Ensuring these new riders will be safe depends on improving our conditions to promote road sharing, and one effective method is establishing protected bike lanes. From 2008-2013, Philadelphia added an average of 6 miles of bike lanes per year, a pace that is too slow to match our increased usership and demand. "

But even newly striped lanes are not effective if not enforced; with cars using bike lanes for deliveries and even parking, we must simultaneously increase enforcement of the lanes and explore opportunities to create protected lanes with physical dividers. "

# 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?

While a free-market system as is used in Philadelphia has some advantages, including lower trash-collection rates for businesses because of competition, there are advantages to other approaches. For example, New York City is currently considering a proposal in which the local government will organize the city into a to-be-determined number of commercial-waste zones, and then invite trash collectors to bid for all the businesses in each zone. Similar approaches are used in Seattle and Los Angeles. "

These approaches should be considered for Philadelphia as they often result in significant benefits to the city, including air-quality improvements, traffic safety, and even future public cost savings. "

# 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?

I believe that there needs to be a coordinated framework between City Council and the new administration to oversee Philadelphia's transportation and infrastructure policies. I support the Bicycle Coalition of Greater Philadelphia's Better Mobility Platform, which calls for the appointment of a senior official to be responsible for transportation infrastructure, policy, enforcement, and coordination among Streets, Water, Police, Parks & Recreation Departments, SEPTA, and the Philadelphia City Planning Commission. "



## 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

**Candidate Signature:** I, Tom Wyatt, have personally read and responded to this questionnaire.

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