

CANDIDATE QUESTIONNAIRE



INTRODUCTION

Name: [Terry Tracy](#)

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

Political Party Affiliation: [Republican](#)

Campaign Website and/or Facebook page: www.terrytracy.com facebook.com/tracyforcouncil

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

Vision Zero approaches that have been implemented in other US cities, namely New York and San Fransico, have resulted in decreased pedestrian casualties. We owe it to our citizens to explore policies which increase safety.

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

Candidate, please initial each page and sign last page.

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

- YES
 NO

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

- YES
 NO

Traffic calming devices can help to decrease vehicular accidents and increase overall safety. In addition to reducing illegal turns, garden medians can also provide an added bonus of green space and increased aesthetic value to a roadway. I will support the use of such devices where it makes sense to do so and would have a net positive impact on the surrounding area.

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

Established Bus lanes are important for public transit to stay on schedule and transport riders to their destinations at reasonable times.

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

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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

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

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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

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?

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?

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?

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, Terry Tracy, have personally read and responded to this questionnaire.

THE 5th SQUARE