

CANDIDATE QUESTIONNAIRE



INTRODUCTION

Name: [Matt Wolfe](#)

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

Political Party Affiliation: [Republican](#)

Campaign Website and/or Facebook page: www.Wolfe.org facebook.com/MattWolfePack

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

One of Philadelphia's strengths is that it is a walkable city. Further, biking is an efficient means of transportation. These are some of the factors that distinguish us from suburban and other areas and why many of us choose to reside in an urban environment. "

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

Understand, however, that much of this relates to state law, not city ordinances. A good example of what the city can do is what it has done with bike lanes, which has greatly enhanced the ability of bikers to navigate our streets."

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
 NO

Generally they simply need to enforce the law. To the extent that this has not been happening the mayor needs to make it a priority.

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

- YES
 NO

My prior experience as Assistant Counsel to the Pennsylvania Department of Transportation and as a Deputy Attorney General working on litigation against PennDOT I understand the interplay between these techniques and traffic safety.

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

Public transportation needs to be a priority. We can do more to facilitate it and make it more convenient and efficient.

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

- YES
 NO

I do not think that this is a "yes" or "no" answer. These are things that require case-by-case consideration.

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

Again, not simply a “yes” or “no” answer. Late night commercial deliveries should be encouraged, but it may be unrealistic to require them. Likewise I would be willing to consider permitting and insurance requirements for large trucks for residential neighborhoods, but I cannot say that I would support it without additional study.”

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

Certainly a core municipal service that the city needs to provide is paving our streets. I support adequate funding to perform this service. I am unwilling to commit to a specific amount such as doubling the funding level. That being said, doubling may not be adequate.”

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

Encouraged? Why not. (For that matter, we could encourage for-profit businesses too) Understand that non-profits each have a mission and funding restraints. Facilitating those associated with them is not in the mission of any of them. We would love them to be good citizens and help their staff use public transit, but we should not compel them.

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

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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 These wide boulevards can use a “road diet.” Installing protected bicycle lanes is an important first step towards that end.
- NO

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

- YES Studies show that the provision of various forms of bicycle infrastructure (bicycle lanes, bicycle parking, etc.) increase more and safer bicycling. Other studies show that cyclists are apt to spend more money on a monthly basis at local businesses located along urban commercial corridors than their vehicle driving counterparts.
- 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 This was a key recommendation of the 2003 Tax Reform Commission that was not implemented. This is one of the most important recommendations and we need to move forward on this.”
- NO

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

- YES I agree that these requirements are inefficient and many times removes more parking that it creates. It also makes the city less walkable.
- NO

PUBLIC SPACE PLANNING

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

- YES Generally I favor making the city more walkable. The experience of the Chestnut Street Transitway should be considered before closing streets to traffic and just making sidewalks wider. That being said, the recent renovation of the Walnut Street Bridge could have been done in a much more pedestrian-friendly manner. Certainly there are streets that could be closed to vehicular traffic and enhance the experience to everyone.
- 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 *Certainly willing to revisit, but it seems reasonable to me.*
 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?

When I was a Deputy Attorney General involved with litigation involving PennDOT I learned more about highway design standards than I ever wanted to know. Generally I would try and follow whatever the current standards are in terms of speed limits. Likewise highway design experts have developed design techniques to affect the other areas you mention."

ZONING & LAND USE

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

Policies that encourage dense and mixed use development help business corridors. Having offices and apartments above commercial strips provide a critical mass of customers for those businesses. Building a one-story 7-11, as was recently constructed on South Street, makes no sense at all.

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?

Adequately funding out parks is part of infrastructure and a core municipal service. The only way to fund parks is to reprioritize spending. Municipal governments exist to provide core services, primarily public education, police, fire, keeping our city clean and, broadly, the infrastructure that is needed to support running a big city, including parks. That being said, programs and spending in other areas should either not be done or done by the state or federal government. We need to cut other areas to fund parks.

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.

I agree. I presume that encouragement of planting of street trees and proper maintenance of the ones we have needs to be done. See the answer to the question on parks to see what I think about funding.

PUBLIC SPACE

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

Against it.

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?

I am in favor of such an integrated protected bike lane network. As to what areas of the city where it should be addressed first, a study would be necessary. My instinct would be that Center City and University City, as well as the area around Temple, would be the places to start.

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 think that the current trash collection strategy is fine. Enforcement is the key.

TRAFFIC PLANNING

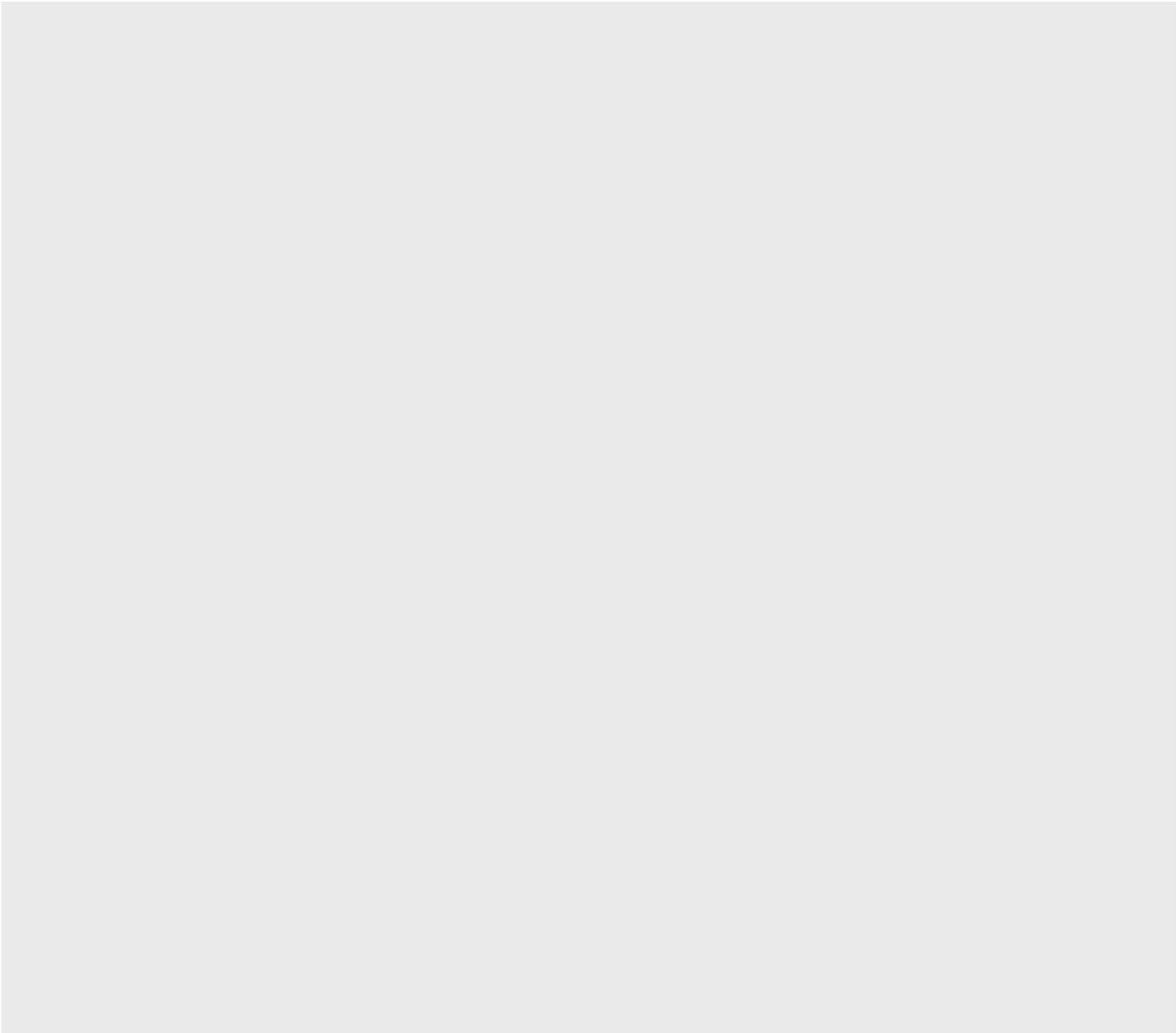
Should City Council be the approving body for traffic alterations to Philadelphia's citywide street network, e.g. removal of a traffic lane, turning lane, parking lane, etc.? Or should this be determined by the Streets Department, MOTU, PennDOT and other street-related agencies?

I need to research this issue further. I believe in the importance of community input and participation, as well as the importance of recommendations by transit officials. Perhaps where there is a strong recommendation by transit officials that the proposed traffic alteration is a matter of public safety, Council should not be the approving body. Or, in the alternative, where there is a proposal by transit officials to materially alter traffic patterns and community members are not in agreement with the proposal, I would encourage 6month pilot programs with subsequent reevaluation by community members and transit officials.

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:

Matt

THE 5th SQUARE