

CANDIDATE QUESTIONNAIRE



INTRODUCTION

Name: Allan Domb

Seeking The Office Of: City Council At-Large

Political Party Affiliation: Democrat

Campaign Website and/or Facebook page: www.votedomb.com and <https://www.facebook.com/votedomb>

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 Safer streets are a no brainer and the Vision Zero approach is the best solution currently.
 NO

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

I think cameras will do a safer and more objective job and then the police can focus on more violent crime or emergency responsiveness.

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

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

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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
- Additionally, I would support a discount on the revised price if two or more people share the vehicle to encourage us to use personal transportation most efficiently.

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?

I support 20-25 mph in neighborhood streets. On arterial streets, I would have to consider traffic times but I believe focusing on public transportation improvements and implementation of safe bike lanes will do the most to improve the quality of life for all in the city. I

ZONING & LAND USE

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

As a realtor, I have first-hand knowledge and decades of experience with zoning and land use policies. I'm best positioned to understand the needs of our community when it comes to smart zoning. There is no "one-size-fits-all" approach to zoning, but I will bring depth and vision that help grow commercial corridors while preserving the living spaces and natural character of our neighborhoods.

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 support finding additional funding for Parks & Recreation in Philadelphia. In a city with so much dynamic development, our greenspaces and activity centers are critical. Rather than raising taxes, which drives people from our city who would use our Parks & Recreation programs, we can raise revenue by increasing our collection of delinquent taxes; through an Office of Efficiency, we can identify and implement cost savings that free up resources for our 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.

There is no question trees increase the quality of life in Philadelphia. The question of street trees is one in which we have a disconnect between the city and building owners: who plants the tree, who pays for tree-caused repairs and who maintains upkeep for the tree are all things that need to be made clear in order to keep our tree canopy growing and our streets and sidewalks intact.

PUBLIC SPACE

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

No one should be parking on the City Hall apron unless it is for public safety. Were people to begin parking on sidewalks around the city, they would be given tickets, not special permits. After the amount of money the city has invested in revitalizing Dilworth Plaza, there is no reason to hold that development back by continuing to allow parking directly adjacent to 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?

Bike lanes are extremely important for the health and growth of our city. I am willing to sign your pledge to build 40 in 4: forty miles of protected bike lanes in four years.

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, the city needs more revenue. We should make business trash part of the AFSCME and unionize it. The city will still generate revenue from the move and it could go towards \$18 million for street sweeping three times per year.

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?

Traffic laws should be approved by council, but I would hold open forums with neighbors, residents and interested parties to voice opinions.

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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As your next City Councilman at Large, I can promise my real estate experience will make me a strong voice and force when it comes to revitalizing and redeveloping dead space in Philadelphia.

1. For commercial development and opportunities, we need to identify areas like NYC's skywalk park and create our own spaces that attract visitors and residents.
2. In urban environments, it is critical for the success of the city to provide as much public space as possible for our families. Children shouldn't have to play in the street and be placed in dangerous traffic situations especially when the city has empty property in every direction. Let's survey our students and identify areas where Philadelphian's youngest generation (17 and under) to see what they are interested in building and where they would like to see, for example, a skate park or more soccer fields. This is should be how we base our priorities on development.
3. Funding is always the issue in Philadelphia, but I do believe in growth scale economics. I fundamentally understand that investments in our quality of life and the creation of more commercial opportunities for our neighborhoods will result in a revenue net gain for the City.

Candidate Signature:

Allan Domb

THE 5th SQUARE