

What is your name as it will appear on the ballot? \*

Drew Murray

What office are you seeking? \*

City Council At-Large

Campaign Committee Name & Address:

Friends of Drew Murray

Campaign Website Address:

[www.Murray4PHL.com](http://www.Murray4PHL.com)

#### Candidate Introduction:

I was born and raised in the Philadelphia suburb of Villanova, PA. My four years attending St. Joseph's Prep at 17th & Girard made me fall in love with the vibrancy of Philadelphia. After St. Joseph's Prep, I received my Bachelor of Arts degree from Dickinson College in Carlisle, PA. In January of 2002, I received a Master of Business Administration (MBA) from Temple University in Philadelphia, PA.

I have spent the entirety of my career at O'Brien Systems, Inc. As regional Regional Sales Manager, I have managed thousands of projects and have over 25 years of experience in the design, supply and installation of high-density storage systems and casework solutions.

I am the proud husband of Kristy Moses Murray and father of two daughters, Scarlett and Alexandra. I moved to the Logan Square neighborhood in 2004. Driven by the Jesuit ideal instilled in me at St. Joseph's Prep, I became heavily engaged in serving my community. In 2011, I became a Board Member of the Logan Square Neighborhood Association (LSNA), as well as the President of the Friends of Coxe Park. As a Board Member, I helped start an annual school fair whose purpose is to demonstrate to young parents that there are numerous educational opportunities available to young children in the City of Philadelphia. From 2015 to 2019, I served as President of the Logan Square Neighborhood Association. As President of LSNA, I served on the steering committee that vetted the bike lanes on Market Street and JFK Blvd. In addition to being a Board Member of LSNA, I serve as the Chairman to the Philadelphia Crosstown Coalition, am a Board Member of the Center City District, am on the Finance Council of the Cathedral Basilica of Saints Peter and Paul and I am the leader of Philadelphia's 15th Ward. I have proved to be a dynamic leader in both my professional career and my civic engagement.

My proven track record of leadership is what makes me an ideal candidate for City Council. In this challenging and sometimes toxic political environment, leadership and a moral compass are paramount to our country, our state and the City of Philadelphia. I offer a Republican view that provides a balance of perspective needed in Philadelphia's City Council.

## ROADWAY SAFETY



For 5th Square's positions on these issues see: [https://www.5thsq.org/2023\\_issues](https://www.5thsq.org/2023_issues)

### **Short Response:**

1 (a). Will you commit to reducing Philadelphia's annual traffic deaths in half by 2026?

- ☒ Yes
- ☐ No
- ☐ Other: .....

1 (b). Do you support redesigning Philadelphia's most dangerous roadways if this means eliminating travel lanes for automobiles and parking spaces?

- ☒ Yes
- ☐ No
- ☐ Other: .....

1 (c). Daylighting is a pedestrian safety measure achieved by replacing curb parking spaces near an intersection with flexible posts, planters, or bollards – increasing visibility for pedestrians and drivers. Do you support daylighting more intersections in Philadelphia if this means removing parking spaces?

- ☒ Yes
- ☐ No
- ☐ Other: .....

2. Will you support a ballot measure to establish a PHL Department of Transportation, combining the transportation division of the Streets Department with the Office of Transportation, Infrastructure, and Sustainability (oTIS)?

- ☒ Yes
- ☐ No
- ☐ Other: .....

3. After two terms in office, the Kenney Administration will have built 30 miles of protected bicycle lanes. Will you support an expansion of Philadelphia's network of protected bicycle lanes by an additional 30 miles by 2028?

- ☒ Yes
- ☐ No
- ☐ Other: .....

4 (a). The pilot speed camera program on Roosevelt Blvd has changed driver behavior, improved safety, and saved lives. Do you support making the speed cameras on Roosevelt Blvd permanent?

- ☒ Yes
- ☐ No
- ☐ Other: .....

4 (b). Do you support expanding speed camera enforcement to more high-crash corridors across Philadelphia?

☒ Yes

☐ No

☐ Other: .....

Use this space if you'd like to elaborate on any of the above short response questions:

I support all of the above measures, but in regard to losing parking spaces, it must be done in an open and transparent manner with community/RCO input.  
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### **ROADWAY SAFETY**

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**Long Response:**

5. Despite the city taking a Vision Zero pledge to reduce traffic deaths to zero by 2030, more than 120 people died on city streets in 2022. What will you do to significantly lower the rates of traffic deaths in Philadelphia?

Enforcement of traffic laws have suffered as a result of the pandemic. This has resulted in dangerous conditions for pedestrians, bicyclists and motorists. Enforcement across the board is paramount to keeping all safe. This includes motorists who are speeding and running lights, bicyclists ignoring stop signs and lights and pedestrians crossing against signals. Many have asked me the number one impediment to additional bikes lanes. My answer is always the same; Bicyclists must start following the laws of the road. I am an avid bicyclist and I see the dangers of bicyclists running through stop signs and lights. If we want more bike lanes, we must follow the laws of the road. Enforcement must also focus on motor vehicles who, more and more, are speeding down roads and ignoring stop signs and lights.

On highly traveled roads like Market Street and JFK Blvd, I support the addition of planters at the corners to protect pedestrians. These planters have only gone up in the past few months, but as part of the Center City District Board, I have followed the progress of these planters from concept to reality. Time will tell, but I am confident these planters will prove to be lifesavers.  
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6. Many curb cuts, crosswalks, bus stops, and sidewalks across Philadelphia are routinely blocked by illegally-parked vehicles. How will you address this specific problem?

The solution here is two-fold. With UBER/LYFT/etc. rides and deliveries increasing, there must be designated areas on certain blocks for these vehicles to pull over and, when applicable, park. Once these areas are in place, enforcement is needed for those who block corners, curb cuts, etc.  
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7. What is your plan to ensure the city's sidewalks are safe and usable for all pedestrians, including people with disabilities and families with strollers?

I hate to harp on the same word, but enforcement is paramount. For example, if snow is not removed from sidewalks and corners, there must be penalties. In addition, L&I must work better with developers to come up with plans to minimize sidewalk closures during construction.

## **PUBLIC SPACE**



For 5th Square's positions on these issues see: [https://www.5thsq.org/2023\\_issues](https://www.5thsq.org/2023_issues)

**Short Response:**

## **TRANSIT**

1. Will you support an expansion of the current municipal street sweeping program, even if it means non-compliant motorists may receive parking violations or have their vehicles towed?

☒ Yes

☐ No

☐ Other: .....

2. Do you support easing regulations on outdoor dining streeteries and facilitating more parklets and pedestrian plazas even if this means eliminating space for parking?

☒ Yes

☐ No

☐ Other: .....

Use this space if you'd like to elaborate on any of the above short response questions:

I support increased street cleaning and the expansion of outdoor dining, but as stated in previous answer, the process must be transparent and RCO/neighborhood input is imperative. There are some areas where streeteries are not as successful as others and parking may be more valuable. In addition, if streeteries are not used for 12 months a year, they must be taken down and rebuilt. They should not be used for storage areas in the winter months.

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### **PUBLIC SPACE**

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#### **Long Response:**

3. Place-based interventions like greening vacant lots, repairing abandoned homes, and planting street trees in Philadelphia is linked to a reduction in violent crime, a decrease in illegal dumping, and lower rates of depression among residents. How will your office work to accomplish these place-based interventions in historically-disinvested neighborhoods?

I would target vacant lots and abandoned buildings. If taxes are unpaid on these parcels, I would look to seizing those properties and putting them in a program where the City owns the property and turns that property into a park or community garden. Where possible, I would advocate for those parcels to be turned over to the local RCO.

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4. Philadelphia's public spaces suffer from two main types of improper waste disposal: littering and illegal dumping. For decades, the City's reduction and removal efforts have been woefully inadequate. What would you do to solve this issue?

I would install cameras in areas known for illegal dumping, increase fines for illegal dumping and increase the police force to help enforce laws for illegal dumping.

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5. The city has struggled to staff and adequately fund city services, which has resulted in reduced hours at libraries, pools, and recreation centers. How would you ensure consistent and convenient hours for these facilities?

Philadelphia must become more attractive to both businesses and residents. To do this, we must overhaul our tax structure so that the city tax burden is reduced. Over time, overall tax revenue will increase as a result of more quality jobs and an increase in population. More people living in the city means an increase in tax revenue and an increase in funding for libraries, pools and recreation centers.

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## TRANSPORTATION & TRANSIT



For 5th Square's positions on these issues see: [https://www.5thsq.org/2023\\_issues](https://www.5thsq.org/2023_issues)

### **Short Response:**

1. Do you support the City of Philadelphia enrolling all municipal employees into the SEPTA Key Advantage program?

☐ Yes

☐ No

☒ Other:

I am cautious in programs that enroll all employees. Many employees may not need public transportation and can walk to work. For some employees, public transportation is not feasible. I would be in favor of a highly reduced cost so that employees pay much less, but it is not an automatic free benefit.

2. Do you support the City establishing a fare discount program for low-income riders?

☒ Yes

☐ No

☐ Other:

3. Do you support congestion pricing - a toll for vehicles entering Center City and University City during peak travel times - with funding used for improving public transportation?

☐ Yes

☒ No

☐ Other: .....

4. Do you support increasing the cost of monthly residential parking permits and using the funds for improving public transportation?

☐ Yes

☐ No

☒ Other:

I do support this when households have more than two cars. Price should increase significantly for each additional car above two per household.  
.....

5 (a). Do you support expanding bus-only lanes throughout Philadelphia, even if this means removing a lane of travel for personal vehicles or parking?

☐ Yes

☐ No

☒ Other: I support, but it would not be applicable to all areas. RCO/neighborhood input is paramount.  
.....

5 (b). Do you support using camera technology to enforce bus-only lanes and bus stops by ticketing violators?

☐ Yes

☐ No

☒ Other:

This is a tough question. There are drivers, specically tourists, who might not understand the bus only lanes. In addition, when cars (UBER, deliveries, etc.) stop in the driving lane, there is sometimes no other option but to enter the bus lane. I support enforcement, but discretion is needed that a camera cannot supply.  
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6. Will you advocate for increasing local transit funding to SEPTA?

☒ Yes

☐ No

☐ Other:

7. Do you support a subway/metro line for Roosevelt Blvd?

☐ Yes

☐ No

☒ Other:

It sounds like this is not viable in the near future. I am fully supportive, but many NE Philadelphia residents are skeptical, so RCO/neighborhood input is again paramount.

8. The City of Denver launched a popular e-bike rebate program in an effort to reduce vehicle miles traveled. The rebate program offered \$1,200 for income-qualified residents and \$400 for everyone else for e-bike purchases. Do you support a similar program here in Philadelphia?

☐ Yes

☐ No

☒ Other:

I would need to learn the longterm costs to a program like this. I am for more bike use, but the government cannot always be the funder of such initiatives.

9. Do you support micro-mobility initiatives such as scooter share programs for Philadelphia?

☐ Yes

☐ No

☒ Other:

I am in favor of bike sharing, but have read stories of scooters in some cities crowding sidewalks. I would be more in favor of increasing bike share.

Use this space if you'd like to elaborate on any of the above short response questions:

N/A

### **TRANSPORTATION & TRANSIT**

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#### **Long Response:**

10. What are your ideas for combating Philadelphia's problem with traffic congestion?

I would reduce the tax burden on residents so that more people live in Philadelphia and can walk to work or take public transportation. In addition, I would advocate for more bike lanes to lessen the demand for motor vehicles.

11. What are your solutions to ensure SEPTA rebuilds its ridership post-pandemic?

People need to feel safe on SEPTA. Most people I talk to who no longer use public transportation do not use it because they do not feel safe. We need to increase police presence and make people feel safe again.

### **PERSONAL TRAVEL HABITS**

1. How often do you ride a bicycle for transportation in the city?

- ☐ Never
- ☐ Yearly
- ☐ Monthly
- ☒ Weekly
- ☐ Daily

2. How often do you ride public transportation in the city?

- ☐ Never
- ☐ Yearly
- ☒ Monthly
- ☐ Weekly
- ☐ Daily

3. How often do you travel by car in the city?

- ☐ Never
- ☐ Yearly
- ☐ Monthly
- ☐ Weekly
- ☒ Daily

4. Will you commit to taking public transportation at least one week of each year while in office?

- ☒ Yes
- ☐ No
- ☐ Other: .....

5. How do you typically commute to work? Describe your experience traveling in Philadelphia and what you would do to improve it.

I am a project manager and that takes me all over. Many projects are in Center City and I walk. I also do work in New York and Washington, DC and I take Amtrak. My office is in Conshohocken. When possible, I take the bike path to and from work. There are projects where I am required to drive a car. I think the best thing to do to improve commutes in Philadelphia is attract more people to both live and work here.

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## **HOUSING & LAND USE**



For 5th Square's positions on these issues see: [https://www.5thsq.org/2023\\_issues](https://www.5thsq.org/2023_issues)

### **Short Response:**

1. Do you support eliminating minimum parking requirements for all of Philadelphia's zoning categories?

- ☐ Yes
- ☒ No
- ☐ Other: .....

2. Will you veto or vote against downzoning overlays?

- ☐ Yes
- ☒ No
- ☐ Other: .....

3. Do you support legalizing Single-Room Occupancy dwellings (SROs) in all multifamily and commercial zoning districts across Philadelphia?

☐ Yes

☒ No

☐ Other: .....

4. Will you support designating Transit-Oriented Development (TOD) overlays city-wide, allowing increased commercial and residential zoning density near all rail transit stations in Philadelphia?

☒ Yes

☐ No

☐ Other: .....

5. Should our city government encourage the growth of Philadelphia's population back to 2 million residents?

☒ Yes

☐ No

☐ Other: .....

6. Should our zoning allow for denser housing in high-income, high-amenity neighborhoods to accommodate more residents?

☒ Yes

☐ No

☐ Other: .....

Use this space if you'd like to elaborate on any of the above short response questions:

I am an RCO leader, so I cannot make an overall statement saying that I would take away neighborhood input. In my opinion, overlays are not meant to be a veto. They are meant to give the RCO a seat at the table. These overlays are sometimes abused, but when done correctly, there is a benefit to developers, residents and density. Projects like Riverwalk, Cathedral Place and 2000 Arch (CHUBB) in Logan Square are prime examples where overlays and variance requests were used to improve projects. In regard to parking, every neighborhood is different. I would not end the parking limit across the board as that would take away neighborhood input. This is another situation where RCO input is important, but the District Councilperson should influence decisions based on the real requirement of parking.

### **HOUSING & LAND USE**

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#### **Long Response:**

7. The affordability crisis hits renters harder than owners. Philadelphia Local Initiatives Support Corporation (LISC) estimates the city needs about 70,000 affordable rental units to meet demand. How will you address this affordable housing shortage?

I believe Philadelphia can increase affordable housing by increasing the overall housing stock. This can be done by making Philadelphia more business friendly and lowering the tax burden to both residents and businesses.

8. Record low housing supply has pushed up home prices, closing off the possibility of home ownership to many first-time homebuyers. The median home value in the Philadelphia metropolitan area has reached \$320,000, increasing \$100,000 from 5 years ago. How can we keep neighborhoods affordable and sustainable as Philadelphia sees more growth and development?

I would tie increases in property taxes to the cost of living adjustment. Doing this will ensure a predictable increase in taxes for property owners. When a property is sold, that sale price would then dictate the new tax price. This might prove to be difficult to pass. Therefore, a backup plan would be to change the millage rate so that the overall increases in a year matches COLA. This will not ensure predictable taxes for all parcels, but it will make increase more predictable for most and avoid 40% increases that many of us saw this year.

9. Philadelphia faces some serious headwinds from more residents and businesses considering leaving the city for the suburbs, more than at any point in the last two decades. What do you think must happen to ensure the region's economic recovery after the COVID-19 pandemic comes out in urban-Philadelphia's favor?

We must lower the tax burden to businesses and residents.

### **CLOSING STATEMENT**

Tell us more about what you bring to the table as an ally for urbanist politics in City Hall. Why should 5th Square endorse you over other candidates running for your position? What makes you the right person to advance the urbanist movement's goals politically at the local level?

I am a longtime RCO leader in Philadelphia. Many of my answers above reflect that, so I will not repeat some of the same things I have said above. I will highlight what I believe is very important. I am a Republican. In Philadelphia, I am clearly in the minority. When I lead or have led a community meeting in Philadelphia, I am often the only Republican in the room. However, I am continuously voted to lead some of these organizations. Even though I am on the opposite side of the aisle, members respect my leadership abilities, my pragmatism and ability to compromise on many issues.

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