

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

Jamie Gauthier

What office are you seeking? \*

City Councilmember, 3rd District

Campaign Committee Name & Address:

Jamie for West Philly

Campaign Website Address:

jamieforwestphilly.com

#### Candidate Introduction:

Jamie Gauthier has represented the 3rd District, West and Southwest Philadelphia, on City Council since 2019. An urban planner by training, Jamie is fighting for place-based, people-centered solutions to the gun violence emergency, good housing that is accessible and affordable to all, and good jobs and workforce development especially in the life sciences. Since she was elected in 2019, she led the call for the City to declare a gun violence emergency, earning the unanimous support of City Council, and she won over \$100 million for programs to address the crisis. She co-led the effort to pass the Emergency Housing Protection Act, a landmark bill which kept 1000s in their homes, stopped unfair evictions, and provided relief for small landlords during the height of the COVID pandemic. Her program #JustServicesPHL is also bringing \$30 million to targeted improvements to city services to make them more equitable by addressing lighting, waste removal, and nuisance properties in Black, brown, and working class neighborhoods. Jamie has also won significant quality of life improvements in her district – including traffic calming measures on Cobbs Creek Parkway, a roadway that was previously one of the most dangerous in the city. Jamie is proud to have been endorsed by 5th Square during her first campaign in 2019, and she looks forward to working together to continue delivering results for her diverse constituents.

#### 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'd want the members to consider that these are not just things I'd support philosophically—these are things I've used my power to actually do from my earliest days in office.

I corralled City and State partners to make improvements on Cobbs Creek Parkway, after the death of Avante Reynolds in September of 2020, and together, we achieved safety improvements on Cobbs Creek Parkway that neighbors had been demanding for over a decade. Since then, we've seen a remarkable 90% decrease in speeding.

I excitedly expanded the protected bike lane on Chestnut from 33rd Street to Cobbs Creek Parkway, and am doing the same on Walnut Street.

I have been the fiercest advocate for traffic calming in my district, because that is what my constituents want, and I have held the Streets Department to task as it relates to our far-too conservative approach.

And on the other hand, I have been one of Streets biggest advocates, winning over \$16 million for them in the FY22 budget cycle through my #JustServicesPHL campaign, so that they can give constituents the traffic interventions they are asking for.

I would look forward to working with 5th Square on this agenda, most especially, a PHL Department of Transportation, so that it is not as hard to get these improvements done.

## **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?

I don't actually understand the City's current approach to traffic calming interventions—it is far too conservative and designed to deny the overwhelming amount of requests. I would make the default 'yes', so that we're not cherry-picking who gets access to speed-bumps, stop signs, and neighborhood slow zones. I am also in favor of accelerating and fully-funding Vision Zero, while making sure that we have equitable, authentic community engagement. However, I actually think the implementation of Vision Zero becomes much easier, when long-ignored neighborhoods get the things they want and deserve.

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?

Through the use of physical infrastructure that makes this behavior more difficult.

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 really like 5th Square's idea of the Sidewalk Coordinator, Master Plan, and the grant program to help homeowners. Most often, we are interfacing with residents who do not have the resources to complete these improvements, though the improvements are badly needed.

## 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:

On 1, I only support this if we are actually going to conduct the street cleaning. Right now, we are ticketing people, but not consistently cleaning, which is frustrating to constituents.

On 2, I demonstrated this by being the only CM to add my entire district to the Streeteries bill.

## **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?

This is something that I have taken on directly as a district councilmember. My office receives dozens of calls daily about ineffective City services, though we try, both my staff and I realize it is impossible to truly improve City services one constituent service case at a time. So we started looking towards system wide solutions, which is how JustServicesPHL was born.

JustServicesPHL was a budget campaign designed to get resources to the City agencies responsible for the most persistent quality of life issues (inconsistent trash pickup, illegal dumping, abandoned autos, problem properties/nuisance business, out street lights, and insufficient traffic safety infrastructure), along with a call for those resources to be prioritized in neighborhoods receiving the worst service (Black/brown communities that also are plagued with high levels of gun violence).

In order to shape our budget ask, my staff and I methodically sat down with each agency of focus to understand what they needed to achieve better service delivery. The answers were extremely specific. For illegal dumping, it was additional crews, along with more capacity in the City's legal department. For L&I, it was City vehicles for field inspectors, along with an increase in salary to make these jobs more attractive. For traffic interventions, it was a labor and capital issue (though we also need a change to the City's conservative approach, which leads them to reject most traffic safety requests). Sitting down with each agency, understanding what they each needed, attaching numbers to those requests, and organizing my colleagues around a common sense ask allowed us to win the budget cycle last year. And it also showed what it takes for a councilmember to impact City services: a knowledge of what constituents need, partnership with and knowledge of administrative agencies and how they work, and alignment with enough members of the council body to move on budget and policy items. I plan to keep working on the issue of services, because they are enormously important to everyday life and safety in the neighborhoods I serve.

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?

On littering, more trash cans, increased trash pick up, and an expansion of the Taking Care of Business Program, championed by former Councilmember Parker, in which CDCs are resourced to hire residents to clean commercial corridors.

On illegal dumping, more crews, and more proactivity! It seems now that dumping is left for residents to call in, as opposed to a proactive effort that might even involve better technology. Additionally, the City has little legal capacity to go after prolific dumpers. We need to add lawyers for this purpose, and to take on nuisance business establishments.

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?

We need to staff up. There needs to be an intense and focused effort to understand these positions, what makes them undesirable for people, and what we can do within our budget capacity to change that. And we need to continue that focus until we have the staff we need.

## **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: .....

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: .....

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: .....

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

☒ Yes

☐ No

☐ Other: .....



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: .....

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:

A rebate is not good enough. Most of our residents do not have this type of disposable income, all at once, but I do support some form of subsidization.

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

☒ Yes

☐ No

☐ Other: .....

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

The average 3rd District resident earns 34% of AMI. Therefore, it is extremely difficult for me to get behind policies that will charge these constituents even more, as they move throughout their daily lives. I also did want to note that I was very vocal in the fight to eliminate the SEPTA transfer fee.

### **TRANSPORTATION & TRANSIT**

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#### **Long Response:**

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

Expanding bus only lanes, continuing to lower the costs of public transit, improving bus and trolley service, developing a plan to reduce the amount of rideshare vehicles on the street at any given time. Further expanding Indigo, and encouraging more partnerships between employers and SEPTA.

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

Ultimately, I think we need more 'eyes' on the system at all times to create a safer environment—this means getting people back on SEPTA. I think we should explore free fares for a certain amount of time to get people riding again. In addition to that, I'd increase the amount of Guides (currently there are 88) designed to help riders, encourage good behavior, and be in contact with police, if necessary. I also think that SEPTA needs to be cleaner, so I'd increase cleaning efforts, too. Additionally, I actually think the City needs to support SEPTA and have a stronger partnership towards the system rebounding. The issues SEPTA is dealing with—from homelessness, to opioid use on the system, to gun violence, are larger city crises that migrated onto SEPTA during the pandemic. The City should be taking a crisis approach to each of these issues, and engaging SEPTA in that work.

### **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 have to be honest that I mostly use my City car for transportation as I am traveling to each corner of district and downtown, often within the scope of a workday, and I do not have a large amount of time between meetings. Before I became a CM, I traveled from West Philly to Center City daily on the trolley, and I would commit to doing so more as I know it is important to the 5th Square membership. The majority of my staff commute on public transit.

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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:

I support reducing parking minimums and have demonstrate that through my inclusionary zoning bill, and by adding more EI stops to the city's TOD overlay

2. Will you veto or vote against downzoning overlays?

☐ Yes

☐ No

☒ Other:

It depends on the circumstance and on what the community wants and why. I think it is irresponsible to blindly label all community opposition to upzoning as NIMBYism

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 strongly believe that upzoning must include affordability requirements.

## **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 passed mandatory inclusionary zoning (the Mixed Income Neighborhoods Overlay or MIN) to create more affordable units in the 3rd. Since the City started implementing this law in July, permits have been granted for 325 housing units. I am amenable to further upzoning in areas that make sense, but not without affordability requirements.

We must also continue the City's successful rental assistance program, encourage broader acceptance of section 8 vouchers and crack down on section 8 discrimination. It should be noted that within MIN, my office arranged for the allowance of section 8 vouchers even if they exceed the 40% AMI rent calculation. This was previously disallowed by the City, and the change achieves the goals of allowing property owners to take in increased revenue, while also inducing more property owners to accept vouchers.

We should use City-owned vacant land as a subsidy for affordable rental (and homeownership) projects. And we should aim to increase the level of subsidy at the City and State levels for the production of affordable housing.

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?

We must fund home repair programs to keep residents in the homes they're in; revamp property tax assessments to lift the unfair burden on longtime Black/Brown residents; untangle titles so families can fully access resources and the equity in their homes; use City-owned vacant land as subsidy for affordable homeownership projects; and increase the level of subsidy at the City and State levels for the production of affordable housing.

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?

I think the City has to first and foremost deal with gun violence. We should be taking an emergency approach to this issues bringing not only public safety agencies, but those responsible for workforce, behavioral services, recreation, and quality of life issues together every single day to devote resources—with a laser-like focus— towards the people and neighborhoods most impacted by the issue until we see a marked improvement.

Beyond that the City needs to get back to basics: improve services like trash pick-up and street cleaning, repair lights and other basic infrastructure, and get a handle on illegal dumping.

We must double-down on investments in the things that people most appreciate about cities—great public spaces, transportation, and street life, and get a handle on education and school facilities. These actions would help every residents and make the city more attractive for all.

## **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 value the agenda of 5th Square, and as an urban planner, am committed to working with my neighborhoods to create equitable neighborhoods where everyone can thrive. That is what my entire agenda is about.

I have demonstrated my commitment to urbanist issues by championing aggressive improvements to roadways and transit, committing millions in funding for public spaces in my district and beyond, advocated for place-based approaches to gun violence, and offering broad support for streeteries.

I know that we do not always agree on housing issues, but as a Black urbanist, I think I have much to add here that is rooted in my experience living in and representing Black/brown communities, and I would look forward to deeper discussion around this with 5th Square. I appreciate your consideration, and would be honored to receive your endorsement once again.

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