

INTRODUCTION

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

Quetcy Lozada

What office are you seeking?

City Council, 7th District

Campaign Committee Name & Address:

QMLforPHL PO Box 23147 Philadelphia PA 19124

Campaign Website Address:

<https://raz.mobi/QML4PHL>

Candidate Introduction:

Quetcy M. Lozada was born and raised in Philadelphia. She is the mother of two amazing children, Alexis Nicole and Jaime Jr. She is the former Vice President of Community Organizing and Engagement at Esperanza. An organization whose mission aligns with her passion for “serving the least of these.” In this role, she was tasked with ensuring the community had access to resources related to improving their quality of life, education, and business opportunities. She is also the former Director of Community Engagement for the Philadelphia District Attorney’s Office, and prior to her working for DA Larry Krasner, she served as Chief of Staff for Councilmember Maria Quiñones Sánchez for 12 years. In those functions, the community was a vital part of her work. She coordinated a wide range of public affairs that directly impacted the quality of life of Philadelphians that met residents where they were. She has consistently played an integral role in fostering and creating platforms for conversations between the community, clergy, and government to discuss policies and partnerships and various programs geared toward helping our veterans and homeless population. Quetcy is also responsible for hundreds of community clean-ups that have resulted in cleaner, safer neighborhoods.

She is a 2018 Cum Laude graduate of Lincoln University PA, where she obtained her Bachelor of Science degree in Management and went on to Lincoln University’s MBA program graduating in 2019, majoring in Human Resource Management. Ms. Lozada was sworn in to serve as a commissioner and current secretary of Governor Tom Wolf’s Advisory Council on Latino Affairs and is also a commissioner serving on behalf of the Governor on the Pennsylvania Election Law Advisory Board. She is a founding member and the chairwoman of the Latino Empowerment Alliance of Delaware Valley (LEAD). Quetcy and her family reside in the Northwood section of Philadelphia.



ROADWAY SAFETY

For 5th Square's positions on these issues see: 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: _____

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

☒ Yes ☐ No ☐ Other: _____

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: ___I am interested in learning more about this

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: _____

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:

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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?

Unsafe streets, sidewalks, and needless traffic deaths have plagued Philadelphia's poorest neighborhoods and this is especially true in the 7th district. Too often lower income communities have not seen the investment in traffic calming, and safe, clean reliable access to alternatives to automobile traffic. I will push for investment in bicycle and pedestrian focused infrastructure in the 7th district, safe clean access to mass transit, and speed cameras on our most dangerous roadways

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?

Enforcement of parking violations in outlying neighborhoods is woefully inadequate. Over the long-term, investing in pedestrian focused corners and curbs will set an infrastructure baseline that limit the most dangerous forms of double parking. In the short term, I believe in the potential of Public Safety Enforcement Officers to serve our neighborhoods and help change the culture of dangerous illegal parking

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?

The city is not doing enough to protect the pedestrian right-of-way. This is especially true in Kensington, where encampments, illegal dumping, and disrepair have left many sidewalks unusable. Clear, accessible public space (sidewalks, parks, mass transit stations) are a priority for our office, and I will use my council seat to make sure these space are protected. I am interested in supported programs for low income homeowners for sidewalk repair. I also support a recommitment to short dumping programs and mitigation that were cut in recent years.

PUBLIC SPACE

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

Short Response:

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:

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?

Quality green space and tree canopy are not just nice amenities; they have a major impact on the quality of life of Philadelphians. Our poorest neighborhoods can record temperatures as much as 10 degrees hotter during a heat wave. Our most stressed and traumatized communities often have the least access to the calming and healing power of green space. I believe a workforce development and job opportunities focused on tree canopy and green space maintenance in our poorest communities is the way to improve environmental equity and justice in Philadelphia.

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?

It is inexcusable that effective programs focused on illegal dumping were subject to budget cuts during the pandemic. It is impossible to change the litter culture of Philadelphia without a sustained, generational commitment to trash management. We need more dedicated, site based staff in our parks and public spaces, and implement best practices to prevent illegal dumping and punish offenders. Our public spaces should have the highest level of focus and attention. Sadly that hasn't been the case.

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 have a citywide issue with staffing, and too many of city positions have been left vacant. At the same time there are countless Philadelphia families who could benefit from stable, unionized, jobs! Clearly recruitment, and the pace of our HR hiring process has left us short-handed. We have to improve access and ease of city of employment. I support a comprehensive study of the barriers to filling positions in Municipal government. I also support increasing the budgets of the departments that directly serve and interact with our communities, Parks and Rec, Libraries, and our School District.

TRANSPORTATION & TRANSIT

For 5th Square's positions on these issues see: 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: ___I am not familiar enough with these types of programs, but I am interested in learning more.
4. Do you support increasing the cost of monthly residential parking permits and using the funds for improving public transportation?
☒ Yes ☐ No ☐ Other: Yes, though I am concerned about low income residents in gentrifying areas, and would favor lower charges for these communities_____
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: _____
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: _____

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:

Long Response:

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

We have to start with enforcement of existing traffic laws, especially around illegal parking. If our train stations, bus stops, and bike lanes are dangerous (too often the case in the 7th district) people will choose to drive for safety concerns. Curbing the car culture will take a mix of enforcement and improved alternatives.

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

We need safe train stations and train cars! This is some of our most vital shared infrastructure and the lack of enforcement and accountability in these spaces is unacceptable. When mass transit is viewed as safe and reliable, people will use it. We have lost a lot of ground in recent years.

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.

Like many residents of the 7th District I travel by car when I have the option. I believe safety on our mass transit infrastructure and for bicyclists is a major barrier in my district. Driving down Kensington and Frankford Avenues, and seeing the condition of El Stops is frightening. I am excited by the improved bicycle infrastructure on American Street, we need this type of investment throughout our communities. I will take a safety first approach to protecting mass transit users and cyclists in my district.

HOUSING & LAND USE

For 5th Square's positions on these issues see: 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 believe there are certain situations and neighborhood contexts where parking minimums can be helpful. I am open to discussing this issue more with 5th Square and other stakeholders.

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 in eliminating the regulatory and zoning barriers to market-rate affordable housing. I believe that the ability to create smaller units in our high density neighborhoods makes sense. We also need to expand incentives and support for the creation of low and moderate housing. I am especially concerned with the creation of affordable family housing, and investing in programs like basic system repairs that support low income home owners. The decline of low income home ownership in Philadelphia is troubling and increasing demand and pressure for affordable rental options.

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?

As Philadelphia has become less affordable, we now need to take concerted action to create the incentives for new affordable construction. I believe we must increase abatements and incentives for privately built affordable units. We also need to support existing low income homeowners and residents with expanded Basic Systems Repair, and committing to our successful Eviction Diversion program. There are no silver bullet solutions, but a comprehensive series of policies to preserve low income home ownership and encourage the creation of privately built 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 believe public space, mass transit, and dense, lively, diverse communities and streets are what attract people to Philadelphia. It is what separates us from our suburbs. Philadelphia can offer a variety of different urban living experiences. We have suffered from 70 years of public policy that attempted to replicate suburban life, low density, car oriented, strategies have failed. It's time to re-imagine our city and re-imagine our planning policies.

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 lifelong Philadelphian and North Philadelphia resident who choose to stay. I understand the rhythm and flow of dense, working class, immigrant neighborhoods. I believe we can learn lessons from these communities that can inform a new era of planning policy. I am fierce fighter for my communities, but I also pride myself on my humility. I am eager to learn, eager to grow, and eager to build diverse and powerful coalitions that can change the trajectory of this City. I would love to tour the 7th district with the leadership of 5th Square, see other neighborhoods in Philadelphia and beyond that I can learn from. I believe your organization has done tremendous work to advance the issues of urbanism, smart density, pedestrian friendly design. Whether I receive your endorsement or not, I am excited to work with you to build a better Philadelphia.