

Committee on Streets and Services
April 9, 2018

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COUNCIL OF THE CITY OF PHILADELPHIA
COMMITTEE ON STREETS AND SERVICES

Room 400, City Hall
Philadelphia, Pennsylvania
Monday, April 9, 2018
1:10 p.m.

PRESENT:

COUNCILMAN MARK SQUILLA, CHAIR
COUNCILWOMAN CINDY BASS
COUNCILMAN WILLIAM K. GREENLEE
COUNCILMAN KENYATTA JOHNSON
COUNCILMAN CURTIS JONES, JR.
COUNCILMAN DAVID OH
COUNCILWOMAN MARIA QUINONES-SANCHEZ
COUNCILMAN AL TAUBENBERGER

BILLS 170925, 170926, 171117, 180004, 180079,
180080, 180102, 180179, 180216, 180218,
180262, and 180263

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1 4/9/18 - STREETS- BILL 170925, ETC.

2 COUNCILMAN SQUILLA: Good

3 afternoon, everyone, and thank you. We'd

4 like to call to order our public hearing.

5 The Committee on Streets and Services now

6 has a quorum. To my right, Councilman

7 Oh, Councilman Greenlee, and to my left,

8 Councilman Jones.

9 Ms. Kelly King, please read the

10 title of the first bill.

11 THE CLERK: Bill No. 180079, an

12 ordinance amending Chapter 9-200 of The

13 Philadelphia Code, entitled "Commercial

14 Activities on Streets," by amending

15 Section 9-204, entitled "Sidewalk Vendors

16 in Center City," to change certain

17 requirements for vending licenses and the

18 process for obtaining locations for

19 Center City sidewalk vending, under

20 certain terms and conditions.

21 COUNCILMAN SQUILLA: Thank you.

22 Rebecca, please state your name

23 for the record and then proceed with your

24 testimony.

25 MS. SWANSON: Good afternoon,

1 4/9/18 - STREETS- BILL 170925, ETC.

2 Chairman Squilla and members of the
3 Committee on Streets and Services. My
4 name is Rebecca Swanson. I'm the
5 Director of Planning for the Department
6 of Licenses and Inspections. I am here
7 to provide testimony on Bill No. 180079,
8 as amended, which will amend Section
9 9-204 of The Philadelphia Code, entitled
10 "Sidewalk Vendors in Center City."

11 This section of the code has
12 not been significantly changed in 28
13 years. Since changes were last made, the
14 vending landscape in the City has shifted
15 drastically. Vending in Center City has
16 become quite lucrative and the limited
17 number of vending locations have become
18 coveted. These locations are assigned
19 through a lottery process open to all
20 licensed vendors. The process was
21 designed to give all vendors a chance to
22 move into Center City every time an
23 existing location was vacated, but over
24 time L&I has found that locations are
25 simply not being vacated with any

1 4/9/18 - STREETS- BILL 170925, ETC.
2 frequency. Instead, vendors who wish to
3 stop vending and who would otherwise
4 simply give up their location so that it
5 could be reassigned through the lottery
6 are selling or otherwise transferring
7 their location to another vendor.

8 To combat this, the proposed
9 bill changes the process for obtaining
10 locations for sidewalk vending in Center
11 City. The changes include reducing the
12 number of licenses that can be issued to
13 an individual from two to one and
14 requiring that carts and stands be
15 operated only by the licensee or an
16 employee. It also changes the lottery
17 selection process and requires annual
18 inspections of each licensee by L&I to
19 ensure that the proper person is using
20 the license, that the location meets all
21 code requirements, and that the licensee
22 has not received more than three code
23 violations in the previous year, which
24 can lead to license suspension or
25 revocation.

1 4/9/18 - STREETS- BILL 170925, ETC.

2 These changes are necessary to
3 better assist L&I's Vending Unit in
4 uniformly enforcing the code and
5 regulating the rampant illegal selling
6 and transferring of vending locations.
7 If illegal transfers are reduced or
8 eliminated, vending locations in Center
9 City will open up more frequently. This
10 would provide opportunities for other
11 licensed vendors throughout the City to
12 operate in Center City, which would
13 increase the diversity of food and
14 products sold here. These changes
15 benefit both the public and our vending
16 community.

17 Thank you for the opportunity
18 to provide the Department's testimony.
19 Happy to answer any questions.

20 COUNCILMAN SQUILLA: Thank you
21 for your testimony.

22 Are there any questions?
23 (No response.)

24 COUNCILMAN SQUILLA: Seeing
25 none, is there anyone else here to

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1 4/9/18 - STREETS- BILL 170925, ETC.

2 testify on Bill No. 180079?

3 (No response.)

4 COUNCILMAN SQUILLA: Seeing

5 none, thank you.

6 Ms. Kelly King, please read the
7 title of the next bill.

8 THE CLERK: Bill No. 180102, an
9 ordinance amending Section 9-205 of The
10 Philadelphia Code, entitled "Sidewalk
11 Sales," by prohibiting vending on both
12 sides of Haverford Avenue between
13 Brookhaven Road and Lansdowne Avenue, all
14 under certain terms and conditions.

15 MS. SWANSON: Good afternoon,
16 Chairman Squilla and members of the
17 Committee on Streets and Services. My
18 name is Rebecca Swanson, Director of
19 Planning for the Department of Licenses
20 and Inspections, here to provide
21 testimony on Bill No. 180102, which would
22 amend Section 9-205 of The Philadelphia
23 Code, entitled "Sidewalk Sales."

24 The bill would prohibit
25 sidewalk vending on both sides of

1 4/9/18 - STREETS- BILL 170925, ETC.
2 Haverford Avenue between Brookhaven Road
3 and Lansdowne Avenue.

4 The Department has no
5 objections to this bill and is prepared
6 to enforce its provisions should it
7 become law.

8 Thank you for the opportunity
9 to provide the Department's testimony.
10 Happy to answer any questions.

11 COUNCILMAN SQUILLA: Thank you.

12 Any questions?

13 (No response.)

14 COUNCILMAN SQUILLA: Seeing
15 none, anyone else here to testify on Bill
16 No. 180102?

17 (No response.)

18 COUNCILMAN SQUILLA: Seeing
19 none, Ms. Kelly King, please read the
20 title of the next bill.

21 THE CLERK: Bill No. 180179, an
22 ordinance amending Section 9-205 of The
23 Philadelphia Code, entitled "Sidewalk
24 Sales," by exempting sidewalk sales by
25 owners and tenants of properties on both

1 4/9/18 - STREETS- BILL 170925, ETC.
2 sides of Twenty-Second Street, between
3 Lehigh Avenue and Allegheny Avenue, and
4 by permitting such activity under certain
5 terms and conditions.

6 COUNCILMAN SQUILLA: Please
7 proceed.

8 MS. SWANSON: Good afternoon,
9 Chairman Squilla and members of the
10 Committee on Streets and Services. My
11 name is Rebecca Swanson. I'm the
12 Director of Planning for the Department
13 of Licenses and Inspections. I'm here to
14 provide testimony on Bill No. 180179,
15 which would amend Section 9-205 of The
16 Philadelphia Code, entitled "Sidewalk
17 Sales."

18 The bill would permit the
19 owners and tenants of properties on both
20 sides of 22nd Street, between Lehigh
21 Avenue and Allegheny Avenue, to conduct
22 sidewalk vending. The vending must be
23 set up next to the building line and must
24 be accessory to the business conducted in
25 the abutting property.

1 4/9/18 - STREETS- BILL 170925, ETC.

2 The Department has no
3 objections to this bill and is prepared
4 to enforce its provision should it become
5 law.

6 Thank you for the opportunity
7 to provide the Department's testimony.
8 Happy to answer any questions.

9 COUNCILMAN SQUILLA: Thank you.

10 Just for the record, I'd like
11 to note that Councilwoman
12 Quinones-Sanchez is present for the
13 hearing.

14 Please pull the mic up to you.
15 State your name for the record and
16 proceed with your testimony.

17 MS. MARTIN: Good afternoon to
18 Councilman Mark Squilla and to Curtis
19 Jones Jr., Bill Greenlee, David Oh, and
20 also to Councilwoman Maria Sanchez. My
21 name is Thera Martin and I'm here on
22 behalf of the North 22nd Street business
23 corridor. I've been the business
24 corridor manager for the last five years
25 along North 22nd Street from Allegheny

1 4/9/18 - STREETS- BILL 170925, ETC.
2 down to Lehigh Avenue. I thank you for
3 allowing me to offer this testimony
4 today.

5 The North 22nd Street business
6 corridor historically was a thriving,
7 well-traveled business corridor by car
8 and foot in the City of Philadelphia. At
9 the height of this corridor, there were
10 up to 135 businesses along the corridor
11 at any one time. Now in the year 2018,
12 we have 110 businesses that are open and
13 operating, but as the economy has
14 changed, so has the financial gain for
15 small business owners. In other words,
16 many of them are struggling and they need
17 every trick in the book to stay alive and
18 to begin to thrive once again.

19 Today we find that small
20 business owners have to do at least 20
21 different things to draw attention to
22 their stores and to get shoppers to come
23 inside and spend money. While most
24 professionals in PR, advertising, and
25 marketing will advise business owners to

1 4/9/18 - STREETS- BILL 170925, ETC.
2 buy advertisement time on radio and
3 television and to purchase ads in print
4 media, that's easy to say, but not always
5 easy to do if your income isn't great at
6 your place of business.

7 One tried and true way of
8 attracting shoppers into a place of
9 business, however, is when you offer
10 sidewalk sales. We see that practice
11 happening in many parts of the City.
12 However, we also understand that sidewalk
13 sales or vending is not allowed
14 everywhere in Philadelphia. Currently
15 along the North 22nd Street business
16 corridor, no vending is allowed, and
17 ironically it was business owners of
18 North 22nd Street years ago when former
19 Councilwoman Donna Reed Miller was in
20 office that the business owners asked for
21 a no vending law. However, their ask was
22 somehow misunderstood. From day one,
23 North 22nd Street owners have always, by
24 majority, wanted to be able to offer
25 sidewalk sales and to vend outside in

1 4/9/18 - STREETS- BILL 170925, ETC.
2 front of their buildings where they rent
3 or own the property. Business owners
4 like Alvin Little, who operated Fe-Male
5 Fashions on North 22nd Street for 30
6 years; Ray Murphy, who owns and operated
7 Tommy's Men's Store for over 40 years;
8 and Lorraine Savage, who owns Lorraine's
9 Upscale On Sale Boutique and Lorraine's
10 two unisex beauty and barber shop along
11 North 22nd Street business corridor are
12 smart, sharp, and savvy business owners.
13 They know you need to have those sidewalk
14 sales. They would not cut off their nose
15 to spite their face.

16 They were three of the main
17 business owners years ago when the issue
18 of vending first came up that pushed for
19 vendors who do not have a business or a
20 storefront along the corridor to not be
21 allowed to set up their tables and vend
22 outside in front of the business owners'
23 storefronts. But to be very clear, the
24 business owners themselves who pay rent
25 or own a storefront on North 22nd Street

1 4/9/18 - STREETS- BILL 170925, ETC.
2 definitely want to be able to do what we
3 see some other business corridors doing,
4 and that's having the flexibility to set
5 up a table within the legal requirements
6 of the City of Philadelphia License and
7 Inspections Department and sell their
8 wares.

9 We thank all of the
10 Councilpersons for hearing about our
11 plight and in particular City
12 Councilwoman Cindy Bass, who we sent a
13 letter to to ask about seeing if we could
14 get this law tweaked and working on our
15 request for us and on the request of our
16 business association, President Ken
17 Curry. This process seems to be moving
18 forward expeditiously, and we sound like
19 we're getting the support that we need
20 today, and we cannot thank you enough for
21 your attention to this matter.

22 Spring is here. The summer is
23 right around the corner, and if we're
24 lucky, we're praying that the no vending
25 law is revised and soon and very soon

1 4/9/18 - STREETS- BILL 170925, ETC.
2 make the changes in the wording we're
3 requesting so that by late spring
4 hopefully or early summer of this year,
5 smart-thinking business owners will be
6 able to legally set up their tables and
7 have their sidewalk sales where they can
8 sell some of their merchandise outside in
9 front of their respective addresses and
10 draw shoppers inside to raise their
11 revenues.

12 I want to thank each of you for
13 allowing me to offer this testimony this
14 afternoon. Thank you.

15 COUNCILMAN SQUILLA: Thank you.
16 Councilman Jones.

17 COUNCILMAN JONES: So, first of
18 all, because of your broadcasting
19 background, that sounded like a
20 commercial for radio. But you gave me a
21 flashback about North 22nd Street, Alvin
22 Little, Tommy's Men's Shop. I still have
23 shoes and suits from him. And Holt's
24 Optical, is that still open?

25 MS. MARTIN: Yes.

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2 COUNCILMAN JONES: Those are
3 great institutions that have been there
4 decades. And I understand and I was
5 sharing with my colleagues, I'm getting
6 old because I remember when they asked
7 for no vending on that corridor. I was
8 with PCDC at the time. So things do
9 change.

10 MS. MARTIN: Yes, they do.

11 COUNCILMAN JONES: Thank you,
12 Mr. Chairman.

13 COUNCILMAN SQUILLA: Thank you,
14 Councilman.

15 Are there any other questions?

16 (No response.)

17 COUNCILMAN SQUILLA: Seeing
18 none, is there anyone else here to
19 testify on Bill No. 180179?

20 (No response.)

21 COUNCILMAN SQUILLA: Seeing
22 none, Ms. Kelly, please read the title of
23 the next bill.

24 THE CLERK: Bill No. 170925, an
25 ordinance terminating a no parking

1 4/9/18 - STREETS- BILL 170925, ETC.
2 regulation on Ivy Hill Road between
3 Mansfield Avenue and Hazelwood Drive
4 (northeast entrance), south side.

5 (Witnesses approached witness
6 table.)

7 COUNCILMAN SQUILLA: Please
8 state your name for the record and
9 proceed with your testimony.

10 MR. DLUGOSZ: Hello,
11 Mr. Chairman, members of the Committee.
12 My name is David Dlugosz. I'm a District
13 Traffic Engineer for the Department of
14 Streets. That's who I'm representing
15 right now. I'm here today to offer
16 testimony on Bill No. 170925.

17 The Department of Streets has
18 no objections to this bill. This
19 regulation was established on a trial
20 basis beginning on November 21st, 2016.

21 Thank you for the opportunity
22 to appear before you today. I'm happy to
23 take any questions.

24 COUNCILMAN SQUILLA: Great
25 testimony.

1 4/9/18 - STREETS- BILL 170925, ETC.

2 Please proceed. State your
3 name for the record.

4 MR. LASTER: Good afternoon,
5 Chairman Squilla and members of the
6 Committee on Streets and Services. My
7 name is Jeremiah Laster. I'm here to
8 testify on Bills No. 170925 and 170926.

9 I'm a resident of the 1000
10 block of Hazelwood Drive. I've resided
11 there for the past 12 years. I've been
12 employed by the City of Philadelphia Fire
13 Department for the past 29 years. I
14 would like to thank Councilwoman Cherelle
15 Parker for introducing these bills, which
16 will solve the available parking and
17 traffic flow issues on Hazelwood Drive.

18 I have witnessed the impact of
19 available parking during and at the
20 construction of new homes on Hazelwood
21 Drive. If one resident has an event,
22 available parking on the block is
23 severely impacted.

24 Hazelwood Drive is a loop
25 street that is not directly connected to

1 4/9/18 - STREETS- BILL 170925, ETC.
2 other blocks, with the exception of Ivy
3 Hill Road. There are 36 homes on
4 Hazelwood Drive. Allowing parking on Ivy
5 Hill Road would greatly assist with
6 available parking for residents and
7 visitors. In addition, allowing
8 Hazelwood Drive to be a permanent one-way
9 street would greatly improve traffic flow
10 and protect children living on the block.

11 Thank you for your time, and
12 I'm happy to answer any questions you may
13 have.

14 COUNCILMAN SQUILLA: Thank you
15 for your testimony.

16 Any questions?

17 (No response.)

18 COUNCILMAN SQUILLA: Seeing
19 none, is there anybody else here to
20 testify on Bill No. 170925?

21 (No response.)

22 COUNCILMAN SQUILLA: Seeing
23 none, thank you.

24 Ms. Kelly, please read the
25 title of the next bill.

1 4/9/18 - STREETS- BILL 170925, ETC.

2 THE CLERK: Bill No. 170926, an
3 ordinance establishing a one way
4 regulation on Hazelwood Drive at Ivy Hill
5 Road.

6 MR. DLUGOSZ: Hello,
7 Mr. Chairman and members of the
8 Committee. My name again is David
9 Dlugosz. I'm a District Traffic Engineer
10 for the Department of Streets who I'm
11 testifying for today, on behalf of. I'm
12 here to offer testimony on Bill No.
13 170926.

14 The Streets Department has no
15 objections. This regulation was
16 established on a trial basis beginning on
17 December 6th, 2016.

18 Thank you for the opportunity
19 to appear before you. I'll be happy to
20 take any questions.

21 COUNCILMAN SQUILLA: Thank you.

22 Did you want to add anything
23 else? I know you said that in your
24 previous testimony.

25 MR. LASTER: No. My previous

1 4/9/18 - STREETS- BILL 170925, ETC.
2 testimony would suffice. Thank you very
3 much.

4 COUNCILMAN SQUILLA: Thank you
5 very much.

6 Are there any other questions?
7 (No response.)

8 COUNCILMAN SQUILLA: Seeing
9 none, is there anyone else here to
10 testify on Bill No. 170926?

11 (No response.)

12 COUNCILMAN SQUILLA: Seeing
13 none, thank you so much.

14 Ms. Kelly, please read the
15 title of the next bill.

16 THE CLERK: Bill No. 180004, an
17 ordinance legalizing an existing
18 retaining wall encroachment at 289 Osborn
19 Street, Philadelphia, PA under certain
20 terms and conditions.

21 (Witnesses approached witness
22 table.)

23 COUNCILMAN SQUILLA: Thank you.
24 Before you start, I'd just like
25 to recognize that Councilman Johnson is

1 4/9/18 - STREETS- BILL 170925, ETC.

2 present for the hearing.

3 Please state your name for the
4 record and proceed with your testimony.

5 MR. IFFRIG: Good morning,
6 Chairman Squilla and members of the
7 Streets and Services Committee. My name
8 is Patrick Iffrig and I'm an Engineering
9 Supervisor for the Department of Streets.
10 I am here to offer testimony on Bill No.
11 180004, as amended.

12 This bill legalizes an existing
13 retaining wall encroachment at 289 Osborn
14 Street, Philadelphia, PA 19128 under
15 certain terms and conditions.

16 The Department of Streets does
17 not support this ordinance. The existing
18 retaining wall prohibits the ability to
19 build a legal footway per City Plan.

20 Thank you for your time. This
21 concludes my testimony.

22 MS. CHIU: Good afternoon,
23 Chairman Squilla and members of Streets
24 and Services Committee. I'm Sarah Chiu,
25 City Planner with the Philadelphia City

1 4/9/18 - STREETS- BILL 170925, ETC.
2 Planning Commission. I'm here to testify
3 on Bill No. 180004, which was introduced
4 by Councilmember Jones on January 25th,
5 2018.

6 Bill No. 180004 proposes to
7 legalize an existing precast interlocking
8 block retaining wall at the southwest
9 corner of Vicaris Street and Lauriston
10 Street, extending into the public
11 right-of-way for a total length of
12 approximately 40 feet.

13 The City Planning Commission
14 has concerns about the retaining wall
15 encroachment, which leaves no space for
16 the proper placement of a stop sign at
17 the intersection, and the street light
18 has been blocked by the wall, so it is
19 difficult for the City to do maintenance
20 work.

21 At its meeting on February
22 20th, 2018, the City Planning Commission
23 recommended Bill No. 180004 not be
24 approved.

25 This concludes my testimony. I

1 4/9/18 - STREETS- BILL 170925, ETC.
2 appreciate the opportunity to testify
3 before you today and would be pleased to
4 answer any questions you may have.

5 COUNCILMAN SQUILLA: Thank you.

6 Are there any questions?

7 (No response.)

8 COUNCILMAN SQUILLA: Seeing
9 none, is there anyone else here to
10 testify on Bill No. 180004?

11 (No response.)

12 COUNCILMAN SQUILLA: Thank you
13 for your testimony.

14 Ms. Kelly, please read the
15 title of the next bill.

16 THE CLERK: Bill No. 180216, an
17 ordinance authorizing Timothy McGuriman
18 of St. Joseph's University to construct,
19 own, and maintain a proposed sidewalk
20 cafe and planters encroachment at 2461 to
21 81 North 54th Street, under certain terms
22 and conditions.

23 COUNCILMAN SQUILLA: Please
24 proceed.

25 MR. IFFRIG: Good morning,

1 4/9/18 - STREETS- BILL 170925, ETC.
2 Chairman Squilla and members of the
3 Streets and Services Committee. Again,
4 my name is Patrick Iffrig and I'm an
5 Engineering Supervisor for the Department
6 of Streets. I'm here to offer testimony
7 on Bill No. 180216.

8 This bill authorizes Timothy
9 McGuriman of St. Joe's University to
10 construct, own, and maintain a proposed
11 sidewalk cafe and planter encroachments
12 at 2461-81 North 54th Street,
13 Philadelphia, PA 19131, under certain
14 terms and conditions.

15 The Streets Department does not
16 support this encroachment, as it reduces
17 the walking zone below Complete Streets
18 minimums. However, it should be noted
19 that 54th Street has abnormally large
20 sidewalk right-of-way widths and the
21 remaining walking space will exceed that
22 of most footways in the surrounding area.

23 Thank you for your time. This
24 concludes my testimony.

25 MS. CHIU: Good afternoon,

1 4/9/18 - STREETS- BILL 170925, ETC.
2 Chairman Squilla and members of Streets
3 and Services Committee. I'm Sarah Chiu,
4 City Planner with the Philadelphia City
5 Planning Commission. I'm here to testify
6 on Bill No. 180216, which was introduced
7 by Councilmember Jones on March 8th,
8 2018.

9 Bill No. 180216 will permit the
10 sidewalk cafe and planters encroachments
11 at 2461-81 North 54th Street. The
12 encroachments consist of a 4 feet
13 encroachment along the building line as
14 well as 8 feet 6 inches along the
15 furnishing zone for the cafe's tables and
16 chairs on the footway of North 54th
17 Street. These encroachments will leave
18 approximately 8 feet 6 inches of clear,
19 unobstructed footway.

20 The Complete Street policy
21 recommends a minimum of 12 feet 6 inches
22 walking zone space for North 54th Street.
23 The proposed encroachments does not meet
24 the minimum requirement.

25 At its meeting on March 20th,

1 4/9/18 - STREETS- BILL 170925, ETC.
2 2018, the City Planning Commission
3 recommended Bill No. 180216 not be
4 approved.

5 This concludes my testimony. I
6 appreciate the opportunity to testify
7 before you today and would be pleased to
8 answer any questions you may have.

9 COUNCILMAN SQUILLA: Thank you
10 for your testimony.

11 Councilman Jones.

12 COUNCILMAN JONES: Yes. And we
13 appreciate the Streets Department and the
14 Planning Commission always opposing what
15 District Councilpeople want, and
16 sometimes you are right, but in this
17 case, I would only say to my colleagues
18 on this Committee is that the whole
19 ambiance up at 54th and City Line has
20 evolved and we are very fortunate to have
21 good neighbors like St. Joe's University
22 who pay particular attention not only to
23 safety but to the needs of the community,
24 unlike some institutions that we may have
25 heard from earlier. The town and gown

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2 issues that we have, the business
3 relationships with entrepreneurs along
4 that corridor is excellent, and it is a
5 true testament to student and indigenous
6 residents getting along and meeting and
7 eating and greeting along that very
8 corridor, and we want to encourage that
9 as much as we can.

10 Thank you.

11 COUNCILMAN SQUILLA: Councilman
12 Greenlee.

13 COUNCILMAN GREENLEE: Thank
14 you, Mr. Chairman.

15 Just real quick, Mr. Iffrig,
16 I'm, I guess, slightly confused by your
17 last sentence here. You say it should be
18 noted 54th Street has abnormally large
19 sidewalks and remaining walking space
20 will exceed that of most footways in the
21 surrounding area.

22 So there's already footways
23 that are smaller than this, but you're
24 opposing this one. I'm a little
25 confused.

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2 MR. IFFRIG: So I'd be happy to
3 clarify a little bit. We oppose the bill
4 strictly on a technical basis on the
5 Complete Street guidelines that we were
6 given to enforce and regulate. If we
7 were to do a pedestrian study on this
8 corridor, it probably would show that the
9 8 foot 6 remaining walking space would be
10 sufficient, but without that study and
11 without going through that effort, we
12 just recommended that we should oppose
13 this bill on a strictly technical basis.

14 COUNCILMAN GREENLEE: Okay, I
15 guess. Okay. Thank you.

16 COUNCILMAN SQUILLA: All right.
17 Thank you for your testimony. And just a
18 note, for most sidewalks is it 5 or 6
19 feet clearance that is required?

20 MR. IFFRIG: It's half the
21 footway width, half the City Plan
22 designated footway width. So in this
23 case is 10 feet, I believe.

24 MS. CHIU: 12'6".

25 MR. IFFRIG: 12 foot 6. So

1 4/9/18 - STREETS- BILL 170925, ETC.

2 they're 25 foot footways.

3 COUNCILMAN SQUILLA: So it's
4 half the footway. All right. Thank you
5 very much.

6 Ms. Kelly, please read the
7 title of -- oh, any other people here to
8 testify on this bill, I'm sorry, 180216?

9 I'm sorry. I didn't want to
10 ignore you, Matt.

11 MR. McCLURE: No problem.

12 COUNCILMAN SQUILLA: Just state
13 your name and proceed with your
14 testimony.

15 MR. McCLURE: Mr. Chairman,
16 members of the Committee, Matt McClure,
17 Ballard Spahr. 180216 on behalf of the
18 St. Joe's University. I handed up
19 testimony earlier of Mr. Wadell Ridley,
20 and we're just here to answer any
21 questions if you have them.

22 COUNCILMAN SQUILLA: Thank you.
23 Are there any questions?

24 (No response.)

25 COUNCILMAN SQUILLA: Seeing

1 4/9/18 - STREETS- BILL 170925, ETC.

2 none, is there anybody else here to
3 testify on Bill No. 180216?

4 (No response.)

5 COUNCILMAN SQUILLA: Seeing
6 none, Ms. Kelly, please read the title of
7 the next bill.

8 THE CLERK: Bill No. 180080, an
9 ordinance authorizing the relocation of
10 the lines and the striking and
11 abandonment of certain portions of a
12 right-of-way reserved for drainage
13 purposes and water main purposes
14 extending from Meade Street to Gravers
15 Lane, southwest of Shawnee Street on City
16 Plan No. 165, thereby reducing the width
17 of the said right-of-way, under certain
18 terms and conditions.

19 (Witness approached witness
20 table.)

21 COUNCILMAN SQUILLA: Please
22 proceed.

23 MR. MORELLI: Good afternoon,
24 Chairman Squilla and members of the
25 Committee. My name is Frank Morelli,

1 4/9/18 - STREETS- BILL 170925, ETC.

2 Survey Bureau Manager of the Department
3 of Streets, and I would like to offer the
4 following testimony on Bill No. 180080.

5 This is not an Administration
6 ordinance, but an ordinance requested by
7 Mr. Peter Farnum.

8 The purpose of this proposed
9 ordinance is to authorize the relocation
10 of the lines of a right-of-way for
11 drainage and water main purposes reserved
12 within the bed of former Crefeld Street
13 from Meade to Gravers Lane, southwest of
14 Shawnee Street, thereby reducing the
15 width of the right-of-way from 60 feet to
16 30 feet. There are no active sewer or
17 water facilities in the right-of-way, and
18 the Water Department has agreed to the
19 proposed width reduction. The purpose of
20 this action is to reduce the extent of
21 the encumbrances of the right-of-way on
22 the adjoining properties and clear area
23 for the construction of a new
24 single-family dwelling.

25 The Department of Streets

1 4/9/18 - STREETS- BILL 170925, ETC.

2 supports this ordinance and recommends
3 favorable action to your Committee.

4 I will be happy to respond to
5 any questions.

6 COUNCILMAN SQUILLA: Thank you.
7 Sarah.

8 MS. CHIU: Good afternoon,
9 Chairman Squilla and members of Streets
10 and Services Committee. I'm Sarah Chiu,
11 City Planner with the Philadelphia City
12 Planning Commission. I'm here to testify
13 on Bill No. 180080, which was introduced
14 by Councilmember Bass on February 1st,
15 2018.

16 Bill No. 180080 would reduce
17 the existing width of a right-of-way for
18 drainage and water main purposes reserved
19 within the former bed of Crefeld Street,
20 from Meade Street to Gravers Lane. No
21 existing active utility line has been
22 reported within the right-of-way. The 15
23 feet in width on either side of the
24 right-of-way will be abandoned. It will
25 result in a reduction of the width from

1 4/9/18 - STREETS- BILL 170925, ETC.
2 60 feet to 30 feet for future drainage
3 purposes. The Water Department is aware
4 of this proposal and had no objections.

5 At its meeting on February
6 20th, 2018, the City Planning Commission
7 recommended Bill No. 180080 be approved.

8 This concludes my testimony. I
9 appreciate the opportunity to testify
10 before you today and would be pleased to
11 answer any questions you may have.

12 COUNCILMAN SQUILLA: Thank you.
13 Are there any questions?
14 (No response.)

15 COUNCILMAN SQUILLA: Seeing
16 none, is there anyone else here to
17 testify on Bill No. 180080?

18 (No response.)

19 COUNCILMAN SQUILLA: Seeing
20 none, thank you.

21 Ms. Kelly, please read the
22 title of the next bill.

23 THE CLERK: Bill No. 171117, an
24 ordinance establishing a no truck parking
25 regulation on both sides of 75th Street

1 4/9/18 - STREETS- BILL 170925, ETC.
2 from Brockton Road to Lansdowne Avenue.

3 MR. DLUGOSZ: Good afternoon,
4 Mr. Chairman, members of the Committee.
5 Thank you for the opportunity to appear
6 before you today. My name is David
7 Dlugosz. I'm testifying as -- employed
8 for the Department of Streets as a
9 District Traffic Engineer. I'm here to
10 testify on Bill No. 171117.

11 The Department of Streets has
12 no objections to this bill. Once passed,
13 signs to enforce this regulation can be
14 posted within 30 days.

15 Thank you for the opportunity
16 to appear. Happy to take any questions.

17 COUNCILMAN SQUILLA: Thank you.

18 Any questions?

19 (No response.)

20 COUNCILMAN SQUILLA: Seeing
21 none, anyone else here to testify on Bill
22 No. 171117?

23 (No response.)

24 COUNCILMAN SQUILLA: Seeing
25 none, thank you.

1 4/9/18 - STREETS- BILL 170925, ETC.

2 Ms. Kelly, please read the
3 title of the next bill.

4 THE CLERK: Bill No. 180262, an
5 ordinance amending Section 12-701 of The
6 Philadelphia Code, entitled "Bicycle
7 Lanes," by authorizing the Department of
8 Streets to designate bicycle lanes, in
9 both directions, on Parkside Avenue from
10 North 53rd Street to Bryn Mawr Avenue and
11 authorizing the removal of travel lanes,
12 in the same limits, all under certain
13 terms and conditions.

14 (Witness approached witness
15 table.)

16 COUNCILMAN SQUILLA: Please
17 proceed.

18 MR. DLUGOSZ: Good afternoon
19 again, Mr. Chairman, members of the
20 Committee. Thank you for the opportunity
21 to appear before you today. My name is
22 David Dlugosz, District Traffic Engineer
23 for the Department of Streets. I'm here
24 to offer testimony on Bill No. 180262.

25 The Department of Streets fully

1 4/9/18 - STREETS- BILL 170925, ETC.
2 supports the passage of this bill to
3 install new bike lanes along Parkside
4 Avenue between Bryn Mawr and North 53rd.

5 I'd be happy to take any
6 questions you have at this time.

7 COUNCILMAN SQUILLA: Thank you.
8 Bob.

9 MR. PREVIDI: Thank you,
10 Mr. Chairman. My name is Bob Previdi,
11 Policy Coordinator for the Bicycle
12 Coalition of Greater Philadelphia. Thank
13 you for this opportunity to speak in
14 favor of Bill 180262.

15 The Bicycle Coalition wishes to
16 express their support for authorizing the
17 Streets Department to designate bike
18 lanes in both directions on Parkside
19 Avenue, North 53rd Street to Bryn Mawr
20 Avenue. And I will add that they worked
21 very hard working closely with the
22 community to get this done.

23 I'll answer any questions.

24 COUNCILMAN SQUILLA: Thank you
25 very much.

1 4/9/18 - STREETS- BILL 170925, ETC.

2 Councilman Jones.

3 COUNCILMAN JONES: So I rode my
4 bike into work and I went through that
5 very route. I understand clearly why we
6 need bike lanes in both directions in
7 there. And my bike is still in my
8 office. It has not left since winter,
9 but I'm looking forward to true spring so
10 I can ride it home.

11 MR. PREVIDI: Thank you. And,
12 in fact, maybe we'll take this
13 opportunity to invite you and the rest of
14 the members of the Transportation
15 Committee to join us for Bike to Work
16 Day, Friday, May 18th, starting at 8:30.

17 COUNCILMAN JONES: I'll take
18 you up on it.

19 MR. PREVIDI: Thank you.
20 That's terrific.

21 COUNCILMAN SQUILLA: Sounds
22 good. Thank you for the invitation.

23 Any other questions?

24 (No response.)

25 COUNCILMAN SQUILLA: Seeing

1 4/9/18 - STREETS- BILL 170925, ETC.
2 none, anyone else here to testify on Bill
3 No. 180262?

4 (No response.)

5 COUNCILMAN SQUILLA: Thank you.

6 Ms. Kelly, please read the
7 title of the next bill.

8 THE CLERK: Bill No. 180263, an
9 ordinance amending Section 12-701 of The
10 Philadelphia Code, entitled "Bicycle
11 Lanes," by authorizing the Department of
12 Streets to designate bicycle lanes, in
13 both directions, on Lansdowne Drive and
14 South Concourse Drive from Sweet Briar
15 Drive to 41st Street Drive in Fairmount
16 Park and authorizing the removal of
17 parking pursuant to Section 12-203 on
18 both Lansdowne Drive and South Concourse
19 Drive, in the same limits, all under
20 certain terms and conditions.

21 MR. DLUGOSZ: Good afternoon,
22 Mr. Chairman, members of the Committee.
23 Thank you for the opportunity to appear
24 before you today. My name is David
25 Dlugosz, District Traffic Engineer for

1 4/9/18 - STREETS- BILL 170925, ETC.

2 the Department of Streets. I'm here to
3 offer testimony on Bill No. 180263.

4 The Department of Streets fully
5 supports the passage of this bill.

6 Thank you for the opportunity
7 to appear before you today, and I'd be
8 happy to take any questions.

9 COUNCILMAN SQUILLA: Thank you.
10 Bob.

11 MR. PREVIDI: Thank you,
12 Mr. Chairman. My name is Bob Previdi,
13 Policy Coordinator for the Bicycle
14 Coalition of Greater Philadelphia,
15 speaking in favor of Bill No. 180263.

16 Thank you for this opportunity
17 to speak in favor of the Streets
18 Department to designate bike lines, in
19 both directions, from Lansdowne and South
20 Concourse Drive from Sweet Briar Drive to
21 41st Drive in Fairmount. We're delighted
22 that we're adding bike lanes in this
23 area.

24 And I'm here to answer any
25 questions.

1 4/9/18 - STREETS- BILL 170925, ETC.

2 COUNCILMAN SQUILLA: Thank you.

3 Any questions?

4 (No response.)

5 COUNCILMAN SQUILLA: Seeing

6 none, anyone else here to testify on Bill

7 No. 180263?

8 (No response.)

9 COUNCILMAN SQUILLA: Thank you

10 for your testimony.

11 Ms. Kelly, please read the

12 title of the next bill.

13 THE CLERK: Bill No. 180218, an

14 ordinance amending Section 12-1131 of The

15 Philadelphia Code, entitled "Electric

16 Vehicle Parking," to provide for the

17 discontinued approval of new Electric

18 Vehicle Parking Spaces and the expiration

19 of such parking spaces, all under certain

20 terms and conditions.

21 COUNCILMAN SQUILLA: First

22 panel we'll have Patrick Clark, Corinne

23 O'Connor, and Robert Graff. And then the

24 second panel is going to be Mike and

25 Ryan, and the third panel will be Ilene

1 4/9/18 - STREETS- BILL 170925, ETC.
2 and Larry, if that's okay.

3 (Witnesses approached witness
4 table.)

5 COUNCILMAN SQUILLA: If there's
6 more to testify, we'll have that after
7 that.

8 So if you guys would like to
9 start.

10 MR. CLARK: Good afternoon.
11 Thank you, Chairman Squilla and members
12 of the Committee, for inviting me to
13 testify today on Council Bill 180218. My
14 name is Patrick Clark. I'm a
15 Transportation Planner and Grants
16 Coordinator for the Managing Director's
17 Office of Transportation and
18 Infrastructure Systems, also known as
19 OTIS.

20 In July 2017, the City formed
21 the Electric Vehicle Policy Task Force to
22 encourage the use of EVs within the
23 City's wider multimodal transportation
24 network. On March 8th, 2018, the EV
25 Policy Task Force released a final report

1 4/9/18 - STREETS- BILL 170925, ETC.

2 which issued recommendations to promote
3 EV use in Philadelphia.

4 EV technology is rapidly
5 evolving. An ongoing shift from
6 petroleum to electricity is expected to
7 accelerate. Thus, the Task Force focused
8 on addressing the challenge of meeting
9 the growing demands for charging while
10 distinguishing it separate from parking
11 challenges, which face drivers of all
12 types of vehicles, particularly in dense
13 neighborhoods in the City. With this
14 point in mind, the Task Force has
15 advocated for pursuing a multifaceted
16 approach to EV charging that addresses
17 the most common barriers to EV use, which
18 include costs, convenience, and
19 awareness.

20 Among other recommendations,
21 the final report recommends transitioning
22 from the existing electric vehicle
23 parking space program, also known as the
24 EVPS program, and establishing
25 alternative charging opportunities that

1 4/9/18 - STREETS- BILL 170925, ETC.
2 offer greater public accessibility. The
3 parking incentive offered by the EVPS
4 program helped encourage early adoption
5 of EVs. However, the Task Force found
6 that providing dedicated parking to
7 privately owned chargers in public space
8 is not a scaleable solution and does not
9 maximize public charging opportunities,
10 especially in dense urban areas in
11 Philadelphia.

12 Therefore, OTIS supports
13 Council Bill 180218, which would close
14 the existing EVPS program to new
15 applicants and phase out existing EVPS
16 chargers after 15 years. Transitioning
17 from the EVPS program will help the City
18 focus on encouraging the deployment of
19 publicly accessible charging stations,
20 which provide provider benefits to EV
21 users residing and visiting Philadelphia.
22 The EVPS program has provided utility to
23 a number of EV users in the City and has
24 benefited early adopters. However, this
25 model is not a long-term solution to

1 4/9/18 - STREETS- BILL 170925, ETC.
2 addressing charging needs and encouraging
3 EV growth. The EVPS program is not
4 reliably accessible to the public. It's
5 not scaleable. It does not fully meet
6 the needs of the EV owners without access
7 to curbside parking and has had limited
8 effectiveness in encouraging more EV use.
9 The 15-year sunset provision feature in
10 the bill was agreed upon as a fair and
11 reasonable timeframe by members of the
12 Task Force, which included City
13 representatives, SEPTA, DVRPC, PPA, EV
14 owners, and community representatives.

15 A successful approach to
16 long-term sustainable transportation
17 should seek to expand all Philadelphians'
18 access to safe, affordable, and
19 low-carbon transportation. EVs are a key
20 component on achieving that goal.

21 The work of the EV Policy Task
22 Force has shown there's a broad spectrum
23 of potential partners who have embraced
24 this vision and are already playing
25 leadership roles in reducing carbon

1 4/9/18 - STREETS- BILL 170925, ETC.
2 emissions. Look forward to continuing
3 this engagement in the long term with
4 local organizations, private sector
5 partners, public utilities, and
6 Philadelphians at large on how to make
7 EVs work in the City.

8 This concludes my testimony.
9 Thank you again for the opportunity to
10 testify today. I'd be happy to answer
11 any questions.

12 COUNCILMAN SQUILLA: Thank you.
13 Rob.

14 MR. GRAFF: Good afternoon,
15 Chair Councilman Squilla, Vice Chair
16 Councilwoman Quinones-Sanchez, and
17 members of Philadelphia's City Council
18 Committee on Streets and Services. My
19 name is Robert Graff. I manage the
20 Office of Energy and Climate Change
21 Initiatives at the Delaware Valley
22 Regional Planning Commission, DVRPC, the
23 federally designated metropolitan
24 planning organization for Greater
25 Philadelphia. We serve the City of

1 4/9/18 - STREETS- BILL 170925, ETC.
2 Philadelphia and its eight surrounding
3 counties in Pennsylvania and New Jersey.
4 DVRPC is honored to have Councilman
5 Squilla designated to represent the City
6 of Philadelphia on its Board.

7 I'm honored to have been asked
8 by Councilman Oh to testify at this
9 hearing regarding Bill 180218, and I'm
10 honored to have served as a member of the
11 Electric Vehicle Policy Task Force
12 established last year.

13 I would like to take a moment
14 to thank the staff of the Managing
15 Director's Office of Transportation and
16 Infrastructure Systems for putting
17 together a clear, nicely designed report,
18 containing well-thought-out policy
19 recommendations. I think Patrick Clark
20 carried the heaviest staff load and
21 deserves particular recognition.

22 DVRPC has been involved in
23 electric vehicle work for most of the
24 past decade. In 2012, DVRPC released
25 Ready to Roll! Southeast Pennsylvania's

1 4/9/18 - STREETS- BILL 170925, ETC.
2 Regional Electric Vehicle Action Plan.
3 DVRPC also carried out analysis for the
4 Federal Highway Administration in 2015
5 and is currently working with the Plug-In
6 Hybrid and Electric Vehicle Research
7 Center of the Institute of Transportation
8 Studies at the University of California -
9 Davis to develop a set of tools to
10 understand how electric vehicle ownership
11 and charging in our region is likely to
12 proceed over coming years. As part of
13 this work, DVRPC received data from
14 PennDOT on the location at which every
15 vehicle in the five-county Southeastern
16 Pennsylvania is registered.

17 The electric vehicle parking
18 space program started in 2007. In 2012,
19 there were only seven plug-in electric
20 vehicles registered in Philadelphia. By
21 May of 2015, that number had increased to
22 314. The most recent data DVRPC has from
23 November 7th, 2017 showed that there were
24 733 electric vehicles registered in
25 Philadelphia. This rate of increase is

1 4/9/18 - STREETS- BILL 170925, ETC.
2 indicative of what is happening
3 nationwide. Many observers believe that
4 the global automobile market is on the
5 cusp of a profound transformation from
6 gasoline and diesel-burning internal
7 combustion engines to using
8 electricity-driven motors to move cars.
9 Philadelphia's part of this transition.

10 Plug-in electric vehicles are
11 preferable to internal combustion
12 gasoline or diesel vehicles in several
13 ways. They have no tailpipe emissions,
14 which is good for the air quality in
15 neighborhoods where they replace
16 petroleum engines. Even including the
17 pollutants associated with electricity
18 generation, electric vehicles are
19 cleaner. According to the Union of
20 Concerned Scientists, a typical new
21 gasoline car in Philadelphia gets about
22 29 miles per gallon. An all-electric
23 vehicle here travels almost three times
24 as far, 83 miles, before it produces the
25 same amount of carbon dioxide from its

1 4/9/18 - STREETS- BILL 170925, ETC.
2 electricity use. Other emissions are
3 similarly reduced. If our electricity
4 generations continues to get cleaner with
5 natural gas, solar, and wind replacing
6 coal generation, the emissions per mile
7 will similarly decrease.

8 Reducing greenhouse gas and
9 other emissions associated with cars is
10 key to meeting broader greenhouse gas
11 reduction goals, and electrification is
12 an excellent way to reduce the greenhouse
13 gases and other undesirable emissions
14 associated with driving cars.

15 However, it is important to
16 remember that emissions are only one of
17 the many challenges associated with
18 relying on personal vehicles, whether
19 they are powered with gasoline or
20 electricity, to meet transportation
21 needs. Electric vehicles, while better
22 than gasoline vehicles, are not a
23 panacea. Like gasoline vehicles,
24 electric vehicles contribute to
25 congestion, hit Philadelphians walking or

1 4/9/18 - STREETS- BILL 170925, ETC.

2 riding bicycles, and have the same
3 parking requirements as gasoline
4 vehicles. This must be kept in mind
5 during discussions about electric
6 vehicles.

7 One week ago today, Nashville,
8 Tennessee's Mayor David Briley signed a
9 Declaration of Transportation
10 Independence. Part of that declaration
11 reads as follows: Nashvillians should
12 have the right to choose whether to
13 drive, take public transportation, walk
14 or bike for the majority of trips; get
15 where they need to go every day,
16 affordably, quickly and safely no matter
17 how they get around; decide not to own a
18 car or be forced to buy a second one;
19 decide not to use a car to make every
20 trip because there is another option;
21 have access to transportation that is
22 equitably provided without regard to age,
23 race, income or neighborhood; walkable
24 communities with sidewalks prioritized
25 around transit stops and safer crossing

1 4/9/18 - STREETS- BILL 170925, ETC.
2 at intersections that make walkable,
3 affordable, and transit-oriented
4 communities possible.

5 Most of us would agree that
6 these principles apply in Philadelphia as
7 well. Transportation is not about cars.
8 It is about people and their communities.
9 Electric vehicles, while better than
10 gasoline vehicles, are far from virtuous,
11 particularly in dense neighborhoods where
12 cars arguably take up more than their
13 fair share of precious space.

14 However, for those cars that
15 are in the City, it is better that they
16 are electric rather than gasoline
17 powered, at least when they are moving.
18 When they are parked, they provide no
19 public benefit relative to their gasoline
20 counterparts. In fact, they are at a
21 disadvantage in some cases. In order for
22 electric vehicles to meet their economic
23 promise of being less expensive to
24 operate than gasoline cars, they need to
25 be able to get most of their power when

1 4/9/18 - STREETS- BILL 170925, ETC.
2 parked either near home or near work.
3 Fast charging is possible on occasion,
4 but it is not practical or affordable on
5 a regular basis.

6 Charging while parking is
7 easily done for car owners that have
8 dedicated off-street parking. This is
9 what 93 percent of the electric vehicles
10 registered in the City do. There are 733
11 plug-in electric vehicles registered in
12 the City and 68 on-street electric
13 vehicle charging stations. Only 7
14 percent of the electric vehicles
15 registered in the City charge while
16 parked on City streets.

17 It is important to note that
18 the City still permits homeowners to
19 place charging infrastructure at
20 curbside. It will simply no longer
21 reserve that space for an electric
22 vehicle. Thus, if a homeowner lives in
23 an area where on-street parking is
24 plentiful enough for them to be confident
25 and being able to park in front of their

1 4/9/18 - STREETS- BILL 170925, ETC.
2 home, nothing prevents them from
3 installing a charging station. The 7
4 percent of electric vehicle owners who do
5 have dedicated on-street parking and
6 charging will be able to continue to use
7 those for 15 years.

8 Those who don't want to own a
9 gasoline car, have no dedicated
10 off-street parking, and live in an area
11 where on-street parking is scarce have
12 several choices. Arrange to rent an
13 off-street space where they can park and
14 charge their electric vehicle. Charge at
15 their place of work or another location
16 to which they drive their electric car on
17 a regular basis or charge at a public
18 charger in their neighborhood. The
19 Electric Vehicle Task Force contains nine
20 strategies to facilitate electric vehicle
21 charging infrastructure. These are laid
22 out starting on Page 23 of the report.
23 The report makes it clear that
24 Philadelphia will accurately pursue these
25 strategies.

1 4/9/18 - STREETS- BILL 170925, ETC.

2 Of course, residents of
3 Philadelphia who don't want to own a
4 gasoline car or indeed any car at all
5 have transportation options other than
6 private electric vehicles, including
7 using transit, cycling, walking, using a
8 car share service, using transportation
9 on-demand services or renting a car for
10 longer trips. Note that none of these
11 options require dedicated on-street
12 parking in front of residents' houses,
13 and some have additional benefits over
14 electric cars such as even lower
15 emissions of greenhouse gases and
16 pollutants.

17 I support the passage of Bill
18 180218.

19 Thank you for your kind
20 attention. I'd be happy to respond to
21 any questions you might have.

22 COUNCILMAN SQUILLA: Thank you.
23 Corinne, do you want to before
24 we ask questions.

25 MR. O'CONNOR: Good afternoon.

1 4/9/18 - STREETS- BILL 170925, ETC.

2 My name is Corinne O'Connor and I am the
3 Deputy Executive Director of the
4 Philadelphia Parking Authority. Thank
5 you for inviting me to testify on Bill
6 No. 180218.

7 For the last 18 months, I've
8 had the pleasure of being a member of the
9 City's Electric Vehicle Task Force. The
10 Task Force consisted of members of the
11 electric vehicle industry, members of
12 government, along with electric vehicle
13 owners and operators. It was very
14 informative, and I am happy to have taken
15 part.

16 During those months, the
17 Committee looked at the City's current
18 program and the future of electric
19 vehicles in our city. I especially want
20 to thank OTIS and Councilmen Oh and
21 Squilla for spearheading this initiative
22 and bringing all of the stakeholders to
23 the table on this issue. Bill No. 180218
24 reflects the Committee's findings, and I
25 am in support of the passage of this

1 4/9/18 - STREETS- BILL 170925, ETC.
2 bill.

3 Thank you.

4 COUNCILMAN SQUILLA: Thank you.

5 I just want to thank everybody
6 involved in the process. I know it was
7 controversial and tense at times, but the
8 Task Force did a great job of engaging
9 both users and residents. And I think
10 not that everybody is happy with the end
11 recommendations, but I think what had
12 happened from that, there were some
13 compromises and some discussions, which
14 hopefully could help move our EV use to
15 become bigger and better in the City of
16 Philadelphia.

17 I think when we first did it,
18 people were concerned with how are we
19 able to grow EV use in the City of
20 Philadelphia, and I think these
21 recommendations will allow Philadelphia
22 to start looking at a product and looking
23 at the policy in a way to move forward to
24 make sure that we have the ability to
25 continue to grow the uses of EVs in the

1 4/9/18 - STREETS- BILL 170925, ETC.
2 City of Philadelphia.

3 So thank you for your time and
4 thank you for your inclusion. And I know
5 one question, Patrick, was I know you had
6 the Task Force meetings, but you had a
7 couple public meetings too.

8 MR. CLARK: Sure. We had a
9 public meeting in January where we
10 invited members of the public to provide
11 input to the proposed recommendations
12 that were released in the draft report in
13 January.

14 COUNCILMAN SQUILLA: Thank you.
15 And I know the public hearing is today,
16 so we appreciate that input.

17 First of all, I'd like to
18 recognize Councilman Taubenberger,
19 Councilwoman Bass, and Councilman
20 Johnson, I think, and Quinones and
21 everybody else who is here.

22 But are there any other
23 questions for this panel before we move
24 on?

25 (No response.)

1 4/9/18 - STREETS- BILL 170925, ETC.

2 COUNCILMAN SQUILLA: Seeing
3 none, thank you so much for your
4 testimony.

5 Next panel, Mike and Ryan, I
6 guess, or all four of you could go up
7 there, Ilene, Larry, Mike, and Ryan, and
8 then we'll get whoever else wants to
9 testify.

10 MS. WILDER: Good afternoon.
11 My name is Ilene Wilder. My colleague,
12 Bill West, who is sitting next to me, and
13 I have co-chaired the parking committee
14 for the Philadelphia Crosstown Coalition.
15 It's a group of 32 registered community
16 organizations from across the City. We
17 are here today to urge you to vote in
18 favor of Bill No. 180218, which addresses
19 the closing down of the current curbside
20 charging program for electric vehicles.

21 Bill and I served as community
22 members of the City's Electric Vehicle
23 Policy Task Force, which conducted a
24 broad inquiry into the potential for
25 bringing large numbers of electric

1 4/9/18 - STREETS- BILL 170925, ETC.
2 vehicles to the City. The report of the
3 Task Force contains a large number of
4 recommendations and, frankly, is a very
5 encouraging document. Although replacing
6 gasoline and diesel-powered vehicles with
7 electric vehicles on a one-to-one basis
8 would do nothing to alleviate the
9 problems of traffic and parking
10 congestion in the City, it would
11 substantially improve the quality of the
12 air we breathe and also give us a quieter
13 city.

14 One of the jobs of the Task
15 Force was to figure out what to do with
16 the current electrical vehicle parking
17 space program, which provides residents
18 with dedicated curbside parking spaces in
19 front of their homes where they may
20 install chargers and recharge their
21 electric vehicles. Although this program
22 is certainly well intentioned, there is
23 simply not enough space on our streets to
24 accommodate the large number of electric
25 vehicles that the Task Force envisions.

1 4/9/18 - STREETS- BILL 170925, ETC.

2 To use a piece of jargon, the program is
3 not scalable.

4 There are also quite a few
5 other uses competing for space at the
6 curb. In addition to standard parking
7 spots, there are handicap spots which are
8 required by law, bus stops, car share
9 spots, taxi stands, spots for diplomats,
10 and loading zones. As our economy shifts
11 to online shopping, the need for loading
12 zones in both commercial and residential
13 areas will only increase. We should also
14 mention bicycle lanes, such as the one
15 that was recently installed on Chestnut
16 Street in West Philadelphia. It runs
17 along the curb. The parking lane sits
18 between the bike lane and the regular
19 traffic lanes.

20 Finally, some parts of the curb
21 must be kept free. Fire engines need to
22 get to fire hydrants, and the curb space
23 near intersections must be open so that
24 motorists, pedestrians, bicyclists, skate
25 boarders, scooter riders, and others can

1 4/9/18 - STREETS- BILL 170925, ETC.

2 all see one another. We have too many
3 crashes in this town.

4 In our opinion, Bill 180218
5 faithfully renders into legislative
6 language the recommendation of the Task
7 Force that relate to the current
8 on-street charging program. I should
9 emphasize that the Task Force reached its
10 conclusion by consensus. The group
11 included three private citizens who are
12 electric vehicle owners. The relevant
13 sections of the bill are 3d, e, and f.
14 3d says there will be no new charging
15 spaces established under the program.

16 3e says the existing spaces are
17 non-transferable, and if the permit
18 holder ceases to own or leaves an
19 electric vehicle, the permit will not be
20 renewed. This section also establishes a
21 sunset provision. Any spaces still in
22 existence under the program in 2033 will
23 be eliminated at that time.

24 3f says that if the permit
25 holder ceases to reside at the address to

1 4/9/18 - STREETS- BILL 170925, ETC.
2 which the charging space is tied, the
3 charging space will go away immediately.

4 We think this bill represents
5 good policy arrived at through a good
6 procedure. We heartily encourage you to
7 vote for Bill 180218.

8 And with that, we'd be happy to
9 take your questions.

10 COUNCILMAN SQUILLA: Thank you.
11 Please proceed.

12 MR. TRZASKA: Good afternoon.
13 Thank you, Chairman Squilla and members
14 of the Committee, for the opportunity to
15 testify today regarding Council Bill No.
16 180218. My name is Mike Trzaska and I
17 serve as Principal Regulatory and Rates
18 Specialist at PECO, Philadelphia's
19 electric distribution company. Since
20 2010, I've helped lead PECO's efforts to
21 support increased transportation
22 electrification in order to deliver the
23 benefits of a cleaner environment and new
24 consumer choices to our communities.

25 On behalf of PECO, I'd like to

1 4/9/18 - STREETS- BILL 170925, ETC.
2 thank you, Councilman Oh, members of the
3 Committee, and the Office of
4 Transportation and Infrastructure Systems
5 for inviting PECO to share their views
6 with members of the City's Electric
7 Vehicle Policy Task Force. The
8 discussions of the EV Task Force led to
9 the consideration of a number of models
10 to support the future widespread
11 deployment of these vehicles throughout
12 the City. PECO strongly supports the
13 recommendations of this report and looks
14 forward to working with the City to help
15 develop pilot programs and long-term
16 strategies to offer new electric vehicle
17 charging options to City residents.

18 As the Task Force report on
19 January 17th notes, densely populated
20 cities like Philadelphia where large
21 segments of the population rely on
22 on-street parking for their vehicles face
23 challenges in providing access to
24 charging. This challenge must also be
25 considered in the context of other ways

1 4/9/18 - STREETS- BILL 170925, ETC.
2 Philadelphians travel to work, school,
3 community, and recreational activities.
4 Adding EVs as a clean transportation
5 option, along with transit, biking,
6 walking, and carpooling options, will
7 lead to increasingly clean air in our
8 neighborhoods and lower operations and
9 maintenance costs for many families.

10 Transportation electrification
11 also should be considered in the context
12 of Philadelphia's role as a leader in
13 sustainability and magnet for individuals
14 and businesses with a passion for
15 protecting our environment. As we move
16 forward implementing the City's
17 Greenworks vision, we should recognize
18 that electrifying transportation is an
19 essential element to reach these goals.

20 The first step in developing
21 scalable sustainable solutions for
22 integrating EVs into the City's urban
23 landscape is receiving public input and
24 conducting analysis of options. The Task
25 Force and the report it produced

1 4/9/18 - STREETS- BILL 170925, ETC.
2 successfully completed this task. PECO
3 supports the recommendations included in
4 Strategy 2 that include a range of
5 options for providing access to charging
6 for Philadelphians who own EVs today and
7 the growing numbers who will choose these
8 vehicles in the future.

9 Encouraging new off-street
10 solutions, implementing a neighborhood
11 demand-based model for establishing
12 public charging locations, piloting
13 fast-charging pods, and promoting
14 workplace charging represent important
15 pieces of this puzzle. We are anxious to
16 work with the City to collaborate with
17 providing these options and to support
18 efforts by the City to secure funding
19 through the VW Settlement and other
20 programs.

21 Bill No. 180218 also implements
22 the report's recommendation that the City
23 transition away from the dedicated
24 on-street charging space program in favor
25 of these more scalable and sustainable

1 4/9/18 - STREETS- BILL 170925, ETC.
2 solutions. The compromise proposed in
3 2017 that would allow these spaces to
4 remain but make them available to
5 non-electric drivers as two-hour parking
6 during daytime hours appears to be a fair
7 and reasonable solution for EV owners and
8 non-EV owners.

9 The bill also provides a
10 lengthy transition period for owners of
11 existing on-street charges with a 15-year
12 phaseout of the previous City program.
13 By 2033, a range of options for vehicle
14 charging, including options that would be
15 far more compatible with longer range and
16 larger battery size cars that are already
17 coming to the market, should be readily
18 available throughout the City.

19 PECO does suggest, either as an
20 amendment to this bill or in subsequent
21 legislation, that Council should consider
22 providing more flexibility for how
23 curbside chargers will be treated at the
24 end of the transition period. Fifteen
25 years from now EVs will almost certainly

1 4/9/18 - STREETS- BILL 170925, ETC.
2 be far more widespread, and these
3 chargers may be popular neighborhood
4 amenities. Adding a provision to the
5 bill that would direct the City to study
6 alternatives to mandatory removal of the
7 chargers before that requirement comes
8 into effect or offering owners the
9 opportunity to sell the equipment to the
10 City at nominal cost could be considered.

11 The next step in ensuring that
12 the benefits of electric transportation
13 can be achieved in Philadelphia is
14 setting electrification goals and
15 developing regional plans to achieve
16 these goals. We are very proud of the
17 role that PECO has played supporting
18 Pennsylvania House Bill 1446, which
19 Council has also endorsed, that would
20 establish a state electrification goal
21 and authorize utilities to fund the
22 development of regional infrastructure
23 plans.

24 We expect this bill to be
25 considered in the House of

1 4/9/18 - STREETS- BILL 170925, ETC.
2 Representatives this week. It represents
3 a rare, bipartisan opportunity for our
4 state and region to work together and
5 look forward, and we thank all of you for
6 your support.

7 Thank you again for the
8 opportunity to testify today, and I'll be
9 pleased to answer any questions.

10 COUNCILMAN SQUILLA: Thanks,
11 Mike.

12 Do you want to testify before
13 we ask questions?

14 MR. WEST: It's what she said.

15 COUNCILMAN SQUILLA: Okay.

16 Do you want to come up, Ryan.

17 MR. BARNETT: Good afternoon,
18 Chairman. My name is Ryan Barnett. I'm
19 a Policy Associate with Tesla. I'd like
20 to thank Councilman Oh and Councilman
21 Squilla and other members of the
22 Committee for the opportunity to present
23 this testimony on the future of electric
24 vehicle charging in Philadelphia and Bill
25 180218.

1 4/9/18 - STREETS- BILL 170925, ETC.

2 Tesla is an American
3 manufacturer of the world's most advanced
4 electric vehicles, electric vehicle
5 supply equipment, battery energy storage,
6 and solar energy products. While best
7 known for its best-in-class vehicles,
8 Tesla has been investing in global
9 infrastructure network of EV charging
10 stations, including plans for several
11 supercharger developments in and around
12 the Philly metro area this year. While
13 automakers and governments around the
14 world continue to push for greater EV
15 adoption, EV charging infrastructure is
16 quickly becoming one of the most
17 significant barriers to growth in this
18 segment. Leadership and initiatives like
19 the development of the City's EV Policy
20 Task Force are critical to ensuring that
21 the benefits of transportation
22 electrification are enabled and
23 accessible as public demand increases.

24 As EV manufacturers and EVSE
25 providers, Tesla is a natural proponent

1 4/9/18 - STREETS- BILL 170925, ETC.
2 of the City's goals to establish a
3 long-term and comprehensive approach to
4 EV charging access and use. We are
5 encouraged by the infrastructure
6 strategies proposed by the Task Force to
7 ramp up and support present and future
8 demand for EV charging services. We
9 credit the Office of Transportation and
10 Infrastructure Systems, OTIS, and
11 participating individuals and
12 organizations for developing well-founded
13 recommendations to promote EVSE
14 development and stimulate EV adoption in
15 the Philadelphia region. Our experience
16 working with the relevant City offices
17 and other stakeholders; namely, PECO, to
18 site and develop Level 3 supercharging
19 locations within the City has been
20 positive thus far, and we look forward to
21 refining and improving our coordination
22 to support a more efficient expansion of
23 the City's infrastructure network,
24 charging infrastructure network.

25 Pursuant to proposed Bill

1 4/9/18 - STREETS- BILL 170925, ETC.
2 180218 and the City's EV Policy Task
3 Force recommendations, Tesla supports the
4 sunsetting of Philadelphia's EVPS
5 program, provided that more sustainable
6 curbside charging opportunities are
7 explored. As structured, the program was
8 a creative incentive for early EV
9 adopters, but was not designed to support
10 a higher penetration of EVs or improve
11 public access to charging. In previous
12 comments to this Committee, we've made
13 reference to a City-managed program in
14 the similarly parking constrained city of
15 Amsterdam as one such example for
16 consideration. The facilitation of
17 high-density charging hubs with private
18 industry partners as referenced in the
19 Task Force document is another high yield
20 urban charging solution the City should
21 consider.

22 Recognizing that Philadelphia
23 continues to see a surge in construction
24 of multi-unit dwellings, it's
25 increasingly more important that EV-ready

1 4/9/18 - STREETS- BILL 170925, ETC.
2 building codes be strengthened and
3 enforced to ensure that new construction
4 is compatible with transportation
5 electrification and mitigates expensive
6 retrofits by owners and landlords in the
7 future.

8 We welcome the opportunity to
9 be a resource and a private sector
10 partner for future EV charging
11 development in Philadelphia.

12 Thank you for the opportunity
13 to provide this testimony.

14 COUNCILMAN SQUILLA: Thank you
15 so much for your testimony, and we
16 appreciate your participation and
17 interest and hopefully willingness to
18 continue to work with our City officials
19 ongoing to make it the best possible
20 opportunity for our residents and
21 visitors to be able to explore EV use.

22 And, Mike, I wanted to say too
23 that the good ideas about looking at this
24 in the future of using possible curbside
25 that's existing curbside uses for future

1 4/9/18 - STREETS- BILL 170925, ETC.
2 use depending on whether it's bought for
3 by the City or transformed into public
4 use opportunities, because the more
5 places that we would have available
6 electrical charging will make it easier
7 to then grow our field of EV users. So
8 thank you so much for that.

9 And also PECO I know is a part
10 of the City of Philadelphia and we
11 continue to work with OTIS and the Task
12 Force moving forward to come up with
13 future recommendations so that we can
14 implement them. So thank you so much.

15 Councilman Oh.

16 COUNCILMAN OH: Thank you very
17 much, Chairman.

18 Thank you very much, everyone,
19 for your testimony. Just a question and
20 a point of information. So the first is
21 that I understand that as you testified,
22 Tesla is currently looking at the
23 possibility of installing some
24 supercharger sites in Philadelphia, and
25 typically when that is done, in

1 4/9/18 - STREETS- BILL 170925, ETC.
2 comparison to past history, Tesla appears
3 to be kind of a leader in that in the
4 sense that when Tesla sets up a
5 supercharger site, typically other
6 charging sites start to appear.

7 MR. BARNETT: That's correct.
8 We're often first in market and we're
9 open to co-developing sites. Oftentimes
10 when we develop a site first in market,
11 those other EVSE developers will come
12 behind since a large bit of the work and
13 the service and all that needs to go into
14 developing that site has been done by us
15 on the front end. So we welcome the
16 opportunity to work with other private
17 developers and public partners.

18 COUNCILMAN OH: All right.
19 Thank you.

20 I just wanted to state publicly
21 that we did introduce a bill to
22 incentivize EV-ready parking facilities.
23 People ask me about that. It has been
24 given to the parking lot owners for -- it
25 was kind of created as a draft. They

1 4/9/18 - STREETS- BILL 170925, ETC.
2 have had it for a while, and we're
3 looking for their input because they're
4 the ones who are going to let us know
5 whether those incentives are substantial
6 enough and what they're going to do about
7 new and existing parking facilities, but
8 that was a critical part of the
9 recommendations of the EV Task Force.
10 That has been done. We are waiting for
11 the parking facility owners to get back
12 to us.

13 Thank you very much.

14 COUNCILMAN SQUILLA: Councilman
15 Taubenberger.

16 COUNCILMAN TAUBENBERGER: Thank
17 you, Mr. Chairman.

18 A question for Tesla. The
19 supercharging stations, would they be
20 available to other makes and models of
21 vehicles?

22 MR. BARNETT: So Tesla's
23 infrastructure network currently is
24 private and proprietary. So it's a
25 service directly for Tesla owners.

1 4/9/18 - STREETS- BILL 170925, ETC.

2 COUNCILMAN TAUBENBERGER: For
3 Tesla owners only, okay. And where would
4 these be located?

5 MR. BARNETT: We'd rather not
6 disclose the locations. They're still
7 under development, but they're Center
8 City district.

9 COUNCILMAN TAUBENBERGER: On
10 the street or privately?

11 MR. BARNETT: Privately owned.

12 COUNCILMAN TAUBENBERGER:
13 Private garages?

14 MR. BARNETT: Privately owned
15 garages or lots, yes.

16 COUNCILMAN TAUBENBERGER: Thank
17 you.

18 COUNCILMAN SQUILLA: Thank you.
19 Are there any other questions?
20 (No response.)

21 COUNCILMAN SQUILLA: Is there
22 anyone else here to testify on Bill No.
23 180218?

24 Please proceed.

25 Thank you.

1 4/9/18 - STREETS- BILL 170925, ETC.

2 (Witnesses approached witness
3 table.)

4 COUNCILMAN SQUILLA: Please
5 state your name for the record and then
6 proceed with your testimony.

7 MR. MCGINTY: Hello. My name
8 is John Andrew McGinty. My wife and I
9 are EV owners today. That's powered by
10 our solar panels on our roof, and I'm
11 very -- I read the report from the Task
12 Force, the OTIS Task Force. A very
13 comprehensive report, well thought out,
14 well researched, but it's absolutely
15 ludicrous that strategy one would be to
16 eliminate the current EV parking spaces
17 and going after to start with 68 people.
18 We are the leaders today in this
19 technology. We're out there. We have a
20 dedicated space too. And I heard, I
21 think, an alternative factor too. It
22 doesn't take up another spot. We gave up
23 our spot for our driveway, which we
24 didn't have to do. Well, we -- it was
25 fine for us to do that.

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2 So we talked about -- the
3 report is great. To go after us, the
4 leaders today -- and I've heard a lot of
5 testimony about plans and the future
6 plans, all these things in the future.
7 We're the leaders today who are doing
8 this, and to go after first is ludicrous
9 and it doesn't make any sense.

10 Certainly we're reasonable
11 people, and we think that certainly at
12 some point when a reasonable
13 infrastructure was in place, that, yeah,
14 we could phase out some of the other
15 things. But I'll just tell you,
16 yesterday somebody came to my door and
17 said, oh, you have an electric car.

18 Like yes.

19 Oh, I just moved on Wharton
20 Street. And I said -- oh, how do you
21 like it?

22 I told him it's great. And
23 then he asked -- he said, we're going to
24 look at one.

25 I said, well, beware that -- do

1 4/9/18 - STREETS- BILL 170925, ETC.

2 you have a garage?

3 And he said no.

4 And I said, well, be aware that
5 they're not going to give any more
6 spaces.

7 And he said, well, that defeats
8 it. I'm not going to get one.

9 So we're reasonable people, but
10 going after this first makes -- is
11 ludicrous, as I said. It really wonders
12 what's the motivation for all of that.
13 And I would just ask the Committee to
14 vote no on this bill or at least put it
15 in the future until you can demonstrate
16 that we have some alternatives in place
17 for the leaders who are doing something
18 today, who are actually walking the walk
19 and not talking the talk.

20 COUNCILMAN SQUILLA: Thank you.
21 Please proceed.

22 MR. SPECTOR: Thank you,
23 members of the Streets and Service
24 Committee and especially our Councilman
25 Squilla and Councilman David Oh. My name

1 4/9/18 - STREETS- BILL 170925, ETC.
2 is Larry Spector. I'm here appearing as
3 a member of the Board of the Society Hill
4 Civic Association. On behalf of the
5 Association, we appreciate the
6 opportunity to testify on behalf of the
7 Bill 180218. This bill will permanently
8 close the electric vehicle parking space
9 program and remove all existing EVPS
10 signage no later than January 1, 2033.

11 The Association is the
12 registered community association that
13 represents over 5,000 residents in the
14 Society Hill neighborhood. Our
15 boundaries are from the Delaware River to
16 8th Street and from Walnut to Lombard
17 Streets. The Association strongly
18 supports the increase of clean vehicles
19 in the City and all efforts to achieve
20 cleaner water and air. But we do support
21 the phasing out of the current EVPS
22 program and we support the
23 recommendations in the Task Force's final
24 report. Those recommendations provide a
25 roadmap for a public electric vehicle

1 4/9/18 - STREETS- BILL 170925, ETC.
2 charging infrastructure that will allow
3 significantly more electric vehicle
4 owners to charge their vehicles than the
5 prior system, and it will end the
6 practice of giving an exclusive parking
7 space to homeowners that obtained EVPS
8 permits.

9 Councilmen Squilla and Oh have
10 strongly supported our neighborhood in
11 trying to correct the situation that we
12 testified about in Council on March 30th,
13 2017. Our neighborhood in particular has
14 a disproportionate number of the total
15 permits issued under the EVPS program.
16 The bill allows existing parking spaces
17 for private charging stations to remain
18 for up to 15 years, but in the meanwhile,
19 it ends the proliferation of those
20 stations. It ends the 24-hour EV-only
21 exclusivity of the spaces by codifying
22 two-hour parking for all vehicles from
23 6:00 a.m. to 6:00 p.m. The
24 recommendation will reduce the amount of
25 signage on Franklin light poles and other

1 4/9/18 - STREETS- BILL 170925, ETC.
2 poles in the area. It will stop this ad
3 hoc installation of charging stations
4 that takes place and that takes up
5 valuable space on the public sidewalks
6 and causes a tripping hazard for some
7 residents in our area. It will also free
8 up more permits for handicap parking
9 spaces.

10 In conclusion, the Society Hill
11 Civic Association strongly supports the
12 Task Force recommendation that the City
13 put a hold on the issuance of new EVPS
14 permits and instead have the Streets
15 Department develop a publicly accessible
16 charging infrastructure. We strongly
17 support the general direction in which
18 the Task Force is heading and we give our
19 vote of confidence in the future of EV
20 charging as recommended by the Task
21 Force.

22 Thank you. I'll answer any
23 questions.

24 COUNCILMAN SQUILLA: Thank you.

25 Dave.

1 4/9/18 - STREETS- BILL 170925, ETC.

2 MR. DLUGOSZ: Hi. My name is
3 David Dlugosz. I am testifying as a
4 private citizen. I'm off the clock. I
5 am an electric vehicle non-Tesla owner.

6 There are -- I do not oppose
7 this bill. However, I have serious
8 concerns that this is being introduced
9 without the accompanying bill that
10 Councilman Oh has suggested. There
11 are -- I mean, as I'm sure Councilman Oh
12 has understood, there are several
13 concerns from the garage owners in the
14 City. I have encountered many of these
15 myself.

16 First of all, there are
17 currently chargers in Center City and in
18 Philadelphia. However, that they are in
19 private lots. They are spread thin in
20 certain places, and often they are
21 blocked by non-electric vehicle
22 charging -- non-electric vehicle -- we
23 call them ICE cars, internal combustion
24 engines. There's no enforcements of
25 these cars blocking the existing spaces,

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2 nor is there -- because that would be
3 dependent upon the parking lot owner to
4 enforce the electric vehicle spaces.

5 I have come to Center City many
6 times trying to get one of the electric
7 vehicle charging spaces. They are often
8 blocked, and the parking lot owner does
9 not care, does not want to do anything or
10 they are non-functional, like some of the
11 charge points on Arch Street.

12 Second, that they take up a lot
13 of space in private garages. Tesla
14 especially, like if you see some of their
15 installations outside of the City, they
16 take up what could be a whole floor of a
17 parking lot in the private garage. That
18 does not account for non-Tesla owners
19 like myself. If they're talking about
20 people piggybacking upon Tesla, I would
21 not count on that because, again, these
22 things take up a lot of space wherever
23 you go. So there's no one looking -- I
24 mean, I appreciate what Tesla is doing,
25 but there's no one looking out for

1 4/9/18 - STREETS- BILL 170925, ETC.
2 non-Tesla owners and the other groups.
3 There's not that same kind of
4 organizational push for non-Tesla owners.

5 My last point is that when my
6 car and many cars have what we call Level
7 1 chargers, which is basically a plug
8 into a 120 volt socket, I have tried to
9 plug in at public garages, public and
10 private garages throughout the City, and
11 more often than not, usually not, I am
12 told that I am not allowed to plug in to
13 a regular 120 volt charger, which would
14 make me happy so I can plug in anywhere I
15 want, but they are worried about
16 liability, that it's going to short out
17 my car or something like that, which I'd
18 be happy to sign my rights away if I have
19 the opportunity to use Level 1 charging.

20 But, again, just to reiterate
21 that having this bill to discontinue the
22 new offering of on-street spaces without
23 an accompanying bill to enforce and
24 encourage new electric vehicle charging
25 spaces is problematic because there will

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2 be a gap and we don't know if there's a
3 solution to the other side of it.

4 I'd be happy to take any
5 questions you have.

6 COUNCILMAN SQUILLA: Thank you.

7 Would you like to testify too
8 before we ask questions?

9 MS. RAVAL: Sure. Hi. My name
10 is Minal Raval. I represent 350 Philly.
11 I'm a Philadelphia resident. I've spoken
12 here many times on the need for rapid
13 action on climate and the need to
14 electrify our transportation system, so
15 I'm not going to go into that. But kind
16 of what the last person said, we can no
17 longer afford to sit on our hands on
18 this. We need curbside charging, Level 2
19 charging ideally, not Tesla specific, so
20 that any EV can charge. Paris has it. A
21 friend just showed me photos of it. It's
22 just along the curb. That's what we
23 need. So my question for you is, when
24 are we getting curbside chargers? This
25 bill is all great, but when are we

1 4/9/18 - STREETS- BILL 170925, ETC.
2 getting curbside charging? I have family
3 and friends waiting to invest in electric
4 vehicles, but they can't.

5 COUNCILMAN SQUILLA: And I
6 thank you for your testimony and thank
7 everybody for testifying. Obviously the
8 Task Force -- the point of the Task Force
9 was to know that the reason why they left
10 it for 15 years was to continue the use
11 for 15 years to do that. And not that
12 it's going to take us 15 years to get
13 curbside charging, because I don't
14 believe it's going to take that long, but
15 it is a work in progress and we do have a
16 lot of things to work through before we
17 get there. So I think by allowing the
18 initial adopters to have the ability to
19 charge their vehicles for 15 years will
20 give us time to catch up.

21 Now, our goal with this Task
22 Force is to grow the use of EVs, and I
23 think as Councilman Oh and the Task Force
24 would say, understanding our current
25 policy, that we would not be able to

1 4/9/18 - STREETS- BILL 170925, ETC.
2 continue to grow with the actual policy
3 we had before that.

4 So I don't want to give a
5 specific timeline and say we're going to
6 have this in three years, we'll have
7 curbside parking throughout the City,
8 because I don't know that to be true, but
9 I know that we are working with OTIS, the
10 Task Force, and us here in Council and
11 with all the advocates, not only Tesla
12 because there are other users beside
13 Tesla, but they are a driving force in
14 there and they are -- I know Tesla could
15 adapt to other chargers, but other
16 chargers can't adapt to Tesla. So maybe
17 there's a way to come in the future,
18 where as technology changes and as we
19 move forward, we'll able to see greater
20 things and greater opportunities along
21 the way. So it may not be only curbside
22 charging. There may be other options.
23 And who knows. There may be ways that
24 you bring something inside, you charge
25 it, and bring it back out at the end in

1 4/9/18 - STREETS- BILL 170925, ETC.
2 the future.

3 So I know we're actively
4 looking at this, and it's a priority.
5 OTIS is very serious about not only
6 giving the ability to run the Task Force,
7 but listening to all these opportunities.
8 Unfortunately we're not going to make
9 everybody happy along the way, but
10 knowing that it is a priority for the
11 City of Philadelphia.

12 I know it's not an answer to
13 you when curbside charging is going to be
14 there, but I think it would be unfair to
15 actually put a date on it, because I
16 don't know if we know that at this time.

17 MR. RAVAL: How can we
18 participate with OTIS, I guess? Like
19 someone knows that the car is on their
20 way out and they're trying to make the
21 decision for the next car, how -- can
22 they say, oh, put something in my
23 neighborhood or in my three-block radius
24 or something, you know, in the next year
25 so I feel I'm making the right decision

1 4/9/18 - STREETS- BILL 170925, ETC.

2 with my next car?

3 COUNCILMAN SQUILLA: I guess
4 what we could do is -- Patrick, can you
5 come up one second to ask you a question.

6 (Witness approached witness
7 table.)

8 COUNCILMAN SQUILLA: Do we know
9 if we're going to have ongoing reports of
10 the state of EV growth?

11 MR. CLARK: Yes. So that's
12 part of the cover letter that is on the
13 front of the report. So we'll be
14 reporting on progress, incremental
15 progress, with the EV Task Force goals
16 and recommendations. I think -- I have
17 to go back to the actual report, but
18 there'll be a reexaminations in, I think,
19 a year or two and we'll reexamine the
20 assumptions, findings, and
21 recommendations of the report to make
22 sure they're still in line with current
23 technology, and then intermittently we'll
24 be producing reports that update the
25 public on progress regarding EV charging

1 4/9/18 - STREETS- BILL 170925, ETC.
2 and infrastructure.

3 COUNCILMAN SQUILLA: So at that
4 yearly report, there will be saying we
5 added 12 charging stations or --

6 MR. CLARK: Yes. We will keep
7 track of that.

8 COUNCILMAN SQUILLA: And we'll
9 know exactly where we're going?

10 MR. CLARK: Yes.

11 COUNCILMAN SQUILLA: And then
12 are we also going to be able to use -- I
13 think you said it was 700 -- was it 700
14 EV registered vehicles? 733 current
15 vehicles. So we'd be able to know to see
16 if that number increases as we add these
17 specific changes.

18 MR. CLARK: Rob could talk to
19 the specifics on that, but we work with
20 the state to get that data. So we don't
21 have direct access to it, but we could
22 continue those --

23 COUNCILMAN SQUILLA: But would
24 that be part of the report?

25 MR. CLARK: I can talk to Rob.

1 4/9/18 - STREETS- BILL 170925, ETC.

2 He's the one that communicates with the
3 state on that.

4 COUNCILMAN SQUILLA: Okay.

5 MR. RAVAL: Do we have a
6 charging company selected already? Like
7 ChargePoint or Blink or something else?
8 We don't?

9 MR. CLARK: That's the first
10 step of the report, is looking and
11 engaging with the private sector on that.

12 MS. RAVAL: Okay. And could we
13 have something like Amsterdam where
14 people can make requests for EV charging
15 in their neighborhood? So that's how
16 they grew. Instead of a top down where
17 you study where you think people might
18 want them. Maybe go by people's
19 requests.

20 COUNCILMAN SQUILLA: And I
21 think that would be good to create some
22 type of portal or website to get input
23 and feedback from the community, where we
24 would see greater usage and greater
25 areas. I'm sure in the denser areas --

1 4/9/18 - STREETS- BILL 170925, ETC.

2 MR. RAVAL: You won't see usage
3 until you provide the solution.

4 COUNCILMAN SQUILLA: Right. We
5 should be open to that. I'm not sure how
6 that's going to work. I don't know if we
7 have a plan in motion for that, but I
8 think we should have -- and maybe as part
9 of the Task Force as we give those
10 recommendations, yearly reports, we could
11 also be able still to be able to engage
12 with the public on where and how, sort of
13 like we do with bike share and other
14 things where you meet with the community
15 and put requests in and say we want more
16 charging in our area, we want more bike
17 shares in our area. We do that now with
18 that, so I think we should follow the
19 same model.

20 Councilman Oh.

21 COUNCILMAN OH: Yeah. So the
22 Task Force was put together by OTIS and
23 was, I thought, very inclusive, and our
24 role here is to prepare the legislation
25 that allows OTIS and the Task Force and

1 4/9/18 - STREETS- BILL 170925, ETC.
2 everyone else to go ahead to implement
3 the actual publicly accessible EV
4 charging, but during that time that the
5 Task Force met, including EV owners or
6 representatives from the EV owners, the
7 technology appears to be growing rapidly.
8 We certainly in our time looked at
9 portable solar EV charging units for the
10 top of parking facilities, on street, and
11 it appears that Level 1 charging may not
12 exist in 15 years. There's all kinds of
13 things that are developing. And so we're
14 preparing that way through legislation
15 for the City to gather the expertise in
16 making public charging stations. We've
17 certainly looked at Europe. We've looked
18 at other cities that have extensive
19 public EV car sharing, all kind of
20 things.

21 I will say that in terms of the
22 parking owners, so we gave them a
23 financial incentive, which is what
24 they're working on. So currently we have
25 a high tax for parking facilities. If

1 4/9/18 - STREETS- BILL 170925, ETC.
2 they are EV-ready, we have put in there a
3 reduction in their tax, and they are
4 sitting on that right now. If the -- so
5 the legislation comes with a financial
6 incentive for them. And so we shall see
7 how that goes, but I've left it up to
8 them to come back to us with whatever
9 they think that number is supposed to be.
10 I put a number in. They're going to give
11 me a number. We're going to see from
12 there.

13 MR. DLUGOSZ: The one thing
14 I'll say to kind of my point before is
15 that having the partnership with the
16 garages is only as good as they're able
17 to enforce the spots. There's a lot of
18 times like the Convention Center, a lot
19 which has three spots, which is just at
20 Juniper and Arch right here, if they're
21 full, they let people use it, and then
22 there's no way to know it's full, and
23 then you have to drive around and you
24 might run out of battery before you find
25 another one. So you need to have

1 4/9/18 - STREETS- BILL 170925, ETC.

2 something in there to require that these
3 are EV spaces only and have some kind of
4 enforcement mechanism to go with it.

5 COUNCILMAN OH: So specifically
6 that was a big part of the consideration
7 even if PPA were to put in charging units
8 in dense areas, that the problem is
9 people go in there and just use it for
10 overly long periods of time. And so they
11 would have signage. There would be
12 limitations. The rates would -- there
13 would be penalties for staying
14 afterwards. And, as you know, some
15 commercial entities put EV charging
16 almost as an advertisement. People come
17 up, park there all day long. And so,
18 yeah. So that part of it, we are looking
19 to ensure that we have charging and then
20 the movement of the vehicles so that
21 people can use them.

22 MR. DLUGOSZ: Level 2 you kind
23 of got to be there for several hours,
24 four or five hours over a workday. Level
25 3, not so much.

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1 4/9/18 - STREETS- BILL 170925, ETC.

2 COUNCILMAN OH: Right. Thank
3 you.

4 COUNCILMAN SQUILLA: Thank you
5 so much for your testimony and your
6 participation.

7 That will end our hearing. We
8 will now go into a public meeting.

9 Councilman Greenlee.

10 COUNCILMAN GREENLEE: Thank
11 you, Mr. Chairman. I move the adoption
12 of the amendments to Bills 180079 and
13 180004.

14 (Duly seconded.)

15 COUNCILMAN SQUILLA: The bills
16 have been amended and seconded.

17 All in favor?

18 (Aye.)

19 COUNCILMAN GREENLEE: Any
20 opposed?

21 (No response.)

22 COUNCILMAN SQUILLA: Amendments
23 are passed for Bill No. 180079 and
24 180004.

25 Councilman Greenlee.

1 4/9/18 - STREETS- BILL 170925, ETC.

2 COUNCILMAN GREENLEE: Thank
3 you, Mr. Chairman. I move that the
4 following bills be reported out of this
5 Committee with a favorable recommendation
6 and that the rules of Council be
7 suspended to allow for first reading for
8 those bills at our next session of
9 Council: Bill Nos. 180079 as amended,
10 180102, 180179, 180004 as amended,
11 180216, 180080, 171117, 180262, 180263,
12 170925, 170926, and 180218.

13 (Duly seconded.)

14 COUNCILMAN SQUILLA: All bills
15 have been read into the record and
16 seconded.

17 All in favor?

18 (Aye.)

19 COUNCILMAN SQUILLA: Any
20 opposed?

21 (No response.)

22 COUNCILMAN SQUILLA: Ayes have
23 it. All bills with a suspension of the
24 rules have been passed out of the
25 Committee.

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1 4/9/18 - STREETS- BILL 170925, ETC.

2 Thank you.

3 (Committee on Streets and
4 Services concluded at 2:30 p.m.)

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CERTIFICATE

I HEREBY CERTIFY that the
proceedings, evidence and objections are
contained fully and accurately in the
stenographic notes taken by me upon the
foregoing matter, and that this is a true and
correct transcript of same.

MICHELE L. MURPHY
RPR-Notary Public

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