COUNCIL OF THE CITY OF PHILADELPHIA

COMMITTEE ON STREETS AND SERVICES

Room 400, City Hall
Philadelphia, Pennsylvania
Tuesday, March 11, 2025
10:32 a.m.

PRESENT:

COUNCILMAN JEFFREY YOUNG, JR., CHAIR
COUNCILMAN MARK SQUILLA, VICE-CHAIR
COUNCILWOMAN NINA AHMAD
COUNCILWOMAN CINDY BASS
COUNCILWOMAN KENDRA BROOKS
COUNCILMAN JIM HARRITY

BILLS: 250066, 250099, 250100, 250147, 250148

- - -

COUNCILMAN YOUNG: Good morning, everyone. Welcome to the Philadelphia City Council's Committee on Streets and Services. I now note that the hour has come.

Mr. Pullin, would you please call the roll.

THE CLERK: Councilmember Ahmad.

COUNCILWOMAN AHMAD: Present.

THE CLERK: Councilmember Bass.

(No response.)

THE CLERK: Councilmember Brooks.

COUNCILWOMAN BROOKS: Present.

THE CLERK: Councilmember Harrity.

COUNCILMAN HARRITY: Present.

THE CLERK: Vice-Chair

Squilla.

(No response.)

THE CLERK: Chair Young.

COUNCILMAN YOUNG:

Present. I note for the record that a quorum of this Committee is present and the hearing is called to order. This is a public hearing of the Committee on Streets and Services considering testimony on Bill Nos. 250066, 250099, 250100, 250147 and 250148. I would like to note that Bill No. 250099 is being held at the request of the sponsor.

The Chair also notes the presence of Councilmember Bass.

Before we begin, do any of my colleagues have any opening remarks?

(No response.)

COUNCILMAN YOUNG:

Seeing none, thank you.

Mr. Pullin, would you please read the titles of the first

bill.

THE CLERK: Bill No. 250066 titled, an ordinance amending Chapter 11-200 of The Philadelphia Code, entitled "Openings and Excavations on the Streets," to impose additional penalties on violators of underground permitting requirements, under certain terms and conditions.

COUNCILMAN YOUNG: Thank you, Mr. Pullin. Please call the first witness to testify on this bill.

THE CLERK: The first witness to testify is Richard Montanez, Deputy Commissioner of Transportation for the Department of Streets.

(Witness approached Witness table.)

MR. MONTANEZ: Good morning, Chairman Young and members

of the Streets and Services Committee. My name is Richard Montanez and I am the Deputy Commissioner of Transportation for the Department of Streets. I'm here to testify on Bill No. 250066, introduced by Councilmember Harrity.

This bill amends Chapter 11-200 of the Pennsylvania Code, entitled "Openings and Excavations in the Street," to impose additional penalties on violators of underground permitting requirements. Under this bill, the department issuing the permit will be authorized to add additional penalties not exceeding $150 per day to individual contractors who violate this code section by digging up the street and not completing repairs.

This bill will also prevent the department from issuing

permits until all fines and penalties have been paid. This bill will not apply to large parties such as PECO, Verizon and Comcast. This concludes my testimony, and I'm pleased to answer any questions you have.

COUNCILMAN YOUNG: Thank you, Mr. Montanez. So your testimony said the bill won't apply to the utility companies -- well, PECO, Verizon and Comcast. Will it also apply to PGW or the Water Department, anything like that?

MR. MONTANEZ: That would be correct. Any large utility company it would not apply to.

COUNCILMAN YOUNG: It would not apply to --

MR. MONTANEZ: PGW, AT&T, Ground Castle(ph), any company controlled under the Pennsylvania Utility Commission.

COUNCILMAN YOUNG: Okay.

COUNCILMAN HARRITY:

Point of clarity.

COUNCILMAN YOUNG: Thank you.

Chair recognizes Councilmember Harrity.

COUNCILMAN HARRITY:

Comcast -- the ones that actually pull their own permits is PGW. Comcast is mostly done by their subcontractors, which are included in the bill. Subcontractors are included in the bill. The utility companies themselves were kept out. The only one that actually pulls their own permits are PGW. On occasion it's gas and they're very technical when it comes to that. Thank you.

COUNCILMAN YOUNG: Thank you, Councilmember.

Are there any other questions of this witness?

(No response.)

COUNCILMAN YOUNG:

Seeing none, thank you so much for your testimony, Mr. Montanez.

Is there anyone else in the chamber who would like to testify on Bill No. 250066?

(No response.)

COUNCILMAN YOUNG:

Seeing none, thank you.

Mr. Pullin, would you please read the title of the next bill.

THE CLERK: Bill No. 250100 titled, an ordinance authorizing encroachments in the nature of a sidewalk cafe in the vicinity of 177 Markle Street, Philadelphia, Pennsylvania 19127, under certain terms and conditions.

COUNCILMAN YOUNG: Thank you, Mr. Pullin. Would you please call the next witness to testify on this bill?

THE CLERK: The next witness to testify is Noelle Marconi, Legislative Affairs Director for the Department of Streets, and Sarah Chiu, Development Director for the City Planning Commission.

(Witnesses approached Witness table.)

COUNCILMAN YOUNG: Good morning, Ms. Marconi. Please state your name for record and begin your testimony.

MS. MARCONI: Good morning, Chairperson Young and members of the Streets and Services Committee. My name is Noelle Marconi and I'm the Director of Legislative Affairs for the Department of Streets.

I'm here today to offer testimony on Bill No. 250100, introduced by Councilmember Jones. This bill authorizes DANIELLE DU

PLOOY and IZAK DU PLOOY (the "Owners") to install, own and maintain encroachments in the nature of a sidewalk cafe at The Brass Tap located at 177 Markle Street. A total of 6 tables and 24 seats will be located adjacent to the building line of 177 Markle Street.

The Department of Streets is not opposed to this proposed sidewalk cafe, as it will maintain 6'0" of unobstructed footway. This concludes my testimony, and I'm pleased to answer any questions you may have.

COUNCILMAN YOUNG: Thank you, Ms. Marconi.

Ms. Chiu, please proceed with your testimony.

MS. CHIU: Good morning, Chairmember Young and members of the Streets and Services Committee. I'm Sarah Chiu, City Planning

Manager with the Philadelphia City Planning Commission. I'm here to testify on Bill No. 250100, introduced by Councilmember Jones on February 13, 2025.

This bill will allow a sidewalk cafe and planters to be located at 177 Markle Street. A minimum of 6 feet of clear sidewalk space is to remain after installation meeting the City's Complete Street Policy. The Planning Commission at its meeting on February 20, 2025 recommended Bill No. 250100 for approval. I'll be happy to answer any questions.

COUNCILMAN YOUNG: Thank you so much for your testimony, Ms. Chiu.

Are there any questions of these witnesses on this bill at this time?

(No response.)

COUNCILMAN YOUNG:

Seeing none, thank you for your testimony.

Mr. Pullin, would you please -- excuse me.

Is there anyone else in the chambers wishing to testify on Bill No. 250100?

(No response.)

COUNCILMAN YOUNG: Seeing none, Mr. Pullin, would you please read the title of the next bill.

THE CLERK: Bill No. 250147 titled, an ordinance authorizing PHILIPPIAN BAPTIST CHURCH or a subsequent owner to install, own and maintain an encroachment at 5801 North Broad Street, Philadelphia, Pennsylvania 19141, under certain terms and conditions.

COUNCILMAN YOUNG: Thank you, Mr. Pullin. Would you please call the next witnesses to testify.

THE CLERK: The next witnesses to testify are Noelle Marconi, Legislative Affairs Director for the Department of Streets; and Sarah Chiu, Development Director for the City Planning Commission.

COUNCILMAN YOUNG: Thank you, Ms. Marconi and Ms. Chiu. Please read your testimony.

MS. MARCONI: Good morning, Chairperson Young and members of the Streets and Services Committee. My name is Noelle Marconi and I'm the Director of Legislative Affairs for the Department of Streets. I'm here today to offer testimony on Bill No. 250147, introduced by Councilmember Phillips.

This bill authorizes PHILIPPIAN BAPTIST CHURCH or a subsequent owner to install, own and maintain an encroachment at

5801 North Broad Street in the nature of a prefabricated modular building ramp. A prefabricated modular building access ramp will be located adjacent to the building line of 5801 North Broad Street.

The Department of Streets does not oppose this proposed access ramp, as it will maintain a minimum of 11'6" of clear unobstructed footway. This concludes my testimony and I'm pleased to answer any questions you may have.

COUNCILMAN YOUNG: Thank you.

Ms. Chiu, begin.

MS. CHIU: Good morning, Chairmember Young and Members of the Committee on Streets and Services. I'm Sarah Chiu, City Planning Manager with the Philadelphia City Planning Commission. I'm here to testify on

Bill No. 250147, introduced by Councilmember Phillips on February 27, 2025.

This bill will allow a prefabricated building access ramp to be constructed at the front entrance of 5801 North Broad Street property. The ramp will encroach approximately 13'6" onto the footway of Broad Street. 11'6" of clear sidewalk space will remain after installation meeting the City's Complete Streets Policy.

The Planning Commission will consider this bill at its next meeting on March 20, 2025 with a staff recommendation for approval. I will be happy to answer any questions you may have.

COUNCILMAN YOUNG: Thank you, Ms. Chiu. Just one quick question: The amendment is an amendment to this. It adds the section stating that it's not

effective until there's a $200 cost. Is that something that is associated with all encroachments?

MS. CHIU: Correct.

COUNCILMAN YOUNG: Okay. Thank you.

Are there any other questions of these witnesses on this bill?

(No response.)

COUNCILMAN YOUNG: Thank you.

Is there anyone else in the chambers wishing to testify on Bill No. 250147?

(No response.)

COUNCILMAN YOUNG: Seeing none, thank you for your testimony.

Mr. Pullin, would you please read the title of the next bill.

THE CLERK: Bill No. 250148 titled, an ordinance

amending Chapter 12-3400 of The Philadelphia Code, entitled "Use of An Automated Speed Enforcement System to Improve Safety," by providing for the use, administration and enforcement of automated speed cameras on the routes located within specific school zones, under certain terms and conditions.

COUNCILMAN YOUNG: Thank you, Mr. Pullin. Would you please call the next witnesses to testify.

THE CLERK: The first witness to testify is Cole Appleman, Policy Analyst for the Office of Transportation and Infrastructure Systems.

(Witness approached Witness table.)

MR. APPLEMAN: Morning, everybody. How are we doing?

COUNCILMAN YOUNG: Good morning. Cole, please state your

name for the record and begin with your testimony.

MR. APPLEMAN: Yeah. Cole Appleman, Transportation Policy Analyst with the Office of Transportation and Infrastructure Systems. Well, good morning, everyone, Chairperson Young and the members of the Streets and Services Committee. My name is Cole Appleman. I'm a Policy Analyst with the Office of Transportation and Infrastructure Systems. You probably know us better as OTIS.

I'm here today to offer testimony on Bill No. 250148, sponsored by Councilmember Thomas. In addition to Councilmember Thomas, we would like to thank you, Chairperson Young and the other members of the Streets and Services Committee here today, for being so cooperative and supportive of the ASE program over the course of the

last year.

This bill, entitled the Use of Automated Speed Enforcement to Improve Safety, would authorize automated speed enforcement for up to seven total school zones with up to five allowed to be active at once. This pilot will last for five years before re-evaluation, as stipulated by PennDOT.

The seven schools that have been selected are Visitation BVM, John B. Stetson Middle School, KIPP North Philadelphia Academy, Widener Memorial School, Northeast High School, High School of the Future and William L. Sayre High School. Each of these schools were selected after careful and thorough citywide analysis of crash trends and speed data.

The installation of speed cameras is proven to reduce speeding and reckless driving. And

this pilot will allow us to apply this safety tool to protect Philadelphia students as they travel to and from school. We know these systems are effective. Four years ago, the City deployed speed cameras on Roosevelt Boulevard, at the time the most dangerous road in the city and one of the most dangerous in the state.

In the years since, we've seen remarkable progress on The Boulevard, including a 95% reduction in speeding violations, 50% reduction in pedestrian-involved crashes and a 21% injury crash reduction in all fatal and serious injury crashes.

ASE has now been authorized for expansion on State Route 611, better known as Broad Street and Old York Road, and Route 13, Frankford, Hunting Park, Baltimore Ave and a couple of other

streets in between. There are three additional corridors that are currently under assessment, but that is a slightly separate project.

The installation of the new system will be accompanied by educational messaging and a 60-day driver warning period, ensuring that the pilot program is fair and transparent. OTIS has engaged with the leadership of the selected schools to be sure the process of installing and operating these systems is smooth and the stakeholders are aware of the change.

We look forward to continuing our work with the Philadelphia Parking Authority as program administrators, the Pennsylvania Department of Transportation and the School District of Philadelphia on

effective program communication to share the message that this program can change behavior to protect Philadelphia's students.

In summary, this legislation provides the City with another essential tool to keep our students safe when traveling to and from school. Thank you very much for the opportunity to testify before you. I'm happy to answer any questions at this time.

COUNCILMAN YOUNG: Thank you so much for your testimony. I do have a couple questions.

One, what type of engagement with communities was done since this bill wasn't introduced until today where we're having a hearing on it?

MR. APPLEMAN: You mean strictly the schools?

COUNCILMAN YOUNG: No, not the schools, but communities

will be affected. The schools aren't going to have to pay those tickets, right. It's the community members that have to pay those tickets. So what type of engagement with the residents around these communities around these schools have been done since the introduction of this bill until today?

MR. APPLEMAN: So as far as ASE program goes, we have engaged with our RCOs as well as reached out to community organizations to have meetings. I, for one, was on a meeting with Tioga. I believe it was -- I can't recall the exact name of the RCO at this moment. But we've had several meetings engaging directly with the folks out there.

We do have a communications campaign, including bus tail ads, radio ads and some

other things that are along those lines that we have used to reach out to folks in regards to Broad Street.

We will do the exact same program, the exact same communications program for Route 13, any of the other subsequent routes. And we are also in direct contact with the schools in regards to this exact program here today.

COUNCILMAN YOUNG: Okay. So what I'm hearing is there has been no engagement with the community residents around this legislation, not the broader legislation of things that you've done around Broad Street and the routes.

But I'm talking about this -- how many schools are in this, what five --

MR. APPLEMAN: Seven in the --

COUNCILMAN YOUNG:

Right, seven schools. And I'm just asking because one is in my District, right. KIPP Philadelphia Academy is in my District and I know that those RCOs haven't been contacted about this particular legislation to at least let the community know that this is something that their City Council is thinking about doing or that the City is thinking about doing, right.

And so, I do think we need to get feedback, right, from the community members who are the ones who are going to be paying these fines ultimately, because we're introducing something to them that has never been in their community, right --

MR. APPLEMAN: Sure.

COUNCILMAN YOUNG: -- so they're used to certain commutes.

And I guess the 60-day grace period is great, we should do that. But they should know that this is coming. And I don't think that particularly in my community in North Philadelphia that they know that this is coming around, you know, around -- I don't know. I can't speak more on the other schools. But I'm sure if we weren't notified in certain areas, I'm sure that others weren't notified as well.

Having direct communication with schools is great, but not everyone has a kid who goes to those schools in that neighborhood. And so, I think we really need to engage the people who live around this vicinity who will be getting these tickets for ultimately speeding. Now, I'm not saying they're not well-deserved tickets, but they still should at

least have the ability to know what's coming to their community.

MR. APPLEMAN:

Understood. And we will engage. We have not begun that process yet specifically around this legislation, but that is standard operating procedure for our department to have thorough community engagement. We'll happily keep you up-to-date when we start that.

COUNCILMAN YOUNG: I would just ask that the engagement starts prior to passage of legislation versus after it's passed, right. Because after it's passed, it's difficult to make changes to certain things. Not saying that we want to take schools out of here. These are very warranted locations, particularly I know around KIPP North Philadelphia and I know the School of the

Future, I drive past there almost daily in taking my son to school out there. So I understand the premise behind it.

But I just think that I'm sure the folks around Northeast High School would want to be engaged about what's happening in the community on Cottman Avenue, right. That's a street that is well-traveled by many people in this City, right. So we want to make sure that at least those communities have the opportunity to express their position on that, because there is no one from these communities who's here in this chambers today to testify on this legislation, again because I don't think they know about it. So I think we need to do a better job at community engagement before and not after.

The Chair recognizes

Councilmember Brooks.

COUNCILWOMAN BROOKS:

Thank you so much, Chairman.

My question is kind of along the same line. So what steps have been taken to ensure that the cameras and the ticketing process does not have inequitable outcomes? Have we talked about that around the same communities that don't know that this is happening?

MR. APPLEMAN: Yeah. When we first put out the 611 legislation, we did do an equity study which is on our website, visionzerophl.com. And Councilwoman, I'll happily follow up with anyone from your office to make sure those resources get to you.

Specifically with this legislation, we focused heavily on the crash data. This is a pilot. This is something that we want to

prove works empirically so we went with the schools that were the highest risk for both speed and crashes.

COUNCILWOMAN BROOKS: And my other question is, how are the crossing guards using this data from the speeding cameras to improve safety in these areas?

MR. APPLEMAN: That's an excellent question. I'm not entirely sure at this moment in time but I can get back to you with that information.

COUNCILWOMAN BROOKS: And my one ques -- one specific -- for Widener Memorial is this on, what, where --

MR. APPLEMAN: Olney.

COUNCILWOMAN BROOKS: It's on Olney?

MR. APPLEMAN: Yeah.

COUNCILWOMAN BROOKS: So to that point, have those neighbors

been informed because that's a very highly-traveled area that's going to have a huge impact. And not that I don't support it. I'm just concerned of the phone calls that we will get when neighbors didn't know that they were a part of this pilot program that could cost them money with a speed camera, whether you're one or two --

COUNCILMAN YOUNG: $100.

COUNCILWOMAN BROOKS: Right, for 2 miles over the thing if you didn't know to slow down. People should slow down, but we all should give people -- also should give people fair warnings and I don't see that. I think it impacts us in a different way when we have to put out fires when we could have prevented it just for people having the information to know that this is happening. That's all I have.

MR. APPLEMAN:

Understood.

COUNCILMAN YOUNG: Can you describe to us the analysis done to say that speed cameras need to be used at these locations versus other traffic-calming measures?

MR. APPLEMAN: So we do have a full report. And again, I don't want to get out of my depth here in front of the Committee. I can make sure to get that full report sent to your office as well as far as how we selected these locations, the methodology that went into it and as well as the measures.

COUNCILMAN YOUNG: I mean, I think that's helpful for me as a legislator, right. You're asking us to support something without having the data in front of us. And I understand that today's the hearing date, but typically we

see that as an exhibit or something like that that's associated with the testimony. That would have been helpful, right.

And again, I'm just trying to figure out why -- I mean, this body has passed legislation to make it easier to install traffic-calming measures around schools like speed bumps and rumble strips, all those types of things that are proven to work to slow traffic down.

And again, it's just why cameras, right, around schools when we already have the tools to slow traffic down around these schools? Why not use those speed bumps? I mean, I think speed bumps on Olney Avenue would be great for everybody, right. It seems to me are we really trying to slow traffic down or is it just another way to get money, right.

And I think that's what our constituents are going to ask us, right. Is it to slow traffic or is this a money grab by the city? We know what the answer is, right, but to them it's a whole different world when they're the ones who are getting hit with these $100 fines consistently.

So I really think that we really need to do a little bit more engagement to see what the most effective method of achieving our goal of traffic calming, right, what's the most effective method. Are speed cameras the most effective method of getting a car to slow down around a school zone, right. Because the purpose of it is to make sure that our kids are safe and when they're going to and from school. But if I don't know a camera exists there, I'm going to still keep driving the way I drive.

But I can see speed bumps. Speed bumps are something that's visual, that's going to naturally, you know, I don't want to mess my car up, slow down at least. So I think we really need to consider the engagement efforts outside of just talking to the school, because they're not the ones that are going to be impacted by this. Again, it's going to be the surrounding community that's going to feel the brunt of this type of legislation.

And again, this is to make everyone safer. But is this the best method to achieve the goal of traffic safety. And that's why I would like to take a look at the report to see what that entails.

MR. APPLEMAN: I actually do have a copy of it here now if you would like to take a look.

COUNCILMAN YOUNG: Thank you.

Are there any other questions for this witness on this bill?

(No response.)

COUNCILMAN YOUNG: Is there anyone else who would like to testify on Bill No. 250148?

(No response.)

COUNCILMAN YOUNG: Seeing none, thank you for your testimony.

MR. APPLEMAN: Thank you.

COUNCILMAN YOUNG: Mr. Pullin, would you please call the next witness to testify on this bill.

THE CLERK: The next witness to testify are Craig Johnson, Chief of School Safety for the School District of Philadelphia; and Latonya Hill of

the School Crossing Guard Union.

(No response.)

THE CLERK: They might not be available.

COUNCILMAN YOUNG: I am going to note that Mr. Craig Johnson did submit written testimony for the record, but he's not here to testify.

THE CLERK: I'm going to call the next one.

COUNCILMAN YOUNG: Mr. Pullin, would you please call any other witnesses wishing to testify on this bill.

THE CLERK: The next witness to testify is Peter Kim, volunteer with 5th Square.

(Witness approached Witness table.)

COUNCILMAN YOUNG: Good morning, Mr. Kim. Please state your name for the record and begin your testimony.

MR. KIM: Good morning, Chair Young and members of City Council. My name is Peter Kim. I'm speaking as a volunteer of 5th Square and a proud parent of a 9th grader at Central High School. 5th Square wholeheartedly supports Bill 250148. We are glad to see our City Council and Mayor's Office acknowledge that traffic death rates are too high in Philadelphia and that we're working towards implementing real solutions toward Vision Zero.

In 2024, Philadelphia experienced 125 deaths resulting from car crashes, and almost half of those lives lost were people walking. According to the City's 2023 Vision Zero report, on average five children are hit by vehicles every week. This is unacceptable and needs to end.

Speed cameras are proven

to work. Researchers at the University of Pennsylvania found that speed cameras on Roosevelt Boulevard save nearly one life every month. A similar school zone speed camera program in New York City found that speeding has reduced by 94%, which has resulted in 14% fewer injuries and fatalities. The data is clear. These cameras will change driver behavior, prevent crashes and will make our communities safer for everyone.

Speaking personally, this bill will deliver me some comfort as my child gets to school by walking along Olney Avenue from the Broad Street Line to Ogontz Avenue, which is one of the corridors slated for a speed camera. I'm not sure how familiar you are with that area there, but there are actually three schools

there even though the area is named after the Widener Memorial School. So there's Widener Memorial. There's also Girls High right there and Central High. I know some of the Councilmembers, not present, but on the broader Council are alumni of some of those schools.

And so, my son has told me along his walk he regularly sees motorists engaging in reckless behavior, aggressive driving, and we believe speed cameras are sorely needed here. I also urge this body to tell Harrisburg that we need the speed camera program to be permanent. Expand it to include more sites and for them to be active beyond school hours. Please pass this bill. Thank you for your time.

COUNCILMAN YOUNG: Thank you so much for your testimony.

Chair recognizes the

presence of Council President Johnson as well.

Mr. Cole, would you mind coming -- Mr. Appleman, excuse me, would you mind coming back. We do have one more question. In looking at the data you mentioned -- you want to ask?

COUNCILWOMAN BROOKS: Yes.

COUNCILMAN YOUNG: The Chair recognizes Councilmember Brooks.

COUNCILWOMAN BROOKS: Based on the testimony of the prior witness, I was wondering why Olney was chosen instead of Ogontz? I'm very familiar with the area. I drive that way every day. And the children leaving Widener Memorial are on buses, so for Widener Memorial to be the school selected is very strange to me when the children from Central and Girls

High are the ones that are pedestrians walking in that particular area.

And being familiar with the area, I drive that way quite often, that Ogontz, there's a lot of high traffic on Ogontz just as much as Olney. So I don't -- how was that -- like, why was Widener chosen because the opening for the kids to come out of Widener is a gated community that you're coming into Olney behind Girls High, on the side you're coming out by Central but those children are on buses?

Those children do not commute to school every day. The children that are most impacted are Girls High and Central. And I'm not really sure where or how this intersection was chosen, but you said Olney Avenue. That's where my bells rung in my head that I'm not

really understanding the location and the proximity.

MR. APPLEMAN: I'm going to -- Chris, would you like to take this one?

MR. PUCHALSKY: Yeah.

(Witness approached Witness table.)

MR. PUCHALSKY: Good morning. My name is Christopher Puchalsky. I'm the Director of Policy and Strategic Initiatives for OTIS. Those locations were chosen because they have the highest number of crashes. So we looked at -- during the school hour we looked at pedestrian crashes, speeding crashes and killed-in-serious-injury crashes. So that's why those locations were chosen because they have the highest number of crashes.

COUNCILMAN YOUNG: So they had the highest number of

crashes, but the data -- anecdotally, we will see that if we're trying to protect the pedestrians, right, if that's one of the goals to protect the students, then have you all looked at other locations around where there is a high volume of traffic that could achieve similar goals as well?

MR. PUCHALSKY: Yeah, that's a great question, Councilmember. So we actually looked at all the school zones in Philadelphia when we ranked them to choose this first seven set that we'd like to enable for this technology. So there was actually no list of school zones. So the reason it took from when the bill passed through the state until now is there was extensive data analysis that was done, to go to all the schools, select all the

roads around the schools, look at the definition of a school zone in the PennDOT regulation and then add up all the crashes that were in it.

I think there's probably other technologies. I don't think it's an either-or. It's either traffic calming by speed cameras or traffic calming by all the other measures in our toolbox. So I don't think putting speed cameras at these locations will prohibit us in the future from employing other traffic-calming measures.

I also think these are only the first seven in the list. This is a five-year pilot. We're actually a year or more into the pilot by the time the bill passes through the state. So we're hoping that these will show an effectiveness to the state legislature to enable us to add more locations at any one time.

Even though we can only do five at any time, the idea is to -- the Parking Authority bought mobile cameras so they can be moved around. But what will be clear is that there'll be clear signage at each of those locations saying Traffic Enforcement while the lights are flashing. So we're going to make sure that the school flashers are in a state of good-working order and that the signage is clear so people know when the systems are activated, so there's no guesswork about is this system on, am I going to get a ticket here.

MR. APPLEMAN: And I was insistent that we selected five -- excuse me, seven schools that had the active flashers, not just a sign, and these cameras will only be active when the flashers are on.

COUNCILMAN YOUNG: Thank

you. So can you just describe to us for the record the exact streets that these cameras are proposed to be on for these seven schools?

MR. APPLEMAN: Sure. Visitation BVM, the school zone is on East Lehigh Avenue between B Street and Kensington Avenue. John B. Stetson, the school zone is on East Allegheny Ave between A and B Street. KIPP North Philadelphia, 16th Street between Cumberland and Huntington. Widener Memorial on West Olney between Broad and 16th. Northeast High on Cottman between Algon and Glendale. High School of the Future on West Girard between 39th and 40th. William L. Sayre on Walnut between 58th and 59th. If you would like me to submit the list, I'd be happy to turn that in as well.

COUNCILMAN YOUNG: Yes, that'll be helpful. But for the

School of the Future, I'm just looking at where it sits in my mind. Why Girard Avenue versus Parkside?

MR. PUCHALSKY: That's so -- yeah, that's because that's where the crashes are. That's where there are more crashes. And that's also how we define the school zone. And this is something that I think when you do a pilot like this, you learn a lot. And this is something we've already learned, that unfortunately the definition of a school zone in the Motor Vehicle Code and in the PennDOT regulations, if you've got let's say a typical block and you've got four roads around that block that the school is on, the way that the PennDOT regulations are written, those are actually four separate school zones.

So we were not able to

designate all the roads around the school which I think would be a more holistic way. So this is something that as this legislation goes back up to the state and the state considers making this permanent and any changes that are made with the program, this is something that we'd like to do. We'd like to be able to protect all of the streets around the school, not just choose the highest crash street in front of a school.

COUNCILMAN YOUNG: I'm just thinking about that because from Girard Ave, I mean -- to get to Girard Avenue from School of the Future, you got to pretty much cross Parkside, a little street you got to cross to get over there. And all these major streets where these schools are when we go to these communities and they talk to us, it's really going to seem like

it's just a money grab by the City, right. That's what they're going to say, because we're only putting these on these high -- yes, they're high volume streets. They're well-traveled streets. And I'm sure it's based on crash data, right, and it's based on data.

But our constituents don't look at data. They look at their pockets. That's their main concern. And I really want to stress the importance of communication before these are implemented. So I understand that you have a 60-day period, warning period. I would suggest that we stretch that out a little longer if we are going to pass this out of Council relatively soon in order to allow us, particularly the District Councilmembers, right, even the At-Large ones as well, like, we're going to be hearing this. We're

going to hear about this.

I know the community up at 16th and Cumberland has not been engaged about this. I know the Ward -- because the Ward leader would probably be here right now testifying on it, right --

COUNCILWOMAN BASS: Point of information.

COUNCILMAN YOUNG: Chair recognizes Councilmember Bass.

COUNCILWOMAN BASS: So I want to thank you for making that point, Mr. Chairman, because that's exactly the point I was going to make. And I want to really stress to the School District that this bill really should not have come from an At-Large member.

And so, I don't want to be critical of my colleagues, but I do want to be absolutely clear that when it comes to making these kinds of decisions, District

Councilmembers are on the line. We're on the line every single day. People expect us to know and have the answers.

I did not know about these plan changes in my District, but yet I will be the one who will be held accountable for them. So I'm going to ask, Mr. Chairman, that we may consider holding the bill until we get further clarification because I don't know that any of my colleagues were informed about any of these changes in their District as I wasn't, as you weren't, as other District members weren't. It is totally unacceptable to have this come through a District Councilmember without any sort of -- through an At-Large member without any sort of conversation with the members who are held responsible for these sorts of changes.

Thank you, Mr. Chairman.

COUNCILMAN YOUNG: Thank you, Councilmember.

Are there any other questions of these witnesses?

(No response.)

COUNCILMAN YOUNG: Hearing none, thank you so much for your testimony.

Mr. Pullin, would you please call any other witnesses to testify on this legislation.

THE CLERK: There are no more witnesses to testify.

COUNCILMAN YOUNG: Thank you.

Hearing none, is there anyone else in these chambers looking to testify on Bill No. 250148?

(No response.)

COUNCILMAN YOUNG: Seeing none, thank you. The hearing will now transition to our

public comment session.

Mr. Pullin, are there any speakers for public comment?

THE CLERK: There are no speakers for public comment.

COUNCILMAN YOUNG: Thank you.

I would like to thank all the witnesses for joining us today. We would end the public hearing and go into the public meeting. I note for the record that a quorum of the Committee is present. Pardon me for a second.

The Chair recognizes Councilmember Brooks for an amendment -- for a motion on the amendment to Bill No. 250147.

COUNCILWOMAN BROOKS: Thank you, Chairman.

I offer an amendment to Bill No. 250147. A copy of the amendment has been circulated to all members of the Committee. I

move that the amendment to Bill No. 250147 be adopted.

(Duly seconded.)

COUNCILMAN YOUNG: Thank you. It's been moved and properly seconded that the amendment to Bill No. 250147 be adopted.

All those in favor of the motion will signify by saying aye.

(Aye.)

COUNCILMAN YOUNG: Those opposed?

(No response.)

COUNCILMAN YOUNG: The ayes have it. The motion carries. The amendment to Bill No. 250147 has been adopted.

The Chair recognizes Councilmember Brooks for a motion to the amendment on Bill No. 250066.

COUNCILWOMAN BROOKS: Thank you, Mr. Chairman.

I offer an amendment to Bill No. 250066. A copy of the amendment has been circulated to all members of the Committee. And I move that the amendment to Bill No. 250066 be adopted.

(Duly seconded.)

COUNCILMAN YOUNG: Thank you. It's been moved and properly seconded that the amendment to Bill No. 250066 be adopted.

All those in favor of the motion will signify by saying aye.

(Aye.)

COUNCILMAN YOUNG: Those opposed?

(No response.)

COUNCILMAN YOUNG: The ayes have it. The motion carries and the amendment to Bill No. 250066 has been adopted.

The Chair recognizes -- hold on, excuse me. Before we do

that, I am going to note for the record that Bill No. 250148 will be held to the call of the Chair.

So the Chair recognizes Councilmember Brooks for a motion on Bill Nos. 250066 as amended, 250100 and 250147 as amended. Chair recognizes Councilmember Brooks.

COUNCILWOMAN BROOKS: I'm following. Thank you, Mr. Chairman.

I move that Bill Nos. 250066 as amended, 250100 as amended and 250147 as amended, be reported from the Committee with a favorable recommendation and further move that the rules of Council be suspended to permit -- I'm sorry.

Okay. Mr. Chairman, I move that Bill Nos. 250066 as amended, 250100 and 250147 as amended, be reported from this

Committee with a favorable recommendation and further move that the rules of Council be suspended to permit the first reading of this bill at the next session of Council.

(Duly seconded.)

COUNCILMAN YOUNG: It has been moved and properly seconded that Bill Nos. 250066 as amended, 250100 and 250147 as amended be reported from this Committee with a favorable recommendation and further move that the rules of Council be suspended to permit the first reading of this bill at the next session of Council.

All those in favor will signify the motion by saying aye.

(Aye.)

COUNCILMAN YOUNG: All opposed?

(No response.)

COUNCILMAN YOUNG: The Chair recognizes the ayes have it. The motion carries. And Bill Nos. 250066 as amended, 250100 and 250147 as amended, will be reported from this Committee with a favorable recommendation with a further request that the rules of Council be suspended to permit the first reading at the next session of Council.

To clarify, again Bill No. 250148 will be held in the Committee to the call of the Chair. The Chair also recognizes the presence of Vice-Chair Councilmember Mark Squilla.

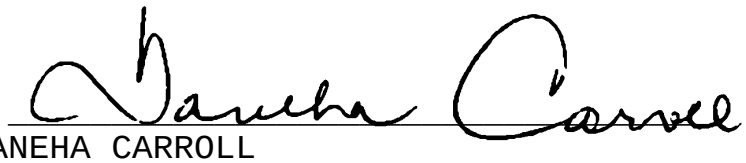
This concludes the business before this Committee on Streets and Services today. Thank you very much for your attendance. Thank you.

(Committee on Streets and Services concluded at

11:14 a.m.)

C E R T I F I C A T I O N

I, hereby certify that the proceedings and evidence noted are contained fully and accurately in the stenographic notes taken by me in the foregoing matter, and that this is a correct transcript of the same.



TANEHA CARROLL
Court Reporter - Notary Public

(The foregoing certification of this transcript does not apply to any reproduction of the same by any means, unless under the direct control and/or supervision of the certifying reporter.)

$

$100
31:11
34:9

$150
5:18

$200
16:1

1

11'6"
14:10
15:10

11-200
5:10

12-3400
17:1

125
38:16

13
11:5
20:23
24:8

13'6"
15:9

14%
39:9

16th
47:12,
14 51:3

177
8:18
10:5,8
11:8

19127
8:19

19141
12:20

2

2
31:13

20
11:14
15:16

2023
38:20

2024
38:15

2025
11:5,14
15:3,16

21%
20:16

24
10:6

250066
5:6 8:7
55:22
56:2,6,
11,22
57:6,
14,22
58:10
59:4

250100
8:15
9:22
11:3,15
12:7
57:7,
14,23
58:11
59:4

250147
12:14
13:19
15:1
16:15
54:18,
22
55:2,7,
17
57:7,
15,23
58:11
59:5

250148
16:24
18:16
36:9
38:8
53:20
57:2
59:13

27
15:3

3

39th
47:18

4

40th
47:18

5

50%
20:15

5801
12:18
14:1,6
15:7

58th
47:19

59th
47:19

5th
37:18
38:5,7

6

6
10:6
11:9

6'0"
10:13

60-day
21:8
26:1
50:16

611
20:21
29:13

9

94%
39:8

95%
20:13

9th
38:6

A

ability
27:1

absolutely
51:22

Academy
19:14
25:5

access
14:4,9
15:5

accompanied
21:7

accountable
52:8

achieve
35:17
44:9

achieving
34:13

acknowledge
38:10

activated
46:14

active
19:7
40:19
46:21,
23

add
5:17
45:3,23

addition
18:18

additional
5:13,17
21:2

adds
15:23

adjacent
10:7
14:5

administration
17:6

administrators
21:21

adopted
55:2,7,
18
56:6,
11,22

ads
23:24

Affairs
9:3,19
13:3,16

affected
23:1

aggressive
40:12

Algon
47:16

Allegheny
47:10

allowed
19:7

alumni
40:8

amended
57:6,7,
14,15,
23,24

58:11, 12
59:4,5
amending
17:1
amendment
15:22, 23
54:17, 18,21, 23
55:1,6, 17,21
56:1,3, 5,10,21
amends
5:9
analysis
19:20
32:3
44:23
Analyst
17:16
18:5,11
anecdotally
44:2
answers
52:4
Appleman
17:16, 21
18:3,4, 11
22:21
23:11
24:23
25:22
27:3
29:12
30:10, 19,22
31:24
32:8
35:21
36:14
41:4
43:3
46:18
47:5
apply
6:3,10, 13,17, 20 20:1
approached
9:8
17:19
37:19
43:7
approval
11:15
15:17
approximately
15:9
area
31:2
39:23
40:1
41:18
42:3,5
areas
26:11
30:9
ASE
18:24
20:19
23:12
assessment
21:3
AT&T
6:22
At-large
50:23
51:19
52:21
attendance
59:21
Authority
21:20
46:3
authorize
19:4
authorized
5:17
20:20
authorizes
9:24
13:21
authorizing
8:16
12:15
automated
17:3,7
19:3,5
Ave
20:24
47:10
49:16
Avenue
28:9
33:20
39:18, 20
42:23
47:7,8
48:3
49:17
average
38:20
aware
21:16
aye
55:10, 11
56:14, 15
58:20, 21
ayes
55:16
56:20
59:2

B

back
30:13
41:5
49:5
Baltimore
20:24
BAPTIST
12:15
13:22
based
41:15
50:7,8
Bass
51:8, 11,12
begin
9:12
14:17
18:1
37:23
begun
27:5
behavior
22:3
39:12
40:12
bells
42:24
bill
5:6,9, 15,23
6:3,10
7:13,14
8:7,13, 14,24
9:22,24
11:3,6, 15,21
12:7, 12,13
13:18, 21
15:1,4, 15
16:9, 15,22, 23
18:16
19:2
22:18
23:9
36:5,9, 19
37:15
38:8
39:16
40:20
44:20
45:19
51:18
52:11
53:19
54:18, 22
55:1,6, 17,21
56:2,5, 10,21
57:2,6, 13,22
58:5, 10,17
59:3,12
bit
34:11
block
48:18, 20
body
33:7
40:14
bought
46:3
Boulevard
20:7,13
39:4
Brass
10:5

Broad
12:18
14:1,6
15:7,10
20:21
24:3,18
39:19
47:14
broader
24:16
40:7
Brooks
29:1,2
30:5,
15,20,
23
31:12
41:9,
13,14
54:16,
19
55:20,
23
57:5,9,
10
brunt
35:13
building
10:8
14:3,4,
5 15:5
bumps
33:10,
18,19
35:2
bus
23:24
buses
41:21
42:16
business
59:19
BVM
19:13
47:6

C

cafe
8:17
10:4,12
11:7
call
8:23
12:24
17:13
36:17
37:11,
13
53:11
57:3
59:14
calls
31:5
calming
33:9
34:14
45:8,9
camera
31:9
34:23
39:6,22
40:16
cameras
17:7
19:23
20:7
29:7
30:8
32:4
33:15
34:16
38:24
39:3,11
40:13
45:8,11
46:4,22
47:3
campaign
23:23
car
34:17
35:5
38:17
careful
19:19
carries
55:16
56:20
59:3
Castle(ph)
6:22
Central
38:6
40:5
41:24
42:15,
20
Chair
7:6
28:24
38:2
40:24
41:12
51:10
54:15
55:19
56:23
57:3,4,
8 59:2,
14,15
Chairman
29:3
51:14
52:9
53:1
54:20
55:24
57:12,
21
Chairmember
10:22
14:19
Chairperson
9:15
13:12
18:8,20
chamber
8:6
chambers
12:6
16:14
28:18
53:18
change
21:17
22:3
39:11
Chapter
5:9
17:1
Chief
36:22
child
39:17
children
38:21
41:20,
24
42:15,
17,19
Chiu
9:5
10:19,
21,24
11:19
13:5,9
14:17,
18,21
15:21
16:4
choose
44:16
49:12
chosen
41:17
42:10,
22
43:14,
20
Chris
43:4
Christopher
43:10
CHURCH
12:16
13:22
circulated
54:23
56:3
city
9:6
10:24
11:1
13:6
14:21,
23
20:6,9
22:6
25:10,
12
28:12
34:5
38:2,9
39:7
50:1
City's
11:11
15:13
38:19
citywide
19:20
clarification
52:12
clarify
59:12
clarity
7:3
clear
11:9
14:11
15:11
39:10
46:5,6,
13
51:22
CLERK
8:14
9:1
12:13
13:1

16:23
17:14
36:20
37:3,
10,16
53:13
54:4

code
5:10,20
17:2
48:16

Cole
17:15,
24
18:4,10
41:3

colleagues
51:21
52:13

Comcast
6:5,12
7:9,11

comfort
39:17

comment
54:1,3,
5

Commission
6:24
9:7
11:2,13
13:7
14:24
15:14

Commissioner
5:4

committee
5:2
9:17
10:23
13:14
14:20
18:10,
22
32:11
54:13,
24 56:4
57:16
58:1,13
59:6,
14,19,
23

communication
22:1
26:15
50:14

communications
23:23
24:7

communities
22:17,
24 23:7
28:14,
17
29:10
39:13
49:23

community
23:3,14
24:15
25:9,
16,21
26:5
27:2,10
28:9,22
35:12
42:12
51:2

commute
42:18

commutes
25:24

companies
6:11
7:15

company
6:17,23

Complete
11:12
15:13

completing
5:22

concern
50:12

concerned
31:5

concluded
59:24

concludes
6:5
10:14
14:12
59:18

conditions
8:20
12:21
17:10

considers
49:6

consistently
34:9

constituents
34:2
50:9

constructed
15:6

contact
24:10

contacted
25:7

continuing
21:19

contractors
5:19

controlled
6:23

conversation
52:22

cooperative
18:23

copy
35:22
54:22
56:2

correct
6:16
16:4

corridors
21:2
39:21

cost
16:2
31:8

Cottman
28:9
47:15

Council
25:10
38:3,9
40:7
41:1
50:20
57:19
58:3,6,
15,18
59:9,11

COUNCILMAN
6:8,19
7:1,2,
4,8,21
8:2,9,
21 9:10
10:17
11:17,
24
12:9,22
13:8
14:15
15:20
16:5,
11,17
17:11,
23
22:13,
23
24:12
25:1,23
27:13
31:11
32:2,18
36:1,7,
11,16
37:5,
12,21
40:22
41:11
43:23
46:24
47:23
49:14
51:10
53:2,7,
15,22
54:6
55:4,
12,15
56:8,
16,19
58:8,22
59:1

Councilmember
5:7
7:7,22
9:23
11:4
13:20
15:2
18:17,

18 29:1
41:12
44:13
51:11
52:19
53:3
54:16
55:20
57:5,8
59:17
Councilmembers
40:6
50:22
52:1
Councilwoman
29:2,17
30:5,
15,20,
23
31:12
41:9,14
51:8,12
54:19
55:23
57:10
couple
20:24
22:15
Craig
36:21
37:6
crash
19:20
20:17
29:23
49:12
50:7
crashes
20:16,
18 30:4
38:17
39:12
43:15,
17,18,
19,22
44:1
45:4
48:7,8
critical
51:21
cross
49:19,
20
crossing
30:7
37:1
Cumberland
47:12
51:3

D

daily
28:2
dangerous
20:8,10
DANIELLE
9:24
data
19:21
29:23
30:7
32:22
39:10
41:7
44:1,22
50:7,8,
10
date
32:24
day
5:19
41:19
42:18
52:2
death
38:10
deaths
38:16
decisions
51:24
define
48:9
definition
45:2
48:15
deliver
39:16
department
5:5,16,
24 6:14
9:4,20
10:10
13:4,17
14:7
21:22
27:9
deployed
20:6
depth
32:10
Deputy
5:3
describe
32:3
47:1
designate
49:1
Development
9:6
13:6
difficult
27:18
digging
5:21
direct
24:9
26:14
directly
23:20
Director
9:4,6,
18
13:4,6,
15
43:11
District
21:24
25:4,5
36:23
50:21
51:17,
24
52:6,
15,16,
19
drive
28:1
34:24
41:19
42:5
driver
21:9
39:11
driving
19:24
34:24
40:12
DU
9:24
10:1
duly
55:3
56:7
58:7

E

easier
33:8
East
47:7,10
educational
21:8
effective
16:1
20:5
22:1
34:13,
15,17
effectiveness
45:22
efforts
35:7
either-or
45:7
empirically
30:1
employing
45:13
enable
44:17
45:23
encroach
15:8
encroachment
12:18
13:24
encroachments
8:16
10:3
16:3
end
38:23
54:10
enforcement
17:3,6
19:3,5
46:8
engage
26:19
27:4
engaged
21:11

23:13
28:8
51:4
engagement
22:17
23:6
24:14
27:10, 14
28:22
34:12
35:7
engaging
23:20
40:11
ensure
29:6
ensuring
21:9
entails
35:20
entitled
5:11
17:2
19:2
entrance
15:7
equity
29:14
essential
22:7
exact
23:18
24:5,6, 11 47:2
Excavations
5:11
exceeding
5:18
excellent
30:11
excuse
12:4
41:4
46:20
56:24
exhibit
33:1
exists
34:23
Expand
40:17
expansion
20:20
expect
52:3
experienced
38:16
express
28:15
extensive
44:22

F

fair
21:10
31:17
familiar
39:22
41:18
42:4
fatal
20:17
fatalities
39:10
favor
55:8
56:12
58:19
favorable
57:17
58:1,13
59:7
February
11:5,14
15:2
feedback
25:15
feel
35:13
feet
11:9
fewer
39:9
figure
33:6
fines
6:1
25:18
34:9
fires
31:20
five-year
45:17
flashers
46:11, 21,23
flashing
46:9
focused
29:22
folks
23:21
24:3
28:6
follow
29:17
footway
10:14
14:11
15:10
forward
21:18
found
39:2,7
Frankford
20:23
front
15:6
32:11, 22
49:13
full
32:9,12
future
19:17
28:1
45:13
47:17
48:1
49:18

G

gas
7:18
gated
42:12
Girard
47:17
48:3
49:16, 17
Girls
40:4
41:24
42:13, 20
give
31:16, 17
glad
38:8
Glendale
47:16
goal
34:14
35:17
goals
44:5,9
good
9:10,14
10:21
13:11
14:18
17:23
18:7
37:21
38:1
43:9
good-
46:11
grab
34:4
50:1
grace
26:1
grader
38:6
great
26:2,16
33:20
44:12
Ground
6:22
Guard
37:1
guards
30:7
guess
26:1
guesswork
46:15

H

half
38:17
happening
28:8
29:11
31:23
happily
27:11
29:17

happy
11:16
15:18
22:11
47:21
Harrisburg
40:15
Harrity
5:8
7:2,7,8
head
42:24
hear
51:1
hearing
22:20
24:13
32:24
50:24
53:8,
17,24
54:11
heavily
29:22
held
52:8,23
57:3
59:13
helpful
32:19
33:4
47:24
high
19:16,
17 28:7
38:6,11
40:4,5
42:1,7,
13,20
44:8
47:15,
16
50:4,5
highest
30:3
43:15,
21,24
49:12
highly-traveled
31:2
Hill
36:24
hit
34:8
38:21
hold
56:24
holding
52:10
holistic
49:3
hoping
45:20
hour
43:16
hours
40:19
huge
31:3
Hunting
20:23
Huntingdon
47:13

I

idea
46:2
impact
31:3
impacted
35:10
42:19
impacts
31:18
implemented
50:15
implementing
38:13
importance
50:13
impose
5:12
improve
17:4
19:4
30:9
include
40:17
included
7:12,14
including
20:13
23:23
individual
5:19
inequitable
29:8
information
30:14
31:22
51:9
informed
31:1
52:14
Infrastructure
17:18
18:6,13
Initiatives
43:12
injuries
39:9
injury
20:16,
18
insistent
46:19
install
10:2
12:17
13:23
33:8
installation
11:11
15:12
19:22
21:6
installing
21:14
intersection
42:22
introduced
5:7
9:23
11:4
13:19
15:1
22:19
introducing
25:19
introduction
23:9
involved
20:16
issuing
5:16,24
IZAK
10:1

J

job
28:21
John
19:13
47:8
Johnson
36:22
37:7
41:2
joining
54:9
Jones
9:23
11:4

K

Kensington
47:8
kid
26:16
kids
34:20
42:11
killed-in-
43:18
Kim
37:17,
22
38:1,3
kind
29:4
kinds
51:23
KIPP
19:14
25:4
27:23
47:11

L

large
6:3,16
Latonya
36:24
leader
51:5

leadership 21:12
learn 48:12
learned 48:14
leaving 41:20
legislation 22:6 24:16, 17 25:8 27:7,16 28:19 29:14, 22 33:7 35:14 49:4 53:12
Legislative 9:3,19 13:3,16
legislator 32:20
legislature 45:23
Lehigh 47:7
life 39:4
lights 46:9
lines 24:2
list 44:19 45:16 47:21
live 26:20
lives 38:18
located 10:5,7 11:8 14:5 17:8
location 43:1
locations 27:22 32:5,15 43:13, 20 44:7 45:12, 24 46:7
longer 50:18
looked 43:16, 17 44:6,14
lost 38:18
lot 42:6 48:12

M

made 49:8
main 50:11
maintain 10:3,13 12:17 13:24 14:10
major 49:21
make 27:18 28:13 29:19 32:12 33:8 34:20 35:16 39:13 46:10 51:16
making 49:6 51:13, 23
Manager 11:1 14:22
March 15:16
Marconi 9:3,11, 14,18 10:18 13:3,9, 11,15
Mark 59:17
Markle 8:18 10:5,8 11:8
Mayor's 38:9
measures 32:7,17 33:9 45:10, 14
meeting 11:11, 13 15:12, 16 23:16 54:12
meetings 23:15, 20
member 51:19 52:21
members 9:16 10:22 13:13 14:19 18:9,21 23:4 25:16 38:2 52:17, 22 54:24 56:4
Memorial 19:15 30:17 40:2,3 41:20, 22 47:13
mentioned 41:7
mess 35:5
message 22:2
messaging 21:8
method 34:13, 15,17 35:17
methodology 32:15
Middle 19:13
miles 31:13
mind 41:3,5 48:3
minimum 11:9 14:10
mobile 46:4
modular 14:2,4
moment 23:19 30:12
money 31:9 33:24 34:4 50:1
Montanez 5:3 6:9,15, 21 8:4
month 39:5
morning 9:11,15 10:21 13:12 14:18 17:21, 24 18:7 37:22 38:1 43:10
motion 54:17 55:9, 16,20 56:13, 20 57:5 58:20 59:3
Motor 48:16
motorists 40:11
move 55:1 56:5 57:13, 18,22 58:2,14
moved 46:4

55:5
56:9
58:9

N

named
40:1
naturally
35:4
nature
8:17
10:4
14:2
needed
40:14
neighborhood
26:18
neighbors
30:24
31:6
Noelle
9:2,17
13:2,14
North
12:18
14:1,6
15:7
19:14
26:6
27:23
47:11
Northeast
19:15
28:6
47:15
Nos
57:6,13,22
58:10
59:3
note
37:6
54:12
57:1
notified
26:11,13
number
43:15,22,24

O

occasion
7:18
offer
9:21
13:18
18:15
54:21
56:1
office
17:17
18:5,12
29:18
32:13
38:9
Ogontz
39:19
41:17
42:6,7
Olney
30:19,21
33:19
39:18
41:16
42:8,13,23
47:14
opening
42:10
Openings
5:11
operating
21:14
27:8
opportunity
22:10
28:14
oppose
14:8
opposed
10:11
55:13
56:17
58:23
order
46:12
50:20
ordinance
8:15
12:14
16:24
organizations
23:15
OTIS
18:14
21:11
43:13
outcomes
29:8
owner
12:16
13:23
Owners
10:2

P

paid
6:2
Pardon
54:14
parent
38:5
Park
20:23
Parking
21:20
46:3
Parkside
48:4
49:19
part
31:7
parties
6:4
pass
40:20
50:19
passage
27:15
passed
27:17,18 33:7
44:21
passes
45:19
past
28:1
pay
23:2,4
paying
25:17
PECO
6:4,12
pedestrian
43:17
pedestrian-
20:15
pedestrians
42:2
44:4
penalties
5:13,18
6:2
Penndot
19:10
45:3
48:17,21
Pennsylvania
5:10
6:24
8:19
12:19
21:22
39:2
people
26:19
28:11
31:15,16,17,21
38:18
46:13
52:3
period
21:9
26:1
50:16,17
permanent
40:17
49:7
permit
5:16
57:19
58:4,16
59:9
permits
6:1
7:10,17
permitting
5:14
personally
39:15
Peter
37:17
38:3
PGW
6:13,21
7:10,17
Philadelphia
8:19
11:1
12:19

14:23
17:2
19:14
20:3
21:20, 24 25:4
26:6
27:23
36:24
38:11, 15
44:15
47:11

Philadelphia's
22:4

PHILIPPIAN
12:15
13:22

Phillips
13:20
15:2

phone
31:5

pilot
19:8
20:1
21:10
29:23
31:8
45:17, 19
48:11

plan
52:6

Planning
9:7
10:24
11:2,13
13:7
14:22, 23
15:14

planters
11:7

pleased
6:6
10:15
14:13

PLOOY
10:1

pockets
50:11

point
7:3
30:24
51:9, 14,15

Policy
11:12
15:13
17:16
18:5,11
43:12

position
28:15

prefabricated
14:2,3
15:5

premise
28:4

presence
41:1
59:16

present
40:6
54:14

President
41:1

pretty
49:18

prevent
5:24
39:12

prevented
31:21

prior
27:15
41:15

procedure
27:8

proceed
10:19

process
21:13
27:5
29:7

program
18:24
21:10, 21
22:1,2
23:12
24:6,7, 11 31:8
39:6
40:16
49:8

progress
20:12

prohibit
45:12

project
21:5

properly
55:5
56:9
58:9

property
15:8

proposed
10:12
14:9
47:3

protect
20:2
22:3
44:3,5
49:10

proud
38:5

prove
30:1

proven
19:23
33:12
38:24

providing
17:5

proximity
43:2

public
54:1,3, 5,10,11

Puchalsky
43:6,9, 11
44:11
48:5

pull
7:10

Pullin
8:11,22
12:3, 10,23
16:20
17:12
36:17
37:13
53:10
54:2

pulls
7:16

purpose
34:19

put
29:13
31:20

putting
45:11
50:3

Q

ques
30:16

question
15:22
29:4
30:6,11
41:6
44:12

questions
6:7
7:24
10:16
11:16, 20
14:13
15:19
16:8
22:12, 15 36:4
53:5

quick
15:21

quorum
54:13

R

radio
23:24

ramp
14:3,4, 9 15:5, 8

ranked
44:15

rates
38:11

RCO
23:18

RCOS
23:13
25:6

re-evaluation
19:9

reach
24:2

reached
23:14

read
8:12

12:11
13:10
16:21
reading
58:5,17
59:10
real
38:13
reason
44:20
recall
23:18
reckless
19:24
40:11
recognizes
7:6
28:24
40:24
41:12
51:11
54:15
55:19
56:23
57:4,8
59:2,15
recommendation
15:17
57:17
58:2,14
59:7
recommended
11:14
record
9:12
18:1
37:8,23
47:2
54:12
57:2
reduce
19:23
reduced
39:8
reduction
20:14,
15,17
regularly
40:10
regulation
45:3
regulations
48:17,
21
remain
11:10
15:11
remarkable
20:12
repairs
5:22
report
32:9,13
35:20
38:20
reported
57:16,
24
58:12
59:5
request
59:8
requirements
5:15
Researchers
39:1
residents
23:6
24:15
resources
29:19
response
8:1,8
11:23
12:8
16:10,
16
36:6,10
37:2
53:6,21
55:14
56:18
58:24
responsible
52:23
resulted
39:8
resulting
38:16
Richard
5:2
risk
30:3
road
20:8,22
roads
45:1
48:19
49:1
Roosevelt
20:7
39:3
Route
20:21,
22 24:7
routes
17:8
24:9,19
rules
57:18
58:3,15
59:8
rumble
33:10
rung
42:24

S

safe
22:8
34:21
safer
35:16
39:13
safety
17:4
19:4
20:2
30:9
35:18
36:22
Sarah
9:5
10:24
13:5
14:21
save
39:4
Sayre
19:17
47:18
school
17:9
19:6,
13,15,
16,18
20:4
21:23
22:9
27:24
28:2,7
34:18,
22 35:9
36:22,
23 37:1
38:6
39:5,17
40:2,19
41:22
42:18
43:16
44:14,
19 45:2
46:10
47:6,9,
16
48:1,
10,15,
20,23
49:2,
11,13,
17
51:17
schools
19:11,
18
21:13
22:22,
24
23:1,8
24:10,
21 25:2
26:10,
15,17
27:20
30:2
33:9,
15,17
39:24
40:8
44:24
45:1
46:20
47:4
49:22
seats
10:7
seconded
55:3,6
56:7,10
58:7,10
section
5:20
15:24
sees
40:10
select
44:24
selected
19:12,
19
21:12

32:14
41:22
46:19
separate
21:4
48:23
serious-injury
43:19
Services
5:1
9:16
10:23
13:13
14:21
18:9,21
59:20,24
session
54:1
58:6,18
59:10
set
44:16
share
22:2
show
45:21
side
42:14
sidewalk
8:17
10:4,12
11:7,9
15:11
sign
46:22
signage
46:6,12
signify
55:9
56:13
58:20
similar
39:5
44:9
single
52:2
sites
40:18
sits
48:2
slated
39:21
slightly
21:4
slow
31:14,15
33:12,16,22
34:3,18
35:5
smooth
21:15
solutions
38:13
son
28:2
40:9
sorely
40:13
sort
52:20,21
sorts
52:24
space
11:10
15:11
speak
26:9
speakers
54:3,5
speaking
38:4
39:15
specific
17:8
30:16
specifically
27:6
29:21
speed
17:3,7
19:3,5,21,23
20:6
30:3
31:9
32:4
33:10,18,19
34:16
35:1,2
38:24
39:3,6,21
40:13,16
45:8,11
speeding
19:24
20:14
26:22
30:8
39:7
43:18
sponsored
18:17
Square
37:18
38:5,7
Squilla
59:17
staff
15:17
stakeholders
21:16
standard
27:7
start
27:12
starts
27:15
state
9:11
17:24
20:10,20
37:22
44:21
45:20,22
46:11
49:5,6
stating
15:24
steps
29:5
Stetson
19:13
47:9
stipulated
19:10
strange
41:23
Strategic
43:12
street
5:12,21
8:18
10:6,9
11:8,12
12:19
14:1,6
15:7,10
20:22
24:4,18
28:10
39:19
47:8,11,12
49:13,19
streets
5:1,5
9:5,16,20
10:11,23
13:5,13,17
14:8,20
15:13
18:9,21
21:1
47:2
49:11,21
50:5,6
59:20,23
stress
50:13
51:16
stretch
50:18
strictly
22:22
strips
33:10
students
20:3
22:4,8
44:6
study
29:15
subcontractors
7:12,13
submit
37:7
47:20
subsequent
12:16
13:23
24:8
suggest
50:17
summary
22:5
support
31:4
32:21
supportive

18:23
supports 38:7
surrounding 35:12
suspended 57:19 58:4,16 59:9
system 17:4 21:7 46:15
systems 17:18 18:7,13 20:5 21:15 46:14

T

table 9:9 17:20 37:20 43:8
tables 10:6
tail 23:24
taking 28:2
talk 49:23
talked 29:9
talking 24:20 35:8
Tap 10:5
technical 7:19
technologies 45:6
technology 44:18
terms 8:20 12:20 17:9
testify 5:6 8:7,23 9:2 11:3 12:6,24 13:2 14:24 16:14 17:13, 15 22:10 28:18 36:9, 18,21 37:9, 15,17 53:12, 14,19
testifying 51:7
testimony 6:6,10 8:4 9:13,22 10:15, 20 11:18 12:2 13:10, 18 14:12 16:19 18:2,16 22:14 33:3 36:13 37:8,24 40:23 41:15 53:9
that'll 47:24
there'll 46:6
thing 31:13
things 24:1,17 27:19 33:11
thinking 25:11, 12 49:15
Thomas 18:17, 19
ticket 46:16
ticketing 29:7
tickets 23:3,5 26:21, 24
time 11:22 20:8 22:12 30:13 40:21 45:19, 24 46:2
Tioga 23:17
title 8:12 12:11 16:21
titled 8:15 12:14 16:24
today 9:21 13:18 18:15, 22 22:19 23:10 24:11 28:18 54:10 59:20
today's 32:23
told 40:9
tool 20:2 22:7
toolbox 45:10
tools 33:16
total 10:6 19:6
totally 52:17
traffic 33:12, 17,23 34:3,14 35:18 38:10 42:7 44:8 45:8,9 46:8
traffic- 33:8
traffic-calming 32:6 45:14
transition 53:24
transparent 21:11
Transportation 5:4 17:17 18:4,6, 12 21:23
travel 20:4
traveled 50:6
traveling 22:8
trends 19:20
turn 47:21
type 22:16 23:5 35:14
types 33:11
typical 48:18
typically 32:24

U

ultimately 25:18 26:22
unacceptable 38:22 52:18
underground 5:14

understand 28:3 32:23 50:15
understanding 43:1
Understood 27:4 32:1
Union 37:1
University 39:2
unobstructed 10:13 14:11
up-to-date 27:11
urge 40:14
utility 6:11, 17,24 7:14

V

Vehicle 48:16
vehicles 38:21
Verizon 6:4,12
versus 27:16 32:6 48:3
Vice-chair 59:16
vicinity 8:18 26:20
violate 5:20
violations 20:14
violators 5:13
Vision 38:14, 20
visionzerophl.com. 29:16
Visitation 19:12 47:6
visual 35:3
volume 44:8 50:5
volunteer 37:18 38:4

W

walk 40:10
walking 38:19 39:18 42:2
Walnut 47:19
Ward 51:5
warning 21:9 50:16
warnings 31:17
warranted 27:22
Water 6:13
website 29:15
week 38:22
well- 50:5
well-deserved 26:23
well-traveled 28:11
West 47:14, 17
wholeheartedly 38:7
Widener 19:15 30:17 40:2,3 41:20, 21 42:9,11 47:13
William 19:17 47:18
wishing 12:6 16:14 37:14
witnesses 9:8 11:21 12:24 13:2 16:8 17:13 37:14 53:5, 11,14 54:9
wondering 41:16
work 21:19 33:12 39:1
working 38:12 46:12
works 30:1
world 34:7
written 37:7 48:22

Y

year 19:1 45:18
years 19:9 20:6,11
York 20:22 39:6
Young 6:8,19 7:1,4, 21 8:2, 9,21 9:10,15 10:17, 22 11:17, 24 12:9,22 13:8,12 14:15, 19 15:20 16:5, 11,17 17:11, 23 18:8,20 22:13, 23 24:12 25:1,23 27:13 31:11 32:2,18 36:1,7, 11,16 37:5, 12,21 38:2 40:22 41:11 43:23 46:24 47:23 49:14 51:10 53:2,7, 15,22 54:6 55:4, 12,15 56:8, 16,19 58:8,22 59:1

Z

zone 34:18 39:5 45:2 47:6,9 48:10, 15
zones 17:9 19:6 44:14, 19 48:23